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**2014 BROADWAY VALDEZ DISTRICT SPECIFIC PLAN**

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**STANDARD CONDITIONS OF APPROVAL AND  
MITIGATION MONITORING AND REPORTING PROGRAM**

This Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the Environmental Impact Report prepared for the Broadway Valdez District Specific Plan (“BVDSP EIR”).

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures (“MM”) recommended in the EIR and identifies mitigation monitoring requirements, as well as the City’s Standard Conditions of Approval (“SCA”) identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored. In addition, “recommended measures,” not required by CEQA are also included in this SCAMMRP.

All MM, SCA, and recommended measures identified in the BVDSP EIR are included herein.<sup>1</sup> To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any MM, recommended measures and/or SCA identified in the BVDSP EIR were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column indicates the environmental impact as identified in the BVDSP EIR;
- The second column identifies the SCA, MM or recommended measure applicable to that impact in the BVDSP EIR;
- The third column identifies the monitoring schedule or timing applicable the Project; and
- The fourth column names the party responsible for monitoring the required action for the Project.

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<sup>1</sup> The City of Oakland’s SCA may be refined and updated subsequent to adoption of the BVDSP SCAMMRP. The most current applicable SCA should be applied to any individual project when an application for development is approved by the City.

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Aesthetics, Shadow and Wind			
Impact AES-3: Adoption and development under the Specific Plan would result in new sources of light or glare which would not substantially and adversely affect day or nighttime views in the area (Criterion 4).	Standard Condition of Approval 40: Lighting Plan. The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Department for review and approval. All lighting shall be architecturally integrated into the site.	Prior to the issuance of an electrical or building permit.	City of Oakland Planning and Building Department  City of Oakland – Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Electrical Services Division
Impact AES-4: Adoption and development under the Specific Plan could result in substantial new shadow that would shade solar collectors, passive solar heaters, public open spaces, or historic resources or otherwise result in inadequate provision of adequate light (Criteria 5 through 9).	Mitigation Measure AES-4: Shadow Analysis. Project sponsors for projects proposed for development on the parcel bounded by Webster Street, 29th Street, Broadway, and 29th Street shall conduct a shadow analysis to evaluate the shadowing effects of the proposed project on the stained glass windows on the eastern façade of the Temple Sinai. Should the initial shadow analysis reveal new shading would occur on the stained glass windows of the Temple Sinai during morning worship periods, the project sponsor shall, if feasible, modify project designs and reduce proposed building heights, as necessary, until a revised shadow analysis demonstrates that new shading on Temple Sinai would not materially impair this resource’s historic significance (i.e., would avoid Temple Sinai’s stained glass windows during morning worship periods, which are generally from 7:30 a.m. to 12:00 p.m.).	Prior to the issuance of a building permit on parcel bounded by Webster Street, 29th Street, Broadway and 29th Street	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection
Impact AES-5: Adoption and development under the Specific Plan has the potential to result in adverse wind conditions (Criterion 10).	Mitigation Measure AES-5: Wind Analysis. Project sponsors proposing buildings 100 feet tall or taller within the portion of the Plan Area designated Central Business District shall conduct detailed wind studies to evaluate the effects of the proposed project. If the wind study determines that the proposed project would create winds exceeding 36 mph for more than one hour during daylight hours during the year, the project sponsor shall develop and implement a wind reduction plan and incorporate measures to reduce such potential effects, as necessary, until a revised wind analysis demonstrates that the proposed project would not create winds in excess of this threshold. Examples of measures that such projects may incorporate, depending on the site-specific conditions, include structural and landscape design features and modified tower designs: wind protective structures or other apparatus to redirect downwash winds from tall buildings, tree plantings or dense bamboo plantings, arbors, canopies, lattice fencing, etc.	Prior to the issuance of a building permit	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection
Impact AES-6: Adoption and development under the Specific Plan, in combination with other past, present, and reasonably foreseeable future projects	Mitigation Measure AES-6: Implement Mitigation Measures AES-4 and AES-5, under Impacts AES-4 and AES-5, respectively.		

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within and around the Plan Area, would result in significant cumulative wind, and shadow impacts.			
Air Quality			
<b>Impact AIR-1:</b> Construction associated with adoption and development under the Specific Plan would result in average daily emissions of 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> (Criterion 1).	<p><b>Standard Condition of Approval A: Construction-Related Air Pollution Controls (Dust and Equipment Emissions):</b> Ongoing throughout demolition, grading, and/or construction. During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD:</p> <p><u>BASIC (Applies to ALL construction sites)</u></p> <ul style="list-style-type: none"> <li>a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.</li> <li>b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).</li> <li>c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</li> <li>f) Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>g) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by 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.</li> <li>h) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)</li> <li>i) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>j) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.</li> </ul> <p>ENHANCED: All "Basic" controls listed above plus the following controls if the project involves:</p> <ul style="list-style-type: none"> <li>i) 114 or more single-family dwelling units;</li> </ul>	<p>Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection.</p>

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	<ul style="list-style-type: none"> <li>ii) 240 or more multi-family units;</li> <li>iii) Nonresidential uses that exceed the applicable screening size listed in the Bay Area Air Quality Management District's CEQA Guidelines;</li> <li>iv) Demolition permit;</li> <li>v) Simultaneous occurrence of more than two construction phases (e.g., grading and building construction occurring simultaneously);</li> <li>vi) Extensive site preparation (i.e., the construction site is four acres or more in size); or</li> <li>vii) Extensive soil transport (i.e., 10,000 or more cubic yards of soil import/export).</li> <li>k) Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas.</li> <li>l) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>m) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>n) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>o) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</li> <li>p) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</li> <li>q) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.</li> <li>r) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>s) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>t) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</li> <li>u) 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.</li> <li>v) Minimize the idling time of diesel-powered construction equipment to two minutes.</li> <li>w) All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.</li> <li>x) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</li> </ul>		

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	y) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOX and PM. z) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.		
	<b>Recommended Measure AIR-1:</b> During construction, the project applicant shall require the construction contractor to use prefinished materials and colored stucco, as feasible.	Ongoing throughout demolition, grading, and/or construction	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection.
<b>Impact AIR-2:</b> Adoption and development under the Specific Plan would result in operational average daily emissions of more than 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> ; or result in maximum annual emissions of 10 tons per year of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 15 tons per year of PM <sub>10</sub> (Criterion 2).	<p><b>Standard Condition of Approval 25: Parking and Transportation Demand Management:</b> This SCA would apply to development projects under the Specific Plan generating 50 or more net new AM or PM peak hour vehicle trips.</p> <p><i>Prior to issuance of a final inspection of the building permit.</i> The project applicant shall submit a Transportation and Parking Demand Management (TDM) for review and approval by the City. The intent of the TDM plan shall be to reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable consistent with the potential traffic and parking impacts of the project.</p> <p>The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR):</p> <ul style="list-style-type: none"> <li>Projects generating 50 – 99 net new AM or PM peak hour vehicle trips: 10 percent VTR</li> <li>Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR</li> </ul> <p>The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool use, and reduce parking demand. All four modes of travel shall be considered, as appropriate. VTR strategies to consider include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.</li> <li>Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping.</li> <li>Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.</li> <li>Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.</li> </ol>	<p>Prior to issuance of a final inspection of the building permit.</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan</p>	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Traffic Services Division

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	<p>e. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.</p> <p>f. 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).</p> <p>g. Provision of a transit subsidy to employees or residents, determined by the project sponsor and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.</p> <p>h. Provision of an ongoing contribution to AC Transit service to the area between the development and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle or streetcar service; and 3) Establishment of new shuttle or streetcar service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario3).</p> <p>i. Guaranteed ride home program for employees, either through 511.org or through separate program.</p> <p>j. Pre-tax commuter benefits (commuter checks) for employees.</p> <p>k. Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.</p> <p>l. Onsite carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools.</p> <p>m. Distribution of information concerning alternative transportation options.</p> <p>n. Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.</p> <p>o. Parking management strategies; including attendant/valet parking and shared parking spaces.</p> <p>p. Requiring tenants to provide opportunities and the ability to work off-site.</p> <p>q. Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).</p> <p>r. Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.</p> <p>The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. 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>The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing</p>		

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	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. 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><b>Recommended Measure AIR-2:</b> The following measures identified in the 2012 BAAQMD CEQA Guidelines for specific development projects in excess of 50,000 square feet or 325 dwelling units are recommended to be considered and if determined feasible, implemented for those projects:</p> <ul style="list-style-type: none"> <li>• Establish a dedicated employee transportation coordinator for each specific development as a condition of occupancy permit/tenancy contract;</li> <li>• Increase building energy efficiency by 20 percent beyond 2008 Title 24 (reduces NOX related to natural gas combustion);</li> <li>• Require use of electrically powered landscape equipment;</li> <li>• Require only natural gas hearths in residential units as a condition of final building permit;</li> <li>• Use low VOC architectural coatings in maintaining buildings;</li> <li>• Require smart meters and programmable thermostats; and</li> <li>• Install solar water heaters for all uses.</li> </ul>	<p>Prior to issuance of a final inspection of the building permit.</p> <p>Implementation: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
<b>Impact AIR-4:</b> Adoption and development under the Specific Plan could generate substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM <sub>2.5</sub> concentration of greater than 0.3 micrograms per cubic meter or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM <sub>2.5</sub> of greater than 0.8 micrograms per cubic meter as a result of construction activities or project operations (Criterion 4).	<p><b>Standard Condition of Approval A: Construction-Related Air Pollution Controls (Dust and Equipment Emissions):</b> Refer to Standard Condition of Approval A under <b>Impact AIR-1</b>.</p> <p><b>Mitigation Measure AIR-4: Risk Reduction Plan</b></p> <p>Applicants for projects that would include backup generators shall prepare and submit to the City, a Risk Reduction Plan for City review and approval. The applicant shall implement the approved plan. This Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies:</p> <ul style="list-style-type: none"> <li>• Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources with 1,000 feet would be less than 100 in one million.</li> <li>• Installation of non-diesel fueled generators.</li> <li>• Installation of diesel generators with an EPA-certified Tier 4 engine or Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.</li> </ul>	Prior to issuance of a demolition, grading, or building permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
<b>Impact AIR-5:</b> Adoption and development under the Specific Plan	<b>Standard Condition of Approval B:</b> Exposure to Air Pollution (Toxic Air Contaminants: The	Incorporation of measures: Prior to	City of Oakland Planning and

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would not expose sensitive receptors to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) an increase of annual average PM <sub>2.5</sub> concentration of greater than 0.8 micrograms per cubic meter by siting a new sensitive receptor (Criterion 5).	<p>following condition applies to all projects that meet ALL of the following criteria:</p> <ol style="list-style-type: none"> <li>The project involves either of the following sensitive land uses: <ol style="list-style-type: none"> <li>New residential facilities or new dwelling units; or</li> <li>New or expanded schools, daycare centers, parks, nursing homes, or medical facilities; and</li> </ol> </li> <li>The project is located within 1,000 feet of one or more of the following sources of air pollution: <ol style="list-style-type: none"> <li>Freeway</li> <li>Roadway with significant traffic (at least 10,000 vehicles per day);</li> <li>Rail line (except BART) with over 30 trains per day;</li> <li>Distribution center that accommodated more than 100 trucks per day, more than 40 trucks with operating Transportation Refrigeration Units (TRU) per day, or where the TRU unit operations exceed 300 hours per week;</li> <li>Major rail or truck yard (such as the Union Pacific rail yard adjacent to the Port of Oakland;</li> <li>Ferry terminal;</li> <li>Port of Oakland; or</li> <li>Stationary pollutant source requiring a permit from BAAQMD (such as a diesel generator; and</li> </ol> </li> <li>The project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines.</li> </ol> <p><b>Exposure to Air Pollution (Toxic Air Contaminants)</b></p> <ol style="list-style-type: none"> <li><b>Health Risk Reduction Measures</b>  Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose <b>one</b> of the following methods: <ol style="list-style-type: none"> <li>The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. 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.</li> </ol> </li> </ol>	<p>approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>



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	<p>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:</p> <ul style="list-style-type: none"> <li>• Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents, and other sensitive populations, in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.</li> <li>• Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.</li> <li>• The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods, if feasible.</li> <li>• Sensitive receptors shall not be located on the ground floor, if feasible.</li> <li>• Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids</i> X <i>trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>).</li> <li>• Within the project site, sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.</li> <li>• Within the project site, existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.</li> <li>• Within the project site, emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: <ul style="list-style-type: none"> <li>- Installing electrical hook-ups for diesel trucks at loading docks.</li> <li>- Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.</li> <li>- Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.</li> <li>- Prohibiting trucks from idling for more than two minutes.</li> <li>- Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.</li> </ul> </li> </ul> <p>b. <b>Maintenance of Health Risk Reduction Measures</b></p> <p>Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on</p>		

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	an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.		
<b>Impact AIR-7:</b> Adoption and development under the Specific Plan would be consistent with the primary goals of the Bay Area Clean Air Plan (CAP) and would not fundamentally conflict with the CAP because the Specific Plan demonstrates reasonable efforts to implement control measures contained in the CAP (Criterion 7).	<b>Standard Condition of Approval 25:</b> <i>Parking and Transportation Demand Management:</i> Refer to Standard Condition of Approval 25 under Impact AIR-2.		
<b>Impact AIR-8:</b> Adoption and development under the Specific Plan would include special overlay zones containing goals, policies, and objectives to minimize potential Toxic Air Contaminant (TAC) impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips (Criterion 8).	<b>Standard Condition of Approval B:</b> <i>Exposure to Air Pollution (Toxic Air Contaminants):</i> Refer to Standard Condition of Approval B under Impact AIR-5.		
<b>Biological Resources</b>			
<b>Impact BIO-2:</b> Adoption and development under the Specific Plan could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion 2).	<b>Standard Condition of Approval 43:</b> <i>Tree Removal Permit on Creekside Properties:</i> Prior to issuance of a final inspection of the building permit. Prior to removal of any tree located on the project site which is identified as a creekside property, the project applicant must secure the applicable creek protection permit, and abide by the conditions of that permit.	Prior to issuance of a final inspection of the building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department-Tree Services Division

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p><b>Standard Condition of Approval 44:</b> <i>Tree Removal During Breeding Season:</i> Prior to issuance of a tree removal permit. To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Department. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>	Prior to issuance of a tree removal permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p>
	<p><b>Standard Condition of Approval 45:</b> <i>Tree Removal Permit:</i> Prior to issuance of a demolition, grading, or building permit. Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Department, and abide by the conditions of that permit.</p>	Prior to issuance of a demolition, grading, or building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p>
	<p><b>Standard Condition of Approval 46:</b> <i>Tree Replacement Plantings:</i> Prior to issuance of a final inspection of the building permit. Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria:</p> <ol style="list-style-type: none"> <li>1) 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.</li> <li>2) Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division.</li> <li>3) Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</li> </ol>	Prior to issuance of a final inspection of the building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>4) Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> <li>- For Sequoia sempervirens, three hundred fifteen square feet per tree;</li> <li>- For all other species listed in #2 above, seven hundred (700) square feet per tree.</li> </ul> <p>5) In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the City may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>6) Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.</p>		
	<p><b>Standard Condition of Approval 47: Tree Protection during Construction: Prior to issuance of a demolition, grading, or building permit.</b> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> <li>1) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</li> <li>2) 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, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</li> <li>3) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</li> <li>4) 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.</li> <li>5) If any damage to a protected tree should occur during or as a result of work on the site,</li> </ol>	Prior to issuance of a demolition, grading, or building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>the project applicant shall immediately notify the Public Works Department of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>6) 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><b>Impact BIO-3:</b> Adoption and development under the Specific Plan could have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means (Criterion 3).</p>	<p><b>Standard Condition of Approval 55: Erosion and Sedimentation Control Plan:</b> <i>Prior to any grading activities.</i> The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p> <p><i>Ongoing throughout grading and construction activities.</i> The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.</p>	<p>Prior to any grading activities.</p> <p>Implementation:</p> <p>Ongoing throughout grading and construction activities</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 35: Hazards Best Management Practices:</b> <i>Prior to the commencement of demolition, grading, or construction.</i> The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) is implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:</p> <ul style="list-style-type: none"> <li>a) Follow manufacturers' recommendations on use, storage, and disposal of chemical products used in construction;</li> <li>b) Avoid overtopping construction equipment fuel gas tanks;</li> <li>c) During routine maintenance of construction equipment, properly contain and remove grease and oils;</li> <li>d) Properly dispose of discarded containers of fuels and other chemicals.</li> <li>e) Ensure that construction would not have a significant impact on the environment or pose</li> </ul>	<p>Prior to the commencement of demolition, grading, or construction.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.</p> <p>f) If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p>		
	<p><b>Standard Condition of Approval 75: Stormwater Pollution Prevention Plan: Prior to and ongoing throughout demolition, grading, and/or construction activities.</b> The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.</p>	Prior to and ongoing throughout demolition, grading, and/or construction activities.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 80: Post-construction Stormwater Management Plan: Prior to issuance of building permit (or other construction-related permit).</b> The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.</p> <p>a) The post-construction stormwater management plan shall include and identify the following:</p> <p>1) All proposed impervious surface on the site;</p>	<p>Construction-Permit-Phase Stormwater Supplemental Form Submittal: Prior to issuance of building permit (or other construction-related permit).</p> <p>Implement SWP: Prior to final permit inspection.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>2) Anticipated directional flows of on-site stormwater runoff; and</p> <p>3) Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and</p> <p>4) Source control measures to limit the potential for stormwater pollution;</p> <p>5) Stormwater treatment measures to remove pollutants from stormwater runoff; and</p> <p>6) Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.</p> <p>b) The following additional information shall be submitted with the post-construction stormwater management plan:</p> <p>7) Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and</p> <p>8) Pollutant removal information demonstrating that any proposed manufactured/ mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable of removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.</p> <p>All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.</p> <p><i>Prior to final permit inspection.</i> The applicant shall implement the approved stormwater management plan.</p>		
<b>Impact BIO-4:</b> Adoption and development under the Specific Plan could substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Criterion 4).	<b>Standard Condition of Approval 44:</b> <i>Tree Removal During Breeding Season:</i> Refer to Standard Condition of Approval 44 under Impact BIO-2.		
<b>Impact BIO-5:</b> Adoption and development under the Specific Plan could fundamentally conflict with the City of Oakland Tree Protection Ordinance	<b>Standard Condition of Approval 46:</b> <i>Tree Replacement Plantings:</i> Refer to Standard Condition of Approval 46 under Impact BIO-2.		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
(Oakland Municipal Code Chapter 12.36) by removal of protected trees under certain circumstances (Criterion 6).			
	<b>Standard Condition of Approval 47:</b> <i>Tree Protection during Construction:</i> Refer to Standard Condition of Approval 47 under Impact BIO-2.		
<b>Impact BIO-6:</b> Adoption and development under the Specific Plan could fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources (Criterion 7).	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Plan: Prior to and ongoing throughout demolition, grading, and/or construction activities</i> a) The approved creek protection plan shall be included in the project drawings submitted for a building permit (or other construction-related permit). The project applicant shall implement the creek protection plan to minimize potential impacts to the creek during and after construction of the project. The plan shall fully describe in plan and written form all erosion, sediment, stormwater, and construction management measures to be implemented on-site. b) If the plan includes a stormwater system, all stormwater outfalls shall include energy dissipation that slows the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains.	Prior to and ongoing throughout demolition, grading, and/or construction activities	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Engineering and Construction Division
	<b>Standard Condition of Approval 55:</b> <i>Erosion and Sedimentation Control Plan:</i> Refer to Standard Condition of Approval 55 under Impact BIO-3.		
	<b>Standard Condition of Approval 57:</b> <i>Vibrations Adjacent to Historic Structures: Prior to issuance of a demolition, grading or building permit.</i> The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage other nearby historic structures, and design means and methods of construction that shall be utilized to not exceed the thresholds.	Prior to issuance of a demolition, grading or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection
	<b>Standard Condition of Approval 35:</b> <i>Hazards Best Management Practices:</i> Refer to Standard Condition of Approval 35 under Impact BIO-3.		
	<b>Standard Condition of Approval 75:</b> <i>Stormwater Pollution Prevention Plan:</i> Refer to Standard Condition of Approval 75 under Impact BIO-3.		
	<b>Standard Condition of Approval 80:</b> <i>Post-construction Stormwater Management Plan:</i> Refer to Standard Condition of Approval 80 under Impact BIO-3.		
<b>Impact BIO-7:</b> Construction activity and operations of adoption and development	<b>Standard Condition of Approval 57:</b> <i>Vibrations Adjacent to Historic Structures:</i> Refer to		



Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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under the Specific Plan, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects in the Plan Area, would not result in impacts on special-status species, sensitive habitats, wildlife movement corridors, wetlands, and other waters of the U.S.	Standard Condition of Approval 57 under Impact BIO-6.		
	<b>Standard Condition of Approval 35: Hazards Best Management Practices:</b> Refer to Standard Condition of Approval 35 under Impact BIO-3.		
	<b>Standard Condition of Approval 55: Erosion and Sedimentation Control Plan:</b> Refer to Standard Condition of Approval 55 under Impact BIO-3.		
	<b>Standard Condition of Approval 75: Stormwater Pollution Prevention Plan:</b> Refer to Standard Condition of Approval 75 under Impact BIO-3.		
	<b>Standard Condition of Approval 80: Post-construction Stormwater Management Plan:</b> Refer to Standard Condition of Approval 80 under Impact BIO-3.		
	<b>Standard Condition of Approval 44: Tree Removal During Breeding Season:</b> Refer to Standard Condition of Approval 44 under Impact BIO-2.		
	<b>Standard Condition of Approval 45: Tree Removal Permit:</b> Refer to Standard Condition of Approval 45 under Impact BIO-2.		
	<b>Standard Condition of Approval 46: Tree Replacement Plantings:</b> Refer to Standard Condition of Approval 46 under Impact BIO-2.		
	<b>Standard Condition of Approval 47: Tree Protection during Construction:</b> Refer to Standard Condition of Approval 47 under Impact BIO-2.		
	<p><b>Standard Condition of Approval D: Bird Collision Reduction:</b> Prior to issuance of a building permit and ongoing. The project applicant, or his or her successor, including the building manager or homeowners' association, shall submit plans to the Planning and Zoning Division, for review and approval, indicating how they intend to reduce potential bird collisions to the maximum feasible extent. The applicant shall implement the approved plan, including all mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent.</p> <p>a) Mandatory measures include <b>all</b> of the following:</p> <ol style="list-style-type: none"> <li>Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with three second flash instead of blinking red or rotating lights.</li> <li>Minimize the number of and co-locate rooftop-antennas and other rooftop structures.</li> </ol>	Prior to issuance of a building permit and ongoing.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>iii. Monopole structures or antennas shall not include guy wires.</li> <li>iv. Avoid the use of mirrors in landscape design.</li> <li>v. Avoid placement of bird-friendly attractants (i.e. landscaped areas, vegetated roofs, water features) near glass.</li> <li>b) Additional BMP strategies to consider include the following:               <ul style="list-style-type: none"> <li>i. Make clear or reflective glass visible to birds using visual noise techniques. Examples include:                   <ul style="list-style-type: none"> <li>1) Use of opaque or transparent glass in window panes instead of reflective glass.</li> <li>2) Uniformly cover the outside clear glass surface with patterns (e.g., dots, decals, images, abstract patterns). Patterns must be separated by a minimum 10 centimeters (cm).</li> <li>3) Apply striping on glass surface. If the striping is less than 2 cm wide it must be applied vertically at a maximum of 10 cm apart (or 1 cm wide strips at 5 cm distance).</li> <li>4) Install paned glass with fenestration patterns with vertical and horizontal mullions of 10 cm or less.</li> <li>5) Place decorative grilles or louvers with spacing of 10 cm or less.</li> <li>6) Apply one-way transparent film laminates to outside glass surface to make the window appear opaque on the outside.</li> <li>7) Install internal screens through non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.</li> <li>8) Install windows which have the screen on the outside of the glass.</li> <li>9) Use UV-reflective glass. Most birds can see ultraviolet light, which is invisible to humans.</li> <li>10) If it is not possible to apply glass treatments to the entire building, the treatment should be applied to windows at the top of the surrounding tree canopy or the anticipated height of the surrounding vegetation at maturity.</li> </ul> </li> <li>ii. Mute reflections in glass. Examples include:                   <ul style="list-style-type: none"> <li>1) Angle glass panes toward ground or sky so that the reflection is not in a direct line-of-sight (minimum angle of 20 degrees with optimum angle of 40 degrees).</li> <li>2) Awnings, overhangs, and sunshades provide birds a visual indication of a barrier and may reduce image reflections on glass, but do not entirely eliminate reflections.</li> </ul> </li> <li>iii. Reduce Light Pollution. Examples include:                   <ul style="list-style-type: none"> <li>1) Turn off all unnecessary interior lights from 11 p.m. to sunrise.</li> <li>2) Install motion-sensitive lighting in lobbies, work stations, walkways, and corridors, or</li> </ul> </li> </ul> </li> </ul>		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>any area visible from the exterior and retrofitting operation systems that automatically turn lights off during after-work hours.</p> <p>3) Reduce perimeter lighting whenever possible.</p> <p>iv. Institute a building operation and management manual that promotes bird safety. Example text in the manual includes:</p> <p>1) Donation of discovered dead bird specimens to authorized bird conservation organization or museums to aid in species identification and to benefit scientific study, as per all federal, state and local laws.</p> <p>2) Production of educational materials on bird-safe practices for the building occupants.</p> <p>3) Asking employees to turn off task lighting at their work stations and draw office blinds or curtains at end of work day.</p> <p>4) Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.</p>		
	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Ordinance</i> : Refer to Standard Condition of Approval 83 under Impact BIO-6.		
<b>Cultural Resources</b>			
<b>Impact CUL-1:</b> Adoption of and development under the Specific Plan could result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources (Criterion 1).	<p><b>Standard Condition of Approval 56: Compliance with Policy 3.7 of the Historic Preservation Element (<i>Property Relocation Rather than Demolition</i>)</b></p> <p>The project applicant shall make a good faith effort to relocate the affected building(s) to a site acceptable to the Planning and Zoning Division and the OCHS. Good faith efforts include, at a minimum, the following:</p> <p>a. Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum 3'x 6') at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;</p> <p>b. Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the Planning and Zoning Division;</p> <p>c. Maintaining the signs and advertising in place for a minimum of 90 days; and</p> <p>d. Making the building available at no or nominal cost (the amount to be reviewed by the Landmarks Preservation Advisory Board) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.</p>	Prior to issuance of a demolition permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 57: Vibrations Adjacent to Historic Structures</b></p> <p>The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage other nearby historic structures, and design means and methods of construction that shall be utilized to not exceed the thresholds.</p>	Prior to issuance of a demolition, grading or building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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			Division, Zoning Inspection
	<p><b>Mitigation Measure CUL-1: Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures.</b></p> <ul style="list-style-type: none"> <li><i>Avoidance.</i> The City shall ensure, where feasible, that all future development activities allowable under the Specific Plan, including demolition, alteration, and new construction, would avoid historical resources (i.e., those listed on federal, state, and local registers).</li> <li><i>Adaptive Reuse.</i> If avoidance is not feasible, adaptive reuse and rehabilitation of historical resources shall occur in accordance with the <i>Secretary of Interior's Standards for the Treatment of Historic Properties</i>.</li> <li><i>Appropriate Relocation.</i> If avoidance or adaptive reuse <i>in situ</i> is not feasible, SCA 56, <i>Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</i>, shall be implemented, as required. Projects that relocate the affected historical property to a location consistent with its historic or architectural character could reduce the impact less than significant (Historic Preservation Element Action 3.8.1), unless the property's location is an integral part of its significance, e.g., a contributor to a historic district.</li> </ul> <p><b>a) Future Site-specific Surveys and Evaluations.</b></p> <p>Although the Plan Area has been surveyed by the City of Oakland's OCHS and as part of the Broadway Valdez Specific Plan effort by ESA in 2009, evaluations and ratings may change with time and other conditions. There may be previously unidentified historical resources which would be affected by future development activities. For any future projects on or immediately adjacent to buildings 50 years old or older between 2013 and 2038, which is the build-out horizon for the Specific Plan (i.e., by the end of the Plan period, buildings constructed prior to 1988), the City shall require specific surveys and evaluations of such properties to determine their potential historical significance at the federal, state, and local levels. Intensive-level surveys and evaluations shall be completed by a qualified architectural historian who meets the <i>Secretary of the Interior's Standards</i>. For all historical resources identified as a result of site-specific surveys and evaluations, the City shall ensure that future development activities avoid, adaptively reuse and/or appropriately relocate such historical resources in accordance with measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures), above. Site-specific surveys and evaluations that are more than 5 years old shall be updated to account for changes which may have occurred over time.</p> <p><b>b) Recordation and Public Interpretation.</b></p> <p>If measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures) is determined infeasible as part of a future project, the City shall evaluate the feasibility and appropriateness of recordation and public interpretation of such resources prior to any construction activities which would directly affect them. Should City staff decide recordation and or public interpretation is required, the following activities would be performed:</p> <ul style="list-style-type: none"> <li><i>Recordation.</i> Recordation shall follow the standards provided in the National Park Service's Historic American Building Survey (HABS) program, which requires photo-documentation of historic structures, a written report, and/or measured drawings (or photo reproduction of original plans if available). The photographs and report would be archived at the Oakland Planning Department and local repositories, such as public libraries, historical societies,</li> </ul>	Prior to issuance of a demolition permit.	City of Oakland - Building Services Division, Zoning Inspection

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	<p>and/or the Northwest Information Center at Sonoma State University. The recordation efforts shall occur prior to demolition, alteration, or relocation of any historic resources identified in the Plan Area, including those that are relocated pursuant to measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures). Additional recordation could include (as appropriate) oral history interviews or other documentation (e.g., video) of the resource.</p> <ul style="list-style-type: none"> <li>• <i>Public Interpretation.</i> A public interpretation or art program would be developed by a qualified historic consultant or local artist in consultation with the Landmarks Preservation Advisory Board and City staff, based on a City-approved scope of work and submitted to the City for review and approval. The program could take the form of plaques, commemorative markers, or artistic or interpretive displays which explain the historical significance of the properties to the general public. Such displays would be incorporated into project plans as they are being developed, and would typically be located in a publicly accessible location on or near the site of the former historical resource(s). Public interpretation displays shall be installed prior to completion of any construction projects in the Plan Area.</li> </ul> <p>Photographic recordation and public interpretation of historically significant properties does not typically mitigate the loss of resources to a less-than-significant level [CEQA Section 15126.4(b)(2)].</p> <p><b>c) Financial Contributions.</b></p> <p>If measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures) and measure "b" (Future Site-specific Surveys and Evaluations) are not satisfied, the project applicant shall make a financial contribution to the City of Oakland, which can be used to fund other historic preservation projects within the Plan Area or in the immediate vicinity. Such programs include, without limitation, a Façade Improvement Program or a Property Relocation Assistance Program.</p> <p>This mitigation would conform to Action 3.8.1(9) of the Historic Preservation Element of the City of Oakland General Plan. Contributions to the fund(s) shall be determined by staff at the time of approval of site-specific project plans based on a formula to be determined by the Landmarks Preservation Advisory Board. However, such financial contribution, even in conjunction with measure "c" (Recordation and Public Interpretation), would not reduce the impacts to less-than-significant levels.</p> <p>Only avoidance of direct effects to historic resources, as would be achieved through measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures), and measure "b" (Future Site-specific Surveys and Evaluations) would reduce the impacts to historic resources to a less-than-significant level. Therefore, if demolition or substantial alteration of historically significant resources is identified by the City as the only feasible option for development in the Plan Area, even with implementation of measure "c" (Recordation and Public Interpretation) and measure "d" (Financial Contributions), the impact of adoption of and development under the Specific Plan would be considered significant and unavoidable.</p>		
<b>Impact CUL-2:</b> Adoption of and development under the Specific Plan could result in significant impacts to unknown archaeological resources	<p><b>Standard Condition of Approval 52:</b> <i>Archaeological Resource: Ongoing throughout demolition, grading, and/or construction</i></p> <p>a. Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique</p>	Ongoing throughout demolition, grading, and/or construction	City of Oakland Planning and Building Department

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(Criterion 2). (Less than Significant)	<p>archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p>b. In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.</p> <p>c. Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.</p> <p>d. Archaeological Resources – Sensitive Areas. Prior to issuance of a demolition, grading, or building permit, the project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision D (Construction ALERT Sheet). However, if in either case a high potential presence of historic-period archaeological resources on the project site is indicated, or a potential resource is discovered, the project applicant shall also implement all of the following provisions:</p> <ul style="list-style-type: none"> <li>• Provision B (Construction-Period Monitoring),</li> <li>• Provision C (Avoidance and/or Find Recovery), and</li> <li>• Provision D (to establish a Construction ALERT Sheet if the Intensive Pre-Construction Study was originally implemented per Provision A, or to update and provide more specificity to the initial Construction ALERT Sheet if a Construction ALERT Sheet was originally implemented per Provision D).</li> </ul> <p>Provision A through Provision D are detailed as follows:</p> <ul style="list-style-type: none"> <li>• <i>Provision A: Intensive Pre-Construction Study</i> – The project applicant, upon approval from the City Planning and Zoning Division, may choose to complete a site-specific, intensive</li> </ul>		City of Oakland - Building Services Division, Zoning Inspection

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	<p>archaeological resources study prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. If that approach is selected, the study shall be conducted by a qualified archaeologist approved by the City Planning and Zoning Division. If prepared, at a minimum, the study shall include:</p> <ul style="list-style-type: none"> <li>- An intensive cultural resources study of the project site, including subsurface presence/absence studies, of the project site. Field studies conducted by the approved archaeologist(s) may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources;</li> <li>- A report disseminating the results of this research;</li> <li>- Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources.</li> </ul> <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, below), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, below), and prepare an ALERT Sheet that details what could potentially be found at the project site (see Provision D, Construction ALERT Sheet, below).</p> <ul style="list-style-type: none"> <li>• <i>Provision B: Construction-Period Monitoring</i> – Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT Sheet, require per Provision D, Construction ALERT Sheet, below) and the procedures to follow if any are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, or preparing a report to document negative findings after construction is completed. If a significant archaeological resource is discovered during the monitoring activities, adherence to Provision C, Avoidance and/or Find Recovery, discussed below), would be required to reduce the impact to less than significant. The project applicant shall hire a qualified archaeologist to monitor all ground-disturbing activities on the project site throughout construction.</li> <li>• <i>Provision C: Avoidance and/or Find Recovery</i> – If a significant archaeological resource is present that could be adversely impacted by the proposed project, the project applicant of the specific project site shall either: <ul style="list-style-type: none"> <li>- Stop work and redesign the proposed project to avoid any adverse impacts on significant archaeological resource(s); or,</li> <li>- If avoidance is determined infeasible by the City, design and implement an Archaeological Research Design and Treatment Plan (ARDTP). The project applicant shall hire a qualified archaeologist who shall prepare a draft ARDTP that shall be submitted to the City Planning and Zoning Division for review and approval. 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</li> </ul> </li> </ul>		

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	<p>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 practical. The project applicant shall implement the ARDTP. 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.</p> <ul style="list-style-type: none"> <li>• <i>Provision D: Construction ALERT Sheet</i> – The project applicant, upon approval from the City Planning and Zoning Division, may choose to prepare a construction ALERT sheet prior to soil-disturbing activities occurring on the project site, instead of conducting site-specific, intensive archaeological resources pursuant to Provision A, above. The project applicant shall submit for review and approval by the City prior to subsurface construction activity an “ALERT” sheet prepared by a qualified archaeologist with visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor; any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving); and/or utilities firm involved in soil-disturbing activities within the project site.</li> </ul> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, that in the event of discovery of the following cultural materials, all work must be stopped in the area and the City's Environmental Review Officer contacted to evaluate the find: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones.</p> <p>Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel.</p> <p>If the project applicant chooses to implement Provision D, Construction ALERT Sheet, and a potential resource is discovered on the project site during ground disturbing activities during construction, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, above), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, above), and prepare an updated ALERT Sheet that addresses the potential resource(s) and other possible resources based on the discovered find found on the project site.</p>		
<b>Impact CUL-3:</b> Adoption of and development under the Specific Plan could directly or indirectly destroy a	<b>Standard Condition of Approval 54:</b> <i>Paleontological Resources: Ongoing throughout demolition, grading, and/or construction.</i> In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building



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unique paleontological resource or site or unique geologic feature (Criterion 3).	temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.		Department  City of Oakland - Building Services Division, Zoning Inspection
<b>Impact CUL-4:</b> Adoption of and development under the Specific Plan could disturb human remains, including those interred outside of formal cemeteries (Criterion 4).	<b>Standard Condition of Approval 52:</b> <i>Archaeological Resources:</i> Refer to Standard Condition of Approval 52 under Impact CUL-2.		
	<b>Standard Condition of Approval 53:</b> <i>Human Remains:</i> <i>Ongoing throughout demolition, grading, and/or construction.</i> In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection
<b>Impact CUL-5:</b> Adoption of and development under the Specific Plan, combined with cumulative development in the Plan Area and its vicinity, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute considerably to a significant adverse cumulative impact to cultural resources.	<b>Standard Condition of Approval 52:</b> <i>Archaeological Resources:</i> Refer to Standard Condition of Approval 52 under Impact CUL-2.		
	<b>Standard Condition of Approval 53:</b> <i>Human Remains:</i> Refer to Standard Condition of Approval 53 under Impact CUL-4.		
	<b>Standard Condition of Approval 54:</b> <i>Paleontological Resources:</i> Refer to Standard Condition of Approval 54 under Impact CUL-3.		
	<b>Standard Condition of Approval 56:</b> <i>Property Relocation Rather than Demolition:</i> Refer to Standard Condition of Approval 56 under Impact CUL-1.		
	<b>Standard Condition of Approval 57:</b> <i>Vibrations Adjacent to Historic Structures:</i> Refer to		

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	Standard Condition of Approval 57 under Impact BIO-6.		
	<b>Mitigation Measure CUL-5:</b> Implement Mitigation Measure CUL-1.		
<b>Geology, Soils and Geohazards</b>			
<b>Impact GEO-1:</b> Adoption and development under the Specific Plan could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spread (Criterion 1).	<p><b>Standard Condition of Approval 58:</b> <i>Soils Report: Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.</i> A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:</p> <ul style="list-style-type: none"> <li>a) Logs of borings and/or profiles of test pits and trenches:               <ul style="list-style-type: none"> <li>1) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.</li> <li>2) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.</li> <li>3) All boring logs shall be included in the soils report.</li> </ul> </li> <li>b) Test pits and trenches               <ul style="list-style-type: none"> <li>1) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.</li> <li>2) Soils profiles of all test pits and trenches shall be included in the soils report.</li> </ul> </li> <li>c) A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.</li> <li>d) Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.</li> <li>e) A written Soils Report shall be submitted which shall include but is not limited to the following:               <ul style="list-style-type: none"> <li>1) Site description</li> <li>2) Local and site geology</li> <li>3) Review of previous field and laboratory investigations for the site</li> <li>4) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building.</li> </ul> </li> </ul>	Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.	City of Oakland, Building Services Division

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	<p>5) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist.</p> <p>6) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required.</p> <p>7) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report.</p> <p>8) All other items which a Soils Engineer deems necessary.</p> <p>9) The signature and registration number of the Civil Engineer preparing the report.</p> <p>f) The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.</p>		
	<p><b>Standard Condition of Approval 60:</b> <i>Geotechnical Report: Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.</i></p> <p>a) A site-specific, design level, Landslide or Liquefaction geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. Specifically:</p> <p>1) Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.</p> <p>2) The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).</p> <p>3) The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.</p> <p>4) The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.</p> <p>5) Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be</p>	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Building Services Division

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	<p>incorporated in the project.</p> <p>6) Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.</p> <p>7) A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.</p> <p>b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.</p>		
<b>Impact GEO-2:</b> Adoption and development under the Specific Plan could be subjected to geologic hazards, including expansive soils, subsidence, seismically-induced settlement and differential settlement (Criterion 3).	<b>Standard Condition of Approval 58:</b> <i>Soils Report:</i> Refer to Standard Condition of Approval 58 under <b>Impact GEO-1</b> .		
	<b>Standard Condition of Approval 60:</b> <i>Geotechnical Report:</i> Refer to Standard Condition of Approval 60 under <b>Impact GEO-1</b> .		
<b>Greenhouse Gases and Climate Change</b>			
<b>Impact GHG-1:</b> Adoption and development under the Specific Plan would produce greenhouse gas emissions that exceed 1,100 metric tons of CO <sub>2e</sub> per year that would exceed 4.6 metric tons of CO <sub>2e</sub> per service population annually (Criterion 1).	<p><b>Standard Condition of Approval F:</b> <i>GHG Reduction Plan:</i> Prior to issuance of a construction-related permit and ongoing as specified. The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval. The applicant shall implement the approved GHG Reduction Plan.</p> <p>The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below <u>at least one</u> of the City of Oakland's CEQA Thresholds of Significance (1,100 metric tons of CO<sub>2e</sub> per year or 4.6 metric tons of CO<sub>2e</sub> per year per service population) <u>AND</u> to reduce GHG emissions by 36 percent below the project's "adjusted" baseline GHG emissions (as explained below) to help achieve the City's goal of reducing GHG emissions. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), (c) a comprehensive set of quantified <u>additional</u> GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.</p> <p>Specifically, the applicant/sponsor shall adhere to the following:</p> <p>a) <i>GHG Reduction Measures Program.</i> Prepare and submit to the City Planning Director or his/her designee for review and approval a GHG Reduction Plan that specifies and</p>	Prior to issuance of a construction-related permit and ongoing as specified.	City of Oakland, Building Services Division

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	<p>quantifies GHG reduction measures that the project will implement by phase.</p> <p>Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures Document (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.</p> <p>The proposed GHG reduction measures must be reviewed and approved by the City Planning Director or his/her designee. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "offset carbon credits," pursuant to item "b" below).</p> <p>The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States.</p> <p>b) <i>Offset Carbon Credits Guidelines.</i> For GHG reduction measures involving the purchase of offset carbon credits, evidence of the payment/purchase shall be submitted to the City Planning Director or his/her designee for review and approval prior to completion of the project (or prior to completion of the project phase, if the project includes more one phase).</p> <p>As with preferred locations for the implementation of all GHG reductions measures, the preference for offset carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of offset carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan.</p> <p>c) <i>Plan Implementation and Documentation.</i> For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of project completion (or at the completion of the project phase for phased projects).</p> <p>For physical GHG reduction measures to be incorporated into off-site projects, the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval and then installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into off-site projects, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of completion of the subject project (or at the completion of the project phase for phased projects).</p>		

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	<p>d) <i>Compliance, Monitoring and Reporting.</i> Upon City review and approval of the GHG Reduction Plan program by phase, the applicant/sponsor shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the Project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.</p> <p>Implementation of the GHG reduction measures and related requirements shall be ensured through the project applicant/sponsor's compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant/sponsor shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report (Annual Report), subject to the City Planning Director or his/her designee for review and approval. The Annual Report shall be submitted to an independent reviewer of the City Planning Director's or his/her designee's choosing, to be paid for by the project applicant/sponsor (see Funding, below), within two months of the anniversary of the Certificate of Occupancy.</p> <p>The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan.</p> <p>The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds <u>AND</u> GHG emissions are 36 percent below the project's "adjusted" baseline GHG emissions, as confirmed by the City Planning Director or his/her designee through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.</p> <p>e) <i>Funding.</i> Within two months after the Certificate of Occupancy, the project applicant/sponsor shall fund an escrow-type account or endowment fund to be used exclusively for preparation of Annual Reports and review and evaluation by the City Planning Director or his/her designee, or its selected peer reviewers. The escrow-type account shall be initially funded by the project applicant/sponsor in an amount determined by the City Planning Director or his/her designee and shall be replenished by the project applicant/sponsor so that the amount does not fall below an amount determined by the City Planning Director or his/her designee. The mechanism of this account shall be mutually agreed upon by the project applicant/sponsor and the City Planning Director or his/her designee, including the ability of the City to access the funds if the project applicant/sponsor is not complying with the GHG Reduction Plan requirements, and/or to reimburse the City for its monitoring and enforcement costs.</p> <p>f) <i>Corrective Procedure.</i> If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant/sponsor shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures (Corrective GHG Action</p>		

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	<p>Plan). The project applicant/sponsor shall then implement the approved Corrective GHG Action Plan.</p> <p>If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant/owner fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City Planning Director or his/her designee may, in addition to its other remedies, (a) assess the project applicant/sponsor a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed.</p> <p>The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline.</p> <p>In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant/sponsor has made a good faith effort to comply with the GHG Reduction Plan.</p> <p>The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan.</p> <p>g) <i>Timeline Discretion and Summary.</i> The City Planning Director or his/her designee shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.</p> <ul style="list-style-type: none"> <li>• Fund Escrow-type Account for City Review: Certificate of Occupancy plus 2 months</li> <li>• Submit Baseline Inventory of "Actual Adjusted Emissions": Certificate of Occupancy plus 1 year</li> <li>• Submit Annual Report #1: Certificate of Occupancy plus 2 years</li> <li>• Submit Corrective GHG Action Plan (if needed): Certificate of Occupancy plus 4 years (based on findings of Annual Report #3)</li> <li>• Post Attainment Annual Reports: Minimum every 3 years and at the City Planning Director's or his/her designee's reasonable discretion</li> </ul>		

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	<b>Standard Condition of Approval H: Green Building for Residential Structures and Non-residential Structures:</b> SCA H applies to certain projects that would construct single or multi-family dwellings or modifications of existing uses. SCA H requires that the applicant comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance. SCA H is initially presented in Section 4.14, Utilities and Service Systems. The Green Building Ordinance establishes checklist requirements for developers based on LEED or Build it Green. LEED certification requires a 10 percent reduction in the Title 24 energy standards which are reflected in Table 4.6-3.	Prior to issuance of a construction-related permit and ongoing as specified.	City of Oakland, Building Services Division
	<b>Standard Condition of Approval I: Green Building for Building and Landscape Projects:</b> SCA I applies to certain projects that would construct relatively small non-residential land uses or modification of existing uses. SCA I requires that the applicant comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance. SCA I is initially presented in Section 4.14, Utilities and Service Systems. The City Program adjusted emissions in Table 4.6-3 reflect GHG savings from application of CALgreen mandatory measures.	Prior to issuance of a construction-related permit and ongoing as specified.	City of Oakland, Building Services Division
	<b>Standard Condition of Approval 25: Parking and Transportation Demand Management:</b> Refer to Standard Condition of Approval 25 under <b>Impact AIR-2</b> .		
	<p><b>Standard Condition of Approval 36: Waste Reduction and Recycling:</b> The project applicant will submit a Construction and Demolition WRRP and an Operational Diversion Plan (ODP) for review and approval by the Public Works Department.</p> <p>Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&amp;D) recycling. Affected projects include:</p> <ul style="list-style-type: none"> <li>- All New Construction;</li> <li>- All Alterations, Renovations, Repairs, or Modifications with construction value of \$50,000 or greater, excluding R-3;</li> <li>- All Demolition, including Soft Demo, and excluding R-3;</li> </ul> <p>Applicants must complete a Waste Reduction and Recycling Plan (WRRP) as part of the Building Permit Application process to detail the plan for salvaging and recycling C&amp;D debris generated during the course of the project. Standards current at the time of this writing call for salvage and/or recycling 100% of asphalt and concrete, and at least 65% of all remaining debris. These rates are subject to administrative adjustment and Applicants must follow the standards published at the time of building permit application. The City will not issue an affected permit without an approved WRRP on file.</p> <p>Upon approval of the WRRP and issuance of the permit(s), the Applicant shall execute the plan. Prior to the Final Inspection, Temporary Certificate of Occupancy or Certificate of Occupancy, the Applicant must complete and obtain approval of a Construction and Demolition Summary Report (CDSR). The CDSR documents the salvage, recycling and disposal activities that took place during the project. The CDSR must include documentation, such as scale tickets, that support the data provided in the CDSR. Additional information is available at: <a href="http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368">http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368</a></p> <p>The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify</p>	Prior to issuance of a construction-related permit and ongoing as specified.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p>



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	the methods by which the development will meet the current City recycling standards for materials generated by operation of the proposed project. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility, and conform with the requirements of the Alameda County Mandatory Recycling Ordinance. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.		
	<p><b>Standard Condition of Approval 12:</b> <i>Required Landscape Plan for New Construction and Certain Additions to Residential Facilities: Prior to issuance of a building permit.</i> Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (<u>excluding</u> secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials installed pursuant to the approved plan shall conform to all provisions of Chapter 17.124 of the Oakland Planning Code, including the following:</p> <ul style="list-style-type: none"> <li>a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species.</li> <li>b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions.</li> <li>c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant. The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant.</li> <li>d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.</li> </ul>	Prior to issuance of a building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p>
	<p><b>Standard Condition of Approval 13:</b> <i>Landscape Requirements for Street Frontages:</i></p> <p><i>Prior to issuance of a final inspection of the building permit:</i></p> <ul style="list-style-type: none"> <li>a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning.</li> <li>b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.</li> </ul>	Prior to issuance of a final inspection of the building permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p>

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	<b>Standard Condition of Approval 15:</b> <i>Landscape Maintenance (residential): Ongoing.</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. All required fences, walls and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing.	City of Oakland - Building Services Division, Zoning Inspections  City of Oakland, Public Works, Environmental Services
	<b>Standard Condition of Approval 17:</b> <i>Landscape Requirements for Street Frontages: Prior to issuance of a final inspection of the building permit,</i> on streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.	Prior to issuance of a final inspection of the building permit	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspections  City of Oakland, Public Works, Environmental Services
	<b>Standard Condition of Approval 18:</b> <i>Landscape Maintenance (new commercial and manufacturing): Ongoing.</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. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspections
	<b>Standard Condition of Approval 46:</b> <i>Tree Replacement Plantings:</i> Refer to Standard Condition of Approval 46 under Impact BIO-2.		
	<b>Standard Condition of Approval 55:</b> <i>Erosion and Sedimentation Control Plan:</i> Refer to Standard Condition of Approval 55 under Impact BIO-3.		
	<b>Standard Condition of Approval 75:</b> <i>Stormwater Pollution Prevention Plan:</i> Refer to Standard Condition of Approval 75 under Impact BIO-3.		
	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Plan:</i> Refer to Standard Condition of Approval 83 under Impact BIO-6.		
<b>Impact GHG-2:</b> Adoption and development under the Specific Plan would not conflict with an applicable plan,	<b>Standard Condition of Approval A:</b> <i>Construction-Related Air Pollution Controls:</i> Refer to Standard Condition of Approval A under Impact AIR-1.		

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policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion 2).			
	<b>Standard Condition of Approval F: GHG Reduction Plan:</b> Refer to Standard Condition of Approval F under Impact GHG-1.		
	<b>Standard Condition of Approval 12: Required Landscape Plan for New Construction and Certain Additions to Residential Facilities:</b> Refer to Standard Condition of Approval 12 under Impact GHG-1.		
	<b>Standard Condition of Approval 13: Landscape Requirements for Street Frontages:</b> Refer to Standard Condition of Approval 13 under Impact GHG-1.		
	<b>Standard Condition of Approval 15: Landscape Maintenance (residential):</b> Refer to Standard Condition of Approval 15 under Impact GHG-1.		
	<b>Standard Condition of Approval 17: Landscape Requirements for Street Frontages:</b> Refer to Standard Condition of Approval 17 under Impact GHG-1.		
	<b>Standard Condition of Approval 18: Landscape Maintenance (new commercial and manufacturing); 36: Waste Reduction and Recycling:</b> Refer to Standard Condition of Approval 18 under Impact GHG-1.		
	<b>Standard Condition of Approval 41: Asbestos Removal in Structures:</b> Prior to issuance of a demolition permit. If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.	Prior to issuance of a demolition permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspections  Oakland Fire Prevention Bureau, Hazardous Materials Unit
	<b>Standard Condition of Approval 46: Tree Replacement Plantings:</b> Refer to Standard Condition of Approval 41 under Impact BIO-2.		
	<b>Standard Condition of Approval 55: Erosion and Sedimentation Control Plan:</b> Refer to Standard Condition of Approval 55 under Impact BIO-3.		
	<b>Standard Condition of Approval 75: Stormwater Pollution Prevention Plan:</b> Refer to Standard Condition of Approval 75 under Impact BIO-3.		

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	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Plan:</i> Refer to Standard Condition of Approval 83 under <b>Impact BIO-6</b> .		
<b>Hazards and Hazardous Materials</b>			
<b>Impact HAZ-1:</b> Adoption and development under the Specific Plan would result in an increase in the routine transportation, use, and storage of hazardous chemicals (Criteria 1 and 3).	<b>Standard Condition of Approval 35:</b> <i>Hazards Best Management Practices:</i> Refer to Standard Condition of Approval 35 under Impact BIO-3.		
<b>Impact HAZ-2:</b> Adoption and development under the Specific Plan would result in the accidental release of hazardous materials used during construction through improper handling or storage (Criterion 2).	<b>Standard Condition of Approval 35:</b> <i>Hazards Best Management Practices:</i> Refer to Standard Condition of Approval 35 under Impact BIO-3.		
	<b>Standard Condition of Approval 63:</b> <i>Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment:</i> Prior to issuance of any demolition, grading or building permit. The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspections  Oakland Fire Prevention Bureau, Hazardous Materials Unit
	<b>Standard Condition of Approval 64:</b> <i>Environmental Site Assessment Reports Remediation:</i> Prior to issuance of any demolition, grading or building permit. If the environmental site assessment reports recommend remedial action, the project applicant shall:  a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.  b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency.  c) Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspections  Oakland Fire Prevention Bureau, Hazardous Materials Unit

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	management plans.		
	<b>Standard Condition of Approval 67:</b> <i>Health and Safety Plan per Assessment: Prior to issuance of any demolition, grading or building permit.</i> If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland - Building Services Division, Zoning Inspection
<b>Impact HAZ-3:</b> Adoption and development under the Specific Plan would result in the exposure of hazardous materials in soil and ground water (Criteria 2 and 5).	<p><b>Standard Condition of Approval 68:</b> <i>Best Management Practices for Soil and Groundwater Hazards:</i> The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards:</p> <ul style="list-style-type: none"> <li>a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.</li> <li>b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources);</li> <li>c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.</li> </ul>	Prior to issuance of any demolition, grading, or building permit, and ongoing.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  Oakland Fire Prevention Bureau, Office of Emergency Services
	<b>Standard Condition of Approval 69:</b> <i>Radon or Vapor Intrusion from Soil or Groundwater Sources: Ongoing.</i> The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if	Submittal with Phase I and/or Phase II documents, prior to issuance of a demolition, grading or building permit	City of Oakland Planning and Building Department  City of Oakland - Building Services

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	appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.	Ongoing if remediation actions are recommended.	Division, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact HAZ-4:</b> Adoption and development under the Specific Plan would result in the exposure of hazardous building materials during building demolition (Criterion 2).	<b>Standard Condition of Approval 65:</b> <i>Lead-based Paint Remediation: Prior to issuance of any demolition, grading or building permit.</i> If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
	<b>Standard Condition of Approval 41:</b> <i>Asbestos Removal in Structures: Prior to issuance of a demolition permit.</i> If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.	Prior to issuance of a demolition permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact HAZ-5:</b> Adoption and development under the Specific Plan would require use of hazardous materials within 0.25 mile of a school (Criterion 4).	<b>Standard Condition of Approval 74:</b> <i>Hazardous Materials Business Plan: Prior to issuance of a business license.</i> The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following:  a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.  b) The location of such hazardous materials.  c) An emergency response plan including employee training information.  d) A plan that describes the manner in which these materials are handled, transported and disposed.	Prior to issuance of a business license	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact HAZ-7:</b> Adoption and	<b>Standard Condition of Approval 66:</b> <i>Other Materials Classified as Hazardous Waste: Prior to</i>	Prior to issuance of any	City of Oakland

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development under the Specific Plan, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would result in cumulative hazards.	<i>issuance of any demolition, grading or building permit.</i> If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	demolition, grading or building permit.	Planning and Building Department City of Oakland - Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit
	<b>Standard Condition of Approval 74:</b> <i>Hazardous Materials Business Plan:</i> Refer to Standard Condition of Approval 74 under <b>Impact HAZ-5.</b>	See Impact HAZ-5 above.	See Impact HAZ-5 above.
	<b>Standard Condition of Approval 61:</b> <i>Site Review by Fire Services Division:</i> Prior to the issuance of demolition, grading or building permit. The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.	Prior to issuance of any demolition, grading or building permit.	Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Hydrology and Water Quality</b>			
<b>Impact HYD-1:</b> Adoption and development under the Specific Plan would alter drainage patterns and increase the volume of stormwater, or the level of contamination or siltation in stormwater flowing from the Plan Area (Criteria 1 and 3 through 7).	<b>Standard Condition of Approval 55:</b> <i>Erosion and Sedimentation Control Plan:</i> Refer to Standard Condition of Approval 55 under <b>Impact BIO-3.</b>	See Impact BIO-3 above.	See Impact BIO-3 above.
	<b>Standard Condition of Approval 34:</b> <i>Erosion and Sedimentation Control Plan:</i> Ongoing throughout demolition, grading, and/or construction activities. The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating the Best Management Practices shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.	Ongoing throughout demolition, grading, and/or construction activities	City of Oakland Planning and Building Department City of Oakland - Building Services Division, Zoning Inspection
	<b>Standard Condition of Approval 75:</b> <i>Stormwater Pollution Prevention Plan:</i> Refer to Standard Condition of Approval 75 under Impact BIO-3.	See Impact BIO-3 above.	See Impact BIO-3 above.
	<b>Standard Condition of Approval 78:</b> <i>Site Design Measures for Post-Construction Stormwater Management:</i> Prior to issuance of building permit (or other construction-related permit). The project drawings submitted for a building permit (or other construction-related permit) shall contain a final site plan to be reviewed and approved by Planning and Zoning. The final site plan shall incorporate appropriate site design measures to manage stormwater runoff and minimize impacts to water quality after the construction of the project. These measures may	Prior to issuance of building permit (or other construction-related permit) Implementation:	City of Oakland Planning and Building Department City of Oakland -

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	<p>include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a) Minimize impervious surfaces, especially directly connected impervious surfaces;</li> <li>b) Utilize permeable paving in place of impervious paving where appropriate;</li> <li>c) Cluster buildings;</li> <li>d) Preserve quality open space; and</li> <li>e) Establish vegetated buffer areas.</li> </ul> <p><i>Ongoing.</i> The approved plan shall be implemented and the site design measures shown on the plan shall be permanently maintained.</p>	Ongoing	Building Services Division, Zoning Inspection
	<p><b>Standard Condition of Approval 79: Source Control Measures to Limit Stormwater Pollution:</b> <i>Prior to issuance of building permit (or other construction-related permit).</i> The applicant shall implement and maintain all structural source control measures imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.</p> <p><i>Ongoing.</i> The applicant, or his or her successor, shall implement all operational Best Management Practices (BMPs) imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.</p>	Prior to issuance of building permit (or other construction-related permit)	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 80: Post-construction Stormwater Pollution Management Plan:</b> Refer to Standard Condition of Approval 80 under <b>Impact BIO-3.</b></p>		
	<p><b>Standard Condition of Approval 81: Maintenance Agreement for Stormwater Treatment Measures:</b> <i>Prior to final zoning inspection.</i> For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following: The 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</p> <p>Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>	Prior to final zoning inspection	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland – Public Works Department, Sewer and Stormwater Division</p>
	<p><b>Standard Condition of Approval 82: Erosion, Sedimentation, and Debris Control Measures:</b> <i>Prior to issuance of demolition, grading, or construction-related permit:</i> The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs)" for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>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</li> </ul>	Prior to issuance of demolition, grading, or construction-related permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>



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		Schedule	Responsibility
	<p>the contours of the slope (at a constant elevation) to prevent erosion into the creek.</p> <p>b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable 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 is expected.</p> <p>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.</p> <p>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 repacked and native vegetation planted.</p> <p>e) Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the Engineering Division 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.</p> <p>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.</p> <p>g) Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.</p> <p>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 have the potential for being discharged to the 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 them in a dumpster or other container which is emptied or removed 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, stormdrains.</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 RWQCB.</p>		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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	<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 Planning and Zoning.</p> <p>n) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.</p>		
	<p><b>Standard Condition of Approval 85: Creek Monitoring:</b> Prior to issuance of a demolition, grading, or building permit within vicinity of the creek. A qualified geotechnical engineer and/or environmental consultant shall be retained and paid for by the project applicant to make site visits during all grading activities; and as a follow-up, submit to the Building Services Division a letter certifying that the erosion and sedimentation control measures set forth in the Creek Protection Permit submittal material have been instituted during the grading activities.</p>	Prior to issuance of a demolition, grading, or building permit within vicinity of the creek	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department, Engineering and Construction Division</p>
	<p><b>Standard Condition of Approval 86: Creek Landscaping Plan:</b> Prior to issuance of a demolition, grading, or building permit within vicinity of the creek. The project applicant shall develop a final detailed landscaping and irrigation plan for review and approval by the Planning and Zoning Division prepared by a licensed landscape architect or other qualified person. Such a plan shall include a planting schedule, detailing plant types and locations, and a system for temporary irrigation of plantings.</p> <p>a) 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> <p>b) All landscaping indicated on the approved landscape plan shall be installed prior to the issuance of a Final inspection of the building permit, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland Planning Code.</p> <p>c) All landscaping areas shown on the approved plans shall be maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary replaced with new plant materials to ensure continued compliance with all applicable landscaping requirements. All paving or impervious surfaces shall occur only on approved areas.</p>	Prior to issuance of a demolition, grading, or building permit within vicinity of the creek.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Public Works Department, Engineering and Construction Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Plan:</i> Refer to Standard Condition of Approval 83 under Impact BIO-6.		
<b>Impact HYD-2:</b> Adoption and development under the Specific Plan could be susceptible to flooding hazards as a result of being placed in a 100-year flood zone as mapped by FEMA (Criteria 8 through 10).	<b>Standard Condition of Approval 89:</b> <i>Regulatory Permits and Authorizations:</i> Prior to issuance of a demolition, grading, or building permit. Prior to construction within the floodway or floodplain, the project applicant shall obtain all necessary regulatory permits and authorizations from the Alameda County Flood Control and Water Conservation District and shall comply with all conditions issued by that agency.	Prior to issuance of a demolition, grading, or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Engineering and Construction Division
	<b>Standard Condition of Approval 90:</b> <i>Structures within a Floodplain:</i> Prior to issuance of a demolition, grading, or building permit.  a) The project applicant shall retain the civil engineer of record to ensure that the project's development plans and design contain finished site grades and floor elevations that are elevated above the Base Flood Elevation (BFE) if established within a 100-year flood event.  b) The project applicant shall submit final hydrological calculations that ensure that the structure will not interfere with the flow of water or increase flooding.	Prior to issuance of a demolition, grading, or building permit.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Engineering and Construction Division
<b>Impact HYD-4:</b> Adoption and development under the Specific Plan could be susceptible to inundation in the event of sea-level rise (Criterion 10).	<b>Standard Condition of Approval 84:</b> <i>Regulatory Permits and Authorizations:</i> Prior to issuance of a demolition, grading, or building permit within vicinity of the creek. Prior to construction within the vicinity of the creek, the project applicant shall obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), RWQCB, California Department of Fish and Game, and the City of Oakland, and shall comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following:  a) U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.  b) Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before	Prior to issuance of a demolition, grading, or building permit within vicinity of the creek.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection  City of Oakland Public Works Department, Engineering and Construction

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	the Corps can issue a 404 permit, above.  c) California Department of Fish and Game (CDFG): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG.		Division
<b>Noise</b>			
<b>Impact NOI-1:</b> Adoption and development under the Specific Plan would not result in substantial temporary or periodic increases in ambient noise levels in the Plan Area above existing levels without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Criteria 1, 2 and 8).	<p><b>Standard Condition of Approval 28:</b> <i>Days/Hours of Construction Operation: Ongoing throughout demolition, grading, and/or construction.</i> The project applicant shall require construction contractors to limit standard construction activities as follows:</p> <ul style="list-style-type: none"> <li>a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pile driving 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. Monday through Friday.</li> <li>b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.</li> <li>c) Construction activity shall not occur on Saturdays, with the following possible exceptions: <ul style="list-style-type: none"> <li>i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.</li> <li>ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.</li> </ul> </li> <li>d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.</li> <li>e) No construction activity shall take place on Sundays or federal holidays.</li> <li>f) 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.</li> <li>g) Applicant shall use temporary power poles instead of generators where feasible.</li> </ul>	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection
	<b>Standard Condition of Approval 29:</b> <i>Noise Control: Ongoing throughout demolition, grading, and/or construction.</i> To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to	Control: Ongoing throughout demolition, grading, and/or	City of Oakland Planning and Building

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	<p>the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:</p> <ul style="list-style-type: none"> <li>a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).</li> <li>b) Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels 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.</li> <li>c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures as determined by the City to provide equivalent noise reduction.</li> <li>d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determined an extension is necessary and all available noise reduction controls are implemented.</li> </ul>	construction.	<p>Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 30: Noise Complaint Procedures: Ongoing throughout demolition, grading, and/or construction.</b> Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> <li>a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);</li> <li>b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);</li> <li>c) The designation of an on-site construction complaint and enforcement manager for the project;</li> <li>d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and</li> <li>e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are</li> </ul>	Ongoing throughout demolition, grading, and/or construction.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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	completed.		
	<p><b>Standard Condition of Approval 39: Pile Driving and Other Extreme Noise Generators:</b> <i>Ongoing throughout demolition, grading, and/or construction.</i> To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:</p> <ul style="list-style-type: none"> <li>a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</li> <li>b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> <li>c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</li> <li>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</li> <li>e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> </ul>	Ongoing throughout demolition, grading, and/or construction.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
	<p><b>Standard Condition of Approval 57: Vibrations Adjacent to Historic Structures:</b> Refer to Standard Condition of Approval 57 under Impact BIO-6.</p>		
<p><b>Impact NOI-2:</b> Adoption and development under the Specific Plan would not increase operational noise levels in the Plan Area to levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 3).</p>	<p><b>Standard Condition of Approval 31: Interior Noise: Prior to issuance of a building permit.</b> If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval. Final recommendations for sound-rated assemblies would depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:</p> <ul style="list-style-type: none"> <li>a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and</li> <li>b) Demonstrates compliance with interior noise standards based upon performance testing</li> </ul>	Prior to issuance of a building permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>

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	<p>of a sample unit.</p> <p>c) Inclusion of a Statement of Disclosure Notice in the CC&amp;R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following:</p> <p>i. Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.</p> <p>ii. Prohibition of Z-duct construction.</p>		
	<p><b>Standard Condition of Approval 32: Operational Noise (General): Ongoing.</b> Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.</p>	Ongoing during Project operations	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
<p><b>Impact NOI-3:</b> Adoption and development under the Specific Plan would not expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (Criterion 6).</p>	<p><b>Standard Condition of Approval 31: Interior Noise:</b> Refer to Standard Condition of Approval 31 under Impact NOI-2.</p>		
<p><b>Impact NOI-4:</b> Adoption and development under the Specific Plan would not expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities in the Plan Area to noise levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 5).</p>	<p><b>Standard Condition of Approval 31: Interior Noise:</b> Refer to Standard Condition of Approval 31 under Impact NOI-2.</p>		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Transportation and Circulation <sup>2</sup>			
<b>Impact TRANS-1:</b> The development under the Specific Plan would degrade the <i>MacArthur Boulevard/Piedmont Avenue</i> intersection (Intersection #13) from LOS D to LOS E (SignificanceThreshold #1) during the weekday PM peak hour under Existing Plus Project conditions.	<b>Mitigation Measure TRANS-1:</b> Implement the following measures at the MacArthur Boulevard/Piedmont Avenue intersection: <ul style="list-style-type: none"><li>• Provide an additional through lane on the eastbound MacArthur Boulevard approach (currently temporarily closed for construction of Kaiser Hospital; expected to open in 2014 after completion of that construction).</li><li>• Modify northbound approach from the current configuration which provides one right-turn lane and one shared through/left lane to provide one right-turn lane, one through lane, and one left-turn lane.</li><li>• Upgrade intersection signal equipment, optimize signal timing at this intersection, and coordinate signal timing changes with the adjacent intersections that are in the same signal coordination group.</li></ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 55 percent of the Development Program is developed.</p> <p>Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would operate at LOS D during the weekday AM and PM peak hours and LOS C during the Saturday peak hour. No secondary impacts would result from the implementation of this measure.</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, at the time when about 55 percent of the Development Program is operational and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

<sup>2</sup> Mitigation Measures for impacts that occur for the Existing Plus Project scenario are required when a percentage of the Development Program has been developed while MMs for the 2020 Plus Project and 2035 Plus Project scenarios are required in specific years; the reason for this is because the analysis conducted for years 2020 and 2035 assume certain amounts of growth as part of the Specific Plan and also in background conditions (i.e., development not included in the Specific Plan occurring in rest of Oakland and beyond). However, it is not certain when the growth in both Specific Plan and background conditions would specifically occur. Since the need for the mitigation measures for the 2020 Plus Project and 2035 Plus Project scenarios is triggered by a combination of both Specific Plan developments and background growth, this EIR assumes a linear growth between Existing and future conditions in both Specific Plan and background growth and identifies a specific year when the MM may potentially be needed. However, to account for the uncertainty in when the MM is needed, the EIR also requires studies prior to implementation of the MM to ensure the need for it.



Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact TRANS-2:</b> The development under the Specific Plan would degrade the <i>Perry Place/I-580 Eastbound Ramps/Oakland Avenue</i> intersection (Intersection #15) from LOS E to LOS F and increase intersection average delay by four seconds or more (Significance Threshold #2) during the weekday PM peak hour under Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS-2:</b> Implement the following measures at the Perry Place / I-580 Eastbound Ramps/Oakland Avenue intersection:</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the PM peak hour</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division and Caltrans for review and approval:</p> <ul style="list-style-type: none"> <li>Plans, Specifications, and Estimates (PS&amp;E) to modify intersection. All elements shall be designed to City and Caltrans standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: <ul style="list-style-type: none"> <li>2070L Type Controller with cabinet assembly</li> <li>GPS communications (clock)</li> <li>Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)</li> <li>Countdown pedestrian head module switch out</li> <li>City standard ADA wheelchair ramps</li> <li>Video detection on existing (or new, if required)</li> <li>Mast arm poles, full actuation (where applicable)</li> <li>Polara push buttons (full actuation)</li> <li>Bicycle detection (full actuation)</li> <li>Pull boxes</li> <li>Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable) - 600 feet maximum</li> <li>Conduit replacement contingency</li> <li>Fiber Switch</li> <li>PTZ Camera (where applicable)</li> <li>Transit Signal Priority (TSP) equipment consistent with other signals along corridor</li> </ul> </li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, at the time when about 15 percent of the Development Program is operational and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p> <p>Caltrans</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 15 percent of the Development Program is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>		
<p><b>Impact TRANS-3:</b> The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significance Threshold #2) at the <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17) during the weekday PM peak hour under Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS-3:</b> Implement the following measures at the Lake Park Avenue/Lakeshore Avenue intersection:</p> <ul style="list-style-type: none"> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• Plans, Specifications, and Estimates (PS&amp;E) to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 80 percent of the Development Program is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, at the time when about 80 percent of the Development Program is developed and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact TRANS-4:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (SignificanceThreshold #6) under Existing Plus Project conditions.	<b>Mitigation Measure TRANS-4:</b> Implement the following measures at the 24th Street/ Broadway intersection. <ul style="list-style-type: none"> <li>Signalize the intersection providing actuated operations, with permitted left turns on all movements,</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 75 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	determined by the City.	
		<p>Investigation of the need for this mitigation shall be studied at the time when this threshold is reached about 75 percent of the Development Program in Subdistrict 1, 2, and 3 are developed and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<b>Impact TRANS-5:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (SignificanceThreshold #6) under Existing Plus Project conditions.	<b>Mitigation Measure TRANS-5:</b> Implement the following measures at the 23rd Street/ Broadway intersection. <ul style="list-style-type: none"> <li>Signalize the intersection providing actuated operations, with permitted left turns on all movements,</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, when about 65 percent of the Development Program in Subdistrict 1, 2, and 3 are developed and</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 65 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	City of Oakland Transportation Services Division
<p><b>Impact TRANS-6:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to 23rd Street/Harrison Street intersection (Intersection #40) which would meet peak-hour signal warrant (SignificanceThreshold #6) under Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS-6:</b> This impact can be mitigated to less than significant level by signalizing the intersection. Signalizing the 23rd Street/ Harrison Street intersection would also improve pedestrian and bicyclist access and circulation by providing a protected crossing of Harrison Street. However, the signalization may result in secondary impacts.</p> <p>This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection (As shown in Table 4.13-24, Queuing Summary, later in this chapter, signalization of 23rd Street/ Harrison Street intersection would result in queues on northbound Harrison Street at 23rd Street to spill back to Grand Avenue during the weekday PM peak hour).</p> <p>Thus, installing a signal at this intersection may not be desirable. Depending on the specific location, type, and amount of development that would have vehicular and pedestrian access at this intersection and timing of other mitigation measures in the area (such as Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection and Mitigation Measure TRANS-10 at the 27th Street/24th Street/Bay Place/Harrison Street intersection), other improvements, such as prohibiting turns at this intersection, may mitigate the impact without degrading overall access in the area.</p> <p>Specifically, to implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, when about 85 percent of the Development Program in Subdistrict 2 is developed and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>The City of Oakland will notify the Project Sponsor when this threshold is reached.</p> <p>If investigations at the</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>A Traffic Study Report providing detailed analysis of signalizing the intersection and potential impacts on traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection. The report shall study various design options such as turn prohibitions, various signal timing and phasing, signal cycle lengths, and signal coordination to determine the feasibility of signalizing the intersection. In addition to traffic operations, the report shall also address safety, access, and circulation for motorists, bicyclists, and pedestrians under different options explored.</li> </ul> <p>If the Traffic Study Report recommends signalization of the study, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> <li>Design plans for other intersection improvements, if recommended by the Traffic Study Report.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 85 percent of the Development Program in Subdistrict 2 is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	
<b>Impact TRANS-9:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significance Threshold #6) under 2020 Plus Project conditions.	<b>Mitigation Measure TRANS-9:</b> Implement Mitigation Measure TRANS-4.		
<b>Impact TRANS-10:</b> The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) at an intersection operating at LOS F during the weekday AM and PM peak hours at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2020 conditions.	<p><b>Mitigation Measure TRANS-10:</b> Implement the following measures at the 27th Street/24th Street/Bay Place/Harrison Street intersection:</p> <ul style="list-style-type: none"> <li>Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach.</li> <li>Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection.</li> <li>Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2016 (one year prior to the horizon date) and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>• Realign pedestrian crosswalks to shorten pedestrian crossing distances.</li> <li>• Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2020 Plus Project conditions indicates that mitigation at this intersection may be required by 2017. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>occurs first.</p> <p>If investigations in 2016, or subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	Services Division
<b>Impact TRANS-11:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to 23rd Street/Broadway intersection (Intersection #39) which would meet peak-hour signal warrant (Significance Threshold #6) under 2020 Plus Project conditions.	<b>Mitigation Measure TRANS-11:</b> Implement Mitigation Measure TRANS-5.		
<b>Impact TRANS-12:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to 23rd Street/Harrison Street intersection (Intersection #40) which would meet peak-hour signal warrant (Significance Threshold #6) under 2020 Plus Project conditions.	<b>Mitigation Measure TRANS-12:</b> Implement Mitigation Measure TRANS-6.		
<b>Impact TRANS-14:</b> The development under the Specific Plan would increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) during the weekday PM and Saturday peak hours at the 51st Street/Pleasant	<p><b>Mitigation Measure TRANS-14:</b> Implement the following measures at the 51st Street / Pleasanton Valley Avenue/Broadway intersection:</p> <ul style="list-style-type: none"> <li>• Modify southbound approach to provide two left-turn lanes, one through lane, and one shared through/right lane.</li> <li>• Modify northbound approach to provide one left-turn lane, one through lane, and one shared</li> </ul>	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2030 (one	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><i>Valley Avenue/Broadway intersection (Intersection #7) under 2035 conditions. (Significant and Unavoidable)</i></p>	<p>through/right lane.</p> <ul style="list-style-type: none"> <li>Upgrade signal equipment to replace the existing split phasing in the north/south direction with protected left turns.</li> <li>Eliminate the existing northbound and southbound slip right-turn lanes and "pork chop" islands.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2031. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>year prior to the horizon date), 2033 and 2035 until the mitigation measure is implemented, whichever occurs first. If investigations in 2030, or subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact TRANS-15:</b> The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) during the weekday PM peak hour at the <i>40th Street/Telegraph Avenue</i> intersection (Intersection #8) under 2035 conditions.</p>	<p><b>Mitigation Measure TRANS-15:</b> Implement the following measures at the 40th Street / Telegraph Avenue intersection:</p> <ul style="list-style-type: none"> <li>Provide permitted-protected operations on the eastbound and westbound approaches</li> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2033 (one year prior to the horizon date), and 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations in 2033 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	earlier date than listed if the improvements are needed as reasonably determined by the City.	
<b>Impact TRANS-16:</b> The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) at an intersection operating at LOS F during the weekday PM peak hour at the <i>West MacArthur Boulevard/Telegraph Avenue</i> intersection (Intersection #11) under 2035 conditions.	<b>Mitigation Measure TRANS-16:</b> Implement the following measures at the West MacArthur Boulevard/Telegraph Avenue intersection: <ul style="list-style-type: none"> <li>• Provide protected left-turn phase(s) for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2030. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2029 (one year prior to the horizon date), and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>If investigations in 2029, or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<b>Impact TRANS-21:</b> The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) at the <i>27th Street/Telegraph Avenue</i> intersection (Intersection #29) which would operate at LOS F during the weekday PM peak hour under 2035 conditions.	<b>Mitigation Measure TRANS-21:</b> Implement the following measures at the 27th Street/Telegraph Avenue intersection: <ul style="list-style-type: none"> <li>• Provide protected left-turn phases for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2028 (one year prior to the horizon date), and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>If investigations in 2028,</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>



Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2029. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	
<p><b>Impact TRANS-22:</b> The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significance Threshold #2) during the weekday PM peak hour and at the <i>27th Street/ Broadway</i> intersection (Intersection #30) under 2035 conditions.</p>	<p><b>Mitigation Measure TRANS-22:</b> Implement the following measures at the 27th Street / Broadway intersection:</p> <ul style="list-style-type: none"> <li>Upgrade traffic signal operations at the intersection to actuated-coordinated operations</li> <li>Reconfigure westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane.</li> <li>Provide protected left-turn phase(s) for the northbound and southbound approaches.</li> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2024. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2023 (one year prior to the horizon date), and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>If investigations in 2023, or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact TRANS-23:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th</i></p>	<p><b>Mitigation Measure TRANS-23:</b> Implement Mitigation Measure TRANS-4.</p>		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<i>Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significance Threshold #6) under 2035 Plus Project conditions.			
<b>Impact TRANS-24:</b> The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significance Threshold #5) at an intersection operating at LOS F during the weekday AM and PM peak hours and degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the Saturday peak hour at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2035 conditions.	<b>Mitigation Measure TRANS-24:</b> Implement Mitigation Measure TRANS-10.		
<b>Impact TRANS-25:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significance Threshold #6) under 2035 Plus Project conditions.	<b>Mitigation Measure TRANS-25:</b> Implement Mitigation Measure TRANS-5.		
<b>Impact TRANS-26:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significance Threshold #6) under 2035 Plus Project conditions.	<b>Mitigation Measure TRANS-26:</b> Implement Mitigation Measure TRANS-6.		
<b>Impact TRANS-28:</b> The development under the Specific Plan would degrade intersection operations from LOS D to LOS F and increase intersection average delay by four seconds or more (Significance Threshold #2) during the weekday PM peak hour at the <i>Grand Avenue/Broadway</i> intersection (Intersection #49) in 2035.	<b>Mitigation Measure TRANS-28:</b> Implement the following measures at the Grand Avenue/ Broadway intersection: <ul style="list-style-type: none"> <li>• Provide permitted-protected left-turn phasing for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2030 (one year prior to the horizon date), 2033 and 2035 or until the mitigation measure is implemented,	City of Oakland Planning and Building Department  City of Oakland - Building Services Division, Zoning Inspection

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2031. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>whichever occurs first.</p> <p>If investigations in 2030, or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p> <p>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</p>	City of Oakland Transportation Services Division
<p><b>Impact TRANS-29:</b> The development under the Specific Plan would degrade from LOS E or better to LOS F or increase the v/c ratio by 0.03 or more for segments operating at LOS F on the following CMP or MTS roadway segments:</p> <ul style="list-style-type: none"> <li>MacArthur Boulevard in both eastbound and westbound directions between Piedmont Avenue and I-580 in 2020 and 2035.</li> <li>Grand Avenue in the eastbound direction from Adeline Street to MacArthur Boulevard, and in westbound direction from Harrison Street to San Pablo Avenue in 2035.</li> <li>Broadway in the northbound direction from 27th Street to College Avenue, and in the southbound direction from Piedmont Avenue to 27th Street in 2035.</li> </ul> <p>Telegraph Avenue in the northbound direction from MacArthur Boulevard to Shattuck Avenue in 2035.</p> <ul style="list-style-type: none"> <li>San Pablo Avenue in the southbound direction from Market Street to 27th</li> </ul>	<p><b>Mitigation Measure TRANS-29:</b> Implement Mitigation Measures TRANS-1, TRANS-10, TRANS-13, TRANS-14, TRANS-15, TRANS-16, TRANS-20, TRANS 22, TRANS-24, TRANS-27, and TRANS-28.</p>	See above for each applicable measure	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Street in 2035.</p> <ul style="list-style-type: none"> <li>Harrison Street in the northbound direction from 27th Street to Oakland Avenue in 2035.</li> </ul>			
<b>Utilities and Service Systems</b>			
<p><b>Impact UTIL-2:</b> Adoption and development under the Specific Plan would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required (Criteria 1 and 4).</p>	<p><b>Standard Condition of Approval 91: <i>Stormwater and Sewer:</i></b> Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.</p>	<p>Prior to issuance of a demolition, grading, or building permit within vicinity of the creek.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Building Services Division, Zoning Inspection</p>
<p><b>Impact UTIL-3:</b> Adoption and development under the Specific Plan would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criteria 2).</p>	<p><b>Standard Condition of Approval 91: <i>Stormwater and Sewer:</i></b> Refer to Standard Condition of Approval 91 under Impact UTIL-2.</p>		
	<p><b>Standard Condition of Approval 80: <i>Post-construction Stormwater Pollution Prevention Plan:</i></b> Refer to Standard Condition of Approval 80 under Impact BIO-3.</p>		
	<p><b>Standard Condition of Approval 75: <i>Stormwater Pollution Prevention Plan:</i></b> Refer to Standard Condition of Approval 75 under Impact BIO-3.</p>		
<p><b>Impact UTIL-4:</b> Adoption and development under the Specific Plan would not violate applicable federal, state, and local statutes and regulations related to solid waste; nor generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria 5 and 6).</p>	<p><b>Standard Condition of Approval 36: <i>Waste Reduction and Recycling:</i></b> Refer to Standard Condition of Approval 36 under Impact GHG-1.</p>		

Environmental Impact	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact UTIL-5:</b> Adoption and development under the Specific Plan would not violate applicable federal, state and local statutes and regulations relating to energy standards; nor result in a determination by the energy provider which serves or may serve the area that it does not have adequate capacity to serve projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities (Criteria 7 and 8).	<b>Standard Condition of Approval H:</b> <i>Green Building for Residential Structures and Non-residential Structures:</i> Refer to Standard Condition of Approval H under Impact GHG-1.		
	<b>Standard Condition of Approval I:</b> <i>Green Building for Building and Landscape Projects:</i> Refer to Standard Condition of Approval I under Impact GHG-1.		
<b>Impact UTIL-6:</b> Adoption and development under the Specific Plan in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Plan Area, would result in an increased demand for utilities services.	<b>Standard Condition of Approval 36:</b> <i>Waste Reduction and Recycling:</i> Refer to Standard Condition of Approval 36 under Impact GHG-2.		
	<b>Standard Condition of Approval 91:</b> <i>Stormwater and Sewer:</i> Refer to Standard Condition of Approval 91 under Impact UTIL-2.		
	<b>Standard Condition of Approval 75:</b> <i>Stormwater Pollution Prevention Plan:</i> Refer to Standard Condition of Approval 75 under Impact BIO-3.		
	<b>Standard Condition of Approval 80:</b> <i>Post-construction Stormwater Pollution Prevention Plan:</i> Refer to Standard Condition of Approval 80 under Impact BIO-3.		