

## **VI. MITIGATION MONITORING AND REPORTING PROGRAM**

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Environmental Impact Report (EIR) prepared for the Uptown Mixed Use Project (Project). The MMRP, which is found in Table V-1 of this section, lists mitigation measures recommended in the EIR for the proposed Project and identifies mitigation monitoring requirements.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the mitigation measure. The second column, entitled "Implementation Procedure," refers to the procedures associated with implementation of the mitigation measure. The third column, entitled "Monitoring Responsibility," refers to the agency responsible for ensuring that the mitigation measure is implemented. The fourth column, entitled "Monitoring and Reporting Action," refers to the way in which the responsible agency will monitor implementation of the mitigation measure. The fifth column, entitled "Monitoring Schedule," refers to when monitoring will occur. The sixth column, "Non Compliance Sanction," refers to the agency action undertaken if mitigation is not implemented. The last column will be used by the lead agency to document the person who verified the implementation of the mitigation measure and the date on which this verification occurred.



**Table V-1: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<b>HYDROLOGY AND WATER QUALITY</b>						
<p><b>HYD-1:</b> The applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and life of the Project. The SWPPP would act as the overall program document to provide measures to mitigate significant water quality impacts associated with implementation of the Project. The SWPPP shall include specific and detailed Best Management Practices (BMPs) required to mitigate significant construction-related pollutants. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.</p> <p>An important component of the storm water quality protection effort will be the education of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.</p> <p>The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of Oakland personnel shall conduct regular inspections to ensure compliance with the SWPPP.</p> <p>BMPs to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased when grading occurs during the rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Access to and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment (this BMP is particularly important since much of the earthwork will involve loading trucks for off-site transport of soil excavated for the below-ground parking structures). Vehicle and equipment wash down facilities shall be designed to be accessible and functional both during dry and wet conditions.</p> <p>The SWPPP shall be reviewed for completeness by the City of Oakland, Public Works Agency, Environmental Services Division prior to approval of grading plans.</p>	<p>Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which includes specific and detailed Best Management Practices (BMPs). The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor.</p>	<p>City of Oakland, Public Works Agency, Environmental Services Division.</p>	<ol style="list-style-type: none"> <li>1) Review the SWPPP for completeness.</li> <li>2) Conduct regular inspections to ensure compliance with the SWPPP.</li> </ol>	<ol style="list-style-type: none"> <li>1) Prior to the approval of grading plans.</li> <li>2) Regularly throughout the Project construction period (as deemed appropriate by the Public Works Agency).</li> </ol>	<ol style="list-style-type: none"> <li>1) No approval of grading plans.</li> <li>2) City issues corrective action or stop work order if compliance with SWPPP does not occur.</li> </ol>	<p>Verified by:</p> <p>Date:</p>
<p><b>HYD-2:</b> The applicant shall comply with the requirements of the 2003 Alameda County <i>Stormwater Management Plan</i> and/or the Regional Water Quality Control Board (RWQCB) Revised Order 01-024 (NPDES Permit No. CAS029718), as appropriate, based on the timing of construction. As applicable, the applicant shall incorporate measures to mitigate potential degradation of runoff water quality from all portions of the completed development, including roof and sidewalk runoff. The final design team for the Project should include all applicable measures from <i>Start at the Source, Design Guidance Manual for Stormwater Quality Protection</i>, which may include, but not be limited to pervious pavements, hybrid parking lots, vegetated swales, biofilters, roof drainage to landscaped areas, minimization of directly connected impervious surfaces, and infiltration islands.</p> <p>The Project compliance with requirements for post-construction stormwater controls shall be reviewed by the City of Oakland, Public Works Agency, Environmental Services Division prior to approval of grading plans.</p>	<p>Applicant shall comply with the requirements of the 2003 Alameda County <i>Stormwater Management Plan</i> and/or the RWQCB Revised Order 01-024 (NPDES Permit No. CAS029718), as appropriate. This compliance shall include the incorporation of all applicable measures from <i>Start at the Source, Design Guidance Manual for Stormwater Quality Protection</i> designed to improve the quality and reduce the quantity of runoff from the Project site, as detailed in the mitigation measure. The measures shall be detailed in the permitted grading and building plans.</p>	<p>City of Oakland, Public Works Agency, Environmental Services Division.</p>	<p>Review final project plans to ensure compliance with the applicable requirements for post-construction stormwater controls.</p>	<p>Prior to the approval of grading and/or building plans.</p>	<p>No approval of a grading or building permit.</p>	<p>Verified by:</p> <p>Date:</p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>HYD-3:</b> The SWPPP shall include requirements for the proper management of dewatering effluent as necessary to mitigate significant impacts to the environment. The Hazards section of this DEIR (Mitigation Measure HAZ-1b) addresses and mitigates potential impacts associated with health and safety impacts to site workers and the public associated with the dewatering effluent.</p> <p>At minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. Alternatively, effluent can be hauled off-site by tanker truck for disposal. Based on the historical land uses at the Project site and groundwater sampling of the existing network of monitoring wells, it is possible that groundwater underlying each of the parcels has been impacted by chemical releases. All dewatering effluent will be analyzed by a State-certified laboratory for the suspected pollutants (at minimum, petroleum hydrocarbons, solvents, and metals) prior to discharge. Based on the results of the analytical testing and the concentrations of pollutants identified, if any, the applicant will dispose of the water in one (or more) of the following ways:</p> <p>a) Discharge the water to the storm drain under permit from the RWQCB. It is unlikely that the RWQCB would allow discharge of any untreated dewatering effluent that contained detectable concentrations of chemical pollutants and that for these types of discharges, alternative disposal options may be required;</p> <p>b) Discharge the water to the sanitary sewer system under permit from the East Bay Municipal Utilities District;</p> <p>c) Haul the water to a licensed off-site disposal facility for treatment and disposal under appropriate manifest.</p> <p>The Project proponent shall demonstrate to the City of Oakland, Planning and Development Department that appropriate permits have been acquired prior to discharge of any dewatering effluent.</p>	<p>1) Applicant shall include requirements for the proper management of dewatering effluent in the SWPPP, as specified in the mitigation measure.</p> <p>2) Procure the appropriate permits needed for the discharge of dewatering effluent.</p>	<p>City of Oakland Community and Economic Development Agency, Environmental Services Division.</p>	<p>1) Review the SWPPP to ensure it includes requirements for the proper management of dewatering effluent.</p> <p>2) Verify that the applicant has received the necessary permits for the discharge of dewatering effluent.</p>	<p>1) Prior to the approval of grading permit.</p> <p>2) Prior to the initiation of dewatering within the project site.</p>	<p>1) No approval of grading permit.</p> <p>2) City issues corrective action or stop work order if necessary permits have not been procured.</p>	<p>Verified by:</p> <p>Date:</p>
<b>TRANSPORTATION, CIRCULATION AND PARKING</b>						
<p><b>TRANS-1:</b> Optimization of the signal timing at the intersection of San Pablo and Thomas L. Berkley Way (20<sup>th</sup> Street) would improve function to LOS D in the PM peak hour. This intersection functions as an integrated signal system with other intersections in the downtown area. To mitigate the Project's impact at this location and others, the City shall prepare a signal optimization and coordination plan for the area bounded by San Pablo Avenue, Grand Avenue, Telegraph Avenue, and 17<sup>th</sup> Street prior to Project occupancy. The plan shall address the timing and equipment requirements, as necessary for all of the signalized intersections located within this area. The Project sponsor shall fund its fair share cost of the preparation of this plan and the implementation of the signal timing program. Implementation of the signal optimization program may also involve the purchase and installation of interconnection hardware (i.e. modems, microwave antennas, etc). The City of Oakland will consult with AC Transit during preparation of the plan.</p> <p>Given that the Project sponsor is responsible for only a portion of this mitigation measure, implementation of this set of improvements will be funded fully by one or a combination of the following means:</p> <p>1. The Project sponsor shall fully fund the costs of the signalization improvements and shall be reimbursed through other fair-share contributions as future projects that exceed the City's thresholds of significance occur.</p> <p>2. The City, at its sole discretion, shall establish a Traffic Improvement Program and concurrent Traffic Impact Fee Ordinance to fund the mitigation measure.</p> <p>3. The Redevelopment Agency, at its sole discretion, shall contribute funds to the costs of implementation.</p>	<p>1) City Public Works Agency, Traffic Engineering Division, shall prepare a signal optimization and coordination plan for the area bounded by San Pablo Avenue, Grand Avenue, Telegraph Avenue, and 17<sup>th</sup> Street.</p> <p>2) The project shall fund its fair share cost of the preparation and implementation of the signal optimization and coordination plan.</p> <p>3) City Public Works Agency, Traffic Engineering Division, shall implement the measures of the plan from 2010 to 2025, as necessary, to address cumulative impacts.</p>	<p>1) City of Oakland Community and Economic Development Agency, Planning Division.</p> <p>2) City of Oakland Community and Economic Development Agency, Planning Division.</p> <p>3) City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>1) Verify that the signal optimization and coordination plan has been prepared and that it meets the standards listed in the mitigation measure.</p> <p>2) Verify that the applicant funds its fair share cost of the preparation and implementation of the signal optimization and coordination plan.</p> <p>3) Ensure plan measures are being implemented.</p>	<p>1) Prior to occupancy of the Project.</p> <p>2) Prior to occupancy of the Project.</p> <p>3) From 2010 to 2025.</p>	<p>No approval of occupancy permit.</p>	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-2:</b> Optimization of the signal timing at the intersection of Telegraph and 19th Street would improve the function to LOS C in both the AM or PM peak hours. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	<p>Refer to Mitigation Measure TRANS-1.</p>	<p>Refer to Mitigation Measure TRANS-1.</p>	<p>Refer to Mitigation Measure TRANS-1.</p>	<p>Refer to Mitigation Measure TRANS-1.</p>	<p>Refer to Mitigation Measure TRANS-1.</p>	<p>Verified by:</p> <p>Date:</p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>TRANS-3:</b> Widen the intersection to add a second exclusive left turn lane in the eastbound direction and an exclusive right turn lane in the westbound direction. The intersection would operate at LOS D in the PM peak hour with these improvements.</p> <p>The intersection of Frontage Road and West Grand Avenue is located on an elevated structure which is within the jurisdiction of Caltrans. The proposed mitigation measures would require the widening of the existing elevated structure and modification of the traffic signal. The second exclusive left turn lane in the eastbound direction and the exclusive right turn lane in the westbound direction should each be 300 feet in length with a 90-foot taper. Widening of the existing structure would require additional support columns and the acquisition of right of way underneath the structure. In addition, the connector from Interstate 880 to Interstate 80 structure exists above this intersection. Columns supporting this elevated connector may have to be relocated to widen the Frontage Road/West Grand Avenue intersection. At this time, the implementation of this mitigation measure would not be economically feasible. Because this intersection is located outside of the City of Oakland's jurisdiction and because it is not economically feasible, it is significant and unavoidable.</p>	<p><i>No monitoring or reporting measures are provided for this mitigation measures since it has been determined to be infeasible at this time.</i></p>					
<p><b>TRANS-4:</b> Optimization of the signal timing at the intersection of San Pablo and 27th Street would improve function to a LOS D in the PM peak hour. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-5:</b> Optimization of the signal timing at the intersection of San Pablo and West Grand Avenue would improve the function to a LOS E in the PM peak hour. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-6:</b> Optimization of the signal timing at the intersection of San Pablo and Thomas L. Berkley Way (20<sup>th</sup> Street). By optimizing the signal timing splits, the intersection would improve the function to a LOS D in the PM peak hour. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-7:</b> Optimization of the signal timing and changing the cycle length to 65 seconds at this intersection would mitigate the delay that would result from the proposed Project. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-8:</b> Optimization of the signal timing in the AM peak hour and changing the cycle length to 70 seconds at this intersection would mitigate the Project's increase in delay. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>
<p><b>TRANS-9:</b> Changing the cycle length to 80 seconds and optimizing signal timing would improve the function of this intersection to LOS C in the PM peak hour. By optimizing the signal timing splits and changing the signal cycle, the Project's increase in delay would be mitigated. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p>Verified by:</p> <p>Date:</p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>TRANS-10:</b> The Project shall provide for the following two improvements.</p> <ul style="list-style-type: none"> <li>Optimize the signal timing at the intersection of Telegraph and 19th Street. Since this intersection also functions as part of an integrated signal system in downtown Oakland, Mitigation Measure TRANS-1 shall also be implemented.</li> <li>Restripe the westbound 19th Street approach to provide two exclusive through lanes and an exclusive right turn lane.</li> </ul> <p>With these improvements, the intersection would operate at LOS C in the AM peak hour and LOS E in the PM peak hour.</p> <p>The restriping of the westbound 19th Street approach to the intersection to provide two exclusive through lanes and an exclusive right turn lane would require the elimination of six metered parking spaces on the northern side of 19th Street between Telegraph and Broadway. With the existing roadway width available the two through lanes would each be 11 feet wide and the right turn lane would be 10 feet wide, which would satisfy City standards of 10-foot lanes. Metered parking would remain on the southern side of 19th Street.</p>	<ol style="list-style-type: none"> <li>Refer to Mitigation Measure TRANS-1.</li> <li>City Public Works Agency, Traffic Engineering Division shall restripe the westbound 19<sup>th</sup> Street approach to Telegraph Avenue to provide two exclusive through lanes and an exclusive right turn lane.</li> </ol>	<ol style="list-style-type: none"> <li>Refer to Mitigation Measure TRANS-1.</li> <li>City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>Refer to Mitigation Measure TRANS-1.</li> <li>Verify that the westbound 19<sup>th</sup> Street approach has been restriped.</li> </ol>	<ol style="list-style-type: none"> <li>Refer to Mitigation Measure TRANS-1.</li> <li>Prior to occupancy of the Project.</li> </ol>	<ol style="list-style-type: none"> <li>Refer to Mitigation Measure TRANS-1.</li> <li>Work with the City Public Works Agency to ensure the improvement is implemented.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>TRANS-11:</b> Widen the eastbound approach to accommodate two left turn lanes, two through lanes, and a right turn lane. Widen the southbound approach would need to accommodate a right turn lane, a left turn lane, and a shared through/right turn lane. In addition, the northbound approach should be converted from a left turn lane, a through lane, and a shared through/right turn lane to a left turn lane, a shared through/right turn lane, and a right turn lane. With the proposed improvements, the intersection would operate at LOS C in the AM peak hour and LOS D in the PM peak hour.</p> <p>The intersection of Frontage Road and West Grand Avenue is located on an elevated structure which is within the jurisdiction of Caltrans. The proposed mitigation measures would require the expansion of the existing elevated structure and modification of the traffic signal. Widening of the existing structure would require additional support columns and the acquisition of right of way underneath the structure. In addition, the connector from Interstate 880 to Interstate 80 structure exists above this intersection. Columns supporting this elevated connector may have to be relocated to pursue the widening of the Frontage Road/West Grand Avenue intersection. The implementation of this mitigation measure would not be economically feasible. Because this intersection is located outside of the City of Oakland's jurisdiction and because it is not economically feasible, it is significant and unavoidable.</p>	Refer to Mitigation Measure TRANS-3.	Refer to Mitigation Measure TRANS-3.	Refer to Mitigation Measure TRANS-3.	Refer to Mitigation Measure TRANS-3.	Refer to Mitigation Measure TRANS-3.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>TRANS-12:</b> Changing the cycle length to 110 seconds, providing protected left turn phases on the eastbound and westbound approaches, and optimizing the signal timing would improve the function of this intersection to a LOS D in the PM peak hour. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>TRANS-13:</b> Changing the cycle length to 110 seconds and optimizing the signal timing splits would mitigate the Project's impact. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>TRANS-14:</b> Optimization of the intersection's signal timing at this intersection would improve the function of this intersection to operate at LOS D in the PM peak hour. Preparation and implementation of the signal optimization and coordination plan detailed in Mitigation Measure TRANS-1 will ensure that this impact is reduced to a less-than-significant level.</p>	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	Refer to Mitigation Measure TRANS-1.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<b>AIR QUALITY</b>						
<p><b>AIR-1:</b> Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.</p> <ul style="list-style-type: none"> <li>The basic and enhanced control measures listed in Table IV.E-9 shall be implemented during construction of the proposed Project.</li> <li>Any temporary haul roads to the soil stockpile area shall be routed away from existing neighboring land uses. Any temporary haul roads shall be surfaced with gravel and regularly watered to control dust or treated with an appropriate dust suppressant.</li> <li>Water sprays shall be utilized to control dust when material is being added or removed from the stockpile. When the stockpile is undisturbed for more than 1 week, the storage pile shall be treated with a dust suppressant or crusting agent to eliminate wind-blown dust generation.</li> <li>All neighboring properties located within 500 feet of property lines shall be provided with the name and phone number of a designated construction dust control coordinator who will respond to complaints within 24 hours by suspending dust-producing activities or providing additional personnel or equipment for dust control as deemed necessary. The phone number of the BAAQMD pollution complaints contact shall also be provided. The dust control coordinator shall be on-call during construction hours. The coordinator shall keep a log of complaints received and remedial actions taken in response. This log shall be made available to City staff upon its request.</li> </ul> <p>The above mitigation measures include all feasible measures for construction emissions identified by the BAAQMD. According to the District's threshold of significance for construction impacts, implementation of the measures would reduce construction impacts of the proposed Project to a less-than-significant level.</p>	Applicant shall implement the construction period air quality control measures described in the mitigation measure.	City of Oakland Community and Economic Development Agency, Building Services Division.	Make regular visits to the Project site to ensure that all dust-control mitigation measures are being implemented, and verify that a designated construction dust control coordinator is on-call during construction periods.	Ongoing throughout the Project construction period.	City issues corrective action or stop work order if construction period dust control measures have not been implemented.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>AIR-2:</b> To the extent permitted by law, the Uptown Project shall be required to implement Transportation Control Measures (TCMs) as recommended by the BAAQMD. Measures that the City shall require the Project to implement, or that are already proposed as part of the Project, include the following:</p> <ul style="list-style-type: none"> <li><i>Transit Measures:</i> (i) Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, and other needed facilities subject to the review and comment of AC Transit. (Effectiveness 0.5 percent - 2 percent of all trips, BAAQMD <i>CEQA Guidelines</i>); (ii) Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.) (Effectiveness 0.1 percent - 0.5 percent of all trips, BAAQMD <i>CEQA Guidelines</i>).</li> <li><i>Services Measures:</i> (i) Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc. (Effectiveness 0.5 percent - 5 percent of work trips, BAAQMD <i>CEQA Guidelines</i>); (ii) Provide on-site child care, or contribute to off-site childcare within walking distance. (Effectiveness 0.1 percent - 1 percent of work trips, BAAQMD <i>CEQA Guidelines</i>).</li> </ul>	Applicant shall implement appropriate TCMs, based on consultation with the City.	City of Oakland Community and Economic Development Agency, Planning Division.	Ensure that TCMs determined to be necessary by the City are incorporated into the Major Conditional Use Permit for the Project.	Prior to approval of the Major Conditional Use Permit.	No approval of the Major Conditional Use Permit.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<ul style="list-style-type: none"> <li><i>Bicycle and Pedestrian Measures:</i> (i) Provide secure, weather-protected bicycle parking for employees (Effectiveness 0.5 percent - 2 percent of work trips, BAAQMD CEQA Guidelines); (ii) Provide safe, direct access for bicyclists to adjacent bicycle routes (Effectiveness 0.5 percent - 2 percent of work trips, BAAQMD CEQA Guidelines); (iii) Provide showers and lockers for employees bicycling or walking to work (Effectiveness 0.5 percent - 2 percent of work trips, BAAQMD CEQA Guidelines); (iv) Provide secure short-term bicycle parking for retail customers or non-commute trips (Effectiveness 1 percent - 2 percent of non-work trips, BAAQMD CEQA Guidelines); (v) Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development (Effectiveness 0.5 percent - 1.5 percent of all trips, BAAQMD CEQA Guidelines).</li> </ul> <p>Implementation of the measures detailed above would help minimize this impact, but not reduce it to a less-than-significant level. Therefore, Impact AIR-2 will remain significant and unavoidable.</p>						
<b>NOISE</b>						
<p><b>NOISE-1a:</b> 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 buildings are enclosed without prior authorization of the Building Services and Planning Divisions of the Community and Economic Development Agency.</p>	<p>Construction contractor shall limit construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Friday.</p>	<p>Community and Economic Development Agency, Building Services and Planning Division.</p>	<p>Make regular visits to the Project site to ensure that construction activities are restricted to 7:00 a.m. and 7:00 p.m. Monday through Friday.</p>	<p>Ongoing throughout Project Construction Period.</p>	<p>City issues corrective action or stop work order if construction activities occur outside of the restricted time zone.</p>	<p><i>Verified by:</i>  <i>Date:</i></p>
<p><b>NOISE-1b:</b> To reduce daytime noise impacts due to construction, to the maximum feasible extent, the City shall require the applicant to develop a site-specific noise reduction program, subject to city review and approval, which includes the following measures:</p> <ul style="list-style-type: none"> <li>Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the City in the event of problems;</li> <li>An on-site complaint and enforcement manager shall be posted to respond to and track complaints;</li> <li>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.);</li> <li>Equipment and trucks used for Project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible);</li> <li>Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for Project 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 shall be used; this muffler can lower noise levels where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible; and</li> <li>Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.</li> </ul>	<p>Applicant shall develop a site-specific noise reduction program that includes the measures detailed in Mitigation Measure NOISE-1b.</p>	<p>Community and Economic Development Agency, Building Services and Planning Division.</p>	<p>Review and approve the site-specific noise reduction program.</p>	<p>Prior to approval of a grading or building permit.</p>	<p>No approval of a grading or building permit.</p>	

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>NOISE-1c:</b> If pile-driving occurs as part of the Project, it shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no pile driving permitted between 12:30 and 1:30 p.m. No pile driving shall be allowed on Saturdays, Sundays, or holidays.</p>	<p>Construction contractor shall limit pile driving to between 8:00 a.m. and 4:00 p.m., Monday through Friday, and no pile driving shall occur between 12:30 and 1:30 p.m. or on Saturdays, Sundays, or holidays.</p>	<p>Community and Economic Development Agency, Building Services and Planning Division.</p>	<p>Make regular visits to the Project site to ensure that pile driving is limited to the hours specified in Mitigation Measure NOISE-1c.</p>	<p>Ongoing throughout Project Construction Period.</p>	<p>City issues corrective action or stop work order if pile driving occurs outside of the restricted time zone.</p>	
<p><b>NOISE-1d:</b> To further mitigate potential pile-driving and/or other extreme noise-generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. This plan shall be submitted for review and approval by the City to ensure that maximum feasible noise attenuation is achieved. These attenuation measures shall include as many of the following control strategies as feasible and shall be implemented prior to any required pile-driving activities:</p> <ul style="list-style-type: none"> <li>• Implement “quiet” pile-driving technology, where feasible, in consideration of geotechnical and structural requirements and conditions;</li> <li>• Erect temporary plywood noise barriers around the entire construction site;</li> <li>• Utilize noise control blankets on the building structure as it is erected to reduce noise emission from the site;</li> <li>• Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and</li> <li>• Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> <li>• A third-party peer review, paid for by the applicant, shall be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the applicant.</li> <li>• A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of deposit shall be determined by the Building Official and the deposit shall be submitted by the project sponsor concurrent with submittal of the noise reduction plan.</li> </ul>	<p>Applicant shall prepare and implement a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the control strategies listed in Mitigation Measure NOISE-1d as feasible. Applicant shall submit a special inspection deposit to the City.</p>	<p>Community and Economic Development Agency, Building Services and Planning Division.</p>	<p>Review and approve the site-specific noise attenuation measures submitted by the Project applicant. Verify that the Applicant has submitted a special inspection deposit.</p>	<p>Prior to approval of a grading or building permit.</p>	<p>No approval of a grading or building permit.</p>	
<p><b>NOISE-1e:</b> A process with the following components shall be established for responding to and tracking complaints pertaining to pile-driving construction noise:</p> <ul style="list-style-type: none"> <li>• A procedure for notifying City Building Division staff and Oakland Police Department;</li> <li>• A list of telephone numbers (during regular construction hours and off-hours);</li> <li>• A plan for posting signs on-site pertaining to complaint procedures and who to notify in the event of a problem;</li> <li>• Designation of a construction complaint manager for the Project; and</li> <li>• Notification of neighbors within 300 feet of the Project construction area at least 30 days in advance of pile-driving activities.</li> </ul> <p>Construction period impacts would still occur with implementation of the measures detailed above. However, because they would be short-term in duration, the City considers this a less-than-significant impact.</p>	<p>Applicant shall devise and implement a system for responding to and tracking complaints pertaining to pile-driving construction noise which includes the measures listed in Mitigation Measure NOISE-1e.</p>	<p>Community and Economic Development Agency, Building Services and Planning Division.</p>	<p>Verify that a system for responding to and tracking noise complaints has been developed by the Applicant.</p>	<p>Prior to approval of a grading or building permit.</p>	<p>No approval of a grading or building permit.</p>	
<p><b>NOISE-2:</b> Once the project design is finalized and the location of specific uses are determined, the project applicant shall have an acoustical analysis prepared that details noise reduction requirements and noise insulation features necessary to achieve acceptable interior and exterior noise levels. The requirements shall be sufficient to achieve a minimum of 45 dBA for all interior building spaces and shall achieve either Normally Acceptable or Conditionally Acceptable ranges for exterior uses according to the applicable land use category as set forth in Table IV.F-4.</p>	<p>Applicant shall prepare an acoustical analysis that details noise reduction requirements and noise insulation features necessary to achieve acceptable interior and exterior noise levels. Applicant shall incorporate all recommended features into the Project.</p>	<p>City of Oakland Community and Economic Development Agency, Building Services Division.</p>	<p>Review building plans for the Project and verify that noise reduction features have been incorporated.</p>	<p>Prior to approval of a building permit.</p>	<p>No approval of a building permit.</p>	<p>Verified by:  Date:</p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p>Measures to reduce the interior noise levels may include:</p> <ul style="list-style-type: none"> <li>To meet the City's 45 dBA CNEL interior noise standard, building facade upgrades will be required for building located along Telegraph Avenue. All windows facing Telegraph Avenue must have a sound transmission class (STC) of 31 or greater.</li> <li>All of the proposed buildings on the project site shall be designed and constructed with ventilation systems, to achieve the indoor fresh-air ventilation requirements specified in Chapter 35 of the Uniform Building Code, to achieve the 45 dBA CNEL interior noise standard.</li> </ul> <p>Measures to reduce the exterior noise levels may include:</p> <ul style="list-style-type: none"> <li>The inclusion of plexiglass enclosures for outdoor patio and balcony areas at a height of 5 feet (i.e., to shield balconies and or outdoor patio areas) would provide 5dBA or more in noise reduction for outdoor use areas.</li> </ul> <p>Implementation of the above mitigation measure would reduce this impact to a less-than-significant level by achieving, at a minimum, <i>Conditionally Acceptable</i> noise levels.</p>						
<p><b>NOISE-3:</b> The following measures are required for the operations of the proposed Project:</p> <ul style="list-style-type: none"> <li>All on-site stationary noise sources shall comply with the standards listed in Section 17.120.050 of the City's Planning Code; and</li> <li>Loading docks or loading areas and noise-generating equipment associated with the retail uses will be located as far as practical from all existing and planned residential properties.</li> </ul> <p>Implementation of the above mitigation measure would reduce the impact to below a level of significance.</p>	<ol style="list-style-type: none"> <li>Applicant shall comply with the standards listed in Section 17.120.050 of the City's Planning Code.</li> <li>Applicant shall ensure that noise-generating areas and equipment are located as far as practical from all existing and proposed residential uses.</li> </ol>	<ol style="list-style-type: none"> <li>Community and Economic Development Agency, Building Services and Planning Division.</li> <li>Community and Economic Development Agency, Building Services and Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>Make regular visits to the Project site to verify compliance with noise regulations.</li> <li>Review building plans for the Project to ensure that proposed noise-generating uses are as far from sensitive uses as practical.</li> </ol>	<ol style="list-style-type: none"> <li>Regularly throughout operation of the Project, at intervals deemed appropriate by the City.</li> <li>Prior to approval of a building permit.</li> </ol>	<ol style="list-style-type: none"> <li>City issues corrective action.</li> <li>No approval of a building permit.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
<p><b>HAZ-1a:</b> Prior to issuing any grading, demolition or building permits for the proposed Project affecting Project site Blocks 3 through 9, an environmental investigation shall be conducted at the site by a qualified environmental professional. The environmental investigation shall implement appropriate sampling recommendations presented in previously conducted Phase I site assessment(s) prepared for the Project site, as summarized in Table IV.G-3, in order to adequately characterize subsurface conditions of the site. Environmental investigation workplans shall be submitted to the City of Oakland and RWQCB for review and approval. Information from the environmental investigation shall be used to develop and implement site-specific health and safety plans for construction workers and best management practices (e.g., dust control, storm water runoff control, etc.) appropriate to protect the general public.</p>	<p>Applicant shall ensure the preparation of an environmental investigation by a qualified environmental professional. The environmental investigation shall adequately characterize subsurface conditions within the Project site, as described in the mitigation measure, and its shall be used to develop and implement a health and safety plan for construction workers and best management practices.</p>	<p>City of Oakland, Public Works Agency, Environmental Services Division.</p>	<p>Review the construction plan to ensure it includes adequate health and safety measures to protect construction workers from subsurface hazardous materials.</p>	<p>Prior to approval of a grading or building permit.</p>	<p>No approval of a grading or building permit.</p>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<b>HAZ-1b:</b> Prior to issuing any grading, demolition, or building permit for the proposed Project, a site-specific Health and Safety Plan (HSP) shall be prepared by a qualified industrial hygienist. At a minimum, the HSP shall summarize information collected in environmental investigations for the Project site, including soil and groundwater quality data; establish soil and groundwater mitigation and control specifications for grading and construction activities, including health and safety provisions for monitoring exposure to construction workers; provide procedures to be undertaken in the event that previously unreported contamination is discovered; incorporate construction safety measures for excavation activities; establish procedures for the safe storage and use of hazardous materials at the Project site, if necessary; provide emergency response procedures; and designate personnel responsible for implementation of the Plan. The HSP shall be designed to prevent potential exposures to construction workers above established OSHA Permissible Exposure Limits. The Plan shall be submitted to the City of Oakland for review and approval.	Applicant shall prepare a site-specific HSP which meets the requirements listed in the mitigation measure. The HSP shall be designed to prevent potential exposures to construction workers above established OSHA Permissible Exposure Limits.	City of Oakland, Public Works Agency, Environmental Services Division.	Review and approve the HSP.	Prior to approval of the demolition, grading, or building permit.	No approval of the demolition, grading, or building permit.	<i>Verified by:</i>  <i>Date:</i>
<b>HAZ-1c:</b> Prior to issuing any grading, demolition, or building permit for the proposed Project, a Soil and Groundwater Management Plan (Plan) shall be prepared. The Plan shall include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations. The Plan will incorporate notification and dust mitigation requirements of the BAAQMD (including Title 17, CCR Section 93105). Dewatering procedures will incorporate regulatory requirements for groundwater discharge to storm or sanitary sewers, as outlined in Mitigation Measure HYD-3. The Plan shall be submitted to the City of Oakland and RWQCB for review and approval and shall be implemented throughout all phases of Project development.	Applicant shall prepare and implement a Soil and Groundwater Management Plan, as specified in the mitigation measure, to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of safely, in accordance with applicable regulations.	City of Oakland, Public Works Agency, Environmental Services Division; Regional Water Quality Control Board (RWQCB).	Review and approve the Soil and Groundwater Management Plan.	Prior to approval of a demolition, grading, or building permit.	No approval of a demolition, grading, or building permit.	<i>Verified by:</i>  <i>Date:</i>
<b>HAZ-2a:</b> Covenants, codes, and restrictions for the proposed Project shall strictly prohibit the use of groundwater at the Project site for drinking, irrigation, or industrial purposes. Any dewatering activities required at the Project site following construction activities shall be required to be carried out under the Soil and Groundwater Management Plan prepared for the Project (Mitigation Measure HAZ-1c).	<ol style="list-style-type: none"> <li>Applicant shall include provisions in the covenants, codes, and restrictions for the Project that prohibit the use of groundwater at the Project site for drinking, irrigation, or industrial purposes.</li> <li>Applicant shall ensure that dewatering activities are carried out under the Soil and Groundwater Management Plan prepared for the Project.</li> </ol>	<ol style="list-style-type: none"> <li>City of Oakland, Public Works Agency, Environmental Services Division.</li> <li>Refer to Mitigation Measure HAZ-1c.</li> </ol>	<ol style="list-style-type: none"> <li>Review the covenants, codes, and restrictions to ensure that the use of groundwater is prohibited.</li> <li>Refer to Mitigation Measure HAZ-1c.</li> </ol>	<ol style="list-style-type: none"> <li>Prior to approval of Final Map.</li> <li>Refer to Mitigation Measure HAZ-1c.</li> </ol>	<ol style="list-style-type: none"> <li>No approval of Final Map.</li> <li>Refer to Mitigation Measure HAZ-1c.</li> </ol>	<i>Verified by:</i>  <i>Date:</i>
<b>HAZ-2b:</b> Prior to issuing any permits for construction within the Project site, a Human Health Risk Assessment (HHRA) shall be conducted and/or updated by a qualified environmental professional. This HHRA shall employ methodology from the <i>City of Oakland Urban Land Redevelopment: Guidance Document</i> for the Oakland Risk Based Corrective Action (RBCA) program to evaluate potential health risks from petroleum hydrocarbons, metals, solvents, and other volatile organic compounds in soils and groundwater. Depending on the findings of the HHRA, recommendations may be made for administrative or engineering controls to minimize public exposure to hazardous materials, if warranted. These controls could potentially include vapor barriers for building foundations, encapsulation of the site with building foundations and paved parking surfaces to prevent exposure to soils, and implementation of an Operations and Maintenance Plan to insure prescribed controls are implemented and maintained. The controls shall ensure that any potential added health risks to future site users are reduced to a cumulative risk of less than $1 \times 10^{-5}$ (a calculated risk of 1 in 100,000 persons exposed) for carcinogens and a cumulative hazard index of 1.0. The HHRA shall be submitted to the City of Oakland and RWQCB for review and approval.	Applicant shall prepare and/or update a HHRA for the Project site that meets the requirements outlined in the mitigation measure.	City of Oakland, Public Works Agency, Environmental Services Division; Regional Water Quality Control Board (RWQCB).	Review and approve the HHRA.	Prior to approval of the demolition permit.	No approval of the demolition permit.	<i>Verified by:</i>  <i>Date:</i>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<b>HAZ-3:</b> The implementation of Mitigation Measure HAZ-1b would require a Site Safety Plan/Soil and Groundwater Management Plan (Plan). The Plan will establish procedures for the safe storage and use of hazardous materials at the Project site, if necessary; provide emergency response procedures; and designate personnel responsible for implementation of the Plan. No other mitigation is required.	Refer to Mitigation Measure HAZ-1b.	Refer to Mitigation Measure HAZ-1b.	Refer to Mitigation Measure HAZ-1b.	Refer to Mitigation Measure HAZ-1b.	Refer to Mitigation Measure HAZ-1b.	<i>Verified by:</i>  <i>Date:</i>
<b>HAZ-4:</b> All asbestos-containing materials shall be abated by a certified asbestos abatement contractor in accordance with construction worker health and safety regulations and the regulations and notification requirements of the Bay Area Air Quality Management District (BAAQMD) (29 CFR 1926.1101; 40 CFR 61 and 152; Title 8 CCR Section 1529; BAAQMD Regulation 11, Rule 2). The removal and disposal of lead-based paint within the Project site shall be completed in accordance with federal and State construction worker health and safety regulations (29 CFR, Part 1926.62; Title 8, CCR Section 532.1; CDHS Training, Certification and Work Practices Rule).	Applicant shall remove asbestos and lead-containing substances from the Project site in accordance with all applicable regulations. Plans for the abatement of these materials shall be incorporated into the construction plan.	City of Oakland, Public Works Agency, Environmental Services Division.	Review the construction plan for the Project to ensure that asbestos and lead will be removed from the Project site in a way that is consistent with hazardous materials regulations.	Prior to approval of the construction plan.	No approval of the construction plan.	<i>Verified by:</i>  <i>Date:</i>
<b>HAZ-5:</b> Implementation of existing regulatory requirements for school siting, and preparation and implementation of a Site Safety Plan/Soil and Groundwater Management Plan (Mitigation Measure HAZ-1b) and lead and asbestos regulations (Mitigation Measure HAZ-4) would reduce this impact to a less-than-significant level. No additional mitigation is required.	Refer to Mitigation Measure HAZ-1b and HAZ-4.	Refer to Mitigation Measure HAZ-1b and HAZ-4.	Refer to Mitigation Measure HAZ-1b and HAZ-4.	Refer to Mitigation Measure HAZ-1b and HAZ-4.	Refer to Mitigation Measure HAZ-1b and HAZ-4.	<i>Verified by:</i>  <i>Date:</i>
<b>HISTORIC ARCHITECTURAL, ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES</b>						
<b>HIST-1a:</b> A paleontological resources monitoring plan shall be developed in consultation with a qualified paleontologist prior to Project-related ground-disturbing activities. This monitoring plan shall incorporate the findings of Project-specific geotechnical investigations to identify the location and depth of deposits that have a high likelihood of containing paleontological resources and that may be encountered by Project activities. This information will indicate the depth of overlying non-sensitive soils (i.e., artificial fill and prior disturbance) within the Project area to allow a more effective determination of where paleontological monitoring is appropriate.	Applicant shall prepare a paleontological resources monitoring plan that meets the requirements listed in the mitigation measure.	City of Oakland Community and Economic Development Agency, Planning Division.	Review and approve the paleontological resources monitoring plan.	Prior to approval of a grading or building permit.	No approval of a grading or building permit.	<i>Verified by:</i>  <i>Date:</i>
<b>HIST-1b:</b> A qualified paleontologist shall monitor all ground-disturbing activity that occurs at depths within the Project area determined to be sensitive in the paleontological monitoring plan. Monitoring shall continue until, in the paleontologist's opinion, significant, nonrenewable paleontological resources are unlikely to occur.  In the event that paleontological resources are encountered during excavation, all work within 50 feet of the find shall be redirected until the monitor has evaluated the situation and provided recommendations for the protection of, or mitigation of adverse effects to, significant paleontological resources. Mitigation for impacts to significant paleontological resources shall include thorough documentation of the find and its immediate context to recover scientifically-valuable information. Upon completion of paleontological monitoring, a monitoring report shall be prepared. This scope of this report shall be approved by the City, but at a minimum the report will document the methods, results, and recommendations of the monitoring paleontologist.	<ol style="list-style-type: none"> <li>1) Applicant shall retain a paleontologist to monitor ground-disturbing activity within the Project site, as described in the mitigation measure.</li> <li>2) Work within 50 feet of any paleontological finds shall halt in the event that such resources are identified.</li> <li>3) If paleontological resources are identified within the Project site, the paleontologist shall evaluate the resources and provide recommendations regarding the protection of, or mitigation of adverse effects to, significant paleontological resources. A monitoring report shall be prepared if impacts to paleontological resources will be mitigated.</li> </ol>	<ol style="list-style-type: none"> <li>1) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>2) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>3) City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>1) Receive notice that a paleontologist has been retained.</li> <li>2) Verify that work is suspended if paleontological resources are found.</li> <li>3) Review the paleontological resources monitoring report, if one is prepared.</li> </ol>	<ol style="list-style-type: none"> <li>1) Prior to approval of a grading or building permit.</li> <li>2) During Project construction.</li> <li>3) During Project construction.</li> </ol>	<ol style="list-style-type: none"> <li>1) No approval of a grading or building permit.</li> <li>2) City issues corrective action or stop work order.</li> <li>3) City issues corrective action.</li> </ol>	<i>Verified by:</i>  <i>Date:</i>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>HIST-2a:</b> A pre-construction archaeological testing program shall be implemented to help identify whether historic or unique archaeological resources exist within the Project site. Examples of potential historic or unique archaeological resources that could be identified within the Project site include: back-filled wells; basements of buildings that pre-date Euro-American buildings that were constructed on the Project site; and backfilled privies. For these resources to be considered significant pursuant to CEQA, they would have to have physical integrity <i>and</i> meet at least one of the criteria listed in <i>CEQA Guidelines</i> section 15064.5(a)(3) (for historic resources) and/or CEQA section 21083.2(g) (for unique archaeological resources). These criteria include: association with events that have made a significant contribution to the broad patterns of California history and cultural heritage; association with the lives or persons important in our past; embodiment of the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; yield, or may likely yield, information important in prehistory or history; contains information needed to answer important scientific research questions and be subject to a demonstrable public interest in that information; have a special and particular quality such as being the oldest of its type or the best available example of its type; or be directly associated with a scientifically recognized important prehistoric or historic event or person.</p> <p>The testing program, in conjunction with a sensitivity study, shall use a combination of subsurface investigation methods (including backhoe trenching, augering, and archaeological excavation units, as appropriate). The purpose of the testing program is to: (1) identify the presence and location of potentially-significant archaeological deposits; (2) determine if such deposits meet the definition of a historical resource or unique archaeological resource under section 21083.2(g) of the CEQA statutes; (3) guide additional archaeological work, if warranted, to recover the information potential of such deposits; and (4) refine the archaeological monitoring plan.</p> <p>If historic or unique archaeological resources associated with the Chinese community are identified within the project site and are further determined to be unique, the City shall consult with representatives of an established local Chinese-American organization(s) regarding the potential use of the archaeological findings for interpretive purposes.</p>	<ol style="list-style-type: none"> <li>1) Applicant shall retain an archaeologist to implement a pre-construction archaeological testing program, as described in the mitigation measure.</li> <li>2) Archaeologist shall prepare a research design if date recovery is deemed necessary.</li> <li>3) Applicant shall consult with representatives of the Chinese-American community regarding the potential use of archaeological findings.</li> </ol>	<ol style="list-style-type: none"> <li>1) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>2) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>3) City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>1) Receive notice that an archaeologist has been retained.</li> <li>2) Verify that a research design is prepared.</li> <li>3) Verify that the appropriate groups have been contacted regarding archaeological findings within the Project site.</li> </ol>	<ol style="list-style-type: none"> <li>1) Prior to approval of a grading permit.</li> <li>2) Prior to approval of a grading permit</li> <li>3) During Project construction.</li> </ol>	<ol style="list-style-type: none"> <li>1) No approval of the grading permit.</li> <li>2) No approval of the grading permit.</li> <li>3) No approval of the grading permit.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>HIST-2b:</b> Archaeological monitoring of ground-disturbing construction in the Project area shall be conducted, as appropriate and if necessary, based on the results of the pre-construction testing program and the potential for encountering unidentified archaeological deposits. Upon completion of the pre-construction testing program specified in Mitigation Measure HIST-2a, the extent of archaeological monitoring during Project construction will be assessed, and the scope and frequency of the monitoring required by this mitigation measure shall be based on the findings of this assessment. Monitoring shall be conducted by a cultural resource professional approved by the City who meets the Secretary of the Interior's Professional Qualifications Standards for Prehistoric and Historical Archaeology.</p> <p>Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist shall prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC. Public displays of the findings of archaeological recovery excavation(s) of historical or unique resources shall be prepared. As appropriate, brochures, pamphlets, or other media, shall be prepared for distribution to schools, museums, libraries, and – in the case of Chinese-American archaeological deposits – Chinese-American organizations.</p>	<ol style="list-style-type: none"> <li>1) Applicant shall retain an archaeologist to monitor ground-disturbing activity within the Project site, as described in the mitigation measure.</li> <li>2) Archaeologist shall halt work in the vicinity of the archaeological resource until findings can be made regarding whether the resource meets the CEQA definition of an archaeological or historic resource.</li> <li>3) If identified archaeological resources meet CEQA criteria for archaeological or historic resources, they shall be avoided by construction activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a data recovery strategy developed by the evaluating archaeologist, as described in the mitigation measure. This report shall be submitted to the NWIC.</li> </ol>	<ol style="list-style-type: none"> <li>1) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>2) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>3) City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>1) Receive notice that an archaeologist has been retained.</li> <li>2) Verify that work is suspended if archaeological resources are found.</li> <li>3) Review and approve the archaeological resources mitigation plan, if one is prepared.</li> </ol>	<ol style="list-style-type: none"> <li>1) Prior to approval of the grading permit.</li> <li>2) During Project construction.</li> <li>3) During Project construction.</li> </ol>	<ol style="list-style-type: none"> <li>1) No approval of the grading permit.</li> <li>2) City issues corrective action or stop work order.</li> <li>3) City issues corrective action.</li> </ol>	

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>HIST-3:</b> Should human remains be encountered by Project activities, construction activities shall be halted and the County Coroner notified immediately. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification, and a qualified archaeologist should be contacted to evaluate the situation. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD.</p> <p>Upon completion of such analysis, as appropriate, the archaeologist shall prepare a report documenting the methods and results of the investigation. This report shall be submitted to the NWIC.</p>	<ol style="list-style-type: none"> <li>1) Construction activity shall halt and the County Coroner shall be notified if human remains are uncovered.</li> <li>2) Applicant shall notify the appropriate authorities and retain an archaeologist to recover scientifically-valuable information about the human remains and to prepare a report for submission to the NWIC.</li> </ol>	<ol style="list-style-type: none"> <li>1) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>2) City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>1) Verify that work is suspended if human remains are found.</li> <li>2) Verify that the appropriate authorities are notified about the presence of human remains.</li> </ol>	<ol style="list-style-type: none"> <li>1) During Project construction.</li> <li>2) During Project construction.</li> </ol>	<ol style="list-style-type: none"> <li>1) City issues corrective action or stop work order.</li> <li>2) City issues corrective action.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><i>Mitigation Measures HIST-4a, HIST-4b, and HIST-5 shall be implemented based on the adopted Project variant involving the Great Western Power Company Building. The following three variants are proposed: 1) demolition of the Great Western Power Company Building (Variant 1); 2) partial demolition of the Great Western Power Company Building (Variant 2); and 3) preservation of the Great Western Power Company Building (Variant 3).</i></p>						
<p><b>HIST-4a (Variant 1 and 2):</b> The following measures shall be implemented to preserve information about the resource for further study:</p> <ul style="list-style-type: none"> <li>• Record the Great Western Power Company Building in accordance with the procedures of the Historical American Buildings Survey (HABS) through measured drawings, written histories, and large-format photographs;</li> <li>• Prepare a history of the Great Western Power Company Building that incorporates oral history, documentary research, and architectural information;</li> <li>• Prepare a brochure, regarding the building's historical association with one of three major early 20th century northern California power companies, to be made available at local libraries and museums;</li> <li>• Incorporate interpretive elements, such as signs and placards, into public areas and street frontages proposed as part of the Project.</li> <li>• If full demolition of the building occurs, salvage architectural elements from the building, including hardware, doors, paneling, fixtures, and equipment, and incorporate these elements into new construction; and</li> <li>• Curate all materials, notes, and reports at the OHR, and submit copies to the NWIC.</li> </ul> <p>The City may also consider requiring payment of pro-rata funds to restore historic buildings in the Uptown District to further reduce this impact. Even with extensive documentation, however, the demolition of the building or portions of the building would result in the loss of a historic resource that is associated with significant historical events and is an example of outstanding design and function. Therefore, the demolition or partial demolition of the building would remain a significant and unavoidable impact.</p>	<p>Applicant shall preserve historic information about the Great Western Power Company Building, as described in the mitigation measure.</p>	<p>City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>Verify that the historic preservation measures detailed in the mitigation measure are implemented.</p>	<p>Prior to approval of the demolition permit.</p>	<p>No approval of the demolition permit.</p>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>HIST-4b (Variant 3):</b> Any modifications to the exterior of the building that may be proposed as part of its preservation and reuse shall be developed in consultation with staff at the Planning Department and a qualified historic preservation architect to determine an appropriate treatment strategy. In the event that this measure is determined feasible and is implemented, Mitigation Measure HIST-5 shall also be implemented to ensure that development on the adjacent properties does not adversely impact the building's integrity.</p>	<p>Applicant shall retain a qualified historic preservation architect to work with the Planning Division to develop an appropriate treatment strategy for the preservation and reuse of the Great Western Power Company Building.</p>	<p>City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>Ensure that agreed-upon plans for the modification of the Great Western Power Company Building are incorporated into the Project.</p>	<p>Prior to approval of a building permit.</p>	<p>No approval of a building permit.</p>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>HIST-5 (Variant 3):</b> The following two-part mitigation measure shall be implemented:</p> <ul style="list-style-type: none"> <li>The building's urban setting on the portion of Block 7 fronting Thomas L. Berkley Way (20<sup>th</sup> Street) shall be documented prior to Project implementation. At a minimum, this documentation shall include panoramic streetscape photographs and an interpretive display that shall provide an overview of the former urban context and describe how this context contributed to the building's significance. This information shall be presented in an on-site display at the preserved Great Western Power Company Building to enable a viewer to easily associate the former setting with the existing building (i.e., panoramic streetscape photographs to show the building within the former street frontage). Upon completion of this documentation, a copy of all notes, photographs, and analysis shall be archived at the OHR and submitted to the NWIC.</li> <li>The City shall ensure that the designs for new adjacent buildings are evaluated with respect to minimizing setting impacts on the historic resource. Project buildings adjacent to the Great Western Power Company Building shall be designed in a manner that minimizes inappropriate differences in mass and scale, if feasible. For example, designs could call for adjacent buildings to step-up to the height of the tallest Project element north of 20<sup>th</sup> Street, thereby reducing a potentially abrupt contrast between new buildings and the two-story Great Western Power Company Building. If the designs for the adjacent buildings follow the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Preservation of Historic Buildings</i>, then the Project will have a less-than-significant impact, pursuant to CEQA §15064.5(b)(3).</li> </ul> <p>However, if it is not feasible to minimize material impairment of the resource, then the impact would remain significant and unavoidable.</p>	<ol style="list-style-type: none"> <li>Applicant shall document the urban setting of the Great Western Power Company Building, as specified in the mitigation measure.</li> <li>The Planning Division shall ensure that the design of the buildings adjacent to the Great Western Power Company Building is consistent with the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Preservation of Historic Buildings</i>.</li> </ol>	<ol style="list-style-type: none"> <li>City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>Verify that the urban setting of the Great Western Power Company Building is documented.</li> <li>Review the building permit application to verify that proposed buildings adjacent to the Great Western Power Company Building would not materially impair the historic integrity of the structure.</li> </ol>	<ol style="list-style-type: none"> <li>Prior to approval of a building permit.</li> <li>Prior to approval of a building permit.</li> </ol>	<ol style="list-style-type: none"> <li>No approval of a building permit.</li> <li>No approval of a building permit.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>HIST-6:</b> If the relocation of the PDHPs proposed for demolition on the Project site is not feasible, the buildings shall be documented at a level of detail commensurate with their local importance. At a minimum, this effort shall include photo-documentation, as well as local oral history about the past uses and occupants of the buildings. This documentation shall be planned in consultation with OCHS in order to: 1) identify those qualities that support and justify the property's local significance; and 2) efficiently record and disseminate such information in a way that most effectively offsets the loss of such buildings. At the completion of this documentation, all notes, photographs, and analysis shall be archived at the OHR, and a complete copy shall be submitted to the NWIC.</p>	<p>Applicant shall document the PDHPs proposed for demolition if relocation is not feasible, as described in the mitigation measure. This documentation shall be submitted to the OHR and the NWIC.</p>	<p>City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>Review the documentation of the PDHPs.</p>	<p>Prior to approval of a demolition permit.</p>	<p>No approval of a demolition permit.</p>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>HIST-7:</b> No mitigation measure is necessary to address the less-than-significant impact.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
<p><b>HIST-8a:</b> If feasible, the three PDHPs that contribute to the 19<sup>th</sup> and San Pablo Commercial District (located at 1958-60 San Pablo Avenue, 1966-68 San Pablo Avenue, and 1972 San Pablo Avenue) shall be preserved in their existing condition or rehabilitated and incorporated into the proposed Project. Any modifications to the exterior of the buildings that may be proposed as part of their rehabilitation shall be developed in consultation with the Planning Department and a qualified historic preservation architect to determine an appropriate treatment strategy that preserves the important historic qualities of the structures.</p>	<ol style="list-style-type: none"> <li>Applicant shall incorporate the three PDHPs listed in the mitigation measure into the final Project design.</li> <li>The Planning Division and a qualified historic preservation architect shall review the plans for the reuse of the PDHPs and shall make recommendations, if necessary, to alter the plans to preserve the important historic qualities of the buildings.</li> <li>Applicant shall revise the plans for reuse of the PDHPs per the recommendations of the Planning Division and the qualified historic preservation architect.</li> </ol>	<ol style="list-style-type: none"> <li>Community and Economic Development Agency, Building Services and Planning Division</li> <li>Community and Economic Development Agency, Building Services and Planning Division</li> <li>Community and Economic Development Agency, Building Services and Planning Division</li> </ol>	<ol style="list-style-type: none"> <li>Review the final building plans to ensure they incorporate the PDHPs.</li> <li>Forward recommendations on alteration of the PDHPs to the Applicant.</li> <li>Review the final building plans to verify that recommendations to preserve the historical qualities of the PDHPs have been incorporated.</li> </ol>	<ol style="list-style-type: none"> <li>Prior to approval of a grading or building permit.</li> <li>Prior to approval of a grading or building permit.</li> <li>Prior to approval of a grading or building permit.</li> </ol>	<ol style="list-style-type: none"> <li>No approval of a grading or building permit.</li> <li>No approval of a grading or building permit.</li> <li>No approval of a grading or building permit.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><b>HIST-8b:</b> If the City determines that preservation of the three PDHPs that contribute to the 19<sup>th</sup> and San Pablo Commercial District (located at 1958-60 San Pablo Avenue, 1966-68 San Pablo Avenue, and 1972 San Pablo Avenue) is not feasible, the City shall inform the applicant for the Thomas L. Berkley Square Project of the potential cumulative impact prior to the implementation of the Uptown Mixed-Use Project. The City shall consult with both project applicants to establish a fair division of responsibility to fund mitigation measures to preserve information about the 19<sup>th</sup> and San Pablo Commercial District for future study. These mitigation measures shall include the following:</p> <ul style="list-style-type: none"> <li>Record the 19<sup>th</sup> and San Pablo Commercial District in accordance with the procedures of HABS through measured drawings, written histories, and large-format photographs;</li> <li>Prepare a history of the 19<sup>th</sup> and San Pablo Commercial District that incorporates oral history, documentary research, and architectural information; this history could utilize non-written media and production techniques, including video photography;</li> <li>Prepare a brochure, regarding the district's historical association with turn-of-the-century Oakland commerce, to be made available at local libraries and museums;</li> <li>Salvage architectural elements from the buildings proposed for demolition, including hardware, doors, paneling, fixtures, and equipment, and incorporate these elements into new construction; and</li> <li>Curate all materials, notes, and reports at the OHR, and submit copies to the NWIC.</li> </ul> <p>Even with extensive documentation, however, a cumulative impact will result from the demolition of 63 percent of the 19<sup>th</sup> and San Pablo Commercial District's contributing buildings. This loss of contributing buildings will materially affect the district's ability to convey its historical significance, which will result in a significant, unavoidable cumulative impact.</p>	<p>The Planning Division shall consult with the applicants of the proposed Project and the Thomas L. Berkley Square Project to establish a fair division of responsibility to fund mitigation measures to preserve information about the 19<sup>th</sup> and San Pablo Commercial District for future study.</p>	<p>City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>Ensure the Applicant funds a fair share of the mitigation measures to reduce cumulative impacts to the 19<sup>th</sup> and San Pablo Commercial District.</p>	<p>Prior to approval of a demolition permit.</p>	<p>No approval of a demolition permit.</p>	<p>Verified by:  Date:</p>
<p><b>HIST-9:</b> No mitigation measure is necessary to address this less-than-significant impact.</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p><b>HIST-10:</b> No mitigation measure is necessary to address this less-than-significant impact.</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p><b>HIST-11:</b> No mitigation measure is necessary to address this less-than-significant impact.</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p><b>HIST-12:</b> No mitigation measure is necessary for this less-than-significant impact.</p>	N/A	N/A	N/A	N/A	N/A	N/A
<p><b>HIST-13:</b> Prior to Project initiation, the plan for the enhancement of street features and lighting on Telegraph Avenue shall be reviewed by planning staff to ensure that it conforms to the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Preservation of Historic Buildings</i>. Conformance with these guidelines will ensure that these improvements are compatible with nearby historical resources, and will mitigate potential Project effects to less-than-significant levels.</p>	<p>Planning Division shall review the plan for the enhancement of street features and lighting on Telegraph Avenue to ensure that it conforms to the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Preservation of Historic Buildings</i>.</p>	<p>City of Oakland Community and Economic Development Agency, Planning Division.</p>	<p>Ensure that the plan for the enhancement of street features and lighting on Telegraph Avenue conforms to the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Preservation of Historic Buildings</i>.</p>	<p>Prior to the implementation of the Telegraph Avenue street features and lighting plan.</p>	<p>Planning Division issues corrective action.</p>	<p>Verified by:  Date:</p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<b>AESTHETIC RESOURCES</b>						
<p><b>AES-1:</b> The following measures shall be incorporated into the final Project design:</p> <ul style="list-style-type: none"> <li>• Create streetscape vitality and enhance the pedestrian experience through detailed treatment of building facades, including entryways, fenestration, and signage, and through the use of carefully chosen building materials, texture, and color.</li> <li>• Design of building facades shall include sufficient articulation and detail to avoid the appearance of blank walls or box-like forms.</li> <li>• Exterior materials utilized in construction of new buildings, as well as site and landscape improvements, shall be high quality and shall be selected for both their enduring aesthetic quality and for their long term durability.</li> <li>• Ensure that the architectural and landscape treatment of the proposed parking structure promotes human scale and pedestrian activity.</li> <li>• Detailed designs for the public park shall be developed. The design shall emphasize the public nature of the space and pedestrian comfort. The plaza design shall consider sun/shade patterns during mid-day hours throughout the year. The plaza design shall be sensitively integrated with the streetscape.</li> </ul>	Applicant shall incorporate the design features and recommendations listed in the mitigation measure into the final Project design.	City of Oakland Community and Economic Development Agency, Planning Division.	Verify that the design features and recommendations listed in the mitigation measure are incorporated into the design review application for the Project.	Prior to approval of a building permit.	No approval of a building permit.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>AES-2a:</b> The specific reflective properties of Project building materials shall be assessed by the City during Design Review as part of the Project's Development Standards, Procedures and Guidelines. Design review shall ensure that the use of reflective exterior materials is minimized and that proposed reflective material would not create additional daytime or nighttime glare.</p>	Planning staff shall assess the reflective properties of Project buildings to ensure that the Project will not create additional daytime or nighttime glare.	City of Oakland Community and Economic Development Agency, Planning Division.	Ensure that any recommendations that staff or the Design Review Committee makes in regard to reflective materials are incorporated into the Project.	Prior to approval of a building permit.	No approval of a building permit.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<p><b>AES-2b:</b> Specific lighting proposals shall be reviewed and approved by the City prior to installation. This review shall ensure that any outdoor night lighting for the Project is down shielded and would not create additional nighttime glare.</p>	Planning staff shall assess proposed lighting of Project buildings and streets to ensure that the Project will not create additional nighttime glare.	City of Oakland Community and Economic Development Agency, Planning Division.	Ensure that any recommendations that staff or the Design Review Committee makes in regard to lighting are incorporated into the Project.	Prior to approval of a building permit.	No approval of a building permit.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>
<b>WIND</b>						
<p><b>WIND-1a:</b> The final design of the high-rise buildings on Blocks 5 and 7 shall be in accordance with one or more of the following design guidelines. In addition, as part of the design review process for these high-rise buildings, a qualified wind consultant shall ensure the Project is designed in accordance with these guidelines:</p> <ul style="list-style-type: none"> <li>• Align long axis of each building along a northwest-southeast alignment to reduce exposure of the wide faces of the building to westerly or southeasterly winds.</li> <li>• West or southeasterly building faces shall be articulated and modulated through the use of architectural devices such as surface articulation; variation; variation of planes, wall surfaces, and heights; and the placement of setbacks and other similar features.</li> <li>• Utilize properly-located landscaping that mitigates high winds. Porous materials (e.g., vegetation, hedges, screens, latticework, perforated metal), which offer superior wind shelter compared to solid surfaces, shall be used.</li> <li>• Avoid narrow gaps between buildings where westerly or southeasterly winds could be accelerated; or</li> <li>• Avoid breezeways or notches at the upwind corners of the building.</li> </ul>	Applicant shall retain a qualified wind consultant to determine if the Project is in compliance with the guidelines listed in the mitigation measure.	City of Oakland Community and Economic Development Agency, Planning Division.	Ensure that the Project is designed in compliance with the wind-reducing guidelines in the mitigation measure.	Prior to approval of a building permit.	No approval of a building permit.	<p><i>Verified by:</i></p> <p><i>Date:</i></p>

Table V-1 *continued*

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Non-Compliance Sanction	Verification of Compliance
<p><u>WIND-1b</u>: A qualified wind consultant shall review and evaluate the final design of the high-rise buildings on Blocks 5 and 7, and shall determine whether incorporated design features would reduce wind impacts to a less-than-significant level. If the wind consultant determines that these design features would reduce wind impacts to a less-than-significant level (i.e., less than 36 mph), no further mitigation would be required. If the wind consultant determines that significant adverse wind impacts could occur, models of the proposed Blocks 5 and 7 buildings shall be subject to wind tunnel testing to determine if the buildings would result in uncomfortable or hazardous winds. The wind consultant shall work with the Project architect to develop further building design modifications that would reduce wind impacts to a less-than-significant level (i.e., standard of less than 36 mph).</p>	<ol style="list-style-type: none"> <li>1) Applicant shall retain a qualified wind consultant to review and evaluate the final design of the high-rise buildings on Blocks 5 and 7, and determine whether incorporated design features would reduce wind impacts to a less-than-significant level.</li> <li>2) If the wind consultant determines that buildings on Blocks 5 and 7 could result in significant wind-related impacts, the Applicant shall subject models of the proposed buildings to wind tunnel testing. Based on the results of this testing, the applicant shall incorporate design modifications into the Project that would reduce wind impacts to a less-than-significant level.</li> </ol>	<ol style="list-style-type: none"> <li>1) City of Oakland Community and Economic Development Agency, Planning Division.</li> <li>2) City of Oakland Community and Economic Development Agency, Planning Division.</li> </ol>	<ol style="list-style-type: none"> <li>1) Review the written findings of the wind consultant.</li> <li>2) Review project plans to ensure they are consistent with the recommendations of the wind consultant.</li> </ol>	<ol style="list-style-type: none"> <li>1) Prior to approval of a building permit.</li> <li>2) Prior to approval of a building permit.</li> </ol>	<ol style="list-style-type: none"> <li>1) No approval of a building permit.</li> <li>2) No approval of a building permit.</li> </ol>	<p><i>Verified by:</i></p> <p><i>Date:</i></p>