

APPENDIX A

HAZARDS-RELATED POLICY STATEMENTS FROM THE OPEN SPACE, CONSERVATION AND RECREATION ELEMENT OF THE OAKLAND GENERAL PLAN

From the "Open Space" chapter:

Policy OS-1.1: Wildland parks. Conserve existing city and Regional Parks characterized by steep slopes, large groundwater recharge areas, native plant and animal communities, extreme fire hazards, or similar conditions.... Manage such areas to protect public health and safety and conserve natural resources (p. 2-9).

From Policy OS-1.2, "Open space protection priorities for private land:"

- Action OS-1.2.4: Additional resource conservation area designations—To the extent allowed by law, explore the possibility of designating all or part of the following areas as Resource Conservation Areas: (a) Castle Canyon; (b) Lands of Varney; (c) Corridor across the lower "Lands of Drinnen"

connecting Knowland Park with Dunsmuir Ridge; (d) Peralta Creek headwaters (north of Holy Names College) (p. 2-13).
[“While development may be appropriate on portions of the sites, much of the terrain is very steep, close to the Hayward fault, or prone to landslides.”]

Policy OS-1.3: Development of hillside sites. On large sites with subdivision potential, generally conserve ridges, knolls, and other visually prominent features as open space. Maintain development regulations which consider environmental and open space factors such as land stability, plant and animal resources, earthquake and fire hazards, and visual impacts, in the determination of allowable density. Where hillside development does occur, encourage creative architecture and site planning which

minimizes grading and protects the natural character of the hills (p. 2-14).

- Action OS-1.3.5: Conservation of unstable parcels—Use building code and environmental review requirements to ensure that development of hillside parcels will be structurally sound, that infrastructure will be provided, and that adequate access will be available (p. 2-17).

From Policy OS-2.5, "Urban park acquisition criteria:"

- Action OS-2.5.3: Use of abandoned gas station sites—Inventory abandoned gas station sites and examine their suitability as plazas, mini-parks, or development sites. Fully consider problems associated with clean-up of contaminated soil in any assessment (p. 2-22).

From Policy OS-3.6, "Open space buffers along freeways:"

- Action OS-3.6.2: Caldecott Canyon open space—Rezone the city- and State-owned hillsides adjacent to the Caldecott Tunnel for Resource Conservation to ensure their retention as open space. Seek funding for a fire-resistant landscape demonstration project in this area (p. 2-30).

Policy OS-8.2: Creek daylighting. Support programs to restore or "daylight" sections of creek that have been culverted or buried in the storm drain system, provided that the following conditions exist: ...⁽³⁾ no significant health, safety, flooding, or erosion hazards would result from the project... (p. 2-59)."

From the "Earth Resources" section of the "Conservation" chapter:

Policy CO-1.1: Soil loss in new development. Regulate development in a manner which protects soil from degradation and misuse or other activities which significantly reduce its ability to support plant and animal life. Design all construction to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur (p. 3-3).

- Action CO-1.1.1: Soil-related development controls—Maintain, enforce, and periodically review development controls affecting soil removal, including the Grading Ordinance and the Sedimentation and Erosion Control Ordinance (p. 3-3).

- Action CO-1.1.3: Consideration of soil constraints in development—Consider soil constraints such as shrink-swell and low soil strength in the design of buildings and roads. Suitable base materials and drainage provisions should be incorporated where necessary (p. 3-4).

Policy CO-1.2: Soil contamination hazards. Minimize hazards associated with soil contamination through the appropriate storage and disposal of toxic substances, monitoring of dredging activities, and clean up of contaminates sites. In this regard, require soil testing for development of any site (or dedication of any parkland or community garden) where contamination is suspected due to prior activities on the site (p. 3-4).

- Action CO-1.2.1: Further study of soil contamination—Conduct further study of soil contamination and toxics during the update of the Oakland General Plan Safety Element (p. 3-4).
- Action CO-1.2.2: Monitoring of dredge spoils disposal—Monitor the Galbraith Dredge Spoils Disposal Project to ensure that there are no negative impacts on soil, wetlands, and adjacent waters. Ensure community representation on any task force created to monitor future dredge spoils disposal projects, including the Galbraith Disposal Project (p. 3-5).

Objective CO-2: Land Stability. To minimize safety hazards, environmental impacts, and aesthetic impacts associated with development on hillsides and in seismic high-risk areas (p. 3-5).

Policy CO-2.1: Slide hazards. Encourage development practices which minimize the risk of landsliding (p. 3-6).

- Action CO-2.1.1: Ordinance evaluation and public information—Evaluate existing ordinances and regulations to ensure that they contain adequate provisions to mitigate slide-related hazards in new construction areas. If departmental

budgets permit, develop public outreach and educational materials for homeowners in the hill areas on measures to reduce slide hazards (p. 3-8).

- Action CO-2.1.2: Graded slope and retaining wall maintenance—For new development containing commonly owned retaining walls and graded slopes, required provisions for future maintenance and repair of these systems to be established before granting project approval (p. 3-8).

Policy CO-2.2: Unstable geologic features. Retain geologic features known to be unstable, including serpentine rock, areas of known landsliding, and fault lines, as open space. Where feasible, allow such lands to be used for low-intensity recreational activities (p. 3-8).

- Action CO-2.2.1: Geo-technical study requirements—Maintain Standard Operating Procedures in the Office of Planning and Building which require geo-technical studies for major developments in areas with moderate to high ground shaking or liquefaction potential, or other geologically unstable features (p. 3-8).
- Action CO-2.2.2: Land stability database—Incorporate known land stability information in the city’s permit tracking system and the Measure I geographic information systems (GIS) program (p. 3-8).

Policy CO-2.3: Development on filled soils. Require development on filled soils to make special provisions to safeguard against subsidence and seismic hazards (p. 3-9).

Policy CO-2.4: Hillside cuts and fills. Minimize hillside cuts and fills and the removal of desirable vegetation. Limit large-scale grading to those areas where it is essential to development. Where hillside grading does occur, reshape the terrain in smooth, naturally appearing contours rather than flat, terraced benches. Immediately replant and reseed graded areas to reduce soil loss (p. 3-9).

- Action CO-2.4.1: Update of grading ordinance—Review the grading ordinance every five years and revise it when necessary

to keep it current with new knowledge and construction methods (p. 3-9).

- Action CO-2.4.2: Preparation of grading guidelines—Develop illustrated grading guidelines which accompany the city’s grading ordinance (p. 3-9).

Policy CO-3.2: Quarry operations. Require existing and abandoned mineral extraction activities to mitigate the effects of their operations on surrounding areas, including the clean-up and reclamation of mining sites. Prohibit new quarrying activity in Oakland except upon clear and compelling evidence that the benefits will outweigh the resulting environmental, health, safety, aesthetic, and quality of life costs (p. 3-10).

- Action CO-3.2.3: Sulfur mine clean-up—Create a task force...to address the issue of acidic runoff and mine tailings from the old sulfur mines at the headwaters of the Leona Branch of Lion Creek (p. 3-11).

From the "Water Resources" section of the "Conservation" chapter:

Policy CO-5.1: Protection of groundwater recharge. Encourage groundwater recharge by protecting large open space areas, maintaining setbacks along creeks and other recharge features, limiting impervious surfaces where appropriate, and retaining natural drainage patterns within newly developing areas (p. 3-15). [“In some places, the water table has been lowered by overpumping and reductions in the surface available for recharge. This caused subsidence, or sinking of the ground.”]

Policy CO-5.2: Improvements to groundwater. Support efforts to improve groundwater quality, including the use of non-toxic herbicides and fertilizers, the enforcement of anti-litter laws, the clean-up of sites contaminate by toxics, and ongoing monitoring by the Alameda County Flood Control and Water Conservation District (p. 3-16).

Policy CO-5.3: Control of urban runoff. Employ a broad range of strategies, compatible with the Alameda Countywide Clean Water Program, to: ... (b) reduce water pollution associated with hazardous spills, runoff from hazardous material areas, improper disposal of household hazardous wastes, illicit dumping, and marina “live-aboards” ... (p. 3-17).

- Action CO-5.3.2: Storm drain maintenance—Improve maintenance of storm drain inlets, channels, pipes, and catch basins to ensure their proper operation and reduce the amount of debris and sediment flowing to creeks. Operate a regular Office of Public Works debris removal program to ensure that storm flows can be accommodated and that erosion resulting from clogged storm drains is minimized. As funding permits, replace antiquated storm drains in the hill areas with drains with adequate capacity to convey stormwater runoff during the rainy season (p. 3-18).
- Action CO-5.3.6: Hazardous spills prevention—Periodically update the Emergency Management Plan for spills (p. 3-18).
- Action CO-5.3.7: Clean-up of Estuary hot spots—Work with the Port of Oakland on an ongoing basis to clean up toxic hot spots, prevent further pollutant accumulation, compile and monitor water quality data, and develop a clean-up plan for live-aboards (houseboats) in Oakland waters (p. 3-19).
- Action CO-5.3.9: Public education on urban runoff hazards—Support the public education provisions of the Alameda Countywide Clean Water Program including storm drain stenciling and outreach campaigns on household hazardous waste disposal and alternatives to toxic herbicides and fertilizers (p. 3-19).

Policy CO-6.1: Creek management. Protect Oakland’s remaining natural creek segments by retaining creek vegetation, maintaining creek setbacks, and controlling bank erosion. Design future flood control projects to preserve the natural character of creeks and incorporate provisions for public access, including trails, where feasible. Strongly discourage projects which bury creeks or divert them into concrete channels (p. 3-24).

- Action CO-6.1.3: Flood control design guidelines—Form a task force with the Alameda County Flood Control and Water Conservation District to develop design guidelines or standards for flood control projects (p. 3-25).

From the “Plant and Animal Resources” section of the “Conservation” chapter:

Policy CO-7.6: Rehabilitation of damaged or dead vegetation. Encourage programs which rehabilitate, enhance or replace damaged or dead vegetation as appropriate (p. 3-38).

- Action CO-7.6.1: Long-term tree replacement plan and firestorm reforestation—Develop a long-term plan for maintaining and replacing Oakland’s aging trees and reforesting the 1991 firestorm area (p. 3-38).

Objective CO-10: Vegetation Management. To manage vegetation so that the risk of catastrophic wildfire is minimized (p. 3-46).

Policy CO-10.1: Flammable vegetation control. Subject to the availability of city resources and at the discretion of the city Council and applicable city departments, control flammable vegetation on public and private open space lands in the Oakland Hills to reduce wildfire hazards (p. 3-47).

- Action CO-10.1.1: Implementation of vegetation management plan—As determined necessary by the city, implement the 1995 Vegetation Management Plan for the Oakland-Berkeley Hills (p. 3-47).

Policy CO-10.2: Fire prevention measures. As determined necessary by the city, require individual property owners and developers in high hazard areas to reduce fire hazards on their properties through a range of preventative measure. Landscaping and site planning in these high hazards areas should minimize future wildfire hazards (p. 3-47).

- Action CO-10.2.1: Development of fire-resistant landscape guidelines—Develop fire-resistant landscaping guidelines and distribute these guidelines to households in fire hazard areas. Apply the guidelines to future development within high hazard areas (p. 3-48).
- Action CO-10.2.2: Public education on fire suppression—Maintain a substantial public education component as part of the city's fire suppression program to expand public awareness on the importance of vegetation management as a means of preventing wildfires (p. 3-48).

From the "Air Resources" section of the "Conservation" chapter (also, see this section, pages 3-52 to 3-58, for policies to improve air quality by integrating land use and transportation planning and promoting alternative transportation options):

Objective CO-12: Air Resources. To improve air quality in Oakland and the surrounding Bay Region (p. 3-52).

From Policy CO-12.2, "Coordinated transportation systems:"

- Action CO-12.2.2: Use of non-gasoline powered vehicles—As funding permits, convert city fleet vehicles to non-gasoline powered vehicles (p. 3-54).

Policy CO-12.4: Design of development to minimize air quality impacts. Require that development projects be designed in a manner which reduces potential adverse air quality impacts. This may include: (a) the use of vegetation and landscaping to absorb carbon monoxide and to buffer sensitive receptors; (b) the use of low-polluting energy sources and energy conservation measures... (p. 3-55).

Policy CO-12.5: Use of best available control technology. Require new industry to use best available control technology to remove pollutants, including filtering, washing, or electrostatic treatment of emissions (p. 3-55).

From Policy CO-12.7, "Regional air quality planning:"

- Action CO-12.7.5: Air quality element—As funding permits, prepare an Air Quality Element to the Oakland General Plan. Also conduct air quality analysis as part of the Land Use and Transportation Element Updates (p. 3-58).

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APPENDIX B

HAZARDS-RELATED POLICY STATEMENTS FROM THE LAND USE AND TRANSPORTATION ELEMENT OF THE OAKLAND GENERAL PLAN

From the "Industry and Commerce" policy area:

Policy I/C2.1: Pursuing environmental clean-up. The environmental cleanup of contaminated industrial properties should be actively pursued to attract new users in targeted industrial and commercial areas (p. 41).

Policy I/C4.2: Minimizing nuisances. The potential for new or existing industrial or commercial uses, including seaport and airport activities, to create nuisance impacts on surrounding residential land uses should be minimized through appropriate siting and efficient implementation and enforcement of environmental and development controls (p. 42).

From the "Transportation and Transit-Oriented Development" policy area:

Objective T1.5: Reduce truck impacts. Reduce truck traffic impacts on residential neighborhoods (p. 51).

Policy T1.5: Locating truck services. Truck services should be concentrated in areas adjacent to freeways and near the seaport and airport, while ensuring the attractiveness of the environment for visitors, local business, and nearby neighborhoods (p. 51).

Policy T1.6: Designating truck routes. An adequate system of roads connecting port terminals, warehouses, freeways and regional arterials, and other important truck destinations should be

designated. This system should rely upon arterial streets away from residential neighborhoods (p. 51).

Policy T1.8: Re-routing and enforcing truck routes. The city should make efforts to re-route traffic away from neighborhoods, wherever possible, and enforce truck route controls (p. 51).

Objective T2: Integrating transportation and land use planning. Provide mixed-use, transit-oriented development that encourages public-transit use and increases pedestrian and bicycle trips at major transportation nodes (p. 51). See also *Policy T2.1, Encouraging transit-oriented development (p. 51); Policy T2.2, Guiding transit-oriented development (p. 56); and Policy T2.3: Promoting neighborhood services (p. 56)*.

Policy T3.5: Including bikeways and pedestrian walks. The city should include bikeways and pedestrian walks in the planning of new, reconstructed, or realized streets, wherever possible (p. 57).

Policy T3.6: Encouraging transit. The city should encourage and promote use of public transit in Oakland by expediting the movement of and access to transit vehicles on designated “transit streets” as shown on the Transportation Plan (p. 57).

Objective T4: Alternative modes of transportation. Increase use of alternative modes of transportation (p. 58).

Policy T4.1: Incorporating design features for alternative travel. The city will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking (p. 58).

Policy T4.2: Creating transportation incentives. Through cooperation with other agencies, the city should create incentives

to encourage travelers to use alternative transportation options (p. 58).

Policy T4.3: Reduce transit waiting times. The city should encourage transit operators to reduce waiting times for users by coordinating schedules and maintaining intervals of fifteen minutes or less between buses during peak daytime periods (p. 58).

Policy T4.4: Developing light rail or electric trolley. The city supports the development of light rail or trolley bus along Regional Transit streets in high travel demand on corridors (p. 58).

Policy T4.5: Preparing a bicycle and pedestrian master plan. The city should prepare, adopt, and implement a Bicycle and Pedestrian Master Plan as a part of the Transportation Element of this General Plan (p. 58).

Policy T4.6: Making transportation accessible for everyone. Alternative modes of transportation should be accessible for all of Oakland’s population, including the elderly, disabled, and disadvantaged (p. 58).

Policy T4.7: Reusing abandoned rail lines. Where rail lines (including siding and spurs) are to be abandoned, first consideration should be given to acquiring the line for transportation and recreational uses, such as bikeways, footpaths, or public transit (p. 59).

Policy T4.8: Accommodating multiple types of travel on the Bay Bridge. The city should encourage the design and engineering for the new Bay Bridge to accommodate multiple means of access and travel by automobiles, trucks, transit, bicycles, pedestrians, and future mass transit (p. 59).

Policy T4.10: Converting underused travel lanes. Take advantage of existing transportation infrastructure and capacity that is underutilized. For example, where possible and desirable,

convert underused travel lanes to bicycle or pedestrian paths or amenities (p. 59).

Objective T6: Safety. Make streets safe, pedestrian accessible, and attractive (p. 60).

Policy T6.4: Rebuilding freeways. In the event of a major disaster, necessitating reconstruction of the I-880 freeway, it should be rebuilt below ground in the downtown/Jack London Square area (p. 60).

From the "Waterfront" policy area:

Policy W1.3: Reducing land use conflicts. Land uses and impacts generated from Port or neighborhood activities should be buffered, protecting adjacent residential areas from the impacts of seaport, airport, or other industrial uses. Appropriate siting of industrial activities, buffering (e.g., landscaping, fencing, transitional uses, etc.), truck traffic management efforts, and other mitigations should be used to minimize the impact of incompatible uses (p. 78).

Policy W2.2: Buffering of heavy industrial uses. Appropriate buffering measures for heavy industrial uses and transportation uses on adjacent residential neighborhoods should be developed and implemented (p. 78).

Policy W3.1: Requiring consistency with conservation objectives and policies. Waterfront objectives, policies, and actions regarding geology, land stability, erosion, soils, water quality, flood hazards, wetland plant and animal habitats, and air quality and pollutants, shall be consistent and in compliance with the 1996 Open Space, Conservation, and Recreation Element of the city's General Plan (p. 80).

Policy W7.1: Developing lands in the vicinity of the seaport/airport. Outside the seaport and airport, land should

be developed with a variety of uses that benefit from the close proximity to the seaport and airport and that enhance the unique characteristics of the seaport and airport. These lands should be developed with uses which can buffer adjacent neighborhoods from impacts related to such activities (p. 88).

Policy W12.2: Defining Fruitvale waterfront land uses. This area should allow for the current use of existing industry and manufacturing uses as well as residential use; however, the area should be promoted for uses that better utilize the waterfront's unique position in the city. Depending on the level of intensity, uses that can benefit from close proximity to the airport and business park may be appropriate. Commercial businesses, recreation, and housing should be able to coexist in this area with appropriate buffering measures (p. 98).

Policy W12.5: Mitigating land use conflicts. Since [the Fruitvale waterfront] is and may continue to be an area that has a variety of uses including industrial, incompatibilities should be mitigated through appropriate site planning, landscaping, and buffering (p. 98).

From the "Neighborhoods" policy area:

Policy N3.7: Allowing rebuilding. Legal non-conforming residential structures in residential areas may be allowed to rebuild at the original density in the case of catastrophic damage or destruction. However, such rebuilding should be subject to development standards and should address other neighborhood concerns, as appropriate (p. 107).

Policy N5.1: Environmental justice. The city is committed to the identification of issues related to the consequences of development on racial, ethnic, and disadvantaged socio-economic groups. The city will encourage active participation of all its communities, and will make efforts to inform and involve groups concerned about environmental justice and representatives of

communities most impacted by environmental hazards in the early stages of the planning and development process through notification and two-way communication (p. 108).

Policy N5.2: Buffering residential areas. Residential areas should be buffered and reinforced from conflicting uses through the establishment of performance-based regulations, the removal of non-conforming uses, and other tools (p. 109).

Policy N7.2: Defining compatibility. Infrastructure availability, environmental constraints and natural features, emergency response and evacuation times, street width and function, prevailing lot size, predominant development type and height, scenic values, distance from public transit, and desired neighborhood character are among the factors that could be taken into account when developing and mapping zoning designations or determining “compatibility.” These factors should be balanced with the citywide need for additional housing (p. 110).

Policy N12.1: Developing public service facilities. The development of public facilities and staffing of safety-related services, such as fire stations, should be sequenced and timed to provide a balance between land use and population growth, and public services at all times (p. 115).

Policy N12.4: Underground utility lines. Electrical, telephone, and related distribution lines should be undergrounded in commercial and residential areas, except where special local conditions, such as limited visibility of the poles and wires make this unneeded. They should also be underground in appropriate institutional, industrial, and other areas, and generally along freeways, scenic routes, and heavily traveled streets. Programs should lead systematically toward the eventual undergrounding of all existing lines in such places. Where significant utility extensions are taking place in these areas, such as in new subdivisions, utilities should be installed underground from the start (p. 116).

From the Alameda County Hazardous Waste Management Plan (incorporated by amendment into the land use and transportation element in 1998):

1. The City of Oakland shall encourage the reduction or elimination of hazardous wastes at the source as the highest priority in the management of such wastes.
2. The City of Oakland shall make provisions for the location of off-site hazardous wastes within the community which meets the needs of the community and Alameda County consistent with the Fair Share provisions of the Alameda County Hazardous Waste Management Plan.
3. The goals, policies, facility siting criteria and other provisions of the Alameda County Hazardous Waste Management Plan are incorporated herein by reference subject to the following provisions to the locational criteria of the Plan:
 - a. Land repositories for disposal of hazardous wastes or treatment of residues shall be discouraged from locating in the City of Oakland.
 - b. Small Scale Storage and Treatment Facilities, as defined in the Alameda County Hazardous Waste Management Plan, shall include household hazardous waste collection facilities.
 - c. To assure that facilities are appropriately located with regard to major transportation routes, all sites for off-site hazardous waste facilities shall be directly served by streets meeting the city's standards.
 - d. To assure proper land use compatibility and adequate proximity to the waste generation stream, all off-site hazardous waste facilities shall be located in areas designated “Manufacturing or Wholesaling” or “Transportation” on the Illustrative Future Land Use Map of the Oakland General Plan.
 - e. Residual Repository Hazardous Waste Management Facilities shall not be located in Oakland.

APPENDIX C

HAZARDS-RELATED POLICY STATEMENTS FROM THE HOUSING ELEMENT OF THE OAKLAND GENERAL PLAN

Policy 3.7: Environmental constraints. Explore programs and funding sources to assist with the remediation of soil contamination on sites that may be redeveloped for housing (p. 7-16).

- Action 3.7.1: Remediation of soil contamination—Explore possible funding sources and other ways to assist prospective housing developers in addressing soil contamination on potential housing sites. If appropriate funding can be identified, develop and implement a remediation assistance program (p. 7-17).

From Policy 4.1, "Housing rehabilitation loan programs:"

- Action 4.1.1: Rehabilitation loan programs for owner-occupied housing—Provide loans for correction of code violations, repair to major building systems in danger of failure, abatement of lead-based paint hazards, minor home repairs for seniors, and

emergency repairs, using the following programs: HMIP Amortized Loan Program, HMIP Deferred Loan Program, Alameda County Minor Home Repair Grant Program, Emergency Home Repair Program, [and] Lead Hazard Control and Paint Program (p. 7-17).

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APPENDIX D

HAZARDS-RELATED POLICY STATEMENTS FROM THE HISTORIC PRESERVATION ELEMENT OF THE OAKLAND GENERAL PLAN

Policy 2.6: Preservation incentives. (a) Landmarks and all properties contributing or potentially contributing to a Preservation District will be eligible for the following preservation incentives: ... (ii) State Historical Building Code and other related alternative codes for older buildings such as the Uniform Code for Building Conservation (UCBC), to provide more flexible construction standards... (p. 4-24).

Policy 3.10: Historic preservation in response to earthquakes, fires or other emergencies. In the event of an earthquake, fire, flood, or other similar unforeseen event affecting existing or Potential Designated Historic Properties, the city will take all reasonable steps to prevent additional adverse effects on these properties and to promote their rapid repair without endangering public safety or contributing to additional

property damage. Prevailing code for such repair will be the Oakland Building Code; the Uniform Code for Building Conservation where permitted under state law; and, for qualified historical buildings, the State Historical Building Code (p. 5-13).

- Action 3.10.1: Review and possible amendment of emergency response documents—Review and, where necessary, amend or supplement the city’s Emergency Plan, Departmental Operations Manuals, Earthquake Repair Ordinance, and related documents and programs to ensure adequate protection for existing and Potential Designated Historic Properties following an earthquake, fire, flood, or similar unforeseen event (p. 5-13).

Policy 3.11: Historic preservation and seismic retrofit and other building safety programs. (a) The city’s building

safety programs, including seismic retrofit programs, will seek to preserve existing or Potential Designated Historic Properties and their Character-Defining Elements. Where changes to such elements are unavoidable to achieve code compliance or other city-mandated modifications, the city will encourage owners to design the changes in a manner which minimizes visual impacts. (b) Prevailing codes for the city's building safety programs when applied to existing or Potential Designated Historic Properties will be the Oakland Building Code; the Uniform Code for Building Conservation where permitted under state law; and, for qualified historical buildings, the State Historical Building Code (p. 5-15).

- Action 3.11.1: Review building codes and related documents— Review and, where necessary, amend or supplement the Oakland Building Code, Fire Code, Housing Code, and other relevant city codes, documents, and programs to ensure adequate protection for existing and Potential Designated Historic Properties as part of mandated building safety programs. Ensure that this protection is incorporated into any future programs (p. 5-15).
- Action 3.11.2: Design guidelines for building safety programs— Prepare design guidelines to minimize changes to Character-Defining Elements due to code compliance or other city-mandated modifications (p. 5-16).

Policy 3.12: Historic preservation and substandard or public nuisance buildings. Before requiring vacation or demolition, the city will take all reasonable actions to repair or rehabilitate existing or Potential Designated Historic Properties which have been determined to be substandard or public nuisances under the Oakland Dangerous Buildings Code, the Oakland Housing Code, the Blight Ordinance, the Earthquake Repair Ordinance, or any other city code or ordinance. In cases where such properties are already vacant or an immediate hazard, such repair or rehabilitation will occur expeditiously to prevent further deterioration or to abate the immediate hazard (p. 5-16).

APPENDIX E

OAKLAND CITY COUNCIL RESOLUTION ADOPTING THE SAFETY ELEMENT

See pages that follow

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