

Preliminary – Subject to Revision

EVENT VENUE IMPROVEMENTS AT OAKLAND ROOTS & SOUL TRAINING FACILITY PROJECT

Environmental Checklist for Streamlined Review

Prepared for
City of Alameda

August 2026



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Prepared for
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 9450

August 2026

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CITY OF ALAMEDA

ENVIRONMENTAL CHECKLIST FOR STREAMLINED REVIEW

Pursuant to California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183

Project Title: Event Venue Improvements at Oakland Roots & Soul Training Facility

Lead Agency: City of Alameda
2263 Santa Clara Avenue Alameda, CA 94501

Contact Person: Brian McGuire, Planner III, City of Alameda
2263 Santa Clara Avenue, Alameda, CA 94501
Phone: (510) 747-6805

Project Sponsor: Oakland Pro Soccer, LLC
1220 Harbor Bay Parkway, Alameda CA 94502

General Plan Designation: Business and Employment

Zoning: C-M-PD, Commerce-Manufacturing-Planned Development

Assessor Parcel Number(s): 74-1361-18 and 74-1339-16

1.0 OVERVIEW

The Oakland Roots & Soul SC (Club) is proposing to add grandstands and other facilities on an interim basis at the existing sports fields at 1150 and 1220 Harbor Bay Parkway. The improved facility would allow the Club to use its main field to sponsor outdoor assembly activities, comprised of hosting soccer matches and other events.

2.0 EXISTING CONDITIONS

See **Figure 1** for an aerial overview of the site and its surroundings. The existing Club facility at 1150 and 1220 Harbor Bay Parkway is comprised of two assessor parcel numbers (74-1361-8 and 74-1339-16) totaling nearly 17 acres, with 118,000 square feet of occupiable buildings (office, gym, performance, athletic training facilities, and theater space) plus an additional 5,000 square feet of storage buildings. The Club currently occupies the buildings for use as its athletic training facility and office and is actively seeking sub-tenants to co-occupy the office building. In addition to Club training, the property is also used for community events such as youth matches, coaches training, fan appreciation and corporate events. Most of the property is comprised of playing fields, including one oversized main field and a regulation sized practice field. There are 309 existing parking spaces on the site. In addition to use of the office building for office uses, the Club currently operates soccer

matches and practices on the site, along with ancillary use of the facility for other sports and corporate events with an attendance capacity of 500 or less, 15 to 20 times per year, for an annual attendance of about 10,000 people.

The site lies adjacent to Harbor Bay Parkway and South Loop Road, with principal access taken from South Loop Road. Sidewalks are present along both Harbor Bay Parkway and South Loop Road. Ornamental landscaping and turf cover those portions of the site that are not occupied by buildings or parking lots. A large communication tower is located on a separate parcel (not owned by the Club) in the northeastern portion of the site.

Existing surrounding land uses to the northwest and southwest include the commercial and business park uses within the Harbor Bay Business Park. These lands, and the project site, are designated as Commercial-Manufacturing-Planned Development in the City of Alameda's Zoning Code and Business and Employment in the City of Alameda's General Plan. The Business and Employment areas permit a wide variety of non-residential business and employment uses. North of the project site business park uses transition to residential uses, with the nearest residential uses located approximately 1,200 feet north of the site. To the northeast of the site are lands within Oakland International Airport associated with the North Field runways. The southeastern boundary of the site is bounded by Alameda's corporate boundary with the City of Oakland. Immediately to the southeast of the site lies the Central Basin, which is undeveloped land within the boundaries of Oakland International Airport. Those lands are designated as General Industry and Transportation in the current City of Oakland's General Plan.

3.0 PROJECT DESCRIPTION

The proposed improvements would facilitate use of the Club's existing sports fields to host soccer matches and other events that would be open to the public. These additional activities, in addition to the Club's current activities, are anticipated to include:

- Oakland Roots soccer matches with a fan capacity of up to 8,000, 20 to 24 times per year;
- Oakland Soul soccer matches with a fan capacity of approximately 3,000, five to seven times per year;
- Soccer and other sports events with a fan capacity between 500 and 2,500, three to five times per year; and

Assuming the maximum anticipated attendance, these events would attract an annual additional attendance of up to approximately 235,000 attendees.

These events, and particularly the larger capacity events, would occur primarily on weekends (events starting between Noon and 7:00pm) and weekday evenings (events starting between 5:00pm and 7:00pm), to minimize traffic conflicts with workday traffic in the business park. Events would occur primarily from March through November. The Club anticipates that most of the events would be sporting events, potentially including youth, high school and/or college matches. Other possible activities could include sports-oriented corporate events, summer camps, adult league games, etc. Concerts or music festivals would not be allowed.



Figure 1
 Project Location
 Oakland Roots and Soul SC - Interim Sports Facility

Scope of Improvements

To accommodate these additional events, the improvements described below would be added to the existing facility. Refer to **Figure 2** for the proposed site plan and **Figures 3 and 4** for simulated views of the proposed venue.

Fixed Improvements

The following fixed improvements would be installed at the project site:

- Modular grandstands that would accommodate approximately 7,600 fans;
- Light poles and fixtures to allow for matches to be held at night;
- Public Address/speaker system;
- Video scoreboard; and
- New pedestrian paths as needed to ensure safe paths to amenities, and equal Americans with Disabilities Act (ADA) access to each experience opportunity.

“Pop-Up” Infrastructure

The following infrastructure would be installed for temporary use during events and removed after each event:

- Port-a-Potties and restroom trailers, and hand-washing stations;
- Security office, security screening systems, and queueing equipment;
- Food trucks and open-air food/drink tents;
- First aid and emergency medical service (EMS) tent;
- Open air tents (10-feet by 10-feet) for corporate partner presence, merchandise sales, community;
- Activations such as art projects, children’s activities, etc.; and
- Trash and recycled material collection containers

Description of Fixed Improvements

Much of the infrastructure required to support the proposed activity is already onsite in existing structures. Locker rooms, showers, meeting rooms, etc. are already located in the 1220 and 1150 Harbor Bay Parkway buildings. The proposed fixed improvements that would be added are focused on providing adequate seating and lighting for the events described above.

Seating Structure & Configuration

Grandstands that would accommodate most of the fans would be provided in three sections. The grandstands would be modular, constructed using a bleacher-style metal scaffolding system that would be wrapped in a semitransparent architectural scrim. See **Figure 5** for a cross-section view of a typical grandstand.

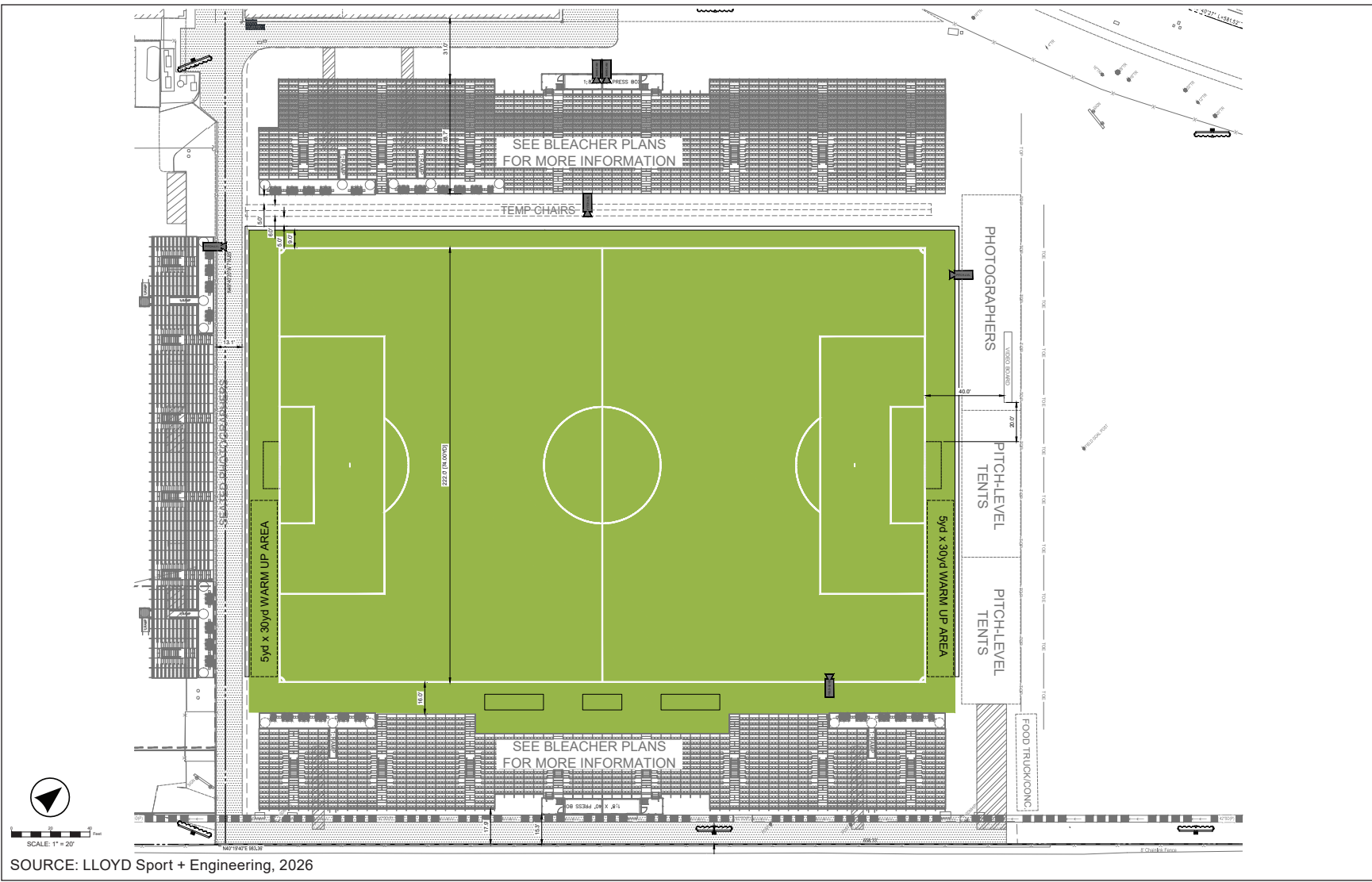


Figure 2
Field Layout Diagram



Figure 3
Simulated Aerial View of Proposed Project



Figure 4
Simulated View of Proposed Project on a Match Day

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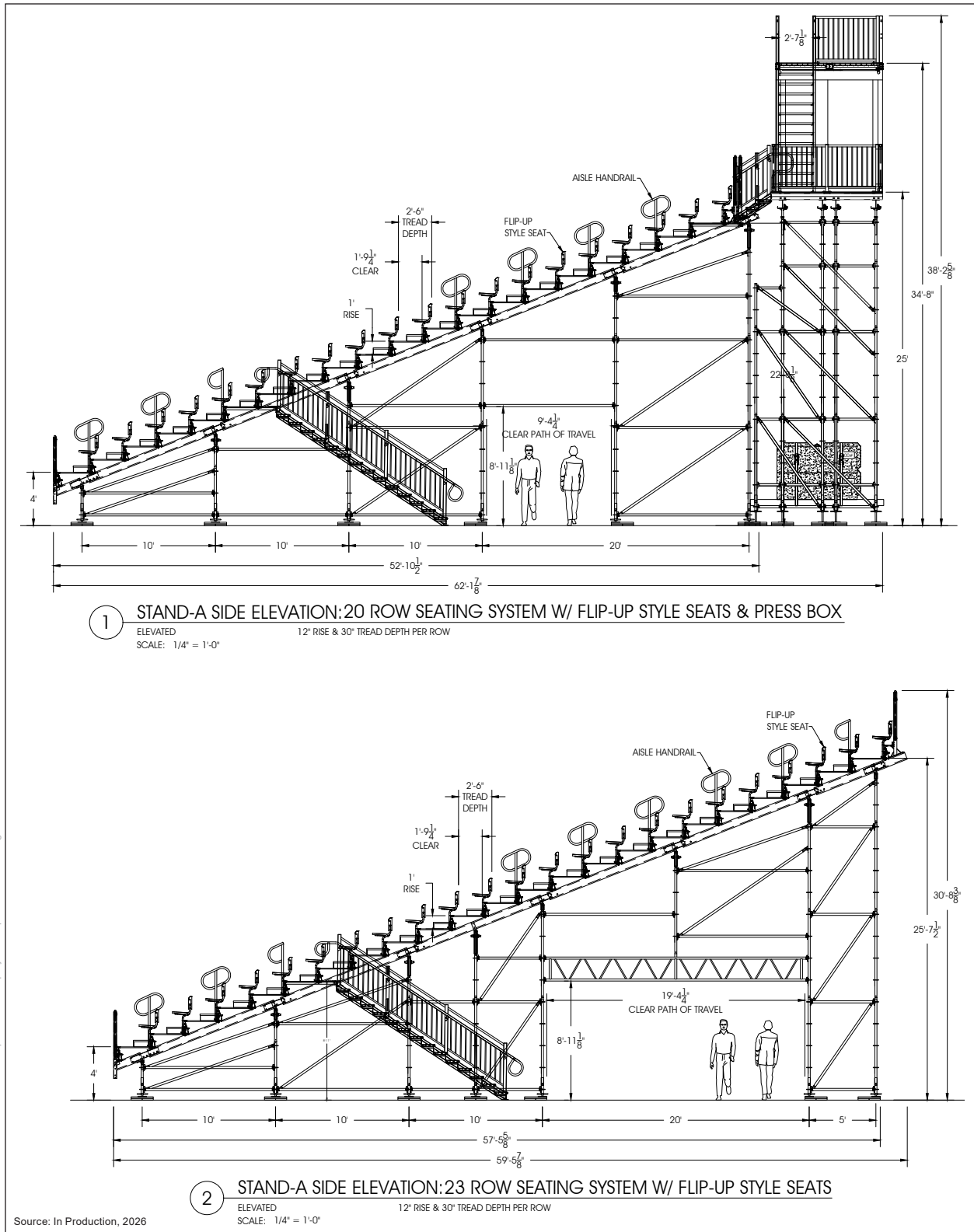


Figure 5
Typical Grandstand Cross-Section View

Dimensions of the grandstands would be as follows:

- The Northwest Grandstands would have the greatest capacity, with approximately 3,661 fans facing southeast towards Oakland International Airport. The dimensions would be approximately 350 feet long, 62 feet deep, and would rise to approximately 30-feet in height above ground level (AGL). Additionally, a “press box” structure approximately 8 feet by 40 feet in size and approximately 10 feet higher than the grandstands for a total height of approximately 40 feet AGL would house media and coaching staff announcing and observing the match.
- The Southwest Grandstands would have capacity for approximately 1,200 fans. These grandstands would be approximately 196 feet long by 33 feet deep, with a maximum height of approximately 19 feet AGL.
- The Southeast Grandstands would measure approximately 350 feet long, 50 feet deep, approximately 26 feet in height AGL, with a capacity of approximately 800 fans.

Lighting

New lighting would be installed to illuminate the playing field and walkways to the grandstands. The project is proposed to include six to eight light poles ranging from approximately 84 to 105 feet in height, situated around the grandstands. The poles and fixtures would be designed to meet professional sports standards, providing uniform field illumination suitable for live broadcast and nighttime play. Each pole would include LED fixtures (Musco TLC-LED-1500) designed to minimize glare and reduce light spillover onto adjacent properties. The fixtures would be directionally focused to illuminate the field while limiting off-field spillover and night-time sky lighting effects, in compliance with the City’s Dark Skies Ordinance.

Lighting may also be added to the parking lot/activation area to the southwest of the playing field to ensure adequate illumination and safe use in these areas. To the extent required, temporary/mobile fixtures or upgrades of the existing light poles in the parking lot would be utilized.

Scoreboard/Videoboard

A scoreboard/videoboard would be installed at the northeastern end of the field, displaying in a southwesterly direction. The board would convey the match score and other information to the fans in the grandstands and would also include video playback capability. The board would be mounted on posts and would be approximately 20 feet high by 34 feet long, with its highest point being approximately 36 feet AGL.

Amplified Sound Systems

The proposed improvements would include an amplified public address system to be used during the events to address attendees. Speakers would be arranged and directed to the extent necessary down toward the field/grandstands and south toward the airport to minimize noise directed toward neighboring commercial and residential properties. In addition, speakers would be placed temporarily in the pop-up activation space, similarly oriented toward the airport.

Access, Circulation, and Parking

Overview

As described above, the larger capacity events would be held on weekends and evenings, when occupancy in the immediate Harbor Bay Business Park is low. As a result, existing parking capacity within the business park and along a planned shuttle route to the Coliseum BART station and nearby parking lots would be utilized to accommodate fans who choose to drive to the venue. The provision of a bicycle valet for the safe and orderly storage of bicycles during major events, traffic control officers at primary pedestrian crossings of Harbor Bay Parkway proximate to the venue location, and use of shuttles to BART to encourage public transit use would be part of the overall transportation management plan.

Event Transportation and Traffic Management Elements

Based on the Club's understanding of fan originations and preferred mode of transportation as based on data collected at their Oakland Coliseum location,¹ a multi-pronged approach is anticipated to manage fan access to the site.

- **Vehicle Parking.** Parking availability would be sized to accommodate anticipated attendance. For the largest events, 1,800 to 2,100 parking spaces would be available to be reserved when an event ticket or a season ticket is purchased. Parking locations are still to be determined but would include lots in the business park area that would not otherwise be utilized during event times, as well as parking lots that are further from the venue, which would be served by a planned shuttle system. Parking would be professionally managed and monitored, with security and post-event clean up included as part of the program. Preferred routes to the site via Hegenberger Road, 98th Avenue and Ron Cowan Parkway would be encouraged for all fans traveling by car.
- **Shuttle Service.** Operating a shuttle service between the Coliseum BART Station and the project site for events that anticipate attendance of 5,000 or more. Shuttles would begin operations approximately 60 to 75 minutes before start of the event and end approximately 60 to 75 minutes after the event concludes.
- **Bike Valet.** For local fans interested in biking to the site, a bike valet accommodating 5 percent of expected attendance – up to 400 bicycles – would be set up on site or in a nearby parking lot and operated in cooperation with Bike East Bay.
- **Traffic Control.** To the extent needed, traffic control officers would be employed at intersections to direct traffic to keep the flow smooth and to facilitate safe road crossings by pedestrians and bicyclists.
- **Signal Coordination.** To the extent necessary, the Club would work with the City Public Works Department to program capable traffic signals during peak traffic flow periods to optimize the flow of vehicle, bicycle, and pedestrian traffic.

¹ See Fehr & Peers, 2026. *Oakland Roots and Soul Interim Sports Facility Traffic Operations Analysis*.

Construction and Timeline

In light of the temporary and modular nature of the proposed event venue improvements and the project site's current use as a sports facility, construction would be relatively limited. Construction would begin as early as October 2026, with essential elements being constructed/installed during the following time periods:

- **October to December 2026:** Site preparation, to include demolition as needed of limited areas of existing paving, minor grading, and installation of electrical infrastructure in shallow trenches.
- **December 2026 to February 2027:** Installation of vertical elements, including light poles and limited foundation work as needed.
- **February and March 2027:** Installation of modular grandstands, fencing, and pavement touchups.

4.0 BASIS FOR STREAMLINING

The California Environmental Quality Act (CEQA) allows for streamlined environmental review and/or tiering under California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for projects that “are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified.” (Section 15183(a).)

Section 15183(c) provides that “[i]f an impact is not peculiar to the parcel or the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, [. . .] then an additional EIR need not be prepared for the project solely on the basis of that impact.”

The proposed project is eligible for streamlined review under Section 15183 and may rely on the environmental analysis and EIR prepared for the Alameda 2040 General Plan (SCH No. 2021030563, certified November 2021). The subject project is required to implement all applicable mitigations from the General Plan's Mitigation Monitoring and Reporting Program (MMRP). Only those impacts that are considered peculiar to the project or project site need to be reviewed to determine whether there will be any project-specific significant effects.

Review of any project-specific impacts is guided by Public Resources Code section 21166 and CEQA Guidelines Section 15162, which provide that “no subsequent or supplemental environmental impact report shall be required” unless there are substantial changes proposed in the project or with respect to the circumstances under which the project is being undertaken, “which will require major revisions of the EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects,” or where there is “[n]ew information of substantial importance.” (Section 15162.)

None of the conditions for preparation of a subsequent EIR pursuant to Section 15162(a) would apply to the proposed project:

1. The City has determined that the proposed project would be consistent with the City of Alameda 2040 General Plan, the Alameda Municipal Code (AMC) and the Alameda Zoning Ordinance. As such, the environmental impacts of the proposed project use were adequately considered in the 2021 General Plan EIR.
2. The proposed Event Venue Improvements at the Oakland Roots & Soul Training Facility would not involve substantial changes that would require major revisions to the 2040 General Plan EIR or require preparation of a project-specific EIR. The 2040 General Plan EIR disclosed the environmental impacts of a substantial increase in economic activity in the Harbor Bay Business Park and the addition of up to 2,000 new jobs there by 2040.² Analysis presented later in this document determined that the project would generate a total annualized VMT of 3,025,826, representing approximately 44 percent of the TAZ VMT budget for the business park. Accordingly, the proposed project's impacts fall within the growth assumptions anticipated for the area in the 2040 General Plan EIR.
3. There are no substantial changes in the circumstances of the project. The existing conditions at the project site and the Harbor Bay Business Park are consistent with the conditions and planning assumptions that existed in 2021 when the 2040 General Plan EIR was prepared and certified. There would be no new significant environmental effects nor a substantial increase in the severity of previously identified significant effects that would result from the proposed project, as outlined in the Environmental Checklist below.
4. The project site is already used for the Oakland Roots & Soul training and practice facility, with open soccer fields, and the addition of the proposed improvements to the venue would represent an intensification of the existing use that is allowable under the General Plan's Business and Employment land use designation for the site and the Zoning Ordinance's C-M-PD zoning district for the site, with a use permit.
5. The project would be required to implement all applicable mitigation measures from the 2040 General Plan EIR to mitigate potential significant impacts associated with the project.
6. There is no new information of substantial importance that was not known and could not have been known at the time of preparation of the 2040 General Plan EIR, which was certified on November 30, 2021. As outlined in the Environmental Checklist below, the project would not have more significant effects, or significant effects that are substantially more severe than shown in the General Plan EIR. No mitigation measure or alternatives identified in the General Plan that were found to be infeasible would be feasible, nor are considerably different mitigations or alternatives available that would substantially reduce significant effects.

² Specifically, the General Plan's analysis estimated that there were 1,918 existing jobs in the Harbor Bay Business Park in 2020 and assumed an additional 2,000 jobs would be added there by 2040. Transportation Analysis Zone (TAZ) 1466 was the relevant TAZ for the analysis, which includes the proposed project site and the bulk of the Harbor Bay Business Park.

The attached Checklist evaluates the potential environmental effects of the proposed project that could be created by factors that are peculiar to the project or project site, and evaluates whether such impacts would be significant, and whether such impacts were adequately covered by the General Plan EIR, consistent with CEQA Guidelines Section 15183. This Checklist hereby incorporates by reference the 2040 General Plan EIR analyses of all potential environmental impact topics, including all background information contained therein regarding the environmental setting of the Harbor Bay Business Park area. The 2040 General Plan EIR is available for review at the offices of the Planning, Building and Transportation Department located at 2263 Santa Clara Avenue. In addition, an electronic copy of the 2040 General Plan EIR is available on the City's website at <http://alameda2040.org/document-library>.

5.0 EVALUATION OF ENVIRONMENTAL EFFECTS

This Checklist compares the potential environmental impacts that may result from implementation of the proposed project to the impacts previously identified for the General Plan's Development Program (including the project site), to determine whether the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR per CEQA Guidelines Sections 15162 and 15183, as described under Section 4.0, above.

The checkboxes in the Checklist indicate whether the proposed project would result in environmental impacts peculiar to the project or project site, as described below:

- **Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the 2040 General Plan EIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the 2040 General Plan EIR.
- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the 2040 General Plan EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the 2040 General Plan EIR, the checkbox for Equal or Less Severity of Impact Previously Identified in the 2040 General Plan EIR is checked. Where the checkbox for Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR or New Significant Impact is checked, there are significant impacts that may be:

- Peculiar to the project or project site (CEQA Guidelines Section 15183(b)(3));
- Not analyzed as significant impacts in the previous EIR, including off-site and cumulative impacts (CEQA Guidelines Section 15183(b)(2));
- Due to substantial changes in the project (CEQA Guidelines Section 15162(a)(1));
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162(a)(2)); or
- Due to substantial new information not known at the time the EIR was certified (CEQA Guidelines Sections 15162(a)(3) and 15183(b)(4)).

This Checklist hereby incorporates by reference the General Plan EIR discussion and analysis of all potential environmental impact topics; only those environmental topics that could have a potential project-specific environmental impact are included. The EIR significance criteria have been consolidated and abbreviated in this Checklist for administrative purposes; a complete list of the significance criteria can be found in the General Plan EIR. The discussions of previous EIR findings throughout the Checklist focus on the findings of the General Plan EIR.

The General Plan EIR provided only a cursory analysis for three types of CEQA resources/issues for which there would clearly be no effect with implementation of the General Plan: Agricultural and Forestry Resources, Mineral Resources, and Wildfire. No portion of the City is under cultivation or management for agricultural or forestry resources, and no Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance are designated within the City. Similarly, no portion of the City is designated as a Mineral Resource Recovery Area, and no mineral resource extraction activities currently occur in any part of the City. Finally, no portion of the City is designated as a State Responsibility Area for purposes of wildfire protection, and no portion of the City is identified as being within a Fire Hazard Severity Zone. No changes in circumstances have occurred since preparation of the General Plan EIR to modify these findings, and these same findings are directly applicable to the project site. As such, none of these topics are discussed further in this analysis.

1. Aesthetics	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Have a substantial adverse effect on a scenic vista;	☒	☐	☐
b. Substantially damage scenic resources within a state scenic highway;	☒	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings; or	☒	☐	☐
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to aesthetics, visual character, and light and glare, provided that specific zoning and regulatory design controls are strictly implemented. These findings are also applicable to the proposed project.

The proposed project would be located within an established, suburban office and light industrial setting in the Harbor Bay Business Park. The project site is currently developed with open turf sports training fields, related buildings, and an extensive surface parking lot. Ornamental landscaping and turf cover those portions of the project site that are not occupied by buildings or parking areas. A large communications tower is located on a separate parcel in the northeastern portion of the project site. Existing surrounding land uses to the northwest, north, and southwest include commercial and

business park uses within the Harbor Bay Business Park. Immediately to the southeast of the project site lies undeveloped land owned by Oakland International Airport.

As described in Section 3, *Project Description*, above, proposed fixed improvements that would be installed at the project site include modular bleacher grandstands, a media press box structure, new lighting to illuminate the playing field and other designated public areas, a video display and scoreboard, an amplified public address system, and new pedestrian paths. See **Figures 3 and 4** for a simulated view of the proposed venue improvements.

The project site is not located within or adjacent to a state-designated scenic highway corridor, nor are there any scenic vistas or character-defining natural features identified by local plans within the immediate vicinity. Views toward the project site are largely screened or backdropped by adjacent business park infrastructure and the terminal assets of the Oakland International Airport. Simulated views of the site with and without the venue improvements are shown in **Figures 6 through 9**. As a result, the proposed project would not have a substantial adverse effect on a scenic vista and would not damage scenic resources within a designated state scenic highway corridor.

All structures associated with the project would comply with Alameda Municipal Code with respect to requirements relating to prescribed minimum setbacks, limitations on height, and other criteria associated with the site's zoning district and General Plan land use designation. Proposed spectator and media facilities would include three sections of modular bleacher-style metal scaffolding grandstands draped in a semi-transparent architectural scrim. A media press box structure would extend an additional 8 feet above the northwest grandstands for an overall height of approximately 40 feet. Given the surrounding commercial and light manufacturing facilities, which feature comparable building masses, heights, and industrial warehouse layouts, the addition of these spectator and media facilities would not conflict with or substantially degrade the established architectural style, massing, or visual character of the site or its immediate surroundings. Again, simulated views of the site with and without the venue improvements are shown in **Figures 6 through 9**.

Proposed new lighting to illuminate the playing field and other designated public areas would include six to eight approximately 84- to 105-foot-tall light poles arranged around the grandstands.³ The poles and light-emitting diode (LED) fixtures would meet professional sports standards, providing uniform, broadcast-quality illumination for nighttime play. Fixtures would be precisely aimed at the playing field and shielded to minimize glare, limit spillover onto adjacent properties, and reduce impediments to enjoyment of the night sky. Of note, the City's Dark Skies Ordinance (Alameda Municipal Code Section 30-5.16) exempts athletic fields from the Ordinance's requirements, so long as lighting is installed to minimize glare and light trespass outside the playing area. See **Appendix A** for a photometric plan figure, illumination from the lights would diminish quickly away from the field's edge. The Ordinance requires that athletic field lights be turned off no later than 11:00 p.m. or where an event requires extended time, no later than 30 minutes after conclusion of the event, and the project would comply with these requirements. Regardless, the number of nighttime events at the field would be limited in number (approximately 26 events per year) and the duration of lighting would be of short duration (three to four hours).

³ The Municipal Code provides a height limit of 100 feet AGL within the CM-PD zoning district, but provides exceptions for radio aerials, television antennas, and similar architectural and utility structures so long as they are not more than 25 feet above the 100-foot height limit for the district (Alameda Municipal Code 30-5.8).



WITHOUT PROJECT



WITH PROJECT

SOURCE: Oakland Roots & Soul SC

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Figure 6
Aerial View of Site With and Without Project



WITHOUT PROJECT



PROJECT

SOURCE: Oakland Roots & Soul SC

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Figure 7
Overview of Site With and Without Project



WITHOUT PROJECT



WITH PROJECT

SOURCE: Oakland Roots & Soul SC

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Figure 8
Street View #1 of Site from Harbor Bay Parkway With and Without Project





WITHOUT PROJECT



WITH PROJECT

SOURCE: Oakland Roots & Soul SC

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Figure 9
Street View #2 of Site from Harbor Bay Parkway With and Without Project



Additional lighting may also be provided in the southwest parking lot through temporary/mobile fixtures or upgrades to existing poles, as needed for safety and consistent with the California Building Code. The proposed project would also include an elevated electronic scoreboard/video display located along the north edge of the grandstands, facing away from area roadways and existing residential development. .

All physical elements of the proposed project would be subject to comprehensive review under the City's design review procedure (Alameda Municipal Code Sections 30-36 and 30-37), which governs site planning, building massing, materials, and overall visual quality. Exterior lighting would be designed and reviewed for consistency with the City's Dark Skies Ordinance (Alameda Municipal Code Section 30-5.16c) which requires lighting to be designed and controlled to reduce light pollution, glare, and light trespass while protecting the night sky, neighboring properties, and energy efficiency. In addition, all proposed public facing signage—including freestanding signs, digital video displays/scoreboards, and commercial graphics—would be subject to the City's sign regulations (Alameda Municipal Code Section 30-6) and associated design review, Dark Skies, and use permit requirements, as well as the safety requirements of Oakland International Airport. These regulations address sign height, size, placement, illumination levels, and digital display characteristics (such as brightness and message control) to ensure compatibility with nearby uses and to protect public safety and visual character adjacent to public rights-of-way.

Finally, as discussed in Section 6, *Hazards and Hazardous Materials*, below, the proposed approximately 108-foot light poles and other project structures would be evaluated for consistency with Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) airspace protection requirements, including potential marking and lighting if determined necessary through required FAA aeronautical review and interagency coordination pursuant to the Alameda County Airport Land Use Compatibility Plan (ALUCP). With compliance and concurrence from applicable agencies, the project would be conditionally consistent with ALUCP airspace compatibility policies and would not result in significant aesthetic or visual hazards.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of the less-than-significant impacts related to aesthetics, visual character, and light and glare identified in the 2040 General Plan EIR, nor would it result in new significant impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

2. Air Quality, Greenhouse Gases, and Energy	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Conflict with or obstruct implementation of the applicable air quality plan;	☒	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;	☒	☐	☐

2. Air Quality, Greenhouse Gases, and Energy	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);	☒	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations;	☒	☐	☐
e. Create objectionable odors affecting a substantial number of people;	☒	☐	☐
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or	☒	☐	☐
g. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	☒	☐	☐
h. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.	☒	☐	☐
i. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to air quality, greenhouse gases, and energy, provided that applicable regulatory controls and General Plan EIR mitigation measures are strictly implemented. These findings are also applicable to the proposed project.

Vehicle emissions associated with the transportation sector are the greatest contributors to air pollution in the Bay Area, and the quantities of the resultant pollutants are directly related to VMT. Citywide, the General Plan EIR's analysis determined that the average household VMT per capita is projected to decline by about 3 percent below the 2020 baseline, which would be at least 15 percent below the average Bay Area regional household VMT per capita, the applicable threshold of significance. Citywide, the EIR nevertheless determined that the General Plan's implementation would result in a significant and unavoidable impact for Vehicle Miles Traveled (VMT), with mitigation. As stated in the EIR, this finding was largely based on the programmatic nature of the General Plan and the inability to accurately estimate the effectiveness of future Transportation Demand Management (TDM) programs. Accordingly, the EIR conservatively found that the impact would be significant and unavoidable.

The General Plan EIR evaluated the VMT projected under 2040 General Plan buildout conditions; this analysis assumed that the 2,000 jobs projected for the Harbor Bay Business Park would constitute between 16.7 and 20 percent of the City's employment growth.⁴ A supplemental VMT analysis was conducted for the proposed project to determine if the VMT projected for the project would vary substantially from that which was projected and analyzed for the Harbor Bay Business Park in the 2040 General Plan EIR. The results of that analysis are described in detail in Section 12, *Transportation and Circulation*, below. That analysis is attached to this Checklist as **Appendix B**. Project VMT was estimated for 36 events per year, consisting of 24 Oakland Roots games, seven Oakland Soul games, and five other sporting events. VMT was calculated separately for attendees, back-office employees, and game-time employees using mode shares, average vehicle occupancies, and one-way trip distances derived from game-day travel surveys collected from Roots games previously held at the Oakland Coliseum, California State University East Bay (CSUEB), and Laney College. The analysis determined that the project would generate a total annualized VMT of 3,163,00, representing approximately 46 percent of the TAZ VMT budget for the business park. Because the project's VMT would not exceed the VMT budget established for the business park in the 2040 General Plan EIR, the project would therefore not increase the severity of the significant and unavoidable VMT impacts identified in the 2040 General Plan EIR.

There have been no new entitlements requested or granted in the business park since the certification of the 2040 General Plan EIR in November 2021. There are no changes to the land use program for the property or the circumstances under which the project would be undertaken that would require revisions of the 2040 General Plan EIR or preparation of a subsequent or project-specific EIR due to new significant air quality, greenhouse gases, or energy environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information of substantial importance that was not known at the time of the 2040 General Plan EIR.

The proposed project would be required to implement the relevant Mitigation Measures from the 2040 General Plan EIR Mitigation Monitoring and Reporting Program, including Mitigation Measure 11-2, relating to management of construction dust and exhaust. Other 2040 General Plan EIR mitigation measures related to exposure of sensitive receptors to substantial pollutant concentrations (Measure 11-4(a)) and toxic air contaminants (Measure 11-4(b)) would not apply to the proposed project since it would be located more than 1,000 from the nearest sensitive receptors.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant air quality, greenhouse gas, or energy impacts identified in the General Plan EIR, nor would it result in new significant air quality, GHG, or energy impacts peculiar to the project or project site that were not identified in the General Plan EIR.

⁴ Specifically, the General Plan's analysis estimated that there were 1,918 existing jobs in the Harbor Bay Business Park in 2020 and assumed an additional 2,000 jobs would be added there by 2040. Transportation Analysis Zone (TAZ) 1466 was the relevant TAZ for the analysis, which includes the proposed project site and the bulk of the Harbor Bay Business Park.

3. Biological Resources Would the project:	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;	☒	☐	☐
c. Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or on Waters of the State protected wetlands, through direct removal, filling, hydrological interruption, or other means;	☒	☐	☐
d. Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or	☒	☐	☐
f. Conflict with any adopted local, regional, or State Habitat Conservation Plan.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to biological resources, provided that applicable regulatory controls are strictly implemented. These findings are also applicable to the proposed project.

A Biological Resources Evaluation was prepared for the proposed project to determine if any conditions peculiar to the project site were present that could result in a new or substantially more severe significant impact to biological resources. The evaluation is attached to this Checklist as **Appendix C**. The evaluation considered the presence on the project site or in surrounding areas of sensitive natural communities, wildlife movement corridors, wetlands and other waters, critical habitat, and special status species. None of these resources are present on or around the project site.

The project site consists entirely of developed, urban, and landscaped habitats. No native plant species are present on the project site. Vegetated areas consist of ornamental landscaping (e.g., tree groves, street strips, and shrubs), maintained turf grass associated with the existing sports fields, and smaller patches of ruderal habitat characterized by short, mowed grasses. Landscaped areas on the project site are regularly maintained. Existing developed and landscaped areas provide limited habitat value for native wildlife due to disturbance, human activity, and low vegetation diversity. Adjacent open space areas to the east and north of the project site, associated with Oakland International Airport, support annual grassland, freshwater marsh, open water, and ruderal habitats. These areas would not be affected by the proposed construction or operational activities within the project site.

The proposed project would include lighting to illuminate the planned sports field and adjoining parking areas. Per the City's Dark Skies Ordinance concerning light trespass (Alameda Municipal Code Section 30-5.16), these fixtures would be shielded and directed downward to minimize light spill and to avoid impacts to wildlife in adjacent airport lands.⁵ See **Appendix A** for a photometric plan that shows illumination from the proposed lights, as measured in foot-candles. As shown in the photometric plan figure, illumination from the lights into the adjacent vacant lands would diminish to less than two foot-candles within 200 feet of the field's edge, which is about as bright as a dimly lit parking lot. Illumination levels from the lights at 400 feet would drop to zero. Regardless, the number of nighttime events at the field would be limited in number (approximately 26 events per year) and of short duration (three to four hours). Based upon these considerations, no light-related impacts to wildlife on adjacent open space lands are expected.

Developed and disturbed portions of the project site provide limited opportunities for avian nesting, and a thorough review of the project site during the site survey did not identify any nesting birds on or adjacent to the site, with the exception of swallow and finch nesting on a shed-like structure at the northern end of the subject parcel, about 400 feet north of the project area. While widespread avian nesting was not observed on the project site in 2026, portions of the site could support bird nesting in future years, particularly in mature coast live oak and pine trees on the western perimeter of the site, or in acacia trees or poplar trees on the site. The Migratory Bird Treaty Act and California Fish and Game Code protect raptors and other native migratory birds that choose to nest in these areas.

While no tree removal is anticipated for the proposed project, impacts to nesting birds from nearby construction activities could occur if those activities were to occur during nesting season (February 1 through August 31). Standard protocols require that nesting bird surveys be conducted if construction is proposed during the nesting season, with appropriate actions taken to avoid disturbance to nesting birds from construction. Regardless, the proposed project is scheduled to be largely constructed outside of the nesting season, with only stand installation expected to occur during February and into March of 2027. While it is possible that birds would nest in trees along Harbor Bay Parkway near the project area, it is likely that the ongoing construction activities would discourage birds from nesting in those areas, and no impact would occur.

⁵ Of note, the City's Dark Skies Ordinance exempts athletic fields from the Ordinance's requirements, so long as lighting is installed so as to minimize glare and light trespass outside the playing area. The Ordinance requires that athletic field lights be turned off no later than 11:00 p.m. or where an event requires extended time, no later than 30 minutes after conclusion of the event.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development and operation of the project would not substantially increase the severity of effects to biological resources identified in the 2040 General Plan, nor would it result in new significant impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

4. Cultural Resources	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5;	☒	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource, pursuant to Section 15064.5;	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐

Based on a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System completed on January 15, 2026 (File No. 25-1041) (including a 0.25-mile radius around the project site), there are no known historical or archaeological resources associated with the project site, and no indication that the project site has been used for burial purposes. A surface survey was completed of the project site on June 8, 2026. No cultural resources or other evidence of past human use or occupation was identified. The project site is composed entirely of artificial fill and landscaping in a location that is underlain by San Francisco Bay Mud and was historically inundated. In light of the very limited amount and depth of excavation for utility installation (approximately 24-inch trenches for electrical lines) and based on a review of historic maps and geology/soils data there is a very low potential to uncover buried archaeological resources during project-related ground disturbance.

The proposed project would be required to implement Mitigation Measures 18-2a, 18-2b, 18-3a, and/or 18-3b of the 2040 General Plan EIR related to the actions to follow in the event of an inadvertent discovery of cultural resources and human remains.

Based on this analysis, there are no historical or archaeological resources present on the project site. The project would not substantially increase the severity of significant cultural resources impacts as identified in the 2040 General Plan EIR, nor would it result in new significant cultural resources impacts peculiar to the project or project site.

5. Geology, Soils, Seismicity, and Paleontological Resources Would the project:	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
a. Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) Strong seismic ground-shaking; iii) Seismic-related ground failure, including liquefaction; and/or iv) Landslides.	☒	☐	☐
b. Result in substantial soil erosion or the loss of topsoil;	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code creating substantial risks to life or property; or	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	☒	☐	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to geology, soils, seismicity, and paleontological resources, provided that applicable engineering and construction standards are strictly implemented. These findings are also applicable to the proposed project.

The project site is flat, with very little topographical relief, and is therefore not susceptible to landslides. It is not within 50 feet of the shoreline and is not considered to have static slope stability issues. The project site is underlain by artificial fill and Bay Mud, which is generally susceptible to subsidence or settlement, directly related to site-specific structural loads from the grandstands, could require limited hard standing, as determined by the project engineer. In addition, the site is in an area of high seismic activity, like most of the Bay Area.

The project would contain no new buildings on the site, and only minimal foundation work would be required to support the grandstands and light posts. As with any project in the City, the proposed project would be constructed in compliance with applicable building codes and industry-standard engineering practices. These codes and practices have been developed over many decades to protect against impacts related to geology, soils, and seismicity.

With respect to paleontological resources, the project site is underlain by artificial fill to depths that are substantially greater than the shallow excavations required for installation of the project's electrical infrastructure. The likelihood of encountering paleontological deposits in artificial fill is extremely low. Further, the project would be required to comply with 2040 General Plan EIR Mitigation Measure 14-6, which establishes protocols required to be followed in the unlikely event of an inadvertent discovery of paleontological resources during construction.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the project would not substantially increase the severity of significant impacts related to geology, soils, seismicity, or paleontological resources identified in the General Plan, nor would it result in new significant geology, soils, or seismicity impacts peculiar to the project or project site that were not identified in the General Plan EIR.

6. Hazards and Hazardous Materials	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	☒	☐	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;	☒	☐	☐
e. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;	☒	☐	☐

6. Hazards and Hazardous Materials	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
f. Result in a safety hazard for people residing or working in the project site vicinity for a project within the vicinity of a private airstrip;	☒	☐	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or	☒	☐	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to hazards and hazardous materials, provided that applicable regulatory controls are strictly implemented. These findings are also applicable to the proposed project.

The State Water Resources Control Board's GeoTracker database provides information on locations where hazardous materials are used or where a leak or some other type of contamination is known to have occurred. A search of the Geo Tracker database determined that there are no Recognized Environmental Conditions (RECs) on or near the project site. The nearest REC to the project site (GeoTracker ID T10000006709) is located on lands under the jurisdiction of Oakland International Airport. The site was a former City of Alameda landfill that has since been redeveloped as a runway safety area for the Airport's north field. The site is located approximately 1,000 feet northeast of the project site. Low to moderate concentrations of petroleum hydrocarbons were reported in groundwater at the former landfill site. Groundwater monitoring is ongoing, but a No Further Action closure letter was issued for the site on January 7, 2026.⁶ Owing to the project site's distance from the former landfill, the shallow depth of excavations required for the project, and the site's closure status, the likelihood of encountering any contamination during construction from this REC is very low.

The project site is currently utilized as a sports field, training facility and offices, and these uses would continue under the proposed project. The site has never been used for industrial purposes or any other use that might generate or result in the presence of hazardous wastes or materials. As is the case currently, common turf management chemicals (i.e., fertilizer, herbicides, etc.) would be used during

⁶ San Francisco Bay Regional Water Quality Control Board. January 7, 2026. GeoTracker ID T10000006709, No Further Action, Oakland Airport North Field Runway Safety Area, Ron Cowan Parkway, Oakland, Alameda County.
https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/1191953361/NFA.Oak.NR.unwayLF.01.07.26.pdf. Accessed June 9, 2026.

operation of the sports field facility, but these products are not acutely hazardous and their continued use consistent with established practices would occur in compliance with applicable regulations.

Aviation Hazards

The project site is located within Safety Compatibility Zone 6, *Traffic Pattern Zone*, of the Airport Land Use Compatibility Plan (ALUCP) for Oakland International Airport.⁷ This compatibility zone includes “portions of regular traffic patterns and pattern entry routes” and represents areas of relatively low risk compared to other safety zones. However, the ALUCP indicates that the risks associated with Safety Compatibility Zone 6 primarily concern “uses for which potential consequences are severe”, presumably including large assemblages of people. The applicable safety compatibility criteria are presented in Table 3-2 of the ALUCP. The table indicates large outdoor assembly uses accommodating more than 1,000 people are conditionally compatible in Safety Compatibility Zone 6, meaning this use “is considered acceptable if listed conditions are met”. The applicable conditions indicate large outdoor assembly uses are allowable in Safety Compatibility Zones 6 if “no other suitable site outside [the] AIA [Airport Influence Area] is available.” Accordingly, the project applicant would need to demonstrate to the Airport Land Use Commission (ALUC) why other sites would be infeasible. In fact, the applicant has evaluated numerous other sites in the East Bay region for adequacy to feasibly meet the project objectives without success to date.⁸ Assuming this rationale is sufficient for the ALUC, the proposed project would be determined to be compatible with the ALUCP safety compatibility policies and criteria. The proposed project is, therefore, conditionally consistent with the ALUCP safety compatibility policies and criteria.

The project would include light poles that would be approximately 108 feet in height. The project site is located beneath the Horizontal Surface of the Title 14 Code of Federal Regulations Part 77 imaginary airspace surfaces for the Airport. Per Figure 3-5 of the ALUCP, the Horizontal Surface has an elevation of 159.3 feet above mean sea level (AMSL). The ALUCP states, “[p]roponents of a project that may exceed the elevation of a Part 77 surface must notify the [Federal Aviation Administration] FAA as required by FAR Part 77, Subpart B, by the State Aeronautics Act, and by Public Utilities Code Sections 21658 and 21659.” If an FAA aeronautical study concludes that an object penetrating the airspace surface requires marking and lighting, or if the ALUC determines marking and lighting are necessary based on specific local knowledge of the airspace, then the proposed project would need to comply with the marking and lighting requirements.

Although the local jurisdiction is responsible for informing project applicants of the requirement to notify the FAA of projects which may exceed a Part 77 surface, a project applicant may verify whether notification would be required by using the FAA’s Obstruction Evaluation/Airport Airspace Analysis

⁷ Oakland International Airport Land Use Compatibility Plan. December 15, 2012. https://www.acgov.org/cda/planning/generalplans/documents/OAK_ALUCP_122010_FULL.pdf. Accessed June 9, 2026.

⁸ The Oakland Roots have played at four different locations over its last seven seasons. In all, the Club has approached seven different venues to provide a stable location for Oakland Roots/Soul matches: Oakland Coliseum, Laney College, Cal State East Bay, UC Berkely, Merrit College, College of Alameda, and Kezer Stadium. All present one or more constraints that make them infeasible, including uncertainty about long term site control, cost of operations, lack of availability to accommodate a full season, condition of the facility, lack of lighting, and insufficient capacity. The Club has submitted a memorandum to the ALUC outlining their attempts to secure a stable match day venue over the last several years. The memorandum is attached to this document as **Appendix E**.

(OE/AAA) Pre-Screening Tool. A preliminary check using structure heights indicated on project plans and site elevations derived from U.S. Geological Survey data entered into the pre-screening tool indicates notice must be submitted to the FAA at least 45 days prior to construction. Therefore, a Form 7460-1, *Notice of Proposed Construction or Alteration*, would need to be submitted to the FAA for further aeronautical study, and the findings of the aeronautical study would need to be included in the submission to the ALUC.

In addition to airspace obstructions, the ALUCP airspace protection policies address other hazards to flight including lights, glare, sources of steam or smoke, electrical interference, and wildlife attractants. The ALUCP indicates that any uncertainty regarding the significance of these flight hazards should be addressed by consultation between the relevant local agency, the FAA, and airport management. As such, coordination between the relevant agencies would be needed to determine compatibility with airport operations. Assuming that the ALUC concurs during these consultations, the proposed project would be determined compatible with the ALUCP safety compatibility policies and criteria. The proposed project is, therefore, conditionally consistent with the ALUCP airspace compatibility policies and criteria.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant hazards or hazardous materials impacts identified in the 2040 General Plan EIR, nor would it result in new significant hazards or hazardous materials impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

7. Hydrology and Water Quality	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality;	☒	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;	☒	☐	☐
c. Substantially alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off- site;	☒	☐	☐
d. Create or substantially contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	☒	☐	☐

7. Hydrology and Water Quality	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
e. Place housing or other improvements within a 100-year flood hazard zone as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard map or impede or redirect flood flows;	☒	☐	☐
f. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or	☒	☐	☐
g. Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to hydrology and water quality provided that specific regulatory controls are implemented. These findings are also applicable to the proposed project.

The project site is currently used as a sports field with an associated parking lot, as well as Club offices and training facilities located within existing buildings. With the proposed project, the fundamental use of the site would not change; it would continue to be used for activities of the Club with a combination of fields and structures. With the exception of footings for the light poles and limited foundation work for the grandstands at select ground-bearing locations, only limited new impervious surfaces would be created. In other words, the ground beneath the grandstands would remain uncovered and would remain available for percolation of precipitation, similar to existing conditions.⁹ Accordingly, the existing hydrological conditions of the site would essentially remain unchanged. The installation of modular grandstands and light poles would not alter the existing drainage pattern of the site or create substantial new quantities of impervious surfaces in such a manner that would result in increased erosion, siltation, surface runoff, or flooding on or off the site. The site is not located within a designated floodplain, and no new structures or other facilities would impede or redirect flood flows should they occur.

⁹ The amount of new impervious surfaces created with the project would be minimal. Engineering calculations as presented on the City's Stormwater Requirements Checklist have estimated that approximately 3,041 square feet of new impervious surfaces would be created as a result of the project (1,865 square feet of which is existing impervious surface that would be replaced), which is below the 5,000 square-foot threshold to be classified as a Regulated Stormwater Project under Regional Water Quality Control Board Requirements. Regardless, the project would still be subject to the City Stormwater Requirements Checklist which mandates that site design measures and source controls be integrated into the project's design.

Construction of the project would involve limited grading and site preparation, along with shallow trenching (e.g., 2-3 feet) for electrical infrastructure and deeper drilling (approximately 30 feet) for the installation of the six light poles. These activities are typical of nearly all construction projects and for this project would have limited impacts, given the minimal nature of the ground-disturbing improvements. Implementation of Low Impact Development in compliance with the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit would reduce impacts to water quality.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant hydrology and water quality impacts identified in the 2040 General Plan EIR, nor would it result in new significant hydrology and water quality impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

8. Land Use Consistency and Compatibility	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Physically divide an established community;	☒	☐	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or	☒	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to land use and planning. Given that the proposed project would be consistent with the General Plan land use designation and Zoning Ordinance requirements, these findings would also be applicable to the proposed project.

The proposed project would be similar in nature to the existing use on the site, would not be linear or obstructive in nature, and the project site is located on the periphery of the City limits, with vacant Oakland International Airport lands along its southeastern boundary. The project would therefore not physically divide an established community.

The proposed project would be consistent with the development and land use policies of the Alameda 2040 General Plan and the Alameda Zoning Ordinance, and the growth and development assumptions in the 2040 General Plan EIR. The project site is already used for similar purposes (Club soccer fields and training), and an intensification of the existing use is allowed under the General Plan's Business and Employment designation for the site and the Zoning Ordinance's C-M-PD zoning district for the

site. Specifically, the proposed project would be similar in nature to auditorium uses that are allowed by right in the C-2 district, and therefore applicable to the C-M-PD district. The conduct of such uses outdoors is allowable by issuance of a use permit. The C-M-PD district also provides for outdoor amusement uses, which are allowed as conditional uses in the C-M-PD district.

There are no habitat conservation plans or natural community conservation plans applicable to any portion of the project site.

For an analysis of the project's consistency with the Airport Land Use Compatibility Plan for Oakland International Airport, please see Section 6 of this checklist, *Hazards and Hazardous Materials*.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant land use and planning impacts identified in the 2040 General Plan EIR, nor would it result in new significant land use and planning impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

9. Noise Would the project result in:	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; - An increase in noise exposure of 4 or more dB if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated in Table 8-1 (Table 4.G-3 above). - Any increase of 6 dB or more, due to the potential for adverse community response. - When evaluating noise impacts associated with new residential development, exposure to traffic noise in outdoor yard spaces shall not be considered a significant impact. (<i>Policy 8.7.h</i>);	☒	☐	☐
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;	☒	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;	☒	☐	☐

e. Exposure of people residing or working in the area around the project site to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); or	☒	☐	☐
f. Exposure of people residing or working in the area around the project site to excessive noise levels (for a project within the vicinity of a private airstrip).	☒	☐	☐

The General Plan EIR determined that implementation and build out of the 2040 General Plan would have less-than-significant impacts for all issues related to noise, provided that applicable regulatory controls are strictly implemented. Accordingly, the following analysis evaluates whether the project would adhere to noise specific regulatory controls and whether the project would result in noise impacts that are peculiar to the site or substantially more severe than those previously evaluated.

Construction Noise and Vibration

The project would involve minor construction activities, including assembly of modular scaffold-style grandstands, placement of temporary facilities, installation of lighting and related equipment, and minor utility improvements. The project would not have the potential to result in substantial construction-related noise or vibration levels for the following reasons:

- The nearest noise-sensitive residential land uses are located approximately 1,000 to 1,200 feet north of the project site, with buildings in the Harbor Bay Business Park blocking the line of sight from most residences to potential construction activities.
- The project would not involve major construction activities such as pile driving, vibratory rollers, deep foundation installation, soil densification, or other means and methods typically associated with potentially high construction noise levels and excessive groundborne vibration. For example, 2040 General Plan Policy HS-59 only requires a vibration analysis where heavy-duty equipment, such as pile driving and bulldozing, would occur within 200 feet of an existing structure or sensitive receptor, which does not apply to the proposed project.
- The project would comply with the City of Alameda Municipal Code Section 4-10.5, which limits construction to 7:00 a.m. and 7:00 p.m. Monday through Fridays and 8:00 a.m. and 5:00 p.m. on Saturdays.

For the reasons described above the project would not have the potential to generate substantial construction noise or vibration impacts. Therefore, construction noise impacts would be less than significant.

Operational Noise

The project would temporarily expand the use of the Club's existing training facility to support additional outdoor assembly activities at the training facility, including soccer matches, beginning in spring or summer 2027. These events would take place primarily on the weekends (starting between noon and 7:00pm) and weekday evenings (starting between 5:00pm and 7:00pm). The project would

increase the number of matches held at the venue from approximately five matches per year to approximately 32 matches per year, as well as increase the seating capacity at the facility from approximately 500 spectators to approximately 8,000 spectators. The proposed project would also increase use of the Club's public address (PA) loudspeaker system at the venue and result in new vehicle trips and parking activities prior to and after events.

Soccer Match Noise

To estimate the potential noise levels resulting from a maximum capacity soccer match held at the venue, ESA measured ambient noise levels at and in the vicinity of the existing training facility, as well as noise levels during an Oakland Roots home game held on July 11, 2026, at Merritt College. ESA then modeled project-specific speaker, spectator, spectator drumming, and other match noise sources using SoundPLAN, a three-dimensional noise prediction model that simulates the generation and propagation of sound while accounting for noise emissions source characteristics, terrain effects, distance, building interactions, and other factors. The following information is summarized from the *Harbor Bay Parkway Facility Soccer Match Noise Model Results* technical memorandum prepared by ESA for the project, which is included as **Appendix D** to this document.

The activity with the greatest potential to increase noise levels in the vicinity of the venue would likely be an Oakland Roots soccer match involving maximum spectator attendance (including drumming) and maximum use of the proposed PA system (assumed to be seven PA loudspeakers in use at the same time). To estimate soccer match noise levels, ESA used a three-dimensional noise model to estimate the potential worst-case noise levels associated with use of venue during a soccer match. The noise sources included in the model included the Club's existing PA system, spectators, spectator drumming, and the soccer match itself. ESA verified the noise levels associated with these sources by conducting measurements of noise levels at an Oakland Roots home match on July 11, 2026. The modeled noise levels were then compared against hourly exterior noise standards established by City of Alameda Municipal Code Section 4.10.4, as well as daily (i.e., 24-hour) noise exposure levels established by the City of Alameda General Plan Health and Safety Element (Policy HS-60). Specifically, noise levels were modeled for discrete receptors located in the vicinity of the project site, including locations along the properties of the Bay Farm Island residences to the north, hotel uses to the south and northeast, and nearby commercial buildings to the north and west. The closest residential receptors are located along Magnolia Drive, Silva Lane, Payot Court, and Oleander Avenue north of the site. Each of these receptors is at least approximately 1,200 feet or more from the center of the main soccer field at the facility.

The results of the noise modeling indicate that the project would not result in hourly noise levels that exceed the City's base exterior noise standards for residential and commercial properties, nor would it result in a substantial increase in noise because it would not increase daily noise exposure levels at any property line by 6 dBA L_{dn} or more. Specifically, the modeling shows:

- **Residential Receptors:** The worst-case project noise level at any residential receptor is estimated to be 54.5 dBA, which would not exceed the City's base 55 dBA exterior noise standard at any residential receptor location. In addition, the project would increase daily noise exposure from 59.1 dBA L_{dn} to 59.6 dBA L_{dn} , both of which are considered normally acceptable by the City's General Plan. Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any residential property by 6 dBA L_{dn} or more.

- **Hotel Receptors:** The worst-case project noise level at any hotel receptor is estimated to be 60.6 dBA, which would not exceed the City's base 65 dBA exterior noise standard at any hotel receptor location. In addition, at the Extended Stay America Suites southwest of the site, the project would increase daily noise exposure from 59.1 dBA L_{dn} to 60.2 dBA L_{dn} , both of which are considered normally acceptable for hotel uses. At the Homewood Suites north of the site that is currently under construction, the project would not change daily noise exposure levels (70.0 dBA L_{dn} , which is considered conditionally acceptable by the General Plan). Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any hotel property by 6 dBA L_{dn} or more.
- **Commercial Receptors:** The project's estimated hourly noise levels would be below the City's base 65 dBA daytime exterior noise standard for commercial uses at all property lines except the property that abuts the project site to the southwest, where noise levels could reach 70.7 dBA L_{eq} . It is noted that the shared property line is not occupied by any structure. Rather, it is a parking lot, and there are no noise sensitive exterior use areas in the vicinity of the property line. Finally, the building is not likely to be occupied during the weeknight and weekend periods when matches may occur. Nonetheless, even if the building were to be in use, the minimum exterior to interior noise reduction provided by typical commercial building construction methods (20 dBA), would lower interior noise levels to approximately 50 dBA or less, which is suitable for an office environment. In addition, at this location, the project would increase daily noise exposure from 59.1 dBA L_{dn} to 64.4 dBA L_{dn} , both of which are considered normally acceptable by the City's General Plan. Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any commercial property by 6 dBA L_{dn} or more. For these reasons, the project would not result in a substantial noise impact for commercial properties and a noise control plan is not required for the project.

As described above, the results of the project-specific ambient noise surveys and three-dimensional noise modeling indicate that the project would not result in noise levels that exceed the City's exterior noise standards for residential and commercial properties, nor otherwise result in a substantial temporary or permanent increase in ambient noise levels.

Parking and Traffic Noise

In addition to on-site noise sources, the project would also generate off-site noise from parking and traffic activities associated with match attendance. Attendee traffic and parking activity would occur primarily before the start of an event and after event completion, whereas crowd noise and amplified sound associated with facility operations would occur immediately before and during the event after the majority of attendees have arrived. These off-site noise sources would generally be active at different times during project events and, therefore, are evaluated independently below.

The parking needed to accommodate potential project events would be contingent on event attendance, maxing out at 2,100 parking spaces for the largest events. Parking locations are still to be determined but would occur within existing commercial parking areas serving the Harbor Bay Business Park and adjacent facilities that would not otherwise be in use during evening and weekend event times, as well as parking lots further from the facility that would be served with shuttle service. The use of existing facilities for project parking would be limited and intermittent, with maximum event-related parking activity occurring between 20 and 24 times a year. Vehicles would primarily

arrive within one hour of the start of the event and depart within one hour of the end of the event. The noise generated from event parking activities would be similar to other parking areas, and could include vehicle engines, doors closing, possible tailgating, and intermittent alarms. These sources would not generate substantial temporary or permanent increases in noise levels for the following reasons:

- Use of existing parking areas during events would be intermittent and short in duration, lasting approximately four hours per day for 20 to 24 events per year.
- Project operations would include event management and security personnel to assist with crowd control and orderly ingress and egress from parking areas.
- Most residences would be located at least 150 feet or more from any parking area, with only approximately 15 parking spaces directly adjacent to a residential property line. Vegetation and fences separate residential areas from parking areas.

In addition to parking, the project would generate traffic to and from events during days that events are scheduled to occur (between 20 and 24 times a year for the maximum capacity event). A project-specific traffic study was prepared to evaluate the potential the temporary effects of increased traffic volumes during peak periods.¹⁰ According to this study, the intersection of Ron Cowan Parkway and Harbor Bay Parkway carried peak-hour traffic volumes of approximately 1,600 vehicles which would equal an average daily traffic volume of 8,000 vehicles, assuming that peak hour traffic volumes account for 20 percent of total daily traffic volumes.¹¹ For a maximum capacity event, the traffic study identified that the project would, under worst case conditions, generate about 1,490 vehicle trips within one hour of game start time on a Wednesday evening and about 2,490 vehicle trips one hour after game end time on a Saturday. This temporary increase in traffic would represent an approximately 19 percent and 31 percent increase in average daily traffic volumes passing through this intersection, resulting in a maximum increase in traffic noise exposure levels of approximately 1 dBA Ldn or less, assuming traffic flowed freely at posted speed limits; however, project traffic would be controlled by a Traffic Management Plan that would control ingress and egress routes, traffic flows, and traffic speeds. Thus, the temporary increase in traffic at the intersections located closest to the facility would be controlled, slow speed traffic that would result in less than a 1 dBA Ldn change in existing traffic noise exposure levels in the immediate vicinity of the venue. Furthermore, the increase in traffic volumes and traffic noise levels on Island Drive, an access route that is bordered by residential land uses, would be less than 20 percent and 0.8 dBA Ldn. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels.¹² Furthermore, the City's General Plan EIR (p. 13-3) identifies that the average person can barely perceive noise level changes of 3 dBA in normal environmental noise settings. Since the project would not result in a doubling of traffic volumes on any roadway and would not increase traffic noise exposure levels by more than 1 dBA Ldn, this impact would be less than significant.

¹⁰ Fehr & Peers. 2026. *Oakland Roots and Soul Interim Sports Facility Traffic Operations Analysis*.

¹¹ Typical peak hour traffic volumes for local arterial and collector roads are usually in the range of approximately 8 percent to 13 percent of average daily traffic volumes. Thus, the assumption that peak hour traffic is equal to 20 percent of total daily traffic is a conservative assumption that is likely to underestimate average daily traffic volumes at the intersection of Ron Cowan Parkway and Harbor Bay Parkway.

¹² Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>. Accessed July 16, 2026.

Exposure to Airport-Related Noise Levels

The project site is located approximately 3,000 feet from the nearest runway at the Oakland International Airport and would not expose persons to excess airport-related noise for the following reasons:

- The project site is not located within Oakland International Airport's 65 dBA impact area.
- Parking for the project may be within the Airport's 65 dBA impact area, however, 24-hour noise monitoring conducted on-site as part of the ESA noise memo resulted in maximum 24-hour noise levels in adjacent commercial parking lots at 62.5 dBA L_{dn}
- The project does not propose residential uses, schools, hospitals, or other permanent noise-sensitive receptors and would not place new sensitive receptors into an excessive airport noise environment.

Since the project is not located in an airport noise contour and does not propose new sensitive land uses, no impact would occur.

Conclusions

As explained in the analysis above, project-specific noise resulting from expanded use of the existing training facility would comply with applicable City of Alameda noise standards and would not result in a substantial temporary or permanent increase in noise. Accordingly, the development of the project would not substantially increase the severity of impacts related to noise and vibration identified in the 2040 General Plan EIR, nor would it result in new significant noise and vibration impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

10. Population and Housing	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);	☒	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or	☒	☐	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to population and housing. These findings are also applicable to the proposed project.

The project would be developed in the existing Harbor Bay Business Park and would not require the extension of roads or other infrastructure and would not involve construction of new homes or businesses, and would not induce population growth since the employees and spectators that would utilize the project are already present in the region and are already attending the Club's events at other locations. Further, the General Plan EIR already planned for and analyzed the addition of 2,000 new jobs in the business park and between 10,000 and 12,000 new housing units in the City by 2040. Therefore, the project would not induce unplanned growth in the area.

The project would not displace any existing housing or residents. There are no housing uses within the business park, and the project site is currently used as a sports field with an associated parking lot. No impact would occur.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant population and housing impacts identified in the 2040 General Plan EIR, nor would it result in new significant population and housing impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

11. Public Services and Recreation Would the project:	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: • Fire protection; • Police protection; • Schools; • Parks; and • Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;	☒	☐	☐
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to public services and recreation. These findings are also applicable to the proposed project.

The project site currently provides a recreational and spectator amenity in the City by hosting community events such as youth matches, coach training, fan appreciation, and corporate events. The proposed project would enhance this amenity by providing expanded access to recreational and spectator opportunities in the City. Since the project site is privately owned and the proposed project would be privately funded, this enhanced amenity would be provided with no physical impact to existing public recreational facilities.

As discussed in Section 10, *Population and Housing*, above, the proposed project would not induce population growth and would not increase the permanent population in the City. Accordingly, the proposed project would not create a permanent demand for expanded new or physically altered governmental facilities associated with public services such as schools, libraries, police, and fire protection services. On game days and during other events, there may be temporary increases in demand for police, fire protection, and emergency medical services (EMS) at and around the site. As has been the case at other locations where the Club holds events, the Club would contract with local providers to provide personnel for event-day requirements like traffic control, law enforcement, and standby EMS. As such, levels of service in the broader community would not be adversely affected.

The project would be required to comply with applicable code requirements, including relevant provisions of the California Building Code, California Fire Code, Alameda Fire Code, and Alameda Municipal Code to ensure adequate access, safety and utility services.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the project would not substantially increase the severity of the less-than-significant public services and recreation impacts identified in the 2040 General Plan EIR, nor would it result in new significant public services and recreation impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

12. Transportation and Circulation Would the project result in: ¹	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit;	☒	☐	☐

12. Transportation and Circulation	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project result in: ¹			
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways;	☒	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;	☒	☐	☐
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);	☒	☐	☐
e. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; or	☒	☐	☐

The transportation network surrounding the project site is shaped by Bay Farm Island's street network, which generally consists of a mix of arterials (e.g., Harbor Bay Parkway and Island Drive), collector roadways, and low-speed local streets serving office and light industrial uses. Access to and from Bay Farm Island from the east near the project site enters via Ron Cowan Parkway, which crosses over Oakland International Airport lands and carries traffic coming from Hegenberger Road, Doolittle Drive, and I-880 in Oakland. Ron Cowan Parkway and Harbor Bay Parkway constitute the principal arterial corridors to the project vicinity would be the principal carriers of project-related traffic, and both are constructed as four-lane arterials. These corridors are designed with moderate widths, curb-and-gutter sections, and signalized intersections at major crossings. They are designed to accommodate vehicle traffic, including daily commute trips between local streets and regional facilities. The public street infrastructure is generally consistent with the City of Alameda Standard Plans, and the project would not make any permanent modifications to the existing transportation network and would not adversely affect the installation of future pedestrian and bicycle facilities.

The adjacent roadway characteristics, particularly relatively wide travel lanes, frequent curb cuts, and longer block lengths, may result in higher vehicle travel speeds and increased turning movements. It is expected that most event attendees would drive to the site and park at one of the designated parking lots. Most of the event parking is expected to be accommodated at off-site parking lots north of Harbor Bay Parkway or west of the adjacent section of South Loop Road and would require attendees to cross either Harbor Bay Parkway or South Loop Road to walk between their car and the venue location.

Major streets, such as Harbor Bay Parkway, provide sidewalks on both sides of the street, which are separated from the roadway by a wide landscape buffer of primarily turf. Other streets in the area provide intermittent sidewalks. In areas without sidewalks, or with narrow sidewalks, landscape buffers are provided that can accommodate pedestrian overflow during periods of high activity, such as after events, minimizing the potential for pedestrians to walk in the roadway.

In consultation with the City's police, fire, and public works departments, the Oakland Roots and Soul are developing a Transportation Management Plan (TMP) to improve access and circulation for all travel modes, particularly pedestrians and bicyclists, during peak event periods for larger events. The main components of the TMP include:

- Maintaining a Traffic Control Plan approved by the Public Works Director, which can be modified as needed to ensure safe, orderly circulation for all roadway users.
- Provide only one public entrance to the venue, which would be near the northwest corner of the site and accessed through a driveway off South Loop Road. Attendees would not be able to enter or exit the facility at any other locations. As a result, all attendees would use South Loop Road, which, in combination with the other strategies described below, would direct pedestrians to the preferred walking paths between the off-site parking facilities and minimize the potential for mid-block pedestrian crossings.
- Temporarily close the segment of South Loop Road adjacent to the venue and just south of Harbor Bay Parkway to automobile traffic (shuttles possibly exempted), which would improve the pedestrian crossing between the parking lots west of South Loop Road and the venue location.
- Provide traffic control officers at the Harbor Bay Parkway/South Loop Road/B Street intersection to control traffic and direct pedestrians across Harbor Bay Parkway. Although the intersection is signalized with pedestrian signal heads, traffic control officers would be provided to direct pedestrians to use the signalized crossing and discourage red-light pedestrian crossings. Additional traffic control officers would be provided at the Harbor Bay Parkway/South Loop Road/North Loop Road intersection.
- Designate curb space for passenger loading for rideshares (i.e., Uber/Lyft) and shuttles. The designated area would be sited to minimize pedestrian conflicts with motor vehicles along the walking path to the venue location or traffic control officers would be provided to facilitate pedestrian crossings at major roadways. Rideshare passenger loading in other areas would be geofenced and prohibited.
- Provide temporary features, such as lighting, wayfinding, wider space for walking, and/or barriers to separate walking space from motor vehicle space on the primary walking paths between the venue and major parking lots.
- Provide free and secure valet bike parking for gameday attendees and staff in a temporary outdoor bike parking facility at the northwest corner of the site and near the venue entrance to accommodate bicycle parking for up to five percent of attendees. Oakland Roots and Soul would monitor bicycle parking usage and, if needed, increase the size of the bicycle parking facility. It is expected that most bicyclists would use either the Bay Trail circling Bay Farm Island, located on the north side of Harbor Bay Parkway east of North/South Loop Road and on the south side of Harbor Bay Parkway west of North/South Loop Road or the bike path on the south side of Ron Cowan Parkway.

The TMP would also serve as the Transportation Demand Management (TDM) strategy for the project with the goal to reduce the number of vehicles traveling to and from events by encouraging walking, rolling, biking, and riding transit. In addition to the strategies described above, the other TDM strategies include:

- Free shuttles connecting to the Coliseum BART station
- Free and/or preferred parking for carpools of four occupants or more
- Pre-purchase/assigned parking lot for the majority of attendees

In addition, the Project would not make permanent modifications to the public right-of-way.

For an analysis of the project's consistency with the Airport Land Use Compatibility Plan for Oakland International Airport, please see Section 6 of this checklist, *Hazards and Hazardous Materials*.

Vehicle Miles Traveled

The 2040 General Plan EIR evaluated the VMT projected under 2040 General Plan buildout conditions; this analysis assumed that the 2,000 jobs projected for the Harbor Bay Business Park would constitute 16.7 and 20 percent of the City's employment growth. Citywide, the analysis determined that the average household VMT per capita is projected to decline by about 3 percent below the 2020 baseline, which would be at least 15 percent below the average Bay Area regional household VMT per capita, the applicable threshold of significance. Citywide, the EIR nevertheless determined that the General Plan's implementation would result in a significant and unavoidable impact for Vehicle Miles Traveled (VMT), with mitigation. As stated in the EIR, this finding was largely based on the programmatic nature of the General Plan and the inability to accurately estimate the effectiveness of future Transportation Demand Management (TDM) programs. Accordingly, the EIR conservatively found that the impact would be significant and unavoidable.

A supplemental VMT analysis was conducted for the proposed project to determine if the VMT projected for the project would vary substantially from that which was projected and analyzed for the Harbor Bay Business Park in the 2040 General Plan EIR. That analysis is attached to this Checklist as **Appendix B**. Project VMT was estimated for 36 events per year, consisting of 24 Oakland Roots games, seven Oakland Soul games, and five other sporting events. VMT was calculated separately for attendees, back-office employees, and game-time employees using mode shares, average vehicle occupancies, and one-way trip distances derived from game-day travel surveys collected from Roots games previously held at the Oakland Coliseum, California State University East Bay (CSUEB), and Laney College. The analysis determined that the project would generate a total annualized VMT of 3,163,010, representing approximately 46 percent of the TAZ VMT budget for the business park. Because the project's VMT would not exceed the VMT budget established for the business park in the 2040 General Plan EIR, the project would therefore not increase the severity of the VMT impacts identified in the 2040 General Plan EIR.

There have been no new entitlements requested or granted in the business park since the certification of the 2040 General Plan EIR in November 2021. There are no changes to the land use program for the property or the circumstances under which the project would be undertaken that would require revisions of the 2040 General Plan EIR or preparation of a subsequent or project-specific EIR due to new significant air quality, greenhouse gases, or energy environmental effects or a substantial

increase in the severity of previously identified significant effects. There is also no new information of substantial importance that was not known at the time of the 2040 General Plan EIR.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the project would not substantially increase the severity of impacts related to transportation identified in the 2040 General Plan EIR, nor would it result in new significant utilities and service systems impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

13. Utilities and Service Systems	Equal or Less Severity of Impact than Previously Identified in the 2040 General Plan EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2040 General Plan EIR	New Significant Impact Peculiar to Project or Project Site
Would the project:			
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;	☒	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;	☒	☐	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;	☒	☐	☐
d. Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;	☒	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;	☒	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or	☒	☐	☐
g. Not comply with federal, state, and local statutes and regulations related to solid waste.	☒	☐	☐

The 2040 General Plan EIR determined that implementation and build-out of the 2040 General Plan would have less-than-significant effects for all issues related to utilities and service systems. These findings are also applicable to the proposed project.

Given the scope of the project and the nature of the events that would be held on the site, little utility improvements would be required. Potable water is already available at the site, and sanitation services

would be provided with Port-a-Potties, restroom trailers, and hand-washing stations serviced by a local provider. As discussed in Section 7, *Hydrology and Water Quality*, above, the existing hydrological conditions of the site would remain essentially unchanged and new or improved stormwater facilities would not be required. Solid waste generated during events would be managed and collected by a local provider and disposed of in accordance with applicable regulations.

Based on an examination of the analysis, findings, and conclusions of the 2040 General Plan EIR, and on the discussion above, development of the project would not substantially increase the severity of impacts to utilities and service systems identified in the 2040 General Plan EIR, nor would it result in new significant utilities and service systems impacts peculiar to the project or project site that were not identified in the 2040 General Plan EIR.

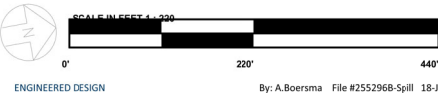
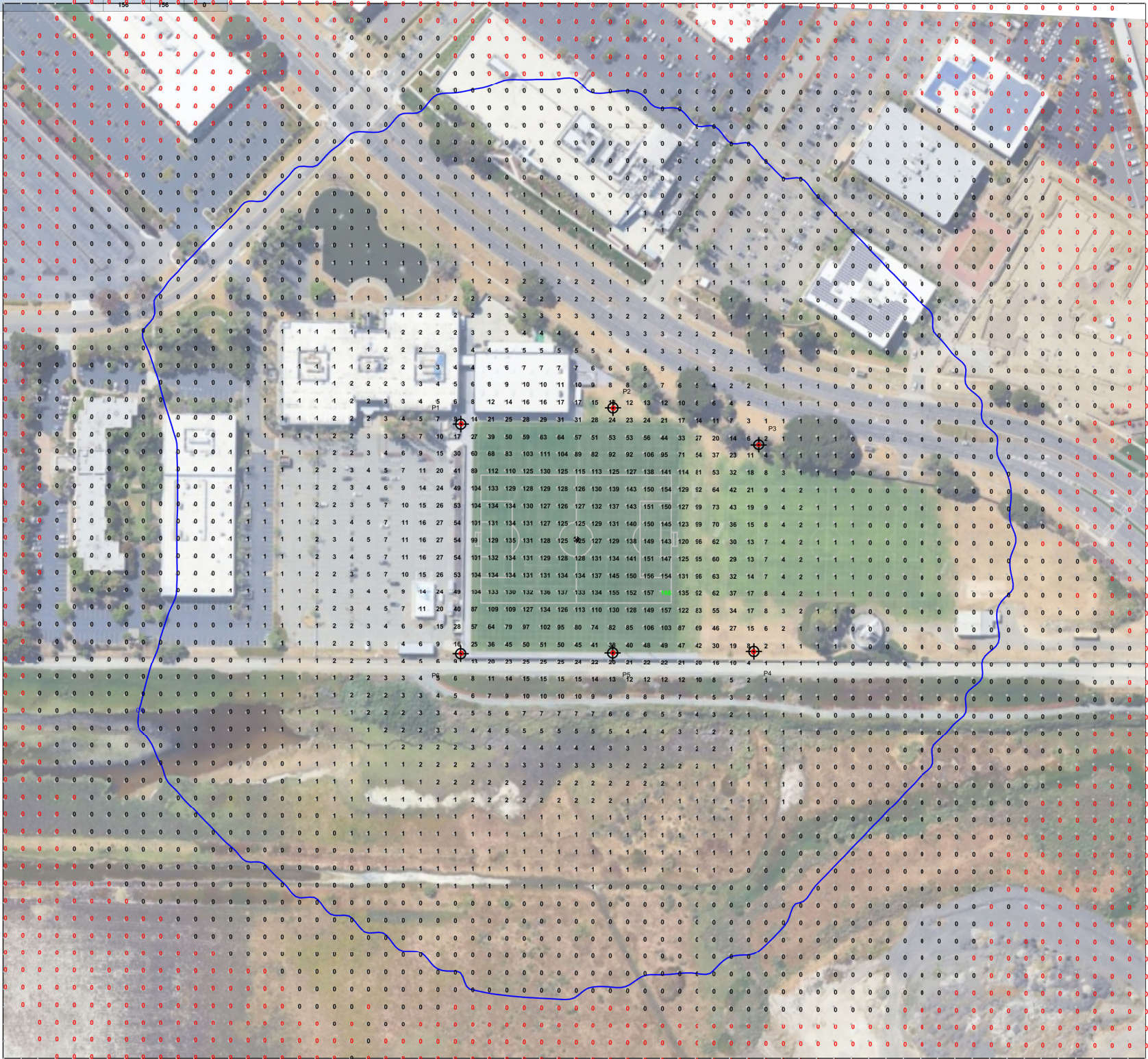
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Appendix A

Photometric Evaluation

Equipment List For Areas Shown							
Structure				Fixtures			
QTY	STR/LCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID
4	P1 P3-P4 P6	100'	-	100'	TLC-LED-1200	25	25
2	P2 P5	100'	-	100'	TLC-LED-1200	28	28
6	Totals					156	156

Above Field Level is height of fixtures above area shown



Pole location(s) to 0.0 reference point(s) dimensions are relative



Appendix B

VMT Analysis

Memo

Date: August 12, 2026

To: Lydia Tan, Chief Real Estate Officer, Oakland Roots and Soul SC

From: Sam Tabibnia, PE, and Rey Hosseinzade, PhD, Fehr & Peers

Subject: Vehicle Miles Traveled (VMT) Analysis – Oakland Roots & Soul Interim Sports Facility on Bay Farm Island in Alameda

Executive Summary

This memo presents the Vehicle Miles Traveled (VMT) analysis prepared for the proposed sports facility at 1220 Harbor Bay Parkway, City of Alameda (the Project). The Project is proposed by Oakland Roots and Soul SC and would accommodate up to 8,000 attendees for Oakland Roots home games, Oakland Soul home games, and other smaller sporting events. This VMT memo is prepared in support of streamlining under CEQA Guidelines § 15183.

The City of Alameda does not have an established VMT threshold for sports facilities or event venue uses. As the lead agency, the City has discretion to establish a threshold supported by substantial evidence. Consistent with City direction, the Project's annualized VMT is compared with the VMT budget for the Project's Traffic Analysis Zone (TAZ 1466), as established in the City's certified *General Plan 2040 Environmental Impact Report* (EIR). Under this approach, the City considers a project, combined with other approved and pending developments within the same TAZ, that result in total VMT within that budget as not generating transportation impacts beyond those already disclosed in the General Plan EIR.

The General Plan EIR assumed employment growth of 2,000 in the Project TAZ between the baseline year (2020) and the cumulative year (2040), with no residential population in either scenario year. Using the daily VMT increase of 27,100 and annualizing over 252 working days yields a TAZ VMT budget of 6,829,200 VMT per year.

Project VMT was estimated for 36 events per year, consisting of 24 Oakland Roots games, 7 Oakland Soul games, and 5 other sporting events. VMT was calculated separately for attendees, back-office employees, and game-time employees using mode shares, average vehicle occupancies, and one-way trip distances derived from game-day travel surveys collected from Roots games held at the Oakland Coliseum, California State University East Bay (CSUEB), and Laney College. The Project would generate a total annualized VMT of 3,163,010, representing approximately 46 percent of the TAZ VMT budget.

Because Project VMT does not exceed the VMT budget established for the Project TAZ in the General Plan EIR, no other developments have been approved or proposed in the Project TAZ since

the General Plan EIR was certified, and consistent with the streamlining provisions of CEQA Guidelines § 15183, the Project's VMT impact is found to be **less than significant**.

Project Description

Oakland Roots and Soul SC proposes to construct a temporary outdoor sports facility with a capacity up to 8,000 attendees at the existing Harbor Bay Training Facility located at 1220 Harbor Bay Parkway in the Harbor Bay Business Park, City of Alameda. As shown in **Table 1**, the Project would host 36 events per year, consisting of 24 Oakland Roots home games, 7 Oakland Soul home games, and 5 other sporting events such as soccer or lacrosse. Oakland Roots games are assumed to occur primarily on Saturday evenings, with occasional Wednesday evening games per league requirements. Oakland Roots games are assumed to average 8,000 attendees, Oakland Soul games are assumed to average 3,000 attendees, and other sporting events are assumed to average 2,500 attendees.

Table 1. Projected Number of Games and Attendees

	Roots	Soul	Other
Number of Games per Year	24	7	5
Number of Attendees	8,000	3,000	2,500
Back-office Employees	82	60	30
Game-time employees ¹	218	102	101

Note:

1. Game-time employees include merchandise sales, vendors, sponsors, and security staff.

Source: Oakland Roots and Soul SC, 2026

General Plan Findings and VMT Thresholds of Significance

Under CEQA, a project's transportation impacts are evaluated using VMT as the significance metric, pursuant to Senate Bill 743 (2013) and the implementing amendments to the CEQA Guidelines (14 CCR § 15064.3), effective July 1, 2020. Ultimately, SB 743 has shifted CEQA transportation analysis from measuring the effects of a project on drivers to measuring the environmental effects of driving resulting from a project. The Governor's Office of Planning and Research (OPR — now known as the Governor's Office of Land Use and Climate Innovation) provided a Technical Advisory and recommended methodologies (metrics, use of regional or city comparators), screening thresholds (e.g., small projects, transit-proximate projects, map-based screening), and example numeric thresholds (the commonly cited 15% reduction for residential/office and net-increase rule for retail).¹

The City of Alameda's General Plan 2040 EIR² evaluated the impacts of the proposed General Plan on VMT. Consistent with the OPR Guidelines, one of the metrics used in the General Plan EIR is average commute VMT per worker, which measures the distance for all of the worker commute trips on a

¹ State of California, Governor's Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

² *Alameda General Plan 2040*. Final Environmental Impact Report, August 2021.
<https://www.alameda2040.org/document-library>

typical weekday by motor vehicle between homes and workplaces and divides that distance by the number of workers in the TAZ. The General Plan EIR evaluated the impact based on the average citywide commute VMT per worker. It found that the proposed General Plan would reduce the citywide commute VMT per worker by about 7 percent from the 2020 Baseline conditions to the 2040 General Plan Buildout conditions. However, the citywide average commute VMT per worker under 2040 General Plan Buildout conditions would remain above the threshold of significance (i.e., the Bay Area Region average commute VMT per worker in 2040 minus 15 percent); thus, the General Plan EIR identified the impact as a significant and unavoidable impact.

The General Plan EIR also identified General Plan policies, including implementation of transportation demand management (TDM) measures by future developments and improvements to the City's non-automobile network, that would encourage the use of non-automobile travel modes and reduce the citywide average commute VMT per worker. Due to the programmatic nature of the General Plan EIR, the document could not quantify the effectiveness of these policies in reducing VMT. Therefore, the General Plan EIR conservatively considered the impact significant and unavoidable with mitigation.

OPR does not identify a specific threshold for sports facilities or event and entertainment venues, therefore the lead agency has discretion to select methodology and analysis processes, including screening criteria and numeric thresholds, for these uses. The City's approach for this Project is to compare the Project's annualized VMT against the VMT budget established for the Project TAZ in the City's certified General Plan EIR.

Since the General Plan EIR evaluated the impacts of the growth in land use as envisioned in the General Plan 2040 on VMT, it estimated VMT metrics for all TAZs in the City based on assumptions in land use and employment changes between 2020 and 2040. Thus, a proposed project that generates VMT within that studied budget does not result in a new or more severe transportation impact beyond what was analyzed in the General Plan EIR, consistent with the streamlining principles of CEQA Guidelines § 15183. This approach is supported by substantial evidence in that it ties the significance determination to the specific growth assumptions underlying the certified programmatic EIR for the jurisdiction.

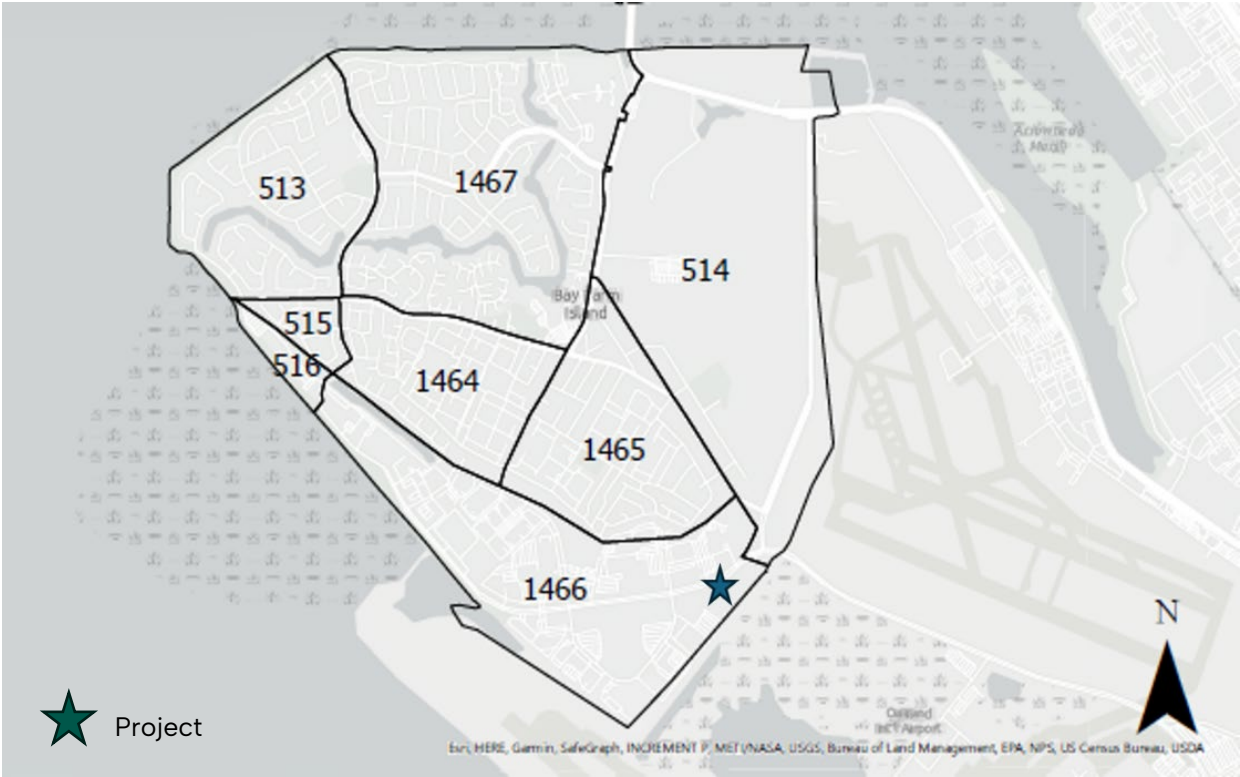
Analysis Methodology

General Plan VMT Budget for the Project TAZ

The VMT significance threshold for this Project is based on a comparison of annualized Project VMT against the VMT budget established for the Project TAZ in the City of Alameda General Plan 2040 EIR. This approach is consistent with the City of Alameda's exercise of lead agency discretion under CEQA to establish a defensible threshold supported by substantial evidence, as explained above. **Figure 1** shows the location of the Project within its associated TAZ.

As shown in **Table 2**, the General Plan EIR land use assumptions for the Project TAZ include no residential population, and only have employment-based land use in both the 2020 baseline and 2040 horizon year. As described above, the metric provided is commute VMT per worker.

Figure 1. Project Location and Associated EIR TAZ



Source: Alameda General Plan 2040 EIR; Fehr & Peers, 2026.

Table 2. General Plan EIR VMT Budget for Project TAZ

2020			2040		Growth	
Background Growth						
TAZ	Population	Employment	Population	Employment	Population	Employment
1466	0	1,918	0	3,918	0	2,000
VMT						
TAZ	VMT per Resident	Commute VMT per worker	VMT per Resident	Commute VMT per worker	Total VMT for Population	Total VMT for Employment
1466	0	15.16	0	14.34	0	27,100
Total Annualized VMT Growth¹					0	6,829,200

Notes:

1. The annualization rate includes 252 working days per year.
Source: Alameda General Plan 2040 EIR; Fehr & Peers, 2026.

The General Plan EIR assumed 1,918 employees in the Project TAZ in 2020, increasing to 3,918 employees by 2040. Over the same period, the commute VMT per worker in the Project TAZ is projected to decrease from 15.16 to 14.34. The difference in total commute VMT from 2020 to 2040 represents a daily VMT growth of 27,100. Annualized over 252 working days per year (all weekdays excluding 9 holidays), the total VMT budget of the Project TAZ is 6,829,200 VMT per year. Considering that no other developments have been proposed or approved in the Project TAZ since the certification of the General Plan EIR, if the Project's annualized VMT is at or below this budget, the Project's transportation impacts would be less than significant under the selected threshold methodology, according to CEQA Guidelines § 15183.

Project's VMT Analysis

Project VMT was estimated for all anticipated event types at the proposed venue, including Roots games, Soul games, and other sporting events. VMT was calculated separately for the three user categories: attendees, back-office employees, and game-time employees. Each group was assigned distinct mode shares, average vehicle occupancies (AVO), and trip origin distributions. Drive-alone or carpool and rideshare (Uber, Lyft, taxi) modes were treated independently throughout, as these modes have different origin distributions and therefore different average trip distances.

The main resource for the information was travel surveys collected by Fehr & Peers from prior Roots games at Laney College in 2022, CSUEB in 2023, and Coliseum in 2025.

Trip Distance

One-way vehicle trip distances for attendees and employees were derived from game-day travel survey trip origin ZIP Code information. Since the games are relocated from the Coliseum and the Coliseum is the nearest site to the Project, the analysis uses the origin ZIP Codes from the Coliseum survey data. For each origin ZIP Code, the geographic centroid was identified, and the driving distance to the sports facility was calculated via the OpenStreetMap road network data, using the Project site coordinates (37.7247°N, 122.2331°W) as the destination. **Table 3** shows the average one-way trip distance by attendee and by mode.

Table 3. Average One-Way Trip Distance by Attendee and by Mode

Attendee	Drive-alone or Carpool	Rideshare (Uber/Lyft/taxi)
Attendees	16.9 miles	12.8 miles
Back-office employees	10.2 miles	8.2 miles
Game-time employees	14.6 miles	5.7 miles

Source: Surveys at games held at Coliseum (2025); summarized by Fehr & Peers, 2026.

Average one-way distances were then computed separately for drive-alone, carpool and rideshare (Uber/Lyft/taxi) modes, weighted by the surveyed origin distribution of attendees using each mode. Because rideshare users tend to originate from ZIP Codes closer to the venue than those who drive,

the resulting average one-way distance for rideshare is shorter than for drive-alone and carpool for all events and attendee types.³

Mode Share

Mode share forecasts for attendees, back-office employees, and game-time employees were developed using travel surveys at the three comparable sites: Coliseum games (2025), CSUEB games (2023), and Laney College games (2022). **Table 4** summarizes the resulting mode share forecasts.

Attendee mode share estimates are based primarily on the CSUEB survey data, as that location has the most comparable level of transit accessibility to the Project site. Like the Project site, CSUEB is not within reasonable walking distance of a BART station. Two adjustments were made to the CSUEB Saturday baseline: (1) Uber/Lyft/taxi mode share was revised to align with Coliseum survey data, given the Coliseum’s proximity to the Project site; and (2) BART mode share was set to zero, reflecting the Project site’s comparable distance to BART as CSUEB but with a weaker pedestrian connection. This is a conservative assumption since the Project is expected to operate a BART shuttle, which is estimated to be used by about 5 percent of the attendees. Drive-alone and carpool mode shares were adjusted proportionately to account for these changes. Wednesday game mode share was estimated by applying a Wednesday-to-Saturday ratio factor derived from the Laney College survey data to each mode in the Saturday forecast.

Employee mode share is based primarily on the Coliseum survey data, as that site is geographically closest to the Project and the survey data indicate that no employees travel to the Coliseum by BART regardless of game location. The same BART and proportionate drive-alone/carpool adjustments described above were applied. Back-office and game-time employee mode share forecasts are assumed to be identical for Wednesday and Saturday games, as employees are likely traveling from consistent origins regardless of game day. This assumption does not apply to attendees, whose trip origins may differ between weekday and weekend games.

Table 4. Average Forecast Mode Share to/from the Game

	Saturday Attendees	Wednesday Attendees	Back-office Employees	Game-time Employees
Carpooling	83%	73%	19%	14%
Drive alone	10%	23%	78%	83%
BART	0%	0%	0%	0%
Walk/Bike	1%	1%	0%	0%
Rideshare	6%	3%	3%	3%

Source: surveys at games at Laney College (2022), CSUEB (2023), and Coliseum (2025); summarized by Fehr & Peers, 2026.

³ The rideshare trip distance includes the deadhead VMT generated by rideshare services, which is defined as the vehicle driving without any passengers, and consist of the VMT generated looking for a ride assignment and driving to the pickup and from the drop-off locations. About 40 percent of total rideshare VMT is deadhead VMT.

Table 5 summarizes AVO forecasts for attendees and employees. Coliseum survey data serve as the primary basis for AVO estimates, as the Coliseum is the closest surveyed venue to the Project site and visitor origins are therefore likely to be most similar, making it the most relevant benchmark for carpooling behavior.

For Saturday attendees trips, carpool vehicle occupancy is assumed consistent with the Coliseum survey. Adjusting for the Project’s forecast drive-alone and carpool mode shares yields an average of 2.7 people per vehicle. Rideshare (Uber/Lyft/taxi) vehicle occupancy is also drawn directly from the Coliseum survey. For Wednesday games, drive-alone, carpool, and rideshare AVO values are estimated by applying the Wednesday-to-Saturday AVO ratio from Laney College survey data to the corresponding Coliseum-based Saturday values. Employee AVO is drawn from the Laney College employee survey, which had the largest employee sample size of the surveys reviewed.

Table 5. Average Automobile Vehicle Occupancy (AVO) Forecast

	Saturday Attendees	Wednesday Attendees	Back-office Employees	Game-time Employees
Drive-Alone/ Carpool	2.7	2.1	1.3	1.4
Rideshare	1.8	2.4	1.0	–

Source: Surveys at games at Laney College (2022) and Coliseum (2025); summarized by Fehr & Peers, 2026.

Project VMT

Project VMT was calculated by event type and attendee category using the mode shares, AVO, and one-way trip distances described above. The VMT per event was calculated using the following formula. Then the annualized VMT was calculated by multiplying the event VMT by the number of events per year.

$$\text{VMT per event by mode} = ((\text{Attendees} * \text{Mode share percent}) / \text{AVO}) * (\text{One-way distance} * 2)$$

As shown in **Table 6**, the Project would generate a total annualized VMT of 3,163,010. Oakland Roots games account for the largest share of Project VMT, reflecting both the higher event frequency and full attendance capacity (8,000 attendees). Drive-alone and carpool trips represent the predominant modes across all event types and attendee categories, consistent with the limited transit access to the Project site.

The Project’s annualized VMT of 3,163,010 is compared against the General Plan EIR VMT budget for the Project TAZ (6,829,200). Project VMT represents approximately 46 percent of the TAZ VMT budget. Because Project VMT does not exceed the estimated VMT budget for the Project TAZ in the General Plan EIR, and no other developments have been approved or proposed in the Project TAZ, the Project’s transportation impacts are consistent with the growth assumptions analyzed in the General Plan EIR.

Table 6. Project VMT by Event and by Mode

User	Roots		Soul		Other		Total
	<i>Drive-alone and carpool</i>	<i>Ride-share</i>	<i>Drive-alone and carpool</i>	<i>Ride-share</i>	<i>Drive-alone and carpool</i>	<i>Ride-share</i>	
Attendees	2,293,251	258,870	245,492	28,875	146,126	17,188	2,989,803
Back-office employee	29,815	1,613	6,363	344	2,272	123	40,530
Game-time employee	104,646	2,960	14,281	404	10,101	286	132,678
Total	2,427,712	263,443	266,136	29,624	158,499	17,597	3,163,010

Source: Fehr & Peers, 2026.

Findings

Pursuant to CEQA Guidelines § 15183, a project that is consistent with the development density established by an existing general plan for which an EIR was certified does not need to repeat the analysis of significant effects adequately addressed in the program EIR. The Project's VMT is within the envelope of growth analyzed for the Project TAZ in the General Plan EIR. Accordingly, the Project would not result in any new or substantially more severe significant transportation impacts beyond those identified and analyzed in the General Plan EIR, and no additional VMT mitigation measures are required. The Project is still required to implement employer-based TDM to incentivize transit use and discourage automobile use for commute trips according to the mitigations identified in the General Plan EIR. However, the Project transportation impact would be **less than significant**.

Appendix C

Biological Resources Evaluation

OAKLAND ROOTS EVENTS CENTER IMPROVEMENTS

Biological Resources Evaluation

Prepared for
Oakland Pro Soccer LLC

June 2026



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Biological Resources Evaluation

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June 2026

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1. INTRODUCTION

1.1 Project Overview and Purpose

This report presents the results of a general biological survey conducted in June 2026 to characterize biological resources and evaluate the potential presence of common and special-status plant and wildlife species, sensitive natural communities, and state- and federally regulated waters and wetlands at the Oakland Roots & Soul Performance Center in Alameda, California. The Project Site is located at 1220 and 1150 Harbor Bay Parkway (94502).

The purpose of this report is to identify and characterize biological resources within the approximately 17-acre study area (hereafter referred to as the “Project Site”) and to provide recommendations to avoid and minimize potential impacts to sensitive and regulated resources in support of future planning efforts and proposed facility improvements.

The Project Site is currently fully developed; however, undeveloped areas are located immediately to the north and east. Sensitive and regulated biological resources identified on the Project Site are limited to potential nesting by common bird species and to trees subject to protection under the City of Alameda Municipal Code.

1.2 Regulatory Context

The information presented in this report is intended to support compliance with applicable federal, state, and local environmental regulations, including the California Environmental Quality Act (CEQA), which requires the evaluation of potential impacts to biological resources.

2. METHODOLOGY

2.1 Desktop Review and Analysis

Information on plant and wildlife species, critical habitat, natural communities, and other sensitive biological resources used in preparing this report was obtained from the following sources:

- California Natural Diversity Database (CNDDDB): Information on biological resources, including sensitive natural communities, within a 5-mile radius of the Project Site (CDFW 2026a)
- California Native Plant Society (CNPS): Inventory of rare and endangered plant species (CNPS 2026)
- U.S. Fish and Wildlife Service (USFWS): Information for Planning and Conservation (IPaC) species list identifying federally listed species that may occur within the Project Site and could be affected by project activities (USFWS 2026)
- Aerial Imagery: Multi-year and seasonal imagery used to evaluate the Project Site and surrounding area

Special-status plant species include those listed as endangered, threatened, or rare by the USFWS and/or the California Department of Fish and Wildlife (CDFW). Regulatory protections for these species are established under the following statutes:

- Federal Endangered Species Act (FESA)
- California Endangered Species Act (CESA)
- California Fish and Game Code (FGC)
- Native Plant Protection Act of 1977 (NPPA)

In addition, the CNPS maintains an inventory of rare, threatened, and endangered plants in California that is widely used in environmental review.

Special-status wildlife species include those listed by the USFWS and/or CDFW as endangered, threatened, or rare, as well as candidate species and other wildlife identified in the CDFW Special Animals List (CDFW 2026). Most bird species are also afforded protection under the following:

- Bald and Golden Eagle Protection Act
- Migratory Bird Treaty Act (MBTA)

- California Fish and Game Code Section 3503

Evaluation of Species Occurrence Potential

Based on a review of regional biological literature, previous environmental documentation, and an assessment of habitat conditions within the Project Site, special-status species were evaluated for their potential to occur within the Project Site. Species were assigned to one of the following categories:

Absent. A species was considered absent if one or more of the following conditions applied:

- No suitable habitat is present within the study area; or
- The study area is outside the known geographic range of the species

Low Potential. A species was considered to have low potential for occurrence if:

- The study area is within the species' known range; but
- The species is presumed extirpated from the region, or
- Only marginally suitable habitat is present

Moderate Potential. A species was considered to have moderate potential for occurrence if:

- Suitable habitat is present within the study area; and
- The study area is within the species' known range; but
- Few or no recent documented occurrences exist in the vicinity

High Potential. A species was considered to have high potential for occurrence if:

- Suitable habitat is present within the study area; and
- The study area is within the species' known range; and
- Recent documented occurrences exist in the vicinity of the study area

Present. A species was considered present if there are recent documented occurrences within the study area.

2.2 Reconnaissance Surveys

A reconnaissance-level assessment of the Project Site was conducted by Environmental Science Associates (ESA) biologist Brian Pittman, CWB, on June 6, 2026, to evaluate the potential presence of sensitive biological and other regulated resources. The assessment also included a

review of potential wetland features and an evaluation of the site's suitability to support rare plant species.

Observations of special-status species, as well as indicators of their potential presence and other sensitive or regulated natural resources (e.g., riparian corridors and potential wetlands), were documented when identified. Habitat types within the study area were mapped in the field; however, because the site is fully developed, habitat maps are not included in this report. The assessment also considered the potential for sensitive natural communities to occur.

2.3 Aquatic Resource Delineation and Mapping

ESA wildlife biologist Brian Pittman, CWB, reviewed the facility to assess the potential presence of wetlands and other waters on June 6, 2026. Mr. Pittman is trained in the identification and delineation of such features.

3. REGULATORY FRAMEWORK

3.1 Federal Laws and Regulations

3.1.1 Federal Endangered Species Act

The Federal Endangered Species Act (FESA; 16 USC 1531–1544) protects listed plant, fish, and wildlife species from “take,” which includes actions that harass, harm, or kill individuals, as well as habitat modification that results in injury or death. Take may occur even if unintentional. Listed plants receive more limited protection and are only protected from take on federal lands or when a federal action is required (e.g., a Section 404 permit from the U.S. Army Corps of Engineers [USACE]).

The U.S. Fish and Wildlife Service (USFWS) has jurisdiction over terrestrial and freshwater species, while the National Marine Fisheries Service (NMFS) oversees marine and anadromous species. Section 7(a)(2) of FESA requires federal agencies to consult with the USFWS or NMFS for actions with a federal nexus that may affect listed species or critical habitat. For non-federal actions, incidental take permits may be issued under Section 10, contingent on an approved habitat conservation plan.

No federally listed species are expected to occur on or adjacent to the Project Site.

3.1.2 Migratory Bird Treaty Act

The federal MBTA (16 USC 703 et seq. [1989]) is the domestic law that affirms and implements a commitment by the United States to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. Unless otherwise permitted by regulation, the MBTA states that without a permit issued by the U.S. Department of the Interior, it is unlawful to pursue, hunt, take, capture, or kill any migratory bird.

The law also applies to the intentional disturbance and removal of nests that are occupied (i.e., active nests) by migratory birds or their eggs during the breeding season. The removal of inactive nests that are not protected by other federal regulations (e.g., FESA and the Bald and Golden Eagle Protection Act) does not constitute take under the MBTA and would not conflict with the statute. All native bird species occurring on or near the Project Site are protected by the MBTA.

3.1.3 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 USC 668–668c) makes it illegal to trade in any bald eagle or golden eagle or parts thereof. This definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon an eagle’s return, such alterations agitate or bother the eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and cause injury,

death, or nest abandonment. Neither bald eagle nor golden eagle is expected to nest on or near the Project Site.

3.1.4 Clean Water Act

Section 404 of the Clean Water Act

Waters of the United States are defined in the Code of Federal Regulations (Title 33, Section 328.3[a], and Title 40, Section 230.3[s]) as rivers, streams, mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters. These waters fall under USACE jurisdiction under Section 404 of the Clean Water Act (CWA).

Additionally, USACE regulates navigable waters under Section 10 of the Rivers and Harbors Act. Navigable waters are defined as those waters that are subject to the ebb and flow of the tide or that are presently used, have been used in the past, or may be susceptible to use to for the transport of interstate or foreign commerce.

No potentially jurisdictional aquatic resources subject to federal regulation occur at the Project Site.

Section 402 of the Clean Water Act

CWA Section 402 regulates point- and non-point-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) permit program. In California, the State Water Resources Control Board (Water Board) oversees the NPDES program, and it is administered by the regional water quality control boards (regional water boards).

Section 401 of the Clean Water Act

The U.S. Environmental Protection Agency (EPA) has delegated its CWA authority to the State of California to effectively regulate activities in wetlands and waters in the project area. The delegated authority resides primarily with the Water Board. The Water Board, acting through the San Francisco Bay Regional Water Board, must certify that a USACE permit action meets state water quality objectives (CWA Section 401). Any condition of water quality certification is then incorporated into the USACE Section 404 permit authorized for the project.

No potentially jurisdictional aquatic resources subject to state regulation occur on the Project Site.

3.2 State Laws and Regulations

3.2.1 California Endangered Species Act

Under the CESA, CDFW is responsible for maintaining a list of threatened and endangered species (FGC Section 2070). The department also maintains a list of candidate species, which are species formally under review for addition to either the list of endangered species or the list of threatened species.

The CESA prohibits the take of plant and animal species that the California Fish and Game Commission has designated as either threatened or endangered in California. In the context of this regulation, “take” means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill a listed species (FGC Section 86). The take prohibitions also apply to candidates for listing under the CESA. However, CESA Section 2081 allows CDFW to issue permits for the incidental take of species by an individual or permitted activity covered under the act. Unlike the FESA provision, species that are candidates for state listing are granted the same protections as listed species under the CESA.

No CESA-listed species are expected on or adjacent to the Project Site.

3.2.2 California Fish and Game Code

Section 1600

CDFW regulates streambeds, their banks, and riparian habitat under FGC Section 1600. A Lake and Streambed Alteration Agreement must be obtained from CDFW before the initiation of any work to alter streambeds, banks, or riparian habitat. Streams and riparian corridors are not present on the Project Site; therefore, proposed activities would not be subject to FGC Section 1600.

Fully Protected Species

Certain species are considered fully protected, meaning that the FGC explicitly prohibits all take of individuals of these species except take permitted for scientific research. Fully protected amphibians and reptiles, fish, birds, and mammals are listed in Sections 5050, 5515, 3511, and 4700, respectively. No fully protected species are expected at the Project Site.

Sections 3503 and 3503.5

Under FGC Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the code or any regulation made pursuant thereto.

Section 3503.5 prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests (active and inactive) and eggs. Migratory non-game birds and their nests (active and inactive) are protected under FGC Section 3800, and other specified birds are protected under FGC Section 3505. FGC Section 3513 adopts the federal definition of migratory bird take, defined by the Secretary of the Interior under provisions of the MBTA.

3.2.3 Porter-Cologne Water Quality Control Act

The Water Board and San Francisco Bay Regional Water Quality Control Board have jurisdiction over waters of the state under the Porter-Cologne Water Quality Control Act. Waters of the state are broadly defined as “any surface water or groundwater, including saline waters, within the boundaries of the state.” Both agencies evaluate proposed actions for consistency with the Regional Water Board’s water quality control plan and authorize impacts on waters of the state

by issuing waste discharge requirements or, in some cases, a waiver of waste discharge requirements. Waters of the state do not occur at the Project Site.

4. EXISTING CONDITIONS

4.1 Existing Cover Types and Vegetation Communities

This section summarizes the vegetation communities and cover types within the 17-acre Project Site. Cover types include areas that lack natural vegetation, such as developed surfaces and barren ground. These cover types were identified during the June 6, 2026, reconnaissance survey and through a review of Google Earth imagery.

The Project Site consists entirely of developed, urban, and landscaped habitats. Representative photographs of the Project Site are provided in Appendix A. Adjacent open space areas to the east and north of the Project Site, associated with the Oakland San Francisco Bay Airport, support annual grassland, freshwater marsh, open water, and ruderal habitats. These areas were not accessible during the survey due to security restrictions but would not be affected by redevelopment activities within the Project Site. One cover type was identified on-site and is described below.

Developed/Urban/Landscaped

The Project Site is fully developed and includes primarily unvegetated surfaces such as buildings, roads, parking lots, paved areas, a fountain, and other infrastructure. Vegetated areas consist of ornamental landscaping (e.g., tree groves, street strips, and shrubs), approximately 5.5 acres of maintained turf grass associated with soccer fields, and smaller patches of ruderal habitat characterized by short, mowed grasses. Landscaped areas are regularly maintained.

No native plant species were observed on the Project Site. Several coast live oak (*Quercus agrifolia*) and pine (*Pinus* sp.) trees occur north of the property boundary, with canopies extending slightly onto the site. On-site landscaping is dominated by ornamental species such as acacia (*Acacia* sp.), Lombardy poplar (*Populus nigra*), and western sycamore (*Platanus racemosa*).

Developed and landscaped areas provide limited habitat value for native wildlife due to disturbance, human activity, and low vegetation diversity. Observed species included barn and cliff swallows (*Hirundo rustica* and *Petrochelidon pyrrhonota*) nesting within the northern utility shed, house finch (*Haemorrhous mexicanus*) nesting above the shed entrance, and two small California ground squirrel (*Otospermophilus beecheyi*) colonies. Maintenance staff also reported regular activity by Botta's pocket gopher (*Thomomys bottae*). At the southwestern portion of the site, Canada geese (*Branta canadensis*) and mallards (*Anas platyrhynchos*) were observed using a 0.5-acre ornamental pond as a loafing area.

4.2 Sensitive Natural Communities

A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to federal, state, or local agencies. Most sensitive natural communities are given special consideration because they perform important ecological functions, such as maintaining water quality and providing essential habitat for plants and wildlife. No sensitive natural communities occur on the Project Site.

4.3 Wildlife Movement Corridors

Wildlife movement corridors are considered important ecological resources by the CDFW and USFWS. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors, allowing animals to move between various locations within their range. Topography and other natural factors, in combination with human disturbance or urban development, can fragment or separate large open-space areas and wildlife habitats, thus impeding wildlife movement between areas of suitable habitat.

CDFW's California Essential Habitat Connectivity online data viewer provides a resource to identify statewide areas of natural landscape blocks, areas that connect these landscape blocks, and areas that are important for biological conservation. The project footprint is not located in any California Essential Habitat Connectivity habitat classifications (CDFW 2026b).

4.4 Wetlands and Other Waters

The fully developed Project Site does not support any wetlands or other waters.

4.5 Critical Habitat

The USFWS designates critical habitat for species that have been listed as threatened or endangered. Critical habitat is defined in Section 3(5)(A) of the FESA as those lands (or waters) within a listed species' current range that contain the physical or biological features essential to its conservation. No critical habitat for aquatic or terrestrial species occurs on or near the Project Site.

4.6 Special-Status Species

The Project Site is fully developed and largely enclosed by fencing, and it does not provide suitable habitat for special-status plant or wildlife species. Therefore, project activities within the fenced Project Site would not affect special-status species. However, despite the developed condition of the site, facility improvements could still indirectly affect off-site biological resources, including nesting migratory birds, if present. Regulated plant and wildlife resources in the vicinity are discussed below.

4.6.1 Special-Status Plants

The California Natural Diversity Database (CNDDDB) identifies twelve special-status plant species within a 2-mile radius of the Project Site (**Appendix B**). Most of these are associated with specialized habitats such as marshes, alkali playa, valley and foothill grassland, and coastal dunes, which do not occur on the Project Site. As such, these species are considered absent due to the lack of suitable habitat and ongoing disturbance associated with past and current site uses.

4.6.2 Special-Status Wildlife

An Alameda song sparrow (*Melospiza melodia pusillula*), a California Species of Special Concern, was heard vocalizing in open space east of the Project Site during the reconnaissance survey. This subspecies is restricted to the margins of the San Francisco Bay estuary and is typically associated with high marsh vegetation in tidal salt marsh habitats, including adjacent upland shrubs. The Project Site lacks estuarine habitat and does not support suitable nesting vegetation. Potential nesting habitat occurs in shrub and grassland areas located more than 150 feet east of the Project Site.

Several current and historical occurrences of burrowing owl (*Athene cunicularia*), a state candidate for listing as endangered, have been documented on Bay Farm Island near the Oakland San Francisco Airport, New Marsh, Martin Luther King Jr. Regional Shoreline, and Corica Park Golf Course (CDFW 2026a). Two California ground squirrel complexes, each consisting of approximately 2 to 6 burrows, were identified on the site and closely evaluated for evidence of burrowing owl use. All burrows showed active use by ground squirrels, with no signs of owl occupancy. Additionally, maintenance staff regularly manage these areas and when specifically asked, reported no observations of burrowing owls on the Project site. On this basis, this species is considered unlikely from the Project Site.

Several salt marsh dependent species in the regional vicinity occur in association with marshland habitat that is not present on or adjacent to the Project Site. Specifically, the Project Site and areas within 250-feet lack habitat for the mimic tryonia (=California brackishwater snail) (*Tryonia imitator*), Alameda Island mole (*Scapanus latimanus parvus*), salt-marsh harvest mouse (*Reithrodontomys raviventris*), and salt-marsh wandering shrew (*Sorex vagrans halicoetes*).

The California least tern (*Sternula antillarum browni*) is federally and state listed as endangered. Two occurrences have been reported within 2 miles of the Project Site (CDFW 2026a). One is a historic nesting colony located in sand dunes north of Runway 12 at Oakland San Francisco Airport, approximately 0.75 miles west of the site, which was last documented as active in 1992. The second is an extirpated colony that occurred on the north side of Bay Farm Island prior to 1976, approximately 1.5 miles north of the Project Site, where habitat has since been developed. No active nesting colonies are known from Bay Farm Island; the nearest active colony is located at the former Alameda Naval Air Station, approximately 6 miles northwest. Accordingly, California least tern nesting is not expected within the vicinity of the Project Site.

The western snowy plover (*Anarhynchus nivosus nivosus*) is federally listed as threatened and is a California Species of Special Concern. This species nests on sandy beaches, levees, and the

shores of large alkali lakes. Nesting on Bay Farm Island was last documented in 1979 (CDFW 2026a), and the island has since been substantially developed. Suitable nesting habitat is absent from the Project Site and nearby airport-managed open space. In addition, ongoing soil and concrete processing activities approximately 400 feet east of the site further reduce the suitability of adjacent barren areas for snowy plover nesting. This species is not expected near the Project Site.

California Ridgway's rail (*Rallus obsoletus obsoletus*) is a federal and state-listed endangered species. California Ridgway's rail nesting is described from the north side of Bay Farm Island, along San Leandro Bay, and from Arrowhead Marsh and the nearby vicinity at Martin Luther King Shoreline. California Ridgway's rail is not described from the vicinity of the Project Site or at Oakland San Francisco Airport (CDFW 2026a). Airport lands east of the Project Site support seasonally ponded freshwater marsh that is not appropriate for California Ridgway's rail nesting. This species prefers saltwater and brackish marshes, often traversed by tidal slough. It is not expected in mudflat habitat or areas dominated by cattails (*Typha* sp.). Additionally, ongoing airport soil management activities discussed above make this species unlikely to nest in or otherwise use adjacent open space areas. California black rail (*Laterallus jamaicensis coturniculus*) is also described from Arrowhead Marsh on the north side of the island and are likewise not expected to nest in open space near the Project Site.

Freshwater, brackish, and saltwater aquatic habitats are absent from the Project Site. Therefore, the following aquatic species are not expected to occur on or near the site: longfin smelt (*Spirinchus thaleichthys*), southern DPS of green sturgeon (*Acipenser medirostris*), and Pacific walker (*Pomatiopsis californica*).

The CNDDDB does not report any occurrences of special-status bat species within 2 miles of the Project Site, and no suitable roosting habitat was identified during site reconnaissance. Accordingly, roosting bats are not expected to occur on the Project Site.

4.6.3 Nesting Birds (General)

Developed and disturbed portions of the Project Site provided limited opportunities for avian nesting, and a thorough review of the Project Site did not identify nesting birds on or adjacent to the site, with the exception of swallow and finch nesting on the northern utility structure. While widespread avian nesting was not observed on the Project Site in 2026, portions of the site could support bird nesting in future years, particularly in mature coast live oak and pine trees on the western perimeter of the site, or in acacia trees or poplar trees on the site. The Migratory Bird Treaty Act and California Fish and Game Code protect raptors and other native migratory birds that choose to nest in these areas.

4.6.4 Trees

Trees within the Project Site are limited to approximately a dozen acacia and Lombardy poplar. Tree removal, if planned, would be subject to local tree protection ordinances, which may require a permit from the City of Alameda.

5. RECOMMENDATIONS

The following discussion provides recommendations to protect sensitive biological resources, with a focus on nesting birds that may occur on or adjacent to the Project Site. Impacts to nesting birds can be avoided through standard avoidance and minimization measures commonly applied under CEQA. Given the minimal presence of regulated biological resources within the Project Site, no state or federal permits or authorizations are anticipated for proposed redevelopment or improvements. The measures outlined below may be incorporated into future environmental planning documents.

Where nighttime lighting is required, fixtures should be shielded and directed downward to minimize light spill and avoid impacts to wildlife in adjacent airport lands. Through the inclusion of these design features, no light-related impacts to wildlife on adjacent open space lands are expected.

5.1 Nesting Birds

Measure 1: Avoid and Minimize Impacts to Nesting Birds

If construction activities are scheduled to begin during the bird nesting season (February 1 through August 31), a qualified biologist shall perform preconstruction surveys for nesting birds within 250 feet of construction areas, where access is available. If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further avoidance is required.

If active nests are detected during preconstruction surveys, a no-disturbance buffer shall be created around the active nest until it is determined that young birds have fledged. Buffers shall be at least 250 feet for raptors and at least 150 feet for other nesting birds. Nests initiated within the active construction area may have reduced buffer sizes due to the increased tolerance to disturbance. Reductions to nest buffer distances may be appropriate on a case-by-case basis based on site-specific factors such as the existing disturbance levels, tolerance of the species to disturbance, and the magnitude of the proposed disturbance. If reduced, the final size and dimensions of the buffer area should be determined by an experienced biologist in coordination with the California Department of Fish and Wildlife. Buffers should remain in place until nesting is complete.

5.2 State and Federally Regulated Species

No federal or state-regulated plant or wildlife species are expected within the Project Site. Therefore, no recommendations are proposed to avoid impacts to such species.

5.3 Trees

Tree removal, if planned, would be subject to local tree protection ordinances, which may require a permit from the City of Alameda.

6. REFERENCES

- California Department of Fish and Wildlife (CDFW), 2026a. *Rarefind 6. California Natural Diversity Database*. Electronic database query based on a 2-mile radius from the Roots Project Site. Accessed June 2026.
- _____. 2026b. *Natural Areas Small - California Essential Habitat Connectivity Spatial Data*. Accessed June 2026. <https://data.cnra.ca.gov/dataset/natural-areas-small-california-essential-habitat-connectivity-cehc-ds1073>
- California Native Plant Society (CNPS), 2026a. *A Manual of California Vegetation Online*. Available online at vegetation.cnps.org/. Accessed June 2026.
- _____. 2026b. *Rare Plant Inventory* (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed June 2026].
- USFWS IPAC. 2026. List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project; generated for the Oakland Roots Events Center Improvements, Project Code: 2026-0101104, June 9, 2026.

Appendix A. Representative Photographs

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Photo 1: Cliff swallows and barn swallows actively nesting within the northern utility structure (photos taken June 6, 2026).

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 1
Representative Photographs



Photo 2: Swallow nests are located inside the northern utility structure, behind the open doorway shown.



Photo 3: A house finch nest located on a speaker above and to the right of the roll-up door at the northern utility structure.

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 1 Representative Photographs



Photo 4: Typical paved parking area lacking vegetation.



Photo 5: Modern buildings on the Project Site provide limited habitat value for wildlife..

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 2
Representative Photographs



Photo 6: View of maintained turf grass areas and buildings on the Project Site.



Photo 7: Typical ruderal habitat maintained as bare ground and providing limited habitat value for rare plants and wildlife.

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 4
 Representative Photographs



Photo 8: No nesting birds or sensitive biological resources were observed using the acacia trees and ice plant near the communications tower in the northeastern portion of the Project Site.



Photo 9: Ground squirrel burrows in ruderal habitat at the northern end of the Project Site.

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 5
 Representative Photographs



Photo 10: Airport lands east of the Project Site.



Photo 11: Airport lands east of the Project Site

SOURCE: ESA

Oakland Roosts Events Center Improvements

Figure 6
Representative Photographs

Appendix B. California Natural Diversity Database Search



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: BIOS selection

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
adobe sanicle <i>Sanicula maritima</i>	PDAP11Z0D0	None	Rare	G2	S2	1B.1
Alameda Island mole <i>Scapanus latimanus parvus</i>	AMABB02031	None	None	GNRT1	SH	SSC
Alameda song sparrow <i>Melospiza melodia pusillula</i>	ABPBXA301S	None	None	G5T2T3	S2	SSC
alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	PDFAB0F8R1	None	None	G2T1	S1	1B.2
American peregrine falcon <i>Falco peregrinus anatum</i>	ABNKD06071	Delisted	Delisted	G4T4	S3S4	
burrowing owl <i>Athene cunicularia</i>	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
California black rail <i>Laterallus jamaicensis coturniculus</i>	ABNME03041	None	Threatened	G3T1	S2	FP
California least tern <i>Sternula antillarum browni</i>	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
California Ridgway's rail <i>Rallus obsoletus obsoletus</i>	ABNME05011	Endangered	Endangered	G3T1	S2	FP
California seablite <i>Suaeda californica</i>	PDCHE0P020	Endangered	None	G1	S1	1B.1
California tiger salamander - central California DPS <i>Ambystoma californiense</i> pop. 1	AAAAA01181	Threatened	Threatened	G3T3	S3	WL
dark-eyed gilia <i>Gilia millefoliata</i>	PDPLM04130	None	None	G2	S2	1B.2
green sturgeon - southern DPS <i>Acipenser medirostris</i> pop. 1	AFCAA01031	Threatened	None	G2T1	S1	SSC
Kellogg's horkelia <i>Horkelia cuneata</i> var. <i>sericea</i>	PDROS0W043	None	None	G4T1?	S1?	1B.1
Loma Prieta hoita <i>Hoita strobilina</i>	PDFAB5Z030	None	None	G2?	S2?	1B.1
longfin smelt - San Francisco Bay-Delta DPS <i>Spirinchus thaleichthys</i> pop. 2	AFCHB03040	Endangered	Threatened	G5TNRQ	S1	
long-styled sand-spurrey <i>Spergularia macrotheca</i> var. <i>longistyla</i>	PDCAR0W062	None	None	G5T2	S2	1B.2
Marin knotweed <i>Polygonum marinense</i>	PDPGN0L1C0	None	None	G2	S2	3.1
mimic tryonia (=California brackishwater snail) <i>Tryonia imitator</i>	IMGASJ7040	None	None	G2	S2	
monarch - California overwintering population <i>Danaus plexippus plexippus</i> pop. 1	IILEPP2012	Proposed Threatened	None	G4T1T2Q	S2	



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Northern Coastal Salt Marsh <i>Northern Coastal Salt Marsh</i>	CTT52110CA	None	None	G3	S3.2	
Pacific walker <i>Pomatiopsis californica</i>	IMGASJ9020	None	None	G1	S1	
Point Reyes salty bird's-beak <i>Chloropyron maritimum ssp. palustre</i>	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
robust spineflower <i>Chorizanthe robusta var. robusta</i>	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
saline clover <i>Trifolium hydrophilum</i>	PDFAB400R5	None	None	G2	S2	1B.2
saltmarsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	ABPBX1201A	None	None	G5T3	S3	SSC
salt-marsh harvest mouse <i>Reithrodontomys raviventris</i>	AMAFF02040	Endangered	Endangered	G1G2	S3	FP
salt-marsh wandering shrew <i>Sorex vagrans halicoetes</i>	AMABA01071	None	None	G5T1	S1	SSC
western snowy plover <i>Anarhynchus nivosus nivosus</i>	ABNNB03031	Threatened	None	G3T3	S3	SSC
woodland woollythreads <i>Monolopia gracilens</i>	PDAST6G010	None	None	G3	S3	1B.2
yellow rail <i>Coturnicops noveboracensis</i>	ABNME01010	None	None	G4	S2	SSC

Record Count: 31

Appendix C. U.S. Fish and Wildlife Service Information for Planning and Conservation Search



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

06/09/2026 23:53:11 UTC

Project Code: 2026-0101104

Project Name: Oakland Roots Events Center Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

PROJECT SUMMARY

Project Code: 2026-0101104
Project Name: Oakland Roots Events Center Improvements
Project Type: Mixed-Use Construction
Project Description: Field improvements on a developed site.
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.725663749999995,-122.23222385843154,14z>



Counties: Alameda County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 13 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
salt marsh harvest mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Endangered

BIRDS

NAME	STATUS
California least tern <i>Sternula antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Endangered
California Ridgway's rail <i>Rallus obsoletus obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Endangered
western snowy plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Threatened

REPTILES

NAME	STATUS
Alameda whipsnake (=striped racer) <i>Masticophis lateralis euryxanthus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened

NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California red-legged frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Threatened

FISHES

NAME	STATUS
tidewater goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Endangered

INSECTS

NAME	STATUS
Monarch butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Proposed Threatened

CRUSTACEANS

NAME	STATUS
Vernal pool fairy shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5HPS36FQQRGWFGRG6EAK2HJTRY/documents/generated/11271.pdf	Threatened

FLOWERING PLANTS

NAME	STATUS
California seablite <i>Suaeda californica</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Contra Costa goldfields <i>Lasthenia conjugens</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7058	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

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Appendix D

Noise Assessment



Technical Memorandum

date July 15, 2026
to Lydia Tan, Oakland Roots and Soul Sport Club
cc Luke Evans and Brian Boxer, ESA
from Chris Dugan and Anaya Ward
subject Harbor Bay Parkway Facility Soccer Match Noise Model Results

Introduction

Environmental Science Associates (ESA) has prepared this memorandum at the request of the Oakland Roots & Soul Sports Club (SC; also referred to as “the Club”). This memorandum provides information on the existing ambient noise levels at and near the Club’s existing training facility in Alameda California (CA) and presents the results of three-dimensional noise modeling conducted to evaluate the temporary use of the facility for outdoor assembly activities, including soccer matches, beginning in 2027.

This memorandum is organized as follows:

- **Executive Summary:** This section summarizes the proposed project, the results of the noise modeling conducted by ESA, and ESA’s recommended noise control measures.
- **Project Description:** This section describes the existing and proposed temporary use of the Club’s training facility.
- **Summary of City Noise Regulations:** This section summarizes City of Alameda Municipal Code and General Plan standards that are relevant to the proposed project.
- **Ambient Noise Surveys:** This section provides an overview of ESA’s noise monitoring survey methodology, locations, and results, including results from monitoring an Oakland Roots home soccer match on July 11, 2026.
- **Noise Modeling Methodology:** This section describes the methodology used to model soccer match noise levels.
- **Noise Modeling Results and Discussion:** This section summarizes and discusses the results of ESA’s noise modeling.

- **Limitations and Preparers:** This section lists limitations inherent to noise measurements and noise level predictions and lists the preparers of this memorandum.
- **Attachment 01:** This attachment presents brief background information on environmental noise, including commonly used terms and noise measurement methods.
- **Attachment 02:** This attachment presents all ambient noise monitoring data collected by ESA during the surveys conducted to prepare this memorandum.
- **Attachment 03:** This attachment presents detailed noise modeling results for all modeled receptors.

Executive Summary

The Oakland Roots & Soul SC proposes to temporarily expand the use of its existing training facility at 1150 and 1220 Harbor Bay Parkway, Alameda, CA to support additional outdoor assembly activities at the training facility, including soccer matches, beginning in spring or summer 2027. The proposed project would increase the number of matches held at the training facility from approximately five (5) matches per year to approximately 32 matches per year, as well as increase the seating capacity at the facility from approximately 500 spectators to approximately 8,000 spectators. The proposed project would also increase use of the Club's public address (PA) loudspeaker system at the training facility.

To estimate the potential noise levels resulting from a maximum capacity soccer match held at the training facility, ESA modeled project-specific speaker, spectator, spectator drumming, and other match noise sources using SoundPLAN, a three-dimensional noise prediction model that simulates the generation and propagation of sound while accounting for noise emissions source characteristics, terrain effects, distance, building interactions, and other factors. The modeled noise levels were then compared against hourly exterior noise standards established by City of Alameda Municipal Code Section 4.10.4, as well as daily (i.e., 24-hour) noise exposure levels established by the City of Alameda General Plan Health and Safety Element (Policy HS-60).

The results of the noise modeling indicate the project would not result in hourly noise levels that exceed the City's base exterior noise standards for residential and commercial properties, nor would it result in a substantial increase in noise because it would not increase daily noise exposure levels at any property line by 6 dBA L_{dn} or more. Furthermore, it is noted that the modeling conducted for the project is considered conservative (i.e., likely to overestimate noise levels). For example, the modeling is based on a sustained maximum sound output of 110 dBA from the PA loudspeakers, whereas monitoring of an actual Oakland Roots match indicated the Club's standard PA system operating protocol generates an average sound level of approximately 102 dBA. Thus, actual noise levels generated by events at the training facility are anticipated to be lower than estimated by the noise model.

Project Description

Existing Facility Description and Use

The Club's existing training facility is located at 1150 and 1220 Harbor Bay Parkway, Alameda, CA. The training facility totals nearly 17 acres, and is mostly comprised of playing fields, including one oversized main field and a regulation sized practice field (see Figure 1). Other facilities at the site include 118,000 square feet of occupiable buildings (office, gym, performance, athletic training facilities, and theater space), 5,000 square feet of storage buildings, and a parking lot with 309 spaces.

The training facility is generally bordered by Harbor Bay Parkway and the Harbor Bay Business Park to the north and northwest, Oakland San Francisco Bay Airport to the south and east, and South Loop Road and the Harbor Bay Business Park to the west and southwest). Currently, the Club operates soccer matches and practices on the site, along with other sports and corporate events, with an attendance capacity of 500 or less, 15 to 20 times per year. The organization also currently hosts 3 – 5 events per year with up to 1,000 attendees, pursuant to a special event permit issued by the City of Alameda. During events, the Club uses a public address system controlled via a mixer and soundboard to produce maximum and average noise levels of approximately 109 dBA and 102 dBA at 3.3 feet (1 meter) from the face of the speaker (see "Ambient Noise Surveys" below).

Proposed Facility Improvements

The proposed project would facilitate the temporary use of the Club's existing sports fields to host soccer matches and other events that would be open to the public beginning in spring or summer 2027. These additional activities, in addition to the Club's current activities, are anticipated to include:

- 20 to 24 Oakland Roots soccer matches per year with a fan capacity of up to approximately 8,000;
- 5 to 7 Oakland Soul soccer matches per year with a fan capacity of approximately 1,500;
- 3 to 5 soccer and other sports events per year with a fan capacity between 500 and 2,500.

These events, and particularly the larger capacity events, would occur primarily on weekends (events starting between noon and 7:00 pm) and weekday evenings (events starting between 5:00pm and 7:00pm), to minimize traffic conflicts with workday traffic in the business park. Events would occur primarily from March through November. The Club anticipates that most of the events would be sporting events, potentially including youth, high school and/or college matches. Other possible activities could include sports-oriented corporate events, summer camps, adult league games, etc. Concerts or music festivals would not be allowed.



Figure Source: Google Earth and ESA

Figure 1
Existing Training Facility Site Aerial

Much of the infrastructure required to support the proposed activity is already onsite in existing structures. Team and official's locker rooms, showers, meeting rooms, etc. are already located in the on-site buildings. The proposed fixed improvements that would be added are focused on providing adequate seating and lighting for the events described above. From a noise perspective, the following improvements would represent new sources of noise at the site:

- **Modular Grandstands.** Three (3) new grandstands would be added to the site on the northwest, southwest, and southeast sides of the main soccer field (see Figure 2). The grandstands would be modular, constructed using a bleacher-style metal scaffolding system that would be wrapped in a semitransparent architectural scrim. The total capacity for all three grandstands would be approximately 7,700 fans.
 - The Northwest Grandstand would have the greatest capacity, with approximately 3,650 fans facing towards Oakland International Airport. The dimensions would be approximately 350 feet long, 59 feet deep, and would rise to 32 feet in height. Additionally, a “press box” structure approximately 8 feet by 40 feet in size and approximately 9 to 12 feet higher than the grandstands would house media, coaches, and staff announcing and observing the match.
 - The Southwest Grandstands would have capacity for approximately 1,400 fans. These grandstands would be approximately 226 feet long by 38 feet deep, with a maximum height of 19 feet. This grandstand would also include a dedicated section for spectator drumming.
 - The Southeast Grandstands would measure approximately 350 feet long, 50 feet deep, 26 feet in height, with a capacity of approximately 2,650 fans.
 - There would also be field seating areas that could support approximately 300 fans, bringing total capacity to approximately 8,000 fans.
- **PA/speaker system.** The Club proposes to deploy up to seven (7) of its existing Bose F1 Model 812 flexible array loudspeakers during events. These speakers have a peak sound pressure level of 132 dBA at approximately 3.3 feet (1 meter) from the speaker face.¹ There would be two (2) speakers each for the northwest and southeast grandstands and one (1) speaker for the southwest grandstand. An additional two (2) speakers would be located in the pop-up infrastructure / activation area located southwest of the soccer field (see Figure 2). Separate subwoofers are not proposed for the project.
- **“Pop-up” Infrastructure.** The project also proposes “pop-up” infrastructure that would be installed for temporary use during events and removed after each event. This could include a small stage area where the two loudspeakers would be set up and food trucks that may include small, commercially available generators that typically produce a noise level of 65 dBA or less at 3 feet from the source. Small portable generators used for food trucks would not represent a significant noise source in comparison to the proposed loudspeakers and spectator seating areas.

¹ Bose 2023. *Technical Data – F1 Model 812 Flexible Array Loudspeaker*. Available online: https://assets.boseprofessional.com/m/20254d2f8d268ed4/original/tds_F1_Model812_ltr_EN.pdf

Figure 2
Proposed Facility Layout

Summary of City Noise Regulations

This section summarizes City of Alameda standards pertaining to the control and regulation of noise that may be relevant to the proposed project.

City of Alameda Municipal Code

The Alameda Municipal Code, Chapter IV, Offenses and Public Safety, Article II, Noise Regulations, includes the following relevant noise control regulations:

- Section 4.10.4 establishes the exterior noise standards shown in Table 1.

TABLE 1
CITY OF ALAMEDA EXTERIOR NOISE STANDARDS

Category	Cumulative Number of Minutes in Any One Hour Time Period ^a	Daytime (7 AM – 10 PM) ^b	Nighttime (10 PM – 7 AM) ^b
Single- or Multiple-Family Residential, School, Hospital, Church, or Public Library Properties			
1 ^c	30	55	50
2	15	60	55
3	5	65	60
4	1	70	65
5	0	75	70
Commercial Properties (including Hotels)			
1	30	65	60
2	15	70	65
3	5	75	70
4	1	80	75
5	0	85	80

Notes:

- In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standards shall be adjusted so as to equal said ambient noise level.
- Each of the noise level standards shall be reduced by five (5) dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.
- The standards are not to be exceeded. For example, for Category 1, the measured noise level may not exceed 55 dBA for more than 30 minutes out of any one (1) hour time period.

Source: City of Alameda Municipal Code Section 4.10-4, Table I and Table II.

- Section 4-10.5 specifically prohibits certain acts, including:
 - Noise Disturbances. No person shall willfully or negligently make, continue, or cause to be made or continued, any noise disturbance.
 - Places of Public Entertainment. Operating or permitting to be operated, any loudspeaker, musical instrument, or other source of sound in any place of public entertainment that exceed 95 dBA at any point normally occupied by a customer, without a conspicuous and legible sign stating, “WARNING! SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT.”

- Section 4-10.9 establishes that noise sources that do not comply with the City’s noise standards shall:
 - Provide the Planning Department or the Public Works Department with a noise inventory describing each source of noise in question under its control, the level and duration (in 24-hour periods) of each source, and a noise reduction plan showing all means of reducing or eliminating noise from each source or at the points of reception and the anticipated time of implementation of such plan.

General Plan Safety and Noise Element

The General Plan Health and Safety Element establishes that it is the City’s objective to protect Alameda residents from the harmful effects of exposure to excessive noise from aircraft, buses, boats, trucks and automobiles, and adjacent land uses. The General Plan establishes the following policies that are relevant to the proposed project:

- **HS-60. Significant CEQA Impacts.** In making a determination of impact under the California Environmental Quality Act (CEQA), consider the following impacts to be “significant” if the proposed project causes: an increase in the day-night average sound level (L_{dn}) of 4 or more dBA if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated by State guidelines, or any increase in L_{dn} of 6 dBA or more.

In addition, for residential land uses, the General Plan establishes 60 dBA L_{dn} and 70 dBA L_{dn} as the normally acceptable and conditionally acceptable noise exposure level, respectively, for low density single-family, duplex, and mobile home residential uses. For transient lodging hotel uses, the General Plan establishes 65 dBA L_{dn} and 70 dBA L_{dn} as the normally acceptable and conditionally acceptable noise exposure level, respectively. For business commercial and professional office buildings, the General Plan establishes 70 dBA L_{dn} and 77.5 dBA L_{dn} as the normally acceptable and conditionally acceptable noise exposure levels, respectively.

Ambient Noise Surveys

ESA conducted ambient noise monitoring to:

- 1) Measure typical ambient noise levels in the vicinity of the Club’s training facility.
- 2) Measure typical noise levels during an Oakland Roots home soccer match.

The noise monitoring consisted of two distinct surveys comprised of a series of short-term (ST) and long-term (LT) noise measurements, as follows:

- **Noise Survey #1 – Training Facility Ambient Noise Survey.** This survey consisted of 6 total measurements at 6 different locations from Friday, May 15, 2026, to Wednesday, May 20, 2026. The purpose of this survey was to document ambient noise conditions in the vicinity of the Club’s existing training facility on Harbor Bay Parkway.
- **Noise Survey #2 – Oakland Roots Match Noise Monitoring.** This survey consisted of focused and general noise measurements during an Oakland Roots match on July 11, 2026, at Merritt College. The purpose of this survey was to measure actual noise levels associated with discrete noise sources (e.g., PA system) and match activities for modeling verification purposes.

The ambient noise monitoring surveys are described in more detail below, including a summary of each survey's results. Refer to Attachment 02 for detailed ambient noise survey results.

Noise Survey # 1 – Training Facility Ambient Noise Survey

ESA conducted an ambient noise survey to measure the existing ambient noise levels in the vicinity of the Club's training facility. The monitoring was conducted from approximately 5 PM on Friday, May 15, 2026, to approximately 8 AM on Wednesday May 20, 2026. Ambient noise levels were digitally measured and stored using equipment that meets American National Standards Institute requirements for a Type 1 or Type 2 integrating sound level meter. Each sound meter was calibrated immediately before and after the monitoring period using a reference one-kilohertz (1kHz) check frequency and 114 dB sound pressure level and found to be operating within normal parameters for sensitivity. The receiving microphone was set to a height approximately five above ground to approximate a human receptor. Weather conditions during the monitoring were generally clear and sunny during the day and clear at night. Temperatures ranged from approximately the high 40's (overnight and early mornings) to the low 80's (in the later afternoon).² Regional wind conditions ranged from calm conditions during the mornings and nighttime to sustained winds of up to 15 miles per hour during late afternoon periods on May 16 (Saturday) and May 17 (Sunday).³

The noise monitoring consisted of four (4) ST and two (2) LT locations that are described below and shown in Figure 3.

- ST-1 was located at the intersection of Harbor Bay Parkway and C Street (an entrance driveway to the Harbor Bay Business Park), approximately 50 feet north of the centerline of Harbor Bay Parkway.
- ST-2 was located at the intersection of Oleander Avenue and Lilac Street.
- ST-3 was located on Road A, adjacent to Coastline Christian School, in the Harbor Bay Business Park, approximately 520 feet north of the centerline of Harbor Bay Parkway.
- ST-4 was located in a Harbor Bay Business Park parking lot, approximately 370 feet south of the centerline of Harbor Bay Parkway.
- LT-1 was located adjacent southern boundary of the Heritage Alameda residential development.
- LT-2 was located along the southwestern boundary of the Club's training facility.

² National Oceanic and Atmospheric Administration (NOAA) 2026. Record of Climatological Observations – Oakland International Airport May 15 – 20, 2026.

³ A review of the ambient noise data indicated that noise levels were not affected by regional wind conditions, most likely because of the presence of buildings in the Harbor Bay Business Park and the proximity of the airport to the monitoring locations. Thus, all collected ambient noise data was used in this analysis.

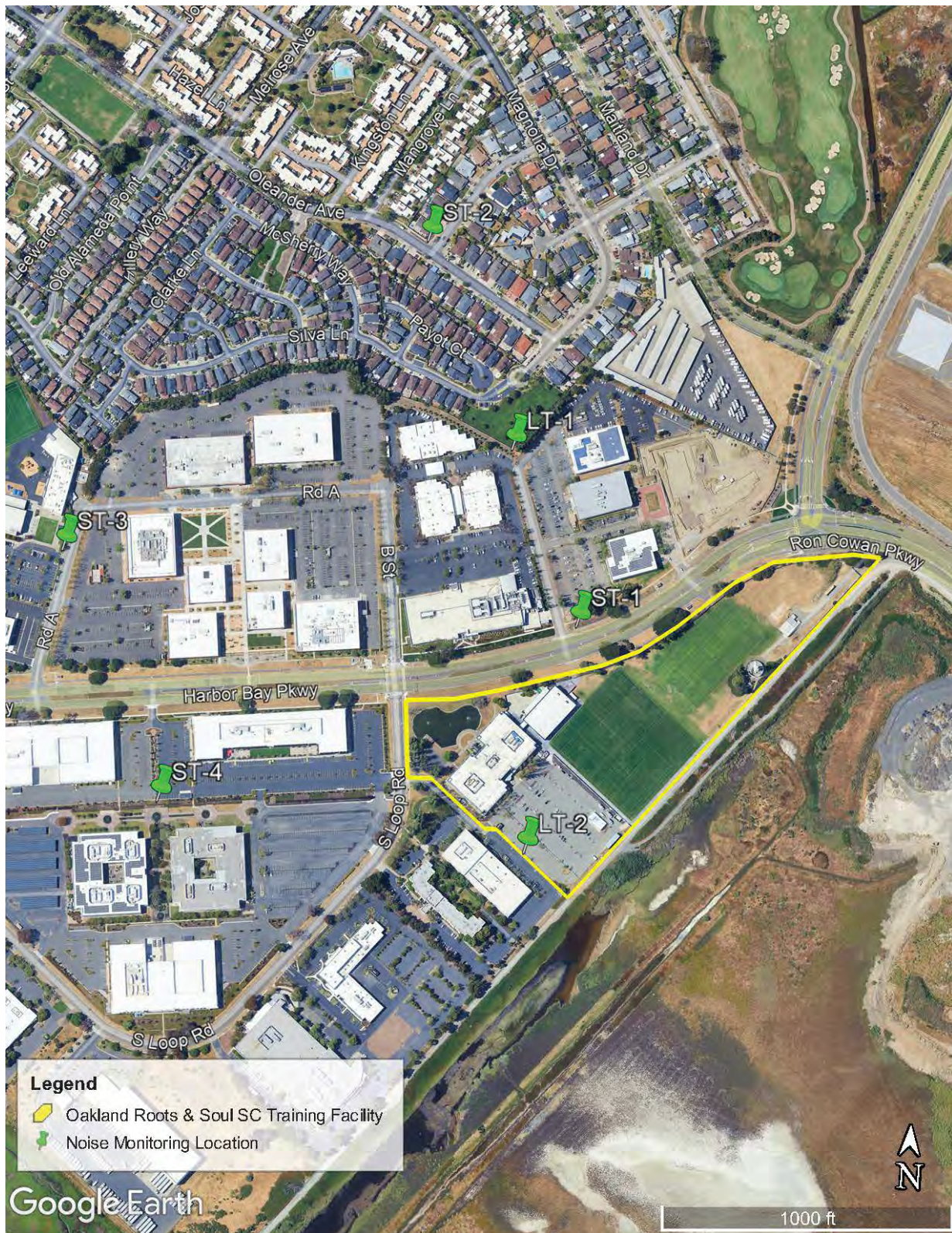


Figure Source: Google Earth and ESA

Figure 3
Noise Survey Monitoring Locations

Table 2 and Table 3 summarize the results of the LT and ST ambient noise monitoring. ESA notes all references to noise levels in this memorandum are presented in terms of the A-weighted decibel scale, or dBA.⁴ Based on observations made during the ambient noise monitoring, the existing noise environment in the project vicinity is dominated by regular but intermittent aircraft operations at Oakland San Francisco Bay Airport. Although the airport is the dominant noise source in the vicinity of the project, LT noise levels at both LT-1 and LT-2 were generally just above or just below 60 dBA CNEL. These LT measurement results are consistent with the Oakland San Francisco Bay Airport Land Use Compatibility Plan (ALUCP), which identifies that both the Club's training facility (LT-2) and most of the residential area north of the Club's training facility (LT-1) are outside of the airport's 65 dBA CNEL noise contour. To a lesser extent, vehicle traffic on Harbor Bay Parkway and local commercial and residential activities also influence the ambient noise environment. As shown in Table 2, measured ST noise levels were highest at locations closest to (e.g., ST-1) or with a direct line of sight to (e.g., ST-3 and ST-4) Harbor Bay Parkway. In addition, the hourly L_{eq} measured at ST-1 (67 dBA L_{eq}), located 50 feet from Harbor Bay Parkway, is generally consistent with modeled traffic noise levels presented in the Alameda General Plan (70 to 74 dBA CNEL).⁵ The results of the ambient noise monitoring survey indicate that measured ambient noise levels do not regularly exceed the City's exterior ambient noise standards at residential or commercial properties located near the Club's training facility. Thus, for the purpose of evaluating compliance with the City's code standards, no adjustments to the standard are justified pursuant to Code Section 4.10-4 (see "Summary of City Noise Regulations" above).

TABLE 2
LONG-TERM NOISE MONITORING RESULTS

Day/Site	Duration	L _{min} ^a	L _{max} ^a	Average Noise Level (dBA L _{eq}) ^b			Calculated L _{dn} ^c
				Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)	
Friday, May 15, 2026							
LT-1	7 hours	46.0	73.3	56.4	54.4	50.1	--
LT-2	7 hours	39.0	76.4	58.1	56.3	50.7	--
Saturday, May 16, 2026							
LT-1	24 hours	44.4	77.0	54.9	51.3	53.1	59.7
LT-2	24 hours	37.6	78.1	55.8	52.0	52.0	59.1
Sunday, May 17, 206							
LT-1	24 hours	42.2	81.7	55.7	56.2	52.0	59.2
LT-2	24 hours	36.6	80.3	56.7	56.2	53.0	60.2
Monday, May 18, 2026							
LT-1	24 hours	42.7	80.3	56.8	53.5	51.7	59.1
LT-2	24 hours	40.8	84.3	57.4	55.9	53.0	60.3

⁴ Refer to Attachment 01 for additional background information on environmental noise, including commonly used terms and reporting metrics. Refer to Attachment 02 for detailed ambient noise monitoring results.

⁵ The California Department of Transportation's (Caltrans) Technical Noise Supplement (2013, p. 2-56) identifies that, in general, for traffic noise exposure, the L_{dn} level is typically within approximately 2 dBA of peak hour traffic noise levels under normal conditions. Thus, a measured hourly noise level of 67 dBA L_{eq} is assumed consistent with the General Plan's 70 dBA L_{dn} traffic noise modeling.

TABLE 2
LONG-TERM NOISE MONITORING RESULTS

Day/Site	Duration	L _{min} ^a	L _{max} ^a	Average Noise Level (dBA L _{eq}) ^b			Calculated L _{dn} ^c
				Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)	
Tuesday, May 19, 2026							
LT-1	24 hours	44.6	77.8	55.0	54.9	54.0	60.6
LT-2	24 hours	39.7	82.3	55.8	56.7	56.1	62.5
Wednesday, May 20, 2026							
LT-1	7 hours	45.7	81.3	--	--	56.5	--
LT-2	7 hours	41.7	77.9	--	--	55.7	--

Notes:

a. Values are the lowest and highest measured hourly value during the listed period.

b. Value reflects the energy-averaged noise level for the listed period.

c. The 24-hour L_{dn} is calculated by applying a 10 dB penalty to measured nighttime noise levels. Where presented, the CNEL is calculated for the following period: 12 AM to 12 AM on the listed day

Source: ESA (see Attachment 02)

TABLE 3
SHORT-TERM NOISE MONITORING RESULTS

Day/Site	Time Start	Duration	Measured Noise Levels (dBA)						
			L _{eq} ^a	L _{min} ^b	L ₅₀ ^c	L ₂₅ ^c	L _{8.3} ^c	L _{1.7} ^c	L _{max} ^b
Friday, May 15, 2026									
ST-1	5:00 PM	1 hour	67.0	48.7	66.0	68.6	70.3	70.9	81.9
ST-3			60.2	45.1	51.2	55.1	60.8	69.3	86.0
LT-1			57.1	46.8	50.3	54.4	62.0	67.0	73.3
LT-2			58.8	44.4	58.1	60.1	61.4	62.1	73.8
ST-2	6:00 PM	1 hour	56.3	41.0	55.0	57.5	59.8	61.1	82.4
ST-4			59.2	45.8	51.2	53.5	57.4	70.8	78.6
LT-1			55.7	47.0	51.7	54.3	59.7	65.9	72.5
LT-2			57.3	44.9	56.7	58.3	59.8	60.5	76.4
LT-1	7:00 PM to 10 PM	3 hours	54.4	46.6	48.8	51.9	58.6	64.4	48.7
LT-2			56.3	42.4	55.5	57.5	59.0	59.8	76.4
Saturday, May 16, 2026									
LT-1	12 PM to 10 PM	10 hours	54.2	45.3	50.4	52.7	57.0	63.3	77.0
LT-2			54.9	40.0	54.3	56.0	57.5	58.2	77.7
Sunday, May 17, 2026									
LT-1	12 PM to 10 PM	10 hours	56.5	44.3	53.4	56.5	60.0	64.5	81.7
LT-2			56.9	40.5	56.2	58.1	59.7	60.5	78.3
Monday, May 18, 2026									
LT-1	5 PM to 10 PM	5 hours	53.5	44.5	48.3	50.9	56.4	64.0	73.6
LT-2			55.5	41.7	55.0	56.7	57.9	58.6	76.0

TABLE 3
SHORT-TERM NOISE MONITORING RESULTS

Day/Site	Time Start	Duration	Measured Noise Levels (dBA)						
			L _{eq} ^a	L _{min} ^b	L ₅₀ ^c	L ₂₅ ^c	L _{8.3} ^c	L _{1.7} ^c	L _{max} ^b
Tuesday, May 19, 2026									
LT-1	5 PM to 10 PM	5 hours	54.3	45.3	49.1	52.1	57.0	63.6	75.6
LT-2			56.0	42.2	55.3	57.0	58.8	59.7	82.3

Notes:

- a. Value reflects the energy-averaged noise level for the listed period.
- b. Values are the lowest and highest measured hourly value during the listed period
- c. Values reflect the noise level exceeded a certain percentage of the time. For example, the L_{50} noise level is the level exceeded 50% of the measurement period.

Source: ESA (see Attachment 02)

Noise Survey # 2 – Oakland Roots Match Noise Monitoring

ESA conducted a noise survey to measure actual noise levels generated by an Oakland Roots home soccer match. The survey included focused measurements of noise levels for the Club's PA system and spectator drumming, as well as general overall noise levels prior to and during the game. The monitoring was conducted from approximately 10:45 AM to 2:10 PM on Saturday, July 11, 2026, with the match occurring from approximately 12 PM to 2 PM. The match was held at Merritt College, which includes metal grandstands that are similar to the type proposed at the training facility, although spectator capacity at the college (approximately 1,200 fans) is less than proposed for the training facility. The Club's PA loudspeaker system, consisting of seven (7) Bose F1 Model loudspeakers, was deployed for the event, allowing PA system noise levels and protocols to be directly monitored. Attendance at the game was approximately 800 fans, including one set of drummers (bass and snare). Match noise levels were measured using the same procedure described above for the training facility ambient noise survey. Weather conditions during the match monitoring were clear and sunny with temperatures in the low 70's and calm wind conditions.⁶

PA Loudspeaker Test Results

Prior to the start of pre-game activities, ESA measured PA loudspeaker noise levels at a distance of 3.3 feet (1 meter) directly in front of the speaker (location STM-1, see Figure 4). Measurements were made for three scenarios: the Club's standard speaker, mixer, and soundboard controls protocols, a maximum soundboard operations scenario, and a middle scenario representing the midpoint between standard and maximum soundboard operations. The test included use of the PA for music and announcements. The results of the PA system test are summarized in Table 4.

⁶ National Oceanic and Atmospheric Administration (NOAA) 2026. Record of Climatological Observations – Oakland International Airport July 11, 2026.



Figure Source: Google Earth and ESA

Figure 4

July 11, 2026, Oakland Roots Match Noise Monitoring at Merritt College

TABLE 4
OAKLAND ROOTS PA LOUDSPEAKER NOISE LEVELS

PA Test Scenario	Test Duration	Measured Speaker Noise Level (dBA) ^a	
		L _{eq} ^a	L _{max} ^b
PA Test – Standard Operation	1 minute 34 seconds	101.5	109.3
PA Test – Middle Operation	2 minutes 1 second	102.8	108.0
PA Test – Maximum Operation	16 seconds	133.4	116.7

Notes:

- a. Noise level measured 3.3 feet (1 meter) directly in front of the speaker face.
- b. Value reflects the energy-averaged noise level for the test duration.
- c. Value is the highest measured noise level during the test duration.

Source: ESA (see Attachment 02)

As shown in Table 4, PA system monitoring indicates the Club's standard PA system operations generate noise levels of approximately 109 dBA L_{max} and 102 dBA L_{eq}. The middle-level and maximum-level soundboard operations produced higher maximum and average noise levels, with average noise levels for the middle operations test less than 110 dBA L_{eq}. ESA notes that the maximum operations test was limited in duration because the Roots on-site supervisor radioed PA staff to report the PA system sound needed to be lowered.

Crowd Noise Measurements with and without Drumming

ESA measured noise levels directly in front of the section of grandstands where spectator drumming and was occurring and cheering/chanting being led (location STM-2, see Figure 4). The measurement location was approximately 21 feet from the center of this grandstand section. The results of this focused crowd noise monitoring are summarized in Table 5.

TABLE 5
OAKLAND ROOTS MATCH –MEASURED NOISE LEVELS WITH AND WITHOUT DRUMMING

Crowd Scenario	Measurement Duration	Measured Crowd Noise level (dBA) ^a	
		L _{eq} ^b	L _{max} ^c
With Drumming	23 minutes	92.9	97.4
Without Drumming	19 minutes	75.9	95.7
Total	42 minutes	90.3	97.4

Notes:

- a. Noise levels measured 14 feet from drumming activity.
- b. Value reflects the energy-averaged noise level for the measurement duration
- c. Values is the highest measured noise levels during the measurement period.

Source: ESA (see Attachment 02)

As shown in Table 5, crowd noise with drumming was measured to be approximately 93 dBA L_{eq} at a distance of 14 feet, which was approximately 16 dBA higher than crowd noise without drumming.

Overall Match Noise Levels

ESA also measured overall noise levels from all sources prior to and during the game, as follows:

- **Pre-Match and Halftime Noise Levels.** ESA measured pre-match noise levels, which began approximately one hour before kickoff, as well as halftime noise levels, which lasted approximately 15 minutes. During these periods, noise sources consisted of the near constant use of the PA loudspeaker (at standard operation) for music and announcements and general crowd noise.
- **Match Noise Levels.** ESA measured noise levels during the match (from start to finish, excluding halftime).

Measurements were made at two locations surrounding the field (locations STM-3 and STM-4, see Figure 4). One location was between the spectator grandstand and the field, approximately 150 feet from the center of the field; the other location was on the east side of the field, approximately 210 feet from the center of the field. During the match, the primary noise source was crowd noise and spectators drumming. ESA observed that the PA system was used less than 3 total minutes during each half for game and other announcements. Spectator drumming was intermittent, lasting a total of 25 minutes of each 45-minute half. Use of the PA loudspeaker system was observed to cease within approximately 5 minutes of the end of the game. The results of ESA's overall match noise monitoring levels are summarized in Table 6.

TABLE 6
OAKLAND ROOTS MATCH OVERALL NOISE LEVELS

Activity	Measurement Duration	Measured Noise Levels (dBA) at Site STM-3 ^a						
		L _{eq} ^b	L _{min} ^c	L ₅₀ ^d	L ₂₅ ^d	L _{8.3} ^d	L _{1.7} ^d	L _{max} ^c
Pre-Game	45 minutes	85.5	68.8	85.5	85.9	86.2	86.3	100.6
Halftime	15 minutes	86.3	73.4	85.8	86.2	86.5	86.6	97.7
Match	1 hour 40 minutes	80.1	57.1	80.1	80.5	80.8	81.0	94.6
Activity	Measurement Duration	Measured Noise Levels (dBA) at Site STM-4 ^a						
		L _{eq} ^b	L _{min} ^c	L ₅₀ ^d	L ₂₅ ^d	L _{8.3} ^d	L _{1.7} ^d	L _{max} ^c
Pre-Game	45 minutes	61.9	49.8	60.9	62.6	65.1	66.6	76.2
Halftime	15 minutes	62.9	54.3	61.9	63.8	66.0	67.7	73.8
Match	1 hour 40 minutes	64.1	45.5	62.6	64.8	67.4	70.4	82.6

Notes:

- Location STM-3 was approximately 21 feet from the center of the grandstands and 150 feet from the center of the playing field; Location STM-4 was approximately 210 feet from the center of the playing field (see Figure 4).
- Value reflects the energy-averaged noise level for the listed period.
- Values are the lowest and highest measured hourly value during the listed period
- Values reflect the noise level exceeded a certain percentage of the time. For example, the L₅₀ noise level is the level exceeded 50% of the measurement period.

Source: ESA (see Attachment 02)

As shown in Table 6, overall noise levels at location STM-4, which was located 210 feet from the center of playing field, ranged between approximately 62 dBA L_{eq} and 64 dBA L_{eq}. At a distance of 1,200 feet, these noise levels would attenuate to approximately 47 dBA L_{eq} to 49 dBA L_{eq}.

Noise Modeling Methodology

As described in the “Project Description” section above, the proposed project would temporarily expand the use of the existing training facility for outdoor assembly activities, including soccer matches, beginning in 2027. The activity with the greatest potential to increase noise levels in the vicinity of the training facility would likely be an Oakland Roots soccer match involving maximum spectator attendance (including drumming) and maximum use of the proposed PA system (i.e., all seven (7) speakers in use at the same time, potentially).

ESA used a three-dimensional noise model, SoundPLAN, to estimate the potential worst-case noise levels associated with temporary use of the Club’s training facility during a soccer match. The SoundPLAN Noise Model is a three-dimensional noise prediction model that simulates the generation and propagation of sound while accounting for noise emissions source characteristics, terrain effects, distance, building interactions, and other factors.

Elevations and Topography

To estimate soccer match noise levels, the ESA team developed a three-dimensional area covering approximately 0.25 square miles and encompassing the facility and surrounding area. The elevation and topographic data for this area, as well as building footprints and heights, was input into the SoundPLAN Noise model from Google Maps. The proposed facility design, including grandstand location and heights, was provided by the Oakland Roots and Soul SC for input into the noise model.⁷

Noise Source Locations and Inputs

The conceptual facility layout is shown in Figure 2 above, which provided the basis for the location of the soccer field, grandstands, speakers, and pop-up infrastructure and facilities. The following sources were incorporated in the noise model:

- Grandstands/Spectators:** The long axis of the proposed athletic field would be oriented in a northeast/southwest direction, surrounded by three separate spectator grandstands to the northeast, southeast, and southwest, which are described in detail in the “Proposed Facility Improvements” section above. The northwest stands would have the most capacity, with approximately 3,650 fans, would reach a height of approximately 29.7 feet, and would face toward Oakland International Airport. The southeast stands would have a capacity for approximately 2,650 fans, would reach a height of approximately 25.8 feet, and would face toward Harbor Bay Parkway. The southwest stands would have a capacity of approximately 1,400 fans, would reach a height of approximately 18.7 feet, and generally face north towards Harbor Bay Parkway and Ron Cowan Parkway. ESA notes the majority of the commercial buildings in the business park are above 35 feet tall, which would be higher than the proposed grandstands, and would provide attenuation of spectator noise. Spectators were assumed to occupy 100 percent of the northwest and southeast stands, and 77 percent of the southwest stands (the remainder of this spectator area was assigned to the drumming source described below). Spectators were assumed to generate a noise level of 83 dBA per square meter (at 1 meter); this noise level was obtained from the SoundPLAN model’s noise library, which provides standard

⁷ Lloyd Sports + Engineering Consulting Group, LLC 2026. “Oakland Roots and Soul SC Training Center Improvements.”

noise levels for a variety of activities based on empirical noise measurements. ESA notes that this noise level is considered conservative (i.e., likely to overestimate potential noise levels) because previous noise monitoring conducted by ESA at a Sacramento Republic Field Club match in 2016 indicated spectator noise could be approximately 3 to 5 dBA lower than assumed for the purposes of this model.⁸ In addition, this noise level is above the crowd noise measured during the July 11, 2026 Oakland Roots match, which was generally less than 70 dBA L_{eq} during typical conditions.

- **Grandstand/Spectators Drumming:** Spectator-drummers were assumed to occupy the remaining 23 percent of the southwest stand positioned directly behind the goal net. For the purposes of this analysis, ESA assumed that the drumming section of the stands produced a noise level of 93 dBA per square meter of area (at 1 meter). This assumed noise level is generally consistent with the noise levels measured during the July 11, 2026, match, which were approximately 90 dBA L_{eq} from the drumming section of the stand.
- **Grandstand/Field Speakers:** Based on discussion with the Oakland Roots, two speakers would be mounted on the top row of the northwest stands and directed toward the field and airport. Two additional speakers would be located on the field level (on tripods at approximately 6 feet above ground) in front of the southeast stands, directed toward spectators in the east stands and the airport. One speaker would be mounted on the top row of the southwest stands and directed toward the field and Harbor Bay Parkway beyond. The elevated, stand-mounted speakers would be oriented down toward the stands; the ground-level speakers would be oriented straight ahead and up towards the stands. The proposed speakers would consist of a Bose F1 Model 812 loudspeaker assumed to generate a sustained noise level of 110 dBA at 3.3 feet (1 meter) from the speaker to provide a conservative estimate of potential Project noise levels. ESA notes that this noise level is considered conservative (i.e., likely to overestimate potential noise levels) because monitoring of the Club's PA system during the July 11, 2026, match indicated PA system noise levels are approximately 102 dBA.
 - Speakers do not emit sound evenly in all directions; each speaker type has its own directivity that varies depending on the speaker model and frequency of the sound. Specific speaker directivity information was not available from the manufacturer of the proposed outdoor speaker system (Bose); therefore, speaker directivity factors for a similar outdoor loudspeaker were applied to the proposed speaker locations.⁹ Speaker directivity was included in the assessment to account for the primary direction toward which sounds would be pointed, which is mostly applicable to sound energy in the mid and high frequency ranges. Low frequency speaker sounds, including noise from subwoofers, emanate more evenly in all directions. However, the proposed project would not include the use of specific subwoofer systems.
- **Pop-up/Activation Area Speakers:** Two (2) speakers would also be placed in the adjacent parking lot to accommodate amplified music at the entrance and concession areas, primarily prior to the start of match. These speakers would be directed towards the airport.

⁸ City of Sacramento 2016. Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Draft Subsequent Environmental Impact Report, SCH No. 2006032058. June 2016. The monitoring was conducted at Heart Health Park, which had a capacity of 11,000, with actual attendance closer to 8,800 fans.

⁹ Default directivity factors for a similar outdoor all-weather loudspeaker (JBL Speaker Model AW266-LS) were determined to be representative of the Club's existing Bose F1 Model 812 speakers.

- **Soccer Match:** The soccer game would produce a noise spectrum resulting in approximately 62.0 dB per square meter of area.

Modeled Scenario

Matches would occur during the weekday or weekend daytime periods. All matches and use of the field would conclude no later than 10 PM. During a match, which would consist of two (2), approximately 45-minute halves separated by an approximately 15-minute halftime period, all noise sources were assumed to be active, including the pop-up/activation area speakers. This is a conservative assumption likely to overestimate project noise levels because observations made during monitoring of an actual Oakland Roots indicated that use of the PA system spectator drumming occurs for no more than 20 and 30 minutes, respectively, during a match. Additionally, based on discussion with the Club and monitoring of the PA system at an actual Oakland Roots game (see “Ambient Noise Survey” above), each speaker was modeled assuming a conservative peak sound output of 110 dBA. Finally, it noted that the model did not incorporate absorption or attenuation of noise by the modular grandstands, spectators seated in the grandstands, or the scoreboard. Table 7 below summarizes the modeled quantities and sound power level for the proposed speaker array scenarios.

TABLE 7
PA LOUDSPEAKER NOISE MODEL ASSUMPTIONS

Total Speakers	Peak Speaker Sound Pressure Level at 3.3 feet (dBA L _{max})	Speaker Height
7	110	6 feet – 29.7 feet

Source: ESA 2026 (see Attachment 03).

Modeled Receptors

Soccer match noise levels were modeled for discrete receptors located in the vicinity of facility. More specifically, the modeled receptors include locations along the properties of the Bay Farm Island residences to the north, hotel uses to the south and northeast, nearby commercial buildings to the north and west, and the airport. The closest residential receptors are located along Magnolia Drive, Silva Lane, Payot Court, and Oleander Avenue. Each of these receptors is at least approximately 1,200 feet or more from the center of the main soccer field at the training facility.

Noise Modeling Results and Discussion

The noise contours for the modeled maximum capacity match scenario is provided in Figure 5. As shown in this figure, in general, the existing buildings in the Harbor Bay Business Park provide substantial shielding and noise attenuation to areas located northwest and southwest of the training facility. In contrast, the access that C Street provides into the business park also provides a clear path for sound to propagate from the training facility to Bay Farm Island residential areas and most notably to residences in the Heritage development that abuts the business park.

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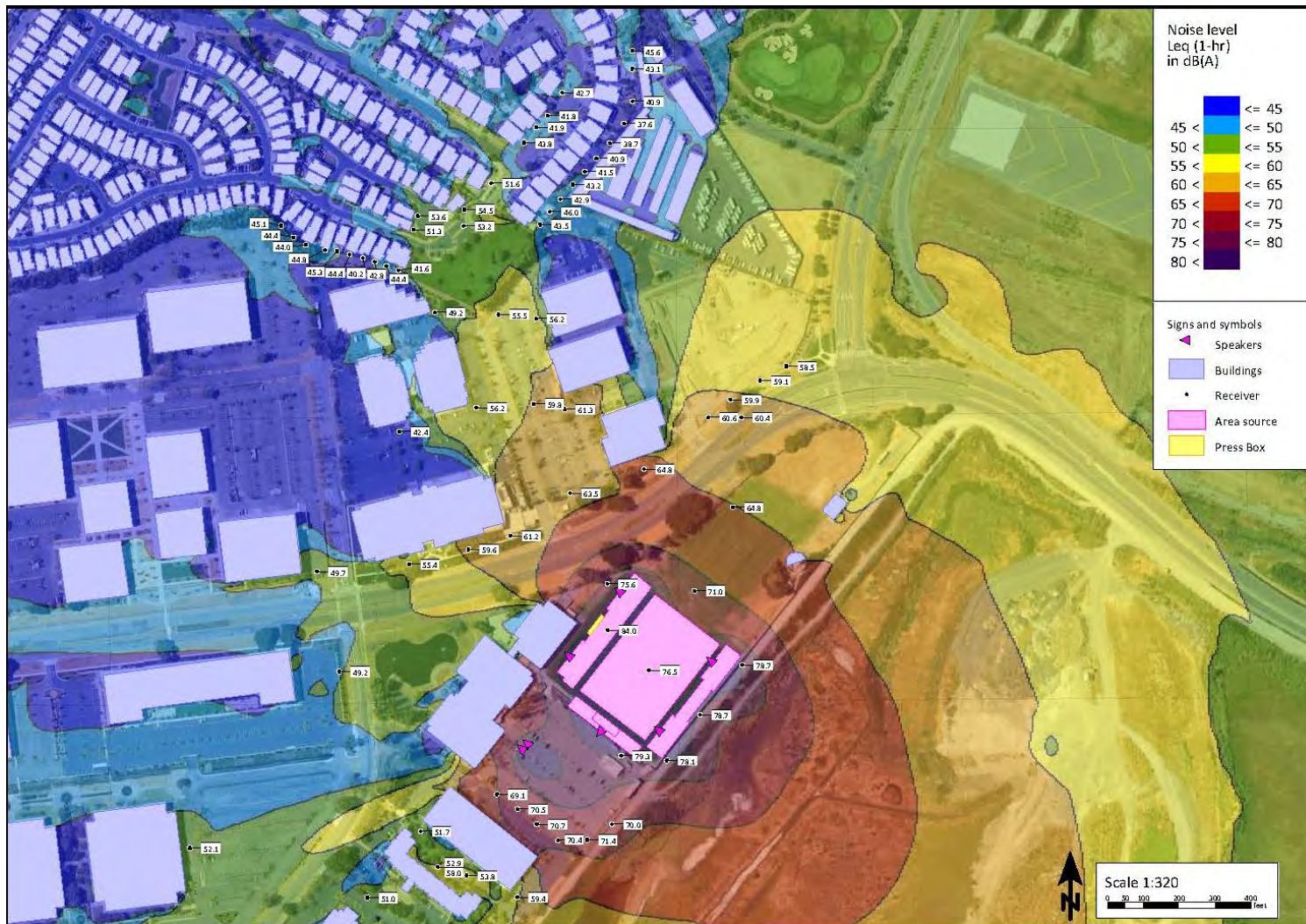


Figure 5
Maximum Capacity Event Noise Contours

Source: ESA 2026 (See Attachment 03)

Note: Speakers are represented as triangles, with the base of the triangle oriented to show the direction the speaker is pointed.

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Comparison of Modeled Noise Levels to Residential Noise Limits

Table 8 summarizes the noise modeling results for representative receptors in the Bay Farm Island residential area, including the Heritage of Alameda development (LT-1) and interior parts of the residential neighborhood on Oleander Avenue (ST-2).

TABLE 8
COMPARISON OF NOISE MODEL RESULTS TO RESIDENTIAL NOISE LIMITS

ID	Ambient Noise Level (dBA L_{eq}) ^a	Corresponding City Noise Standard ^b	Maximum Capacity Event Exterior Noise Model Results (dBA L_{eq})		
			Modeled Noise Level	Modeled Plus Ambient Noise level	Increase Above Ambient
LT-1	53.5 (low)	55	54.5	57.0	+3.5
LT-1	56.5 (high)	55	54.5	58.6	+1.9
ST-2	60.3	55	50.0	60.4	+0.4

Notes:

- See Table 2 and Table 3.
- See Table 1. As described in the "Ambient Noise Survey" discussion, noise levels at residential receptors would consist of a mix of aircraft, traffic, and match noise levels. Accordingly, modeled and modeled plus ambient noise levels would not consist of pure tone noise, noise solely from human speech or music, or impulsive noise that warrants a downward adjustment of the standard pursuant to Code Section 4-10.4.

Source: ESA 2026 (see Attachment 02 and 03)

As shown in Table 8, the worst-case project noise level at any residential receptor is estimated to be 54.5 dBA L_{eq} . Noise levels at all other residential receptors would be lower. Thus, match noise levels would not exceed the City's base 55 dBA exterior noise standard at any residential receptor location.

In addition, as shown in Table 8, soccer matches could increase existing ambient noise levels in Bay Farm Island residential area by up to between 0.4 dBA to 3.5 dBA; however, these worst-case increases would be short-term, lasting a few hours. Due to this, the project would not have the potential to substantially change 24-hour noise exposure levels at residential receptors. Table 9 compares the lowest calculated 24-hour L_{dn} noise levels from LT-1 to the estimated L_{dn} with a soccer match, assuming that the highest modeled plus ambient noise level shown in Table 8 (58.6 dBA) would persist for a four-hour block during an afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

TABLE 9
RESIDENTIAL NOISE EXPOSURE WITH AND WITHOUT SOCCER MATCH

ID	Lowest Calculated L_{dn} ^a	Change in 24-hour L_{dn} from Maximum Capacity Event ^b	
		Afternoon Match	Evening Match
LT-1	59.1	59.5 (+0.4)	59.6 (+0.5)

Notes:

- See Table 2. Value is from May 18, 2026.
- Value calculated by substituting measured ambient data with the estimated highest modeled plus ambient noise level shown in Table 8 (58.6 dBA) for a four-hour period during the afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

Source: ESA 2026 (See Attachments 02 and 03)

As shown in Table 9, the project would increase daily noise exposure from 59.1 dBA L_{dn} to 59.6 dBA L_{dn} , both of which are considered normally acceptable by the City's General Plan. Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any residential property by 6 dBA L_{dn} or more.

Comparison of Modeled Noise Levels to Hotel Noise Limits

Table 10 summarizes the noise modeling results for the two hotel properties located in the vicinity of the Club training facility – the Extended Stay America Suites (LT-2) and the Homewood Suites (ST-1; this property is currently under construction but assumed to be occupied by spring 2027).

TABLE 10
COMPARISON OF NOISE MODEL RESULTS TO HOTEL NOISE LIMITS

ID	Ambient Noise Level (dBA L_{eq}) ^a	Corresponding City Noise Standard ^b	Maximum Capacity Event Exterior Noise Model Results (dBA L_{eq})		
			Modeled Noise Level	Modeled Plus Ambient Noise level	Increase Above Ambient
LT-2	54.9 (low)	65	60.6	61.6	+6.7
LT-2	56.9 (high)	65	60.6	62.1	+5.2
ST-1	67.0	65	58.0	67.5	+0.5

Notes:

a. See Table 2 and Table 3.

b. See Table 1. As described in the "Ambient Noise Survey" discussion, noise levels at residential receptors would consist of a mix of aircraft, traffic, and match noise levels. Accordingly, modeled and modeled plus ambient noise levels would not consist of pure tone noise, noise solely from human speech or music, or impulsive noise that warrants a downward adjustment of the standard pursuant to Code Section 4-10.4.

Source: ESA 2026 (see Attachment 02 and 03)

As shown in Table 10, the worst-case project noise level at a hotel receptor is estimated to be 60.6 dBA L_{eq} . Thus, match noise levels would not exceed the City's base 65 dBA exterior noise standard of at any hotel receptor location.

In addition, as shown in Table 10, soccer matches could increase existing ambient noise levels at hotel property lines by up to between 0.5 dBA to 6.7 dBA. As noted, these worst-case increases would be short-term, lasting a few hours, and would not substantially change 24-hour noise exposure levels at hotel receptors. Table 11 compares the lowest representative 24-hour L_{dn} noise levels for the two hotel properties to the estimated L_{dn} with a soccer match, assuming that the highest modeled plus ambient noise level shown in Table 10 (+62.1 dBA) would persist for a four-hour block during an afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

TABLE 11
HOTEL NOISE EXPOSURE WITH AND WITHOUT SOCCER MATCH

ID	Lowest Calculated L_{dn} ^a	Change in 24-hour L_{dn} from Maximum Capacity Event ^b	
		Afternoon Match	Evening Match
LT-2	59.1	60.1 (+1.0)	60.2 (+1.1)
ST-1	70	70.0 (+0)	70.0 (+0)

Notes:

- The value for LT-2 is from Table 2 (May 16, 2026). The value for ST-1 is from the City General Plan (see the "Ambient Noise Survey" discussion above).
- Value calculated by substituting measured ambient data with the estimated highest modeled plus ambient noise level shown in Table 10 (+6.7 dBA) for a four-hour period during the afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

Source: ESA 2026 (See Attachments 02 and 03)

As shown in Table 11, at the Extended Stay America Suites (LT-1), the project would increase daily noise exposure from 59.1 dBA L_{dn} to 60.2 dBA L_{dn} , both of which are considered normally acceptable for hotel uses. At the Homewood Suites (ST-1), the project would not change daily noise exposure levels (70.0 dBA L_{dn} , which is considered conditionally acceptable by the General Plan). Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any hotel property by 6 dBA L_{dn} or more.

Comparison of Modeled Noise Levels to Commercial Noise Limits

Table 12 summarizes the noise modeling results for representative commercial receptors in the Harbor Bay Business Park, including areas north (ST-1, ST-3) and south (LT-2, ST-4) of Harbor Bay Parkway.

TABLE 12
COMPARISON OF NOISE MODEL RESULTS TO COMMERCIAL NOISE LIMITS

ID	Ambient Noise Level (dBA L_{eq}) ^a	Corresponding City Noise Standard ^b	Maximum Capacity Event Exterior Noise Model Results (dBA L_{eq})		
			Modeled Noise Level	Modeled Plus Ambient Noise level	Increase Above Ambient
ST-1	67.0	65	64.8	69.0	2.0
ST-3	60.2	65	45.0	60.3	0.1
LT-2	54.9 (low)	65	70.7	70.8	15.9
LT-2	56.9 (high)	65	70.7	70.8	13.9
ST-4	59.2	65	52.1	59.8	0.6

Notes:

- See Table 2 and Table 3.
- As described in the "Ambient Noise Survey" discussion, noise levels at residential receptors would consist of a mix of aircraft, traffic, and match noise levels. Accordingly, modeled and modeled plus ambient noise levels would not consist of pure tone noise, noise solely from human speech or music, or impulsive noise that warrants a downward adjustment of the standard pursuant to Code Section 4-10.4.
- Bold** font indicates the modeled noise levels exceeds the City standard.

Source: ESA 2026 (see Attachments 02 and 03)

As shown in Table 12, the project's estimated hourly noise levels would be below the City's base 65 dBA daytime exterior noise standard for commercial uses at all property lines except the property that abuts the training facility to the southwest, where noise levels could reach 70.7 dBA L_{eq} . It is noted that the shared property line is not occupied by any structure. Rather, it is a parking lot, and there are no noise sensitive exterior use areas in the vicinity of the property line. Furthermore, the 70.7 dBA L_{eq} noise level is primarily generated by the PA loudspeaker system, which as noted, produces a noise level that is approximately 8 dBA lower than assumed by the modeling (i.e., reducing noise levels to 61.7 dBA L_{eq}). Finally, the building is not likely to be occupied during the weeknight and weekend periods when matches may occur. Nonetheless, even if the building were to be in use, the minimum exterior to interior noise reduction provided by typical commercial building construction methods (20 dBA), would lower interior noise levels to approximately 50 dBA or less, which is suitable for an office environment. For these reasons, the project would not exceed the City's exterior noise standards for commercial properties and a noise control plan is not required for the project.

In addition, as shown in Table 12, soccer matches could increase existing ambient noise levels at the shared southern property line by up to 15.9 dBA. These worst-case increases would be short-term, lasting a few hours, and would not substantially change 24-hour noise exposure levels at this property line. Table 13 compares the lowest representative 24-hour L_{dn} noise levels for the shared southern property line to the estimated L_{dn} with a soccer match, assuming that the highest modeled plus ambient noise level shown in Table 12 (+15.9 dBA) would persist for a four-hour block during an afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

TABLE 13
SOUTHERN COMMERCIAL PROPERTY LINE NOISE EXPOSURE WITH AND WITHOUT SOCCER MATCH

ID	Lowest Calculated L_{dn} ^a	Change in 24-hour L_{dn} from Maximum Capacity Event ^b	
		Afternoon Match	Evening Match
LT-2	59.1	64.4 (+5.3)	64.4 (+5.3)

Notes:

a. See Table 2..

b. Value calculated by substituting measured ambient data with the estimated highest modeled plus ambient noise level shown in Table 12 (+15.9 dBA) for a four-hour period during the afternoon (12 PM to 4 PM) or evening (6 PM to 10 PM) period.

Source: ESA 2026 (See Attachments 02 and 03)

As shown in Table 13, the project would increase daily noise exposure from 59.1 dBA L_{dn} to 64.4 dBA L_{dn} , both of which are considered normally acceptable by the City's General Plan. Thus, the project would not conflict with General Plan Policy HS-60 because it would not cause a change in noise compatibility and would not increase daily noise exposure levels at any commercial property by 6 dBA L_{dn} or more.

Conclusions

The results of the project-specific ambient noise surveys and three-dimensional noise modeling indicate that, with a 110 dBA loudspeaker noise limit (as measured at 3.3 feet, or 1 meter, from the speaker face) and with games limited to daytime hours only (7 AM to 10 PM), the project would not result in noise levels that exceed the City's exterior noise standards for residential and commercial properties nor otherwise result in a substantial temporary or permanent increase in ambient noise levels. Furthermore, it is noted that the project would comply with Alameda Municipal Code Section 4-10.5 by posting conspicuous signs at entrances and near speakers that state, "WARNING! SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT."

Limitations and Preparers

This confidential technical memorandum is based on ambient noise monitoring data and standard theoretical calculations for the prediction of sound transmission and attenuation. The ambient noise monitoring referenced in this memorandum reflects the actual environmental conditions present during noise monitoring, including Oakland International Airport operations, traffic volumes on roadways in the vicinity of the Oakland Roots and Soul SC training facility during the monitoring, and actual match events on July 11, 2026. The three-dimension noise modeling conducted for this project is based on specific site layout, noise source inputs, etc. The results of the modeling may not be valid if actual layout and the location of modeled noise sources is different than assumed in this memorandum. The accuracy of acoustic measurements and subsequent predictions is generally accepted to be at least +/- 1 dBA.

This memorandum was prepared by ESA under contract to the Oakland Roots and Soul SC. It reflects the independent, objective, professional opinion of ESA. The following individuals were involved in the preparation and review of this memorandum:

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Attachment 01

Environmental Noise Background

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ENVIRONMENTAL NOISE BACKGROUND

Noise may be defined as loud, unpleasant, or unwanted sound. The frequency (pitch), amplitude (intensity or loudness), and duration of noise all contribute to the effect on a listener, or receptor, and whether the receptor perceives the noise as objectionable, disturbing, or annoying.

The Decibel Scale (dB)

The decibel scale (dB) is a unit of measurement that indicates the relative amplitude of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 more intense, and so on. In general, there is a relationship between the subjective noisiness, or loudness of a sound, and its amplitude, or intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

There are several methods of characterizing sound. The most common method is the “A-weighted sound level,” or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is typically most sensitive. Thus, most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Human hearing matches the logarithmic A-weighted scale, so that a sound of 60 dBA is perceived as twice as loud as a sound of 50 dBA. In a quiet environment, an increase of 3 dB is usually perceptible, however, in a complex noise environment such as along a busy street, a noise increase of less than 3 dB is usually not perceptible, and an increase of 5 dB is usually perceptible. Normal human speech is in the range from 50 to 65 dBA. Generally, as environmental noise exceeds 50 dBA, it becomes intrusive and above 65 dBA noise becomes excessive. Nighttime activities, including sleep, are more sensitive to noise and are considered affected over a range of 40 to 55 dBA.

Sound levels are typically not steady and can vary over a short time period. The equivalent noise level (L_{eq}) is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady noise that would have the same acoustical energy as the sum of the time-varying noise

measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are values that are exceeded for a portion of the measured time period. Thus, L_{01} is the level exceeded one percent of the time and L_{90} is the level exceeded 90 percent of the time. The L_{90} value usually corresponds to the background sound level at the measurement location.

Noise exposure over the course of an entire day is described by the day/night average sound level, or DNL (also referred to as L_{dn}), and the community noise equivalent level, or CNEL. Both descriptors represent the 24-hour noise impact on a community. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a nine-hour nighttime period (10 PM to 7 AM) and a 10 dB “penalty” is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45-dBA nighttime sound level would contribute as much to the overall day-night average as a 55-dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty beyond the 10 dBA for sound events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor’s increased sensitivity to sound levels during quieter nighttime periods.

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. Theoretically, the sound level of a point source attenuates, or decreases, by 6 dB with each doubling of distance from a point source. Sound levels are also affected by certain environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and attenuation by barriers. Outdoor noise is also attenuated by the building envelope so that sound levels inside a residence are from 10 to 20 dB less than outside, depending mainly on whether windows are open for ventilation or not.

For an ideal “point” source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. The change in noise levels between two distances can be calculated according to Equation 1 (California Department of Transportation (Caltrans), 2013a) as follows:

$$\text{Equation 1}$$

$$dBA2 = dBA1 + 20\log (D1/D2)$$

Where:

- dBA1 = Known noise level, such as a reference noise level
- D1 = Distance associated with dBA1
- dBA2 = Noise level at distance 2
- D2 = Distance associated with dBA2

For an ideal line source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a cylindrical pattern from the

source. Theoretically, the sound level attenuates, or decreases, by 3 dB with each doubling of distance from the line source. The change in noise levels between two distances can be calculated according to Equation 2 as follows:

$$\text{Equation 2}$$
$$dBA2 = dBA1 + 10\log (D1/D2)$$

Where:

- dBA1 = Known noise level, such as a reference noise level
- D1 = Distance associated with dBA1
- dBA2 = Noise level at distance 2
- D2 = Distance associated with dBA2

Noise Effects on Humans

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

When exposed to high noise levels, humans may suffer hearing damage. Sustained exposure to high noise levels (e.g., 90 dBs for hours at a time) can cause gradual hearing loss, which is usually temporary, whereas sudden exposure to a very high noise level (e.g., 130 to 140 dBs) can cause sudden and permanent hearing loss. In addition to hearing loss, noise can cause stress in humans and may contribute to stress-related diseases, such as hypertension, anxiety, and heart disease (Caltrans, 2013).

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Attachment 02: Ambient Noise Survey Data

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Oakland Roots and Soul SC Harbor Bay Parkway Training Facility Improvements
Alameda, CA
Attachment 02: Ambient Noise Survey Data
Prepared by ESA, July 2026

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Note: Detailed meter output, survey, and calibration records are available upon request to ESA.

*Oakland Roots and Soul SC Training Facility Improvement Project Attachment 02: Ambient Noise Survey
Data*

Sheet 01: Summary of Short-Term Ambient Noise Level Data

Table 02.1-1: Summary of Short-Term Noise Monitoring Data										
<i>Location</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
ST-01	05/15/26	5:00 PM	1 hour	67.0	48.7	66.0	68.6	70.3	70.9	81.9
ST-02	05/15/26	6:20 PM	1 hour	56.3	41.0	55.0	57.5	59.8	61.1	82.4
ST-03	05/15/26	5:00 PM	1 hour	60.2	45.1	51.2	51.2	51.2	51.2	51.2
ST-04	05/15/26	6:11 PM	1 hour	59.2	45.8	51.2	51.2	51.2	51.2	51.2

Sheet 02: Summary of Long-Term Ambient Noise Data (LT-1)

Table 02.2-1: LT-1 Data May 15, 2026										
<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Friday	05/15/26	5:00 PM	57.1	46.8	48.4	50.3	54.4	62.0	67.0	73.3
Friday	05/15/26	6:00 PM	55.7	47.0	48.8	51.7	54.3	59.7	65.9	72.5
Friday	05/15/26	7:00 PM	55.5	48.0	48.0	49.5	52.2	59.0	66.1	48.7
Friday	05/15/26	8:00 PM	55.4	47.4	47.4	49.1	53.6	60.7	64.6	48.0
Friday	05/15/26	9:00 PM	51.3	46.6	46.6	47.6	48.7	53.0	61.3	47.4
Friday	05/15/26	10:00 PM	51.1	46.4	46.5	47.3	48.4	52.0	60.9	46.6
Friday	05/15/26	11:00 PM	48.6	46.0	46.0	46.6	47.0	48.3	54.4	46.4
<i>Daytime (7 AM to 7 PM)</i>			56.4	46.8	48.6	51.1	54.4	61.0	66.5	73.3
<i>Evening (7 PM to 10 PM)</i>			54.4	46.6	47.4	48.8	51.9	58.6	64.4	48.7
<i>Nighttime (10 PM to 7 AM)</i>			50.1	46.0	46.3	47.0	47.8	50.6	58.8	46.6

Table 02.2-2: LT-1 Data May 16, 2026										
<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Saturday	05/16/26	12:00 AM	49.0	45.1	46.3	46.9	47.5	48.9	55.7	68.0
Saturday	05/16/26	1:00 AM	46.3	45.2	45.8	46.2	46.5	46.9	47.7	51.1
Saturday	05/16/26	2:00 AM	53.0	44.9	45.8	46.2	46.6	47.3	62.6	74.7
Saturday	05/16/26	3:00 AM	50.3	44.9	45.6	46.2	46.8	48.3	53.7	71.1
Saturday	05/16/26	4:00 AM	49.9	45.2	46.2	46.8	47.1	47.8	52.5	71.7
Saturday	05/16/26	5:00 AM	52.3	45.3	46.3	47.9	50.0	52.5	62.2	71.2
Saturday	05/16/26	6:00 AM	59.6	48.5	50.9	57.1	60.6	63.2	67.7	72.2
Saturday	05/16/26	7:00 AM	56.5	44.6	46.3	48.6	53.0	59.5	67.6	74.2
Saturday	05/16/26	8:00 AM	51.8	44.6	46.0	48.0	51.3	55.4	60.7	71.1
Saturday	05/16/26	9:00 AM	55.4	44.4	45.9	49.8	53.9	58.9	65.5	70.7
Saturday	05/16/26	10:00 AM	53.4	44.8	46.5	48.4	51.1	55.9	63.2	69.5
Saturday	05/16/26	11:00 AM	54.8	44.8	46.2	48.4	52.1	58.2	65.2	75.8
Saturday	05/16/26	12:00 PM	54.7	45.3	47.6	50.4	54.4	58.4	63.6	72.4
Saturday	05/16/26	1:00 PM	55.0	47.0	48.7	51.2	52.9	57.6	64.6	76.1
Saturday	05/16/26	2:00 PM	57.1	47.0	49.7	52.4	55.2	59.4	66.2	77.0
Saturday	05/16/26	3:00 PM	54.1	46.7	48.0	49.9	52.9	57.1	61.5	72.7
Saturday	05/16/26	4:00 PM	54.1	46.2	47.6	49.4	52.0	56.4	63.0	72.3
Saturday	05/16/26	5:00 PM	53.5	46.5	48.7	50.9	52.7	55.2	61.4	71.2
Saturday	05/16/26	6:00 PM	56.0	47.7	49.4	51.3	53.6	59.6	66.7	72.0
Saturday	05/16/26	7:00 PM	52.3	47.7	49.1	50.3	51.7	54.2	58.7	68.9
Saturday	05/16/26	8:00 PM	51.6	46.0	46.9	47.7	49.0	53.0	61.8	70.4
Saturday	05/16/26	9:00 PM	49.6	46.3	47.2	47.9	48.7	51.8	56.5	60.5
Saturday	05/16/26	10:00 PM	49.6	45.9	46.7	47.3	47.8	48.8	53.9	69.9
Saturday	05/16/26	11:00 PM	51.1	45.5	46.6	47.1	47.7	49.1	59.5	71.9
<i>Daytime (7 AM to 7 PM)</i>			54.9	44.4	47.7	50.1	53.1	57.9	64.6	77.0

<i>Evening (7 PM to 10 PM)</i>	51.3	46.0	47.8	48.8	50.0	53.1	59.5	70.4
<i>Nighttime (10 PM to 7 AM)</i>	53.1	44.9	47.0	50.0	52.6	54.9	61.0	74.7
Calculated DNL/CNEL	-	59.7	59.9	-	-	-	-	-

Table 02.2-3: LT-1 Data May 17, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Sunday	05/17/26	12:00 AM	47.4	42.9	45.4	46.0	46.5	47.2	49.8	66.9
Sunday	05/17/26	1:00 AM	47.2	42.2	43.4	45.7	46.4	46.8	47.4	68.7
Sunday	05/17/26	2:00 AM	46.8	45.1	45.8	46.4	46.8	48.3	49.5	54.1
Sunday	05/17/26	3:00 AM	51.9	44.5	45.3	45.7	46.1	46.7	56.8	75.8
Sunday	05/17/26	4:00 AM	48.4	44.6	45.3	45.7	45.9	46.4	49.2	70.2
Sunday	05/17/26	5:00 AM	54.8	44.9	45.6	47.4	51.3	57.6	65.3	73.1
Sunday	05/17/26	6:00 AM	55.4	44.9	45.9	47.1	49.8	58.1	67.8	72.5
Sunday	05/17/26	7:00 AM	53.5	44.5	45.4	46.7	50.4	55.1	65.3	76.8
Sunday	05/17/26	8:00 AM	52.3	44.9	45.9	47.4	50.8	55.1	62.5	69.9
Sunday	05/17/26	9:00 AM	53.9	44.7	46.1	47.3	50.8	57.3	63.5	75.1
Sunday	05/17/26	10:00 AM	54.9	45.5	47.0	49.5	53.4	58.5	64.9	78.6
Sunday	05/17/26	11:00 AM	55.9	45.4	47.6	51.3	55.8	60.3	64.4	71.7
Sunday	05/17/26	12:00 PM	54.3	45.3	47.1	49.9	53.1	57.9	63.5	71.2
Sunday	05/17/26	1:00 PM	57.0	46.0	48.9	52.3	56.4	60.6	66.2	74.3
Sunday	05/17/26	2:00 PM	55.9	46.5	49.0	52.0	55.3	59.3	64.4	72.2
Sunday	05/17/26	3:00 PM	56.5	47.5	50.5	52.8	55.0	58.1	65.3	81.7
Sunday	05/17/26	4:00 PM	55.4	45.3	49.3	53.1	56.3	59.0	62.3	70.1
Sunday	05/17/26	5:00 PM	57.1	45.9	50.2	55.2	57.5	60.3	63.7	73.6
Sunday	05/17/26	6:00 PM	58.6	44.9	49.2	56.1	59.0	62.4	66.2	74.1
Sunday	05/17/26	7:00 PM	58.1	44.3	48.5	55.1	58.7	62.6	65.5	70.5
Sunday	05/17/26	8:00 PM	55.2	44.5	46.8	50.8	54.7	58.6	64.0	72.6
Sunday	05/17/26	9:00 PM	54.6	45.4	48.2	52.9	55.5	58.1	61.6	68.2
Sunday	05/17/26	10:00 PM	50.3	44.1	45.9	48.3	50.7	53.8	56.6	62.6
Sunday	05/17/26	11:00 PM	54.4	45.2	47.1	50.7	53.5	56.9	62.9	73.1
<i>Daytime (7 AM to 7 PM)</i>			55.7	44.5	48.3	52.1	55.3	59.1	64.5	81.7
<i>Evening (7 PM to 10 PM)</i>			56.2	44.3	47.9	53.3	56.7	60.3	64.0	72.6
<i>Nighttime (10 PM to 7 AM)</i>			52.0	42.2	45.6	47.3	49.4	53.9	61.5	75.8
Calculated DNL/CNEL			-	59.2	59.8	-	-	-	-	-

Table 02.2-4: LT-1 Data May 18, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Monday	05/18/26	12:00 AM	52.4	42.7	46.7	49.3	51.7	54.4	60.2	72.3
Monday	05/18/26	1:00 AM	49.2	45.0	46.1	47.5	48.8	51.5	54.7	65.7
Monday	05/18/26	2:00 AM	50.2	45.0	46.4	48.5	50.7	53.2	56.4	61.9
Monday	05/18/26	3:00 AM	51.9	44.6	46.8	50.3	52.7	54.9	58.1	65.1
Monday	05/18/26	4:00 AM	51.1	44.7	46.7	49.4	51.1	54.4	57.8	68.0
Monday	05/18/26	5:00 AM	52.3	45.5	47.6	50.1	52.5	55.8	60.0	67.2
Monday	05/18/26	6:00 AM	53.8	46.4	47.7	50.1	52.5	57.4	61.8	70.1
Monday	05/18/26	7:00 AM	61.9	46.0	48.5	55.6	61.6	66.7	70.7	75.7
Monday	05/18/26	8:00 AM	58.3	48.0	51.4	57.0	59.3	61.3	64.6	70.6
Monday	05/18/26	9:00 AM	56.5	46.1	49.2	53.0	56.1	60.7	65.0	73.5
Monday	05/18/26	10:00 AM	56.3	48.0	50.1	53.5	57.0	60.4	62.8	71.5
Monday	05/18/26	11:00 AM	54.2	46.2	48.7	51.6	53.7	56.9	60.6	76.4
Monday	05/18/26	12:00 PM	54.4	45.8	47.8	50.0	52.4	55.7	64.9	73.9
Monday	05/18/26	1:00 PM	55.6	45.9	47.8	50.4	55.2	59.2	64.2	73.3
Monday	05/18/26	2:00 PM	56.5	44.9	47.3	50.3	53.2	58.2	63.7	80.3
Monday	05/18/26	3:00 PM	53.9	46.8	48.7	51.4	53.3	55.7	62.5	71.0
Monday	05/18/26	4:00 PM	58.1	47.3	49.0	51.1	55.7	62.7	68.2	75.7
Monday	05/18/26	5:00 PM	54.6	47.2	48.6	50.1	52.4	57.5	64.3	71.6
Monday	05/18/26	6:00 PM	52.3	45.8	47.5	49.6	51.9	54.4	60.5	70.4
Monday	05/18/26	7:00 PM	54.2	45.0	46.1	47.1	50.7	58.5	65.0	70.4
Monday	05/18/26	8:00 PM	53.6	45.1	46.1	47.3	49.3	55.0	65.7	73.6
Monday	05/18/26	9:00 PM	52.6	44.5	45.3	46.3	49.4	55.1	63.0	69.3
Monday	05/18/26	10:00 PM	52.2	45.8	46.5	48.3	50.6	55.5	60.8	70.7
Monday	05/18/26	11:00 PM	49.9	45.6	46.4	47.5	48.0	48.9	56.9	68.8
<i>Daytime (7 AM to 7 PM)</i>			56.8	44.9	48.9	52.6	56.3	60.6	65.3	80.3
<i>Evening (7 PM to 10 PM)</i>			53.5	44.5	45.8	46.9	49.9	56.5	64.7	73.6
<i>Nighttime (10 PM to 7 AM)</i>			51.7	42.7	46.8	49.1	51.2	54.6	59.0	72.3
Calculated DNL/CNEL			-	59.1	59.4	-	-	-	-	-

Table 02.2-5: LT-1 Data May 19, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Tuesday	05/19/26	12:00 AM	50.0	45.3	46.3	47.3	48.2	49.6	58.9	67.9
Tuesday	05/19/26	1:00 AM	46.3	45.1	45.6	46.0	46.4	46.7	49.5	54.3
Tuesday	05/19/26	2:00 AM	53.6	45.1	45.7	46.4	47.6	53.9	65.2	72.5
Tuesday	05/19/26	3:00 AM	55.5	45.3	46.4	47.4	51.1	59.2	65.5	74.6
Tuesday	05/19/26	4:00 AM	54.2	45.7	46.8	48.5	49.6	55.4	64.7	74.7
Tuesday	05/19/26	5:00 AM	55.1	48.2	49.5	51.7	53.7	56.9	64.0	74.8
Tuesday	05/19/26	6:00 AM	58.6	49.4	51.1	53.8	57.8	63.4	67.6	74.8
Tuesday	05/19/26	7:00 AM	57.2	46.4	48.7	52.1	56.0	62.3	66.2	72.9
Tuesday	05/19/26	8:00 AM	55.4	46.0	47.6	51.0	54.4	58.4	63.8	76.5
Tuesday	05/19/26	9:00 AM	55.5	45.5	47.3	52.1	55.9	59.5	63.3	71.8
Tuesday	05/19/26	10:00 AM	55.9	45.2	46.6	50.5	54.2	59.4	65.1	77.8
Tuesday	05/19/26	11:00 AM	54.1	44.6	46.3	50.0	52.9	57.9	63.8	72.8
Tuesday	05/19/26	12:00 PM	53.6	45.7	47.4	50.5	53.3	56.6	62.7	70.6
Tuesday	05/19/26	1:00 PM	53.6	45.4	46.7	48.3	51.5	57.4	62.9	71.8
Tuesday	05/19/26	2:00 PM	55.1	45.6	47.4	50.0	53.4	59.1	65.3	70.9
Tuesday	05/19/26	3:00 PM	56.8	45.9	47.8	50.9	54.8	61.6	66.0	75.4
Tuesday	05/19/26	4:00 PM	53.6	45.5	47.6	49.8	52.4	56.0	61.6	74.6
Tuesday	05/19/26	5:00 PM	52.4	45.6	47.2	48.9	51.4	54.7	60.4	71.7
Tuesday	05/19/26	6:00 PM	53.7	45.9	47.3	50.2	52.5	56.5	62.9	70.4
Tuesday	05/19/26	7:00 PM	54.9	45.3	46.5	48.3	52.0	58.1	65.4	73.0
Tuesday	05/19/26	8:00 PM	55.0	46.0	46.8	48.2	51.0	56.0	64.0	75.6
Tuesday	05/19/26	9:00 PM	54.8	46.8	47.8	49.7	53.3	58.7	63.9	69.8
Tuesday	05/19/26	10:00 PM	51.5	46.0	47.1	47.9	49.1	53.3	58.9	71.4
Tuesday	05/19/26	11:00 PM	50.1	45.5	46.5	47.1	47.7	50.1	60.7	66.7
<i>Daytime (7 AM to 7 PM)</i>			55.0	44.6	47.4	50.5	53.8	58.8	64.0	77.8
<i>Evening (7 PM to 10 PM)</i>			54.9	45.3	47.1	48.8	52.2	57.8	64.5	75.6
<i>Nighttime (10 PM to 7 AM)</i>			54.0	45.1	47.6	49.3	51.8	57.0	63.7	74.8
Calculated DNL/CNEL			-	60.6	60.9	-	-	-	-	-

Table 02.2-6: LT-1 Data May 20, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Wednesday	05/20/26	12:00 AM	52.5	46.1	46.7	47.8	48.9	50.8	59.5	76.1
Wednesday	05/20/26	1:00 AM	47.1	45.7	46.3	46.9	47.2	47.9	48.6	60.8
Wednesday	05/20/26	2:00 AM	55.4	46.0	46.7	47.7	49.3	59.9	66.8	72.0
Wednesday	05/20/26	3:00 AM	54.1	46.3	47.0	47.8	48.6	53.5	66.1	72.4
Wednesday	05/20/26	4:00 AM	58.7	47.1	48.2	49.2	50.6	56.9	68.6	81.3
Wednesday	05/20/26	5:00 AM	59.2	47.0	48.5	52.6	58.3	63.3	69.7	76.3
Wednesday	05/20/26	6:00 AM	58.5	47.7	49.0	51.8	56.3	62.8	69.0	73.0
Wednesday	05/20/26	7:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	8:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	9:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	10:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	11:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	12:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	1:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	2:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	3:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	4:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	5:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	6:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	7:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	8:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	9:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	10:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	11:00 PM	--	--	--	--	--	--	--	--
<i>Daytime (7 AM to 7 PM)</i>			--	--	--	--	--	--	--	--
<i>Evening (7 PM to 10 PM)</i>			--	--	--	--	--	--	--	--
<i>Nighttime (10 PM to 7 AM)</i>			56.5	45.7	47.6	49.6	53.3	59.3	66.9	81.3

Sheet 03: Summary of Long-Term Ambient Noise Data (LT-2)

Table 02.3-1: LT-2 Data May 15, 2026

Day	46079.9	Hour	Leq	Lmin	L90	L50	L25	L8.3	L1.7	Lmax
Friday	05/15/26	5:00 PM	58.8	44.4	55.0	58.1	60.1	61.4	62.1	73.8
Friday	05/15/26	6:00 PM	57.3	44.9	54.1	56.7	58.3	59.8	60.5	76.4
Friday	05/15/26	7:00 PM	57.3	44.6	53.4	56.4	58.6	60.2	60.9	76.1
Friday	05/15/26	8:00 PM	57.5	44.6	54.0	56.8	58.7	60.2	61.0	76.4
Friday	05/15/26	9:00 PM	52.4	42.4	49.2	51.8	53.5	54.9	55.5	74.0
Friday	05/15/26	10:00 PM	51.9	40.6	47.0	50.9	53.7	54.9	55.4	74.6
Friday	05/15/26	11:00 PM	49.1	39.0	44.9	48.8	50.3	51.6	52.3	72.9
Daytime (7 AM to 7 PM)			58.1	44.4	54.6	57.5	59.3	60.7	61.4	76.4
Evening (7 PM to 10 PM)			56.3	42.4	52.6	55.5	57.5	59.0	59.8	76.4
Nighttime (10 PM to 7 AM)			50.7	39.0	46.1	49.9	52.3	53.6	54.1	74.6

Table 02.3-2: LT-2 Data May 16, 2026

Day	Date	Hour	Leq	Lmin	L90	L50	L25	L8.3	L1.7	Lmax
Saturday	05/16/26	12:00 AM	48.3	39.0	45.0	47.7	49.5	50.8	51.6	73.3
Saturday	05/16/26	1:00 AM	41.2	38.2	40.5	41.1	41.5	41.9	42.1	55.2
Saturday	05/16/26	2:00 AM	54.1	38.5	49.0	53.9	55.5	56.7	57.5	76.4
Saturday	05/16/26	3:00 AM	51.2	38.6	47.7	50.8	52.7	53.8	54.3	74.0
Saturday	05/16/26	4:00 AM	50.4	39.7	46.5	50.1	51.6	52.6	52.9	73.7
Saturday	05/16/26	5:00 AM	51.0	42.5	48.3	50.3	51.9	53.4	54.0	70.4
Saturday	05/16/26	6:00 AM	57.0	42.1	53.3	56.7	58.4	59.5	60.1	75.3
Saturday	05/16/26	7:00 AM	58.2	40.8	54.2	57.7	59.6	60.7	61.3	75.9
Saturday	05/16/26	8:00 AM	52.5	41.5	50.0	52.0	53.5	54.6	55.2	68.2
Saturday	05/16/26	9:00 AM	56.1	40.0	52.0	55.6	57.4	59.0	59.8	76.3
Saturday	05/16/26	10:00 AM	54.7	40.6	51.1	54.2	55.8	57.2	58.0	74.5
Saturday	05/16/26	11:00 AM	56.7	40.7	52.7	56.1	58.1	59.5	60.1	78.1
Saturday	05/16/26	12:00 PM	55.6	40.0	52.1	55.2	56.7	57.9	58.7	75.3
Saturday	05/16/26	1:00 PM	55.5	41.3	51.6	55.1	56.8	58.0	58.7	75.9
Saturday	05/16/26	2:00 PM	57.1	41.1	53.7	56.5	58.3	59.6	60.2	73.8
Saturday	05/16/26	3:00 PM	55.1	40.8	51.9	54.7	56.3	57.6	58.3	75.8
Saturday	05/16/26	4:00 PM	54.9	41.0	51.5	54.1	56.0	57.6	58.6	75.5
Saturday	05/16/26	5:00 PM	53.9	42.1	50.6	53.2	54.8	56.5	57.3	74.9
Saturday	05/16/26	6:00 PM	56.9	45.6	53.3	56.3	58.1	59.6	60.4	74.8
Saturday	05/16/26	7:00 PM	52.4	45.7	50.2	52.0	53.2	54.3	54.8	72.2
Saturday	05/16/26	8:00 PM	53.5	40.5	49.0	51.6	54.7	57.3	58.4	77.7
Saturday	05/16/26	9:00 PM	48.8	40.8	47.1	48.6	49.4	50.2	50.6	62.9
Saturday	05/16/26	10:00 PM	49.5	37.8	45.6	49.1	50.7	51.9	52.6	73.2
Saturday	05/16/26	11:00 PM	51.2	37.6	47.3	51.2	52.4	53.6	54.4	73.6
Daytime (7 AM to 7 PM)			55.8	40.0	52.2	68.7	57.1	58.4	59.1	78.1
Evening (7 PM to 10 PM)			52.0	40.5	48.9	67.3	53.0	54.9	55.7	77.7
Nighttime (10 PM to 7 AM)			52.0	37.6	48.2	73.5	53.3	54.5	55.1	76.4
Calculated DNL/CNEL			-	59.1	59.3	-	-	-	-	-

Table 02.3-3: LT-2 Data May 17, 2026										
<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Sunday	05/17/26	12:00 AM	43.0	37.3	40.6	42.4	43.8	45.3	46.0	68.5
Sunday	05/17/26	1:00 AM	51.8	37.1	42.1	49.4	54.7	55.8	56.1	78.7
Sunday	05/17/26	2:00 AM	46.6	37.5	45.4	46.4	47.2	47.8	48.0	62.2
Sunday	05/17/26	3:00 AM	53.3	37.2	47.6	52.5	54.6	56.4	57.8	79.8
Sunday	05/17/26	4:00 AM	49.4	36.6	44.7	48.7	50.8	52.4	53.0	72.0
Sunday	05/17/26	5:00 AM	55.5	40.1	50.9	54.7	57.2	58.3	58.9	77.2
Sunday	05/17/26	6:00 AM	57.7	39.8	53.8	57.1	58.9	60.4	61.0	77.8
Sunday	05/17/26	7:00 AM	54.2	39.3	49.1	53.5	55.9	57.3	57.9	75.3
Sunday	05/17/26	8:00 AM	54.4	40.3	51.2	54.0	55.6	56.6	57.4	73.4
Sunday	05/17/26	9:00 AM	55.6	39.8	51.1	54.7	57.0	58.4	59.3	80.3
Sunday	05/17/26	10:00 AM	56.4	40.1	51.7	55.6	58.0	59.2	59.9	77.3
Sunday	05/17/26	11:00 AM	57.5	39.9	53.5	56.9	58.8	60.0	60.9	75.3
Sunday	05/17/26	12:00 PM	55.6	40.5	51.7	55.2	56.8	58.2	59.1	75.7
Sunday	05/17/26	1:00 PM	58.4	41.0	53.9	57.9	59.7	61.3	62.0	78.3
Sunday	05/17/26	2:00 PM	57.0	41.3	52.8	56.4	58.3	59.8	60.5	75.0
Sunday	05/17/26	3:00 PM	56.3	44.3	52.7	55.5	57.3	59.0	60.0	76.6
Sunday	05/17/26	4:00 PM	55.3	42.9	52.4	54.5	56.4	58.0	58.7	75.0
Sunday	05/17/26	5:00 PM	58.4	45.6	54.6	57.4	59.6	61.2	62.0	76.5
Sunday	05/17/26	6:00 PM	58.3	44.5	54.6	57.6	59.4	61.1	61.7	77.1
Sunday	05/17/26	7:00 PM	57.9	43.1	54.3	57.0	59.1	60.7	61.5	74.8
Sunday	05/17/26	8:00 PM	55.6	42.7	52.1	55.0	56.8	58.4	59.1	73.9
Sunday	05/17/26	9:00 PM	54.3	42.5	51.1	53.5	55.5	57.1	57.8	74.1
Sunday	05/17/26	10:00 PM	48.9	40.8	46.2	48.1	50.0	51.3	51.7	69.5
Sunday	05/17/26	11:00 PM	54.4	41.8	50.4	54.0	55.7	56.9	57.7	75.8
<i>Daytime (7 AM to 7 PM)</i>			56.7	39.3	52.7	70.0	58.0	59.4	60.2	80.3
<i>Evening (7 PM to 10 PM)</i>			56.2	42.5	52.7	67.7	57.4	59.0	59.7	74.8
<i>Nighttime (10 PM to 7 AM)</i>			53.0	36.6	48.7	75.9	54.5	55.9	56.6	79.8
Calculated DNL/CNEL			-	60.2	60.6	-	-	-	-	-

Table 02.3-4: LT-2 Data May 18, 2026										
<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Monday	05/18/26	12:00 AM	52.2	41.9	48.4	51.6	53.6	54.8	55.4	74.9
Monday	05/18/26	1:00 AM	48.7	41.1	44.8	47.7	49.6	52.3	53.1	73.1
Monday	05/18/26	2:00 AM	45.3	41.1	44.2	45.1	45.8	46.5	46.8	56.8
Monday	05/18/26	3:00 AM	47.8	40.8	45.8	47.2	48.5	50.0	50.6	67.0
Monday	05/18/26	4:00 AM	50.0	42.4	48.1	49.6	50.6	51.8	52.5	67.6
Monday	05/18/26	5:00 AM	53.6	45.5	52.0	53.1	54.2	55.4	56.2	68.6
Monday	05/18/26	6:00 AM	56.5	45.7	54.3	56.0	57.2	58.8	59.6	76.2
Monday	05/18/26	7:00 AM	58.0	47.6	55.0	57.0	59.0	60.9	61.7	74.4
Monday	05/18/26	8:00 AM	58.4	46.9	54.7	57.4	59.4	61.4	62.5	78.4
Monday	05/18/26	9:00 AM	58.3	46.7	54.9	57.5	59.5	61.1	61.8	74.6
Monday	05/18/26	10:00 AM	59.8	49.5	56.6	59.1	60.8	62.6	63.2	84.3
Monday	05/18/26	11:00 AM	56.1	48.1	53.9	55.5	57.0	58.3	59.0	69.9
Monday	05/18/26	12:00 PM	56.9	47.6	54.1	56.6	57.8	59.0	59.6	74.3
Monday	05/18/26	1:00 PM	57.3	44.4	54.8	56.9	58.2	59.3	60.0	72.6
Monday	05/18/26	2:00 PM	57.2	43.8	54.3	56.7	58.2	59.7	60.5	75.9
Monday	05/18/26	3:00 PM	54.9	47.1	52.1	54.7	55.8	57.1	57.7	73.7
Monday	05/18/26	4:00 PM	59.1	45.2	55.0	58.5	60.4	61.9	62.6	76.3
Monday	05/18/26	5:00 PM	56.4	45.2	52.5	55.9	57.7	59.1	59.9	76.0
Monday	05/18/26	6:00 PM	52.3	42.3	49.7	51.4	53.3	55.0	55.5	72.4
Monday	05/18/26	7:00 PM	56.6	42.4	52.5	56.0	57.8	59.3	60.0	74.6
Monday	05/18/26	8:00 PM	56.3	42.3	53.5	55.8	57.4	58.4	58.8	73.3
Monday	05/18/26	9:00 PM	54.4	41.7	51.0	54.2	55.8	56.5	57.0	73.1
Monday	05/18/26	10:00 PM	56.8	42.9	51.0	55.6	58.6	60.1	60.5	79.9
Monday	05/18/26	11:00 PM	53.3	43.0	50.5	53.1	54.3	55.5	56.1	74.8
<i>Daytime (7 AM to 7 PM)</i>			57.4	42.3	54.3	70.4	58.5	60.1	60.8	84.3
<i>Evening (7 PM to 10 PM)</i>			55.9	41.7	52.5	67.1	57.1	58.2	58.8	74.6
<i>Nighttime (10 PM to 7 AM)</i>			53.0	40.8	50.0	74.2	54.1	55.6	56.2	79.9
Calculated DNL/CNEL			-	60.3	60.7	-	-	-	-	-

Table 02.3-5: LT-2 Data May 19, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Tuesday	05/19/26	12:00 AM	50.7	42.1	47.3	50.3	51.8	53.1	53.5	71.0
Tuesday	05/19/26	1:00 AM	43.4	39.7	42.3	43.3	43.9	44.7	44.9	61.9
Tuesday	05/19/26	2:00 AM	54.5	40.3	50.2	54.0	56.0	57.1	57.5	74.6
Tuesday	05/19/26	3:00 AM	58.9	42.3	52.8	58.3	61.2	61.7	62.0	82.9
Tuesday	05/19/26	4:00 AM	55.4	43.1	52.1	55.3	56.4	57.1	57.5	77.0
Tuesday	05/19/26	5:00 AM	57.0	49.2	53.7	56.7	58.2	59.1	59.5	77.4
Tuesday	05/19/26	6:00 AM	60.7	51.0	58.2	60.5	61.7	62.6	63.0	77.5
Tuesday	05/19/26	7:00 AM	59.3	47.2	55.0	58.4	60.9	62.0	62.5	78.1
Tuesday	05/19/26	8:00 AM	53.7	42.8	50.8	53.0	54.6	56.2	57.0	72.0
Tuesday	05/19/26	9:00 AM	54.6	42.1	51.2	54.0	55.6	57.2	57.8	74.1
Tuesday	05/19/26	10:00 AM	56.2	42.0	52.8	55.9	57.4	58.5	59.1	73.6
Tuesday	05/19/26	11:00 AM	54.1	41.9	51.0	53.4	55.3	56.7	57.3	74.6
Tuesday	05/19/26	12:00 PM	53.7	41.7	50.6	53.1	55.0	56.2	56.8	71.8
Tuesday	05/19/26	1:00 PM	54.2	42.3	50.3	53.6	55.8	57.0	57.5	72.4
Tuesday	05/19/26	2:00 PM	57.4	42.4	53.5	56.8	58.6	60.1	61.1	76.4
Tuesday	05/19/26	3:00 PM	57.7	43.8	54.2	57.2	58.8	60.2	61.0	76.3
Tuesday	05/19/26	4:00 PM	55.0	42.4	52.0	54.4	55.9	57.6	58.2	76.6
Tuesday	05/19/26	5:00 PM	55.0	42.6	51.9	53.7	55.4	58.4	59.9	80.7
Tuesday	05/19/26	6:00 PM	54.4	42.2	50.3	54.1	55.6	57.1	57.8	73.5
Tuesday	05/19/26	7:00 PM	57.4	43.4	53.4	56.2	58.4	60.5	61.6	82.3
Tuesday	05/19/26	8:00 PM	56.9	44.3	54.6	56.4	57.7	58.9	59.4	76.3
Tuesday	05/19/26	9:00 PM	55.9	45.6	53.2	55.5	56.9	58.1	58.6	75.1
Tuesday	05/19/26	10:00 PM	53.9	42.5	48.5	52.6	55.4	57.3	58.0	79.1
Tuesday	05/19/26	11:00 PM	51.9	43.1	48.8	51.3	53.1	54.4	54.8	70.5
<i>Daytime (7 AM to 7 PM)</i>			55.8	41.7	52.2	69.1	57.0	58.5	59.2	80.7
<i>Evening (7 PM to 10 PM)</i>			56.7	43.4	53.8	72.3	57.7	59.3	60.1	82.3
<i>Nighttime (10 PM to 7 AM)</i>			56.1	39.7	52.4	77.4	57.5	58.4	58.8	82.9
Calculated DNL/CNEL			-	62.5	62.8	-	-	-	-	-

Table 02.3-6: LT-2 Data May 20, 2026

<i>Day</i>	<i>Date</i>	<i>Hour</i>	<i>Leq</i>	<i>Lmin</i>	<i>L90</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Wednesday	05/20/26	12:00 AM	52.5	46.1	46.7	47.8	48.9	50.8	59.5	76.1
Wednesday	05/20/26	1:00 AM	47.1	45.7	46.3	46.9	47.2	47.9	48.6	60.8
Wednesday	05/20/26	2:00 AM	55.4	46.0	46.7	47.7	49.3	59.9	66.8	72.0
Wednesday	05/20/26	3:00 AM	54.1	46.3	47.0	47.8	48.6	53.5	66.1	72.4
Wednesday	05/20/26	4:00 AM	58.7	47.1	48.2	49.2	50.6	56.9	68.6	81.3
Wednesday	05/20/26	5:00 AM	59.2	47.0	48.5	52.6	58.3	63.3	69.7	76.3
Wednesday	05/20/26	6:00 AM	58.5	47.7	49.0	51.8	56.3	62.8	69.0	73.0
Wednesday	05/20/26	7:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	8:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	9:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	10:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	11:00 AM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	12:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	1:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	2:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	3:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	4:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	5:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	6:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	7:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	8:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	9:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	10:00 PM	--	--	--	--	--	--	--	--
Wednesday	05/20/26	11:00 PM	--	--	--	--	--	--	--	--
<i>Daytime (7 AM to 7 PM)</i>			--	--	--	--	--	--	--	--
<i>Evening (7 PM to 10 PM)</i>			--	--	--	--	--	--	--	--
<i>Nighttime (10 PM to 7 AM)</i>			56.5	45.7	47.6	49.6	53.3	59.3	66.9	81.3

Sheet 04: Summary of Ldn Calculations with Soccer Match

Table 02.4-2: LT-1 Data May 18, 2026

Day	Date	Hour	Without Match		110 dBA Speaker Model Scenario			
					Afternoon Match		Evening Match	
			Leq	Ldn Value	Leq	Ldn Value	Leq	Ldn Value
Saturday	05/16/26	12:00 AM	52.4	62.4	52.4	62.4	52.4	62.4
Saturday	05/16/26	1:00 AM	49.2	59.2	49.2	59.2	49.2	59.2
Saturday	05/16/26	2:00 AM	50.2	60.2	50.2	60.2	50.2	60.2
Saturday	05/16/26	3:00 AM	51.9	61.9	51.9	61.9	51.9	61.9
Saturday	05/16/26	4:00 AM	51.1	61.1	51.1	61.1	51.1	61.1
Saturday	05/16/26	5:00 AM	52.3	62.3	52.3	62.3	52.3	62.3
Saturday	05/16/26	6:00 AM	53.8	63.8	53.8	63.8	53.8	63.8
Saturday	05/16/26	7:00 AM	61.9	61.9	61.9	61.9	61.9	61.9
Saturday	05/16/26	8:00 AM	58.3	58.3	58.3	58.3	58.3	58.3
Saturday	05/16/26	9:00 AM	56.5	56.5	56.5	56.5	56.5	56.5
Saturday	05/16/26	10:00 AM	56.3	56.3	56.3	56.3	56.3	56.3
Saturday	05/16/26	11:00 AM	54.2	54.2	54.2	54.2	54.2	54.2
Saturday	05/16/26	12:00 PM	54.4	54.4	58.6	58.6	54.4	54.4
Saturday	05/16/26	1:00 PM	55.6	55.6	58.6	58.6	55.6	55.6
Saturday	05/16/26	2:00 PM	56.5	56.5	58.6	58.6	56.5	56.5
Saturday	05/16/26	3:00 PM	53.9	53.9	58.6	58.6	53.9	53.9
Saturday	05/16/26	4:00 PM	58.1	58.1	58.1	58.1	58.1	58.1
Saturday	05/16/26	5:00 PM	54.6	54.6	54.6	54.6	54.6	54.6
Saturday	05/16/26	6:00 PM	52.3	52.3	52.3	52.3	58.6	58.6
Saturday	05/16/26	7:00 PM	54.2	54.2	54.2	54.2	58.6	58.6
Saturday	05/16/26	8:00 PM	53.6	53.6	53.6	53.6	58.6	58.6
Saturday	05/16/26	9:00 PM	52.6	52.6	52.6	52.6	58.6	58.6
Saturday	05/16/26	10:00 PM	52.2	62.2	52.2	62.2	52.2	62.2
Saturday	05/16/26	11:00 PM	49.9	59.9	49.9	59.9	49.9	59.9
Calculated Ldn			-	59.1	-	59.5	-	59.6

Table 02.4-2: LT-2 Data May 16, 2026 (Hotel Receptor Comparison)

Day	Date	Hour	Without Match		110 dBA Speaker Model Scenario			
					Afternoon Match		Evening Match	
			Leq	Ldn Value	Leq	Ldn Value	Leq	Ldn Value
Saturday	05/16/26	12:00 AM	48.3	58.3	48.3	58.3	48.3	58.3
Saturday	05/16/26	1:00 AM	41.2	51.2	41.2	51.2	41.2	51.2
Saturday	05/16/26	2:00 AM	54.1	64.1	54.1	64.1	54.1	64.1
Saturday	05/16/26	3:00 AM	51.2	61.2	51.2	61.2	51.2	61.2
Saturday	05/16/26	4:00 AM	50.4	60.4	50.4	60.4	50.4	60.4
Saturday	05/16/26	5:00 AM	51.0	61.0	51.0	61.0	51.0	61.0
Saturday	05/16/26	6:00 AM	57.0	67.0	57.0	67.0	57.0	67.0
Saturday	05/16/26	7:00 AM	58.2	58.2	58.2	58.2	58.2	58.2
Saturday	05/16/26	8:00 AM	52.5	52.5	52.5	52.5	52.5	52.5
Saturday	05/16/26	9:00 AM	56.1	56.1	56.1	56.1	56.1	56.1
Saturday	05/16/26	10:00 AM	54.7	54.7	54.7	54.7	54.7	54.7
Saturday	05/16/26	11:00 AM	56.7	56.7	56.7	56.7	56.7	56.7
Saturday	05/16/26	12:00 PM	55.6	55.6	62.1	62.1	55.6	55.6
Saturday	05/16/26	1:00 PM	55.5	55.5	62.1	62.1	55.5	55.5
Saturday	05/16/26	2:00 PM	57.1	57.1	62.1	62.1	57.1	57.1
Saturday	05/16/26	3:00 PM	55.1	55.1	62.1	62.1	55.1	55.1
Saturday	05/16/26	4:00 PM	54.9	54.9	54.9	54.9	54.9	54.9
Saturday	05/16/26	5:00 PM	53.9	53.9	53.9	53.9	53.9	53.9
Saturday	05/16/26	6:00 PM	56.9	56.9	56.9	56.9	62.1	62.1
Saturday	05/16/26	7:00 PM	52.4	52.4	52.4	52.4	62.1	62.1
Saturday	05/16/26	8:00 PM	53.5	53.5	53.5	53.5	62.1	62.1
Saturday	05/16/26	9:00 PM	48.8	48.8	48.8	48.8	62.1	62.1
Saturday	05/16/26	10:00 PM	49.5	59.5	49.5	59.5	49.5	59.5
Saturday	05/16/26	11:00 PM	51.2	61.2	51.2	61.2	51.2	61.2
Calculated Ldn			--	59.1	-	60.1	-	60.2

Table 02.4-3: LT-2 Data May 16, 2026 (Commercial Receptor Comparison)

Day	Date	Hour	Without Match		110 dBA Speaker Model Scenario			
					Afternoon Match		Evening Match	
			Leq	Ldn Value	Leq	Ldn Value	Leq	Ldn Value
Saturday	05/16/26	12:00 AM	48.3	58.3	48.3	58.3	48.3	58.3
Saturday	05/16/26	1:00 AM	41.2	51.2	41.2	51.2	41.2	51.2
Saturday	05/16/26	2:00 AM	54.1	64.1	54.1	64.1	54.1	64.1
Saturday	05/16/26	3:00 AM	51.2	61.2	51.2	61.2	51.2	61.2
Saturday	05/16/26	4:00 AM	50.4	60.4	50.4	60.4	50.4	60.4
Saturday	05/16/26	5:00 AM	51.0	61.0	51.0	61.0	51.0	61.0
Saturday	05/16/26	6:00 AM	57.0	67.0	57.0	67.0	57.0	67.0
Saturday	05/16/26	7:00 AM	58.2	58.2	58.2	58.2	58.2	58.2
Saturday	05/16/26	8:00 AM	52.5	52.5	52.5	52.5	52.5	52.5
Saturday	05/16/26	9:00 AM	56.1	56.1	56.1	56.1	56.1	56.1
Saturday	05/16/26	10:00 AM	54.7	54.7	54.7	54.7	54.7	54.7
Saturday	05/16/26	11:00 AM	56.7	56.7	56.7	56.7	56.7	56.7
Saturday	05/16/26	12:00 PM	55.6	55.6	70.8	70.8	55.6	55.6
Saturday	05/16/26	1:00 PM	55.5	55.5	70.8	70.8	55.5	55.5
Saturday	05/16/26	2:00 PM	57.1	57.1	70.8	70.8	57.1	57.1
Saturday	05/16/26	3:00 PM	55.1	55.1	70.8	70.8	55.1	55.1
Saturday	05/16/26	4:00 PM	54.9	54.9	54.9	54.9	54.9	54.9
Saturday	05/16/26	5:00 PM	53.9	53.9	53.9	53.9	53.9	53.9
Saturday	05/16/26	6:00 PM	56.9	56.9	56.9	56.9	70.8	70.8
Saturday	05/16/26	7:00 PM	52.4	52.4	52.4	52.4	70.8	70.8
Saturday	05/16/26	8:00 PM	53.5	53.5	53.5	53.5	70.8	70.8
Saturday	05/16/26	9:00 PM	48.8	48.8	48.8	48.8	70.8	70.8
Saturday	05/16/26	10:00 PM	49.5	59.5	49.5	59.5	49.5	59.5
Saturday	05/16/26	11:00 PM	51.2	61.2	51.2	61.2	51.2	61.2
Calculated Ldn			--	59.1	-	64.4	-	64.4

Table 02.4-4: ST-1/ Harbor Bay Parkway Estimated LDN from General Plan Traffic Noise Level (70 Ldn)								
<i>Day</i>	<i>Date</i>	<i>Hour</i>	Without Match		110 dBA Speaker Model Scenario			
					Afternoon Match		Evening Match	
			<i>Leq</i>	<i>Ldn Value</i>	<i>Leq</i>	<i>Ldn Value</i>	<i>Leq</i>	<i>Ldn Value</i>
NA	NA	12:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	1:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	2:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	3:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	4:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	5:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	6:00 AM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	7:00 AM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	8:00 AM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	9:00 AM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	10:00 AM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	11:00 AM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	12:00 PM	67.2	67.2	67.5	67.5	67.2	67.2
NA	NA	1:00 PM	67.2	67.2	67.5	67.5	67.2	67.2
NA	NA	2:00 PM	67.2	67.2	67.5	67.5	67.2	67.2
NA	NA	3:00 PM	67.2	67.2	67.5	67.5	67.2	67.2
NA	NA	4:00 PM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	5:00 PM	67.2	67.2	67.2	67.2	67.2	67.2
NA	NA	6:00 PM	67.2	67.2	67.2	67.2	67.5	67.5
NA	NA	7:00 PM	67.2	67.2	67.2	67.2	67.5	67.5
NA	NA	8:00 PM	67.0	67.0	67.0	67.0	67.5	67.5
NA	NA	9:00 PM	67.0	67.0	67.0	67.0	67.5	67.5
NA	NA	10:00 PM	62.5	72.5	62.5	72.5	62.5	72.5
NA	NA	11:00 PM	62.5	72.5	62.5	72.5	62.5	72.5
Calculated Ldn			--	70.0	-	70.0	-	70.0

Sheet 05: **Summary of July 11, 2026, Oakland Roots Home Match Noise Level Data****Table 02.5-1: Summary of July 11, 2026, SLM-1 PA Test Noise Level Data**

<i>Test</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
PA Standard	07/11/26	10:57:52 AM	01:33	101.5	94.4	101.5	101.9	102.2	102.3	109.3
PA Middle	07/11/26	10:59:42 AM	02:01	102.8	92.9	102.7	103.1	103.4	103.5	108.0
PA Loud	07/11/26	10:59:26 AM	00:16	113.4	107.3	113.4	113.8	114.0	114.1	116.7

Note: Duration is expressed in minutes and seconds

Table 02.5-2: Summary of July 11, 2026, SLM-2 Spectator Drumming Area Noise Level Data

<i>Condition</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
Drumming	07/11/26	1st Half	23:02	92.9	65.8	-	-	-	-	97.4
No Drumming	07/11/26	1st Half	18:59	75.9	59.3	-	-	-	-	92.4
Total	07/11/26	1st Half	42:01	90.3	59.3	-	-	-	-	97.4

Note: Duration is expressed in minutes and seconds

Table 02.5-3: Summary of Pre-Match Noise Monitoring Data

<i>Location</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
SLM-3	07/11/26	11:07 AM	1 hour	85.5	68.8	85.5	85.9	86.2	86.3	100.6
SLM-4	07/11/26	11:07 AM	1 hour	61.9	49.8	60.9	62.6	65.1	66.6	76.2

Table 02.5-4: Summary of Halftime Noise Monitoring Data

<i>Location</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
SLM-3	07/11/26	12:56 PM	15 Minutes	86.3	73.4	85.8	86.2	86.5	86.6	97.7
SLM-4	07/11/26	12:56 PM	15 Minutes	62.9	54.3	61.9	63.8	66.0	67.7	73.8

Table 02.5-5: Summary of Match Noise Monitoring Data

<i>Location</i>	<i>Date</i>	<i>Start Time</i>	<i>Duration</i>	<i>Leq</i>	<i>Lmin</i>	<i>L50</i>	<i>L25</i>	<i>L8.3</i>	<i>L1.7</i>	<i>Lmax</i>
SLM-3	07/11/26	1:11 PM	01:40	80.1	57.1	80.1	80.5	80.8	81.0	94.6
SLM-4	07/11/26	1:11 PM	01:40	64.1	45.5	62.6	64.8	67.4	70.4	82.6

Note: Duration is in hours and minutes

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Attachment 03: SoundPLAN Noise Model Data

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SURFACE TAKEOFFS

SURFACE TAKEOFFS ARE PROVIDED FOR RELEVANT PROJECT AREAS WITHIN THE SITE. LANDSCAPE AND HARDSCAPE AROUND THE BUILDINGS WILL NOT BE AFFECTED BY THIS SCOPE OF WORK.

IMPERVIOUS ASPHALT PAVING TO REMAIN:	130,000 SF (2.98 AC)
NATURAL GRASS ON SAND ROOTZONE TO REMAIN:	168,000 SF (3.86 AC)
NATURAL GRASS ON NATIVE SOIL TO REMAIN:	115,000 SF (2.64 AC)
THERAPY POOL TO REMOVED AND PAVED OVER:	1,125 SF
EXISTING BUILDINGS TO REMAIN:	71,560 SF
EXISTING SYNTHETIC TURF TO REMAIN:	15,000 SF

NEW IMPERVIOUS SURFACES: NONE

SITE LEGEND

- PROPERTY LINE/ RIGHT-OF-WAY
- LIMIT OF CONSTRUCTION
- SYNTHETIC TURF
- TEMPORARY ADA SURFACING
- CONCRETE PAVEMENT
- (E TO REMAIN) NATURAL GRASS PLAYING FIELD
- TEMPORARY POP-UP ELEMENTS
- KEYNOTE CALLOUT SYMBOL WITH DIRECTION ARROWS INDICATING LIMITS OF LINEAR ELEMENTS

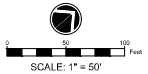
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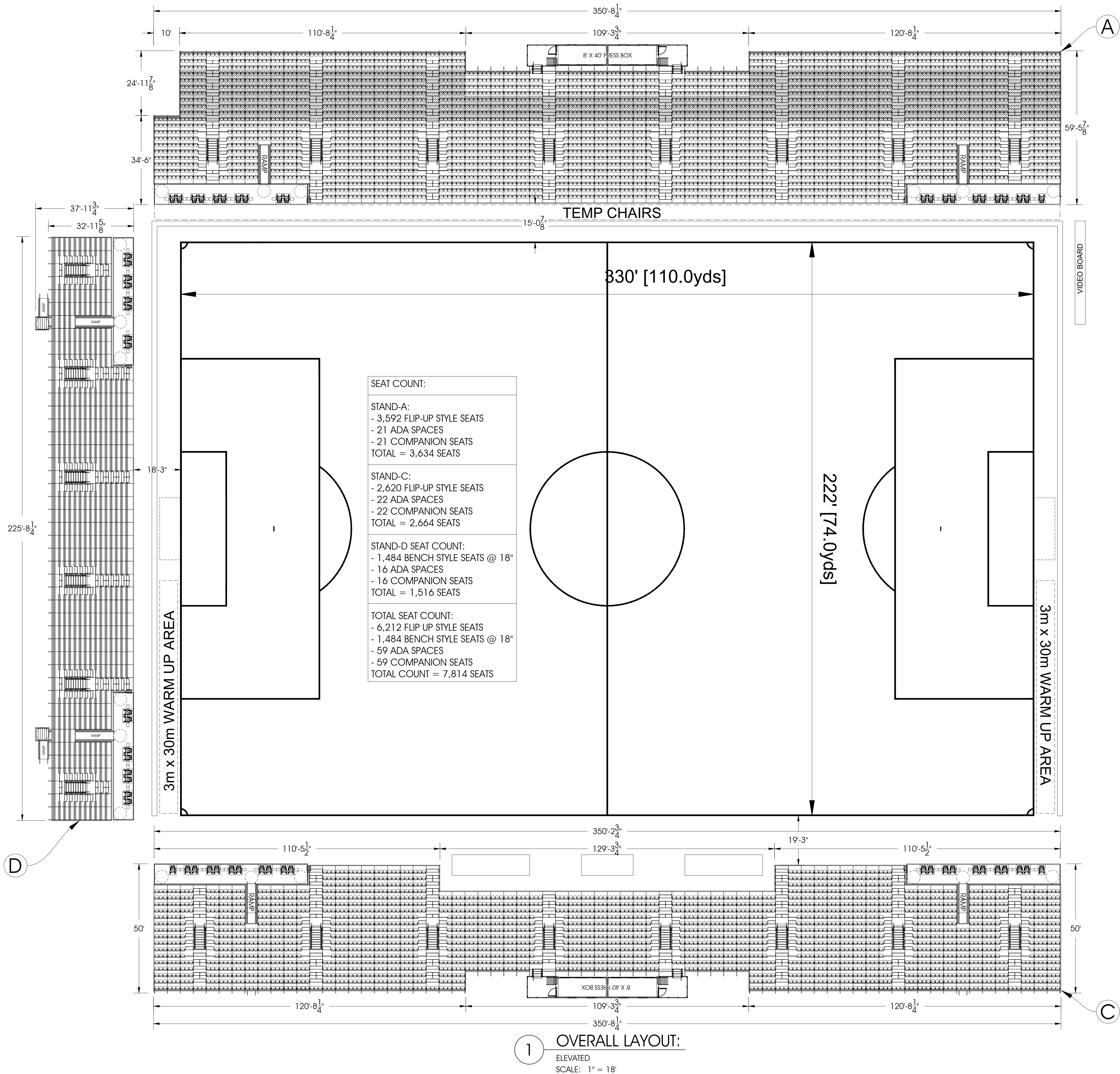


DATE: June 8, 2026
PREPARED BY: ZACH PLUM, PE (830) 742-0011

SP-01 SITE PLAN
OAKLAND ROOTS & SOUL SC TRAINING CENTER IMPROVEMENTS



I:\CAD\REVIEWS\OCCER\OAKLAND ROOTS26



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REVISIONS		BY	ITEM
#	DATE	BY	ITEM
1	4/17/26	BTB	REVISED SEATING LAYOUT
2	5/2/26	BTB	REVISED SEATING LAYOUT
3	5/26/26	BTB	STAND-D ADDITIONAL ADA
4			
5			
6			

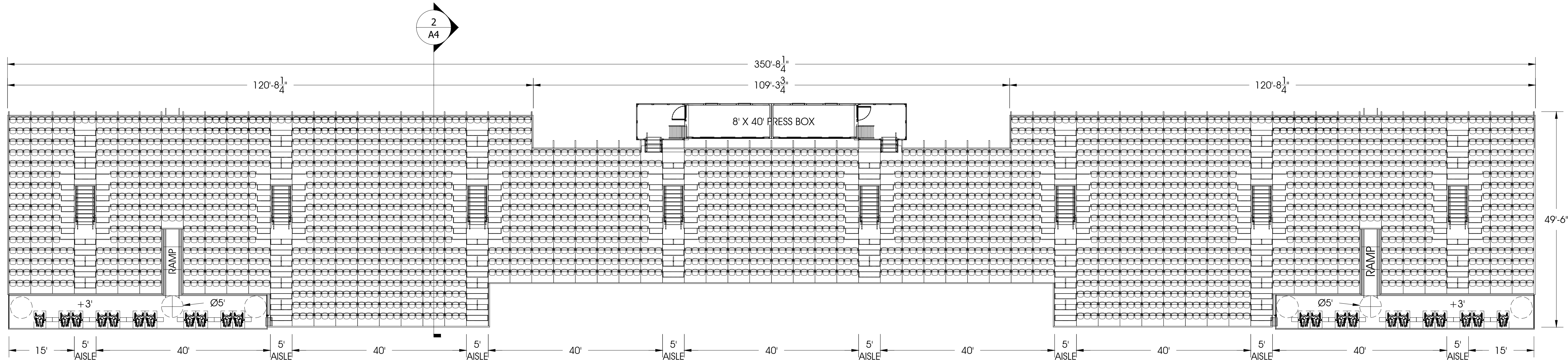
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REVISION: 3	

REPRESENTATIVE: C. PULLIAM		PROJECT MGR: ----	DRAWN BY: BTB	JOB CODE: ----
DATE: 05-26-26		SIZE: D	DRAWING NAME: OAKLAND ROOTS - APPROVAL DWGS (REV.3) DWG	

PROJECT: OAKLAND ROOTS TEMP STADIUM OAKLAND, CA 2/15/27 - 11/30/27		SHEET TITLE: OVERALL LAYOUT	
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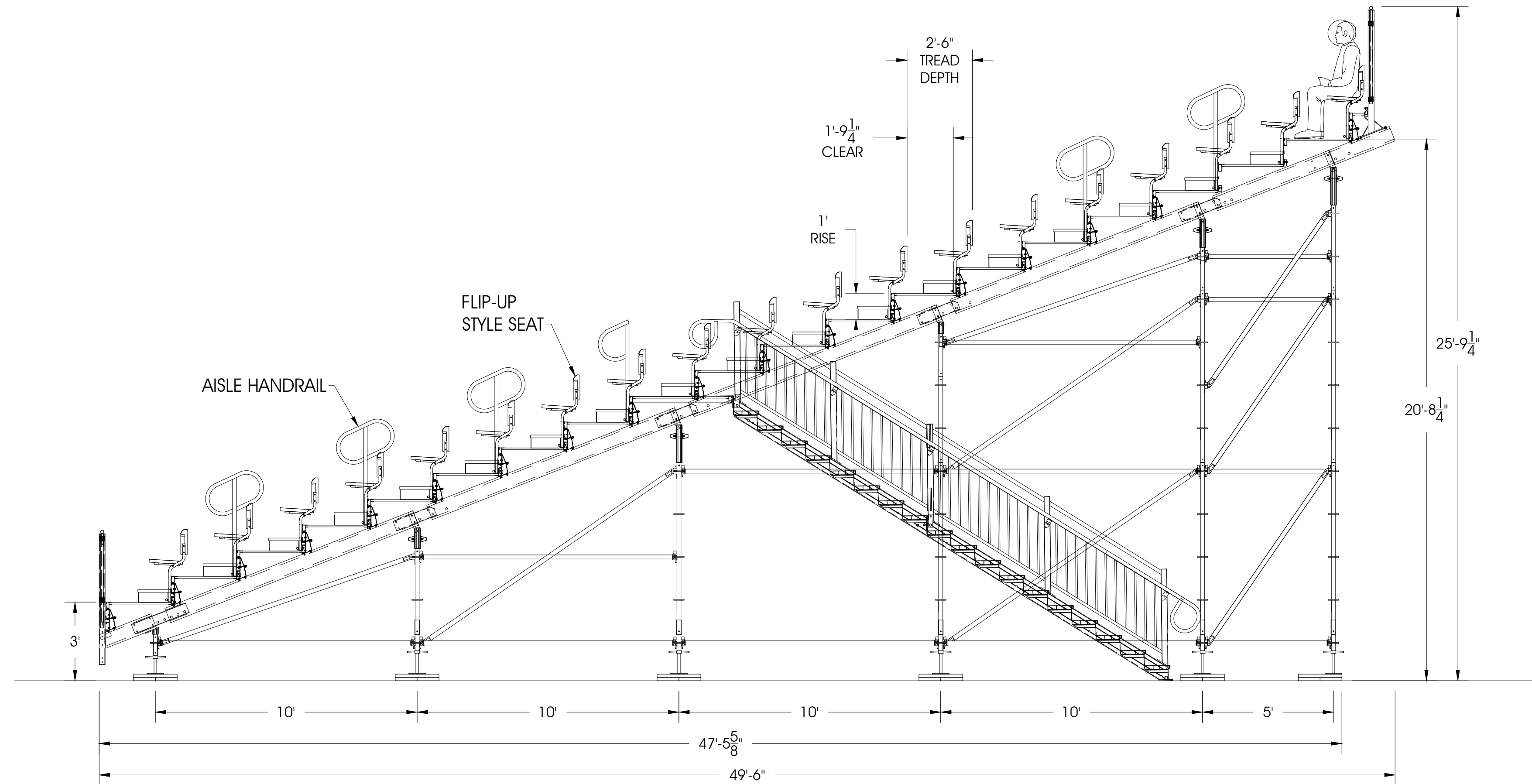
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1: CADRENTS/ROCKWELL AND ROOTS/26



STAND-C SEAT COUNT:
- 2,620 FLIP-UP STYLE SEATS
- 22 ADA SPACES
- 22 COMPANION SEATS
TOTAL = 2,664

1 STAND-C PLAN VIEW: 350' 8-1/4" LONG X 19 ROW SEATING SYSTEM W/ FLIP-UP STYLE SEATS
ELEVATED
SCALE: 5/64" = 1'-0"



2 STAND-C PLAN VIEW: 350' 8-1/4" LONG X 19 ROW SEATING SYSTEM W/ FLIP-UP STYLE SEATS
ELEVATED
SCALE: 5/16" = 1'-0"

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11065 LEADBETTER ROAD
ASHLAND, VA 23005
(800) 999-5278
www.inProduction.net

InProduction

PROJECT MGR:
C. PULLANI

DRAWN BY:
BTB

JOB CODE:

REPRESENTATIVE:
C. PULLANI

DATE:
05-26-26

SIZE:
D

DRAWING NAME:
OAKLAND ROOTS - APPROVAL DWGS (REV.3) DWG

REVISIONS

#	DATE	BY	ITEM
1	4/17/26	BTB	REVISED SEATING LAYOUT
2	5/22/26	BTB	REVISED SEATING LAYOUT
3	5/26/26	BTB	STAND-D ADDITIONAL ADA
4			
5			
6			

SHEET: A3

A3

REVISION: 3

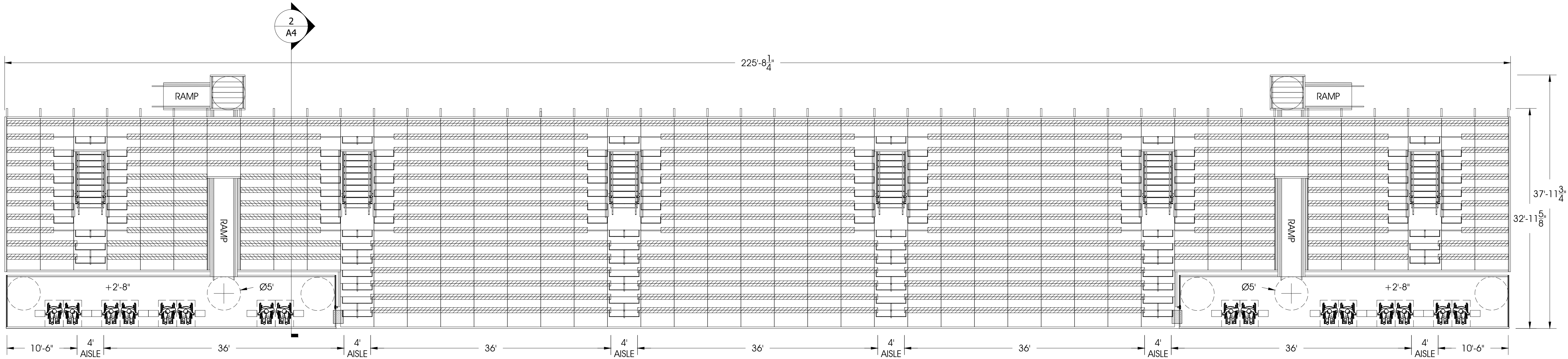
OAKLAND ROOTS TEMP STADIUM
OAKLAND, CA
2/15/27 - 11/30/27

PROJECT:
OAKLAND ROOTS TEMP STADIUM

STAND-C PLAN VIEW & SIDE ELEVATION

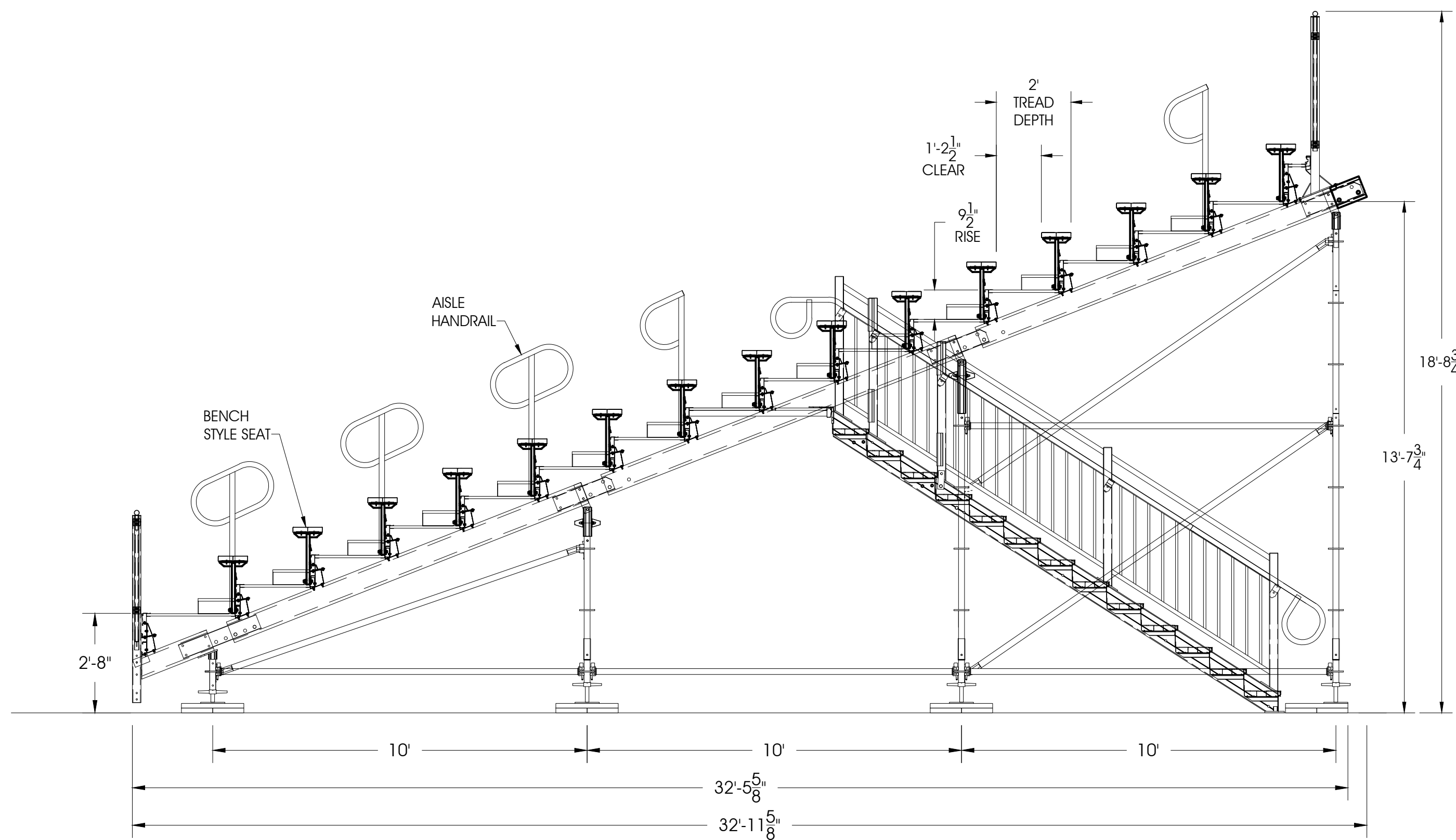
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STAND-D SEAT COUNT:
- 1,484 BENCH STYLE SEATS @ 18"
- 16 ADA SPACES
- 16 COMPANION SEATS
TOTAL = 1,516 SEATS

1 STAND-D PLAN VIEW: 15 ROW SEATING SYSTEM W/ BENCH STYLE SEATS
ELEVATED
SCALE: 1/8" = 1'-0"
9.5" RISE & 24" TREAD DEPTH PER ROW



2 STAND-D SIDE ELEVATION: 15 ROW SEATING SYSTEM W/ BENCH STYLE SEATS
ELEVATED
SCALE: 3/8" = 1'-0"
9.5" RISE & 24" TREAD DEPTH PER ROW

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REVISIONS		BY	ITEM
#	DATE	4/17/26	REVISED SEATING LAYOUT
1	5/22/26	BTB	REVISED SEATING LAYOUT
2	5/22/26	BTB	STAND-D ADDITIONAL ADA
3	5/22/26	BTB	
4			
5			
6			

SHEET:	A4
REVISION:	3

11065 LEADBETTER ROAD ASHLAND, VA 23005 (800) 999-5278 www.inProduction.net	PROJECT MGR: BTB	DRAWN BY: BTB	JOB CODE: BTB
REPRESENTATIVE: C. PULLIAM	SIZE: D	DRAWING NAME: OAKLAND ROOTS - APPROVAL DWGS (REV.3) DWG	DATE: 05-26-26

PROJECT: OAKLAND ROOTS TEMP STADIUM OAKLAND, CA 2/15/27 - 11/30/27	SHEET TITLE: STAND-D PLAN VIEW & SIDE ELEVATIONS
--	--

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F1 Model 812

flexible array loudspeaker

Product Overview

The Bose F1 Model 812 Flexible Array Loudspeaker is the first powered portable loudspeaker that lets you control its vertical coverage pattern. Simply push or pull the array into position to create "Straight," "C," "J," or "Reverse-J" coverage patterns. And once set, the system automatically changes the EQ to maintain optimum tonal balance for each coverage pattern. So whether you're playing at floor level, on a stage, or facing raked seats or bleachers, you can now adapt your PA to match the room.

Engineered with a flexible array of eight high-output mid/high drivers, a high-powered 12-inch woofer, a lower crossover point and 1,000-watt amplifier, the loudspeaker delivers high SPL performance while maintaining vocal and midrange clarity that's dramatically better than conventional loudspeakers.

Key Features

FLEX array technology: Flexible baffle design that can be configured into four unique shapes ("Straight," "C," "J" or "Reverse-J"), allowing the customer to choose the best possible coverage pattern for the application

Vertically oriented 8-driver mid/high line array, with each driver mounted on a custom 100° waveguide, helps deliver wide, consistent coverage

12-inch high-performance LF driver provides strong low-frequency output

Bi-amplified design with 2 high-output, Class-D amplifiers to separately power the FLEX array 12-inch LF driver

2 input channels with independent volume controls and Line Level/Mic switch on Channel 1



Applications

Bands of all styles
Solo musicians
Mobile DJs
Houses of worship
Schools and universities
Resorts and hospitality venues
Business presentations

TECHNICAL DATA

F1 Model 812

flexible array loudspeaker

Technical Specifications

SYSTEM PERFORMANCE	
System Type	Self-powered, 2-way
Frequency Response (± 3 dB)	55 Hz – 14 kHz
Frequency Range (-10 dB)	48 Hz – 16 kHz
Nominal Dispersion	100° H $\times$ 40° V (C-position)
Maximum SPL @ 1 m	132 dB-SPL (peak)
Crossover Frequency	600 Hz acoustic 4 th -order Butterworth
AMPLIFICATION	
System Power	1000 W
Distortion at Rated Power	0.1% max (30 Hz – 15 kHz)
System Limiter	Dynamic limiter
Power Indicator	Blue LED (system on)
TRANSDUCERS	
Driver Complement	8 $\times$ 2¼ in mid-high drivers; 1 $\times$ 12 in LF
CHANNELS	
Signal Indicators	Power/fault, limit, front LED, signal input
Input Connections	Channel 1: XLR balanced: Pin 1 (GND), Pin 2 (+), Pin 3 (–) Channel 2: ¼-in TS/TRS, ⅛-in TS/TRS, (2) RCA
Controls	Volume level, signal input select, front LED function select, EQ select, power on/off
ADDITIONAL CONNECTIONS	
Line Output	XLR balanced
AC Mains	IEC connector
PHYSICAL	
Enclosure	High-impact composite materials
Grille	Powder-coated perforated steel grille
Dimensions (H $\times$ W $\times$ D)	665 $\times$ 334 $\times$ 373 mm (26.1 $\times$ 13.1 $\times$ 14.6 in)
Net Weight	20.2 kg (44.5 lb)
POWER SUPPLY VOLTAGES	
Universal	AC power rating: 100–240 V, 50/60 Hz, $\pm 20\%$, 200 W max

F1 Model 812

flexible array loudspeaker



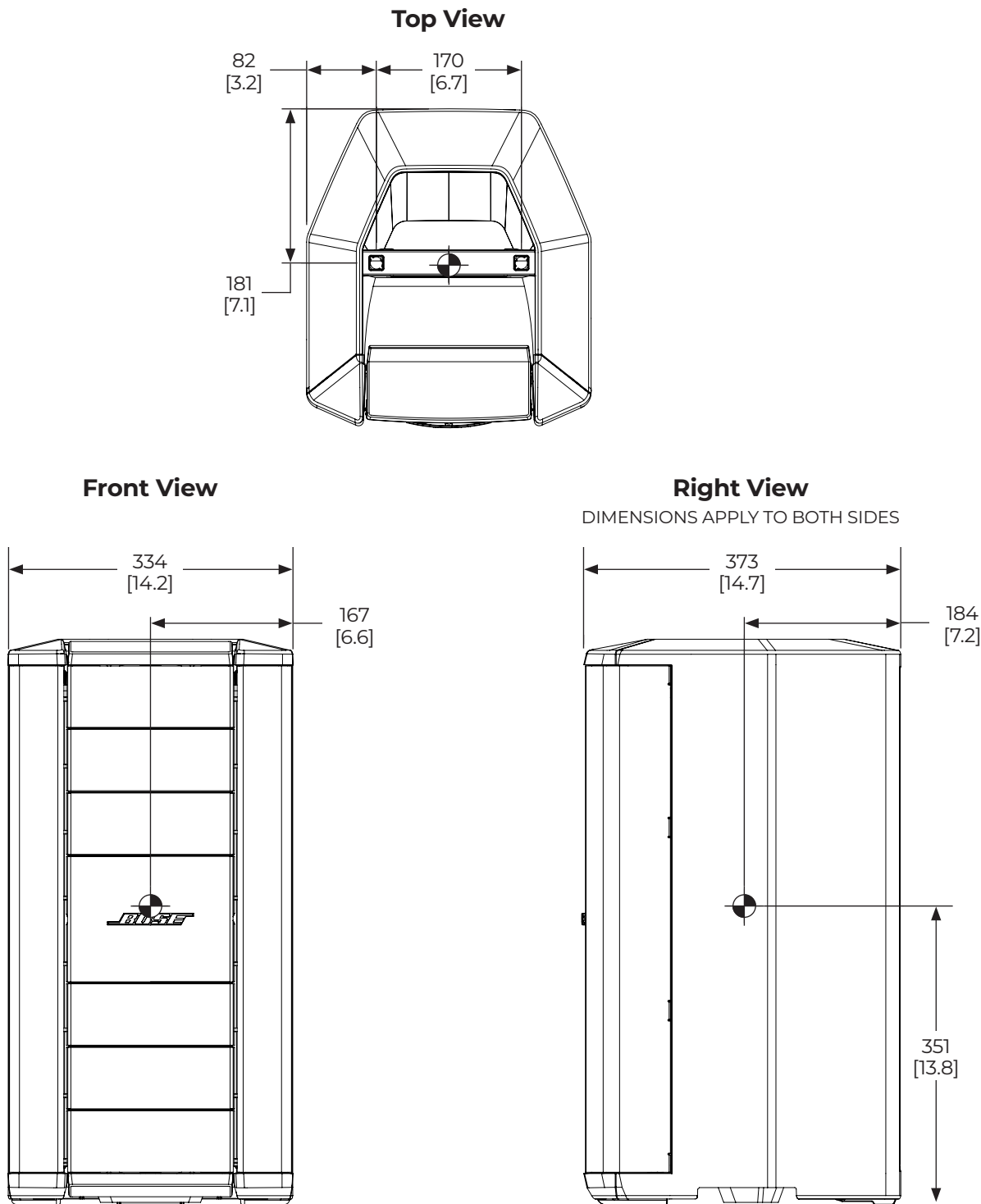
Front Panel

1. **POWER/FAULT:** Indicates power/fault status
Blue = power on
Red = fault condition
2. **LIMIT:** Amber = system limiting
3. **FRONT LED:** Selector switch that controls LED.
POWER enables front LED to indicate power status.
LIMIT engages a limiting display on the front LED.
OFF turns off the front LED.
4. **EQ**
FULL RANGE allows the loudspeaker to function without high-pass filtering.
WITH SUB engages a high-pass filter when using the loudspeaker with the F1 Subwoofer.
5. **LINE OUTPUT:** Balanced XLR line output provides a mix of Input 1 and 2. Can be used to daisy-chain speakers together.
6. **POWER:** On/off switch
7. **AC:** Input connector
8. **SIGNAL/CLIP:** Displays the input signal status in color.
9. **VOLUME:** Adjusts channel volume.
10. **SIGNAL INPUT:** Selector switch sets input sensitivity for input type. Connector accepts XLR or 1/4-in cable connections.
MIC selects sensitivity for mic inputs (dynamic or self-powered mics only). Use only when a mic is connected directly to the input.
LINE selects sensitivity for line-level inputs, for example, from a mixer or DJ controller.
11. **RCA connectors:** analog stereo input for audio sources such as DVD players, VCR players, video game consoles, DJ mixers, keyboards and other instruments
12. **1/4-in phone connector:** Provides analog input for guitars and other instruments. Accepts TRS balanced or TS unbalanced cables.

F1 Model 812

flexible array loudspeaker

Mechanical Diagrams¹



1. DIMENSIONS ARE SHOWN IN MILLIMETERS OVER INCHES.

Bose is a trademark of Bose Corporation. All other trademarks are the property of their respective owners.

For additional specifications and application information, please visit [Bose.com](https://www.bose.com). Specifications subject to change without notice. 09/2023

Oakland Roots Sports Facility

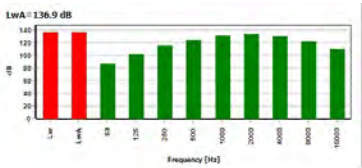
Noise Assumptions

Speaker Noise

Model: Bose F1 Model 812 Flexible Array Loudspeaker

Uncontrolled noise level

136.9 LwA dBA
132 at 1 meter

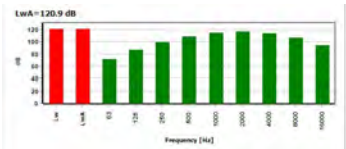


Assumed to contribute noise for ~39 minutes/hour

Notes: The loudspeaker was modeled at 6 dB below the manufacturer's peak maximum rated output (132 dB SPL at 1 m = 143 dBA sound power level), corresponding to an assumed sound power level of ~137 dBA.

Controlled noise level

120.9 LwA dBA
110 at 1 meter



Assumed to contribute noise for ~39 minutes/hour

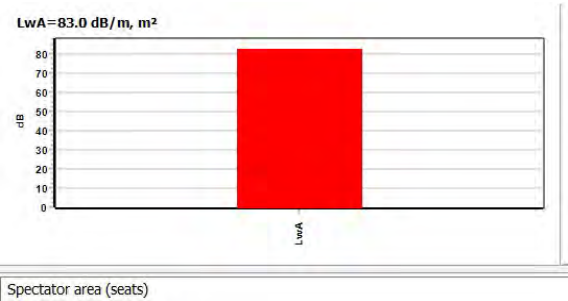
Crowd Noise

Noise level

83.0 dB/m, m² Leq dBA

Source: SoundPLAN Library for Spectator Seats

Assumed to contribute noise for ~39 minutes/hour



Drummers

Noise level

93.0 dB/m, m² Leq dBA

Assumed to contribute noise for ~39 minutes/hour

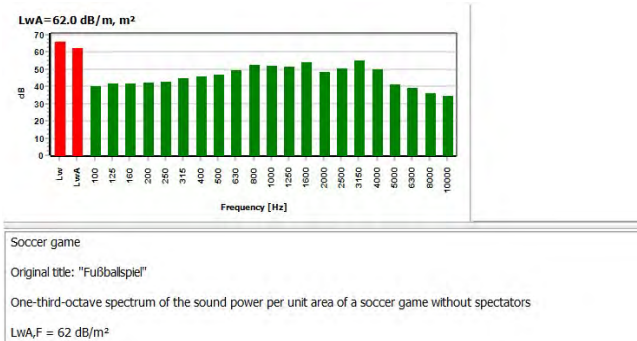
Game Noise

Noise level

62.0 dB/m, m² Leq dBA

Source: SoundPLAN Library for Soccer Game without spectators

Assumed to contribute noise for 45 minutes/hour



Soccer game
Original title: "Fußballspiel"
One-third-octave spectrum of the sound power per unit area of a soccer game without spectators
LwA,F = 62 dB/m²

Oakland Roots Sports Facility

Noise Assumptions

2027 Season

Stands A

Max Height	29.67 ft / 9.04 m
per row height (m)	0.39
top cutout height (m)	7.86
left cutout height (m)	3.93

Stands C

Max Height	25.75 ft / 7.85 m
per row height (m)	0.41
top cutout height (m)	6.61
bottom cutout height (m)	1.65

Stand D

Max Height	18.67 ft / 5.69 m
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Parking lot speakers

Height	6 ft / 1.83 m
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Alameda Sports Field

Receiver table4 - Receiver table

No.	Floor	Usage	Name	Single Points (1 hr Leq) Leq (1-hr) [dB(A)]
1	G	SCR	in-stands receiver	84.0
2	G	SCR	receiver southwest 250 ft from center of field	79.3
3	G	SCR	receiver southwest 500 ft from center of field	71.4
4	G	SCR	receiver southwest 750 ft from center of field	59.4
5	G	SCR	Airport property	78.7
6	G	SCR	Airport property	78.1
7	G	SCR	Airport property	70.0
8	G	SCR	Airport property	78.7
9	G	SCR	Commercial	51.0
10	G	SCR	Commercial	52.1
11	G	SCR	Commercial	49.2
12	G	SCR	Commercial	49.7
13	G	SCR	Commercial	69.1
14	G	SCR	Commercial	70.5
15	G	SCR	Commercial	70.7
16	G	SCR	Commercial	70.4
17	G	SCR	Commercial	61.2
18	G	SCR	Commercial	56.2
19	G	SCR	Commercial	56.2
20	G	SCR	Commercial	42.4
21	G	SCR	Commercial	49.2
22	G	SCR	Commercial	59.6
23	G	SCR	Commercial	55.4
24	G	SCR	Commercial	61.3
25	G	SCR	Commercial	64.8
26	G	SCR	Hotel	59.1
27	G	SCR	Hotel	59.9
28	G	SCR	Hotel	58.5
29	G	SCR	Hotel	51.7
30	G	SCR	Hotel	53.8
31	G	SCR	Hotel	60.6
32	G	SCR	receiver center of field	76.5
33	G	SCR	receiver north 250 feet from center of field	75.6
34	G	SCR	receiver north 500 feet from center of field	63.5
35	G	SCR	receiver north 750 feet from center of field	59.8
36	G	SCR	receiver north 1000 feet from center of field	55.5
37	G	SCR	receiver north 1250 feet from center of field	53.2
38	G	SCR	receiver northeast 250 ft from center of field	71.0
39	G	SCR	receiver northeast 500 ft from center of field	64.8
40	G	SCR	receiver northeast 750 ft from center of field	60.4
41	G	SCR	Residence	43.2
42	G	SCR	Residence	42.9
43	G	SCR	Residence	46.0
44	G	SCR	Residence	45.6
45	G	SCR	Residence	41.5
46	G	SCR	Residence	40.9
47	G	SCR	Residence	37.6
48	G	SCR	Residence	38.7
49	G	SCR	Residence	40.9
50	G	SCR	Residence	41.9
51	G	SCR	Residence	41.8
52	G	SCR	Residence	42.7
53	G	SCR	Residence	45.1
54	G	SCR	Residence	43.8
55	G	SCR	Residence	51.3
56	G	SCR	Residence	53.6
57	G	SCR	Residence	54.5
58	G	SCR	Residence	51.6
59	G	SCR	Residence	44.4

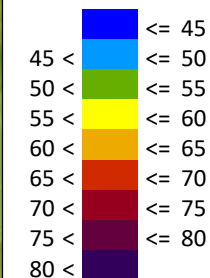
Environmental Science Associates

Alameda Sports Field

Receiver table4 - Receiver table

No.	Floor	Usage	Name	Single Points (1 hr Leq) Leq (1-hr) [dB(A)]
60	G	SCR	Residence	40.2
61	G	SCR	Residence	42.8
62	G	SCR	Residence	44.4
63	G	SCR	Residence	41.6
64	G	SCR	Residence	44.4
65	G	SCR	Residence	44.0
66	G	SCR	Residence	44.8
67	G	SCR	Residence	45.3
68	G	SCR	Residence	43.1
69	G	SCR	Residence	43.5
70	G	SCR	Hotel	52.9
70	F2	SCR	Hotel	58.0

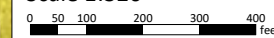
Noise level
Leq (1-hr)
in dB(A)



Signs and symbols

-  Speakers
-  Buildings
-  Receiver
-  Area source
-  Press Box

Scale 1:320



Appendix E

Site Selection Justification



Site Selection History & Justification

Oakland Roots & Soul Proposal

Interim Facility Improvements at 1220 and 1150 Harbor Bay Parkway, Alameda

The Proposed Project site is situated within Safety Compatibility Zone 6, Traffic Pattern Zone, of the 2012 Oakland International Airport Land Use Compatibility Plan (ALUCP). This compatibility zone includes “portions of regular traffic patterns and pattern entry routes” and represents areas of relatively low risk compared to other safety zones.[1] However, the ALUCP indicates that the risks associated with the Safety Compatibility Zone 6 primarily concern “uses for which potential consequences are severe”,[2] Safety compatibility criteria are presented in Table 3-2 of the ALUCP and indicate large outdoor assembly uses accommodating more than 1,000 people are conditionally compatible in Safety Compatibility Zone 6. In this case, the proposed improvements would be considered acceptable if “no other suitable site outside [the] AIA is available.”[3]

The following narrative describes the interim sports facility requirements and the site selection process undertaken by Oakland Roots and Soul SC to acquire a suitable venue for professional soccer matches. The following description will demonstrate that no sites outside the airport influence area would be available to feasibly accommodate the specific needs of the interim sports facility.

One of the most important real estate needs for the Oakland Roots & Soul SC is a stable match day facility. To date, the Oakland Roots in particular, have experienced significant instability in its match day venue, with 4 different locations over its last 7 seasons.

As part of the USL Championship League, teams must provide a match day venue with a minimum fan capacity of 5,000. At the time of the Roots’ launch, there were no ready made soccer venues available in Oakland with the minimum required capacity. The Roots worked with Laney College starting in 2019 to utilize its football stadium for its match day venue. Because Laney College’s venue is designed for football (which is narrower than a soccer field), the Club would bring in an artificial turf field and install/remove it for each match to cover the football field, track, and jump pits that surrounded the field. The operation required enormous dedication of labor and time to install and de-install the field before and after the match. The Club’s 2020 season was truncated due to Covid. For its 2021 season, the Roots played multiple games at Las Positas due to a combination of (1) negotiating a return to Laney College, (2) avoiding conflicts with other events at Laney, and (3) purchasing and installing a new temporary soccer field at the facility that met the higher requirements of the second division league it joined in 2021. The club played half of its 2021 season and all of its 2022 season at Laney.

Knowing that the cost and risk of conversion for each match and the lack of control over scheduling (sharing with the football and track teams) at Laney College, the Oakland Roots & Soul SC started to engage with the City of Oakland and County of Alameda regarding development of a site near the Oakland Coliseum, called “Malibu” due to its prior use as a Malibu Grand Prix center. The Club pursued this very seriously starting late 2022, with the reasoning that as part of the Coliseum Specific Plan, sports was already an allowable use that had been studied for CEQA purposes, and could reduce the approvals timeline. After diligently pursuing this idea for nearly 2 years, the cost of redeveloping the site, when

[1] Alameda County, *Oakland International Airport ALUCP*, December 15, 2012, p. 3-17.

[2] Alameda County, *Oakland International Airport ALUCP*, December 15, 2012, p. 2-21.

[3] *Ibid.*

combined with the short lease period and lease terms that the County was willing to offer plus other externalities associated with the site, the Club determined this alternative to be infeasible.

With a continuing agreement for the Roots to play its 2023 season at Laney College, the Club's season opening match was suddenly cancelled because it turned out that Laney's newly installed football field was incompatible with the soccer field that was installed on top, and therefore did not meet league standards for playability. The Club quickly identified Cal State East Bay's (CSUEB) Pioneer Stadium as an alternative venue, and shifted its entire season to that venue. The Club appreciated CSUEB's openness to accommodating the Roots, and played both its 2023 and 2024 seasons at the facility. In order to play on the field, the Roots needed to replace the field surface to make it meet league standards. While our fans appreciated the still intimate match day experience, the Club saw a significant drop in season ticket holders given the location's distance from Oakland and the lack of public transit options. Toward the end of the 2024 season, CSUEB indicated its plans for renovating the field, which prompted the Roots to begin looking for a new facility for its 2025 season.

While on the hunt for a near term venue, the Club re-started its search for a permanent home, and submitted a proposal to the Port of Oakland to redevelop a portion of Howard Terminal into a permanent sports and entertainment facility, which could host the Oakland Roots. With control year-round of a venue, this move would also allow the Club to elevate the Club's women's team, Oakland Soul, to Tier 1 professional status via the USL Super League which has a different season schedule than the men's league. The Oakland Roots, also, has rights to the USL's Tier 1 men's league that will launch soon. To be part of the Tier 1 league, stadiums must have a minimum capacity of 15,000, which cannot be accommodated at the current training facility. The Club has been selected by the Port to negotiate an Exploratory Exclusive Negotiating Agreement (EENA) under which the Port and the Oakland Roots and Soul SC will explore the viability of building a permanent match day venue at Howard Terminal. We anticipate the EENA to be adopted by the Port Commission in September. While the Club is excited about working on a long term permanent venue, it also needs to remain diligent in ensuring a stable, near term match day facility to bridge between the present day and our long term plans.

Throughout this time, Oakland Soul, the Club's women's team has been playing its matches at Merritt College, which is right-sized for this pre-professional team, but not large enough to host a full season for the Roots.

The Club recently announced that it would no longer be playing at the Oakland Coliseum past the current 2026 season. The reasons for this decision were multi-fold:

- The league requires control of a site in Fall quarter, in advance of the coming season in order to set schedules across the league. For the 2025 and 2026 seasons, negotiation of an agreement was arduous and fell outside of the required timeframes, causing the Club to take on substantial risk if an agreement could not be negotiated;
- With the pending sale of the Coliseum property to a private party, it is unclear the timing of such a transaction as well as whether or not the Coliseum would be available as a venue post-sale, given the substantial cost of operations;
- Playing matches at the Coliseum is ultimately a financially unsustainable model, with the cost of operations exceeding revenue, and the Club not being able to control important parts of the fan experience and revenue stream such as cost of parking and concessions.

As the Club came to this decision, we looked at possible alternatives for an interim site with the following criteria:

- Be close to our home base of Alameda/Oakland/Inner East Bay
- Provide an amazing, intimate experience for our fans
- Field both the Roots and Soul in the same location (for the first time ever)
- Be a stable home for the Club's games over the next 3 - 5 years as the Club works on its permanent match day home
- Obtain more control over the facility to support events and activities in support of our purpose and the community

As part of its process, the Club reviewed the following options:

Facility	Issue
Oakland Coliseum	Uncertainty about site control, cost of operations, not an intimate experience
Laney College	Field still incompatible for soccer
Cal State East Bay	Renovation Plans
Edwards Field, UC Berkeley	Not available enough dates, no lights
Merritt College	Does not meet minimum capacity requirements, no lights
College of Alameda	Does not meet minimum capacity requirements. Field in poor shape, would need to add infrastructure, including lights, stands concessions, etc
Kezar Stadium	Too far away from fan base, game day expenses would exceed revenue, conflicts with announced San Francisco soccer team

After review of the options, the concept of bringing in stands and lights to the Club's current training facility at 1150 and 1220 Harbor Bay Parkway in Alameda quickly rose to the top as the best option:

- The Club controls the property, allowing a high level of certainty within the timeframes required by the League
- Much of the infrastructure is already in place, including locker rooms and a top quality field
- Close to the Club's fan base
- Any infrastructure improvements not considered temporary could remain a longer term asset for the property
- Ability to control the environment, provide intimate fan experience

As demonstrated above, Oakland Roots & Soul SC have invested years of effort to simultaneously ensure the Club continues to show up season after season despite not having a stable home for its matches while continuing to search for a permanent location. We have a strong pathway forward for a permanent venue but lack options that would bridge between the current situation and that permanent home. The Club believes the proposed addition of stands and lights to its current training facility is the only viable option, given the special requirements of professional soccer and the League.