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C.A.N.D.

REDEVELOPMENT AGENCY AND

CITY OF OAKLAND

AGENDA REPORT

2007 DEC -6 PM 5:05

TO: Office of the City Manager / Agency Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: December 18, 2007

RE: **Public Hearing on a Report and Joint City and Agency Action On: (1) Agency Resolution Amending the Oakland Army Base Reuse Plan to Include the Revised Layout of the Freeway Auto Mall; and (2) A City Resolution Amending the Oakland Army Base Reuse Plan to Include the Revised Layout of the Freeway Auto Mall**

SUMMARY

This report recommends an amendment to the existing Oakland Army Base Final Reuse Plan so that the Reuse Plan will reflect the most recent planning for the proposed Bay Bridge Auto Mall; and adoption of an Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project.

FISCAL IMPACT

The proposed resolution would have no immediate fiscal impact. The auto mall development discussed in this report would yield land sale proceeds, tax increment, sales tax, and other revenues. These fiscal impacts will be addressed at the time that specific DDAs are brought before the City/Agency. The exact fiscal impacts will not be fully known until all of the dealerships are selected.

BACKGROUND

The Agency plans to create a freeway auto mall within the North Gateway of the former Oakland Army Base (see Map, Attachment A). In December 2006, the Agency authorized the City Administrator to negotiate and execute DDAs with BMW, Chrysler-Jeep-Dodge, and General Motors. As a result of recent negotiations with the auto dealers, as well as the general planning efforts for the auto mall, the layout of the North Gateway has evolved, and it is necessary to amend the Army Base Final Reuse Plan in order to reflect the most recent layout. This report includes a proposed amendment to the Reuse Plan in order to make the necessary changes.

KEY ISSUES AND IMPACTS

In December 2006 the City Council and the Redevelopment Agency jointly amended the Reuse Plan to 1) add "Auto Mall" as an acceptable development option in the North Gateway area of the former Base, and 2) relocate Ancillary Maritime Support (AMS) activities from the North Gateway to the East and/or Central Gateway Area. In authorizing the amendment, the City certified a Supplemental Environmental Impact Report (SEIR) which identified the

environmental impacts associated with the auto mall development and AMS relocation actions. It is necessary to further amend the Reuse Plan so that it conforms to the most recent layout of the North Gateway. The proposed amendment will not alter the range of land uses specified in the December 2006 Reuse Plan amendment; rather it would indicate the recent refinements to the circulation pattern in the North Gateway area that have resulted from negotiations with prospective dealers.

Proposed Changes

The 2006 Auto Mall project description in the SEIR consisted of developing four or five separate, approximately 5-acre sites into four or five automobile dealerships (with associated roadways and infrastructure improvements). The SEIR also included analysis of a Compact Design alternative that added an additional dealership (for a total of 6) on smaller-sized parcels, in structures up to four stories high. In both the SEIR Project and Compact Design alternatives, access to the dealerships would be provided via a new road (see Attachment A—Existing Auto Mall Layout).

Staff is currently considering an auto mall layout that is generally consistent with the Compact Design alternative: 6 separate dealerships on 6 separate parcels of approximately 2-6 acres each, at the same 4-story maximum height. The total building square footage for the Auto Mall project would remain at approximately 390,000 as indicated in SEIR, however project access points in the vicinity of the EBMUD facility which borders the Auto Mall project would change. Driveways would shift in location, access to and from driveways would be shared in certain circumstances, turning movements would be modified, and other possible intersection design options have been considered since preparation of the SEIR.

The proposed changes to the site layout and access have been analyzed in a First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project (Addenda #1) previously furnished to the Council/Agency. The Addenda incorporates information obtained and produced after the SEIR was certified and concludes that there is no new significant impact, nor a substantial increase in the severity of a previously-identified impact, as a result of changes to the project, new information and/or changed circumstances. Moreover, no feasible mitigation measure or alternative that is considerably different from others previously analyzed for the auto mall project has failed to have been adopted. Thus, no further CEQA review is required to adopt the proposed amendments to the Reuse Plan.

The proposed Reuse Plan amendment (see Attachment B) would incorporate the circulation and site layout depicted in the following maps contained in the Addenda as the preferred circulation plan for the Auto Mall project:

- Addenda Figure 3: “Addendum Project Description” (Attachment B1 of report)
- Addenda Figure 4: “EBMUD Access--Dedicated Left Turn Option” (Attachment B2)
- Addenda Figure 5: “EBMUD Access—Left Turn Pocket Option” (Attachment B3)
- Addenda Figure 6: Non-Port Dependent Roadway Alignment Option (Attachment B4)

Figure 3 provides a conceptual view of the overall North Gateway development layout, while Figures 4, 5 and, 6 provide greater detail of the road design at specific locations within the

roadway. The Reuse Plan amendment would replace Figure 2-6 of the Draft Supplemental Environmental Impact Report for the Auto Mall project (which was added to the Reuse Plan in December 2006—refer to Attachment A above) with Addenda Figures 3, 4, 5, and 6. Although a final roadway alignment to serve the EBMUD facility has not yet been selected, Agency staff prefers the “two-lane Wake Avenue” configuration shown in Addenda Figure 4, because: (a) it provides a more continuous median with more landscaping in order to provide additional visual screening of EBMUD from the auto mall; and (b) our traffic engineering consultant has advised that this circulation approach offers the best level of traffic safety.

Addenda #1 also examined wastewater issues and again found that the previous CEQA analysis was adequate. However, the addenda recommends certain conditions of approval (COAs) be considered to further reduce already less than significant impacts. Staff recommends these COAs be adopted and applied to the City/Agency and to all auto mall project developers; the COAs are attached as Exhibit B to the City and Agency resolutions.

At this time Addenda #1 is being forwarded to the City Council as the “Lead Agency” required by CEQA, for adoption and making the required CEQA findings. The Redevelopment Agency, as a “Responsible Agency” under CEQA is also requested to make specific findings. These findings are contained in the resolutions submitted for this report. Addenda #1, along with the 2002 EIR and 2006 Supplemental EIR, was previously distributed to the City Council and Agency, is available for public review at the Community and Economic Development Agency, Planning Department, 250 Frank Ogawa Plaza, Suite 3315, Oakland, CA 94612; it is also posted on the City of Oakland website at:

<http://www.oaklandnet.com/government/ceda/revised/planningzoning/majorProjectsSection/environmentaldocuments.html>

SUSTAINABLE OPPORTUNITIES

Economic: The auto mall project described in this report would generate significant high-quality jobs and tax revenue and would increase land values in a vacant, blighted, abandoned military facility.

Environmental: The proposed auto mall development would co-locate auto dealerships on an urban in-fill site with approximately 28 acres. The development would result in the environmental remediation of contaminated soils. Furthermore, the auto mall would reduce the pressure to develop suburban-style auto retail (which typically could involve as much as 50 to 100 acres of land) in outlying, undeveloped areas of the Bay Area.

Social Equity: The dealerships offer a range of jobs that are accessible to Oakland residents with limited educational background, and that pay an average annual salary of approximately \$48,000.

DISABILITY AND SENIOR CITIZEN ACCESS

This report does not involve the approval of any specific projects or programs. Disability and senior access issues would be addressed when specific development plans are submitted to the City by a developer for review and approval.

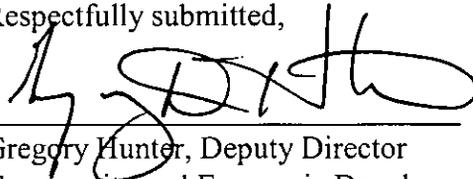
RECOMMENDATIONS AND RATIONALE

The Bay Bridge Auto Mall project is a complex undertaking that will transform 28 acres of undeveloped land into a regional auto retail center that will generate significant employment and tax revenue for Oakland. Staff is requesting that the Council/Agency approve an amendment to the Reuse Plan in order to facilitate the further planning of the auto mall project. In the near future, staff plans to return to the City/Agency with proposed DDAs for at least three of the auto dealerships discussed above (e.g., BMW, General Motors, Chrysler-Jeep-Dodge, and/or Nissan).

ACTION REQUESTED OF THE CITY/REDEVELOPMENT AGENCY

Staff recommends that the Council/Agency approve the attached resolutions to adopt the First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project and amend the Oakland Army Base Final Reuse Plan. Staff plans to return to the Agency Board in the near future to seek approval for proposed DDAs for BMW, General Motors, Chrysler-Jeep-Dodge, and Nissan.

Respectfully submitted,



Gregory Hunter, Deputy Director
Community and Economic Development Agency
Economic Development and Redevelopment

Prepared by:
Alex Greenwood
Urban Economic Coordinator, CEDA,
Redevelopment Division

APPROVED AND FORWARDED TO
THE REDEVELOPMENT AGENCY:


OFFICE OF THE CITY ADMINISTRATOR
/ AGENCY ADMINISTRATOR

Attachments

Attachment A: Existing Auto Mall Layout

Attachment B: Oakland Army Base Final Reuse Plan Amendment

- B1--Addendum Project Description
- B2 --EBMUD Access--Dedicated Left Turn Option
- B3 --EBMUD Access--Left Turn Pocket Option
- B4-- Non-Port Dependent Roadway Alignment Option

Attachment A: Existing Auto Mall Layout

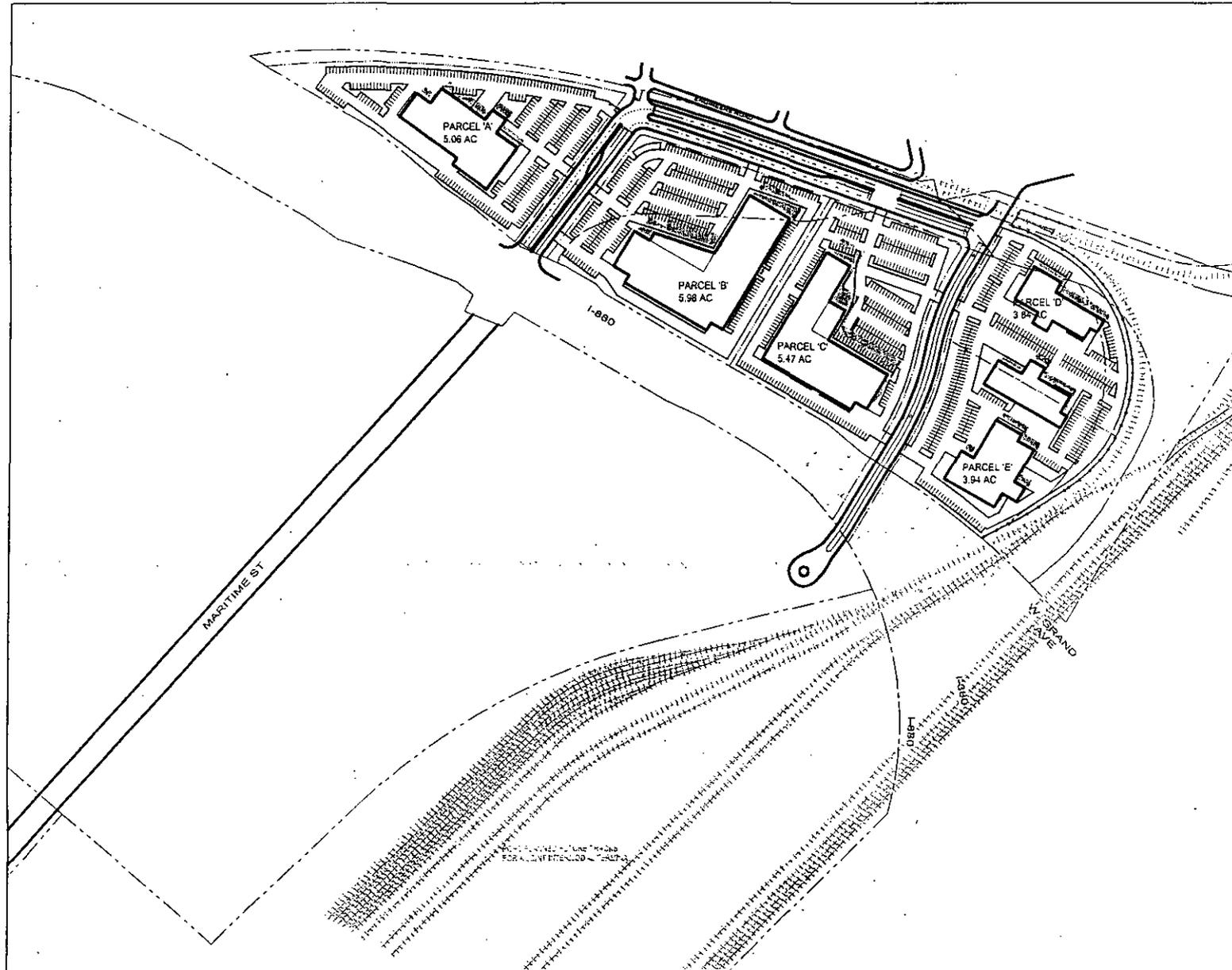


Figure 2-6: Project Conceptual Development Plan

Source: FME Architecture + Design

**Attachment B: December 18, 2007 Amendment to the
Oakland Army Base Reuse Plan**

(Proposed Text Deletions shown in ~~strike-out~~; Additions shown in underline)

The following is to be inserted after Section 3.2.1 of the 2002 (as amended on 12/5/06) Oakland Army Base Final Reuse Plan:

◆ Auto Mall Project in the North Subarea of the Gateway Development Area

◆ Relocation of Ancillary Maritime Support Services

In addition to the “Flexible Alternative” reuse strategy that was approved in the July 31, 2002 Oakland Army Base (OARB) Final Reuse Plan, the “Auto Mall” strategy may be alternatively be developed in the North subarea of the OARB Gateway Development Area (GDA). In pursuing this alternative the Oakland Redevelopment Agency is seeking to achieve several goals, including: local business retention and attraction, job creation, and community benefits.

Currently, Oakland is facing the loss of most of its existing auto dealers within 4-6 years, due to rising land values, the encroachment of housing development, pressure from the auto manufacturers to modernize facilities, and substandard physical conditions on Broadway Auto Row. The 11 dealerships on Auto Row account for 650 jobs and \$3.2 million per year in sales tax. Of the 11 dealerships, six have leases that expire by 2009. If a large number of dealers leave Auto Row, there is a risk that the remaining dealers would also need to relocate, since there would no longer be a critical mass of dealerships to attract shoppers to Broadway.

Currently, Oakland is facing the loss of most of its existing auto dealers within 4-6 years, due to rising land values, the encroachment of housing development, pressure from the auto manufacturers to modernize facilities, and substandard physical conditions on Broadway Auto Row. The 11 dealerships on Auto Row account for 650 jobs and \$3.2 million per year in sales tax. Of the 11 dealerships, six have leases that expire by 2009. If a large number of dealers leave Auto Row, there is a risk that the remaining dealers would also need to relocate, since there would no longer be a critical mass of dealerships to attract shoppers to Broadway.

In order to retain the dealerships in Oakland – and to allow them to become competitive with other auto retail centers in the Bay Area – it is critical to relocate them to a freeway location. The trend in auto retail has been for a substantial number of dealerships to co-locate in a freeway auto mall that offers a uniformly modern, attractive, high-quality shopping environment with direct freeway visibility and access.

For these reasons, the Redevelopment Agency has focused on creating a freeway auto mall within the Army Base that has sufficient size, visibility, and attractiveness to serve as a long-term viable location for auto retail.

The Auto Mall Project conceptual reuse strategy would be implemented in the North subarea of the GDA only and consists of the following activities:

- Automobile Dealerships

~~Four or five~~ Six separate automobile dealerships would occupy ~~five~~ six separate parcels of approximately ~~4~~ 2 to 6 acres each (~~Parcels Lots A 1 through E-6~~). Each dealership would include 1- to possibly ~~3-~~ 4- story building to accommodate auto showrooms, sales space, and auto repair and service facilities. Each dealership also includes outdoor surface area for automobile storage, employee and customer parking and circulation.

- Access Road and Utilities

Wake Avenue would be abandoned and instead Maritime Street would be extended north from the intersection of West Grand Avenue, then continued to the east and south as a North Gateway access road. This road would carry traffic on the north side of West Grand Avenue and provide access to auto dealership sites in the North Gateway. The access road would end in a cul-de-sac near the raised West Grand Avenue.

These activities are illustrated on the attached Map summarized on the Table below.

| OARB Auto Mall Project, Land Use Summary | | | | | |
|---|------------------------|-----------------------|---------------|----------------------------------|----------------------------|
| <u>Parcel-Lot</u> | <u>Use</u> | <u># of Buildings</u> | <u>Floors</u> | <u>Total Floor Area (sq.ft.)</u> | <u>Parcel Size (acres)</u> |
| North Gateway Subarea | | | | | |
| <u>A 1</u> | Auto dealership | 1 | 1 | 100,000 | 5.7 |
| B 2 | Auto dealership | 1 | 2 | 30,000 | 1.5 |
| C 3 | Auto dealership | 1 | 2 | 50,000 | 4.4 |
| D 4 | Auto dealership | 1 | 1 | 50,000 | 4.3 |
| E 5 | Auto dealership | 1 | 1 | <u>30,000</u> | 2.3 |
| <u>6</u> | <u>Auto dealership</u> | <u>1</u> | <u>1</u> | <u>100,000</u> | <u>6.3</u> |
| Access Road | | | | | <u>5.7</u> |
| Project Total | | 6 | | 360,000 | 30 |

This alternative requires relocation of Ancillary Maritime Support (AMS) services activities that is depicted in the Flexible Alternative on the Baldwin Yard within the North Subarea. If the Auto Mall reuse strategy is pursued, AMS activities would be relocated to either the East and/or Central subareas of the GDA

The remaining East, Central, West and Park subareas of the GDA would remain as depicted in the 2002 Reuse Plan. For reference, the Conceptual Reuse Strategy for all areas of the GDA under the Auto Mall alternative is summarized in the chart below.

Gateway Development Area Revised Conceptual Reuse Strategy

| <i>East Subarea: Flexible Alternative with Possible Inclusion of AMS activities</i> | <i>Central Subarea: Flexible Alternative with Possible Inclusion of AMS activities</i> | <i>West Subarea: Flexible Alternative</i> | <i>North Subarea: Flexible Alternative OR Auto Mall</i> | <i>Park Subarea: East Bay Regional Park Project</i> |
|--|---|--|---|---|
| <p>Light Industrial and Flex-Office facilities ranging in floor-plate area from 44,000 – 111,600 square feet in size, yielding a total of approximately 376,000 square feet of development area. Possible location of the Homeless Collaborative if an off-site location is not secured.</p> | <p>High yield of Research and Development facilities and Flex-Office buildings. The buildings would range in floor plate area from 57,000 – 90,000 square feet, yielding approximately 552,000 square feet of Research and Development/ Flex Office and 444,000 square feet of Light Industrial activity, and 25,000 square feet of High-end Retail activity.</p> | <p>Four- to five-story corporate campus-like buildings with floor plates averaging 46,000 square feet, yielding a total of 600,000 square feet of Office area. Within this intense development envelope is the possibility of also developing a Four-Star Hotel.</p> | <p>Flexible Alternative Uses: The Baldwin Yard would be used to provide 15 acres of ancillary maritime support services as required by BCDC.</p> <p>The Subaru site could be developed with up to approximately 300,000 square feet of Warehouse and Distribution facilities or additional Light Industrial activities</p> | <p>Public Park Use for EBRPD</p> |
| <p>Possible AMS uses</p> | <p>Possible AMS uses</p> | | <p align="center">OR</p> <p>Auto Mall Uses: Auto Mall Project consisting of auto showrooms, sales space, repair and service facilities, outdoor surface area for automobile storage, employee and customer parking; restaurant activities and event plaza</p> | |

Attachment:
~~Auto Mall Project Conceptual Development Plan (Figure 2-6 of Draft Supplemental Environmental Impact Report for Auto Mall Project)~~

Auto Mall Project Conceptual Development Plans (Figures 3, 4, 5, and 6 of the First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project)

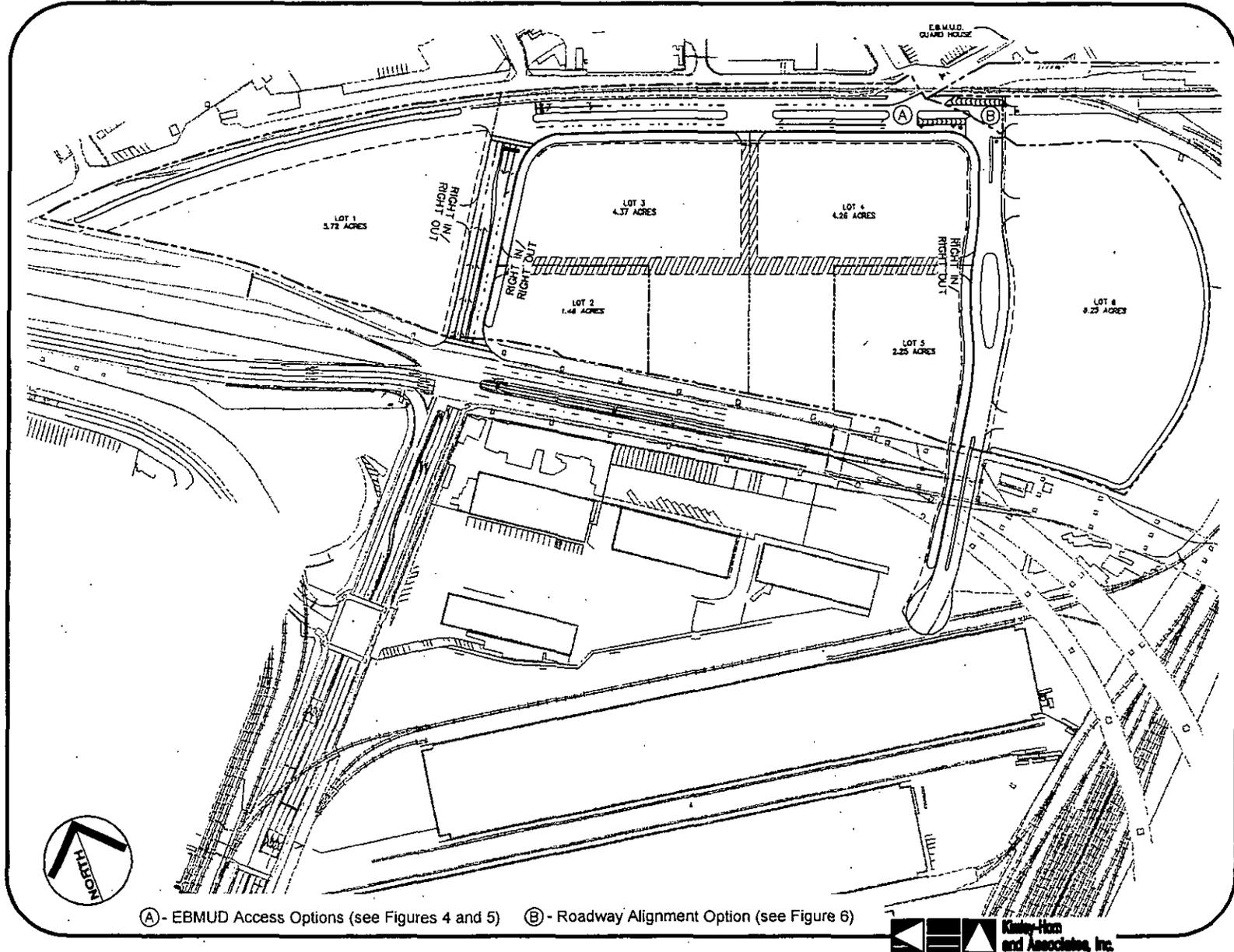


Figure 3: Addendum Project Description

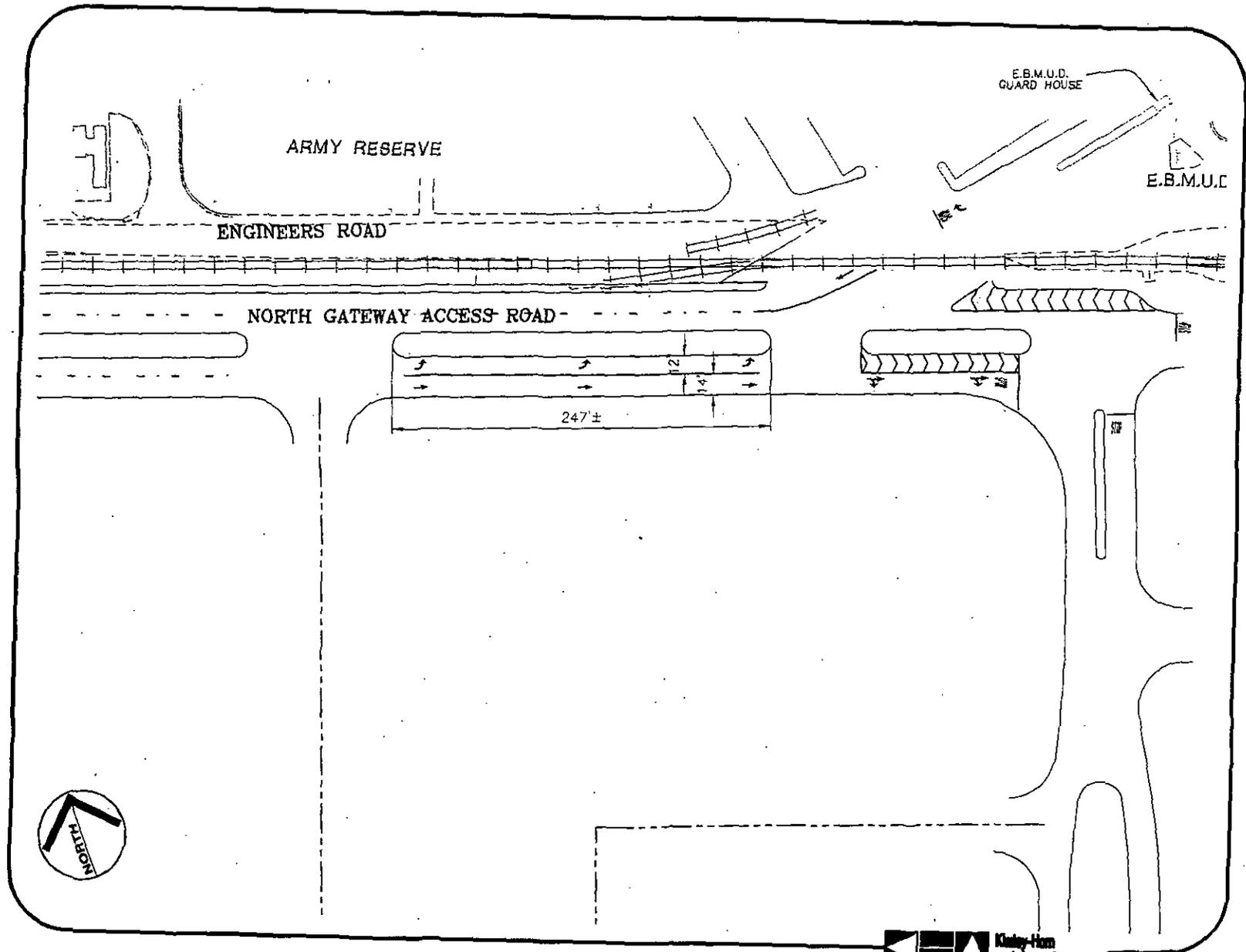


Figure 4: EBMUD Access - Dedicated Left Turn Lane Option

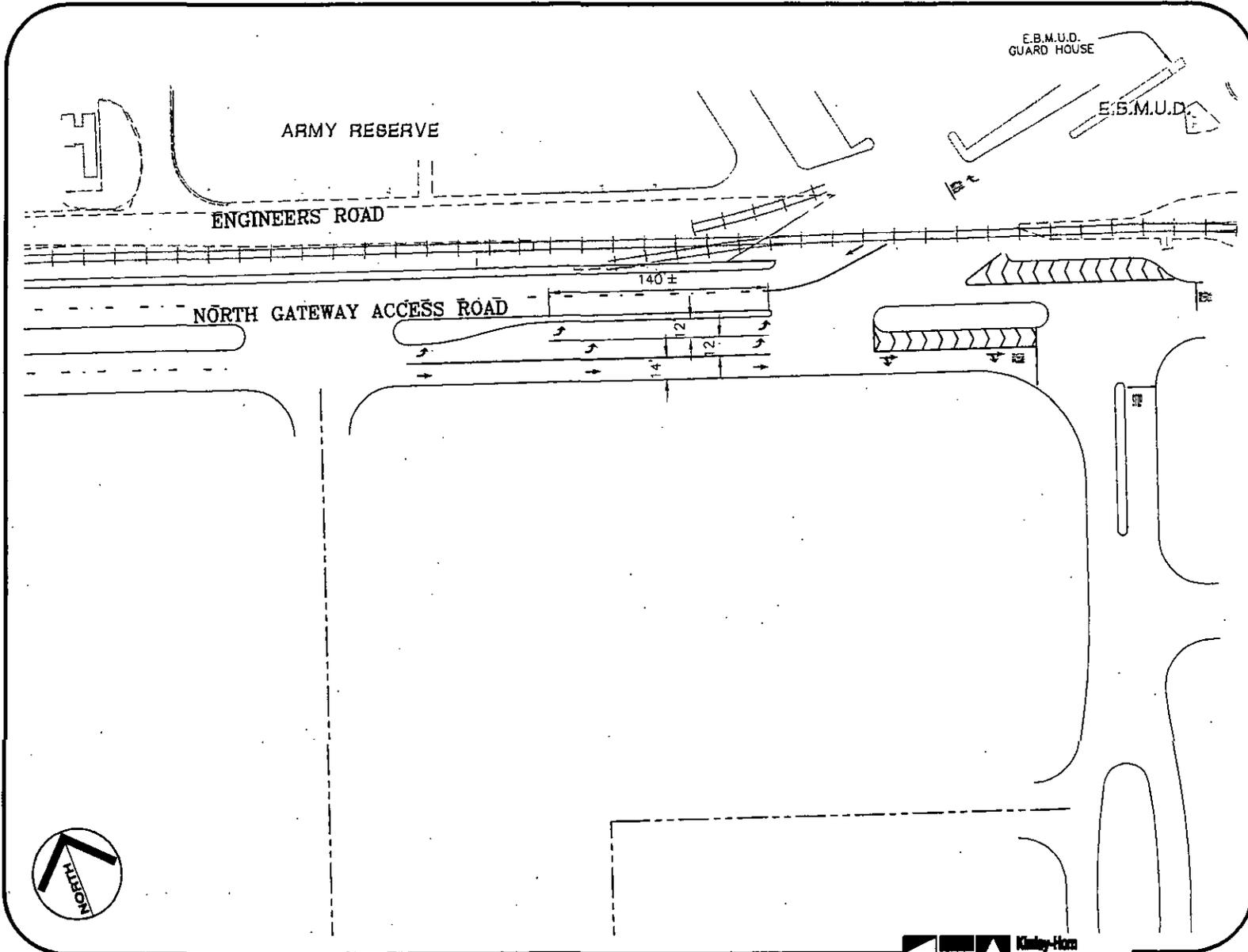


Figure 5: EBMUD Access - Left Turn Pocket Option

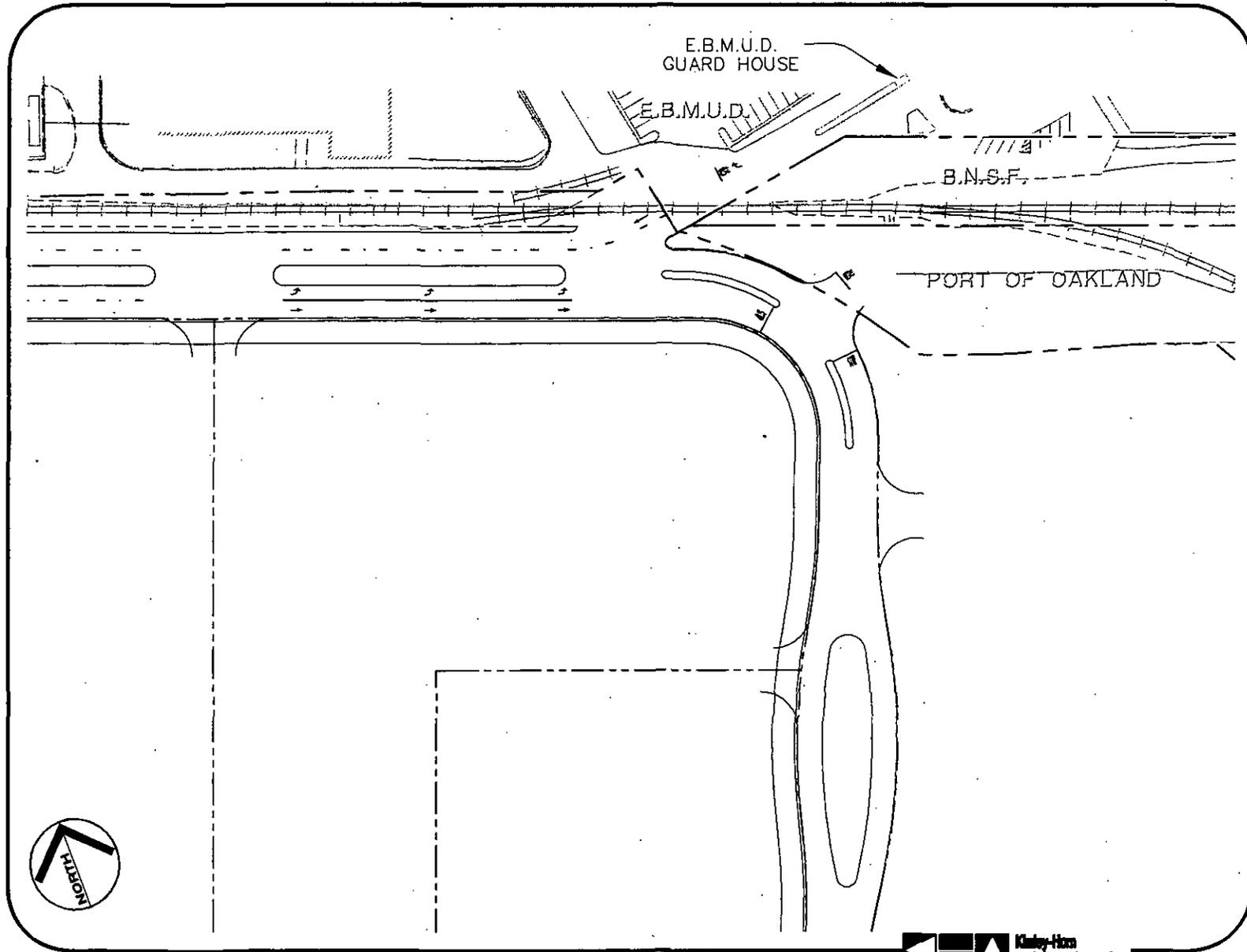


Figure 6: Non-Port-Dependant Roadway Alignment Option

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APPROVED AS TO FORM AND LEGALITY:


Agency Counsel

REDEVELOPMENT AGENCY OF THE CITY OF OAKLAND

RESOLUTION No. _____

A RESOLUTION AMENDING THE OAKLAND ARMY BASE FINAL REUSE PLAN TO INCLUDE A REVISED LAYOUT OF THE FREEWAY AUTO MALL

WHEREAS, the Oakland Army Base ("OARB") was identified for closure in 1995 by the Defense Base Closure and Realignment Commission ("Commission") and approved for closure by the President of the United States pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act of 1988 (Public Law 100-526) and the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510) ("Acts"), as amended; and

WHEREAS, on July 31, 2002 the Oakland City Planning Commission certified the Oakland Army Base Redevelopment plan EIR and the Oakland City Council, Oakland Base Reuse Authority and Oakland Redevelopment Agency adopted all appropriate California Environmental Quality Act ("CEQA") findings; and

WHEREAS, the OBRA Governing Body, at its meeting of July 31, 2002, passed Resolution No. 2002-17 adopting the Final Reuse Plan for the Oakland Army Base ("Reuse Plan") and thereby endorsing a conceptual reuse scenario entitled "Flexible Alternative," which included a mix of land uses for the area, including: waterfront, light industrial, maritime support, research and development, "flex-office," selected retail and possibly a hotel; and

WHEREAS, the OBRA Governing Body, at its meeting of June 26, 2006, passed Resolution No. 2006-09 authorizing the Executive Director to take all actions necessary to transfer all of the rights and obligations of OBRA to the Oakland Redevelopment Agency, effective August 8, 2006; and

WHEREAS, on December 5, 2006 the Oakland City Council certified the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project which analyzed the environmental impacts associated with development of an auto mall and relocation of ancillary maritime support services, and adopted all appropriate CEQA findings; and

WHEREAS, the Final Reuse Plan was amended by the Agency on December 5, 2006 by Resolution No. 2006-0084 to include an auto mall concept as an additional conceptual strategy for

the North Gateway area of the OARB, and to relocate 15 acres of ancillary maritime support uses, which is a category that includes truck parking, warehouses, logistics centers, or other similar port-related uses, to the East Gateway and/or Central Gateway; and

WHEREAS, the Agency wishes to further amend the Final Reuse Plan in order to revise the layout and further refine the proposed traffic circulation patterns for the auto mall project; and

WHEREAS, the proposed project has been analyzed in a First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project ("Addenda #1"); and

WHEREAS, the City is the Lead Agency for this Project for purposes of environmental review under the California Environmental Quality Act of 1970 ("CEQA"); now, therefore, be it

RESOLVED: That the Final Reuse Plan for the Oakland Army Base is further amended, as set forth in Exhibit A attached hereto and incorporated herein by reference; and be it

FURTHER RESOLVED: That, the Agency, acting as a CEQA Responsible Agency, has independently reviewed, analyzed, and considered the 2002 Army Base EIR, the 2006 Supplemental EIR and Addenda #1 prior to acting on the approvals. Based upon such independent review, analysis, and consideration, and exercising its independent judgment, the Agency confirms that the 2002 Army Base EIR and 2006 Supplemental EIR can be applied to this set of proposed actions and approves Addenda #1 to the Supplemental EIR because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have **not** been met. Specifically, and without limitation, the Agency finds and determines that the project would not result in any new or more severe significant impacts, there is no new information of substantial importance that would result in any new or more severe significant impacts, there are no substantial changes in circumstances that would result in any new or more severe significant impacts, and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted, based upon the accompanying December 18, 2007 City Council Agenda Report, Addenda #1 and elsewhere in the record for this project; and be it

FURTHER RESOLVED: That, the Agency reaffirms the statement of overriding considerations adopted for the 2006 Supplemental Automall EIR in Resolution No. 2006-0084 on December 5, 2006; reaffirms the rejection of alternatives adopted for the 2006 Supplemental Automall EIR in Resolution No. 2006-0084 and also adopts the reasons for rejection of alternative access to EBMUD as detailed in Addenda #1, all of which are incorporated herein by reference; and be it

FURTHER RESOLVED: That, the Agency adopts the Conditions of Approval as set forth in Exhibit B attached hereto and incorporated herein by reference, to further reduce less than significant wastewater impacts, and the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Exhibit C attached hereto and incorporated herein by reference. The monitoring and reporting of CEQA mitigation measures in connection with the project will be conducted in accordance with the MMRP. Adoption of this program will constitute fulfillment of the CEQA

monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. All proposed conditions of approval and mitigation measures are capable of being fully implemented, and shall be implemented, by the efforts of the Agency or other identified public agencies or entities of responsibility as set forth in the conditions of approval and the MMRP; and be it

FURTHER RESOLVED: That, the recitals contained in this Resolution are true and correct and are in integral part of the Agency decision.

IN AGENCY, OAKLAND, OAKLAND, CALIFORNIA, _____, 2007

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
CHAIRPERSON DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____

LATONDA SIMMONS
Secretary of the
Redevelopment Agency
of the City of Oakland

**December 18, 2007 Amendment to the
Oakland Army Base Reuse Plan**

(Proposed Text Deletions shown in ~~strike-out~~; Additions shown in underline)

The following is to be inserted after Section 3.2.1 of the 2002 (as amended on 12/5/06) Oakland Army Base Final Reuse Plan:

- ◆ **Auto Mall Project in the North Subarea of the Gateway Development Area**
- ◆ **Relocation of Ancillary Maritime Support Services**

In addition to the “Flexible Alternative” reuse strategy that was approved in the July 31, 2002 Oakland Army Base (OARB) Final Reuse Plan, the “Auto Mall” strategy may be alternatively be developed in the North subarea of the OARB Gateway Development Area (GDA). In pursuing this alternative the Oakland Redevelopment Agency is seeking to achieve several goals, including: local business retention and attraction, job creation, and community benefits.

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Attachment:
~~Auto Mall Project Conceptual Development Plan (Figure 2-6 of Draft Supplemental Environmental Impact Report for Auto Mall Project)~~

Auto Mall Project Conceptual Development Plans (Figures 3, 4, 5, and 6 of the First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project)

ADDENDUM TO THE OAKLAND ARMY BASE AUTO MALL SEIR

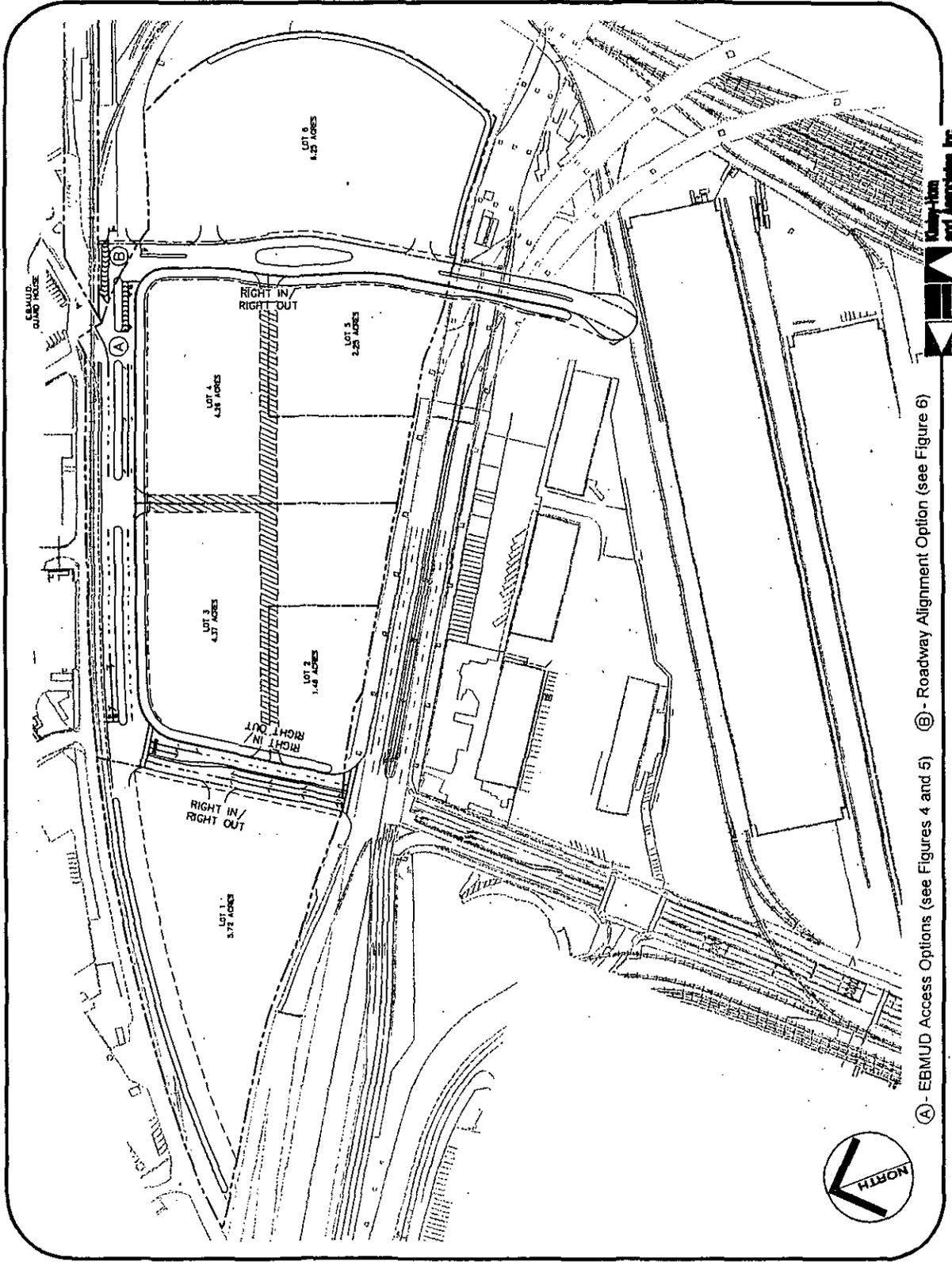


Figure 3: Addendum Project Description

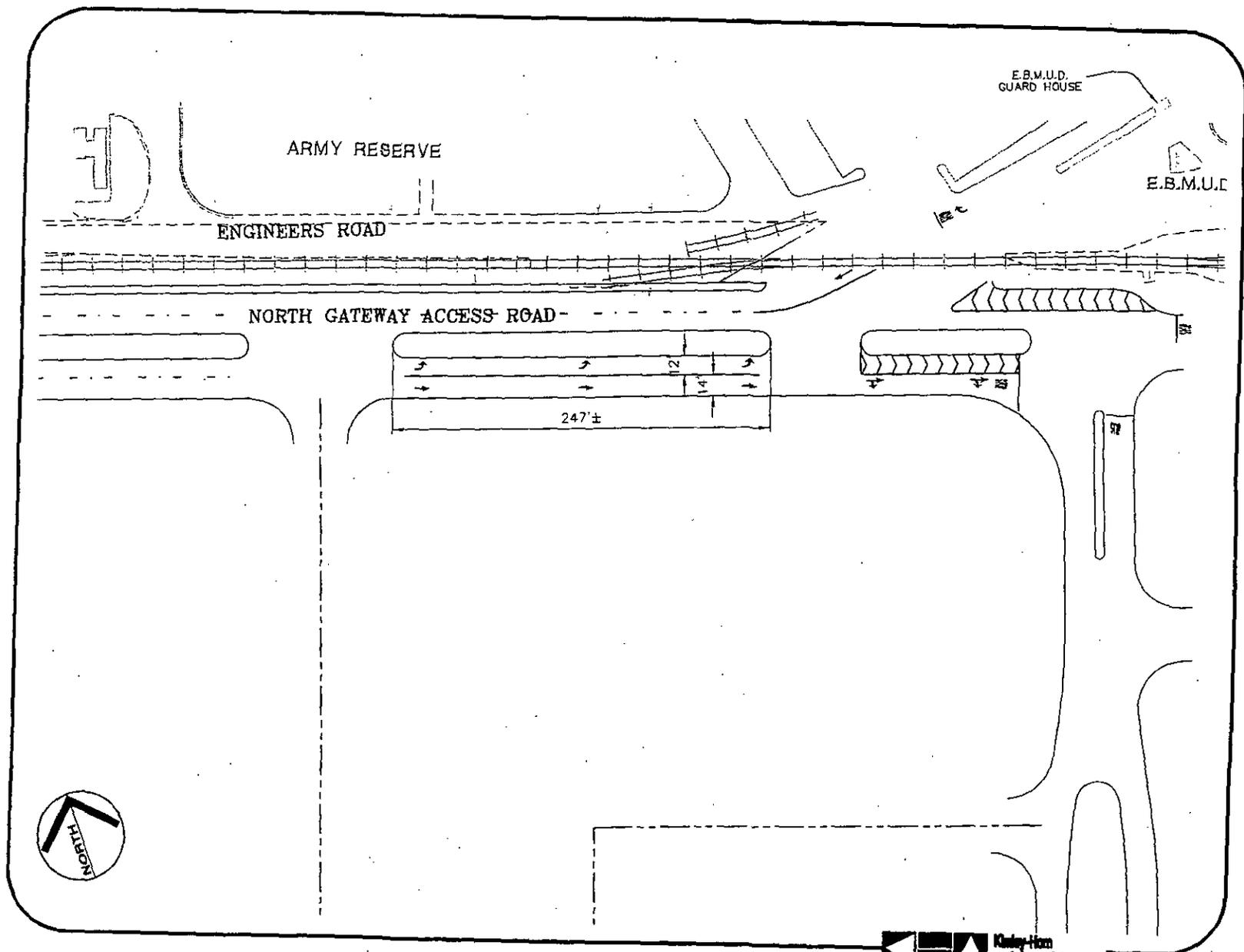


Figure 4: EBMUD Access - Dedicated Left Turn Lane Option

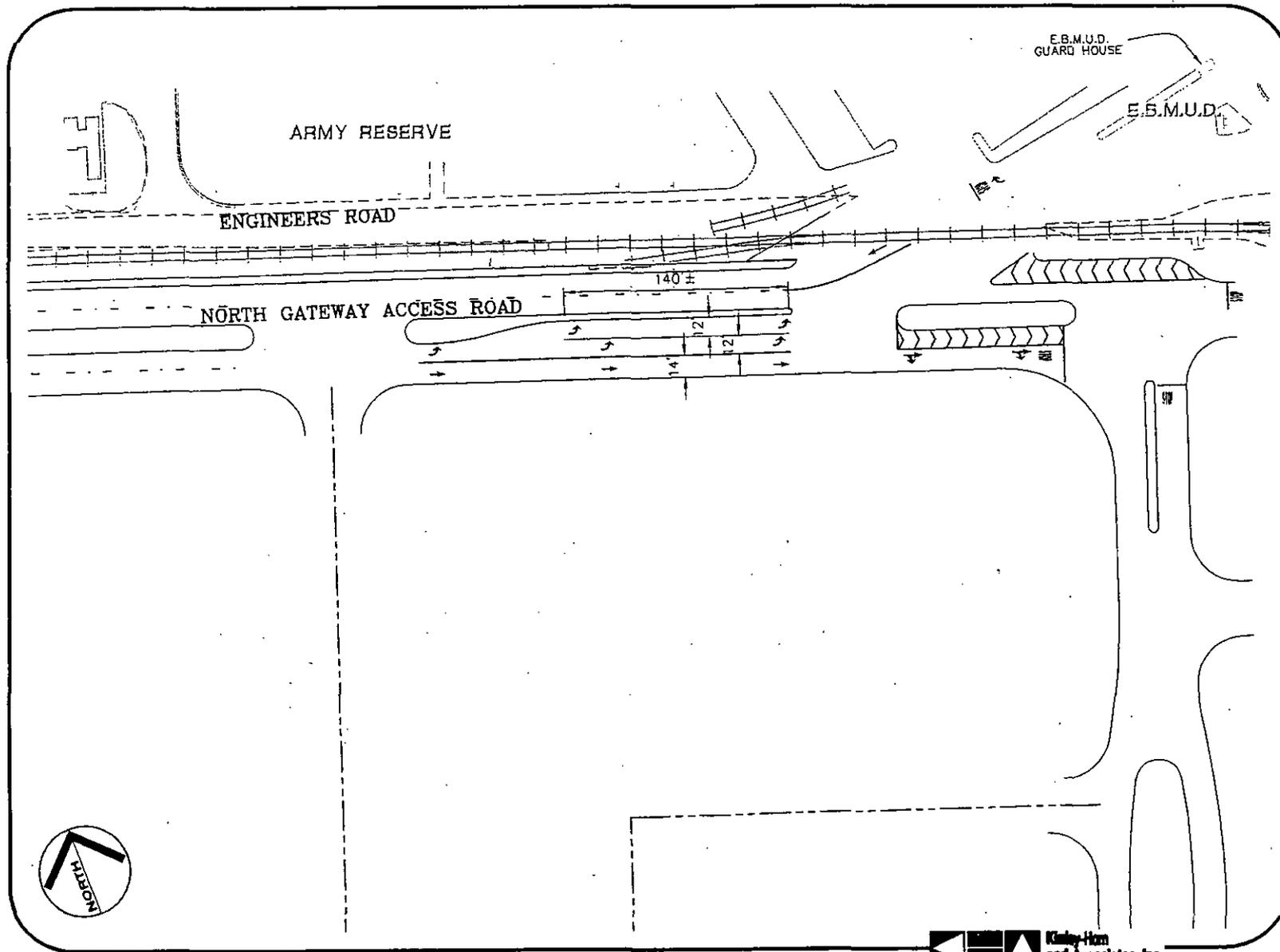


Figure 5: EBMUD Access - Left Turn Pocket Option

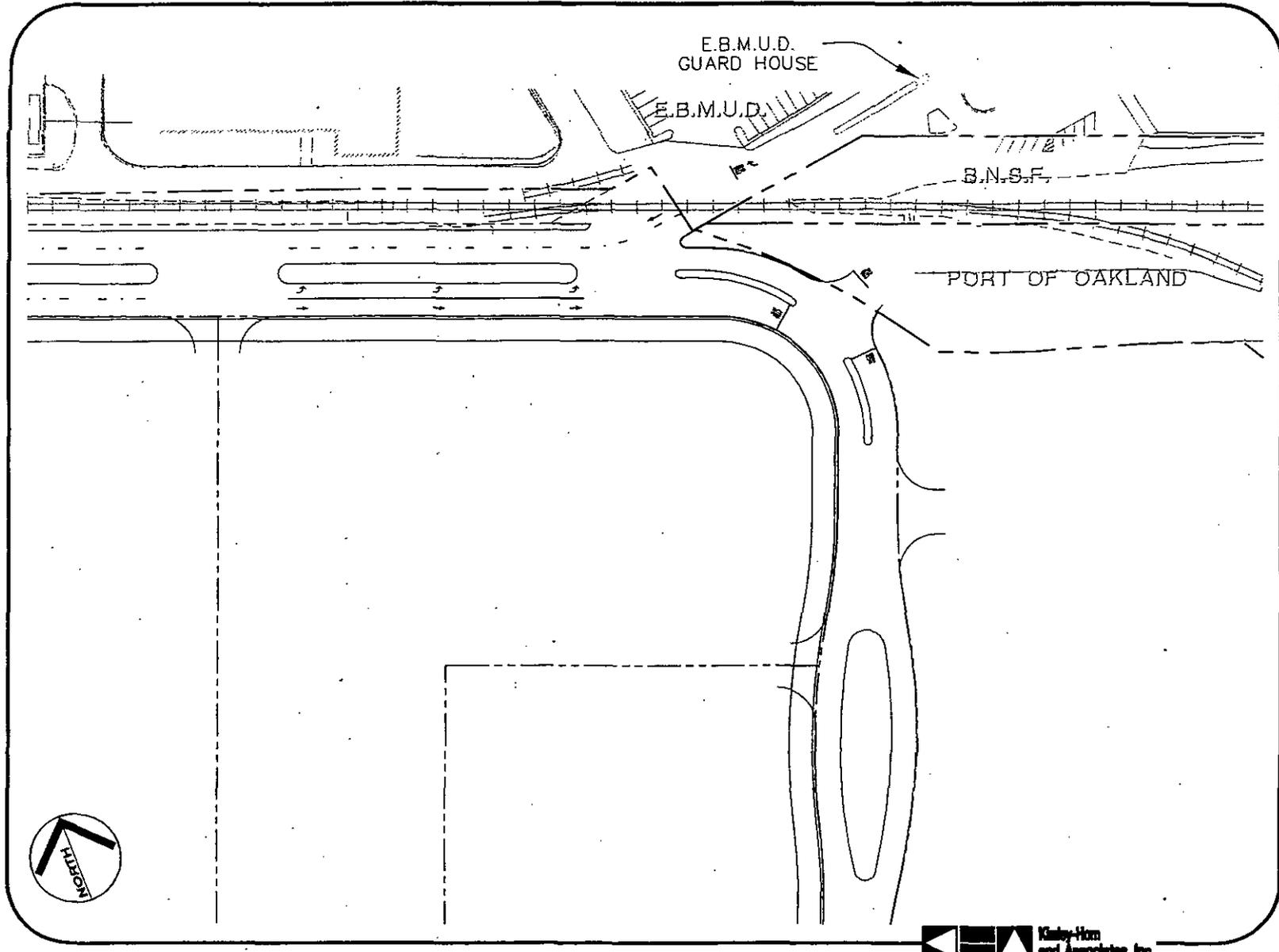


Figure 6: Non-Port-Dependant Roadway Alignment Option

EXHIBIT B

CONDITIONS OF APPROVAL

A. The following are conditions of approval specific to the Auto Mall project:

Wastewater 1: New Sewer System Design and Construction. The City of Oakland shall continue to conduct detailed engineering studies for a new sewer system to serve the Auto Mall site, and shall construct new improvements as necessary and needed. Consistent with the assumptions of the OARB Redevelopment EIR and the Auto Mall SEIR, this new sewer system may include new sewer laterals connecting to auto dealership sites, new collection and conveyance lines, and other new system facilities such as a pump station. To the extent that portions of the existing sewer system formerly installed and improved by the US Army are found to be in good operating condition and are located appropriate to serve the Auto Mall, these portions of the existing system may continue to be used.

Wastewater 2: Implementation of BMPs for Auto Mall Uses. Future auto dealerships within the OARB Auto Mall shall implement, to the maximum feasible extent and consistent with Oakland's standard practices and policies, applicable Best Management Practices (BMPs) to reduce water demand and wastewater generation. Such BMPs should include, without limitation:

- Installation of low-, ultra-low, waterless and/or dual flush flow toilets; water efficient irrigation systems that include drip irrigation and efficient sprinkler heads; evapotranspiration (ET) irrigation controllers; drought-resistant and native plants for landscaping; and minimization of turf areas.
- Reductions in car rinse frequency for cars on the lot, with a maximum of two (2) rinses per week. Any hose fittings used for car rinsing shall be high water efficiency fittings.
- Installation of on-site water recycling systems for all car wash operations, and not connecting the car wash systems to the wastewater system when recycled car wash water is used on-site.

B. The following conditions of approval are applicable to other future redevelopment activities throughout the remainder of the OARB Redevelopment Area:

Wastewater 3: Monitoring of Sewer Sub-basin Allocations. Consistent with City of Oakland standard procedures and practices, wastewater flows projected to

result from redevelopment activities within the former OARB shall be regularly monitored and compared against applicable sewer sub-basin allocations to ensure that the capacity of the wastewater transport and treatment system is adequate to serve redevelopment as planned and proposed. Should a sub-basin require more flow than its allocation, allocation shall be redirected between adjacent sub-basins, or allocations assigned to the unnumbered sub-basin shall be redirected to a numbered sub-basin. In total, however, flows for the larger sewer basin shall not exceed that basin's allocation.

Wastewater 4: Field Monitoring of Sewage Flows Tributary to the 15-Inch Sewer Line. The City of Oakland shall continue to monitor wastewater flows emanating from the OARB Gateway area. Specifically,

1. Wet weather flow monitoring shall occur at manhole #23A, and shall occur over a 45 to 60 day period during the 2007/2008 wet weather period. Monitoring results shall be used to develop and refine wet weather to dry weather flow ratios. Specifically, results of the monitoring and I/I reduction efforts shall be used to refine and improve the estimates of wastewater flows projected to emanate from redevelopment activities that are tributary to the 15-inch sewer line. These refined and improved flow rates shall be used to more accurately estimate the demand for wastewater conveyance as compared to available capacity within the 15-inch line to serve new redevelopment.
2. The City of Oakland shall continue to monitor and shall implement inflow and infiltration reduction measures throughout the former OARB. The objective of these I/I reduction efforts shall be to even further minimize the I/I flow in the piping system to further lessen the effluent volume reaching the conveyance system and the EBMUD treatment plant.

Wastewater 5: Increased Conveyance Capacity. The City of Oakland shall construct a larger-capacity connection to the EBMUD WWTF, or shall connect the OARB sewer system to the EBMUD Interceptor system, when such improvements are necessary to adequately serve new redevelopment activity within the OARB Redevelopment Area, and prior to exceeding the capacity of the existing 15-inch line.

Wastewater 6: New Sewer System Design and Construction. The City of Oakland shall continue to conduct detailed engineering studies for a new sewer system within the former OARB, and shall construct new improvements as necessary and needed to serve redevelopment activity. Consistent with the assumptions of the OARB Redevelopment EIR and the Auto Mall SEIR, this new sewer

system may include new sewer laterals connecting to development sites, new collection and conveyance lines, and other new system facilities such as pump stations. To the extent that portions of the existing sewer system formerly installed and improved by the US Army are found to be in good operating condition and are located appropriate to serve new redevelopment activity, these portions of the existing system may continue to be used.

Wastewater 7: Implementation of BMPs. Future redevelopment projects within the OARB Redevelopment Area shall implement, to the maximum feasible extent and consistent with Oakland's standard practices and policies, Best Management Practices (BMPs) to reduce water demand and wastewater generation.

**MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**FOR THE
OAKLAND ARMY BASE AUTO MALL PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)**

**Adopted by the
Oakland Redevelopment Agency**

December 5, 2006

Readopted on December 18, 2007

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) for the Oakland Army Base (OARB) Auto Mall Project has been prepared pursuant to Public Resources Code Section 21081.6. The mitigation measures presented in this MMRP are as contained in the Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) (SCH No. 2001082058) as revised and certified on July 31, 2002 by the City of Oakland Planning Commission and the Oakland Base Reuse Authority (OBRA), referred to in this document as “Redevelopment EIR”. Revised and additional mitigation measures are as derived from the *Oakland Army Base Auto Mall Project Draft Supplemental EIR dated April 17, 2006* and *Final Supplemental EIR dated October 6, 2006* (SCH No. 2006012092), referred to in this document as “Auto Mall EIR”.

Throughout this document, “City” includes the Redevelopment Agency of the City of Oakland and the City of Oakland; “Port” refers to the Port of Oakland. Implementation of mitigation measures will be carried out in accordance with the standard policies and practices and documented in the files of the City.

This MMRP applies only to the Oakland Army Base Auto Mall Project, the sponsors/developers of that project and the City of Oakland and its Redevelopment Agency.

The OARB Auto Mall Project proposed development in the North Gateway area of the former Oakland Army Base. The EIR also evaluates a larger option, termed Option B, that includes the North Gateway development as well as development on the East Gateway portion of the former Oakland Army Base. Where unspecified in this MMRP, mitigation measures apply to development in the North Gateway and/or East Gateway. In some cases, as specifically noted in the attached table, implementation of a mitigation measure is linked to development in one but not the other of these Gateway areas. Note that while discussed as the *OARB Auto Mall Project*, under Option B the project would include a parcel not used for Auto Dealerships, but used for big box retail and/or AMS uses.

Summary tables of the mitigation measures are followed by detailed mitigation descriptions.

SUMMARY TABLE 1:

MITIGATION MEASURES WITH IMPLEMENTATION RESPONSIBILITY BY OARB AUTO MALL DEVELOPERS/SPONSORS

Note: See also accompanying Detailed Mitigation Measures following the Summary Tables.

The following mitigation measures apply to development in the North Gateway (Project site) and/or East Gateway (additional Option B area) of the City's Gateway Development Area on the former Oakland Army Base. Developers/sponsors of the OARB Auto Mall Project are responsible for implementation of these measures. The City, acting through the Community and Economic Development Agency is responsible for enforcing these measures and providing the mechanism for fair-share contributions where applicable.

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|--|
| Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another. | Redevelopment EIR 4.2-1: Land Use Compatibility/Gateway | Pre-construction |
| Impact Traf-3: At the N. Access Road / EBMUD Driveway intersection, both the Project and Option B would substantially increase traffic hazards to motor vehicles and perhaps bicyclists and pedestrians due to the configuration of the intersection. | Auto Mall EIR Traf-3: Design Hazards/EBMUD Access | Pre-construction |
| Impact Traf-4: Construction of the access road from the northern extension of Maritime Street would end in a cul-de-sac for the Project and could result in less than two emergency access routes for streets exceeding 600 feet in length. | Auto Mall EIR Traf-4: Emergency Vehicle Access | Pre-operations, if/when North Gateway is developed before roadway connections are constructed in the East Gateway. |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|--|
| <p>Cumulative Impact Traf-6: At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours.</p> | <p>Cumulative Auto Mall EIR Traf-6: West Grand Avenue / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-1 from the 2002 OARB Redevelopment EIR.</p> |
| <p>Cumulative Impact Traf-10: At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours.</p> | <p>Cumulative Auto Mall EIR Traf-10: 7th Street / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-3 and 5.3-1 from the 2002 OARB Redevelopment EIR.</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures^a | Schedule to Begin Implementation^b |
|--|---|--|
| <p>Cumulative</p> <p>Impact Traf-11: At the 7th Street / I-880 Northbound Ramp intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the p.m. peak hour.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-11: West Grand Avenue / I-880 Northbound Ramp</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 5.3-2 from the 2002 OARB Redevelopment EIR.</p> |
| <p>Cumulative</p> <p>Impact Traf-15: At the S. Access Road / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-15: S. Access Road / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> |
| <p>Cumulative</p> <p>Impact Traf-16: At the Parcel I / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-16: Parcel I / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|--|---|
| <p>Cumulative</p> <p>Impact Traf-17: Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-17: Transportation Demand Management Program</p> | <p>Pre-operations</p> <p>Note that the OARB Auto Mall project-specific TDM plan satisfies the fair-share obligation of this mitigation measure.</p> <p>This mitigation measure replaces mitigation measure 4.3-4 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.</p> |
| <p>Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p>Impact 5.3-3: Increase in traffic hazards.</p> | <p>Redevelopment EIR 4.3-5: Standard Design Practices</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-5: Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).</p> | <p>Redevelopment EIR 4.3-9: Alternative Transportation Facilities</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-6: Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16th/Wood sub-district, or for trucks serving the Port of Oakland.</p> | <p>Redevelopment EIR 4.3-10: Parking</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-11: Remediation, demolition/deconstruction, and construction activities within the redevelopment project area would utilize a significant number of trucks and could cause significant circulation impacts on the street system.</p> | <p>Redevelopment EIR 4.3-13: Construction Period Traffic</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|---|--|
| <p>Impact 5.3-1: Increased congestion at intersections exceeding the cumulatively significant threshold.</p> | <p>Redevelopment EIR 5.3-3: 3rd / Adeline Street.</p> <p>Redevelopment EIR 5.3-4: 3rd / Market Street.</p> <p>Redevelopment EIR 5.3-5: 12th / Brush Street.</p> <p>Redevelopment EIR 5.3-6: Powell Street/I-80 Northbound Ramps.</p> | <p>Mitigation measures 5.3-3 through 5.3-6 are derived from the 2002 OARB Redevelopment EIR. Based on information that is now known, it is recommended these measures be rejected as infeasible for the OARB Auto Mall project as there is no mechanism for accepting <i>fair-share contributions</i> for these intersections.</p> |
| <p>Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities.</p> <p>Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NO_x), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM₁₀), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter (PM_{2.5})), the latter defined as a toxic air contaminant by the California Resources Board (CARB).</p> | <p>Redevelopment EIR 4.4-1: Dust Control</p> | <p>Construction</p> |
| <p>Impact 4.4-2: Construction equipment exhaust could increase levels of NO_x, ROG, CO, and PM₁₀ (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.</p> <p>Impact 5.4-1: See above.</p> | <p>Redevelopment EIR 4.4-2: Construction-period Exhaust Controls</p> <p>Redevelopment EIR 4.4-4: Diesel Emission Reduction Program</p> | <p>Construction</p> <p>Pre-operations; at time of Port and Gateway Development Area redevelopment</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|---|
| <p>Impact Air-1: Permanent Regional Impacts. Additional trips to and from the project would result in new air pollutant emissions within the air basin.</p> <p>Cumulative</p> <p>Impact Air-5: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project or Option B, together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions.</p> | <p>Auto Mall EIR Air-1: Transportation Control Measures</p> | <p>Pre-operations; Operations</p> <p>This mitigation measure replaces mitigation measure 4.4-5 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.</p> |
| <p>Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NO_x, ROG, CO and PM₁₀ in quantities that could exceed thresholds.</p> | <p>Redevelopment EIR 4.4-6: Sustainable Development Design and Construction</p> | <p>Pre-construction</p> |
| <p>Impact 4.5-1: Construction, including remediation, could result in short-term noise levels in excess of established standards, or that violate the City of Oakland Noise Ordinance at and near the redevelopment project area, and along construction haul routes.</p> | <p>Redevelopment EIR 4.5-1: Noise Reduction Plan</p> | <p>Construction</p> |
| <p>Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.</p> | <p>Redevelopment EIR 4.6-1: Discovery of Cultural Resources</p> | <p>Construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|---|
| | <p>Redevelopment EIR 4.6-10: Historic Brochure</p> <p>Redevelopment EIR 4.6-11: Historic Archive</p> <p>Redevelopment EIR 4.6-14: Historic Building Demolition, Timing</p> <p>Redevelopment EIR 4.6-15: Historic Building, Deconstruction and Salvaging</p> <p>Redevelopment EIR 4.6-16: Historic Resource Documentation Program</p> | <p>Operations; to be available at time Bay Trail opens in the vicinity</p> <p>Pre-construction</p> <p>Pre-construction, East Gateway under Option B only</p> <p>Pre-construction, East Gateway under Option B only.</p> <p>Pre-construction</p> |
| <p>Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.</p> | <p>Redevelopment EIR 4.7-1: Haz. Mat. Business Plan</p> <p>Redevelopment EIR 4.7-2: Risk Management and Prevention Plan</p> | <p>Pre-operations; Operations</p> <p>Pre-operations; Operations</p> |
| <p>Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.</p> <p>Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-3: RAP/RMP Implementation</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|--|
| | Redevelopment EIR 4.7-4: For the project area not covered by the DTSC approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work. | Completed (As documented in the Army Reserve FOST report, June 2004) |
| Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors. | Redevelopment EIR 4.7-5: For the project areas not covered by the DTSC approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and/or other applicable laws and regulations. | Completed (As documented in the Army Reserve FOST report, June 2004) |
| Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities. Impact 5.7-1: Increased exposure to hazardous wastes during construction. | Redevelopment EIR 4.7-6: Building Survey, Lead-Based Paint Redevelopment EIR 4.7-7: Asbestos Safety Requirements Redevelopment EIR 4.7-8: Building Survey, PCBs | Pre-construction Pre-construction Pre-construction |
| Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities. Impact 5.7-1: Increased exposure to hazardous wastes during construction. | Redevelopment EIR 4.7-9: RAP/RMP for Underground Storage Tanks Redevelopment EIR 4.7-10: Underground Storage Tank Closure/Removal | Pre-construction; Construction Construction |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

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|---|---|---|
| <p>Impact 4.7-8: Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-11: Lead-Based Paint Safety Requirements</p> | <p>Pre-construction</p> |
| <p>Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.</p> | <p>Redevelopment EIR 4.7-13: RAP/RMP Update</p> | <p>Pre-operations</p> |
| <p>Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCBs) and PCB-contaminated equipment during remediation, construction and future operations.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-15: Removal of PCB Transformers</p> <p>Redevelopment EIR 4.7-16: PCB Investigation</p> <p>Redevelopment EIR 4.7-17: PCB Safety Requirements</p> | <p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p> |
| <p>Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder medical emergency services.</p> <p>Impact 4.3-4, see above.</p> <p>Impact 5.9-1: Increased demand for fire-related services.</p> | <p>Redevelopment EIR 4.9-1: Fire and Emergency Response</p> <p>Redevelopment EIR 4.9-3: OES Notification</p> | <p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p> <p>Pre-construction</p> |

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|---|---|---|
| <p>Impact 4.9-8: Redevelopment would increase potable water demand.</p> <p>Impact 5.9-5: Increased demand for water.</p> | <p>Redevelopment EIR 4.9-4: Reclaimed Water Pipelines</p> <p>Redevelopment EIR 4.9-5: Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and recycled water, unless determined to be infeasible by the approving agency (City or Port).</p> <p>Redevelopment EIR 4.9-6: Compliance with Title 22 Requirements</p> <p>Redevelopment EIR 4.9-8: Concrete and Asphalt Recycling</p> <p>Redevelopment EIR 4.9-9: Solid Waste Diversion</p> | <p>Pre-construction.</p> <p>EBMUD NOP comment letter dated 2/7/2006 directs developers coordinate directly with EBMUD to determine project-specific feasibility.</p> <p>As per EBMUD NOP comment letter dated 2/7/2006, this requirement is deferred because EBMUD has not yet tested the feasibility of dual plumbing.</p> <p>Pre-construction</p> <p>Construction</p> <p>Pre-operations; Operations</p> |
| <p>Impact 4.11-3: New security lighting and/or lighting for night time operations would alter current patterns of light or glare, and could alter nighttime views in the area.</p> | <p>Redevelopment EIR 4.11-1: Lighting Standards</p> | <p>Pre-construction</p> |
| <p>Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing collectors or photovoltaic cells, or a building using passive solar heat collection.</p> | <p>Redevelopment EIR 4.11-3: Solar Energy Setbacks</p> <p>Redevelopment EIR 4.11-4: Solar Energy Access</p> | <p>Pre-construction</p> <p>Pre-construction</p> |

a:

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b:

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- "Construction" includes remediation, demolition and construction.
- "Pre-operations" means prior to issuance of certification of occupancy or its equivalent.
- "Operations" means occupation and ongoing use of structures or facilities.

Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|---|
| <p>Impact 4.14-1: Operation of wells could cause saltwater to intrude into shallow groundwater.</p> <p>Impact 5.14-1: Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.</p> | <p>Redevelopment EIR 4.14-1: Groundwater Extraction</p> | <p>Construction; Operations</p> |
| <p>Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.</p> | <p>Redevelopment EIR 4.14-2: Groundwater Dewatering</p> | <p>Construction; Operations</p> |
| <p>Impact 4.15-2: Under certain circumstances, disturbance of soils during construction and remediation could result in erosion, which in turn could increase sediment loads to receiving waters.</p> <p>Impact 5.15-1: Construction-related increases in erosion and sedimentation/turbidity.</p> | <p>Redevelopment EIR 4.15-2: Subsequent Permit Conditions</p> <p>Redevelopment EIR 4.15-3: Stormwater Pollution Prevention / Erosion Control</p> | <p>Pre-construction</p> <p>Pre-construction</p> |
| <p>Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as could contaminated stormwater.</p> <p>Impact 5.15-2: Increases in 303(d) pollutants and toxics.</p> | <p>Redevelopment EIR 4.15-4: Stormwater Pollution Prevention Plan</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.</p> | <p>Redevelopment EIR 4.15-5: Post-Construction Stormwater Controls</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.</p> | <p>Redevelopment EIR 4.15-6: Recycled Water Runoff</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-6: New construction could result in changes in localized flooding.</p> | <p>Redevelopment EIR 4.15-7: Flood Protection</p> | <p>Pre-construction</p> |

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SUMMARY TABLE 2:

MITIGATION MEASURES WITH IMPLEMENTATION RESPONSIBILITY BY THE CITY (RELATED TO THE OARB AUTO MALL PROJECT)

Note: See also accompanying Detailed Mitigation Measures following the Summary Table.

The following additional mitigation measures are related to development in the North Gateway (Project site) and/or East Gateway (additional Option B area). Implementation of these measures is the responsibility of the City of Oakland, acting through the Community and Economic Development Agency or other city Departments/Agencies. Implementation of these mitigation measures may include a requirement for fair-share contributions from project developers.

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|--|--|--|
| Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another. | Redevelopment EIR 4.2-3: Land Use Coordination | Pre-construction; Operations |
| Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses. Impact 5.3-3: Increase in traffic hazards. | Redevelopment EIR 4.3-7: Truck Management Plan | Pre-construction |
| Impact 4.3-4: Due to site constraints, it may not be possible to provide two emergency access routes to the western portion of the Gateway development area, which would be in excess of 1,000 feet from the nearest major arterial. Impact 5.3-4: Inadequate emergency access. | Redevelopment EIR 4.3-8: Emergency Evacuation Plan | Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline) |

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- "Construction" includes remediation, demolition and construction.
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- "Operations" means occupation and ongoing use of structures or facilities.

Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|--|---|---------------------------------------|
| <p>Impact 4.3-9: Redevelopment would increase the peak hour average ridership at the West Oakland BART station by 3 percent where average waiting time at fare gates could exceed 1 minute.</p> <p>Impact 5.3-8: Increased waiting time during peak weekday hours at BART fare gates.</p> | <p>Redevelopment EIR 4.3-12: BART Capacity Assessment</p> | <p>Operations</p> |
| <p>Impact 5.3-5: Inadequate truck-related parking.</p> | <p>Redevelopment EIR 5.3-7: Truck Impact Reduction Program</p> | <p>Operations</p> |
| <p>Impact 5.3-7: Increased ridership on BART trains.</p> | <p>Redevelopment EIR 5.3-8: BART Capacity Improvements</p> | <p>Operations</p> |
| <p>Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NOx), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM10), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM2.5]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).</p> | <p>Redevelopment EIR 5.4-1: Emission Reduction Projects</p> | <p>Pre-operations; Operations</p> |
| <p>Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.</p> <p>Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or Local Register.</p> <p>Impact 5.6-1: Loss of historic resources.</p> | <p>Redevelopment EIR 4.6-3: Public Trail Access</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|--|---|----------------------------------|
| Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7 th Street evacuation routes. | Redevelopment EIR 4.9-2: OES Coordination | Pre-construction |
| Impact 4.15-6: New construction could result in changes in localized flooding. | Redevelopment EIR 4.15-8: Flood Hazard Mapping | Pre-construction |

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- "Construction" includes remediation, demolition and construction.
- "Pre-operations" means prior to issuance of certification of occupancy or its equivalent.
- "Operations" means occupation and ongoing use of structures or facilities.

DETAILED MITIGATION DESCRIPTIONS

This section provides details of each mitigation measure, and is a companion to the MMRP tables included in this document.

The following text is presented by environmental factor. Each section presents the mitigation for impacts affecting that particular environmental factor. For each mitigation measure, the following information is provided:

- The full mitigation measure;
- a more detailed description of each mitigation measure, where necessary.

In the detailed discussion of mitigation measures, the work “should” or “may” indicates a preference or option for action, but not a requirement. The word “shall” indicates a required element of the mitigation measure.

Mitigation Measures with Implementation Responsibility by the OARB Auto Mall Sponsors/Developers:

The following mitigation measures apply to development in the North Gateway (Project site) and/or East Gateway (additional Option B area) of the City’s Gateway Development Area on the former Oakland Army Base. Developers/sponsors of the OARB Auto Mall Project are responsible for implementation of these measures. The City, acting through the Community and Economic Development Agency is responsible for enforcing these measures and providing the mechanism for fair-share contributions where applicable.

LAND USE

Redevelopment EIR 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.

Design of Gateway development area activities adjacent to Port activities shall be designed to avoid or minimize land use incompatibilities through such measures as, the placement of least sensitive elements

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(such as parking, waste collection, storage, etc.) toward Port facilities. The City shall take compatibility of uses into consideration during planning and design review.

TRANSPORTATION AND TRAFFIC

Auto Mall EIR Traf-3: The Project Sponsors shall work with the property owners to develop an access design that provides adequate levels of safety. One option would be to relocate the EBMUD driveway to connect as the north leg of the N. Access Road / E. Access Road intersection. If the driveway were relocated, the N. Access Road / E. Access Road intersection would operate in compliance with the City's level of service standards with all-way stop traffic control. Design plans for the project and all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Phasing of the demolition of Wake Avenue and construction of the Maritime Street extension and North Access Road must occur such that reasonable access to the EBMUD facilities is maintained at all times.

The angle of the intersection at the EBMUD driveway appears to be between 30 and 35 degrees – a very acute angle. Good design practice requires intersection angles to be as close to 90 degrees as practicable. Otherwise, safety may be compromised. Acute angles at intersections and driveways are typically associated with higher than normal collision rates. The acute angle could obstruct the line of sight of motorists exiting the driveway who would essentially have to look over their shoulder to see oncoming traffic. This could result in conflicts with oncoming traffic or might cause exiting traffic to stop suddenly, resulting in rear-end collisions. The acute angle also would create a wide driveway that would not provide adequate access control. The driveway angle would make right turning movements into the driveway difficult.

Auto Mall EIR Traf-4: Construct an emergency vehicle access to the east end of the Project. Design plans shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The Project proposes a cul-de sac either as a permanent measure or prior to development in the East Gateway (under Option B) that would continue and connect the roadway. Full development of Option B in both the North Gateway and the East Gateway would not include a cul-de-sac, but instead continuation and connection of the North Gateway access road, so would have adequate emergency access with no need to implement mitigation measure Traf-4.

Note:

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Auto Mall EIR Traf-6: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and two right turn lanes with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination through-right lane, and one right turn lane
- Revise eastbound West Grand Avenue exit ramp to provide one left turn lane, two through lanes, and one right turn lane with a receiving third southbound lane south of the intersection (free right)
- Revise westbound West Grand Avenue to provide one left turn lane, one combination left-through lane, and one combination through-right lane
- Provide split signal phasing for east and westbound traffic movements on West Grand Avenue

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The intersection improvements that are feasible are limited by the bridge piers supporting the I-880/I-80 connector roadway that passes above West Grand Avenue. To fully mitigate cumulative impacts at the intersection would require modification of the overhead structure, development of new roadways, or other measures that would require significant right-of-way and/or the development of major roadway structural elements. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the West Grand Avenue / Maritime Street intersection would be significant and unavoidable.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-1 from the 2002 OARB Redevelopment EIR.

Note:

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Auto Mall EIR Traf-10: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the 7th Street / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and one combination through-right turn lane
- Revise the eastbound 7th Street lanes to provide one left turn lane, two through lanes, and one right turn lane with overlap signal phasing (green arrow)
- Revise the westbound 7th Street lanes to provide two left turn lanes, two through lanes and one right turn lane with overlap signal phasing (green arrow)
- Provide split phasing for the north and southbound traffic movements.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The intersection improvements that are feasible are limited by the structural supports for the elevated BART tracks that pass over Maritime Street just south of the intersection. To fully mitigate cumulative impacts at that intersection would require modification of the overhead structure, development of new roadways, or other measures that would require significant right-of-way. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the 7th Street / Maritime Street intersection would be significant and unavoidable.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-3 and 5.3-1 from the 2002 OARB Redevelopment EIR.

Note:

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Auto Mall EIR Traf-11: If Option B is developed, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / I-880 Northbound Ramp intersection:

- Revise the eastbound 7th Street lanes to provide one left turn lane, one combination left-through lane, and one through lane.
- Provide split signal phasing for east and westbound traffic movements on 7th Street.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 5.3-2 from the 2002 OARB Redevelopment EIR.

Auto Mall EIR Traf-15: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the S. Access Road / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

Auto Mall EIR Traf-16: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the Parcel I / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

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Auto Mall EIR Traf-17: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of a transportation demand management program established by the City for the Redevelopment Area to reduce the demand for single-occupant, peak hour trips, and to increase access to transit opportunities.

This project will likely progress before other projects are finalized in the OARB Area and therefore before an area-wide Transportation Demand Management (TDM) Plan can be instituted to which the developers of this project would otherwise pay a fair share. A project-specific TDM Plan satisfies the fair-share obligations of this measure for the OARB Auto Mall project.

The City shall, in cooperation with the area businesses, cause to be prepared a Transportation Demand Management Plan to be implemented for the OARB Auto Mall project. The OARB Auto Mall TDM Plan shall include, at a minimum, the following measures:

1. Provide a shuttle to and from one or two local BART stations (West Oakland and/or 12th and Broadway).
2. The future big box retail shall be conditioned to provide secure, weather-protected bicycle parking for employees.
3. Provide signalized pedestrian crossings at all signalized intersections adjacent to the project site.
4. Provide employees with a guaranteed ride home in emergencies if they take transit, bicycle, walk or carpool to work.
5. Utilize only electric or natural gas forklifts and landscaping equipment in project operations.

Additionally, the following TDM measure should be considered for reduction of internal trips:

6. Consider shared customer parking in a centralized location.

These measures shall be coordinated with BAAQMD and CAP Transportation Control Measures implemented under Auto Mall EIR mitigation measure Air-1.

Until such time as redevelopment further progresses in the area, the proposed project would not generate enough demand for a bus line. AC Transit Line 13 runs near the project area (as close as Maritime and 14th Street) and less than a half mile from the closest portion of the expanded Option B area.

Note:

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Construction of the OARB Auto Mall Project would not preclude construction of Class II bicycle lanes on W. Grand Avenue. Construction of bicycle lanes on W. Grand Avenue would provide limited relief of traffic congestion by providing an alternative commute option but would only have a slight effect on traffic congestion. The limited benefit of the bike lanes would not justify the cost of implementation.

The Bay Trail planned along Maritime Street will be constructed on the west side of Maritime Street as redevelopment on that side progresses.

Bulb-outs would not have a significant mitigating effect on any of the traffic impacts identified in the Draft SEIR; however, bulb-outs will be considered by the City in its review of design plans for modifications to project area roadways and may be provided at locations where they would not obstruct turning paths of large vehicles.

This mitigation measure replaces mitigation measure 4.3-4 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.

Redevelopment EIR 4.3-5: Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.

Through design review, the City shall ensure the design of roadways, bicycle and pedestrian facilities, parking lots, and other transportation features comply with design standards and disallow design proposals that likely to result in traffic hazards. Any mitigation or redevelopment features that may directly affect Caltrans facilities shall be submitted for review by that agency.

Redevelopment EIR 4.3-9: Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.

Facilities that support transportation alternatives to the single-occupant automobile may include, and are not limited to, bus turnouts, bicycle racks, on-site showers, on-site lockers, and pedestrian and bicycle ways.

Note:

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Redevelopment EIR 4.3-10: The number of parking spaces provided in the project area shall comply with City Code or Port requirements, and/or with recommendations of a developer funded parking demand analysis.

Through project review, the City shall ensure an adequate supply of parking spaces will be provided.

Redevelopment EIR 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.

Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.

The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.

Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by the City, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.

Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.

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The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.

The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.

Redevelopment EIR 5.3-3: 3rd/Adeline Street. Project area developers shall fund a fair share of the modifications at the 3rd/Adeline Street intersection.

Improvements for cumulative effects shall include the following:

1. Convert the traffic signal that is currently functioning as a flashing beacon to a fully operational traffic signal.
2. Provide permitted phasing for the northbound Adeline Street left-turning movement.
3. Revise the southbound Adeline Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through right-lane lane
4. Revise the eastbound 3rd Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through-right lane
5. Revise the westbound 3rd Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination left-through-right lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

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Redevelopment EIR 5.3-4: 3rd/Market Street. Project area developers shall fund a fair share of modifications at the 3rd/Market Street intersection.

Improvements for cumulative effects shall include the following:

1. Install 4-way stop sign control.
2. Revise the westbound 3rd Street lanes to provide:
 - a. 1 combination left-through lane
 - b. 1 right-turn lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Redevelopment EIR 5.3-5: 12th /Brush Street. Project area developers shall fund a fair share of modifications to the 12th/Brush Street intersection to increase the signal cycle length to 102 seconds.

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Redevelopment EIR 5.3-6: Powell Street/I-80 Northbound Ramps. Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.

Improvements for cumulative effects shall include the following:

1. Revise the northbound I-80 ramp lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through-right lane
 - c. 1 right-turn lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Note:

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AIR QUALITY

Redevelopment EIR 4.4-1: Contractors shall implement all BAAQMD “Basic” and “Optional” PM10 (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres.

The following BAAQMD fugitive dust control measures shall be implemented as indicated at construction sites, and shall be enforced through contract specifications. A list of the feasible dust control mitigation measures with cost-benefits is included in the 2002 OARB Redevelopment EIR (p.4.4-25) based on an extensive evaluation of potential air quality mitigation measures conducted as part of the Berths 55-58 EIR (Port of Oakland 1998) as follows:

| BAAQMD Fugitive Dust Control Measures | | | |
|--|------------------------|-----------------------------------|--|
| Control Measure | BAAQMD Category | Emission Source Controlled | Measure |
| 1 | Basic | Land | Water all active construction areas at least twice daily |
| 2 | Basic | Trucks | Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. |
| 3 | Basic | Land | Pave, apply water 3 times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas and staging areas, at construction sites. |
| 4 | Basic | Land | Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. |
| 5 | Basic | Streets | Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. |
| 6 | Enhanced | Land | Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more). |
| 7 | Enhanced | Stockpiles | Enclose, cover, water twice daily or apply (nontoxic) soil binders to exposed stockpiles (dirt, sand, etc.) |
| 8 | Enhanced | Streets | Limit traffic speeds on unpaved roads to 15 mph. |
| 9 | Enhanced | Land | Install sandbags or other erosion control measures to prevent silt runoff to public roadways. |
| 10 | Enhanced | Land | Replant vegetation in disturbed areas as quickly as possible. |
| 11 | Optional | Land | Limit the area subject to excavation, grading, and other construction activity at any one time. |
| 12 | Optional | Land | Suspend excavation and grading activity when sustained ^a wind speeds exceed 25 mph. |
| 13 | Optional | Trucks | Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. |

Source: BAAQMD, 1996 as revised through 1999, Table 2.
Note: ^a Modified as per the Berths 55-58 EIR.

Note:

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Redevelopment EIR 4.4-2: Contractors shall implement exhaust control measures at all construction sites.

Exhaust control measures shall be implemented where feasible at each construction site, and may include, but not be limited to the following:

| Exhaust Control Measures | |
|---------------------------------|---|
| Control Measure | Measure |
| 1 | Prohibit truck idling in excess of 2 minutes |
| 2 | Use electricity from power poles rather than generators |
| 3 | Limit the size of construction equipment engines to the minimum practical size |
| 4 | Configure construction equipment with two to four degree engine timing retard or pre-combustion chamber engines |
| 5 | Install high pressure injectors on diesel construction equipment |
| 6 | Install soot traps |
| 7 | Install catalytic oxidizers |
| 8 | Minimize concurrent operation of vehicles |
| 9 | If they are available in the air basin, purchase emission offsets if ROG or NO _x emissions from construction where emissions exceed 6 tons/quarter |

Redevelopment EIR 4.4-4: The City and the Port shall jointly create, maintain and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reduction within specific time periods.

In the absence of such a plan, the City (as project sponsor) has agreed to implement, or cause to be implemented, the following diesel emission reduction measures as project conditions of approval:

- Provide 110 and 220 volt electrification at all loading docks and areas.
- Require all delivery trucks capable of utilizing electrification to power their vehicles' equipment to immediately turn off their engines when making deliveries in the project area.
- Prohibit all on-site diesel truck idling longer than three minutes by providing notification, installing signage and requiring enforcement by security personnel.

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Auto Mall EIR Air-1: Transportation Control Measures. Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.

This project will likely progress before other projects are finalized in the OARB Area and therefore before area-wide Transportation Control Measures (TCM) or an area-wide Transportation Demand Management (TDM) Plan can be instituted to which the developers of this project would otherwise pay a fair share. A project-specific TDM/TCM Plan satisfies the fair-share obligations of this measure for the OARB Auto Mall project.

The City shall, in cooperation with the area businesses, cause to be prepared a TDM/TCM Plan to be implemented for the OARB Auto Mall project. The OARB Auto Mall TDM/TCM Plan shall include, at a minimum, the following measures:

7. Provide a shuttle to and from one or two local BART stations (West Oakland and/or 12th and Broadway).
8. The future big box retail shall be conditioned to provide secure, weather-protected bicycle parking for employees.
9. Provide signalized pedestrian crossings at all signalized intersections adjacent to the project site.
10. Provide employees with a guaranteed ride home in emergencies if they take transit, bicycle, walk or carpool to work.
11. Utilize only electric or natural gas forklifts and landscaping equipment in project operations.

Additionally, the following TDM measure should be considered for reduction of internal trips:

12. Consider shared customer parking in a centralized location.

These measures shall be coordinated with Transportation Demand Management measures implemented under Auto Mall EIR mitigation measure Traf-17.

Until such time as redevelopment further progresses in the area, the proposed project would not generate enough demand for a bus line. AC Transit Line 13 runs near the project area (as close as Maritime and 14th Street) and less than a half mile from the closest portion of the expanded Option B area.

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Construction of the OARB Auto Mall Project would not preclude construction of Class II bicycle lanes on W. Grand Avenue. Construction of bicycle lanes on W. Grand Avenue would provide limited relief of traffic congestion by providing an alternative commute option but would only have a slight effect on traffic congestion. The limited benefit of the bike lanes would not justify the cost of implementation.

The Bay Trail planned along Maritime Street will be constructed on the west side of Maritime Street as redevelopment on that side progresses.

Bulb-outs would not have a significant mitigating effect on any of the traffic impacts identified in the Draft SEIR; however, bulb-outs will be considered by the City in its review of design plans for modifications to project area roadways and may be provided at locations where they would not obstruct turning paths of large vehicles.

This mitigation measure replaces mitigation measure 4.4-5 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.

Redevelopment EIR 4.4-6: Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction.

Implementation of UBC requirements would reduce the need for space and water heating that would emit pollutants.

City policies and strategies shall be conditioned for all new development within the redevelopment project area. Specific examples may include, and are not limited to the following:

- Wood fire heating shall be prohibited in new live/work development.
- Where siting allows and where feasible, buildings shall be oriented to take advantage of passive and active climate control designs.
- To the maximum extent feasible, central water heating systems shall be installed.

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Redevelopment EIR 4.5-1: Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.

This measure shall be enforced via contract specifications. The measure as written is intended to effectively limit construction noise, while allowing the sponsors of redevelopment activities and their contractors flexibility in controlling site-specific noise.

Each developer and/or contractor should be contractually required to demonstrate knowledge of the Oakland Noise Ordinance, and to construct in a manner whereby noise levels do not exceed significance criteria. Contractors may elect any combination of legal, non-polluting methods to maintain or reduce noise to thresholds levels or lower, as long as those methods do not result in other significant environmental impacts or create a substantial public nuisance. The developer and/or contractor shall perform a site-specific acoustical analysis, and, if necessary, shall develop and implement a noise reduction plan subject to review and approval by the City. The plan for attenuating these noises shall include some or all of the following measures, as appropriate and feasible, and shall be implemented prior to any required activities.

Schedule

- Schedule operation of one piece of equipment that generates extreme levels of noise at a time.
- Schedule activities that generate low and moderate levels of noise during weekend or evening hours.
- Standard construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall be allowed on weekends until after the building is enclosed without prior authorization of the Building Services and Planning Divisions of the Community and Economic Development Agency, or unless expressly permitted or modified by the provisions of a building and/or grading permit.

Pile Driving and/or Other Activities that Generate Extreme Levels of Noise for Noise Levels Greater than 90 dBA

- Pile-driving and/or other activities that generate noise above 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no activity generating extreme levels of noise permitted between 12:30 and 1:30 p.m. No construction activities that generate extreme levels of noise shall be allowed on Saturdays, Sundays, or holidays unless expressly permitted or modified by the provisions of a building and/or grading permit.
- Install engine and pneumatic exhaust controls as necessary to ensure exhaust noise from pile driver engines are minimized. Such controls can reduce noise levels by 6 dBA Leq.

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- Employ sonic or vibratory pile drivers (sonic pile drivers are only effective in some soils). Such drivers may reduce maximum noise levels by as much as 12 dBA (L_{max}). In some cases however (e.g., sheet pile driving) vibratory pile drivers may generate more noise than impact pile drivers/methods. The specific circumstances should be evaluated.
- Tie rubber aprons lined with absorptive material around sheetpile.
- Hydraulically drive piles.
- Pre-drill pile holes.
- Erect temporary plywood noise barriers around the entire construction site.
- Use noise control blankets on the building structure as it is erected to reduce noise emission from the site.
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings.
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

Other Equipment, Methods

- A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.).
- All construction equipment, fixed and mobile, and motor-vehicles shall be properly maintained to minimize noise generation. This would include maintaining equipment silencers, shields, and mufflers in proper operating order. "Quiet package" or "hush" equipment, which is readily available for such equipment as trailer-mounted compressors, welders, etc. shall be used. All equipment shall be operated in the quietest manner practicable.
- Equipment and trucks used for construction shall use 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).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible 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 should be used; this muffler can lower noise levels from

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the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, where practicable.

- Stationary noise sources should be located as far from sensitive receptors as possible, and they should be muffled and enclosed within temporary sheds, or insulation barriers, or other measures should be incorporated to the extent feasible.
- Material stockpiles and/or vehicle staging areas should be located as far as practicable from dwellings.
- Public address systems would be designed and to minimize “spill over” of sound onto adjacent properties.
- Physical barriers/screens (e.g., along fence lines) may be used to attenuate noise.
- Project workers exposed to noise levels above 80 dBA would be provided personal protective equipment for hearing protection (i.e., ear plugs and/or muffs).
- Areas where noise levels are routinely expected to exceed 80 dBA would be clearly posted “Hearing Protection Required in this Area.”
- A process with the following components shall be established for responding to and tracking complaints pertaining to construction noise:
 - A procedure for notifying City Building Division staff and Oakland Police Department;
 - A list of telephone numbers (during regular construction hours and off-hours);
 - A plan for posting signs on-site pertaining to complaint procedures, permitted construction days and hours, day and evening contact telephone numbers for the job site and day and evening contact telephone numbers for the City in the event of a problem;
 - Designation of a construction complaint manager for the project who will respond to and track complaints; and
 - Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of construction activities.

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CULTURAL AND HISTORIC RESOURCES

Redevelopment EIR 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.

The City or its developer will retain an archaeologist, upon any unanticipated discovery. The archaeologist will prepare a preliminary evaluation to assess the archaeological sensitivity of the specific site(s) under consideration and will recommend actions to protect archaeological resources. If the archaeologist's evaluation indicates a more detailed site assessment is warranted, an archaeologist shall initiate a testing program. The archaeologist will prepare a report determining the potential significance of the find and recommend measures to minimize potential effects on archaeological resources; measures might include a site security program, additional on-site investigations, or documentation, preservation, and recovery of cultural material.

If, after testing, the archaeologist determines that the discovery is not significant as defined in CEQA, no further investigations or precautions are necessary to safeguard the find. The archaeologist will prepare a final report to be sent to the responsible agency, the Oakland Landmarks Advisory Board, and the California Historical Resources Information System Northwest Information Center.

If, after testing, the archaeologist determines that the discovery is significant as defined in CEQA, ground-disturbing activities in the immediate vicinity of the discovery will remain suspended until an appropriate plan can be agreed upon and implemented. If further investigations or precautions are necessary or appropriate, the City and the archaeologist will jointly determine what additional procedures are necessary to protect the resource and/or mitigate any significant impacts. Additional measures might include a redesign of the project, data recovery excavations, or a program to monitor all site excavation, during which the archaeologist will record observations in a permanent log. The archaeologist will prepare a final report to be sent to the responsible agency, the Oakland Landmarks Advisory Board, and the California Historical Resources Information System Northwest Information Center.

Should any human remains be encountered, work in the vicinity shall halt and the County Coroner notified immediately. If the remains are determined to be Native American, the coroner will contact the California Native American Heritage Commission (NAHC) pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code. The NAHC in Sacramento will identify a Most Likely Descendant (MLD) pursuant to subdivision (a) of Section 5097.98 of the Public Resources Code. The City and the contracted archaeologist will consult with the MLD. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may

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recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Work may not commence until the coroner's approval has been received.

Redevelopment EIR 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the actual loss of historic resources.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.

Within the Gateway development area, this trail may be located along the shoreline. Beyond the Gateway, the trail would follow the new alignment of Maritime Street, connecting to 7th Street, which connects to the Port's Middle Harbor Shoreline Park and other existing and planned trail segments.

Construction of the OARB Auto Mall Project would not preclude construction of the Bay Trail along the west side of Maritime Street south of Burma Road, nor the connection of the Bay Trail from Maritime Street to the Bay Bridge and Emeryville. An appropriate alignment of the Bay Trail would be along the west side of Maritime Street to avoid an unnecessary crossing of Maritime Street. This portion of the Bay Trail will be constructed as a subsequent element of implementation of the Oakland Army Base Area Redevelopment Plan on the west side of Maritime Street, but not as a part of the OARB Auto Mall project.

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Redevelopment EIR 4.6-4: The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-6: The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library, Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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Redevelopment EIR 4.6-8: The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location elsewhere.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.

To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site's Master Planning effort

If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market. Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification.

Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents.

Salvage and reuse of the timber from these structures will help to reduce the impacts on the environment and save this ecologically and historically valuable material for reuse in the local community.

Redevelopment EIR 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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Redevelopment EIR 4.6-11: The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files and transfer the copies to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials, as well as curator costs at the Oakland History Room. While select photos and information may be exhibited at the commemoration site, the Oakland History Room is the most appropriate location for this archive.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-14: No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary. ~~All efforts shall be made to retain as much of Building 1 as possible while still achieving remediation goals.~~

Building 1 has previously been demolished.

Development in the East Gateway, under Option B, could include demolition of structures in the OARB Historic District (there are no structures in the North Gateway, Project area).

Demolition or deconstruction of contributing structures to the OARB Historic District necessary for the protection of public health and safety, particularly as related to the remediation of hazardous materials and hazardous wastes within the OARB, may be initiated at any such time as determined necessary by the lead agency undertaking such remediation activity. The potential for partial removal of structures where remediation activity will not require the total demolition of the historic district contributor building shall be considered. The totality of costs involved in partial building salvage shall be included in this consideration.

Demolition or deconstruction of contributing structures to the OARB Historic District necessary for redevelopment activity within the Gateway development area (except as necessary for the protection of public health and safety, including hazardous material or waste remediation) shall not occur until such time as actual development projects are proposed and permits for their construction have been approved. No such permits shall be approved until such development projects can demonstrate that they have considered adaptive reuse of historic structures, but that adaptive reuse is found to be infeasible. OBRA and/or any developer shall make a pro-active, good faith effort to incorporate preservation of some of the following buildings - 4,60,85, the westerly portion of 808, 812, 821,822, and 823 - in a location proximate to the final alignment of the Bay Trail. The consideration of adaptive reuse, including reuse as a commemoration site, shall be a required component of subsequent land use approvals, such as PUD, design review or conditional

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use permits. To be considered as a commemoration site, the adaptive reuse opportunity would need to include an interpretive center, museum or other similar, publicly accessible use, and would need to serve as a repository for historically valuable artifacts, documents and accounts. No additional CEQA review shall be required for these subsequent applications unless the statutory requirements for subsequent environmental review are triggered.

Redevelopment EIR 4.6-15: As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional architectural preservationist shall determine which, if any of such elements, components or fixtures should be retained.

Development in the East Gateway, under Option B, could include demolition of structures in the OARB Historic District (there are no structures in the North Gateway, Project area). Prior to demolition of any structure in the historic district, this mitigation measure shall be implemented by the sponsor/developer.

Redevelopment EIR 4.6-16: The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of an Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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HAZARDS AND HAZARDOUS MATERIALS

Redevelopment EIR 4.7-1: For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare Business Plan, update annually, and keep on file with the Oakland Fire Department.

A business plan details the types and quantities of chemicals stored at a given location, the storage location and types of storage containers, and the emergency response equipment available at the property (e.g., location of fire extinguishers and fire hydrants). It also provides a map showing the location of all of these items as well as major utilities (e.g., water, electricity).

Redevelopment EIR 4.7-2: For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.

An RMPP is a plan to address the risks of accidental release of acutely hazardous chemicals present at a site. The plan inventories the chemicals that exceed aggregate amounts above a regulatory threshold and develops measures to ensure that there is an adequate safety program to prevent their release. The RMPP is submitted to the local oversight agency and then goes through a public review process prior to approval by the agency. It is kept on file with Oakland Fire Department.

Redevelopment EIR 4.7-3: Implement RAP/RMP as approved by DTSC, and if future use proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.

This mitigation measure would apply only if it is determined through implementation of Redevelopment EIR mitigation measure 4.6-9 that existing buildings in the East Gateway are reused under Option B. Remediation activities detailed in the Remedial Action Plan/Risk Management Plan (RAP/RMP) shall be implemented/conducted as required during redevelopment activities.

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Redevelopment EIR 4.7-6: Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-7: Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-8: Buildings and structures proposed for demolition or renovation shall be surveyed for PBC-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-9: For ASTs/USTs on the OARB, implement the RAP/RMP, which incorporates the steps enumerated in Measure 4.7-10 below.

Redevelopment EIR 4.7-10: For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.

Both ASTs and USTs are known to have been present on the OARB and in the redevelopment project area generally. Many have been removed from the OARB and the redevelopment project area, but others may remain. For the OARB, implementation of the RAP/RMP would address the risk of exposure to a tank that is unexpectedly encountered, disturbed or damaged during construction. For the remainder of the redevelopment project area, if an AST or UST is discovered during construction activities, it would be closed in place or removed according to the guidelines of the DTSC, RWQCB and CUPA. Like the RAP/RMP for the OARB, such requirements include removing and properly disposing of any remaining hazardous materials in the tank, having the tank removal supervised by regulatory agencies, testing the soil

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under the tank for contamination, recycling or disposing of the discarded tank and filing a tank removal closure report.

Redevelopment EIR 4.7-11: For LBP-impacted ground on the OARB, implementation of a RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.

Redevelopment EIR 4.7-13: No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP.

For the OARB, baseline environmental analyses have been completed to support current interim uses of existing structures, including numerous commercial, trucking, warehouse and other tenants, the Oakland Military Institute, and transitional housing used for formerly-incarcerated women and their families and for various homeless service providers including an overnight shelter. Other environmental hazards may also be encountered by future interim occupants of existing OARB structures, and completion of a baseline environmental evaluation to identify and abate such hazards prior to occupancy by tenants will mitigate such hazards. Interim occupancy by future tenants who may propose land uses which are inconsistent with the Reuse Plan, and thus may not have been considered in the DTSC-approved RAP/RMP, shall occur only after DTSC approval as provided for in the RAP/RMP in order to assure that such future non-conforming tenants are protected from other environmental hazards. As stated above, for the remainder of the redevelopment project area, any building that has not been surveyed for ACM but potentially contains ACM shall be surveyed to determine whether ACM is present prior to demolition, renovation or reuse.

Redevelopment EIR 4.7-15: Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations.

In addition, surface and subsurface contamination from any PCB equipment that remains in use should be investigated and remediated in compliance with all applicable laws and regulations.

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Redevelopment EIR 4.7-16: Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present.

Equipment found to contain PCBs should be part of an ongoing monitoring program. Surface and subsurface contamination from any PCB equipment shall be investigated and remediated in compliance with applicable laws and regulations.

Redevelopment EIR 4.7-17: PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.

Equipment filled with dielectric fluid (oil) including transformers, ballast, etc. containing more than 5 ppm PCBs is considered a hazardous waste in California.

PUBLIC SERVICES AND UTILITIES

Redevelopment EIR 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district.

If determined to be required by the City, OARB Auto Mall developers shall be assessed a fair-share payment toward the implementation of this measure.

Redevelopment EIR 4.9-3: The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.

Each developer proposing construction in the redevelopment project area would be required to notify OES prior to initiation of construction, so that OES may plan emergency access and egress taking into consideration possible conflicts or interference during the construction phase. The developer would also be required to notify OES once construction is complete.

Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

Redevelopment EIR 4.9-4: Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water.

EBMUD submitted a letter in response to the NOP for the OARB Auto Mall project (dated 2/7/2007) requesting developers coordinate directly with EBMUD to determine project-specific feasibility.

Redevelopment EIR 4.9-6: Site design shall facilitate use of recycled water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.

When subsequent redevelopment activities are required to include reclaimed water in their design, the City would ensure that requirements of Title 22 intended to protect the environment are reflected in that design, including prohibitions against run-off to surface waters. The City and OARB Auto Mall sponsors/developers should coordinate these efforts with the reclaimed water supplier, EBMUD.

Redevelopment EIR 4.9-8: Concrete and asphalt removed during demolition/construction shall be crushed on site or at a near site location, and reused in redevelopment or recycled to the construction market.

Foundation and paving removal would generate substantial debris, and the City and OARB Auto Mall sponsors/developers would ensure these materials are crushed and recycled. As a first preference, these materials should be re-used on-site; as a second preference, they would be sold to the construction market. The City and OARB Auto Mall sponsors/developers would make every effort practicable to avoid disposal to landfill of this material.

Redevelopment EIR 4.9-9: The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of the operations phase solid waste from landfill disposal.

Each OARB Auto Mall sponsor/developer would be required to submit to the City a source reduction/waste diversion plan specifying how the activity will reduce solid waste disposal by 50 percent. The sponsor would be responsible for development and implementation of its plan, and for reporting its progress and success rate to the City. Should the source reduction/diversion plan program not meet its stated goal, the sponsor would modify the plan until the desired level of reduction/diversion is achieved. While each plan would be specific, the following general topics should be addressed:

Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

- Goals
- Key personnel
- Quantification of waste
- Identification of waste materials
- Program elements
- Monitoring requirements and performance standards
- Reporting

AESTHETICS

Redevelopment EIR 4.11-1: New lighting shall be designed to minimize off-site light spillage; “stadium” style lighting shall be prohibited.

Modern security lighting is available that directs light toward a specific site, and substantially reduces spillage of light onto adjacent properties. The City shall require the use of such directional lighting as a condition of approval for redevelopment projects throughout the project area. In no case shall the City allow the use of stadium-style lighting, which directs light outward across a broad area.

Redevelopment EIR 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.

Through design review, the City shall ensure that proposed solar systems are not located in a manner that would unduly restrict design of future development. Such conflicts are to be resolved in design review. If the proposed solar system cannot be designed to accommodate adjacent actions, it shall be disallowed.

Redevelopment EIR 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.

Through design review, the City shall ensure that the effectiveness an operation of existing or permitted active or passive solar systems shall not be substantially impaired. The design of the subsequent proposed structures shall be modified so as not to have such an adverse effect.

Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

GEOLOGY AND SOILS

Redevelopment EIR 4.13-1: Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending the location of the wharf).

The UBC requires structures in the San Francisco Bay Area to be designed to withstand a ground acceleration of 0.4 g. A licensed engineer should monitor construction activities to ensure that the design and construction criteria are followed.

The Health and Safety element of the Oakland General Plan requires a soils and geologic report be submitted to the Department of Public Works (DPW) prior to the issuance of any building permit. The Oakland General Plan also requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits, and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.

Redevelopment EIR 4.13-2: Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.

Site-specific geotechnical, soils, and foundation investigation reports shall be prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The reports shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, compaction, foundation construction, drainage control (both surface and subsurface), and seismic safety. Designers and contractors shall comply with recommendations in the reports. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific construction methods are followed.

The Oakland General Plan requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the *identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.*

Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

Redevelopment EIR 4.13-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.

The contractor shall prepare and implement a site-specific SWPPP that is acceptable to the RWQCB, Region 2. The contractor shall submit the SWPPP to the City for review, and shall keep a copy of the SWPPP at the construction site. While erosion control measures included in the plan will be site-specific, they must be effective at prevention of accelerated erosion by the following: minimizing the length of time soils are exposed; reducing total area of exposed soil during the rainy season; protecting critical areas (the Bay); and monitoring before and after each rain storm to assess control measure effectiveness. SWPPP erosion control measures may include, and are not limited to, the following:

- Schedule construction to occur during dry season
- Avoid run-on (divert run-off from up-slope sites so it does not enter construction zone)
- Preserve existing vegetation
- Seed and mulch, or hydromulch
- Control dust
- Use blankets, geotextiles, and fiber rolls
- Install tire washers at exits

Redevelopment EIR 4.13-4: The project applicant shall thoroughly review available building and environmental records.

The City shall keep a record of, and the designer shall review, available plans, and facility, building, and environmental records in order to identify underground utilities and facilities, so that these may be either avoided or incorporated into design as relevant.

Redevelopment EIR 4.13-5: The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.

The contractor shall utilize Underground Service Alert or other subsurface utility locators to identify and avoid underground utilities and facilities during construction of redevelopment elements. The contractor shall keep a record of its contacts regarding underground features, and shall make these records available to the City upon request. This condition shall be enforced through contract specification.

Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

Redevelopment EIR 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.

Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.

Redevelopment EIR 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.

Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.

Redevelopment EIR 4.15-2: Contractors and developers shall comply with all permit conditions from the Corps, RWQCB and BCDC.

This measure shall be enforced on contractors by contract specifications.

Redevelopment EIR 4.15-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.

All construction activities shall be undertaken in accordance with requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (General Permit). The General Permit requires that all dischargers develop and

Note:

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implement a SWPPP that specifies BMPs that would prevent construction pollutants from contacting stormwater with the intent of keeping products of erosion from moving off site into receiving waters.

The contractor shall prepare and implement a site-specific SWPPP. The SWPPP shall be reviewed by the City, and shall be available for review by the RWQCB. While erosion/sediment/pollution control measures included in the plan would be site-specific, they must be effective at prevention of accelerated erosion by the following: *minimizing the length of time soils are exposed; reducing total area of exposed soil during the rainy season; protecting critical areas (the Bay); and monitoring before and after each rain storm to assess control measure effectiveness.* BASMAA's *Start at the Source—Design Guidance for Stormwater Quality Protection*, 1999 edition, is a helpful reference for developing appropriate BMPs. SWPPP erosion and sediment control measures may include, and are not limited to, the following:

- Schedule construction to occur during dry season;
- *Avoid run-on (divert run-off from up-slope sites so it does not enter construction zone);*
- Preserve existing vegetation;
- Seed and mulch, or hydromulch;
- Dust control;
- Blankets, geotextiles, fiber rolls; and
- Tire washers at exits.

Additional SWPPP sediment control measures may include, and are not limited to, the following:

- Stabilize the construction entrance;
- Silt fencing;
- Temporary straw bale dike;
- Sand/gravel bag;
- *Brush/rock filter;*
- Inlet protection;
- Catch basin inlet filter; and
- Sediment basin or trap.

SWPPP pollution control measures generally are “good housekeeping” BMPs, and may include, and are not limited to, establishing practices and protocols for the following:

- Solid and demolition waste management;

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- Hazardous materials and waste management;
- Spill prevention and control;
- Vehicle and equipment maintenance;
- Covered materials storage;
- Handling and disposal of concrete/cement;
- Pavement construction management;
- Contaminated soil and water management; and
- Sanitary/septic waste management.

Redevelopment EIR 4.15-4: *Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation; depending on the results of the testing, contaminated water shall be disposed of via standards of the applicable regulatory agency (RWQCB, DTSC, or EBMUD), as appropriate. In addition, the contractor shall comply with the requirements of NPDES Permit Nos. CAG912002 and CAG912003 if appropriate.*

The contractor's SWPPP shall include a RWQCB-acceptable protocol and BMPs for handling construction water. The SWPPP shall include methods for visual inspection, triggers for laboratory testing, and appropriate use/disposal of the water. The contractor must also determine if NPDES Permit Nos. CAG912002 and CAG912003 are relevant to the site. If they are, an NOI must be filed, and the related Self-Monitoring Plan must be complied with.

Redevelopment EIR 4.15-5: *Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.*

NPDES permitting requires that BMPs to control post-construction stormwater be implemented to the maximum extent practicable. Analysis of anticipated runoff volumes and potential effects to receiving water quality from stormwater shall be made for specific redevelopment elements, and site-specific BMPs shall be incorporated into design. BMPs shall be incorporated such that runoff volume from 85 percent of average annual rainfall at a development site is pre-treated prior to its discharge from that site, or a pre-treated volume in compliance with RWQCB policy in effect at the time of design.

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Non-structural BMPs may include and are not limited to good housekeeping and other source control measures, such as the following:

- Stencil catch basins and inlets to inform the public they are connected to the Bay;
- Sweep streets on a regular schedule;
- Use and dispose of paints, solvents, pesticides, and other chemicals properly;
- Keep debris bins covered; and
- Clean storm drain catch basins and properly dispose of sediment.

Structural BMPs may include and are not limited to the following:

- Minimize impervious areas directly connected to storm sewers;
- Include drainage system elements in design as appropriate such as:
 - infiltration basins
 - detention/retention basins
 - vegetated swales (biofilters)
 - curb/drop inlet protection.

Redevelopment EIR 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.

Design of subsequent redevelopment activities shall ensure recycled water does not leave the site and enter receiving waters. Best management practices shall be implemented to prevent runoff of recycled water. These BMPs may be either structural or non-structural in nature and may include but are not limited to the following:

- Preventing recycled water from escaping designated use areas through the use of:
 - berms
 - detention/retention basins
 - vegetated swales (biofilters)
- Not allowing recycled water to be applied to irrigation areas when soils are saturated.
- Plumbing portions of irrigation systems adjacent to receiving waters with potable water.

Note:

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Redevelopment EIR 4.15-7: New development shall conform with policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.

The Hazards Element includes development controls that place the burden of demonstrating flood safety upon the individual developer. In addition, the Hazards Element includes policies regarding support of flood control and management programs of other agencies, maintenance of the natural character of creeks to the maximum extent possible, and City participation in the federal Flood Insurance Program.

Note:

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Mitigation Measures with Implementation Responsibility by the City (Related to the OARB Auto Mall Project):

The following additional mitigation measures are related to development in the North Gateway (Project site) and/or East Gateway (additional Option B area). Implementation of these measures is the responsibility of the City of Oakland, acting through the Community and Economic Development Agency. Implementation of these mitigation measures may include a requirement for fair-share contributions from project developers.

Redevelopment EIR 4.2-3: The City and Port shall coordinate to implement Mitigation Measures 4.2-1 and 4.2-2. The City and Port shall cooperatively coordinate regarding the types of land uses to be developed at the coterminous boundary of their respective jurisdictions.

Mitigation Measure 4.2.2 is a Port-only measure requiring the Port of Oakland to design its New Berth 21 facility to avoid or minimize land use incompatibilities by locating to the extent feasible the most noisy, most polluting, and least attractive of its elements away from the Gateway/Port development area boundary. The City shall cooperatively coordinate regarding the types of land uses to be developed at the coterminous boundary of their respective jurisdictions.

Redevelopment EIR 4.3-7: The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets. The City and Port shall fund on a fair share basis, implementation of this plan.

The truck management plan may include, and is not limited to, the following elements:

- Analyze truck traffic in West Oakland;
- Traffic calming strategies on streets not designated as truck routes designed to discourage truck through travel;
- Truck driver education programs;
- Expanded signage, including truck prohibitions on streets not designated as truck routes;
- Traffic signal timing improvements;
- Explore the feasibility of truck access to Frontage Road;
- Roadway and terminal gate design elements to prevent truck queues from impeding the flow of traffic on public streets; and

Note:

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- Continue Port funding of two police officers to enforce truck traffic prohibitions on local streets.

Redevelopment EIR 4.3-8: Provide an emergency service program and emergency evacuation plan using waterborne vessels.

The City shall provide emergency access to the OARB sub-district by vessel. The area is currently served by fire boat out of the Jack London Square Fire Station. The City may elect to equip that fire boat with first response medical emergency personnel as well as limited hazardous materials response personnel and equipment (see also Redevelopment EIR mitigation measure 4.9-1).

Redevelopment EIR 4.3-12: The City and Port shall provide detailed information regarding redevelopment to BART to enable BART to conduct a comprehensive fare gate capacity assessment at the West Oakland BART station. Pending the results of this assessment, the City and the Port may need to participate in funding the cost of adding one or more fare gates at the West Oakland BART station.

BART staff's preliminary assessment is that no new fare gates would be required, but the City and Port should coordinate with BART to confirm this is the case. Uncongested fare gates are required to encourage BART ridership.

Redevelopment EIR 5.3-7: The City and Port shall cooperatively develop a program that combines multiple strategic objectives and implementation tools designed to reduce cumulative truck parking and other AMS impacts.

This program should consider strategies that may include, but should not be limited to the following:

- Pursue truck traffic mitigation steps, information strategies, and rail intermodal strategies.
- Identify potential land swaps and utilize additional small parcels of land in the vicinity of the port, especially for truck parking and support services.
- Prioritize the use of harbor-area land for core services, maximize the efficient use of harbor-area land and facilities, and reduce the impacts in adjacent neighborhoods.
- Promote intensive land use (doing more with less) and extended terminal gate hours.
- Actively encourage relocation of selected services to other Oakland, East Bay, or Northern California (Hinterland Loop) locations.

Note:

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- Develop multi-user facilities in Oakland or in corridor locations (e.g., Richmond and San Leandro) for both core and non-core services.

Implementation of such a program may take many years, and the success of the program cannot be ascertained at this time. Therefore, this cumulative impact remains significant and unavoidable.

Redevelopment EIR 5.3-8: The City and Port shall work with BART and AC Transit to ensure adequate BART train and AC Transit capacity will be available for riders to and from the redevelopment project area, and possibly fund, on a fair share basis, BART train and AC Transit capacity improvements.

Redevelopment EIR 5.4-1: The City and the Port shall encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality.

Such encouragement, lobbying, and participation may include the following:

- Retrofitting locomotive engines to meet current federal standards.
- Using reduced sulfur fuels in ships while the ships are in the San Francisco Bay.
- Treating NO_x with selective catalytic reductions.
- Implementing random roadside emissions tests and develop a system of fines for trucks not in compliance with emission regulations.
- Establishing emissions-based berthing fees.
- Buying relatively old, highly polluting cars to take them off the road.

Although these programs may assist in advancing emission reduction technologies or implementing emission reduction methods, the incremental contribution of the redevelopment program would remain cumulative considerable, and the cumulative impact on air quality remains significant and unavoidable.

Note:

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Redevelopment EIR 4.9-2: The Port and City shall work with OES to ensure changes in local area circulation are reflected in the revised Response Concept.

The Port and City would provide information to the OES to facilitate that agency's accurate revision of its Response Concept and Annex H. In particular, the City and Port would provide OES information regarding new and proposed project area development, intensification and changes in land uses, realignment of area roadways, and construction of new local circulation facilities.

Redevelopment EIR 4.15-8: The City and the Port shall complete flood hazard mapping in the project area, where necessary and applicable, to delineate 100- and 500-year flood hazard zones.

The City and Port shall determine with the appropriate federal agencies (FEMA, Corps) the necessity and process for mapping flood hazard zones within the non-mapped portions of the project area. If necessary and applicable, the City and/or Port shall cause a flood hazard delineation for the 100-year and 500-year flood hazard zones to be prepared, which would submit the delineation to the Corps for verification. Once verified, the delineation would be submitted to FEMA, for inclusion to the Flood Insurance Program.

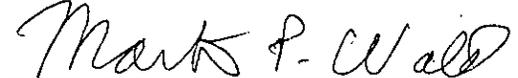
Note:

- "Redevelopment EIR" denotes mitigation measures from the 2002 Redevelopment Plan EIR
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FILED
OFFICE OF THE CITY CLERK
OAKLAND

2007 DEC -6 PM 5:06

APPROVED AS TO FORM AND LEGALITY:


City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

A RESOLUTION AMENDING THE OAKLAND ARMY BASE FINAL REUSE PLAN TO INCLUDE A REVISED LAYOUT OF THE FREEWAY AUTO MALL

WHEREAS, the Oakland Army Base ("OARB") was identified for closure in 1995 by the Defense Base Closure and Realignment Commission ("Commission") and approved for closure by the President of the United States pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act of 1988 (Public Law 100-526) and the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510) ("Acts"), as amended; and

WHEREAS, on July 31, 2002 the Oakland City Planning Commission certified the Oakland Army Base Redevelopment plan EIR and the Oakland City Council, Oakland Base Reuse Authority and Oakland Redevelopment Agency adopted all appropriate California Environmental Quality Act ("CEQA") findings; and

WHEREAS, the OBRA Governing Body, at its meeting of July 31, 2002, passed Resolution No. 2002-17 adopting the Final Reuse Plan for the Oakland Army Base ("Reuse Plan") and thereby endorsing a conceptual reuse scenario entitled "Flexible Alternative," which included a mix of land uses for the area, including: waterfront, light industrial, maritime support, research and development, "flex-office," selected retail and possibly a hotel; and

WHEREAS, the OBRA Governing Body, at its meeting of June 26, 2006, passed Resolution No. 2006-09 authorizing the Executive Director to take all actions necessary to transfer all of the rights and obligations of OBRA to the Oakland Redevelopment Agency, effective August 8, 2006; and

WHEREAS, on December 5, 2006 the Oakland City Council, by Resolution No. 80301 C.M.S., certified the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project which analyzed the environmental impacts associated with development of an auto mall and relocation of ancillary maritime support services, and adopted all appropriate CEQA findings; and

WHEREAS, the Final Reuse Plan was amended by the City Council on December 5, 2006 by Resolution No. 80301 C.M.S. to include an auto mall as an additional conceptual strategy for the North Gateway area of the OARB, and to relocate 15 acres of ancillary maritime support uses,

which is a category that includes truck parking, warehouses, logistics centers, or other similar port-related uses, to the East Gateway and/or Central Gateway; and

WHEREAS, the City Council wishes to further amend the Final Reuse Plan in order to revise the layout and further refine the proposed traffic circulation patterns for the auto mall project; and

WHEREAS, the proposed project has been analyzed in a First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project ("Addenda #1"); now, therefore, be it

RESOLVED: That the Final Reuse Plan for the Oakland Army Base is further amended, as set forth in Exhibit A, attached hereto and incorporated herein by reference; and be it

FURTHER RESOLVED: That, the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2002 Army Base EIR, the 2006 Supplemental EIR and Addenda #1 prior to acting on the approvals. Based upon such independent review, analysis, and consideration, and exercising its independent judgment, the City Council confirms that the 2002 Army Base EIR and 2006 Supplemental EIR can be applied to this set of proposed actions and approves Addenda #1 to the Supplemental EIR because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have **not** been met. Specifically, and without limitation, the City Council finds and determines that the project would not result in any new or more severe significant impacts, there is no new information of substantial importance that would result in any new or more severe significant impacts, there are no substantial changes in circumstances that would result in any new or more severe significant impacts, and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted, based upon the accompanying December 18, 2007 City Council Agenda Report, Addenda #1 and elsewhere in the record for this project; and be it

FURTHER RESOLVED: That, the City Council reaffirms the statement of overriding considerations adopted for the 2006 Supplemental Automall EIR in Resolution No. 80301 C.M.S. on December 5, 2006; reaffirms the rejection of alternatives adopted for the 2006 Supplemental Automall EIR in Resolution No. 80301 C.M.S. and also adopts the reasons for rejection of alternative access to EBMUD as detailed in Addenda #1, all of which are incorporated herein by reference; and be it

FURTHER RESOLVED: That, the City Council adopts the Conditions of Approval, as set forth in Exhibit B, attached hereto and incorporated herein by reference, to further reduce less than significant wastewater impacts; and the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Exhibit C, attached hereto and incorporated by herein by reference. The monitoring and reporting of CEQA mitigation measures in connection with the project will be conducted in accordance with the MMRP. Adoption of this program will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. All proposed mitigation measures and conditions of approval are capable of being fully implemented, and shall be implemented, by the efforts of the City of Oakland or other identified public agencies or entities of responsibility as set forth in the conditions of approval and the MMRP; and be it

FURTHER RESOLVED: That, the recitals contained in this Resolution are true and correct and are in integral part of the City Council's decision.

IN COUNCIL OAKLAND, OAKLAND, CALIFORNIA, _____, 2007

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
CHAIRPERSON DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LATONDA SIMMONS
City Clerk and Clerk of the
Council of the City of
Oakland, California

**December 18, 2007 Amendment to the
Oakland Army Base Reuse Plan**

(Proposed Text Deletions shown in ~~strike-out~~; Additions shown in underline)

The following is to be inserted after Section 3.2.1 of the 2002 (as amended on 12/5/06) Oakland Army Base Final Reuse Plan:

◆ Auto Mall Project in the North Subarea of the Gateway Development Area

◆ Relocation of Ancillary Maritime Support Services

In addition to the “Flexible Alternative” reuse strategy that was approved in the July 31, 2002 Oakland Army Base (OARB) Final Reuse Plan, the “Auto Mall” strategy may be alternatively be developed in the North subarea of the OARB Gateway Development Area (GDA). In pursuing this alternative the Oakland Redevelopment Agency is seeking to achieve several goals, including: local business retention and attraction, job creation, and community benefits.

Currently, Oakland is facing the loss of most of its existing auto dealers within 4-6 years, due to rising land values, the encroachment of housing development, pressure from the auto manufacturers to modernize facilities, and substandard physical conditions on Broadway Auto Row. The 11 dealerships on Auto Row account for 650 jobs and \$3.2 million per year in sales tax. Of the 11 dealerships, six have leases that expire by 2009. If a large number of dealers leave Auto Row, there is a risk that the remaining dealers would also need to relocate, since there would no longer be a critical mass of dealerships to attract shoppers to Broadway.

Currently, Oakland is facing the loss of most of its existing auto dealers within 4-6 years, due to rising land values, the encroachment of housing development, pressure from the auto manufacturers to modernize facilities, and substandard physical conditions on Broadway Auto Row. The 11 dealerships on Auto Row account for 650 jobs and \$3.2 million per year in sales tax. Of the 11 dealerships, six have leases that expire by 2009. If a large number of dealers leave Auto Row, there is a risk that the remaining dealers would also need to relocate, since there would no longer be a critical mass of dealerships to attract shoppers to Broadway.

In order to retain the dealerships in Oakland – and to allow them to become competitive with other auto retail centers in the Bay Area – it is critical to relocate them to a freeway location. The trend in auto retail has been for a substantial number of dealerships to co-locate in a freeway auto mall that offers a uniformly modern, attractive, high-quality shopping environment with direct freeway visibility and access.

For these reasons, the Redevelopment Agency has focused on creating a freeway auto mall within the Army Base that has sufficient size, visibility, and attractiveness to serve as a long-term viable location for auto retail.

The Auto Mall Project conceptual reuse strategy would be implemented in the North subarea of the GDA only and consists of the following activities:

- Automobile Dealerships

~~Four or five~~ Six separate automobile dealerships would occupy ~~five~~ six separate parcels of approximately ~~4~~ 2 to 6 acres each (~~Parcels Lots A 1 through E-6~~). Each dealership would include 1- to possibly 3- ~~4~~ story building to accommodate auto showrooms, sales space, and auto repair and service facilities. Each dealership also includes outdoor surface area for automobile storage, employee and customer parking and circulation.

- Access Road and Utilities

Wake Avenue would be abandoned and instead Maritime Street would be extended north from the intersection of West Grand Avenue, then continued to the east and south as a North Gateway access road. This road would carry traffic on the north side of West Grand Avenue and provide access to auto dealership sites in the North Gateway. The access road would end in a cul-de-sac near the raised West Grand Avenue.

These activities are illustrated on the attached Map summarized on the Table below.

| OARB Auto Mall Project, Land Use Summary | | | | | |
|---|------------------------|-----------------------|---------------|----------------------------------|----------------------------|
| <u>Parcel-Lot</u> | <u>Use</u> | <u># of Buildings</u> | <u>Floors</u> | <u>Total Floor Area (sq.ft.)</u> | <u>Parcel Size (acres)</u> |
| North Gateway Subarea | | | | | |
| <u>A 1</u> | Auto dealership | 1 | 1 | 100,000 | 5.7 |
| <u>B 2</u> | Auto dealership | 1 | 2 | 30,000 | 1.5 |
| <u>C 3</u> | Auto dealership | 1 | 2 | 50,000 | 4.4 |
| <u>D 4</u> | Auto dealership | 1 | 1 | 50,000 | 4.3 |
| <u>E 5</u> | Auto dealership | 1 | 1 | <u>30,000</u> | 2.3 |
| <u>6</u> | <u>Auto dealership</u> | <u>1</u> | <u>1</u> | <u>100,000</u> | <u>6.3</u> |
| Access Road | | | | | <u>5.7</u> |
| Project Total | | 6 | | 360,000 | 30 |

This alternative requires relocation of Ancillary Maritime Support (AMS) services activities that is depicted in the Flexible Alternative on the Baldwin Yard within the North Subarea. If the Auto Mall reuse strategy is pursued, AMS activities would be relocated to either the East and/or Central subareas of the GDA.

The remaining East, Central, West and Park subareas of the GDA would remain as depicted in the 2002 Reuse Plan. For reference, the Conceptual Reuse Strategy for all areas of the GDA under the Auto Mall alternative is summarized in the chart below.

Gateway Development Area Revised Conceptual Reuse Strategy

| <i>East Subarea: Flexible Alternative with Possible Inclusion of AMS activities</i> | <i>Central Subarea: Flexible Alternative with Possible Inclusion of AMS activities</i> | <i>West Subarea: Flexible Alternative</i> | <i>North Subarea: Flexible Alternative OR Auto Mall</i> | <i>Park Subarea: East Bay Regional Park Project</i> |
|--|---|--|---|---|
| <p>Light Industrial and Flex-Office facilities ranging in floor-plate area from 44,000 – 111,600 square feet in size, yielding a total of approximately 376,000 square feet of development area. Possible location of the Homeless Collaborative if an off-site location is not secured.</p> | <p>High yield of Research and Development facilities and Flex-Office buildings. The buildings would range in floor plate area from 57,000 – 90,000 square feet, yielding approximately 552,000 square feet of Research and Development/ Flex Office and 444,000 square feet of Light Industrial activity, and 25,000 square feet of High-end Retail activity.</p> | <p>Four- to five-story corporate campus-like buildings with floor plates averaging 46,000 square feet, yielding a total of 600,000 square feet of Office area. Within this intense development envelope is the possibility of also developing a Four-Star Hotel.</p> | <p>Flexible Alternative Uses: The Baldwin Yard would be used to provide 15 acres of ancillary maritime support services as required by BCDC.</p> <p>The Subaru site could be developed with up to approximately 300,000 square feet of Warehouse and Distribution facilities or additional Light Industrial activities</p> | <p>Public Park Use for EBRPD</p> |
| <p>Possible AMS uses</p> | <p>Possible AMS uses</p> | <p>OR</p> | <p>Auto Mall Uses: Auto Mall Project consisting of auto showrooms, sales space, repair and service facilities, outdoor surface area for automobile storage, employee and customer parking; restaurant activities and event plaza</p> | <p>OR</p> |

Attachment:
~~Auto Mall Project Conceptual Development Plan (Figure 2-6 of Draft Supplemental Environmental Impact Report for Auto Mall Project)~~

Auto Mall Project Conceptual Development Plans (Figures 3, 4, 5, and 6 of the First Addendum to the Supplemental Environmental Impact Report for the Oakland Army Base Auto Mall Project)

ADDENDUM TO THE OAKLAND ARMY BASE AUTO MALL SEIR

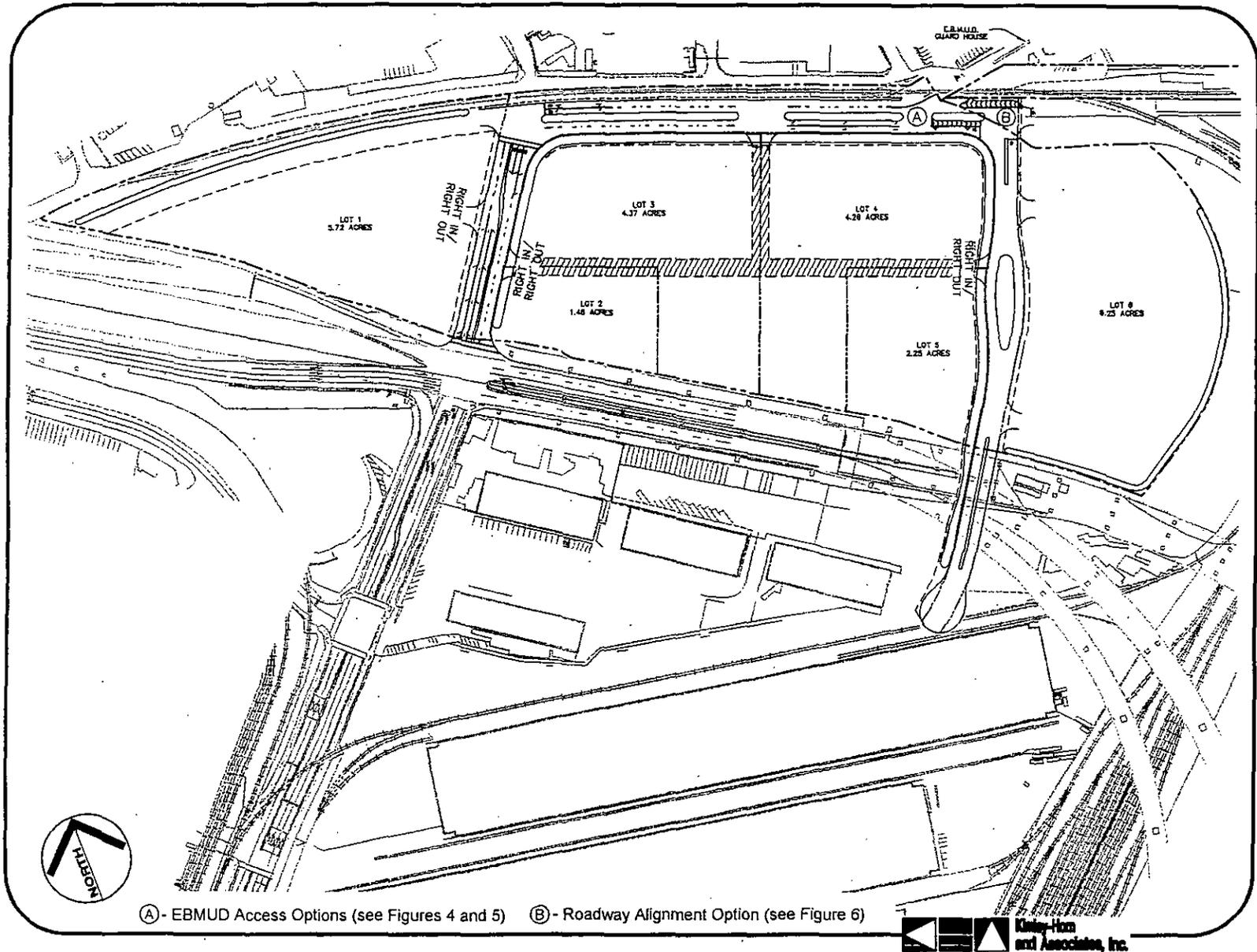


Figure 3: Addendum Project Description

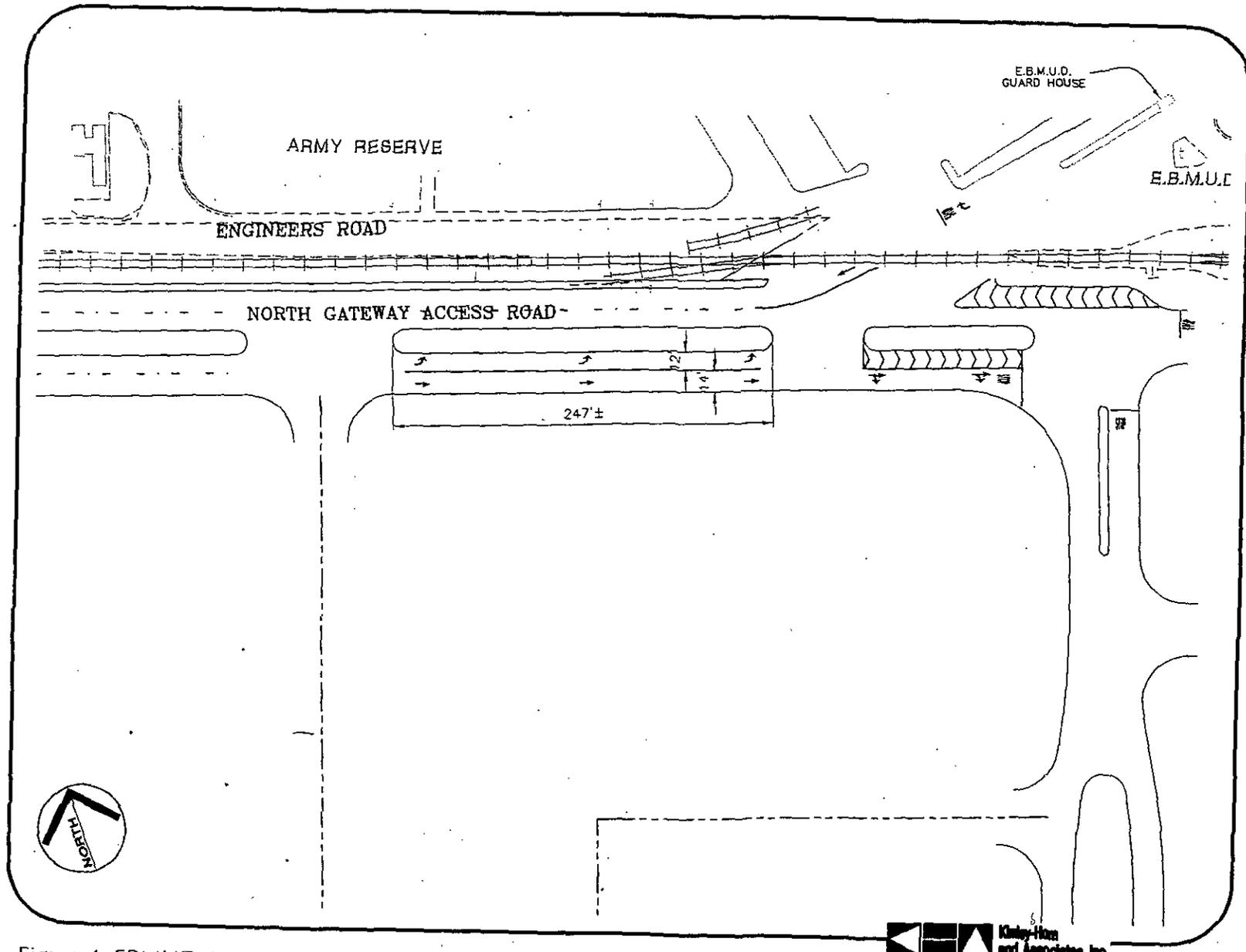


Figure 4: EBMUD Access - Dedicated Left Turn Lane Option

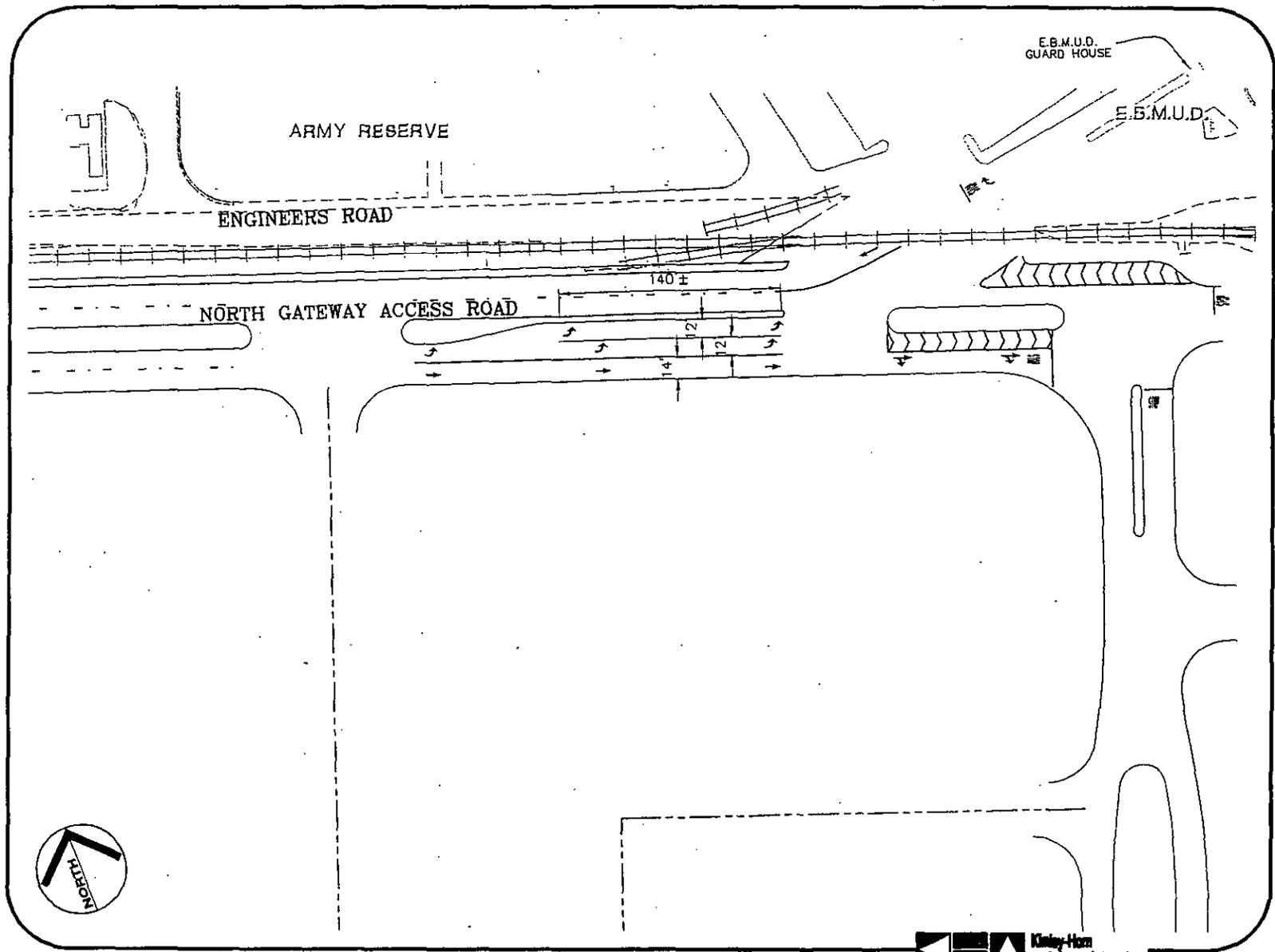


Figure 5: EBMUD Access - Left Turn Pocket Option

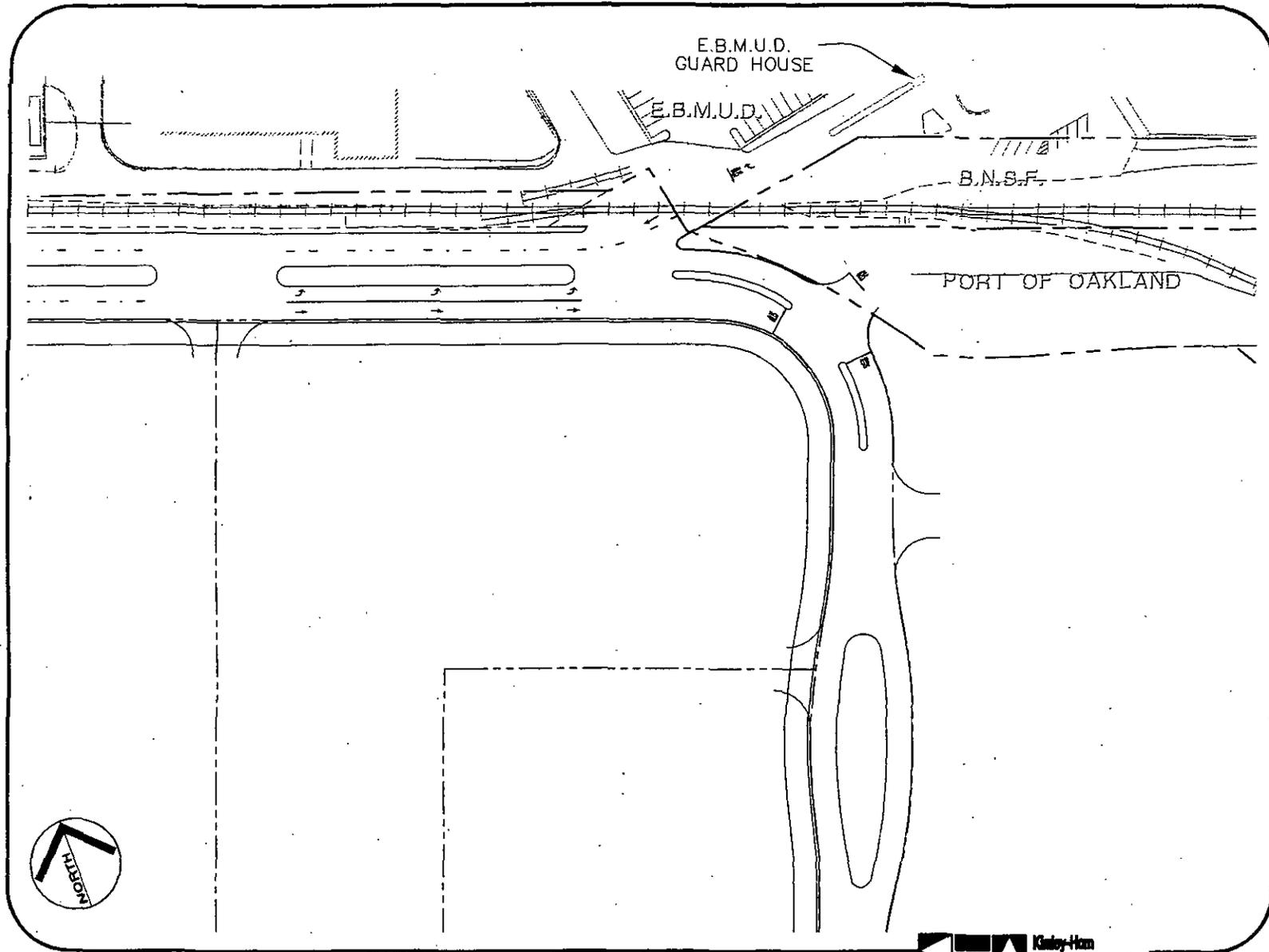


Figure 6: Non-Port-Dependant Roadway Alignment Option

EXHIBIT B

CONDITIONS OF APPROVAL

A. The following are conditions of approval specific to the Auto Mall project:

Wastewater 1: New Sewer System Design and Construction. The City of Oakland shall continue to conduct detailed engineering studies for a new sewer system to serve the Auto Mall site, and shall construct new improvements as necessary and needed. Consistent with the assumptions of the OARB Redevelopment EIR and the Auto Mall SEIR, this new sewer system may include new sewer laterals connecting to auto dealership sites, new collection and conveyance lines, and other new system facilities such as a pump station. To the extent that portions of the existing sewer system formerly installed and improved by the US Army are found to be in good operating condition and are located appropriate to serve the Auto Mall, these portions of the existing system may continue to be used.

Wastewater 2: Implementation of BMPs for Auto Mall Uses. Future auto dealerships within the OARB Auto Mall shall implement, to the maximum feasible extent and consistent with Oakland's standard practices and policies, applicable Best Management Practices (BMPs) to reduce water demand and wastewater generation. Such BMPs should include, without limitation:

- Installation of low-, ultra-low, waterless and/or dual flush flow toilets; water efficient irrigation systems that include drip irrigation and efficient sprinkler heads; evapotranspiration (ET) irrigation controllers; drought-resistant and native plants for landscaping; and minimization of turf areas.
- Reductions in car rinse frequency for cars on the lot, with a maximum of two (2) rinses per week. Any hose fittings used for car rinsing shall be high water efficiency fittings.
- Installation of on-site water recycling systems for all car wash operations, and not connecting the car wash systems to the wastewater system when recycled car wash water is used on-site.

B. The following conditions of approval are applicable to other future redevelopment activities throughout the remainder of the OARB Redevelopment Area:

Wastewater 3: Monitoring of Sewer Sub-basin Allocations. Consistent with City of Oakland standard procedures and practices, wastewater flows projected to

result from redevelopment activities within the former OARB shall be regularly monitored and compared against applicable sewer sub-basin allocations to ensure that the capacity of the wastewater transport and treatment system is adequate to serve redevelopment as planned and proposed. Should a sub-basin require more flow than its allocation, allocation shall be redirected between adjacent sub-basins, or allocations assigned to the unnumbered sub-basin shall be redirected to a numbered sub-basin. In total, however, flows for the larger sewer basin shall not exceed that basin's allocation.

Wastewater 4: Field Monitoring of Sewage Flows Tributary to the 15-Inch Sewer Line. The City of Oakland shall continue to monitor wastewater flows emanating from the OARB Gateway area. Specifically,

1. Wet weather flow monitoring shall occur at manhole #23A, and shall occur over a 45 to 60 day period during the 2007/2008 wet weather period. Monitoring results shall be used to develop and refine wet weather to dry weather flow ratios. Specifically, results of the monitoring and I/I reduction efforts shall be used to refine and improve the estimates of wastewater flows projected to emanate from redevelopment activities that are tributary to the 15-inch sewer line. These refined and improved flow rates shall be used to more accurately estimate the demand for wastewater conveyance as compared to available capacity within the 15-inch line to serve new redevelopment.
2. The City of Oakland shall continue to monitor and shall implement inflow and infiltration reduction measures throughout the former OARB. The objective of these I/I reduction efforts shall be to even further minimize the I/I flow in the piping system to further lessen the effluent volume reaching the conveyance system and the EBMUD treatment plant.

Wastewater 5: Increased Conveyance Capacity. The City of Oakland shall construct a larger-capacity connection to the EBMUD WWTF, or shall connect the OARB sewer system to the EBMUD Interceptor system, when such improvements are necessary to adequately serve new redevelopment activity within the OARB Redevelopment Area, and prior to exceeding the capacity of the existing 15-inch line.

Wastewater 6: New Sewer System Design and Construction. The City of Oakland shall continue to conduct detailed engineering studies for a new sewer system within the former OARB, and shall construct new improvements as necessary and needed to serve redevelopment activity. Consistent with the assumptions of the OARB Redevelopment EIR and the Auto Mall SEIR, this new sewer

system may include new sewer laterals connecting to development sites, new collection and conveyance lines, and other new system facilities such as pump stations. To the extent that portions of the existing sewer system formerly installed and improved by the US Army are found to be in good operating condition and are located appropriate to serve new redevelopment activity, these portions of the existing system may continue to be used.

Wastewater 7: Implementation of BMPs. Future redevelopment projects within the OARB Redevelopment Area shall implement, to the maximum feasible extent and consistent with Oakland's standard practices and policies, Best Management Practices (BMPs) to reduce water demand and wastewater generation.

**MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**FOR THE
OAKLAND ARMY BASE AUTO MALL PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)**

**Adopted by the
Oakland Redevelopment Agency
December 5, 2006
Readopted on December 18, 2007**

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) for the Oakland Army Base (OARB) Auto Mall Project has been prepared pursuant to Public Resources Code Section 21081.6. The mitigation measures presented in this MMRP are as contained in the Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) (SCH No. 2001082058) as revised and certified on July 31, 2002 by the City of Oakland Planning Commission and the Oakland Base Reuse Authority (OBRA), referred to in this document as “Redevelopment EIR”. Revised and additional mitigation measures are as derived from the Oakland Army Base Auto Mall Project Draft Supplemental EIR dated April 17, 2006 and Final Supplemental EIR dated October 6, 2006 (SCH No. 2006012092), referred to in this document as “Auto Mall EIR”.

Throughout this document, “City” includes the Redevelopment Agency of the City of Oakland and the City of Oakland; “Port” refers to the Port of Oakland. Implementation of mitigation measures will be carried out in accordance with the standard policies and practices and documented in the files of the City.

This MMRP applies only to the Oakland Army Base Auto Mall Project, the sponsors/developers of that project and the City of Oakland and its Redevelopment Agency.

The OARB Auto Mall Project proposed development in the North Gateway area of the former Oakland Army Base. The EIR also evaluates a larger option, termed Option B, that includes the North Gateway development as well as development on the East Gateway portion of the former Oakland Army Base. Where unspecified in this MMRP, mitigation measures apply to development in the North Gateway and/or East Gateway. In some cases, as specifically noted in the attached table, implementation of a mitigation measure is linked to development in one but not the other of these Gateway areas. Note that while discussed as the OARB *Auto Mall* Project, under Option B the project would include a parcel not used for Auto Dealerships, but used for big box retail and/or AMS uses.

Summary tables of the mitigation measures are followed by detailed mitigation descriptions.

SUMMARY TABLE 1:

MITIGATION MEASURES WITH IMPLEMENTATION RESPONSIBILITY BY OARB AUTO MALL DEVELOPERS/SPONSORS

Note: See also accompanying Detailed Mitigation Measures following the Summary Tables.

The following mitigation measures apply to development in the North Gateway (Project site) and/or East Gateway (additional Option B area) of the City's Gateway Development Area on the former Oakland Army Base. Developers/sponsors of the OARB Auto Mall Project are responsible for implementation of these measures. The City, acting through the Community and Economic Development Agency is responsible for enforcing these measures and providing the mechanism for fair-share contributions where applicable.

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|--|
| Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another. | Redevelopment EIR 4.2-1: Land Use Compatibility/Gateway | Pre-construction |
| Impact Traf-3: At the N. Access Road / EBMUD Driveway intersection, both the Project and Option B would substantially increase traffic hazards to motor vehicles and perhaps bicyclists and pedestrians due to the configuration of the intersection. | Auto Mall EIR Traf-3: Design Hazards/EBMUD Access | Pre-construction |
| Impact Traf-4: Construction of the access road from the northern extension of Maritime Street would end in a cul-de-sac for the Project and could result in less than two emergency access routes for streets exceeding 600 feet in length. | Auto Mall EIR Traf-4: Emergency Vehicle Access | Pre-operations, if/when North Gateway is developed before roadway connections are constructed in the East Gateway. |

a:

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- "Auto Mall EIR" denotes mitigation measures from the 2006 Auto Mall Supplemental EIR

b:

- "Pre-construction" means prior to issuance of demolition, grading, or building permits, or the equivalent.
- "Construction" includes remediation, demolition and construction.
- "Pre-operations" means prior to issuance of certification of occupancy or its equivalent.
- "Operations" means occupation and ongoing use of structures or facilities.

Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|--|
| <p>Cumulative</p> <p>Impact Traf-6: At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-6: West Grand Avenue / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-1 from the 2002 OARB Redevelopment EIR.</p> |
| <p>Cumulative</p> <p>Impact Traf-10: At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-10: 7th Street / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-3 and 5.3-1 from the 2002 OARB Redevelopment EIR.</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|---|--|
| <p>Cumulative</p> <p>Impact Traf-11: At the 7th Street / I-880 Northbound Ramp intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the p.m. peak hour.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-11: West Grand Avenue / I-880 Northbound Ramp</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> <p>The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 5.3-2 from the 2002 OARB Redevelopment EIR.</p> |
| <p>Cumulative</p> <p>Impact Traf-15: At the S. Access Road / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-15: S. Access Road / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> |
| <p>Cumulative</p> <p>Impact Traf-16: At the Parcel I / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-16: Parcel I / Maritime Street</p> | <p>Pre-construction</p> <p>Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|--|---|
| <p>Cumulative</p> <p>Impact Traf-17: Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F.</p> | <p>Cumulative</p> <p>Auto Mall EIR Traf-17: Transportation Demand Management Program</p> | <p>Pre-operations</p> <p>Note that the OARB Auto Mall project-specific TDM plan satisfies the fair-share obligation of this mitigation measure.</p> <p>This mitigation measure replaces mitigation measure 4.3-4 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.</p> |
| <p>Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p>Impact 5.3-3: Increase in traffic hazards.</p> | <p>Redevelopment EIR 4.3-5: Standard Design Practices</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-5: Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).</p> | <p>Redevelopment EIR 4.3-9: Alternative Transportation Facilities</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-6: Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16th/Wood sub-district, or for trucks serving the Port of Oakland.</p> | <p>Redevelopment EIR 4.3-10: Parking</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-11: Remediation, demolition/deconstruction, and construction activities within the redevelopment project area would utilize a significant number of trucks and could cause significant circulation impacts on the street system.</p> | <p>Redevelopment EIR 4.3-13: Construction Period Traffic</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|---|---|
| <p>Impact 5.3-1: Increased congestion at intersections exceeding the cumulatively significant threshold.</p> | <p>Redevelopment EIR 5.3-3: 3rd / Adeline Street.</p> <p>Redevelopment EIR 5.3-4: 3rd / Market Street.</p> <p>Redevelopment EIR 5.3-5: 12th / Brush Street.</p> <p>Redevelopment EIR 5.3-6: Powell Street/I-80 Northbound Ramps.</p> | <p>Mitigation measures 5.3-3 through 5.3-6 are derived from the 2002 OARB Redevelopment EIR. Based on information that is now known, it is recommended these measures be rejected as infeasible for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for these intersections.</p> |
| <p>Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities.</p> <p>Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NO_x), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM₁₀), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter (PM_{2.5})), the latter defined as a toxic air contaminant by the California Resources Board (CARB).</p> | <p>Redevelopment EIR 4.4-1: Dust Control</p> | <p>Construction</p> |
| <p>Impact 4.4-2: Construction equipment exhaust could increase levels of NO_x, ROG, CO, and PM₁₀ (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.</p> <p>Impact 5.4-1: See above.</p> | <p>Redevelopment EIR 4.4-2: Construction-period Exhaust Controls</p> <p>Redevelopment EIR 4.4-4: Diesel Emission Reduction Program</p> | <p>Construction</p> <p>Pre-operations; at time of Port and Gateway Development Area redevelopment</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|--|
| <p>Impact Air-1: Permanent Regional Impacts. Additional trips to and from the project would result in new air pollutant emissions within the air basin.</p> <p>Cumulative</p> <p>Impact Air-5: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project or Option B, together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions.</p> | <p>Auto Mall EIR Air-1: Transportation Control Measures</p> | <p>Pre-operations; Operations</p> <p><i>This mitigation measure replaces mitigation measure 4.4-5 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.</i></p> |
| <p>Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NO_x, ROG, CO and PM₁₀ in quantities that could exceed thresholds.</p> | <p>Redevelopment EIR 4.4-6: Sustainable Development Design and Construction</p> | <p>Pre-construction</p> |
| <p>Impact 4.5-1: Construction, including remediation, could result in short-term noise levels in excess of established standards, or that violate the City of Oakland Noise Ordinance at and near the redevelopment project area, and along construction haul routes.</p> | <p>Redevelopment EIR 4.5-1: Noise Reduction Plan</p> | <p>Construction</p> |
| <p>Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.</p> | <p>Redevelopment EIR 4.6-1: Discovery of Cultural Resources</p> | <p>Construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|---|
| | <p>Redevelopment EIR 4.6-10: Historic Brochure</p> <p>Redevelopment EIR 4.6-11: Historic Archive</p> <p>Redevelopment EIR 4.6-14: Historic Building Demolition, Timing</p> <p>Redevelopment EIR 4.6-15: Historic Building, Deconstruction and Salvaging</p> <p>Redevelopment EIR 4.6-16: Historic Resource Documentation Program</p> | <p>Operations; to be available at time Bay Trail opens in the vicinity</p> <p>Pre-construction</p> <p>Pre-construction, East Gateway under Option B only</p> <p>Pre-construction, East Gateway under Option B only.</p> <p>Pre-construction</p> |
| <p>Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.</p> | <p>Redevelopment EIR 4.7-1: Haz. Mat. Business Plan</p> <p>Redevelopment EIR 4.7-2: Risk Management and Prevention Plan</p> | <p>Pre-operations; Operations</p> <p>Pre-operations; Operations</p> |
| <p>Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.</p> <p>Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-3: RAP/RMP Implementation</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|--|
| | Redevelopment EIR 4.7-4: For the project area not covered by the DTSC approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean-up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work. | Completed (As documented in the Army Reserve FOST report, June 2004) |
| Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors. | Redevelopment EIR 4.7-5: For the project areas not covered by the DTSC approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and/or other applicable laws and regulations. | Completed (As documented in the Army Reserve FOST report, June 2004) |
| Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities. Impact 5.7-1: Increased exposure to hazardous wastes during construction. | Redevelopment EIR 4.7-6: Building Survey, Lead-Based Paint Redevelopment EIR 4.7-7: Asbestos Safety Requirements Redevelopment EIR 4.7-8: Building Survey, PCBs | Pre-construction Pre-construction Pre-construction |
| Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities. Impact 5.7-1: Increased exposure to hazardous wastes during construction. | Redevelopment EIR 4.7-9: RAP/RMP for Underground Storage Tanks Redevelopment EIR 4.7-10: Underground Storage Tank Closure/Removal | Pre-construction; Construction Construction |

a:

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b:

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- "Pre-operations" means prior to issuance of certification of occupancy or its equivalent.
- "Operations" means occupation and ongoing use of structures or facilities.

Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|---|
| <p>Impact 4.7-8: Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-11: Lead-Based Paint Safety Requirements</p> | <p>Pre-construction</p> |
| <p>Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.</p> | <p>Redevelopment EIR 4.7-13: RAP/RMP Update</p> | <p>Pre-operations</p> |
| <p>Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCBs) and PCB-contaminated equipment during remediation, construction and future operations.</p> <p>Impact 5.7-1: Increased exposure to hazardous wastes during construction.</p> | <p>Redevelopment EIR 4.7-15: Removal of PCB Transformers</p> <p>Redevelopment EIR 4.7-16: PCB Investigation</p> <p>Redevelopment EIR 4.7-17: PCB Safety Requirements</p> | <p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p> |
| <p>Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder medical emergency services.</p> <p>Impact 4.3-4, see above.</p> <p>Impact 5.9-1: Increased demand for fire-related services.</p> | <p>Redevelopment EIR 4.9-1: Fire and Emergency Response</p> <p>Redevelopment EIR 4.9-3: OES Notification</p> | <p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p> <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|---|---|---|
| <p>Impact 4.9-8: Redevelopment would increase potable water demand.</p> <p>Impact 5.9-5: Increased demand for water.</p> | <p>Redevelopment EIR 4.9-4: Reclaimed Water Pipelines</p> <p>Redevelopment EIR 4.9-5: Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and recycled water, unless determined to be infeasible by the approving agency (City or Port).</p> <p>Redevelopment EIR 4.9-6: Compliance with Title 22 Requirements</p> <p>Redevelopment EIR 4.9-8: Concrete and Asphalt Recycling</p> <p>Redevelopment EIR 4.9-9: Solid Waste Diversion</p> | <p>Pre-construction.</p> <p>EBMUD NOP comment letter dated 2/7/2006 directs developers coordinate directly with EBMUD to determine project-specific feasibility.</p> <p>As per EBMUD NOP comment letter dated 2/7/2006, this requirement is deferred because EBMUD has not yet tested the feasibility of dual plumbing.</p> <p>Pre-construction</p> <p>Construction</p> <p>Pre-operations; Operations</p> |
| <p>Impact 4.11-3: New security lighting and/or lighting for night time operations would alter current patterns of light or glare, and could alter nighttime views in the area.</p> | <p>Redevelopment EIR 4.11-1: Lighting Standards</p> | <p>Pre-construction</p> |
| <p>Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing collectors or photovoltaic cells, or a building using passive solar heat collection.</p> | <p>Redevelopment EIR 4.11-3: Solar Energy Setbacks</p> <p>Redevelopment EIR 4.11-4: Solar Energy Access</p> | <p>Pre-construction</p> <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures ^a | Schedule to Begin Implementation ^b |
|--|--|---|
| <p>Impact 4.14-1: Operation of wells could cause saltwater to intrude into shallow groundwater.</p> <p>Impact 5.14-1: Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.</p> | <p>Redevelopment EIR 4.14-1: Groundwater Extraction</p> | <p>Construction; Operations</p> |
| <p>Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.</p> | <p>Redevelopment EIR 4.14-2: Groundwater Dewatering</p> | <p>Construction; Operations</p> |
| <p>Impact 4.15-2: Under certain circumstances, disturbance of soils during construction and remediation could result in erosion, which in turn could increase sediment loads to receiving waters.</p> <p>Impact 5.15-1: Construction-related increases in erosion and sedimentation/turbidity.</p> | <p>Redevelopment EIR 4.15-2: Subsequent Permit Conditions</p> <p>Redevelopment EIR 4.15-3: Stormwater Pollution Prevention / Erosion Control</p> | <p>Pre-construction</p> <p>Pre-construction</p> |
| <p>Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as could contaminated stormwater.</p> <p>Impact 5.15-2: Increases in 303(d) pollutants and toxics.</p> | <p>Redevelopment EIR 4.15-4: Stormwater Pollution Prevention Plan</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.</p> | <p>Redevelopment EIR 4.15-5: Post-Construction Stormwater Controls</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.</p> | <p>Redevelopment EIR 4.15-6: Recycled Water Runoff</p> | <p>Pre-construction</p> |
| <p>Impact 4.15-6: New construction could result in changes in localized flooding.</p> | <p>Redevelopment EIR 4.15-7: Flood Protection</p> | <p>Pre-construction</p> |

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SUMMARY TABLE 2:

MITIGATION MEASURES WITH IMPLEMENTATION RESPONSIBILITY BY THE CITY (RELATED TO THE OARB AUTO MALL PROJECT)

Note: See also accompanying Detailed Mitigation Measures following the Summary Table.

The following additional mitigation measures are related to development in the North Gateway (Project site) and/or East Gateway (additional Option B area). Implementation of these measures is the responsibility of the City of Oakland, acting through the Community and Economic Development Agency or other city Departments/Agencies. Implementation of these mitigation measures may include a requirement for fair-share contributions from project developers.

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|---|--|---|
| <p>Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another.</p> | <p>Redevelopment EIR 4.2-3: Land Use Coordination</p> | <p>Pre-construction; Operations</p> |
| <p>Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p>Impact 5.3-3: Increase in traffic hazards.</p> | <p>Redevelopment EIR 4.3-7: Truck Management Plan</p> | <p>Pre-construction</p> |
| <p>Impact 4.3-4: Due to site constraints, it may not be possible to provide two emergency access routes to the western portion of the Gateway development area, which would be in excess of 1,000 feet from the nearest major arterial.</p> <p>Impact 5.3-4: Inadequate emergency access.</p> | <p>Redevelopment EIR 4.3-8: Emergency Evacuation Plan</p> | <p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|--|---|---------------------------------------|
| <p>Impact 4.3-9: Redevelopment would increase the peak hour average ridership at the West Oakland BART station by 3 percent where average waiting time at fare gates could exceed 1 minute.</p> <p>Impact 5.3-8: Increased waiting time during peak weekday hours at BART fare gates.</p> | <p>Redevelopment EIR 4.3-12: BART Capacity Assessment</p> | <p>Operations</p> |
| <p>Impact 5.3-5: Inadequate truck-related parking.</p> | <p>Redevelopment EIR 5.3-7: Truck Impact Reduction Program</p> | <p>Operations</p> |
| <p>Impact 5.3-7: Increased ridership on BART trains.</p> | <p>Redevelopment EIR 5.3-8: BART Capacity Improvements</p> | <p>Operations</p> |
| <p>Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NOx), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM10), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM2.5]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).</p> | <p>Redevelopment EIR 5.4-1: Emission Reduction Projects</p> | <p>Pre-operations; Operations</p> |
| <p>Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.</p> <p>Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or Local Register.</p> <p>Impact 5.6-1: Loss of historic resources.</p> | <p>Redevelopment EIR 4.6-3: Public Trail Access</p> | <p>Pre-construction</p> |

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Oakland Army Base Auto Mall Project – Mitigation Monitoring and Reporting Program

| Impact | Mitigation Measures | Schedule to Begin Implementation |
|--|---|----------------------------------|
| Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7 th Street evacuation routes. | Redevelopment EIR 4.9-2: OES Coordination | Pre-construction |
| Impact 4.15-6: New construction could result in changes in localized flooding. | Redevelopment EIR 4.15-8: Flood Hazard Mapping | Pre-construction |

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DETAILED MITIGATION DESCRIPTIONS

This section provides details of each mitigation measure, and is a companion to the MMRP tables included in this document.

The following text is presented by environmental factor. Each section presents the mitigation for impacts affecting that particular environmental factor. For each mitigation measure, the following information is provided:

- The full mitigation measure;
- a more detailed description of each mitigation measure, where necessary.

In the detailed discussion of mitigation measures, the work “should” or “may” indicates a preference or option for action, but not a requirement. The word “shall” indicates a required element of the mitigation measure.

Mitigation Measures with Implementation Responsibility by the OARB Auto Mall Sponsors/Developers:

The following mitigation measures apply to development in the North Gateway (Project site) and/or East Gateway (additional Option B area) of the City’s Gateway Development Area on the former Oakland Army Base. Developers/sponsors of the OARB Auto Mall Project are responsible for implementation of these measures. The City, acting through the Community and Economic Development Agency is responsible for enforcing these measures and providing the mechanism for fair-share contributions where applicable.

LAND USE

Redevelopment EIR 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.

Design of Gateway development area activities adjacent to Port activities shall be designed to avoid or minimize land use incompatibilities through such measures as, the placement of least sensitive elements

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(such as parking, waste collection, storage, etc.) toward Port facilities. The City shall take compatibility of uses into consideration during planning and design review.

TRANSPORTATION AND TRAFFIC

Auto Mall EIR Traf-3: The Project Sponsors shall work with the property owners to develop an access design that provides adequate levels of safety. One option would be to relocate the EBMUD driveway to connect as the north leg of the N. Access Road / E. Access Road intersection. If the driveway were relocated, the N. Access Road / E. Access Road intersection would operate in compliance with the City's level of service standards with all-way stop traffic control. Design plans for the project and all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Phasing of the demolition of Wake Avenue and construction of the Maritime Street extension and North Access Road must occur such that reasonable access to the EBMUD facilities is maintained at all times.

The angle of the intersection at the EBMUD driveway appears to be between 30 and 35 degrees – a very acute angle. Good design practice requires intersection angles to be as close to 90 degrees as practicable. Otherwise, safety may be compromised. Acute angles at intersections and driveways are typically associated with higher than normal collision rates. The acute angle could obstruct the line of sight of motorists exiting the driveway who would essentially have to look over their shoulder to see oncoming traffic. This could result in conflicts with oncoming traffic or might cause exiting traffic to stop suddenly, resulting in rear-end collisions. The acute angle also would create a wide driveway that would not provide adequate access control. The driveway angle would make right turning movements into the driveway difficult.

Auto Mall EIR Traf-4: Construct an emergency vehicle access to the east end of the Project. Design plans shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The Project proposes a cul-de sac either as a permanent measure or prior to development in the East Gateway (under Option B) that would continue and connect the roadway. Full development of Option B in both the North Gateway and the East Gateway would not include a cul-de-sac, but instead continuation and connection of the North Gateway access road, so would have adequate emergency access with no need to implement mitigation measure Traf-4.

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Auto Mall EIR Traf-6: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and two right turn lanes with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination through-right lane, and one right turn lane
- Revise eastbound West Grand Avenue exit ramp to provide one left turn lane, two through lanes, and one right turn lane with a receiving third southbound lane south of the intersection (free right)
- Revise westbound West Grand Avenue to provide one left turn lane, one combination left-through lane, and one combination through-right lane
- Provide split signal phasing for east and westbound traffic movements on West Grand Avenue

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The intersection improvements that are feasible are limited by the bridge piers supporting the I-880/I-80 connector roadway that passes above West Grand Avenue. To fully mitigate cumulative impacts at the intersection would require modification of the overhead structure, development of new roadways, or other measures that would require significant right-of-way and/or the development of major roadway structural elements. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the West Grand Avenue / Maritime Street intersection would be significant and unavoidable.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-1 from the 2002 OARB Redevelopment EIR.

Note:

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Auto Mall EIR Traf-10: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the 7th Street / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and one combination through-right turn lane
- Revise the eastbound 7th Street lanes to provide one left turn lane, two through lanes, and one right turn lane with overlap signal phasing (green arrow)
- Revise the westbound 7th Street lanes to provide two left turn lanes, two through lanes and one right turn lane with overlap signal phasing (green arrow)
- Provide split phasing for the north and southbound traffic movements.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

The intersection improvements that are feasible are limited by the structural supports for the elevated BART tracks that pass over Maritime Street just south of the intersection. To fully mitigate cumulative impacts at that intersection would require modification of the overhead structure, development of new roadways, or other measures that would require significant right-of-way. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the 7th Street / Maritime Street intersection would be significant and unavoidable.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 4.3-3 and 5.3-1 from the 2002 OARB Redevelopment EIR.

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Auto Mall EIR Traf-11: If Option B is developed, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / I-880 Northbound Ramp intersection:

- Revise the eastbound 7th Street lanes to provide one left turn lane, one combination left-through lane, and one through lane.
- Provide split signal phasing for east and westbound traffic movements on 7th Street.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

The improvements identified in this mitigation measure replace those improvements recommended in mitigation measure 5.3-2 from the 2002 OARB Redevelopment EIR.

Auto Mall EIR Traf-15: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the S. Access Road / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

Auto Mall EIR Traf-16: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the Parcel I / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Note that as per the 2002 OARB Redevelopment EIR, fair-share allocations will be assessed for all OARB developers, whether or not their individual contribution to the impact would be significant under CEQA.

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Auto Mall EIR Traf-17: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of a transportation demand management program established by the City for the Redevelopment Area to reduce the demand for single-occupant, peak hour trips, and to increase access to transit opportunities.

This project will likely progress before other projects are finalized in the OARB Area and therefore before an area-wide Transportation Demand Management (TDM) Plan can be instituted to which the developers of this project would otherwise pay a fair share. A project-specific TDM Plan satisfies the fair-share obligations of this measure for the OARB Auto Mall project.

The City shall, in cooperation with the area businesses, cause to be prepared a Transportation Demand Management Plan to be implemented for the OARB Auto Mall project. The OARB Auto Mall TDM Plan shall include, at a minimum, the following measures:

1. Provide a shuttle to and from one or two local BART stations (West Oakland and/or 12th and Broadway).
2. The future big box retail shall be conditioned to provide secure, weather-protected bicycle parking for employees.
3. Provide signalized pedestrian crossings at all signalized intersections adjacent to the project site.
4. Provide employees with a guaranteed ride home in emergencies if they take transit, bicycle, walk or carpool to work.
5. Utilize only electric or natural gas forklifts and landscaping equipment in project operations.

Additionally, the following TDM measure should be considered for reduction of internal trips:

6. Consider shared customer parking in a centralized location.

These measures shall be coordinated with BAAQMD and CAP Transportation Control Measures implemented under Auto Mall EIR mitigation measure Air-1.

Until such time as redevelopment further progresses in the area, the proposed project would not generate enough demand for a bus line. AC Transit Line 13 runs near the project area (as close as Maritime and 14th Street) and less than a half mile from the closest portion of the expanded Option B area.

Note:

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Construction of the OARB Auto Mall Project would not preclude construction of Class II bicycle lanes on W. Grand Avenue. Construction of bicycle lanes on W. Grand Avenue would provide limited relief of traffic congestion by providing an alternative commute option but would only have a slight effect on traffic congestion. The limited benefit of the bike lanes would not justify the cost of implementation.

The Bay Trail planned along Maritime Street will be constructed on the west side of Maritime Street as redevelopment on that side progresses.

Bulb-outs would not have a significant mitigating effect on any of the traffic impacts identified in the Draft SEIR; however, bulb-outs will be considered by the City in its review of design plans for modifications to project area roadways and may be provided at locations where they would not obstruct turning paths of large vehicles.

This mitigation measure replaces mitigation measure 4.3-4 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.

Redevelopment EIR 4.3-5: Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.

Through design review, the City shall ensure the design of roadways, bicycle and pedestrian facilities, parking lots, and other transportation features comply with design standards and disallow design proposals that likely to result in traffic hazards. Any mitigation or redevelopment features that may directly affect Caltrans facilities shall be submitted for review by that agency.

Redevelopment EIR 4.3-9: Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.

Facilities that support transportation alternatives to the single-occupant automobile may include, and are not limited to, bus turnouts, bicycle racks, on-site showers, on-site lockers, and pedestrian and bicycle ways.

Note:

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Redevelopment EIR 4.3-10: The number of parking spaces provided in the project area shall comply with City Code or Port requirements, and/or with recommendations of a developer funded parking demand analysis.

Through project review, the City shall ensure an adequate supply of parking spaces will be provided.

Redevelopment EIR 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.

Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.

The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.

Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by the City, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.

Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.

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The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.

The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.

Redevelopment EIR 5.3-3: 3rd/Adeline Street. Project area developers shall fund a fair share of the modifications at the 3rd/Adeline Street intersection.

Improvements for cumulative effects shall include the following:

1. Convert the traffic signal that is currently functioning as a flashing beacon to a fully operational traffic signal.
2. Provide permitted phasing for the northbound Adeline Street left-turning movement.
3. Revise the southbound Adeline Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through right-lane lane
4. Revise the eastbound 3rd Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through-right lane
5. Revise the westbound 3rd Street lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination left-through-right lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Note:

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Redevelopment EIR 5.3-4: 3rd/Market Street. Project area developers shall fund a fair share of modifications at the 3rd/Market Street intersection.

Improvements for cumulative effects shall include the following:

1. Install 4-way stop sign control.
2. Revise the westbound 3rd Street lanes to provide:
 - a. 1 combination left-through lane
 - b. 1 right-turn lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Redevelopment EIR 5.3-5: 12th /Brush Street. Project area developers shall fund a fair share of modifications to the 12th/Brush Street intersection to increase the signal cycle length to 102 seconds.

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

Redevelopment EIR 5.3-6: Powell Street/I-80 Northbound Ramps. Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.

Improvements for cumulative effects shall include the following:

1. Revise the northbound I-80 ramp lanes to provide:
 - a. 1 left-turn lane
 - b. 1 combination through-right lane
 - c. 1 right-turn lane

It is recommended this measure be **rejected as infeasible** for the OARB Auto Mall project as there is no mechanism for accepting fair-share contributions for this intersection.

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AIR QUALITY

Redevelopment EIR 4.4-1: Contractors shall implement all BAAQMD “Basic” and “Optional” PM10 (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres.

The following BAAQMD fugitive dust control measures shall be implemented as indicated at construction sites, and shall be enforced through contract specifications. A list of the feasible dust control mitigation measures with cost-benefits is included in the 2002 OARB Redevelopment EIR (p.4.4-25) based on an extensive evaluation of potential air quality mitigation measures conducted as part of the Berths 55-58 EIR (Port of Oakland 1998) as follows:

| BAAQMD Fugitive Dust Control Measures | | | |
|--|------------------------|-----------------------------------|--|
| Control Measure | BAAQMD Category | Emission Source Controlled | Measure |
| 1 | Basic | Land | Water all active construction areas at least twice daily |
| 2 | Basic | Trucks | Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. |
| 3 | Basic | Land | Pave, apply water 3 times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas and staging areas, at construction sites. |
| 4 | Basic | Land | Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. |
| 5 | Basic | Streets | Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. |
| 6 | Enhanced | Land | Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more). |
| 7 | Enhanced | Stockpiles | Enclose, cover, water twice daily or apply (nontoxic) soil binders to exposed stockpiles (dirt, sand, etc.) |
| 8 | Enhanced | Streets | Limit traffic speeds on unpaved roads to 15 mph. |
| 9 | Enhanced | Land | Install sandbags or other erosion control measures to prevent silt runoff to public roadways. |
| 10 | Enhanced | Land | Replant vegetation in disturbed areas as quickly as possible. |
| 11 | Optional | Land | Limit the area subject to excavation, grading, and other construction activity at any one time. |
| 12 | Optional | Land | Suspend excavation and grading activity when sustained ^a wind speeds exceed 25 mph. |
| 13 | Optional | Trucks | Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. |

Source: BAAQMD, 1996 as revised through 1999. Table 2.
Note: ^a Modified as per the Berths 55-58 EIR.

Note:

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Redevelopment EIR 4.4-2: Contractors shall implement exhaust control measures at all construction sites.

Exhaust control measures shall be implemented where feasible at each construction site, and may include, but not be limited to the following:

| Exhaust Control Measures | |
|--------------------------|---|
| Control Measure | Measure |
| 1 | Prohibit truck idling in excess of 2 minutes |
| 2 | Use electricity from power poles rather than generators |
| 3 | Limit the size of construction equipment engines to the minimum practical size |
| 4 | Configure construction equipment with two to four degree engine timing retard or pre-combustion chamber engines |
| 5 | Install high pressure injectors on diesel construction equipment |
| 6 | Install soot traps |
| 7 | Install catalytic oxidizers |
| 8 | Minimize concurrent operation of vehicles |
| 9 | If they are available in the air basin, purchase emission offsets if ROG or NO _x emissions from construction where emissions exceed 6 tons/quarter |

Redevelopment EIR 4.4-4: The City and the Port shall jointly create, maintain and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reduction within specific time periods.

In the absence of such a plan, the City (as project sponsor) has agreed to implement, or cause to be implemented, the following diesel emission reduction measures as project conditions of approval:

- Provide 110 and 220 volt electrification at all loading docks and areas.
- Require all delivery trucks capable of utilizing electrification to power their vehicles' equipment to immediately turn off their engines when making deliveries in the project area.
- Prohibit all on-site diesel truck idling longer than three minutes by providing notification, installing signage and requiring enforcement by security personnel.

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Auto Mall EIR Air-1: Transportation Control Measures. Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.

This project will likely progress before other projects are finalized in the OARB Area and therefore before area-wide Transportation Control Measures (TCM) or an area-wide Transportation Demand Management (TDM) Plan can be instituted to which the developers of this project would otherwise pay a fair share. A project-specific TDM/TCM Plan satisfies the fair-share obligations of this measure for the OARB Auto Mall project.

The City shall, in cooperation with the area businesses, cause to be prepared a TDM/TCM Plan to be implemented for the OARB Auto Mall project. The OARB Auto Mall TDM/TCM Plan shall include, at a minimum, the following measures:

7. Provide a shuttle to and from one or two local BART stations (West Oakland and/or 12th and Broadway).
8. *The future big box retail shall be conditioned to provide secure, weather-protected bicycle parking for employees.*
9. Provide signalized pedestrian crossings at all signalized intersections adjacent to the project site.
10. Provide employees with a guaranteed ride home in emergencies if they take transit, bicycle, walk or carpool to work.
11. Utilize only electric or natural gas forklifts and landscaping equipment in project operations.

Additionally, the following TDM measure should be considered for reduction of internal trips:

12. Consider shared customer parking in a centralized location.

These measures shall be coordinated with Transportation Demand Management measures implemented under Auto Mall EIR mitigation measure Traf-17.

Until such time as redevelopment further progresses in the area, the proposed project would not generate enough demand for a bus line. AC Transit Line 13 runs near the project area (as close as Maritime and 14th Street) and less than a half mile from the closest portion of the expanded Option B area.

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Construction of the OARB Auto Mall Project would not preclude construction of Class II bicycle lanes on W. Grand Avenue. Construction of bicycle lanes on W. Grand Avenue would provide limited relief of traffic congestion by providing an alternative commute option but would only have a slight effect on traffic congestion. The limited benefit of the bike lanes would not justify the cost of implementation.

The Bay Trail planned along Maritime Street will be constructed on the west side of Maritime Street as redevelopment on that side progresses.

Bulb-outs would not have a significant mitigating effect on any of the traffic impacts identified in the Draft SEIR; however, bulb-outs will be considered by the City in its review of design plans for modifications to project area roadways and may be provided at locations where they would not obstruct turning paths of large vehicles.

This mitigation measure replaces mitigation measure 4.4-5 from the 2002 OARB Redevelopment EIR for the OARB Auto Mall project.

Redevelopment EIR 4.4-6: Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction.

Implementation of UBC requirements would reduce the need for space and water heating that would emit pollutants.

City policies and strategies shall be conditioned for all new development within the redevelopment project area. Specific examples may include, and are not limited to the following:

- Wood fire heating shall be prohibited in new live/work development.
- Where siting allows and where feasible, buildings shall be oriented to take advantage of passive and active climate control designs.
- To the maximum extent feasible, central water heating systems shall be installed.

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Redevelopment EIR 4.5-1: Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.

This measure shall be enforced via contract specifications. The measure as written is intended to effectively limit construction noise, while allowing the sponsors of redevelopment activities and their contractors flexibility in controlling site-specific noise.

Each developer and/or contractor should be contractually required to demonstrate knowledge of the Oakland Noise Ordinance, and to construct in a manner whereby noise levels do not exceed significance criteria. Contractors may elect any combination of legal, non-polluting methods to maintain or reduce noise to thresholds levels or lower, as long as those methods do not result in other significant environmental impacts or create a substantial public nuisance. The developer and/or contractor shall perform a site-specific acoustical analysis, and, if necessary, shall develop and implement a noise reduction plan subject to review and approval by the City. The plan for attenuating these noises shall include some or all of the following measures, as appropriate and feasible, and shall be implemented prior to any required activities.

Schedule

- Schedule operation of one piece of equipment that generates extreme levels of noise at a time.
- Schedule activities that generate low and moderate levels of noise during weekend or evening hours.
- Standard construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall be allowed on weekends until after the building is enclosed without prior authorization of the Building Services and Planning Divisions of the Community and Economic Development Agency, or unless expressly permitted or modified by the provisions of a building and/or grading permit.

Pile Driving and/or Other Activities that Generate Extreme Levels of Noise for Noise Levels Greater than 90 dBA

- Pile-driving and/or other activities that generate noise above 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no activity generating extreme levels of noise permitted between 12:30 and 1:30 p.m. No construction activities that generate extreme levels of noise shall be allowed on Saturdays, Sundays, or holidays unless expressly permitted or modified by the provisions of a building and/or grading permit.
- Install engine and pneumatic exhaust controls as necessary to ensure exhaust noise from pile driver engines are minimized. Such controls can reduce noise levels by 6 dBA Leq.

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- Employ sonic or vibratory pile drivers (sonic pile drivers are only effective in some soils). Such drivers may reduce maximum noise levels by as much as 12 dBA (L_{max}). In some cases however (e.g., sheet pile driving) vibratory pile drivers may generate more noise than impact pile drivers/methods. The specific circumstances should be evaluated.
- Tie rubber aprons lined with absorptive material around sheetpile.
- Hydraulically drive piles.
- Pre-drill pile holes.
- Erect temporary plywood noise barriers around the entire construction site.
- Use noise control blankets on the building structure as it is erected to reduce noise emission from the site.
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings.
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

Other Equipment, Methods

- A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.).
- All construction equipment, fixed and mobile, and motor-vehicles shall be properly maintained to minimize noise generation. This would include maintaining equipment silencers, shields, and mufflers in proper operating order. “Quiet package” or “hush” equipment, which is readily available for such equipment as trailer-mounted compressors, welders, etc. shall be used. All equipment shall be operated in the quietest manner practicable.
- Equipment and trucks used for construction shall use 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).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible 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 should be used; this muffler can lower noise levels from

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the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, where practicable.

- Stationary noise sources should be located as far from sensitive receptors as possible; and they should be muffled and enclosed within temporary sheds, or insulation barriers, or other measures should be incorporated to the extent feasible.
- Material stockpiles and/or vehicle staging areas should be located as far as practicable from dwellings.
- Public address systems would be designed and to minimize “spill over” of sound onto adjacent properties.
- Physical barriers/screens (e.g., along fence lines) may be used to attenuate noise.
- Project workers exposed to noise levels above 80 dBA would be provided personal protective equipment for hearing protection (i.e., ear plugs and/or muffs).
- Areas where noise levels are routinely expected to exceed 80 dBA would be clearly posted “Hearing Protection Required in this Area.”
- A process with the following components shall be established for responding to and tracking complaints pertaining to construction noise:
 - A procedure for notifying City Building Division staff and Oakland Police Department;
 - A list of telephone numbers (during regular construction hours and off-hours);
 - A plan for posting signs on-site pertaining to complaint procedures, permitted construction days and hours, day and evening contact telephone numbers for the job site and day and evening contact telephone numbers for the City in the event of a problem;
 - Designation of a construction complaint manager for the project who will respond to and track complaints; and
 - Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of construction activities.

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CULTURAL AND HISTORIC RESOURCES

Redevelopment EIR 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.

The City or its developer will retain an archaeologist, upon any unanticipated discovery. The archaeologist will prepare a preliminary evaluation to assess the archaeological sensitivity of the specific site(s) under consideration and will recommend actions to protect archaeological resources. If the archaeologist's evaluation indicates a more detailed site assessment is warranted, an archaeologist shall initiate a testing program. The archaeologist will prepare a report determining the potential significance of the find and recommend measures to minimize potential effects on archaeological resources; measures might include a site security program, additional on-site investigations, or documentation, preservation, and recovery of cultural material.

If, after testing, the archaeologist determines that the discovery is not significant as defined in CEQA, no further investigations or precautions are necessary to safeguard the find. The archaeologist will prepare a final report to be sent to the responsible agency, the Oakland Landmarks Advisory Board, and the California Historical Resources Information System Northwest Information Center.

If, after testing, the archaeologist determines that the discovery is significant as defined in CEQA, ground-disturbing activities in the immediate vicinity of the discovery will remain suspended until an appropriate plan can be agreed upon and implemented. If further investigations or precautions are necessary or appropriate, the City and the archaeologist will jointly determine what additional procedures are necessary to protect the resource and/or mitigate any significant impacts. Additional measures might include a redesign of the project, data recovery excavations, or a program to monitor all site excavation, during which the archaeologist will record observations in a permanent log. The archaeologist will prepare a final report to be sent to the responsible agency, the Oakland Landmarks Advisory Board, and the California Historical Resources Information System Northwest Information Center.

Should any human remains be encountered, work in the vicinity shall halt and the County Coroner notified immediately. If the remains are determined to be Native American, the coroner will contact the California Native American Heritage Commission (NAHC) pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code. The NAHC in Sacramento will identify a Most Likely Descendant (MLD) pursuant to subdivision (a) of Section 5097.98 of the Public Resources Code. The City and the contracted archaeologist will consult with the MLD. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may

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recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Work may not commence until the coroner's approval has been received.

Redevelopment EIR 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the actual loss of historic resources.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.

Within the Gateway development area, this trail may be located along the shoreline. Beyond the Gateway, the trail would follow the new alignment of Maritime Street, connecting to 7th Street, which connects to the Port's Middle Harbor Shoreline Park and other existing and planned trail segments.

Construction of the OARB Auto Mall Project would not preclude construction of the Bay Trail along the west side of Maritime Street south of Burma Road, nor the connection of the Bay Trail from Maritime Street to the Bay Bridge and Emeryville. An appropriate alignment of the Bay Trail would be along the west side of Maritime Street to avoid an unnecessary crossing of Maritime Street. This portion of the Bay Trail will be constructed as a subsequent element of implementation of the Oakland Army Base Area Redevelopment Plan on the west side of Maritime Street, but not as a part of the OARB Auto Mall project.

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Redevelopment EIR 4.6-4: The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-6: The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library; Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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Redevelopment EIR 4.6-8: The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location elsewhere.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.

To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site's Master Planning effort

If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market. Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification.

Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents.

Salvage and reuse of the timber from these structures will help to reduce the impacts on the environment and save this ecologically and historically valuable material for reuse in the local community.

Redevelopment EIR 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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Redevelopment EIR 4.6-11: The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files and transfer the copies to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials, as well as curator costs at the Oakland History Room. While select photos and information may be exhibited at the commemoration site, the Oakland History Room is the most appropriate location for this archive.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

Redevelopment EIR 4.6-14: No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary. ~~All efforts shall be made to retain as much of Building 1 as possible while still achieving remediation goals.~~

Building 1 has previously been demolished.

Development in the East Gateway, under Option B, could include demolition of structures in the OARB Historic District (there are no structures in the North Gateway, Project area).

Demolition or deconstruction of contributing structures to the OARB Historic District necessary for the protection of public health and safety, particularly as related to the remediation of hazardous materials and hazardous wastes within the OARB, may be initiated at any such time as determined necessary by the lead agency undertaking such remediation activity. The potential for partial removal of structures where remediation activity will not require the total demolition of the historic district contributor building shall be considered. The totality of costs involved in partial building salvage shall be included in this consideration.

Demolition or deconstruction of contributing structures to the OARB Historic District necessary for redevelopment activity within the Gateway development area (except as necessary for the protection of public health and safety, including hazardous material or waste remediation) shall not occur until such time as actual development projects are proposed and permits for their construction have been approved. No such permits shall be approved until such development projects can demonstrate that they have considered adaptive reuse of historic structures, but that adaptive reuse is found to be infeasible. OBRA and/or any developer shall make a pro-active, good faith effort to incorporate preservation of some of the following buildings - 4,60,85, the westerly portion of 808, 812, 821,822, and 823 - in a location proximate to the final alignment of the Bay Trail. The consideration of adaptive reuse, including reuse as a commemoration site, shall be a required component of subsequent land use approvals, such as PUD, design review or conditional

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use permits. To be considered as a commemoration site, the adaptive reuse opportunity would need to include an interpretive center, museum or other similar, publicly accessible use, and would need to serve as a repository for historically valuable artifacts, documents and accounts. No additional CEQA review shall be required for these subsequent applications unless the statutory requirements for subsequent environmental review are triggered.

Redevelopment EIR 4.6-15: As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional architectural preservationist shall determine which, if any of such elements, components or fixtures should be retained.

Development in the East Gateway, under Option B, could include demolition of structures in the OARB Historic District (there are no structures in the North Gateway, Project area). Prior to demolition of any structure in the historic district, this mitigation measure shall be implemented by the sponsor/developer.

Redevelopment EIR 4.6-16: The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of an Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.

The City has determined appropriate implementation of this measure toward which the OARB Auto Mall developers shall be assessed a fair-share payment.

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HAZARDS AND HAZARDOUS MATERIALS

Redevelopment EIR 4.7-1: For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare Business Plan, update annually, and keep on file with the Oakland Fire Department.

A business plan details the types and quantities of chemicals stored at a given location, the storage location and types of storage containers, and the emergency response equipment available at the property (e.g., location of fire extinguishers and fire hydrants). It also provides a map showing the location of all of these items as well as major utilities (e.g., water, electricity).

Redevelopment EIR 4.7-2: For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.

An RMPP is a plan to address the risks of accidental release of acutely hazardous chemicals present at a site. The plan inventories the chemicals that exceed aggregate amounts above a regulatory threshold and develops measures to ensure that there is an adequate safety program to prevent their release. The RMPP is submitted to the local oversight agency and then goes through a public review process prior to approval by the agency. It is kept on file with Oakland Fire Department.

Redevelopment EIR 4.7-3: Implement RAP/RMP as approved by DTSC, and if future use proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.

This mitigation measure would apply only if it is determined through implementation of Redevelopment EIR mitigation measure 4.6-9 that existing buildings in the East Gateway are reused under Option B. Remediation activities detailed in the Remedial Action Plan/Risk Management Plan (RAP/RMP) shall be implemented/conducted as required during redevelopment activities.

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Redevelopment EIR 4.7-6: Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-7: Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-8: Buildings and structures proposed for demolition or renovation shall be surveyed for PBC-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.

Redevelopment EIR 4.7-9: For ASTs/USTs on the OARB, implement the RAP/RMP, which incorporates the steps enumerated in Measure 4.7-10 below.

Redevelopment EIR 4.7-10: For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.

Both ASTs and USTs are known to have been present on the OARB and in the redevelopment project area generally. Many have been removed from the OARB and the redevelopment project area, but others may remain. For the OARB, implementation of the RAP/RMP would address the risk of exposure to a tank that is unexpectedly encountered, disturbed or damaged during construction. For the remainder of the redevelopment project area, if an AST or UST is discovered during construction activities, it would be closed in place or removed according to the guidelines of the DTSC, RWQCB and CUPA. Like the RAP/RMP for the OARB, such requirements include removing and properly disposing of any remaining hazardous materials in the tank, having the tank removal supervised by regulatory agencies, testing the soil

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under the tank for contamination, recycling or disposing of the discarded tank and filing a tank removal closure report.

Redevelopment EIR 4.7-11: For LBP-impacted ground on the OARB, implementation of a RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.

Redevelopment EIR 4.7-13: No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP.

For the OARB, baseline environmental analyses have been completed to support current interim uses of existing structures, including numerous commercial, trucking, warehouse and other tenants, the Oakland Military Institute, and transitional housing used for formerly-incarcerated women and their families and for various homeless service providers including an overnight shelter. Other environmental hazards may also be encountered by future interim occupants of existing OARB structures, and completion of a baseline environmental evaluation to identify and abate such hazards prior to occupancy by tenants will mitigate such hazards. Interim occupancy by future tenants who may propose land uses which are inconsistent with the Reuse Plan, and thus may not have been considered in the DTSC-approved RAP/RMP, shall occur only after DTSC approval as provided for in the RAP/RMP in order to assure that such future non-conforming tenants are protected from other environmental hazards. As stated above, for the remainder of the redevelopment project area, any building that has not been surveyed for ACM but potentially contains ACM shall be surveyed to determine whether ACM is present prior to demolition, renovation or reuse.

Redevelopment EIR 4.7-15: Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations.

In addition, surface and subsurface contamination from any PCB equipment that remains in use should be investigated and remediated in compliance with all applicable laws and regulations.

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Redevelopment EIR 4.7-16: Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present.

Equipment found to contain PCBs should be part of an ongoing monitoring program. Surface and subsurface contamination from any PCB equipment shall be investigated and remediated in compliance with applicable laws and regulations.

Redevelopment EIR 4.7-17: PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.

Equipment filled with dielectric fluid (oil) including transformers, ballast, etc. containing more than 5 ppm PCBs is considered a hazardous waste in California.

PUBLIC SERVICES AND UTILITIES

Redevelopment EIR 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district.

If determined to be required by the City, OARB Auto Mall developers shall be assessed a fair-share payment toward the implementation of this measure.

Redevelopment EIR 4.9-3: The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.

Each developer proposing construction in the redevelopment project area would be required to notify OES prior to initiation of construction, so that OES may plan emergency access and egress taking into consideration possible conflicts or interference during the construction phase. The developer would also be required to notify OES once construction is complete.

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Redevelopment EIR 4.9-4: Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water.

EBMUD submitted a letter in response to the NOP for the OARB Auto Mall project (dated 2/7/2007) requesting developers coordinate directly with EBMUD to determine project-specific feasibility.

Redevelopment EIR 4.9-6: Site design shall facilitate use of recycled water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.

When subsequent redevelopment activities are required to include reclaimed water in their design, the City would ensure that requirements of Title 22 intended to protect the environment are reflected in that design, including prohibitions against run-off to surface waters. The City and OARB Auto Mall sponsors/developers should coordinate these efforts with the reclaimed water supplier, EBMUD.

Redevelopment EIR 4.9-8: Concrete and asphalt removed during demolition/construction shall be crushed on site or at a near site location, and reused in redevelopment or recycled to the construction market.

Foundation and paving removal would generate substantial debris, and the City and OARB Auto Mall sponsors/developers would ensure these materials are crushed and recycled. As a first preference, these materials should be re-used on-site; as a second preference, they would be sold to the construction market. The City and OARB Auto Mall sponsors/developers would make every effort practicable to avoid disposal to landfill of this material.

Redevelopment EIR 4.9-9: The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of the operations phase solid waste from landfill disposal.

Each OARB Auto Mall sponsor/developer would be required to submit to the City a source reduction/waste diversion plan specifying how the activity will reduce solid waste disposal by 50 percent. The sponsor would be responsible for development and implementation of its plan, and for reporting its progress and success rate to the City. Should the source reduction/diversion plan program not meet its stated goal, the sponsor would modify the plan until the desired level of reduction/diversion is achieved. While each plan would be specific, the following general topics should be addressed:

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- Goals
- Key personnel
- Quantification of waste
- Identification of waste materials
- Program elements
- Monitoring requirements and performance standards
- Reporting

AESTHETICS

Redevelopment EIR 4.11-1: New lighting shall be designed to minimize off-site light spillage; “stadium” style lighting shall be prohibited.

Modern security lighting is available that directs light toward a specific site, and substantially reduces spillage of light onto adjacent properties. The City shall require the use of such directional lighting as a condition of approval for redevelopment projects throughout the project area. In no case shall the City allow the use of stadium-style lighting, which directs light outward across a broad area.

Redevelopment EIR 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.

Through design review, the City shall ensure that proposed solar systems are not located in a manner that would unduly restrict design of future development. Such conflicts are to be resolved in design review. If the proposed solar system cannot be designed to accommodate adjacent actions, it shall be disallowed.

Redevelopment EIR 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.

Through design review, the City shall ensure that the effectiveness an operation of existing or permitted active or passive solar systems shall not be substantially impaired. The design of the subsequent proposed structures shall be modified so as not to have such an adverse effect.

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GEOLOGY AND SOILS

Redevelopment EIR 4.13-1: Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending the location of the wharf).

The UBC requires structures in the San Francisco Bay Area to be designed to withstand a ground acceleration of 0.4 g. A licensed engineer should monitor construction activities to ensure that the design and construction criteria are followed.

The Health and Safety element of the Oakland General Plan requires a soils and geologic report be submitted to the Department of Public Works (DPW) prior to the issuance of any building permit. The Oakland General Plan also requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits, and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.

Redevelopment EIR 4.13-2: Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.

Site-specific geotechnical, soils, and foundation investigation reports shall be prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The reports shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, compaction, foundation construction, drainage control (both surface and subsurface), and seismic safety. Designers and contractors shall comply with recommendations in the reports. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific construction methods are followed.

The Oakland General Plan requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.

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Redevelopment EIR 4.13-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.

The contractor shall prepare and implement a site-specific SWPPP that is acceptable to the RWQCB, Region 2. The contractor shall submit the SWPPP to the City for review, and shall keep a copy of the SWPPP at the construction site. While erosion control measures included in the plan will be site-specific, they must be effective at prevention of accelerated erosion by the following: minimizing the length of time soils are exposed; reducing total area of exposed soil during the rainy season; protecting critical areas (the Bay); and monitoring before and after each rain storm to assess control measure effectiveness. SWPPP erosion control measures may include, and are not limited to, the following:

- Schedule construction to occur during dry season
- Avoid run-on (divert run-off from up-slope sites so it does not enter construction zone)
- Preserve existing vegetation
- Seed and mulch, or hydromulch
- Control dust
- Use blankets, geotextiles, and fiber rolls
- Install tire washers at exits

Redevelopment EIR 4.13-4: The project applicant shall thoroughly review available building and environmental records.

The City shall keep a record of, and the designer shall review, available plans, and facility, building, and environmental records in order to identify underground utilities and facilities, so that these may be either avoided or incorporated into design as relevant.

Redevelopment EIR 4.13-5: The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.

The contractor shall utilize Underground Service Alert or other subsurface utility locators to identify and avoid underground utilities and facilities during construction of redevelopment elements. The contractor shall keep a record of its contacts regarding underground features, and shall make these records available to the City upon request. This condition shall be enforced through contract specification.

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Redevelopment EIR 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.

Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.

Redevelopment EIR 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.

Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.

Redevelopment EIR 4.15-2: Contractors and developers shall comply with all permit conditions from the Corps, RWQCB and BCDC.

This measure shall be enforced on contractors by contract specifications.

Redevelopment EIR 4.15-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.

All construction activities shall be undertaken in accordance with requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (General Permit). The General Permit requires that all dischargers develop and

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implement a SWPPP that specifies BMPs that would prevent construction pollutants from contacting stormwater with the intent of keeping products of erosion from moving off site into receiving waters.

The contractor shall prepare and implement a site-specific SWPPP. The SWPPP shall be reviewed by the City, and shall be available for review by the RWQCB. While erosion/sediment/pollution control measures included in the plan would be site-specific, they must be effective at prevention of accelerated erosion by the following: minimizing the length of time soils are exposed; reducing total area of exposed soil during the rainy season; protecting critical areas (the Bay); and monitoring before and after each rain storm to assess control measure effectiveness. BASMAA's *Start at the Source—Design Guidance for Stormwater Quality Protection*, 1999 edition, is a helpful reference for developing appropriate BMPs. SWPPP erosion and sediment control measures may include, and are not limited to, the following:

- Schedule construction to occur during dry season;
- Avoid run-on (divert run-off from up-slope sites so it does not enter construction zone);
- Preserve existing vegetation;
- Seed and mulch, or hydromulch;
- Dust control;
- Blankets, geotextiles, fiber rolls; and
- Tire washers at exits.

Additional SWPPP sediment control measures may include, and are not limited to, the following:

- Stabilize the construction entrance;
- Silt fencing;
- Temporary straw bale dike;
- Sand/gravel bag;
- Brush/rock filter;
- Inlet protection;
- Catch basin inlet filter; and
- Sediment basin or trap.

SWPPP pollution control measures generally are “good housekeeping” BMPs, and may include, and are not limited to, establishing practices and protocols for the following:

- Solid and demolition waste management;

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- Hazardous materials and waste management;
- Spill prevention and control;
- Vehicle and equipment maintenance;
- Covered materials storage;
- Handling and disposal of concrete/cement;
- Pavement construction management;
- Contaminated soil and water management; and
- Sanitary/septic waste management.

Redevelopment EIR 4.15-4: Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation; depending on the results of the testing, contaminated water shall be disposed of via standards of the applicable regulatory agency (RWQCB, DTSC, or EBMUD), as appropriate. In addition, the contractor shall comply with the requirements of NPDES Permit Nos. CAG912002 and CAG912003 if appropriate.

The contractor's SWPPP shall include a RWQCB-acceptable protocol and BMPs for handling construction water. The SWPPP shall include methods for visual inspection, triggers for laboratory testing, and appropriate use/disposal of the water. The contractor must also determine if NPDES Permit Nos. CAG912002 and CAG912003 are relevant to the site. If they are, an NOI must be filed, and the related Self-Monitoring Plan must be complied with.

Redevelopment EIR 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.

NPDES permitting requires that BMPs to control post-construction stormwater be implemented to the maximum extent practicable. Analysis of anticipated runoff volumes and potential effects to receiving water quality from stormwater shall be made for specific redevelopment elements, and site-specific BMPs shall be incorporated into design. BMPs shall be incorporated such that runoff volume from 85 percent of average annual rainfall at a development site is pre-treated prior to its discharge from that site, or a pre-treated volume in compliance with RWQCB policy in effect at the time of design.

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Non-structural BMPs may include and are not limited to good housekeeping and other source control measures, such as the following:

- Stencil catch basins and inlets to inform the public they are connected to the Bay;
- Sweep streets on a regular schedule;
- Use and dispose of paints, solvents, pesticides, and other chemicals properly;
- Keep debris bins covered; and
- Clean storm drain catch basins and properly dispose of sediment.

Structural BMPs may include and are not limited to the following:

- Minimize impervious areas directly connected to storm sewers;
- Include drainage system elements in design as appropriate such as:
 - infiltration basins
 - detention/retention basins
 - vegetated swales (biofilters)
 - curb/drop inlet protection.

Redevelopment EIR 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.

Design of subsequent redevelopment activities shall ensure recycled water does not leave the site and enter receiving waters. Best management practices shall be implemented to prevent runoff of recycled water. These BMPs may be either structural or non-structural in nature and may include but are not limited to the following:

- Preventing recycled water from escaping designated use areas through the use of:
 - berms
 - detention/retention basins
 - vegetated swales (biofilters)
- Not allowing recycled water to be applied to irrigation areas when soils are saturated.
- Plumbing portions of irrigation systems adjacent to receiving waters with potable water.

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Redevelopment EIR 4.15-7: New development shall conform with policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.

The Hazards Element includes development controls that place the burden of demonstrating flood safety upon the individual developer. In addition, the Hazards Element includes policies regarding support of flood control and management programs of other agencies, maintenance of the natural character of creeks to the maximum extent possible, and City participation in the federal Flood Insurance Program.

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Mitigation Measures with Implementation Responsibility by the City (Related to the OARB Auto Mall Project):

The following additional mitigation measures are related to development in the North Gateway (Project site) and/or East Gateway (additional Option B area). Implementation of these measures is the responsibility of the City of Oakland, acting through the Community and Economic Development Agency. Implementation of these mitigation measures may include a requirement for fair-share contributions from project developers.

Redevelopment EIR 4.2-3: The City and Port shall coordinate to implement Mitigation Measures 4.2-1 and 4.2-2. The City and Port shall cooperatively coordinate regarding the types of land uses to be developed at the coterminous boundary of their respective jurisdictions.

Mitigation Measure 4.2.2 is a Port-only measure requiring the Port of Oakland to design its New Berth 21 facility to avoid or *minimize land use incompatibilities by locating to the extent feasible the most noisy, most polluting, and least attractive of its elements away from the Gateway/Port development area boundary.* The City shall cooperatively coordinate regarding the types of land uses to be developed at the coterminous boundary of their respective jurisdictions.

Redevelopment EIR 4.3-7: The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets. The City and Port shall fund on a fair share basis, implementation of this plan.

The truck management plan may include, and is not limited to, the following elements:

- Analyze truck traffic in West Oakland;
- Traffic calming strategies on streets not designated as truck routes designed to discourage truck through travel;
- Truck driver education programs;
- Expanded signage, including truck prohibitions on streets not designated as truck routes;
- Traffic signal timing improvements;
- Explore the feasibility of truck access to Frontage Road;
- Roadway and terminal gate design elements to prevent truck queues from impeding the flow of traffic on public streets; and

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- Continue Port funding of two police officers to enforce truck traffic prohibitions on local streets.

Redevelopment EIR 4.3-8: Provide an emergency service program and emergency evacuation plan using waterborne vessels.

The City shall provide emergency access to the OARB sub-district by vessel. The area is currently served by fire boat out of the Jack London Square Fire Station. The City may elect to equip that fire boat with first response medical emergency personnel as well as limited hazardous materials response personnel and equipment (see also Redevelopment EIR mitigation measure 4.9-1).

Redevelopment EIR 4.3-12: The City and Port shall provide detailed information regarding redevelopment to BART to enable BART to conduct a comprehensive fare gate capacity assessment at the West Oakland BART station. Pending the results of this assessment, the City and the Port may need to participate in funding the cost of adding one or more fare gates at the West Oakland BART station.

BART staff's preliminary assessment is that no new fare gates would be required, but the City and Port should coordinate with BART to confirm this is the case. Uncongested fare gates are required to encourage BART ridership.

Redevelopment EIR 5.3-7: The City and Port shall cooperatively develop a program that combines multiple strategic objectives and implementation tools designed to reduce cumulative truck parking and other AMS impacts.

This program should consider strategies that may include, but should not be limited to the following:

- Pursue truck traffic mitigation steps, information strategies, and rail intermodal strategies.
- Identify potential land swaps and utilize additional small parcels of land in the vicinity of the port, especially for truck parking and support services.
- Prioritize the use of harbor-area land for core services, maximize the efficient use of harbor-area land and facilities, and reduce the impacts in adjacent neighborhoods.
- Promote intensive land use (doing more with less) and extended terminal gate hours.
- Actively encourage relocation of selected services to other Oakland, East Bay, or Northern California (Hinterland Loop) locations.

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- Develop multi-user facilities in Oakland or in corridor locations (e.g., Richmond and San Leandro) for both core and non-core services:

Implementation of such a program may take many years, and the success of the program cannot be ascertained at this time. Therefore, this cumulative impact remains significant and unavoidable.

Redevelopment EIR 5.3-8: The City and Port shall work with BART and AC Transit to ensure adequate BART train and AC Transit capacity will be available for riders to and from the redevelopment project area, and possibly fund, on a fair share basis, BART train and AC Transit capacity improvements.

Redevelopment EIR 5.4-1: The City and the Port shall encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality.

Such encouragement, lobbying, and participation may include the following:

- Retrofitting locomotive engines to meet current federal standards.
- Using reduced sulfur fuels in ships while the ships are in the San Francisco Bay.
- Treating NOx with selective catalytic reductions.
- Implementing random roadside emissions tests and develop a system of fines for trucks not in compliance with emission regulations.
- Establishing emissions-based berthing fees.
- Buying relatively old, highly polluting cars to take them off the road.

Although these programs may assist in advancing emission reduction technologies or implementing emission reduction methods, the incremental contribution of the redevelopment program would remain cumulative considerable, and the cumulative impact on air quality remains significant and unavoidable.

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Redevelopment EIR 4.9-2: The Port and City shall work with OES to ensure changes in local area circulation are reflected in the revised Response Concept.

The Port and City would provide information to the OES to facilitate that agency's accurate revision of its Response Concept and Annex H. In particular, the City and Port would provide OES information regarding new and proposed project area development, intensification and changes in land uses, realignment of area roadways, and construction of new local circulation facilities.

Redevelopment EIR 4.15-8: The City and the Port shall complete flood hazard mapping in the project area, where necessary and applicable, to delineate 100- and 500-year flood hazard zones.

The City and Port shall determine with the appropriate federal agencies (FEMA, Corps) the necessity and process for mapping flood hazard zones within the non-mapped portions of the project area. If necessary and applicable, the City and/or Port shall cause a flood hazard delineation for the 100-year and 500-year flood hazard zones to be prepared, which would submit the delineation to the Corps for verification. Once verified, the delineation would be submitted to FEMA, for inclusion to the Flood Insurance Program.

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