



# INTER OFFICE MEMORANDUM

**TO:** DEANNA J. SANTANA  
CITY ADMINISTRATOR

**FROM:** Rachel Flynn

**SUBJECT:** Approval of Army Base Construction-  
Related Air Quality Plan

**DATE:** December 4, 2013

City Administrator  
Approval

*Deanna Santana*

Date *12-5-13*

## RECOMMENDATION

Approve the construction-related Air Quality Plan for the Army Base project.

## EXECUTIVE SUMMARY

The City and Prologis CCIG Oakland Global, LLC, the master developer for the Army Base project, have prepared a Mitigation Monitoring and Reporting Program Project Manual for Complying with Construction-Related Air Quality Requirements (“Air Quality Plan”) to reduce potential air quality impacts during the construction of the horizontal infrastructure for the Army Base project. The mitigation measures for the project require the City Administrator to approve the Air Quality Plan.

## BACKGROUND

The Standard Conditions of Approval / Mitigation Monitoring and Reporting Program for the Army Base project contains requirements for reducing the potential environmental impacts of the project, including requirements for the following plans and strategies to reduce impacts related to air quality and trucking:

- Construction Management Plan (SCA AIR-1)
- Construction-Related Air Pollution Controls (SCA AIR-2)
- Truck Management Plan (Mitigation 4.3-7)
- Maritime and Rail-Related Emissions Reduction Plan (Mitigation 4.4-3b)
- Truck Diesel Emission Reduction Plan (Mitigation 4.4-4)
- Transportation Control Measures (Mitigation 4.4-5)
- Energy-Conserving Fixtures and Designs Mitigation 4.4-6)
- Demonstration Projects (Mitigation 5.4-1)
- Parking and Transportation Demand Management (SCA TRANS-1)
- Construction Traffic and Parking (SCA TRANS-2)
- Traffic Control Plan – Hazardous Materials (Mitigation 4.3-13)

Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans) requires the City and master developer to conduct a public process in the development and review of the plans to comply with the above requirements. The City and master developer prepared a draft Air Quality Plan that addresses the above requirements for the reduction of air quality and trucking impacts during the construction phase of the horizontal infrastructure of the project (i.e., the new streets and utilities). On July 3, 2013, the draft Air Quality Plan was released to community stakeholders and interested public agencies for a 17-day public review period. Other plans to address the construction and operational phases of the vertical development (i.e., the new buildings and permanent activities) will be developed later in conjunction with those phases of the project. Mitigation Measure PO-1 also requires the City and master developer to convene a quarterly meeting of stakeholders to discuss the status of the Air Quality Plans. The first stakeholder meeting was held on September 25, 2013. The next stakeholder meeting is currently scheduled for January 15, 2014.

### **KEY ISSUES**

The City received two comment letters on the draft Air Quality Plan – one from the Bay Area Air Quality Management District (“BAAQMD”) and one from the Port of Oakland. These letters and the City’s response letters are attached (see *Attachment A*). Key issues from the letters were discussed at the September 25<sup>th</sup> stakeholder meeting and, along with other key issues from the stakeholder meeting, are discussed below:

#### 1. Off-Road Equipment

The California Air Resources Board (“CARB”) Off-Road Diesel Regulations establish requirements to reduce emissions from diesel-powered off-road construction equipment. The Regulations are phased-in over time. The Army Base project will accelerate compliance with the Regulations by complying with the Regulations one-year ahead of CARB’s schedule.

#### 2. On-Road Vehicles

CARB’s On-Road Truck Regulations establish requirements to reduce emissions from diesel-powered trucks traveling on streets and highways. The Regulations require the use of exhaust filters on trucks to reduce emissions. The Army Base project will comply with the Regulations. Small fleets of three or fewer trucks are exempt from the Regulations. For dirt hauling operations, the Bay Area construction industry is served by small independent truck operators which would be exempt from the CARB Regulations. BAAQMD and community stakeholders have expressed concern about the use of small fleets in the project and have requested that these small fleets also comply with the CARB Regulations. Requiring filters on the small fleet dirt haulers is infeasible because these truck operators are independent and “on-call;” they do not work through a contract bid process. Dirt haulers work on many different jobs from day to day, making it difficult, if not impossible, to identify which trucks will be working on the Army Base project and to require these trucks to install filters. However, all trucks will be required

to access the project site using designated truck routes in order to limit impacts to nearby neighborhoods and any truck with an engine that is clearly in a state of disrepair or emitting visible levels of particulate matter will not be allowed onto the project site.

3. Electric Power

Portable equipment will be powered by electricity from the project site's grid instead of diesel-powered generators thereby reducing emissions.

4. Alternative Fuels

The City and developer are exploring ways to increase the use of alternative fuels for off-road equipment in the project (e.g., compressed natural gas, liquid petroleum gas, unleaded gasoline, and hybrid technology).

5. Soil Import by Truck

The Port of Oakland requested that a discussion and analysis regarding the importation of soil to the project site via truck be included in the Air Quality Plan. The City in its response letter to the Port clarified that the requirements in the Air Quality Plan, and the methods for complying with those requirements, apply to all project-related trucks, including trucks importing soil to the site. The components of the Air Quality Plan, including the Traffic Control Plan, Dust Control Plan, Equipment Emissions Reduction Program, and Idling Policy contain measures to reduce the potential impacts of trucks importing soil. These measures include, among others, designated truck routes and truck staging areas, directional signage, posted speed limits, dust control measures, and idling restrictions, as well as a record-keeping system.

6. Compliance Program

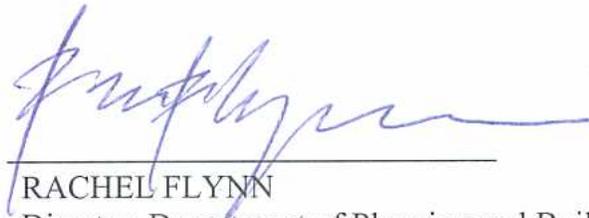
The Air Quality Plan includes a compliance program to ensure that vehicles associated with the project comply with all applicable air quality requirements. The program will include a gate check component to control vehicle access to and from the project site. At the September 25<sup>th</sup> stakeholders meeting community members requested that the compliance program include a vehicle decal component (i.e., "sticker program") that would provide vehicle decals to project-related trucks determined to be in compliance with project air quality requirements so that the project crew and community members could easily identify compliant vehicles. The City and developer are exploring ways to implement such a program.

## CONCLUSION

The draft Air Quality Plan released for public review has been revised to address concerns from the public. The revised Air Quality Plan is attached (see **Attachment B**) and shows revisions to the public review draft in underline and strike-out. Staff believes the Air Quality Plan is adequate and recommends that the City Administrator approve the Plan.

Pursuant to Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans), following the City Administrator's approval of the Air Quality Plan staff will make an informational presentation on the Air Quality Plan to the City Council.

Please contact Darin Ranelletti, Planner III, at (510) 238-3663, if you have any questions.



RACHEL FLYNN

Director, Department of Planning and Building

### **Attachments:**

- A. *Public Comment Letters and City Response Letters*
  - 1. *Letter from Bay Area Air Quality Management District ("BAAQMD") (July 22, 2013)*
  - 2. *City Response Letter to BAAQMD (September 23, 2013)*
  - 3. *Letter from Port of Oakland (September 26, 2013)*
  - 4. *City Response Letter to Port of Oakland (October 31, 2013)*
- B. *Revised Mitigation Monitoring and Reporting Program Project Manual for Complying with Construction-Related Air Quality Requirements ("Air Quality Plan") (November 11, 2013)*

## **Attachment A**

### *Public Comment Letters and City Response Letters*

1. *Letter from Bay Area Air Quality Management District ("BAAQMD") (July 22, 2013)*
2. *City Response Letter to BAAQMD (September 23, 2013)*
3. *Letter from Port of Oakland (September 26, 2013)*
4. *City Response Letter to Port of Oakland (October 31, 2013)*



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

July 22, 2013

Alisa Shen  
City of Oakland, Department of Planning and Building  
250 Frank H. Ogawa Plaza, Suite 3315  
Oakland, CA 94612

Subject: Comments on the Oakland Army Base Draft Mitigation Monitoring and Reporting Program (MMRP) Project Manual - Components for Complying With Construction Related Air Quality Requirements (Plan)

Dear Ms. Shen,

The Bay Area Air Quality Management District (District) appreciates the opportunity to provide comments on the Draft Plan to reduce emissions from construction activity at the Oakland Army Base (OAB). There are a number of mitigation measures in the OAB Environmental Impact Reports (2002, 2012) and Standard Conditions of Approval (SCA) that require the City of Oakland (City) and Port of Oakland (Port) to minimize construction dust and exhaust emissions at the OAB to protect residents of the West Oakland community.

The Equipment Emissions Reduction Program (EERP) in Appendix F of the Plan lists a number of emission reduction actions that are “required by the SCA/MMRP.” However, implementation of the actions cannot be assured due to the “readily available” or “cost effective” caveats within the description of the action. These include:

- Late model heavy-duty diesel-powered equipment will be used at the Project Site to the extent that it is readily available in the San Francisco Bay Area.
- Diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) will be used to the extent that it is readily available in the San Francisco Bay Area.
- Low-emission diesel fuel will be used for all heavy-duty diesel-powered equipment operating and refueling at the Project Site to the extent that it is readily available and cost effective in the San Francisco Bay Area.

The Plan does not include any guidance on how it will be determined if the equipment is “readily available” or “cost effective”. Therefore, it is not clear whether the Plan to mitigate construction emissions from the OAB will result in any reductions in diesel particulate matter when compared to business as usual construction activity. The construction emissions analysis in the DEIR used average fleet emission factors based on existing federal or State off-road equipment regulations in identifying significant and unavoidable air quality impacts. To mitigate this impact, the Plan must include emission reduction strategies that would reduce emissions below what was estimated in the DEIR, which were based on existing federal or State laws. The use of late model (2002 or newer) heavy-duty diesel-powered equipment or “diesel-powered equipment that has been retrofitted with after-treatment products” will reduce emissions from the project when compared to the emission estimates in the DEIR. This type of heavy-duty equipment is readily available and should be required for all construction equipment working at the OAB. Simply complying with current regulations does not mitigate or lessen the air quality impacts identified in the DEIR.

- ALAMEDA COUNTY  
Tom Bates  
Scott Haggerty  
Nate Miley  
(Vice-Chair)  
Tim Sbranti
  - CONTRA COSTA COUNTY  
John Gioia  
David Hudson  
Mary Piepho  
Mark Ross
  - MARIN COUNTY  
Susan Adams
  - NAPA COUNTY  
Brad Wagenknecht
  - SAN FRANCISCO COUNTY  
John Avalos  
Edwin M. Lee  
Eric Mar
  - SAN MATEO COUNTY  
Carole Groom  
(Secretary)  
Carol Klatt
  - SANTA CLARA COUNTY  
Ash Kalra  
(Chair)  
Liz Kniss  
Jan Pepper  
Ken Yeager
  - SOLANO COUNTY  
James Sperring
  - SONOMA COUNTY  
Teresa Barrett  
Shirlee Zane
- Jack P. Broadbent  
EXECUTIVE OFFICER/APCO

The District has identified a number of feasible strategies that should be required of all construction activity within the OAB to meet the City and Port's obligations within the environmental documents for the OAB and the Bold Vision: Redeveloping the Former Oakland Army Base, to be as green as possible and to lessen impacts to the West Oakland community from construction and operation at the OAB.

#### Recommended Construction Emission Reduction Strategies

1. All off-road equipment shall meet Tier 4 Interim engine standards. If Tier 4 Interim engines are not available, off-road equipment shall meet Tier 3 engine standards. If Tier 3 engines are not available, off-road equipment shall meet Tier 2 engine standards. **In no case shall any off-road equipment not meet Tier 2 engine standards.**
2. The Dust Control Plan (Appendix E) does not provide the level of detail that is specified in SCA AIR-2: Construction-Related Air Pollution Controls. For example, SCA AIR-2 calls for a ban on dry power sweeping. The Dust Control Plan does not identify if the sweeping will be wet or dry (p. 130). SCA AIR-2 calls for the watering of exposed areas twice a day. The Dust Control Plan calls for watering "as needed to maintain dust control" (p. 127).
3. Appendix F, page 2, bullet 5 states that low-emission diesel fuel will be used for all heavy-duty diesel-powered equipment as available. This bullet point is not needed, as Ultra Low Sulfur Diesel is required by state law and readily available.
4. Page 10, Section 3.1.4.3. 1<sup>st</sup> paragraph should state that trucks must be compliant with the CARB On-Road and Off-Road Diesel Regulations.
5. All on-road trucks shall be equipped with CARB-verified diesel particulate filters.
6. If alternatively-fueled or hybrid off-road equipment becomes available and is cleaner than Tier 4 engines, all contractors should be required to participate in a demonstration of this equipment, provided grants to implement the demonstration are available.
7. All staging and recycling areas shall be placed to the west of Maritime Street. (See Traffic Control Work Plan Figure TCP-1)
8. If materials such as asphalt and concrete are recycled from this Project for use at another site, all recycling activities must take place at another location and not on any property at the Oakland Army Base.
9. Where access to alternative power sources is available, portable diesel engines shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used.
10. All dredging equipment shall be electric powered.
11. All category 1 and 2 engines in harbor craft used for construction projects must meet U.S. EPA Tier 2 or 3 marine engine emission standards.
12. All equipment that enters the site must be confirmed as compliant with the MMRP Project Manual Air Quality Component. This could be accomplished through gate checks or some other monitoring measure and shall be recorded.

District staff is available to assist in addressing these comments. If you have any questions, please contact Alison Kirk, Senior Environmental Planner, at (415) 749-5169.

Sincerely,

  
Jean Roggenkamp  
Deputy Air Pollution Control Officer

cc: Anna Lee, Alameda County Public Health  
Jack Kitowski, California Air Resources Board  
Casey Farmer, Councilmember EcElhaney's Office  
Jason Overman, Councilmember Kaplan's Office  
Jared Blumenfeld, EPA  
Richard Grow, EPA  
Richard Sinkoff, Port of Oakland  
Brian Beveridge, WOEIP  
Margaret Gordon, WOEIP



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Office of Neighborhood Investment (510) 238-7661  
Oakland Army Base FAX (510) 238-3691  
TDD (510) 839-6451

***VIA U.S. MAIL AND ELECTRONIC MAIL***

September 23, 2013

Jean Roggenkamp  
Deputy Air Pollution Control Officer  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109  
jroggenkamp@baaqmd.gov

**Re: Response to BAAQMD Comments on Oakland Army Base Draft Mitigation Monitoring and Reporting Program (MMRP) Project Manual – Component for Complying with Construction Related Air Requirements (Plan)**

Dear Ms. Roggenkamp:

On July 22<sup>nd</sup> you provided comments on behalf of the Bay Area Air Quality Management District (BAAQMD) concerning the Oakland Army Base Draft Mitigation Monitoring and Reporting Program (MMRP) Project Manual – Component for Complying with Construction Related Air Requirements (Plan), which was subject to a 17-day public review process.

Thank you for your comments. In consultation with 44 Energy Technologies, our air quality consultant, the development team, including the City, California Capital Investment Group, and Architectural Dimensions, has addressed each BAAQMD comment, as discussed below. For clarity, each BAAQMD comment is restated in normal type, followed by our response in *italics*.

1. All off-road equipment brought on-site shall meet Tier 4 Interim engine standards. If Tier 4 engines are not available, off-road equipment shall meet Tier 3 engine standards. If Tier 3 engines are not available, off-road equipment shall meet Tier 2 engine standards. In no case shall any off-road equipment not meet Tier 2 engine standards.

*Response: The Developer has committed to require all project contractors to accelerate compliance with the CARB off-road regulation one year in advance of schedule. The Developer has prepared specific bid language regarding the accelerated timeline along with a detailed list of compliance requirements. In*

*addition, the Developer has added language that notifies small and medium sized off-road fleets that they should achieve the same emission reduction levels as large fleets, and if not, requires them to apply for incentive funding, and/or apply for equipment lease/loan programs made available by the prime contractor. The emissions related bid language is included in an attachment to this letter.*

*The Developer believes the majority of the diesel activity, as measured by horsepower-hours, will be conducted by large fleets. The bid specification requires the large fleets to use Tier 3 and Tier 4 equipment if it is readily available in the Bay Area. To this end, the Developer is committed to collecting and sharing the information with BAAQMD on a periodic basis throughout the project.*

*The Developer believes the vast majority, if not all, equipment used by all contractors on site will be Tier 2 or newer, however, we respectfully suggest that a prescriptive requirement on equipment vintage may be in conflict with the local labor agreements to which the City of Oakland is bound.*

2. The Dust Control Plan (Appendix 3) does not provide the level of detail that is specified in SCA AIR-2: Construction Related Air Pollution Controls. For example, SCA AIR-2 calls for a ban on dry power sweeping. The Dust Control Plan does not identify if the sweeping will be wet or dry (p.130). SCA AIR-2 calls for the watering of exposed areas twice a day. The Dust Control Plan calls for watering “as needed to maintain dust control” (p.127).

*Response: The Developer plans to use wet power sweeping equipment for dust control. Wet power sweeping will be employed whenever construction activities impacting roadways are taking place. The Developer plans to water exposed areas twice a day while construction activity is taking place unless it is raining or the exposed areas are already saturated with water.*

*The Developer is familiar with best practices for dust control and intends to deploy these and other measures as needed.*

3. Appendix F, page 2, bullet 5, states that low-emission diesel fuel will be used for all heavy-duty diesel-powered equipment as available. This bullet point is not needed, as Ultra Low Sulfur Diesel is required by state law and readily available.

*Response: Agreed. The project will use commercially available Ultra-Low Sulfur Diesel (ULSD) fuel on the project for both on-road trucks and off-road trucks and diesel powered equipment.*

4. Page 10, Section 3.1.3.2., 1st paragraph, should state that trucks must be compliant with the CARB on-road Regulations.

*Response: Agreed.*

5. All on-road trucks shall be equipped with CARB-verified diesel particulate filters.

*Response: The Compliance Manager plans to enforce the CARB Truck and Bus Rule. Compliance with the CARB rule requires by 2014 that fleets of more than three trucks must be 2007 and newer and as such will be equipped with a diesel particulate filter.*

*For the dirt hauling operations, the Bay Area construction industry is served by small independent truck operators. If these fleets are three vehicles or less they may not be required to have diesel particulate filters until 2017. Because these drivers are independent and "on-call," they do not work through a contract bid process. Dirt haulers work on many different jobs from day to day, making it difficult, if not impossible, to identify which trucks will be working on the OAB development project, and to require these trucks to install diesel particulate filters. However, under no circumstances will the Compliance Manager allow any trucks whose engines are clearly in a state of disrepair or are emitting visible levels of particulate matter onto the project site.*

6. If alternative fueled or hybrid off-road equipment becomes available and is cleaner than Tier 4 engines, all contractors should be required to participate in a demonstration of this equipment, provided grants to implement the demonstration are available.

*Response: Agreed. We look forward to working with BAAQMD and other agencies to find funding to demonstrate advanced ultra-clean and energy efficient off-road equipment.*

7. All staging and recycling areas shall be placed to the west of Maritime Street (See Traffic Control Work Plan Figure TCP-1).

*Response: As shown in Figure TCP-1, the project will have three staging areas and one recyclable materials area. Two of the three staging areas are east of Maritime Street and the recyclable materials area is also east of Maritime Street. Since the initial construction activity will focus on roadwork and utility infrastructure along Maritime Street, it is most efficient to locate the staging and recyclable materials near this street to reduce truck traffic and emissions. However the west side of Maritime Street is occupied by commercial enterprises that will continue to operate during the construction, leaving the eastern side of Maritime as the best choice. Please note that these locations are still at least 1,000 feet west of the I-880 freeway.*

8. If materials such as asphalt and concrete are recycled from this project for use at another site, all recycling activities must take place at another location and not on any property at the Oakland Army Base.

*Response: Agreed. To be clear, some materials recovered during the construction activity will be recycled and used on-site. If materials will be used off-site, they will be recycled off-site.*

9. Where access to alternative power sources is available, portable diesel engines shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be also be used. If not available, then a minimum of Tier 3 or Tier 4 diesel generators shall be used.

*Response: Agreed. Power will be required to operate submersible water pumps. Most of these pumps will be powered by electricity coming from the utility grid. The one exception is a moving water pump, which will be powered by a 15 kw (~20 Hp) diesel engine. Since this diesel engine is so small, it falls below the CARB off-road regulatory threshold and its emissions will be minimal.*

10. All dredging equipment shall be electric powered.

*Response: Agreed. The project does not anticipate open water dredging during the construction phase of the project. However, excavation of bay mud will be required in the repair of the outfall at Wharf 5 and retrofits at Wharves 6, 6 ½, and 7. This work will be performed using a standard shore based excavator. The work will be done by a large contractor and it is anticipated that a Tier 3 or Tier 4 diesel engine powered excavator will be used.*

11. All category 1 and 2 engines in harbor craft used for construction project must meet U.S. EPA Tier 2 or 3 marine engine emissions standards.

*Response: Agreed. The project does not anticipate using harbor craft during the construction phase of the project.*

12. All equipment that enters the site must be confirmed as compliant with the MMRP Project Manual Air Quality Component. This could be accomplished through gate checks or some other monitoring measure and shall be recorded.

*Response: Agreed. The developer is committed to a robust compliance program which will be overseen by the project Compliance Manager (see p.7). The Compliance Manager will be responsible for the following activities: reviewing fleet information to ensure CARB rule compliance, working with the contractors on an activity monitoring program, setting up a gate check program, and*

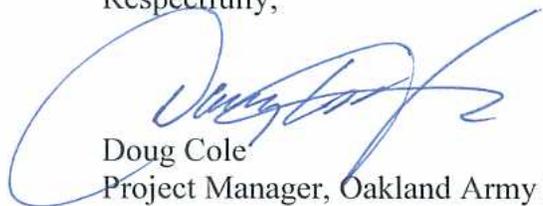
*potentially introducing a truck and vehicle labeling program that ensures compliance.*

*The Developer feels strongly that active enforcement and monitoring of CARB compliance status will result in reduced emissions above and beyond "normal" conditions where enforcement and monitoring is not present.*

In summary, we appreciate BAAQMD's thoughtful comments. We also are mindful of the fact that West Oakland is heavily impacted by diesel emissions from truck traffic and Port Operations. We are striving to minimize construction project emissions, while creating simultaneous economic and environmental benefits to the city and the region.

Please let me know if you have questions or need additional information regarding this important topic.

Respectfully,



Doug Cole  
Project Manager, Oakland Army Base

Attachment: Specification Requirements Related to Construction Activity Emissions

Cc (via electronic mail): Jack Broadbent, BAAQMD  
Henry Hilken, BAAQMD  
Dave Vintze, BAAQMD  
Fred Blackwell, City of Oakland  
Mark McClure, CCIG  
Anna Lee, Alameda County Public Health  
Jack Kitowski, California Air Resources Board  
Casey Farmer, Councilmember McElhaney's Office  
Jason Overman, Councilmember Kaplan's Office  
Jared Blumenfeld, EPA  
Richard Grow, EPA  
Richard Sinkoff, Port of Oakland  
Brian Beveridge, WOEIP  
Margaret Gordon, WOEIP

## Specification Requirements Related to Construction Activity Emissions

### Oakland Army Base Project

The following requirements are summarized from the Standard Conditions of Approval requirements that are part of this contract. The contractor shall be in compliance with the following requirements.

#### A. General Emission Related Requirements

- 1) All heavy-duty diesel powered trucks, portable generators, and off-equipment greater than 25 Horsepower will be subject to all application California Air Resource Board (CARB) Regulations. The off-road regulation compliance schedule will be accelerated by one year. Some specific requirements of the CARB regulations are included in Section B, however, all requirements listed in the regulations must be followed. Consult the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)) for details and complete requirements.
- 2) All construction equipment must be properly tuned in accordance with manufacturer's specifications. Maintenance on vehicles will be regularly performed by a certified mechanic. Only properly working equipment will be allowed on site.
- 3) Construction equipment maintenance and regulatory compliance will be enforced with inspection and reporting to the Project Compliance Manager. This information may be provided to the BAAQMD and/or CARB upon request. Failure to agree to inspection and/or to take necessary action to correct non-compliance may result in reporting to CARB, penalties, and potential loss of contract.
- 4) The contractor should be aware that the Project Compliance Manager's contact information will be posted and publically available to receive inquiries and address any complaints.
- 5) Ultra low sulfur diesel (ULDS) fuel must be used for all heavy-duty diesel-powered equipment operating and refueling at the Project site.
- 6) Electric infrastructure surrounding the construction sites will be used rather than electrical generators powered by internal combustion engines to the extent feasible. If on-site electricity is required, the responsible contractor must attempt to use grid power. If grid power is not available the contractor must attempt to use a non-diesel fueled power source.

#### B. Specific California Air Resources Board (CARB) Regulations

- 1) CCR Title 13, Section 2485- Idling Regulation for On-Road Equipment Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

- 2) CCR Title 13, Section 2025- Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles.
- 3) CCR Title 17, Section 93116 - Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines rated at 50 Horsepower and Greater
- 4) CCR Title 13, Section 2449 In-Use Off-road Diesel Vehicle Regulation

Specific requirements include but are not limited to the following:

- a. Registering and reporting all vehicles to CARB (using the Diesel Off-Road Online Reporting System, DOORS)
- b. Proper labeling of all equipment
- c. Restrictions on adding older equipment into fleets.
- d. Disclosures when selling equipment.
- e. Reductions in fleet emissions must be achieved by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (VDECS, exhaust retrofits);
- f. Idling Limits and Written Idling Policy

Consult the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)) for additional details and requirements.

### **C. Additional Requirements beyond CARB Compliance**

- 1) Late model heavy duty diesel powered equipment (Tier 3 or Tier 4) will be used at the Project site to the extent that it is readily available within 100 miles of the project site
- 2) Diesel-powered equipment that has been retrofitted with a CARB Verified Level 3 VDECS will be used to the extent that it is readily available within 100 miles of the project site.

### **D. Specific language for Large Fleet Contractors (Total fleet horsepower > 5,000 Hp)**

- 1) Fleet must make Tier 3 and Tier 4 equipment or equipment retrofitted with a CARB verified Level 3 VDECS (diesel particulate filters) available to small and medium fleets for lease or loan to be used on the project.

### **E. Specific language for Medium and Small Fleet Contractors (Total fleet horsepower ≤ 5,000 Hp)**

- 1) Although a contractor fleet may be classified as small or medium per the CARB definition, the contractor must attempt to comply with the CARB off-road regulations for large fleets and timelines as follows:
  - a) Contractor must agree to seek and apply for incentive funds to install emission reduction controls on uncontrolled equipment planned for use on the project.

- b) If the contractor has applied for but not received incentive funding, he/she must show proof of application.
- c) If the contractor has applied for and received notification of funding, but has not received funding and/or used the funding, he/she must show proof of funding award and present a plan for using the funding.
- d) As an alternative to incentive funding, the contractor may also attempt to lease newer equipment if it is made available by a large fleet contractor for use on the project.

#### **E. "Best Value" Incentives**

The contractor can score extra points in bid evaluation through "Best Value" scoring. This section of best value will be worth 5 points in the overall scoring of subcontractor packages. These points will be included in the "overall project approach" portion of the scoring.

- 1) Confirmation that all equipment will either meeting EPA Tier 3 or Tier 4 standards and/or is retrofitted with a CARB Verified Level 3 VDECS device.
- 2) Contractor should make use GPS technology to minimize the use of diesel fuel and construction activity when performing work. The contractor should provide information to explain how GPS technology can reduce emissions and fuel use.



# PORT OF OAKLAND

September 26, 2013

Architectural Dimensions  
300 Frank H. Ogawa Plaza, Suite 375  
Oakland, CA 94612-2047

Attention: Mr. Jim Heilbronner

**PORT COMMENTS TO CITY MASTER DEVELOPER'S MITIGATION MONITORING & REPORTING PROGRAM PROJECT MANUAL, OAKLAND ARMY BASE REDEVELOPMENT PROJECT, OAKLAND, CALIFORNIA**

Dear Mr. Heilbronner:

The Port has reviewed the City Master Developer's (CMD's) Oakland Army Base Mitigation Monitoring & Reporting Program Project Manual, Draft Rev. 3 (Project Manual), dated August 29, 2013, and received by the Port on September 17, 2013. The Project Manual appears to lack a detailed discussion and analysis relating to the proposed surcharge and associated soil import amount needed during the horizontal development phase of the project.

Based on the City of Oakland's September 25, 2013, quarterly meeting regarding air quality mitigations, we now understand that 800,000 cubic yards (CY) of surcharge will be imported by truck. This is in contrast to the 2.5 million CY cited in the 2012 Oakland Army Base Project Initial Study/Addendum, of which 10%, or 250,000 CY, was to be trucked.

Please include a discussion and analysis regarding the importation of soil via truck to the OAB project site in the appropriate sections of the Project Manual, including the traffic control plan, equipment emissions reduction program, construction-related air quality monitoring work plan, truck diesel emissions program, among others.

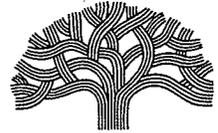
Thank you for giving us the opportunity to review and comment. Please contact me at (510) 627-1383 if you have any questions.

Sincerely,

Barry Mac Donnell  
Port Associate Engineer

cc: Project File  
Phil Tagami  
Joanne Park  
Doug Cole  
Frank Kennedy  
Darin Ranelletti  
Anne Whittington  
Jerry Jakubauskas  
Donnell Choy  
Imee Osantowski

# CITY OF OAKLAND



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City Administrator's Office of Neighborhood Investment (510) 238-7661  
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## *VIA ELECTRONIC MAIL*

October 31, 2013

Barry Mac Donnell  
Port Associate Engineer  
Port of Oakland  
530 Water Street  
Oakland, CA 94604-2064  
bmacdonnell@portoakland.com

### **SUBJECT: Response to Port Comments on Mitigation Monitoring and Reporting Program (MMRP) Project Manual, Oakland Army Base Project**

Dear Mr. Mac Donnell:

This letter responds to your letter to Jim Heilbronner dated September 26, 2013, regarding the Mitigation Monitoring and Reporting Program (MMRP) Project Manual for the Oakland Army Base project. In the letter you requested that the Project Manual include a discussion and analysis of the importation of soil via truck to the project site.

The requirements in the Project Manual, and the methods for complying with those requirements, apply to all project-related trucks, including trucks importing soil to the site. The components of the Project Manual, including the Traffic Control Plan (Appendix D), Dust Control Plan (Appendix E), Equipment Emissions Reduction Program (Appendix F), and Idling Policy (Appendix G) contain measures to reduce the potential impacts of trucks importing soil. These measures include, among others, designated truck routes and truck staging areas, directional signage, posted speed limits, dust control measures, and idling restrictions, as well as a record-keeping system. Furthermore, all vehicles will comply with applicable regulations of the California Air Resources Board.

Barry Mac Donnell

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Thank you for your comments. We look forward to continue working with the Port of Oakland to implement this important project. Please contact me if you have any questions or need additional information.

Respectfully,

A handwritten signature in black ink, appearing to read "Doug Cole", with a large, sweeping initial "D" and a long horizontal flourish extending to the right.

Doug Cole  
Project Manager, Oakland Army Base

Cc (via electronic mail): Fred Blackwell  
Phil Tagami  
Mark McClure  
Jim Heilbronner  
Joanne Park  
Frank Kennedy  
Darin Ranelletti  
Anne Whittington  
Jerry Jakubauskas  
Donnell Choy  
Imee Osantowski

**Attachment B**

*Revised Mitigation Monitoring and Reporting Program Project Manual  
for Complying with Construction-Related Air Quality Requirements  
("Air Quality Plan") (November 11, 2013)*

**DRAFT**

**MITIGATION MONITORING AND REPORTING PROGRAM  
PROJECT MANUAL  
COMPONENTS FOR COMPLYING WITH CONSTRUCTION-  
RELATED AIR QUALITY REQUIREMENTS**

**Former Oakland Army Base Redevelopment Project  
Oakland, California**

~~May 8~~November 11, 2013

*Prepared For:*

City of Oakland  
250 Frank Ogawa Plaza  
Oakland, California 94612

PROLOGIS CCIG Oakland Global LLC  
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*Prepared By:*

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James Heilbronner  
President  
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L. Maile Smith, PG  
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Momina Jalil  
Engineer  
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### 3.0 AIR QUALITY

#### 3.1 CONSTRUCTION MANAGEMENT PLAN

##### Plan and/or reporting required by:

- SCA AIR-1
- SCA AIR-2
- SCA TRANS-2
- MM 4.3-13
- MM 4.4-6
- LDDA Community Benefits Matrix Item 14
- PMA Community Benefits Matrix Item 9

##### Related appendices:

- Appendix B – Project Signs
- Appendix C – Construction Schedule
- Appendix D – Traffic Control Plan
- Appendix E – Dust Control Plan
- Appendix F – Equipment Emissions Reduction Program
- Appendix G – Idling Policy

This Construction Management Plan (CMP) is intended to provide a consistent framework and set of guidelines under which certain physical aspects of construction management will be implemented. The elements contained in this plan are related to the process of development. It is intended that the provisions of this CMP apply to the work associated within the proposed OAB Redevelopment Project and address mitigation measures identified in the SCA/MMRP. The CMP explains how the Developer will comply with these construction-related SCAs and mitigation measures, how they will be monitored and verified, how they will be reported, and the schedule for doing so.

This CMP cannot anticipate all situations. It is intended to assist, but not to substitute for competent work by design and construction professionals. This CMP does not intend to limit any innovative or creative efforts that could result in better construction or management quality, greater cost savings or schedule efficiencies. Any proposed departure from the CMP will be

compared to the expectation that such variance will produce a comparable result, adequate for the Developer and City over the duration of the project.

The following sections outline the methods and procedures that the Developer, its General Contractor, and its subcontractors will implement during all phases of Project construction, including demolition.

### ***3.1.1 Definitions***

The Developer will enter into a contract with Project Construction Team to perform construction in accordance with prescribed plans and specifications made part of the Contract. The Project Construction Team will provide construction management services. Inherent in the services provided by the Project Construction Team are responsibilities pertaining to implementation, inspecting, verifying, monitoring, reporting, and enforcing this CMP, as described below. An organization chart outlining the primary individuals comprising the Project Construction Team for the horizontal construction phases is included as Figure 3.

**Developer** – Prologis CCIG Oakland Global has a signed LDDA with the City to overtake and facilitate the construction activities for the Project. This agreement allows the Developer to make decisions on the City’s behalf in accordance with the Project’s contractual requirements.

**Project Executive** – Scott Erwin of TTGF is the Project Executive. Duties of the Project Executive include the management of the scope, quality, schedule, cost, and phases of horizontal construction of the Project. The Project Executive will ensure subcontractor compliance with all requirements of this Project Manual, and will coordinate subcontractor activities with environmental and safety personnel. S/he will also establish the Construction Team members, and function as the primary contact with representatives of the Developer, Executive Management Committee, subcontractors, and the other Construction Team members. The Project Executive will assist the Design Team Manager in determining the scope of the Design Engineer’s services during construction, and negotiate agreements that identify the specific tasks and budget required of the Design Engineer during the horizontal construction phase. S/he will manage field staff, review construction schedules, monitor and document construction progress, initiate remedial actions as required, ensure submittals by subcontractors of updated and recovery schedules as changes occur, analyze change orders for schedule and budget impacts, negotiate contract changes with the Developer, prepare monthly progress report to Developer reflecting the status of the construction contract, and coordinate construction contract closeout procedures.

**Senior Project Manager** – Cliff Kunkel of TTGF is the Senior Project Manager. The Senior Project Manager is responsible for ensuring compliance with construction plans. S/he will prepare agendas and conduct pre-bid meetings and pre-construction conferences, review requests for additional funding to support project initiatives, and work with the Cost Engineer in contract administration to ensure Project quality, schedule, and budget compliance. S/he will define the level of MM inspection services required by the CMP, secure the appropriate inspectors, ensure field personnel maintain proper inspection logs, review daily and other inspection reports, and coordinate inspection activities for the duration of the Project. The Senior Project Manager will manage the Project document control system to ensure proper filing of construction phase documents and maintain such files until project closeout. S/he will monitor compliance with Project and construction requirements, and will serve in place of the Project Executive during absences of that individual.

**Compliance Manager** – The Compliance Manager will be assigned to observe and inspect the Project and the materials and equipment to be used for compliance with the MMRP. Specific duties during horizontal construction include coordinating input and reviewing comments on subcontractor submittals with the Design Engineer and subcontractor, ensuring timely responses on submittals to subcontractors and proper logging and tracking of submittals, observing subcontractors during construction activities in accordance with the Developer’s directives, tracking and monitoring weather conditions and related delays, and observing implementation of the Project Construction Team’s and subcontractor’s Health and Safety Plans.

S/he will be responsible for performing visual inspections of construction activities that have the potential to impact air quality on the Project and vicinity. S/he will enforce the requirements of dust control, traffic control, erosion and sediment control, and any other programs or plans required under the MMRP related to construction air quality. The Compliance Manager will also be responsible for reviewing fleet information to ensure California Air Resources Board (CARB) rule compliance, working with contractors on an activity monitoring program, and setting up a gate check program. S/he will review and follow up with complaint logs, truck inspection logs, and other construction logs required on the Project. S/he will convey the type and frequency of testing services required, if any, and ensure proper quality control documentation and implementation of corrective actions, as necessary. S/he will ensure construction meets MMRP requirements, perform Site visits, and review all submittals, field reports, and test reports related to the MMRP.

**Safety Representative** – The Safety Representative will make periodic Site visits to ensure compliance with the Project Health and Safety Plan.

**Cost Engineer** – The Cost Engineer is responsible to Project Executive for overall Project controls, scheduling, cost trending, cash flow projections, cost-to-date and cost-to-completion reporting, and consolidating inputs from all parties into a single monthly report.

**Administrative Specialist** – Specific duties include management of scheduling and document tracking programs, ensuring proper maintenance of field office equipment, preparing construction meeting minutes, producing monthly construction progress reports, tracking subcontractor submittals and uploading final versions to the Project website, and assisting the Senior Project Manager as needed.

### **3.1.2 Documentation**

#### **3.1.2.1 Permits**

The Contractor shall maintain all applicable local, state, and federal licenses and permits including any public utility and improvement agreements and related City ordinances. A copy of each permit will be stored onsite. Permits will be available for review by any local, state, or federal official request during normal working hours. Permits will be kept with the Contractor for a minimum of 5 years after completion of Project and will be furnished in hard copy within 10 days to any requesting official. The Contractor will maintain a Site office located near the corner of Burma Road and Bataan Avenue. The Construction Site Office will be open at all times when construction activity is underway.

#### **3.1.2.2 Signage**

Signs shall be constructed and posted per the requirements of mitigation measures SCA Air-2, SCA Noise-3, and SCA Trans-2. Signs shall be posted at all Site access points and shall meet criteria in City codes.

Required signs include:

- 15 mph speed limit on unpaved roads;
- Maximum idling times for diesel-fueled commercial vehicles over 10,000 lbs and for diesel-fueled, off-road vehicles over 25 horsepower;
- Dust complaint reporting procedures (includes contractor's BAAQMD's and Contractor's name and telephone number); and
- Permitted construction days/hours and complaint reporting procedures (includes both the City and construction contractor's names and telephone numbers for regular construction hours and off-hours).

Example signs are included in Appendix B. Additional signage may be required by the Construction Traffic Control Plan (Section 3.1.4.1) per SCA Trans-2 are discussed there.

### 3.1.2.3 *Organization Chart and Designated Contacts*

An organization chart outlining the primary individuals comprising the Project Construction Team for the horizontal construction phases is included as Figure 3.

Prior to beginning construction activity and until construction of the Project is complete, the Contractor will maintain a Site office located near the corner of Burma Road and Bataan Avenue. The Construction Site Office will be open at all times when construction activity is underway. A Contractor's representative may be reached at the Construction Site Office by telephoning (510) 267-8100 or emailing [cmendoza@tcco.com](mailto:cmendoza@tcco.com). After hours or in the event the Construction Site Office is not open, the Contractor may be reached by telephoning (925) 580-2200 or emailing [dustin.knott@topgradeconstruction.com](mailto:dustin.knott@topgradeconstruction.com).

## 3.1.3 *Project Implementation*

### 3.1.3.1 *Schedule*

A construction schedule is included as Appendix C. The anticipated construction start date is ~~June~~November 2013 and the currently anticipated completion date is ~~September 2017~~February 2018. The proposed construction schedule is conditional on receipt of required approvals and subsequent completion of design documentation, and therefore the anticipated start date and allowable sequence of events within the construction schedule may be modified over time.

Construction activities will be conducted ~~weekdays~~Monday through Saturday from 7:00 am to ~~4~~47:00 pm. ~~Saturday~~Sunday and holiday hours will be from 7:00 am to 4:00 pm with prior City approval.

The Developer or its Contractor will notify California Emergency Management Agency (CalEMA) prior to and at the completion of construction.

### 3.1.3.2 *Sequencing*

The construction schedule (Appendix C) includes all Project phasing, with item details, and specific item completion dates or duration of phasing. The schedule was developed using Oracle Primavera P6.

### **3.1.4 Construction-Related Air Pollution Controls**

This section and related appendices include several plans and programs to mitigate air pollution generated by construction activities.

#### **3.1.4.1 Traffic Control Plan**

The Traffic Control Plan (TCP) outlines the guidelines and procedures that are required for the transportation of material to be hauled offsite. Demolition debris and recyclable material will be the primary source of export. Transporter requirements and truck routes are provided in the TCP (Appendix D). The TCP also provides guidelines and plans for construction traffic routes and parking, as discussed in the following section.

##### **3.1.4.1.1 Construction Traffic and Parking**

Attachments 1 and 5 of Appendix D are drawings showing parking locations and construction traffic controls that will be used during the Project. Parking has been provided for vehicles of construction workers as well as construction site visitors.

#### **3.1.4.2 Dust Control Program**

In an effort to minimize fugitive dust, the Contractor will implement a Dust Control Program. It is imperative that the Site be kept damp to eliminate dust clouds from forming during soil disturbance and building demolition. Appendix E contains a Dust Control Plan that is required for the Contractor and all subcontractors doing work onsite. Each dust-contributing operation will be addressed with proper dust mitigation measures, as outlined in Table 1. The Contractor will phase and schedule demolition activities to minimize dust emissions. On every work day when grading and hauling will occur, water will be sprayed on exposed surfaces in intervals required to keep soil damp and eliminate dust plumes. In addition, the Contractor will at all times ensure that reasonable controls are in place to minimize dust caused by wind. Monitoring of Site conditions will be conducted by an appointed Construction Site Manager and inspected by the Compliance Manager. The Compliance Manager will perform daily inspections, inclusive of exit gate checks. ~~Appendix E contains a The~~ Dust Control Plan ~~that is required for all subcontractors doing work onsite. The plan in Appendix E~~ should be used as a template and modified for the construction-specific activity.

#### **3.1.4.3 Equipment Emissions Reduction Program**

The Equipment Emissions Reduction Program (EERP) is included as Appendix F of the CMP and addresses the relationship between the CMP and CARB regulations, and the Developer's

role in helping Contractors and Operators comply with these regulations to ensure that air emissions are reduced as quickly as possible. Trucks must be compliant with all laws and regulations, notably the CARB On-Road and Off-Road Diesel Regulations. All emission standards and related requirements set forth in the CARB Regulations apply on the schedules set forth in the Regulations.

The Off-Road Regulation applies to all self-propelled off-road diesel vehicles over 25 horsepower (hp) used in California, and most two-engine vehicles (except on-road two-engine sweepers) are subject to the Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation). This includes vehicles that are rented or leased (rental or leased fleets).

The Contractor will perform periodic field inspections during demolition, grading, and construction to assess compliance with the EERP. ~~The EERP is included as Appendix F.~~

#### ***3.1.4.3.1 Idling Policy***

An Idling Policy (Appendix G) has been developed in accordance with the California Code of Regulations (CCR) Title 13, Section 2485. This idling policy is intended to reduce public exposure to DPM, greenhouse gas (GHG) emissions, and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. Project signs (Appendix B) will notify Site visitors and workers of this Idling Policy.

#### ***3.1.4.3.2 Vehicle Compliance Enforcement and Monitoring***

A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements. The program will include a gate check component to control vehicle access to and from the Project site and may include a voluntary decal program (i.e., “sticker program”) whereby vehicles determined to be in compliance with Project requirements will be issued an exterior decal to assist in identifying compliant vehicles.

## **TABLES**

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Style Definition

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<b>AESTHETICS, WIND, AND SHADOWS</b>								
<b>SCA- AES-1: Lighting Plan:</b> The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.	<b>See Project Manual, Section 2.1.</b> Confirm in Project plans: <ul style="list-style-type: none"> <li>Shield lighting fixtures.</li> <li>Prevent unnecessary glare onto adjacent properties.</li> <li>Architecturally integrate lighting into the site.</li> </ul>	Prior to the issuance of an electrical or building permit.	City/Port	X		X		
<b>Mitigation 4.11-1:</b> New lighting shall be designed to minimize off-site light spillage; "stadium" style lighting shall be prohibited. Modern security lighting is available that directs light toward a specific site, and substantially reduces spillage of light onto adjacent properties. The City and the Port shall require the use of such directional lighting as a condition of approval for redevelopment projects throughout the project area. In no case shall the City and the Port allow the use of stadium-style lighting, which directs light outward across a broad area.	Confirm in Project plans: <ul style="list-style-type: none"> <li>Minimize off-site light spillage.</li> <li>No 'stadium style' lighting allowed.</li> </ul>	Prior to the issuance of an electrical or building permit.	City/Port	X		X		
<b>Mitigation 4.11-3:</b> New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet. Through design review, the City shall ensure that proposed solar systems are not located in a manner that would unduly restrict design of future development. Such conflicts are to be resolved in design review. If the proposed solar system cannot be designed to accommodate adjacent actions, it shall be disallowed.	Confirm in Project plans: <ul style="list-style-type: none"> <li>Set back active/passive solar systems &gt;25 feet from property line.</li> <li>Solar system located such that they do not restrict future development.</li> </ul>	Prior to the issuance of an electrical or building permit.	City/Port			X		
<b>Mitigation 4.11-4:</b> New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems. Through design review, the City shall ensure that the effectiveness an operation of existing or permitted active or passive solar systems shall not be substantially impaired. The design of the subsequent proposed structures shall be modified so as not to have such an adverse effect.	Confirm in Project plans: <ul style="list-style-type: none"> <li>New construction does not substantially impair operation of existing solar systems.</li> </ul>	Prior to the issuance of an electrical or building permit.	City			X		
<b>Mitigation 4.11-5:</b> The City and Port shall coordinate with respect to the design of new, permanent buildings constructed along the Port/Gateway boundary to minimize conflicts over solar access. The City and Port shall coordinate with one another regarding design of subsequent redevelopment activities within their respective jurisdictions that may affect operation of solar installations in the other's jurisdiction.	Confirm in Project plans: <ul style="list-style-type: none"> <li>Minimize conflicts over solar access.</li> </ul>	Prior to the issuance of an electrical or building permit.	City/Port			X		
<b>Mitigation 4.11-6:</b> New construction adjacent to a public park or open space shall demonstrate through design review that development shall not substantially impair enjoyment of the public utilizing the space. Through design review, the City shall ensure that new building or landscaping shall not shade existing or proposed parks or open spaces in a manner that would make these public spaces substantially less useful or enjoyable to the public. The City may require specific building placement, tiered roofs, or other means of reducing shadow effects on public opens spaces. It is not the intent of this measure to completely eliminate shade in these areas, but to reduce shade to the maximum extent feasible.	Confirm in Project plans: <ul style="list-style-type: none"> <li>New construction does not substantially impair public enjoyment of existing public park(s) or open space.</li> <li>Reduce shade from new building/landscaping to the maximum extent feasible.</li> </ul>	Prior to the issuance of a building permit	City/Port	X		X		

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<b>AIR QUALITY</b>								
<p><b>SCA AIR-2: Construction-Related Air Pollution Controls (Dust and Equipment Emissions):</b> During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):</p> <p>a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.</p> <p>b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).</p> <p>c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</p> <p>f) Limit vehicle speeds on unpaved roads to 15 miles per hour.</p> <p>g) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>h) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)</p> <p>i) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>j) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.</p> <p>k) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>l) All excavation, grading, and demolition activities shall be suspended when</p>	<p><b>See Project Manual, Section 3.1.4.2.</b></p> <p>Developer and/or its Contractor will perform periodic inspections, including exit gate checks, to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation.</li> <li>• Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.</li> <li>• Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.</li> <li>• Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.</li> <li>• As soon as practical and prior to rainy season, cover all access roads and/or permanent roads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.</li> <li>• As soon as possible after grading activities, cover exposed soil with aggregate base or concrete.</li> <li>• Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.</li> <li>• Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.</li> <li>• Replant vegetation in disturbed areas as quickly as possible.</li> <li>• Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time.</li> <li>• Draft and implement a Project SWPPP. An onsite QSP will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.</li> <li>• Post signage and enforce 15 mph speed limit requirement for unpaved roads.</li> <li>• Post signage and enforce dust complaint reporting requirement. Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.</li> <li>• Assign a Compliance Manager to monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.</li> </ul> <p><b>See Project Manual, Section 3.1.4.3.</b></p>	Ongoing throughout demolition, grading, and/or construction	City, Port		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>average wind speeds exceed 20 mph.</p> <p>m) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>n) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</p> <p>o) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</p> <p>p) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity.</p> <p>q) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>r) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p> <p>s) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>t) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p> <p>u) All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.</p> <p>v) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</p>	<p>Developer and/or its Contractor will perform periodic inspections, including exit gate checks, to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• Keep all construction equipment properly tuned by a certified mechanic in accordance with manufacturer's specifications.</li> <li>• Use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the San Francisco Bay Area.</li> <li>• Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area.</li> <li>• Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the Project Site to the extent that it is readily available and cost effective in the San Francisco Bay Area.</li> <li>• Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.</li> <li>• Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.</li> <li>• Operators will provide the Contractor with written documentation of equipment maintenance and emissions reports for all equipment to be used onsite.</li> <li>• Post signage and enforce requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations) and Title 13, Section 2485 with reporting and/or inspection.</li> <li>• Post signage and enforce construction equipment maintenance requirements with reporting and/or inspection.</li> <li>• Assign a Compliance Manager to monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.</li> </ul> <p><b>See Project Manual, Section 3.1.4.3.1.</b></p> <p>Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• Limit truck and equipment idling time to five minutes or less.</li> <li>• Post signage and enforce requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations) and Title 13, Section 2485 with reporting and/or inspection.</li> <li>• Assign a Compliance Manager to monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.</li> </ul> <p><del>See Project Manual, Section ????.</del></p> <p>Use low VOC coatings beyond BAAQMD Regulation 8, Rule 3.</p> <p><del>[Architectural Dimensions to provide information on content and location in Project Manual.]</del></p>							
<p><del>Mitigation 4.4-33a:</del> The Port shall develop and implement a criteria pollutant reduction program aimed at reducing or offsetting Port-related emissions in West</p>	<p>Applicable to Port.</p>	<p>Prior to starting</p>	<p>Port</p>					<p>✘</p>

TABLE 1

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>Oakland from its maritime and rail operations to less than significant levels, consistent with applicable federal, state and local air quality standards. The program shall be sufficiently funded to strive to reduce emissions from redevelopment related contributors to local West Oakland air quality, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reductions within specific time periods.</p> <p>This program shall be periodically reviewed and updated every one to three years, corresponding to regular updates of the CAP. The review and update shall include, and not be limited to, an assessment of any potential new strategies, a reassessment of funding requirements, technical feasibility, and cost benefit assumptions. Periodic updates shall be submitted to the City/Port Liaison Committee or its equivalent. The pollutant reduction program shall give priority to emission reduction strategies that address PM<sub>10</sub> emissions, but shall also provide for reductions in NO<sub>x</sub> and ROG emissions. The emission reduction program shall include a list of potential emission reduction strategies. Strategies that shall be included in the program and implemented over the buildout period include:</p> <ul style="list-style-type: none"> <li>• The Port shall expand its existing cargo handling equipment re-powering and retrofitting program (part of the Berths 55-58 Project air quality mitigation program) to include marine and rail terminal yard equipment added or relocated as part of redevelopment build-out.</li> <li>• The Port shall extend its grant program (part of the Berths 55-58 Project air quality mitigation program) to provide financial incentives to tugboat operators at New Berth 21 and other Port facilities to implement emission reduction control measures or to replace tugboat engines to low NO<sub>x</sub> technology.</li> <li>• The Port shall require rail terminal operators to use switch engines at the New Intermodal Facility that comply with federal air emission regulations for diesel operated locomotives as set forth in federal air regulations. In addition, the rail terminal operator and the Port are to exchange information with the goal of investigating options to accelerate compliance with Tier 0, 1 and 2 requirements of the federal regulations.</li> <li>• The Port shall not preclude in its design of the New Intermodal Facility the installation of an alternative fueling station and shall to the extent feasible accommodate such a fueling station.</li> <li>• The Port shall encourage ships to implement source control technologies when in the port area (such as reduced hoteling).</li> </ul> <p>Other strategies to be included in the Port criteria pollutant reduction program when technically and economically feasible, include:</p> <ul style="list-style-type: none"> <li>• Inclusion of an alternative fueling facility at the New Intermodal Facility.</li> </ul>		operations						
<p><b>Mitigation 4.4-3b (West Gateway Rail and Maritime Emissions Reduction Program):</b> <u>The ground lessee of the West Gateway and the Railroad Right of Way ("WG Ground Lessee") shall develop, for City review and approval, a criteria pollutant reduction program aimed at reducing or off-setting emissions from its rail-related and maritime-related operations, to the extent feasible, to less than significant levels, consistent with applicable federal, state and local air quality standards. The WG Ground Lessee shall implement the approved program and shall periodically review and update the</u></p>	<p><u>Actions/schedule TBD by Vertical Construction/Lease team.</u></p>	<p><u>Prior to starting operations</u></p>	<p><u>City</u></p>					<p><u>X</u></p>

TABLE 1

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><u>program every one to three years, concurrently with the update of the Bay Area Clean Air Plan. The review and update shall include, and not be limited to, assessment of: potential new reduction strategies based on then-available technologies; funding requirements; technical feasibility; economic feasibility and cost benefit analysis. The updates shall be submitted to the City for its review and approval. The WG Ground Lessee shall implement the City-approved, updated program. The program shall give priority to emission reduction strategies that address PM<sub>10</sub> emissions, but shall also provide for reductions in NO<sub>x</sub> and ROG emissions. The emission reduction program shall include a list of potential emission reduction strategies and shall define measurable reduction goals within specific time periods. Strategies that shall be included in the program may include without limitation:</u></p> <ul style="list-style-type: none"> <li>• <u>Requiring rail terminal operators to use switch engines that comply with federal air emission regulations for diesel operated locomotives as set forth in federal air regulations. In addition, the rail terminal operator and the WG Ground Lessee to exchange information with the goal of investigating options to accelerate compliance with Tier 0, 1 and 2 requirements of the federal regulations.</u></li> <li>• <u>Encourage ships to implement source control technologies when in the West Gateway area (such as reduced hoteling).</u></li> <li>• <u>Working with tugboat operators to implement emission reduction control measures or to replace tugboat engines to low NO<sub>x</sub> technology.</u></li> </ul>								
<p><b>Mitigation 4.4-4:</b> The City and the Port shall jointly create, maintain and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards, and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reduction within specific time periods.</p> <p>This program shall be periodically reviewed and updated every one to three years, corresponding to regular updates of the CAP. The review and update shall include, and not be limited to, an assessment of any potential new strategies, a reassessment of funding requirements, technical feasibility, and cost benefit assumptions. Periodic updates shall be submitted to the City/Port Liaison Committee or its equivalent.</p> <p>The diesel emissions reduction program shall include a list of potential emission reduction strategies that shall include on-site Port improvements and/or practices; loan, grant or incentive-based programs; and on-going studies.</p> <p>Strategies that shall be included in the diesel emissions reduction program and implemented over the build-out period include the following:</p> <ol style="list-style-type: none"> <li>1. On-site Port improvements. <ul style="list-style-type: none"> <li>• Configure truck parking in the Port to minimize traffic interference and reduce idling times.</li> <li>• Allow easy access to a truck parking facility at the Port 24-hours a day.</li> <li>• Synchronize traffic lights in the Port area to reduce congestion (requires coordination with the City).</li> </ul> </li> <li>2. City/Port loan or grant/incentive programs for local businesses or entities. <ul style="list-style-type: none"> <li>• Provide incentives for re-powering, retrofitting, electrifying, or switching to</li> </ul> </li> </ol>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b>  <b>See Project Manual, Section 3.3.</b>                      Will be documented in:</p> <ul style="list-style-type: none"> <li>• Emissions Reduction Program for Operations <ul style="list-style-type: none"> <li>o Truck Diesel Emissions Reductions (see Port's CTMP for an example)</li> <li>o Transportation Control Measures (TCMs)</li> <li>o Emissions Reductions Demonstration Projects</li> </ul> </li> </ul>	<p>Prior to operations, reviewed and updated every one to three years during operations</p>	<p>City, Port</p>					<p>X</p>

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/Monitoring		Phase Design & Pre-Construction (horizontal)												
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations								
<p>alternative fuels to local businesses, franchises or truck fleets operating in West Oakland. Such businesses may include, for example, locally owned and operated trucking operations, refuse and recycling collection vehicles, school buses, Port and/or City fleet vehicles, and US Mail trucks.</p> <p>Other strategies to be included in the diesel emissions reduction program to be examined and incorporate when technically and economically feasible, include the following:</p> <ol style="list-style-type: none"> <li>On-site Port improvements. <ul style="list-style-type: none"> <li>Allow trucks using alternative fuels to the head of queues or have separate gate entrances.</li> </ul> </li> <li>On-going studies. <ul style="list-style-type: none"> <li>Explore methods to minimize truck idling times at the Port.</li> <li>Explore and encourage the use of alternative fuels for Port marine, rail and truck operations.</li> <li>Propose and fund a random roadside heavy duty diesel vehicle (HDDV) emissions testing program and an HDDV repair subsidy program.</li> </ul> </li> <li>City/Port loan or grant/incentive programs for local businesses or entities. <ul style="list-style-type: none"> <li>Provide subsidies, training programs and/or voucher programs for local West Oakland businesses to conduct timing retard, compressions changes and other adjustments to diesel engines to reduce emissions.</li> <li>Install oxidative catalyst and particulate traps on diesel engines with low NOx, alternatively fueled or electrified engines.</li> </ul> </li> </ol>																
<p><b>Mitigation Measure 4.4-5:</b> Major developers<sup>1</sup> shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.</p> <p>Each major developer of a subsequent redevelopment activity shall fund its fair share toward some or all of the following TCMs:</p> <hr/> <p><b>BAAQMD-Recommended Transportation Control Measure, Modified for this Action</b></p> <table border="1"> <thead> <tr> <th>Control Measure</th> <th>Measure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. Improve transit bus service to the area.</td> </tr> <tr> <td>2</td> <td>Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.</td> </tr> <tr> <td>3</td> <td>Provide and make public transit convenient for 16th and Wood sub-district residents and tenants. <i>(Note: Not applicable to the 2012 OARB Project)</i></td> </tr> </tbody> </table>	Control Measure	Measure	1	Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. Improve transit bus service to the area.	2	Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.	3	Provide and make public transit convenient for 16th and Wood sub-district residents and tenants. <i>(Note: Not applicable to the 2012 OARB Project)</i>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p> <p><b>See Project Manual, Section 3.3.</b></p> <p>Will be documented in:</p> <ul style="list-style-type: none"> <li>Emissions Reduction Program for Operations <ul style="list-style-type: none"> <li>Truck Diesel Emissions Reductions <i>(see Port's CTMP for an example)</i></li> <li>Transportation Control Measures (TCMs)</li> <li>Emissions Reductions Demonstration Projects</li> </ul> </li> </ul>	Prior to operations	City, Port					X
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<sup>1</sup> Defined as City, Port, and private developers whose subsequent redevelopment activity would generate more than 20,000 square feet of employment-generating land uses, or that would generate 100 or greater local jobs.

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>												
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations								
4 Encourage OARB sub-district tenants to use car pools, vanpools, and public transit by providing incentives.																
5 Provide a shuttle to and from the West Oakland BART station																
6 Provide on-site shops and services for employees, such as cafeteria, bank, dry cleaners, convenience market, etc.																
7 Provide on-site child care, or contribute to off-site child care within walking distance.																
8 Establish mid-day shuttle service from worksite to food service establishments/commercial areas.																
9 Provide preferential parking for carpool and vanpool vehicles																
10 Implement parking fees for single occupancy vehicle commuters.																
11 Provide secure, weather-protected bicycle parking for employees.																
12 Provide safe, direct access for bicyclists to adjacent bicycle routes.																
13 Provide showers and lockers for employees bicycling or walking to work.																
14 Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.																
15 Provide neighborhood-serving shops and services within or adjacent to the 16th and Wood sub-district. <i>(Note: Not applicable to the 2012 OARB Project)</i>																
<p><b>Source:</b> BAAQMD 1996, as amended through 1999. Based on Table 15: "Mitigation Measures for Reducing Motor Vehicle Emissions from Commercial, Institutional, and Industrial Projects."</p> <p>Each major developer of a subsequent redevelopment activity shall also fund its fair share of the following CAP TCMs, which the BAAQMD has identified as appropriate for local implementation, with redevelopment-specific modifications:</p> <table border="1"> <thead> <tr> <th>CAP TCMs</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1. Support Voluntary Employer-Based Trip Reduction Programs</td> <td>The City and Port will explore ways to promote transit use and support employer-based trip reduction programs through development incentives such as density bonuses, reduced parking requirements, incentives for permanent bicycle facilities, etc. The City will encourage development of transit transfer stations near employment concentrations in the Gateway development area and 16th/Wood sub-district.</td> </tr> <tr> <td>9. Improve Bicycle Access and Facilities</td> <td>Redevelopment includes extensive multi-use trails serving as both "spine" thoroughfares and "spurs" connecting main trails to the Oakland waterfront. The City and Port will encourage employers and developers to provide permanent bicycle facilities.</td> </tr> <tr> <td>12. Improve</td> <td>Maritime Street and other roadways in the project area will</td> </tr> </tbody> </table>									CAP TCMs	Description	1. Support Voluntary Employer-Based Trip Reduction Programs	The City and Port will explore ways to promote transit use and support employer-based trip reduction programs through development incentives such as density bonuses, reduced parking requirements, incentives for permanent bicycle facilities, etc. The City will encourage development of transit transfer stations near employment concentrations in the Gateway development area and 16th/Wood sub-district.	9. Improve Bicycle Access and Facilities	Redevelopment includes extensive multi-use trails serving as both "spine" thoroughfares and "spurs" connecting main trails to the Oakland waterfront. The City and Port will encourage employers and developers to provide permanent bicycle facilities.	12. Improve	Maritime Street and other roadways in the project area will
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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>Arterial Traffic Management include facilities to encourage bicycling and walking. Roadways and intersections will be designed to operate at City-standard LOS, to facilitate traffic flow and avoid unnecessary queuing.</p> <p>15. Local Clean Air Plans, Policies and Programs Redevelopment as presented in Chapter 2.0 Project Description and Chapters 3.3 Air Quality and 3.16 Transportation and Traffic (in the 2012 OARB Project Initial Study/Addendum), incorporate land uses such as a rail terminal in conjunction with logistics uses, and measures intended to reduce the number and length of truck trips and single-occupant automobile trips.</p> <p>17. Conduct Demonstration Projects The City will encourage through development incentives demonstration projects for fleet electrification or alternative fueling. In addition, the Port will not preclude alternative fueling in its design of rail facilities.</p> <p>19. Pedestrian Travel OARB and Maritime sub-districts will include multi-use trails to encourage safe pedestrian travel.</p> <p>20. Promote Traffic Calming Measures Redevelopment will include traffic calming measures to the extent appropriate, consistent with the General Plan and sound traffic management of the project area.</p> <p><b>Source:</b> BAAQMD CEQA Guidelines, revised 1999 Table 5.</p> <p>These TCMs shall be coordinated with transportation demand management (TDM) measures implemented under SCA TRANS-1.</p>								
<p><b>SCA AIR-1: Construction Management Plan:</b> The project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.</p>	<p><b>See Project Manual, Section 3.1.</b> Submit CMP to City Planning and Zoning and Building Services Divisions for review and approval.</p>	<p>Prior to issuance of a demolition, grading, or building permit, and ongoing throughout demolition, grading, and/or construction.</p>	<p>City, Port</p>		X		X	
<p><b>Mitigation 4.4-6:</b> Title 24 of the International Building Code (IBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction. Implementation of IBC requirements would reduce the need for space and water heating that would emit pollutants. City and Port policies and strategies shall be conditioned for all new development within the redevelopment project area. Specific examples may include, and are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Wood fire heating shall be prohibited in new live/work development.</li> <li>• Where siting allows and where feasible, buildings shall be oriented to take advantage of passive and active climate control designs.</li> </ul>	<p><b>Actions/schedule TBD by Vertical Construction team.</b> <b>See Project Manual, Sections 3.1.5 and 3.1.6.</b> Submit CMP to City Planning and Zoning and Building Services Divisions for review and approval.</p>	<p>Prior to issuance of a demolition, grading, or building permit</p>	<p>City, Port</p>			X		

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<ul style="list-style-type: none"> <li>To the maximum extent feasible, central water heating systems shall be installed.</li> </ul>								
<p><b>Mitigation Measure 5.4-1:</b> The City and the Port shall encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality.</p> <p>Such encouragement, lobbying, and participation may include the following:</p> <ul style="list-style-type: none"> <li>Retrofitting locomotive engines to meet current federal standards.</li> <li>Using reduced sulfur fuels in ships while the ships are in the San Francisco Bay.</li> <li>Treating NO<sub>x</sub> with selective catalytic reductions.</li> <li>Implementing random roadside emissions tests and develop a system of fines for trucks not in compliance with emission regulations.</li> <li>Establishing emissions-based berthing fees.</li> <li>Buying relatively old, highly polluting cars to take them off the road.</li> </ul> <p>Although these programs may assist in advancing emission reduction technologies or implementing emission reduction methods, the incremental contribution of the redevelopment program would remain cumulatively considerable, and the cumulative impact on air quality remains significant and unavoidable</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Section 3.3. Will be documented in:</p> <ul style="list-style-type: none"> <li>Emissions Reduction Program (for Operations)                             <ul style="list-style-type: none"> <li>Truck Diesel Emissions Reductions (see Port's CTMP for an example)</li> <li>Transportation Control Measures (TCMs)</li> <li>Emissions Reductions Demonstration Projects</li> </ul> </li> </ul>		City, Port					X
<p><b>SCA AIR-3: Exposure to Air Pollution (Toxic Air Contaminants: Particulate Matter):</b></p> <p>A. Indoor Air Quality: In accordance with the recommendations of the California Air Resources Board (ARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential health risk due to exposure to diesel particulate matter to achieve an acceptable interior air quality level for sensitive receptors. The appropriate measures shall include <u>one</u> of the following methods:</p> <ol style="list-style-type: none"> <li>The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.</li> <li>The applicant shall implement all of the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These features shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and shall be maintained on an ongoing basis during operation of the project.                             <ol style="list-style-type: none"> <li>Redesign the site layout to locate sensitive receptors as far as possible from any freeways, major roadways, or other sources of air pollution (e.g., loading docks, parking lots).</li> <li>Do not locate sensitive receptors near distribution center's entry and exit points.</li> <li>Incorporate tiered plantings of trees (redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources</li> </ol> </li> </ol>	<p>HRA completed with 2012 EIR Addendum. HRA may be updated with data collected during the Air Quality Monitoring Program.</p>	Prior to issuance of a demolition, grading, or building permit	City, Port			X		

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>of pollution and the sensitive receptors.</p> <p>d) Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds an efficiency standard of MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.</p> <p>e) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the pollutant sources.</p> <p>f) Install indoor air quality monitoring units in buildings.</p> <p>g) Project applicant shall maintain, repair and/or replace HV system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HV system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the CC&amp;Rs for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HV system and the filters.</p> <p>B. Outdoor Air Quality: To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.</p>								
<b>BIOLOGICAL RESOURCES</b>								
<p><b>SCA BIO-1: Tree Removal During Breeding Season:</b> To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 through August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>	<p><b>See Project Manual, Section 4.1.</b>  <u>No trees will be removed during bird breeding season, which takes place from March 15 to August 15. Therefore, a Pre-Removal Tree Survey will not be required. Should these plans change, the</u> Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Verify the existence of birds in the trees scheduled for removal.</li> <li>• Submit pre-removal survey to City for review and approval.</li> <li>• Per a qualified biologist's recommendations, remove trees only when appropriate based on breeding season.</li> </ul> <p>Confirm in Project plans:</p> <ul style="list-style-type: none"> <li>• Identify trees and buffer zones according to the level of disturbance near the trees of concern.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	<p>Prior to issuance of a tree removal permit, and ongoing throughout demolition, grading, and/or construction.</p>	<p>City/Port</p>		<p>X</p>		<p>X</p>	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>SCA BIO-5 Regulatory Permits and Authorizations:</b> Prior to construction in or near the water, the project applicant shall obtain all necessary regulatory permits and authorizations, including without limitation, from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC) and the City of Oakland, and shall comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following:</p> <p>a) U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.</p> <p>b) Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.</p> <p>c) San Francisco Bay Conservation and Development Commission (BCDC) approvals.</p>	<p>Obtain and comply with all applicable permits (related to the construction of the outfall at Wharf 5 and retrofits at Wharves 6, 6 ½, and 7). Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	<p>Prior to issuance of a demolition, grading, or building permit within vicinity of the shoreline</p>	<p>City/Port</p>	<p>X If applicable</p>		<p>X</p>		
<p><b>Mitigation Measure 4.12-5:</b> A qualified observer shall be present on site during all in-water construction activities near potential herring spawning areas between December 1 and March 1. This measure shall be enforced via contract specifications. The observer shall have the authority to redirect, but not to stop work.</p>	<p><b>See Project Manual, Section 4.4.</b> Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>A qualified observer will be onsite during all in-water construction activities between December 1 and March 1.</li> </ul>	<p>During construction</p>	<p>City/Port</p>		<p>X If applicable</p>		<p>X If applicable</p>	
<p><b>Mitigation Measure 4.12-6:</b> If spawning is observed, in-water construction activities shall be redirected for 200 meters around the spawning area for two weeks. Work may resume in the spawning area after two weeks, providing additional spawning does not occur. This measure shall be enforced via contract specifications.</p>	<p><b>See Project Manual, Section 4.4.</b> Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>Redirect in-water construction activities 200 meters for two weeks if spawning is observed.</li> <li>Resume in-water construction activities in spawning area if qualified observer indicates spawning is not occurring.</li> </ul>	<p>During construction</p>	<p>City/Port</p>		<p>X If applicable</p>		<p>X If applicable</p>	
<p><del><b>Mitigation Measure 4.12-10:</b> The Port shall continue to enforce its tariff requirements regarding ballast water and if the State law sunsets, shall implement the remainder of its ballast water ordinance, as it may be amended from time to time. Item No. 02215 of the Port's tariff (its operating rules and regulations) defines the Port's Ballast Water Management Program. Among other things, the Port's program compiles information regarding the ballasting behavior of carriers calling at the Port of Oakland. This information is expected to be valuable in crafting durable solutions to the problems ballast water borne invasive species pose to the ecology of the Bay, and to invasive species issues elsewhere. This mitigation measure would continue the Port's program through the build-out year of this project, or 2020, or until required by regulatory permit conditions, whichever is later. Should portions of the Port's program be redundant to federal, state, or regional programs, or be pre-empted by such programs, the Port will continue to operate those non-pre-empted portions of its program that provide information not obtained through other programs.</del></p>	<p>Applicable to Port.</p>	<p>During construction [?]</p>	<p>Port</p>					<p>X</p>
<p><b>Modified Mitigation Measure 4.12-11:</b> The Port, and developer and sub-tenants at Berths 7 and 8 (Wharves 6½ and 7), shall continue to develop and implement a carrier ballast water education program.</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p>	<p>Operations</p>	<p>City/Port</p>					<p>X</p>

TABLE 1

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>Either by itself or by participating in programs by others, e.g., Sea Grant, the Port and developer and sub-tenants at Berths 7 and 8 (Wharves 6½ and 7) shall create a program to educate ocean carriers regarding the potential harm of ballasting activities. The program shall at a minimum, include the following elements:</p> <ul style="list-style-type: none"> <li>Educate carriers to all applicable regulations and guidelines.</li> <li>Inform carriers of the benefits of ships constructed with internal ballast water transfer systems. These systems allow ballast water to be shifted internally from tank to tank, minimizing or eliminating the need for discharge of ballast water when ships are at berth</li> <li>Encourage carriers to purchase internally-ballasting vessels when they place orders for new ships.</li> <li>Educate carriers regarding potential benefits of reducing ballast water discharges, even if ballast water has already been exchanged in the open ocean.</li> </ul>								
<p><b>Modified Mitigation Measure 4.12-12:</b> The Port, and developer and sub-tenants at Berths 7 and 8 (Wharves 6½ and 7), shall support international and United States efforts to adopt uniform international or national standards to avoid introduction of exotic species through shipping activities.</p> <p>The Port and developer and sub-tenants at Berths 7 and 8 (Wharves 6½ and 7) shall provide in-kind (personnel) support to assist international and U.S. entities to develop and adopt a uniform set of standards to reduce the risk of invasive species. In order to achieve optimal environmental success and to maintain a competitive market between ports, it is important that such standards be effective and uniformly applied.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p>	Operations	City/Port					X
<p><b>Mitigation Measure 3.4-1a:</b> The developer shall submit a Landscape Plan for City review and approval. The plan shall not include tall ornamental trees that could provide perches for raptors in the northern project site, in the vicinity of Gateway Park.</p> <p><b>Mitigation Measure 3.4-1b:</b> The developer shall submit a Lighting Plan for City review and approval. The plan shall note that raptor deterrents shall be placed on light standards in the northern project site, in the vicinity of Gateway Park, or lighting fixtures or posts in the area shall have limited horizontal elements which could be used as perches.</p>	<p>See Project Manual, Section 4.2. <del>Architectural Dimensions to provide.</del></p> <p>Confirm in Project plans:</p> <ul style="list-style-type: none"> <li>No tall ornamental trees allowed in the vicinity of Gateway Park that could provide raptor perches.</li> </ul> <p>See Project Manual, Section 4.3. <del>Architectural Dimensions to provide.</del></p> <p>Confirm in Project plans:</p> <ul style="list-style-type: none"> <li>Place raptor deterrents on light standards in the vicinity of Gateway Park.</li> <li>Limit horizontal elements.</li> </ul>	Prior to issuance of a building permit, associated with the Planned Unit Development (PUD) process	City/Port	X If applicable		X		
<p><b>SCA BIO-2: Tree Removal Permit:</b> Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.</p>	<p>See Project Manual, Section 4.1.</p> <p>Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Submit pre-removal survey to City for review and approval.</li> <li>Per a qualified biologist's recommendations, remove trees only when appropriate based on breeding season.</li> </ul> <p><del>Place "environmental safe area" (ESA) fencing around all trees that need a buffer zone to protect tree roots.</del></p> <p>Confirm in Project plans:</p> <ul style="list-style-type: none"> <li><del>Identify trees and buffer zones according to the level of disturbance near the trees of concern.</del></li> <li>No trees are identified as 'protected trees'.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Prior to issuance of a demolition, grading, or building permit, and ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	
<p><b>SCA BIO-3: Tree Replacement Plantings:</b> Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and</p>	<p>See Project Manual, Section 4.2. <del>Architectural Dimensions to provide.</del></p> <p>Confirm in Project plans:</p>	Prior to issuance of a final	City/Port	X		X		

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>in order to prevent excessive loss of shade, in accordance with the following criteria:</p> <p>a) No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</p> <p>b) Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division.</p> <p>c) Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>d) Minimum planting areas must be available on site as follows:</p> <ol style="list-style-type: none"> <li>i. For Sequoia sempervirens, three hundred fifteen square feet per tree;</li> <li>ii. For all other species listed in #2 above, seven hundred (700) square feet per tree.</li> </ol> <p>e) In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>f) Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.</p>	<ul style="list-style-type: none"> <li>• Replacement of non-native species is not required.</li> <li>• Replacement of trees removed for the benefit of remaining trees is not required.</li> <li>• Replacement of trees where insufficient room for mature trees is not required.</li> <li>• Replace trees with approved species, at least 24-inch box size, in appropriately sized planting area.</li> </ul> <p>Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm compliance.</p>	inspection of the building permit, and ongoing throughout demolition, grading, and/or construction.						
<p><b>SCA BIO-4: Tree Protection During Construction:</b> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <p>a) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</p> <p>b) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open</p>	<p>See Project Manual, Sections 4.1 and 4.2. <del>[Architectural Dimensions to provide.]</del></p> <p>Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• <del>Prepare a schedule and plan of No trees will be retained/protected trees.</del></li> <li>• <del>Identify trees and buffer zones according to the level of disturbance near the No trees of concern.</del></li> <li>• <del>Place "environmental safe area" (ESA) fencing around all trees that need a buffer zone to protect tree roots.</del></li> <li>• <del>Retain ESA fencing for the duration of work near protected trees.</del></li> <li>• <del>Minimize excavation, cutting, filling, and/or compaction are proposed to be retained within the protected perimeter.</del></li> <li>• <del>No burning or open flame boundary of the site. No tree replacement is allowed near or within the protected perimeter.</del></li> <li>• <del>No storage or dumping of oil, gas, chemicals, or other harmful substances is allowed near or within the protected perimeter.</del></li> <li>• <del>Operation of heavy construction equipment is required for non-native species and the existing Monterey Pines do not allowed near or within the protected</del></li> </ul>	Prior to issuance of a demolition, grading, or building permit, and ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>flame shall occur near or within the protected perimeter of any protected tree.</p> <p>c) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>d) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>e) If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>f) All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p>	<p><del>perimeter.</del></p> <ul style="list-style-type: none"> <li>• <del>No wires, ropes, signs, tags, or other devices are allowed to be attached to protected trees except as needed to support or protect the tree.</del></li> <li>• <del>Periodically spray the leaves of protective trees with water.</del></li> <li>• <u>Notify the City immediately if any protected trees require protection because there are damages as a result of site work no more than five per acre.</u></li> <li>• Remove tree removal debris from the site within two weeks.</li> </ul>							
<b>CULTURAL RESOURCES</b>								
<p><b>SCA CULT-4: Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</b></p> <p>The project applicant shall make a good faith effort to relocate the buildings considered contributors to the Historic District to a site acceptable to the Planning and Zoning Division and the Oakland Cultural Heritage Survey. Good faith efforts include, at a minimum, the following:</p> <p>a) Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3'x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City ;and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;</p> <p>b) Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the Planning and Zoning Division;</p> <p>c) Maintaining the signs and advertising in place for a minimum of 90 days; and</p> <p>d) Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.</p>	<p>Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Advertise building availability.</li> <li>• Make good faith efforts to relocate buildings considered contributors to the Historic District.</li> <li>• Maintain a log of good faith efforts.</li> </ul>	Prior to issuance of a demolition permit	City/Port	X If applicable				
<p><b>Mitigation Measure 4.6-2:</b> The City, Port and OARB sub-district developers shall fund</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p>	Prior to approval	City/Port			X		X

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the actual loss of historic resources.</p> <p>Land shall be set aside for development of a commemoration site at a publicly accessible place located within the Gateway development area (potentially the Gateway Park at the Bay Bridge touchdown peninsula). The commemoration site should include relocated physical elements of the OARB Historic District, along with appropriate monument(s) to memorialize the contributions of civilians and the military in the Bay Area to all wars.</p> <ul style="list-style-type: none"> <li>• An appropriate location shall be set aside for development of a commemoration site. The commemoration site shall be at a publicly accessible place. It may be located within or adjacent to any historic district contributor buildings that are preserved on a permanent basis (see Mitigation Measure 4.6-16). If that is not feasible, another potential location is within or near to the Gateway Park.</li> <li>• A design plan for the commemoration site shall be prepared, and shall include the design of monuments and the selection of appropriate relocated physical elements from the OARB, potentially including relocated structures or portions of structures to be included in the site. The City and the Port shall identify structures and/or portions of structures to be preserved or moved to the commemoration site prior to demolition.</li> <li>• The master planning process should involve the City and the Port, the public and interested historical and veterans groups, historic experts, and other public agencies.</li> <li>• Implementation of the commemoration site master plan may be phased along with the timing of new development.</li> <li>• The master plan shall include an endowment to be funded by the City and the Port, or their designee, for on-going maintenance and replacement and may also include curator costs associated with commemoration site and with trail signage, exhibits, and design elements as described below.</li> <li>• The City and the Port shall develop an ongoing outreach program informing the public of the importance of the OARB to the community and the region, and of the existence of the commemorative site.</li> </ul>	<p>See Project Manual, Sections 5.34 and 5.45.</p>	<p>of PUD.</p>						
<p><b>Mitigation Measure 4.6-3:</b> The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail. Within the Gateway development area, this trail may be located along the shoreline. Beyond the Gateway, the trail would follow the new alignment of Maritime Street, connecting to 7th Street, which connects to the Port’s Middle Harbor Shoreline Park and other existing and planned trail segments.</p> <ul style="list-style-type: none"> <li>• The design and development of this on-site trail shall include a series of interpretive panels, exhibits and design elements that communicate the scope and historical significance of Base activities and their impact on the community throughout the life of the Base.</li> <li>• A brochure shall be developed and made available describing the history of the Army Base that could be used as a self-guided tour, related to the interpretive panels and exhibits described above.</li> </ul>	<p>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Sections 5.4 and 5.5.</p>	<p>Prior to approval of PUD.</p>	<p>City/Port</p>			<p>X</p>		<p>X</p>

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>Mitigation Measure 4.6-5:</b> The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.</p> <ul style="list-style-type: none"> <li>The parties shall fund development of an interactive web page to be provided to military.com or other web-based organization where former military personnel can be connected to the OARB documentation.</li> <li>A list of list of draftees/enlistees processed through the OARB during WWII and the Korean and Vietnam Wars may be an element of such a site.</li> </ul>	<p>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Sections 5.4 and 5.5.</p>	Prior to issuance of a building permit.	City/Port					X
<p><b>Mitigation Measure 4.6-7:</b> If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.</p> <p>The Army has produced a television broadcast-quality video documentary that describes the mission and historical significance of the OARB. This documentary is not widely distributed, and has not been viewed by the Oakland Landmarks Preservation Advisory Board or the Oakland Heritage Alliance. This documentary is currently available to the public, but is not widely distributed. This mitigation measure will ensure that the documentary is widely distributed and made available to a larger audience interested in the history of the Base. It will also offset the modification and/or destruction of many of the historic buildings on the base, preserve their images, and provide a description of their function and role to the interested public. Copies of the video shall be distributed to: the Oakland History Room, Oakland Public Library, Bancroft Library, University of California; the Port of Oakland Archives; local public schools and libraries; and local public broadcasting stations. Funding shall also be used to copy this video onto more permanent archive-stable medium such as a CD.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Sections 5.4 and 5.5.</p>	Prior to issuance of a building permit.	City/Port					X
<p><b>Mitigation Measure 4.6-9:</b> The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.</p> <p>To the extent feasible, these materials shall be used in whole, on site, in the construction of new buildings within the Gateway development area. Special consideration shall be given to the use of these materials at the commemoration site through the site’s Master Planning effort</p> <p>If on-site reuse is found infeasible, opportunities shall be sought for reuse of these materials in other East Bay Area construction, or be sold into the recycled construction materials market. Landfill disposal of salvageable construction material from contributing historic structures shall be prohibited by contract specification. Salvage and reuse requirements shall be enforced via contract specification.</p> <p>Salvage operations shall employ members of local job-training bridge programs (Youth Employment Program, Joint Apprenticeship Training Committee, Homeless Collaborative) or other similar organizations, if feasible, to provide construction-training opportunities to Oakland residents.</p> <p>Salvage and reuse of the timber from these structures will help to reduce the impacts</p>	<p>See Project Manual, Sections 5.3, 13.1, and 13.3.</p> <p>Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>All material that can be salvaged will be reused on site per CEQA Guidelines Section 15064.5.</li> <li>Material that does not meet the requirements for new construction will be reused at other East Bay construction sites or sent to recycling facilities.</li> <li>Landfill disposal of salvageable material is prohibited.</li> <li>Local job training program members will be employed for salvage operations.</li> </ul> <p>Developer and/or its Contractor will submit a Waste Reduction and Recycling Plan to City for review and approval.</p>	Prior to issuance of a building permit, and ongoing throughout demolition, grading, and/or construction.	City/Port	X If applicable	X If applicable	X If applicable	X If applicable	

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
on the environment and save this ecologically and historically valuable material for reuse in the local community.								
<p><b>Mitigation Measure 4.6-10:</b> The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.</p> <ul style="list-style-type: none"> <li>The brochure shall be distributed to local libraries and schools, and be made available to the public at select pick-up and drop-off locations along the Bay Trail to be used for self-guided tours.</li> <li>This brochure shall build upon the previously completed historical documentation produced by the Port of Oakland, the Navy, and the Army for previous projects and on the original research completed for preparation of the Historical Resource Documentation Program and book.</li> <li>This brochure shall will document the history of the redevelopment area and provide references to where more detailed information about the Base may be found.</li> </ul>	<p>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Sections 5.4 and 5.5.</p>	Prior to issuance of a building permit	City/Port					X
<p><b>Modified Mitigation Measure 4.6-14:</b> No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until a master plan and/or Lease Disposition and Development Agreement has been approved by the City, and demolition or deconstruction of a building is required to realize the master infrastructure development plan necessary for approved redevelopment activities, in conformity with applicable General Plan Historic Preservation Element and City of Oakland Planning requirements.<sup>2</sup></p>	<p>LDDA approved July 3, 2012. Confirm Project plans comply with General Plan Historic Preservation Element and City of Oakland Planning requirements.</p>	Approval of master plan and/or Lease Disposition and Development Agreement.	City/Port	X If applicable				
<p><b>SCA CULT-1: Archaeological Resources:</b></p> <p>a) Pursuant to CEQA Guidelines section 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p>b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other</p>	<p>See Project Manual, Section 5.1.</p> <p>Developer, its Contractor/subcontractors, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Halt all activities shall within a 50-foot radius of discovery of prehistoric or historic subsurface cultural resources, contact a qualified archaeologist or paleontologist to review discovery, and immediately notify the City.</li> <li>Determine avoidance measures and/or further actions in consultation with City and a qualified archaeologist or paleontologist.</li> <li>Provide a secure storage site for any discovery-related materials.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	

<sup>2</sup> The 2002 EIR mitigation measure 4.6-14 states that the Port shall not demolish or deconstruct structures until it has approved a final development plan for the relevant new facility or facilities. This requirement shall continue to apply to the Port in the absence of a Lease Disposition and Development Agreement.

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.</p> <p>c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.</p> <p>d) Require storage (curation) of recovered materials, such as artifacts and soil samples, and records generated by an archaeological study in a facility that allows access to the materials.</p>								
<p><b>SCA CULT-3: Paleontological Resources:</b> In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.</p>	<p><b>See Project Manual, Section 5.1.</b> Developer, its Contractor/subcontractors, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Halt all activities shall within a 50-foot radius of discovery of prehistoric or historic subsurface cultural resources, contact a qualified archaeologist or paleontologist to review discovery, and immediately notify the City.</li> <li>• Determine avoidance measures and/or further actions in consultation with City and a qualified archaeologist or paleontologist.</li> <li>• Provide a secure storage site for any discovery-related materials.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	
<p><b>SCA CULT-2: Human Remains:</b> In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.</p>	<p><b>See Project Manual, Section 5.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Halt all activities upon discovery of human skeletal remains, contact the Alameda County Coroner to review discovery, and immediately notify the City.</li> <li>• Cease all activities shall within a 50-foot radius of discovery if the County Coroner determines that the remains are Native American, until appropriate arrangements are made.</li> </ul> <p>Developer and/or its Contractor will work closely with the City and Coroner to ensure proper treatment and appropriate measures in recovery of discoveries.</p>	Ongoing throughout demolition, grading, and/or construction	City/Port		X		X	
<b>GEOLOGY AND SOILS</b>								

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>SCA GEO-2: Soils Report:</b> A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:</p> <p>A. Logs of borings and/or profiles of test pits and trenches:</p> <p>a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.</p> <p>b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.</p> <p>c) All boring logs shall be included in the soils report.</p> <p>B. Test pits and trenches</p> <p>a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.</p> <p>b) Soils profiles of all test pits and trenches shall be included in the soils report.</p> <p>C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.</p> <p>D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.</p> <p>E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following:</p> <p>a) Site description;</p> <p>b) Local and site geology;</p> <p>c) Review of previous field and laboratory investigations for the site;</p> <p>d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building;</p> <p>e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist;</p> <p>f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required;</p> <p>g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report;</p> <p>h) All other items which a Soils Engineer deems necessary;</p> <p>i) The signature and registration number of the Civil Engineer preparing the report.</p> <p>F. The Director of Planning and Building may reject a report that she/he believes is</p>	<p><b>See Project Manual, Section 6.1.</b></p> <ul style="list-style-type: none"> <li>A geotechnical and soils report has been completed (Berlogar, Stevens, and Associates, March 7, 2012, Updated Master Plan Level Geotechnical Investigation Report).</li> <li>A supplemental peer review of this report has been completed (Kleinfelder, February 8, 2013, Interim Results of Geotechnical Analyses of Consolidation Settlement).</li> </ul>	<p>Prior to issuance of demolition, grading or building permit</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.								
<p><b>SCA-GEO-3: Geotechnical Report:</b></p> <p>a) A site-specific, design level, landslide or liquefaction geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. Specifically:</p> <ol style="list-style-type: none"> <li>Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.</li> <li>The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).</li> <li>The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.</li> <li>The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the “No Build” zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.</li> <li>Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project’s design phase, shall be incorporated in the project.</li> <li>Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.</li> <li>A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.</li> </ol> <p>b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.</p>	<p><b>See Project Manual, Section 6.1.</b></p> <ul style="list-style-type: none"> <li>A geotechnical and soils report has been completed (Berlogar, Stevens, and Associates, March 7, 2012, Updated Master Plan Level Geotechnical Investigation Report).</li> <li>A supplemental peer review of this report has been completed (Kleinfelder, February 8, 2013, Interim Results of Geotechnical Analyses of Consolidation Settlement).</li> </ul> <p>Developer, its Contractor/subcontractors, and/or its consultant will submit additional Geotechnical Investigation Reports to the City Building Services Division for review and approval if applicable.</p>	Prior to issuance of demolition, grading or building permit	City/Port	X		X		
<p><b>Mitigation 4.13-1:</b> Redevelopment elements shall be designed in accordance with criteria established by the <del>IBC</del> <b>International Building Code (IBC)</b>, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending on the location of the wharf).</p>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction team.</b></p> <p>Confirm Project plans comply with the IBC, Oakland General Plan, Bay Conservation and Development Commission Safety of Fill Policy, and Port or City of Oakland wharf design criteria.</p>	Prior to issuance of demolition, grading or building permit	City/Port	X		X		

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>The IBC requires structures in the San Francisco Bay Area to be designed to withstand a ground acceleration of 0.4 g or the most current standard. A licensed engineer should monitor construction activities to ensure that the design and construction criteria are followed.</p> <p>The Health and Safety element of the Oakland General Plan requires a soils and geologic report be submitted to the Department of Public Works (DPW) prior to the issuance of any building permit. The Oakland General Plan also requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits, and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.</p> <p>To comply with the BCDC safety of fill policy, the plans and specifications for the placement of Bay fill will be submitted to the BCDC Engineering Criteria Review Board for review and approval.</p> <p>The Port of Oakland has developed wharf design criteria to be used in the design, construction, reconstruction, and repairs of existing and future wharf structures, except in the event that current engineering practice requires adjustments or modification of the wharf design criteria. All construction associated with New Berth 21 must adhere to the wharf design criteria established by the Port of Oakland. A licensed engineer should monitor construction activities to ensure that the design and construction criteria are followed.</p> <p>The City shall adopt wharf design criteria and apply them to any wharf in the City's jurisdiction.</p>								
<p><b>Mitigation 4.13-2:</b> Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation. Site-specific geotechnical, soils, and foundation investigation reports shall be prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The reports shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, compaction, foundation construction, drainage control (both surface and subsurface), and seismic safety. Designers and contractors shall comply with recommendations in the reports. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific construction methods are followed.</p> <p>The Oakland General Plan requires all structures of three or more stories to be supported on pile foundations that penetrate Bay Mud deposits and to be anchored in firm, non-compressible materials unless geotechnical findings indicate a more appropriate design. The General Plan also provides for the identification and evaluation of existing structural hazards and abatement of those hazards to acceptable levels of risk.</p>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction team. See Project Manual, Section 6.1.</b></p> <ul style="list-style-type: none"> <li>A geotechnical and soils report has been completed (Berlogar, Stevens, and Associates, March 7, 2012, Updated Master Plan Level Geotechnical Investigation Report).</li> <li>A supplemental peer review of this report has been completed (Kleinfelder, February 8, 2013, Interim Results of Geotechnical Analyses of Consolidation Settlement).</li> </ul> <p>Developer, its Contractor/subcontractors, and/or its consultant will submit additional Geotechnical Investigation Reports to the City Building Services Division for review and approval if applicable, and confirm Project plans comply with the Oakland General Plan and in accordance with the site-specific Geotechnical Investigation Reports.</p>	<p>Prior to issuance of demolition, grading or building permit, and ongoing throughout demolition, grading, and/or construction.</p>	City/Port	X	X	X	X	
<p><b>SCA GEO-1: Erosion and Sedimentation Control Plan:</b> Prior to issuance of a demolition, grading, or building permit. A. The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code.</p>	<p><b>See Project Manual, Sections 6.2 and 9.1.</b> Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Prevent excessive storm water runoff.</li> <li>Utilize as appropriate short-term erosion control planning, waterproof slope</li> </ul>	<p>Prior to issuance of a demolition, grading, or building permit;</p>	City/Port		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p> <p>Ongoing throughout and construction activities</p> <p>B. The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.</p>	<p>covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, storm water retention basins, and devices to trap, store, and filter sediment.</p> <ul style="list-style-type: none"> <li>Update the Erosion and Sedimentation Control Plan as conditions change.</li> <li>Ensure that the storm drain system is cleared of debris and/or sediment throughout construction activities.</li> <li>Inspect the storm drain system when construction is complete.</li> <li>Submit pre-removal survey to City for review and approval.</li> <li>Prohibit grading between October 15 and April 15 unless written authorization is obtained from the City Building Services Division.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	and ongoing throughout demolition, grading, and/or construction activities (refer to SCA language to the left).						
<p><b>Mitigation 4.13-4:</b> The project applicant shall thoroughly review available building and environmental records.</p> <p>The City and Port shall keep a record of, and the designer shall review, available plans, and facility, building, and environmental records in order to identify underground utilities and facilities, so that these may be either avoided or incorporated into design as relevant.</p>	Confirm building and environmental records have been reviewed.	Prior to issuance of demolition, grading or building permit; and on-going	City/Port	X		X		
<p><b>Mitigation 4.13-5:</b> The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.</p> <p>The contractor shall utilize Underground Service Alert or other subsurface utility locators to identify and avoid underground utilities and facilities during construction of redevelopment elements. The contractor shall keep a record of its contacts regarding underground features, and shall make these records available to the City or Port upon request. This condition shall be enforced through contract specification.</p>	<p>Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Notify Underground Service Alert (USA) at least 48 hours in advance of any excavation.</li> <li>Notify CalTrans and the Port at least 48 hours in advance of any excavation activity.</li> <li>Mark excavation area of interest with white paint prior to utility owner's arrival onsite.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Prior to issuance of demolition, grading or building permit, and ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	
<b>GREENHOUSE GAS EMISSIONS</b>								
<p><b>SCA GCC-1: Greenhouse Gas (GHG) Reduction Plan:</b> The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval. The applicant shall implement the approved GHG Reduction Plan.</p> <p>The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions by at least 20 percent, with a goal of 36 percent below the project's "adjusted" baseline GHG emissions (as explained below) to help achieve the City's goal of reducing GHG emissions. The GHG Reduction Plan shall include, at a minimum, (a) a</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p> <p><b>See Project Manual, Section 7.</b></p> <p>Will be documented in:</p> <ul style="list-style-type: none"> <li>Greenhouse Gas Reduction Plan</li> </ul>	Prior to approval of PUD.	City, Port			X		X

**TABLE 1**

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>detailed GHG emissions inventory for the project under a “business-as-usual” scenario with no consideration of project design features, or other energy efficiencies, (b) an “adjusted” baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City’s Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), (c) a comprehensive set of quantified <u>additional</u> GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.</p> <p>Specifically, the applicant/sponsor shall adhere to the following:</p> <p>a) <b>GHG Reduction Measures Program.</b> Prepare and submit to the City Planning Director or his/her designee for review and approval a GHG Reduction Plan that specifies and quantifies GHG reduction measures that the project will implement by phase.</p> <p>Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD’s latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures Document (August 2010, as may be revised), the California Attorney General’s website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.</p> <p>The proposed GHG reduction measures must be reviewed and approved by the City Planning Director or his/her designee. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of “offset carbon credits,” pursuant to item “b” below).</p> <p>The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States.</p> <p>b) <b>Offset Carbon Credits Guidelines.</b> For GHG reduction measures involving the purchase of offset carbon credits, evidence of the payment/purchase shall be submitted to the City Planning Director or his/her designee for review and approval prior to completion of the project (or prior to completion of the project phase, if the project includes more one phase).</p> <p>As with preferred locations for the implementation of all GHG reductions measures, the preference for offset carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of offset carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project’s operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in</p>								

**TABLE 1**

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>emissions that are higher or lower than those estimated in the GHG Reduction Plan.</p> <p>c) <b>Plan Implementation and Documentation.</b> For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of project completion (or at the completion of the project phase for phased projects).</p> <p>For physical GHG reduction measures to be incorporated into off-site projects, the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval and then installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into off-site projects, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of completion of the subject project (or at the completion of the project phase for phased projects).</p> <p>d) <b>Compliance, Monitoring and Reporting.</b> Upon City review and approval of the GHG Reduction Plan program by phase, the applicant/sponsor shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the Project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.</p> <p>Implementation of the GHG reduction measures and related requirements shall be ensured through the project applicant/sponsor's compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant/sponsor shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report (Annual Report), subject to the City Planning Director or his/her designee for review and approval. The Annual Report shall be submitted to an independent reviewer of the City Planning Director's or his/her designee's choosing, to be paid for by the project applicant/sponsor (see <i>Funding</i>, below), within two months of the anniversary of the Certificate of Occupancy. The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan.</p> <p>The GHG Reduction Plan shall be considered fully attained when project emissions are 36 percent below the project's "adjusted" baseline GHG emissions, as confirmed by the City Planning Director or his/her designee through an established monitoring program unless the applicant demonstrates it is infeasible to achieve the 36 percent goal. Monitoring and reporting activities will continue at the City's discretion, as discussed below.</p>								

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>e) <b>Funding.</b> Within two months after the Certificate of Occupancy, the project applicant/sponsor shall fund an escrow-type account or endowment fund to be used exclusively for preparation of Annual Reports and review and evaluation by the City Planning Director or his/her designee, or its selected peer reviewers. The escrow-type account shall be initially funded by the project applicant/sponsor in an amount determined by the City Planning Director or his/her designee and shall be replenished by the project applicant/sponsor so that the amount does not fall below an amount determined by the City Planning Director or his/her designee. The mechanism of this account shall be mutually agreed upon by the project applicant/sponsor and the City Planning Director or his/her designee, including the ability of the City to access the funds if the project applicant/sponsor is not complying with the GHG Reduction Plan requirements, and/or to reimburse the City for its monitoring and enforcement costs.</p> <p>f) <b>Corrective Procedure.</b> If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant/sponsor shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures (Corrective GHG Action Plan). The project applicant/sponsor shall then implement the approved Corrective GHG Action Plan.</p> <p>If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant/owner fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City Planning Director or his/her designee may, in addition to its other remedies, (a) assess the project applicant/sponsor a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed.</p> <p>The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline.</p> <p>In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant/sponsor has made a good faith effort to comply with the GHG Reduction Plan.</p> <p>The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan.</p> <p>g) <b>Timeline Discretion and Summary.</b> The City Planning Director or his/her</p>								

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>designee shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.</p> <ul style="list-style-type: none"> <li>•Fund Escrow-type Account for City Review: Certificate of Occupancy plus 2 months</li> <li>•Submit Baseline Inventory of "Actual Adjusted Emissions": Certificate of Occupancy plus 1 year</li> <li>•Submit Annual Report #1: Certificate of Occupancy plus 2 years</li> <li>•Submit Corrective GHG Action Plan (if needed): Certificate of Occupancy plus 4 years (based on findings of Annual Report #3)</li> <li>•Post Attainment Annual Reports: Minimum every 3 years and at the City Planning Director's or his/her designee's reasonable discretion</li> </ul>								
<b>HAZARDS AND HAZARDOUS MATERIALS</b>								
<p><b>SCA HAZ-1: Best Management Practices for Soil and Groundwater Hazards</b></p> <p>The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.</p> <p>a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. The excavation, on-site management, and off-site disposal of soil from Project areas within the OARB shall follow the DTSC-approved RAP/RMP.</p> <p>b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. The on-site management and off-site disposal of groundwater extracted from Project areas within the OARB shall follow the DTSC-approved RAP/RMP for Project areas within the OARB. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources.</p> <p>c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services,</p>	<p><b>See Project Manual, Section 8.</b></p> <p>Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Comply with the RAP/RMP and Soils Management Plan.</li> <li>• Stockpile soil in a secure and safe manner.</li> <li>• Profile soil prior to reuse or disposal.</li> <li>• Load, transport, and dispose of soil in a secure and safe manner and in accordance with applicable local, state, and federal laws, regulations, and/or policies.</li> <li>• Contain groundwater pumped onsite in a secure and safe manner.</li> <li>• Use engineering controls to prohibit groundwater entry and vapor intrusion into buildings.</li> <li>• Dispose of soil and groundwater not suitable for reuse only at permitted facilities.</li> <li>• Obtain all required clearances for previous site contamination from local and state oversight agencies.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Ongoing throughout demolition, grading, and/or construction activities.	City/Port		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.								
<p><b>SCA HAZ-2: Hazards Best Management Practices:</b> The project applicant and construction contractor shall ensure Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:</p> <p>a) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction;</p> <p>b) Avoid overtopping construction equipment fuel gas tanks;</p> <p>c) During routine maintenance of construction equipment, properly contain and remove grease and oils;</p> <p>d) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>e) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all USTs, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.</p> <p>f) If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval (and DTSC-approved RAP/RMP for Project area within the OARB), as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p>	<p><b>See Project Manual, Sections 8.1, 8.3, and 9.1.</b> Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Comply with the RAP/RMP and Soils Management Plan.</li> <li>Prepare a Project Storm Water Pollution Prevention Plan that includes site hazardous materials and waste management BMPs, proper procedures for storing and handling construction materials onsite, and cleanup measures for accidental releases.</li> <li>Collect environmental samples if suspected contamination, abandoned drums, USTs, elevator shafts, clarifiers, or subsurface hydraulic lifts are encountered during construction, and immediately notify the City.</li> <li>Prepare task-specific Health and Safety Plans for construction activities in areas with known or suspected contamination.</li> <li>Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.</li> <li>Prepare a Hazardous Materials Business Plan if hazardous materials or waste will be handled or stored in quantities subject to State reporting requirements.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Prior to and ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	
<p><b>SCA HAZ-3: Hazardous Materials Business Plan:</b> The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following:</p> <p>a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</p> <p>b) The location of such hazardous materials.</p> <p>c) An emergency response plan including employee training information.</p> <p>d) A plan that describes the manner in which these materials are handled,</p>	<p><b>See Project Manual, Section 8.1.</b> Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Prepare a Hazardous Materials Business Plan if hazardous materials or waste will be handled or stored in quantities subject to State reporting requirements.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance during construction phases.</p>	Prior to issuance of a business license.	City/Port					X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
transported and disposed.								
<b>SCA HAZ-4: Asbestos Removal in Structures:</b> If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolished and disposed of, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.	<b>See Project Manual, Section 8.2.</b> The Developer's Demolition Contractor will hold an active C-21 license issued by the California State License Board with an Asbestos certification. All removal and containment of ACM will be completed in accordance with applicable state laws and regulations. Developer and/or its Contractor will confirm compliance.	Prior to issuance of a demolition permit, and ongoing throughout demolition, grading, and/or construction	City/Port		X			
<b>SCA HAZ-5: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment:</b> The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.	<b>See Project Manual, Section 8.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will: • Prepare and submit a report documenting the presence/absence of ACM, lead-based paint, or any other materials classified as potentially hazardous waste.	Prior to issuance of any demolition, grading or building permit	City/Port		X			
<b>SCA HAZ-6: Lead-Based Paint Remediation:</b> If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	<b>See Project Manual, Section 8.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will: • Follow recommendations provided by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of any lead-based paint present on the Project. Developer and/or its Contractor will confirm compliance.	Prior to issuance of any demolition, grading or building permit; and ongoing throughout demolition, grading, and/or construction	City/Port		X			
<b>SCA HAZ-7: Other Materials Classified as Hazardous Waste:</b> If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	<b>See Project Manual, Section 8.1 and 8.3.</b> Developer, its Contractor/subcontractors, and/or its consultant will: • Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.	Prior to issuance of any demolition, grading or building permit; and ongoing throughout demolition, grading, and/or construction	City/Port		X		X	
<b>SCA HAZ-8: Health and Safety Plan per Assessment:</b> If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	<b>See Project Manual, Section 8.3.</b> Developer, its Contractor/subcontractors, and/or its consultant will: • Prepare task-specific Health and Safety Plans for construction activities in areas with known or suspected contamination. • Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.	Prior to issuance of any demolition, grading or building permit; and ongoing throughout demolition, grading, and/or construction	City/Port		X			

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<b>Mitigation 4.7-3:</b> Implement RAP/RMP as approved by DTSC, and if future use proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.	Developer, its Contractor, and/or its consultant will comply with the RAP/RMP. <b>Additional actions/schedule, if required, TBD by Lease Team, City, and/or Port.</b>	Prior to issuance of any demolition, grading or building permit; and on-going	City/Port	X	X	X	X	X
<b>Mitigation 4.7-4:</b> For the project areas not covered by the DTSC-approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a cleanup plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan and prepare and implement a Site Health and Safety Plan prior to commencing work. Since implementation of the RAP/RMP approved by DTSC is proposed as part of the project for the OARB, and the RAP/RMP requires remediation to be fully protective of human health and the environment for the proposed future uses of the OARB, no further mitigation is required for the OARB unless either (1) future use proposals include those that were not identified in the Reuse Plan and incorporated into the RAP/RMP or (2) future amendments are proposed to the remediation requirements included in the approved RAP/RMP. In either of these two circumstances, required remediation includes obtaining the DTSC and, as required, City approval, for proposed changes in full conformance with applicable legal requirements including but not limited to the HSAA and CEQA. Specific contaminants and concentrations may vary across the redevelopment project area. Nevertheless, the types of impacts expected, and therefore, the general response actions and approaches to mitigation would be consistent throughout the redevelopment project area. With respect to the OARB and as described in greater detail above, the process across the redevelopment project area would mirror the RAP/RMP process that is already underway at the OARB. With respect to the OARB sub-district, pursuant to HSAA Chapter 6.8, the OBRA has proposed a RAP/RMP. The OBRA's remedial goal is to remediate soil and groundwater contamination consistent with the City of Oakland ULR Program 10 <sup>-5</sup> remedy with appropriate land use restrictions. This RAP/RMP must be approved by DTSC, which has the legal discretion to impose remedies falling within the 10 <sup>-4</sup> and 10 <sup>-6</sup> risk range. For the other sub-districts and areas not included in the DTSC-approved RAP/RMP, prior to beginning redevelopment-related activities, potentially affected areas shall be investigated, potentially including additional studies or site characterization activities, as required by the regulatory agencies (DTSC or RWQCB). Once contaminated areas are identified, potential human health risks from contaminants of concern based upon realistic future land use shall be assessed, health risk-based and environmental risk-based cleanup goals shall be established, and a determination regarding the need for additional site assessment work shall be made. The potential risks associated with affected areas shall be assessed in accordance with regulatory agency guidance and approvals and may result in remediation requirements. Such cleanup plans shall address each area where soil or groundwater is contaminated above ULR goals could be encountered during redevelopment. The clean up plan, the names of which vary based on the type and source of contamination and the legal framework for the particular oversight agency, shall specify measures to	The City and/or Port will investigate potentially contaminated sites not covered by the RAP/RMP and perform follow-on actions as appropriate.	Prior to issuance of any demolition, grading or building permit; and on-going	City/Port	X	X	X	X	X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
be taken to protect workers and the public from exposure to potential contamination and certify that the proposed remediation measures, including removal, disposal, stabilization and/or institutional controls are protective of human health and the environment and implemented in accordance with federal, state and local requirements. Additionally, a Risk Management Plan may be required by the oversight agency to address site redevelopment activities and operations and provide an enforcement structure to be in place during and post-construction. Finally, a Site Health and Safety Plan shall be prepared in accordance with the OSHA and Cal/OSHA regulations. Off-hauling of contamination shall comply with applicable laws, and construction hours shall be limited as provided for in SCA NOI-1 through SCA NOI-6 in order to prevent night-time glare. Additionally, potential odor impact measures, and dust or other nuisance conditions from remediation-related truck traffic is provided for in Mitigation Measure 4.3-13, and safety concerns are addressed in Mitigation Measure 4.9-3.								
<b>Mitigation 4.7-5:</b> For the project areas not covered by the DTSC-approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR [Urban Land Redevelopment] Program and other applicable laws and regulations. The City of Oakland ULR Program has determined that reducing the target risk level to 1x10 <sup>-5</sup> for commercial or industrial land uses in combination with appropriate institutional controls would reduce the risk to future residents, employees, and visitors to less than significant. Within the OARB area covered by the DTSC-approved RAP/RMP, implementation will result in avoidance of any potentially significant impact to future commercial/industrial/maritime/utility workers, and site visitors. Moreover, the measures required for the areas not covered by the DTSC-approved RAP/RMP, (Measure 4.7-4) would evaluate and control potential human health risks from contaminants of concern in the redevelopment project area and will sufficiently address this potential impact. In addition, Mitigation Measures 4.14-1 and 4.14-2, which prohibit the installation of groundwater wells for any purpose other than construction de-watering and remediation and require that even for construction de-watering and remediation use of those wells be minimized, will reduce the potential for contaminants to migrate to other underlying ground aquifers, thus lessening the impact to future residents, employees and visitors to less than significant.	The City and/or Port will remediate contaminated sites not covered by the RAP/RMP in accordance with the City of Oakland ULR Program and perform follow-on actions as appropriate.	Prior to issuance of any demolition, grading or building permit; and on-going	City/Port	X	X	X	X	X
<b>Mitigation 4.7-6:</b> Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	<b>See Project Manual, Section 8.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will: <ul style="list-style-type: none"> <li>• Sample for the presence of lead-based paint in pre-1978 structures slated for demolition that have not been previously evaluated.</li> <li>• Follow recommendations provided by a certified Lead Supervisor, Project Monitor, or Project Designer, and follow safety precautions and work practices in government regulations and guidance.</li> </ul>	Prior to issuance of any demolition, grading or building permit; and on-going throughout demolition, grading, and/or construction	City/Port		X			
<b>Mitigation 4.7-7:</b> Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	<b>See Project Manual, Section 8.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will: <ul style="list-style-type: none"> <li>• Survey for ACM structures slated for demolition or renovation that have not been previously evaluated.</li> </ul>	Prior to issuance of any demolition, grading or	City/Port		X			

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
	<ul style="list-style-type: none"> <li>Follow recommendations provided by a qualified environmental consultant, and follow safety precautions and work practices in government regulations and guidance.</li> </ul>	building permit; and on-going throughout demolition, grading, and/or construction						
<b>Mitigation 4.7-8:</b> Buildings and structures proposed for demolition or renovation shall be surveyed for PCB-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	<p><b>See Project Manual, Section 8.2.</b> Developer, its Contractor/subcontractors, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>Survey for PCBs structures slated for demolition or renovation that have not been previously evaluated.</li> <li>Follow recommendations provided by a qualified environmental consultant, and follow safety precautions and work practices in government regulations and guidance.</li> </ul>	Prior to issuance of any demolition, grading or building permit; and on-going throughout demolition, grading, and/or construction	City/Port		X			
<b>Mitigation 4.7-9:</b> For above-ground and underground storage tanks (ASTs/USTs) on the OARB, implement the RAP/RMP.	Developer, its Contractor/subcontractors, and/or its consultant will perform periodic inspections to confirm compliance with the RAP/RMP during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going throughout demolition, grading, and/or construction	City/Port		X			
<b>Mitigation 4.7-11:</b> For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the development project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.	Developer, its Contractor/subcontractors, and/or its consultant will perform periodic inspections to confirm compliance with the RAP/RMP and Project Site Safety and Health Program during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going throughout demolition, grading, and/or construction	City/Port		X			
<b>Mitigation 4.7-12:</b> The condition of identified ACM shall be assessed annually, and prior to reuse of a building known to contain ACM.	<b>Actions/schedule TBD by Design/Horizontal Construction team.</b>	Prior to issuance of any demolition, grading or building permit; and on-going	City/Port	X				
<b>Mitigation 4.7-13:</b> No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP. For the OARB, baseline environmental analyses have been completed to support	<b>Actions/schedule TBD by Vertical Construction/Lease team.</b>	Pre-operations	City/Port			X		X

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
current interim uses of existing structures, including numerous commercial, trucking, warehouse and other tenants, the Oakland Military Institute and transitional housing uses for formerly-incarcerated women and their families and for various homeless service providers including an overnight shelter. Other environmental hazards may also be encountered by future interim occupants of existing OARB structures, and completion of a baseline environmental evaluation to identify and abate such hazards prior to occupancy by tenants will mitigate such hazards. Interim occupancy by future tenants who may propose land uses which are inconsistent with the Reuse Plan, and thus may not have been considered in the DTSC-approved RAP/RMP, shall occur only after DTSC approval as provided for in the RAP/RMP in order to assure that such future non-conforming tenants are protected from other environmental hazards. As stated above, for the remainder of the redevelopment project area, any building that has not been surveyed for ACM but potentially contains ACM shall be surveyed to determine whether ACM is present prior to demolition, renovation or reuse.								
<b>Mitigation 4.7-16:</b> Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present. Equipment found to contain PCBs should be part of an ongoing monitoring program. Surface and subsurface contamination from any PCB equipment shall be investigated and remediated in compliance with applicable laws and regulations.	<b>See Project Manual, Sections 8.2 and 8.3.</b> Developer, its Contractor/subcontractors, and/or its consultant will: <ul style="list-style-type: none"> <li>Prepare task-specific Health and Safety Plans for construction activities in areas with known or suspected contamination.</li> <li>Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.</li> </ul> Developer, its Contractor/subcontractors, and/or its consultant will perform periodic inspections to confirm compliance with the RAP/RMP and Project Site Safety and Health Program during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going during operations; Ongoing throughout demolition, grading, and/or construction	City/Port		X			
<b>Mitigation 4.7-17:</b> PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations. Equipment filled with dielectric fluid (oil) including transformers, ballast, etc. containing more than 5 ppm PCBs is considered a hazardous waste in California	<b>See Project Manual, Sections 8.2 and 8.3.</b> Developer, its Contractor/subcontractors, and/or its consultant will: <ul style="list-style-type: none"> <li>Prepare task-specific Health and Safety Plans for construction activities in areas with known or suspected contamination.</li> <li>Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.</li> </ul> Developer, its Contractor/subcontractors, and/or its consultant will perform periodic inspections to confirm compliance with the RAP/RMP and Project Site Safety and Health Program during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going during operations; Ongoing throughout demolition, grading, and/or construction	City/Port		X			
<b>HYDROLOGY AND WATER QUALITY</b>								
<b>SCA HYD-1: Stormwater Pollution Prevention Plan (SWPPP):</b> The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board	<b>See Project Manual, Section 9.1.</b> Developer and/or its Contractor will: <ul style="list-style-type: none"> <li>Prepare a construction SWPPP signed by a Qualified SWPPP Developer (QSD).</li> </ul>	Prior to and ongoing throughout	City/Port		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
(SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.	<ul style="list-style-type: none"> <li>File a NOI with the SWRCB.</li> <li>Submit SWPPP to the Water Board and City for review and approval.</li> <li>File a NOT with the SWRCB at the completion of construction.</li> </ul> On behalf of the Developer and/or its Contractor, a QSP will perform periodic inspections to confirm compliance.	demolition, grading, and/or construction activities.						
<b>Mitigation 4.15-1:</b> Prior to in-water construction, the contractor shall prepare a water quality protection plan acceptable to the RWQCB, including site-specific best management practices for protection of Bay waters, and shall implement this plan during construction. BMPs to effectively control turbidity and/or contaminant suspension and migration would be site-specific. They may include, and are not limited to, the following: <ul style="list-style-type: none"> <li>Use environmental or clamshell dredges or hydraulic cutterhead dredges designed to reduce release of solids.</li> <li>Reduce or eliminate overflow of decant water from barges used to transport material.</li> <li>Use silt curtains or other specialized equipment to reduce dispersion of material during dredging and filling operations.</li> </ul>	<b>See Project Manual, Sections 4.4 and 9.1.</b> Developer and/or its Contractor will: <ul style="list-style-type: none"> <li>Submit a water quality protection plan to the Water Board and install/utilize BMPs to protect the San Francisco Bay prior to in-water construction.</li> <li>Control turbidity and/or contaminant suspension/migration by using environmental or clamshell or hydraulic cutterhead dredges, reducing or eliminating overflow of decant water from barges, and/or using silt curtains to reduce dispersion.</li> </ul> On behalf of the Developer and/or its Contractor, a QSP will perform periodic inspections to confirm compliance during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going during operations; Ongoing throughout demolition, grading, and/or construction	City/Port		X If applicable		X	
<b>Mitigation 4.15-2:</b> Contractors and developers shall comply with all permit conditions from the Corps, RWQCB and BCDC. This measure shall be enforced on Contractors by contract specifications.	Developer and/or its Contractor will comply with all permit conditions. Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm subcontractor compliance during construction phases.	Prior to issuance of any demolition, grading or building permit; and on-going during operations; Ongoing throughout demolition, grading, and/or construction	City/Port	X	X	X	X	X
<b>Mitigation 3.9-1:</b> Coordinate and consult with EBMUD and if necessary design and build storm drain improvements resulting from increased elevation in the North Gateway area.	Developer and/or its Contractor will consult with EBMUD regarding storm drain improvements in the North Gateway area.	Prior to issuance of building permit (or other construction-related permit).	City/Port	X If applicable	X If applicable			
<b>SCA HYD-2: Post-Construction Stormwater Management Plan:</b> The applicant shall	<b>Actions/schedule TBD by Horizontal/Vertical Construction/Lease team.</b>	Prior to issuance	City/Port	X		X		X

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.</p> <p>a) The post-construction stormwater management plan shall include and identify the following:</p> <ol style="list-style-type: none"> <li>i. All proposed impervious surface on the site;</li> <li>ii. Anticipated directional flows of on-site stormwater runoff; and</li> <li>iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and</li> <li>iv. Source control measures to limit the potential for stormwater pollution;</li> <li>v. Stormwater treatment measures to remove pollutants from stormwater runoff; and</li> <li>vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.</li> </ol> <p>b) The following additional information shall be submitted with the post-construction stormwater management plan:</p> <ol style="list-style-type: none"> <li>i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and</li> <li>ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable of removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.</li> </ol> <p>All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.</p>	<p><b>See Project Manual, Section 9.2.</b> Developer and/or its Contractor will:</p> <ul style="list-style-type: none"> <li>• Prepare a post-construction Storm Water Management Plan in compliance with the NPDES permit issued to the Alameda Countywide Clean Water Program.</li> <li>• Submit a Construction-Permit-Phase Stormwater Supplemental Form to the City for review and approval.</li> <li>• Incorporate appropriate planting materials for storm water treatment in the Project landscape and irrigation plans.</li> <li>• Demonstrate compliance with the City's Alternative Compliance Program.</li> </ul>	of building permit (or other construction-related permit). Prior to final permit inspection, the applicant shall also implement the approved stormwater management plan.						
<p><b>SCA HYD-3: Maintenance Agreement for Stormwater Treatment Measures:</b> For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:</p> <ol style="list-style-type: none"> <li>i. The applicant accepting responsibility for the adequate</li> </ol>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p>	Prior to final zoning inspection.	City/Port					X

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Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and</p> <p>ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>								
<p><b>SCA HYD-4: Stormwater and Sewer:</b> Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.</p>	<p>Actions/schedule TBD by Horizontal/Vertical Construction/Lease team.</p>	<p>Prior to completing the final design for the project's sewer service.</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		
<p><b>Mitigation 4.15-5:</b> Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads. NPDES permitting requires that BMPs to control post-construction stormwater be implemented to the maximum extent practicable. Analysis of anticipated runoff volumes and potential effects to receiving water quality from stormwater shall be made for specific redevelopment elements, and site-specific BMPs shall be incorporated into design. BMPs shall be incorporated such that runoff volume from 85 percent of average annual rainfall at a development site is pre-treated prior to its discharge from that site, or a pre-treated volume in compliance with RWQCB policy in effect at the time of design.</p> <p>Non-structural BMPs may include and are not limited to good housekeeping and other source control measures, such as the following:</p> <ul style="list-style-type: none"> <li>• Stencil catch basins and inlets to inform the public they are connected to the Bay;</li> <li>• Sweep streets on a regular schedule;</li> <li>• Use and dispose of paints, solvents, pesticides, and other chemicals properly;</li> <li>• Keep debris bins covered; and</li> <li>• Clean storm drain catch basins and properly dispose of sediment.</li> </ul> <p>Structural BMPs may include and are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Minimize impervious areas directly connected to storm sewers;</li> <li>• Include drainage system elements in design as appropriate such as: <ul style="list-style-type: none"> <li>o infiltration basins</li> <li>o detention/retention basins</li> </ul> </li> </ul>	<p>Actions/schedule TBD by Horizontal/Vertical Construction/Lease team.</p> <p>See Project Manual, Section 9.2.</p> <p>Developer and/or its Contractor will:</p> <ul style="list-style-type: none"> <li>• Install/utilize site-specific BMPs to control post-construction storm water such that runoff representing 85% average rainfall is pretreated prior to discharge from that site (or pretreated in compliance with Water Board policy in effect at time of design).</li> </ul>	<p>Prior to issuance of building permit (or other construction-related permit).</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		

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Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<ul style="list-style-type: none"> <li>o vegetated swales (biofilters)</li> <li>o curb/drop inlet protection.</li> </ul>								
<p><b>Mitigation 4.14-1:</b> Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction dewatering and remediation, including monitoring, shall be prohibited. Implementation of this measure would prevent saltwater from being drawn into the aquifer and potentially causing fresh water to become brackish or saline. Limiting extraction of shallow groundwater and groundwater from the Merritt Sand unit will prevent potential impacts to existing study area groundwater resources.</p>	<p>Confirm in Project plans:</p> <ul style="list-style-type: none"> <li>• Except for temporary construction dewatering (including wick drains), no shallow groundwater extraction wells are allowed.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance during construction phases.</p>	Prior to issuance of building permit (or other construction-related permit); and during operations; Ongoing throughout demolition, grading, and/or construction	City/Port		X		X	X
<p><b>Mitigation 4.14-2:</b> Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location. Implementation of this measure would prevent unnecessary extraction of groundwater and prohibit its extraction where contaminants of concern could migrate into deeper aquifers; therefore it will help avoid or reduce the potential migration of contaminants. The City and Port shall ensure that groundwater extraction, other than for remediation or construction dewatering, is minimized where practicable in the redevelopment project area.</p>	<p>Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• Minimize groundwater extraction for construction dewatering, remediation, and/or monitoring.</li> <li>• Perform hydrogeologic analysis and execute appropriate professional practices for deeper extraction wells to prevent contaminant migration.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance during construction phases.</p>	Prior to issuance of building permit (or other construction-related permit); and during operations; Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	X
<p><b>Mitigation 4.15-6:</b> Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters. Design of subsequent redevelopment activities shall ensure recycled water does not leave the site and enter receiving waters. Best management practices shall be implemented to prevent runoff of recycled water. These BMPs may be either structural or non-structural in nature and may include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Preventing recycled water from escaping designated use areas through the use of: <ul style="list-style-type: none"> <li>o berms</li> <li>o detention/retention basins</li> <li>o vegetated swales (biofilters)</li> </ul> </li> <li>• Not allowing recycled water to be applied to irrigation areas when soils are saturated.</li> <li>• Plumbing portions of irrigation systems adjacent to receiving waters with potable water.</li> </ul>	<p><b>Actions/schedule TBD by Horizontal/Vertical Construction/Lease team. See Project Manual, Section 9.2.</b></p> <p>Developer and/or its Contractor will:</p> <ul style="list-style-type: none"> <li>• Design measures or install/utilize site-specific BMPs to prevent recycled water runoff into receiving waters.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance during construction phases.</p>	Prior to issuance of building permit (or other construction-related permit).	City/Port	X		X		X
<b>NOISE</b>								
<p><b>SCA NOI-1: Days/Hours of Construction Operation:</b> The project applicant shall require construction contractors to limit standard construction activities as follows:</p> <ul style="list-style-type: none"> <li>a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m.</li> </ul>	<p><b>See Project Manual, Section 3.1.3.1.</b></p> <p>Developer and/or its Contractor will specify in the Project Plans, install signage, and perform periodic inspections, including gate checks, to confirm the following</p>	Ongoing throughout demolition,	City/Port		X		X	

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>Monday through Saturday, except that barging and unloading of soil shall be allowed 24 hours per day, 7 days per week for about 15 months.</p> <p>b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. The project applicant shall also submit an air quality report prepared by a qualified professional evaluating the air quality impacts of the special activities, if the duration of each activity exceeds 6 months.</p> <p>c) No construction activity shall take place on Sundays or Federal holidays, except as noted above.</p> <p>d) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>e) Applicant shall use temporary power poles instead of generators where feasible.</p>	<p>actions:</p> <ul style="list-style-type: none"> <li>Construction activities will be conducted <del>weekdays</del> <u>Monday through Saturday</u> from 7:00 am to <del>7:00</del> <u>4:00</u> pm.</li> <li><del>Saturday</del> <u>Sunday</u> and holiday hours will be from 7:00 am to 4:00 pm with prior City approval.</li> </ul>	grading, and/or construction.						
<p><b>SCA NOI-2: Noise Control:</b> To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:</p> <p>a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).</p> <p>b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, <u>if such jackets are commercially available</u> and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension</p>	<p><b>See Project Manual, Section 10.</b> Developer and/or its Contractor will specify in the Project Plans, install signage, and perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>Use BACTs for noise control on construction equipment and trucks.</li> <li>Use hydraulically or electrically powered impact tools.</li> <li>Use exhaust mufflers when pneumatically powered tools are imperative.</li> <li>Locate stationary noise sources as far from receptors as possible.</li> <li>Limit the noisiest phases of construction to periods of no more than 10 consecutive days.</li> <li>Comply with decibel levels and other aspects of the City of Oakland Noise Ordinance.</li> </ul>	Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
is necessary and all available noise reduction controls are implemented.								
<p><b>SCA NOI-3: Noise Complaint Procedures:</b> Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> <li>a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);</li> <li>b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);</li> <li>c) The designation of an on-site construction complaint and enforcement manager for the project;</li> <li>d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and</li> <li>e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> </ul>	<p><b>See Project Manual, Section 10.</b> Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• Hold a pre-construction meeting and inspection to verify noise control measures.</li> <li>• Post signage and enforce noise requirements. Take corrective action to remedy complaints no more than 48 hours after receiving the complaint.</li> <li>• Notify neighbors and occupants within 300 feet at least 30 days in advance of extreme noise generating activities.</li> </ul>	Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	
<p><b>SCA NOI-6: Pile Driving and Other Extreme Noise Generators:</b> To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. <u>The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved.</u> A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:</p> <ul style="list-style-type: none"> <li>a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</li> <li>b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> </ul>	<p><b>See Project Manual, Section 10.</b> Developer, its Contractor, and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Hire a <del>Certified Acoustical Consultant</del> <u>qualified acoustical consultant</u> to prepare a Noise Reduction Plan.</li> <li>• Submit Noise Reduction Plan to City for review and approval.</li> </ul> <p>Developer and/or its Contractor will perform periodic inspections to confirm compliance.</p>	Ongoing throughout demolition, grading, and/or construction.	City/Port		X		X	

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		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</p> <p>d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and</p> <p>e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p>								
<p><b>SCA NOI-4: Interior Noise:</b> If necessary to comply with the interior noise requirements of the City of Oakland’s General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:</p> <p>a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and</p> <p>b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.</p> <p>c) Inclusion of a Statement of Disclosure Notice in the CC&amp;R’s on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following:</p> <p>i) Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.</p> <p>ii) Prohibition of Z-duct construction.</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p> <p>If applicable, confirm in Project plans:</p> <ul style="list-style-type: none"> <li>Compliance with interior noise requirements of the City’s General Plan Noise Element.</li> </ul>	Prior to issuance of a building permit and Certificate of Occupancy.	City/Port			X	X If applicable	
<p><b>SCA NOI-5: Operational Noise-General:</b> Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p>	Ongoing	City/Port			X		X
<b>PUBLIC OUTREACH</b>								

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>Mitigation PO-1 (Stakeholder Review of Air Quality and Trucking Plans):</b> The City of Oakland (“City”) and Prologis CCIG Oakland Global, LLC (“Developer”) shall engage the public in the development of the following plans required by the SCA/MMRP related to potential air quality and trucking impacts on the surrounding area during construction and operation of the project (the “Subject Plans”):</p> <ul style="list-style-type: none"> <li>• SCA AIR-1 (Construction Management Plan)</li> <li>• SCA AIR-2 (Construction-Related Air Pollution Controls)</li> <li>• Mitigation 4.3-7 (Truck Management Plan)</li> <li>• Mitigation 4.4-3b (Maritime and Rail-Related Emissions Reduction Plan)</li> <li>• Mitigation 4.4-4 (Truck Diesel Emission Reduction Plan)</li> <li>• Mitigation 4.4-5 (Transportation Control Measures)</li> <li>• Mitigation 4.4-6 (Energy-Conserving Fixtures and Designs)</li> <li>• Mitigation 5.4-1 (Demonstration Projects)</li> <li>• SCA TRANS-1 (Parking and Transportation Demand Management)</li> <li>• SCA TRANS-2 (Construction Traffic and Parking)</li> <li>• Mitigation 4.3-13 (Traffic Control Plan – Hazardous Materials)</li> </ul> <p>a. Stakeholder List. The City shall maintain a list of the names and electronic mail addresses of the stakeholders that have expressed an interest in receiving information on the Subject Plans (the “Stakeholder List”). The Stakeholder List shall include the recipients of the July 3, 2013, letter related to the Construction Management Plan for the Public Improvements (which included SCA AIR-1, SCA AIR-2, SCA TRANS-2, MM 4.3-13 and SCA 4.4-6) and such additional stakeholders that submit a written request to the City to be added to the Stakeholder List.</p> <p>b. Quarterly Meetings. Beginning in September of 2013 and continuing until such time as the City Administrator has approved all of the Subject Plans, the City and the Developer shall jointly host quarterly meetings to discuss the status of the Subject Plans. The City and the Developer shall make a good faith effort to schedule the meetings at a day/time to maximize Stakeholder attendance. The meetings shall be noticed via electronic mail to all parties included in the Stakeholder List providing at least ten (10) calendar days’ prior notice of the time and place of the meeting.</p> <p>c. Notice of Plan Review. The party responsible for the preparation and implementation of the applicable Subject Plan shall provide at least forty five (45) calendar days’ prior notice of the date that a draft of the applicable Subject Plan shall be available for review pursuant to Item (d) below. Such notice shall be delivered via electronic mail to the parties included in the Stakeholder List. The notice shall include an express reference to the specific SCA/MMRP requiring the applicable Subject Plan. The requirement set forth in this item (c) shall not apply to the Construction Management Plan for the Public Improvements (which included SCA AIR-1, SCA AIR-2, SCA TRANS-2, MM 4.3-13 and SCA 4.4-6) because said plans were released on July 3, 2013. However, the subsequent development of plans pursuant to SCA AIR-1, SCA AIR-2, SCA TRANS-2, MM 4.3-13 and SCA 4.4-6 with respect to vertical improvements will be subject to this item (c).</p> <p>d. Public Review and Comment Period. Prior to approving any draft Subject Plan, the</p>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</b></p>	<p>Ongoing; as stated</p>	<p>City</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>

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Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><u>City shall provide the parties included in the Stakeholder List with seventeen (17) calendar days within which to review and provide written comments to any draft Subject Plan, and such written comments must be received by the City no later than 5:00 p.m. on the seventeenth day; provided, however, if the seventeen (17) day period expires on any day other a business day, the expiration date shall be extended to 5:00 p.m. on the next business day. The seventeen (17) day period shall be initiated by the City's electronic mail to the parties included in the Stakeholder List. During the 17-day public review and comment period the City shall make the draft Subject Plan available for public review such as posting the document on the City's website.</u></p> <p><u>e. Informational Council Presentation. City staff shall provide the City Council with an informational presentation of each approved Subject Plan within ninety (90) calendar days after the City Administrator's approval of such Subject Plan. Such presentation shall include a summary of the public outreach implemented pursuant to this mitigation measure and the requirements and goals of the applicable approved Subject Plan.</u></p>								
<b>PUBLIC SERVICES</b>								
<p><b>SCA PSU-1: Underground Utilities:</b> The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate that show all fire alarm conduits and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all fire water service and fire alarm facilities installed in accordance with standard specifications of the serving utilities.</p>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction team.</b></p>	<p>Prior to issuance of a building permit.</p>	<p>City/Port</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	
<p><b>SCA PSU-2: Fire Safety Phasing Plan:</b> The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</p>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</b></p>	<p>Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit.</p>	<p>City/Port</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p><b>Mitigation 4.9-1:</b> The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district.</p> <p>The City and Port of Oakland will each contribute a fair share toward cooperatively investigating the need for increased firefighting and emergency response services to serve the redevelopment area west of I-880. This investigation shall include consultation with the OES and OFD. Should this investigation conclude, based on detailed redevelopment design, that increased fireboat services are required, the Port and the City shall each fund its fair share to equip and staff fireboat-based services in the OARB sub-district. In addition, as subsequent redevelopment activities occur, the City and Port shall be allowed to develop fee formulae (to recoup initial investment from future development or tenants), as well as a long-term cost-sharing formula (to</p>	<p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b></p> <p><b>See Project Manual, Section 12.2.</b></p> <p>Will be documented in:</p> <ul style="list-style-type: none"> <li>• Emergency Service Program and Emergency Evacuation Plan</li> </ul>	<p>Pre-operations; at time Port and Gateway development area employees exceed 2,044 (1995 baseline)</p>	<p>City/Port</p>					<p>X</p>

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
equitably distribute the cost of continuing operations). The fire facility will be constructed after basic underground infrastructure is constructed, and before any people-attracting subsequent redevelopment activities begin operations.								
<b>Mitigation 4.9-2:</b> The Port and City shall work with OES to ensure changes in local area circulation are reflected in the revised Response Concept. The Port and City would provide information to the OES to facilitate that agency's accurate revision of its Response Concept and Annex H. In particular, the City and Port would provide OES information regarding new and proposed project area development, intensification and changes in land uses, realignment of area roadways, and construction of new local circulation facilities.	<b>Actions/schedule TBD by Vertical Construction/Lease team. See Project Manual, Section 12.2.</b> Will be documented in: • Emergency Service Program and Emergency Evacuation Plan	Pre-construction	City/Port	X		X		X
<b>Mitigation 4.9-3:</b> The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities. Each developer proposing construction in the redevelopment project area would be required to notify OES prior to initiation of construction, so that OES may plan emergency access and egress taking into consideration possible conflicts or interference during the construction phase. The developer would also be required to notify OES once construction is complete.	The Developer or its Contractor will: • Notify California Emergency Management Agency (CalEMA, formerly OES) prior to and at the completion of construction.	Pre-construction	City/Port		X		X	
<b>TRAFFIC AND TRANSPORTATION</b>								
<b>Mitigation Measure 3.16-1: 7th Street &amp; I-880 Northbound Off-Ramp (#12)<sup>3</sup>.</b> The project sponsor shall fund, prepare, and install the approved plans and improvements: • Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Engineering Division and Caltrans for review and approval: • Plans, Specifications, and Estimates (PS&E) to modify the intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction.  Current City Standards call for the elements listed below: • 2070L Type Controller • GPS communication (clock) • Accessible pedestrian crosswalks according to Federal and State Access Board guidelines • City Standard ADA wheelchair ramps	<b>Actions/schedule TBD by Vertical Construction team.</b>	At issuance of first Certificate of Occupancy (CO)	City/Port			X		

<sup>3</sup> The numbers appearing after the location of the intersection listed refer to Figure 3.16-1 in the IS/Addendum that illustrates the study intersections.

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<ul style="list-style-type: none"> <li>Full actuation (video detection, pedestrian push buttons, bicycle detection)</li> <li>Accessible Pedestrian Signals, audible and tactile according to Federal Access Board guidelines</li> <li>Countdown Pedestrian Signals</li> <li>Signal interconnect and communication to City Traffic Management Center for corridors identified in the City's ITS Master Plan for a maximum of 600 feet</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul>								
<p><b>Mitigation Measure 3.16-2: San Pablo Ave &amp; Ashby Avenue (#42).</b> To implement this measure, the Project Sponsor shall coordinate with City of Berkeley and Caltrans, and shall fund, prepare, and install the improvements consistent with City of Berkeley and/or Caltrans standards.</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Actions/schedule TBD by Vertical Construction team.	At issuance of first Certificate of Occupancy (CO)	City/Port			X		
<p><b>Mitigation Measure 3.16-3: 7<sup>th</sup> Street &amp; Harrison Street (#18).</b> To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction team.	At issuance of first Certificate of Occupancy (CO)	City/Port			X		
<p><b>Mitigation Measure 3.16-4: 12<sup>th</sup> Street &amp; Castro Street (#29).</b> To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction team.	At issuance of first Certificate of Occupancy (CO)	City/Port			X		
<p><b>SCA TRANS-1: Parking and Transportation Demand Management:</b> The project sponsor shall pay for and submit for review and approval by the City a Transportation Demand Management (TDM) plan containing strategies to:</p> <ol style="list-style-type: none"> <li>Reduce the amount of traffic generated by new development and the expansion of existing development, pursuant to the City's police power and necessary in order to protect the public health, safety and welfare.</li> <li>Ensure that expected increases in traffic resulting from growth in employment and housing opportunities in the City of Oakland will be adequately mitigated.</li> <li>Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.</li> <li>Promote more efficient use of existing transportation facilities and ensure that</li> </ol>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p> <p>See Project Manual, Sections 3.3 and 12.1.</p> <p>Will be documented in:</p> <ul style="list-style-type: none"> <li>Emission Reduction Program for Operations</li> <li>Transportation Demand Management Plan</li> </ul>	<p>For construction:</p> <p>Prior to issuance of first permit related to construction (e.g., demolition, grading, etc.)</p> <p>For operation:</p> <p>Prior to issuance of a final building permit and on-</p>	City, Port		X If applicable		X	X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>new developments are designed in ways to maximize the potential for alternative transportation usage.</p> <p>5. Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.</p> <p>The project sponsor shall implement the approved TDM plan. The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool/vanpool use. All four modes of travel shall be considered, and parking management and parking reduction strategies should be included.</p> <p>Actions to consider include the following:</p> <ul style="list-style-type: none"> <li>a) Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance, and shower and locker facilities in commercial developments that exceed the requirement.</li> <li>b) Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, onsite signage and bike lane striping.</li> <li>c) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials.</li> <li>d) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.</li> <li>e) Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.</li> <li>f) Direct onsite sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).</li> <li>g) Employees or residents can be provided with a subsidy, determined by the project sponsor and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.</li> <li>h) Provision of ongoing contribution to AC Transit service to the area between the development and nearest mass transit station. If that is not available, an ongoing contribution to an existing area shuttle service between the development and nearest mass transit station. The last option is establishment of a new shuttle service between the development and nearest mass transit station may be developed. The contribution required for the service (any option) will be based on the cost of the last option.</li> <li>i) Guaranteed ride home program for employees, either through 511.org or through separate program.</li> <li>j) Pre-tax commuter benefits (commuter checks) for employees.</li> <li>k) Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.</li> <li>l) On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.</li> <li>m) Distribution of information concerning alternative transportation options.</li> <li>n) Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.</li> </ul>		going related to submission of Parking and TDM Plan annual compliance report						

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>o) Parking management strategies; including attendant/valet parking and shared parking spaces.</p> <p>p) Requiring tenants to provide opportunities and the ability to work off-site.</p> <p>q) Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite.</p> <p>r) Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.</p> <p>The project sponsor shall submit an annual compliance report for review and approval by the City. This report will be reviewed either by City staff (or a peer review consultant, chosen by the City and paid for by the project sponsor). If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the project sponsor to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Project sponsors shall be required, as a condition of approval, to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved project.</p>								
<p><b>Mitigation 4.3-5:</b> Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.</p> <p>Through design review, the City and/or Port, as applicable, shall ensure the design of roadways, bicycle and pedestrian facilities, parking lots, and other transportation features comply with design standards and disallow design proposals that likely to result in traffic hazards. Any mitigation or redevelopment features that may directly affect Caltrans facilities shall be submitted for review by that agency.</p>	<p>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</p>	<p>Prior to approval of PUD.</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		
<p><b>Mitigation 4.3-7:</b> The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets. The City and Port shall fund on a fair share basis, implementation of this plan.</p> <p>The truck management plan may include, and is not limited to, the following elements:</p> <ul style="list-style-type: none"> <li>Analyze truck traffic in West Oakland;</li> <li>Traffic calming strategies on streets not designated as truck routes designed to discourage truck through travel;</li> <li>Truck driver education programs;</li> <li>Expanded signage, including truck prohibitions on streets not designated as truck routes;</li> <li>Traffic signal timing improvements;</li> <li>Explore the feasibility of truck access to Frontage Road;</li> <li>Roadway and terminal gate design elements to prevent truck queues from impeding the flow of traffic on public streets; and</li> <li>Continue Port funding of two police officers to enforce truck traffic prohibitions on local streets.</li> </ul>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p> <p>See Project Manual, Sections 3.3 and 12.1.</p> <p>Will be documented in:</p> <ul style="list-style-type: none"> <li>Emission Reduction Program for Operations</li> <li>Transportation Demand Management Plan</li> </ul>	<p>Prior to issuance of a final building permit.</p>	<p>City/Port</p>					<p>X</p>
<p><b>Mitigation 4.3-8:</b> Provide an emergency service program and emergency evacuation plan using waterborne vessels.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p> <p>See Project Manual, Section 12.2.</p>	<p>Pre-operations; at time Port and</p>	<p>City/Port</p>					<p>X</p>

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
The City shall provide emergency access to the OARB sub-district by vessel. The area is currently served by fire boat out of the Jack London Square Fire Station. The City may elect to equip that fire boat with first response medical emergency personnel as well as limited hazardous materials response personnel and equipment (see also Mitigation Measure 4.9-1). Major developers shall fund these improvements on a fair share basis.	Will be documented in: • Emergency Service Program and Emergency Evacuation Plan	Gateway development area employees exceed 2,044 (1995 baseline).						
<b>With regard to Maritime Street between 7<sup>th</sup> Street and West Grand Avenue:</b> <b>Mitigation Measure 3.16-5:</b> The City shall provide a shoulder with a minimum width of 8 feet on the west side of Maritime Street to accommodate queuing trucks and minimize intrusion onto the southbound travel lane. <b>Mitigation Measure 3.16-6:</b> The City shall provide a 9-foot wide area along the entire west side of Maritime Street in this area to accommodate a sidewalk and utilities; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process. <b>Mitigation Measure 3.16-7:</b> The City shall provide an 18-foot wide area along the entire east side of Maritime Street in this area to accommodate a Class 1 bicycle path and utilities; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>With regard to North Maritime (formerly Wake Avenue):</b> <b>Mitigation Measure 3.16-8:</b> The City shall provide 2 travel lanes in each direction in this area with shoulders on each side for bicycle lanes. The exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>With regard to Burma Road between Maritime Street and West Oakland (Burma East):</b> <b>Mitigation Measure 3.16-9:</b> The City shall provide a 9-foot wide area along the entire north side of Burma Street in this area to accommodate utilities and a sidewalk; bicycles will be accommodated on the shoulder; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>Mitigation Measure 3.16-10:</b> The City shall provide a 7-foot wide area along the entire south side of Burma Street in this area to accommodate utilities; bicycles will be accommodated on the shoulder; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>With regard to Burma Road between Maritime Street and Railroad Tracks (Burma West):</b> <b>Mitigation Measure 3.16-11:</b> The City shall provide a 9-foot wide area along the entire south side of Burma Street in this area to accommodate utilities and a sidewalk; bicycles will be accommodated on the shoulder; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process. <b>Mitigation Measure 3.16-12:</b> The City shall provide a 20-foot wide area along the entire north side of Burma Street in this area to accommodate utilities and a Class 1 bicycle path; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>With regard to Burma Road between Railroad Tracks and Gateway Park (Burma Far West):</b>	Actions/schedule TBD by the City.	Prior to approval	City/Port	X				

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Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<b>West):</b> <b>Mitigation Measure 3.16-13:</b> The City shall provide an 8-foot wide area along the entire south side of Burma Street in this area to accommodate utilities and a sidewalk; bicycles will be accommodated on the shoulder with a Class 2 bicycle lane; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.		of the PUD.		City				
<b>Mitigation Measure 3.16-14:</b> The City shall provide a shoulder along the entire north side of Burma Street in this area to accommodate bicycles with a Class 2 bicycle lane; exact dimensions of these elements will be determined by the City's Transportation and Infrastructure Divisions during the PUD process.	Actions/schedule TBD by the City.	Prior to approval of the PUD.	City/Port	X City				
<b>With regard to Emergency Access:</b> <b>Mitigation Measure 3.16-15a:</b> The Project Sponsor shall develop, in consultation and coordination with adjacent property owners, including EBMUD, an emergency response plan for the 2012 Army Base Project, which addresses emergency ingress/egress. <b>Mitigation Measure 3.16-15b:</b> The Project Sponsor shall include in the design of West Burma Road turn-outs and turn-arounds at the appropriate locations and dimensions as required by the Fire Department, in order to allow for appropriate ingress and egress of emergency vehicles.	<b>Actions/schedule TBD by Vertical Construction/Lease team.</b> <b>See Project Manual, Section 12.2.</b> Will be documented in: • Emergency Service Program and Emergency Evacuation Plan	For MM 3.15-15a: at the time of issuance of the first Certificate of Occupancy (CO); For MM 3.15-15b: prior to approval of the PUD.	City/Port	X If applicable		X		
<b>Mitigation Measure 4.3-10 (Parking Demand Study):</b> <u>The number of parking spaces provided in the project area shall comply with City Code or Port requirements, and/or with recommendations of a developer funded parking demand analysis. Through project review, the City and/or Port shall ensure an adequate supply of parking spaces will be provided. Major redevelopment project area developers shall fund on a fair share basis a project area-wide, or potentially a sub-area specific parking demand study that shall take into consideration the TDM programs and policies developed through the Standard Conditions of Approval and Mitigation and Monitoring Program.</u>	<b>Actions/schedule TBD by Vertical Construction/Lease team.</b>	<u>Prior to issuance of demolition, grading or building permit; or ongoing as specified in SCA ULT-2</u>	<u>City/Port</u>			<u>X</u>		

Comment [ms1]: Undefined. UTL-2?

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>SCA TRANS-3: Railroad Crossings:</b> Any proposed new or relocated railroad crossing improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings), if applicable. Appropriate safety-related design features and measures should be incorporated, including without limitation:</p> <ul style="list-style-type: none"> <li>a) Installation of grade separations at crossings, i.e., physically separating roads and railroad tracks by constructing overpasses or underpasses.</li> <li>b) Improvements to warning devices at existing highway rail crossings that are impacted by project traffic.</li> <li>c) Installation of additional warning signage.</li> <li>d) Improvements to traffic signaling at intersections adjacent to crossings, e.g., signal preemption.</li> <li>e) Installation of median separation to prevent vehicles from driving around railroad crossing gates.</li> <li>f) Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains.</li> <li>g) Prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains.</li> <li>h) Construction of pull-out lanes for buses and vehicles transporting hazardous materials.</li> <li>i) Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way.</li> <li>j) Elimination of driveways near crossings.</li> <li>k) Increased enforcement of traffic laws at crossings.</li> <li>l) Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings.</li> </ul>	<p>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</p>	<p>Action required prior to railroad crossing construction.</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		<p>X</p>
<p><b>Mitigation Measure 3.16-16:</b></p> <ul style="list-style-type: none"> <li>a. Redesign the Engineers Road to intersect the EBMUD driveway at least 100 feet north of the at-grade rail crossing or configure an internal circulation plan that prohibits turns from Engineers Road onto Wake Avenue.</li> <li>b. Provide a high visibility crosswalk with pedestrian crossing signs at the pedestrian crossing just west of the rail crossing on West Burma Road.</li> <li>c. Paint "KEEP CLEAR" on West Burma Road for westbound vehicles at the Truck Services driveway.</li> <li>d. Unless approved otherwise by the California Public Utility Commission (CPUC), construct all rail crossings at a minimum street-crossing angle of 45 degrees consistent with Institute of Transportation Engineers recommendations, 90 degrees is preferred for cross-traffic safety.</li> </ul>	<p>Actions/schedule TBD by Horizontal Construction team.</p>	<p>At the time of issuance of the first Certificate of Occupancy (CO).</p>	<p>City/Port</p>	<p>X If applicable</p>				
<p><b>Mitigation 4.3-9:</b> Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile. Facilities that support transportation alternatives to the single-occupant automobile may include, and are not limited to, bus turnouts, bicycle racks, on-site showers, on-site lockers, and pedestrian and bicycle ways.</p>	<p>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</p>	<p>Prior to issuance of first permit related to construction (e.g., demolition, grading, etc.).</p>	<p>City/Port</p>	<p>X</p>		<p>X</p>		
<p><b>SCA TRANS-2: Construction Traffic and Parking:</b> The project sponsor and construction</p>	<p>See Project Manual, Section 3.1.4.1.</p>	<p>Prior to the</p>	<p>City, Port</p>		<p>X</p>		<p>X</p>	

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Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project (see also SCA TRANS-1, especially "h") and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan. The plan shall be submitted to EBMUD, the Port, and Caltrans for their review and comment ten (10) business days before submittal to the City. The project sponsor shall consider in good faith such comments and revise the plan as appropriate. The revised plan shall be submitted for review and approval by the City's Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:</p> <p>a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</p> <p>b) Notification procedures for adjacent project sponsors and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</p> <p>c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.</p> <p>d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.</p> <p>e) Provision for accommodation of pedestrian flow.</p> <p>f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces (see also SCA TRANS-1, especially "h").</p> <p>g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.</p> <p>h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.</p> <p>i) No materials or equipment shall be stored on the traveled roadway at any time.</p> <p>j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.</p> <p>k) All equipment shall be equipped with mufflers.</p> <p>l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.</p>	<p>The Developer, its Contractor, or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare a Traffic Control Plan. Provide Traffic Control Plan to EBMUD, the Port, and CalTrans for review and comment no less than 10 days prior to submittal to the City. Incorporate comments and revise plan as appropriate.</li> <li>• Submit the Traffic Control Plan to the City for review and approval.</li> <li>• Schedule major truck trips and deliveries to avoid peak traffic hours.</li> <li>• Designate construction access routes, construction staging areas, remediation staging areas, construction and visitor parking areas, and pedestrian walkways. Delineate these areas on Project plans.</li> <li>• Notify adjacent property owners and occupants and public safety personnel and erect electronic message boards in advance of major deliveries, detours, and/or lane closures.</li> <li>• Survey and document existing conditions prior to construction. Repair damage to streets caused by construction equipment within one week of occurrence unless damage is anticipated to continue. Immediately repair damage that is a threat to public health or safety.</li> <li>• Transport heavy equipment to the site by truck/trailer.</li> <li>• Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.</li> <li>• Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads.</li> <li>• Draft and implement a Project SWPPP. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.</li> <li>• Inspect construction area and vicinity daily, and collect and properly dispose of construction-related litter, whether located on the property, within the public rights-of-way, or adjacent properties.</li> <li>• Post signage and enforce traffic control measures with reporting and/or inspection.</li> <li>• Develop a process for receiving, responding to, and tracking complaints.</li> <li>• Assign a Compliance Manager to monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.</li> <li>• All equipment will be equipped with mufflers to reduce pollutants and noise. Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm compliance.</li> </ul>	<p>issuance of a demolition, grading or building permit; and ongoing throughout demolition, grading, and/or construction</p>						

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
Specifically, to further implement SCA TRANS-2, a traffic construction management analysis was performed which recommended certain improvements to the Adeline/5 <sup>th</sup> and Adeline/3 <sup>rd</sup> Street and Adeline Street intersection, which is discussed under construction impacts of the Traffic and Transportation section of the 2012 OARB Initial Study/Addendum.								
<p><b>Mitigation 4.3-13:</b> Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.</p> <p>Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways. The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.</p> <p>Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City of Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.</p> <p>Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.</p> <p>The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.</p> <p>The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety</p>	<p><b>See Project Manual, Section 3.1.4.1.</b></p> <p>The Developer, its Contractor, or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare a Traffic Control Plan. Provide Traffic Control Plan to EBMUD, the Port, and CalTrans for review and comment no less than 10 days prior to submittal to the City. Incorporate comments and revise plan as appropriate.</li> <li>• Submit the Traffic Control Plan to the City for review and approval.</li> <li>• Schedule major truck trips and deliveries to avoid peak traffic hours.</li> <li>• Designate construction access routes, construction staging areas, remediation staging areas, construction and visitor parking areas, and pedestrian walkways. Delineate these areas on Project plans. Provide a shuttle to transfer workers from a satellite parking area if there is <u>insufficient</u> parking within walking distance to the construction site.</li> <li>• Notify adjacent property owners and occupants and public safety personnel and erect electronic message boards in advance of major deliveries, detours, and/or lane closures.</li> <li>• Survey and document existing conditions prior to construction. Repair damage to streets caused by construction equipment within one week of occurrence unless damage is anticipated to continue. Immediately repair damage that is a threat to public health or safety.</li> <li>• Draft and implement a Dust Control Plan and Project SWPPP. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.</li> <li>• Post signage and enforce traffic control measures with reporting and/or inspection.</li> <li>• Assign a Compliance Manager to monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.</li> </ul> <p>Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm compliance.</p>	Prior to issuance of first permit related to construction (e.g., demolition, grading, etc.)	City, Port		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
driver education, and accident notification.								
<p><b>Mitigation Measure 3.16-17: West Grand Avenue &amp; I-880 Frontage Road (#2).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	At the time of issuance of the first Certificate of Occupancy (CO)	City/Port			X		
<p><b>Mitigation Measure 3.16-18: San Pablo Ave &amp; Ashby Ave (#42).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall coordinate with the City of Berkeley and Caltrans, and shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	At the time of issuance of the first Certificate of Occupancy (CO)	City/Port			X		
<p><b>Mitigation Measure 3.16-19: West Grand Avenue &amp; Maritime Street (#1).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2028. Investigation of the need for this mitigation shall be studied in 2028 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16-20: 7th Street &amp; Union Street (#15).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2032. Investigation of the need for this mitigation shall be studied in 2032 and every	City/Port					X

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Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
The project sponsor shall fund, prepare, and install the approved plans and improvements.		three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.						
<p><b>Mitigation Measure 3.16-21: West Grand Avenue &amp; Northgate Avenue (#8).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2030. Investigation of the need for this mitigation shall be studied in 2030 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16-22: 5th Street &amp; Union Street / I-880 North Ramps (#21).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 100 seconds and adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2022. Investigation of the need for this mitigation shall be studied in 2022 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16-23: MacArthur Boulevard &amp; Market Street (#33).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent</li> </ul>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2032.	City/Port					X

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Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>intersections that are in the same signal coordination group.</p> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>		Investigation of the need for this mitigation shall be studied in 2032 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.						
<p><b>Mitigation Measure 3.16- 24: West Grand Avenue &amp; I-880 Frontage Road (#2).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length and adjust the allocation of green time for each intersection approach) for the AM and PM peak hours.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2021. Investigation of the need for this mitigation shall be studied in 2021 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16- 25: West Grand Avenue &amp; Adeline Street (#4).</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 90 seconds and adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2032. Investigation of the need for this mitigation shall be studied in 2032 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs	City/Port					X

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Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
		first.						
<p><b>Mitigation Measure 3.16- 26: West Grand Avenue &amp; Market Street (#5)</b></p> <ul style="list-style-type: none"> <li>Provide split phasing for northbound and southbound movements.</li> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 120 seconds and adjust the allocation of green time for each intersection approach) for both the AM and PM peak hours.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p>	<p>Mitigation at this intersection may be required by Year 2022. Investigation of the need for this mitigation shall be studied in 2022 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>City/Port</p>					<p>X</p>
<p><b>Mitigation Measure 3.16- 27: West Grand Avenue &amp; San Pablo Avenue (#6)</b></p> <ul style="list-style-type: none"> <li>Remove approximately seven (7) parking spaces on the south side of West Grand Avenue; add an eastbound through lane between San Pablo Avenue and Martin Luther King Jr. Way; and convert the eastbound right turn lane to a through-right combination lane.</li> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p>	<p>Mitigation at this intersection may be required by Year 2026. Investigation of the need for this mitigation shall be studied in 2026 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>City/Port</p>					<p>X</p>
<p><b>Mitigation Measure 3.16- 28: West Grand Avenue &amp; Harrison Street (#9)</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	<p>Actions/schedule TBD by Vertical Construction/Lease team.</p>	<p>Mitigation at this intersection may be required by Year 2025. Investigation of the need for this mitigation shall be studied in 2025 and every three years thereafter until</p>	<p>City/Port</p>					<p>X</p>

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Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
		2035 or until the mitigation measure is implemented, whichever occurs first.						
<p><b>Mitigation Measure 3.16- 29: 7th Street &amp; Harrison Street (#18)</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 80 seconds and adjust the allocation of green time for each intersection approach) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required at the time of Project construction. Investigation of the need for this mitigation shall be studied at the time of construction and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port	X		X		X
<p><b>Mitigation Measure 3.16- 30: 6th Street &amp; Jackson Street (#20)</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 80 seconds and adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2025. Investigation of the need for this mitigation shall be studied in 2025 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16- 31: 12th Street &amp; Brush Street (#28)</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., increase the traffic signal cycle length to 120 seconds and adjust the allocation of green time for each intersection approach) for the AM</li> </ul>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by	City/Port					X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>peak hour.</p> <ul style="list-style-type: none"> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>		Year 2023. Investigation of the need for this mitigation shall be studied in 2023 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.						
<p><b>Mitigation Measure 3.16- 32: Powell Street &amp; Hollis Street (#37)</b></p> <ul style="list-style-type: none"> <li>Provide protected plus permitted traffic signal phasing for the northbound and southbound Hollis Street movements.</li> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for both the AM and PM peak hours.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Emeryville's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2028. Investigation of the need for this mitigation shall be studied in 2028 and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	City/Port					X
<p><b>Mitigation Measure 3.16- 33: Powell Street/Stanford Avenue &amp; San Pablo Avenue (#38)</b></p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., adjust the allocation of green time for each intersection approach) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&amp;E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.</p> <p>The project sponsor shall fund, prepare, and install the approved plans and improvements.</p>	Actions/schedule TBD by Vertical Construction/Lease team.	Mitigation at this intersection may be required by Year 2021. Investigation of the need for this mitigation shall be studied in 2021 and every three years thereafter until 2035 or until the mitigation measure is implemented,	City/Port					X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
		whichever occurs first.						
<b>UTILITIES</b>								
<b>SCA UTL-3: Underground Utilities:</b> The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.	Actions/schedule TBD by Horizontal Construction team.	Prior to issuance of a building permit.	City/Port		X		X	
<b>SCA UTL-5: Improvements in the Public Right-of Way (Specific):</b> Final building and public improvement plans submitted to the Building Services Division shall include the following components: Examples include: a) Install additional standard City of Oakland streetlights. b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter. c) Reconstruct drainage facility to current City standard. d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards. e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards. f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage. g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.	Actions/schedule TBD by Horizontal Construction team.	Approved prior to the issuance of a grading or building permit.	City/Port	X		X		
<b>SCA UTL-6: Payment for Public Improvements:</b> The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.	Actions/schedule TBD by Horizontal Construction team. <b>See Project Manual, Section 3.1.4.1.</b> The Developer, its Contractor, or its consultant will: • Survey and document existing conditions prior to construction. Repair damage to streets caused by construction equipment within one week of occurrence unless damage is anticipated to continue. Immediately repair damage that is a threat to public health or safety.	Prior to issuance of a final inspection of the building permit.	City/Port		X		X	
<b>Mitigation 4.9-4:</b> Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water. As subsequent redevelopment activities are designed, the City and Port would require that activities of a certain magnitude shall include a reclaimed landscaping irrigation system. The City and Port would make this a condition of approval for private actions that require such approval, and would include reclaimed landscape water systems in the design of their own public projects.	Actions/schedule TBD by Horizontal Construction team.	Prior to issuance of a building permit or other construction-related permit.	City/Port	X If applicable			X	
<b>Mitigation 4.9-5:</b> Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and recycled water, unless determined to be infeasible by the approving agency (City or Port). Any major subsequent redevelopment activity that includes total usable floor area	Actions/schedule TBD by Horizontal Construction team.	Prior to issuance of a building permit or other construction-	City/Port			X		

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
within or more building of 10,000 square feet or more would be required to provide a dual plumbing system—one for potable water, and one for reclaimed water. Reclaimed water may be used for certain industrial uses, and for landscape irrigation, toilet flushing, and other appropriate purposes.		related permit.						
<b>Mitigation 4.9-6:</b> Site design shall facilitate use of recycled water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters. When subsequent redevelopment activities are required to include reclaimed water in their design, the City and Port would ensure that requirements of Title 22 intended to protect the environment are reflected in that design, including prohibitions against run-off to surface waters. The City, Port, and proponents of subsequent redevelopment activities should coordinate these efforts with the reclaimed water supplier, EBMUD.	Actions/schedule TBD by Horizontal Construction team.	Prior to issuance of a building permit or other construction-related permit.	City/Port	X		X		
<b>SCA UTL-1a: Compliance with the Green Building Ordinance, OMC Chapter 18.02: Prior to issuance of a demolition, grading, or building permit</b> The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02. a) The following information shall be submitted to the Building Services Division for review and approval with the application for a building permit: i. Documentation showing compliance with Title 24 of the 2008 California Building Energy Efficiency Standards. ii. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. iii. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. iv. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (b) below. v. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All pre-requisites per the LEED / GreenPoint Rated checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. iii. Insert green building point level/certification requirement: (See Green	Actions/schedule TBD by Vertical Construction/Lease team.	Prior to issuance of a demolition, grading, or building permit; or during construction or after construction as specified in SCA UTL-1a or UTL-1b.	City/Port			X		

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		<del>Phase</del> Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p>Building Summary Table) per the appropriate checklist approved during the Planning entitlement process.</p> <p>iv. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Planning and Zoning Division that shows the previously approved points that will be eliminated or substituted.</p> <p>v. The required green building point minimums in the appropriate credit categories.</p> <p><b>During construction</b> The applicant shall comply with the applicable requirements CALGreen and the Green Building Ordinance, Chapter 18.02.</p> <p>a) The following information shall be submitted to the Building Inspections Division of the Building Services Division for review and approval:</p> <p>i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.</p> <p>ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.</p> <p>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p><b>After construction, as specified below</b> Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to <del>Build It Green/Green Building Certification Institute</del>Build It Green/Green Building Certification Institute and attain the minimum certification/point level identified in subsection (a) above. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Planning and Zoning Division the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p>								

**TABLE 1**

Standard Conditions ~~Of~~ Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase <del>Design &amp; Pre-Construction (horizontal)</del>				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><b>SCA UTL-1b: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist</b>  <b>Prior to issuance of a building permit</b>                      The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.) for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist.</p> <p>a) The following information shall be submitted to the Building Services Division for review and approval with application for a Building permit:</p> <ol style="list-style-type: none"> <li>i. Documentation showing compliance with the 2008 Title 24, California Building Energy Efficiency Standards.</li> <li>ii. Completed copy of the green building checklist approved during the review of a Planning and Zoning permit.</li> <li>iii. Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below.</li> <li>iv. Other documentation to prove compliance.</li> </ol> <p>b) The set of plans in subsection (a) shall demonstrate compliance with the following:</p> <ol style="list-style-type: none"> <li>i. CALGreen mandatory measures.</li> <li>ii. All applicable green building measures identified on the StopWaste.Org checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted.</li> </ol> <p><b>During construction</b>                      The applicant shall comply with the applicable requirements of CALGreen and Green Building Ordinance, Chapter 18.02 for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist.</p> <p>a) The following information shall be submitted to the Building Inspections Division for review and approval:</p> <ol style="list-style-type: none"> <li>i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit.</li> <li>ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</li> </ol>	<p><b>Actions/schedule TBD by Horizontal Construction/Vertical Construction/Lease team.</b>  <b>See Project Manual, Section 4.2.</b>                      The Developer, its Contractor, or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare a Landscape Plan incorporating the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist.</li> </ul>	<p>Prior to issuance of a demolition, grading, or building permit; or during construction or after construction as specified in SCA UTL-1a or UTL-1b.</p>	<p>City/Port</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	
<p><b>SCA UTL-2: Waste Reduction and Recycling:</b> The project applicant will submit a Construction &amp; Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.</p> <p><b>Prior to issuance of demolition, grading, or building permit</b>                      Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&amp;D) -recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&amp;D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at</p>	<p><b>See Project Manual, Section 13.1.</b>                      The Developer, its Contractor, or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare a Waste Reduction and Recycling Plan. Submit the plan to the City for review and approval.</li> <li>• Identify and track all waste for applicability of reuse or diversion.</li> </ul> <p><b>Actions/schedule TBD by Vertical Construction/Lease team.</b>  <b>See Project Manual, Section 13.2.</b>                      Will be documented in:</p> <ul style="list-style-type: none"> <li>• Operational Diversion Plan</li> </ul>	<p>Prior to issuance of demolition, grading, or building permit; or ongoing as specified in SCA UTL-2.</p>	<p>City/Port</p>		<p>X</p>		<p>X</p>	<p>X</p>

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
<p><a href="http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368">http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368</a> or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.</p> <p><b>Ongoing</b> The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.</p>	<p><b>See Project Manual, Section 13.3.</b> Developer and/or its Contractor will confirm compliance with Deconstruction Program and the City's Recycling Space Allocation Ordinance.</p>							
<p><b>Mitigation: 4.9-7:</b> To the maximum extent feasible, the City and Port shall jointly participate in a deconstruction program to capture materials and recycle them into the construction market. Substantial quantities of construction debris would be generated by the removal of structures at the OARB, in both the Gateway and Port development areas. Some of the buildings span both development areas, and coordination between the Port and City is critical in reducing the amount of solid waste disposal that occurs in this sub-district. The City and Port would jointly plan, implement, and operate a program whereby buildings would be deconstructed, rather than demolished, and the resulting material would be recycled to the construction market as practicable. Material for recycling may include, and is not limited to, timbers and siding, ceramic fixtures, metal, and copper wiring. The City and Port may elect to partner with local job-training bridge programs to provide construction training opportunities to Oakland residents through their deconstruction program.</p>	<p><b>See Project Manual, Sections 13.1 and 13.3.</b> Developer and/or its Contractor will perform periodic inspections to confirm the following actions:</p> <ul style="list-style-type: none"> <li>• All material that can be salvaged will be reused on site per CEQA Guidelines Section 15064.5.</li> <li>• Material that does not meet the requirements for new construction will be reused at other East Bay construction sites or sent to recycling facilities.</li> <li>• Landfill disposal of salvageable material is prohibited.</li> <li>• Local job training program members will be employed for salvage operations.</li> </ul> <p>Developer and/or its Contractor will submit a Waste Reduction and Recycling Plan to City for review and approval.</p>	Prior to issuance of a demolition permit	City/Port		X			
<p><b>Mitigation 4.9-8:</b> Concrete and asphalt removed during demolition/construction shall be crushed on site or at a near site location, and reused in redevelopment or recycled to the construction market. Foundation and paving removal would generate substantial debris, and the City and Port would ensure these materials are crushed and recycled. As a first preference, these materials should be re-used on-site; as a second preference, they would be sold to the construction market. The City and Port would make every effort practicable to avoid disposal to landfill of this material. This mitigation measure may itself result in impacts to the environment relative to noise and air quality. These impacts are discussed in Sections 4.4: Air Quality, and 4.15: Noise.</p>	<p><b>See Project Manual, Section 13.1.</b> The Developer, its Contractor, or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare a Waste Reduction and Recycling Plan. Submit the plan to the City for review and approval.</li> <li>• Identify and track all waste for applicability of reuse or diversion.</li> </ul> <p><b>See Project Manual, Section 13.3.</b> Developer and/or its Contractor will:</p> <ul style="list-style-type: none"> <li>• Provide an onsite or nearby area for concrete and asphalt crushing and stockpiling.</li> </ul> <p>Developer and/or its Contractor will confirm compliance with Deconstruction Program and the City's Recycling Space Allocation Ordinance.</p>	On-going, during construction	City/Port		X		X	
<b>EXHIBITS TO THE LDDA</b>								
<b>BRIDGING SCOPE OF SERVICES (PROPERTY MANAGEMENT AGREEMENT)</b>								
<p><b>Environmental Remediation and Air Quality Monitoring:</b> The Manager will work with the Owner to develop an air quality study to obtain baseline information, and models will be developed to track dispersion during construction, consistent with the</p>	<p><b>See Project Manual, Sections 3.2 and 3.2.2.</b> Developer and/or its consultant will:</p> <ul style="list-style-type: none"> <li>• Prepare and implement a Construction Air Quality Monitoring Program Work</li> </ul>	Ongoing throughout construction	Developer		X		X	

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
requirements in the Community Benefit Matrix Item 10 (see Exhibit G to the Property Management Agreement).	Plan.  <b>Actions/schedule TBD by Vertical Construction team.</b> <b>See Project Manual, Sections 3.2 and 3.2.3.</b> Will be documented in: • Operations Air Quality Monitoring Program Work Plan.							
<b>LDDA COMMUNITY BENEFITS MATRIX</b>								
<b>Item 14:</b> City and Developer, in conjunction with both the Public Improvements and the Private City Improvements, shall comply with CEQA Standard Conditions of Approval and Mitigation Monitoring and Reporting Program, attached as Exhibit E. Such measures include those set forth in the City Council Areas of Agreement, including measures to address noise limits, dust control, hazardous materials removal, storm water plan, use of permeable pavers where feasible, use deconstruction rather than demolition where possible, and preparation and implementation of a demolition debris recycling plan, prepare a GHG Reduction Plan and maximize the use of green energy (solar, wind, other) where possible, further water conservation through use of rain barrels and gray water technology where possible, ensure that truck related construction routes are directed away from residents, provide public or private transit connection for construction workers (connecting to BART and at least two West Oakland locations), and provide public notification of project status (updated at least monthly and posted online and at the West Oakland Public Library). Responsibility for implementation of these measures will be allocated as between the City and the Developer through the DA/PUD process that will follow the LDDA. More feasible and/or cost effective measures may be considered by the Parties so long as those measures meet CEQA requirements and do not themselves cause any potentially significant effect on the environment, as determined by the City through the DA/PUD process.	<b>See this Table.</b> <b>Also see Project Manual, Sections 3.1, 7, 9.1, 10, 13.1, and 13.3.</b>	Pre-operations; Operations	City, Developer		X		X	X
<b>Item 15:</b> Developer shall make a good faith effort to show conformance with the applicable sections of the current draft of the City's Energy Climate Action Plan as presented to the City Council March 1, 2011. The same measures may be used to satisfy the applicable requirements of the Climate Action Plan, required per this item 15, and the Greenhouse Gas Reduction Plan, required per item 14, above.	<b>Actions/schedule TBD by Vertical Construction/Lease team.</b> <b>See Project Manual, Section 7.</b> Will be documented in: • Greenhouse Gas Reduction Plan	Prior to approval of PUD.	Developer				X If applicable	X
<b>Item 16:</b> The City and Developer shall cooperate in an air quality monitoring program during construction of the Public Improvements and Private Improvements to install and maintain air monitoring equipment in locations determined in consultation with the Port, BAAQMD, Alameda County Public Health Department (ACPHD). The City and its Manager shall provide monitoring reports from that equipment to the BAAQMD, the City, and the Port on a quarterly basis during construction. The "fence-line" monitoring and quarterly reporting shall be funded by the City through the construction of the Public Improvements. Developer shall fund the ongoing "fence-line" monitoring and quarterly reporting during the Vertical Construction through the term of the Ground Lease. Air Quality monitoring and annual reporting for operations during the term of the Ground Lease will be required for the rail and maritime operations associated with the West	<b>See Project Manual, Sections 3.2 and 3.2.2.</b> Developer and/or its consultant will: • Prepare and implement a Construction Air Quality Monitoring Program Work Plan.  <b>Actions/schedule TBD by Vertical Construction team.</b> <b>See Project Manual, Sections 3.2 and 3.2.3.</b> Will be documented in: • Operations Air Quality Monitoring Program Work Plan.	Ongoing throughout construction; Operations	City, Developer		X		X	X

**TABLE 1**

Standard Conditions of Approval/Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Execution/Monitoring Action	Mitigation Implementation/ Monitoring		Phase Design & Pre-Construction (horizontal)				
		Schedule	Responsibility	Design & Pre-Construction (horizontal)	Construction (horizontal)	Design & Pre-Construction (vertical)	Construction (vertical)	Operations
Gateway Phase. The City and Developer will mutually agree upon the monitoring and reporting standards for, and the duration of, such operations monitoring.								
<b>PROPERTY MANAGEMENT AGREEMENT COMMUNITY BENEFITS MATRIX</b>								
<b>Item 9:</b> The City and its Manager, in conjunction with the Materials Handling Services and Project Construction Management Services for the Public Improvements, shall comply with CEQA Standard Conditions of Approval and Mitigation Monitoring and Reporting Program, attached as Exhibit C. Such measures include those set forth in the City Council Areas of Agreement, including measures to address noise limits, dust control, hazardous materials removal, storm water plan, use of permeable pavers where feasible, use deconstruction rather than demolition where possible, and preparation and implementation of a demolition debris recycling plan, prepare a GHG Reduction Plan and maximize the use of green energy (solar, wind, other) where possible, further water conservation through use of rain barrels and gray water technology where possible, ensure that truck related construction routes are directed away from residents, provide public or private transit connection for construction workers (connecting to BART and at least two West Oakland locations), and provide public notification of project status (updated at least monthly and posted online and at the West Oakland Public Library). Manager's obligation under this term is limited to inclusion of Exhibit C as a material term of all contracts under which construction of Public improvements may occur.	<b>See this Table.</b> <b>Also see Project Manual, Sections 3.1, 7, 9.1, 10, 13.1, and 13.3.</b>	Ongoing throughout construction; Operations	City, Developer		X		X	X
<b>Item 10:</b> The City and its Manager shall cooperate in an air quality monitoring program to install and maintain air monitoring equipment through construction of the Public Improvements in locations determined in consultation with the Port, Bay Area Air Quality Management District (BAAQMD), Alameda County Public Health Department (ACPHD), and shall provide monitoring reports from that equipment to the BAAQMD, the City, the Port on a quarterly basis during such construction. The "fence-line" monitoring program shall be funded by the City through the construction of the Public Improvements. Manager's obligation under this term is limited to inclusion of the air quality monitoring requirements as a material term of all contracts under which construction of Public Improvements may occur.	<b>See Project Manual, Sections 3.2 and 3.2.2.</b> Developer and/or its consultant will: • Prepare and implement a Construction Air Quality Monitoring Program Work Plan.  <b>Actions/schedule TBD by Vertical Construction team.</b> <b>See Project Manual, Sections 3.2 and 3.2.3.</b> Will be documented in: • Operations Air Quality Monitoring Program Work Plan.	Ongoing throughout construction	Developer		X		X	

## **FIGURES**

**APPENDIX B**  
**Project Signs**

**APPENDIX C**  
**Construction Schedule**

**APPENDIX D**  
**Traffic Control Plan**

**TRAFFIC CONTROL PLAN**  
**Former Oakland Army Base Redevelopment Project**  
**Oakland, California**

~~May 8~~November 11, 2013

*Prepared For:*

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1. ~~Site Map, Work Areas~~
1. Figures - Traffic Control Work Plan and Traffic Handling by Phase
2. Figures - City Truck Routes and Prohibited Streets and Primary and Alternate Truck Routes to Offsite Landfills
3. CHP Facility List and Emergency Contacts
4. Logs
5. ~~Site Map, Figure - Traffic~~ Management and Control Measures Plan

## 1.0 INTRODUCTION

### 1.1 Purpose

This document outlines the Traffic Control Plan (TCP) prepared for California Capital Investment Group Oakland Global, LLC (CCIG) to identify and describe traffic and transportation control measures in compliance with SCA TRANS-2 and MM 4.3-13 that Turner/Top Grade/Flatiron, A Joint Venture (TTGF) will implement, under contract with CCIG, during the redevelopment of the former Oakland Army Base (OAB; the Project).

This TCP represents the transportation plan for the horizontal construction phase of the Project. ~~Construction~~Horizontal construction work includes demolition of structures and segregation and hauling related to demolition debris, building abatement, replacement and installation of underground utilities, excavation, and soil import, stockpiling, grading, and hauling.

Site ingress and egress, stockpile, and onsite haul road locations are shown in Attachment 1.

### 1.2 Project and Site Description

The Project site is located on the Oakland waterfront, on the eastern terminus of the San Francisco-Oakland Bay Bridge. The Oakland Outer Harbor borders the western boundary of the project site. The site is located in an industrial area sharing boundary lines with the Port of Oakland. There are approximately 366 acres that will be redeveloped with new utilities, warehouse buildings, and a new railyard. The City's portion of the redevelopment area, called the Gateway Development Area, occupies approximately 140 acres.

The major Project activities include:

- Demolition of existing structures;
- Construction of a joint trench;
- Operation of a Materials Handling Yard;
- Installing wick drains and surcharging;
- Installation of wet and dry utilities; and
- Construction/repaving of new/old roads.

## **2.0 CHARACTERISTICS OF MATERIALS BEING TRANSPORTED**

Because the materials designated for offsite disposal or reuse may cover a range of conditions, this TCP provides procedures for the transport of uncontaminated materials, contaminated but non-hazardous materials, non-Resources Conservation and Recovery Act (RCRA) California hazardous materials, and RCRA hazardous waste. It is anticipated that the materials to be transported offsite will be composed primarily of demolition debris and recyclable materials. None of the wastes to be transported are anticipated to be reactive, corrosive, or ignitable (RCI).

### **2.1 Material Storage**

Initially, the Project site will be cleared of surface features including building structures, debris, pavement, concrete, and vegetation. Surface materials will be directly loaded into trucks and stockpiled at the Site for material segregation prior to transport to the designated disposal or recycling facility.

Debris that has been segregated from cut soils will be stockpiled according to visual classification of debris type. Potentially excess soil designated for onsite reuse or disposal will be stockpiled separately from debris stockpiles.

Segregated materials destined for offsite disposal, recycling, or reuse will be characterized as: (1) uncontaminated material for offsite reuse or landfill disposal; (2) contaminated but non-hazardous materials; (3) non-RCRA California hazardous materials; (4) RCRA hazardous waste; or (5) recyclable materials.

[Staging, recycling, and stockpile areas are shown on drawing TCP-1 in Attachment 1.](#)

### **2.2 Material Classification**

Material to be transported and disposed, recycled or reused will be tested and profiled in accordance with the proposed disposal facility requirements. Materials will be classified in accordance with RCRA regulations, the California Code of Regulations (CCR) hazardous waste regulations, and/or Department of Transportation (DOT) regulations.

### **2.3 Material Transportation Quantities**

Demolition debris is the primary source of waste to be hauled from the Site. Additional materials to be transported will include construction debris and other solid waste. Based on available information, estimated quantities of the different waste streams and material types are shown in the table below. Material types and quantities to be off hauled could vary significantly depending on field conditions and characterization results.

ESTIMATED QUANTITY OF MATERIAL TRANSPORTATION	
Material Classification	Quantity
Asphalt and Concrete Debris of Onsite Recycling	157,000 cubic yards
Building Demolition Debris	6,000 loads
Utility Demolition Debris	7 loads
Soil for Offsite Use	NA

## 2.4 Transportation Regulations and Requirements

Materials designated for ~~off-site~~ offsite disposition will be transported from the site in accordance with applicable regulations, including 49 Code of Federal Regulations (CFR) Parts 100-199 and 350-399 (42 U.S. Code 6901, et seq.); 40 CFR Parts 260-268; California Vehicle Code; California Hazardous Waste Control laws; and Health and Safety Code, Division 20 (22 CCR, Division 4.5).

Based on waste profiling, materials classified as RCRA or non-RCRA California Hazardous Waste will be handled and transported in accordance with CCR Title 22, which includes waste generator requirements (e.g., manifests) and hazardous waste transporter requirements (e.g., valid registration, proof of insurance, and inspection of vehicles by the California Highway Patrol [CHP]).

### 3.0 DESTINATION OF MATERIAL

~~Materials will not be transported out of the work area until they have been appropriately classified and a landfill and transporter have been designated.~~

~~Analytical data, waste profile information, and waste classification details prior to off-hauling wastes from the Site will be provided to the Inspector of Record.~~

Materials identified for offsite disposition will be stockpiled at designated onsite areas until they have been appropriately characterized and approved for disposition at the selected receiving facility. Materials will not be transported out of the work area until an approved landfill profile has been obtained and a licensed transporter has been designated. Analytical data, waste profile information, and waste classification details prior to off-hauling wastes from the Site will be provided to the Inspector of Record.

The following is a list of operating disposal and recycling facilities that have been identified for possible use.

<b>California Class I Landfill, Non-RCRA California Hazardous Waste</b>	
Kettleman Hills Landfill Facility Point of Contact: Elizabeth Navarro (559) 834-2966	Facility Address: Chemical Waste Management 35251 Old Skyline Road Kettleman City, California 93239
Buttonwillow Landfill Facility Point of Contact: Chet Liebold (916) 416-5038	Facility Address: Clean Harbors Buttonwillow, LLC 2500 West Lokern Road Buttonwillow, California 93206
<b>California Class II Landfills</b>	
Altamont Landfill and Resource Recovery Facility Point of Contact: Peggie Friddle (925) 455-7301	Facility Address: Waste Management, Inc. 10840 Altamont Pass Road Livermore, California 94551
Forward Landfill Facility Point of Contact: Kevin Basso (800) 204-4242	Facility Address: Allied Waste 9999 South Austin Road Manteca, California 95336
<b>California Class III Landfills</b>	
Keller Canyon Landfill Facility Point of Contact: Kevin Chiapello (800) 204-4242	Facility Address: Allied Waste 901 Bailey Road Pittsburg, California 94565



## **4.0 MODE OF TRANSPORTATION**

### **4.1 Transportation Company**

The companies transporting segregated debris will be licensed transportation companies designated by the subcontractor in charge of the demolition activities. For any loads classified as hazardous waste, the transporter will be required to provide proof of valid registration as a hazardous waste hauler.

### **4.2 Transportation Vehicles/Containers**

Materials will be transported in DOT approved bins, placarded trucks and/or steel containers. The type of vehicles used to transport material from the work area will depend on the material characterization and profiling results and may include end dump trucks, truck tractors that transport bins, and/or pin trailers pulled by a tractor. Vehicles transporting waste materials that have been classified as RCRA waste will be placarded with Placard #3077. Materials will be loaded in accordance with procedures discussed in Section 6 of this TCP.

Vehicles will be decontaminated and inspected by TTGF's field personnel or designated subcontractor, prior to leaving the area to verify they have been properly decontaminated, placarded in compliance with DOT requirements, and that the driver has all required documentation (e.g., manifest and truck route, as appropriate).

## 5.0 TRANSPORTATION ROUTE, SCHEDULING, AND EMERGENCY CONTACTS

### 5.1 Transportation Routes

TTGF has selected probable primary routes to be used during transport from the Site to the designated receiving facilities. Maps of these routes, as well as truck routes within the City of Oakland, are provided in Attachment 2.

Drivers may call the California DOT (Caltrans: 800-427-7623) to check road conditions before leaving the Site. If the primary routes become unavailable, alternative routes will be used.

Possible alternative routes have been identified. The actual routes utilized will depend on local conditions at the time wastes are transported. Maps illustrating alternative routes are also provided in Attachment 2.

### 5.2 Scheduling

Unless otherwise approved, trucks will be scheduled to enter and exit the Site between 7:00 AM and 4:00 PM, Monday through FridaySaturday. Should the need arise for after-hour scheduling, prior approval will be obtained from the City of Oakland.

### 5.3 Emergency Contacts

Before beginning transport activities, the subcontractor will provide the transporter company with a copy of this TCP and ~~the Project~~their Health and Safety Plan (HSP) for review. Section 10 of this TCP provides emergency response procedures and other information required in a transportation emergency.

In the event of an emergency on roadways outside of the Site work area, the transporter will contact the CHP, in addition to other contacts included in the TCP. CHP facility addresses, contacts, and emergency telephone numbers are provided in Attachment 3. These facilities are along both primary and alternative transportation routes provided in Attachment 2.

The CHP may contact Caltrans to mobilize road crews and/or emergency response contractors, if needed, to clean up and contain spilled materials. A list of key contacts and emergency telephone numbers are provided in Attachment 3.

## 6.0 ONSITE TRAFFIC CONTROL AND LOADING PROCEDURES

This section of the TCP describes procedures for controlling onsite traffic relating to materials loading and transport. The intent of these procedures is to establish guidelines for the safe and efficient transport of materials onsite.

### 6.1 Location of Work Areas

Materials will be handled and loaded within designated areas identified by TTGF. Segregated debris and recyclable materials will be stored in designated stockpile areas. ~~Traffic~~Onsite traffic routes, stockpile areas, work areas, staging areas, and the decontamination area are identified on the drawing(s) included in Attachment 1.

### 6.2 Safe Loading Procedures

While loading materials into trucks, the area around the trucks will be kept clear. If needed, the material will be wetted with water before and during loading to reduce the potential of dust/particulate emissions and to eliminate visible dust.

Foam or other odor suppressants may be applied if material generates nuisance odors. Personnel observing the loading will wear personal protective equipment (PPE) as specified in the ~~Project~~ HSP, and as directed by TTGF's designated Site Safety Officer (SSO).

Materials will only be loaded into trucks with tarpaulin covers or containers with sliding steel covers. Trucks will be maintained such that no spillage can occur from holes or other openings in cargo compartments. Trucks will be loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

If material is spilled during loading, it will be immediately contained and subsequently loaded and hauled from the work area in accordance with the procedures outlined herein.

### 6.3 Cleaning Procedures

The exterior of vehicles and equipment will be cleaned, as necessary, before leaving the Site. Any visible loose material will be brushed cleaned and removed from the vessels prior to exit. Exit inspections will be performed by the Compliance Manager to enforce this requirement.

### 6.4 Inspection Procedures

TTGF will identify onsite areas where trucks will be inspected for proper loading, covering/sealing, decontamination, and manifesting (should manifesting of material be required).

TTGF-designated inspector will use an information form for departing vehicles to guide and document the inspections. The departing vehicle transportation form is provided in Attachment 4.

## 7.0 SITE-SPECIFIC TRAFFIC MANAGEMENT AND CONTROL

This section of the TCP identifies traffic control measures, appropriate signage and traffic control devices that will be implemented by the Contractor prior to and during the work to be conducted at the Site. The purpose of the traffic management and control measures is to regulate, warn, and direct onsite and offsite vehicular traffic. These measures shall be in accordance with the current Caltrans Traffic Manual and the Work Area Traffic Control Handbook (“WATCH”), and the State's Manual of Traffic Controls for Construction and Maintenance Work Areas.

TTGF has provided a plan as Attachment 5 that illustrates the locations and types of traffic management control measures, including specific traffic control signs discussed or referenced in this section of the TCP.

### 7.1 Inspection Vehicle Parking and Staging Procedures

All contractor and subcontractor vehicles, including but not limited to personal vehicles of workers, construction vehicles, maintenance vehicles, and hauling and transport vehicles, will enter and exit the Site at the designated construction area entrances.

Personal vehicles of workers and authorized Site visitors will park in the Contractor's designated personally-owned vehicle (POV) area providing for approximately 20 POVs. If there are consistently more than 20 POVs, a shuttle service and satellite parking program will be implemented by the Contractor.

The Contractor will identify onsite staging areas for all hauling trucks. The Contractor will determine the number of staging areas and maximum number of hauling trucks which can be staged at the designated staging areas. The Contractor will manage inbound and outbound truck flow so no construction vehicles will be parked or staged on public streets and will only park in the designated staging areas.

Hauling and transport vehicles waiting to be loaded will be staged or stacked in the designated truck staging areas. Trucks waiting in the staging area will be permitted to idle for no more than two minutes, after which time they will turn off their engines. The Contractor will use a motorized street sweeper and/or water truck to sweep and maintain all paved access roads, parking areas, staging areas, and public streets adjacent to the Site. Excavation equipment, including but not limited to steel-tracked excavators and bulldozers, rubber tire front end loaders, and compactors, will remain onsite for the duration of the work.

## 7.2 Signage and Traffic Control Devices

Prior to commencement of field activities at the Site, the Contractor will install temporary signs and traffic control devices that may include, but are not limited to, road striping, flashing beacons, and traffic barricades (K-rails).

Temporary traffic signs will be installed for the duration of the Project. Traffic signs to be installed include, but are not limited to:

- Arrow Signs to Site Access/All Other Traffic;
- Site Visitor/POV Parking Only;
- Detour Ahead;
- Multi-Directional Arrow Signs;
- No Stopping Any Time; and
- 15 mph Speed Limit (onsite).

“No Stopping Any Time” signs will be installed at a maximum interval of 100 feet apart.

Upon completion of field activities, all temporary signage and traffic control devices will be removed, and traffic control measures will be restored to conditions prior to commencement of the work.

## **8.0 RECORD KEEPING**

### **8.1 Transportation Records**

Records will be maintained for each load of material that leaves the Site. A Contractor's designated representative will be stationed at the inspection area during transportation activities to complete the information form, provided in Attachment 4, which includes:

- Date and time each truck departs the Site;
- Vehicle type and license number;
- Transport company and driver's name;
- Approximate volume or weight of material being removed;
- Material destination; and
- Type of material.

All records will be maintained at the Site construction office for the duration of the Project and thereafter archived by the Contractor for a minimum of 5 years. Copies will be maintained of all certified tare and gross weight slips for each load received at the designated disposal facility. The slips will be attached to each returned manifest and/or bill of lading.

### **8.2 Required Transporter Records**

Documentation carried by the driver will include:

- Bills of lading or non-hazardous or hazardous waste manifests;
- Proof of insurance, valid registration, and current driver's license;
- Material profile information (reflecting chemical analysis results);
- Material weight records; and
- A copy of this TCP, including travel routes, emergency procedures, and contacts.

## 9.0 HEALTH AND SAFETY

Should any material test positive for hazardous content, TTGF and subcontractor personnel will **behave been** trained in hazardous materials operations in accordance with 29 CFR 1910.120 and CCR Title 8, Section 5192.

Health and safety requirements for workers are described in the HSP that will be provided by the Contractor.

As stated in Section 8.2, TTGF will provide the transporters with a copy of the TCP. The transport company is responsible for the health and safety of its workers, and for instructing workers on health and safety procedures as they apply to the transport of non-hazardous and hazardous materials. During loading of materials into trucks, the area around the trucks will be kept clear. Personnel observing loading operations will wear PPE, as specified in the HSP and as directed by the SSO. Drivers will not be directly involved with loading, and will be instructed to remain in the cab of the truck during loading activities.

If the material to be transported from the Site is determined to be hazardous waste, the transporter will be required to show proof of valid registration for transport of hazardous waste. Before leaving the site, each driver will be briefed on the nature of the material to be transported. Drivers hauling hazardous waste will **behave been** trained in Hazardous Waste Operations and Emergency Response (HAZWOPER).

Section 10 of this TCP provides notification procedures and contingency plans for accidents or breakdowns enroute to and from the designated receiving facilities.

## **10.0 CONTINGENCY PLAN**

The purpose of the contingency plan is to facilitate a quick and effective response in the unlikely event of a transportation emergency. This TCP describes response procedures to be implemented if an emergency occurs while materials are being transported.

### **10.1 Emergency Response Procedures**

In the event of an emergency after the transporter exits the Site, the transporter will first contact the CHP. Afterwards, the driver will notify the appropriate emergency contact for its company. A list of critical contacts and emergency telephone numbers is included in Attachment 3.

The CHP will respond to the call and contact Caltrans. Caltrans will then contact road crews and/or emergency response contractors who are trained to respond to such emergencies with the appropriate methods of containing and cleaning up of spills. As stated in Section 2.1 of this TCP, waste materials may be classified as one or the following: (1) uncontaminated material for offsite reuse or landfill disposal; (2) contaminated but non-hazardous material (3) non-RCRA California hazardous materials; (4) RCRA hazardous materials; or (5) recyclable materials.

The emergency contact within the transporter company will advise the driver concerning other emergency response procedures that may be necessary, and the location of the nearest repair facility, as appropriate.

After the CHP and the emergency contact within the transporter company have been notified of an emergency, the driver will notify TTGF's Project Manager, who will be responsible for informing the City of Oakland.

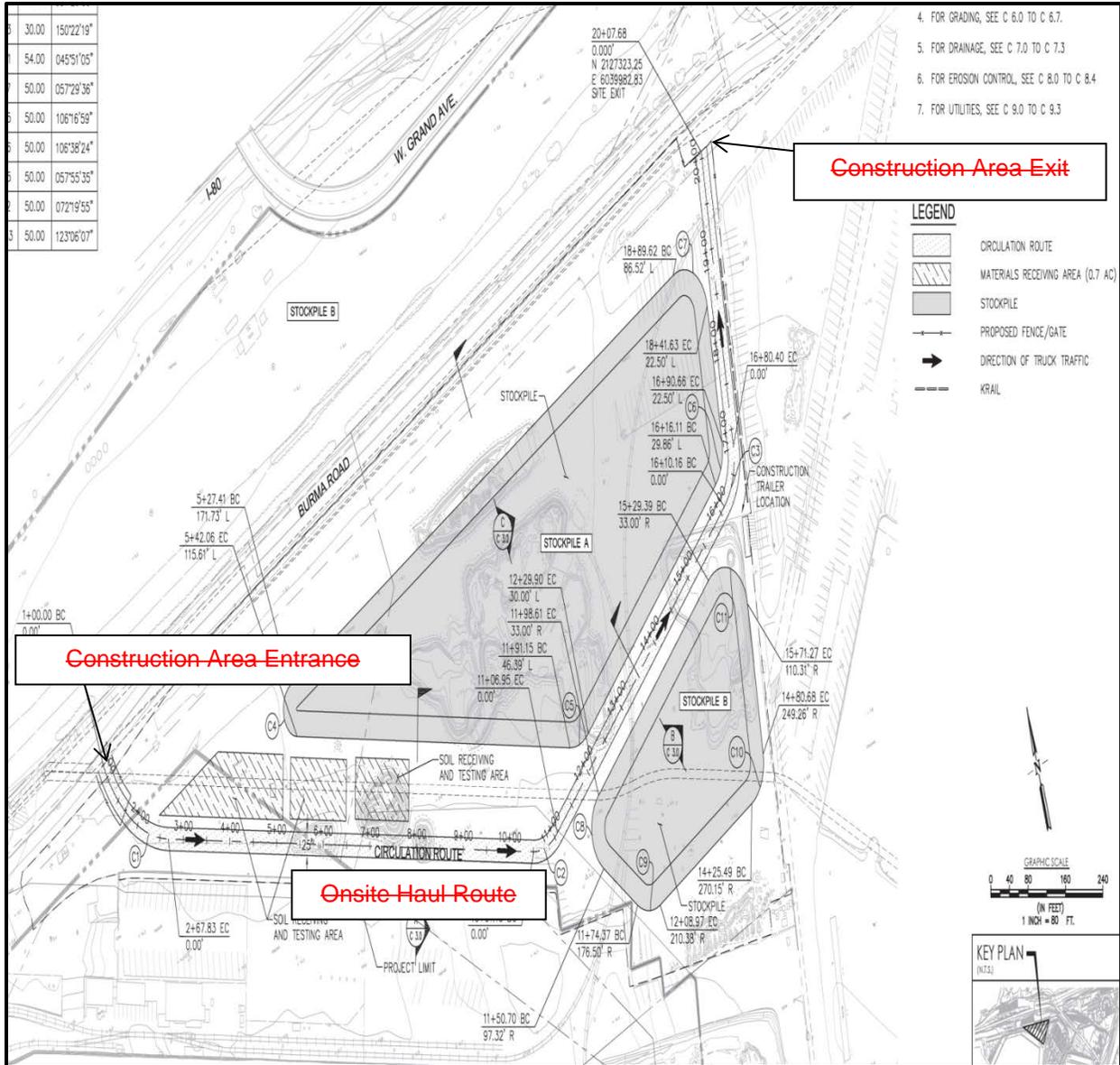
### **10.2 Personal Protective and Emergency Equipment**

The following PPE and emergency equipment will be kept on each transporter truck for use in case of an emergency:

- Gloves;
- Tyvek™ coveralls;
- Hard hat;
- Steel-toed boots or shoes;
- Fire extinguisher;
- Safety Glasses; First Aid Kit; and

- N95 Particulate Mask.

**ATTACHMENT 1**



**Figure 1. Site Access and Onsite Haul Routes**

**Figures - Traffic Control Work Plan and Traffic Handling by Phase**

**ATTACHMENT 2**



**Figure 1. Kettleman Hills Landfill**

**Figures - City Truck Routes and Prohibited Streets and Primary Truck Route**



Figure 2. Buttonwillow Landfill Primary Truck Route

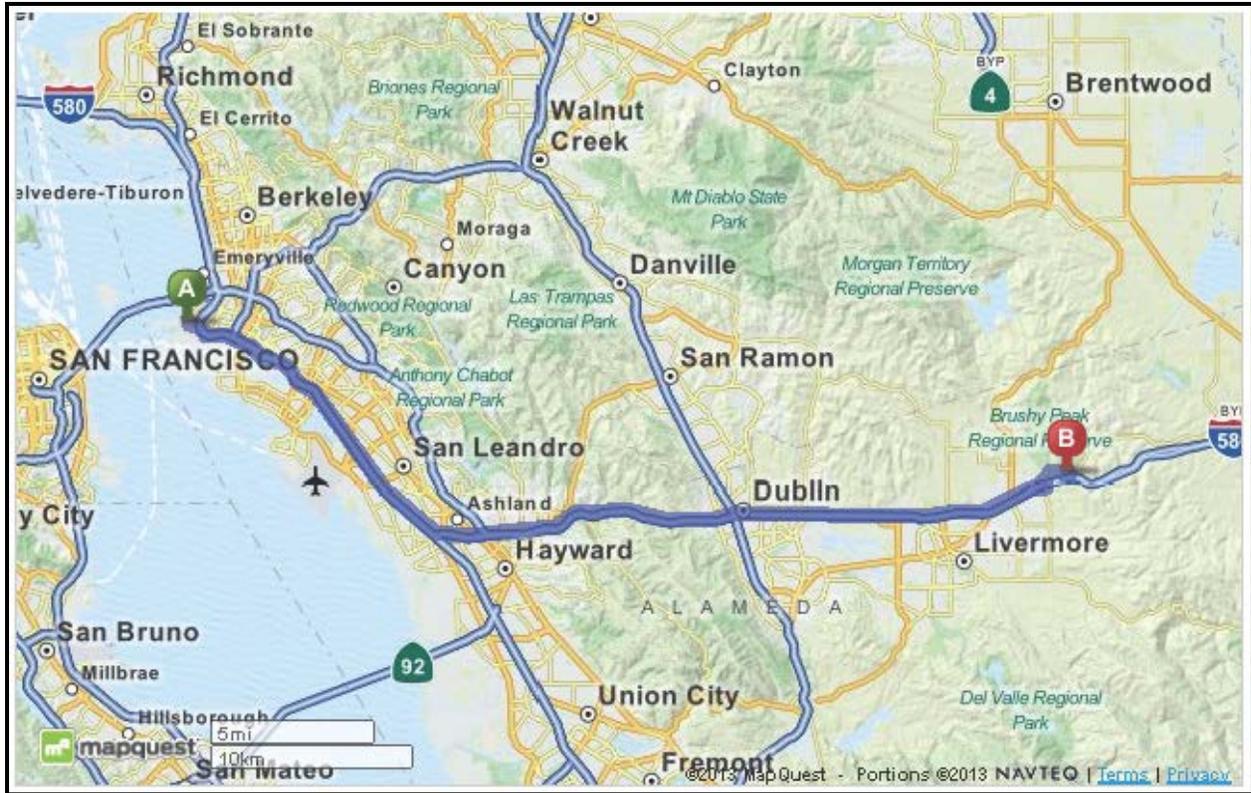


Figure 3. Altamont Landfill Primary Truck Route

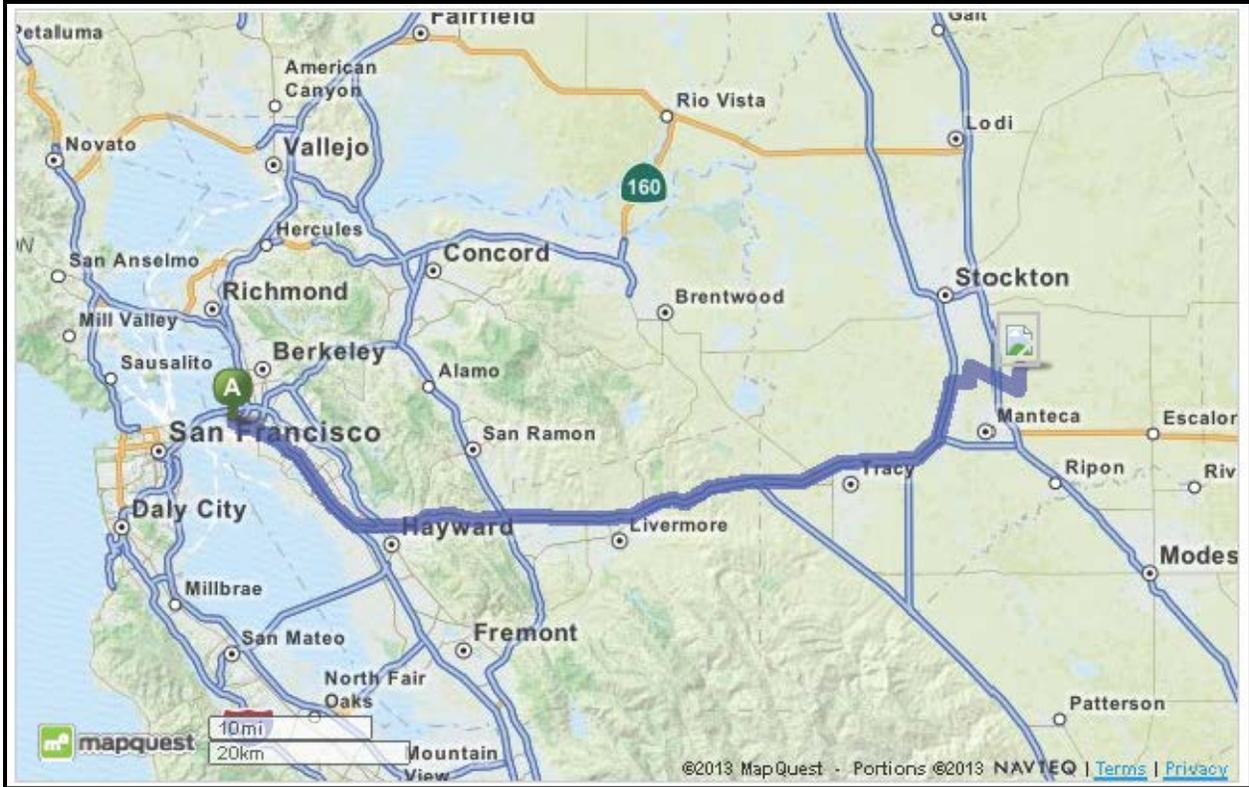


Figure 4. Forward Landfill Primary Truck Route

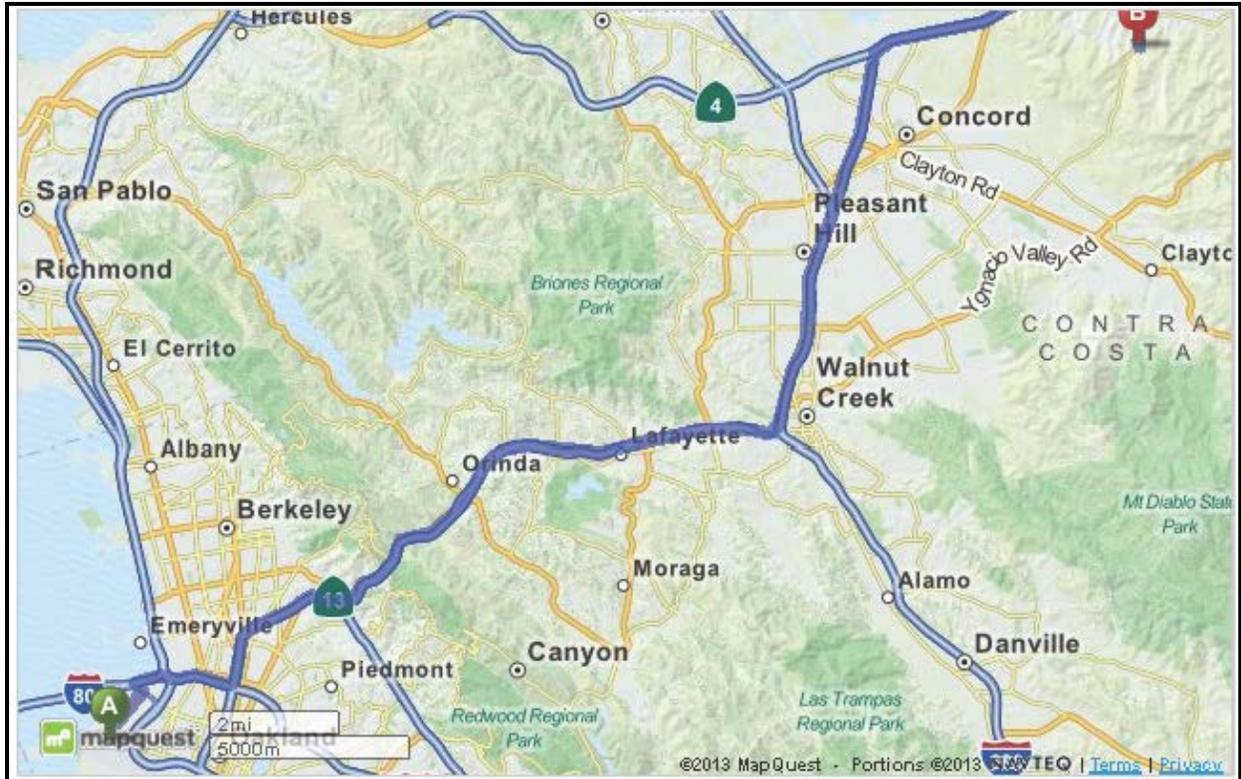


Figure 5. Keller Canyon Landfill Primary Truck Route

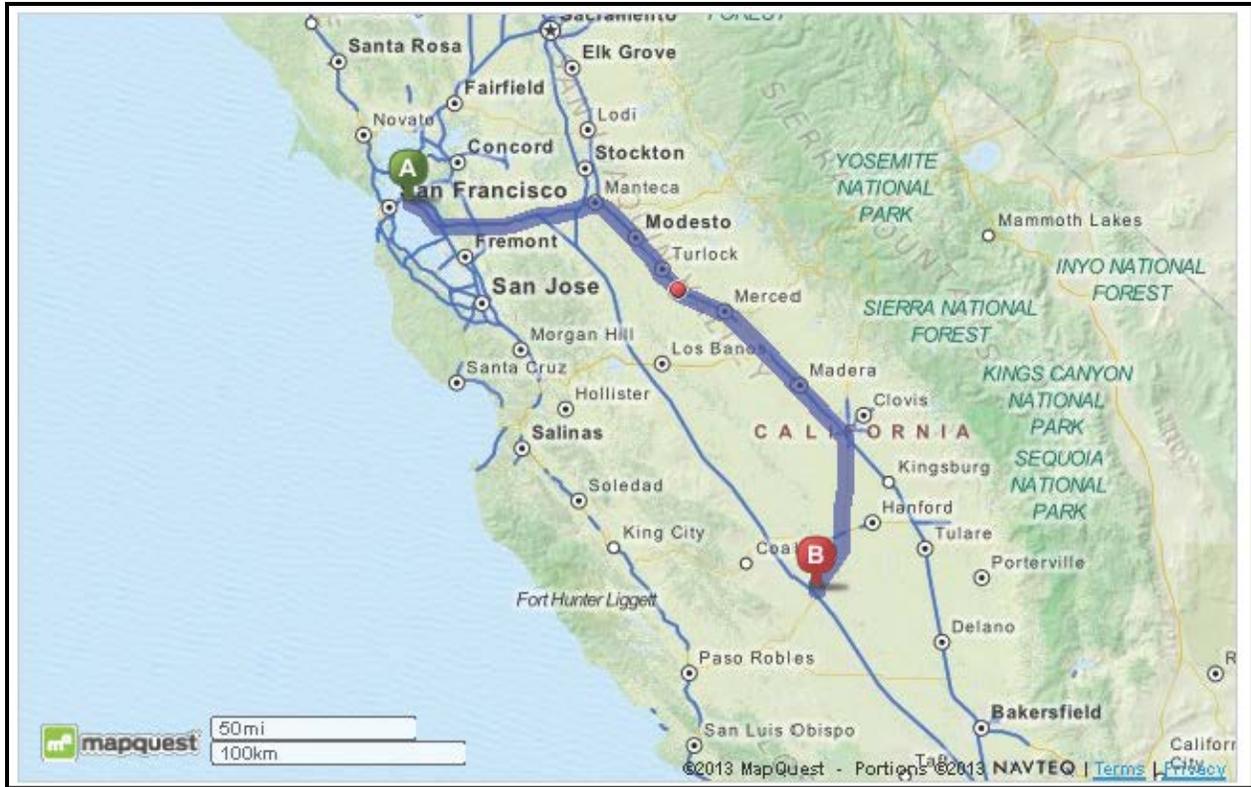


Figure 6. Kettleman Hills Landfill and Alternate Truck Route



Figure 7. Buttonwillow Landfill Alternate Truck Route

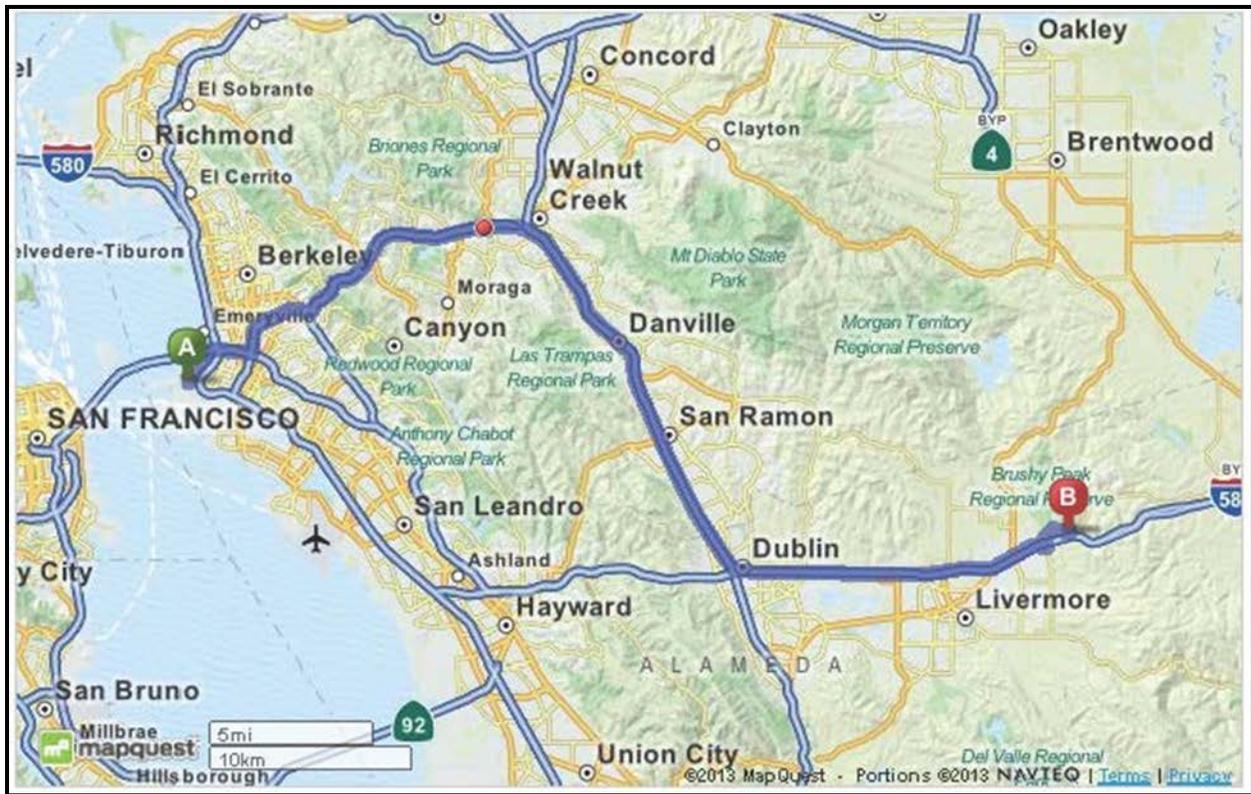


Figure 8. Altamont Landfill P Alternate Truck Route

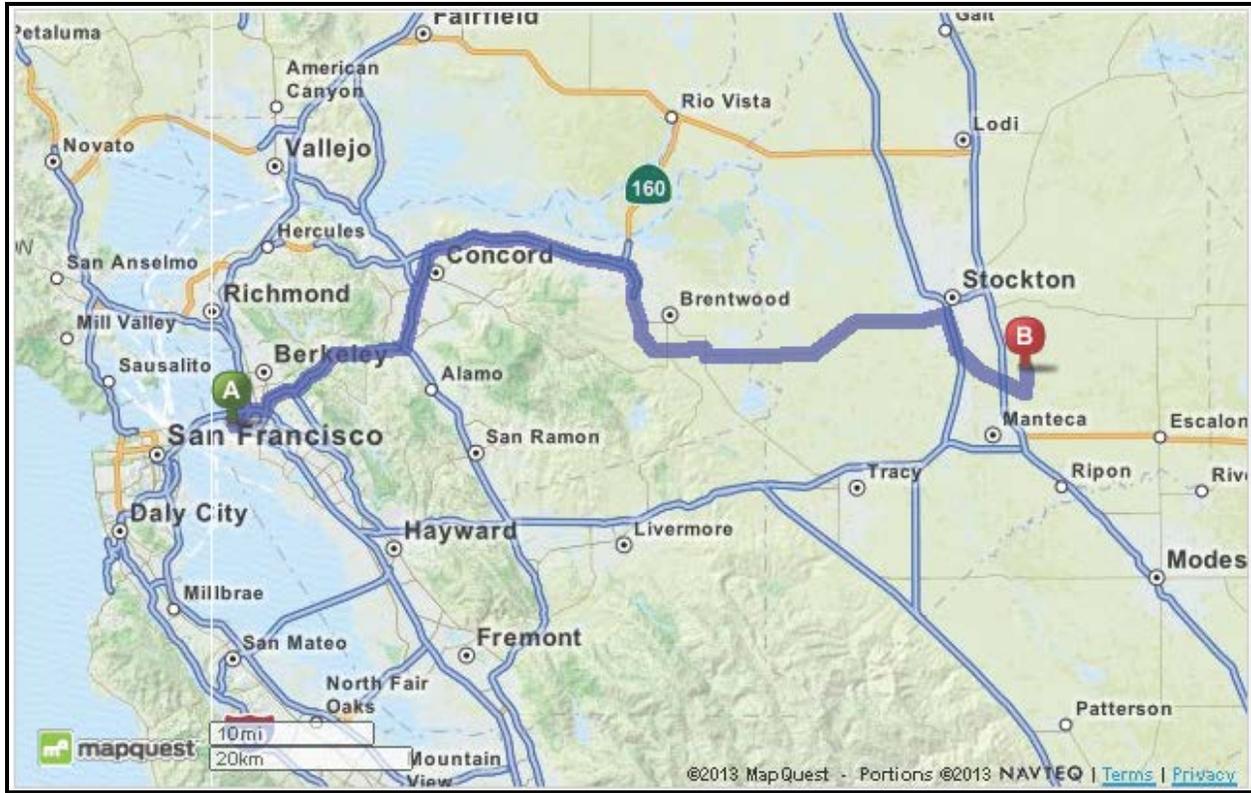


Figure 9. Forward Landfill Alternate Truck Route



Figure 10. Keller Canyon Landfill Alternate Truck Route

**Routes to Offsite Landfills**

**ATTACHMENT 3**

**CHP Facility List and Emergency Contacts**

**TABLE 1 – CHP FACILITY ADDRESSES**

<b>FACILITY NAME</b>	<b>AREA NAME</b>	<b>PHONE NUMBER</b>	<b>ADDRESS</b>
CORDELIA INSPECTION FACILITY (366)	Golden Gate	707-864-5552	3895 Interstate 80 Suisun 94585
MISSION GRADE INSPECTION FACILITY (391)	Golden Gate	925-862-2223	4751 Highway 680 Sunol 94586
NIMITZ INSPECTION FACILITY (347)	Golden Gate	510-794-3658	4416 I-880 Fremont 94538
CHOWCHILLA RIVER INSPECTION FACILITY (464)	Central	559-665-2904	8820 S. Highway 99 Le Grand 95333
GRAPEVINE INSPECTION FACILITY (424)	Central	661-858-2540	32829 Interstate 5 Lebec 93243
GILROY INSPECTION FACILITY (726)	Coastal	408-683-9086	12000 South Valley Fwy. San Martin 95046
CONEJO INSPECTION FACILITY (766)	Coastal	805-498-3853	4001 U.S. Hwy 101 Thousand Oaks 91360

**TABLE 2 – EMERGENCY CONTACT LIST**

<b>COMPANY NAME</b>	<b>CONTACT NAME</b>	<b>PHONE NUMBER</b>	<b>ADDRESS</b>
Goodfellow Top Grade Construction	Dustin Knott	(925) 580-2200	50 Contractors St., Livermore, CA 94551
Turner Construction	Cliff Kunkel	(916) 208-5428	1111 Broadway, Suite 2100 Oakland, California 94607
Flat Iron	Walt Quincy	(925) 570-4796	675 Hegenberger Road, Suite 300 Oakland, California 94621

**ATTACHMENT 4**

**Logs**

**ATTACHMENT 5**

**Figure - Traffic Management and Control Plan**

**APPENDIX E**  
**Dust Control Plan**

**APPENDIX F**  
**Equipment Emissions Reduction Program**

## EQUIPMENT EMISSIONS REDUCTION PROGRAM

### Plan and/or reporting required by:

- SCA-AIR 2
- MM 4.4-4
- MM 4.4-5
- MM 5.4-1

The Equipment Emissions Reduction Program (EERP) of the Construction Management Plan (CMP) addresses the relationship between the equipment that will be used during construction and California Air Resources Board (CARB) regulations, and the Contractor's, Developer's, and/or City's role in helping construction equipment owners comply with these regulations to ensure that air emissions are reduced as quickly as possible. Trucks must be compliant with all laws and regulations, notably the CARB Off-Road Diesel Regulations. All emission standards and related requirements set forth in the CARB Regulations apply on the schedules set forth in the Regulations. All Project contractors will accelerate compliance with the CARB Off-Road Regulation one year in advance of schedule.

The Off-Road Regulation applies to all self-propelled off-road diesel vehicles over 25 horsepower (hp) used in California, and most two-engine vehicles (except on-road two-engine sweepers) are subject to the Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation). This includes vehicles that are rented or leased (rental or leased fleets).

Personal use vehicles, vehicles used solely for agriculture, vehicles that are awaiting sale, and vehicles already covered by the Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards (Cargo Handling regulation), are exempt from the Off-Road regulation. Emergency operations vehicles, low-use vehicles (used under 200 hours per year, as confirmed by a non-resettable hour meter), and vehicles used a majority of the time (but not solely) for agricultural operations, must be reported to CARB and labeled, but are exempt from the performance requirements of the Off-Road regulation.

The overall purpose of the Off-Road regulation is to reduce emissions of oxides of nitrogen (NOx) and particulate matter (PM) from off-road diesel vehicles operating within California. The primary components of the regulation are:

- Limits on idling, a written idling policy, and a disclosure when selling vehicles;

- Labeling and reporting all vehicles to CARB (using the Diesel Off-Road Online Reporting System, DOORS);
- Restrictions on adding older vehicles into fleets; and
- Reductions in fleet emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits).

The requirements and compliance dates of the Off-Road regulation vary by fleet size. For a fleet to determine their size, it must add up all of the off-road horsepower under common ownership or control in the fleet, as outlined in the following table.

### Fleet Size Categories and Performance Requirement Deadlines

Fleet Size	Description	Compliance Deadline
Small	Fleet or municipality, $\leq$ 2,500 hp, or municipality fleet in low population county, captive attainment area fleet, or non-profit training center, regardless of total hp	January 1, 2019
Medium	Fleet with 2,501 to 5,000 hp	January 1, 2017
Large	Fleet with more than 5,000 hp, or all state and federal government fleets, regardless of total hp	January 1, 2014

### CURRENT REQUIREMENTS

The following equipment emissions reduction actions are required by the SCA/MMRP:

- All construction equipment will be properly tuned in accordance with manufacturer’s specifications. Maintenance on vehicles will be regularly performed by a certified mechanic. Only properly working equipment will be deployed onsite.
- Written documentation of equipment maintenance and emissions report will be provided by the Compliance Manager to the Bay Area Air Quality Management District (BAAQMD) for all equipment to be used onsite.
- Late model heavy-duty diesel-powered equipment will be used at the Project Site to the extent that it is readily available in the San Francisco Bay Area.
- Diesel-powered equipment that has been retrofitted with ~~after-treatment~~ aftertreatment products (e.g., engine catalysts) will be used to the extent that it is readily available in the San Francisco Bay Area.
- ~~Low emission diesel fuel will be used for all heavy-duty diesel-powered equipment operating and refueling at the Project Site to the extent that it is readily available and cost effective in the San Francisco Bay Area.~~

- Alternative fuel construction equipment (e.g., compressed natural gas, liquid petroleum gas, unleaded gasoline) will be used to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.
- Electricity infrastructure surrounding the construction sites will be used rather than electrical generators powered by internal combustion engines to the extent feasible.
- Signage will be posted with requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations) one year in advance of any fleet deadlines and enforced with inspection and reporting.
- Signage will be posted with requirements of construction equipment maintenance and enforced with inspection and reporting.

In addition, a program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements. The program will include a gate check component to control vehicle access to and from the Project site and may include a voluntary decal program (i.e., “sticker program”) whereby vehicles determined to be in compliance with Project requirements will be issued an exterior decal to assist in identifying compliant vehicles.

The requirements outlined below are currently in effect and being enforced by CARB.

### **Idling and Disclosure**

Fleets must limit their unnecessary idling to 5 minutes. There are exceptions for vehicles that need to idle to perform work (such as a crane providing hydraulic power to the boom), vehicles being serviced, or in a queue waiting for work. See Appendix G of the Project Manual for the Project Idling Policy.

Sellers must provide disclosure of the Off-Road regulation (exact language provided in the regulation) on the bill of sale or invoice, and must keep records that the disclosure was provided for three years after the sale. The seller must also report the vehicle sale to CARB via DOORS within 30 days of the sale.

### **Reporting and Labeling**

Reporting can be completed using DOORS, which is CARB’s free online reporting tool for the Off-Road regulation. Additionally, hard copy reporting forms are also available. All fleet owners must review and update their information by March 1 of each year that annual reporting is required. Large fleets must report annually from 2012 to 2023, medium fleets from 2016 to 2023, and small fleets from 2018 to 2028. For each annual reporting date, a fleet must report any

changes to the fleet, hour meter readings (for low-use vehicles and vehicles used a majority of the time, but not solely, for agricultural operations), and also must submit the Responsible Official Affirmation of Reporting (ROAR) form. All of these items should be submitted using DOORS.

After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as ‘captive attainment area fleets’ must have labels with a green background instead of red.

## **FUTURE REQUIREMENTS**

### **Restrictions on Adding Vehicles**

CARB is not currently enforcing the Off-Road regulation’s restrictions on fleets adding vehicles with older tier engines, but will enforce this provision once authorization is received from the United States Environmental Protection Agency (EPA). Specific restrictions include:

- Effective upon the EPA issuing authorization for the Off-Road regulation, a fleet may not add a vehicle with a Tier 0 engine to its fleet. The engine tier must be Tier 1 or higher.
- Also effective upon EPA authorization, large and medium fleets may add a vehicle with a Tier 1 engine if and only if the vehicle has an EIN that CARB assigned to the vehicle prior to January 1, 2012, and both the fleet selling and the fleet purchasing the vehicle have reported to CARB by January 1, 2012, or have entered California for the first time after January 1, 2012. Beginning on January 1, 2013, for large and medium fleets, and January 1, 2016, for small fleets, a fleet may not add any vehicle with a Tier 1 engine. The engine tier must be Tier 2 or higher.
- Beginning January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets, a fleet may not add a vehicle with a Tier 2 engine to its fleet. The engine tier must be Tier 3 or higher.

### **Performance Requirements**

By each compliance deadline (see ~~table~~ above), a fleet must demonstrate that it has either met the fleet average target for that year, or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. Fleets have the option of meeting ‘fleet average targets’ for a given year, or

complying with the BACT requirements by turning over or installing VDECS on a certain percentage of its total fleet horsepower. There are special provisions for fleets with 500 hp or less.

Additional information on the Off-Road regulation is available on CARB's website ([www.arb.ca.gov/msprog/ordiesel/knowcenter.htm](http://www.arb.ca.gov/msprog/ordiesel/knowcenter.htm)).

**APPENDIX G**  
**Idling Policy**

# IDLING POLICY

## **Plan and/or reporting required by:**

- SCA-AIR 2

This idling policy is intended to reduce public exposure to diesel particulate matter, greenhouse gas emissions and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles.

## **Applicability**

This policy applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This specifically includes:

1. California-based vehicles; and
2. Non-California-based vehicles.

## **Requirements**

Stated in the California Code of Regulations, Title 13, Section 2485, a driver of a diesel-fueled vehicle with a Gross Vehicle Weight Rating of more than 10,000 pounds is not permitted to idle the vehicle's primary engine for more than five minutes at any location, and is not allowed to operate a diesel-fueled auxiliary power system (APS) on the vehicle for more than five minutes when located within 100 feet of a restricted area: (environmentally sensitive areas, residential areas, commercial areas, etc.). Exceptions do apply in certain situations and for certain vehicles. Any internal combustion APS used in California must comply with applicable state off-road and/or federal non-road emission standards and test procedures for its fuel type and power category to ensure that emissions are not exceeding the emissions of a truck engine operating at idle.

Model Year 2008 and newer heavy-duty diesel engines must be equipped with non-programmable engine shutdown systems that automatically shuts down the engine after five minutes of idling or optionally meets a stringent nitrogen oxide idling emission standard. Operators of trucks equipped with sleeper berths are required to manually shut down the engine when idling more than five minutes at any location within California and are subject to fines for violation. The California Department of Motor Vehicles will not register, renew, or transfer registration for any vehicle operator who has received a violation until the violation is cleared.

## **Enforcement**

This policy may be enforced by the California Air Resources Board (CARB), peace officers (as defined in California Penal Code, Title 3, Chapter 4.5, Sections 830 et seq.) and their respective law enforcement agencies' authorized representatives, and air pollution control or air quality management districts (e.g., Bay Area Air Quality Management District [BAAQMD]).

Violators of this policy will be subject to penalties as specified in the Health and Safety Code and the Vehicle Code.