

**Appendix I**  
**OARB Area Redevelopment Plan**  
**Mitigation Monitoring and Reporting Program**

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1 **INTRODUCTION**

2 This document is a Mitigation Monitoring and Reporting Program (MMRP) for the Oakland Army  
3 Base Area Redevelopment Plan for the City of Oakland and its Redevelopment Agency  
4 prepared pursuant to Public Resources Code Section 21081.6. The mitigation measures  
5 presented in this MMRP are as contained in the Oakland Army Base Area Redevelopment Plan  
6 Draft Environmental Impact Report (EIR) dated April 29, 2002, Final EIR dated July 19, 2002  
7 (SCH No. 2001082058), and as revised on July 31,2002 by the City of Oakland Planning  
8 Commission and the Oakland Base Reuse Authority (OBRA). Although most environmental  
9 impacts of the Oakland Army Base Area Redevelopment Plan will be caused by, and mitigated  
10 by both the City of Oakland and the Port of Oakland, this MMRP applies only to the City of  
11 Oakland and its Redevelopment Agency. Therefore, the City is the implementing and  
12 monitoring party for each mitigation measure listed below. The Port of Oakland has, on  
13 September 17, 2002, adopted a separate MMRP for those environmental impacts and mitigation  
14 measures identified in the Oakland Army Base Area Redevelopment Plan EIR as applicable to  
15 the Port.

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

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1 1. SUMMARY OF MEASURES

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.1-2:</b> Proposed land uses in a portion of the 16<sup>th</sup>/Wood sub-district would be fundamentally inconsistent with Seaport and Bay plan Port Priority Use designations.</p>	<p><b>Mitigation 4.1-1:</b> Amend the Bay and Seaport plans to eliminate, where necessary, Port Priority Use designations within the 16<sup>th</sup>/Wood sub-district.</p>	<p>Pre-construction; at relevant site</p>
<p><b>Impact 4.2-1:</b> Under proposed redevelopment, dissimilar land uses may be located proximate to one another.</p>	<p><b>Mitigation 4.2-1:</b> 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.</p> <p><b>Mitigation 4.2-3:</b> The City and Port shall coordinate to implement Mitigation Measures 4.2-1 and 4.2-2.</p>	<p>Pre-construction</p> <p>Pre-construction; Operations</p>
<p><b>Impact 4.3-1:</b> Redevelopment would cause the level of service to degrade to worse than LOS D at three intersections located outside the Downtown area:</p> <ul style="list-style-type: none"> <li>• West Grand Avenue/Maritime Street</li> <li>• West Grand Avenue/I-880 Frontage Road</li> <li>• 7<sup>th</sup>/Maritime Street</li> </ul> <p><b>Impact 5.3-1:</b> Increased congestion at Intersections exceeding the cumulatively significant threshold.</p>	<p><b>Mitigation 4.3-1: <i>West Grand Avenue/Maritime Street.</i></b> As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair-share basis modifications to the West Grand Avenue/Maritime Street intersection.</p> <p><b>Mitigation 4.3-2: <i>West Grand Avenue/I-880 Frontage Road.</i></b> Project area developers shall fund, on a fair-share basis, modifications to the West Grand Avenue/I-880 Frontage Road intersection.</p> <p><b>Mitigation 4.3-3: <i>7<sup>th</sup>/Maritime Street.</i></b> As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair-share basis modifications to the 7<sup>th</sup>/Maritime Street intersection.</p>	<p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p>

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- “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.

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.3-2:</b> Redevelopment would cause some roadway segments on the MTS to operate at LOS F and increase the V/C ratio by more than three percent on segments that would operate at LOS F without redevelopment.</p> <p><b>Impact 5.3-2:</b> Increased congestion on the Metropolitan Transportation System (MTS) exceeding the cumulatively significant threshold.</p>	<p><b>Mitigation 4.3-4:</b> The City and Port, in consultation with transit agencies, shall jointly create and maintain a transit access plan(s) for the redevelopment project area designed to reduce demand for single-occupant, peak hour trips, and to increase access to transit opportunities. Major project area developers shall fund on a fair share basis the plan(s).</p>	<p>Pre-operations</p>
<p><b>Impact 4.3-3:</b> Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p><b>Impact 5.3-3:</b> Increase in traffic hazards.</p>	<p><b>Mitigation 4.3-5:</b> 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.</p> <p><b>Mitigation 4.3-7:</b> The City and the Port shall continue to work together and shall 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.</p>	<p>Pre-construction</p> <p>Pre-operations</p>
<p><b>Impact 4.3-4:</b> 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><b>Impact 5.3-4:</b> Inadequate emergency access.</p>	<p><b>Mitigation 4.3-8:</b> Provide an emergency service program and emergency evacuation plan using waterborne vessels.</p>	<p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p>
<p><b>Impact 4.3-5:</b> Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).</p>	<p><b>Mitigation 4.3-9:</b> Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.</p>	<p>Pre-construction</p>
<p><b>Impact 4.3-6:</b> Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16<sup>th</sup>/Wood sub-district, or for trucks serving the Port of Oakland.</p> <p><b>Impact 5.3-5:</b> Inadequate truck parking.</p>	<p><b>Mitigation 4.3-10:</b> 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.</p>	<p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.3-9:</b> 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><b>Impact 5.3-8:</b> Increased waiting time during peak weekday hours at BART fare gates.</p>	<p><b>Mitigation 4.3-12:</b> 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.</p>	<p>Operations</p>
<p><b>Impact 4.3-11:</b> 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><b>Mitigation 4.3-13:</b> Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.</p>	<p>Pre-construction</p>
<p><b>Impact 5.3-1:</b> Increased congestion at intersections exceeding the cumulatively significant threshold.</p>	<p><b>Mitigation 5.3-1: 7<sup>th</sup>/Maritime Street.</b> Project area developers shall fund a fair share of additional modifications at the 7<sup>th</sup> /Maritime Street intersection.</p> <p><b>Mitigation 5.3-2: 7<sup>th</sup> Street/I-880 Northbound Ramps.</b> Project area developers shall fund a fair share of modifications at the 7<sup>th</sup> Street/I-880 Northbound ramp.</p> <p><b>Mitigation 5.3-3: 3<sup>rd</sup>/Adeline Street.</b> Project area developers shall fund a fair share of the modifications at the 3<sup>rd</sup>/Adeline Street intersection.</p> <p><b>Mitigation 5.3-4: 3<sup>rd</sup>/Market Street.</b> Project area developers shall fund a fair share of modifications at the 3<sup>rd</sup>/Market Street intersection.</p> <p><b>Mitigation 5.3-5: 12<sup>th</sup>/Brush Street.</b> Project area developers shall fund a fair share of modifications to the 12<sup>th</sup> /Brush Street intersection to increase the signal cycle length to 102 seconds.</p> <p><b>Mitigation 5.3-6: Powell Street/I-80 Northbound Ramps.</b> Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.</p>	<p>Operations; at time level of service exceeds LOS E</p> <p>Operations; at time additional delay exceeds 2 seconds</p> <p>Operations; at time level of service exceeds LOS E</p> <p>Operations; at time level of service exceeds LOS E</p> <p>Operations; at time level of service exceeds LOS E</p> <p>Operations; at time additional delay exceeds 2 seconds</p>
<p><b>Impact 5.3-5:</b> Inadequate truck-related parking.</p>	<p><b>Mitigation 5.3-7:</b> 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.</p>	<p>Operations</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 5.3-7:</b> Increased ridership on BART trains.</p>	<p><b>Mitigation 5.3-8:</b> 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.</p>	<p>Operations</p>
<p><b>Impact 4.4-1:</b> PM as fugitive dust would be emitted during construction and remediation activities. <b>Impact 5.4-1,</b> see below..</p>	<p><b>Mitigation 4.4-1:</b> Contractors shall implement all BAAQMD “Basic” and “Optional” PM<sub>10</sub> (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres.</p>	<p>Construction</p>
<p><b>Impact 4.4-2:</b> Construction equipment exhaust could increase levels of NO<sub>x</sub>, ROG, CO, and PM<sub>10</sub> (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.</p>	<p><b>Mitigation 4.4-2:</b> Contractors shall implement exhaust control measures at all construction sites.</p> <p><b>Mitigation 4.4-4:</b> 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 and/or off-set 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 reductions within specific time periods.</p>	<p>Construction</p> <p>Pre-operations; at time of Port and Gateway development area redevelopment</p>
<p><b>Impact 4.4-4:</b> Passenger vehicles and delivery trucks associated with redevelopment would emit NO<sub>x</sub>, ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day</p>	<p><b>Mitigation 4.4-5:</b> 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.</p>	<p>Pre-operations; Operations</p>
<p><b>Impact 4.4-5:</b> Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NO<sub>x</sub>, ROG, CO and PM<sub>10</sub> in quantities that could exceed thresholds..</p>	<p><b>Mitigation 4.4-6:</b> 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.</p>	<p>Pre-construction</p>

<b>Impact</b>	<b>Mitigation Measures</b>	<b>Schedule to Begin Implementation<sup>b</sup></b>
<p><b>Impact 5.4-1:</b> 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 (PM<sub>10</sub>), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM<sub>2.5</sub>]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).</p>	<p><b>Mitigation Measure 5.4-1:</b> The City and the Port shall encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality.</p>	<p>Pre-operations; Operations</p>
<p><b>Impact 4.5-1:</b> 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><b>Mitigation 4.5-1:</b> Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.</p>	<p>Construction</p>
<p><b>Impact 4.6-1:</b> Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.</p>	<p><b>Mitigation 4.6-1:</b> 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.</p>	<p>Construction</p>
<p><b>Impact 4.6-2:</b> Redevelopment would remove all resources contributing to the OARB Historic District.</p> <p><b>Impact 4.6-3:</b> 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><b>Impact 4.11-2:</b> Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.</p> <p><b>Impact 5.6-1:</b> Loss of historic resources.</p>	<p><b>Mitigation 4.6-2:</b> 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 scale of the actual loss of historic resources.</p>	<p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
	<p><b>Mitigation 4.6-3:</b> The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.</p> <p><b>Mitigation 4.6-4:</b> 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.</p> <p><b>Mitigation 4.6-5:</b> 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.</p> <p><b>Mitigation 4.6-6:</b> 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.</p> <p><b>Mitigation 4.6-7:</b> 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.</p> <p><b>Mitigation 4.6-8:</b> 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.</p> <p><b>Mitigation 4.6-9:</b> The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.</p> <p><b>Mitigation 4.6-10:</b> 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.</p>	<p>Pre-construction</p> <p>Pre-construction</p> <p>Operations; to be available after completion of book; see Measure 4.6-16</p> <p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p> <p>Operations; to be available at time Bay Trail opens</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
	<p><b>Mitigation 4.6-11:</b> 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.</p> <p><b>Measure 4.6-14:</b> 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.</p> <p><b>Measure 4.6-15:</b> 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 historian shall determine which, if any of such elements, components or fixtures should be retained.</p> <p><b>Mitigation 4.6-16:</b> 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.</p>	<p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.6-4:</b> Redevelopment would result in renovation of the SPRR (Amtrak) Station and 16<sup>th</sup> Street Tower, which could alter the historic character of the buildings in a manner that could affect their eligibility.</p>	<p><b>Mitigation 4.6-13:</b> Prior to major renovation of a historically significant structure, the redeveloper of the SPRR Station and 16<sup>th</sup> Street Tower shall ensure that historically significant artifacts and features, if present, are retained and protected in place if feasible. If retention and protection is found Infeasible, such artifacts and features shall be recorded and deposited with the appropriate museum. Renovation of the exterior of a historic structure shall be consistent with the Secretary's of Interior's Standards.</p>	<p>Pre-construction at relevant site</p>
<p><b>Impact 4.7-2:</b> Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.</p>	<p><b>Mitigation 4.7-1:</b> 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.</p> <p><b>Mitigation 4.7-2:</b> 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.</p>	<p>Pre-operations; Operations</p> <p>Pre-operations, Operations</p>
<p><b>Impact 4.7-4:</b> 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><b>Impact 4.7-5,</b> see below.</p> <p><b>Impact 5.7-1:</b> Increased exposure to hazardous wastes during construction.</p>	<p><b>Mitigation 4.7-3:</b> Implement RAP/RMP as approved by DTSC, and if future 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.</p> <p><b>Mitigation 4.7-4:</b> 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.</p>	<p>Pre-construction</p> <p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.7-5:</b> 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><b>Mitigation 4.7-5:</b> 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.</p>	<p>Pre-construction</p>
<p><b>Impact 4.7-6:</b> Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities.</p> <p><b>Impact 5.7-1:</b> Increased exposure to hazardous wastes during construction.</p>	<p><b>Mitigation 4.7-6:</b> Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.</p> <p><b>Mitigation 4.7-7:</b> Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.</p> <p><b>Mitigation 4.7-8:</b> Buildings and structures proposed for demolition or renovation shall be surveyed for PCBs-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.</p>	<p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p>
<p><b>Impact 4.7-7:</b> Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities.</p> <p><b>Impact 5.7-1:</b> Increased exposure to hazardous wastes during construction.</p>	<p><b>Mitigation 4.7-9:</b> For ASTs/USTs on the OARB, implement the RAP/RMP.</p> <p><b>Mitigation 4.7-10:</b> 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.</p>	<p>Pre-construction</p> <p>Construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.7-8:</b> Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.</p> <p><b>Impact 5.7-1:</b> Increased exposure to hazardous wastes during construction.</p>	<p><b>Mitigation 4.7-11:</b> For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the 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.</p>	<p>Pre-construction</p>
<p><b>Impact 4.7-10:</b> During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.</p>	<p><b>Mitigation 4.7-12:</b> The condition of identified ACM shall be assessed annually, and prior to reuse of a building known to contain ACM.</p> <p><b>Mitigation 4.7-13:</b> 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.</p> <p><b>Mitigation 4.7-14:</b> For the remainder of the redevelopment project area (non-OARB areas), 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.</p>	<p>Pre-construction</p> <p>Pre-operations</p> <p>Pre-construction</p>
<p><b>Impact 4.7-11:</b> Workers could be exposed to polychlorinated biphenyls (PCBs) and PCB-contaminated equipment during remediation, construction and future operations.</p> <p><b>Impact 5.7-1:</b> Increased exposure to hazardous wastes during construction.</p>	<p><b>Mitigation 4.7-15:</b> Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations.</p> <p><b>Mitigation 4.7-16:</b> Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present.</p> <p><b>Mitigation 4.7-17:</b> PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.</p>	<p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p> <p>Pre-construction; Construction; Operations</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.9-1:</b> 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><b>Impact 4.3-4,</b> see above.</p> <p><b>Impact 5.9-1:</b> Increased demand for fire-related services.</p>	<p><b>Mitigation 4.9-1:</b> 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.</p>	<p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p>
<p><b>Impact 4.9-6:</b> Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7<sup>th</sup> Street evacuation routes.</p>	<p><b>Mitigation 4.9-2:</b> The Port and City shall work with OES to ensure changes in local area circulation are reflected in the revised Response Concept.</p> <p><b>Mitigation 4.9-3:</b> The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.</p>	<p>Pre-construction</p> <p>Pre-construction</p>
<p><b>Impact 4.9-8:</b> Redevelopment would increase potable water demand.</p> <p><b>Impact 5.9-5:</b> Increased demand for water.</p>	<p><b>Mitigation 4.9-4:</b> Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water.</p> <p><b>Mitigation 4.9-5:</b> 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><b>Mitigation 4.9-6:</b> 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.</p>	<p>Pre-construction</p> <p>Pre-construction</p> <p>Pre-construction</p>
<p><b>Impact 4.9-10:</b> Redevelopment would increase the quantity of solid waste, and demand for solid waste services.</p> <p><b>Impact 5.9-7:</b> Increased demand for solid waste services.</p>	<p><b>Mitigation: 4.9-7:</b> To the maximum extent feasible, the City and Port shall jointly participate in a deconstruction program to capture materials and recycle them into the construction market.</p> <p><b>Mitigation 4.9-8:</b> Concrete and asphalt removed during demolition/construction shall be crushed on-site or at a near-site location, and reused in redevelopment or recycled to the construction market.</p>	<p>Pre-construction</p> <p>Construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
	<p><b>Mitigation 4.9-9:</b> The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of operations phase solid waste from landfill disposal. This measure shall reflect future increases in the City’s or Port’s waste diversion goals above the current 50 percent.</p>	Operations
<p><b>Impact 4.9-12:</b> Both construction/remediation vehicles and increased operations vehicle activity would accelerate or advance deterioration of local roadways and the timing and extent of roadway maintenance/repair.</p>	<p><b>Mitigation 4.9-10:</b> The Port and City of Oakland shall work cooperatively to develop an ongoing joint program to identify and evaluate impacted local roadways and identify required maintenance/repair activities. The agencies will fund needed repairs and maintenance on a fair-share basis.</p>	Construction; Operations
<p><b>Impact 4.11-3:</b> 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><b>Mitigation 4.11-1:</b> New lighting shall be designed to minimize off-site light spillage; “stadium” style lighting shall be prohibited.</p> <p><b>Mitigation 4.11-2:</b> At or near the boundary of the proposed Gateway Park, new lighting shall be shielded to prevent light spillage into natural areas.</p>	Pre-construction  Pre-construction
<p><b>Impact 4.11-4:</b> 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><b>Mitigation 4.11-3:</b> 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.</p> <p><b>Mitigation 4.11-4:</b> 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.</p> <p><b>Mitigation 4.11-5:</b> The City and Port shall coordinate with respect to the design of new, permanent buildings constructed along the Port/Gateway boundary to minimize conflicts over solar access.</p>	Pre-construction  Pre-construction  Pre-construction
<p><b>Impact 4.11-5:</b> New construction could introduce building or landscaping elements that would now or in the future cast shadow that substantially impairs the beneficial use of a public park or open space.</p>	<p><b>Mitigation 4.11-6:</b> New construction adjacent to a public park or open space shall demonstrate through design review that development shall not substantially impair enjoyment of the public using the space.</p>	Pre-construction



Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.13-1:</b> Redevelopment could expose increased numbers of people and structures to strong seismic ground shaking.</p> <p><b>Impact 4.13-2:</b> Redevelopment could expose increased numbers of people or structures to seismic related ground failure, including liquefaction, lateral spreading, subsidence, or collapse.</p> <p><b>Impact 4.13-3:</b> Localized landsliding may occur in sloped shoreline areas.</p> <p><b>Impact 4.13-5:</b> Redevelopment could occur on expansive soils.</p> <p><b>Impact 4.13-6:</b> Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.</p> <p><b>Impact 5.13-1:</b> Exposure of persons or property to seismic risk.</p>	<p><b>Mitigation 4.13-1:</b> 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 on the location of the wharf).</p> <p><b>Mitigation 4.13-2:</b> Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.</p>	<p>Pre-construction</p> <p>Pre-construction</p>
<p><b>Impact 4.13-4:</b> Under certain conditions, disturbance of soils during construction or remediation could result in erosion.</p>	<p><b>Mitigation 4.13-3:</b> Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board (RWQCB)-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.</p>	<p>Pre-construction</p>
<p><b>Impact 4.13-6:</b> Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.</p>	<p><b>Mitigation 4.13-4:</b> The project applicant shall thoroughly review available building and environmental records.</p> <p><b>Mitigation 4-13.5:</b> The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.</p>	<p>Pre-construction</p> <p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.14-1:</b> Operation of wells could cause saltwater to intrude into shallow groundwater.</p> <p><b>Impact 5.14-1:</b> Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.</p>	<p><b>Mitigation 4.14-1:</b> Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.</p>	<p>Construction; Operations</p>
<p><b>Impact 4.14-2:</b> Operation of wells could cause contaminants to migrate to uncontaminated groundwater.</p>	<p><b>Mitigation 4.14-2:</b> Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.</p>	<p>Construction; Operations</p>
<p><b>Impact 4.15-1:</b> In-water construction or remediation would increase turbidity, and could release contaminants, affecting water quality.</p> <p><b>Impact 4.15-1:</b> Construction-related increases in erosion and sedimentation/turbidity.</p>	<p><b>Mitigation 4.15-1:</b> Prior to in-water construction, the contractor shall prepare a water quality protection plan acceptable to the RWQCB, including site-specific best management practices for protection of Bay waters, and shall implement this plan during construction.</p> <p><b>Mitigation 4.15-2:</b> Contractors and developers shall comply with all permit conditions from the Corps, RWQCB, and BCDC.</p>	<p>Pre-construction</p> <p>Pre-construction</p>
<p><b>Impact 4.15-2:</b> 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><b>Impact 4.15-1:</b> Construction-related increases in erosion and sedimentation/turbidity.</p>	<p><b>Mitigation 4.15-3:</b> 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.</p>	<p>Pre-construction</p>

Impact	Mitigation Measures	Schedule to Begin Implementation <sup>b</sup>
<p><b>Impact 4.15-3:</b> 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><b>Impact 5.15-2:</b> Increases in 303(d) pollutants and toxics.</p>	<p><b>Mitigation 4.15-4:</b> 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.</p>	<p>Pre-construction</p>
<p><b>Impact 4.15-4:</b> Net changes in impervious surface could result in higher pollutant loads to receiving waters.</p>	<p><b>Mitigation 4.15-5:</b> Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.</p>	<p>Pre-construction</p>
<p><b>Impact 4.15-5:</b> Use of recycled water for non-potable purposes could lead to degradation of surface water quality.</p>	<p><b>Mitigation 4.15-6:</b> Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.</p>	<p>Pre-construction</p>
<p><b>Impact 4.15-6:</b> New construction could result in changes in localized flooding.</p>	<p><b>Mitigation 4.15-7:</b> New development shall conform with the policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.</p> <p><b>Mitigation 4.15-8:</b> 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.</p>	<p>Pre-construction</p> <p>Pre-construction</p>

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