

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
Aesthetics, Shadow and Wind			
SCA Aesthetics-1, Landscape Plan			
1. <i>Landscape Plan Required:</i> 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.	Prior to approval of construction-related permit	Bureau of Planning	N/A
2. <i>Landscape Installation:</i> The project applicant shall implement the approved Landscape Plan, unless a bond, cash deposit, letter of credit or 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.	Prior to building permit final	Bureau of Planning	Bureau of Building
3. <i>Landscape Maintenance:</i> 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 systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing	N/A	Bureau of Building
SCA Aesthetics-2, 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-3, 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
SCA Aesthetics-4, Graffiti Control:	Ongoing	N/A	Bureau of Building
1. 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: <ol style="list-style-type: none"> Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces Installation and maintenance of lighting to protect likely graffiti-attracting surfaces Use of paint with anti-graffiti coating Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement 			

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<p>2. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ol style="list-style-type: none"> 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. Covering with new paint to match the color of the surrounding surface Replacing with new surfacing (with City permits if required) 			
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> <ol style="list-style-type: none"> 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. 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). 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. Limit vehicle speeds on unpaved roads to 15 miles per hour. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 miles per hour (mph). All trucks and equipment, including tires, shall be washed off prior to leaving the site. 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. 	During construction	Bureau of Building	Bureau of Building
<p>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:</p> <ol style="list-style-type: none"> 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. 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”). 	During construction	Bureau of Building	Bureau of Building

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<p>3. 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.</p> <p>4. 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.</p> <p>5. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>6. 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.</p>			
<p>SCA Air-3, Diesel Particulate Matter Controls-Construction Related: 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:</p> <p>1. 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 (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>2. 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</p>	During construction	Bureau of Building	Bureau of Building

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compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.			
<p>SCA Air-5, 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> <ol style="list-style-type: none"> 1. 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 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. - or - 2. 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: <ol style="list-style-type: none"> a. Installation of non-diesel fueled generators, if feasible, or; b. 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 	During construction	Bureau of Building	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). These include but are 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>	During construction	Bureau of Building	Bureau of Building
Biological Resources			
<p>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</p>	Prior to removal of trees	Bureau of Planning	Bureau of Building

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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.			
SCA Biology-2, Tree Permit:			
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.	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
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:			
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.	During construction	Public Works Department, Tree Division	Bureau of Building
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			

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<p>other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>d. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>e. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works 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 as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p>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 <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus menziesii</i> (Madrone), <i>Aesculus californica</i> (California Buckeye), <i>Umbellularia californica</i> (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 <i>Sequoia sempervirens</i>, 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>Prior to building permit final</p>	<p>Public Works Department, Tree Division</p>	<p>Bureau of Building</p>

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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.			
Cultural Resources			
SCA Cultural-1: Archaeological and Paleontological Resources – Discovery during Construction:	During construction	N/A	Bureau of Building
1. 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. 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.			
2. 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. 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.			
3. 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			

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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.			
SCA Cultural-3: 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. 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. 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.	During construction	N/A	Bureau of Building
SCA Cultural-4: Vibration Impacts on Adjacent Historic Structures or Vibration-Sensitive Activities: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at adjacent historic resources within or near the project. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to construction	Bureau of Building	Bureau of Building
Project Improvement Recommendation - Retain and Rehabilitate All Historic Steel Sash Windows: Page & Turnbull recognizes and appreciates that the large historic steel sash windows at the north façade of Building 0, which are visible from the public right-of-way along Lincoln Avenue, are proposed to be retained and repaired as necessary. Page & Turnbull recommends that, except in demonstrated cases of severe deterioration beyond repair, all historic steel windows at Building 0 be retained and rehabilitated in order to fully comply with Rehabilitation Standard 6. Per Rehabilitation Standard 6, repair, rehabilitation, and thermal upgrading should be pursued as primary strategy before considering replacement with compatible, in-kind replacement windows (such as the Type 2 windows indicated in the Project). While double-glazed windows have increased thermal performance, there are other ways to improve thermal performance of existing historic steel sash windows. Furthermore, overall thermal performance of the building may be accomplished through improved insulation of wall and roof assemblies, while retaining all historic steel sash windows.	Prior to Design Review approval	Planning Commission	Bureau of Building

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Geology and Soils			
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.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
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
Detailed Recommendations in Furtherance of SCA Geo-2: Pursuant to the grading permit requirements found in the Oakland Municipal Code, design and construction considerations are recommended in the August 2020 Rockridge Geotechnical and Geological Evaluation, Stability of Slope Below Building (Appendix 8F), as recommended pursuant to peer-review by the City’s geotechnical engineering consultants, EnGeo. Based on their site investigations, Rockridge recommends that the surface drainage at the rear of Building 9 be improved, and that the slope below Building 9 be partially reconstructed to mitigate the potential for future slope instability under static and seismic conditions. Further detailed recommendations are presented below.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p>1. <i>Surface Drainage Improvements</i></p> <p>a. Four roof drain downspouts at the rear of Building 9 currently discharge onto the ground surface adjacent to the building. The two easternmost roof drains may have contributed to slope instability and should be connected to solid buried pipes that discharge near the base of the reconstructed slope. The end of the discharge pipes should be designed with a “T” and a gravel pad to mitigate the potential for ground-surface erosion.</p> <p>b. The ground surface behind the eastern-most 80 feet of Building 9 is currently uneven with some areas sloping toward the building, some areas being relatively level, and some areas sloping away from the building. To reduce the potential for ponding and concentrated surface flow onto the slope face, this area should be re-graded so that the ground surface slopes down away from Building 9 and towards the top of the slope at a consistent gradient of five percent.</p> <p>c. Much of the slope below Building 9 has been recently cleared and is covered with wood chips. To mitigate the potential for surface erosion after construction of the Project’s proposed improvements, the final graded slopes (where not already currently covered with erosion-resistant vegetation (should be planted with deep-rooted vegetation to reduce the potential for surface erosion.</p>			

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<p>c. The slopes should be covered with an erosion control blanket to minimize surface erosion until the vegetation matures.</p> <p>2. <i>Slope Reconstruction</i></p> <p>a. The fill slope below the eastern-most 80 feet of Building 9, as well as the 80-foot long section of fill slope east of Building 9, should be reconstructed as an engineered fill slope during construction of the proposed future site improvements.</p> <p>b. The inclination of the final slope should not exceed 2:1 (horizontal: vertical) unless reinforced with geogrid. A geogrid-reinforced slope as steep as 1.5:1 is feasible; however, installation of geogrid reinforcement would require significantly more cutting into the existing slope than for reconstruction of an unreinforced slope.</p> <p>c. It should be assumed that the outer 10 feet of the current slope consists of non-engineered fill that should be excavated and then replaced as engineered fill after installation of a keyway and subdrains. Several test pits should be excavated into this slope face prior to site grading to further investigate the existing fill thickness.</p> <p>d. Reconstruction of the slope should consist of excavating the existing fill from the slope face (if the fill extends behind a line inclined at 1:1 from the top of the slope, it may be left in place since it will be buttressed with the engineered fill). The excavation at the top of the slope should extend no closer than 10 horizontal feet from the rear of Building 9 and should be inclined no steeper than 1:1. A keyway that is at least 10 feet wide and extends at least four feet into competent bedrock or very stiff/dense native soil should be excavated as the projected toe of the engineered fill slope. The base of the keyway should be sloped back into the hillside at an inclination of at least two percent.</p> <p>e. Below Building 9, subdrains should be installed at the back of the keyway, within 10 feet (vertically) from the top of the slope, and at approximately mid slope. East of Building 9, subdrains should be installed in the keyway and within 10 feet (vertically) from the top of the slope. Subdrains should discharge water via solid pipe to a suitable downslope discharge point protected from erosion with a gravel blanket.</p> <p>f. The engineered fill placed to repair the slope should be keyed and benched into competent native soil and/or bedrock with benches being about eight feet wide. The soil and bedrock materials encountered at the site are suitable for reuse as engineered fill, provided they are free of significant organics, rocks or lumps larger than four inches in greatest dimension, and organic material. If imported fill is required, it should consist of material that is free of hazardous substances, contain no rocks larger than four inches in greatest dimension, and have a plasticity index (PI) not exceeding 12. Fill should be placed in horizontal lifts not exceeding eight inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction.</p>			

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<p>g. The finished surface of the slope should be track-walked and protected from erosion by deep-rooted, fast-growing vegetation prior to winter. The surface should be covered with appropriate erosion control material to minimize surface erosion prior to maturation of the plants.</p> <p>3. <i>Retaining Walls</i>: Current plans call for installation of low retaining walls as part of the site improvements.</p> <p>a. Permanent retaining walls should be designed to resist lateral earth pressure imposed by the retained soil and surcharge pressure, where appropriate. Where permanent walls will be restrained from movement at the top and/or sides, they should be designed for at-rest conditions.</p> <p>b. Walls that retain soil and are not restrained from rotation may be designed for appropriate active pressures (as presented in Appendix 8F). The recommended design pressures are appropriate for walls that are fully drained.</p> <p>c. Walls that retain more than six feet of soil should be designed for the more critical loading condition of static or seismic conditions.</p>			
<p>Detailed Recommendations in Furtherance of SCAs Geo-1 and Geo-2: In furtherance of SCAs Geo-1 and Geo-2 and pursuant to the grading permit requirements found in the Oakland Municipal Code, the following design and construction considerations are recommended in the 2019 Cahill and McMillen Jacobs Conceptual Design and Constructability Evaluation (as also peer-reviewed by the City’s geotechnical engineering consultants, EnGeo):</p> <ol style="list-style-type: none"> 1. The final alignment of the tunnel should be selected such that the length of the jacked box is minimized to reduce required jacking loads as much as possible. This can be accomplished by constructing the portals as close to the property lines as feasible. 2. The jacked box will require construction of a soldier pile wall to aid in mobilizing passive reaction forces for jacking. 3. Due to the size of the tunnel, design of a jacked box will have to assume a relatively simple geometry and an internal clear width not to exceed 18 feet (this clearance does not include any internal finishes, such as lighting, architectural finishes, waterproofing, etc.) 4. For stiff/dense soil and rock conditions, overcut may be needed ahead of the box to facilitate advancing the box. Steel sheeting on the box roof and bentonite slurry lubricant will be required to minimize friction and maintain jacking forces. 5. Depending on rock strength and the presence of soil and mixed face ground within the tunnel profile, temporary face support measures may be required to prevent ground loss. Options for face support will likely consist of sloping of the face, and installation of fiberglass face bolts, face shotcrete, or breasting. 6. The jacked box construction of the tunnel will require pre-support of the ground prior to commencing excavation. Settlement of existing utilities overlying the tunnel can likely be addressed through exposing and providing structural strengthening, or by providing 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

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<p>temporary bypass across the tunnel zone of influence. During final design, a detailed evaluation of overcutting, advance lengths, and settlement should be carried out once the construction approach is finalized. Specific measures anticipated for this project to address settlement include installation of pre-support measures such as a grouted pipe canopy or ground freezing prior to excavation, application of face support measures, and monitoring of overlying structures during construction to confirm no unanticipated ground movements develop as a result of tunnel excavation.</p> <p>7 Vertically shored excavations will be required at the portal locations. The actual extent of shoring will be dependent on the presence of nearby utilities, structures, construction methods/sequencing, and final grading requirements. An anchored shotcrete wall is likely the most economical means of supporting vertical cuts for both temporary and permanent conditions.</p> <p>8 If rock conditions are encountered, tieback lengths are anticipated to be approximately 25 to 35 feet in length. Tiebacks would be drilled in 3 to 4-inch holes, fully grouted, and staggered at a pattern spacing of about 6-foot vertical by 6-foot horizontal. For soil conditions, anchor lengths/loads will be larger with a tighter spacing. Shotcrete facing will also be required for temporary and permanent shoring. For permanent walls, anchors will need to be double corrosion protected (DCP) and designed for seismic conditions.</p> <p>9. If encroachment limitations prevent the use of anchors for temporary walls, the system can be internally braced using steel struts and soldier piles. If the shored material consists of soil in this case, soldier piles may be required.</p> <p>10. In all cases, shoring walls should be designed for drained conditions and incorporate weep holes, or strip/mat drains behind the facing.</p> <p>11. To protect existing facilities from the effects of tunnel and portal construction, installation of monitoring instruments along Lincoln Avenue will be required to monitor ground/utility movements and surface settlement. Prior to commencing excavation, utility monitoring points and surface settlement arrays should be installed within the influence zone of the tunnel and portal excavations. Monitoring of these points should be performed on a regular basis during construction (daily or more frequently). Baseline readings will need to be taken to establish elevations prior to construction.</p> <p>12 Following completion of tunneling, monitoring should continue until readings stabilize or until such time that construction activities no longer warrant active monitoring. Actual monitoring locations will need to be determined after utility locations have been verified.</p> <p>13. Settlement thresholds and corrective actions will need to be established as part of the final design and prior to starting construction.</p>			
<p>Detailed Recommendations for Grading Practices for Expansive Soils in Furtherance of SCA Geo-2: In furtherance of SCA Geo-2 and pursuant to the grading permit requirements found in the Oakland</p>	<p>Prior to approval of construction-related permit</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

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<p>Municipal Code, the following grading practices are recommended in the 2012 Rockridge Geotechnical Report:</p> <ol style="list-style-type: none"> 1. Positive surface drainage should be provided around all buildings to direct surface water away from foundations and below-grade walls. To reduce the potential for water ponding adjacent to buildings, the ground surface within a horizontal distance of five feet from the buildings should slope down away from the buildings with a surface gradient of at least two percent in unpaved areas, and one percent in paved areas. 2. Roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations, below-grade walls, pavements, and concrete flatwork. 3. Water-intensive landscaping around the perimeter of buildings should be avoided to reduce the amount of water introduced to the expansive clay subgrade. 4. Aggregate base (AB) courses beneath any new pavements and pedestrian walkways located adjacent to landscape beds should be constructed with thickened concrete edges that extend through the AB and into the underlying clay subgrade. 5. Systems for storm water treatment (infiltration basins, rain gardens, bio-retention systems, vegetated swales, flow-through planters, etc.) should be provided with underdrains and impermeable liners, and not designed for filtration into the subgrade. 			
<p>SCA Geo-5: Erosion and Sedimentation Control Plan for Construction:</p> <ol style="list-style-type: none"> 1. <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. 2. <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. 			
	Prior to approval of construction-related permit	Bureau of Building	N/A
	During construction	N/A	Bureau of Building

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	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
Hazards and Hazardous Materials			
<p>SCA Hazards-1: 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:</p> <ol style="list-style-type: none"> 1. Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction 2. Avoid overtopping construction equipment fuel gas tanks 3. During routine maintenance of construction equipment, properly contain and remove grease and oils 4. Properly dispose of discarded containers of fuels and other chemicals 5. 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 6. 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. 	During construction	N/A	Bureau of Building
SCA Hazards-2, Hazardous Building Materials and Site Contamination			
<ol style="list-style-type: none"> 1. <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 	Prior to approval of demolition, grading, or building permits	Bureau of Building	Bureau of Building

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	When Required	Initial Approval	Monitoring/ Inspection
any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.			
2. <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.	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction
3. <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.	Applicable regulatory agency with jurisdiction	Bureau of Building	Bureau of Building
4. 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)	N/A	N/A	N/A
Hydrology and Water Quality			
SCA Hydro-1: Erosion and Sedimentation Control Plan for Construction			
1. <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.	Prior to approval of construction-related permit	Bureau of Building	N/A
2. <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	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.			
SCA Hydro-2, 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.	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
SCA Hydro-4, NPDES C.3 Stormwater Requirements for Regulated Projects			
1. <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"> a. location and size of new and replaced impervious surface b. directional surface flow of stormwater runoff c. location of proposed on-site storm drain lines d. site design measures to reduce the amount of impervious surface area e. source control measures to limit stormwater pollution f. stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and hydromodification 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
2. <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: <ul style="list-style-type: none"> a. 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 b. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for purposes of verifying the implementation, operation and maintenance of the on-site stormwater treatment measures, and to take 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

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	When Required	Initial Approval	Monitoring/ Inspection
SCA Hydro-5, Creek Protection Plan			
1. <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.	Prior to approval of construction-related permit	Bureau of Planning	N/A
2. <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:	Prior to approval of construction-related permit	Bureau of Planning	N/A
a. 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.			
b. 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.			
c. 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.			
d. 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.			
e. 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.			
f. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.			
g. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.			
h. 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			

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<p>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.</p> <p>i. 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.</p> <p>j. 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.</p> <p>k. 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.</p> <p>l. 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).</p> <p>m. 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>			
<p>3. <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 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.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A
<p>4. <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.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A
<p>5. <i>Creek Protection Plan Implementation Requirement:</i> The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, the</p>		N/A	Bureau of Building

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	When Required	Initial Approval	Monitoring/ Inspection
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		
SCA Hydro-6, 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: <ol style="list-style-type: none"> 1. identify and leave “islands” of vegetation in order to prevent erosion and landslides and protect habitat 2. trim tree branches from the ground up (limb-up) and leave tree canopy intact 3. leave stumps and roots from cut down trees to prevent erosion 4. plant fire-appropriate, drought-tolerant, preferably native vegetation 5. provide erosion and sediment control protection if cutting vegetation on a steep slope 6. fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management 7. 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) 8. do not clear-cut vegetation - this can lead to erosion and severe water quality problems and destroy important habitat 9. 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 10. do not trim/prune branches that are larger than 4 inches in diameter 11. do not remove tree canopy 12. do not dump cut vegetation in the creek 13. do not cut tall shrubbery to less than 3 feet high, and 14. do not cut short vegetation (e.g., grasses, ground-cover) to less than 6 inches high 	Ongoing	N/A	Bureau of Building
Noise and Vibration			
SCA Noise-1, Construction Days/Hours: The project applicant shall comply with the following restrictions concerning construction days and hours: <ol style="list-style-type: none"> 1. 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. 2. 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 	During construction	N/A	Bureau of Building

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<p>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.</p> <p>3. No construction is allowed on Sunday or federal holidays.</p> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>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> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. Applicant shall use temporary power poles instead of generators where feasible 4. 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. 	During construction	N/A	Bureau of Building

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	When Required	Initial Approval	Monitoring/ Inspection
5. 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.			
SCA Noise-3, Extreme Construction Noise			
1. <i>Construction Noise Management Plan Required:</i> 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 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: <ol 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. 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
2. <i>Public Notification Required:</i> 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.	During construction	Bureau of Building	Bureau of Building
SCA Noise-4, Project-Specific Construction Noise Reduction Measures: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on adjacent sensitive receptors or businesses. The project applicant shall implement the approved Plan during construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

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	<u>When Required</u>	<u>Initial Approval</u>	<u>Monitoring/ Inspection</u>
<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> <ol style="list-style-type: none"> 1. Designation of an on-site construction complaint and enforcement manager for the project; 2. 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; 3. Protocols for receiving, responding to, and tracking received complaints; and 4. 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>SCA Noise-7, 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.</p>	Ongoing	N/A	Bureau of Building
<p>Recommendation Noise-2, Audible Pedestrian Crosswalk Signals: During installation the audible pedestrian crosswalk signal at the lower driveway of the Loop Road, the volume levels should be set according to the following guidance:</p> <ol style="list-style-type: none"> a) The WALK indication must be audible from the beginning of the associated crosswalk. b) The pushbutton locator tones must be responsive to ambient sound levels and audible at a distance of 6 to 12 feet from the pushbutton, or to the building line, whichever is less. c) The audible pedestrian crossing signal microphone should be mounted as close as possible to the position of the pedestrian who is waiting to cross the associated street. d) Manufacturers typically set a default maximum and minimum output level on signal devices. The settings should be checked. e) At no time should sound be more than 5 dB above ambient sound (except by special actuation for audible beaconing). f) The sound level of the crosswalk signal speakers must be carefully set and evaluated at the time of installation, and then checked at a time with different traffic volumes to assure that settings are correct. It is better to install pedestrian signals with volumes that may be too low and adjust upwards as needed. If volumes are set too high initially, problems can arise with neighboring residents. g) Audible pedestrian crosswalk signals that respond to ambient sound are available. However, pre-set automatic volume adjustment or automatic gain controls cannot assure that the volume meets the criterion above. With the selection of signals that respond to ambient sound, the above practices should be undertaken at several time during the daytime and 	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

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nighttime period to ensure that the response is appropriate to meet the needs of the pedestrians, while not causing conflicts with adjacent neighbors.			
Mitigation Measure Noise-2, Loading Dock Noise Reduction Strategies: The following measured are recommended to reduce noise generated during loading dock activities: a) Prohibit unnecessary idling of delivery vehicles b) Avoid noise generating events such as the slamming of gates and loading doors and the dropping of materials.	During Operations	Bureau of Building	Bureau of Building
Mitigation Measure Noise-3, Special Event Notifications and Restrictions: The following requirements pertaining to School-sponsored Special Events at the Project site shall be implemented: a) Ensure that all evening events at the Performing Arts Center are completed by 9:00 pm, with all post event gatherings, event traffic, and exterior clean-up activities completed by 10:00 pm. b) Notify residences in the surrounding area of scheduled large outdoor events, including upper school graduation and lower and middle school promotion. Notification should be given at the time of the release of the annual school calendar and again within a few weeks of the event.	Ongoing	N/A	Bureau of Building
SCA Noise-8, Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
Mitigation Measure Noise-5, Vibration Reduction near Historic Structures: Although impacts to on-site properties would not normally be considered an impact under CEQA, the following practices are recommended to minimize damage to on-site historic structures. a) Avoid the use of vibratory rollers and other heavy construction equipment within 20 feet of on-site Buildings 0, 1, and 2. b) Use smaller equipment to minimize vibration levels below the limits. c) Select demolition methods not involving impact tools. d) Avoid dropping heavy objects or materials near on-site Buildings 0, 1, and 2.	During construction	N/A	Bureau of Building
Transportation and Circulation			
SCA Transportation-1: Construction Activity in the Public Right-of-Way 1. <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.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>2. <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 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. The project applicant shall implement the approved Plan during construction.</p>	Prior to approval of construction-related permit	Department of Transportation	Department of Transportation
<p>3. <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.</p>	Prior to building permit final	N/A	Department of Transportation
<p>SCA Transportation-2, 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.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>SCA Transportation-4: Transportation and Parking Demand Management</p> <p>1: <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> <p>A. The goals of the TDM Plan shall be the following:</p> <ol style="list-style-type: none"> 1. Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. 2. Achieve the following project vehicle trip reductions (VTR): Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR, and Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR 3. Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. 4. Enhance the City’s transportation system, consistent with City policies and programs. <p>B. The TDM Plan should include the following:</p> <ol style="list-style-type: none"> 1. 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. 2. Proposed TDM strategies to achieve VTR goals (see below). 	Prior to approval of planning application	Bureau of Planning	N/A

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	When Required	Initial Approval	Monitoring/ Inspection
<p>3. 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.</p> <p>C. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project’s VTR.</p> <ol style="list-style-type: none"> 1. Bus boarding bulbs or islands as required by Code or 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 2. Bus shelter as required by Code or 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 3. Concrete bus pad as required by Code or when: A bus stop is located along the project frontage and a concrete bus pad does not already exist 4. Curb extensions or bulb-outs as required by Code or when identified as an improvement within site analysis 5. Implementation of a corridor-level bikeway improvement as required by Code or when: 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 6. Implementation of a corridor-level transit capital improvement as required by Code or when: 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 7. 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 8. Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) as required by Code or when: Improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection 9. In-street bicycle corral as required by Code or when a project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages. 10. Intersection improvements (including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines) as required by Code or when identified as an improvement within site analysis 			

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	When Required	Initial Approval	Monitoring/ Inspection
11. New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards - always required			
12. No monthly permits and establish minimum price floor for public parking (may also provide a cash incentive or transit pass alternative to a free parking space in commercial properties) as required by Code or if proposed parking ratio exceeds 1:1000 sf. (commercial)			
13. Parking garage is designed with retrofit capability as required by Code or optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)			
14. Parking space reserved for car share as required by Code or when a project is providing parking and the project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.			
15. Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section - typically required			
16. Pedestrian crossing Improvements as required by Code or when identified as an improvement within site analysis			
17. Pedestrian-supportive signal changes as required by Code or when identified as an improvement within operations analysis			
18. Real-time transit information system as required by Code or 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			
19. Relocating bus stops to far side as required by Code or when a project is located within 0.10 mile of any active bus stop that is currently near-side			
20. Signal upgrades (including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals) as required by Code or 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			
21. Transit queue jumps as required by Code or 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			
22. Trenching and placement of conduit for providing traffic signal interconnect as required by Code or when 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			
23. Unbundled parking as required by Code or if proposed parking ratio exceeds 1:1.25 (residential)			
D. Other TDM strategies to consider include, but are not limited to, the following:			

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1. 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.			
2. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping			
3. 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.			
4. 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.			
5. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.			
6. 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).			
7. 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.			
8. 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 service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).			
9. Guaranteed ride home program for employees, either through 511.org or through separate program.			
10. Pre-tax commuter benefits (commuter checks) for employees			
11. 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.			
12. On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools			
13. Distribution of information concerning alternative transportation options			
14. 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.			

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>15. Parking management strategies including attendant/valet parking and shared parking spaces</p> <p>16. Requiring tenants to provide opportunities and the ability to work off-site</p> <p>17. 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>18. 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>E. 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>2. <i>TDM Implementation – Physical Improvement Requirements:</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> <p>3. <i>TDM Implementation – Operational Strategy Requirements:</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 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.</p>	<p>Prior to building permit final</p> <p>Ongoing</p>	<p>Bureau of Building</p> <p>Department of Transportation</p>	<p>Bureau of Building</p> <p>Department of Transportation</p>
<p>SCA Transportation-5, 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).</p>	<p>Prior to issuance of building permit</p>	<p>Bureau of Building</p>	<p>N/A</p>
<p>SCA Transportation-6, Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>1. <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</p>	<p>Prior to Issuance of Building Permit</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>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.</p> <p>2. <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.</p> <p>3. <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).</p>			
<p>Mitigation Measure Transportation-1, TDM Performance Requirement: Once the School exceeds a student enrollment of 906 students, the School shall commit to maintain an average of 34.5% (or 15% greater than its prior requirement of 30%) of its school-year student enrollment traveling by modes other than single occupancy vehicles (i.e., a 34.5% TDM rate). To monitor and enforce this TDM rate, a survey of alternative travel modes and on-site monitoring by an independent third party shall occur during each of two independent monitoring periods carried out during the school year, and the counts shall be averaged over the two (2) monitoring periods. However, the School may elect to conduct additional third party monitoring, and the counts shall be averaged over all of the academic year monitoring periods. Alternative travel modes shall include walking, biking, carpooling or taking a bus.</p>	Two times per year	Bureau of Planning	Bureau of Building
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"> 1. 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 	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.”</p> <p>2. Water Efficient Landscape Worksheet, including Hydro-zone Information Table and Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use</p> <p>3. Soil Management Report</p> <p>4. Landscape Design Plan</p> <p>5. Irrigation Design Plan, and</p> <p>6. Grading Plan</p> <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>			
SCA Utilities-2, Green Building Requirements			
<p>1. <i>Compliance with Green Building Requirements during Plan-Check:</i> 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>2. <i>Compliance with Green Building Requirements during Construction:</i> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>3. <i>Compliance with Green Building Requirements after Construction:</i> 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>	<p>Prior to approval of construction-related permit</p> <p>During construction</p> <p>Prior to final approval</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
SCA Utilities-3, 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 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.	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A
SCA Utilities-4, 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	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
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.			
SCA Utilities-5, 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.	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
SCA Utilities-6, 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.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA Utilities-7, 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
Wildfire			
SCA Fire-1, Designated Very High Fire Severity Zone – Vegetation Management			
a. <i>Vegetation Management Plan Required:</i> The project applicant shall submit a Vegetation Management Plan for City review and approval, and shall implement the approved Plan prior to, during, and after construction of the project. The Vegetation Management Plan may be combined with the Landscape Plan otherwise required by the Conditions of Approval. The Vegetation Management Plan shall include, at a minimum, the following measures: <ol style="list-style-type: none"> 1. Removal of all tree branches and vegetation that overhang the horizontal building roof line and chimney areas within 10 feet vertically 2. Removal of leaves and needles from roofs and rain gutters 	Prior to approval of construction-related permit	Oakland Fire Department	Oakland Fire Department

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
3. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation, however, ornamental vegetation shall not be planted within 5 feet of the foundation of the residential structure			
4. Trimming back vegetation around windows			
5. Removal of flammable vegetation on hillside slopes greater than 20%; Defensible space requirements shall clear all hillsides of non-ornamental vegetation within 30 feet of the residential structure on slopes of 5% or less, within 50 feet on slopes of 5 to 20% and within 100 feet or to the property line on slopes greater than 20%			
6. All trees shall be pruned up at least ¼ the height of the tree from the ground at the base of the trunk			
7. Clearing out ground-level brush and debris; and All non-ornamental plants, seasonal weeds & grasses, brush, leaf litter and debris within 30 feet of the residential structure shall be cut, raked and removed from the parcel			
8. Stacking woodpiles away from structures at least 20 feet from residential structures			
9. If a biological report, prepared by a qualified biologist and reviewed by the Bureau of Planning, identifies threatened or endangered species on the parcel, the Vegetation Management Plan shall include islands of habitat refuge for the species noted on a site plan and appropriate fencing for the species shall be installed. Clearing of vegetation within these islands of refuge shall occur solely for the purpose of fire suppression within a designated Very High Fire Severity Zone and only upon the Fire Code Official approving specific methods and timeframes for clearing that take into account the specific flora and fauna species.			
b. <i>Fire Safety Prior to Construction:</i> The project plans shall specify that prior to construction, the project applicant shall ensure that the project contractor cuts, rakes and removes all combustible ground level vegetation project to a height of 6" or less from the construction, access and staging areas to reduce the threat of fire ignition per Sections 304.1.1 and 304.1.2 of the California Fire Code.	Prior to approval of construction-related permit	Oakland Fire Department	Oakland Fire Department
c. <i>Fire Safety during Construction:</i> The project applicant shall require the construction contractor to implement spark arrestors on all construction vehicles and equipment to minimize accidental ignition of dry construction debris and surrounding dry vegetation. Per section 906 of the California Fire Code, during construction, the contractor shall have at minimum three (3) type 2A10BC fire extinguishers present on the job site, with current SFM service tags attached and these extinguishers shall be deployed in the immediate presence of workers for use in the event of an ignition.	During construction	N/A	Bureau of Building
d. <i>Smoking Prohibition:</i> The project applicant shall require the construction contractor to implement a no smoking policy on the site and surrounding area during construction, per Section 310.8 of the California Fire Code.	During construction	N/A	Bureau of Building and 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>
SCA Fire-2, Fire Safety Phasing Plan: The project applicant shall submit a Fire Safety Phasing Plan for City review and approval, and shall implement the approved Plan. The Fire Safety Phasing Plan shall include all of the fire safety features incorporated into each phase of the project and the schedule for implementation of the features.	Prior to approval of construction-related permit	Oakland Fire Department	Bureau of Building
SCA Fire-3, Compliance with Other Requirements: The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Building, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans.			
Mitigation Measure Wildfire and Emergency Evacuation-1, Emergency Evacuation Plan: Pursuant to each phased Final Development Plan for the Project, Head-Royce School shall be required to prepare a stand-alone Emergency Evacuation Plan for the School, to be prepared by a professional emergency evacuation expert. This Plan shall consider those recommendations as provided in Appendix 16B of the Draft EIR, as well as those additional recommendations as included in Mr. Weisgerber’s peer review/comment letter. Selection of the most appropriate and effective details of such an Emergency Evacuation Plan for the School will be conducted by the professional emergency evacuation expert to be retained by the School, and subject to review and approval by the Oakland Fire Department, with input from Emergency Services, Oakland Police Department, and the Oakland Department of Transportation. The School and their professional emergency evacuation expert shall coordinate with the City of Oakland on the details of this Emergency Evacuation Plan, which shall address, at a minimum, the following considerations: a) <i>Establish communication connections with emergency alert systems:</i> This may include developing a liaison relationship with the Liaison Officer designated by the City of Oakland Emergency Operations Plan, or a direct report to the City of Oakland Emergency Operations Center and/or OFD Operations Center (as do public schools). Establish a power-independent communication connection with the Emergency Management System to maintain emergency response communications in the event of an emergency and for real time updates. Consider participating in Alameda County’s public alert system provided by Everbridge (called AC Alert), which Oakland first-responders use to broadcast incident-specific messages for any event. b) <i>Remove existing physical obstacles throughout the Campus</i> (both North and South): Appendix 16B of the Draft EIR provides a list of physical obstacles that hinder a viable pedestrian evacuation, and provides recommendations that Head-Royce should address to improve egress pathways, gates, stairs, gate openings, and ADA compliance to better prepare for an emergency evacuation. c) <i>Establish accountability procedures for managing a pedestrian evacuation:</i> These procedures should ensure a methodology for managing and accounting for all primary grade children	Pursuant to each phased Final Development Plan for the Project	Oakland Fire Department, With input from Emergency Services, Oakland Police Department, and the Oakland Department of Transportation.	Oakland Fire Department

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>during an evacuation, with responsibilities assigned to faculty and staff (and potentially older students) to ensure that all students are safely managed under emergency mass evacuation conditions. This may include classroom “all clear” verification, identifying “rally points” along the travel route, and head count verification that all students have reached the designated evacuation assembly point.</p> <p>d) <i>Identify evacuation destination(s)</i>: Primary, secondary, and tertiary evacuation destinations should be established, and vetted for conflict with any other City emergency plans. The pre-designated assembly points should be communicated to all parents and guardians, with methodologies for adequately communicating emergency evacuation information, and instructions on how reunification with their students is to be achieved. No at-school reunification should be permitted under an evacuation condition (i.e., parents and guardians shall not be permitted to pick-up their children by driving to Campus).</p> <p>e) <i>Vetting the Plan prior to adoption</i>: The Head-Royce School Board should thoroughly review the Evacuation Plan commensurate with the review and approval process by the Oakland Fire Department. The Plan must have School support to ensure that it is fully implemented, and that all accountability procedures have been fully vetted by the School’s administration.</p> <p>f) <i>Training and Exercises</i>: The School shall ensure that all faculty, staff, students, and parents are fully trained on the evacuation plan, with a minimum of semi-annual exercises observed by the OFD, to ensure that the Campus is well indoctrinated toward an emergency reflex response to a disaster.</p>			