
Attachment C - SCAMMRP

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/Inspection</u>
General			
SCA General-1, Regulatory Permits and Authorizations from Other Agencies: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.	Prior to activity requiring permit/authorization from regulatory agency	Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning	Applicable regulatory agency with jurisdiction
SCA General-2, Construction Management Plan: Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building, and other relevant City departments	Bureau of Planning, Bureau of Building, and other relevant City departments
Aesthetics			
SCA Aesthetics-1, Lighting: Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	N/A	Bureau of Building
SCA Aesthetics-2: Trash and Blight Removal: The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multifamily residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	N/A	Bureau of Building

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SCA Aesthetics-3: Graffiti Control	Ongoing	N/A	Bureau of Building
<p>a) During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces iii. Use of paint with anti-graffiti coating iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement <p>b) The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system ii. Covering with new paint to match the color of the surrounding surface iii. Replacing with new surfacing (with City permits if required) 			
SCA Aesthetics-4: Landscape Plan	Prior to approval of construction-related permit	Bureau of Planning	N/A
<p>a) Landscape Plan Required: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p> <p>b) Landscape Installation: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p>c) Landscape Maintenance: All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation</p>	Prior to building permit final	Bureau of Planning	Bureau of Building
	Ongoing	N/A	Bureau of Building

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systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.			
Air Quality			
<p>SCA Air-1, Dust Controls – Construction Related: The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ul style="list-style-type: none"> a) Water all exposed surfaces of active construction areas at least twice daily. 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 feasible. 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). 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. d) Limit vehicle speeds on unpaved roads to 15 miles per hour. e) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 miles per hour (mph). f) All trucks and equipment, including tires, shall be washed off prior to leaving the site. g) 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>Because the Project involves extensive site preparation (the construction site more than four acres in size) and involves extensive soil transport (more than 10,000 CY of soil import), the following additional Enhanced dust control measures during construction of the project:</p> <ul style="list-style-type: none"> h) Apply and maintain vegetative ground cover (e.g., hydro-seed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). i) 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. j) When working at a site, install appropriate windbreaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. k) Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City’s Code Enforcement unit and the Bay Area Air Quality Management District. 	During construction	Bureau of Building	Bureau of Building

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When contacted, the project complaint manager shall respond and take corrective action within 48 hours.			
l) 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.			
SCA Air-2, Criteria Air Pollutant Controls - Construction Related: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:	During construction	Bureau of Building	Bureau of Building
a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized by shutting equipment off when not in use, or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure 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.			
b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized by shutting equipment off when not in use, or reducing the maximum idling time to two minutes. Fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off- Road Diesel Regulations”).			
c) 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. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.			
d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.			
e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.			
f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.			
SCA Air-3, Diesel Particulate Matter Controls-Construction Related:	During construction	Bureau of Building	Bureau of Building
a) The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose one of the following methods:			
i) The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board			

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<p>(CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.</p> <p>-or-</p> <p>ii) All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</p> <p>b) <i>Construction Emissions Minimization Plan</i> (if required by a) above): The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i) An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract</p>	Prior to issuance of a construction related permit	Bureau of Planning	Bureau of Building
<p>SCA Air-4, Stationary Sources of Air Pollution (Toxic Air Contaminants): The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>a) The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated</p>	During construction	Bureau of Building	Bureau of Building

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<p>with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>- or -</p> <p>b) The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ol style="list-style-type: none"> i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible 			
<p>SCA Air-5, Truck-Related Risk Reduction Measures (Toxic Air Contaminants)</p> <p>a) <i>Truck Loading Dock</i>: The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.</p> <p>b) <i>Truck Fleet Emission Standards</i>: The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.</p>	Prior to building permit final; ongoing	Bureau of Planning	Bureau of Building
<p>SCA Air-6, Asbestos in Structures: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.</p>	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction

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Biological Resources			
<p>CASP EIR MM Bio 1A-1, Pre-construction Nesting Bird Surveys and Buffers: The following mitigation measures are recommended to address potential impacts to special status birds and nesting birds:</p> <p>a) A qualified biologist shall conduct pre-construction surveys for construction activities between February 15 and September 30 to identify and subsequently avoid nesting areas for special status and migratory bird species. Surveys shall be designed and be of sufficient intensity to document rail and raptor nesting within 500 feet of planned work activities and within 50 feet for passerine nesting activity.</p> <p>b) Construction activities within 500 feet of Damon Marsh and Arrowhead Marsh shall be conducted during the period from August 1 to January 31 to protect potentially nesting Ridgeway rail, California black rail, Alameda song sparrow and San Francisco saltmarsh common yellowthroat.</p> <p>c) If Ridgeway rails, California black rails or raptors are found to be nesting within or adjacent to the planned work area, a minimum 100-foot wide buffer shall be maintained between construction activities and the nest location.</p> <p>d) For Alameda song sparrow, San Francisco saltmarsh common yellowthroat and all other protected birds, a 50-foot buffer shall be maintained.</p> <p>e) Buffer zones may be reduced in consultation with a qualified biologist.</p> <p>f) Buffers shall be maintained until the young have fledged and are capable of flight, or by September 30.</p>	<p>Pre-construction surveys conducted between February 15 and September 30</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
<p>Project Recommendation related to CASP EIR MM Bio-1A-1: The USFWS typically considers any disturbance within 700 feet direct line of sight of occupied nesting habitat to be a potential take of the federally endangered Ridgeway's rail. The 500-foot distance specified in CASP EIR MM Bio 1A-1 could be determined insufficient, and an increased construction-period buffer is recommended, as indicated below:</p> <p>a) Construction activities within 500 <u>700</u> feet of Damon Marsh and Arrowhead Marsh shall be conducted during the period from August 1 to January 31 to protect potentially nesting Ridgeway's rail, California black rail, Alameda song sparrow and San Francisco saltmarsh common yellowthroat</p>	<p>During construction</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
<p>CASP EIR MM Bio 1A-3, Salt Marsh Protection: All core habitat areas for salt marsh harvest mouse (i.e., pickleweed-dominated salt marsh habitat within Damon Marsh and Arrowhead Marsh) shall be avoided and protected. If construction activities are within 100 feet of these areas, site-specific buffers shall be established in coordination with a qualified biologist, approved by USFWS or CDFW as appropriate.</p> <p>a) Buffers shall be designed to preclude changes to water and soil salinity and flooding/inundation regime. The buffers shall be at least 100 feet wide or extend to the current boundary of existing roads or development (includes vacant but graded lots and filled building pads). The qualified biologist may modify these buffers depending on site conditions.</p> <p>b) The construction work area shall be fenced on the side closest to salt marsh habitat to delineate the extent of construction, preclude construction personnel and equipment from entering non-work</p>	<p>During construction</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

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<p>areas, and prevent debris from entering avoided habitats. The construction boundary fencing may also inhibit movement of species such as the salt marsh harvest mouse and salt marsh wandering shrew into the construction area.</p> <p>c) The qualified biologist shall be present during work on-site until the construction barrier fencing is installed, instruction of workers has been conducted, and any direct habitat disturbance has been completed. After that time, the contractor or permittee shall designate a person to monitor on-site compliance with all minimization measures.</p> <p>d) The monitor and qualified biologist shall have the authority to halt construction that might result in impacts that exceed anticipated levels</p>			
<p>CASP EIR MM Bio 1A-4, Public Access Design: All new or additional public access to San Francisco Bay, the Bay shoreline, Damon Marsh and San Leandro Creek shall be implemented in a manner consistent with the San Francisco Bay Conservation and Development Commission’s Public Access Design Guidelines for the San Francisco Bay, in particular its recommendations for avoiding adverse effects on wildlife. These Design Guidelines include the following:</p> <p>a) Preparation of individual site analyses to generate information on wildlife species and habitats existing at the site, and the likely human use of the site</p> <p>b) Employing appropriate siting, design and management strategies (such as buffers or use restrictions) to reduce or prevent adverse human and wildlife interactions</p> <p>c) Planning public access in a way that balances the needs of wildlife and people on an areawide scale, where possible</p> <p>d) Providing visitors with diverse and satisfying public access opportunities to focus activities in designated areas and avoid habitat fragmentation, vegetation trampling and erosion</p> <p>e) Evaluating wildlife predator access and control in site design</p> <p>f) Retaining existing marsh and tidal flats and restoring or enhancing wildlife habitat, wherever possible</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>CASP EIR’s Further Recommendations Pursuant to SCA Aesthetics-1: In addition to the standard provisions of the City SCA Lighting Plan requirements, lighting plans for properties within the CASP planning area and near the Bay include the following:</p> <p>a) Acorn-style lights that are International Dark Sky Association approved "Dark Sky Friendly" will be installed. This type of lighting ensures 0 percent light above 90 degrees, directs light downward and minimizes the amount of backward and side lighting, thereby reducing light pollution on habitat and animals in the surrounding area.</p> <p>b) Use only the lowest luminaire wattage that still provides safe conditions for vehicular traffic, bicyclists, and pedestrians.</p> <p>c) If possible, correlated color temperature (an indication of how "warm" or "cool" the light source appears) ranges of the light source to be between 3800 and 4000 Kelvins. This range corresponds to "warm" light that would be less disturbing to animals.</p>	Prior to building permit final	N/A	Bureau of Building

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d) Lights shall be directed away from and/or screened from Damon Marsh and Arrowhead Marsh.			
CASP EIR MM Bio 3-2, Herbicide / Pesticide Control: Maintenance shall require preparation and implementation of a drift control plan for herbicide/pesticide use.	On going	N/A	Bureau of Building
SCA Biology-1, Tree Removal during Bird Breeding Season: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird-breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed 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 the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence 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 California Department of Fish and Wildlife, and will be based 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.	Prior to removal of trees	Bureau of Planning	Bureau of Building
SCA Bio-2, Bird Collision Reduction Measures: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable Project-specific Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following: a) For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three-second flash instead of solid red or rotating lights. b) Minimize the number of and co-locate rooftop-antennas and other rooftop structures. c) Monopole structures or antennas shall not include guywires. d) Avoid the use of mirrors in landscape design. e) Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). f) Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: i. Use opaque glazing in windowpanes instead of reflective glass.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

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<ul style="list-style-type: none"> ii. Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). iii. Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). iv. Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. v. Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans. vi. Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the “two-by-four” rule). vii. Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. viii. Install opaque window film or window film with a pattern/design which also adheres to the “two-by-four” rule for coverage. <p>g) Reduce light pollution. Examples include the following:</p> <ul style="list-style-type: none"> i. Extinguish nighttime architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). ii. Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. iii. Reduce perimeter lighting whenever possible. iv. Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. v. Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. <p>h) Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:</p> <ul style="list-style-type: none"> i. Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. ii. Distribute educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. iii. Asking employees to turn off task lighting at their workstations and draw office blinds, shades, curtains, or other window coverings at end of workday. 			

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<ul style="list-style-type: none"> iv. Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs. v. Schedule nightly maintenance during the day, or so that it concludes before 11 p.m., if possible. 			
<p>SCA Biology-3, Tree Permit:</p> <p>1. <i>Tree Permit Required:</i> Pursuant to the City’s Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p>	Prior to approval of construction-related permit	Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building	Bureau of Building
<p>2. <i>Tree Protection during Construction:</i> Adequate protection shall be provided during the construction period for any trees that are to remain standing, including the following, plus any recommendations of an arborist:</p> <ul style="list-style-type: none"> a. Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed 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 project’s consulting arborist. 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 that will avoid injury to any protected tree. 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 project’s consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. 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 project’s consulting arborist 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 project’s consulting arborist. 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. 	During construction	Public Works Department, Tree Division	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<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 from work on the site, the project applicant shall immediately notify the Public Works Department and the project’s consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. 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 from 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>3. <i>Tree Replacement Plantings:</i> Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing 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), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>c. Replacement trees shall be at least 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: for Sequoia sempervirens, three hundred fifteen (315) square feet per tree, for other species listed, seven hundred (700) square feet per tree</p> <p>e. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City’s Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>f. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings that fail to become established within one year of planting shall be replanted at the project applicant’s expense.</p>	Prior to building permit final	Public Works Department, Tree Division	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>Recommendation Pursuant to SCA Bio-3: Landscape Plan Species: Pursuant to the Project’s Tree permit and/or Creek permit, the Project applicant shall reconsider the proposed plant palette to incorporate the following recommendations:</p> <p>a) The Project’s landscape plan should provide for a greater component of native trees, especially along the Project’s westerly edge near Damon Marsh.</p> <p>b) The selection of Chinese Pistache trees within the landscape should be limited to male variety of this species, as the female variety produces berries that are attractive to birds.</p>	Prior to building permit final	Public Works Department, Tree Division	Bureau of Building
Cultural Resources			
<p>SCA Cultural-1: Archaeological and Paleontological Resources – Discovery during Construction: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards.</p> <p>a) If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>b) In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods.</p> <p>c) Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential</p>	During construction	N/A	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>d) In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA Cultural-2: Human Remains – Discovery during Construction: Pursuant to CEQA Guidelines section 15064.5(e) (1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner.</p> <p>a) If the County Coroner determines that an investigation of the cause of death is required, or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made.</p> <p>b) In the event 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 California Health and Safety Code. 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 and at the expense of the project applicant.</p>	During construction	N/A	Bureau of Building
Energy			
<p>SCA Energy-1, Green Building Requirements: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>a) The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ol style="list-style-type: none"> i. Documentation showing compliance with Title 24 of the current version of the 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 	Prior to approval of construction-related permit	Bureau of Building	N/A

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<ul style="list-style-type: none"> 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 			
<p>b) The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> i. CALGreen mandatory measures ii. Green building point level/certification requirements per the appropriate checklist approved during the Planning entitlement process iii. 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 Bureau of Planning that shows the previously approved points that will be eliminated or substituted. iv. The required green building point minimums in the appropriate credit categories 			
<p>c) The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> 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 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 iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance 	During construction	N/A	Bureau of Building
<p>d) Compliance with Green Building Requirements after Construction Requirement: Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>	Prior to Final Approval	Bureau of Planning	Bureau of Building
Geology and Soils			
<p>SCA Geo-1: Construction-Related Permit(s): The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
SCA Geo-2: Soils Report: The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA Geo-3, Seismic Hazards Zone (Landslide/Liquefaction): The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended). The geotechnical report shall be prepared by a registered geotechnical engineer for City review and approval, and shall contain, at a minimum, a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
Detailed Recommendations in Furtherance of SCAs – Seismic Hazards: The project sponsor retained Terracon to prepare a soils report and geotechnical report for the Project. This report provides the following recommendations to address seismic hazards through design: <ul style="list-style-type: none"> <i>Seismic Considerations:</i> The seismic design requirements for buildings and other structures of the Project are based on the site’s Seismic Design Category. Site Classification is required to determine the Seismic Design Category for a structure, and the Site Classification is based on the upper 100 feet of the site profile, in accordance with Section 20.4 of ASCE 7-10. Site Classes range from A to F based on the average conditions present within 100 feet of the ground surface, with hard rock considered an ‘A’, down to potentially collapsible soils which get an ‘F’. The Project site qualifies as a Site Class F due to the presence of liquefiable soils. The Site Classification at the Project site could be improved from a Site Class F to a Site Class D by performing ground improvements (see below) that improve the stiffness/density and strength of the very-soft to soft Bay Mud and loose, potentially liquefiable sands. <i>Ground Improvement Option:</i> The 2018 Terracon Report identifies ground improvements (known as Deep Soil Mixing, or DSM) as an appropriate option to mitigate the combined effects associated with the liquefaction, undocumented fill and compressible Bay Mud concerns at this site. DSM is achieved through a process of in-situ mixing of the subsurface soils with cement or a lime-cement combination. This results in physiochemical stabilization of the soils to increase the compressive and shear strength of the material, and to decrease settlement. DSM is accomplished by either a wet mixing method using primarily cement, or a dry mixing method using lime-cement. The wet mixing method should be used for the Project site based on the subgrade soils and groundwater conditions. This method would significantly improve the stiffness/density and strength of the very soft, to soft Bay Mud and loose sands that underlay the site. By improving the stiffness/density and strength of the very soft, to soft Bay Mud and loose sands, DSM would also help improve the 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>Seismic Site Class required for design at the site, and would provide an added assurance against lateral spreading to occur by stabilizing potentially liquefiable soils.</p> <ul style="list-style-type: none"> • <i>Deep Foundations:</i> As an alternative to the DSM option, steel piles driven to into firm native soil below the Bay Mud and liquefiable soil layers can be used to support the Project’s proposed Office, Warehouse and Workshop buildings and retaining walls. This would involve steel sections driven through the very soft Bay Mud and liquefiable soils to their design capacity. The preliminary design capacities for individual steel pipe piles to provide an adequate factor of safety for the load carrying capacity requires that steel piles be driven to a depth of 65 to 100 feet (with a preliminary recommendation of 70 to 80 feet below existing grade). Driven piles should be spaced at least three pile widths apart (center-to-center) if side friction is used for compressive loads. If desired, pre-drilling of oversized holes could be conducted prior to pile driving (with filling the resulting annular space with bentonite slurry), casing sleeves could be provided around the piles to separate the piles from direct contact with settling soils, and/or the piles could be coated with bitumen to allow slippage. • <i>Rammed Aggregate Piers:</i> As an alternative to the DSM option, the existing undocumented fill and compressible Bay Mud under these areas could be reinforced with a Rammed Aggregate Pier (RAP) system installed on a grid pattern. This option would allow for the placement of stockpiled materials and retaining wall foundations directly atop the RAP-reinforced subgrade. The RAP system would serve to stiffen the existing undocumented fill and Bay Mud. Piers would be constructed by advancing a drill or mandrel to design depths, then building a bottom bulb of clean, open-graded stone. The pier is built on top of the bottom bulb, using graded aggregate placed in thin lifts (12 to 24 inches compacted thickness). We anticipate shafts would extend to depths of 20 feet or less for this site. The result of construction is a reinforced zone of soils directly under the stockpiled materials and footings, which allows of the construction of shallow spread footings sized for relatively higher bearing pressures and with lower anticipated settlements. • <i>Floor Slabs:</i> Due to anticipated settlements from liquefaction and consolidation settlement, the building floor slabs should be entirely structurally supported by deep foundations, or alternative floor slab options may be considered if the subgrade in the area of the buildings is improved by DSM. • <i>Vapor Barrier:</i> The use of a vapor retarder should be considered beneath those concrete slabs on grade that are to be covered with moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. 			
<p>Detailed Recommendations in Furtherance of SCAs - Earthwork: The project sponsor retained Terracon to prepare a soils report and geotechnical report for the Project. This report provides the following recommendations to address earthwork (clearing and grubbing, excavations and fill placement) as necessary to render the site ready for foundations, floor slabs and pavement.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>	
	<u>When Required</u>	<u>Initial Approval</u> <u>Monitoring/Inspection</u>
<ul style="list-style-type: none"> • <i>Site Preparation:</i> Prior to placing fill, existing vegetation and root mat, debris, stockpiled soil and any otherwise unsuitable material should be removed. Complete stripping of the topsoil should be performed in proposed building and parking/driveway areas. The subgrade should be proof-rolled with an adequately loaded vehicle such as a fully loaded tandem axle dump truck. Any areas excessively deflecting under the proof-roll should be delineated and separately addressed by either further soil removal or stabilization (see below). Excessively wet or dry materials should be removed or moisture conditioned and re-compacted. Exposed surfaces should be free of mounds and depressions which could prevent uniform compaction. • <i>Subgrade Preparation:</i> After clearing, any required cuts should be made. The undocumented fill below pavement and hardscape areas should be over-excavated to a minimum depth of 2 feet. The presence of over-sized debris or a high volume of organic material may warrant additional over-excavation at the time of grading operations. If needed, a geotextile fabric may be utilized as a separator between the undocumented fill and engineered fill. This over-excavation requirement is not required in areas improved by ground improvement methods (see above) or below slabs in buildings supported by deep foundations (also, see above). • <i>Scarification and Compaction:</i> After any required cuts have been made but prior to placement of any engineered fill, the subgrade soil should be scarified and compacted. If construction occurs during the winter or spring when the subgrade soils are typically already in a moist condition, scarification and compaction may only be 12 inches. If construction occurs during the summer or fall when the subgrade soils have been allowed to dry out, deeper depth of scarification and moisture conditioning (as much as 18 inches) may be needed. Due to the shallow groundwater, the sub-grade soil at the over-excavated depth is likely to be in an elevated moisture condition, and will likely require some drying before it can be compacted. • <i>Backfill/Fill:</i> Following scarification and compaction of the subgrade, the over-excavated areas may be backfilled with compacted structural fill and any additional fill may be placed and compacted. The moisture content and compaction of subgrade soils should be maintained until foundation slab or pavement construction. Very soft Bay Mud conditions may be encountered in the bottom of excavations. Dry crushed rock or clean granular fill material placed over a geotextile may be needed to stabilize wet subgrade materials in the bottom of excavations prior to backfill. Fill placed on Bay Mud or in areas where Bay Mud is covered with less than 3 feet of soil can cause failure within the mud if large amounts of fill are placed too quickly. In order to help reduce the potential for mud waves during fill placement, the first layer of fill should be placed slowly and in as thin a layer as possible without allowing the grading equipment to sink into the mud. In these areas, lightweight equipment should be used to help minimize the required thickness of the first layer. The amount of the fill placed on a daily basis may need to be limited to help minimize pore pressure build up and subsurface failure. 		

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/Inspection</u>
<ul style="list-style-type: none"> • <i>Fill Material Types</i>: Fill required to achieve design grade should be classified as structural fill and general fill. Structural fill is material used below, or within 5 feet of structures or pavements. General fill is material used to achieve grade outside of these areas. Earthen materials used for structural and general fill should meet the material property requirements as specified in the 2018 Terracon Report. • <i>Exterior Hardscape</i>: In order to address the effects of the moderate to high volume change soils, exterior hardscapes should be underlain by a minimum of 24 inches of low volume change (LVC) material. The LVC zone would help to reduce the potential for subgrade volume changes. • <i>Utility Design</i>: In addition, special design details should be considered for underground utility lines, for hardscape, entrances and pavement adjacent to pile or DSM-supported structures, and site drainage. It is recommended that utilities and piping be designed with flexible connections and/or other means to accommodate soil movement and to reduce the potential for damage. Utility and drain lines designed for gravity flow should consider and account for anticipated settlements. 			
SCA Geo-4, Erosion and Sedimentation Control Plan for Construction	During construction	N/A	Bureau of Building
<p>a) <i>Erosion and Sedimentation Control Plan Required</i>: The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. 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 and/or construction 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 City. 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>b) <i>Erosion and Sedimentation Control during Construction</i>: The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>			

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/Inspection</u>
Greenhouse Gas Emissions/Climate Change			
<p>SCA GHG-1, Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist: The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase.</p> <p>a) For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction- related permits.</p> <p>b) For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction.</p> <p>c) For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A
Hazards and Hazardous Materials			
<p>SCA Hazards-1, Hazardous Building Materials and Site Contamination</p> <p>a) <i>Hazardous Building Materials Assessment:</i> The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>b) <i>Environmental Site Assessment Required:</i> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase 1 report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency</p>	Prior to approval of demolition, grading, or building permits	Bureau of Building	Bureau of Building
	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
c) <i>Health and Safety Plan Required:</i> The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
d) Best Management Practices (BMPs) Required for Contaminated Sites (Item 4 text omitted because it is not applicable to the project, which is not on a contaminated site)	During construction	N/A	Bureau of Building
SCA Hazards-2: Hazardous Materials Related to Construction: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:	During construction	N/A	Bureau of Building
a) Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction			
b) Avoid overtopping construction equipment fuel gas tanks			
c) During routine maintenance of construction equipment, properly contain and remove grease and oils			
d) Properly dispose of discarded containers of fuels and other chemicals			
e) Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program), and			
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 project 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 notifying the City Fire Prevention Bureau, Alameda County Environmental Health, and other applicable regulatory agencies, and implementation of the actions described in these agencies’ conditions of approval, 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.			
SCA Haz-3, Hazardous Materials Business Plan: The project applicant shall submit a Hazardous Materials Business Plan (HMBP) for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:	Prior to building permit final	Oakland Fire Department	Oakland Fire Department

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<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, transported, and disposed.</p>			
Hydrology and Water Quality			
<p>SCA Hydro-1, State Construction General Permit: The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.</p>	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of compliance submitted to Bureau of Building	State Water Resources Control Board
<p>SCA Hydro-2, Creek Protection Plan:</p> <p>a) <i>Creek Protection Plan Required:</i> The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices (“BMPs”) during construction and after construction to protect the creek. Required BMPs are identified below.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A
<p>b) <i>Construction BMPs Requirement:</i> The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:</p> <p>i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.</p> <p>ii. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring, or expected.</p> <p>iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<ul style="list-style-type: none"> iv. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be re-packed and native vegetation planted. v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains. vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek. viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site. ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work. xi. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains. xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB). xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City. 			
<p>c) <i>Post-Construction BMPs Requirement:</i> The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.			
d) <i>Creek Landscaping Requirement</i> : The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.	Prior to approval of construction-related permit	Bureau of Planning	N/A
d) <i>Creek Protection Plan Implementation Requirement</i> : The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, the project applicant shall regularly monitor all erosion, sedimentation, debris, and pollution control. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.	During construction; ongoing	N/A	Bureau of Building
SCA Hydro-3, NPDES C.3 Stormwater Requirements for Regulated Projects			
a) <i>Post-Construction Stormwater Management Plan Required</i> : The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: <ul style="list-style-type: none"> i. location and size of new and replaced impervious surface ii. directional surface flow of stormwater runoff iii. location of proposed on-site storm drain lines iv. site design measures to reduce the amount of impervious surface area v. source control measures to limit stormwater pollution vi. stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and hydro-modification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>b) <i>Maintenance Agreement Required:</i> The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> i. The project applicant accepting responsibility for the adequate 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 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. Access is for purposes of verifying implementation, operation and maintenance of the on-site stormwater treatment measures, taking corrective action if necessary. The maintenance agreement shall be recorded at the County Recorder’s Office at the applicant’s expense. 	Prior to building permit final	Bureau of Building	Bureau of Building
<p>SCA Hydro-4, Vegetation Management on Creekside Properties: The project applicant shall comply with the following requirements when managing vegetation prior to, during, and after construction of the project:</p> <ul style="list-style-type: none"> a) Identify and leave “islands” of vegetation in order to prevent erosion and landslides and protect habitat; b) Trim tree branches from the ground up (limbing up) and leave tree canopy intact; c) Leave stumps and roots from cut down trees to prevent erosion; d) Plant fire-appropriate, drought-tolerant, preferably native vegetation; e) Provide erosion and sediment control protection if cutting vegetation on a steep slope; f) Fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management; g) Obtain a Tree Permit before removing a Protected Tree (any tree 9 inches diameter at breast height or dbh or greater and any oak tree 4 inches dbh or greater, except eucalyptus and Monterey pine); h) Do not clear-cut vegetation, as this can lead to erosion and severe water quality problems and destroy important habitat; i) Do not remove vegetation within 20 feet of the top of the creek bank. If the top of bank cannot be identified, do not cut within 50 feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the development; j) Do not trim/prune branches that are larger than 4 inches in diameter; k) Do not remove tree canopy; l) Do not dump cut vegetation in the creek; m) Do not cut tall shrubbery to less than 3 feet high; and n) Do not cut short vegetation (e.g., grasses, groundcover) to less than 6 inches high. 	Ongoing	N/A	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>CASP EIR Recommendation Hydro-5: The following additional recommendations are suggested to provide an adaptive approach to addressing a 16-inch sea level rise above current Base Flood Elevation (BFE) for mid-term (2050) planning and design:</p> <ol style="list-style-type: none"> 1. Design gravity-based storm drain systems for 16 inches of sea level rise 2. Design and construct habitable space above at-grade parking structures to allow sea level rise to affect uninhabited parking structures rather than dwelling units 3. Design buildings to withstand periodic inundation 4. Prohibit below grade habitable space in inundation zones 5. Require that all critical infrastructure sensitive to inundation be located above the SLR base flood elevation 6. Consider means for implementing an adaptive management strategy to protect against long-term sea level rise of as much as 55", potentially including constructing levees or seawalls and providing space for future storm water lift stations near outfall structures into the Bay and Estuary 	Prior to approval of grading and other construction-related permits	Bureau of Building	Bureau of Building
Land Use			
<p>CASP EIR MM Land-7B, Avigation Easement / Disclosure: Sellers or leasers of real property located within the Oakland Airport Influence Area shall disclose within an aviation easement included as part of all real estate transactions within the AIA that their property is situated within the AIA, and may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.</p>	Prior to issuance of building permit	Bureau of Building	N/A
<p>CASP EIR MM Land-8A, BCDC Issuance of Major Permit(s): Prior to implementation of the proposed Damon Slough enhancements, the Elmhurst Creek realignment, new development within 100 feet of the San Leandro Bay shoreline, and the proposed Bay Cut (and potentially other project elements found to be within BCDC jurisdiction), the project applicants for those projects shall apply for and obtain through an application review process (which may include additional public hearings and review boards) issuance of necessary BCDC permits.</p>	Prior to activity requiring permit/authorization from BCDC	Approval by BCDC; evidence of approval submitted to Bureau of Planning	BCDC, per agency jurisdiction
Noise and Vibration			
<p>SCA Noise-1, Construction Days/Hours: The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ol style="list-style-type: none"> a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b) Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. 	During construction	N/A	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>c) No construction is allowed on Sunday or federal holidays. 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. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>			
<p>SCA Noise-2, Construction Noise: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</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., jackhammers, 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, if such jackets are commercially available, 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) Applicant shall use temporary power poles instead of generators where feasible</p> <p>d) Stationary noise sources shall be located as far from adjacent properties 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>e) 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 is necessary and all available noise reduction controls are implemented.</p>	During construction	N/A	Bureau of Building
<p>SCA Noise-3, Extreme Construction Noise Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan. This Plan shall be prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<p>further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; 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; c). Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; 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 e) Monitor the effectiveness of noise attenuation measures by taking noise measurements. 			
<p>SCA Noise-4, Public Notification Required: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise-generating activities, and describe noise attenuation measures to be implemented.</p>	During construction	Bureau of Building	Bureau of Building
<p>SCA Noise-5, Construction Noise Complaints: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a) Designation of an on-site construction complaint and enforcement manager for the project; b) A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c) Protocols for receiving, responding to, and tracking received complaints; and d) Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City’s request. 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p>Recommendation #1 Pursuant to the Construction Management Plan - Temporary Rerouting of the Bay Trail: The Project applicant shall coordinate with BCDC to identify an acceptable temporary detour of the segment of the Bay Tail that is immediately adjacent to the Project site during pile driving/pile drilling activities. The options for detour routes in this area are limited, and may best be accomplished by providing a temporary public pathway along the Project site’s frontage on Oakport Street, at least as far as the</p>	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building, and other relevant	Bureau of Planning, Bureau of Building, and other relevant City departments

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
Peppermint Gate Access Road through the EBMUD Parcel #2. The segment of the Bay Trail adjacent to the site can be re-opened after conclusion of the temporary pile driving/pile drilling activity.		City departments	
Recommendation #2 Pursuant to the Construction Management Plan – Schedule Coordination with City-Sponsored Use of Soccer Fields: The Project applicant shall coordinate with the City Parks and Recreation Department to best avoid pile driving/pile drilling activities of the Project concurrent with scheduled sports activities at the City Soccer fields. Pursuant to SCA Noise-3, no pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday, and no construction is allowed on Sunday or federal holidays. Accordingly, schedule coordination is only required during intermittent weekday use of the sport field between the hours of 8:00 a.m. and 4:00 p.m	Prior to the issuance of the first construction-related permit	Bureau of Planning, Bureau of Building, and other relevant City departments	Bureau of Planning, Bureau of Building, and other relevant City departments
SCA Noise-6, Operational Noise: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 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 City.	Ongoing	N/A	Bureau of Building
Population and Housing			
SCA Population-1, Jobs/Housing Impact Fee: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
Public Services			
SCA Pubic-1, Capital Improvements Impact Fee: The Project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
As authorized by California Government Code Sections 65995, 65996(a) and 65996(b) , the OUSD will collect school impact fees from the Project, and payment of the required school impact fees will address the impact of the Project on school services to the furthest extent permitted by law. School impact fees are collected when building permits are issued. Payment of these fees will constitute full and complete mitigation, and the impact of the Project related to schools would be less than significant.	Prior to issuance of building permit	Bureau of Building	N/A
SCA Public-2, Access to Parks and Open Space: The project applicant shall submit a plan for City review and approval to enhance bicycle and pedestrian access from the Project site and adjacent areas to the Bay Trail. Examples of enhancements may include, but are not limited to new or improved bikeways, bike parking, traffic control devices, sidewalks, pathways, bulb-outs and signage. The project sponsor shall install the approved enhancements during construction and prior to completion of the project.	Prior to approval of construction-related permit	Bureau of Planning, Department of Transportation	Department of Transportation

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	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/Inspection</u>
Transportation and Circulation			
SCA Transportation-1, Bicycle Parking: The project applicant shall comply with the City of Oakland Bicycle Parking: Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA Transportation-2: Transportation and Parking Demand Management:	Prior to approval of planning application	Bureau of Planning	N/A
<p>a) <i>Transportation and Parking Demand Management (TDM) Plan Required:</i> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <ol style="list-style-type: none"> 1. The goals of the TDM Plan shall be the following: <ol style="list-style-type: none"> i. Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. ii. For Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips, achieve a project vehicle trip reduction (VTR of 10%. For Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips, achieve a project vehicle trip reduction (VTR of 20% iii. Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. iv. Enhance the City's transportation system, consistent with City policies and programs. 2. The TDM Plan should include the following: <ol style="list-style-type: none"> i. Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. ii. Proposed TDM strategies to achieve VTR goals (see below). iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program. 3. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required by Code or when described below, these mandatory strategies should be identified as a credit toward a project's VTR. <ol style="list-style-type: none"> i. Bus boarding bulbs or islands, when a bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or a bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb ii. Bus shelter, when a stop with no shelter is located within the project frontage, or the project is located within 0.10 miles of a flag stop with 25 or more boardings per day iii. Concrete bus pad, where a bus stop is located along the project frontage and a concrete bus pad does not already exist 			

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iv. Curb extensions or bulb-outs, where identified as an improvement within site analysis		
v. Implementation of a corridor-level bikeway improvement, where a buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location, and ☐ The project would generate 500 or more daily bicycle trips		
vi. Implementation of a corridor-level transit capital improvement, where a high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and the project would generate 400 or more peak period transit trips		
vii. Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan - always required		
viii. Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.), when improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection		
ix. In-street bicycle corral, when a project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and onstreet where vehicle parking is provided along the project frontages.		
x. Intersection improvements, when identified as an improvement within site analysis		
xi. New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards, always required		
xii. No monthly permits and establish minimum price floor for public parking, if proposed parking ratio exceeds 1:1000 sf. (commercial)		
xiii. Parking garage is designed with retrofit capability, optional if proposed parking ratio exceeds 1:1.25 (residential), or 1:1000 sf. (commercial)		
xiv. Parking space reserved for car share, if a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.		
xv. Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section, typically required		
xvi. Pedestrian crossing improvements, when identified as an improvement within site analysis		
xvii. Pedestrian-supportive signal changes, when identified as an improvement within operations analysis		
xviii. Real-time transit information system, when a project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better		
xix. Relocating bus stops to far side, when a project is located within 0.10 mile of any active bus stop that is currently near-side		

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xx. Signal upgrades, when project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. Of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years		
xxi. Transit queue jumps , when identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better		
xxii Trenching and placement of conduit for providing traffic signal interconnect, when a Project size exceeds 100 units, 80,000 sf. Of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and a major transit improvement is identified within operations analysis requiring traffic signal interconnect		
xxiii Unbundled parking, if proposed parking ratio exceeds 1:1.25 (residential)		
4. Other TDM strategies to consider include, but are not limited to, the following:		
i. 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 the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.		
ii. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping		
iii. Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.		
iv. Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines and any applicable streetscape plan.		
v. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.		
vi. Direct on-site 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).		
vii. Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes.		
viii Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle		

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<p>service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).</p> <p>ix. Guaranteed ride home program for employees, either through 511.org or through separate program.</p> <p>x. Pre-tax commuter benefits (commuter checks) for employees</p> <p>xi. 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.</p> <p>xii. On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools</p> <p>xiii. Distribution of information concerning alternative transportation options</p> <p>xiv. 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.</p> <p>xv. Parking management strategies, including attendant/valet parking and shared parking spaces</p> <p>xvi. Requiring tenants to provide opportunities and the ability to work off-site</p> <p>xvii 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 (e.g., working four, ten-hour days; allowing employees to work from home two days per week).</p> <p>xviii 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>5. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p>			
<p>b) <i>TDM Implementation – Physical Improvements Requirement:</i> For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p>	Prior to building permit final	Bureau of Building	Bureau of Building
<p>c) <i>TDM Implementation – Operational Strategies:</i> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer</p>	Ongoing	Department of Transportation	Department of Transportation

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.			
SCA Transportation-3, Transportation Impact Fee: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
SCA Transportation-4, Plug-In Electric Vehicle (PEV) Charging Infrastructure	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building
a) <i>PEV-Ready Parking Spaces:</i> The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.			
b) <i>PEV-Capable Parking Spaces:</i> The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.			
c) <i>ADA-Accessible Spaces:</i> The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).			
SCA Transportation-5, Construction Activity in the Public Right-of-Way	Prior to approval of construction-related permit	Department of Transportation	Department of Transportation
a) <i>Obstruction Permit Required:</i> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.			
b) <i>Traffic Control Plan Required:</i> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction	The project applicant shall implement the approved Plan during construction	Department of Transportation	Department of Transportation

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/Inspection</u>
access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones.			
c) <i>Repair of City Streets</i> : The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her 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 approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	Prior to building permit final	N/A	Department of Transportation
SCA Transportation-6, Transportation Improvements : The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall 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, among other items, the elements listed below: a) 2070L Type Controller with cabinet accessory b) GPS communication (clock) c) Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d) Countdown pedestrian head module switch out e) City Standard ADA wheelchair ramps f) Video detection on existing (or new, if required) g) Mast arm poles, full activation (where applicable) h) Polara Push buttons (full activation) i) Bicycle detection (full activation) j) Pull boxes k) Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l) Conduit replacement contingency	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
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m) Fiber switch n) PTZ camera (where applicable) o) Transit Signal Priority (TSP) equipment consistent with other signals along corridor p) Signal timing plans for the signals in the coordination group q) Bi-directional curb ramps (where feasible, and if project is on a street corner) r) Upgrade ramps on receiving curb (where feasible, and if project is on a street corner)			
Tribal Cultural Resources			
SCA Cultural-1, Archaeological and Paleontological Resources - Discovery during Construction: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources, including tribal cultural resources, are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. a) If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. b) In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. c) Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.	During construction	N/A	Bureau of Building
Project Requirement Tribal Cultural Resources-1, Discovery of Tribal Cultural Resources: In the event that Native American human remains or funerary objects are discovered, the provisions of Section 7050.5(b) of	During construction	N/A	Bureau of Building

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<p>the California Health and Safety Code apply. These provisions provide that, the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within 24 hours. The Commission has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant. Sections 5097.98 and 5097.99 of the Public Resources Code also call for "protection of Native American human burials and skeletal remains from vandalism and inadvertent destruction.</p>			
Utilities and Service Systems			
<p>SCA Utilities-1, Water Efficient Landscape Ordinance: The project applicant shall comply with California’s Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California’s Model Water Efficient Landscape Ordinance.</p> <p>a) <i>Performance Measures:</i> Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, including the following:</p> <ol style="list-style-type: none"> i. Project information (date, applicant and property owner name, project address, total landscape area, project type (new, rehabilitated, cemetery, or home owner installed), water supply type and water purveyor, checklist of documents in the package, project contact information, and applicant signature and date with the statement: “I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.” ii. Water Efficient Landscape Worksheet, including Hydro-zone Information Table and Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use iii. Soil Management Report iv. Landscape Design Plan v. Irrigation Design Plan, and vi. Grading Plan <p>b) Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion, and landscape and irrigation maintenance schedule, for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>SCA Utilities-2, Sanitary Sewer System: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer</p>	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.			
<p>SCA General -1, Regulatory Permits and Authorizations from Other Agencies: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies, and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval. In accordance with this SCA:</p> <p>a) To ensure that the Project contributes to legally required reductions in I&I, the Project applicant shall comply with EBMUD's Regional Private Sewer Lateral (PSL) Ordinance. Affected property owners must obtain a certificate from EBMUD certifying that all of their PSLs are leak-free.</p> <p>b) The Project shall replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and</p> <p>c) The Project shall ensure that any new wastewater collection systems, including sewer lateral lines, are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes.</p>	Prior to activity requiring permit/authorization from EBMUD	Approval by EBMUD; evidence of approval submitted to Bureau of Planning	Applicable regulatory agency with jurisdiction
<p>SCA Utilities-3, Construction and Demolition Waste Reduction and Recycling: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations /modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
<p>SCA Utilities-4, Recycling Collection and Storage Space: The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For non-residential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

<u>Standard Conditions of Approval/Mitigation Measures</u>	<u>Mitigation Implementation/Monitoring</u>		
	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
SCA Utilities-5, Underground Utilities: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project’s street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During construction	N/A	Bureau of Building
SCA Utilities-6, Storm Drain System: The project storm drainage system shall be designed in accordance with the City of Oakland’s Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building