

Attachment B

Approved Master Air Quality Plan Memorandum for Construction of Oakland Maritime
Support Services



INTER OFFICE MEMORANDUM


TO: Jestin D. Johnson
City Administrator

FROM: William Gilchrist
Director, Planning & Building

SUBJECT: Air Quality Plan for Construction
of the Oakland Maritime Support
Services (OMSS) Truck Service Facility
at 10 Burma Road at the
former Oakland Army Base

DATE: February 26, 2025

City Administrator
Approval


Jestin Johnson (Mar 25, 2025 12:34 PDT)

Date Mar 25, 2025

RECOMMENDATION

Approve the construction-related Air Quality Plan (AQ Plan) dated September 13, 2024 (*Attachment A*), for the OMSS trucking facility located at 10 Burma Road Street, in the North Central Gateway area of the former Oakland Army Base (OAB) in the City of Oakland (City).

EXECUTIVE SUMMARY

OMSS, one of the developers of the OAB redevelopment project, has prepared an AQ Plan to reduce air quality impacts during construction of the OMSS facility to be constructed on the North Gateway parcel of the former OAB. The mitigation measures for the OAB redevelopment project require City Administrator approval of the plan.

BACKGROUND

The Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) identified in the third addendum to the 2002 OARB Reuse Plan EIR (found [here](#)) contains mitigation measures for reducing the potential environmental impacts of the proposed OMSS project, including requirements for the preparation and implementation of the following plans and strategies to reduce impacts related to air quality and trucking:

- Construction Management Plan (SCA-GEN-1)
- Dust Controls (SCA-AIR-1)
- Criteria Air Pollutant Controls (SCA AIR-2)
- Diesel Particulate Matter Controls (SCA AIR-3)

- Truck Management Plan (Mitigation 4.3-7)
- Transportation Control Measures (Mitigation 4.4-5)
- Construction Traffic and Parking (Mitigation 4.3-7)
- Traffic Control Plan – Hazardous Materials (Mitigation 4.3-13)

Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans) as modified to be specific to the OMSS Project, requires the City to conduct a public process in the development and review of the air quality components of these mitigation measures and requires City Administrator approval of these plans.

In 2013, 2016 and 2017, the City Administrator approved plans to comply with air quality mitigation measures for construction of the public infrastructure and for construction of various private improvements at the OAB. Those plans are all found on the City's website [here](#). The subject of this memorandum and of the submitted AQ Plan is for the construction of the OMSS site.

CONTENT OF THIS AIR QUALITY PLAN AND SUMMARY OF THE PUBLIC INPUT PROCESS

The OMSS project consists of approximately 17 acres and is bounded by Maritime Street and Wake Avenue to the east and Burma Road to the south. A portion of the project resides under the West Grand Avenue Caltrans overpass. The project will serve as a hub for local trucking activities at the Port of Oakland. Services include transportation and fueling, retail and business services, container storage, tractor parking and material handling, with the following components: 1) diesel fueling, hydrogen fueling, truck scales, convenience store; 2) auto fueling; 3) vehicular parking; and 4) truck maintenance building.

The AQ Plan implements the following measures:

- SCA AIR-1 - Construction Management Plan
- SCA AIR-2 – Construction-Related Air Pollution Controls (Dust and Equipment Emissions)
- SCA Trans-2 – Construction Traffic and Parking
- MM 4.3-13 – Traffic Control Plan – Hazardous Materials
- PO-1 – Public Outreach

In response to discussion with the City's Race and Equity Department, the attached AQ Plan also includes a public engagement component, furthering the goals of PO-1 and requiring OMSS to hold an informational meeting prior to construction. Also, OMSS will hire a community outreach consultant to ensure maximum noticing of the informational meeting. Utilizing a local community outreach consultant has been identified by the City as an effective way to address racial equity concerns in the community.

On June 8, 2023, OMSS submitted its first draft of its AQ Plan (*Attachment B*) to the City. On June 20, 2023, the City released a 45-day Notice of Preparation of the draft AQ Plan to the official stakeholder list per Mitigation Measure PO-1. The Notice of Preparation provided advance notice before the AQ Plan was released for an official 17-day public review period.

On June 29, 2023, the City held a quarterly meeting attended by air quality stakeholders, including community-based organizations, community residents, and interested government air quality agencies. OMSS made a presentation, including a description of its construction plans, a brief description of its proposed operations, and the components of the draft AQ Plan. The specific diesel emission reduction actions contained in the draft AQ Plan were presented and discussed, so as to provide information and input prior to release of the draft AQ Plan for the official 17-day public review period.

On April 26, 2024, the draft AQ Plan was released to stakeholders for the official 17-day public review period public as required by Mitigation Measure PO-1. The City received no comments from any individuals or outside agencies.

Following the end of the public review period, City staff presented OMSS with revisions to the draft AQ Plan. In response to these comments, OMSS revised the AQ Plan. The latest version of the AQ Plan, dated September 13, 2024, is attached (see *Attachment A*).

KEY ISSUES

The purpose of this AQ Plan is to reduce diesel emissions during the construction of the OMSS facility. Construction-related emissions are generated from diesel trucks and other off-road equipment used for horizontal and vertical construction.

In addition to requiring the construction-related reports and performing the tasks and procedures mentioned above, the AQ Plan also requires OMSS to provide the following:

- A pre-construction stakeholder meeting hosted by the project applicant and City staff to present the revised AQ Plan and answer any questions from the community. A local community outreach consultant chosen from the City's consultant list shall be retained to coordinate and implement a robust meeting notification program to reach a maximum number of West Oakland community residents.
- Mitigation Measure Report Plan (MMRP) shall be submitted monthly. The MMRP will include the following:

- MMRP tracking spreadsheet
- MMRP daily inspection checklist
- Truck log
- Master equipment list
- Equipment projected hours

CONCLUSION

The stakeholder review requirements for the proposed AQ Plan have been satisfied and the AQ Plan has been revised in response to comments received from the City. Staff recommends that the City Administrator approve the AQ Plan.

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

Please contact Corey Alvin, Environmental Coordinator for the OAB, at (510) 238-6316 if you have any questions.

William Gilchrist

William Gilchrist (Feb 26, 2025 09:12 PST)

WILLIAM GILCHRIST
Director, Planning and Building Department

Reviewed by:
Ed Manasse
Interim Deputy Director, Bureau of Planning

Prepared by:
Corey Alvin
Bureau of Planning

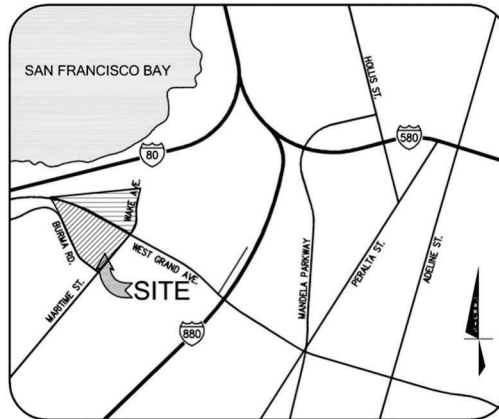
Attachments

- A. Air Quality Plan for Construction of the OMSS Facility (September 13, 2024)*
- B. Draft Air Quality Plan for Construction of the OMSS Facility (June 8, 2023)*

Oakland Maritime Support Services (OMSS)

10 Burma Road

Oakland, CA 94607



VICINITY MAP

N.T.S.

Air Quality Plan

Prepared by:

SANDIS

636 9th Street

Oakland, CA 94607

Date: June 8, 2023

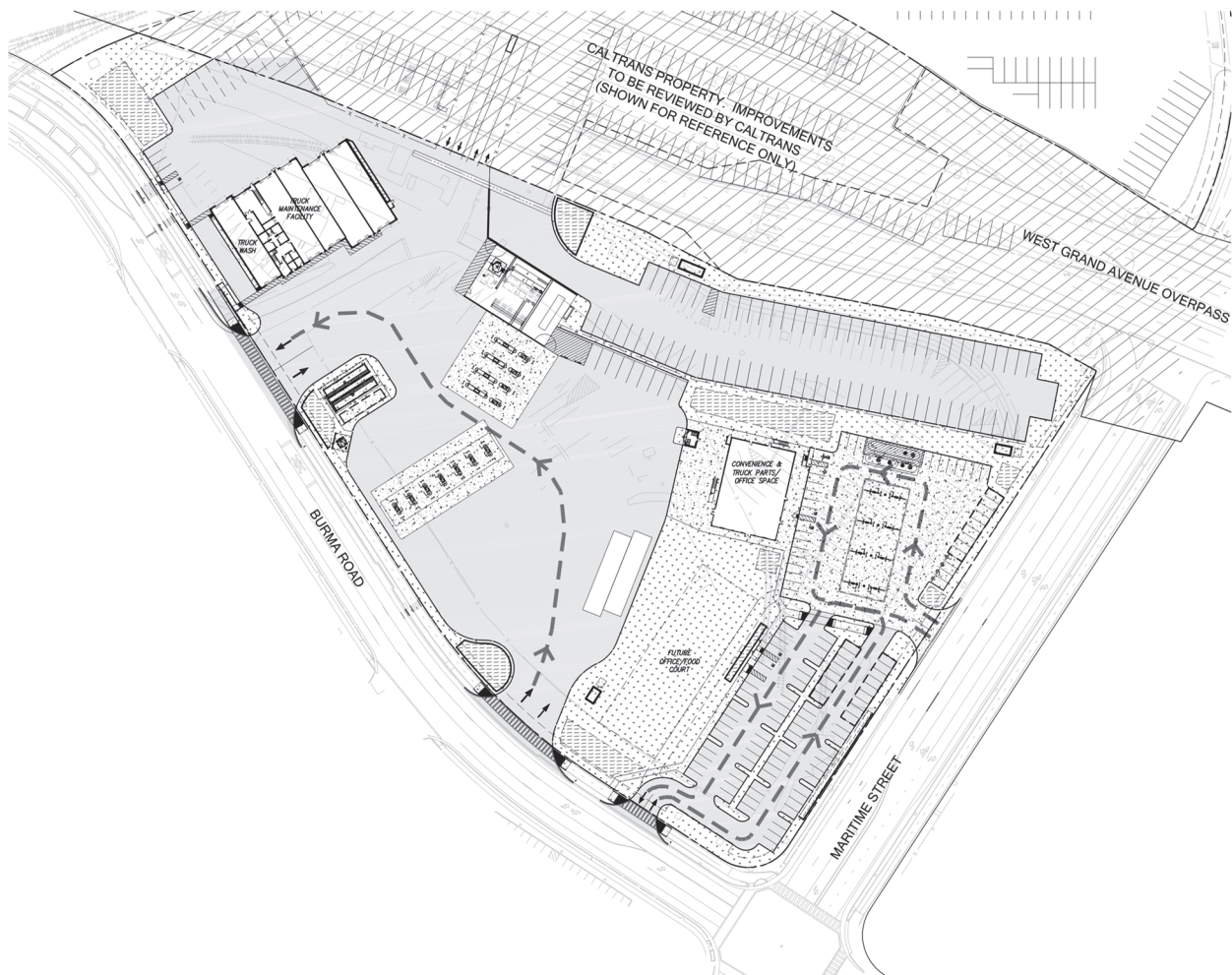
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1. Project Overview & Site Plan

This Construction Air Quality (AQ) Plan covers the Oakland Maritime Support Services (OMSS) project, to be built at 10 Burma Road in Oakland. See Fig. 1 below, showing the area, which is further detailed in the narrative below.

The Oakland Maritime Support Services project consists of approximately 17 acres and is bounded by Maritime Street and Wake Avenue to the east and Burma Road to the south. A portion of the project resides under the West Grand Avenue Caltrans overpass. The project will serve as a hub for local trucking activities at the Port of Oakland. Services include transportation and fueling, retail and business services, container storage, tractor parking and material handling.



2. SCA AIR-1 - Construction Management Plan

2.1 Requirements

The project applicant, OMSS, shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.

2.2 Response

OMSS will submit the Construction Management Plan (CMP) to the City of Oakland Planning and Building Departments during the plan check review process for site or building permits.

3. SCA AIR-2 - Construction-Related Air Pollution Controls (Dust and Equipment Emissions)

3.1.1 Requirements

- a. *The entirety of this AQ Plan will be provided to all bidders on the Project, so that it is included in any bids received, and will be included in contracts let.*
- b. *During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):*
- c. *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.*
- d. *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).*
- e. *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.*
- f. *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.*
- g. *Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).*
- h. *Limit vehicle speeds on unpaved roads to 15 miles per hour.*
- 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.*
- 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.*
- k. *All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.*
- l. *All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.*
- m. *Install sandbags or other erosion control measures to prevent silt runoff to public roadways.*

- n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).*
- o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.*
- p. 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.*
- q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.*
- r. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.*
- s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.*
- t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.*
- u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.*
- v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).*

3.1.2 Response

The project applicant will comply with items a. through v. listed above.

3.2 Dust Control Mitigation Plan

- a. *Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation whenever feasible. Monitoring process will include: 1) Checking weather reports daily prior to starting construction activity to prepare for wind speeds as necessary. 2) Monitoring weather and dust as day progresses by setting up an anemometer wind speed sensor and checking periodically. 3) Increasing dust control watering as wind speeds increase to maintain minimum 12% moisture content, or to a point at which the earth becomes tacky.*
- b. *Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.*
- c. *Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.*
- d. *Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.*
- e. *As soon as practical and prior to rainy season, cover all access roads and/or permanent roads and building pads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.*
- f. *Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.*
- g. *Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.*
- h. *Replant vegetation in disturbed areas as quickly as possible.*
- i. *Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.*
- j. *Draft and implement a Project SWPPP (Stormwater Pollution Prevention Plan). The onsite QSP (Qualified SWPPP Practitioner) will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.*

- k. Post signage and enforce 15 mph speed limit requirement for unpaved roads (Exhibit A).*
- l. Post signage and enforce dust complaint reporting requirement (Exhibit B). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.*
- m. The Project Dust Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.*
- n. Limit inactive construction areas (previously graded areas inactive for one month or more) by installing planting, finished hardscape, and paving as soon as possible.*
- o. Designate onsite Superintendent (identity TBD) as the person to monitor the dust control program and to order increased watering, as necessary.*
- p. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.*
- q. Replant vegetation in disturbed areas as quickly as possible.*
- r. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.*
- s. Tire washing station will be included at each construction entrance and all equipment, including tires will be washed off prior to leaving the site.*
- t. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders*
- u. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449. All written documentation that fleet requirements have been met will be submitted to the City of Oakland for record.*
- v. Install coatings meeting VOC content requirements specified in Project Specification.*

3.3 Emission Control Mitigation Plan

- a. *During all construction activities, off road construction equipment greater than 25 horsepower shall meet US EPA Tier 4 emission standards. If such equipment is not available, then equipment which meets Tier 3 engine standards can be used but only under the following circumstances:*
 - *All contractors must submit letters to the City of Oakland providing information on the availability of Tier 4 construction equipment to be used on each construction site and information on their search for Tier 4 rental equipment, should their fleet not have all the necessary Tier 4 equipment available for use on this project site.*
 - *If the contractor must rent equipment, then the contractor shall contact a minimum of three rental agencies in the Bay Area and submit documentation about the availability of such rental equipment.*
 - *If Tier 4 equipment is not available during the specified construction periods, then Tier 3 can be used, subject to restriction 3.3b below.*
- b. *The two most utilized pieces of construction equipment per job site (the equipment projected to have the most utilization hours) must be Tier 4 equipment. The contractor shall submit an estimated equipment-hour projection to the City of Oakland with verification that Tier 4 equipment will be used for the two pieces projected to have the most utilization hours.*
- c. *All contractors shall submit a list of specific off-road equipment being proposed for use at each project site. The Compliance Officer shall use this documentation to verify that equipment meets the requirements of Tier 4 or Tier 3, and shall ensure that equipment with Tier 1 or Tier 2 engines are not delivered to nor used on each construction site.*
- d. *During all construction activities, all On-Road trucks delivering materials and/or equipment to the site are required to comply with the Air Resources Board regulations for on-road trucks in the Truck and Bus Rule. Contractors shall furnish CARB Compliance certificates to the City of Oakland for on-road trucks demonstrating compliance with the Truck and Bus Rule.*
- e. *All contractors will be encouraged to use post 2010 model water trucks, as available.*
- f. *Fuel being used will be compliant with California standards and consistent with regulatory requirements for Ultra Low Sulfur Diesel (USLD).*
- g. *Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.*
- h. *All scissor lifts and small tools will be electric.*

- i. *Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment. Contractor shall make substantial efforts to contact PG&E well in advance of start of construction to allow adequate time for the connection to temporary job site power. The use of diesel generators shall only be used as a last resort option.*
- j. *Keep all construction equipment properly tuned by a certified mechanic in accordance with the manufacturer's specifications. Operators will provide the Contractor with written documentation of equipment maintenance for all equipment to be used onsite. These maintenance logs shall be made available upon request.*
- k. *All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations). All written documentation that fleet requirements for equipment to be used onsite have been met will be submitted to the City of Oakland for record.*

3.4 *Idling Policy*

- a. *Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.*
- b. *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).*
- c. *See Exhibit C for signage describing the Project Idling Policy.*

3.5 Reporting and Labeling

- a. *Reporting can be completed using DOORS (Diesel Off-road online Reporting System), which is CARB's free online reporting tool for the Off-Road regulation. Further information on reporting and labeling for off-road vehicles is available at: www.arb.ca.gov/ordiesel.*
- b. *All fleet equipment used onsite shall be properly reported and labeled as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation). After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as 'captive attainment area fleets' must have labels with a green background instead of red. All construction contractors shall comply with and monitor compliance with Air Resources Board regulations for Off- Road construction equipment, CCR Title 13, Section 2449. To document compliance, all fleets shall provide ARB Certificates of Compliance with the Off-Road Regulations to the City of Oakland.*

3.6 Enforcement

- a. *The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. Any off-road equipment that exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, shall be prohibited from operating on-site. All contractors will be subject to this provision and will maintain Inspection Logs daily throughout the project. Compliance Manager will complete online ARB courses for Visible Emissions Evaluation to enhance ability to ensure fleets are in compliance with CARB Regulations. Compliance Manager shall communicate Plan requirements to subcontractors in weekly tailgate or coordination meetings.*
 - b. *Post signage limiting truck and equipment idling time to five minutes or less, in accordance with CCR Title 13, Section 2485 & 2449. (Exhibit C)*
 - c. *A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements.*
-

4. SCA TRANS-2: Construction Traffic and Parking

4.1. Requirements

Construction Traffic and Parking: The project sponsor and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project (see also SCA TRANS-1, especially “h”) and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan. The plan shall be submitted to EBMUD, the Port, and Caltrans for their review and comment ten (10) business days before submittal to the City. The project sponsor shall consider in good faith such comments and revise the plan as appropriate. The revised plan shall be submitted for review and approval by the City’s Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.*
- b. Notification procedures for adjacent project sponsors and public safety personnel regarding when major deliveries, detours, and lane closures will occur.*
- c. Location of construction staging areas for materials, equipment, and vehicles at an approved location.*
- d. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.*
- e. Provision for accommodation of pedestrian flow.*
- f. Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces (see also SCA TRANS-1, especially “h”).*
- g. Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as*

established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

- h. Any heavy equipment brought to the construction site shall be transported by truck, where feasible.*
- i. No materials or equipment shall be stored on the traveled roadway at any time.*
- j. Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.*
- k. All equipment shall be equipped with mufflers.*
- l. Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.*

Specifically, to further implement SCA TRANS-2, a traffic construction management analysis was performed which recommended certain improvements to the Adeline/5th and Adeline/3rd Street and Adeline Street intersection, which is discussed under construction impacts of the Traffic and Transportation section of the 2012 OARB Initial Study/Addendum.

4.2 Response

The project applicant will comply with items a. through l. listed above.

5. MM 4.3-13: Traffic Control Plan – Hazardous Materials

5.1 Requirements

Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.

Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.

The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.

Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City of Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.

Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.

The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.

The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.

5.2 Response

The project applicant will create and submit a Traffic Control Plan (TCP) to the City of Oakland for review. The Plan will address the above requirements.

Exhibit A – Speed Limit Sign

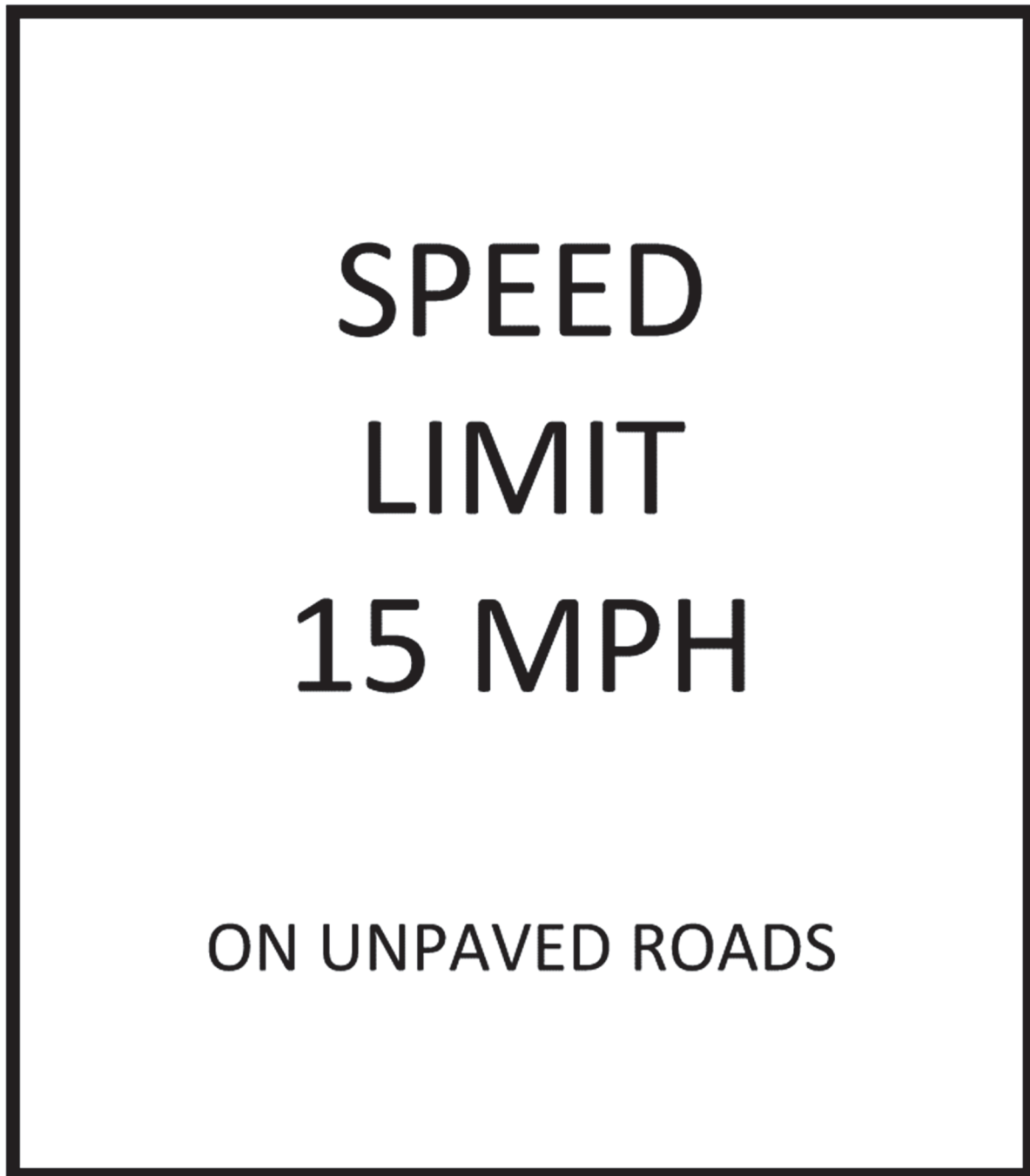


Exhibit B – Complaint Sign

ATTENTION

PERMITTED CONSTRUCTION HOURS:
Monday-Sunday 6AM-8PM

There will be no work on site outside of permitted hours
without written permission from City of Oakland.

**FOR CONCERNS REGARDING DUST,
CONSTRUCTION NOISE, EROSION OR ANY
CONSTRUCTION ACTIVITY ON THIS
PROJECT, PLEASE CONTACT:**

During Construction Hours – TBD
After Construction Hours – TBD

CITY OF OAKLAND CODE COMPLIANCE:
(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:
(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:
(800) 334-6367

Exhibit C – Idling Policy Sign

IDLING POLICY

**IDLING TIMES ON ALL DIESEL-FUELED COMMERCIAL
VEHICLES OVER 10,000 LBS AND 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.**

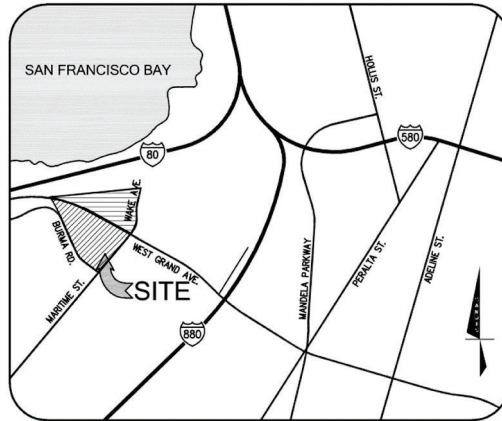
(CCR TITLE 13, SECTION 2485 & 2449)

VIOLATIONS SUBJECT TO MINIMUM FINE OF \$300.

Oakland Maritime Support Services (OMSS)

10 Burma Road

Oakland, CA 94607



VICINITY MAP

N.T.S.

Air Quality Plan

Prepared by:

SANDIS

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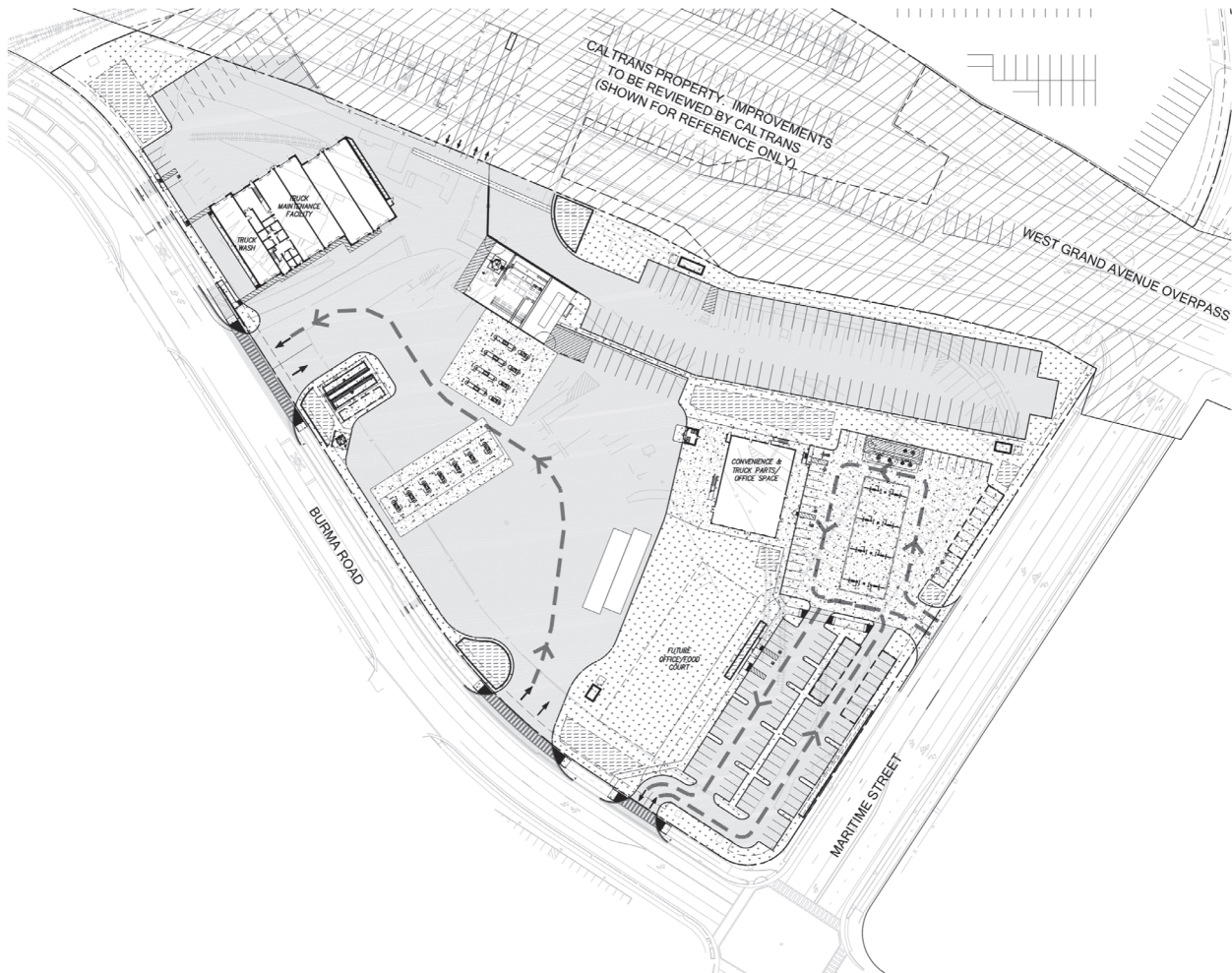
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Project Overview & Site Plan

This Construction Air Quality (AQ) Plan covers the Oakland Maritime Support Services (OMSS) project, to be built at 10 Burma Road in Oakland. See Fig. 1 below, showing the area, which is further detailed in the narrative below.

The Oakland Maritime Support Services project consists of approximately 17 acres and is bounded by Maritime Street and Wake Avenue to the east and Burma Road to the south. A portion of the project resides under the West Grand Avenue Caltrans overpass. The project will serve as a hub for local trucking activities at the Port of Oakland. Services include transportation and fueling, retail and business services, container storage, tractor parking and material handling.



1.1 Public Engagement Plan (PEP)

The OAB PEP requires community outreach as specified in mitigation measure PO-1. A pre-construction stakeholder meeting hosted by the project applicant and City staff to present the revised AQ Plan and answer any questions the community has is necessary to satisfy both the PEP and MM PO-1.

- a. A local community outreach consultant chosen from the City's consultant list shall be retained to coordinate and implement a robust meeting notification program to reach a maximum number of West Oakland community residents.*

1.2 Response

The project applicant shall hold the meeting prior to construction.

1.3 Mitigation Measures

Mitigation Measure Report Plan (MMRP) shall be submitted monthly¹. The MMRP will include the following:

- a. MMRP tracking spreadsheet*
 - b. MMRP daily inspection checklist*
 - c. Truck Log*
 - d. Master Equipment List*
 - e. Equipment Projected Hours*
-

¹ [See Link](#) to an example of a MMRP Report for prior vertical construction provided by Whiting-Turner Construction

1. SCA AIR-1 - Construction Management Plan

2.1 Requirements

The project applicant, OMSS, shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures, including items 3.2-3.6 below.

2.2 Response

The project applicant shall submit the construction management plan to the Planning and Building Departments during the plan check review process for site or building permits. See also Section 4 below for additional timing/review requirements regarding the construction management plan.

2. SCA AIR-2 - Construction-Related Air Pollution Controls (Dust and Equipment Emissions)

3.1.1 Requirements

- a. *The entirety of this AQ Plan will be provided to all bidders on the Project, so that it is included in any bids received, and will be included in contracts let.*
- b. *During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):*
- c. *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.*
- d. *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).*
- e. *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.*
- f. *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.*
- g. *Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).*
- h. *Limit vehicle speeds on unpaved roads to 15 miles per hour.*
- 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.*
- 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.*
- k. *All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.*
- l. *All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.*
- m. *Install sandbags or other erosion control measures to prevent silt runoff to public roadways.*

- n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).*
- o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.*
- p. 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.*
- q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.*
- r. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.*
- s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.*
- t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.*
- u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.*
- v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).*

3.1.2 Response

The project applicant shall comply with items a. through v. listed above during construction.

3.2 Dust Control Mitigation Plan

- a. *Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation whenever feasible. Monitoring process will include: 1) Checking weather reports daily prior to starting construction activity to prepare for wind speeds as necessary. 2) Monitoring weather and dust as day progresses by setting up an anemometer wind speed sensor and checking periodically. 3) Increasing dust control watering as wind speeds increase to maintain minimum 12% moisture content, or to a point at which the earth becomes tacky.*
- b. *Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.*
- c. *Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.*
- d. *Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.*
- e. *As soon as practical and prior to rainy season, cover all access roads and/or permanent roads and building pads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.*
- f. *Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.*
- g. *Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.*
- h. *Replant vegetation in disturbed areas as quickly as possible.*
- i. *Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.*
- j. *Draft and implement a Project SWPPP (Stormwater Pollution Prevention Plan). The onsite QSP (Qualified SWPPP Practitioner) will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.*

- k. Post signage and enforce 15 mph speed limit requirement for unpaved roads (Exhibit A).*
- l. Post signage and enforce dust complaint reporting requirement (Exhibit B). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.*
- m. The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.*
- n. Limit inactive construction areas (previously graded areas inactive for one month or more) by installing planting, finished hardscape, and paving as soon as possible.*
- o. Designate onsite Superintendent (identity TBD) as the person to monitor the dust control program and to order increased watering, as necessary.*
- p. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.*
- q. Replant vegetation in disturbed areas as quickly as possible.*
- r. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.*
- s. Tire washing station will be included at each construction entrance and all equipment, including tires will be washed off prior to leaving the site.*
- t. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders*
- u. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449. All written documentation that fleet requirements have been met will be submitted to the City of Oakland for record.*
- v. Install coatings meeting VOC content requirements specified in Project Specification.*

3. SCA AIR-3 – Diesel Particulate Matter Controls

3.3 *Emission Control Mitigation Plan*

- a. *During all construction activities, off road construction equipment greater than 25 horsepower shall meet US EPA Tier 4 emission standards. If such equipment is not available, then equipment which meets Tier 3 engine standards can be used but only under the following circumstances:*
 - *All contractors must submit letters to the City of Oakland providing information on the availability of Tier 4 construction equipment to be used on each construction site and information on their search for Tier 4 rental equipment, should their fleet not have all the necessary Tier 4 equipment available for use on this project site.*
 - *If the contractor must rent equipment, then the contractor shall contact a minimum of three rental agencies in the Bay Area and submit documentation about the availability of such rental equipment.*
 - *If Tier 4 equipment is not available during the specified construction periods, then Tier 3 can be used, subject to restriction 3.3b below.*
- b. *The two most utilized pieces of construction equipment per job site (the equipment projected to have the most utilization hours) must be Tier 4 equipment. The contractor shall submit an estimated equipment-hour projection to the City of Oakland with verification that Tier 4 equipment will be used for the two pieces projected to have the most utilization hours.*
- c. *All contractors shall submit a list of specific off-road equipment being proposed for use at each project site. The Compliance Officer shall use this documentation to verify that equipment meets the requirements of Tier 4 or Tier 3, and shall ensure that equipment with Tier 1 or Tier 2 engines are not delivered to nor used on each construction site.*
- d. *During all construction activities, all On-Road trucks delivering materials and/or equipment to the site are required to comply with the Air Resources Board regulations for on-road trucks in the Truck and Bus Rule. Contractors shall furnish CARB Compliance certificates to the City of Oakland for on-road trucks demonstrating compliance with the Truck and Bus Rule.*
- e. *All contractors will be encouraged to use post 2010 model water trucks, as available.*
- f. *Fuel being used will be compliant with California standards and consistent with regulatory requirements for Ultra Low Sulfur Diesel (USLD).*
- g. *Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.*
- h. *All scissor lifts and small tools will be electric.*

- i. *Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment. Contractor shall make substantial efforts to contact PG&E well in advance of start of construction to allow adequate time for the connection to temporary job site power. The use of diesel generators shall only be used as a last resort option.*
- j. *Keep all construction equipment properly tuned by a certified mechanic in accordance with the manufacturer's specifications. Operators will provide the Contractor with written documentation of equipment maintenance for all equipment to be used onsite. These maintenance logs shall be made available upon request.*
- k. *All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations). All written documentation that fleet requirements for equipment to be used onsite have been met will be submitted to the City of Oakland for record.*

3.4 *Idling Policy*

- a. *Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.*
- b. *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).*
- c. *See Exhibit C for signage describing the Project Idling Policy.*

3.5 Reporting and Labeling

- a. *Reporting can be completed using DOORS (Diesel Off-road online Reporting System), which is CARB's free online reporting tool for the Off-Road regulation. Further information on reporting and labeling for off-road vehicles is available at: www.arb.ca.gov/ordiesel.*
- b. *All fleet equipment used onsite shall be properly reported and labeled as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation). After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as 'captive attainment area fleets' must have labels with a green background instead of red. All construction contractors shall comply with and monitor compliance with Air Resources Board regulations for Off- Road construction equipment, CCR Title 13, Section 2449. To document compliance, all fleets shall provide ARB Certificates of Compliance with the Off-Road Regulations to the City of Oakland.*

3.6 Enforcement

- b. *The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. Any off-road equipment that exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, shall be prohibited from operating on-site. All contractors will be subject to this provision and will maintain Inspection Logs daily throughout the project. Compliance Manager will complete online ARB courses for Visible Emissions Evaluation to enhance ability to ensure fleets are in compliance with CARB Regulations. Compliance Manager shall communicate Plan requirements to subcontractors in weekly tailgate or coordination meetings.*
 - c. *Post signage limiting truck and equipment idling time to five minutes or less, in accordance with CCR Title 13, Section 2485 & 2449. (Exhibit C)*
 - d. *A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements.*
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4. SCA TRANS-2/MM 4.3-7: Construction Traffic and Parking

4.1. Requirements

Construction Traffic and Parking: The project sponsor and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project (see also SCA TRANS-1, especially “h”) and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan. The plan shall be submitted to EBMUD, the Port, and Caltrans for their review and comment ten (10) business days before submittal to the City. The project sponsor shall consider in good faith such comments and revise the plan as appropriate. The revised plan shall be submitted for review and approval by the City’s Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.*
- b. Notification procedures for adjacent project sponsors and public safety personnel regarding when major deliveries, detours, and lane closures will occur.*
- c. Location of construction staging areas for materials, equipment, and vehicles at an approved location.*
- d. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.*
- e. Provision for accommodation of pedestrian flow.*
- f. Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces (see also SCA TRANS-1, especially “h”).*
- g. Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as*

established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

- h. Any heavy equipment brought to the construction site shall be transported by truck, where feasible.*
- i. No materials or equipment shall be stored on the traveled roadway at any time.*
- j. Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.*
- k. All equipment shall be equipped with mufflers.*
- l. Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.*

Specifically, to further implement SCA TRANS-2, a traffic construction management analysis was performed which recommended certain improvements to the Adeline/5th and Adeline/3rd Street and Adeline Street intersection, which is discussed under construction impacts of the Traffic and Transportation section of the [2012 OARB Initial Study/Addendum](#).

4.2 Transportation Management Plan (TMP)

One of the goals of the TMP is to ensure suppliers of building materials and contractors know the preferred routes and prohibited streets to reach their destinations and know the City's parking restrictions.

- a. Communicate to all suppliers and contractors the preferred truck routes. This shall include electronic communication, brochures and a map of the truck routes and prohibited streets posted at a visible location near the truck entry and exit points on the site.*
- b. Communication material shall be available for City staff review prior to the start of construction.*

4.3 Response

The project applicant shall incorporate these requirements into the construction management plan required in Section 2 above.

5. MM 4.3-13: Traffic Control Plan – Hazardous Materials

5.1 Requirements

Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.

Construction and remediation TCPs shall be designed and implemented to reduce to the maximum feasible extent traffic and safety impacts to regional and local roadways.

The TCP shall address items including but not limited to: truck routes, street closures, parking for workers and staff, access to the project area and land closures or parking restrictions that may require coordination with and/or approval by the City, the Port and/or Caltrans. The TCP shall be submitted to the City Traffic Engineering and Planning divisions or the Port, as appropriate, for review and approval prior to the issuance of any building, demolition or grading permits. The City and the Port shall coordinate their respective approvals to maximize the effectiveness of the TCP measures. DTSC would have ongoing authority under its Remedial Action Plan/Remedial Monitoring Plan oversight and the Hazardous Substances Account Act to regulate remediation transportation activities, which must be protective of human health, safety and the environment.

Remediation and demolition/construction traffic shall be restricted to designated truck routes within the City, and the TCP shall include a signage program for all truck routes serving the site during remediation or demolition/construction. A signage program details the location and type of truck route signs that would be installed during remediation and demolition/construction to direct trucks to and from the project area. Truck access points for entry and exit should be included in the TCP. In addition, as determined by City of Port staff, the developer shall be responsible for repairing any damage to the pavement that is caused by remediation or demolition/construction vehicles for restoring pavement to pre-construction conditions.

Remediation and demolition/construction-related trips will be restricted to daytime hours, unless expressly permitted by the City or the Port, and to the extent feasible, trips will be minimized during the a.m. and p.m. peak hours.

The TCP shall identify locations for construction/remediation staging. Remediation staging areas are anticipated to be located near construction areas, since remediation will be largely coordinated with redevelopment. In addition, the TCP shall identify and provide off-street parking for remediation and demolition/construction staff to the extent possible throughout all phases of redevelopment. If there is insufficient parking available within walking distance of the site for workers, the developer shall provide a shuttle bus or other appropriate system to transfer workers between the satellite parking areas and remediation or demolition/construction site.

The TCP shall also include measures to control dust, requirements to cover all loads to control odors, and provisions for emergency response procedures, health and safety driver education, and accident notification.

5.2 Response

If hazardous materials remediation is proposed, the project applicant shall create and submit a Traffic Control Plan (TCP) incorporating the above requirements to the City of Oakland for review prior to any applicable permits related to such remediation.

Exhibit A – Speed Limit Sign

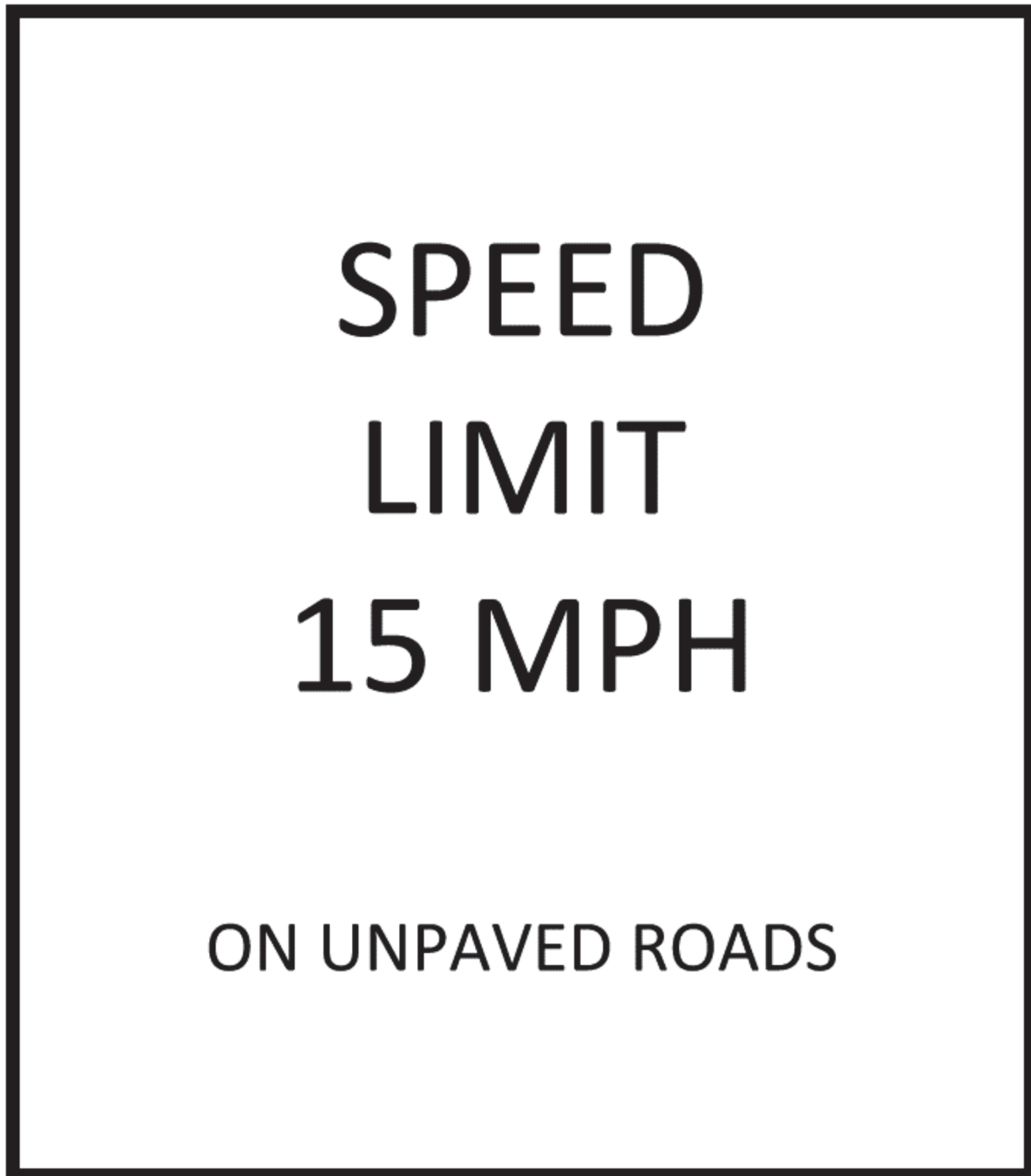


Exhibit B – Complaint Sign

ATTENTION

PERMITTED CONSTRUCTION HOURS:
Monday-Sunday 6AM-8PM

There will be no work on site outside of permitted hours
without written permission from City of Oakland.

**FOR CONCERNS REGARDING DUST,
CONSTRUCTION NOISE, EROSION OR ANY
CONSTRUCTION ACTIVITY ON THIS
PROJECT, PLEASE CONTACT:**

During Construction Hours – TBD
After Construction Hours – TBD

CITY OF OAKLAND CODE COMPLIANCE:
(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:
(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:
(800) 334-6367

Exhibit C – Idling Policy Sign

IDLING POLICY

**IDLING TIMES ON ALL DIESEL-FUELED COMMERCIAL
VEHICLES OVER 10,000 LBS AND 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.**

(CCR TITLE 13, SECTION 2485 & 2449)

VIOLATIONS SUBJECT TO MINIMUM FINE OF \$300.