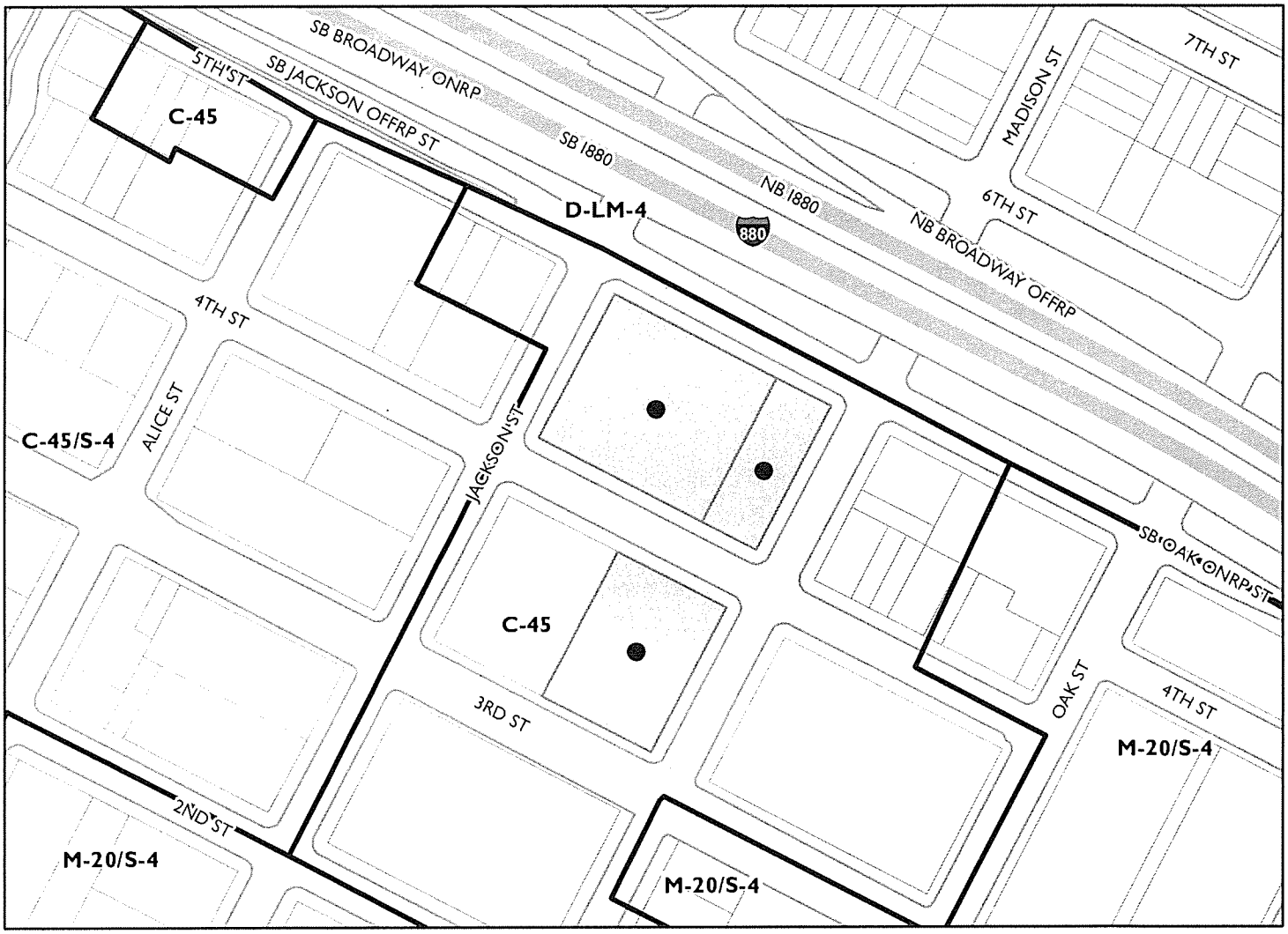
Location:	**4th & Madison Streets (APN: 001-0161-001-00; -002-00; & -007-07)**
Proposal:	Proposal to construct 330 dwelling units and approximately 5,000 square feet of ground floor commercial in two buildings on two sites across the street from one another. The proposal also includes the demolition of the existing building and surface parking lot. The site includes the entire block between Jackson and Madison Streets and 4th and 5th Streets, and half of the block to the south bounded by 3rd and 4th Streets and Jackson and Madison Streets.
Applicant:	Carmel Partners
Contact Person:	Greg Pasquali - (415)231-0221
Owner:	Square 1 LLC
Planning Permits Required:	Regular Design Review for New Construction, Major Conditional Use permit to allow parking within 75 feet of the project street frontage, and Tentative Parcel Map for new condominiums.
General Plan:	Estuary Policy Plan – Mixed Use District
Zoning:	C-45, Community Shopping Commercial Zone
Environmental Determination:	Draft Environmental Impact Report was published for a 45-day review period from August 11, 2015 to September 25, 2015.The Final EIR was published on February 11, 2016.
Historic Status:	Potentially Designated Historic Property; OCHS Rating: Dc3 Contributor to Waterfront Warehouse National Register District
Service Delivery District:	Metro
City Council District:	3
Action to be Taken:	Adopt the CEQA findings, including Certification of the Environmental Impact Report and Statement of Overriding Considerations, and decision on the applications based on staff report.
Finality of Decision:	Appealable to City Council within 10 days

SUMMARY

Carmel Partners has filed a request for environmental review application to begin review and consideration of a proposal to construct two buildings on two sites across the street from one another totaling up to 330 units and approximately 5,000 square feet of ground floor commercial. The proposal would include the demolition of the existing Cost Plus building which is identified as a contributor to the Waterfront Warehouse National Register District. The project site is located on both sides of 4th Street at the intersection of 4th and Madison Streets within the Jack London District.

The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on April 17, 2015. A scoping session was held before the Oakland Planning Commission on May 6, 2015 and the Landmarks Preservation Advisory Board (LPAB) on May 11, 2015. Also, on July 15, 2015, the project was considered before the Planning Commission's Design Review Committee.

CITY OF OAKLAND PLANNING COMMISSION



Case File: ER15005 & PLN15172
Applicant: Carmel Partners
Address: 4th & Madison Streets
Zone: C-45

The Notice of Availability for the Draft EIR was prepared and released on August 11, 2015 beginning a 45 day public comment period. The public comment period ended on September 25, 2015. Hearings on the DEIR were held before the LPAB on September 14, 2015 and before the Planning Commission on September 16, 2015. At the September 14, 2015 LPAB meeting the Board set up a sub-committee to work with the applicant on design issues related to the proposed building and its setting within the Waterfront Warehouse National Register Historic District.

The purpose of this meeting is to take any remaining public testimony concerning the Project and to consider the application submitted for the Project summarized in the Project Description section. Staff has prepared recommended actions for the Planning Commission to review and consider. These actions are listed below:

(1) Adoption of the enclosed CEQA findings, including Certification of the EIR, rejection of alternatives as infeasible and a Statement of Overriding Considerations.

(2) Approval of the Major Conditional Use Permit, Design Review, and Vesting Tentative Parcel Map for the Project as described in the Project Description section of this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

SITE DESCRIPTION

The approximately two acre project site consists of two sites across the street from one another and encompasses about one and a half city blocks. One site is a 1.38 acre parcel on the north side of 4th Street and includes the entire city block between Jackson and Madison Streets, and the other site is a 0.69 acre parcel is located on the south side of 4th Street and includes approximately half of the city block between Jackson and Madison Streets. Two buildings, which are physically connected and function as a single structure, are located on the 1.38 acre site to the north totaling approximately 60,000 square feet and function currently as office space for Cost Plus World Market. The southern, smaller site comprises a paved surface parking lot which is used exclusively by Cost Plus World Market employees.

The project site is located within Jack London District four blocks south of the Lake Merritt BART station, and is located adjacent to I-880. Uses in the project vicinity are a mix of industrial and newer residential mixed use buildings. One of the existing buildings on the northern project site is a contributing historic resource to the Oakland Waterfront Warehouse Historic District. The historic district is listed in the National Register of Historic Places.

HISTORIC SUMMARY

Oakland Waterfront Warehouse District
The 1.38 acre parcel on the north side of 4th Street is located within the Oakland Waterfront Warehouse District which was listed in the National Register of Historic Places and the California Register of Historic Places in 2000. The district is located on the east side of Broadway along the waterfront and is generally bounded by I-880 to the north, 3rd Street to the south, Webster Street on the west and Jackson Street to the east. The district grew around the

1909 Western Pacific freight depot at 3rd and Harrison Streets, and developed as a hub for wholesale sales primarily associated with the food industry. Many of the contributing buildings in the district were developed as warehouses and processing facilities for a variety of products including produce, poultry, paint, paper and burlap bags, glass, groceries and plumbing supplies. The district is typical of warehouse and industrial areas that developed between WWI and WWII, and the buildings are for the most part simple and utilitarian. Ornamentation in buildings is typically achieved with an economy of means and materials but is present in nearly every building. Flat roofs with stepped or decorative parapets, industrial sash, multi-color surfaces of brick or painted stucco, and prominent truck doors and loading bays are characteristic of the district. The district is considered significant for both its growth was part of Oakland's development as an industrial center and world class port as well as its landscape of intact early 20th century warehouses that still reveal the City's industrial past and close ties to the railroad industry. While the existing building on the project site is located within the National Register District it is not located within the City of Oakland Area of Primary Importance (API). Previous reports had indicated that the OCHS rating of the building was a Dc1+ because it was thought to be within the API; however since it was never added into the API it has a rating of Dc3.

"200" 4th Street

The project site includes the building at "200" 4th Street (its actual City address is 180 4th Street), which is a contributor to the Oakland Waterfront Warehouse District. Since the building is a contributor to a National Register District it is considered a historic resource under CEQA.

The building is a one-story Moderne warehouse, rectangular in plan. The original warehouse filled a 45,000 square foot, three frontage lot. A later addition increased the building's coverage to the current 60,000 square feet encompassing the entire city block.

The structure is reinforced concrete and wood post and beam. The exterior walls are concrete and stucco. The windows are tall, narrow, deep-set metal sash. The original building has a straight parapet with fluted pilasters and plain round medallions. The later addition is plain with no detailing. The 4th Street side of the building had spur track facilities that could accommodate six rail cars at once. The freight loading facilities have been partially filled-in, but a partial spur track remains set in asphalt where 90 degree parking is located in-lieu of a sidewalk.

The Jackson Street side of the building was devoted to truck shipping and receiving with the office on the 5th Street corner. The loading docks along Jackson have also been filled in. A new building entrance was established on the 4th Street façade and is currently the main entrance to the Cost Plus Work Markets headquarters offices.

The building was designed in 1937 by Jesse Rosenwald, who as a member of Couchot, Rosenwald & Roeth, participated in the design of the Western States Grocery warehouse and Safeway Stores corporate headquarters in the neighborhood. The builder, John F. Tulloch of Oakland based Tulloch Construction Company, built many major northern California East Bay industrial plants.

The building initially served as a shipping, receiving, and branch warehouse for S & W Fine Foods Inc., which was a major participant in the packaged foods market.

PROJECT DESCRIPTION

The project would demolish the existing buildings and surface parking lot and construct a multi-family residential development that incorporates amenity and ground-floor retail space. Specifically, the proposed project seeks to develop 330 multi-family residential units in two seven-story buildings on an approximately 2-acre site covering 1.5 city blocks. One building would be located on the entire city block bounded by 5th, Madison, Jackson, and 4th Streets (Building A) and contain 240 units, and the second building (Building B) would occupy half of the city block bounded by 4th, Jackson, Madison, and 3rd Streets and contain 90 dwelling units. Approximately 365 parking spaces would be provided. Resident-serving amenities and private and shared open space are proposed for each building. Additionally, approximately 5,000 square feet of ground-floor retail space is currently proposed for the buildings.

GENERAL PLAN ANALYSIS

The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as located in the Estuary Plan - Mixed Use General Plan area. This land use classification is intended to encourage the development of non-traditional higher density housing within a context of commercial and light industrial/manufacturing uses. The desired character is, as the designation implies, a mix of uses that contemplates future development including a range of activities such as light industrial, warehousing, wholesale sales, retail, restaurants, office, residential, work-live, loft units, parks and open space, manufacturing, assembly and other uses that are compatible with adjacent uses. The land use classification allows a maximum of one dwelling unit per 261 square feet of lot area, which the proposed project is within.

The General Plan Estuary Policy Plan policies and objectives applicable to the proposed Project are the following:

- Objective LU-1: Provide for a broad mixture of activities within the Estuary Area.
- Objective LU-3: Expand opportunities and enhance the attractiveness of the Estuary as a place to live.
- Mixed Use District Policy JL-5: In areas outside the existing boundaries of the historic district (API) and east to the Lake Merritt Channel, encourage the development of a mix of uses, including housing, within a context of commercial, light industrial and ancillary parking.
    - Active, publicly oriented ground level uses with windows and doors oriented to the street, and build to lines along streets are encouraged.
    - Use of industrial materials (e.g. corrugated metal, glass, and steel) should be encouraged.
    - On-site parking and loading should be concealed from view from the street and/or encapsulated within the buildings. Surface parking lots should be well landscaped.

The proposed Project is consistent with the referenced policies and objectives by establishing a new residential development that contains design elements that relate to the industrial character

of the area and includes active ground floor uses along 3rd & 4th Streets with a mix of commercial spaces and amenity spaces that will enliven the streetscape. The proposed parking will be located behind the active ground floor spaces and at other locations screened from public view.

ZONING COMPLIANCE

The subject property is located within a C-45, Community Shopping Commercial Zone. The C-45 zone is intended to create, preserve, and enhance areas with a wide range of both retail and wholesale establishments serving both long and short term needs in compact locations oriented toward pedestrian comparison shopping, and is typically appropriate to commercial clusters near intersections of major thoroughfares. The C-45 Zone allows a maximum commercial Floor Area Ratio (FAR) of 7.0 and allows a residential density of one dwelling unit per 300 square feet of lot area with a 10% density increase permitted for properties located on corner lots. Given the square footage of the development site a maximum of 330 dwelling units is permitted.

Parking

The project meets all of the required auto and bike parking pursuant to Planning Code Section 17.116 & 17.117. Auto and Bike parking is required and proposed as set forth in the following tables.

Auto Parking			
Use	**Amount**	**Required Auto Parking**	**Stalls Provided**
Residential	330 units	1: unit = 330 stalls	330
Retail	4,704 sq.ft.	1: 900 sq.ft. = 5 stalls	5
TOTAL		**335**	**335**

Bike Parking	**Long Term**		
Use	**Amount**	**Required Bike Parking**	**Provided**
Residential	330 units	1: 4 units = 83	164
Retail	4,704 sq.ft.	1:12,000 sq.ft. = (2 min. required)	2
TOTAL		**85**	**166**

Bike Parking	**Short Term**		
Use	**Amount**	**Required Bike Parking**	**Provided**
Residential	330 units	1:20 units = 17	17
Retail	4,704 sq.ft.	1:5,000 sq.ft. = (2 min. required)	2
TOTAL		**19**	**19***

***The current site plan indicates 16 short term stalls provided along 4th Street, however there is ample room to accommodate the additional required bike racks at other locations in the public right of way given that there are five other street frontages to the development site. The details of the required short term bike parking in the right of way is typically settled as part of the improvement in the public right of way that are approved as part of the construction documents.**

Conditional Use Permit

Pursuant to Planning Code Section 17.56.090, any off-street parking located within 75 feet of a front lot line in the C-45 Zone requires a Conditional Use Permit. The intent of this regulation was generally to prevent surface parking lots at the front of retail buildings in order to promote a more pedestrian friendly environment. The granting of the Conditional Use Permit is appropriate given that the proposed development is establishing active space along both 3rd and 4th Streets. Other locations on less active street frontages also screen all parking facilities from public view.

Open Space

The C-45 Zone requires 150 square feet of open space per dwelling unit, where private open space is permitted to be counted at a 2:1 ratio. The required open space for the 330 proposed dwelling units is 49,500 square feet. The proposed project includes open space in a large courtyard for each building as well as private decks and a rooftop group open space. The total amount of open space provided is 62,185 square feet which far exceeds the minimum requirement.

SUBDIVISION ORDINANCE

The applicant has submitted a Vesting Tentative Parcel Map for each site to establish for new condominiums.

DESIGN REVIEW

The proposed development project requires approval of Design Review subject to the Design Review Findings in Section 17.136.050 as well as the Category III Demolition findings in Section 17.136.075.D of the Planning Code.

Design Review Committee

In July 2015 the proposed project appeared before the Design Review Committee of the Planning Commission. At that meeting staff presented the project and identified a few areas of concern. In general staff was very supportive of the design of Building A, but had concerns over the "train car" element at the southeast corner of the site at 4th & Madison Streets. Staff felt that the design concept of the majority of the building could extend to this corner as well and would be a very successful design. The Committee members didn't share staff's concern and felt that the differentiation was okay and they supported the project as designed. A second issue was with regard to the ground floors of both buildings. Staff had wanted to see the ground floor retail redesigned to allow for greater depth and increase in the overall square footage of commercial. The Committee members shared this concern and the applicant has revised the project to include more ground floor commercial at greater depths for good viable commercial spaces. Another issue was with regard to the location of the driveway entrance on Building B and its close proximity to existing commercial in the adjacent building. Staff had advised that the applicant look into relocating the driveway onto Madison Street. The applicant has agreed and revised the

project to relocate the driveway as suggested, which provides for a much more attractive ground floor along 3rd Street. The last issue was concerning the general design of Building B, and had requested feedback from the Committee on the "stacked container" approach to the building design. The Committee members felt comfortable with the design direction. Staff would still recommend that all metal siding on the building contain an architectural finish and not be left as unfinished galvanized metal.

Landmarks Board

The proposed project appeared before the Landmarks Board on September 14, 2015. The primary intent of the meeting was to receive comments on the DEIR; however, staff had also asked for comment on the proposed design of the project. At this meeting staff had identified similar concerns as those identified at the DRC meeting. The Board had some concerns over the design and voted to establish a subcommittee to work with the applicant on the design. The subcommittee meeting was held on October 8, 2015 at the project site and around the historic district to look at context and character of the district and ending at the architect's office in the Jack London District. The resulting design that came of these discussions at the subcommittee meeting was retaining the "box car" element at the corner of 4th & Madison Streets while incorporating additional references along the roofline to tie the element into the project better as well as to provide more visual interest and cohesiveness at the roofline along the 5th Street elevation. Discussions also included methods to better enclose the decks on the exterior to fit within the building elevation better. Revisions were made that addressed those items and were agreed upon by the subcommittee members, said revisions are included within the project plans submitted with this report. This item will be returning to the full Landmarks Board on February 22nd, 2016 for review of the revised plans and the demolitions findings, as well as review of the FEIR/RTC document.

Demolition Findings

Pursuant to Section 17.136.075.D, the proposed project is required to meeting additional Design Review Findings for demolition of the existing building. Given that the property is a Potentially Designated Historic Property (PDHP) with a rating of Dc3, it is subject to the "Category III" demolition findings. This section contains three finding criteria that the project must comply with at least one, which are as follows:

1. **The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or**

2. **The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood; or**

3. **The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.**

The City's environmental consultant on the project prepared a report which contains draft demolition findings along with supporting evidence. The report is included as Attachment D to this staff report (the "Demolition Findings Report") The Demolition Findings Report provides support for both demolition finding #1 and demolition finding #2.

Staff believes there is substantial evidence to support demolition finding #1 in that the proposed project is at least equal to that of the existing building and is compatible with the neighborhood. The proposed design is comparable with the overall utilitarian nature of the District's exterior wall surface textures, materials, and fenestration patterns of other buildings in the neighborhood. The proposed building distinguishes itself from existing buildings that reference an older, industrial design. It is designed in a contemporary utilitarian style similar to other newer residential buildings in the area, which includes few ornamental features. The design emphasizes the use of exposed cementitious cladding, masonry veneer, and metal wall cladding. The staggered cornice height, decorative treatments, and varied wall cladding near the top of the evenly-spaced vertical features that divide the façade draw visual interest.

The Demolition Findings Report also supports demolition finding #2 as well in that the proposed replacement project outweighs the benefit of retaining the original structure. Evidence in support of meeting this this finding is based upon the large increase in the tax base that the proposed development would provide over the one story office use and surface parking lot. While it is certainly accurate that the tax base for the City will be greatly increased as a result of the project, this is not one of the submittal requirements to support demolition finding #2. However, it should be noted that the submittal requirements to prove consistency with demolition finding #2 also include fulfilling the intent of the Land Use and Transportation element of the General Plan as well as creating housing opportunities, which this project both implements the vision of the Estuary Policy Plan – Mixed Use District Land use Classification as well as creates 330 new housing units in a time of great need of additional housing stock within the City of Oakland.

ENVIRONMENTAL REVIEW

The City is the Lead Agency pursuant to CEQA and has the responsibility to prepare the EIR for the Project, under the requirements of CEQA, pursuant to Public Resources Code Section 21000 *et. seq.* An Initial Study was not prepared for the Project, as authorized under Section 15060(d) of the CEQA Guidelines.

Publication and Distribution of the DEIR

A Notice of Preparation was issued on April 17, 2015 and a scoping session held before the Planning Commission on May 6, 2015 and the Landmarks Board on May 11, 2015. The 4th & Madison DEIR was prepared and released on August 11, 2015, beginning a 45 day public comment period. The DEIR was heard before the Planning Commission on September 16, 2015 and at the Landmarks Board on September 14, 2015. The public review and comment period ended on September 25, 2015. Chapter V of the Draft EIR, *Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval,* provided a brief discussion of the following environmental topics that during scoping were determined to have less than significant impacts: Aesthetics, Shadow and Wind; Agriculture and Forestry Resources; Biological

Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Population and Housing; Mineral Resources; Public Services; Recreation; and Utilities and Service Systems. The following environmental topics were addressed in detail in the Draft EIR:

A. Land Use and Planning
B. Historic Resources
C. Traffic and Transportation
D. Air Quality
E. Greenhouse Gases and Climate Change
F. Noise and Vibration

Potentially Significant Impacts Identified in the Draft EIR

All impacts, City Standard Conditions of Approval and mitigation measures identified in the Draft EIR were summarized in Table II-1 at the end of Chapter II (Summary) of the Draft EIR. Table II-1 also identified the level of significance of the impact after City Standard Conditions of Approval and recommended mitigation measures are implemented.

The Draft EIR identified the following **Significant and Unavoidable** environmental impacts related to Cultural Resources:

- **Impact HIST - 1:** The proposed project would demolish a warehouse that is a contributor to a designated National Register District and located within an Area of Primary Importance (API).

- **Impact HIST – 2:** The proposed project would involve construction of a new building within the boundaries of a designated National Register Historic District and an API. This combined with other past, current, and reasonably foreseeable demolition, new construction and other alterations to the Waterfront Warehouse District has the potential to materially impair the significance of the historic district in a manner that may be cumulatively significant if all of these projects are executed in the near future.

The following is a summary of Mitigations that were proposed to respond to the impacts listed above but do not reduce the impacts to Less than Significant:

- **HIST-1a:** The applicant shall provide a Historic American Buildings Survey (HABS) documentation that will include drawings of the floor plans and site plan, photo documentation, and a written historical report including the history of the property, description and historical significance.

- **HIST-1b:** The applicant shall include a "Commemoration and Public Interpretation" exhibit that shall be placed within a suitable publicly accessible location of the site. This will be prepared with the help of an experienced professional and may include but not be limited to historic and current condition photographs, interpretive text, drawings, video, or interactive media.

- **HIST-1c:** The applicant shall provide a contribution to the existing historic district signage program equal to the Jack London District Association's maintenance costs of the program for one year – identified as $10,786.88.

- **HIST-1d:** The applicant shall provide a contribution to the City of Oakland's façade improvement program in the amount of $318,000.

Project Alternatives

Chapter VI of the Draft EIR included the analysis of three alternatives, beyond the *"No Project Alternative"*, to the Proposed Project that met the requirements of CEQA, which included a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, and avoid or substantially lessen many of the Project's significant environmental effects. The three CEQA alternatives analyzed in Chapter VI included:

- *Partial Preservation Alternative #1* – This alternative included a design for Building A that would retain the existing facades of the building that face the historic district along 4th and Jackson Streets and construct an L-shaped addition of four stories setback from the district containing 77 dwelling units and ground level parking. Under this alternative Building B would be increased in size to keep the proposed total unit count of 330 units by constructing a 16 story building that would accommodate 253 dwelling units.

- *Partial Preservation Alternative #2*– Alternative 2 was similar to Alternative 1, except that all four facades of the historic building would be retained while a lesser setback four story addition would be constructed that would contain 90 dwelling units. Under this alternative Building B would still be increased in size to keep the proposed total unit count of 330 units by constructing a 15 story building that would accommodate 240 dwelling units.

- *Setback/Stepped Alternative* – This alternative would not preserve any of the existing historic building but would rather construct a smaller stepped back Building A to reduce visual impacts onto the historic district. The building would increase in height from Jackson Street towards Madison Street away from the district boundaries beginning with a two level podium at Jackson Street, and then stepping up two residential floors, and then up to three more residential floors for a seven story building in total and would contain 148 dwelling units. Under this alternative Building B would remain similar to the Proposed Project with the same foot print and include a seven story building containing 91 dwelling units. In total this alternative would include 239 dwelling units.

The Environmentally Superior Alternative was identified as the *"No Project Alternative"* given that it is the only scenario where the historic building would remain wholly intact and unaltered. The second most environmentally superior alternative was identified as the *Partial Preservation Alternative #2*, which would reduce the impacts to the historic resources to less than significant in comparison to the Proposed Project.

Response to Comments Document

A Notice of Release and Availability of the FEIR was published on February 11, 2016, and the Response to Comments Document (which together with the DEIR make up the Final EIR) was also published on February 11, 2016. The Response to Comments Document includes written responses to all comments received during the public review period on the DEIR and at the public hearings on the DEIR held by the Planning Commission. The FEIR was provided under separate cover for review and consideration by the Planning Commission, and notice of availability was sent to all who commented and is available to the public at the Planning Department office and on the City's website at:

http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm

Revisions to the DEIR

The FEIR includes a number of revisions to the DEIR text. The majority of the revisions are to clarify issues within the DEIR as well as further elaborate on items raised by public comment. The revised text to the DEIR is included in Section IV of the FEIR. In particular in response to comments received a new document was added to the appendices to clarify the use of Standard Conditions of Approval and to demonstrate that the project is eligible for qualified CEQA streamlining pursuant to California Resources Code Sections 21083.3 and 21094.5, and CEQA Guidelines Sections 15183 and 15183.3. These provisions allow streamlined CEQA review for certain qualified infill projects by limiting the topics subject to review at the project level, if the effects of infill development have been addressed in a prior EIR for a planning level decision (e.g., the LUTE EIR, Estuary Plan EIR, Housing Element EIR) or by uniformly applied development standards, such as the Standard Conditions Approval. As Appendix C of the FEIR demonstrates, the project does qualify for limited CEQA streamlining. Nevertheless, an EIR was prepared for the project out of abundance of caution and to ensure maximum public participation in the environmental review process for a project that proposes demolition of an historic resource.

Revised Mitigation Measures

The major changes included in the FEIR are modifications to the Historic Mitigations and a new Mitigation addressing Traffic Impacts at the intersection of 6th & Jackson Streets.

Modifications were made to the Historic Mitigation (HIST-1) which helps to further mitigate the loss of a historic resource, but not to a level of less than significant. As such it is still determined the demolition of the building will result in a significant and unavoidable impact. The modifications to the Historic Mitigations are as follows:

- **HIST-1c:** Modified to include payment to the Jack London Improvement District (JLID) instead of the JLDA since this is the organization that now funds the signage program which was formerly established by JLDA. Also this contribution was increased from

$10,786.88 to $25,000. The contribution was increased due to the current state of the signage program within the area since many of the garbage cans have been vandalized or are in disrepair. The funds were increased to provide more assistance to restoring the signage or implementing another equivalent or superior interpretive signage program instead of just providing one year of maintenance costs.

- **HIST-1d:** This portion of the mitigation was modified due to public comments about use of the façade improvement funds. There was a desire to see a large portion of the funds to be used within the district, even though there are not many facades that may be able to utilize these funds. As a result this mitigation was modified to allow a period of time in which $100,000 of the funds may be used toward other improvements within the district as requested by the public comments. This revision allows JLID time up until the first Certificate of Occupancy for the project to come up with a plan for use of these funds toward updates to its existing historic signage program to enhance, promote, and preserve the integrity of the WWD. In addition, money that goes into the façade improvement fund shall be limited to use on properties within the WWD for the first two years, after which any remaining money shall be transferred to use on a City wide basis.

- **HIST-1e:** This was an additional element that was added to the Historic Mitigation that requires the developer to demonstrate efforts to salvage and re-use at least two of the vertical pilasters from the existing building for re-use on the proposed building's ground floor along 5th Street. These efforts may also utilize $100,000 of the $318,000 provided for in the façade improvement fund contribution.

As stated above, the FEIR includes additional mitigation to address traffic impacts. During the comment period on the DEIR a number of comments were received regarding backed up traffic at the intersection of 6th and Jackson near the on-ramp to I-880. As a result the traffic consultant on the project took new traffic counts at the analyzed intersections and analysis found that as a result of the project there was the potential for an impact at the intersection of 6th & Jackson Streets due to an increase in delay for a critical movement (left turn) which added to an existing unacceptable level of service. As a result the following mitigation has been included to reduce the impact to less than significant:

TRANS-1: Implement the following measures at the Jackson Street/6th Street intersection:

a) Provide a protected left-turn phase for the northbound approach at the intersection.
b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project applicant shall submit the following to the City of Oakland's Transportation Services Division for review and approval:

- Plans, Specifications, and Estimates (PS&E) to modify intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal

and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below:

- 2070L Type Controller with cabinet assembly
- GPS communications (clock)
- Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)
- Countdown pedestrian head module switch out
- City standard ADA wheelchair ramps
- Video detection on existing (or new, if required)
- Mast arm poles, full actuation (where applicable)
- Polara push buttons (full actuation)
- Bicycle detection (full actuation)
- Pull boxes
- Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable)- 600 feet maximum
- Conduit replacement contingency
- Fiber Switch
- PTZ Camera (where applicable)
- Transit Signal Priority (TSP) equipment consistent with other signals along corridor.
- Signal timing plans for the signals in the coordination group.

The Project sponsor shall fund, prepare, and install the approved plans and improvements.

CONCLUSION AND RECOMMENDATION

The proposed design is that of contemporary utilitarian building that complements the historic character of the area. The proposal incorporates numerous industrial type materials such as cement plaster, corrugated metal, and large divided lite windows that relate to, and provide textures consistent with, the older industrial buildings and the character of the newer loft developments that the area has seen in the last decade plus. The proposed height, scale and bulk of the buildings are also consistent with, and well related to, other new buildings in the vicinity. The proposed development creates active space at the ground floor elevations along both 4th and 3rd Street facades by incorporating a mix of amenity space that places eyes on the street as well as retail spaces. The proposal is consistent with the required Design Review and Conditional Use Permit findings.

Staff recommends that the Planning Commission:

(1) Adopt the enclosed CEQA findings, including Certification of the EIR, rejection of alternatives as infeasible and, Statement of Overriding Considerations, and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP).

(2) Approve the Major Conditional Use Permit, Design Review, and Vesting Tentative Parcel Map for the Project as described in this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

Prepared by:

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Planner III

Reviewed by:

SCOTT MILLER
Zoning Manager
Bureau of Planning

Reviewed by:

DARIN RANELETTI
Deputy Director
Bureau of Planning

Approved for Forwarding to the
City Planning Commission:

RACHEL FLYNN, Director
Department of Planning and Building

Attachments:

A. Findings, including CEQA Findings
B. Conditions of Approval
C. SCAMMRP
D. Applicant Submittal for Demolition Findings
E. Errata Sheet Providing Omissions and Minor Modifications
F. Project Plans including Vesting Tentative Parcel Map

NOTE:
The Draft and Final EIRs were provided under separate cover for review and consideration by the Planning Commission, and is available to the public at the Planning Department office at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612 and on the City's website at:

http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157

ATTACHMENT A

FINDINGS

This proposal meets all the required findings under **Sections 17.136.050A & 17.136.075 (Design Review) and Section 17.134.050 (Conditional Use Permit)** of the Oakland Planning Code (OMC Title 17) as set forth below and which are required to approve your application. Required findings are shown in **bold** type; reasons your proposal satisfies them are shown in normal type. This proposal does not contain characteristics that require denial pursuant to the Tentative Map Findings (Section 16.08.030) and is consistent with the Lot Design Standards (Section 16.24.040) of the Oakland Subdivision Regulations. Required findings are shown in **bold** type; reasons your proposal satisfies them are shown in normal type. In addition, findings have been developed pursuant to the California Environmental Quality Act (Pub. Res. Code, § 21000 et seq.; "CEQA") and the CEQA Guidelines (Cal. Code Regs. Title 14, § 15000 et seq.). The basis to approve the Project and related permits are not limited to the findings contained herein, but also includes the information contained in the March 2, 2016 Staff Report to the Planning Commission, the conditions of approval and the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP), the EIR prepared for the Project, and the entire administrative record, hereby incorporated by reference.

17.136.050A RESIDENTIAL DESIGN REVIEW CRITERIA

A. The proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures.

The proposed design is that of a contemporary utilitarian building that mimics the historic character of the district. The proposal incorporates numerous industrial type materials such as cement plaster, corrugated metal, and large divided lite windows that relate to, and provide textures consistent with, the older industrial buildings and the character of the newer loft developments that the area has seen in the last decade plus. The proposed height, scale and bulk of the building is also consistent with, and well related to, other new buildings in the vicinity. The proposed development creates active space at the ground floor elevations along both 4th Street facades by incorporating a mix of amenity space that places eyes on the street as well as retail tenant spaces that will be available for lease. For the less important pedestrian streets such as 5th Street and Madison Street, parking will be provided in a manner that shields direct view through the use of screens and louver systems as well as landscaping elements to improve upon the pedestrian environment even though there will not be active space on large portions of those elevations.

B. The proposed design will protect, preserve, or enhance desirable neighborhood characteristics.

The proposed design will protect desirable neighborhood characteristics by developing a new mixed use building on an underutilized site that will be of a high quality contemporary design that fits in with other newer buildings in the neighborhood in a manner consistent with the General Plan and applicable zoning standards. While the proposed development would remove a contributing building to a historic district, the replacement building does meet, and

is consistent with, the corridor design guidelines, contains a design that is consistent with other newer buildings in the area, makes significant public improvements in the right of way, as well as contributes to the promotion, preservation and enhancement of the Waterfront Warehouse District through implementation of mitigation measures required for the Project.

C. The proposed design will be sensitive to the topography and landscape.

The subject property is a previously developed, flat, infill site located in a built urban environment that exhibits no topographic or landscape features incompatible with the proposed Project. The Project design is suitable for, and would be appropriately sensitive to, the flat topography and urban landscape of the Project site and surrounding properties as it proposes redevelopment of the Project with a mixed use building of high quality contemporary design compatible with other newer buildings in the neighborhood.

D. If situated on a hill, the design and massing of the proposed building relates to the grade of the hill.

The subject property is a flat site that is located in a built urban environment and is not situated on a hill.

E. The proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan or development control map which has been adopted by the Planning Commission or City Council.

The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as located in the Estuary Plan - Mixed Use General Plan area. This land use classification is intended to encourage the development of non-traditional higher density housing within a context of commercial and light industrial/manufacturing uses. The desired character is, as the designation implies, a mix of uses that contemplates future development including a range of activities such as light industrial, warehousing, wholesale sales, retail, restaurants, office, residential, work-live, loft units, parks and open space, manufacturing, assembly and other uses that are compatible with adjacent uses. The land use classification allows a maximum of one dwelling unit per 261 square feet of lot area, which the proposed project is within.

The proposed project is consistent with the City's Corridor Design Guidelines. The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as located in the Estuary Policy Plan - Mixed Use General Plan area. The General Plan Estuary Policy Plan policies and objectives applicable to the proposed Project are the following:

- Objective LU-1: Provide for a broad mixture of activities within the Estuary Area.
- Objective LU-3: Expand opportunities and enhance the attractiveness of the Estuary as a place to live.
- Mixed Use District Policy JL-5: In areas outside the existing boundaries of the historic district (API) and east to the Lake Merritt Channel, encourage the development of a mix

of uses, including housing, within a context of commercial, light industrial and ancillary parking.

- Active, publicly oriented ground level uses with windows and doors oriented to the street, and build to lines along streets are encouraged.
- Use of industrial materials (e.g. corrugated metal, glass, and steel) should be encouraged.
- On-site parking and loading should be concealed from view from the street and/or encapsulated within the buildings. Surface parking lots should be well landscaped.

The proposed Project is consistent with the referenced General Plan policies and objectives by establishing a new residential development that contains design elements that relate to the industrial character of the area and includes active ground floor uses along 3rd & 4th Streets with a mix of pedestrian oriented ground level commercial spaces and amenity spaces that will enliven the streetscape, thus enhancing the attractiveness of the Estuary as a place to live. The proposed Project would promote the General Plan's objective to provide for a broad mixture of activities within the Estuary Area, and would expand opportunities of the Estuary as a place to live, by contributing needed residential housing units and pedestrian friendly retail uses with windows and doors oriented to the street in a neighborhood planned for such development. The proposed parking will be located behind the active ground floor spaces and at other locations screened from public view.

17.136.075D – DEMOLITION FINDINGS

Regular Design Review Approval for the demolition or removal of any structure rated "C" by the Oakland Cultural Heritage Survey or contributes to an Area of Secondary Importance (ASI) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and to either: 1., 2., or 3., below:

1. **The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or**

   The proposed Project is at least equal to the existing building in design quality. The proposed Project would be compatible with, but clearly differentiated from, the other older multi-story contributing elements in the WWD, and would be similar in size and scale as well as period architecture to other buildings in the greater Jack London District. Its design incorporates varied cornice heights and façade division that loosely references traditional regimented vertical/segmented façade organization seen elsewhere in the area. The proposed building will be clad with a variety of quality surface materials, including stucco, cementitious siding, metal, masonry veneer, columns, and decorative screens, with an overall aesthetic that is industrial in appearance. The Jackson Street and 4th Street façades that face the District are the least embellished with ornament and most utilitarian in feel and material selection. The materials it incorporates are largely compatible with those found in the District, but are applied in modern ways that clearly distinguish them

from the District's historic fabric. Therefore, the design quality of the proposed project would be at least equal to or better than the original S&W Building and would be compatible with nearby elements of buildings throughout the surrounding neighborhood.

2. **The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood; or**

   The Proposed Project would provide public benefits that outweigh the benefits of retaining the original structure, in that it would build upon and complement current surrounding uses in the neighborhood, would meet the intent of applicable General Plan and Estuary Policy Plan policies and would add housing in the Jack London District, increasing the City's housing stock. The Proposed Project would also upgrade infrastructure and improve sidewalks, landscaping and pedestrian connectivity.

3. **The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.**

   N/A – See Demolition Findings #1& #2 above.

SECTION 17.134.050 –CONDITIONAL USE PERMIT FINDINGS:

1. **That the location, size, design, and operating characteristics of the proposed development will be compatible with, and will not adversely affect, the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if any upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.**

   The location, size, design and operating characteristics of the proposed Project will be compatible with, and will not adversely affect, the livability or appropriate development of abutting properties and the surrounding neighborhood. The proposed project is consistent with scale, bulk, coverage and density requirements of the General Plan and applicable zoning regulations, and proposed height, scale and bulk of the building is compatible with similar structures in in the immediate vicinity of the Project site. Many former industrial and warehouse buildings in the neighborhood have been adapted for reuse as lofts, live-work units, and offices. Moreover, several new multi-family residential similar in scale, bulk, coverage and density to the Project have been developed in the immediate vicinity of the project site in recent years, including the Allegro, the Sierra and Jack London Square, 428 Alice, and the New Market Lofts. Moreover, the characteristics of the proposed Project and its significant environmental impacts on the public health, safety and welfare of persons residing and working at the Project and its surrounding community have been disclosed and analyzed in the EIR prepared for the Project. As demonstrated by the EIR prepared for the

Project, the project would not cause any significant effects related to the availability of civic facilities or utilities, nor would it result in a significant transportation or traffic impacts on surrounding streets. For those Project impacts that the EIR found to be significant under the California Environmental Quality Act, the EIR determined that mitigation measures or standard conditions of approval would reduce these impacts to a less-than-significant level, with the exception of certain Project impacts related to historic resources. While the proposed development would remove a contributing building to a historic district, the replacement building does meet, and is consistent with, the corridor design guidelines, contains a design that is consistent with other newer buildings in the area, makes significant public improvements in the right of way, as well as contributes to the promotion, preservation and enhancement of the Waterfront Warehouse District through implementation of mitigation measures required for the Project.

The proposal requires a Conditional Use permit for parking to be located within the front 75 feet of the property. The intent of this regulation was generally to prevent surface parking lots at the front of retail buildings in order to promote a more pedestrian friendly environment. The granting of the Conditional Use Permit is appropriate given that the proposed development is establishing active space along both 3rd and 4th Streets. Other locations on less active street frontages also screen all parking facilities from public view. Given the high water table in the area it is very difficult to provide subterranean parking, as such many buildings throughout the Jack London District contain parking within the front 75 feet at grade, including portions that are visible from the adjacent sidewalk. The important aspect of these developments is to create active pedestrian elevations where appropriate as well as adequately screening parking at other locations with a mix of louvers and landscaping.

The conditions of approval adopted pursuant to City of Oakland Municipal Code Section 17.130.070, as set forth in Attachment B hereto, further ensure that the Project would not be detrimental to the public health, safety or welfare. With implementation of the standard conditions of approval and mitigation measures identified in the EIR prepared for the Project, and with implementation of the conditions of approval, the location, size, design, and operating characteristics of the project would be compatible with and would not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the Project and the surrounding neighborhood.

2. **That the location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment, and will be as attractive as the nature of the use and its location and setting warrant.**

The proposal will provide for a functional living environment that will be of a high quality design with ample open space and amenity spaces as well as being located in a setting planned for development of the kind proposed by the Project in very close proximity to downtown jobs and regional and local public transit. The proposal will also include pedestrian-oriented commercial activities along 4th and 3rd Streets to continue the east-west oriented commercial activities that exist along these streets throughout the district, providing convenient and functioning working and shopping opportunities to existing and future neighborhood residents and workers. Moreover, the setting of the Project's proposed parking

is appropriate in that it will be screened from view through building elements and landscaping and not be located on or along streets activated with pedestrian-oriented retail and amenity spaces that might otherwise be aesthetically and functionally diminished by such parking.

3. **That the proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region.**

The development proposed by the Project will fulfill the vision of the Mixed Use area of the Estuary Policy Plan by developing an high density residential development with active ground floors along the important streets that will enhance the area as a mixed use community. The Proposed project will also add needed housing stock and provide pedestrian friendly retail opportunities, thereby further enhancing the neighborhood's basic community functions and providing an essential service to the community and region. In addition, the Project would fund and construct certain intersection improvements that would enhance traffic circulation in the vicinity of the Project site, as described in the EIR prepared for the Project. Moreover, the Project's proposed parking will be screened from view through building elements and landscaping and not be located on or along streets activated with pedestrian-oriented retail and amenity spaces that might otherwise be aesthetically and functionally diminished by such parking.

4. **That the proposal conforms to all applicable design review criteria set forth in the DESIGN REVIEW PROCEDURE of Chapter 17.136 of the Oakland Planning Code.**

The proposed Project does conform to all applicable design review criteria, as described in the Residential Design Review Criteria findings above, which are hereby incorporated by reference.

5. **That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable plan or development control map which has been adopted by the City Council.**

The Project is consistent with the goals and policies of the Oakland General Plan, including the Estuary Policy Plan of the LUTE, and with all applicable zoning controls, as indicated in the Findings in Sections 17.136.050 above and the City Planning Commission Report, hereby incorporated by reference.

16.08.030 - TENTATIVE MAP FINDINGS (Pursuant also to California Government Code §66474 (Chapter 4, Subdivision Map Act)

The Agency shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:

A. That the proposed map is not consistent with applicable general and specific plans as specified in the State Government Code Section 65451.

The proposed map is consistent, and does not conflict, with the Mixed Use land use designation applicable to the Project site, as established by the Estuary Policy Plan component of the LUTE. As demonstrated by the EIR for the proposed Project, and the Project's tentative map application, the proposed map would, if approved, authorize a new residential subdivision that is consistent with the land uses, and densities and intensities of development, permitted under the Estuary Policy Plan's Mixed Use designation, and with all applicable goals, policies and objectives of the General Plan and its LUTE and Estuary Policy Plan. Consistent with applicable General Plan design policies and objectives, the proposed map would also accommodate a Project that contains design elements that relate to the industrial character of the area and includes active ground floor uses along 3rd & 4th Streets with a mix of commercial spaces and amenity spaces that will enliven the streetscape. See also the Residential Design Review Criteria findings, and their additional General Plan Conformity findings, above, which are hereby incorporated herein by reference.

B. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The design and improvement of the Project's proposed subdivision is consistent, and does not conflict, with the Mixed Use land use designation applicable to the Project site, as established by the Estuary Policy Plan component of the LUTE. As demonstrated by the EIR prepared for the Project, and the Project's tentative map application, the proposed subdivision would accommodate a new residential development that is consistent with the land uses, and densities and intensities of development, permitted under the Estuary Policy Plan's Mixed Use designation, and with all applicable goals, policies and objectives of the General Plan and its LUTE and Estuary Policy Plan. Consistent with applicable General Plan design policies and objectives, the proposed subdivision would also accommodate a Project that contains design elements that relate to the industrial character of the area and includes active ground floor uses along 3rd & 4th Streets with a mix of commercial spaces and amenity spaces that will enliven the streetscape. See also the Residential Design Review Criteria findings, and their additional General Plan Conformity findings, above, which are hereby incorporated herein by reference.

C. That the site is not physically suitable for the type of development.

As demonstrated by the EIR prepared for the Project, the Project site is physically suitable for the type of development proposed by the Project. As demonstrated by the EIR prepared for the Project, there are no physical characteristics of the site that would render it unsuitable for the type of development proposed by the Project. Indeed, for those Project impacts that the EIR found to be significant under the California Environmental Quality Act, the EIR determined that mitigation measures or standard

conditions of approval would reduce these impacts to a less-than-significant level, with the exception of certain Project impacts related to historic resources. While the proposed development would remove a contributing building to a historic district, the replacement building does meet, and is consistent with, the corridor design guidelines, contains a design that is consistent with other newer buildings in the area, makes significant public improvements in the right of way, as well as contributes to the promotion, preservation and enhancement of the Waterfront Warehouse District through implementation of mitigation measures required for the Project. The Project is located on previously developed, flat parcels located in an existing urban environment and close to public utilities, transit, and other civic facilities. Moreover, Project site has long been planned for redevelopment with mixed uses of the type proposed by the Project.

D. That the site is not physically suitable for the proposed density of development.

The Project site is physically suitable for the density of development proposed by the Project. As demonstrated by the EIR prepared for the Project, there are no physical characteristics of the site that would render it unsuitable for the density of development proposed by the Project. Indeed, for those Project impacts that the EIR found to be significant under the California Environmental Quality Act, the EIR determined that mitigation measures or standard conditions of approval would reduce these impacts to a less-than-significant level, with the exception of certain Project impacts related to historic resources. While the proposed development would remove a contributing building to a historic district, the replacement building does meet, and is consistent with, the corridor design guidelines, contains a design that is consistent with other newer buildings in the area, makes significant public improvements in the right of way, as well as contributes to the promotion, preservation and enhancement of the Waterfront Warehouse District through implementation of mitigation measures required for the Project. The Project is located on previously developed, flat parcels located in an existing urban environment and close to public utilities, transit, and other civic facilities. Moreover, Project site has long been planned for redevelopment with mixed uses of the type and at a density proposed by the Project and is located in close proximity to other neighborhood multi-family residential structures of similar density. Finally, the proposed density is consistent with the General Plan density permitted on the Project site. See also the Residential Design Review Criteria findings, and their additional General Plan Conformity findings, above, which are hereby incorporated herein by reference.

E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

As demonstrated by the EIR prepared for the Project, the Project site has been previously developed and does not contain any wildlife habitat or waterways, and neither the Project nor the design of the subdivision would cause any substantial damage or injury to biological or aquatic resources, including fish or wildlife or their habitat.

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

As demonstrated by the EIR prepared for the Project, neither the Project nor the design of the subdivision would cause any serious public health problems or adverse health effects. Indeed, for those Project impacts that the EIR found to be significant under the California Environmental Quality Act, the EIR determined that mitigation measures or standard conditions of approval would reduce these impacts to a less-than-significant level, with the exception of certain Project impacts to historic resources that are unrelated to public health. This is in a mixed use development containing residential

and retail uses located in the downtown area and it will introduce no new use classifications that are incompatible with the surrounding neighborhood.

G. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. (This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.)

As demonstrated by the EIR prepared for the Project and the balance of the administrative record, neither the Project nor the design of the subdivision would conflict with any easements, acquired by the public at large, for access through, or use of property within the proposed subdivision. The Project site is not subject to any easements, acquired by the public at large, for access through, or use of, project within the proposed subdivision, as determined by the Oakland Public Works Department.

H. That the design of the subdivision does not provide to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

As demonstrated by the EIR prepared for the project, the project will not alter passive or natural heating or cooling opportunities because it was designed to minimize impacts on solar access and minimize detrimental shadows such that sun shadow impacts on abutting residences and structures will be minimized to a less than significant level.

SECTION 16.24.040 – LOT DESIGN STANDARDS

As a one lot subdivision for condominium purposes these standards are not applicable.

CEQA FINDINGS, INCLUDING CERTIFICATION OF THE EIR, REJECTION OF ALTERNATIVES AS INFEASIBLE AND ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION

1. These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code section 21000 et seq; "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.) by the City of Oakland Planning Commission in connection with the Environmental Impact Report ("EIR") prepared for the Jack London Square 4th & Madison Project (the "Project"), SCH #2015042051.

2. These CEQA findings are Attachment A and attached and incorporated by reference into each and every staff report, resolution and ordinance associated with approval of the Project. Attachment C contains conditions of approval, which includes as Attachment C-1, the Standard Conditions of Approval

and Mitigation Monitoring and Reporting Program ("SCAMMRP"). All Attachments are incorporated by reference into each other and into the ordinance or resolution to which the Attachment is attached.

3. These findings are based on substantial evidence in the entire administrative record, and references to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.

II. PROJECT DESCRIPTION

4. The Project, which is the subject of the EIR, is located on approximately 90,169 sq. ft. (2.07 acres) in the Jack London District of Oakland. The Project site is comprised of two parcels, the northern parcel being a full block ("Block A") with existing office/warehouse buildings, and the southern parcel being a half-block ("Block B") covered by a paved parking lot. The 1.5-block Project site is bound by 3rd Street to the north, Madison Street to the east, 5th Street to the south, and Jackson Street to the west. The Project studied in the EIR seeks to construct a multi-family residential development on this site, which would involve the demolition of existing structures on the site and the construction of two buildings, each a five-level wood-frame building situated on podiums over a two-story concrete parking garage, with a maximum height of 85 feet. Specifically, the proposed development would include approximately 330 residential apartment units, including a mix of studios, one-bedroom, two-bedroom, and three bedroom units,, an interior courtyard in each building to provide easily accessible, private open-space, approximately 15,000 square feet of amenity and leasing office space, and up to 8,000 square feet of ground floor commercial space across the two buildings.

Retail areas in Building A would be oriented at the corner of 4th Street and Jackson Street while retail areas in Building B would be oriented at the corner of 3rd Street and Madison Street. Public-realm amenities proposed include new landscaping along adjacent sidewalks. Parking is proposed on the first and second levels of Block A and B buildings as well as bicycle and electric vehicle parking consistent with City requirements. Sidewalks would be installed and curb and gutter would be preserved or installed along all Project street frontages. This would include the installation of curb, gutter, and sidewalk at Block A along 4th Street where parking currently exists. Accessible curb ramps would remain at each corner of Block A, and at the corners of Madison Street and 3rd Street and Madison Street and 4th Street on Block B. All vehicular access to Building A would be from a gated entrance on 4th Street, while access to Building B would be from a gated entrance on Madison Street.

III. ENVIRONMENTAL REVIEW OF THE PROJECT

5. Pursuant to CEQA and the CEQA Guidelines, a Notice of Preparation ("NOP") of an EIR was published on April 17, 2015. The topics studied in the EIR with less than-significant impacts after the implementation of mitigation measures include: Noise and Vibration and Traffic and Transportation. Factors studied in the EIR with less-than-significant impacts because of the requirements contained in the City's Standard Conditions of Approval include: Aesthetics, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, Utilities and Service Systems, Land Use and Planning, Air Quality, Greenhouse Gas Emissions, Noise and Vibration, and Traffic and Transportation. The following topics were found to be less than significant without the implementation of any mitigation measures or Standard Conditions of Approval: Shadow and Wind, Agriculture and Forest Resources, Biological Resources, Mineral Resources, Population and Housing, and Recreation. The topics studied in the EIR with significant and unavoidable impacts, even with all feasible mitigation measures include: Historic Resources. The NOP was distributed to state and local agencies, posted at the Project site, and mailed to property owners within 300' of the Project site. Additionally, the NOP was sent to the State Clearinghouse. Scoping sessions were held for the Project on

May 6, 2015 and May 11, 2015 before the Planning Commission and Landmarks Preservation Advisory Board, respectively concerning the scope of the EIR. The public comment period on the NOP ended on May 18, 2015.

6. A draft of the EIR was prepared for the Project ("DEIR") to analyze its environmental impacts. Pursuant to CEQA and the CEQA Guidelines, a Notice of Availability/Notice of Release and the DEIR were published on August 11, 2015. The Notice of Availability/Notice of Release of the DEIR was distributed to appropriate state and local agencies, posted at the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Copies of the DEIR were also distributed to appropriate state and local agencies, City officials including the Planning Commission, and made available for public review at the City of Oakland's Department of Planning and Building, Planning and Zoning Division (250 Frank H. Ogawa Plaza, Suite 2214) and on the City's website. Two duly noticed Public Hearings on the DEIR were held before the City of Oakland Landmarks Preservation Advisory Board and Planning Commission on September 14, 2015 and September 16, 2015, respectively. The DEIR was properly circulated for a 45-day public review period ending on September 25, 2015.

7. The City received written and oral comments on the DEIR. The City prepared responses to comments on environmental issues and made changes to the DEIR. The responses to comments, changes to the DEIR, and additional information were published in a Final EIR ("FEIR") on February 11, 2016. The DEIR, the FEIR and all appendices thereto constitute the "EIR" referenced in these findings. The FEIR was made available for public review on February 11, 2016, twenty-one (21) days prior to the duly noticed March 2, 2016 Planning Commission public hearing. The Notice of Availability of the FEIR was distributed to those state and local agencies who commented on the NOP and DEIR, posted on the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Copies of the DEIR and FEIR were also distributed to those state and local agencies who commented on the DEIR, City officials including the Planning Commission and Landmarks Preservation Advisory Board, and made available for public review at the City's Department of Planning and Building, Planning and Zoning Division (250 Frank H. Ogawa Plaza, Suite 2214) and on the City's website. Pursuant to CEQA Guidelines, responses to public agency comments on the Draft EIR have been published and made available to all commenting agencies at least 10 days prior to hearing. The Planning Commission has had an opportunity to review all comments and responses thereto prior to consideration of certification of the EIR and prior to taking any action on the proposed Project.

IV. THE ADMINISTRATIVE RECORD

8. The record, upon which all findings and determinations related to the approval of the Project are based, includes the following:

a. The EIR and all documents referenced in or relied upon by the EIR.

b. All information (including written evidence and testimony) provided by City staff to the Landmarks Preservation Advisory Board and Planning Commission relating to the EIR, the approvals, and the Project.

c. All information (including written evidence and testimony) presented to the Landmarks Preservation Advisory Board and Planning Commission by the environmental consultant and sub-consultants who prepared the EIR or incorporated into reports presented to the Planning Commission.

d. All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.

e. All final applications, letters, testimony, reports, studies, memoranda, maps, and presentations presented by the Project sponsor and its consultants to the City in connection with the Project.

f. All final information (including written evidence and testimony) presented at any City public hearing or City workshop related to the Project and the EIR.

g. For documentary and information purposes, all City-adopted land use plans and ordinances, including without limitation general plans, specific plans and ordinances, together with environmental review documents, all documents referenced in and relied upon in such environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.

h. The Standard Conditions of Approval for the Project and Mitigation Monitoring and Reporting Program for the Project (the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)).

i. All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

9. The City has relied on all of the documents listed above in reaching its decisions on the proposed Project even if not every document was formally presented to City decision making bodies or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City decision making bodies were aware in approving the Project. (See City of Santa Cruz v. Local Agency Formation Commission (1978) 76 Cal.App.3d 381, 391-391; Dominey v. Department of Personnel Administration (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City decision making bodies for the Project. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to approval of the Project. (See Pub. Resources Code, § 21167.6, subd. (e)(10); Browning-Ferris Industries v. City Council of City of San Jose (1986) 181 Cal.App.3d 852, 866; Stanislaus Audubon Society, Inc. v. County of Stanislaus (1995) 33 Cal.App.4th 144, 153, 155.)

10. The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Director of City Planning, Department of Planning and Building, Planning and Zoning Division, or his/her designee. Such documents and other materials are located at 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, California, 94612.

V. CERTIFICATION OF THE EIR

11. In accordance with CEQA, the Planning Commission certifies that the EIR has been completed in compliance with CEQA. The Planning Commission has independently reviewed the record and the EIR prior to certifying the EIR and approving the Project. By these findings, the Planning Commission confirms, ratifies, and adopts the findings and conclusions of the EIR as supplemented and modified by these findings. The EIR and these findings represent the independent judgment and analysis of the City and the Planning Commission.

12. The Planning Commission recognizes that the EIR may contain clerical errors. The Planning Commission reviewed the entirety of the EIR and bases its determination on the substance of the information it contains.

13. The Planning Commission certifies that the EIR is adequate to support all actions in connection with the approval of the Project and all other actions and recommendations as described in the March 2, 2016 Planning Commission staff report. The Planning Commission certifies that the EIR is adequate to support approval of the Project described in the EIR, each component and phase of the Project described in the EIR, any variant of the Project described in the EIR, any minor modifications to the Project or variants described in the EIR and the components of the Project.

VI. ABSENCE OF SIGNIFICANT NEW INFORMATION

14. The Planning Commission recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains additions, clarifications, and modifications. The Planning Commission has reviewed and considered the FEIR and all of this information. The new information added in the FEIR merely clarifies and makes insignificant changes to an adequate DEIR, and does not add significant new information to the DEIR that would require recirculation of the EIR under CEQA. The new information added to the EIR does not involve a new significant environmental impact, a substantial increase in the severity of a previously identified significant environmental impact, or a feasible mitigation measure or alternative considerably different from others previously analyzed that the project sponsor declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR. Thus, recirculation of the EIR is not required.

15. The Planning Commission finds that the changes and modifications made to the EIR after the DEIR was circulated for public review and comment do not individually or collectively constitute significant new information within the meaning of Public Resources Code section 21092.1 or CEQA Guidelines section 15088.5.

VII. STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

16. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring or reporting program to ensure that the mitigation measures and revisions to the Project identified in the EIR are implemented. The Standard Conditions of Approval and Mitigation Monitoring and Reporting Program ("SCAMMRP") is attached and incorporated by reference into the March 2, 2016 Planning Commission staff report prepared for the approval of the Project, is included in the conditions of approval for the Project, and is adopted by the Planning Commission. The SCAMMRP satisfies the requirements of CEQA.

17. The standard conditions of approval ("SCA") and mitigation measures set forth in the SCAMMRP are specific and enforceable and are capable of being fully implemented by the efforts of the City of Oakland, the applicant, and/or other identified public agencies of responsibility. As appropriate, some standard conditions of approval and mitigation measures define performance standards to ensure no significant environmental impacts will result. The SCAMMRP adequately describes implementation procedures and monitoring responsibility in order to ensure that the Project complies with the adopted standard conditions of approval and mitigation measures.

18. The Planning Commission will adopt and impose the feasible standard conditions of approval and mitigation measures as set forth in the SCAMMRP as enforceable conditions of approval. The City has adopted measures to substantially lessen or eliminate all significant effects where feasible.

19. The standard conditions of approval and mitigation measures incorporated into and imposed upon the Project approval will not themselves have new significant environmental impacts or cause a substantial increase in the severity of a previously identified significant environmental impact that were not analyzed in the EIR. In the event a standard condition of approval or mitigation measure recommended in the EIR has been inadvertently omitted from the conditions of approval or the SCAMMRP, that standard condition of approval or mitigation measure is adopted and incorporated from the EIR into the SCAMMRP by reference and adopted as a condition of approval.

VIII. FINDINGS REGARDING IMPACTS

20. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the Planning Commission adopts the findings and conclusions regarding impacts, standard conditions of approval and mitigation measures that are set forth in the EIR and summarized in the SCAMMRP. These findings do not repeat the full discussions of environmental impacts, mitigation measures, standard conditions of approval, and related explanations contained in the EIR. The Planning Commission ratifies, adopts, and incorporates, as though fully set forth herein, the analysis, explanations, findings, responses to comments and conclusions of the EIR. The Planning Commission adopts the reasoning of the EIR, staff reports, and presentations provided by the staff and the Project sponsor as may be modified by these findings.

21. The Planning Commission recognizes that the environmental analysis of the Project raises controversial environmental issues, and that a range of technical and scientific opinion exists with respect to those issues. The Planning Commission acknowledges that there are differing and potentially conflicting expert and other opinions regarding the Project. The Planning Commission has, through review of the evidence and analysis presented in the record, acquired a better understanding of the breadth of this technical and scientific opinion and of the full scope of the environmental issues presented. In turn, this understanding has enabled the Planning Commission to make fully informed, thoroughly considered decisions after taking account of the various viewpoints on these important issues and reviewing the record. These findings are based on a full appraisal of all viewpoints expressed in the EIR and in the record, as well as other relevant information in the record of the proceedings for the Project.

22. As a separate and independent basis from the other CEQA findings, pursuant to Public Resources Code section 21083.3 and CEQA Guidelines sections 15168 and 15183, the Planning Commission finds: (a) the Project is consistent with the Land Use and Transportation Element (LUTE) of the General Plan, for which an EIR was certified in March 1998, and with the Housing Element of the General Plan, for which an EIR was certified in 2010, and with the Estuary Policy Plan of the General Plan, for which an EIR was certified in 1998; (b) feasible mitigation measures identified in the LUTE EIR, Housing Element EIR, and Estuary Policy Plan EIR were adopted and have been, or will be, undertaken; (c) this EIR evaluated impacts peculiar to the Project and/or Project site, as well as off-site and cumulative impacts peculiar to the Project; (d) uniformly applied development policies and/or standards (hereafter called "Standard Conditions of Approval") have previously been adopted and found to substantially mitigate impacts when applied to future projects, and to the extent that no such findings were previously made, the City Planning Commission hereby finds and determines that the Standard Conditions of Approval (or "SCA") substantially mitigate environmental impacts (as detailed below); (e) no substantial new information exists to show that the Standard Conditions of Approval will not substantially mitigate

project and cumulative impacts; (f) no substantial changes are proposed by the Project that require major revisions of the LUTE EIR, Housing Element EIR, or Estuary Policy Plan EIR; (g) no such changes have occurred with respect to the circumstances under which the Project is undertaken that require major revisions of the LUTE EIR, Housing Element EIR, or Estuary Policy Plan EIR; and (h) no new information that was not available and could not have been known at the time the LUTE EIR, Housing Element EIR, and Estuary Policy Plan EIR were certified has become available, including, but not limited to, new information that demonstrates the project would cause a new significant effect, or require new mitigation measures, than were otherwise analyzed under, or required by, the LUTE EIR, Housing Element EIR, and/or Estuary Policy Plan EIR.

23. As a separate and independent basis from the other CEQA findings, pursuant to Public Resources Code section 21094.5 and CEQA Guidelines sections 15168 and 15183.3, the Planning Commission finds: (a) the Project is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter; (b) the Project satisfies the performance standards cited in CEQA Guidelines section 15183.3(b)(2) and set forth in CEQA Guidelines Appendix M; (c) the Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in a sustainable communities strategy; (d) effects of the Project were analyzed in the LUTE EIR, Housing Element EIR, and Estuary Plan EIR; (e) applicable feasible mitigation measures identified in the LUTE EIR, Housing Element EIR, and Estuary Plan EIR were adopted and have been, or will be, undertaken and incorporated into the Project; (f) the EIR evaluated potential new significant effects specific to the Project that were not addressed in, or are more significant than described in, in the LUTE EIR, Housing Element EIR, and Estuary Plan EIR, and for which Standard Conditions of Approval would not substantially mitigate such effects; (g) Standard Conditions of Approval have previously been adopted that apply to the Project would substantially mitigate Project impacts, and to the extent that no such findings were previously made, the City Planning Commission hereby finds and determines that the Standard Conditions of Approval (or "SCA") substantially mitigate environmental impacts (as detailed below); (f) no substantial new information exists to show that the Standard Conditions of Approval will not substantially mitigate project and cumulative impacts; (g) no substantial changes are proposed by the Project that require major revisions of the LUTE EIR, Housing Element EIR, or Estuary Policy Plan EIR; (h) no substantial changes have occurred with respect to the circumstances under which the Project is undertaken that require major revisions of the LUTE EIR, Housing Element EIR, or Estuary Policy Plan EIR; and (i) no new information that was not available and could not have been known at the time the LUTE EIR, Housing Element EIR, and Estuary Policy Plan EIR were certified has become available, including, but not limited to, new information that demonstrates the project would cause a new significant effect, or require new mitigation measures, than were otherwise analyzed under, or required by, the LUTE EIR, Housing Element EIR, and/or Estuary Policy Plan EIR.

IX. POTENTIALLY SIGNIFICANT BUT MITIGABLE IMPACTS

24. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the EIR, the SCAMMRP, mitigation measures and the City's Standard Conditions of Approval, the Planning Commission finds that changes or alterations have been required in, or incorporated into, the components of the Project that mitigate to a less than significant level or avoid the Project's potentially significant effects on the environment as identified in the EIR, except where expressly stated in Section X below.

25. The following potentially significant impacts of the Project will be reduced to a less-than-significant level through the implementation of Project mitigation measures, or where indicated, through the implementation of Standard Conditions of Approval, referenced in the EIR (which are an integral part of

the SCAMMRP); some of the Standard Conditions of Approval are not CEQA-related but are nevertheless included for convenience and additional information provided to the decision-makers:

TRANSPORTATION AND TRAFFIC

26. Jackson Street/6th Street Intersection. As discussed in the EIR (DEIR Chapter 4.C; FEIR Chapter 4), traffic generated by the proposed Project would increase the total intersection v/c ratio by 0.03 or more and increase the critical movement v/c ratio by 0.05 or more (Significant Threshold #5) at the Jackson Street/6th Street Intersection, which would operate at LOS F regardless of the proposed Project under 2035 conditions, a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of Mitigation Measure TRANS-1, as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of Mitigation Measure TRANS-1 requires the Project to fund and construct certain Jackson Street/6th Street intersection improvements at that will ensure that this impact is adequately mitigated.

27. Transportation Hazards/Safety: The proposed Project could result in transportation impacts related to safety/hazards at Project driveways for vehicles, pedestrians and bicyclist safety caused by vehicles entering and leaving the Project driveways, a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA TRA-3 (SCA 19) and SCA TRA-4 (SCA 20), as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level. As discussed in the EIR (DEIR Chapter 4.C; FEIR Chapter 4), implementation of SCA TRA-3 and SCA TRA-4 will ensure that the project driveway will provide adequate sight distance between motorists exiting the driveway and pedestrians/vehicles on the adjacent public right-of-ways or that audio/visual warning devices are installed at the driveway entrances/exists to ensure vehicle, pedestrian, and bicyclist safety.

28. Consistency with Adopted Policies, Plans, or Programs Supporting Alternative Transportation: As discussed in the EIR (DEIR Chapter 4.C; FEIR Chapter 4), without implementation of Standard Conditions of Approval, the Project has the potential to conflict with adopted City policies, plans, or programs that encourage the use of non-automobile transportation modes, such as public transit, bicycling, and walking. This is a potentially significant Project impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA TRA-1, as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level. SCA TRA-1 requires the Project to implement a Transportation Demand Management (TDM Plan to reduce Project vehicle trips and parking demand to the maximum extent practicable.

29. Construction Period Impacts: As discussed in the EIR (DEIR Chapter 4.C; FEIR Chapter 4), without implementation of Standard Conditions of Approval, Project construction traffic has the potential to result in a significant, though temporary, traffic impact. This is a potentially significant Project impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of, SCA TRA-2 (SCA 32), as set forth in the EIR and SCAMMRP, will reduce this potential impact to a less than significant level. The SCA TRA-2 (SCA 32) requires that a Project-specific Construction Management Plan be developed to address potentially significant impacts related to construction traffic during the Project's temporary construction phase. By

developing and implementing a City approved Construction Management Plan, the Project will implement a set of comprehensive traffic control measures to reduce traffic congestion and the effects of parking demand by construction workers during conduction to the maximum extent feasible. Measures to be implemented under the Construction Management Plan include, but are not limited to, scheduling truck trip and deliveries to avoid peak traffic hours, managing traffic near the project site through the use of traffic cones, detour signs and other appropriate traffic signage, and requiring construction-related vehicles to access the Project site only along designated construction traffic routes.

NOISE AND VIBRATION

30. Construction Noise. Without implementation of Standard Conditions of Approval, during its construction phase, the Project has the potential to exceed maximum allowable noise level standards for residential and commercial/industrial land use subject to long-term construction activities. This is potentially significant Project impact and potentially significant cumulative impact. Without implementation of Standard Conditions of Approval, during its construction phase, the Project also has the potential to exceed the City of Oakland's construction noise nuisance standards. This is a potentially significant Project impact and potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA NOISE-1 (SCA 27), NOISE-2 (SCA 28), NOISE-3 (SCA 29), and NOISE-6 (SCA38), as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level. Implementation of these Standard Conditions of Approval will limit the hours of Project construction, require the implementation of noise control measures during construction, restrict extreme noise activities, and establish noise complaint procedures to ensure that this impact is adequately mitigated, as discussed in the EIR (DEIR, Chapter 4.F; FEIR Chapter 4). Moreover, compliance with various policies and goals contained in the City's General Plan and other regulatory requirements, as described in the Noise and Vibration section of the EIR, would further ensure that these impacts are reduced to a less than significant level.

31. Operational Noise: Without implementation of Standard Conditions of Approval, the Project has the potential to generate noise in violation of the City of Oakland Noise Ordinance regarding operational noise. This is a potentially significant Project impact. Without implementation of Standard Conditions of Approval, during its operational phase, the Project also has the potential to generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the Project vicinity above levels existing without the project. This is a potentially significant Project impact. Without implementation of Standard Conditions of Approval, during its operational phase, the Project also has the potential to expose persons to interior noise levels that exceed maximum permitted regulatory noise standards, including those standards established by the California Noise Insulation Standards, the City of Oakland General Plan and OSHA. This is a potentially significant Project impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA NOISE-4 (SCA 30) and NOISE-5 (SCA 31), as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level by ensuring the incorporation of adequately sound-rated assemblies into project building design and by requiring compliance with City noise regulations, as discussed in EIR (DEIR Chapter 4.F; FEIR Chapter 4). Moreover, compliance with various policies and goals contained in the City's General Plan and other regulatory requirements, as described in the Noise and Vibration section of the EIR, would further ensure that the Project would not cause significant noise-related impacts during its operational phase.

Vibration Impacts: Without implementation of mitigation and Standard Conditions of Approval, the construction of the Project could expose nearby receptors to groundborne vibration that exceeds criteria established by the Federal Transit Administration. This would be a significant Project impact. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of Mitigation Measure NOISE-1, SCA NOISE-1 (SCA 27), NOISE-2 (SCA 28), NOISE-3 (SCA 29), and NOISE-6 (SCA38), as set forth in the EIR and the SCAMMRP, will reduce this potential impact to a less-than-significant level. Implementation of these Standard Conditions of Approval will limit the hours of project construction, require the implementation of noise control measures during construction, restrict extreme noise activities, attenuate pile driving activities, establish noise complaint procedures, and require the repair of any vibration damage caused by Project construction, thus ensuring that this impact is adequately mitigated, as discussed in the EIR (DEIR Chapter 4.F; FEIR Chapter 4).

AIR QUALITY

32. Generate Toxic Air Contaminants During Project Construction: Without implementation of Standard Conditions of Approval, the Project has the potential to generate toxic air contaminants (TACs) (primarily diesel particulate matter and fugitive dust generated by heavy-duty diesel vehicles and equipment) during construction at levels that could expose sensitive receptors to TAC emissions that exceed maximum permitted levels and applicable health risk thresholds. This is a potentially significant Project impact and potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA-A, as set forth in the EIR and SCAMMRP, will reduce these potentially significant impacts to a less than significant level by requiring implementation of dust control and equipment emissions best management practices during project construction, as discussed in the EIR (DEIR Chapter 4.D; FEIR Chapter 4). Moreover, the 2010 Bay Area Air Quality Management District CEQA Guidelines note that best management practices described in SCA-A have been shown to reduce fugitive dust by anywhere from 30% to more than 90% and conclude that projects that implement such construction best management practices will reduce fugitive dust emissions to a less than significant level.

33. Exposure to Toxic Air Contaminants: Although a project's potential to expose new sensitive receptors (i.e., project residents and workers) to substantial ambient levels of TAC emissions is not a potentially significant impact for purposes of CEQA, *see Cal. Bldg. Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 386, without implementation of SCA-B, the project could expose new sensitive receptors to ambient TAC emissions that exceed maximum permitted levels and health risk thresholds identified in the EIR. This is a potentially significant Project impact and potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA-B, as set forth in the EIR and SCAMMRP, will reduce these potentially significant impacts to a less than significant level. Under SCA-B, Health Risk Reduction Measures, the project applicant would be required to either i) prepare a HRA demonstrating that the future users of the site are not exposed to a health risk above the City's thresholds or ii) incorporate health risk reduction measures into the project design that would reduce the cancer and hazard risks associated with nearby TAC emissions below maximum permitted levels and applicable risk thresholds, as discussed in the EIR (DEIR Chapter 4.D; FEIR Chapter 4).

GREENHOUSE GAS EMISSIONS

34. Greenhouse Gas Emissions: As discussed in the EIR (DEIR Chapter 4.E; FEIR Chapter 4), the Project would not generate total greenhouse gas emissions of more than 1,100 metric tons of CO_2e annually and more than 4.6 metric tons of CO_2e per service population annually. However, without implementation of Standard Conditions of Approval, the Project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. This is a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA-A, SCA-H, SCA-I would ensure that this impact is reduced to a less than significant level by requiring the Project adhere to Standard Conditions of Approval adopted by the City to implement the greenhouse gas reduction strategies set forth in the City's 2012 Energy and Climate Action Plan and Green Building Ordinance. Moreover, compliance with various policies and goals contained in the City's general plans and other regulatory requirements would ensure there would not be significant adverse greenhouse gas emission impacts.

AESTHETICS

35. Visual Quality: As discussed in the EIR (DEIR Chapter 5.A; FEIR Chapter 4; FEIR Appendix C), the Project would not have a substantial adverse effect on a public vista, scenic highway, or scenic resources, but could degrade the visual quality of the site and its surroundings without appropriate landscaping and maintenance thereof. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA 12, SCA 13, SCA 14, SCA 16, and SCA 17, as set forth in the EIR and MMRP, would reduce this impact to a less than significant level by ensuring that the Project incorporates and maintains appropriate landscaping in a manner consistent with City design standards and in accordance with an approved landscape plan.

36. Light and Glare: Construction and operation of the Project could result in the creation of new sources of light and glare, as discussed in the EIR. This is a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA 39, as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level by requiring the Project to implement an approved lighting plan that ensures, among other things, that Project lighting fixtures will be adequately shielded to prevent unnecessary glare onto adjacent properties, as discussed in the EIR (DEIR Chapter 5.A; FEIR Chapter 4; FEIR Appendix C).

CULTURAL RESOURCES

37. Archeological and Paleontological Resources and Human Remains: As discussed in the EIR (DEIR Chapter 5.D; FEIR Chapter 4; FEIR Appendix C), no prehistoric sites have been recorded within the project area, and the Project site has a low potential for discovery of cultural resources that would qualify as scientifically significant. However, during construction, the Project has the potential to inadvertently damage, disturb, destroy undiscovered buried archeological or paleontological resources or human remains. This is a potentially significant Project impact and a potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA 51, SCA 52, SCA 53, and SCA-A, as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level by ensuring Project

adherence to best management practices related to the expert identification, analysis, documentation, and/or curation of any such resource that may be inadvertently uncovered during Project construction. Moreover, compliance with various policies, and goals contained in the City's general plans and other regulatory requirements would ensure there would not be significant adverse cultural resource impacts.

GEOLOGY AND SOILS

38. Seismic Ground Shaking: As discussed in the EIR (DEIR Chapter 5.E; FEIR Chapter 4; FEIR Appendix C), the Project site is likely to experience strong seismic-related ground shaking during the life of the Project, potentially to exposing people or structures to substantial risk of loss, injury or death. This is a potentially significant Project impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to the regulatory requirements of Oakland Building Code, which incorporates the California Building Code (CBC) and includes numerous requirements to address site-specific geologic and soil impacts, would reduce this impact to a less than significant level. The CBC requires that a site-specific geotechnical investigation report be prepared by a licensed professional for proposed developments of one or more buildings greater than 4,000 square feet to evaluate geologic and seismic hazards. Chapter 16 of the CBC provides guidelines for calculation of seismic design parameters based on the ground movement created by the maximum credible earthquake at the site. The City's Building Official is responsible for reviewing the project's building permit application, structural drawings and calculations, and geotechnical report and ensuring that the proposed project complies with the seismic safety standards and other applicable requirements of the Oakland Building Code. Project compliance with the Building Code would ensure that the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure would be less than significant.

39. Soil Erosion: If not properly managed, Project excavation and grading activities could result in loss of topsoil (erosion and sedimentation) and impacts to receiving water quality. This is a potentially significant Project impact and a potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Because Project development involves more than 500 cubic yards of excavation and fill, earthmoving activities at the Project site must be conducted under a grading permit in accordance with City of Oakland Municipal Code section 15.04.660. Among other requirements, erosion control best management practices are required by SCA 33, an Erosion and Sediment Control Plan is be required by SCA 54, and a Stormwater Pollution Prevention Plan is required by SCA 74, as discussed in the Hydrology and Water Quality findings, below. Adherence to the regulatory requirements of the City of Oakland Municipal Code, and implementation of SCA 54 and SCA 74, as set forth in the EIR and SCAMMRP, will reduce these potentially significant impacts to less than significant levels, as discussed in the EIR (DEIR Chapter 5.E; FEIR Chapter 4; FEIR Appendix C).

40. Expansive Soil: As discussed in the EIR (DEIR Chapter 5.E; FEIR Chapter 4; FEIR Appendix C), a preliminary geotechnical assessment of the Project site determined that the Project was feasible from geotechnical standpoint but that there is moderately low to nominal risk of expansive soils at the Project site. The preliminary geotechnical assessment recommended that a design-level geotechnical study be conducted prior to construction to establish engineering requirements regarding grading, foundation design, and drainage for the proposed Project. Without implementation of Standard Conditions of Approval, Project risks related to expansive soils are potentially significant. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level.

Adherence to the regulatory requirements of the City of Oakland Municipal Code, which incorporates the California Building Code, and implementation or SCA 57, as set forth the EIR and SCAMMRP, will reduce this impact to a less than significant level. Implementation of SCA 57 and compliance with the California Building Code (CBC) would reduce the Project's potential risks related expansive soil to less than significant levels by ensuring that all foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement design are engineered to address existing soils conditions, and that expert engineering recommendations are implemented during project construction in accordance with CBC standards.

HAZARDS AND HAZARDOUS MATERIALS

41. Hazards Related to Transport and Storage of Hazardous Materials: As discussed in the EIR (DEIR Chapter 5.F; FEIR Chapter 4; FEIR Appendix C), the Project would not involve the transport, use, or disposal of significant quantities of hazardous materials, but hazardous materials such a fuel, lubricants, paints, sealants and adhesives would be transported to, stored, and used at the Project site. An accidental spill during transport, use, storage or disposal of these hazardous materials during construction activities could adversely affect the public or the environment which is a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable regulatory controls, as described in the EIR, and implementation of SCA 34 and SCA 67, as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level by requiring the Project to implement best management practices with respect to transportation, use, storage and disposal of hazardous substances and materials.

42. Release of Hazardous Materials: Phase I and Phase II Environmental Site Assessments prepared for the Project detected low concentrations groundwater and soil contaminants at the Project site and there is some, though minimal, potential that the Project could expose workers and/or the public to potentially contaminated soil during construction and/or operation of the Project. This is a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable state and federal regulatory controls related to hazardous material handling, and implementation of SCA 61 and SCA 68, as set forth in the EIR and SCAMMRP (including adherence to, and implementation of, the expert recommendations described in the Phase II report prepared for the Project, as set forth in the EIR and SCAMMRP) would reduce this impact to a less a less than significant level by requiring the Project to prepare and implement an approved site management plan that includes protocols for the characterization, handing, and disposal of excavated soil, and to require implementation of a health safety plan at the worksite, as discussed in the EIR (DEIR Chapter 5.F; FEIR Chapter 4; FEIR Appendix C).

43. Hazardous Building Materials: Phase I and Phase II Environmental Site Assessments prepared for the Project indicate that there is a potential that hazardous building materials including asbestos containing materials (ACMs) and lead-based paint (LBP) are present in the existing structures on the Project site. The release of hazardous building materials during building demolition activities could pose a risk to construction workers, the public, and the environment, which is a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable state and federal regulatory controls related to hazardous building materials, and implementation of SCA 61 (including adherence to, and implementation of, the expert recommendations described in the Phase II report prepared for the Project, as set forth in the EIR and SCAMMRP), SCA 40, SCA 62, SCA 64, SCA 65, and SCA 66, as set forth in the EIR and

SCAMMRP, would reduce this impact to a less than significant level by requiring the assessment of potentially hazardous building materials at the Project site in accordance with applicable regulatory, and by requiring their stabilization or removal in a manner compliant with applicable regulatory standards, as discussed in the EIR (DEIR, Chapter 5.F; FEIR Chapter 4; FEIR Appendix C).

HYDROLOGY AND WATER QUALITY

44. Construction-Related Erosion, Sedimentation, and Runoff: If not properly managed, Project excavation, grading and dewatering activities could result in loss of topsoil (erosion and sedimentation), contribute to substantial runoff, and otherwise degrade receiving water quality in violation of water quality standards or waste discharge requirements, as identified in the EIR. These are potentially significant Project impacts and potentially significant cumulative impacts. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable regulatory requirements, as identified in the EIR, and implementation of SCA 74 and SCA 54, as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level by requiring project compliance with all applicable regulatory standards and implementation of an approved Stormwater Pollution Prevention Plan, as discussed in the EIR (DEIR, Chapter 5; FEIR Chapter 4; FEIR Appendix C).

45. Post-Construction Runoff: If not properly managed, post-construction runoff could create or contribute substantial runoff that that adversely affects stormwater drainage systems and existing drainage patterns, and could contribute to NPS pollutants in receiving waters and adversely affect water quality. These are potentially significant Project impacts and potentially significant cumulative impacts. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable regulatory requirements, as identified in the EIR, and implementation of SCA 79 and SCA 80, as set forth in the EIR and the SCAMMRP, will reduce these impacts to a less than significant level by requiring project compliance with applicable regulatory standards and by implementation of an approved Post-Construction Stormwater Management Plan, as discussed in the EIR (DEIR, Chapter 5.G; FEIR Chapter 4; FEIR Appendix C).

PUBLIC SERVICES

46. Public Services: Project construction and occupancy could result in increased demands on public services, particularly with respect to City fire services, as identified in the EIR (DEIR Chapter 5.J; FEIR Chapter 4; FEIR Appendix C). Without implementation of Standard Conditions of Approval, this is a potentially significant Project impact and a potentially significant cumulative impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Adherence to applicable regulatory requirements, as identified in the EIR, and implementation of SCA 4 and SCA 19, as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level by ensuring conformance with applicable federal, state, and local requirements, and by ensure that the Project building plans adequately addresses fire hazards. Project compliance with SB 50 would also ensure that the Project impacts on school services would be less that significant and not cumulatively considerable.

47. Utilities and Service Systems: The proposed project could result in new or expanded water supply and stormwater infrastructure on site, as discussed in the EIR (DEIR Chapter 5.J; FEIR Chapter 4; FEIR Appendix C). Adherence to applicable regulatory requirements, as identified in the EIR, and

implementation of SCA 18, SCA 54, SCA 79, SCA 80 and SCA 90, as set forth in the EIR and SCAMMRP, will reduce these impacts to a less than significant level by ensuring that any necessary on site water supply and stormwater infrastructure are installed in accordance with standard specifications of the serving utilities and appropriately manage construction and post-construction stormwater flows. The Project could result in increased demand for solid waste collection, as discussed in the EIR. Implementation of SCA 35, as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level by ensuring that the Project complies with the City's waste reduction and diversion requirements and programs. The Proposed project could also result in increased demand for energy resources, as discussed in the EIR. Implementation of SCA H, as set forth in the EIR and SCAMMRP, will reduce this impact to a less than significant level by ensuring that the Project incorporates energy-conserving design and construction in compliance with Title 24 of the California Code of Regulations and not violate applicable federal, state and location statutes and regulations relating to energy standards. Moreover, compliance with various policies, and goals contained in the City's general plans and other regulatory requirements would ensure there would not be significant adverse utilities/service systems impacts.

X. SIGNIFICANT AND UNAVOIDABLE IMPACTS

48. Under Public Resources Code sections 21081(a)(3) and 21081(b), and CEQA Guidelines sections 15091, 15092, and 15093, and to the extent reflected in the EIR and the SCAMMRP, the Planning Commission finds that the following impacts of the Project remain significant and unavoidable, notwithstanding the imposition of all feasible Standard Conditions of Approval and mitigation measures:

49. Historic Resources: As discussed in the EIR (DEIR Chapter 4.B; FEIR Chapter 4), the proposed project would result in two significant and unavoidable historic resources impacts:

> Impact HIST-1. Block A of the proposed project site contains the Cost Plus World Market International Headquarters, previously the headquarters of S & W Fine Foods, Inc., which is a contributor to a designated National Register Historic District. The demolition of 180 4th Street would result in the loss of those physical characteristics that convey its historical significance and justify its inclusion in the California Register as a contributor to the Waterfront Warehouse District (WWD), a designated National Register Historic District. Therefore, the demolition of the 180 4th Street would result in an individually significant effect to historic resources under CEQA. Implementation of Mitigation Measure HIST-1, as set forth in the EIR and SCAMMRP, will reduce this significant project impact, but would not avoid or substantially lessen this impact to a less than significant level, as discussed in the EIR (DEIR Chapter 4.B). HIST-1 Mitigation Measure is a five-part Mitigation Measure summarized as follows: HIST-1a requires the project applicant to provide Historic American Buildings Survey (HABS)-Level III Documentation records, HIST-1b requires the project applicant to prepare a permanent exhibit/display, with the help of an experienced professional, of the history of the property, HIST-1c requires the project applicant to provide a financial contribution of $25,000 to fund the repair and replacement of existing trash receptacles and historic signage that comprises the Jack London Improvement District's sidewalk and trash receptacles and historic signage program, HIST-1d requires the applicant to contribute $318,000 to the City of Oakland's Façade Improvement Program, and HIST-1e requires the project applicant to salvage a portion of the façade of the existing Block A building and incorporate it into the design of the ground-floor 5th Street façade of the Block A building, in addition to salvaging the segment of railroad spur track along the south facing, 4th Street façade of the existing Block A building for incorporation into the final project design by imbedding them in concrete. No feasible mitigation measures have been identified that would avoid or substantially lessen this impact to a less than significant level. Accordingly, even with

implementation of Mitigation Measure HIST-1, impact HIST-1 would remain a significant unavoidable impact.

Impact HIST-2. Block A of the proposed project site contains the Cost Plus World Market International Headquarters, previously the headquarters of S & W Fine Foods, Inc., which is a contributor to a designated National Register Historic District. The demolition of 180 4th Street would result in the loss of those physical characteristics that convey its historical significance and justify its inclusion in the California Register as a contributor to the Waterfront Warehouse District (WWD), a designated National Register Historic District. Although construction of the project would not in and of itself compromise the integrity of the WWD to such an extent so as to jeopardize the WWD's historic status, Project construction in combination with past, present and future development of infill and underutilized sites in the WWD would be cumulatively considerable and could contribute to a cumulative adverse effect that may jeopardize the WWD's historic status. Implementation of Mitigation Measure HIST-1, as described in the EIR and SCAMMRP, would reduce this significant impact, but would not avoid or substantially lessen this impact to a less than significant level, as discussed in the EIR (DEIR Chapter 4.B). No feasible mitigation measures have been identified that would avoid or substantially lessen this significant cumulative impact to a less than significant level. Accordingly, this impact would remain significant and unavoidable even with implementation of Mitigation Measure HIST-1.

X. FINDINGS REGARDING ALTERNATIVES

50. The Planning Commission finds that specific economic, social, environmental, technological, legal or other considerations make infeasible the alternatives to the Project described in the EIR for the reasons stated below, and that despite the remaining significant unavoidable impacts, the Project should nevertheless be approved, as more fully set forth in Section XII below, Statement of Overriding Considerations.

51. The EIR evaluated a reasonable range of alternatives to the project that was described in the EIR (DEIR Chapter 6; FEIR Chapter 4) which are hereby incorporated by reference. The four alternatives analyzed in detail in the EIR represent a reasonable range of potentially feasible alternatives that reduce one or more significant impacts of the Project and/or provide decision makers with additional information about a project that would include partial preservation of the existing building. These alternatives include: (a) No Project/No Build Alternative, (b) Partial Preservation Alternative #1 (partially preserve the original facades of the existing Block A building), (c) Partial Preservation Alternative #2 (partially preserve the original facades of the existing Block A building in a manner different than Partial Preservation Alternative #1), and the (d) Setback/Stepped Alternative (assumes construction similar to the proposed project with some modifications to Building A where the facades of Block A would not be preserved). The No Project/No Build Alternative was identified as the environmentally superior alternative. Under CEQA Guidelines section 15126.6(e)(2), if the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative among the other alternatives. Excluding the No Project Alternative, the Partial Preservation Alternative #2 is the environmentally superior alternative. Unlike the Project, Partial Preservation Alternative #1 and the Setback/Stepped Alternative, Preservation Alternative #2 would preserve all four facades of the existing Block A building and would therefore preserve more historic materials that characterize the property than would the Project or any other alternative (excluding the No Project alternative). Under Partial Preservation Alternative #2, existing Block A building would retain its status as an individually contributing resource to the historic district and as an individual historic resource under CEQA. As explained in the EIR (Chapter 6), Partial Preservation #2 would have a less than significant impact on

the existing individual historic resource (i.e., the existing Block A building), and would have a less than significant impact on this historic Waterfront Warehouse District under cumulative conditions. By contrast, the Project would have a significant and unavoidable impact on the existing Block A building and would result in a significant and unavoidable cumulative impact on the historic district.

52. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment as to alternatives. The Planning Commission finds that the Project provides the best balance between the project sponsor's objectives, the City's goals and objectives, and the Project's benefits as described in the Staff Report and in the Statement of Overriding Considerations below. While the Project may cause some significant and unavoidable environmental impacts, mitigation measures and the City's SCAs identified in the EIR mitigate these impacts to the extent feasible. The alternatives proposed and evaluated in the EIR are rejected for the following reasons. Each individual reason presented below constitutes a separate and independent basis to reject the project alternative as being infeasible, and, when the reasons are viewed collectively, provide an overall basis for rejecting the alternative as being infeasible.

53. No Project/No Build Alternative: Under the No Project/No Build Alternative, the Project would not be undertaken and the site would remain in its existing condition, in which Block A would continue to be utilized for a similar office use and Block B would continue to be used as a private parking lot. This Alternative would not result in any significant impacts. This Alternative is rejected as infeasible because (a) it would not accomplish any of the project sponsor's objectives for the project; (b) it would not construct an appropriate multi-family residential in-fill project that would complement and enhance the existing adjacent residential and commercial neighborhood; (c) it would not include resident serving amenities and commercial space that benefits the community and activates portions of the ground level frontage, primarily along 4th Street; (d) it would not provide safe multimodal access for residents, guests, and commercial patrons that is adequate for all modes; (e) it would not develop a project of quality design with an architectural character that balances relevance with the contextual district and contemporary style; (f) and it would not construct financially feasible developments with sufficient flexibility to adjust to market needs to provide reasonable returns on investment so as to secure construction and long-term financing.

54. Partial Preservation Alternative #1: This Alternative assumes that Building A would be designed in such a way that the Madison Street and 4th Street façades of the original, existing Block A building would be preserved. Under Partial Preservation Alternative #1, the Building A would be an L-shaped structure aligned along 5th and Madison Streets. This design would leave a majority of the original, existing building—including its northwest, southwest, and southeast corners at 5th Street and Madison Street, 4th Street and Madison Street, and 4th Street and Jackson Street, respectively—preserved and exposed. The new, four-story, vertical addition would include three levels of housing containing 77 units, atop a single level of podium parking with 157 spaces. This is in contrast to the proposed project, for which Building A contains a rectangular, seven-story structure composed of five residential levels over a two-level podium parking, and completely replaces the existing building. Under the proposed project, the Building A would contain 240 units and 256 parking spaces. The size of the Block B building would increase under Partial Preservation Alternative #1, such that the total unit count remains identical to the proposed project. Building B under this alternative would retain the footprint of Building B under proposed project, but would increase in height to 16 stories in comparison to the proposed project's seven stories, with 12 residential levels over four levels of podium parking. As such, the building would accommodate 253 housing units and 240 parking spaces. This design accommodates greater density in comparison to Building B under the proposed project, which would contain 90 units and 109 parking spaces. Partial Preservation

Alternative #1 would include a total of 330 units and 397 parking spaces, similar to the proposed project's 330 units and approximately 335 parking spaces. Partial Preservation Alternative #1 would preserve two facades of the existing Block A building and would therefore preserve more of the historic materials that characterize the property than would the Project. This alternative's impact on the individually contributing resource (i.e., the existing Block A building) and on the historic Western Waterfront district would thus be reduced, as compared to the Project, as discussed in the EIR (DEIR Chapter 6; FEIR Chapter 4). Partial Preservation Alternative #1 is rejected as infeasible because the marginal cost of the alternative, as compared to the Project, is so high that a reasonably prudent property owner would not proceed with the alternative, thus rendering Partial Preservation Alterative #1 economically infeasible.

55. Partial Preservation Alternative #2: Similar to Partial Preservation Alternative #1, Partial Preservation Alternative #2 would include a proposed Building A designed to preserve elements of the original, existing Block A building. Under Partial Preservation Alternative #2, all four of façades of the existing building would be preserved, the result of a new, "C"-shaped building that sits atop the original building but is inset on all four sides. Both the height and building envelope of this building would be reduced, as compared to that of the proposed project. As a result, the Building A unit count under this alternative is less than that of the Building A unit count in the proposed project. Conversely, the height and unit count of Building B would be increased, to accommodate the difference. The resulting, total unit count of Partial Preservation Alternative #2 is identical to that of the proposed project. Under Partial Preservation Alternative #2, Block A would include a five-story building composed of four levels of housing containing 90 units, atop a single level of podium parking containing 88 spaces. This is opposed to the proposed project, under which Block A contains a rectangular, seven-story structure composed of five residential levels over two levels of podium parking, and that leaves none of the original building preserved. Under the proposed project, Building A would contain 240 units and 256 parking spaces. As noted, the size of the Building B would increase under Partial Preservation Alternative #2, such that total unit count remains identical to the proposed project. Building B would retain the footprint of Building B under the proposed project, but would increase in height to 15 stories (in comparison to the proposed project's seven stories), with 11 residential levels over four levels of podium parking. As such, Building B under Partial Preservation Alternative #2 would accommodate 240 housing units and 240 parking spaces. This is compared to Building B under the proposed project, which would contain 90 units and 109 parking spaces. Partial Preservation Alternative #2 would include 330 total units and 328 total parking spaces. The proposed project would contain 330 total units and 335 parking spaces. Partial Preservation Alternative #2 would preserve all four facades of the existing Block A building and would therefore preserve the historic materials that characterize the property. Under this alternative, existing Block A building would retain its status as an individually contributing resource to the historic district and as an individual historic resource under CEQA. As explained in the EIR (DEIR Chapter 6; FEIR Chapter 4), Partial Preservation #2 would have a less than significant impact on the existing individual historic resource (i.e., the existing Block A building), and would have a less than significant impact on this historic Waterfront Warehouse District under cumulative conditions. By contrast, the Project would have a significant and unavoidable impact on the existing Block A building and would result in a significant and unavoidable cumulative impact on the historic district. Nevertheless, Partial Preservation Alternative #2 is rejected as infeasible because the marginal cost of the alternative, as compared to the Project, is so high that a reasonably prudent property owner would not proceed with the alternative, thus rendering Partial Preservation Alterative #2 economically infeasible.

56. Setback/Stepped Alternative: The defining characteristic of the Setback/Stepped Alternative would be the stepped massing of Building A. Unlike the partial preservation alternatives described above,

this alternative would not preserve any of the existing Block A warehouse façades. Rather, the Building A podium would be the same as that of the proposed project, with a footprint matching that of the existing building. The design of Building A, described below, would be intended to mitigate visual impacts to the WWD and preserve relevant viewsheds. Under the Setback/Stepped Alternative, Building A would increase in height from Jackson Street to Madison Street. The building would be podium level height beginning at Jackson Street. It would then increase to two residential levels over two levels of parking podium at a distance of 20 feet back from Jackson Street. It would step up once more further toward Madison Street, increasing to five residential levels over of the two-level parking podium. Under this alternative, Building A would be reduced in in total floor area. It would accommodate 148 dwelling units and 228 parking spaces. This is significantly less dense than the proposed project, under which Building A contains 240 dwelling units and 256 parking spaces. Building B would be located on the same site as Building B of the proposed project, with the same height and design. Like the proposed project, it would include five levels of residential uses atop two levels of parking, and contain 91 dwelling units and 109 parking spaces. The Setback/Stepped Alternative would include 239 total units and 337 parking spaces, substantially less dense than the proposed project, which would include 330 units and approximately 335 parking spaces. Setback/Stepped Alternative is rejected as infeasible because the marginal cost of the alternative, as compared to the Project, is so high that a reasonably prudent property owner would not proceed with the alternative, thus rendering Partial Preservation Alterative #2 economically infeasible.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

This Planning Commission adopts and makes this statement of overriding considerations concerning the Project's significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the proposed Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the proposed Project against the proposed Project's significant and unavoidable impacts, the Planning Commission hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines sections 15091 et. seq. and after extensive review of the entire administrative record, including the Draft and Final EIR, the staff reports, and the oral and written testimony, and the evidence provided, this Planning Commission finds that the Project's significant unmitigated impacts are outweighed by the Project's overriding benefits. The below stated reasons summarize the benefits, goals, and objectives of the proposed Project and provide the rationale for the benefits of the proposed Project. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact.

1. The Project will develop a high-quality, mixed-use project with ground floor retail which implements many of the City-wide General Plan goals, objectives, and policies.

2. The Project will add much needed residential units to the housing stock in a time of housing shortage by providing approximately 330 new multi-family residential units. This additional housing stock is contemplated in the City of Oakland's 2015-2023 Housing Element and a portion of the Project site is identified as a housing opportunity site.

3. The Project with construction of new ground floor retail, oriented in a pedestrian friendly manner, will help serve the existing community and act as a catalyst to other retail development in the area.

The City of Oakland's Estuary Policy Plan encourages the development of a mix of uses in the Mix Use District, in which the project site is located.

4. The Project will provide new employment by adding many temporary construction jobs and permanent jobs for retail workers after project construction, thereby achieving a better job-housing balance in the City. Per Appendix B of the Demolition Findings Report for the Project, the Project is estimated to generate approximately 300 construction jobs assuming a two-year construction period, and approximately 30 ongoing jobs post-construction.

5. The Project will strengthen the surrounding neighborhood by adding a significant number of new residential units in a sensitively-scaled pedestrian-friendly development that will enhance and connect with the surrounding residential neighborhoods. Policies D2.1 and D10.1 of the City's Land Use and Transportation Element encourage housing in the Downtown and emphasize pedestrian-orientation of Downtown development.

6. The Project will draw upon elements of the neighborhood's industrial character, including a design reflective of the industrial heritage of the Jack London District. The project would be part of the growing residential community in the Jack London District and would support the revitalization efforts of the downtown, Lower Broadway and Jack London Square areas. As discussed in Appendix A of the Demolition Findings Report for the Project, the Project's design is modern, while also referencing the Jack London District's collective industrial utilitarian aesthetic.

7. The Project will contribute to the City's Facade Improvement Program, which would benefit other businesses in the area and the City, and upgrade the urban environment for renters and residents.

8. The Project would include the required recordation and public interpretation of the historic structure and neighborhood context, which would contribute to increased understanding of the area's historic significance.

9. The Project will enhance the pedestrian experience by creating a modern and attractive street level experience by upgrading infrastructure, improving sidewalks, and adding landscaping.

10. The Project will bring new residents vested in the local neighborhood, bringing increased 24-hour and weekend activity to the area.

11. The Project will promote sustainability by meeting the contemporary energy and green building objectives of the City and the State by ensuring that the new building meets mandatory performance standards of CALGreen. Further, the Project will provide unbundled parking and will provide double its required bicycle parking.

12. The Project will provide new revenue with more retail opportunities and increase in the City's sales tax and property tax revenue. Per Appendix B of the Demolition Findings Report for the Project, the Project would generate over $900,000 annually in taxes to the City that could help fund public services in the Jack London District and the City, in comparison to the approximately $60,000 the existing buildings currently generate. Further, the Project is estimated to generate approximately $2.7 million in transfer tax revenues upon its sale.

ATTACHMENT B

CONDITIONS OF APPROVAL

1. **Approved Use**

   Ongoing

   a) The project shall be constructed and operated in accordance with the authorized use as described in the application materials, **staff report**, and the plans dated **February 11, 2016**, and as amended by the following conditions. Any additional uses or facilities other than those approved with this permit, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall required prior written approval from the Director of City Planning or designee.

   b) This action by the **City Planning Commission** ("this Approval") includes the approvals set forth below. This Approval includes: Regular Design Review for New Construction, Conditional Use permit for parking within 75 feet of the frontage, and Vesting Tentative Parcel Map.

2. **Effective Date, Expiration, Extensions and Extinguishment**

   Ongoing

   Unless a different termination date is prescribed, this Approval shall expire **two years** from the approval date, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this permit, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit for this project may invalidate this Approval if the said extension period has also expired.

3. **Scope of This Approval; Major and Minor Changes**

   Ongoing

   The project is approved pursuant to the **Planning Code and Subdivision Ordinance** only. Minor changes to approved plans may be approved administratively by the Director of City Planning or designee. Major changes to the approved plans shall be reviewed by the Director of City Planning or designee to determine whether such changes require submittal and approval of a revision to the approved project by the approving body or a new, completely independent permit.

4. **Conformance with other Requirements**

   Prior to issuance of a demolition, grading, P-job, or other construction related permit

   a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to

those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.

b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

5. Conformance to Approved Plans; Modification of Conditions or Revocation

Ongoing

a) Site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60-90 days of approval, unless an earlier date is specified elsewhere.

b) The City of Oakland reserves the right at any time during construction to require certification by a licensed professional that the as-built project conforms to all applicable zoning requirements, including but not limited to approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension or other corrective action.

c) Violation of any term, **Conditions/ Mitigation Measures** or project description relating to the Approvals is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approvals or alter these **Conditions/ Mitigation Measures** if it is found that there is violation of any of the **Conditions/ Mitigation Measures** or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Conditions of Approval.

6. Signed Copy of the Conditions/ Mitigation Measures

With submittal of a demolition, grading, and building permit

A copy of the approval letter and **Conditions/ Mitigation Measures** shall be signed by the property owner, notarized, and submitted with each set of permit plans to the appropriate City agency for this project.

7. Indemnification

Ongoing

a) To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the City of Oakland Redevelopment Agency, the Oakland City Planning Commission and its respective agents, officers, and employees (hereafter collectively

called City) from any liability, damages, claim, judgment, loss (direct or indirect)action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul, (1) an approval by the City relating to a development-related application or subdivision or (2) implementation of an approved development-related project. The City may elect, in its sole discretion, to participate in the defense of said Action and the applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

b) Within ten (10) calendar days of the filing of any Action as specified in subsection A above, the applicant shall execute a Letter Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Letter of Agreement shall survive termination, extinguishment or invalidation of the approval. Failure to timely execute the Letter Agreement does not relieve the applicant of any of the obligations contained in this condition or other requirements or conditions of approval that may be imposed by the City.

8. Compliance with Conditions of Approval

Ongoing

The project applicant shall be responsible for compliance with the recommendations in any submitted and approved technical report and all the Conditions of Approval **and all applicable adopted mitigation measures** set forth below at its sole cost and expense, and subject to review and approval of the City of Oakland.

9. Severability

Ongoing

Approval of the project would not have been granted but for the applicability and validity of each and every one of the specified conditions **and/or mitigations**, and if one or more of such conditions **and/or mitigations** is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid conditions **and/or mitigations** consistent with achieving the same purpose and intent of such Approval.

10. Job Site Plans

Ongoing throughout demolition, grading, and/or construction

At least one (1) copy of the stamped approved plans, along with the Approval Letter and Conditions of Approval **and/or mitigations**, shall be available for review at the job site at all times.

11. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Management

Prior to issuance of a demolition, grading, and/or construction permit

The project applicant may be required to pay for on-call third-party special inspector(s)/inspections as needed during the times of extensive or specialized plancheck review or construction. The project applicant may also be required to cover the full costs of independent technical review and other types of peer review, monitoring and inspection,

including without limitation, third party plan check fees, including inspections of violations of Conditions of Approval. The project applicant shall establish a deposit with the Building Services Division, as directed by the Building Official, Director of City Planning or designee.

12. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)

Ongoing

All mitigation measures identified in the **4th & Madison EIR** are included in the Standard Condition of Approval and Mitigation Monitoring Program (SCAMMRP) which is included in these conditions of approval and are incorporated herein by reference, as **Attachment C** as conditions of approval of the project. The Standard Conditions of Approval identified in the **4th & Madison EIR** are also included in the SCAMMRP, and are therefore, not repeated in these conditions of approval. To the extent that there is any inconsistency between the SCAMMRP and these conditions, the more restrictive conditions shall govern. The project sponsor (also referred to as the Developer or Applicant) shall be responsible for compliance with the recommendation in any submitted and approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. The SCAMMRP identifies the time frame and responsible party for implementation and monitoring for each mitigation measure. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

13. Construction Management Plan

Prior to issuance of a demolition, grading, or building permit

The project applicant 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** related to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval **and mitigation measures**.

PROEJCT SPECIFIC CONDITIONS:

14. Exterior Finishes

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager. This includes but is not limited to the texture and colors of the proposed GFRC paneling and colored spandrel glass.

When Required: Prior to issuance of a Building Permit
Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureau of Planning

15. Covenants, Conditions and Restrictions & Homeowner's Association

Requirement: When the condominium units created are offered for sale, the Covenants, Conditions and Restrictions (CC&Rs) for the approved units shall be submitted to the Planning and Zoning Division for review. The CC&Rs shall provide for the establishment of a non-profit homeowners association to maintenance and operation of all common landscaping, driveways, and other facilities, in accordance with approved plans. Membership in the association shall be made a condition of ownership. The developer shall be a member of such association until all units are sold.

When Required: If the condominium units are offered for immediate sale, within one year after issuance of the first certificate of occupancy. If not, prior to the first sale of a condominium unit.

16. Public Art for Private Development Condition of Approval

Requirement: The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs. The contribution requirement can be met through the commission or acquisition and installation of publicly accessible art fund, or satisfaction of alternative compliance methods described in the Ordinance. The applicant shall provide proof of full payment of the in-lieu contribution, or provide proof of installation of artwork on the development site prior to the City's issuance of a final certificate of occupancy for each phase unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval. On-site art installation shall be designed by independent artists, or artists working in conjunction with arts or community organizations that are verified by the City to either hold a valid Oakland business license and/or be an Oakland-based 501(c) (3) tax designated organization in good standing.
When Required: Prior to issuance of Final Certificate of Occupancy and Ongoing
Initial Approval: Bureau of Planning

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) was formulated based on the findings of the Environmental Impact Report (EIR) prepared for the Jack London District 4th & Madison Project in the City of Oakland. This SCAMMRP complies with Section 15097 of the *CEQA Guidelines*, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The SCAMMRP lists Standard Conditions of Approval (SCAs) and mitigation measures recommended in the EIR and identifies mitigation monitoring requirements.

The SCAMMRP table below presents the SCAs and mitigation measures identified in the Jack London District 4th & Madison Project EIR necessary to mitigate potentially significant impacts. Each mitigation measure is numbered according to the topical section to which it pertains in the EIR. As an example, Mitigation Measure TRANS-1 is the first mitigation measure identified in the EIR for the Jack London District 4th & Madison Project in Section IV.A, Traffic and Transportation. The SCAs are numbered consistent with the City's SCAs in place at the time of preparation of the Draft EIR.

The first column of the SCAMMRP table identifies the Mitigation Measure or SCA. The second column identifies implementation action and responsibility, the third column identifies the monitoring schedule or timing, and the fourth column names the party responsible for monitoring and the required monitoring action. The fifth column provides a place to record compliance with monitor dates and initials. This last column will be used by the City to ensure that individual mitigation measures are monitored.

Mitigation Measures/SCAs	Implementation Responsibility/Action	Timing	Monitoring Responsibility/ Action	Date Completed/ Signature
IV.A. LAND USE AND PLANNING				
Implementation of the proposed project would not result in any significant land use impacts.				
IV.B. HISTORIC RESOURCES				
HIST-1: Implement the following four-part Mitigation Measure: HIST-1a: *HABS Documentation.* Prior to demolition of 180 4th Street warehouse, the project applicant shall provide HABS-Level III Documentation records that follow the specifications set by the Historic American Buildings Survey (HABS). The documentation shall include: ▪ Drawings – sketch floor plans of the buildings and a site plan. ▪ Photographs – digital photographs meeting the Digital Photography Specifications Checklist. ▪ Written data – a historical report with the history of the property, property description and historical significance. The required written data shall incorporate available information contained in previously prepared evaluation documentation of the existing building at 180 4th Street and the Western Waterfront District (WWD) and shall put in context the history of such existing building in relation to the overall historic WWD. A final scope of work for the required HABS-Level III Documentation shall be prepared in consultation with the Oakland Cultural Heritage Survey. A qualified architectural historian meeting the qualifications in the *Secretary of the Interior's Professional Qualification Standards* shall oversee the preparation of the sketch plans, photographs and written data. The documentation shall be printed on archival paper. Digital photographs shall be burned to archival CD or DVD disks. The documentation shall be submitted to and reviewed by the City of Oakland staff and	Project sponsor: ▪ Implement the four-part Mitigation Measure.	Prior to: ▪ Issuance of first Certificate of Occupancy.	City of Oakland, Planning and Zoning Division: ▪ Confirm receipt of HABS documentation. ▪ Confirm installation of visual display. ▪ Verify proof of payment to JLID for historic district signage program. ▪ Review and approve historic signage program based on its ability to enhance, promote and preserve the integrity of the historic district. Verify proof of payment to JLID. ▪ Confirm project sponsor's salvage and incorporation of architectural elements into project.	

reasonably found to be consistent with HABS standard (Federal Register, Vol. 48, No. 190, Thursday, September 29, 1983, pp. 44730-34) prior to issuance of the demolition permit. The documentation shall be deposited with the Oakland History Room in the Public Library, Oakland City Planning Department, and the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. HIST-1b: *Commemoration and Public Interpretation.* The project applicant shall prepare a permanent exhibit/display, with the help of an experienced professional, of the history of the property including, but not limited to, historic and current condition photographs, interpretive text, drawings, video, or interactive media. The exhibit/display shall be placed in a suitable, publicly accessible location on the site of the project facing toward the interior of the WWD either on 4th Street or on Jackson Street. The visual display should focus on the District and the S & W Company. It should contain a minimum of interpretative text and provide more visual-based interpretation with depictions that may include, but are not limited to: images of S & W Company operations within the Historic District at 200 4th Street or other locations; historic images of street scenes within the Historic District in and around the project site; images or reproductions of the S & W Fine Foods can labels and crate labels to provide context of the project site in terms of S & W Fine Food's operations during 1914-1954 and its role as part of the larger Historic District of which it is part, The applicant is encouraged to contact the public relations department of Del Monte Foods, Inc., the present owner of the S & W brand, for assistance in obtaining archival materials that may assist in development of the visual display required by this mitigation measure. The visual display required by this mitigation measure shall refer the public to a 5- to 10-				

minute (minimum) podcast or similar audio presentation prepared at the project sponsor's expense that shall be made available on the internet at no cost to the public. Content of the required podcast or audio presentation shall be prepared by a qualified architectural historian meeting the qualifications set forth in the Secretary of the Interior's Professional Qualification Standards, and shall combine discussion regarding the S & W building (i.e., the existing building at 180 4th Street) and its context within the greater Historic District to form the basis of a comprehensive self-guided walking tour of the District. This exhibit/display required by this mitigation measure shall be in addition to the existing historic signage #6, S & W Fine Foods currently mounted on a trash receptacle within the historic district (see Mitigation Measure HIST-1c). HIST-1c: *Historic District Signage Program.* The project applicant shall provide a financial contribution of $25,000 to fund the repair and replacement of existing trash receptacles and historic signage that comprise the Jack London Improvement District's sidewalk and trash receptacles and historic signage program ("Program"), payable to Jack London Improvement District (JLID) or another organization responsible for the Program upon issuance of the first Certificate of Occupancy. HIST-1d: Contribution to *Façade Improvement Program.* Project applicant shall contribute to the City of Oakland's Facade Improvement Program. In accordance with the City's Façade Improvement Program, the amount of the contribution required to be paid by the project applicant under this mitigation measures shall be: ▪ $10,000 for the first 25 feet of two façades of a building and $2,500 per each additional 10 linear feet of those two same façades beyond 25 feet. ▪ There shall be a 20 percent increase for the buildings designated as Historic Resources				

under CEQA. ▪ Multiply the total by two times for being located within a National Register District. For purposes of this mitigation, the two façades are along 4th Street and Jackson Street at 300 feet and 200 feet, respectively. The following calculation results in a total contribution of $318,000: 4th Street: $10,000 + $2,500 x 275/10 feet = $78,750 Jackson Street: $10,000 + $2,500 x 175/10 feet = $53,750 $78,750 + $53,750 = $132,500 Increase by 20%: $159,000 Increase by 2x: $318,000 The Façade Improvement Program contribution required hereunder shall be payable upon issuance of the first Certificate of Occupancy to the project and designated for the repair or improvement of facades within the historic WWD for a 2-year period. After that time all remaining funds shall be eligible for citywide Façade Improvement Program expenditures. Notwithstanding the foregoing, if prior to the issuance of the first Certificate of Occupancy for the project, the JLID updates its existing historic signage program ("Program") to enhance, promote, and preserve the integrity of the WWD (e.g., interpretive signage programs, trash receptacle maintenance programs, walking tour programs, and graffiti removal programs) and all plans for the Program are approved by City staff, the project sponsor may contribute up to $100,000 under this mitigation measure towards the Program. City staff's review and approval will be based on the Program's ability to enhance, promote and preserve the integrity of the WWD. The Façade Improvement Program contribution required hereunder shall be reduced in an amount equal to the project applicant's payment to JLID provided that proof of such payment is verified by				

City staff and shall be subject to further adjustment in accordance with HIST-1e. The above noted payment to JLID shall be in addition to the contribution to the historic signage currently mounted on a trash receptacle within the historic district, as listed in HIST-1c. HIST-1e: *Salvaged Architectural Elements*: The project sponsor shall use commercially reasonable efforts to salvage at least two ribbed vertical pilasters from the façade of the existing Block A building and incorporate such pilasters into the design of the ground-floor 5th Street façade of the Block A building proposed by the project, subject to confirmation by the Planning & Building Department. Up to $100,000 of the $318,000 façade improvement fee required under Mitigation Measure HIST-1d may be used by the project sponsor to pay for such pilaster salvage and incorporation. In addition, the project sponsor shall salvage the segment of railroad spur track along the south facing, 4th Street façade of the existing Block A building for incorporation into the final project design by imbedding them in concrete, subject to confirmation by the Planning & Building Department. No portion of the façade improvement fee required under Mitigation Measure HIST-1d may be used to pay for such rail salvage or incorporation. The impact will remain significant and unavoidable, as this mitigation measure cannot lessen impacts to a less-than-significant level.				
IV.C. TRAFFIC AND TRANSPORTATION				
SCA TRA-1: Parking and Transportation Demand Management *Prior to issuance of a final inspection of the building permit.* The project applicant shall submit a Transportation and Parking Demand Management (TDM) plan for review and approval by the City. The intent of the TDM plan shall be to reduce vehicle traffic and parking demand generated by the project to the	Project sponsor: ▪ Shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce vehicle traffic and parking	Prior to: ▪ Issuance of a final inspection of the building permit.	City of Oakland, Planning and Zoning Division, Transportation Services Division: ▪ Verify that the TDM Plan has been prepared in accordance with the stipulations outlined	

maximum extent practicable consistent with the potential traffic and parking impacts of the project. The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR): ▪ Projects generating 50 to 99 net new AM or PM peak hour vehicle trips: 10 percent VTR. ▪ Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR. The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool use, and reduce parking demand. All four modes of travel shall be considered, as appropriate. VTR strategies to consider include, but are not limited to, the following: a) Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. b) Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping. c) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. d) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. e) Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. f) Direct on-site sales of transit passes purchased	demand generated by the project to the maximum extent practicable consistent with the potential traffic and parking impacts of the project.		in the SCA and is approve if found acceptable.	

and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). g) Provision of a transit subsidy to employees or residents, determined by the project sponsor and subject to review by the City, if the employees or residents use transit or commute by other alternative modes. h) Provision of an ongoing contribution to AC Transit service to the area between the development and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle or streetcar service; and 3) Establishment of new shuttle or streetcar service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). i) Guaranteed ride home program for employees, either through 511.org or through separate program. j) Pre-tax commuter benefits (commuter checks) for employees. k) Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. l) On-site carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools. m) Distribution of information concerning alternative transportation options. n) Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. o) Parking management strategies; including attendant/valet parking and shared parking spaces.				

p) Requiring tenants to provide opportunities and the ability to work off-site. q) Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). r) Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report. The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new AM or PM peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in				

these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.				
SCA TRA-2 (SCA 32): Construction Traffic and Parking *Prior to issuance of a demolition, grading, or building permit.* The project applicant 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 and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the 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 property owners 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 on-site 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.	Project Sponsor: ▪ 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 and develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division.	Prior to: ▪ Issuance of a demolition, grading, or building permit.	City of Oakland, Planning and Zoning Division, Building Services Division, and Transportation Services Division: ▪ Confirm project applicant meets with appropriate City of Oakland agencies to determine construction traffic management strategies. ▪ Ensure that project sponsor develops and submits construction management plan to the City for review and comment prior to approval. ▪ Verify that construction management plan meets the standards listed in the SCA and approve if found acceptable.	

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. g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor'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 project sponsor'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.				
SCA TRA-3 (SCA 19): Improvements in the Public Right-of-Way (General) *Approved prior to the issuance of a P-job or*	Project sponsor: ▪ Shall submit Public Improvement Plans to	Prior to: ▪ Issuance of a P-job or building permit.	City of Oakland, Building Services Division, Tree Services Division,	

building permit: a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements-located within the public ROW. b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations. c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit. d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.	Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements.		Planning and Zoning Division, Public Works Agency, and Fire Services Division: ▪ Confirm Public Improvement Plans meet all conditions and/or mitigations and City requirements. ▪ Review and confirm street trees. ▪ Review and approve designs and specifications for the improvements. ▪ Review and approve plans for compliance with current fire codes and standards.	
SCA TRA-4 (SCA 20): Improvements in the Public Right-of-Way (Specific) *Approved prior to the issuance of a grading or building permit.* Final building and public improvement plans submitted to the Building Services Division shall include the following components: a) Provide a protected left-turn phase for the northbound approach at the Jackson Street/6th Street intersection in accordance with Mitigation Measure TRANS-1. Coordinate the signal timing	Project sponsor: ▪ Shall submit a Public Improvement Plan that includes specific improvements listed in components a. through k.	Prior to: ▪ Issuance of a grading or building permit.	City of Oakland, Building Services Division: ▪ Confirm Public Improvement Plan includes all improvements listed in components a. through k.	

at this intersection with the adjacent intersections that are in the same signal coordination group. b) Install or preserve existing sidewalk, curb and gutter along all project street frontages, including the installation of curb, gutter and sidewalk at Block A along 4th Street where parking currently exists. c) Maintain accessible curb ramps at each corner of Block A, and at the corners of Madison Street and 3rd Street and Madison Street and 4th Street on Block B. d) Install additional standard City of Oakland streetlights where necessary. e) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter. f) Reconstruct drainage facility to current City standard. g) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards. h) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards. i) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage per City standards. j) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards. k) Ensure that the project driveway would provide adequate sight distance between motorists exiting the driveway and pedestrians on the adjacent sidewalks. This may require redesigning and/or widening the driveway. If adequate sight distance cannot be provided, provide audio/visual warning devices at the driveway				
TRANS-1: Implement the following measures at the	Project sponsor:	Prior to:	City of Oakland,	

Jackson Street/6th Street intersection: a) Provide a protected left-turn phase for the northbound approach at the intersection. b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project applicant shall submit the following to the City of Oakland's Transportation Services Division for review and approval: ▪ Plans, Specifications, and Estimates (PS&E) to modify intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: o 2070L Type Controller with cabinet assembly o GPS communications (clock) o Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) o Countdown pedestrian head module switch out o City standard ADA wheelchair ramps o Video detection on existing (or new, if required) o Mast arm poles, full actuation (where applicable) o Polara push buttons (full actuation) o Bicycle detection (full actuation) o Pull boxes o Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable)- 600 feet maximum o Conduit replacement contingency o Fiber Switch	▪ Shall submit Plans, Specifications, and Estimates (PS&E) to modify the Jackson/6th Street intersection in accordance with City standards in effect at the time of construction. ▪ Shall fund, prepare, and install the approved plans and improvements.	▪ Plans submitted prior to Issuance of a grading or building permit. ▪ Installation complete prior to Certificate of Occupancy.	Transportation Services Division: ▪ Review and approve the PS&E for compliance with City standards and ADA standards in effect at the time of construction.	

o PTZ Camera (where applicable) o Transit Signal Priority (TSP) equipment consistent with other signals along corridor. ▪ Signal timing plans for the signals in the coordination group. The Project sponsor shall fund, prepare, and install the approved plans and improvements.				
IV.D. AIR QUALITY				
SCA-A. Construction-Related Air Pollution Controls (Dust and Equipment Emissions) *Ongoing throughout demolition, grading, and/or construction.* During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD: **Basic Controls (apply to ALL construction sites)** a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) 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. e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).	Project sponsor: ▪ Require the construction contractor to implement all of the applicable measures recommended by the BAAQMD.	Ongoing: ▪ Throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division: ▪ Make regular visits to the project site to ensure that all dust-control measures and equipment and vehicle operation protocol are being implemented and followed. ▪ Verify that a designated dust control coordinator is on-call during construction periods. ▪ Ensure all other measures in the SCA are implemented as applicable, including measure (y).	

f) Limit vehicle speeds on unpaved roads to 15 miles per hour. g) Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points. h) 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. i) 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. **Enhanced** j) 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. k) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. l) Install sandbags or other erosion control measures to prevent silt runoff to public roadways. m) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). n) 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. o) 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. p) 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. q) 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. r) All trucks and equipment, including tires, shall be washed off prior to leaving the site. s) 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. t) Minimize the idling time of diesel-powered construction equipment to two minutes. u) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as				

they become available. v) Use low volatile-organic compound (VOC) (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). w) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM. x) Off-road heavy diesel engines shall meet the CARB's most recent certification standard. SCA-A is further supplemented by the following additional measure: y) If access to grid power is available, grid power electricity shall be used instead of diesel-powered generators. If grid power is not available, then propane or natural gas generators may be used, as feasible. Only if propane or natural gas generators prove infeasible shall portable diesel engines be allowed.				
SCA-B: Exposure to Air Pollution (Toxic Air Contaminants). The SCA applies to all projects that meet all of the following criteria: 1) The project involves either of the following sensitive land uses: a) New residential facilities or new dwelling units; or b) New or expanded schools, daycare centers, parks, nursing homes, or medical facilities; and 2) The project is located within 1,000' of one or more of the following sources of air pollution: a) Freeway; b) Roadway with significant traffic (at least 10,000 vehicles/day); c) Rail line (except BART) with over 30 trains	Project sponsor: ▪ Shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the Health Risk Measures listed in the SCA and submit to the City for approval.	Prior to: ▪ Approval of construction-related permit.	City of Oakland, Planning and Building Department, Planning and Zoning Division and the Building Services Division: ▪ Verify that an appropriate method to achieve an acceptable interior air quality level is implemented. ▪ Verify that the outdoor areas are shielded or buffered from air pollution sources to the maximum extent feasible.	

per day; d) Distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating Transportation Refrigeration Units (TRU) per day, or where the TRU unit operations exceed 300 hours per week; e) Major rail or truck yard (such as the Union Pacific rail yard adjacent to the Port of Oakland); f) Ferry terminal; g) Port of Oakland; or h) Stationary pollutant source requiring a permit from BAAQMD (such as a diesel generator); and 3) The project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the BAAQMD CEQA Guidelines. **Health Risk Reduction Measures** Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose **one** of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk				

reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: ▪ Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents, and other sensitive populations, in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. ▪ Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. ▪ The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods, if feasible. ▪ Sensitive receptors shall not be located on the ground floor, if feasible. ▪ Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis				

leylandii), Hybrid popular (Populus deltoids X trichocarpa), and Redwood (Sequoia sempervirens).
▪ Within the project site, sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
▪ Within the project site, existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
▪ Within the project site, emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
  ▪ Installing electrical hook-ups for diesel trucks at loading docks.
  ▪ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  ▪ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  ▪ Prohibiting trucks from idling for more than two minutes.
  ▪ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.				

Maintenance of Health Risk Reduction Measures Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.	Project sponsor: ▪ Shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis.	Ongoing	City of Oakland, Building Services Division: ▪ Verify that the project applicant prepare and distribute to the building manager/operator an operation and maintenance manual. ▪ Verify that the project applicant performs maintenance on an ongoing and as-	

			needed basis.	
IV.E. GREENHOUSE GAS EMISSIONS				
SCA-A. Construction-Related Air Pollution Controls (Dust and Equipment Emissions) *Ongoing throughout demolition, grading, and/or construction:* During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD: **Basic** a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) 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. e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). f) Limit vehicle speeds on unpaved roads to 15 miles per hour. g) Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne	Project sponsor: ▪ Require the construction contractor to implement all of the applicable measures recommended by the BAAQMD.	Ongoing: ▪ Throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division: ▪ Make regular visits to the project site to ensure that all dust-control measures and equipment and vehicle operation protocol are being implemented and followed. ▪ Verify that a designated dust control coordinator is on-call during construction periods. ▪ Ensure all other measures in the SCA are implemented as applicable, including measure (y).	

toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points. h) 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. i) 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. **Enhanced** j) 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. k) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. l) Install sandbags or other erosion control measures to prevent silt runoff to public roadways. m) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). n) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. o) 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. p) 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. q) 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. r) All trucks and equipment, including tires, shall be washed off prior to leaving the site. s) 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. t) Minimize the idling time of diesel-powered construction equipment to two minutes. u) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available. v) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). w) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission				

reductions of NOx and PM. x) Off-road heavy diesel engines shall meet the CARB's most recent certification standard. SCA-A is further supplemented by the following additional measure: y) If access to grid power is available, grid power electricity shall be used instead of diesel-powered generators. If grid power is not available, then propane or natural gas generators may be used, as feasible. Only if propane or natural gas generators prove infeasible shall portable diesel engines be allowed.				
SCA-H. Compliance with the Green Building Ordinance, OMC Chapter 18.02 *Prior to issuance of a demolition, grading, or building permit:* The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02. a) The following information shall be submitted to the Building Services Division for review and approval with the application for a building permit: i. Documentation showing compliance with Title 24 of the 2013 California Building Energy Efficiency Standards. ii. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. iii. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. iv. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (b) below. v. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit	Project Sponsor: ▪ Shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02.	Prior to: ▪ Issuance of a demolition, grading or building permit.	City of Oakland, Building Services Division: ▪ Review and approve required documentation described in the SCA.	

that the project complied with the requirements of the Green Building Ordinance. vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All pre-requisites per the LEED/GreenPoint Rated checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. iii. A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction. iv. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plancheck application is submitted and approved by the Planning and Zoning Division that shows the previously approved points that will be eliminated or substituted. v. The required green building point minimums in the appropriate credit categories.				
During construction: The applicant shall comply with the applicable requirements CALGreen and the Green Building Ordinance, Chapter 18.02. a) The following information shall be submitted to the Building Inspections Division of the Building	Project sponsor: ▪ Shall comply with the requirements of the California Green Building Standards (CALGreen)	During construction.	City of Oakland, Building Services Division: ▪ Review and approve required documentation	

Services Division for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.	mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02.		described in the SCA, including completed copies of the green building checklists approved during prior permit review.	
SCA-I. Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist This SCA would apply to the projects listed below **AND** that are rated using the Small Commercial or Bay Friendly Basic Landscape Checklists: a) New Construction of Non-Residential Buildings between 5,000 and 25,000 sq. ft. of total floor area. b) Alterations/Alterations 5,000 and 25,000 sq. ft. of total floor area to a Non-Residential Building c) Additions/Alterations (not meeting the Major Alteration Definition) over 25,000 sq. ft. of total floor area to a Non-Residential Building d) Alterations/Alterations 5,000 and 25,000 sq. ft. of total floor area to a Historic Non-Residential Building e) Additions/Alterations (not meeting the Major Alteration Definition) over 25,000 sq. ft. of total floor area to a Historic Non-Residential Building f) Construction projects with over 25,000 sq. ft. of total floor area of new construction requiring a landscape plan. *Prior to issuance of a building permit:* The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable	Project sponsor: ▪ Shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.).	Prior to: ▪ Issuance of a building permit and during construction.	City of Oakland, Building Services Division: ▪ Review and approve documentation and set of plan are in compliance with CALGreen mandatory measures and applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.)	

requirements of the Green Building Ordinance, (OMC Chapter 18.02.) for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist. a) The following information shall be submitted to the Building Services Division for review and approval with application for a Building permit: i. Documentation showing compliance with the 2013 Title 24, California Building Energy Efficiency Standards. ii. Completed copy of the green building checklist approved during the review of a Planning and Zoning permit. iii. Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below. iv. Other documentation to prove compliance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All applicable green building measures identified on the StopWaste.Org checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted.				
During construction: The applicant shall comply with the applicable requirements of CALGreen and Green Building Ordinance, Chapter 18.02 for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist. a) The following information shall be submitted to the Building Inspections Division for review and approval: i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with	Project sponsor: ▪ Shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.).	Prior to: ▪ Issuance of a building permit and during construction.	City of Oakland, Building Inspections Division: ▪ Review and approve the green building checklists and other documentation are in compliance with CALGreen mandatory measures and the applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.)	

the Green Building Ordinance.				
IV.F. NOISE AND VIBRATION				
SCA NOISE-1 (SCA 27): Days/Hours of Construction Operation *Ongoing throughout demolition, grading, and/or construction:* The project applicant shall require construction contractors to limit standard construction activities as follows: a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday. b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. c) Construction activity shall not occur on Saturdays, with the following possible exceptions: i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the	Project sponsor: ▪ Shall require construction contractors to limit standard construction activities as listed in the SCA.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division: ▪ Shall make regular visits to the construction site to ensure that noise from construction activities is appropriately controlled.	

overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division. ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed. d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions. e) No construction activity shall take place on Sundays or Federal holidays. f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. g) Applicant shall use temporary power poles instead of generators where feasible.				
SCA NOISE-2 (SCA 28): Noise Control *Ongoing throughout demolition, grading, and/or construction:* To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures: a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). b) Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock	Project sponsor: ▪ Shall require construction contractors to implement a site-specific noise reduction program.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Planning and Zoning Division and the Building Services Division: ▪ Review and approve site-specific noise reduction program that includes the measures outlined in the SCA.	

drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.				
SCA NOISE-3 (SCA 29): Noise Complaint Procedures *Ongoing throughout demolition, grading, and/or construction:* Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours); b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a	Project sponsor: ▪ Shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise.	Ongoing throughout demolition, grading, and/or construction: ▪ Submitted by project applicant along with the submission of construction documents, prior to the issuance of each building permit.	City of Oakland, Building Services Division: ▪ Review and approve this documentation and ensure that it includes the measures outlined in the SCA.	

problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); c) The designation of an on-site construction complaint and enforcement manager for the project; d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.				
SCA NOISE-4 (SCA 30): Interior Noise *Prior to issuance of a building permit and Certificate of Occupancy:* If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommenddations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/ measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that: a) Quality control was exercised during construction to ensure all air-gaps and	Project sponsor: ▪ Shall incorporate appropriate noise reduction features/measures into project building design, if necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, as based upon recommendations of a qualified acoustical engineer.	Prior to: ▪ Issuance of a building permit and Certificate of Occupancy.	City of Oakland, Building Services Division: ▪ Review and approve documentation of recommendation of qualified acoustical engineer. ▪ If deemed necessary, ensure that noise reduction features/measures outlined in the SCA are implemented. ▪ Review written confirmation by the acoustical consultant, HVAC or HERS specialist, and approve prior to Certificate of Occupancy.	

penetrations of the building shell are controlled and sealed; and b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit. c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following: i. Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis. ii. Prohibition of Z-duct construction.				
SCA NOISE-5 (SCA 31): Operational Noise-General *Ongoing:* Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.	Project sponsor: ▪ Ensure noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code.	Ongoing.	City of Oakland, Planning and Zoning Division and the Building Services Division: ▪ If noise levels exceed these standards, verify compliance after action is taken by project applicant to regain compliance as described in the SCA.	
SCA NOISE-6 (SCA 38): Pile Driving and Other Extreme Noise Generators *Ongoing throughout demolition, grading, and/or construction:* To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90	Project sponsor: ▪ Prepare and submit to the City a noise reduction plan that includes a set of site-specific noise attenuation measures, including applicable	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Planning and Zoning Division and the Building Services Division: ▪ Review the submitted noise reduction plan and approve if	

dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity: a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the	measures listed in the SCA. ▪ Shall submit a deposit concurrent with submittal of the noise reduction plan. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official.		determination can be made that maximum feasible noise attenuation will be achieved.	

use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.				
NOISE-1: The structural engineer or other appropriate professional retained to prepare the vibration impact assessment shall undertake an existing conditions study (study) of the Allegro apartment building located east of Jackson Street. The study will establish the baseline condition of the building including, but not limited to, the location and extent of any visible cracks or spalls on the building. The study shall include written descriptions and photographs of the building. The study shall be reviewed and approved by the Building Services Division prior to issuance of a grading permit. Upon completion of the project, the building will be resurveyed, and any new cracks or other changes in the building shall be compared to pre-construction conditions and a determination shall be made as to whether the proposed project caused the damage. The findings shall be submitted to the Building Services Division for review. If it is determined that project construction has resulted in damage to the building, the damage shall be repaired to the pre-existing condition by the project sponsor, provided that the property owner approves of the repair.	Project sponsor: ▪ Direct structural engineer (or other appropriate professional retained to prepare the vibration impact assessment) to prepare an existing conditions study of the Allegro apartment building located east of Jackson Street, which shall include written descriptions and photographs of the building. Submit findings to the City. ▪ Upon completion of the project, direct a professional to resurvey the building and make a determination as to whether the proposed project caused the damage. Submit findings to the City.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division: ▪ Review and approve the pre-construction existing conditions study prior to issuance of a grading permit. ▪ Findings shall be submitted to the Building Services Division for review upon completion of the project, which will show whether the proposed project caused any damage to the Allegro building.	
V.A. AESTHETICS, SHADOW AND WIND				
SCA 12: Required Landscape Plan for New Construction and Certain Additions to Residential Facilities *Prior to issuance of a building permit:* Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and	Project sponsor: ▪ Shall submit a landscape plan for the entire site and conform to all provisions of Chapter 17.124 of the Oakland Planning Code.	Prior to: ▪ Issuance of a building permit.	City of Oakland Planning and Zoning Division: ▪ Ensure that the landscape plan and the plant materials installed pursuant to the approved plan conform to all provisions of Chapter 17.124 of the Oakland Planning Code.	

the plant materials installed pursuant to the approved plan shall conform with all provisions of Chapter 17.124 of the Oakland Planning Code, including the following: a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species. b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions. c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant. d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.				
SCA 13: Landscape Requirements for Street Frontages *Prior to issuance of a final inspection of the building permit:* a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face	Project sponsor: ▪ Shall comply with landscaping requirements as listed in the SCA.	Prior to: ▪ Issuance of a final inspection of the building permit.	City of Oakland Planning and Zoning Division, Director of City Planning, Director of Parks and Recreation: ▪ Ensure that street frontages comply with all provisions of Chapter 17.124 of the Oakland Planning Code and are reviewed by the Director of City	

of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning. b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.			Planning if existing plant materials are proposed to be incorporated. ▪ Ensure that a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with City policy and as approved by the Director of City Planning, is provided for every twenty-five (25) feet of street frontage.	
SCA 14: Assurance of Landscaping Completion *Prior to issuance of a final inspection of the building permit:* The trees, shrubs and landscape materials required by the conditions of approval attached to this project shall be planted before the certificate of occupancy will be issued; or a bond, cash, deposit, or letter of credit, acceptable to the City, shall be provided for the planting of the required landscaping. The amount of such bond, cash, deposit, or letter of credit shall equal the greater of two thousand five hundred dollars ($2,500.00) or the estimated cost of the required landscaping, based on a licensed contractor's bid.	Project sponsor: ▪ Shall comply with the trees, shrubs and landscape materials required by the conditions of approval attached to this project.	Prior to: ▪ Issuance of a final inspection of the building permit.	City of Oakland Planning and Zoning Division, Director of City Planning: ▪ Ensure that landscape materials are planted or City-accepted financing method is posted.	
SCA 16: Landscape Requirements for Street Frontages *Prior to issuance of a final inspection of the building permit:* On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.	Project sponsor: ▪ Shall comply with landscape requirements for street frontages.	Prior to: ▪ Issuance of a final inspection of the building permit.	City of Oakland, Tree Services Division of the Public Works Agency: ▪ Ensure that planted trees comply with the SCA and/or City arborist recommendation.	

SCA 17: Landscape Maintenance *Ongoing:* All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Project sponsor: ▪ Shall permanently maintain all required planting and irrigation systems in good condition.	Ongoing	City of Oakland, Tree Services Division of the Public Works Agency: ▪ Ensure that required planting and irrigation systems are permanently maintained in good condition.	
Light and Glare				
SCA 39: Lighting Plan *Prior to the issuance of an electrical or building permit:* The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.	Project sponsor: ▪ Shall submit lighting plans with lighting fixtures that are shielded to prevent unnecessary glare and architecturally integrated into the site.	Prior to: ▪ Issuance of an electrical or building permit.	City of Oakland, Planning and Zoning Division and the Electrical Services and Traffic Maintenance Division of the Public Works Agency: ▪ Review and approve plans. ▪ Confirm implementation of the design features during construction	
V.B. AGRICULTURE AND FOREST RESOURCES				
None				
V.C. BIOLOGICAL RESOURCES				
None				
V.D. CULTURAL RESOURCES				
SCA 51: Archaeological Resources *Prior to issuance of a final inspection of the building permit:* a) Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of	Project sponsor: ▪ In the event that any prehistoric or historical subsurface cultural resources are discovered, ensure all work within 50 feet of the resources is halted and ensure the project applicant and/or Lead Agency consult with a qualified archaeologist to assess the significance	Prior to: ▪ Issuance of a final inspection of the building permit.	City of Oakland, Building Services Division and Planning and Zoning Division – Historic Preservation Staff: ▪ In the event that any prehistoric or historical subsurface cultural resources are discovered, ensure adherence to measures.	

the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.	of the find.			
SCA 52: Human Remains *Ongoing throughout demolition, grading, and/or construction:* In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall	Project sponsor: ▪ In the event that human skeletal remains are uncovered, ensure that all work is immediately halted and the Alameda County Coroner is contacted to evaluate the remains following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ In the event that human skeletal remains are uncovered, and the County Coroner determines that the remains are Native American, ensure adherence to measures.	

cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.				
SCA 53: Paleontological Resources *Ongoing throughout demolition, grading, and/or construction:* In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.	Project sponsor: ▪ In the event of an unanticipated discovery of a paleontological resource, ensure that excavations within 50 feet of the find be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)).	Ongoing throughout demolition, grading, and/or construction.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ In the event of an unanticipated discovery of a paleontological resource, ensure adherence to measures.	
SCA -E: Archaeological Resources – Sensitive Areas *Prior to issuance of a demolition, grading, or building permit:* The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision D (Construction ALERT Sheet). However, if in either case a high potential presence of historic-period archaeological resources on the project site is indicated, or a potential resource is discovered, the project applicant shall also implement all of the following provisions: ▪ Provision B (Construction-Period Monitoring),	Project sponsor: ▪ Shall implement either Provision A (Intensive Pre-Construction Study) or Provision D (Construction ALERT Sheet). If in either case a high potential presence of historic-period archaeological resources on the project site is indicated, or a potential resource is discovered, the project applicant shall also	Prior to: ▪ Issuance of a demolition, grading, or building permit.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review Intensive Pre-Construction Study or Construction ALERT Sheet as specified. ▪ Monitor during construction.	

▪ Provision C (Avoidance and/or Find Recovery), and ▪ Provision D (to establish a Construction ALERT Sheet if the Intensive Pre-Construction Study was originally implemented per Provision A, or to update and provide more specificity to the initial Construction ALERT Sheet if a Construction Alert Sheet was originally implemented per Provision D). Provision A through Provision D are detailed as follows: Provision A: Intensive Pre-Construction Study - The project applicant, upon approval from the City Planning and Zoning Division, may choose to complete a site-specific, intensive archaeological resources study prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. If that approach is selected, the study shall be conducted by a qualified archaeologist approved by the City Planning and Zoning Division. If prepared, at a minimum, the study shall include: ▪ An intensive cultural resources study of the project site, including subsurface presence/absence studies, of the project site. Field studies conducted by the approved archaeologist(s) may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources; ▪ A report disseminating the results of this research; ▪ Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall	implement Provisions B through D as described in the SCA.			

hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, below), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, below), and prepare an ALERT Sheet that details what could potentially be found at the project site (see Provision D, Construction ALERT Sheet, below). Provision B: Construction-Period Monitoring - Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT Sheet, require per Provision D, Construction ALERT Sheet, below) and the procedures to follow if any are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, or preparing a report to document negative findings after construction is completed. If a significant archaeological resource is discovered during the monitoring activities, adherence to Provision C, Avoidance and/or Find Recovery, discussed below), would be required to reduce the impact to less than significant. The project applicant shall hire a qualified archaeologist to monitor all ground-disturbing activities on the project site throughout construction. Provision C: Avoidance and/or Find Recovery - If a significant archaeological resource is present that could be adversely impacted by the proposed project, the project applicant of the specific project site shall either: ▪ Stop work and redesign the proposed project to avoid any adverse impacts on significant archaeological resource(s); or, ▪ If avoidance is determined infeasible by the City, design and implement an Archaeological Research Design and Treatment Plan (ARDTP). The project applicant shall hire a qualified				

archaeologist who shall prepare a draft ARDTP that shall be submitted to the City Planning and Zoning Division for review and approval. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical. The project applicant shall implement the ARDTP. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. Provision D: Construction ALERT Sheet - The project applicant, upon approval from the City Planning and Zoning Division, may choose to prepare a construction ALERT sheet prior to soil-disturbing activities occurring on the project site, instead of conducting site-specific, intensive archaeological resources pursuant to Provision A, above. The project applicant shall submit for review and approval by the City prior to subsurface construction activity an "ALERT" sheet prepared by a qualified archaeologist with visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor; any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving); and/or utilities firm				

involved in soil-disturbing activities within the project site. The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, that in the event of discovery of the following cultural materials, all work must be stopped in the area and the City's Environmental Review Officer contacted to evaluate the find: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. If the project applicant chooses to implement Provision D, Construction ALERT Sheet, and a potential resource is discovered on the project site during ground disturbing activities during construction, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, above), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, above), and prepare an updated ALERT Sheet that addresses the potential resource(s) and other possible resources based on the discovered find found on the project site.				
V.E. GEOLOGY AND SOILS				

SCA 54: Erosion and Sedimentation Control Plan *Prior to any grading activities:* The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment. *Ongoing throughout grading and construction activities:* The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.	Project sponsor: ▪ Shall submit a site-specific erosion and sedimentation control plan with all necessary measures to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. ▪ Shall implement the approved erosion and sedimentation plan.	▪ Prior to any grading activities. ▪ Ongoing throughout grading and construction.	City of Oakland, Planning and Zoning Division, Building Services Division: ▪ Review and approve a site-specific erosion and sedimentation control plan. ▪ Confirm that all applicable measures are being implemented or complied with per the approved plan.	
SCA 57: Soils Report A. *Required as part of the submittal of a Tentative*	Project Sponsor and Soils Engineer: ▪ Shall submit a preliminary	In conjunction with: ▪ Submittal of a	City of Oakland, Building Services Division and Director of Planning and	

Tract or Tentative Parcel Map: A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:Logs of borings and/or profiles of test pits and trenches: a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures. b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. c) All boring logs shall be included in the soils report. B. Test pits and trenches: a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. b) Soils profiles of all test pits and trenches shall be included in the soils report. C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled. D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or	Soils Report. ▪ Shall submit a design-level Geotechnical report and ensure compliance during construction.	Tentative Tract or Tentative Parcel Map ▪ Submittal of design for City review	Building: ▪ Soils Report review and approval ▪ Design-level geotechnical report	

concurrent with work done under the grading permit. E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following: a) Site description; b) Local and site geology; c) Review of previous field and laboratory investigations for the site; d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building; e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions, and proposed corrective actions at locations where land stability problems exist; f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement design as required; g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report the conclusions and recommendations shall be appended to the required soils report; h) All other items which a Soils Engineer deems necessary; i) The signature and registration number of the Civil Engineer preparing the report. F. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new				

soils report be provided. Preparation and City approval of a certified design-level geotechnical report to ensure all foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement designed are engineered to address existing conditions, and related recommendations are implemented during project construction in accordance with California Building Code standards.				
V.F. HAZARDS AND HAZARDOUS MATERIALS				
SCA 34: Hazards Best Management Practices *Prior to commencement of demolition, grading, or construction:* The project applicant and construction contractor shall ensure that Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following: ▪ Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction; ▪ Avoid overtopping construction equipment fuel gas tanks; ▪ During routine maintenance of construction equipment, properly contain and remove grease and oils; ▪ Properly dispose of discarded containers of fuels and other chemicals; ▪ Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface	Project sponsor and construction contractor: ▪ Shall ensure that Best Management Practices (BMPs) are implemented.	Prior to: ▪ Commencement of demolition, grading, or construction.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Verify that construction BMPs are implemented.	

hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. ▪ If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any USTs, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in SCAs, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.				
SCA 67: Best Management Practices for Soil and Groundwater Hazards *Ongoing throughout demolition, grading, and construction activities:* The project applicant shall implement all of the following BMPs regarding potential soil and groundwater hazards. ▪ Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of	Project sponsor and construction contractor: ▪ Shall ensure that all Best Management Practices (BMPs) for soil and groundwater hazards listed are implemented.	Ongoing throughout demolition, grading, and construction activities.	City of Oakland, Building Services Division, Planning and Zoning Division, Fire Department, and Emergency Management Services Division: ▪ Ensure that all BMPs listed are implemented by reviewing the written verification of required clearances by oversight authorities. ▪ Frequently visit site to confirm that soil is securely stockpiled and groundwater is safely contained.	

the City of Oakland. ▪ Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources). ▪ Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.				
SCA 61: Phase I and/or Phase II Reports *Prior to the issuance of demolition, grading or building permit:* Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.	Project sponsor: ▪ Shall submit a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. ▪ Implement remedial action approved by a Registered Environmental Assessor, Professional Geologist, or Professional	Prior to: ▪ Issuance of demolition, grading, or building permit.	City of Oakland, Building Services Division, Planning and Zoning Division, and Fire Prevention Bureau: ▪ Verify that a Phase I, and, if appropriate, Phase II, environmental site assessment report has been submitted. Ensure any approved recommended remediation actions	

	Engineer.		are implemented.	
SCA 68: Radon or Vapor Intrusion from Soil or Groundwater Sources *Ongoing:* The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.	Project sponsor: ▪ Shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site. ▪ In the event of radon or vapor discovery, implement remedial action approved by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.	Ongoing.	City of Oakland, Building Services Division, Planning and Zoning Division, and Fire Prevention Bureau: ▪ Verify documentation regarding radon and vapor intrusion and confirm if Phase II report or professional signature are required. Ensure any approved recommended remediation actions are implemented.	

The following are the recommendations from the Phase II that shall be implemented.				
A site management plan (SMP) must be developed and submitted to the appropriate City of Oakland agencies for review and approval prior to demolition and construction to address potential unknown environmental issues. The SMP must include protocols for the characterization and handling of excavated soil consistent with applicable regulatory agency guidelines and standards and must include the following: ▪ **Observation during site demolition and soil disturbing activities.** Observation of construction activities must be performed by a qualified environmental consultant during demolition activities including removal of concrete slabs, asphalt pavement, foundation features, subsurface utilities, or any other subsurface feature; and during soil disturbing activities including grading/scraping, excavation/trenching, and drilling. The environmental consultant must identify signs of potential impacts from hazardous materials in soil and/or groundwater such as staining/discoloration, odors, and presence of rubble/debris. The environmental consultant must also use a photoionization detector (PID) meter to screen soil for organic vapors to evaluate potential impacts. The environmental consultant must have the authority to stop work in an area where potential impacts from hazardous materials in soil or groundwater are identified until the nature and extent of the potential impacts are further evaluated. ▪ **Appropriate sample collection procedures.** If potentially impacted soil or groundwater is encountered at the project site, sampling of the potentially impacted soil or groundwater must be performed by a qualified environmental consultant to evaluate the nature and extent of the potential impacts and determine whether notification of appropriate regulatory agency(ies) and remediation may be necessary. The appropriate sample containers, sampling	Project sponsor: ▪ Shall submit for approval a SMP that includes all required protocols for the characterization and handling of excavated soil that are consistent with applicable regulatory agency guidelines and standards, and which includes all of the related recommendations described in the Project's Phase II Environmental Assessment, as set forth in the bullet point list herein. ▪ Shall implement the approved SMP.	Prior to: ▪ Demolition and construction activities.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review and approve the SMP and confirm all protocols are consistent with applicable regulatory agency guidelines and standards are included.	

techniques, sample preservation, and laboratory analysis to be performed should be specified. ▪ **Protocols for confirmation sampling.** If impacted soil is encountered and removed, or if a spill occurs and impacted soil is removed, confirmation sampling must be performed by a qualified environmental consultant to evaluate whether the extent of impacted soil removal was sufficient and whether the remaining soil is of acceptable quality (e.g., the soil meets appropriate regulatory agency guidelines and standards for residential land use) to remain on-site. ▪ **Segregation of impacted soil from non-impacted soil.** If impacted soil is excavated, it must be placed in a segregated stockpile, or placed directly into trucks or roll off bins for off-site disposal to ensure that it is not mixed with clean soil. ▪ **Appropriate stockpile best management practices.** Stockpile management methods consistent with applicable regulatory standards must be specified to ensure that stockpiles are constructed in a manner that would prevent potential contamination of underlying soil, spilling of soil from stockpile areas, infiltration of rainwater into stockpiles, and dust, vapor, or odor emissions from stockpiles. ▪ **Dust control/air monitoring procedures.** Dust control procedures must include limiting vehicle and equipment speeds; regular application of water on routes of vehicle/equipment travel; sweeping of pavement surfaces if soil is tracked onto pavement surfaces by vehicles/equipment; and application of water to active soil disturbing activities such as excavation, grading, stockpiling, and truck loading, to ensure that potential emissions of fugitive dust are minimized to the maximum extent practicable. The application of water must be controlled to ensure that water does no runoff and cause ponding or enter storm drains. Air monitoring must include visual monitoring for dust. If visual dust is observed to be generated at the project				

site, additional dust control measures should be implemented. If visual dust is observed to cross the site boundary, work should be suspended until the dust emissions can be controlled. If impacted soil or groundwater is encountered at the project site that could pose a health risk for construction workers or the surrounding public due to exposure to dust or vapors from impacted soil or vapors from the impacted groundwater, appropriate air monitoring procedures should be developed in accordance with applicable regulatory standards and implemented to ensure that emissions of dust and/or vapors are adequately controlled to prevent exposure of construction workers and the surrounding public to potential health risks. ▪ **Protocols for off-site waste disposal and protocols for soil re-use.** Excess soil or impacted soil to be removed from the project site must be sampled and characterized to ensure that it is disposed of at an appropriate off-site location. Soil impacted with hazardous materials must be disposed of at an appropriately permitted landfill and not be re-used as fill material on-site or at an off-site location. Soil that is sampled due to suspected contamination must only be re-used on-site if sampling results indicate that the soil meets the appropriate regulatory agency guidelines for residential land use. If soil that was suspected of contamination is proposed for on-site re-use based on waste characterization sampling results, additional sampling of the soil may need to be performed to demonstrate that the soil is suitable for re-use as a higher frequency of sampling should be specified for re-use of soil than for waste disposal characterization, as determined by a qualified environmental consultant. The appropriate sample containers, sampling techniques, sample preservation, and laboratory analysis should be specified for evaluation of soil proposed for off-site disposal or on-site re-use. ▪ **Construction dewatering and**				

treatment/management procedures, if necessary. If groundwater is encountered and requires dewatering, sampling and characterization of the groundwater must be performed to evaluate groundwater disposal options. If groundwater is impacted with hazardous materials, it may require treatment prior to discharging to sanitary sewer in accordance with EBMUD permit requirements. ▪ **Notifications and response procedures.** Procedures for notification of construction workers, construction management personnel, and the appropriate regulatory agency(ies) must be specified for situations where impacted soil or groundwater is encountered, or other features of environmental concern are discovered such as underground storage tanks, buried drums or other hazardous materials containers, pipelines containing hazardous materials, or buried asbestos containing materials such as asbestos-cement pipelines or pipelines wrapped in asbestos insulation. Response procedures for such situations must include emergency response and evacuation procedures, further assessment/evaluation of the potentially hazardous conditions by appropriately trained personnel through use of field equipment and sampling, and retaining appropriately trained personnel to abate the hazards. ▪ **Contingency plan.** The contingency plan must describe how construction activities would be modified (e.g., temporary stopping of work, focusing on construction activities in a different area of the site, or designing and implementing engineering controls) if features of potential environmental concern or impacted soil and/or groundwater are identified which would require further evaluation and possibly remediation in accordance with applicable regulatory guidelines and standards. ▪ **Health and Safety Plan.** The Health and Safety Plan (HSP) must describe potential site hazards, training requirements, personal protective equipment, and safe work practices for site				

personnel in accordance with Cal/OSHA regulations and standards. All contractors working at the project site must either adopt and abide by this HSP or develop their own safety plans which, at a minimum, meet the requirements of this HSP required by this paragraph.				
SCA 62: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment *Prior to issuance of any demolition, grading or building permit:* The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of ACM, LBP, and any other building materials or stored materials classified as hazardous waste by state or federal law for review and approval.	Project sponsor: ▪ Shall submit a comprehensive assessment report documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint (LBP), and any other building materials or stored materials classified as hazardous waste by state or federal law.	Prior to: ▪ Issuance of any demolition, grading, or building permit.	City of Oakland, Fire Prevention Bureau, Hazardous Materials Unit: ▪ Review and approve documentation of the presence or lack thereof of ACM, LBP, and any other building materials or stored materials classified as hazardous waste by state or federal law.	
SCA 40: Asbestos Removal in Structures *Prior to issuance of a demolition permit:* If ACMs are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations (CCR); Title 8, Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District (BAAQMD), Regulation 11, Rule 2, as may be amended.	Project sponsor: ▪ If ACMs are found to be present in building materials to be removed, demolition and disposal, the project sponsor shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations.	Prior to: ▪ Issuance of a demolition permit.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Confirm that all applicable laws and regulations are followed when removing, encapsulating, or enclosing the identified ACM.	
SCA 64: Lead-Based Paint Remediation *Prior to issuance of any demolition, grading or building permit:* If LBP is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization	Project sponsor: ▪ If LBP is present, the project applicant shall submit specifications signed by a certified Lead Supervisor, Project Monitor, or Project	Prior to: ▪ Issuance of any demolition, grading, or building permit.	City of Oakland, Fire Prevention Bureau, Hazardous Materials Unit: ▪ Confirm that all applicable laws and regulations are	

and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations.		followed when stabilizing and/or removing the identified lead paint.	
SCA 65: Other Materials Classified as Hazardous Waste *Prior to issuance of any demolition, grading or building permit*: If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Project sponsor: ▪ If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Prior to: ▪ Issuance of any demolition, grading, or building permit.	City of Oakland, Fire Prevention Bureau, Hazardous Materials Unit: ▪ Confirm that all applicable State and federal laws and regulations are followed when profiling, handling, treating, transporting and/or disposing of such materials.	
SCA 66: Health and Safety Plan per Assessment *Prior to issuance of any demolition, grading or building permit:* If the required LBP/coatings, asbestos, or polychlorinated biphenyl (PCB) assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal. The applicant shall implement the approved plan.	Project sponsor: ▪ If the required LBP/coatings, asbestos, or polychlorinated biphenyl (PCB) assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan. ▪ Shall implement the approved plan.	Prior to: ▪ Issuance of any demolition, grading, or building permit.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Confirm that all applicable measures are being implemented or complied with pursuant to the Plan.	
V.G. HYDROLOGY AND WATER QUALITY				
SCA 74: Stormwater Pollution Prevention Plan (SWPPP) *Prior to and ongoing throughout demolition, grading, and/or construction activities:* The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project	Project sponsor: ▪ Shall file a notice of intent (NOI) with the SWRCB and prepare and submit a stormwater pollution prevention plan (SWPPP) for review and approval by the Building Services	Prior to and ongoing through demolition, grading, and/or construction activities.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review and approve the stormwater pollution prevention plan. Confirm that all	

applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.	Division.		applicable measures are being implemented or complied with per the approved plan.	
SCA 79: Post-Construction Stormwater Management Plan *Prior to issuance of building permit (or other construction-related permit):* The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent	Project sponsor: ▪ Shall submit a Construction-Permit-Phase Stormwater Supplemental Form with a stormwater management plan.	Prior to: ▪ Issuance of building permit (or other construction-related permit).	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review and approve the NPDES permit. Confirm that all applicable measures are being implemented or complied with per the approved plan.	

practicable. a) The post-construction stormwater management plan shall include and identify the following: i. All proposed impervious surface on the site; ii. Anticipated directional flows of on-site stormwater runoff; and iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and iv. Source control measures to limit the potential for stormwater pollution; v. Stormwater treatment measures to remove pollutants from stormwater runoff; and vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit. b) The following additional information shall be submitted with the post-construction stormwater management plan: i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project. All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation				

plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program. Prior to final permit inspection, the applicant shall implement the approved stormwater management plan.				
SCA 80: Maintenance Agreement for Stormwater Treatment Measures *Prior to final zoning inspection:* For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following: i. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.	Project sponsor: ▪ Shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit.	Prior to: ▪ Final zoning inspection.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review and approve the NPDES permit. Confirm that all applicable measures are being implemented or complied with per the approved plan.	
V.H. MINERAL RESOURCES				
None				
V.I. POPULATION AND HOUSING				

None				
V.J. PUBLIC SERVICES				
SCA 4: Conformance with other Requirements *Prior to issuance of a demolition, grading, P-job, or other construction related permit:* a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in SCA 3. b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.	Project sponsor: ▪ Shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency.	Prior to: ▪ Issuance of a demolition, grading, P-job, or other construction related permit.	City of Oakland, Building Services Division and Planning and Zoning Division, Public Works Agency, and Fire Services Division: ▪ Confirm compliance with all applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines.	
SCA 19: Improvements in the Public Right-of-Way (General) *Prior to issuance of P-job or building permit:* a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements	See SCA TRA-3 above.	See SCA TRA-3 above.	See SCA TRA-3 above.	

compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements-located within the public ROW. b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations. c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit. d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.				
V.K. RECREATION				
None				
V.L. UTILITIES AND SERVICE SYSTEMS				
SCA 18: Underground Utilities *Prior to issuance of any building permit:* The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.None	Project sponsor: ▪ Shall submit plans, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground.	Prior to: ▪ Issuance of a building permit.	City of Oakland, Building Services Division and Public Works Agency: ▪ Ensure that plans are submitted to responsible agency and that plans include all requirements listed in the SCA.	
SCA 90: Stormwater and Sewer *Prior to completing the final design for the project's sewer service:* Confirmation of the	Project sponsor: ▪ Shall be responsible for the necessary stormwater and sanitary sewer	Prior to: ▪ Completing the final design for the project's sewer service.	City of Oakland, Building Services Division and Sewer and Stormwater Division:	

capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.	infrastructure improvements to accommodate the proposed project. ▪ Shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division and for payment of required installation or hook-up fees to the affected service providers.		▪ Verify that a qualified civil engineer has confirmed the capacity of the City's stormwater and sanitary sewer system and that applicant is responsible for necessary improvements.	
SCA 35: Waste Reduction and Recycling The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency. *Prior to issuance of demolition, grading, or building permit:* Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx	Project sponsor: ▪ Shall submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP)	Prior to issuance of demolition, grading, or building permit and ongoing.	City of Oakland, Building Services Division and Environmental Services Division: ▪ Verify that applicant has submitted a WRRP and ODP that comply with the requirements in Chapter 15.34 and 17.118 of the Oakland Planning Code.	

or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan. *Ongoing:* The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.				
SCA-H: Compliance with the Green Building Ordinance, OMC Chapter 18.02 *Prior to issuance of a demolition, grading, or building permit:* The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02. a) The following information shall be submitted to the Building Services Division for review and approval with the application for a building permit: i. Documentation showing compliance with Title 24 of the 2013 California Building Energy Efficiency Standards. ii. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. iii. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. iv. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items	See SCA-H above.	See SCA-H above.	See SCA-H above.	

listed in subsection (b) below. v. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All pre-requisites per the LEED / GreenPoint Rated checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. iii. A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction. iv. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plancheck application is submitted and approved by the Planning and Zoning Division that shows the previously approved points that will be eliminated or substituted. v. The required green building point minimums in the appropriate credit categories. *During construction:* The applicant shall comply				

with the applicable requirements CALGreen and the Green Building Ordinance, Chapter 18.02. a) The following information shall be submitted to the Building Inspections Division of the Building Services Division for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.				

JACK LONDON DISTRICT
4TH & MADISON PROJECT

Demolition Findings Report

Case No. ER15-005

Prepared for the City of Oakland

By:

Urban Planning Partners, Inc.
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Oakland, CA 94612

With:

Seifel Consulting, Inc.
LSA Associates, Inc.

February 2016

URBAN PLANNING PARTNERS INC.

ATTACHMENT D

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APPENDICES

A. Oakland Jack London Square Due Diligence Project Memorandum, Prepared by Seifel Consulting, Inc.

B. LSA Associates, Inc., 2016. City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1. January 18.

C. Waterfront Warehouse District: 1985-2000-2015

D. Harrison Street to Oak Street Streetscene

E. Historical Precedent Comparison

A. INTRODUCTION

This Demolition Findings Report has been prepared in association with the proposed Jack London District 4th & Madison Project (Proposed Project) in Oakland, California (City). This report is based on: a memorandum prepared by LSA Associates—*City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*[1]—included as Appendix A; Seifel Consulting's *Oakland Jack London Square Due Diligence Project Memorandum*[2] included as Appendix B; and a property tour[3] of the existing warehouse structure conducted in October 2015.

The project site is located within Oakland's Jack London District, at 180 4th Street[4] and 431 Madison Street and encompassing 1.5 city blocks, as shown in Figure 1. It is bounded by Jackson Street to the west, 5th Street to the north, Madison Street to the east, and 3rd Street to the south. The project site is composed of the following three Alameda County Assessor's Parcels:

- APN 001-0161-001
- APN 001-0161-002
- APN 001-0161-007-07

The northern, larger, 1.38-acre parcel (APNs 001-0161-001 and 001-0161-002) comprises the entire block between 4th and 5th Streets and Jackson and Madison Streets (referred to herein as "Block A"). An existing building located on this parcel, at 430 Jackson Street and 425 Madison Street, currently functions as the corporate office headquarters of Cost Plus World Market. The warehouse building is composed of two connected structures: a 45,000 square-foot, single-story warehouse constructed in 1937 and another component containing 15,000 square feet of office space, constructed subsequently. Block A is a historic resource under CEQA and a Potential Designated Historic Property per City policy, as described in further detail in subsection *1. Summary of Historic Status* below.

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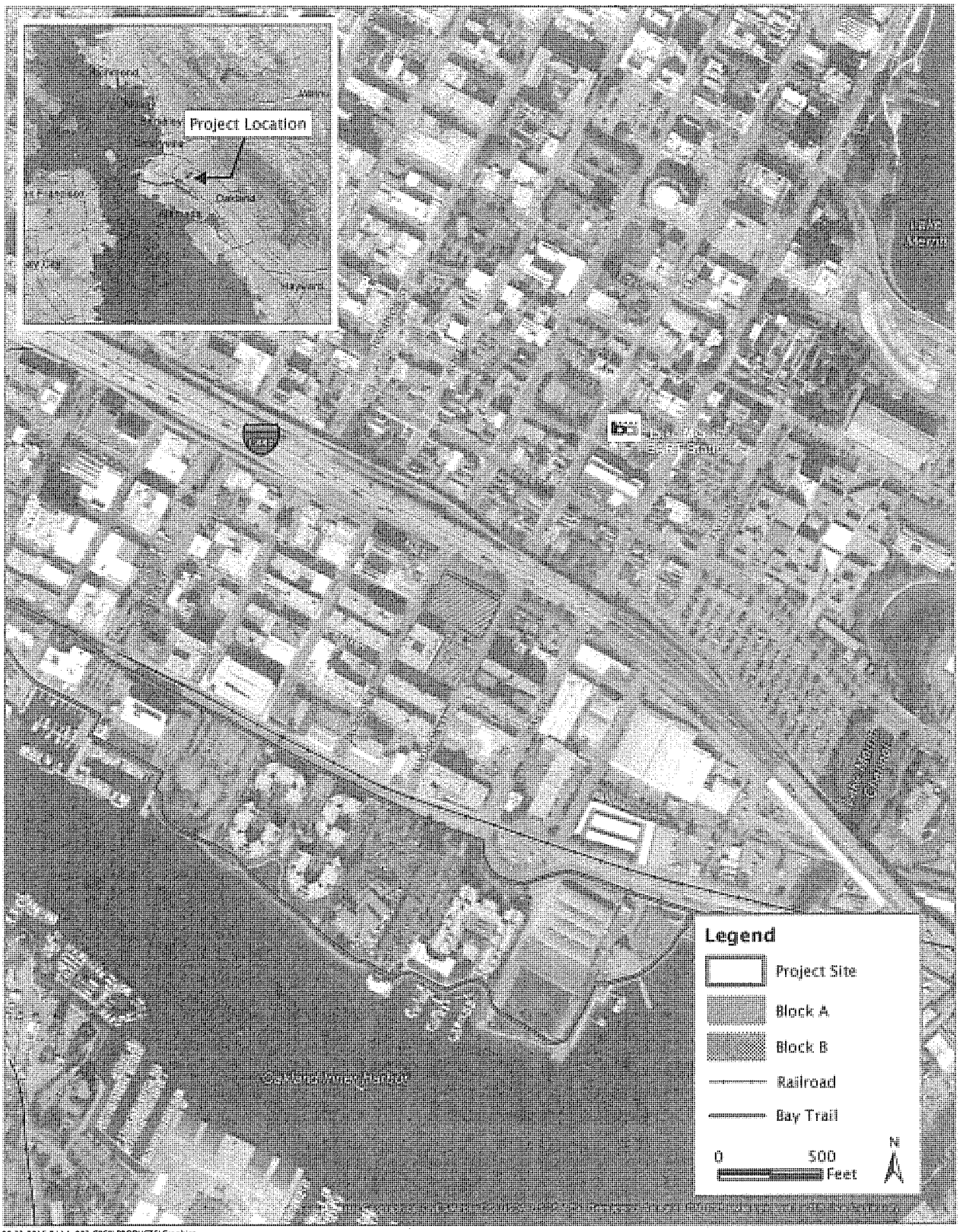
[1] LSA Associates, Inc., 2016. *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*. January 18.

[2] Siefel Consulting Inc., 2015. *Oakland Jack London Square Due Diligence Project Memorandum*. December.

[3] Property tour with Ryan Lionberger, Corporate Facilities, Cost Plus World Market. October 22, 2015.

[4] This report uses the current street address for the property: 180 4th Street. Other addresses for this property include 200 4th Street (Oakland Cultural Heritage Survey, National Register of Historic Places); 175 5th Street (National Register of Historic Places); 414, 426, and 430 Jackson Street and 425 Madison Street (City of Oakland Building Permit Records).



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Source: Urban Planning Partners, Inc., 2015

Figure 1
Jack London District 4th & Madison Project Demolition Findings
Project Location Map

The southern, smaller, 0.69-acre parcel (APN 001-0161-007-07) comprises one-half block at 431 Madison Street, between 3rd and 4th Streets and along Madison Street ("Block B"). It is a paved parking area consisting of wheel blocks, a drainage channel, a picnic area, and pole-mounted spot lights. The parking lot is currently used exclusively by Cost Plus World Market employees. Block B is not a historic property or resource and is not located within a historic district.

The Proposed Project would result in the development of approximately 330 apartments in two buildings consisting of five levels of wood frame construction (potentially with an additional mezzanine) over two levels of concrete. Additionally, up to 8,000 gross square feet (gsf) of retail is being considered. The project would be approximately seven stories and 85 feet tall at the roofline.

On Block A, the Proposed Project would demolish the warehouse, which is a historic resource under CEQA, and construct a seven-story building consisting of housing units, retail and parking. On Block B, the Proposed Project also proposes to construct a seven-story residential building. Block B is currently a surface parking lot and does not include any historic architectural resources. Photographs of the warehouse from 1985, 1999, and 2015 are included in Appendix C, Waterfront Warehouse District: 1985-2000-2015.

The remainder of this introductory section (*A. Introduction)* provides an overview of the Block A property's historic status and the City's required demolition findings. The following section, *B. Demolition Findings Analysis*, makes these required findings for the Proposed Project and responds to the City's submittal requirements for each finding. *C. Conclusion* summarizes the demolition findings made for the Proposed Project.

1. Summary of Historic Status

The project site, as described above, is comprised of two areas designated as Block A and Block B. Block A is located within a historic district. The block is bounded by 4th, Madison, 5th, and Jackson Streets and contains two connected buildings that function as a single warehouse building covering the entire block with a current address of 180 4th Street. The warehouse on the Jackson Street side was built by builder John F. Tulloch in 1937 and the brick warehouse on the Madison Street side was built by John J. Moore Co. in 1946. The property served initially as S & W Fine Foods, Inc.'s warehouse and is presently occupied by the Cost Plus World Market's International Headquarters. Block B, which is comprised of a parking lot, is not within an historic district and has no historic significance.

The historic status of Block A at the national, state and local levels is described below.

a. National Register of Historic Places

The existing building located on Block A of the Proposed Project site is identified as a contributing resource to the Oakland Waterfront Warehouse District (WWD or District),

which was listed in the National Register of Historic Places (National Register) on April 24, 2000. Figure 2 shows the project site in relation to the District. Block A is located at the far northeastern corner of the District, and is surrounded on all but its southwestern corner by areas that are not part of the District. See Appendix C, Waterfront Warehouse District: 1985-2000-2015 for maps demonstrating the evolution of the WWD district boundaries over time.

b. California Register of Historical Resources

All resources listed in the National Register are also listed in the California Register of Historical Resources (California Register). As such, the Oakland Waterfront Warehouse District and all its contributors are also listed on the California Register.

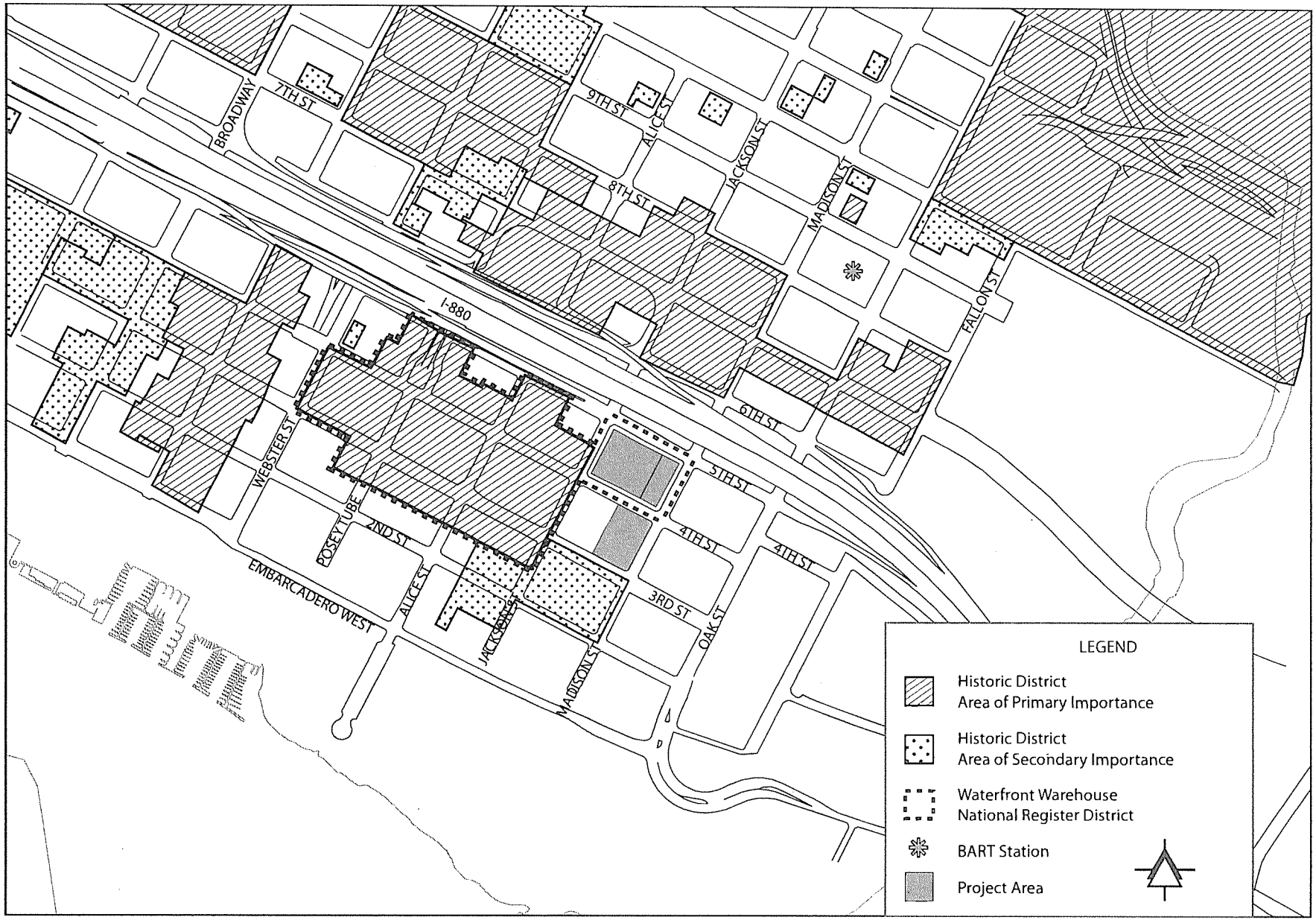
c. City of Oakland, Local Register of Historical Resources

Prior to designation as a National Register-designated district, the Oakland Waterfront Warehouse District was identified by the City as an Area of Primary Importance (API). The 180 4th Street property was not included in the City-designated WWD API in the 1985 Oakland Cultural Heritage Survey (OCHS) for the District, or in the WWD API as described in the 1996 Estuary Policy Plan. Thus, the boundaries of the National Register WWD and the City's WWD API differ, specifically in regard to the 180 4th Street property. As a contributing resource to a National Register historic district, but not part of or a contributor to the WWD API as designated by the City, the property is rated Dc3. The property was rated category D prior to the inclusion of the WWD on the National Register, which indicates a property of Minor Importance.[5] The property also had a Multiple Property Rating of "3," indicating that it is located in neither an API nor an Area of Secondary Importance (ASI) as designated by the City. After listing of the WWD on the National Register, the property gained an additional contingency rating of "c," indicating that it has sufficient historical or visual/architectural value to warrant limited recognition.

Based on Policy 1.2[7] of the Historic Preservation Element of the City of Oakland's General

[5] Per the Historic Preservation Element of the Oakland General Plan, p. 3-2, these are "properites which are not individually distinctive but which are typical or representative examples of an important style, type, copnvention or historical pattern. The great majority of Oakland's pre-1946 properites fall into the 'D' category."

[7] Per Policy 1.2, the City considers any property receiving an existing or contingency rating from the Reconnaissance or Intensive Surveys of "A" (highest importance), "B" (major importance), or "C" (secondary importance) and all properties determined by the Surveys to contribute or potentially contribute to an Area of Primary or Secondary Importance to warrant consideration for possible preservation. Unless already designated as Landmarks, Preservation Districts, or Heritage properties pursuant to Policy 1.3, such properties will be called "Potential Designated Historic Properties". Block A of the project site is rated Dc3. The contingency rating of "c" qualifies this project to be a "Potential Designated Historic Property."



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Source: City of Oakland, Urban Planning Partners, Inc., 2016

Figure 2
Jack London District 4th & Madison Project Demolition Findings
Historic Districts Map

Plan,[8] the property is a Potential Designated Historic Property. Per Policy 1.2, the City considers any property receiving an existing or contingency rating from the Reconnaissance or Intensive Surveys of "A" (highest importance), "B" (major importance), or "C" (secondary importance) and all properties determined by the Surveys to contribute or potentially contribute to an Area of Primary or Secondary Importance to warrant consideration for possible preservation, and such properties will be called "Potential Designated Historic Properties". As described above, Block A of the project site is rated Dc3. The contingency rating of "c" qualifies this project to be a "Potential Designated Historic Property."

The Oakland Planning Code prescribes regulations for the demolition or removal of CIX-1A zoned properties, Designated Historic Properties, and Potentially Designated Historic Properties,[9] including that certain findings be made prior to approval of their demolition. The findings applicable to the Proposed Project are described in subsection *2. Buildings and Demolition Findings* below.

2. Required Demolition Findings

Under a Regular Design Review application submission to demolish a historic structure in the City of Oakland, findings are required by Section 17.136.075 of the Planning Code. Specific findings are required for the demolition of a property that falls within any of the three different categories of historic structures:

- **Category I** includes any Landmark; Heritage Property; property rated "A" or "B" by the OCHS; or Preservation Study List Property. This category excludes any property that falls into Category II.
- **Category II** includes properties in an S-7 or S-20 zone or an API. Any building in the boundary of such a district, including those that do not contribute to the historic quality of the district, falls into this category.
- **Category III** includes properties rated "C" by the OCHS, or contributors to an ASI. This category excludes any property that falls into Category II.

The existing warehouse building on Block A falls within Category III because it is it is a Potential Designated Historic Property that does not fall within Category I or II. A proposal to demolish a Category III historic resource must meet one of the three distinct findings as described in the City's Demolition Findings for Category III Historic Properties handout. This document includes analysis to support two of the three findings—Finding I and Finding II—for the Proposed Project. These two findings, as well as the submittal requirements and discussion points for these two findings, are included below. Per the

[8] City of Oakland, 1994. *General Plan*. Historic Preservation Element, Chapter 3, p.3-4.
[9] Oakland Planning Code, Section 17.136.075.

City's handout, the submittal requirements and discussion points are meant to provide guidance to the applicant and staff, and may be modified on a case-by-case basis by the Planning Director depending on the content of a particular proposal.[10]

- **FINDING I:** The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood.

  FINDING I SUBMITTAL REQUIREMENTS:

  Analysis of 'equal quality' and compatibility prepared by historic architect, or professional with equivalent experience. This analysis should include:

  1. A discussion of design quality in terms of: visual or design value; quality of surface materials; quality of detailing; composition; construction detail; and architectural integrity.
  2. For proposals in an ASI, the analysis should compare the integrity of the ASI with the proposal to the integrity of the ASI with the structure proposed for demolition. This analysis should include a discussion of consistency with street frontage patterns, fenestration patterns, contribution to the visual quality of the district, and cohesiveness of the district.
  3. A discussion of the historic significance of structure proposed for demolition.
  4. A discussion of whether incorporation of the historic structure into the proposal will result in a project that has a design quality that is least equal or better than the original structure.

- **FINDING II:** The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure.

  FINDING II SUBMITTAL REQUIREMENTS:

  The analysis should include a discussion of the benefits of the replacement structure and the existing historic structure, prepared by appropriate qualified consultants such an economist, realtor with experience in evaluating both new and historic structures. The analysis should include a discussion of the following topics, as applicable:

  1. Civic, community, and neighborhood identity;
  2. The economy, including the City's tourism industry and the local commercial district. This includes the number of post construction jobs provided.
  3. The services provided to the community, including social services;

[10] City of Oakland, 2015. "Demolition Findings for Category III Historic Properties" Handout, p.2.

4. Fulfilling the intent of (1) the Land Use and Transportation Element of the General Plan for the area and (2) other General Plan policies, as applicable.
5. Housing opportunities;
6. Cultural heritage and the image of the City and local neighborhood; and
7. Educational opportunities and cultural resources regarding architectural and local history.

The above findings are made in the following section, *B. Demolition Findings Analysis.*

B. DEMOLITION FINDINGS ANALYSIS

The findings listed above are made directly below, with a brief summary of the justification for each finding provided. A more comprehensive analysis of the Proposed Project relative to these two findings and their submittal requirements follows, contained in a separate subsection for each of the two findings addressed. This section is structured to correspond to the Category III demolition findings handout prepared by the City of Oakland. The handout contains the findings required to be met to approve a Regular Design Review application to demolish a Category III Historic Structure in the City of Oakland as required by Section 17.136.075 of the Planning Code. The required findings as numbered in the handout, as well as the applicable submittal requirements to support each finding, are shown in SMALL CAPS throughout this section.

1. Demolition Findings – 17.136.075D

Regular Design Review Approval for the demolition or removal of any structure rated "C" by the Oakland Cultural Heritage Survey or contributes to an Area of Secondary Importance (ASI) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and to either: I, II, or III below:

I. THE DESIGN QUALITY OF THE PROPOSED REPLACEMENT PROJECT IS AT LEAST EQUAL TO THAT OF THE ORIGINAL STRUCTURE AND THE PROPOSED REPLACEMENT PROJECT IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD; OR

The Proposed Project is superior to the existing building in design quality. The Proposed Project would be compatible with, but clearly differentiated from, the other multi-story contributing elements in the WWD. Its design incorporates varied cornice heights and façade division that loosely references traditional regimented vertical/segmented façade organization seen elsewhere in the area. The proposed building will be clad with a variety of surface materials, including stucco, cementitious siding, metal, masonry veneer,

columns, and decorative screens, with an overall aesthetic that is industrial in appearance, having repeating vertical features dividing the façade into regular sections and topped with a subdued Art Deco referenced motif. The Jackson Street and 4th Street façades that face the District are the least embellished with ornament and most utilitarian in feel and material selection. The materials it incorporates are largely compatible with those found in the District, but are applied in modern ways that clearly distinguish them from the District's historic fabric. Therefore, the design quality of the proposed project would be at least equal to or better than the original S&W Building and would be compatible with nearby contributing elements to the District.

II. THE PUBLIC BENEFITS OF THE PROPOSED REPLACEMENT PROJECT OUTWEIGH THE BENEFIT OF RETAINING THE ORIGINAL STRUCTURE; OR

The Proposed Project would provide public benefits that outweigh the benefits of retaining the original structure, in that it would build upon and complement current surrounding uses in the neighborhood, would meet the intent of applicable General Plan and Estuary Policy Plan policies and would add housing in the Jack London District, increasing the City's housing stock. The Proposed Project would also upgrade infrastructure and improve sidewalks, landscaping and pedestrian connectivity. The Proposed Project's mitigations related to historic preservation would contribute to programs that facilitate an increased understanding of the area's historic significance. In addition, the Proposed Project would generate tax revenue for the City in excess of tenfold the tax revenue currently generated from the project site. Overall, development of the Proposed Project would provide housing for new residents, activate the neighborhood with complimentary uses and implement the City's policy goals.

III. THE EXISTING DESIGN IS UNDISTINGUISHED AND DOES NOT WARRANT RETENTION AND THE PROPOSED DESIGN IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD.

N/A – See Finding I above.

2. Finding I: Design Quality

See attached Appendix A, *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*, prepared by LSA Associates.

Finding I requires evidence to support:

THE DESIGN QUALITY OF THE PROPOSED REPLACEMENT PROJECT IS AT LEAST EQUAL TO THAT OF THE ORIGINAL STRUCTURE AND THE PROPOSED REPLACEMENT PROJECT IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD.

The following responses are based on or directly taken from a report prepared by a professional architectural historian, Michael Hibma, M.A., RPH #603, Architectural Historian/Senior Cultural Resources Manager at LSA Associates, Inc.[11]

a. A DISCUSSION OF DESIGN QUALITY IN TERMS OF: VISUAL OR DESIGN VALUE; QUALITY OF SURFACE MATERIALS; QUALITY OF DETAILING; COMPOSITION; CONSTRUCTION DETAIL; AND ARCHITECTURAL INTEGRITY.

A discussion of design quality in relation to each of the topics mentioned above is included below. Note that a description of the neighborhood context is also included, given that continuity and cohesion with the surrounding neighborhood is a significant aspect of design quality and value.

Visual/Design Value: The subject property, on Block A of the project site, is located at the northeastern corner of the District and occupies a full city block bordered by 4th Street, Jackson Street, 5th Street, and Madison Street. These streets are part of a grid of secondary surface streets linking Oakland's Downtown and Lake Merritt areas with the Oakland Inner Harbor and Jack London Square neighborhoods. Jackson Street generally forms the District's eastern boundary and 5th Street generally forms its northern boundary. The façades of the single-story S&W building facing 4th Street and Jackson Street are readily visible from within the District. Taller five-story buildings are located across 4th and Jackson streets from the project site with 11 taller mixed-use buildings (equivalent to 5-10 stories) beyond to the west, south, and southeast of the project site. One five-story building, at 401 Jackson Street, was the site of the Safeway corporate offices and is a contributing element of the District. A single-story commercial building of reinforced concrete construction at 201 4th Street, similar to the S&W Building, is west of the project site, across Jackson Street.

At seven-stories, the proposed building will be similar in height and scale as those to the south and west. Buildings on city blocks adjacent to the project site generally range from one to seven stories with frontage widths ranging from 120 to over 300 feet. The proposed building will have a frontage width along 4th and 5th streets of approximately 300 feet and a frontage of 200 feet along Jackson and Madison streets (see Appendix A, Attachment, A2.0-A2.1). The proposed frontage lengths would be as almost exactly the same as those of the S&W Building. The proposed building would fully occupy the city block and would not be the largest or tallest building in the immediate area; the land use of the parcel would remain consistent with those of nearby parcels. The building's height, massing, and frontage would conform with many of the other, newer mixed use construction nearby and with multi-story contributing elements to the District, such as 401 Jackson Street.

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[11] LSA Associates, Inc., 2016. *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1.* January 18.

Materials, Ornament, Detailing, Composition, Detail, and Style: The proposed building will be clad with a variety of surface materials, including stucco, cementitious siding, metal, masonry veneer, columns, and decorative screens (see Appendix A, Attachment, A2.0-A2.1, A7.0). The overall aesthetic is industrial in appearance with repeating vertical features dividing the façade into regular sections and topped with a subdued Art Deco referenced motif. The Jackson Street and 4th Street façades that face the District are the least embellished with ornament and most utilitarian in feel and material selection (see Appendix A, Attachment, A6.2). Ground floor fenestration will consist of full or partial-height fixed-paned storefront/picture windows in aluminum casements recessed from the building edge. The ground floor entrances will consist of metal-framed glass doors. Upper floor resident access would be provided via one entrance (at the far left of the Jackson Street-facing façade) and one entrance (at the far left side of the 4th Street façade). A leasing office is proposed at the corner of the building facing the 4th and Madison streets intersection (see Appendix A, Attachment, A6.1). Upper story fenestration consists of multi-light; fixed-paned windows slightly recessed and consisting of evenly-spaced windows set in a regular pattern from floor to floor, with taller windows on floors 6 and 7 than on floors 2 through 5 (see Appendix A, Attachment, A2.0-A2.1).

The relatively minimal variety of materials, design aspects, and relatively regimented fenestration of the proposed design is comparable with the overall utilitarian nature of the District's exterior wall surface textures, materials, and fenestration patterns, as exhibited by the contributing elements within the District. The proposed building distinguishes itself from existing buildings that reference an older, industrial design. It is designed in an austere Contemporary/softened utilitarian style, which includes few ornamental features, but emphasizes the use of exposed cementitious cladding, masonry veneer, and metal wall cladding. The staggered cornice height, decorative treatments, and varied wall cladding near the top of the evenly-spaced vertical features that divide the façade draw visual interest. The proposed style is obviously modern and will be well differentiated from the District contributors, while being compatible with traditional massing and appearance.

b. FOR PROPOSALS IN AN ASI, THE ANALYSIS SHOULD COMPARE THE INTEGRITY OF THE ASI WITH THE PROPOSAL TO THE INTEGRITY OF THE ASI WITH THE STRUCTURE PROPOSED FOR DEMOLITION. THIS ANALYSIS SHOULD INCLUDE A DISCUSSION OF CONSISTENCY WITH STREET FRONTAGE PATTERNS, FENESTRATION PATTERNS, CONTRIBUTION TO THE VISUAL QUALITY OF THE DISTRICT, AND COHESIVENESS OF THE DISTRICT.

The S&W Building is not located within an ASI.

C. A DISCUSSION OF THE HISTORIC SIGNIFICANCE OF STRUCTURE PROPOSED FOR DEMOLITION.

Before World War I, Oakland's industrial economy was tied largely to San Francisco and other East Bay cities. The arrival of the Western Pacific Railroad (WPRR) in 1909 spurred Oakland's industrial development as the Southern Pacific Railroad's monopoly on shipping and transport was broken. During this period, Oakland voters approved the sale of municipal bonds that provided funds to improve publically-owned port infrastructure to attract larger shippers, further spurring industrial development. From World War I through the 1940s, Oakland reaped the benefits of this groundwork and was regarded as the "Industrial Capital of the West."

The S&W Building is a one-story rectangular combination of a warehouse built in 1937 and attached office building addition built in 1946. The building covers an entire city block bound to the north by 5th Street, to the west by Jackson Street, to the south by 4th Street, and to the east by Madison Street. The original warehouse portion covered 45,000 square feet, and the office addition portion covers 15,000 square feet. The building was designed by Jesse Rosenwald, who is described in the National Register nomination documentation as a "eng[ineer]" and not a professional architect, and built in 1937 by Oakland-based contractor Tulloch Construction for the S&W Fine Foods Company. The 1946 addition was built by the Oakland and Los Angeles-based building contractor John J. Moore Company. The combined building was a S&W Company shipping, receiving, and branch warehouse. S&W remained at this location until the late 1950s, when the R.C. Lucas Company owned the building. By 1965, Safeway, Inc., owned the building and remained until 1996. The building presently houses the international headquarters of the current occupant, Cost Plus World Market. In 2001, S&W was absorbed by Walnut Creek, California-based Del Monte Foods, Inc.

The building rests on a concrete foundation and is constructed of a mix of stucco-clad reinforced concrete, painted common-bond brick, and stucco-clad wood-framed walls. The roof is supported by wood post-and-beam systems. The building is covered by a flat or very low-pitched roof behind a short parapet and sheathed in commotion roofing with 16 irregularly-spaced skylights and various heating, ventilation, and air-conditioning units installed. The following contains a brief discussion of the current condition of each façade based on a field survey conducted by LSA on January 13, 2016.

The north-facing 5th Street façade contains the original 1937 warehouse façade consisting of eight regularly spaced, flat-fluted pilasters topped with plain round medallions and was clearly intended as "the face" of the building to motorists and visitors. Today, this façade faces fenced parking space underneath Interstate 880/Nimitz Freeway. The remaining original fenestration consists of seven evenly spaced groupings of three tall, narrow, recessed windows between the pilasters. The fenestration consists of industrial metal-sashed casement windows of translucent wire glass. However significant alterations are

apparent. One of the original fenestration segments is partially filled and another completely filled and reconstructed to accommodate an additional street level entrance onto the 5th Street sidewalk. This new entrance contains a new door and entryway covered by a straight-slope (or French canopy) awning. The western portion of the north façade, which contained the original office, contains seven original metal framed windows partially filled with translucent wire glass. The eastern portion of the façade contains the original 1946-built, brick masonry façade with one partially filled in window.

The east-facing Madison Street façade contains the 1946 addition, which wraps around the building to form the eastern portion of the north-facing façade and the eastern portion of the south-facing 4th Street façade, is a single-story rectangular addition that is slightly shorter in height than the original 1937 warehouse. The exterior walls consist of painted common-bond masonry brick walls. This façade contains one filled-in window, one filled-in former truck entrance, and an additional new entrance door covered by a straight-slope (or French canopy) awning. Near the center of the façade is the former office entrance consisting of a prominent square-shaped feature of semi-projecting vertical boxed beams crowned by a semi-projecting raised parapet with three thinner recessed vertical ribs, which in turn frame steel-sashed, fixed-paned windows of translucent wire glass. The original entrance remains but contains a replacement metal commercial door. The southern portion of the east façade contains the original fenestration consisting of large rectangular sections of steel-sashed ribbon windows of translucent wire glass, which are also on the eastern portion of the south-facing 4th Street façade.

The south-facing 4th Street facade originally functioned as railroad shipping and receiving with a spur track and loading doors that could service six railroad cars simultaneously. The original warehouse walls of reinforced concrete remain, but the original loading doors were removed and partially filled with cinder block masonry with the remaining upper portion containing aluminum-farmed, fixed-paned windows. An older (perhaps original) entrance located near the eastern end of the façade was removed, filled in, and a new, additional entrance installed by partially filling in an original window. The new, modern side entrance is accessed by three concrete steps with a round metal railing. A portion of the original spur track remains in place in an asphalt-paved area currently used as automobile parking. Near the western end of this façade is the modern main entrance to Cost Plus World Market accessed by a wide sidewalk and partially obscured by two street trees. The Cost Plus entrance perforates the original wall, is the prominent feature of this façade, and is, to a degree, sympathetic in terms of massing, finishes, and level of detail with the historic building; however it is clearly modern in appearance. The far western portion of this façade contains two partially-filled in window casements containing aluminum-framed, fixed-paned replacement windows of translucent wire glass.

The west-facing Jackson Street façade originally functioned as truck shipping and receiving with the main office on the 5th Street corner. The Jackson Street loading docks

were built to facilitate transferring goods at truck height. These loading docks were later removed, the doors partially filled in, and aluminum-famed fixed paned, narrow ribbon windows of translucent wire glass installed. An accessibility ramp and railing were installed near the center of the façade to provide access and four street trees were planted in the sidewalk that partially obscure views of and from the façade. The northern portion of the Jackson Street façade contains the original Moderne-refined aediculae-framed main office door that is flanked by three original aluminum-famed windows of translucent wire glass. The original entrance door was removed and the opening filled.

Moderne Architecture. The National Register nomination describes the architectural style of the S&W Building as Moderne, a style that emerged from the late Art Deco movement of the 1920s and 1930s. Following the stock market crash of 1929 and the subsequent Great Depression, designers stripped away the rich materials and ornamentation of the earlier Art Deco style to emphasize a sense of smooth motion conveyed by clean, curved lines. This was reflected by applying a streamlined, aerodynamic approach to machines, such as automobiles, train locomotives, ships, and the Airstream trailer, for increased speed and efficiency.[12]

When applied to architecture, this design aesthetic was known as Moderne. Finding a broader and wider exposure in commercial and industrial applications, this new image replaced Art Deco as the signature modern design. It is characterized by smooth horizontal shapes with wide ribbon or curtain wall fenestration, steel canopies, and curved corners wrapped with horizontal banding conveying a feeling of smooth, fluid motion. Other character-defining features include a flat roof with ledge coping, porthole windows, banded windows or wall segments of glass blocks, and subdued color schemes. Materials such as steel, formed concrete, chrome or plated surfaces, and walls of smooth-textured stucco were favored and reflected the inspiration drawn from the industrial process and the machine.[13]

While the S&W Building retains some of character-defining features of Moderne architecture, such as flat roof with ledge coping, smooth-textured stucco, subdued colors, it does not demonstrate a strong association with the style. The building does not possess smooth, horizontal shapes with decorative banding, porthole windows, steel canopies, exterior walls of glass block, chrome or plated wall surfaces. The vertical pilasters on the 5th Street façade are more evocative of Art Deco and do not convey a streamlined, aerodynamic feeling. The original aediculae-styled main entrance at the corner of 5th and Jackson streets has a Moderne-inspired refinement, but as an architectural motif, it is a feature more associated with Classical/Beaux Arts architecture than Moderne.

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[12] LSA Associates, Inc., 2016. *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*, p.6. January 18.

[13] LSA Associates, Inc., 2016. *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*, p.6. January 18.

The S&W Building is not the only District contributor to possess Moderne architectural qualities. Three additional Moderne-styled contributing elements are present in the District: 292 4th Street, built in 1945; 417 Harrison Street, built in 1946; and 425 Harrison Street, built in 1947. These one-to-two story contributing elements are clustered together near the Oakland Portal of the George A. Posey Tube and form a portion of the District's northwestern boundary. This concentration displays the variety in the application of industrial Moderne architecture within the District as compared to the project site which contains a Moderne-styled building built 8-10 years earlier at the opposite, eastern end of the District.

Jesse Rosenwald. As previously stated, the S&W Building was designed by Jesse Rosenwald, a structural engineer with the San Francisco-based architectural firm Couchot, Rosenwald & Roeth. The S&W Building was solely Rosenwald's design, as indicated by the National Register District nomination, which states:

> *The building was designed in 1937 by Jesse Rosenwald, who as a member of Couchot, Rosenwald & Roeth, participated in the design of the Western States Grocery warehouse and Safeway Stores Corporate Headquarters at 247 and 201 Fourth Street, respectively.*

Waterfront Warehouse District. The S&W Building was evaluated in 2000 as part of the National Register nomination of the District prepared by Wilda L. White, President of the Jack London Neighborhood Association. The survey identified a total of 24 contributing elements, mostly one-to-three story industrial warehouse buildings constructed between 1914 and 1954 on 31 parcels covering 16 acres on all or part of 10 city blocks roughly bounded by 5th, 2nd, Webster and Jackson streets. The district also contains five noncontributing elements and was listed in the National Register on April 24, 2000.

The National Register nomination of the District states that it is significant at the local level under Criterion A for its association with Oakland's industrial development from World War I through the early 1950s. Through the immense aggregate freight tonnage shipped by rail, water, and land, the businesses that made up the District contributed to Oakland's industrial development. The District is also significant at the local level under Criterion C for its utilitarian industrial architecture and industrial application of various architectural styles such as Gothic Revival, Beaux Arts, Moderne, and Art Deco, as well as its physical layout of wide streets, buildings sited with zero setbacks, and buildings designed for access to the Western Pacific Railroad (WPRR) tracks on 3rd Street. The District is Oakland's best intact concentration of buildings that conveys through its physical features this period of the Oakland's industrial past.

The most common contributing property type in the District are one-to-three-story warehouses that typically cover 7,500 to 30,000 square feet and constructed of brick,

reinforced concrete, or steel frame construction using the industrial styles popular in the United States during the 1910s and 1920s. The warehouses were used to store goods, including produce, poultry, paint, paper, and burlap bags, groceries, plumbing supplies, and machine bearings, as well as house office space. The building footprints are square or rectangular and completely cover their respective parcels; the varied building heights and minimal to no setback from the sidewalk results in a uniform streetscape and assorted cornice/parapet heights. The multi-story contributors typically contain industrial or warehouse space on the ground floor with office space in the upper floors. Decorative façade details are sparsely used, as these buildings were inexpensive to build, utilitarian in nature, and quickly generated income.

Additional character-defining features of the contributing elements of the District include:

- Ribbon or curtain wall fenestration containing steel-sash windows;
- A varied sense of scale and proportion; and
- Pilaster or bay construction.

d. A DISCUSSION OF WHETHER INCORPORATION OF THE HISTORIC STRUCTURE INTO THE PROPOSAL WILL RESULT IN A PROJECT THAT HAS A DESIGN QUALITY THAT IS LEAST EQUAL OR BETTER THAN THE ORIGINAL STRUCTURE.

Reuse or retention of the existing building and its incorporation into the proposed design was considered by the project applicant. Incorporating the existing building would preserve various decorative façade elements of the existing structure, and thus would result in a design quality at least equal to the original structure. However, although the Proposed Project will not incorporate the S&W Building into the new design, it will also result in a project that has design quality equal to or better than that of the original structure, as described below.

With respect to the District, the proposed building incorporates plain, smooth cladding materials and large, regularly spaced windows. These are utilitarian materials and finishes that are compatible in a modern industrial and commercial environment where buildings with plain, durable exterior surfaces and large expanses of glazing are common. The proposed building uses these materials in different and more modern ways and, thus, distinguishes itself from the District. For example, it is designed in a Contemporary/softened utilitarian style, which includes few ornamental features, but uses varied cladding and façade articulation to stimulate visual interest in a manner sympathetic to the District's utilitarian, industrial feel. In particular, the flat articulation of the façade with varying parapet heights upholds the strong division of structural bays and different roof heights seen in many of the District's contributing elements. The use of exposed cementitious cladding and masonry veneer in the façade design also references common elements such as the rough texture of board-formed exterior walls of reinforced

concrete and masonry cladding found on the District's contributing elements. The proposed style would be obviously modern, yet well differentiated from Jesse Rosenwald's utilitarian/Moderne design for the S&W Building, while referencing the District's collective industrial utilitarian aesthetic.

Based on this analysis of the proposed design appears that the proposed new building will be compatible with, but clearly differentiated from, the other multi-story contributing elements in the District. Its design incorporates varied cornice heights and façade division that loosely references traditional regimented vertical/segmented façade organization seen elsewhere in the area. The materials it incorporates are largely compatible with those found in the district, but are applied in modern ways that clearly distinguish them from the District's historic fabric. Therefore, for the reasons stated above, the design quality of the Proposed Project would be at least equal to or better than the original S&W Building and the adjacent contributing elements to the District.

3. Finding II: Public Benefits

See attached Appendix B, *Oakland Jack London Square Due Diligence Project* Memorandum, prepared by Seifel Consulting.

a. THE PUBLIC BENEFITS OF THE PROPOSED REPLACEMENT PROJECT OUTWEIGH THE BENEFIT OF RETAINING THE ORIGINAL STRUCTURE.

The City's Demolition Findings require an analysis of public benefits for the existing use and the replacement development (Proposed Project). As shown in Table 1 of Appendix B, potential economic and fiscal benefits to the City of Oakland, including new tax revenues, are significantly greater for the Proposed Project compared to those that could be generated from the existing back office/warehouse space use.

Other than the benefits described below, the preservation of the existing warehouse buildings is unlikely to have a significant impact on the economic value or activity in the Jack London area. While the existing buildings contribute to a historic district, no significant impacts on local tourism, spending or property value enhancement to other properties would likely occur due to its preservation. Development of the Proposed Project will attract new residents, increase spending at local businesses and improve demand for space in the area, thereby increasing values of nearby properties.

Following is discussion of applicable points listed in the City's handout for Category III Demolition Findings:

CIVIC, COMMUNITY AND NEIGHBORHOOD IDENTITY.

The existing building is a relatively undistinguished building which is unoccupied outside of business hours. The current tenant is vacating the site and consolidating into larger quarters elsewhere, leaving the existing building vacant. There is a risk of prolonged vacancy of the current buildings following the anticipated departure of the current tenant, particularly if the Block B parking lot is no longer available for parking due to its sale or development for another use. Other uses, e.g., industrial uses, would be less compatible with the changing nature of the neighborhood. The Proposed Project will bring new residents vested in the local neighborhood, bringing increased 24-hour and weekend activity to the area.

The Proposed Project would contribute approximately $318,000 to the City's Facade Improvement Program, which would benefit other businesses in the area and the City, and upgrade the urban environment for renters and residents. The project applicant also will provide a financial contribution to support the replacement and repair of sidewalk and trash receptacles and historic signage program managed by the Jack London Improvement District (JLID). The addition of new residents by the Proposed Project would increase expenditures at local businesses and related property values.

THE ECONOMY, INCLUDING THE CITY'S TOURISM INDUSTRY AND THE LOCAL COMMERCIAL DISTRICT. THIS INCLUDES THE NUMBER OF POST CONSTRUCTION JOBS PROVIDED.

While the existing buildings are part of a historic district, they are not located in the heart of the historic district and are relatively isolated from other Jack London District retail uses. Neither the existing buildings nor the Proposed Project are anticipated to be a significant attraction for tourism. As shown in Table 1 of Appendix B, the Proposed Project's new residents will spend a significant portion of their income in Oakland, including businesses in the Jack London Square commercial district. The Proposed Project is estimated to generate approximately 600 job-years, or about 300 construction jobs assuming a two-year construction period. Post-construction, the Proposed Project is estimated to generate approximately 30 ongoing jobs, including direct jobs by the property leasing company such as building and landscape maintenance, as well as indirect jobs such as household employees and retail staff. The existing project currently houses approximately 100 staff, although as previously mentioned, the current tenant is vacating the location, and the number of jobs a new tenant may support is unclear.

SERVICES PROVIDED TO THE COMMUNITY, INCLUDING SOCIAL SERVICES.

The existing buildings currently generate minimal tax revenues to the City of Oakland of approximately $60,000 annually to help fund public services. As shown in Table 1 of Appendix B, the Proposed Project would generate over $900,000 annually in taxes to the City that could help fund public services in the Jack London area and the City.

The Proposed Project is estimated to generate approximately $2.7 million in transfer tax revenues upon its sale, which is likely to occur no sooner than initial stabilization and lease-up within the first two years. While the Project Sponsors have indicated their intention to develop, hold and operate the buildings, it is common for developers and Real Estate Investment Trusts (REITs) to sell within ten years (or less) of project construction. Future sales by subsequent owners will likely thus occur; however, those revenues have not been shown in this analysis. Future sales would also generate additional transfer funds to the City, and this revenue would be in addition to the revenue outlined in this memo.

The Proposed Project would increase the property's contributions to the JLID, the area's Business Improvement District, increasing to an estimated $32,000 annually compared to $11,000 currently (Appendix B, Appendix Table A-1). JLID uses these revenues to deliver an increased level of maintenance, cleaning, and safety services 7 days a week in the Jack London District area.

FULFILLING THE INTENT OF (1) THE LAND USE AND TRANSPORTATION ELEMENT OF THE GENERAL PLAN FOR THE AREA AND (2) OTHER GENERAL PLAN POLICIES, AS APPLICABLE.

Regarding the applicable General Plan Land Use and Transportation Element, and the Open Space, Conservation and Recreational Element, the Proposed Project would generally meet the applicable General Plan policies in that the project would provide for residential and retail uses in the Jack London District, and would generally meet the policies that encourage new infill developments to construct residential units.

The project would draw upon elements of the neighborhood's industrial character, including a design reflective of the industrial heritage of the Jack London District. The project would be part of the growing residential community in the Jack London District and would support the revitalization efforts of the downtown, Lower Broadway and Jack London Square areas.

HOUSING OPPORTUNITIES.

The existing buildings provide no new housing opportunities. The Proposed Project would add 330 residential units.

CULTURAL HERITAGE AND THE IMAGE OF THE CITY AND LOCAL NEIGHBORHOOD.

The Proposed Project's contribution to the area's cultural heritage is noted in the following item. The Proposed Project will contribute in a variety of ways to improving land use conditions by upgrading infrastructure, improving sidewalks and landscaping and attracting new residents to the area.

EDUCATIONAL OPPORTUNITIES AND CULTURAL BENEFITS REGARDING ARCHITECTURAL AND LOCAL HISTORY.

The Proposed Project's mitigations related to historic preservation would include the required recordation and public interpretation of the historic structure and neighborhood context, which would contribute to increased understanding of the area's historic significance.

C. CONCLUSION

This report concludes that the Proposed Project meets the requirements for Category III Demolition Findings. Though Category III Demolition Findings require only one of three findings to be made, this project was able to conclusively demonstrate Findings I and II. The Proposed Project meets the requirements for Category III Demolition, Finding I, because the design quality of the Proposed Project would be at least equal to or better than that of the existing warehouse and the design of the Proposed Project would be compatible with the character of the Waterfront Warehouse District. The Proposed Project meets the requirements for Category III Demolition, Finding II, because public benefits of the proposed replacement project outweigh the benefit of retaining the original structure.

D. REFERENCES

CP V JLS, LLC, 2015. Project Plans. November 9.

City of Oakland, 2015. *Jack London District 4th & Madison Project Draft Environmental Impact Report* (Draft EIR). Prepared by Urban Planning Partners. August.

LSA Associates, Inc., 2016. *City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1*. January 18.

Personal communication between various sellers and CP V JLS, LLC.

Property tour with Ryan Lionberger, Corporate Facilities, Cost Plus World Market. October 22, 2015.

Seifel Consulting, Inc., 2016. *Oakland Jack London Square Due Diligence Project Memorandum*. November.

APPENDIX A

City of Oakland - Findings Required for the Demolition of Historic Properties Category III Historic Properties: Finding 1

Prepared by LSA Associates, Inc.

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MEMORANDUM

DATE: January 18, 2016

TO: Lynette Dias, President/Principal, Urban Planning Partners

FROM: Michael Hibma, M.A., RPH #603, Architectural Historian/Senior Cultural Resources Manager, LSA Associates, Inc.

SUBJECT: City of Oakland - Findings Required for the Demolition of Historic Properties - Category III Historic Properties: Finding 1

At the request of Urban Planning Partners, Inc. (UPP), LSA Associates, Inc. (LSA), prepared the following responses to four findings required by the City of Oakland as part of the permitting process for the demolition of Category III Historic Properties within its jurisdiction. This memorandum addressed the requirements of Finding 1 of that review process for the Jack London Square 4th & Madison Project (project).

The building proposed for demolition is a single-story industrial warehouse built in 1937 for the S&W Fine Foods Company at 200 4th Street in Oakland, Alameda County, California (Assessor Parcel Numbers 001-0161-001 and -002). The building, hereafter referred to as the S&W Building, is a contributing element of the Waterfront Warehouse District (District), which is listed in the National Register of Historic Places (National Register). As a contributing element of a National Register-listed historic district, the building is also automatically eligible for inclusion in the California Register of Historical Resources, and is a "historical resource" as defined at California Public Resources Code §5024.1.

The author of this memorandum, Michael Hibma, has a B.A. in History from Humboldt State University; an M.A. in History from California State University, Sacramento; and a Certificate in Land Use and Environmental Planning from University of California, Davis Extension. He is certified by the Register of Professional Historians (#603); meets the Secretary of the Interior's *Professional Qualifications Standards* for architectural history and history; and has 10 years of experience in cultural resources management and architectural history.

The following section contains a project description and an assessment of the project design aspects relative to the requirements of Finding 1. The assessment utilizes the conceptual treatments contained in the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards) as a framework for the analysis.

PROJECT DESCRIPTION

The proposed project site covers 2.07 acres on 1.5 city blocks containing three parcels (APNs 001-161-001; -002 and 001-0161-007-07). Of the total 2.07-acre project site, the S&W building covers 1.38 acres, and the remaining 0.69 acres consists of a paved parking lot located west of and across 4th Street from the S&W Building. The proposed project would include construction of two seven-story

buildings. The project would include approximately 330 residential apartment units, 3,000 square feet of ground-floor commercial space, and 365 parking spaces. The maximum height of each building would be 85 feet.

DEMOLITION ANALYSIS

This section presents an analysis of the proposed project and whether it meets the four specific criteria that comprise Finding 1. Because the issue under review is the degree to which the project is compatible with the physical characteristics and visual attributes of the District, a historic property as defined at 36 CFR 800.16(l)(1), LSA used the Secretary's Standards to assess the nature of the proposed construction. The Secretary's Standards are considered "best practices" in providing guidance for working with historical resources and are used by Federal agencies and local governments to evaluate the appropriateness of proposed rehabilitation work on historical resources; they are applied to a wide variety of resource types, including buildings, sites, structures, objects, and districts. The Secretary's Standards, and the degree to which proposed construction conforms to their guidance, are a useful means for assessing and describing the potential impacts to historical resources.

The Secretary's Standards comprise four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction (Weeks and Grimmer 1995:2). Those four distinct treatments are defined as follows:

Preservation: The Standards for Preservation ". . . require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."

Rehabilitation: The Standards for Rehabilitation ". . . acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."

Restoration: The Standards for Restoration ". . . allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."

Reconstruction: The Standards for Reconstruction ". . . establish a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes."

Typically, one set of standards is chosen for a project based on the proposed action. For the purposes of this project, new construction would occur within the District's boundary. Therefore, the following discussion applies only the Secretary's Standards for Rehabilitation to assess the compatibility of the proposed project design with the existing visual aspects of the District and its contributors, particularly 201 4th Street (APN 001-0155-008) and 401 Jackson Street (APN 001-0155-005). The assessment is based on the conceptual guidance provided in the Secretary's Standards, especially as they pertain to proposed new construction within a historic district.

ANALYSIS UNDER FINDING 1

According to the City of Oakland, the following applies to proposed demolition of Category III Historic Properties:

Finding 1: The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood.

According to City of Oakland guidance, analysis of "equal quality" and "compatibility" should be prepared by historical architect or professional with equivalent experience and should include:

a) A discussion of design quality in terms of: visual or design value; quality of surface materials; quality of detailing; composition; construction detail; and architectural integrity.

b) For proposals in an Area of Secondary Importance (ASI), the analysis should compare the integrity of the ASI with the proposal to the integrity of the ASI with the structure proposed for demolition. This analysis should include a discussion of consistency with street frontage patterns, fenestration patterns, contribution to the visual quality of the district, and cohesiveness of the district.

c) A discussion of the historical significance of structure proposed for demolition

d) A discussion of whether incorporation of the historic structure into the proposal will result in a project that has a design quality that is least equal or better than the original structure.

The following section contains individual responses to each of the four aspects of Finding 1 listed above.

a) A discussion of design quality in terms of: visual or design value; quality of surface materials; quality of detailing; composition; construction detail; and architectural integrity.

Visual/Design Value: The subject property is located at the northeastern corner of the District and occupies a full city block bordered by 4th Street, Jackson Street, 5th Street, and Madison Street. These streets are part of a grid of secondary surface streets linking Oakland's Downtown and Lake Merritt areas with the Oakland Inner Harbor and Jack London Square neighborhoods. Jackson Street generally forms the District's eastern boundary and 5th Street generally forms its northern boundary. The façades of the single-story S&W building facing 4th Street and Jackson Street are readily visible from within the District. Taller five-story buildings are located across 4th and Jackson streets from the project site with 11 taller mixed-use buildings (equivalent to 5-10 stories) beyond to the west, south, and southeast of the project site. One five-story building, at 401 Jackson Street, was the site of the Safeway corporate offices and is a contributing element of the District. A single-story commercial building of reinforced concrete construction at 201 4th Street, similar to the S&W Building, is west of the project site, across Jackson Street.

At seven-stories, the proposed building will be similar in height and scale as those to the south and west. Buildings on city blocks adjacent to the project site generally range from one to seven stories with frontage widths ranging from 120 to over 300 feet. The proposed building will have a frontage width along 4th and 5th streets of approximately 300 feet and a frontage of 200 feet along Jackson and Madison streets (See Attachment, A2.0-A2.1). The proposed frontage lengths would be as almost exactly the same as those of the S&W Building. The proposed building would fully occupy the city block and would not be the largest or tallest building in the immediate area; the land use of the parcel would remain consistent with those of nearby parcels. The building's height, massing, and frontage

would conform with many of the other, newer mixed use construction nearby and with multi-story contributing elements to the District, such as 401 Jackson Street.

Materials, Ornament, Detailing, Composition, Detail, and Style: The proposed building will be clad with a variety of surface materials, including stucco, cementitious siding, metal, masonry veneer, columns, and decorative screens (See Attachment, A2.0-A2.1, A7.0). The overall aesthetic is industrial in appearance with repeating vertical features dividing the façade into regular sections and topped with a subdued Art Deco referenced motif. The Jackson Street and 4th Street façades that face the District are the least embellished with ornament and most utilitarian in feel and material selection (See Attachment, A6.2). Ground floor fenestration will consist of full or partial-height fixed-paned storefront/picture windows in aluminum casements recessed from the building edge. The ground floor entrances will consist of metal-framed glass doors. Upper floor resident access would be provided via one entrance (at the far left of the Jackson Street-facing façade) and one entrance (at the far left side of the 4th Street façade). A leasing office is proposed at the corner of the building facing the 4th and Madison streets intersection (See Attachment, A6.1). Upper story fenestration consists of multi-light; fixed-paned windows slightly recessed and consisting of evenly-spaced windows set in a regular pattern from floor to floor, with taller windows on floors 6 and 7 than on floors 2 through 5 (See Attachment, A2.0-A2.1).

The relatively minimal variety of materials, design aspects, and relatively regimented fenestration of the proposed design is comparable with the overall utilitarian nature of the District's exterior wall surface textures, materials, and fenestration patterns, as exhibited by the contributing elements within the District. The proposed building distinguishes itself from existing buildings that reference an older, industrial design. It is designed in an austere Contemporary/softened utilitarian style, which includes few ornamental features, but emphasizes the use of exposed cementitious cladding, masonry veneer, and metal wall cladding. The staggered cornice height, decorative treatments, and varied wall cladding near the top of the evenly-spaced vertical features that divide the façade draw visual interest. The proposed style is obviously modern and will be well differentiated from the District contributors, while being compatible with traditional massing and appearance.

b) For proposals in an Area of Secondary Importance (ASI), the analysis should compare the integrity of the ASI with the proposal to the integrity of the ASI with the structure proposed for demolition. This analysis should include a discussion of consistency with street frontage patterns, fenestration patterns, contribution to the visual quality of the district, and cohesiveness of the district.

The S&W Building is not located within an ASI.

c) A discussion of the historic significance of structure proposed for demolition.

Before World War I, Oakland's industrial economy was tied largely to San Francisco and other East Bay cities. The arrival of the Western Pacific Railroad (WPRR) in 1909 spurred Oakland's industrial development as the Southern Pacific Railroad's monopoly on shipping and transport was broken. During this period, Oakland voters approved the sale of municipal bonds that provided funds to improve publically-owned port infrastructure to attract larger shippers, further spurring industrial

development. From World War I through the 1940s, Oakland reaped the benefits of this groundwork and was regarded as the "Industrial Capital of the West."

The S&W Building is a one-story rectangular combination of a warehouse built in 1937 and attached office building addition built in 1946. The building covers an entire city block bound to the north by 5th Street, to the west by Jackson Street, to the south by 4th Street, and to the east by Madison Street. The original warehouse portion covered 45,000 square feet, and the office addition portion covers 15,000 square feet. The building was designed by Jesse Rosenwald, who is described in the National Register nomination documentation as a "eng[ineer]" and not a professional architect, and built in 1937 by Oakland-based contractor Tulloch Construction for the S&W Fine Foods Company. The 1946 addition was built by the Oakland and Los Angeles-based building contractor John J. Moore Company. The combined building was a S&W Company shipping, receiving, and branch warehouse. S&W remained at this location until the late 1950s, when the R.C. Lucas Company owned the building. By 1965, Safeway, Inc., owned the building and remained until 1996. The building presently houses the international headquarters of the current occupant, Cost Plus World Market. In 2001, S&W was absorbed by Walnut Creek, California-based Del Monte Foods, Inc.

The building rests on a concrete foundation and is constructed of a mix of stucco-clad reinforced concrete, painted common-bond brick, and stucco-clad wood-framed walls. The roof is supported by wood post-and-beam systems. The building is covered by a flat or very low-pitched roof behind a short parapet and sheathed in commotion roofing with 16 irregularly-spaced skylights and various heating, ventilation, and air-conditioning units installed. The following contains a brief discussion of the current condition of each façade based on a field survey conducted by LSA on January 13, 2016.

The north-facing 5th Street façade contains the original 1937 warehouse façade consisting of eight regularly spaced, flat-fluted pilasters topped with plain round medallions and was clearly intended as "the face" of the building to motorists and visitors. Today, this façade faces fenced parking space underneath Interstate 880/Nimitz Freeway. The remaining original fenestration consists of seven evenly spaced groupings of three tall, narrow, recessed windows between the pilasters. The fenestration consists of industrial metal-sashed casement windows of translucent wire glass. However significant alterations are apparent. One of the original fenestration segments is partially filled and another completely filled and reconstructed to accommodate an additional street level entrance onto the 5th Street sidewalk. This new entrance contains a new door and entryway covered by a straight-slope (or French canopy) awning. The western portion of the north façade, which contained the original office, contains seven original metal framed windows partially filled with translucent wire glass. The eastern portion of the façade contains the original 1946-built, brick masonry façade with one partially filled in window.

The east-facing Madison Street façade contains the 1946 addition, which wraps around the building to form the eastern portion of the north-facing façade and the eastern portion of the south-facing 4th Street façade, is a single-story rectangular addition that is slightly shorter in height than the original 1937 warehouse. The exterior walls consist of painted common-bond masonry brick walls. This façade contains one filled-in window, one filled-in former truck entrance, and an additional new entrance door covered by a straight-slope (or French canopy) awning. Near the center of the façade is the former office entrance consisting of a prominent square-shaped feature of semi-projecting vertical boxed beams crowned by a semi-projecting raised parapet with three thinner recessed vertical ribs, which in turn frame steel-sashed, fixed-paned windows of translucent wire glass. The original entrance remains but contains a replacement metal commercial door. The southern portion of the east

façade contains the original fenestration consisting of large rectangular sections of steel-sashed ribbon windows of translucent wire glass, which are also on the eastern portion of the south-facing 4th Street façade.

The south-facing 4th Street facade originally functioned as railroad shipping and receiving with a spur track and loading doors that could service six railroad cars simultaneously. The original warehouse walls of reinforced concrete remain, but the original loading doors were removed and partially filled with cinder block masonry with the remaining upper portion containing aluminum-farmed, fixed-paned windows. An older (perhaps original) entrance located near the eastern end of the façade was removed, filled in, and a new, additional entrance installed by partially filling in an original window. The new, modern side entrance is accessed by three concrete steps with a round metal railing. A portion of the original spur track remains in place in an asphalt-paved area currently used as automobile parking. Near the western end of this façade is the modern main entrance to Cost Plus World Market accessed by a wide sidewalk and partially obscured by two street trees. The Cost Plus entrance perforates the original wall, is the prominent feature of this façade, and is, to a degree, sympathetic in terms of massing, finishes, and level of detail with the historic building; however it is clearly modern in appearance. The far western portion of this façade contains two partially-filled in window casements containing aluminum-framed, fixed-paned replacement windows of translucent wire glass.

The west-facing Jackson Street façade originally functioned as truck shipping and receiving with the main office on the 5th Street corner. The Jackson Street loading docks were built to facilitate transferring goods at truck height. These loading docks were later removed, the doors partially filled in, and aluminum-famed fixed paned, narrow ribbon windows of translucent wire glass installed. An accessibility ramp and railing were installed near the center of the façade to provide access and four street trees were planted in the sidewalk that partially obscure views of and from the façade. The northern portion of the Jackson Street façade contains the original Moderne-refined aediculae-framed main office door that is flanked by three original aluminum-famed windows of translucent wire glass. The original entrance door was removed and the opening filled.

Moderne Architecture. The National Register nomination describes the architectural style of the S&W Building as Moderne, a style that emerged from the late Art Deco movement of the 1920s and 1930s. Following the stock market crash of 1929 and the subsequent Great Depression, designers stripped away the rich materials and ornamentation of the earlier Art Deco style to emphasize a sense of smooth motion conveyed by clean, curved lines. This was reflected by applying a streamlined, aerodynamic approach to machines, such as automobiles, train locomotives, ships, and the Airstream trailer, for increased speed and efficiency (Gelernter 1999:248-250).

When applied to architecture, this design aesthetic was known as Moderne. Finding a broader and wider exposure in commercial and industrial applications, this new image replaced Art Deco as the signature modern design. It is characterized by smooth horizontal shapes with wide ribbon or curtain wall fenestration, steel canopies, and curved corners wrapped with horizontal banding conveying a feeling of smooth, fluid motion. Other character-defining features include a flat roof with ledge coping, porthole windows, banded windows or wall segments of glass blocks, and subdued color schemes. Materials such as steel, formed concrete, chrome or plated surfaces, and walls of smooth-textured stucco were favored and reflected the inspiration drawn from the industrial process and the machine (Gelernter 1999:248-249; McAlester and McAlester 2013:580-585).

While the S&W Building retains some of character-defining features of Moderne architecture, such as flat roof with ledge coping, smooth-textured stucco, subdued colors, it does not demonstrate a strong association with the style. The building does not possess smooth, horizontal shapes with decorative banding, porthole windows, steel canopies, exterior walls of glass block, chrome or plated wall surfaces. The vertical pilasters on the 5th Street façade are more evocative of Art Deco and do not convey a streamlined, aerodynamic feeling. The original aediculae-styled main entrance at the corner of 5th and Jackson streets has a Moderne-inspired refinement, but as an architectural motif, it is a feature more associated with Classical/Beaux Arts architecture than Moderne.

The S&W Building is not the only District contributor to possess Moderne architectural qualities. Three additional Moderne-styled contributing elements are present in the District: 292 4th Street, built in 1945; 417 Harrison Street, built in 1946; and 425 Harrison Street, built in 1947. These one-to-two story contributing elements are clustered together near the Oakland Portal of the George A. Posey Tube and form a portion of the District's northwestern boundary. This concentration displays the variety in the application of industrial Moderne architecture within the District as compared to the project site which contains a Moderne-styled building built 8-10 years earlier at the opposite, eastern end of the District.

Jesse Rosenwald. As previously stated, the S&W Building was designed by Jesse Rosenwald, a structural engineer with the San Francisco-based architectural firm Couchot, Rosenwald & Roeth. The S&W Building was solely Rosenwald's design, as indicated by the National Register District nomination, which states:

> The building was designed in 1937 by Jesse Rosenwald, who as a member of Couchot, Rosenwald & Roeth, participated in the design of the Western States Grocery warehouse and Safeway Stores Corporate Headquarters at 247 and 201 Fourth Street, respectively.

Waterfront Warehouse District. The S&W Building was evaluated in 2000 as part of the National Register nomination of the District prepared by Wilda L. White, President of the Jack London Neighborhood Association. The survey identified a total of 24 contributing elements, mostly one-to-three story industrial warehouse buildings constructed between 1914 and 1954 on 31 parcels covering 16 acres on all or part of 10 city blocks roughly bounded by 5th, 2nd, Webster and Jackson streets. The district also contains five noncontributing elements and was listed in the National Register on April 24, 2000.

The National Register nomination of the District states that it is significant at the local level under Criterion A for its association with Oakland's industrial development from World War I through the early 1950s. Through the immense aggregate freight tonnage shipped by rail, water, and land, the businesses that made up the District contributed to Oakland's industrial development. The District is also significant at the local level under Criterion C for its utilitarian industrial architecture and industrial application of various architectural styles such as Gothic Revival, Beaux Arts, Moderne, and Art Deco, as well as its physical layout of wide streets, buildings sited with zero setbacks, and buildings designed for access to the Western Pacific Railroad (WPRR) tracks on 3rd Street. The District is Oakland's best intact concentration of buildings that conveys through its physical features this period of the Oakland's industrial past.

The most common contributing property type in the District are one-to-three-story warehouses that typically cover 7,500 to 30,000 square feet and constructed of brick, reinforced concrete, or steel frame construction using the industrial styles popular in the United States during the 1910s and 1920s. The warehouses were used to store goods, including produce, poultry, paint, paper, and burlap bags, groceries, plumbing supplies, and machine bearings, as well as house office space. The building footprints are square or rectangular and completely cover their respective parcels; the varied building heights and minimal to no setback from the sidewalk results in a uniform streetscape and assorted cornice/parapet heights. The multi-story contributors typically contain industrial or warehouse space on the ground floor with office space in the upper floors. Decorative façade details are sparsely used, as these buildings were inexpensive to build, utilitarian in nature, and quickly generated income.

Additional character-defining features of the contributing elements of the District include:

- Ribbon or curtain wall fenestration containing steel-sash windows;
- A varied sense of scale and proportion; and
- Pilaster or bay construction.

d) A discussion of whether incorporation of the historic structure into the proposal will result in a project that has a design quality that is at least equal or better than the original structure.

The proposed project will not incorporate the S&W Building into the new design. With respect to the District, the proposed building incorporates plain, smooth cladding materials and large, regularly spaced windows. These are utilitarian materials and finishes that are compatible in a modern industrial and commercial environment where buildings with plain, durable exterior surfaces and large expanses of glazing are common. The proposed building uses these materials in different and more modern ways and, thus, distinguishes itself from the District. For example, it is designed in a Contemporary/softened utilitarian style, which includes few ornamental features, but uses varied cladding and façade articulation to stimulate visual interest in a manner sympathetic to the District's utilitarian, industrial feel. In particular, the flat articulation of the façade with varying parapet heights upholds the strong division of structural bays and different roof heights seen in many of the District's contributing elements. The use of exposed cementitious cladding and masonry veneer in the façade design also references common elements such as the rough texture of board-formed exterior walls of reinforced concrete and masonry cladding found on the District's contributing elements. The proposed style would be obviously modern, yet well differentiated from Jesse Rosenwald's utilitarian/Moderne design for the S&W Building, while referencing the District's collective industrial utilitarian aesthetic.

Based on this analysis of the proposed design appears that the proposed new building will be compatible with, but clearly differentiated from, the other multistory contributing elements in the District. Its design incorporates varied cornice heights and façade division that loosely references traditional regimented vertical/segmented façade organization seen elsewhere in the area. The materials it incorporates are largely compatible with those found in the district, but are applied in modern ways that clearly distinguish them from the District's historic fabric. Therefore, for the reasons stated above, the design quality of the proposed project would be at least equal to or better than the original S&W Building and the adjacent contributing elements to the District.

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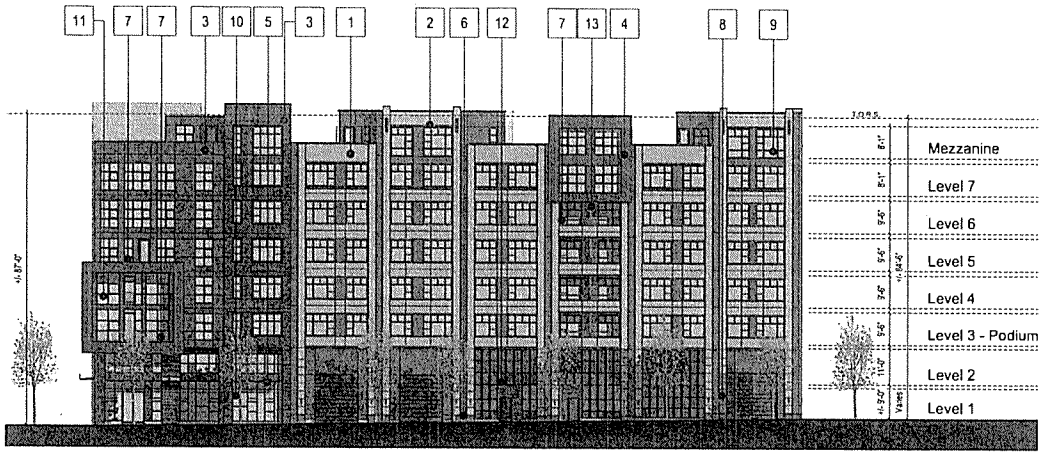
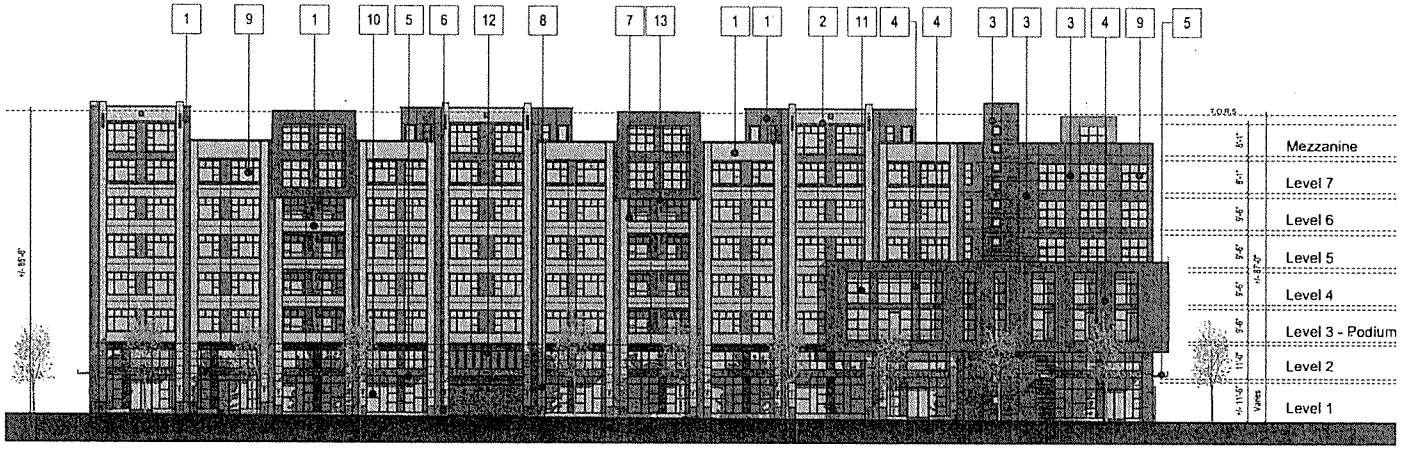
ATTACHMENT

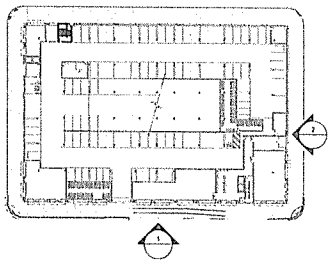
Jack London Square 4th & Madison Project
Proposed Elevation, Perspectives, and Materials
(Partial plan set prepared November 9, 2015)



2. Madison Street Elevation



1. 4th Street Elevation



Key Map n.t.s.

Material Legend

1. Stucco
2. Trim
3. Cementitious Siding
4. Metal Cladding
5. Metal Awning
6. Masonry Veneer
7. Metal Railing
8. Decorative Light Fixture
9. Vinyl Window
10. Storefront Window
11. Aluminum Window
12. Decorative Screen
13. Metal Column

JACK LONDON - 4TH & MADISON APPROVAL SET

CP V JLS, LLC
1000 Sansome, Suite 180
San Francisco, CA 94111
415.273.2900

BUILDING "A" - ELEVATIONS

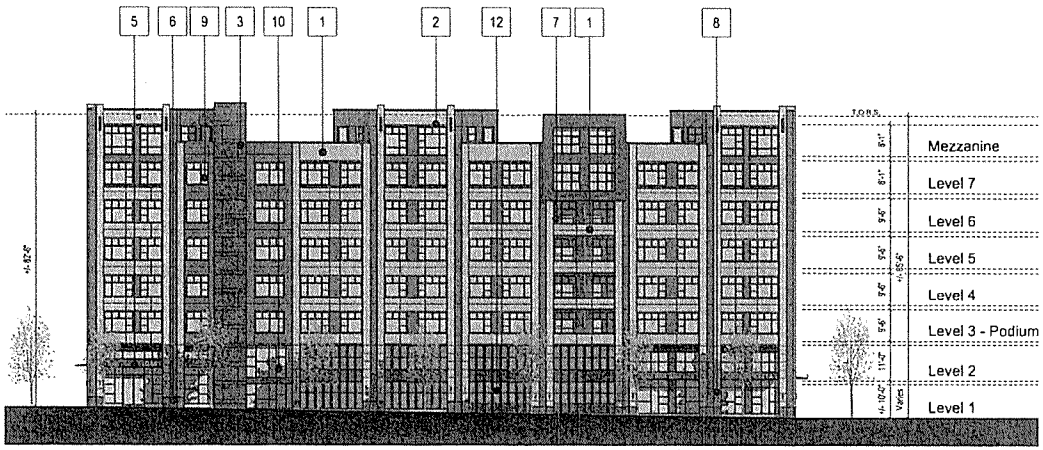
OAKLAND, CA

KTGY # 2014.0766 11.09.2015

0 8 16 32

A2.0

KTGY Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com



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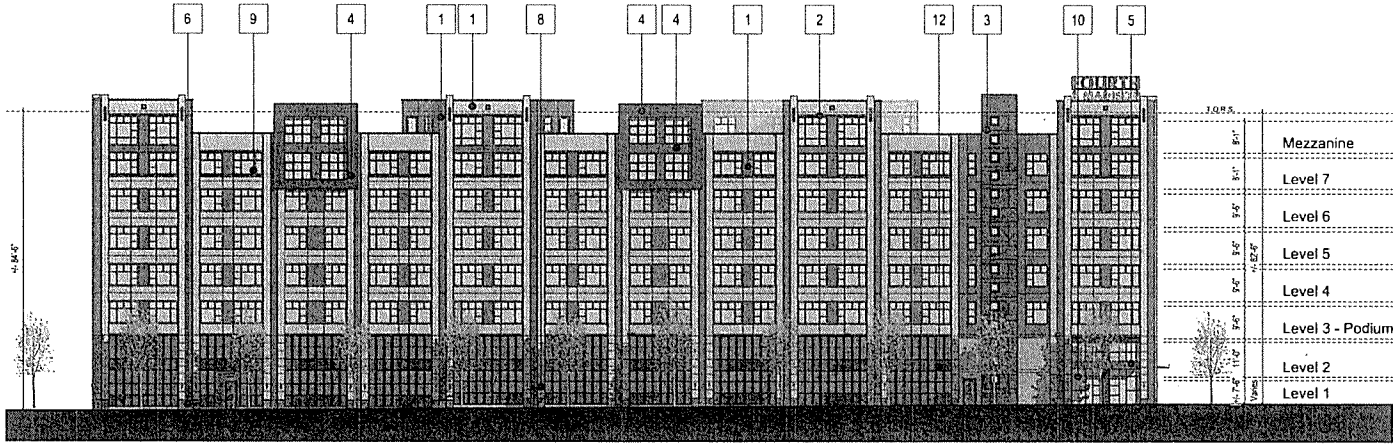

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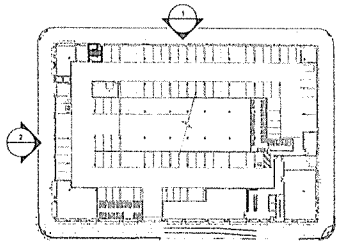

Key Map n.t.s.

Material Legend

1. Stucco
2. Trim
3. Cementitious Siding
4. Metal Cladding
5. Metal Awning
6. Masonry Veneer
7. Metal Railing
8. Decorative Light Fixture
9. Vinyl Window
10. Storefront Window
11. Aluminum Window
12. Decorative Screen
13. Metal Column

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BUILDING "A" - ELEVATIONS

OAKLAND, CA

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0 8 16 32

A2.1

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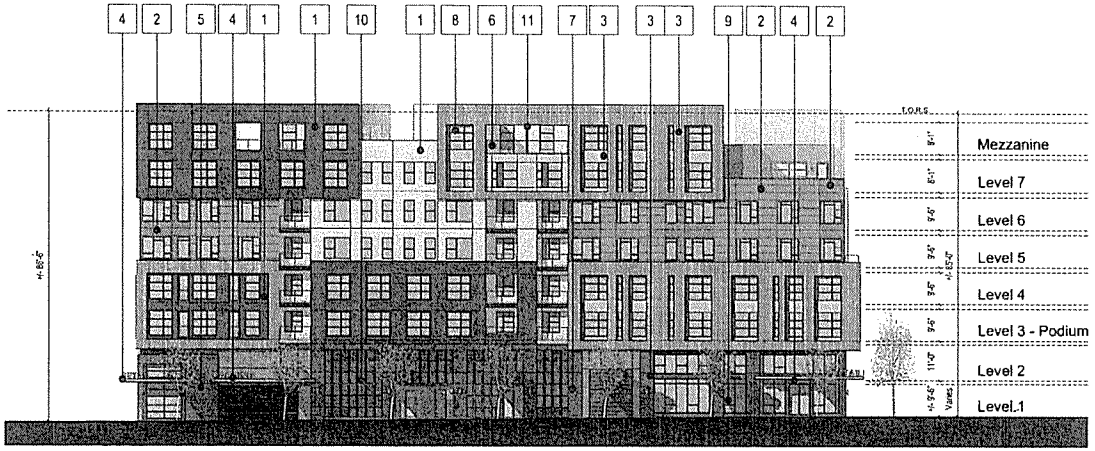

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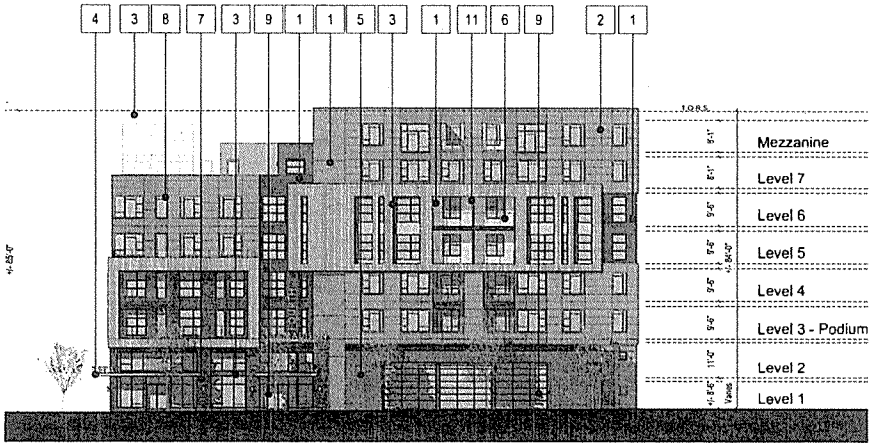

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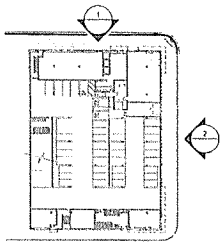

Key Map n.t.s.

Material Legend

1. Stucco
2. Cementitious Siding
3. Metal Cladding
4. Metal Awning
5. Masonry Veneer
6. Metal Railing
7. Decorative Light Fixture
8. Vinyl Window
9. Storefront Window
10. Decorative Screen
11. Metal Column
12. Masonry Block

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BUILDING "B" - ELEVATIONS

OAKLAND, CA

KTGY # 2014-0766 11.09.2015

0 8 16 32

A2.2

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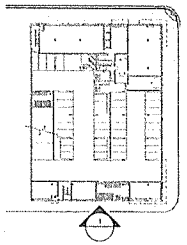
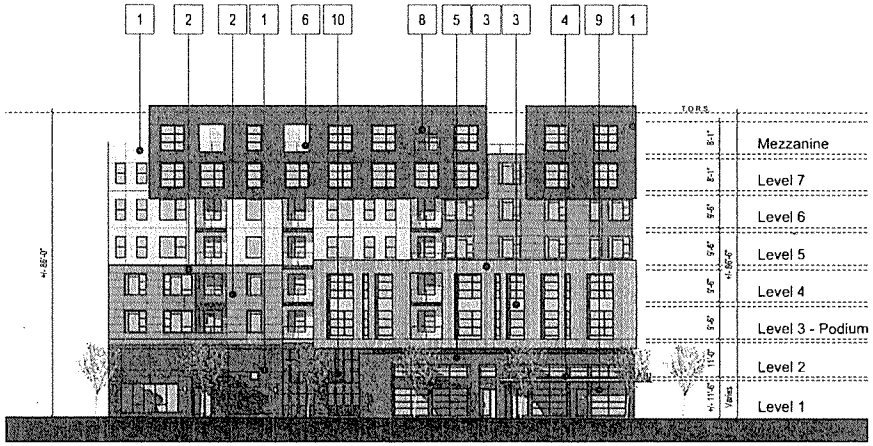


Key Map n.t.s.

Material Legend

1. Stucco
2. Cementitious Siding
3. Metal Cladding
4. Metal Awning
5. Masonry Veneer
6. Metal Railing
7. Decorative Light Fixture
8. Vinyl Window
9. Storefront Window
10. Decorative Screen
11. Metal Column
12. Masonry Block



1. 3rd Street Elevation

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BUILDING "B" - ELEVATIONS

OAKLAND, CA

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0 8 16 32

A2.3

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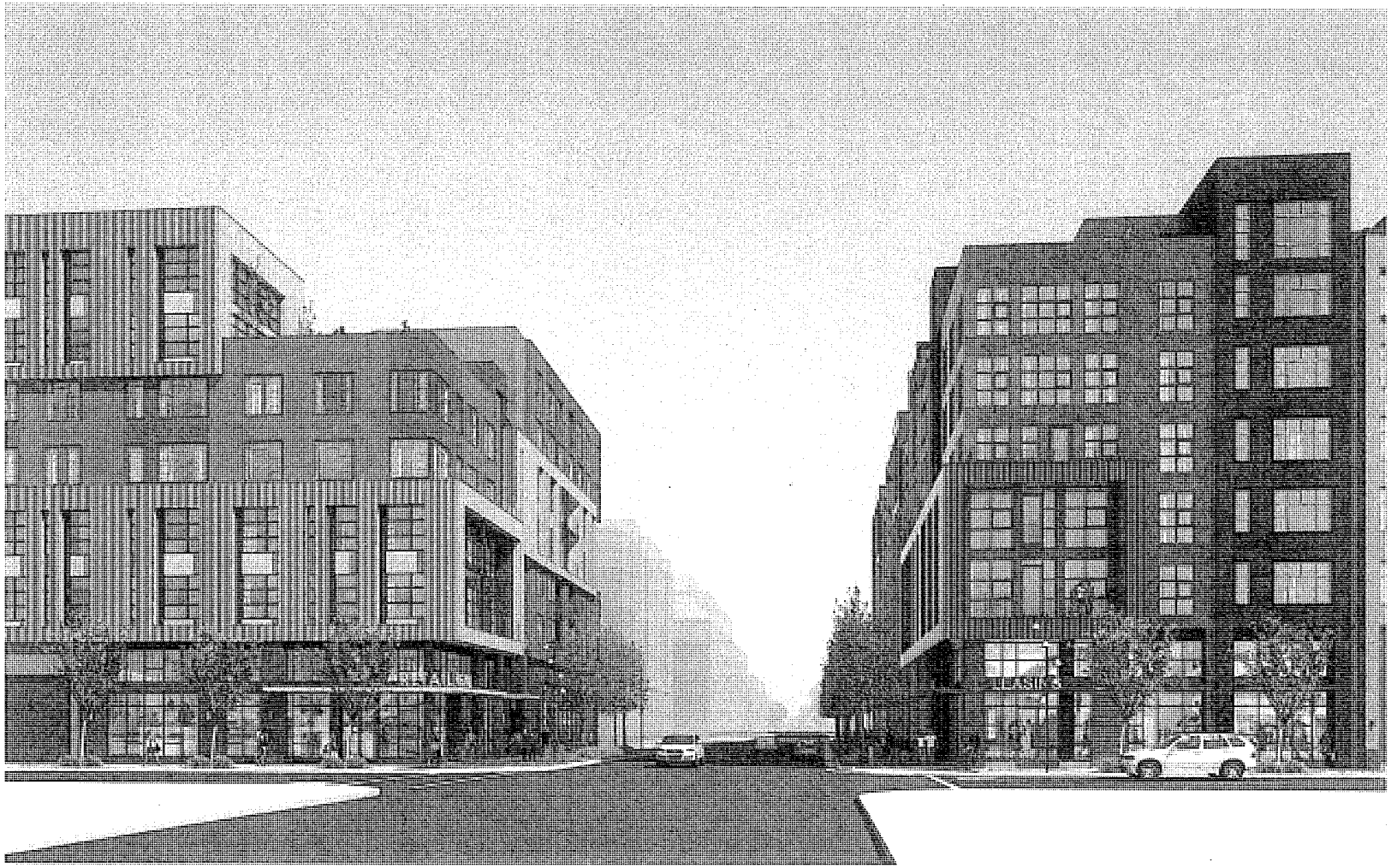

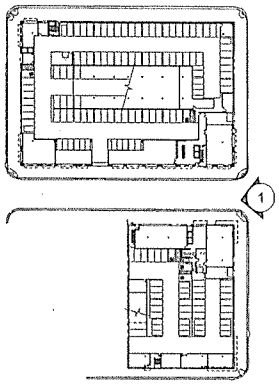

Key Map n.t.s.

1. View looking West down 4th Street

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PERSPECTIVE

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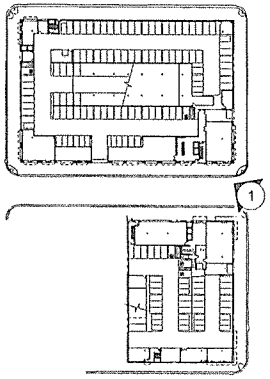

Key Map n.t.s.

1. View of Building "A" from 4th Street and Madison Street

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PERSPECTIVE

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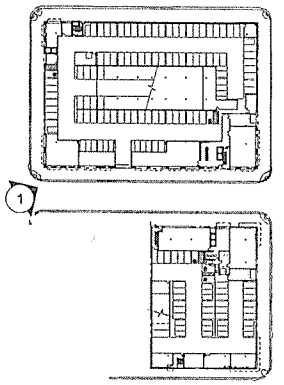

Key Map n.t.s.

1. View of Building "A" from 4th Street and Jackson Street

JACK LONDON - 4TH & MADISON APPROVAL SET

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PERSPECTIVE

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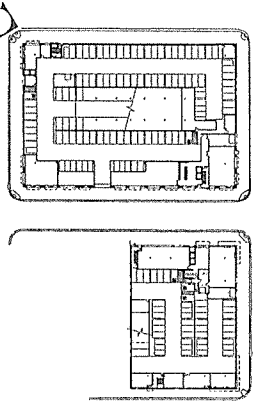

Key Map n.t.s.

1. View of Building "A" from 5th Street and Jackson Street

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PERSPECTIVE

OAKLAND, CA

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A6.3

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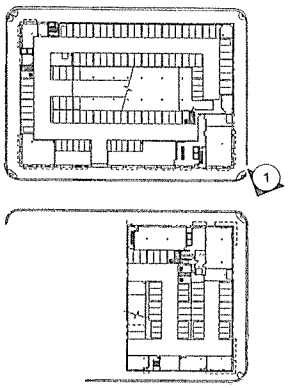

Key Map n.t.s.

1. View of Building "B" from 4th Street and Madison Street

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PERSPECTIVE

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A6.4

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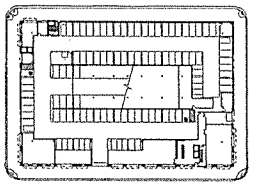

Key Map n.t.s. 1

1. View of Building "B" from 3rd Street and Madison Street

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PERSPECTIVE

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A6.5

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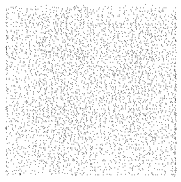
ktgy.com



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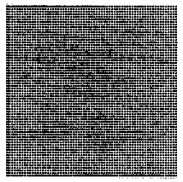

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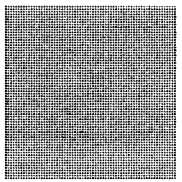

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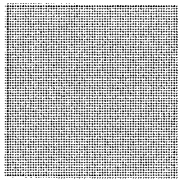

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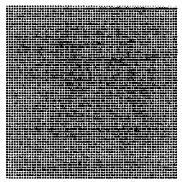

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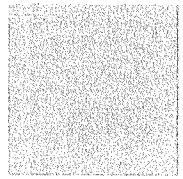

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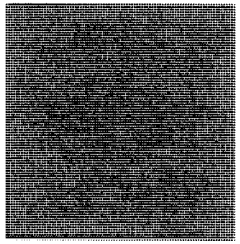

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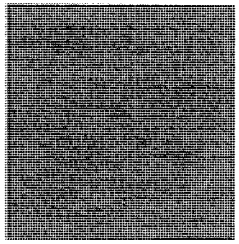

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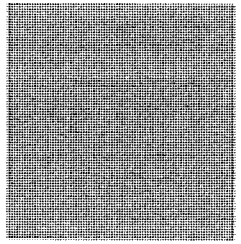

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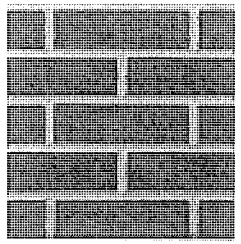
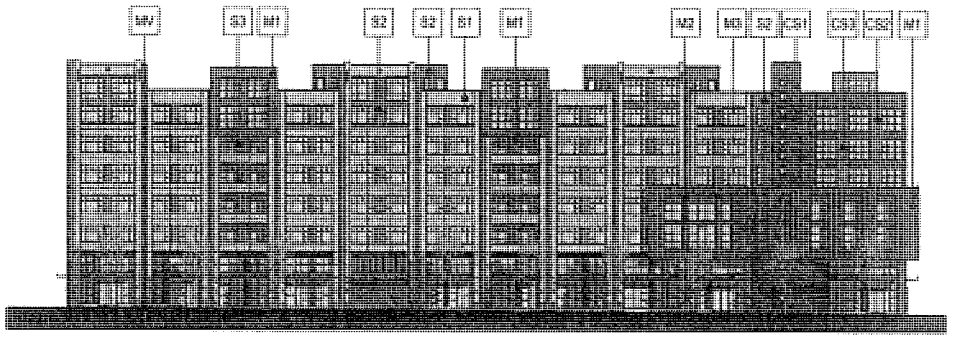


MASONRY VENEER MV

Building "A" - 5th Street Elevation (NTS)



Building "A" - 4th Street Elevation (NTS)

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COLOR AND MATERIALS BOARD - BUILDING "A"

A7.0

OAKLAND, CA

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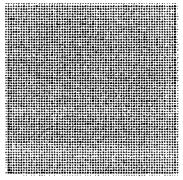
ktgy.com



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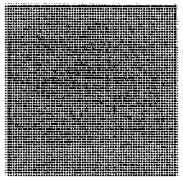

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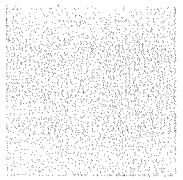

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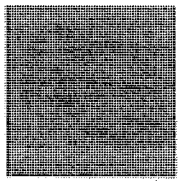
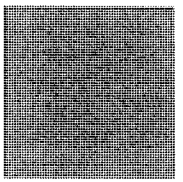


METAL 1 M1



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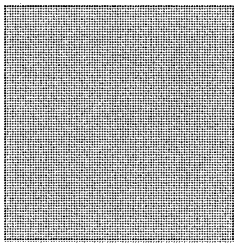
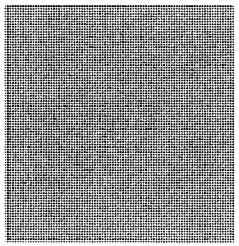


CEMENTITIOUS SIDING 1 CS1



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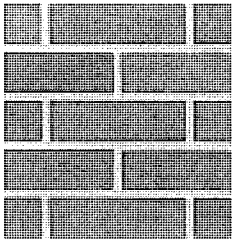
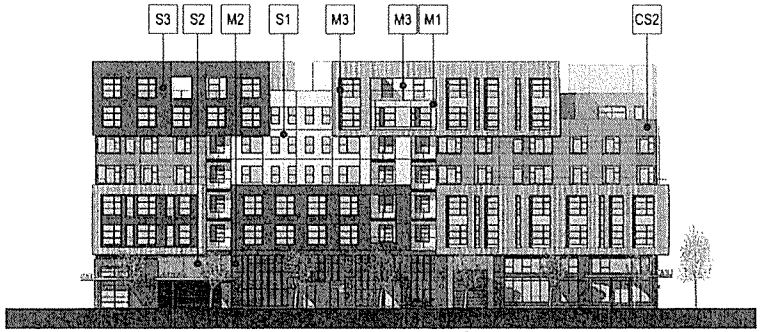
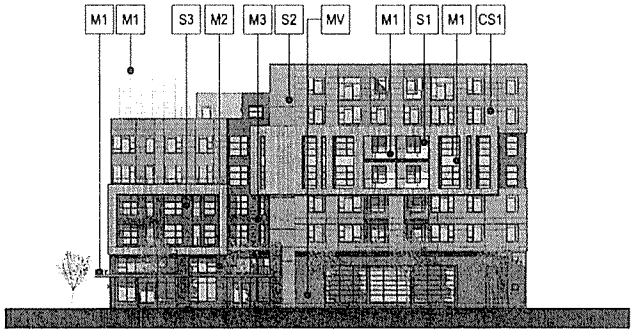


MASONRY VENEER MV



Building "B" - Madison Street Elevation (NTS)



Building "B" - 4th Street Elevation (NTS)

JACK LONDON - 4TH & MADISON APPROVAL SET

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COLOR AND MATERIALS BOARD - BUILDING "B"

A7.1

OAKLAND, CA

KTGY # 2014.0764

11.07.2015

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ktgy.com

APPENDIX B

Oakland Jack London Square Due Diligence Project Memorandum

Prepared by Seifel Consulting, Inc.

Seifel

Memorandum

Date January 14, 2016

To: Mr. Greg Pasquali, CP V JLS, LLC

From: Seifel Consulting

Subject: Oakland Jack London 4th and Madison Due Diligence Project

CP V JLS, LLC (Project Sponsor) retained Seifel Consulting to provide real estate advisory services in connection with the Project Sponsor's proposed mixed-use development located at 4th and Madison in the Jack London District of Oakland (Proposed Project). Prior to receiving approval to demolish a historic structure, the Project Sponsor must submit technical analysis and documentation in accordance with the City's required Demolition Findings. This memorandum presents the market, financial and economic analysis required to support Demolition Finding 2 for Category III properties.

In summary, the analysis presented in this memorandum demonstrates the following:

- Demolition Finding 2 – The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure.

The memorandum includes a discussion of applicable topics listed for Finding 2. The analysis demonstrates that the public benefits associated with the Proposed Project are much greater than the existing use.

The following sections of the memorandum present the basis for these findings, organized as follows:

A. Analysis Approach
B. Demolition Finding 2
Appendices

A. Analysis Approach

Seifel Consulting and Berkson Associates (the Seifel Team) prepared an independent market, financial and economic analysis of development of the Jack London 4th & Madison Project in Oakland, as required by the City of Oakland (City) prior to the Project Sponsor receiving approval to demolish historic resources.[1] The City requires estimates of potential public benefits associated with the existing use and new development. The analysis in this memorandum compares the public benefits of two scenarios, as described in the Draft Environmental Report of this Project:

- Existing Use (No Project)– The existing warehouse building on Block A is composed of two connected structures: a 45,000-square-foot, single-story warehouse constructed in 1937 and another component containing 15,000 square feet of office space, constructed subsequently. This building is the focus of the demolition findings. The No Project alternative assumes the continued use of this building as back office and warehouse, and it assumes that Block B, the nearby parcel currently owned by the same property owner, would continue to provide parking for this use.
- Proposed Project– New mixed use development with 330 apartments and 4,725 square feet of ground floor retail (five stories of residential over podium parking).

1. Demolition Findings Requirements

This memorandum presents the discussion to support Demolition Finding 2.

Finding 2: The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure.

For **Finding 2,** the City requests discussion of the following topics as applicable:

1. Civic, community, and neighborhood identity;
2. The economy, including the City's tourism industry and the local commercial district. This includes the number of post construction jobs provided.
3. The services provided to the community, including social services;
4. Fulfilling the intent of (1) the Land Use and Transportation Element of the General Plan for the area and (2) other General Plan policies, as applicable.
5. Housing opportunities;
6. Cultural heritage and the image of the City and local neighborhood; and
7. Educational opportunities and cultural resources regarding architectural and local history.

2. Methodology

In preparing the analysis, the Seifel Team reviewed a number of technical analyses from the Project Sponsor and other consultants (including a licensed general contractor), evaluated potential lease rates for residential and commercial uses, reviewed market appraisal data, researched market inputs for development and other costs. Project estimates used to estimate benefits are included in the Appendix. The Seifel Team utilized City budget documents and information from similar projects to estimate public benefits.

3. Caveats

While this analysis addresses the issues raised by the City's requirements for demolition of historic properties, it is not intended to represent an investment recommendation. Actual financial outcomes of development options will vary from those shown, depending on actual land acquisition costs, refined project and tenanting programs, and future investment, market, and economic conditions that will influence costs and revenues at the time of development and operation.

[1] Seifel Consulting and Berkson Associates are urban land economists and real estate consultants whose principals collectively bring more than 60 years of experience in evaluating a broad range of real estate developments, including historic rehabilitation projects, throughout the Bay Area, and that are similar to the Proposed Project and EIR alternatives.

B. Demolition Finding 2

The City's Demolition Findings require an analysis of public benefits for the existing use and the replacement development (Proposed Project).[2] As shown in Table 1, potential economic and fiscal benefits to the City of Oakland, including new tax revenues, are significantly greater for the Proposed Project compared to those that could be generated from the existing back office/warehouse space use.

Other than the benefits described below, the preservation of the existing warehouse buildings is unlikely to have a significant impact on the economic value or activity in the Jack London area. While the existing buildings contribute to a historic district, no significant impacts on local tourism, spending or property value enhancement to other properties would likely occur due to their preservation. Development of the Proposed Project will attract new residents, increase spending at local businesses and improve demand for space in the area, thereby increasing values of nearby properties.

Following is discussion of applicable points listed in the City's Demolition Findings:

1. Civic, community, and neighborhood identity – The existing building is a relatively undistinguished building which is unoccupied outside of business hours. The current tenant is vacating the site and consolidating into larger quarters elsewhere, leaving the existing building vacant. There is a risk of prolonged vacancy of the current buildings following the anticipated departure of the current tenant, particularly if the Block B parking lot is no longer available for parking due to its sale or development for another use. Other uses, e.g., industrial uses, would be less compatible with the changing nature of the neighborhood. The Proposed Project will bring new residents vested in the local neighborhood, bringing increased 24-hour and weekend activity to the area.

The Proposed Project would contribute approximately $318,000 to the City's Facade Improvement Program[3], which would benefit other businesses in the area and the City, and upgrade the urban environment for renters and residents. The project applicant also will provide a financial contribution to support the Jack London District Association's sidewalk and trash receptacles and historic signage program, in the amount of $10,786.[4] The addition of new residents by the Proposed Project would increase expenditures at local businesses and related property values.

2. The economy, including the City's tourism industry and the local commercial district. This includes the number of post construction jobs provided – While the existing buildings are part of a historic district, they are not located in the heart of the historic district and are relatively isolated from other Jack London District retail uses. Neither the existing buildings nor the Proposed Project are anticipated to be a significant attraction for tourism. As shown in Table 1, the Proposed Project's new residents will spend a significant portion of their income in Oakland, including businesses in the Jack London Square commercial district. The Proposed Project is estimated to generate approximately 600 job-years, or about 300 construction jobs assuming a two-year construction period. Post-construction, the Proposed Project is estimated to generate approximately 30 ongoing jobs, including direct jobs by the property leasing company such as building and landscape maintenance, as well as indirect jobs such as household employees and retail staff. The existing project currently houses approximately 100 staff, although as previously mentioned, the current tenant is vacating the location, and the number of jobs a new tenant may support is unclear.

3. Services provided to the community, including social services – The existing buildings currently generate minimal tax revenues to the City of Oakland of approximately $60,000 annually to help fund public services. As shown in Table 1, the Proposed Project would generate over $900,000 annually in taxes to the City that could help fund public services in the Jack London area and the City.

The Proposed Project is estimated to generate approximately $2.7 million in transfer tax revenues upon its sale, which is likely to occur no sooner than initial stabilization and lease-up within the first two years.

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[2] City of Oakland Demolition Findings for Category III Historic Properties, Finding 2 submittal requirements.

[3] Draft EIR, pg. 12, 88.

[4] Draft EIR, pg. 12.

While the Project Sponsors have indicated their intention to develop, hold and operate the buildings, it is common for developers and Real Estate Investment Trusts (REITs) to sell within ten years (or less) of project construction. Future sales by subsequent owners will likely thus occur, however, those revenues have not been shown in this analysis. Future sales would also generate additional transfer funds to the City, and this revenue would be in addition to the revenue outlined in this memo.

The Proposed Project would increase the property's contributions to the Jack London Business Improvement Management District (also referred to as the "JL BID"), increasing to an estimated $32,000 annually compared to $11,000 currently (Appendix Table A-1). The BID uses these revenues to deliver an increased level of maintenance, cleaning, and safety services 7 days a week in the Jack London District area.

4. Fulfilling the intent of (1) the Land Use and Transportation Element of the General Plan for the area and (2) other General Plan policies, as applicable – Regarding the applicable General Plan Land Use and Transportation Element, and the Open Space, Conservation and Recreational Element, the Proposed Project would generally meet the applicable General Plan policies in that the project would provide for residential and retail uses in the Jack London District, and would generally meet the policies that encourage new infill developments to construct residential units.[5]

The project would draw upon elements of the neighborhood's industrial character, including a design reflective of the industrial heritage of the Jack London District. The project would be part of the growing residential community in the Jack London District and would support the revitalization efforts of the downtown, Lower Broadway and Jack London Square areas.[6]

5. Housing opportunities – The existing buildings provide no new housing opportunities. The Proposed Project would add 330 residential units.

6. Cultural heritage and the image of the City and local neighborhood – The Proposed Project's contribution to the area's cultural heritage is noted in the following item. The Proposed Project will contribute in a variety of ways to improving land use conditions by upgrading infrastructure, improving sidewalks and landscaping and attracting new residents to the area.

7. Educational opportunities and cultural resources regarding architectural and local history – The Proposed Project's mitigations related to historic preservation would include the required recordation and public interpretation of the historic structure and neighborhood context, which would contribute to increased understanding of the area's historic significance.

[5] DEIR, pg. 66.

[6] DEIR, pg. 56.

Table 1
Summary of Estimated Economic and Fiscal Benefits

	Alternative	
	No Project	Proposed Project
Development Value		
Total Value (1)	$10,200,000	$178,388,000
Development Cost (2)	$0	$153,200,000
Households, Income, Expenditures		
New Households	0	330
Total Household Income (3)	$0	$37,888,700
Household Retail Expenditures (4)	$0	$11,366,600
Retail		
New Retail Space	N/A sq.ft.	4,725 sq.ft.
Retail Sales (5)	N/A	$1,063,100
Jobs		
Total Jobs (annual, ongoing) (6)	100 jobs	31 jobs
Construction Jobs (job years) (7)	0 job-yrs	623 job-yrs
City Revenues		
Ongoing Annual Revenues to the City		
Property Tax (8)	$9,000	$413,600
City Sales Tax (9)	N/A	$113,700
Property Tax in lieu of VLF (10)	N/A	$121,100
Business Tax (Gross Receipts) (11)	$48,600	$191,100
Utility Consumption Tax (12)	$5,000	$84,000
	$62,600	$923,500
Other Public Revenues (annual)		
Business Improvement District (13)	$11,700	$32,000
One-Time Revenues		
Property Transfer Tax (upon sale) (14)	$153,000	$2,675,800
Contribution to Facade Improvement Program		$318,000

Notes to Table 1

(1) Values based on capitalized value of Net Operating Income.
Inflation of rents and costs not included.

(2) Development costs include all hard and soft costs.

(3) Household income based on minimum income required, given anticipated prices (assumes rent is 35% of average income).

(4) Assumes 30% of income spent on retail in Oakland.

(5) Retail sales assumed at $225/sq.ft. Assumed to be part of household retail expenditures.

(6) Residential jobs include direct hires by leasing company such as landscape maintenance as well as indirect jobs such as house cleaners, dog walkers (1 job/22 units). Retail jobs assumed at 300 sq.ft./job. "No Project" jobs based on estimate of current jobs.

(7) Construction jobs assume 25% of costs are wages, and avg. wage (BLS) is $61,490.

(8) Property tax based on the City General Fund share of 27% of 1%, post-ERAF, based on new construction. Existing property tax per FY16 tax bills, at estimated post-ERAF rate.

(9) Based on City General Fund share equivalent to 1% sales tax.

(10) Property Tax in lieu of Vehicle License Fees (PTVLF) based on increase in City a.v. ($513bill., FY16) and its proportionate increase on City PTVLF ($40.5 mill., FY16).
"No Project" contributes no significant amount of PTVLF.

(11) Business License Tax ($71.5 mill. FY16) averages $371/employee in the City.
Citywide average is applied to existing buildings; rental income rate is $13.95/$1,000 revenue.
The Existing Building's gross receipts are approximately $820,800 annually.
The Proposed Project's gross receipts are approximately $12,879,400 annually.

(12) Utility consumption tax ($50 mill. FY16) based on $100/service population, which is equal to residents and 50% of employees, times the service population. Assumes 2.5 persons/unit (DEIR).

(13) Assessments estimated based on BID formula (see Table A-1).

(14) Property transfer tax collected upon sale of building, at $15/$1,000 of value (1.5%).

Source: City of Oakland, Bureau of Labor Statistics, Berkson Associates, Seifel Consulting.

Appendices

Appendix Tables A-1 and A-2

Appendix Table A-1
Estimated Business Improvement District Charges

Alternative	Quantity	Rate	Charge
Existing Use			
Block A			
Acres	1.38		
Sq.Ft.	60,113	$0.06	$3,607
Street Frontage	1,200	$1.50	$1,800
Gross Bldg. sq.ft.	60,000	$0.06	$3,600
Block B			
Acres	0.69		
Sq.Ft.	30,056	$0.06	$1,803
Street Frontage	600	$1.50	$900
Gross Bldg. sq.ft.	-	$0.06	$0
Total			**$11,710**
Proposed Project			
Block A			
Acres	1.38		
Sq.Ft.	60,113	$0.06	$3,607
Street Frontage	1,200	$1.50	$1,800
Gross Bldg. sq.ft.	264,500	$0.06	$15,870
Block B			
Acres	0.69		
Sq.Ft.	30,056	$0.06	$1,803
Street Frontage	600	$1.50	$900
Gross Bldg. sq.ft.	133,242	$0.06	$7,995
Total			**$31,975**

Source: Jack London BID, CP V JLS, LLC, Berkson Associates, Seifel Consulting.

Appendix Table A-2
Financial Feasibility Analysis of Proposed Project

Project Description		
Block A	1.38 acres	
Residential	239 units	
Retail	1,775 sq.ft.	
Block B	0.69 acres	
Residential	91 units	
Retail	2,950 sq.ft.	
Total		
Residential	330 units	
Retail	4,725 sq.ft.	
Pro Forma Analysis		**Amount**
Revenues (1)		
Residential Income (2)	$3,349 /unit/month	$13,261,100
Other Income (3)	$42 /unit/month	$168,000
Retail (4)	$2.00 sq.ft./month	$113,400
		$13,542,500
Less: Vacancy (5)	5.0%	($663,100)
Less: Operating Expenses (6)		($3,960,000)
Subtotal		($4,623,100)
Annual NOI		**$8,919,400**
Development Costs		**$153,200,000**
Capitalized Value (7)	5.0%	**$178,388,000**

(1) Based on review of rents for comparable projects; (does not include rent inflation).
(2) Average effective rent $3.75/sq.ft., 893 sq.ft./unit.
(3) Other Income includes storage, other fees ($14k/month total).
(4) Assumes NNN rents; landlord expenses include capital reserves,
(5) Vacancy rate assumed at 5% (residential, retail, and other).
(6) Expenses include salaries, utilities, marketing, management, taxes and insurance.
(7) Assumes cap rate of 5%. The Capitalized Value is the NOI divided by the cap rate.
Source: City of Oakland, CP V JLS, LLC, Berkson Associates, Seifel Consulting.

APPENDIX C

Waterfront Warehouse District:
1985-2000-2015

Waterfront Warehouse District, Oakland

Address	OCHS 1985	National Register 1999	2015
201 3rd Street / 215 Jackson Street W. P. Fuller and Co. Warehouse	C	NC-NR	NC-NR
225 3rd Street W. P. Fuller and Co. Warehouse Annex	C	C-NR	C-NR
240 3rd Street / 200-222 3rd Street Allegro	NC Contingency contributor	Sheds demolished; vacant lot	New construction
255 3rd Street	C	C-NR	C-NR
281 3rd Street American Bag Co. Annex	C	C-NR	C-NR
288 3rd Street	Vacant lot	Vacant lot	New construction
299 3rd Street / 228 Harrison St American Bag and Union Hide Co. Building	C Primary resource	C-NR	C-NR
200 4th St / 400 Jackson St / 175 5th St S&W Fine Foods, Inc. Warehouse	Outside the district boundaries	C-NR	C-NR
201 4th Street Safeway Stores Corporate Headquarters	C Primary resource	C-NR	C-NR
220 4th Street	NC Contingency contributor	NC-NR	NC-NR
247 4th Street Western States Grocery Co.	C	C-NR	C-NR
255 4th Street C.L. Greeno Co. Pacific Coast Headquarers	C Primary resource	C-NR	C-NR
267 4th Street Oakland Wholesale Grocery Co. Inc. East Annex No. 2	C	C-NR	C-NR

Address	OCHS 1985	National Register 1999	2015
270 4th Street Nelson Lee Paper Co.	C	C-NR	C-NR
278 4th Street Makins Produce Co. Warehouse	C	C-NR	C-NR
283 4th Street Oakland Wholesale Grocery Co. Inc. East Annex No. 2	C	C-NR	C-NR
292 4th Street Wright's West Warehouse	NC Contingency contributor	C-NR	C-NR
302 4th Street Impurgia Warehouse	NC Contingency contributor	C-NR	C-NR
308 4th Street Oakland Poultry Co.	NC Contingency contributor	C-NR	C-NR
309 4th Street Oakland Plumbing supply / P.E. O'Hair Co.	C	C-NR	C-NR
311 4th Street Portico Lofts	Outside the district boundaries	NC-NR	NC-NR
287 5th Street / 444 Harrison Street	NC Contingency contributor	C-NR	C-NR
220 Alice Street Prime Smoked Meats, In, Processing Plant	NC	NC-NR	NC-NR
401 Alice Street Autocar Sales and Service Co.	C	C-NR	C-NR
426 Alice Street United Grocers Company Warehouse	C	C-NR	Demolished & new construction
200 Harrison Street Dante Market Co. Produce Warehouse; later American Bad and Union Hide Co.	C	Outside the district boundaries	Demolished & new construction

Address	OCHS 1985	National Register 1999	2015
229 Harrison Street / 307 3rd Street Poultry Producers of Central California Distribution Center	C	C-NR	C-NR
318 Harrison Street Saroni Wholesale Sugar and Rice Warehouse	C	NC-NR	NC-NR
415 Harrison Street George A. Posey Tube Oakland Portal	C Primary resource	C-NR	C-NR
417 Harrison Street Industrial Bearing Co. Building	NC Contingency contributor	C-NR	C-NR
425 Harrison Street Western California Fish Co.	NC Contingency contributor	C-NR	C-NR
432-438 Harrison Street Quong Tai Shrimp Company	NC Contingency contributor	C-NR	C-NR
401 Jackson Street	NC Contingency contributor	C-NR	C-NR
300-310 Webster Street Tyre Bros. Glass Co.	C	C-NR	C-NR

C Contributor to the OCHS Waterfront Warehouse District (1985)

Primary resource: Appears eligible for National Register.

NC Non-contributor to the OCHS Waterfront Warehouse District (1985)

Contingency contributor: May become eligible if restored or when over 50 years old.

C-NR Contributor to the National Register listed Historic District (1999)

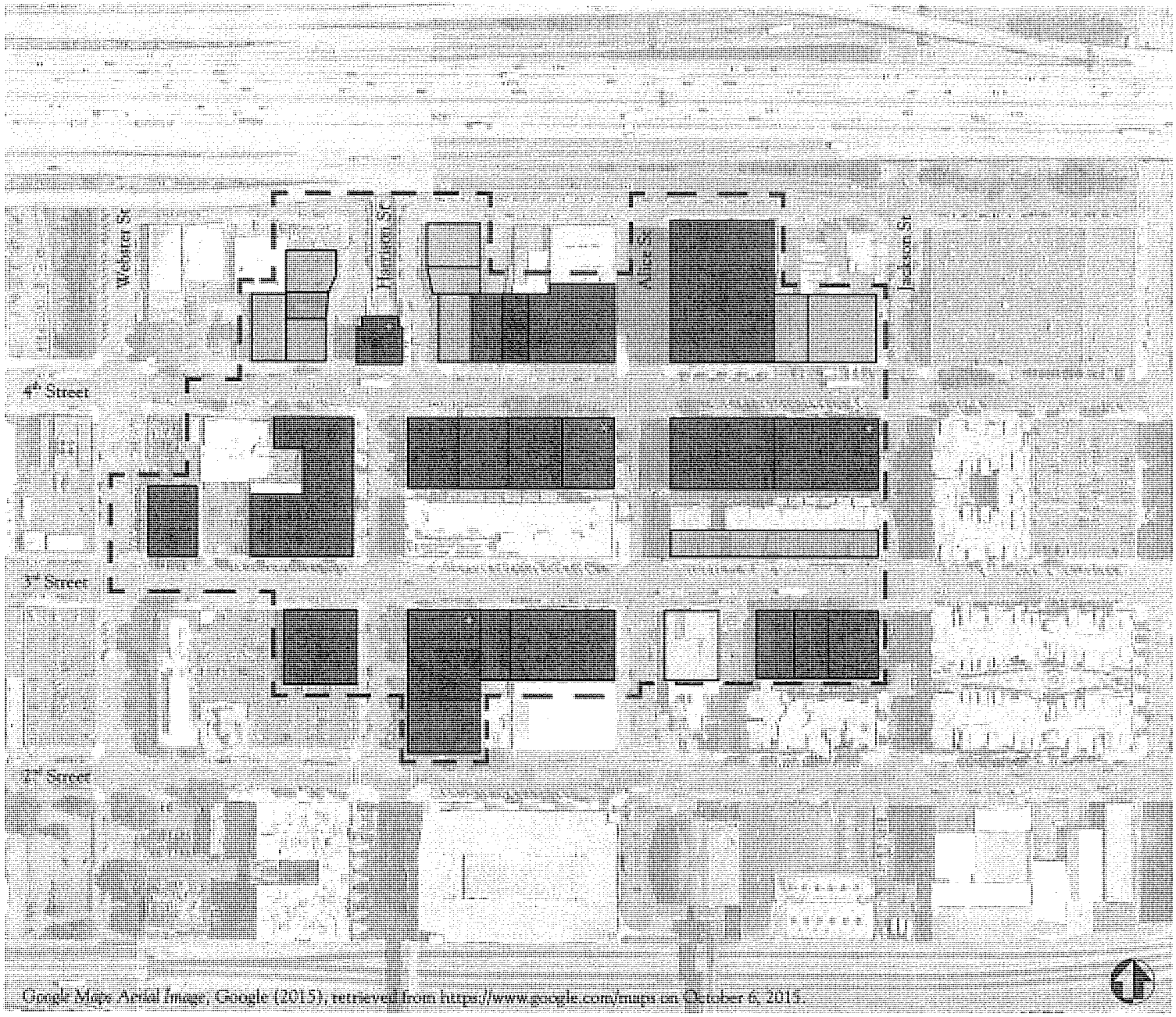
NC-NR Non-contributor to the National Register listed Historic District (1999)

Sources:

Carey & Co. February 2015 Site Visit.

Oakland City Planning Department, "Waterfront Warehouse District," *Oakland Cultural Heritage Survey Vol. XVI* (Oakland: City of Oakland, 1985).

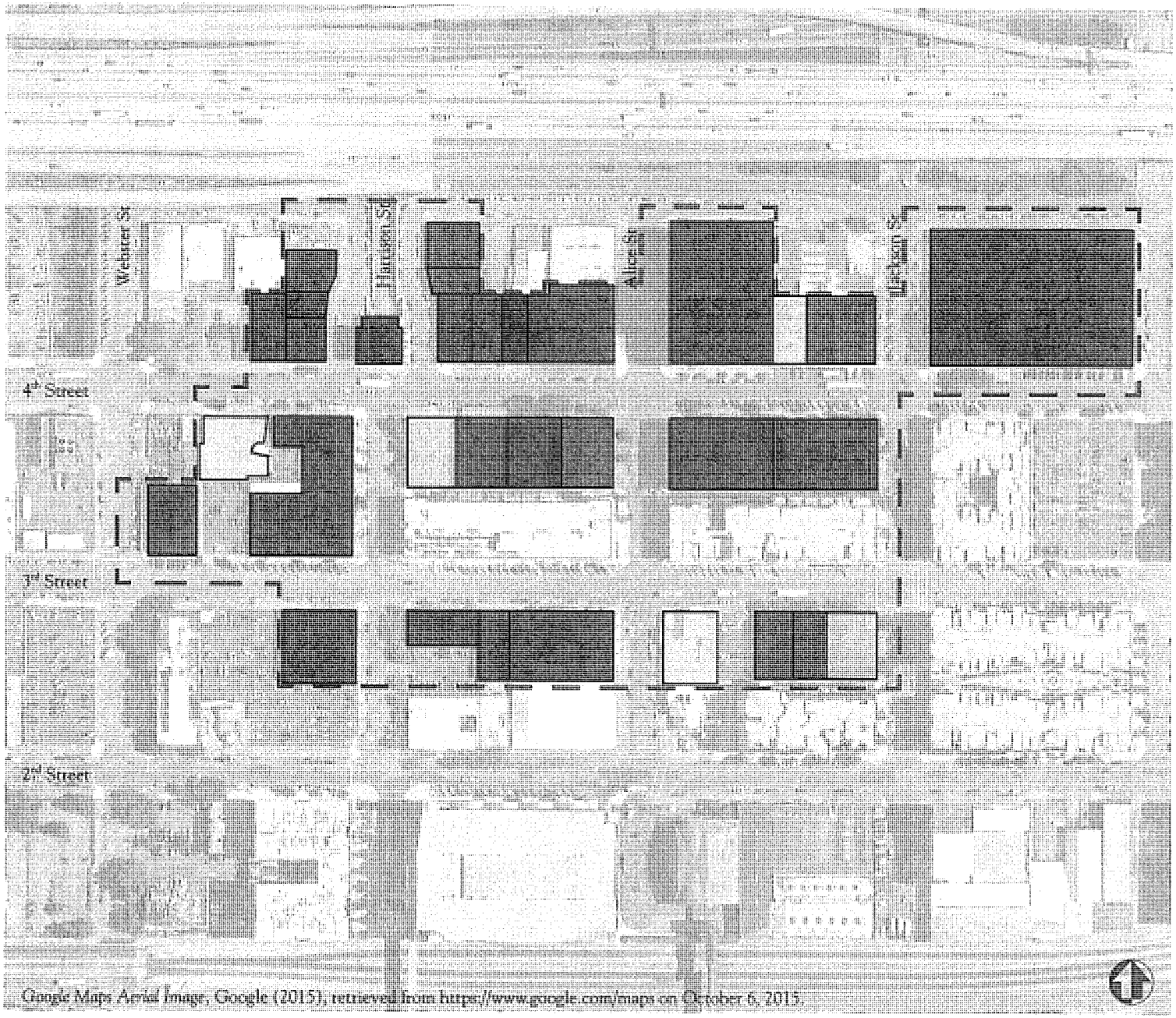
Wilda L. White, *National Register of Historic Places Registration Form, Oakland Waterfront Warehouse District*, August 9, 1999.



Oakland Cultural Heritage Survey
Waterfront Warehouse District
1985

- District contributors, Primary resources
- District contributors
- Non contributors, Contingency contributors
- Non contributors
- District boundary

CAREY & CO., October 2015



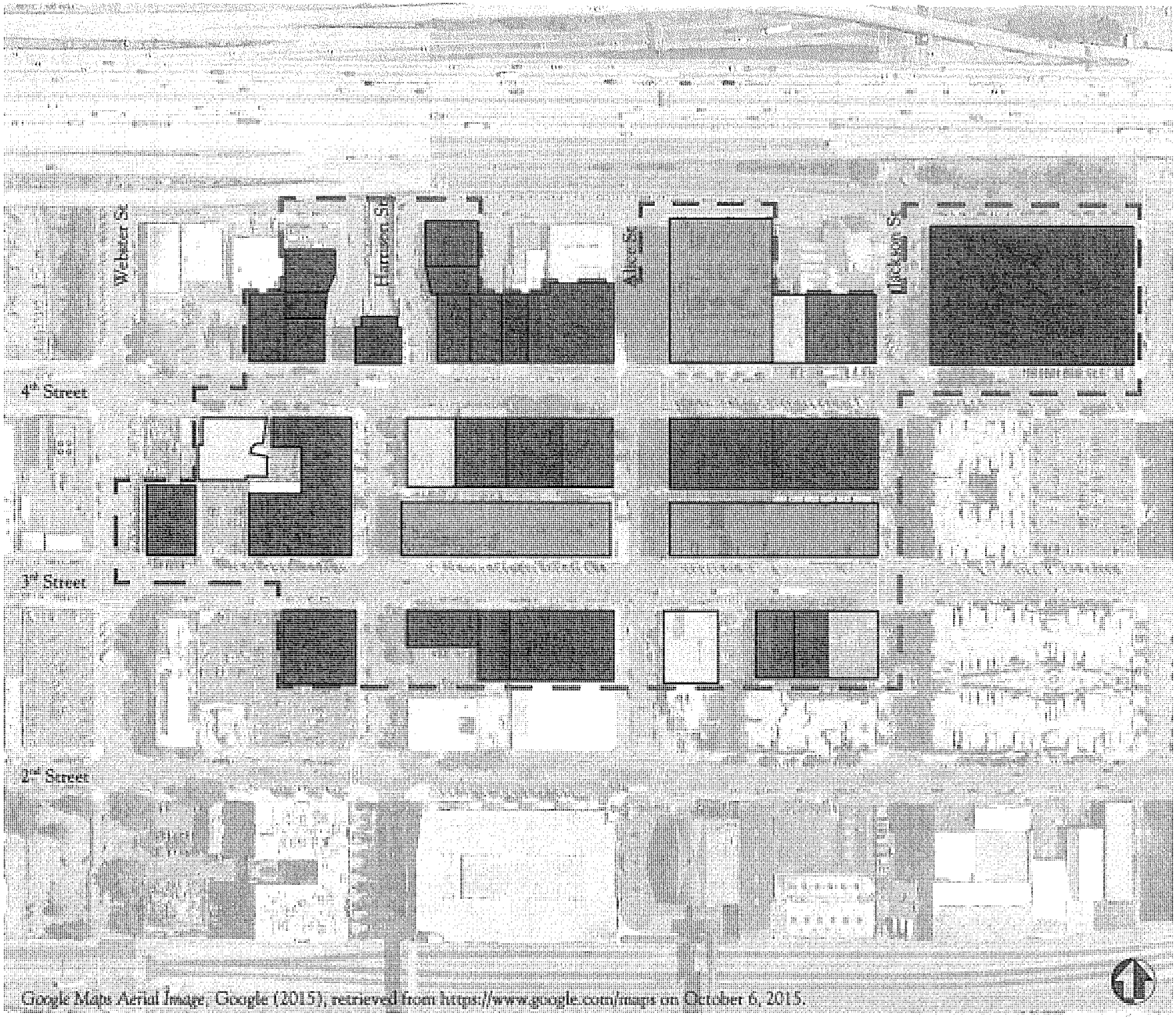
National Register of Historic Places Registration Form
Waterfront Warehouse District
1999

District contributors

Non contributors

District boundary

CAREY & CO., October 2015



Waterfront Warehouse District
2015

District contributors

Non contributors

Post-National Register construction

District boundary

CAREY & CO., October 2015

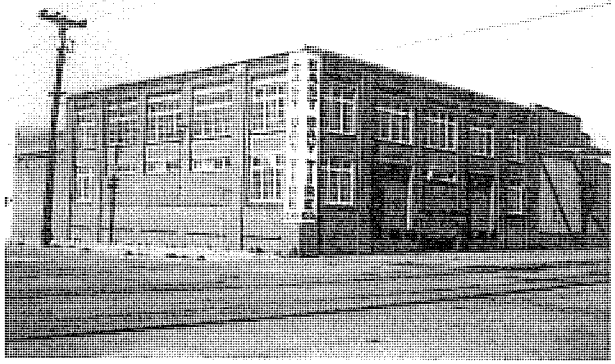
WATERFRONT WAREHOUSE DISTRICT

The c. 1985 and c. 1999 photos are from the Oakland Cultural Heritage Survey Archives and the National Register of Historic Places Nomination Form for the Oakland Waterfront Warehouse District; the exact dates marked on each photo.
The 2015 photos by Carey and Co. unless noted.

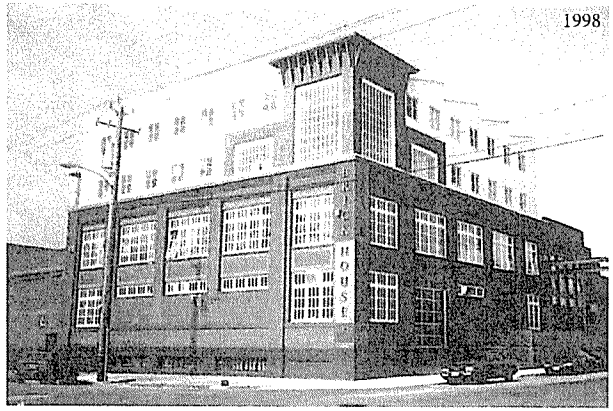
c. 1985 | c. 1999 | 2015

201 3rd Street (Non-contributing building)
W. P. Fuller and Co. Warehouse

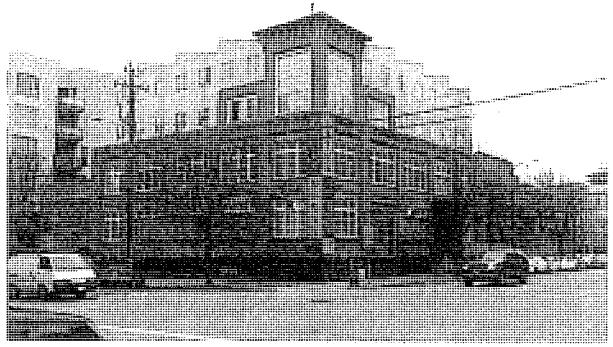
1982



1998

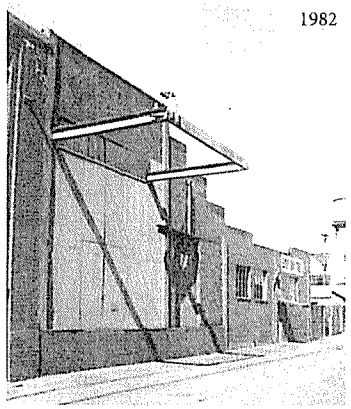


2015



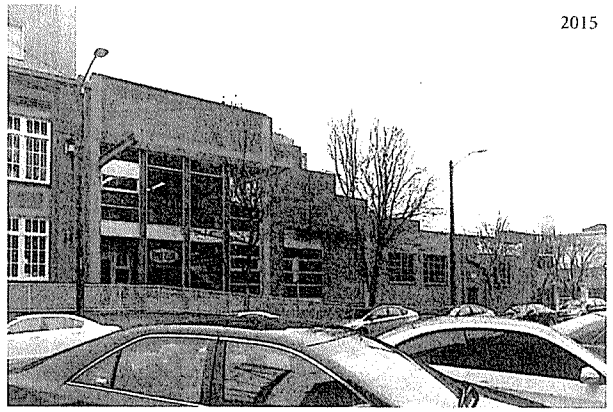
225 3rd Street (Contributing building)
W. P. Fuller and Co. Warehouse Annex

1982



1998

2015



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October 2015

WATERFRONT WAREHOUSE DISTRICT

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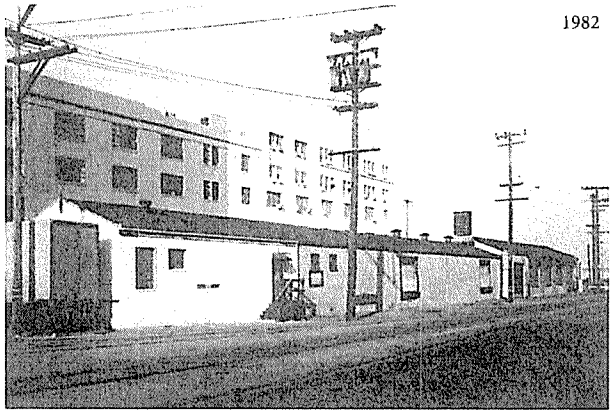
The 2015 photos by Carey and Co. unless noted.

c. 1985	c. 1999	2015

240 3rd Street (New construction)
Allegro



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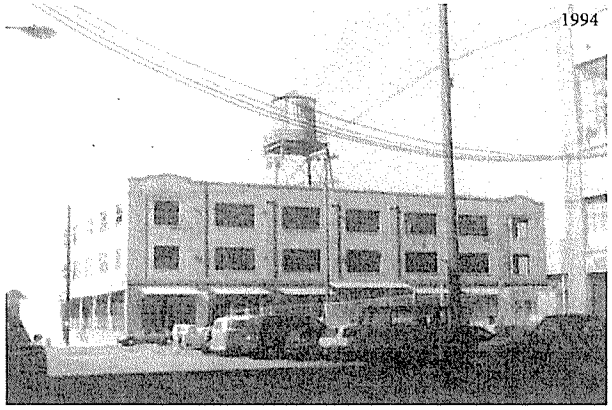
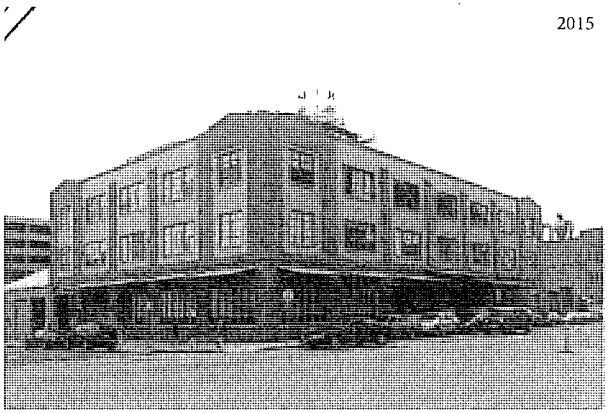
255 3rd Street (Contributing building)
Unknown





CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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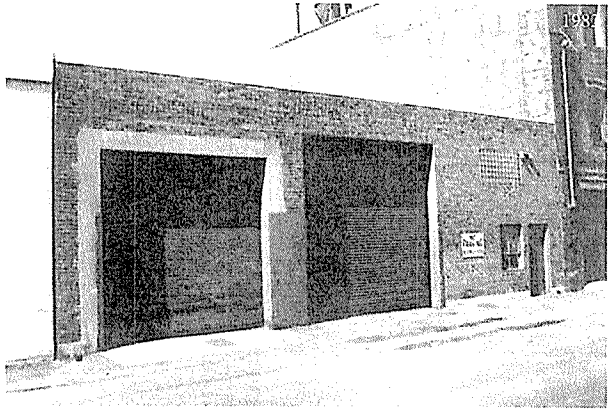
The 2015 photos by Carey and Co. unless noted.

c. 1985	c. 1999	2015

281 3rd Street (Contributing building)
American Bag Co. Annex



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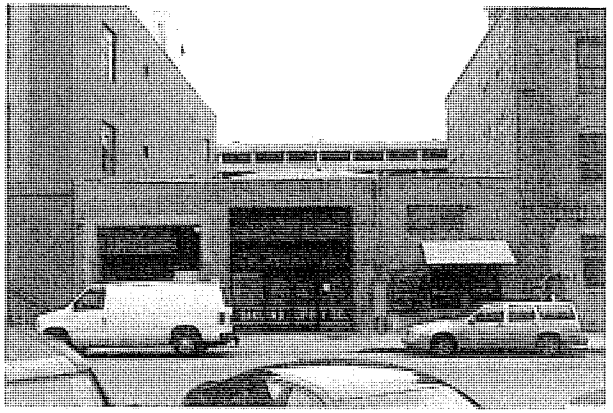


288 3rd Street (New construction)

1982

NO PHOTO

CAREY & CO.
October 2015

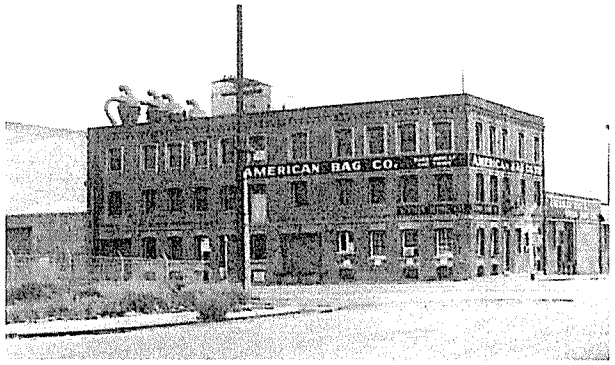
WATERFRONT WAREHOUSE DISTRICT

The c. 1985 and c. 1999 photos are from the Oakland Cultural Heritage Survey Archives and the National Register of Historic Places Nomination Form for the Oakland Waterfront Warehouse District; the exact dates marked on each photo.
The 2015 photos by Carey and Co. unless noted.

c. 1985 | *c. 1999* | *2015*

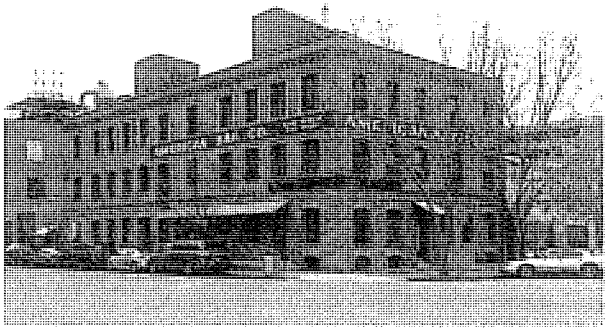
299 3rd Street / 228 Harrison Street (Contributing building)
American Bag and Union Hide Co. Building

1983



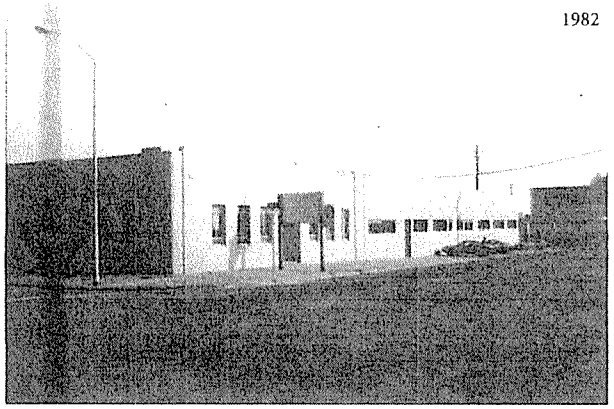
1997

2015



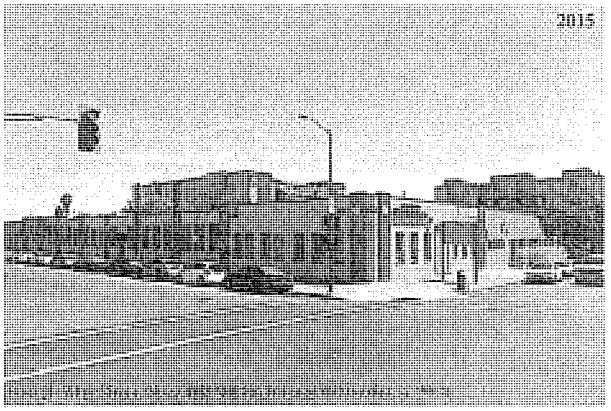
200 4th Street / 400 Jackson Street / 175 5th Street (Contributing building)
S&W Fine Foods, Inc. Warehouse

1982



1999

2015



CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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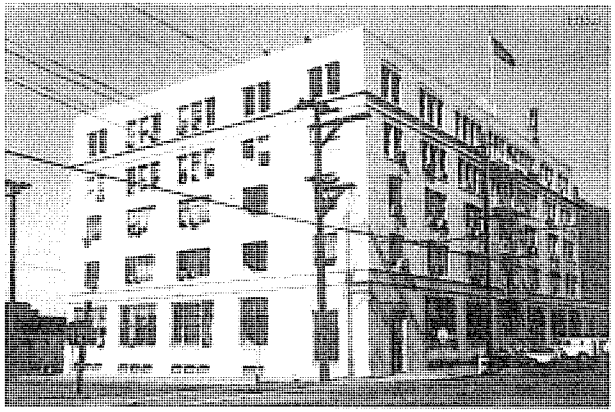
c. 1985 | c. 1999 | 2015

201 4th Street (Contributing building)
Safeway Stores Corporate Headquarters

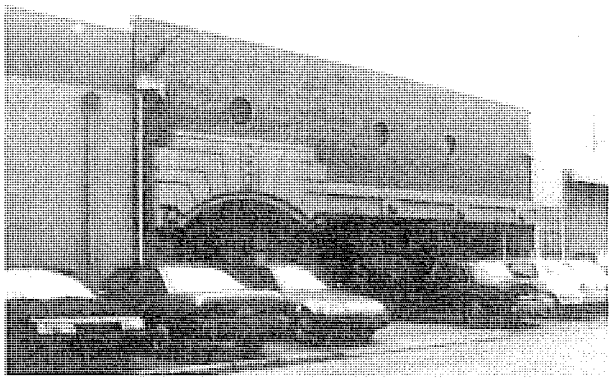


2015

220 4th Street (Non-contributing building)
Unknown

1982

1994



2015

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October 2015

WATERFRONT WAREHOUSE DISTRICT

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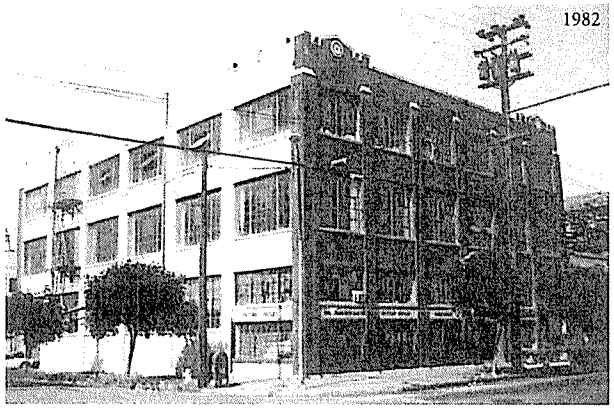
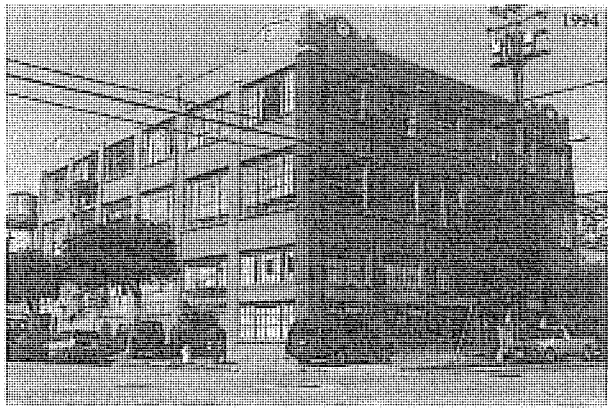
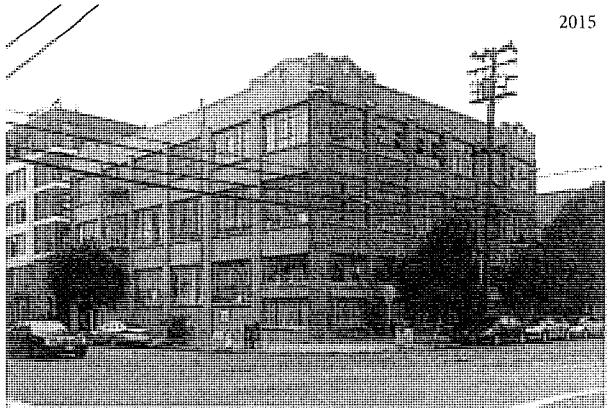
c. 1985 | *c. 1999* | *2015*

247 4th Street (Contributing building)
Western States Grocery Co.

255 4th Street (Contributing building)
C.L. Greeno Co. Pacific Coast Headquarters







CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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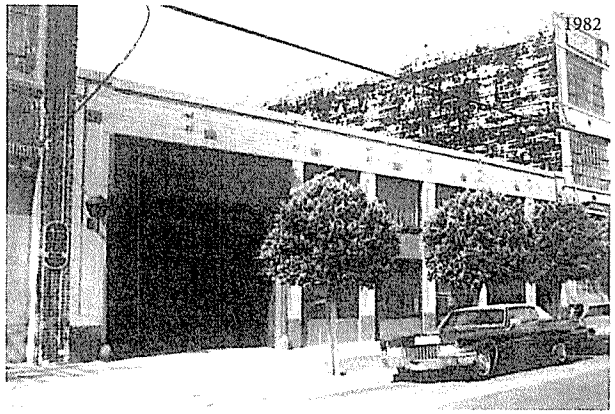
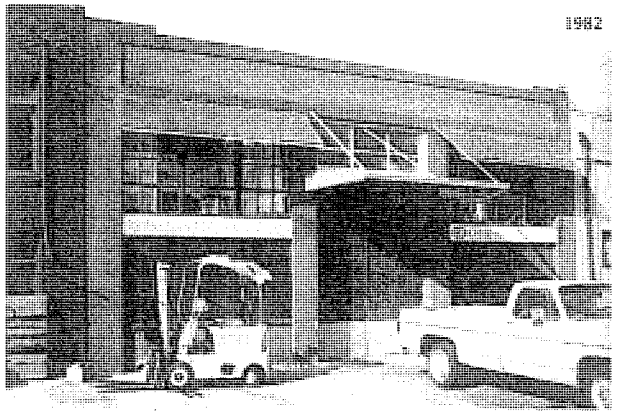
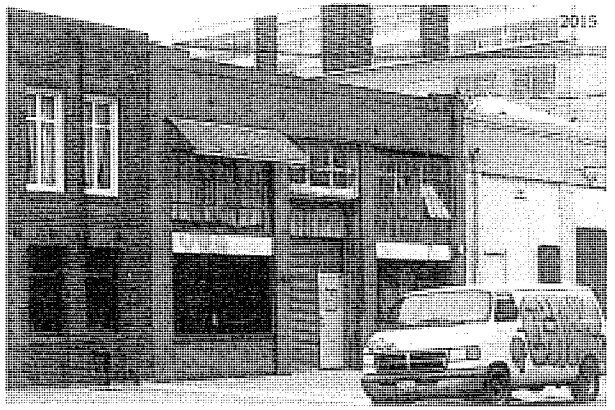
c. 1985 | c. 1999 | 2015

267 4th Street (Contributing building)
Oakland Wholesale Grocery Co. Inc. East Annex No. 2



270 4th Street (Contributing building)
Nelson Lee Paper Co.





CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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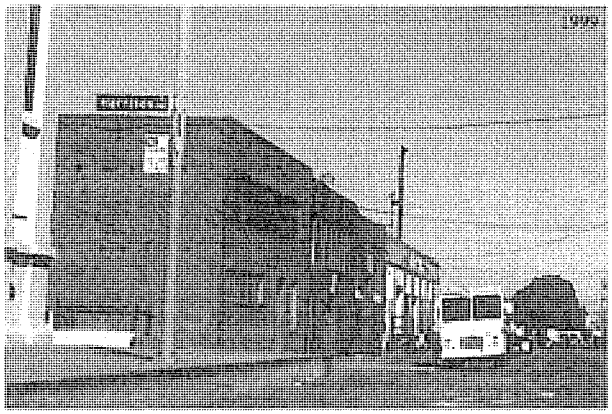
c. 1985 *c. 1999* *2015*

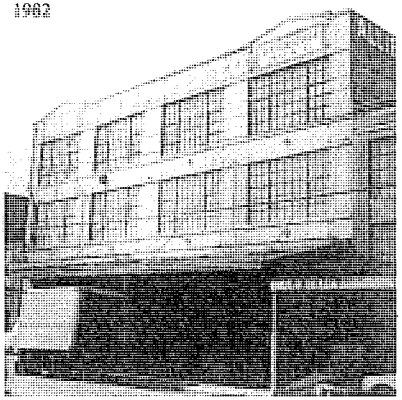
278 4th Street (Contributing building)
Makins Produce Co. Warehouse

1982

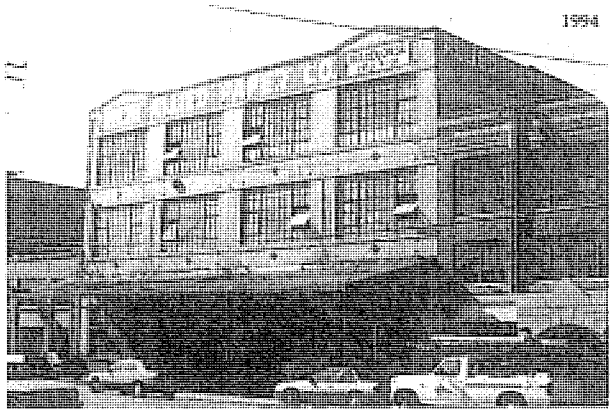


283 4th Street (Contributing building)
Oakland Wholesale Grocery Co. Inc. East Annex No. 2

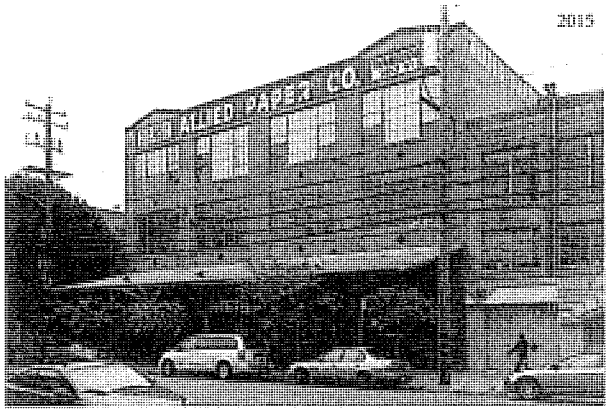
1982



1994



2015



CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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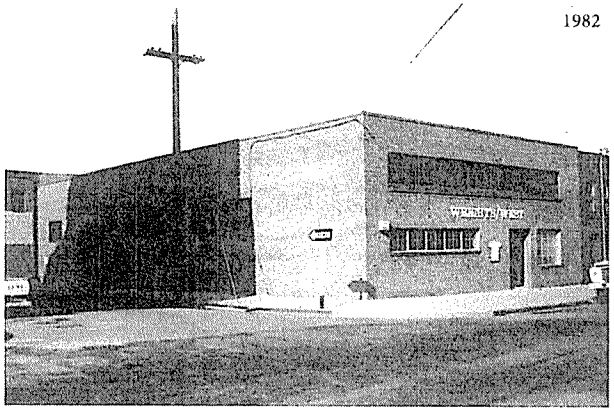
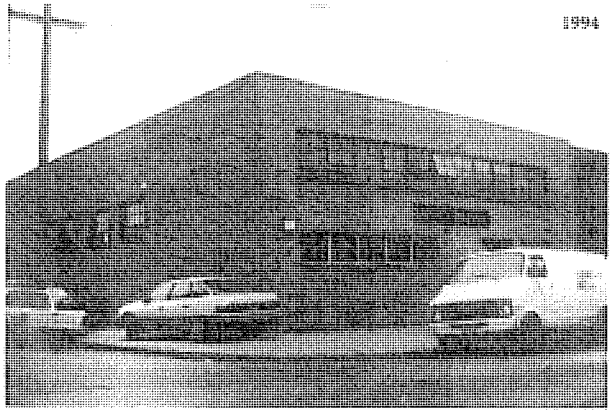
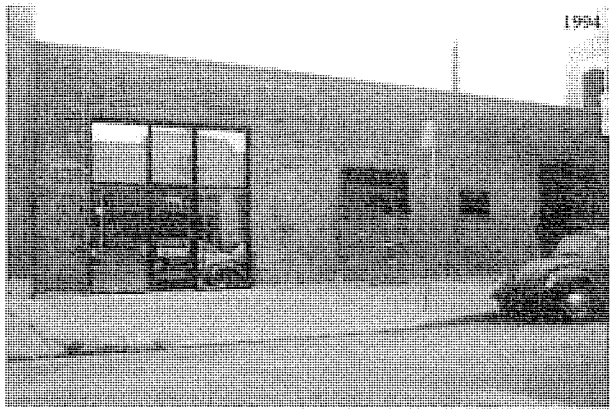
c. 1985 | *c. 1999* | *2015*

292 4th Street (Contributing building)
Wright's West Warehouse





302 4th Street (Contributing building)
Impurgia Warehouse



CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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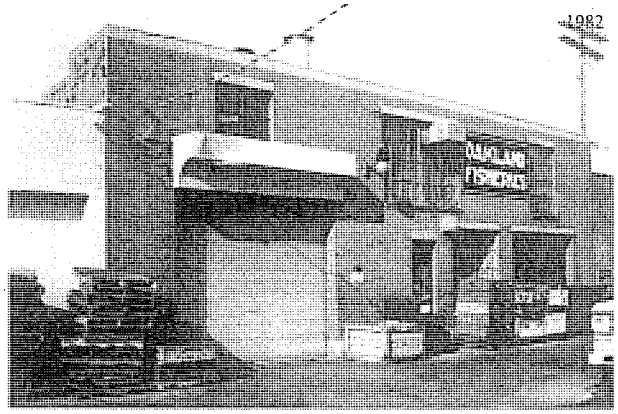
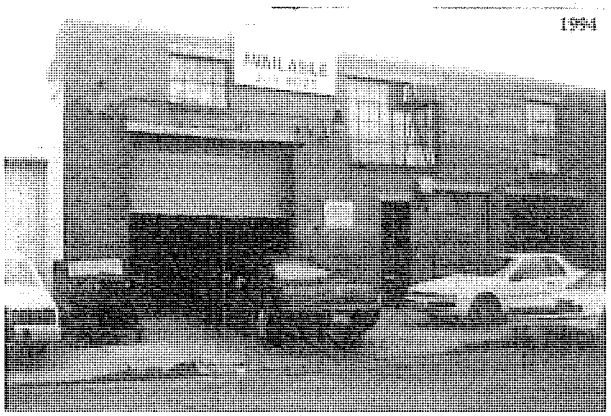
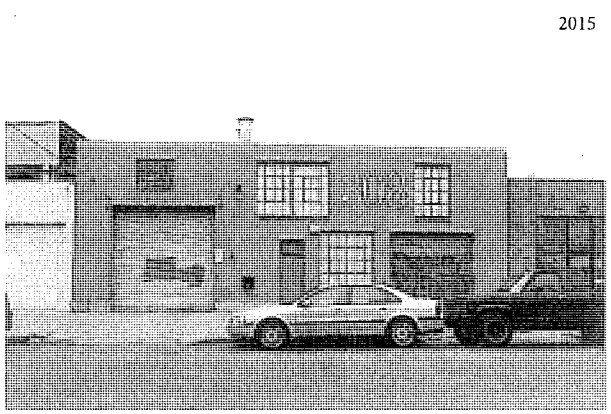
c. 1985 | *c. 1999* | *2015*

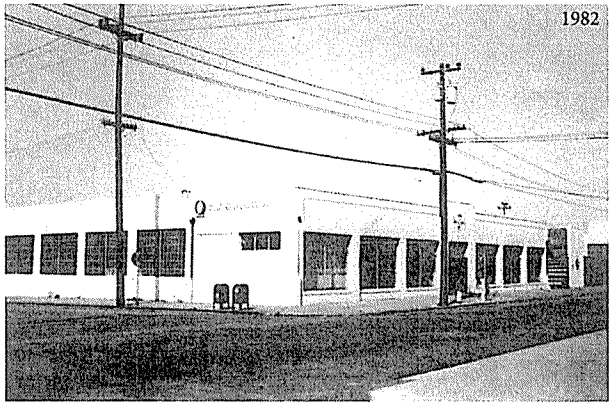
308 4th Street (Contributing building)
Oakland Poultry Co.

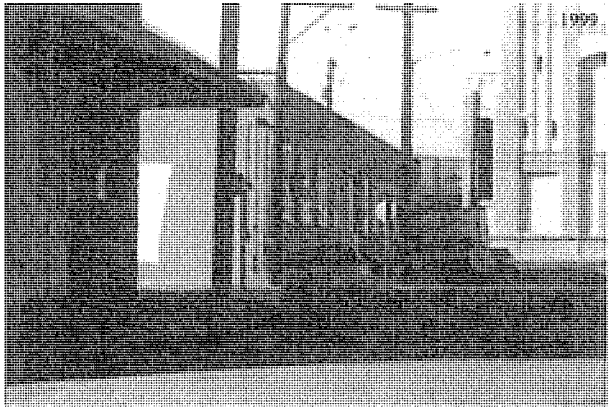






309 4th Street (Contributing building)
Oakland Plumbing Supply / P. E. O'Hair Co.





CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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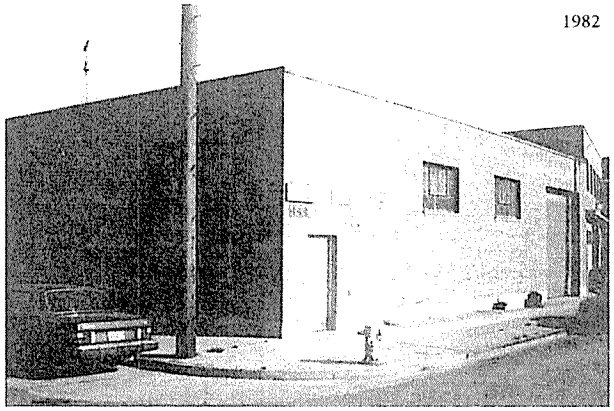
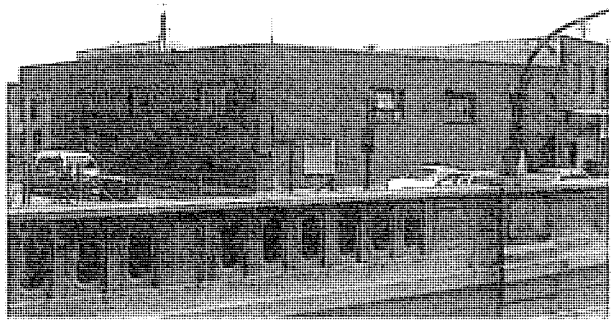
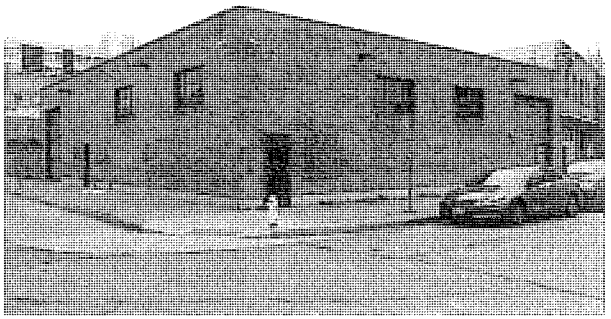
c. 1985	*c. 1999*	*2015*

311 4th Street (Non-contributing building)
Portico Lofts

NO PHOTO	NO PHOTO	2015

287 5th Street / 444 Harrison Street (Contributing building)
Unknown

1982	1999	2015
		

CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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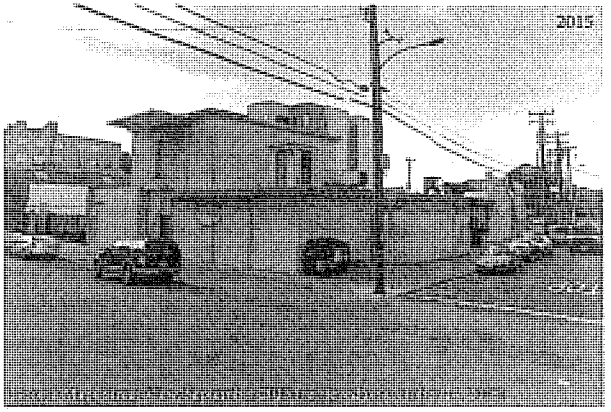
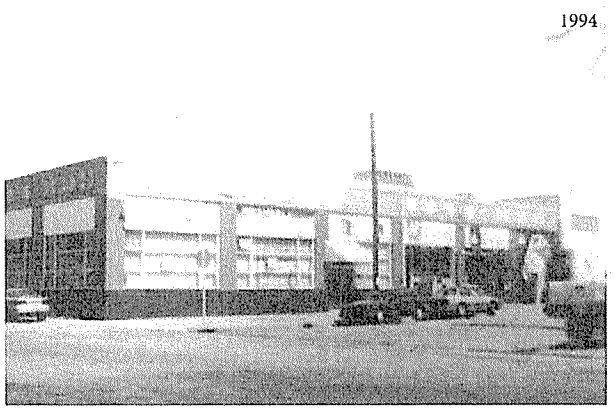
c. 1985	c. 1999	2015

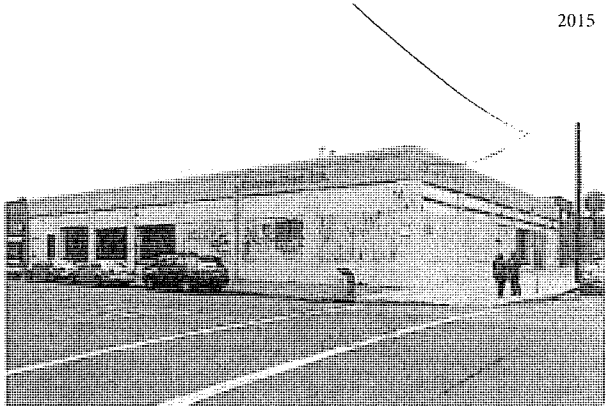
220 Alice Street (Non-contributing building)
Prime Smoked Meats, Inc. Processing Plant

NO PHOTO



401 Alice Street (Contributing building)
Autocar Sales and Service Co.





CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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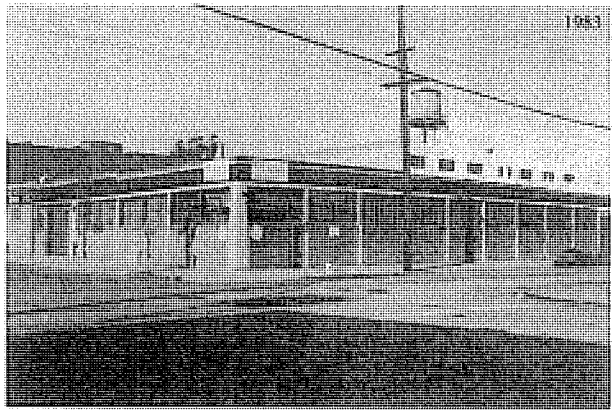
c. 1985	c. 1999	2015

426 Alice Street (Contributing building)
United Grocers Company Warehouse

NO PHOTO

200 Harrison Street (Demolished; new construction)
Dante Market Co. Produce Warehouse; later American Bag and Union Hide Co.



NO PHOTO

CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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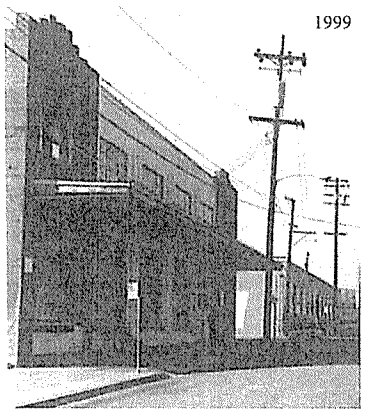
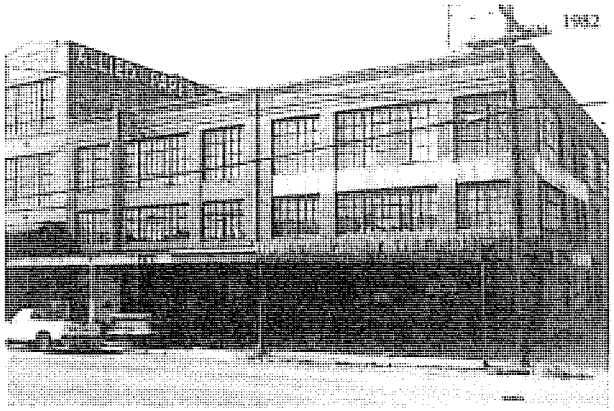
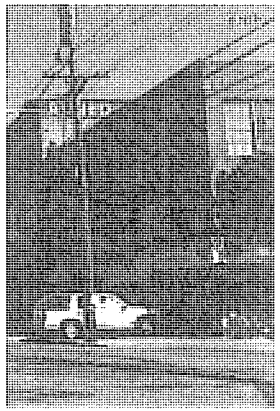
c. 1985 | c. 1999 | 2015

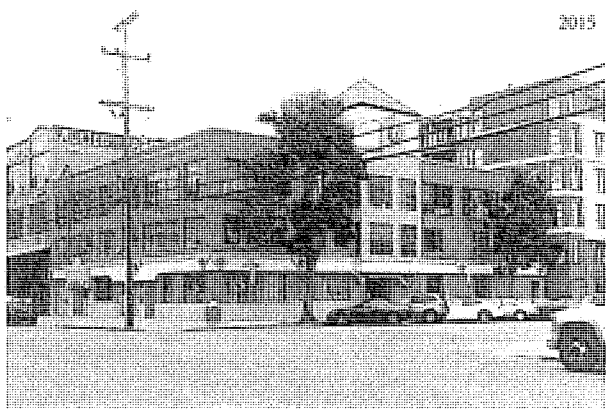
229 Harrison Street / 307 3rd Street (Contributing building)
Poultry Producers of Central California Distribution Center



318 Harrison Street (Non-contributing building)
Saroni Wholesale Sugar and Rice Warehouse







CAREY & CO.
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WATERFRONT WAREHOUSE DISTRICT

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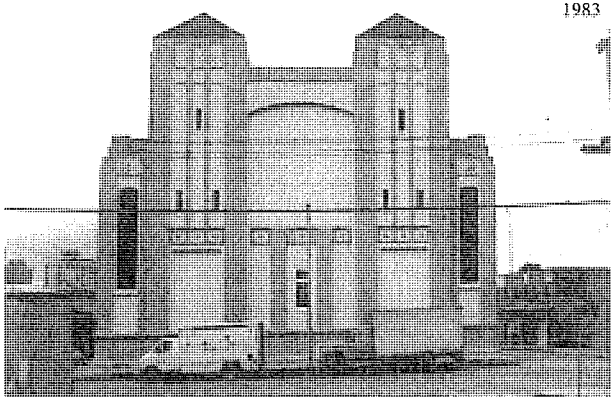
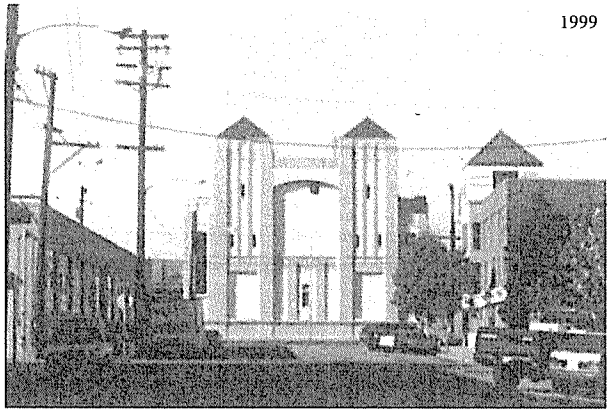
c. 1985 | *c. 1999* | *2015*

415 Harrison Street (Contributing building)
George A. Posey Tube Oakland Portal

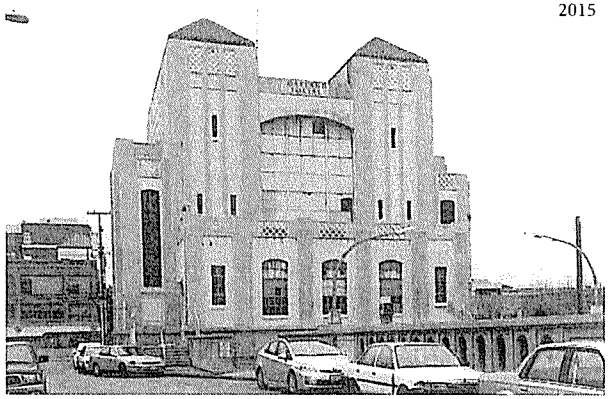
1983



1999

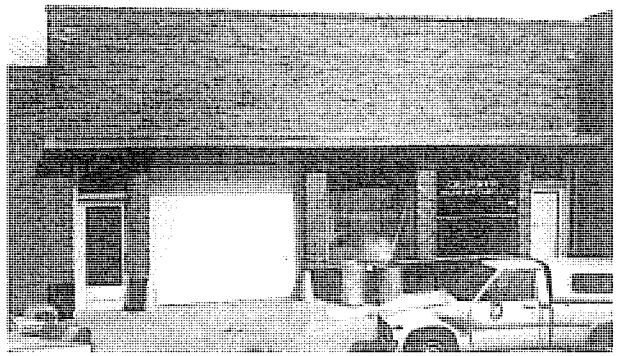


2015



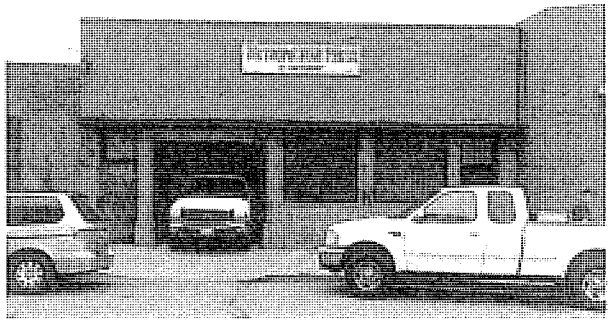
417 Harrison Street (Contributing building)
Industrial Bearing Co. Building

1982



NO PHOTO

2015



CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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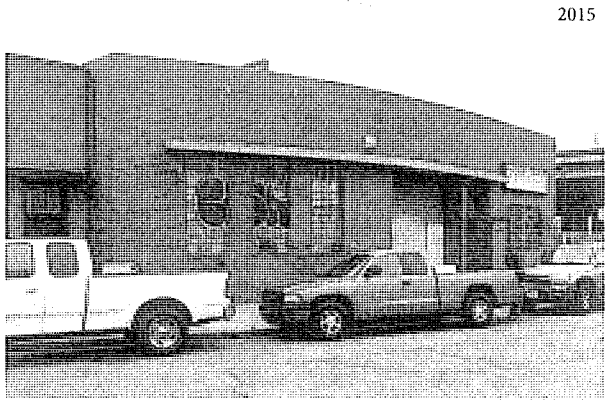
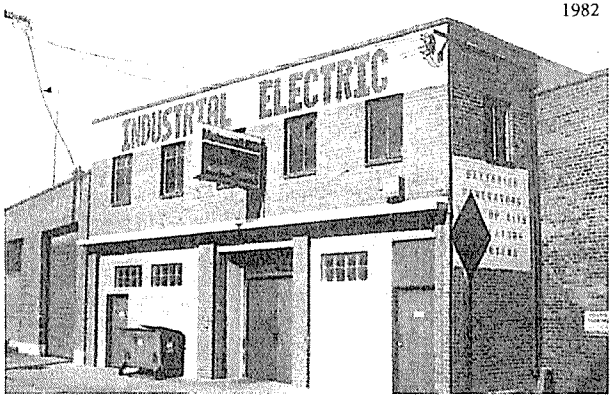
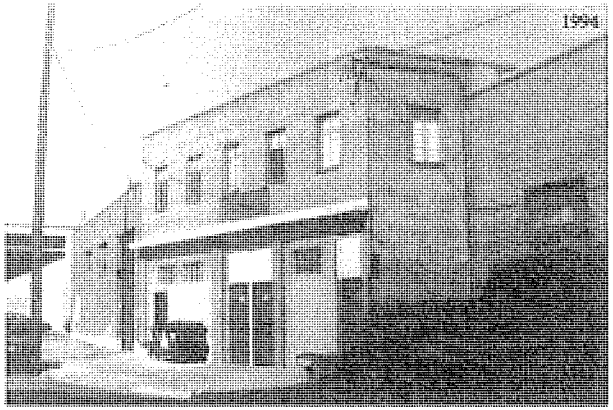
c. 1985	c. 1999	2015

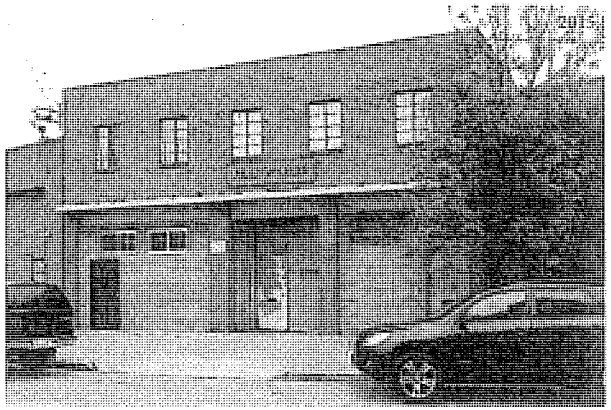
425 Harrison Street (Contributing building)
Western California Fish Co.



432-438 Harrison Street (Contributing building)
Quong Tai Shrimp Company







WATERFRONT WAREHOUSE DISTRICT

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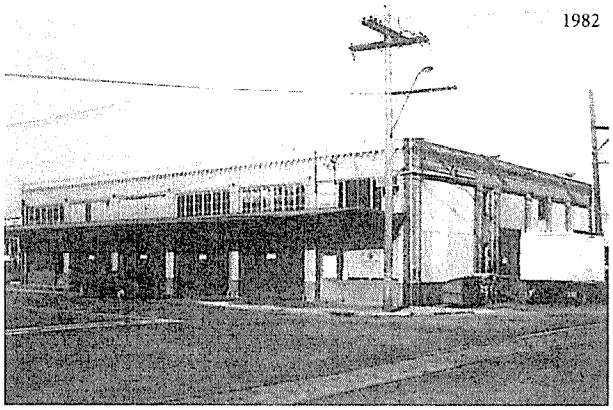
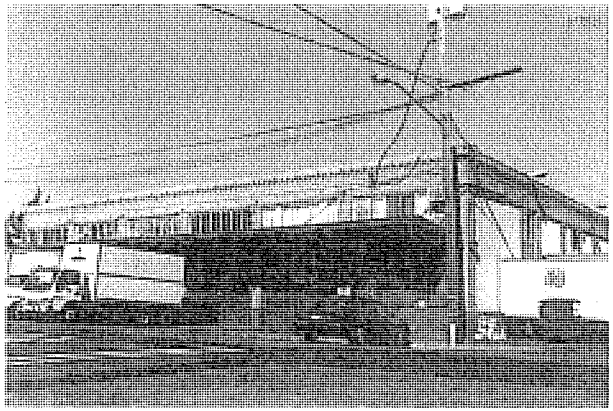
c. 1985	c. 1999	2015

401 Jackson Street (Contributing building)
Unknown

NO PHOTO

300-310 Webster Street (Contributing building)
Tyre Bros. Glass Co.





CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

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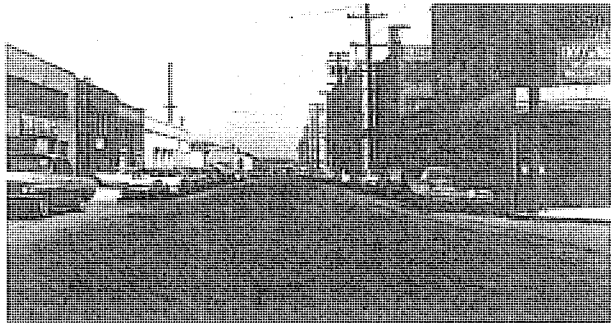
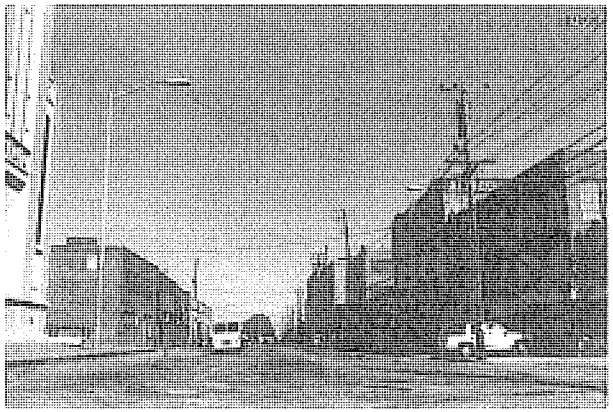
The 2015 photos from Google Maps Street View Imagery, 2015.

c. 1985	c. 1999	2015

4th Street, looking east from Harrison Street towards Alice Street





4th Street, looking west from Alice Street towards Harrison Street

NO PHOTO

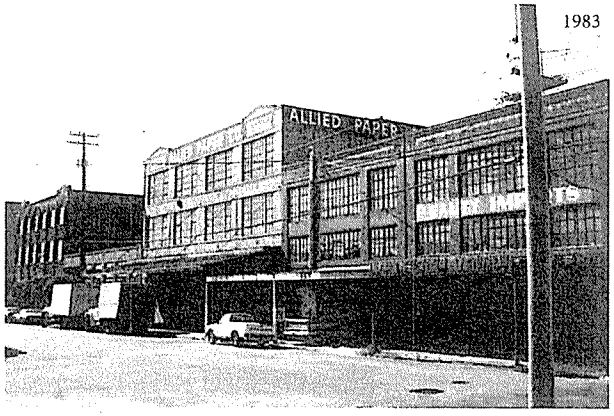
CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

The c. 1985 and c. 1999 photos are from the Oakland Cultural Heritage Survey Archives and the National Register of Historic Places Nomination Form for the Oakland Waterfront Warehouse District; the exact dates marked on each photo.
The 2015 photos from Google Maps Street View Imagery, 2015.

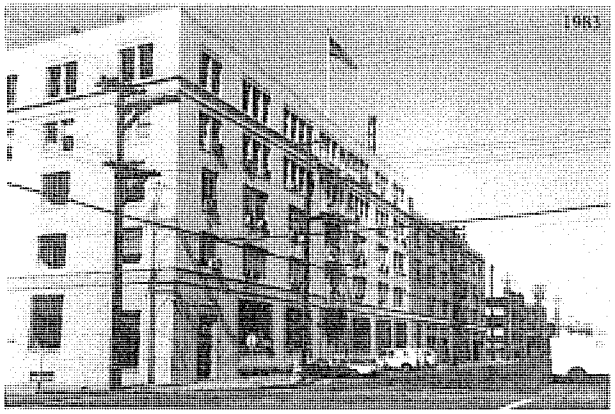
c. 1985	c. 1999	2015

4th Street, south side between Harrison and Alice Streets



NO PHOTO

4th Street, south side between Jackson and Alice Streets



NO PHOTO

CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

The c. 1985 and c. 1999 photos are from the Oakland Cultural Heritage Survey Archives and the National Register of Historic Places Nomination Form for the Oakland Waterfront Warehouse District; the exact dates marked on each photo.
The 2015 photos from Google Maps Street View Imagery, 2015.

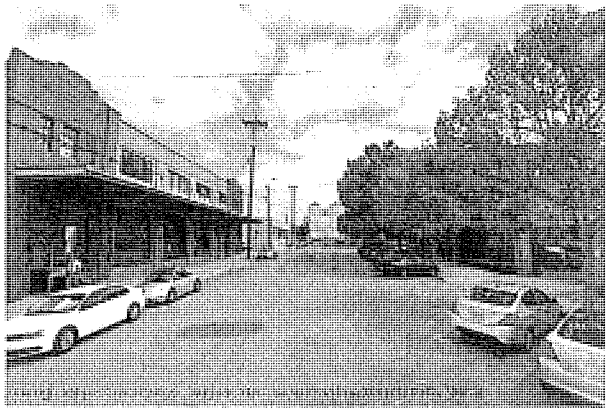
c. 1985	*c. 1999*	*2015*

Harrison Street, west side

NO PHOTO

Harrison Street, looking east towards 4th Street

NO PHOTO



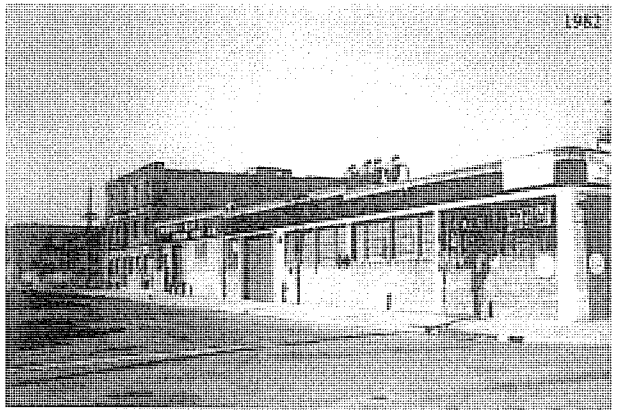
CAREY & CO.
October 2015

WATERFRONT WAREHOUSE DISTRICT

The c. 1985 and c. 1999 photos are from the Oakland Cultural Heritage Survey Archives and the National Register of Historic Places Nomination Form for the Oakland Waterfront Warehouse District; the exact dates marked on each photo.
The 2015 photos from Google Maps Street View Imagery, 2015.

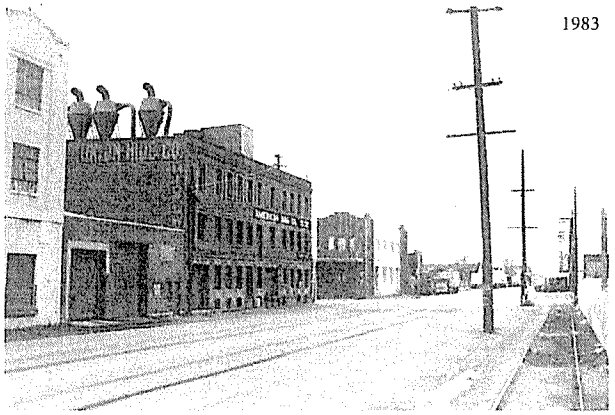
c. 1985	c. 1999	2015

Harrison Street, east side from 2nd to 3rd Streets



NO PHOTO

3rd Street, south side looking towards Harrison Street

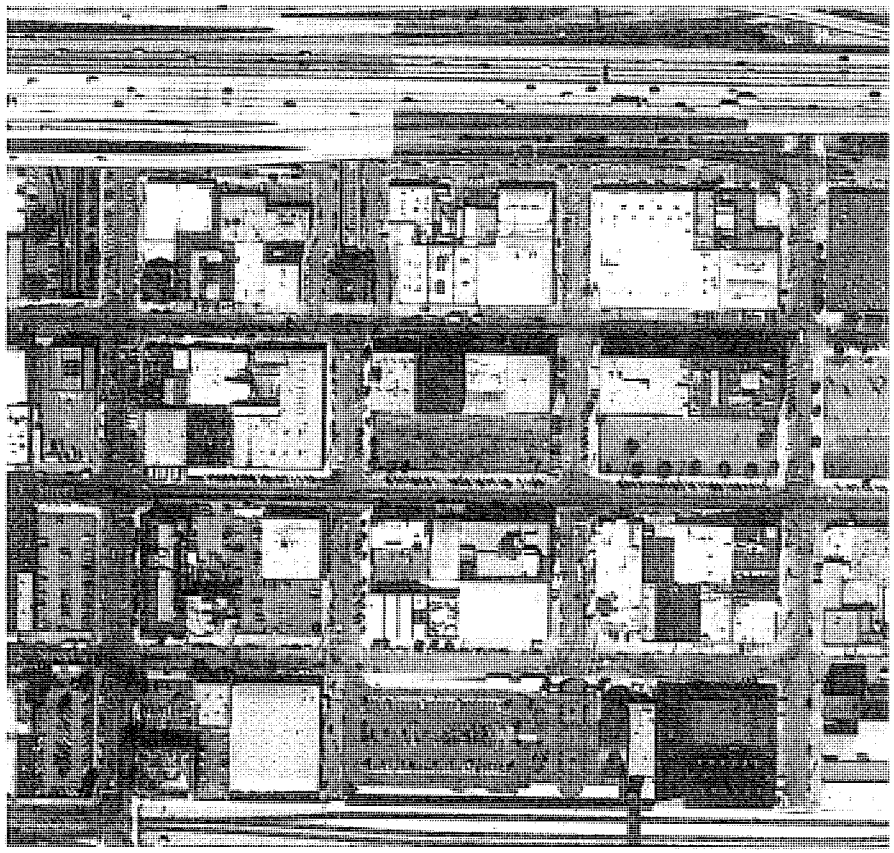


NO PHOTO

CAREY & CO.
October 2015

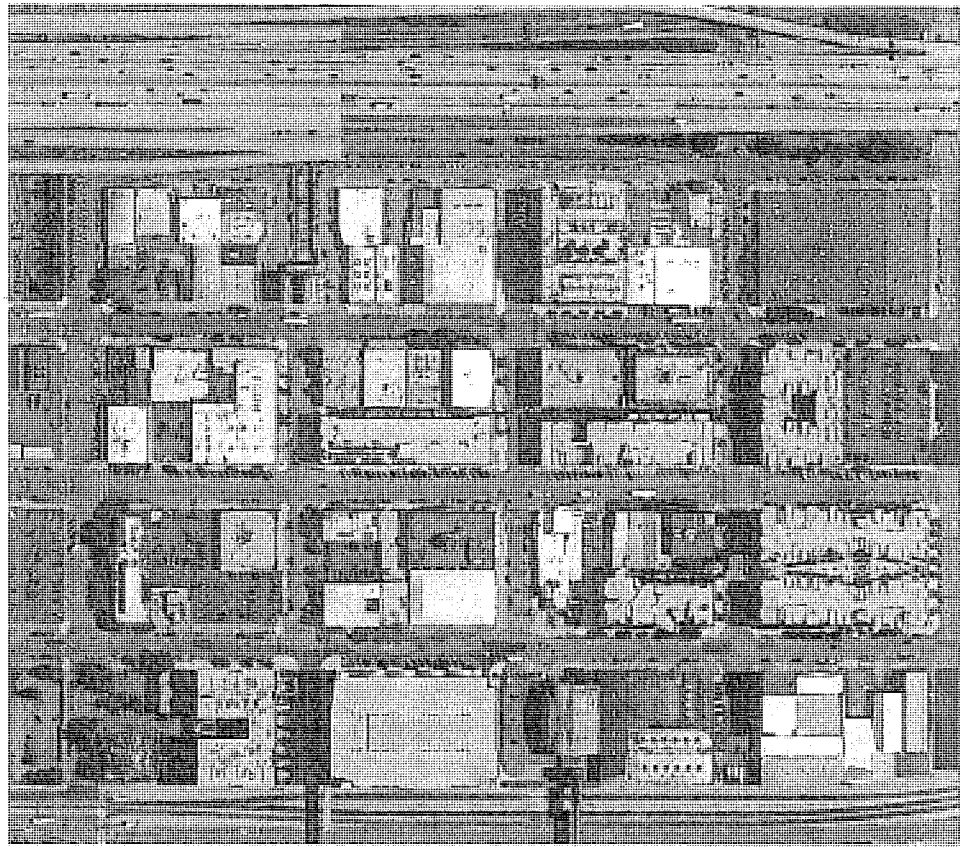
WATERFRONT WAREHOUSE DISTRICT

1998



"Aerial view of Waterfront Warehouse District; August 24, 1998" from Wilda L. White, *Oakland Waterfront Warehouse District National Registration Nomination Form*, August 9, 1999.

2015



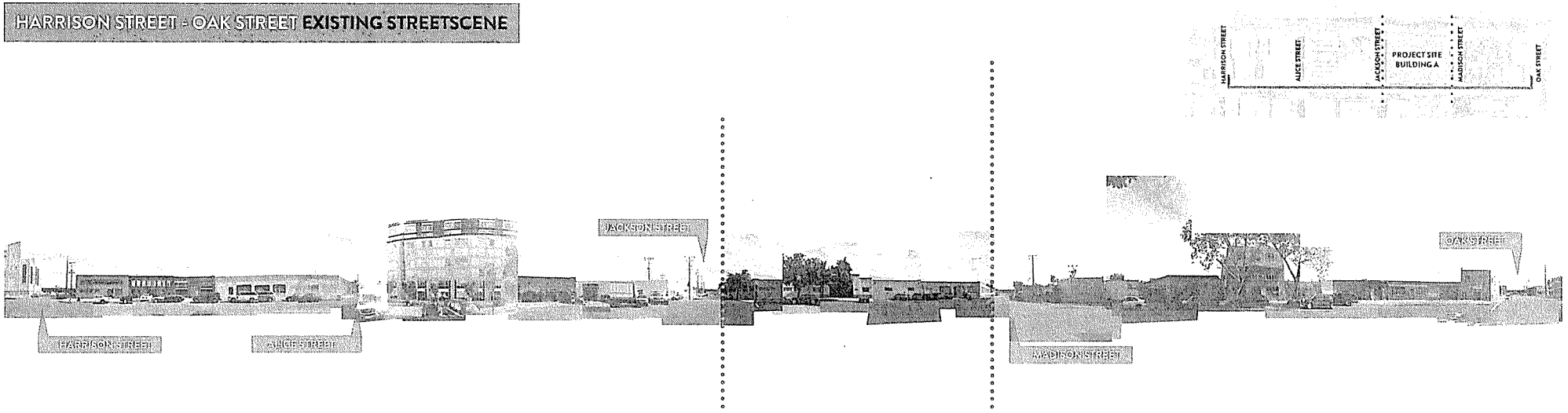
Google Maps Aerial Image, Google (2015), retrieved from https://www.google.com/maps on October 6, 2015.

CAREY & CO.
October 2015

APPENDIX D

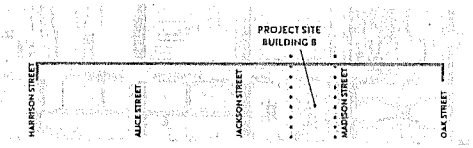
Harrison Street to Oak Street Streetscene

HARRISON STREET - OAK STREET **EXISTING STREETSCENE**



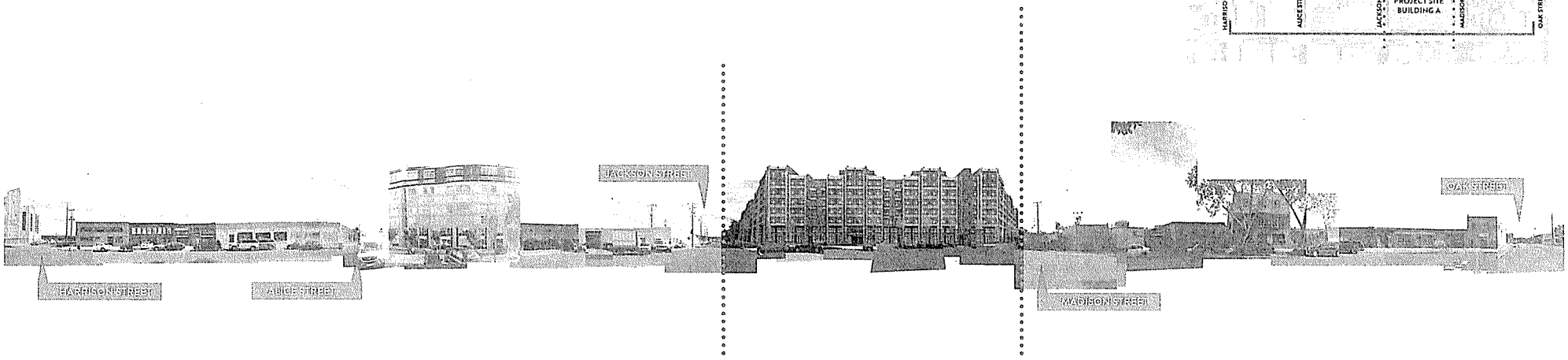
CARMEL PARTNERS

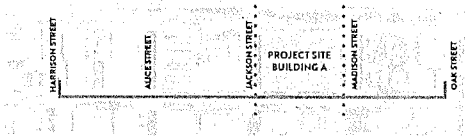
OAK STREET - HARRISON STREET EXISTING STREETSCENE



CARMEL PARTNERS

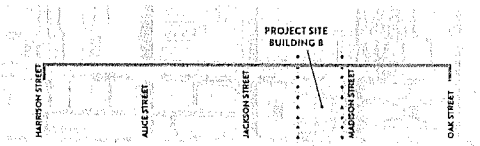
HARRISON STREET - OAK STREET PROPOSED STREETSCENE - BUILDING A





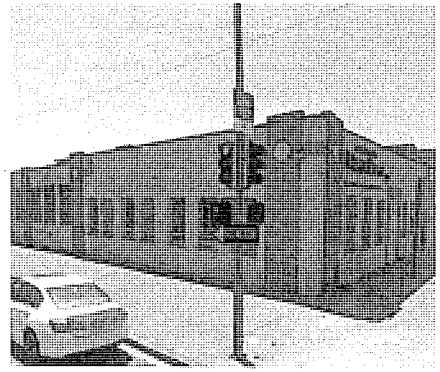
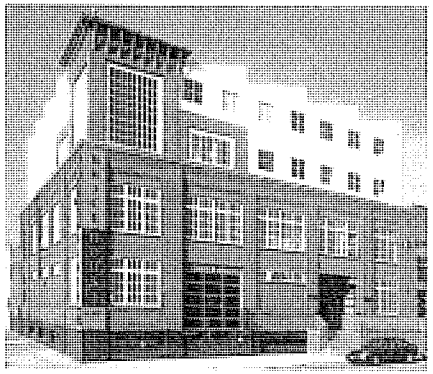
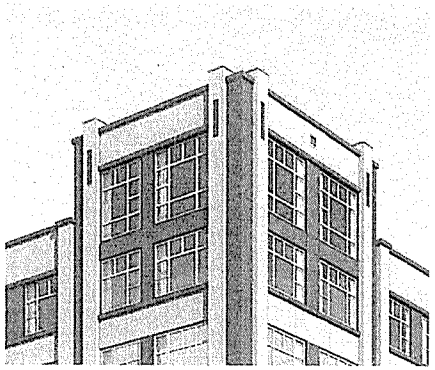
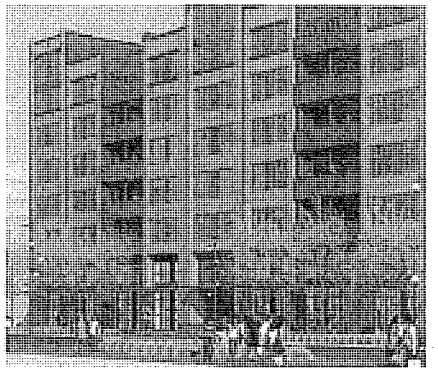
CARMEL
PARTNERS

OAK STREET - HARRISON STREET PROPOSED STREETSCENE - BUILDING B



APPENDIX E

Historical Precedent Comparison

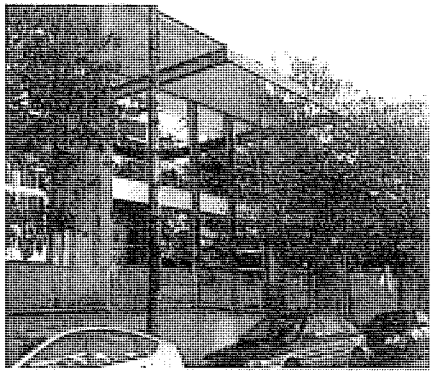
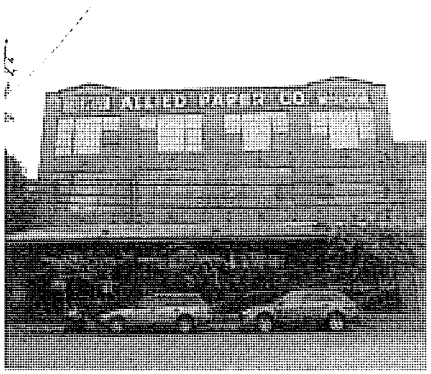
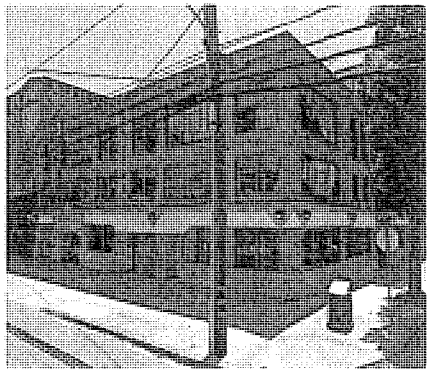
	S&W Fine Foods 200 4th Street	Brick House 201 3rd Street	Poultry Producers of Central CA 229 Harrison
Historic Precedent	 *Rhythm of pilasters, emphasis on corner*	 *Corner tower*	 *Rhythm of pilasters, emphasis on corner*
Proposed Design			
1. Form / Massing	Simple geometry with pilasters that extend from ground to the sky	Stepped massing culminating at corner tower element	Simple forms articulated with pilasters and changes in parapet heights, especially at the corners
2. Visual Hierarchy	Horizontal massing with vertical lines accentuated	Vertical pilasters create regular rhythm with horizontal windows spanning between	Easily recognizable pattern of elements with finer grain detail at the corners
3. Corner Expression	Pilasters frame corner	Strong pronounced specialty corner form with cornice	Corner articulated by change in color, parapet height, window type, and detail
4. Fenestration Patterns	Geometric mullion pattern, punched openings	Grid mullion pattern	Grid mullion pattern
5. Ground Level Expression	N/A	Color/material change at wainscot base	Horizontal canopy
6. Materiality / Colors	Exterior plaster with highly contrasting color scheme	Variation in color, texture, and materials	Warm greys

ktgy

4th + Madison

Historical Precedent Comparison

#2014-0766
10.05.2015

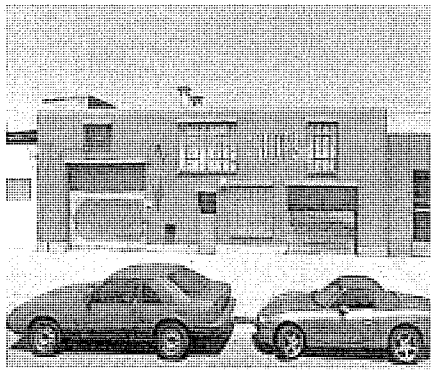
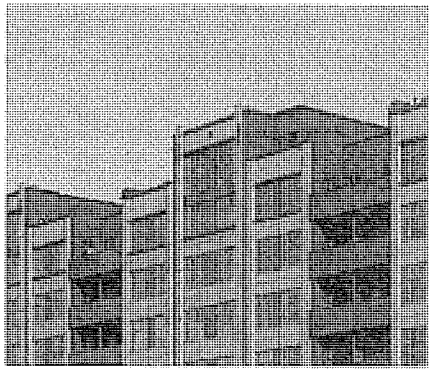
	W.P. Fuller & Co. Warehouse Annex 225 3rd Street	Allied Paper Co. 283 4th Street	Saroni Sugar Rice 318 Harrison
Historic Precedent	 *Industrial funk*	 *Geometric composition and industrial signage*	 *Geometric composition*
Proposed Design			
1. Form / Massing	Whimsical metal frame element projects beyond simple form	Simple form with horizontal canopy and small accent details	Rectangular massing with small-scale accent details and substantial base definition
2. Visual Hierarchy	Metal frame becomes center of attention	Simple pattern accentuated by large scale warehouse-like signage	Plaid-type of grid composition
3. Corner Expression	N/A	N/A	N/A
4. Fenestration Patterns	2-story geometric storefront expression	Grid mullion pattern	Grid mullion pattern
5. Ground Level Expression	Storefront	Horizontal canopy and storefront glazing	Contrasting wainscot
6. Materiality / Colors	Collection of colors, textures, and materials	Warm grey exterior plaster with accent colors	High level of contrasting colors

ktgy

4th + Madison

Historical Precedent Comparison

#2014-0766
10.05.2015

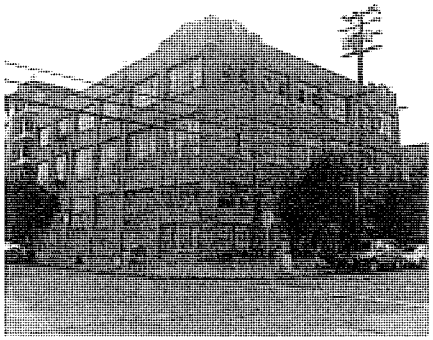
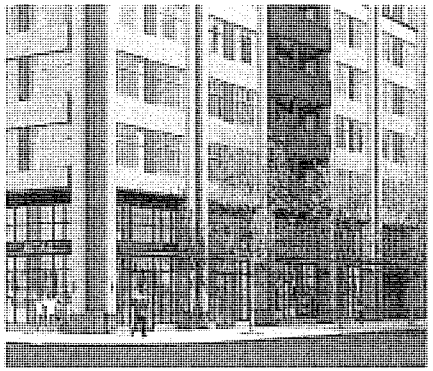
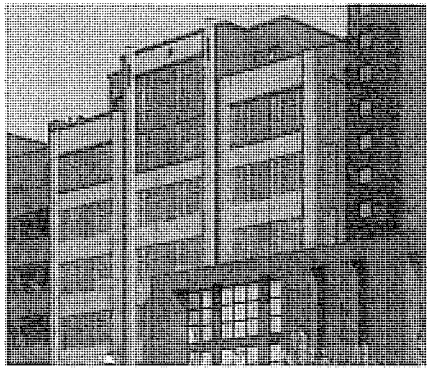
	Oakland Poultry Co. 308 4th Street	Tyre Brothers Glass Co. 300 Webster	Haslett Warehouse 66 Franklin *Not a part of the Oakland Waterfront Warehouse District
Historic Precedent	 *Dynamic asymmetrical balance*	 *Dynamic geometric composition within simple form*	 *Vertical pilasters, activated ground plane*
Proposed Design			
1. Form / Massing	Cubic massing with playful organization of fenestration and openings	Simple rectangular form with fine grain detail at the top of the building and in the panels between pilasters	Simple geometry with pilasters that extend from ground to the sky
2. Visual Hierarchy	Asymmetrical composition of aligned and unaligned elements	Plaid grid of pilasters with horizontal planes spanning between	Clearly defined base/middle/top with emphasis at the pedestrian level
3. Corner Expression	N/A	N/A	Differentiated tower form
4. Fenestration Patterns	Playful arrangement of windows, each with a grid mullion pattern	Grid mullion pattern	Grid mullion pattern, windows spanning between pilasters
5. Ground Level Expression	Contrasting base at the foot of the building	Horizontal canopy and storefront glazing with differentiated wainscot base	Horizontal canopy and storefront glazing where activated, utilitarian expression on secondary frontages
6. Materiality / Colors	Monochromatic color scheme with contrasting accents	Monochromatic color scheme with contrasting accents	Monochromatic color scheme with contrasting accents

ktgy

4th + Madison

Historical Precedent Comparison

#2014-0766
10.05.2015

	C.L. Greeno Co. 255 4th Street	Safeway Stores 201 4th Street	Western States Grocery Co. 247 4th Street
Historic Precedent	 *Rhythm of pilasters, emphasis on corner*	 *Large simple building form*	 *Large simple building form*
Proposed Design			
1. Form / Massing	Simple geometry with pilasters that extend from ground to the sky	Simple rectangular form, large 6-story building	Simple horizontal massing
2. Visual Hierarchy	Vertical pilasters create regular rhythm with horizontal windows spanning between	Clearly defined base/middle/top	Clearly defined base/middle/top with warehouse-type signage
3. Corner Expression	Tower form	N/A	N/A
4. Fenestration Patterns	Grid mullion pattern	Grid mullion pattern, variation of window types at various levels	Grid mullion pattern, variation in window size though horizontal and vertical alignments preserved throughout
5. Ground Level Expression	Specialty entry expression along 4th Street, utilitarian expression on secondary frontages	Canopies and storefront glazing along 4th Street, utilitarian expression on secondary frontages	Canopies and storefront glazing along 4th Street, utilitarian expression on secondary frontages
6. Materiality / Colors	Monochromatic color scheme	Monochromatic color scheme with contrasting accent colors	Exterior plaster with contrasting color at base

ktgy

4th + Madison

Historical Precedent Comparison

#2014-0766
10.05.2015

URBAN PLANNING PARTNERS INC

MEMORANDUM

DATE: March 2, 2016

TO:
Peterson Vollmann
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

FROM:
Lynette Dias, AICP
Urban Planning Partners
505 17th Street, Floor 2
Oakland, CA 94612

RE: Errata to Jack London District 4th & Madison Project EIR

The following revisions, shown in red, are incorporated into the Jack London District 4th & Madison Project EIR.

ERRATA TO RESPONSE TO COMMENTS DOCUMENT, DATED FEBRUARY 2016

Page 173, text in the Draft EIR, Table II-1, Summary of Impacts, Standard Conditions of Approval, and Mitigation Measures, section E. Greenhouse Gas Emissions, SCA-H, item b.iii, should be revised as follows:

> ~~Insert green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process.~~
> A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction.

ATTACHMENT E

Page 223, text revisions to Table IV.D-8 of the Draft EIR are corrected as follows:

TABLE IV.D-8 SUMMARY OF THE HEALTH RISK ASSESSMENT FOR DPM AND $PM_{2.5}$ EMISSIONS DURING PROJECT CONSTRUCTION

	Diesel Particulate Matter			
	Annual Average Concentration	Child <2 Excess Cancer Risk	Chronic Hazard Index	Exhaust $PM_{2.5}$ Annual Average Concentration
Units	($\mu g/m^3$)	$(10^6)^{-1}$	---[b]	($\mu g/m^3$)
MEIR without SCA-A[a]	2.61	87.8	5.2	2.61
MEIR with SCA-A	~~0.078~~ 0.064	~~1.9~~ 2.1	~~0.16~~ 0.13	~~0.079~~ 0.064
Thresholds	---	10	1.0	0.3
Exceedance without SCA-A	---	Yes	~~No~~Yes	Yes
Exceedance with SCA-A	---	No	No	No

~~Notes:~~ [a] MEIR = maximally exposed individual resident
[b] "---" = not applicable
Source: Appendix E.

Page 301, text should be stricken rather than double underlined, as follows:

~~Savlan Hauser, Jack London Improvement District. Email to Hisashi Sugaya, Carey & Co., Inc., July 2, 2015. Attachment: Jack London Maintenance of Historical Warehouse District Markers.pdf.~~

ERRATA TO RESPONSE TO COMMENTS DOCUMENT, APPENDIX C: JACK LONDON DISTRCIT 4th & MADISON PROJECT CEQA ANALYSIS, PURSUANT TO CALIFORNIA RESOURCES CODE SECTIONS 21083.3 AND 21094.5, AND CEQA GUIDELINES SECTIONS 15183 AND 15183.3, DATED FEBRUARY 2016

Pages 42 - 43, Standard Condition of Approval (SCA) 33, and all references to SCA 33, are to be removed from the text, as follows:

Page 42:

If not properly managed, excavation and grading activities could result in loss of topsoil (erosion and sedimentation) and the impacts to receiving water quality could be significant. However, because project development involves more than 500 cubic yards of excavation and fill, earthmoving activities at the project site must be conducted under a grading permit in accordance with City of Oakland Municipal Code section

15.04.660. Among other requirements, ~~erosion control best management practices would be required under SCA 33,~~ an Erosion and Sediment Control Plan would be required under SCA 54~~,~~ and a Stormwater Pollution Prevention Plan would be required under SCA 74:

> ~~SCA 33: Erosion and Sedimentation Control~~
>
> ~~*Ongoing throughout demolition, grading, and/or construction activities*~~
>
> ~~The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating the Best Management Practices shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.~~

Page 43:

Adherence to the requirements of SCAs ~~33,~~ 54~~,~~ and 74 would reduce any potential project impacts related to soil erosion or loss of topsoil to a less-than-significant level by implementing all necessary measures required to prevent erosion and sedimentation and to manage stormwater runoff to prevent substantial soil erosion or loss of topsoil. No further mitigation is required to reduce this impact to a less than significant level.

Pages 66, text under Cumulative Impacts is revised, as follows:

Thus, implementation of the proposed project together with other past, present, and future development would not cause a significant cumulative impact.

Page 100 - 101, text under SCA 90: Stormwater and Sewer, Stormwater Collection, is revised, as follows:

Overall stormwater runoff from the project site is not anticipated to change substantially with the project. This is primarily due to the fact that the project site is currently developed with buildings, paved areas, and contains mostly impervious surfaces. Consistent with current regulations, the applicant will be required, as described in SCA ~~82~~54 in the Geology and Soils section of this checklist, to submit on-site grading and drainage plans to the Building Services Division for review prior to commencement of construction or grading activities on site as to ensure that surface runoff during construction and operation of the project is adequately controlled. The project would also be required to comply with the post-construction requirements

outlined in SCA ~~9079~~ and SCA 80 in the Hydrology and Water Quality section of this checklist. SCA ~~9079~~ would ensure that development of the project does not increase the quantity of stormwater runoff at the site and that any stormwater discharges from the site are treated in accordance with NPDES permit requirements. SCA ~~9080~~ would provide a mechanism to ensure that required maintenance of the stormwater treatment system is performed during the life of the project. Thus, with implementation of SCA 90, the proposed project would not result in significant impacts with respect to stormwater drainage system capacity requirements.

Page 103 - 104, text under SCA 35: Waste Reduction and Recycling, Energy Standards, is revised, as follows:

The project's electric and gas needs would be served by Pacific Gas & Electric (PG&E). The proposed project would result in an incremental increase in the demand for gas and electrical power given the increase in development on the project site. Overall, the level of public energy required of the proposed project is not expected to violate applicable federal, state , and local statutes and regulations relating to energy or exceed PG&E's service capacity or require new or expanded facilities. Because the project proposes the new construction of a multi-family development of more than three units, it would also be required to comply with SCA-H-~~77~~, which mandates compliance with Title 24 of the California Code of Regulations requiring incorporation of energy-conserving design and construction. Compliance with these standards is verified and enforced through the building permit process. Also, PG&E infrastructure exists at the project site, and any improvements and extensions required to accommodate the project would be determined in consultation with PG&E prior to installation.

Page 104, text to SCA-H, Compliance with the Green Building Ordinance, OMC Chapter 18.02, item b.iii is revised, as follows:

~~Insert green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process.~~
A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction.

ERRATA TO STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING REPORTING PROGRAM (SCAMMRP)

The particular pages of the SCAMMRP table affected by the revisions shown below are attached.

Page 26, text under Standard Condition of Approval Mitigation Monitoring Program (SCAMMRP), IV.E Greenhouse Gas Emissions, SCA-H Compliance with the Green Building Ordinance, OMC Chapter 18.02, Mitigation Measures/SCAs, item b.iii, is revised as follows:

~~Insert green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process.~~
A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction.

Page 46, Standard Condition of Approval Mitigation Monitoring Program (SCAMMRP), V.E Geology and Soils, is revised to include Standard Condition of Approval (SCA) 57, Soils Report, as follows:

Mitigation Measures/SCAs:

SCA 57: Soils Report

Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.

A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:

A. Logs of borings and/or profiles of test pits and trenches:
   a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.
   b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.
   c) All boring logs shall be included in the soils report.

B. Test pits and trenches:
   a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.

b) Soils profiles of all test pits and trenches shall be included in the soils report.

C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.

D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.

E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following:

a) Site description;
b) Local and site geology;
c) Review of previous field and laboratory investigations for the site;
d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building;
e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions, and proposed corrective actions at locations where land stability problems exist;
f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement design as required;
g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report the conclusions and recommendations shall be appended to the required soils report;
h) All other items which a Soils Engineer deems necessary;
i) The signature and registration number of the Civil Engineer preparing the report.

F. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.

Implementation of SCA 57 would include preparation and City approval of a certified design-level geotechnical report to ensure all foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement designed are engineered to address existing conditions, and related recommendations are implemented during project construction in accordance with California Building Code standards.

Implementation Responsibility/Action:

Project Sponsor and Soils Engineer:

- Shall submit a preliminary Soils Report.
  Shall submit a design-level Geotechnical report and ensure compliance during construction.

Timing:

In conjunction with:

- Submittal of a Tentative Tract or Tentative Parcel Map
- Submittal of design for City review

Monitoring Responsibility/Action:

City of Oakland, Building Services Division and Director of Planning and Building:

- Soils Report review and approval
- Design-level geotechnical report

Page 51-52, text under SCA 68: Radon or Vapor Intrusion from Soil or Groundwater Sources, Implementation Responsibility/Action, is revised, as follows:

Project Sponsor:

- Shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site.
- In the event of radon or vapor discovery, implement remedial action approved by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.
- Shall submit for approval a SMP ~~with~~ that includes all required protocols for the characterization and handling of excavated soil that are consistent with applicable regulatory agency guidelines and standards, and which includes all of the related recommendations described in the Project's Phase II Environmental Assessment, as set forth in the bullet point list herein.
- Shall implement the approved SMP.

Page 64-66, text under Standard Condition of Approval Mitigation Monitoring Program (SCAMMRP), V.L. Utilities and Service Systems, SCA-H Compliance with the Green Building Ordinance, OMC Chapter 18.02, Mitigation Measures/SCAs, item b.iii, is revised, as follows:

~~Insert green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process.~~

A minimum of 53 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction.

Attachments

Revised pages of the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP), revised March 2, 2016

that the project complied with the requirements of the Green Building Ordinance. vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All pre-requisites per the LEED/GreenPoint Rated checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. iii. A minimum of 53 points (3 Community; 6 IAQ/Health, 6 Resources, 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction. ~~insert green building point level/certification requirement (See Green Building Summary Table: for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process.~~ iv. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plancheck application is submitted and approved by the Planning and Zoning Division that shows the				

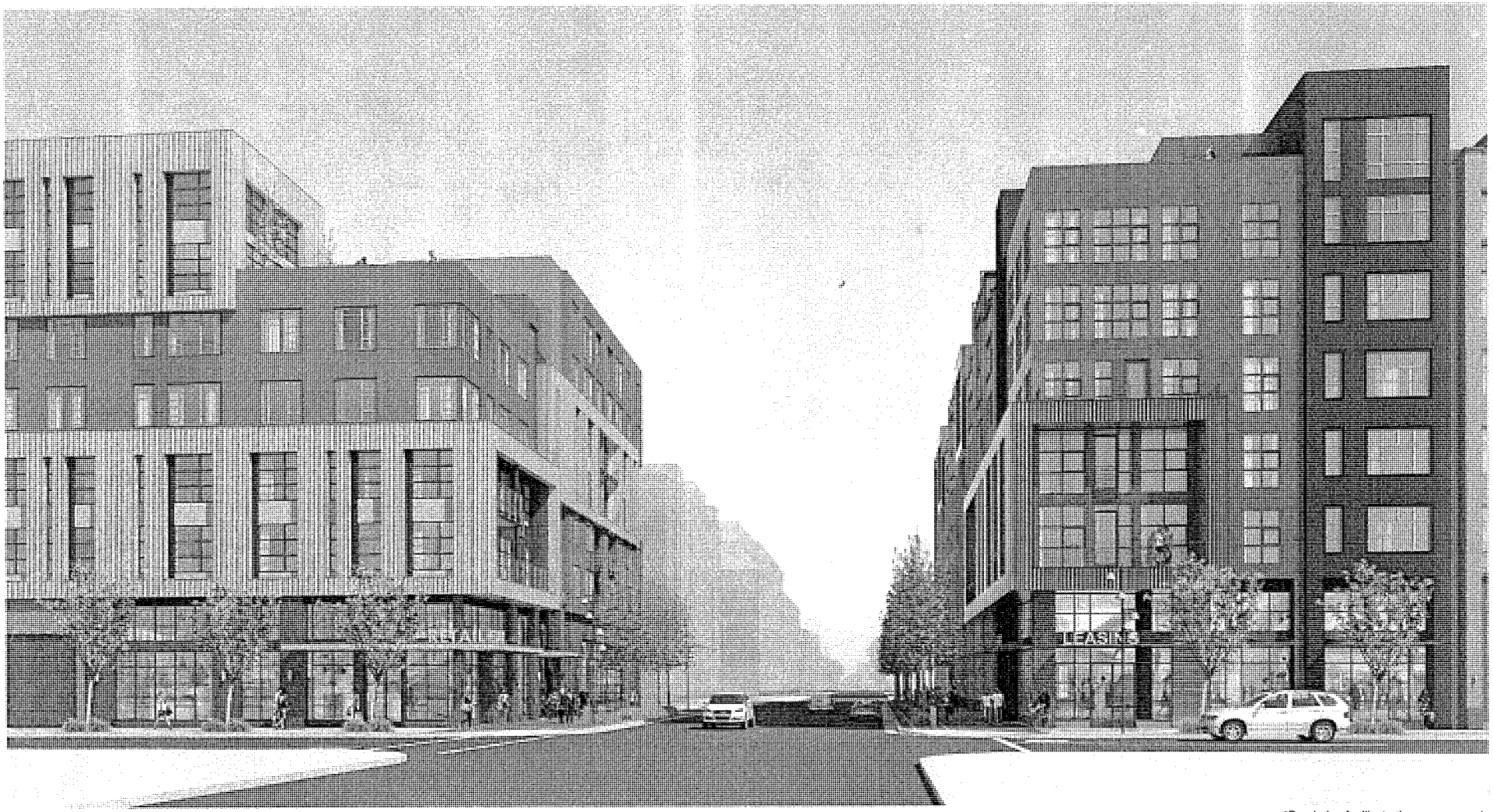
the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.				
SCA 57: Soils Report A. *Required as part of the submittal of a Tentative Tract or Tentative Parcel Map:* A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:Logs of borings and/or profiles of test pits and trenches. a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures. b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. c) All boring logs shall be included in the soils report. B. Test pits and trenches: a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. b) Soils profiles of all test pits and trenches shall be included in the soils report. C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.	Project Sponsor and Soils Engineer: ▪ Shall submit a preliminary Soils Report ▪ Shall submit a design-level Geotechnical report and ensure compliance during construction.	In conjunction with: ▪ Submittal of a Tentative Tract or Tentative Parcel Map ▪ Submittal of design for City review	City of Oakland, Building Services Division and Director of Planning and Building: ▪ Soils Report review and approval ▪ Design-level geotechnical report	

D Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit. E Soils Report. A written report shall be submitted which shall include, but is not limited to, the following: a) Site description; b) Local and site geology. c) Review of previous field and laboratory investigations for the site; d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building. e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions, and proposed corrective actions at locations where land stability problems exist; f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement design as required; g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report the conclusions and recommendations shall be appended to the required soils report; h) All other items which a Soils Engineer deems necessary; i) The signature and registration number of the Civil Engineer preparing the report. F The Director of Planning and Building may reject				

a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided. Preparation and City approval of a certified design-level geotechnical report to ensure all foundations and retaining structures, resistance to lateral loading, slopes and specifications for fills, and pavement designed are engineered to address existing conditions, and related recommendations are implemented during project construction in accordance with California Building Code standards.				
V.F. HAZARDS AND HAZARDOUS MATERIALS				
SCA 34: Hazards Best Management Practices *Prior to commencement of demolition, grading, or construction:* The project applicant and construction contractor shall ensure that Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following: ▪ Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction; ▪ Avoid overtopping construction equipment fuel gas tanks; ▪ During routine maintenance of construction equipment, properly contain and remove grease and oils; ▪ Properly dispose of discarded containers of fuels and other chemicals; ▪ Ensure that construction would not have a	Project sponsor and construction contractor: ▪ Shall ensure that Best Management Practices (BMPs) are implemented.	Prior to: ▪ Commencement of demolition, grading, or construction.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Verify that construction BMPs are implemented.	

The following are the recommendations from the Phase II that shall be implemented.				
A site management plan (SMP) must be developed and submitted to the appropriate City of Oakland agencies for review and approval prior to demolition and construction to address potential unknown environmental issues. The SMP must include protocols for the characterization and handling of excavated soil consistent with applicable regulatory agency guidelines and standards and must include the following: ▪ **Observation during site demolition and soil disturbing activities**. Observation of construction activities must be performed by a qualified environmental consultant during demolition activities including removal of concrete slabs, asphalt pavement, foundation features, subsurface utilities, or any other subsurface feature; and during soil disturbing activities including grading/scraping, excavation/trenching, and drilling. The environmental consultant must identify signs of potential impacts from hazardous materials in soil and/or groundwater such as staining/discoloration, odors, and presence of rubble/debris. The environmental consultant must also use a photoionization detector (PID) meter to screen soil for organic vapors to evaluate potential impacts. The environmental consultant must have the authority to stop work in an area where potential impacts from hazardous materials in soil or groundwater are identified until the nature and extent of the potential impacts are further evaluated. ▪ **Appropriate sample collection procedures.** If potentially impacted soil or groundwater is encountered at the project site, sampling of the potentially impacted soil or groundwater must be performed by a qualified environmental consultant to evaluate the nature and extent of the potential impacts and determine whether notification of appropriate regulatory agency(ies) and remediation may be necessary. The appropriate sample containers, sampling	Project sponsor: ▪ Shall submit for approval a SMP ~~with~~ that includes all required protocols for the characterization and handling of excavated soil that are consistent with applicable regulatory agency guidelines and standards, and which includes all of the related recommendations described in the Project's Phase II Environmental Assessment, as set forth in the bullet point list herein. ▪ Shall implement the approved SMP.	Prior to: ▪ Demolition and construction activities.	City of Oakland, Building Services Division and Planning and Zoning Division: ▪ Review and approve the SMP and confirm all protocols are consistent with applicable regulatory agency guidelines and standards are included.	

listed in subsection (b) below. v. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. b) The set of plans in subsection (a) shall demonstrate compliance with the following: i. CALGreen mandatory measures. ii. All pre-requisites per the LEED / GreenPoint Rated checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. iii. A minimum of 53 points (3 Community, 6 IAQ/Health, 6 Resources; 8 Water) as defined by the Green Building Ordinance for Removal of a Historic Resource and New Construction - Residential Construction. ~~Insert green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 75 points for residential and LEED Gold for non-residential) per the appropriate checklist approved during the Planning entitlement process~~ iv. All green building points identified on the				



*Rendering for illustrative purposes only.

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ATTACHMENT F

Architecture

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A1.8 Context Photos
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Civil

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ER-1 Erosion Control
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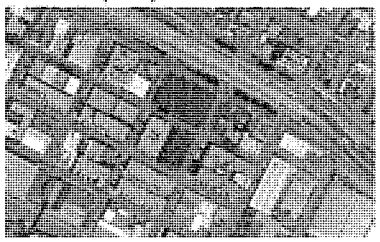
SW-1 Stormwater Management Plan
SW-2 Stormwater Management Plan

Site Aerial (n.t.s.)



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SHEET INDEX

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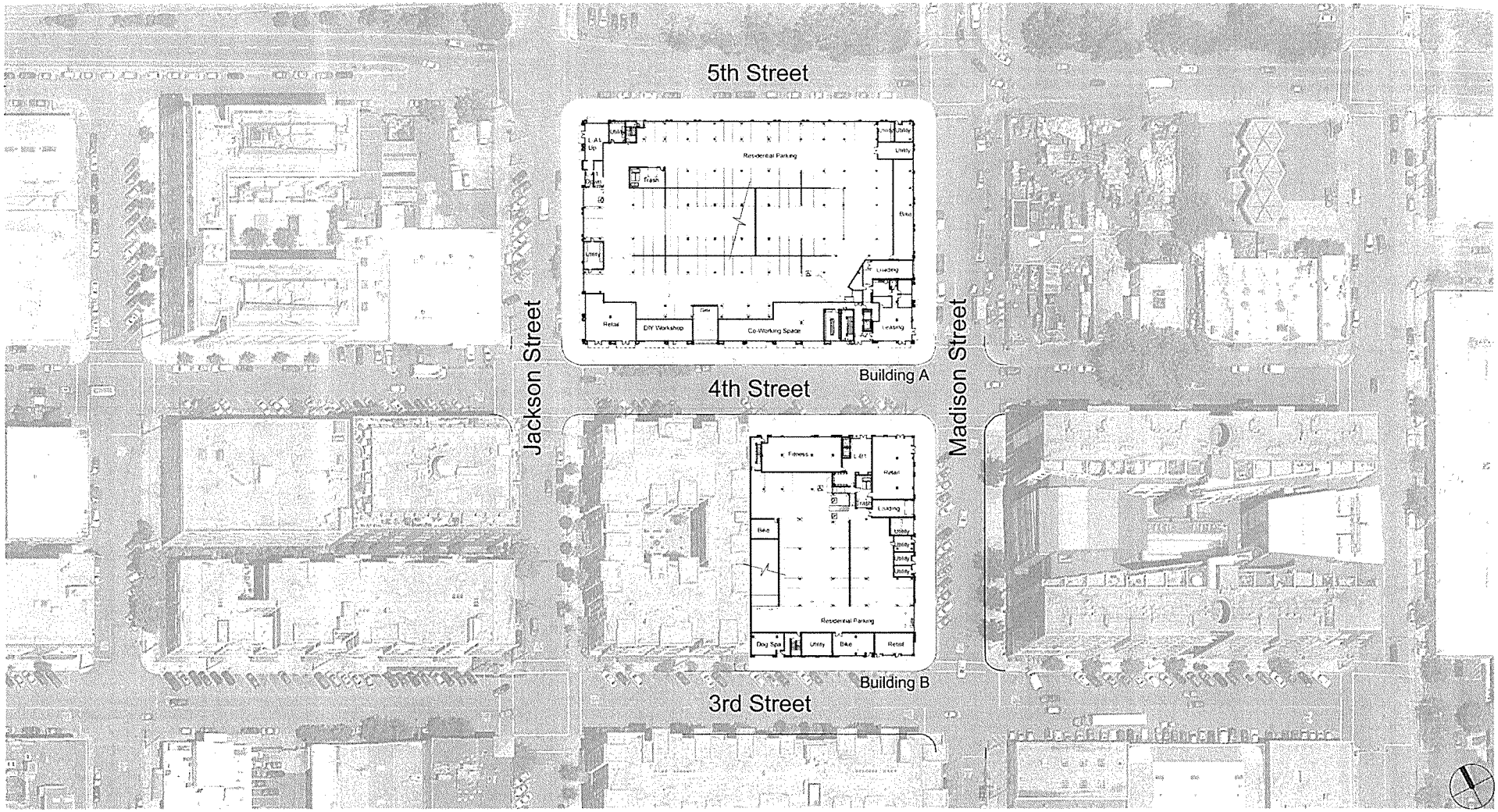

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JACK LONDON - 4TH & MADISON APPROVAL SET

SITE PLAN

A1.0

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Carmel Partners
KTGY # 2014-0766

Total Project Summary (Both Buildings)

90078 SF
2.07 Acres

330 Total Units	335 Total Residential Parking Spaces
159.44 Total Density (DU/AC)	1.02 Spaces/Unit
294776 Total Unit Area (GSF)	
893.27 Total Average Unit Size (GSF)	
4704 Total Retail Space (GSF)	

Building A - Unit Mix

Type 3A Modified Podium Building - 7 Levels
60058 SF
1.38 Acres

			Units Per Level: Type 1A Const.		Type IIIA Construction					Unit Mix					
Unit Type	Description	Unit Area (GSF)	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Studio	1Bd	2Bd	3Bd	Total Unit Area (SF)	% of Mix
Unit 0-1	Studio / 1Ba	557			2	1	1	1		5				2,785	2.1%
Unit 0-1A	Studio / 1Ba	604			1	1	1	1		4				2,416	1.7%
Unit 0-1L	Studio / 1Ba + Loft	711							1	1				711	0.4%
Unit 0-1AL	Studio / 1Ba + Loft	770							1	1				770	0.4%
Unit 1-1	1Bd / 1Ba [W/ Deck]	684			15	15	15	15			60			41,040	25.1%
Unit 1-1A	1Bd / 1Ba	743			11	12	12	12			47			34,921	19.7%
Unit 1-1L	1Bd / 1Ba + Loft	942							27		27			25,434	11.3%
Unit 1-2	1Bd / 1Ba [Inside Corner]	708			6	6	8	8			28			19,824	11.7%
Unit 1-2L	1Bd / 1BA + Loft [Inside C.]	914							8		8			7,312	3.3%
Unit 2-1	2Bd / 2Ba [W/ Deck]	1045			3	3	4	4				14		14,630	5.9%
Unit 2-1A	2Bd / 2Ba	1105			4	4	4	4				16		17,686	6.7%
Unit 2-1L	2Bd / 2Ba + Loft	1339							8			8		10,712	3.3%
Unit 2-2	2Bd / 2Ba [Outside Corner]	1243													
Unit 2-2A	2Bd / 2Ba [Outside Corner]	1278			3	3	3	3				12		15,336	5.0%
Unit 2-2B	2Bd / 2Ba [Outside Corner]	1389			1	1	1	1				4		5,556	1.7%
Unit 2-2L	2Bd / 2Ba + Loft [Outside C.]	1443													
Unit 2-2AL	2Bd / 2Ba + Loft [Outside C.]	1478							4			4		5,912	1.7%
Unit 2-3	2Bd / 2Ba [Inside Corner]	1229													
Unit 2-3L	2Bd / 2Ba + Loft [Inside Corn	1470													
Unit 3-1	3Bd / 2Ba [Outside Corner]	1411													
Unit 3-1L	3Bd / 2Ba + Loft [Outside C.]	1625													
Total					46	46	48	49	49	11	170	58		205,065	100%
										5%	71%	24%			

239 Total Units
857.97 Avg. Unit Size (SF)
173.32 Net Density (DU/AC)

Building A - Parking Summary

Type	Total Units or Area (GSF)	Parking Ratio	Parking Required
Studio	11	1	11
1Bd	170	1	170
2Bd	58	1	58
Guest	0	0	0.00
Retail***	1746	0.002222	0.00
Total			239.00

***Retail parking not required under 3000 SF

Proposed Vehicle Parking
109 Level 2 Residential Parking
134 Level 1 Residential Parking
243 Total Spaces

Total Units	Long-Term Bike Ratio	Bikes Required	Bikes Provided
239	0.5	119.5	120

Building B - Unit Mix

Type 3A Modified Podium Building - 7 Levels
30020 SF
0.69 Acres

			Units Per Level: Type 1A Const.		Type IIIA Construction					Unit Mix					
Unit Type	Description	Unit Area (GSF)	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Studio	1Bd	2Bd	3Bd	Total Unit Area (SF)	% of Mix
Unit 0-1	Studio / 1Ba	557			1	1	1	1		4				2,228	4.4%
Unit 0-1A	Studio / 1Ba	604													
Unit 0-1L	Studio / 1Ba + Loft	711													
Unit 0-1AL	Studio / 1Ba + Loft	770													
Unit 1-1	1Bd / 1Ba [W/ Deck]	684			2	2	2	2			8			5,472	8.8%
Unit 1-1A	1Bd / 1Ba	743									0			0	0.0%
Unit 1-1L	1Bd / 1Ba + Loft	942							2		2			1,884	2.2%
Unit 1-2	1Bd / 1Ba [Inside Corner]	708			2	2	2	2			8			5,664	8.8%
Unit 1-2L	1Bd / 1BA + Loft [Inside C.]	914							2		2			1,828	2.2%
Unit 2-1	2Bd / 2Ba [W/ Deck]	1045			9	9	9	9				36		37,620	39.6%
Unit 2-1A	2Bd / 2Ba	1106				2	2	2				6		6,636	6.6%
Unit 2-1L	2Bd / 2Ba + Loft	1339							11			11		14,729	12.1%
Unit 2-2	2Bd / 2Ba [Outside Corner]	1243													
Unit 2-2A	2Bd / 2Ba [Outside Corner]	1278													
Unit 2-2B	2Bd / 2Ba [Outside Corner]	1389													
Unit 2-2L	2Bd / 2Ba + Loft [Outside C.]	1443													
Unit 2-2AL	2Bd / 2Ba + Loft [Outside C.]	1478													
Unit 2-3	2Bd / 2Ba [Inside Corner]	1229			1	1	1	1				4		4,916	4.4%
Unit 2-3L	2Bd / 2Ba + Loft [Inside Corn	1476							1			1		1,476	1.1%
Unit 3-1	3Bd / 2Ba [Outside Corner]	1411			1	1	1	1					4	5,644	4.4%
Unit 3-1L	3Bd / 2Ba + Loft [Outside C.]	1626							1				1	1,626	1.1%
Unit 3-2	3Bd / 2Ba [Outside Corner]	1340			1	1	1	1					4	5,360	4.4%
Total					16	18	18	18	17	4	20	54	9	89,723	100%
										4%	22%	64%	10%		

91 Total Units
985.97 Avg. Unit Size (SF)
132.06 Net Density (DU/AC)

Building B - Parking Summary

Type	Total Units or Area (GSF)	Parking Ratio	Parking Required
Studio	4	1	4
1Bd	20	1	20
2Bd	58	1	58
3Bd	9	1	9
Guest	0	0	0.00
Retail***	2958	0.002222	0.00
Total			91.00

Proposed Vehicle Parking
53 Level 2 Residential Parking
39 Level 1 Residential Parking
92 Total Spaces

Total Units	Long-Term Bike Ratio	Bikes Required	Bikes Provided
91	0.5	45.5	46

Building "A" Gross Areas:

4.40 FAR

	Residential*	Amenity & Leasing**	Retail	Storage, Utilities & Services	Garage
Ground		6,689	1,775	3,937	42,465
Level 2		1,941			38,984
Level 3	45,039	2,020			
Level 4	45,039				
Level 5	47,185				
Level 6	47,185				
Level 7	45,583				
Mezzanine	10,457				
Subtotal	240,488	10,650	1,775	6,607	81,449
Total		264,500			81,449

Building "B" Gross Areas:

4.44 FAR

	Residential*	Amenity & Leasing**	Retail	Storage, Utilities & Services	Garage
Ground		4,754	2,953	4,015	17,294
Level 2		1,443		219	19,858
Level 3	21,575	2,027			
Level 4	23,341				
Level 5	23,239				
Level 6	23,239				
Level 7	22,400				
Mezzanine	4,037				
Subtotal	117,831	8,224	2,953	4,234	37,152
Total		133,242			37,152

Total Project Gross Areas:

4.42 FAR

	Residential*	Amenity & Leasing**	Retail	Storage, Utilities & Services	Garage
Ground		12,843	4,728	10,022	59,749
Level 2		3,389		219	58,852
Level 3	58,614	4,647			
Level 4	68,380				
Level 5	70,424				
Level 6	70,424				
Level 7	70,903				
Mezzanine	14,494				
Subtotal	361,299	20,874	4,729	13,841	118,601
Total		397,742			118,601

*[illegible]
**[illegible]

JACK LONDON - 4TH & MADISON APPROVAL SET

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PROJECT DATA

OAKLAND, CA

KTGY # 2014-0766 02.11.2016

A1.1

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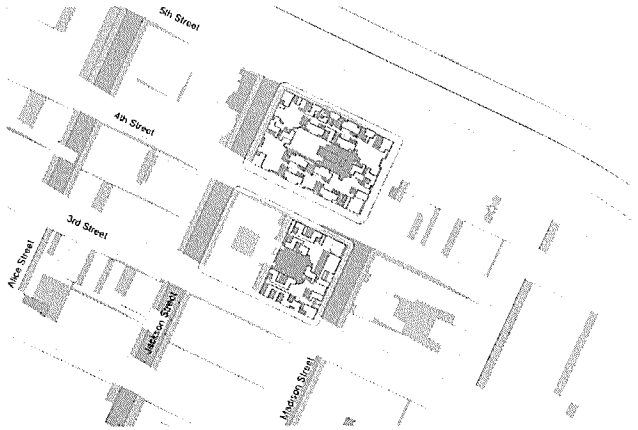
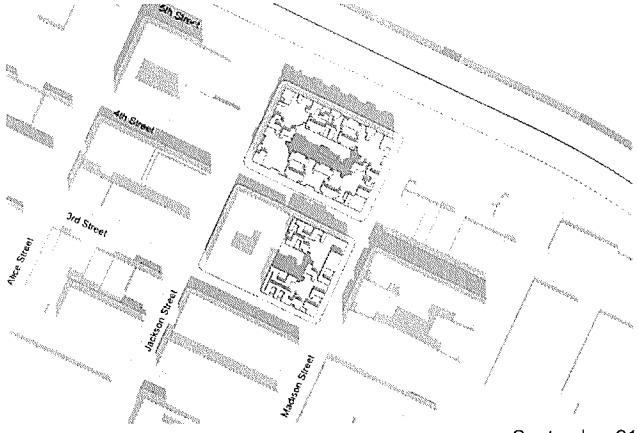
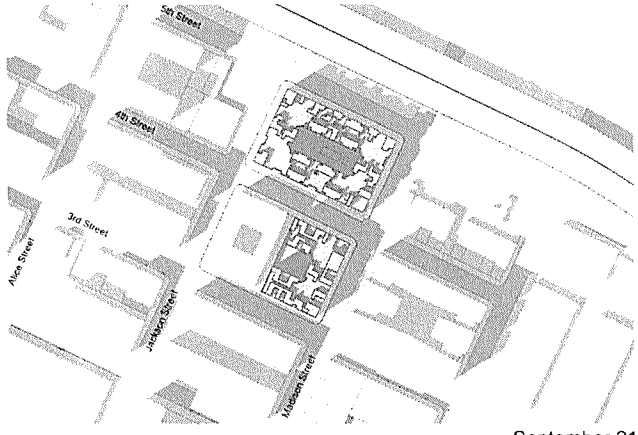


September 21
9:00 AM



September 21
12:00 PM



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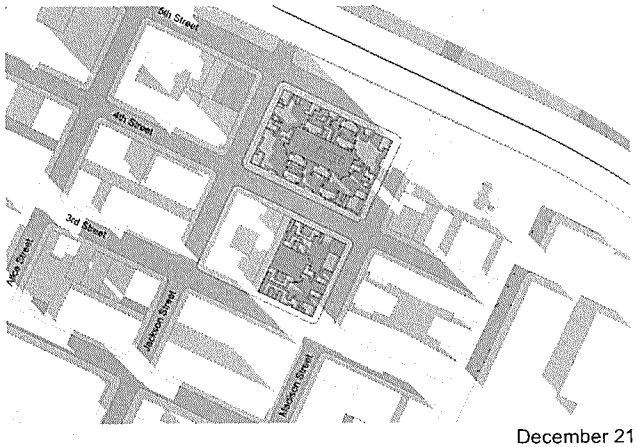
3:00 PM



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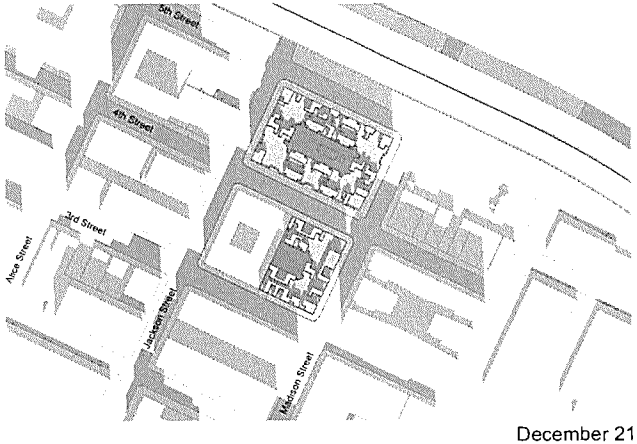
9:00 AM



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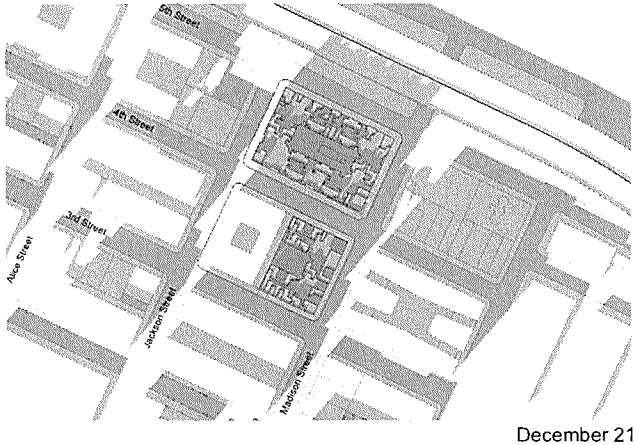
12:00 PM



December 21
3:00 PM

JACK LONDON - 4TH & MADISON APPROVAL SET

CP V JLS, LLC
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415.273.2900

SOLAR STUDY

OAKLAND, CA

KTGY # 2014-4744 02.11.2016

A1.10

KTGY Group, Inc.
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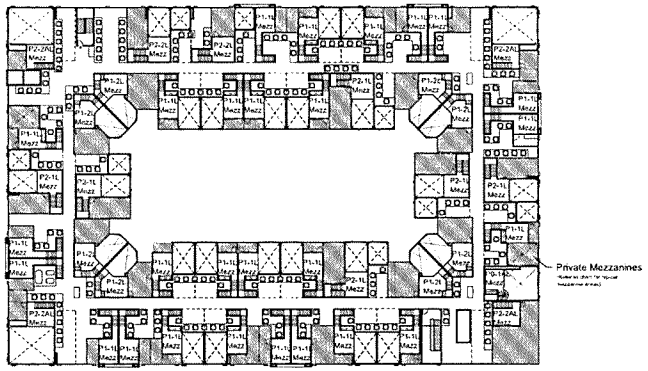
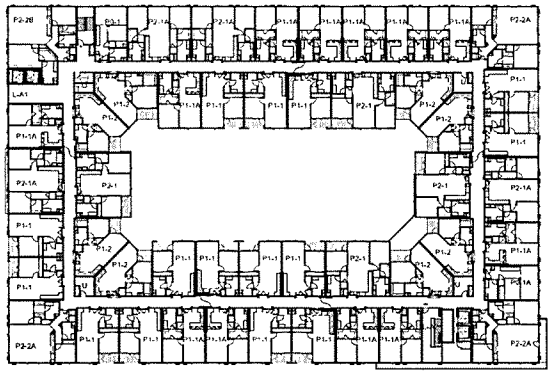
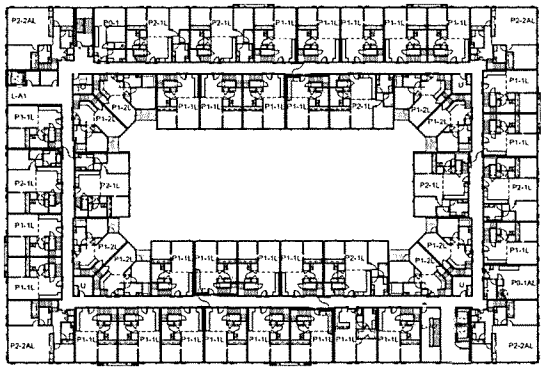


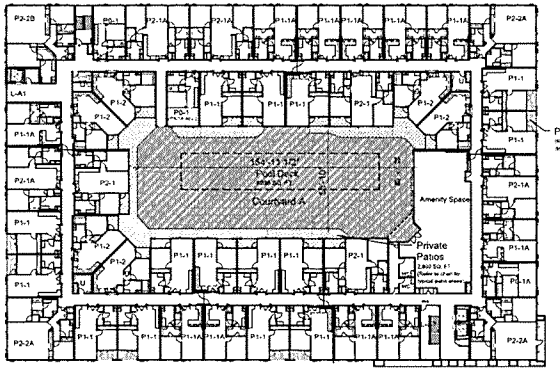
Mezzanine Level



Level 5 (typical)



Level 7



Level 3

Open Space - Building "A":

Total Open Space Required:

SF per Unit	# of units	Total SF
150	239	35,850

NOTE: Required Open Space SF per unit may be provided as Group or Private Open Space.

Total Open Space Provided:

Type		Area (SF)			Subtotal (SF)
Group Open Space	Group Open Space	8,398			8,398
Private Open Space	Private Patios	2,800	15,910	x 2 =	31,820
	Private Decks	5,298			
	Private Mezzanines	7,812			
Total					40,218

*Per Planning Code 17.58.160 and 17.126.020, one (1) square foot of private usable open space counts as two (2) square feet of the required group usable open space.

Group Open Space:

Amenity Type	Minimum Dimensions**	Area (SF)
Pool Deck	154'-11 1/2" x 53'-10"	8,398
Sky Deck	0	0
Total		8,398

**Per Planning Code 17.126.030.C, group open space shall have no dimension less than 15 feet.

Private Open Space:

Private Patios at Podium Level:

Area	Minimum Dimensions	Area (SF)***
Patios	5'-0" x 5'-8"	2,800
Total		2,800

***Patio area is divided among 17 units. Individual patio areas vary, and minimum dimensions are given for the smallest division where space is provided.

Private Decks:

Unit Type	Minimum Dimensions	Typical Area (SF)	Units w/ Typical POS	Area Subtotal (SF)
Unit 1-1	5'-0" x 10'-9"	54	60	3,240
Unit 1-2	5'-10" x 7'-9"	45	28	1,260
Unit 2-1	5'-1" x 11'-5"	57	14	798
Total			102	5,298

Private Mezzanines:

Area	Minimum Dimensions	Area (SF)****
Mezzanines	9'-11" x 10'-6"	7,812
Total		7,812

****Mezzanine area is divided among 16 units. Individual mezzanine areas vary, and minimum dimensions are given for the smallest division where space is provided.

NOTE: Per Planning Code 17.126.040.C, private above-ground-level space shall have no dimension less than 5 feet.

Legend:

- Private Deck
- Private Patio
- Private Mezzanine Space
- Group Open Space

0 16 32 64

JACK LONDON - 4TH & MADISON APPROVAL SET

OPEN SPACE EXHIBIT - BUILDING "A"

A1.2

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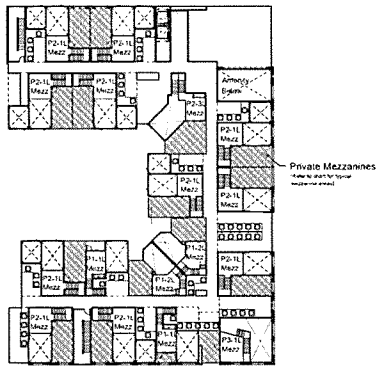
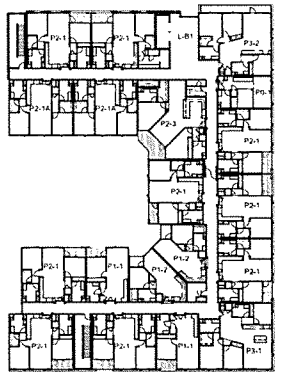
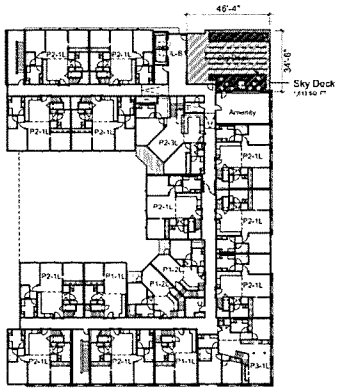


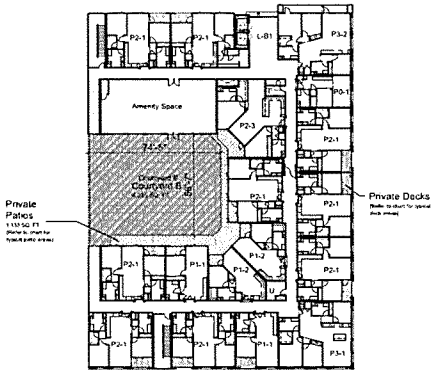
Mezzanine Level



Level 5 (typical)



Level 7



Level 3

Open Space - Building "B":

Total Open Space Required:

SF per Unit	# of units	Total SF
150	91	13,650

NOTE: Required Open Space SF per unit may be provided as Group or Private Open Space

Total Open Space Provided:

Type		Area (SF)			Subtotal (SF)
Group Open Space	Group Open Space	5,741			5,741
Private Open Space	Private Patios	1,133			
	Private Decks	2,968	8,017	x 2 =	16034*
	Private Mezzanines	3,916			
Total					21,775

*Per Planning Code 17.58.160 and 17.126.020, one (1) square foot of private usable open space counts as two (2) square feet of the required group usable open space

Group Open Space:

Amenity Type	Minimum Dimensions**	Area (SF)
Courtyard	74'-5" x 56'-7"	4,255
Sky Deck	46'-4" x 34'-6"	1,486
Total		5,741

**Per Planning Code 17.126.030 C, group open space shall have no dimension less than 15 feet

Private Open Space:

Private Patios at Podium Level:

Area	Minimum Dimensions	Area (SF)***
Patios	5'-7" x 6'-11"	1,133
Total		1,133

***Patio area is divided among 7 units. Individual patio areas vary and minimum dimensions are given for the smallest division where space is provided

Private Decks:

Unit Type	Minimum Dimensions	Typical Area (SF)	Units w/ Typical POS	Area Subtotal (SF)
Unit 1-1	5'-0" x 10'-9"	54	8	432
Unit 1-2	5'-10" x 7'-9"	45	8	360
Unit 2-1	5'-1" x 11'-5"	45	36	1,620
Unit 2-3	7'-5" x 13'-4"	139	4	556
Total			56	2,968

Private Mezzanines:

Area	Minimum Dimensions	Area (SF)****
Mezzanines	5'-1" x 11'-2"	3,916
Total		3,916

****Mezzanine area is divided among 16 units. Individual mezzanine areas vary and minimum dimensions are given for the smallest division where space is provided

NOTE: Per Planning Code 17.126.040 C, private above-ground open space shall have no dimension less than 5 feet

Legend:

- Private Deck
- Private Patio
- Private Mezzanine Space
- Group Open Space

0 16 32 64

JACK LONDON - 4TH & MADISON APPROVAL SET

OPEN SPACE EXHIBIT - BUILDING "B"

A1.3

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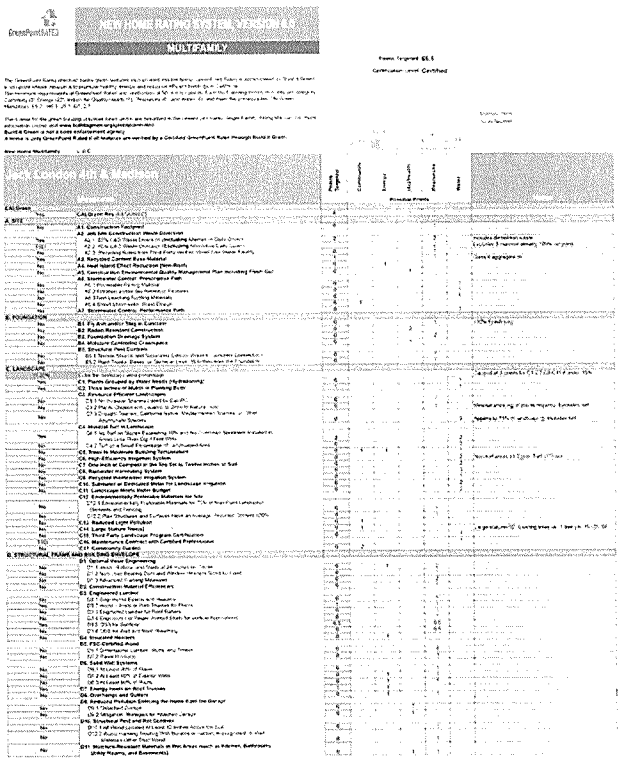

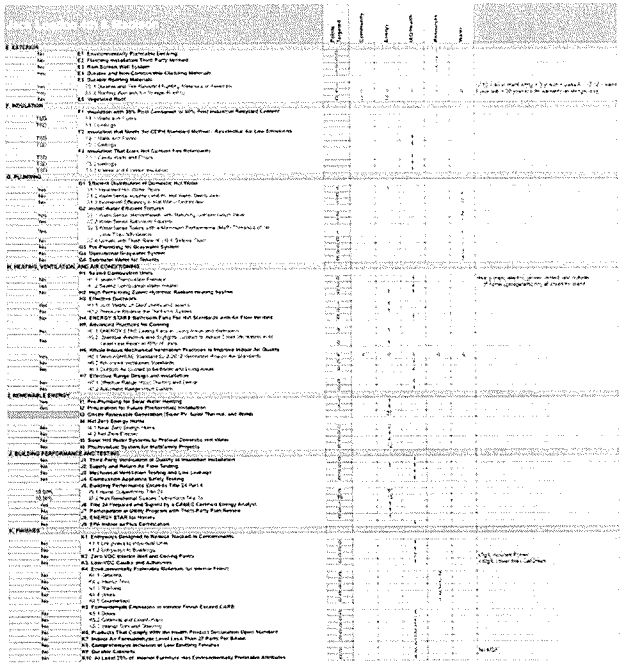

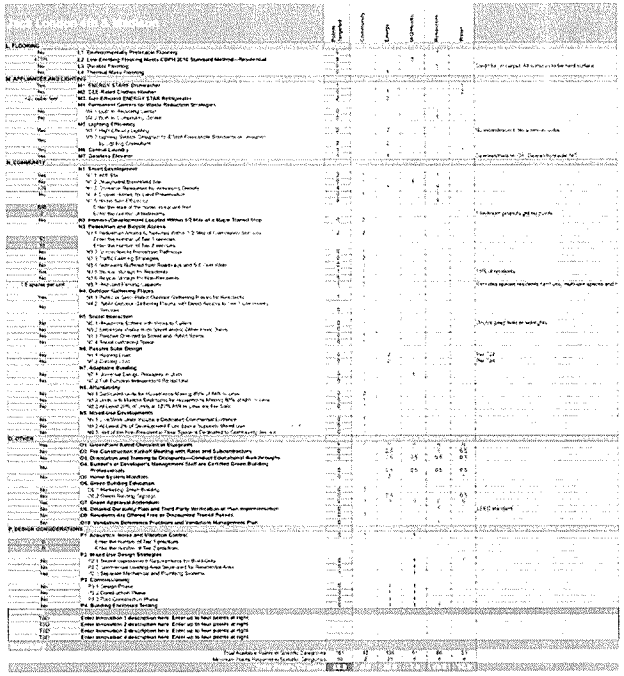

JACK LONDON - 4TH & MADISON APPROVAL SET

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GREENPOINT CHECKLIST

OAKLAND, CA

KTGY # 2014-0744 02.11.2016

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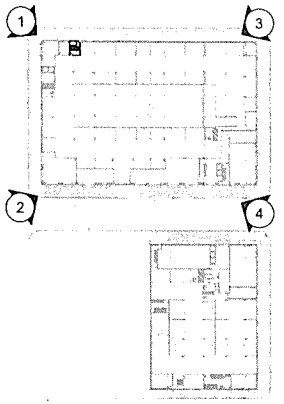
1. View from Jackson St. & 5th St.

3. View from Madison St. & 5th St.



Key Map n.t.s.

2. View from Jackson St. & 4th St.

4. View from Madison St. & 4th St.

JACK LONDON - 4TH & MADISON APPROVAL SET

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SITE "A" PHOTOS

OAKLAND, CA

KTGY # 2014-0744 02.11.2016

A1.5

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Oakland, CA 94607
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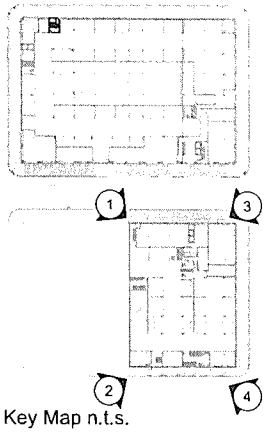
1. View from 4th St.

3. View from Madison St. & 4th St.



Key Map n.t.s.

2. View from 3rd St.

4. View from Madison St. & 3rd St.

JACK LONDON - 4TH & MADISON APPROVAL SET

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SITE "B" PHOTOS

OAKLAND, CA

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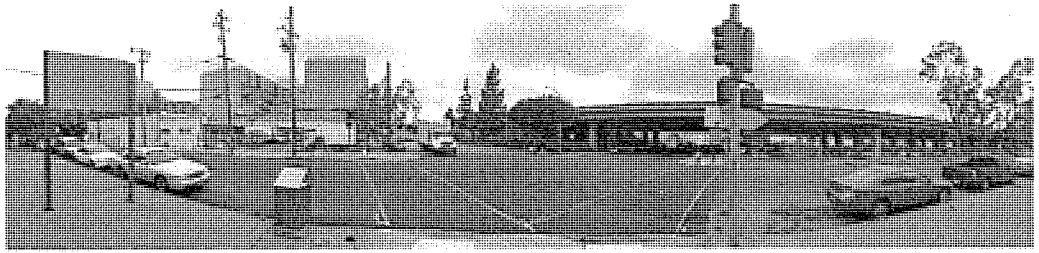
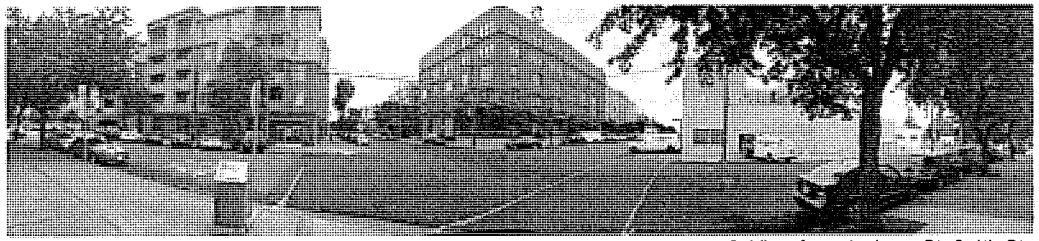
A1.6



1. View from Jackson St. & 5th St.



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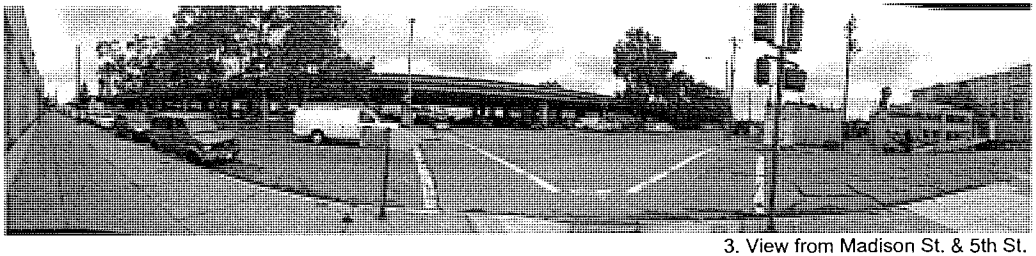
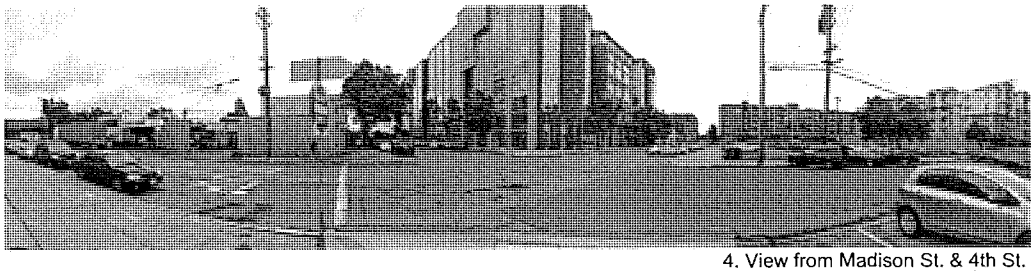
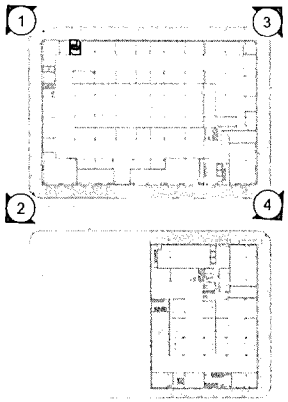


3. View from Madison St. & 5th St.



4. View from Madison St. & 4th St.



Key Map n.t.s.

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CONTEXT PHOTOS

OAKLAND, CA

KTGY # 2014-0746 02.11.2016

A1.7

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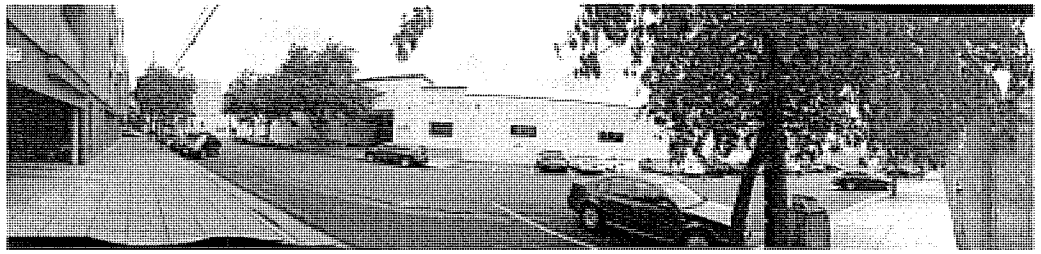
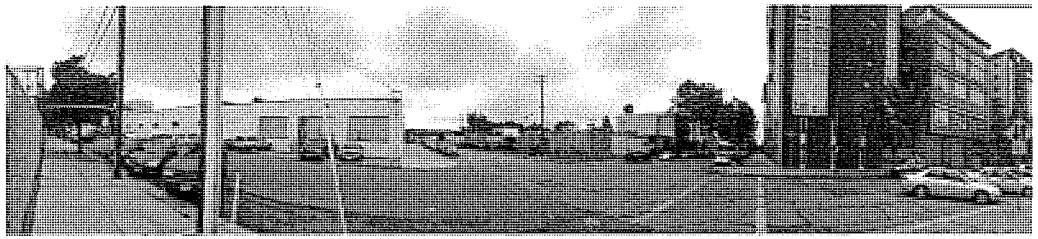
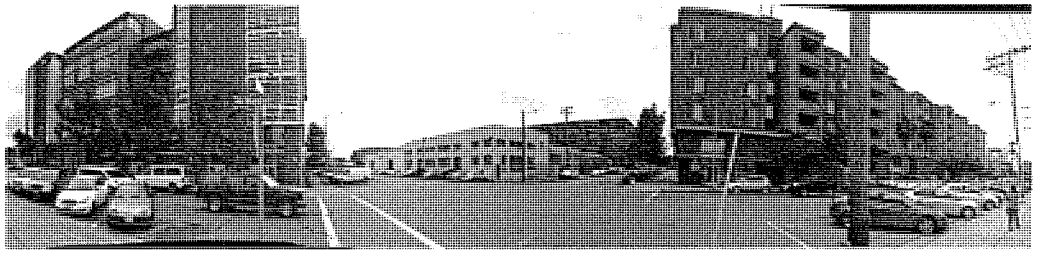


1. View from 4th St.

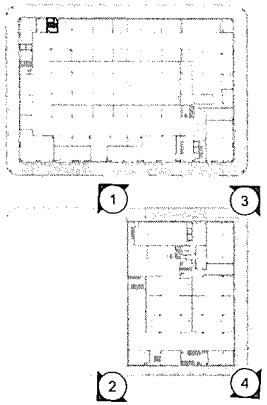
2. View from 3rd St.



3. View from Madison St. & 4th St.



4. View from Madison St. & 3rd St.



Key Map n.t.s.

JACK LONDON - 4TH & MADISON APPROVAL SET

CONTEXT PHOTOS

OAKLAND, CA

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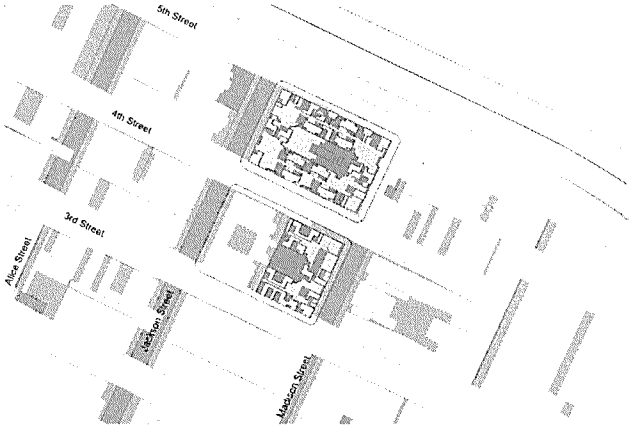
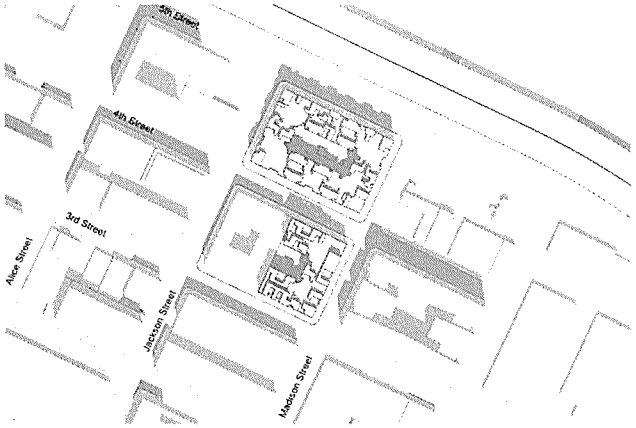


March 21
9:00 AM



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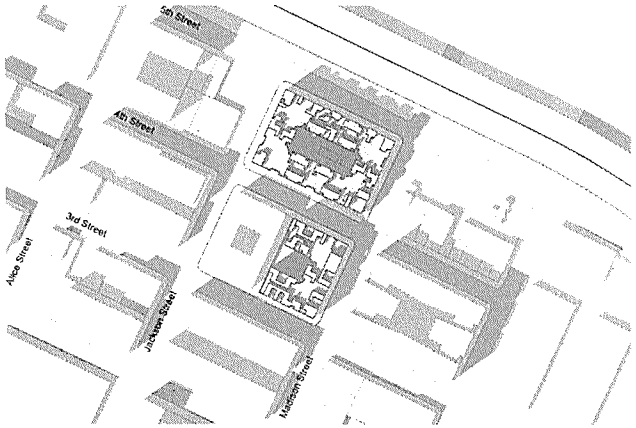
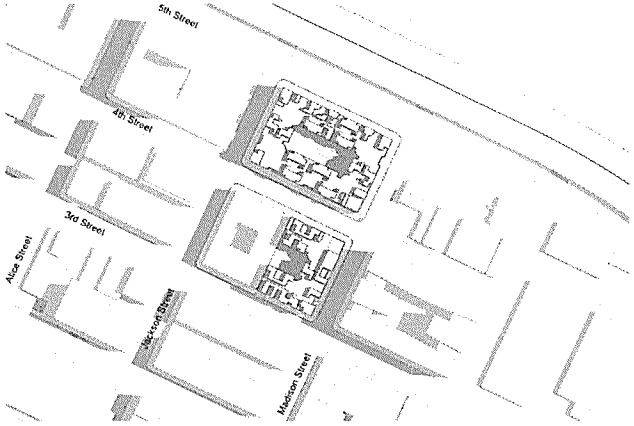
12:00 PM



March 21
3:00 PM



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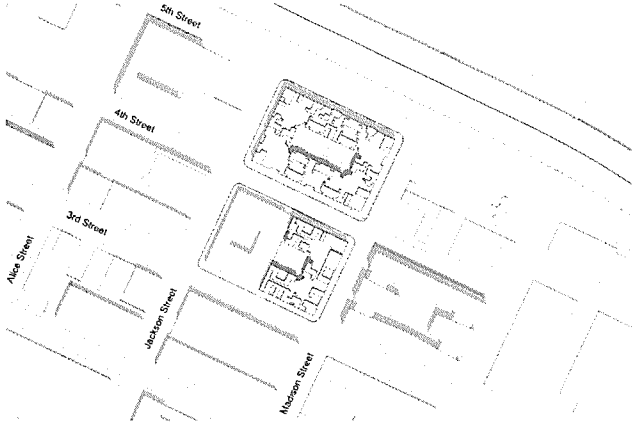
9:00 AM



June 21
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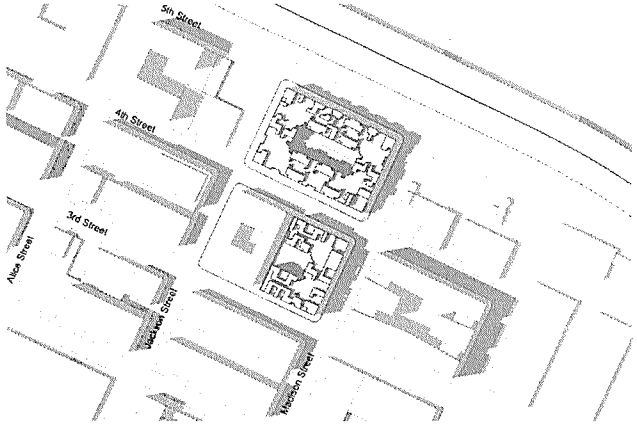

June 21
3:00 PM

JACK LONDON - 4TH & MADISON APPROVAL SET

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SOLAR STUDY

OAKLAND, CA

KTGY # 2014-0766 02.11.2016

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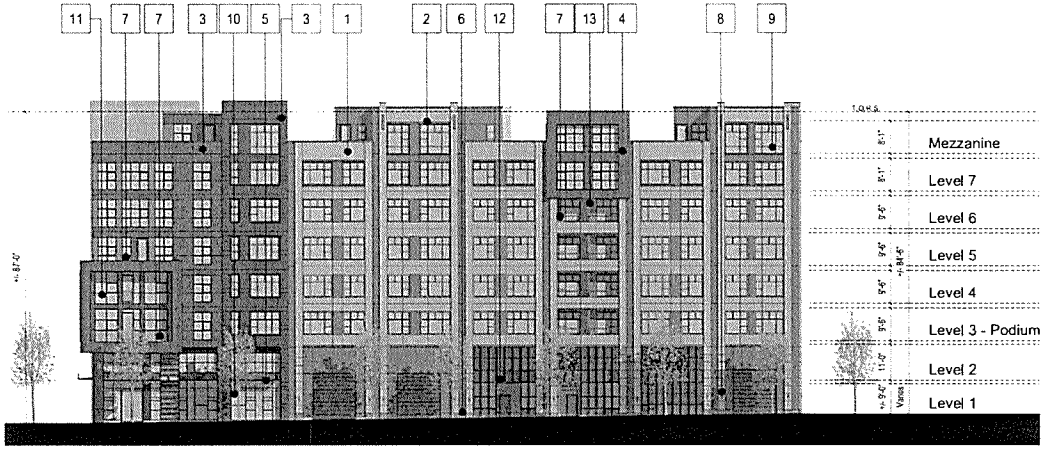
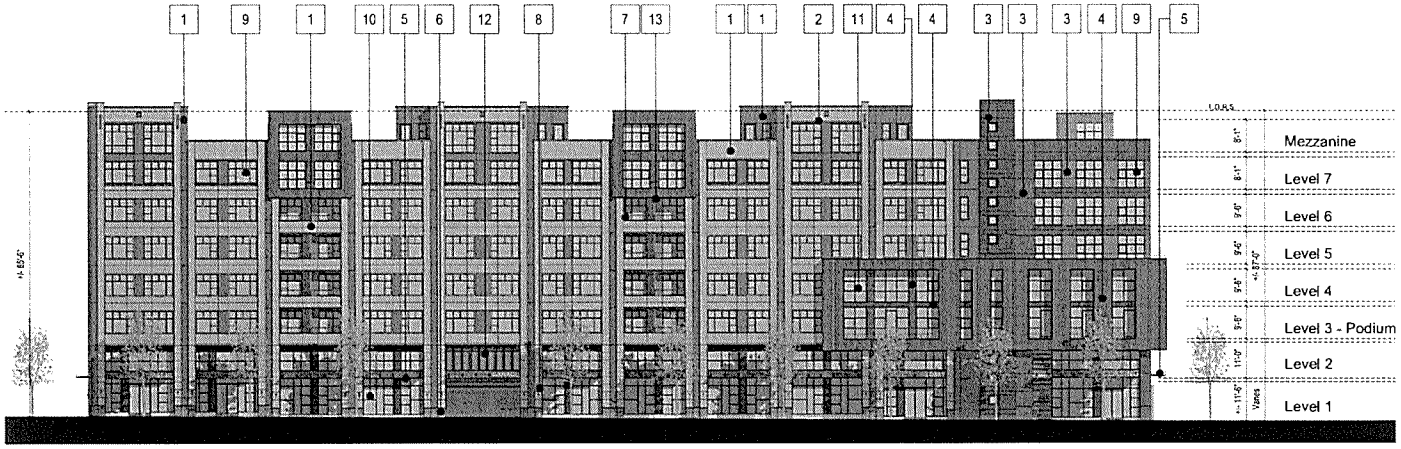
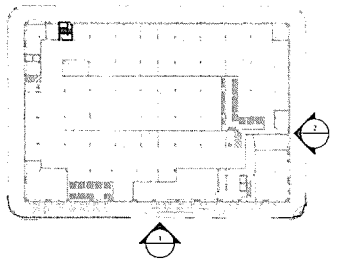


2. Madison Street Elevation



1. 4th Street Elevation



Key Map n.t.s.

Material Legend

1. Stucco
2. Trim
3. Cementitious Siding
4. Metal Cladding
5. Metal Awning
6. Masonry Veneer
7. Metal Railing
8. Decorative Light Fixture
9. Vinyl Window
10. Storefront Window
11. Aluminum Window
12. Decorative Screen
13. Metal Column

JACK LONDON - 4TH & MADISON APPROVAL SET

BUILDING "A" - ELEVATIONS

OAKLAND, CA

KTGY # 2014-0766 02.11.2016

0 8 16 32

A2.0

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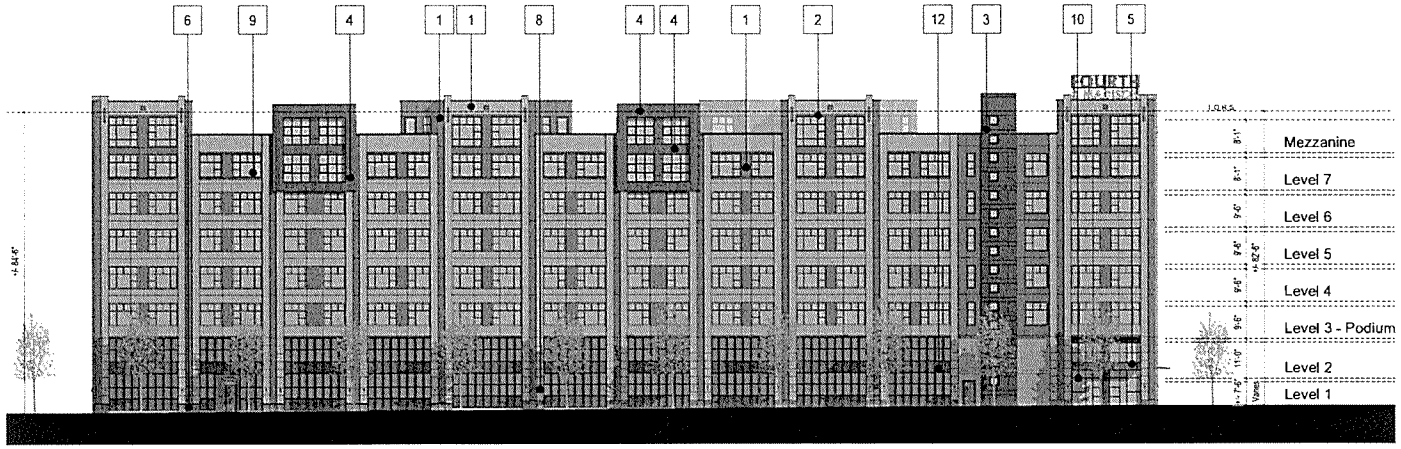
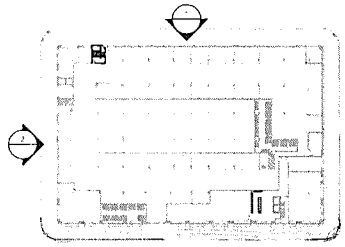
2. Jackson Street Elevation



1. 5th Street Elevation



Key Map n.t.s.

Material Legend

1. Stucco
2. Trim
3. Cementitious Siding
4. Metal Cladding
5. Metal Awning
6. Masonry Veneer
7. Metal Railing
8. Decorative Light Fixture
9. Vinyl Window
10. Storefront Window
11. Aluminum Window
12. Decorative Screen
13. Metal Column

JACK LONDON - 4TH & MADISON APPROVAL SET

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BUILDING "A" - ELEVATIONS

OAKLAND, CA

KTGY # 2014-0766 02.11.2016

0 8 16 32

A2.1

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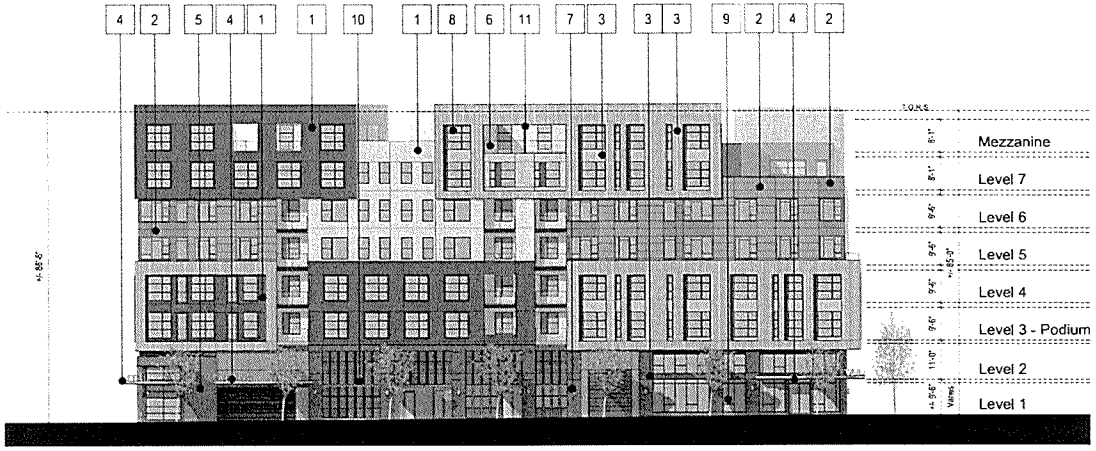
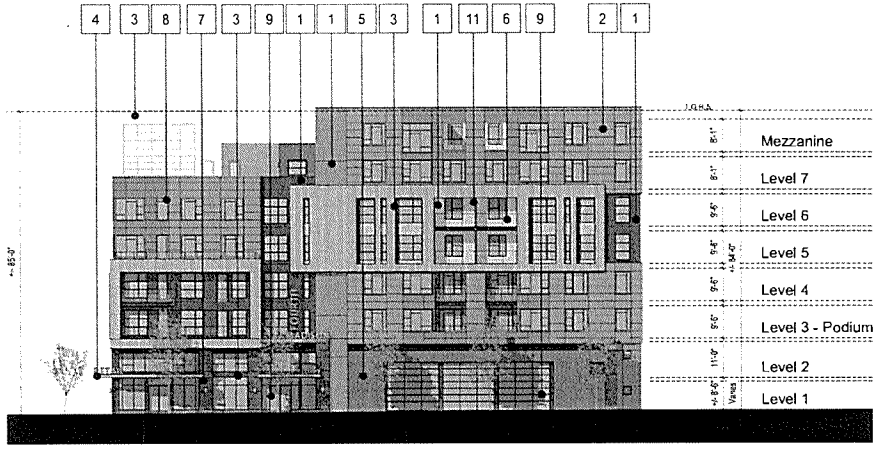
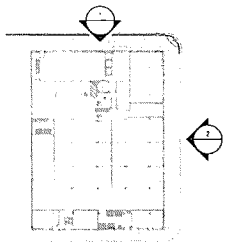


2. Madison Street Elevation



1. 4th Street Elevation



Key Map n.t.s.

Material Legend

1. Stucco
2. Cementitious Siding
3. Metal Cladding
4. Metal Awning
5. Masonry Veneer
6. Metal Railing
7. Decorative Light Fixture
8. Vinyl Window
9. Storefront Window
10. Decorative Screen
11. Metal Column
12. Masonry Block

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BUILDING "B" - ELEVATIONS

OAKLAND, CA

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A2.2

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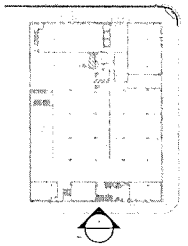

Key Map n.t.s.

Material Legend

1. Stucco
2. Cementitious Siding
3. Metal Cladding
4. Metal Awning
5. Masonry Veneer
6. Metal Railing
7. Decorative Light Fixture
8. Vinyl Window
9. Storefront Window
10. Decorative Screen
11. Metal Column
12. Masonry Block

1. 3rd Street Elevation

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BUILDING "B" - ELEVATIONS

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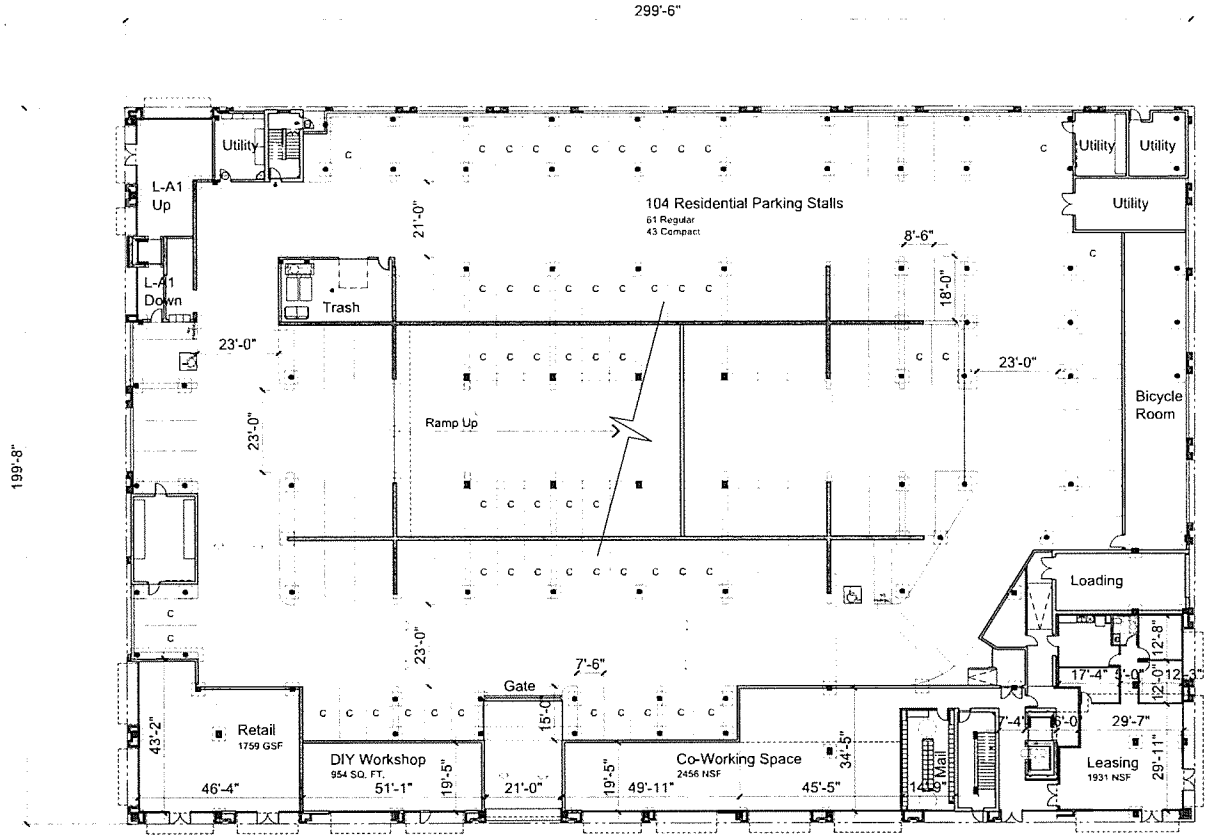

Level 1

0 8 16 32

A3.0

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BUILDING "A" PLANS

OAKLAND, CA

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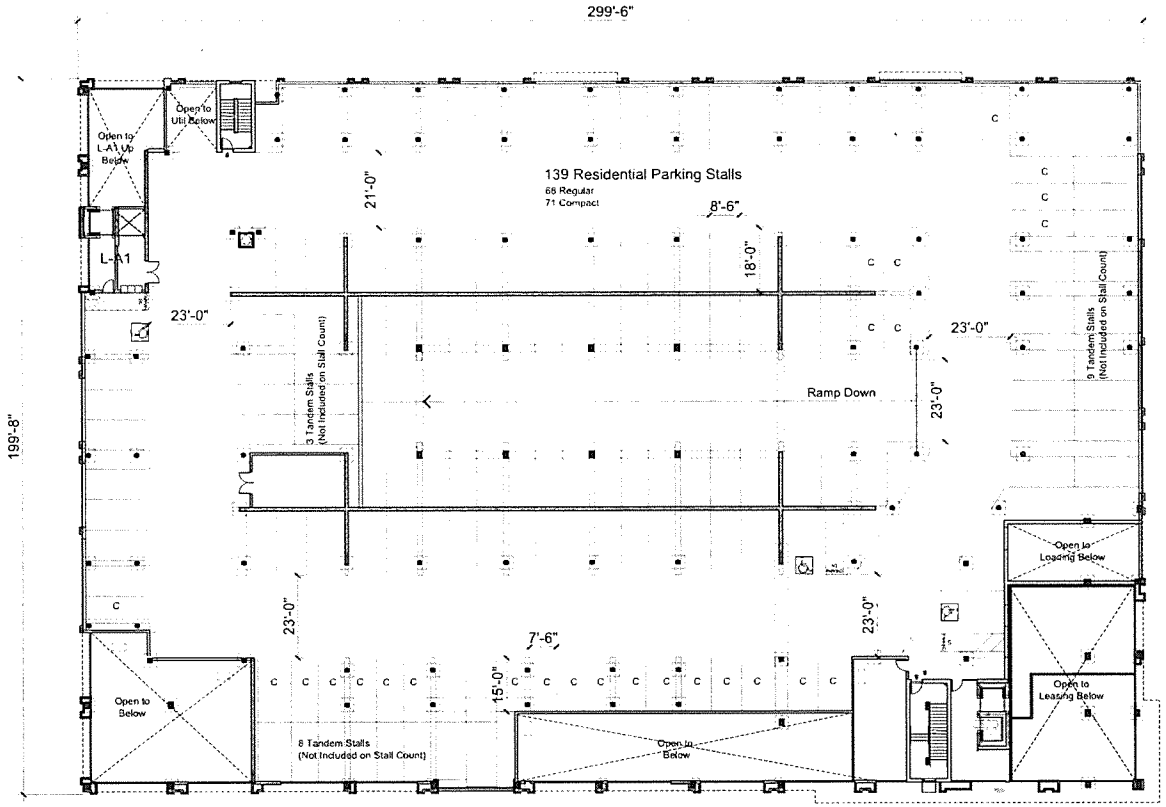

Level 2

0 8 16 32

A3.1

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BUILDING "A" PLANS

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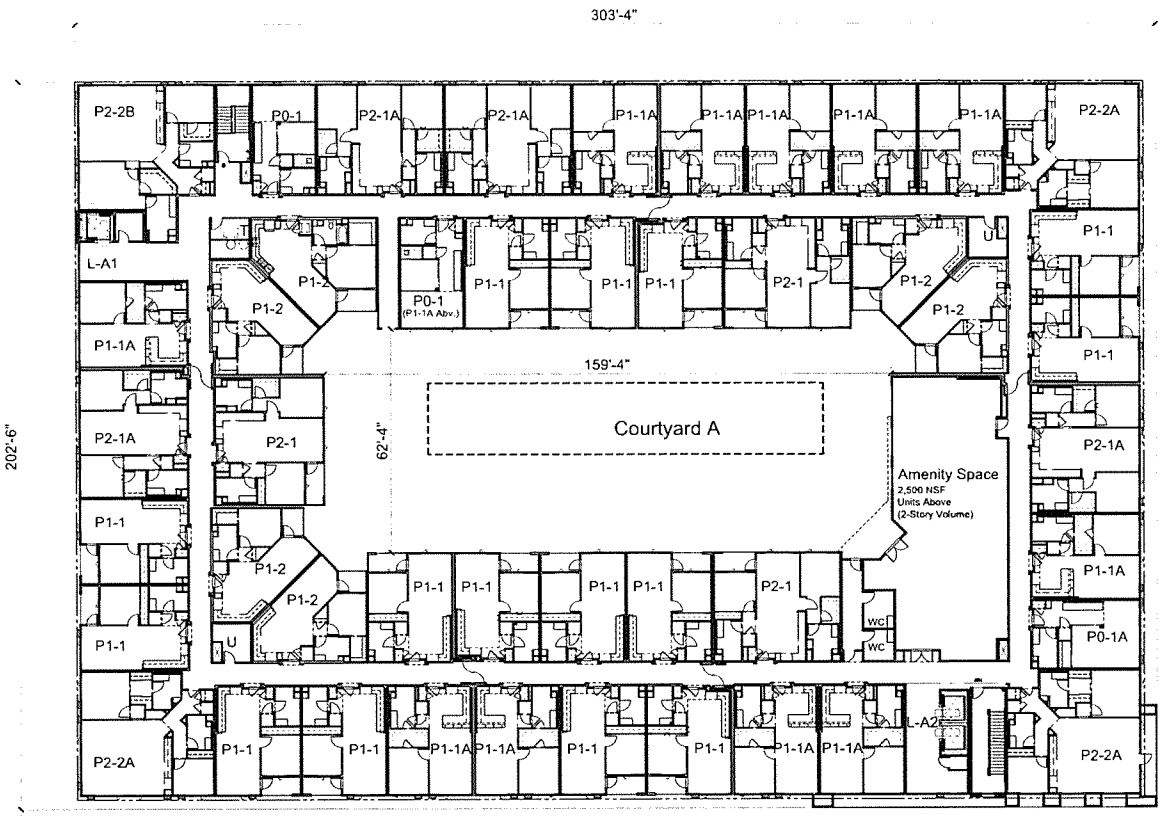

Level 3

JACK LONDON - 4TH & MADISON APPROVAL SET

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BUILDING "A" PLANS

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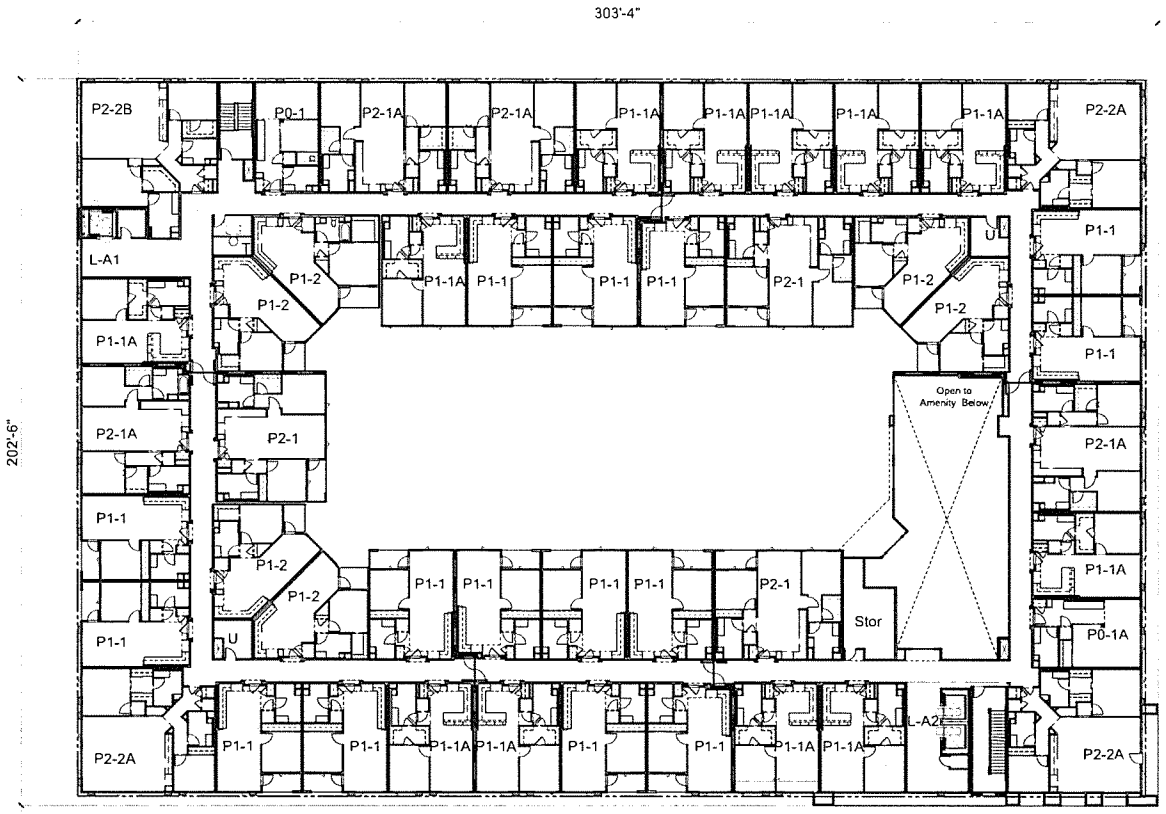

Level 4

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BUILDING "A" PLANS

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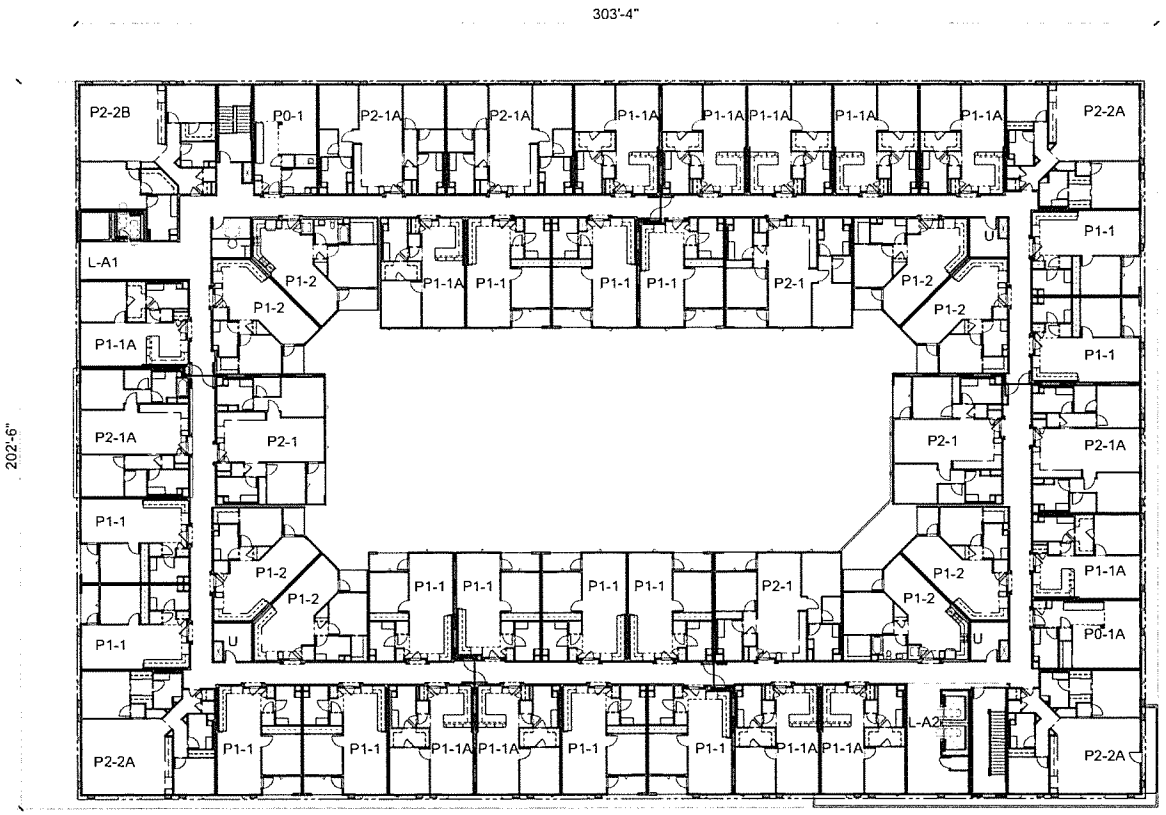

Level 5

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BUILDING "A" PLANS

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A3.4

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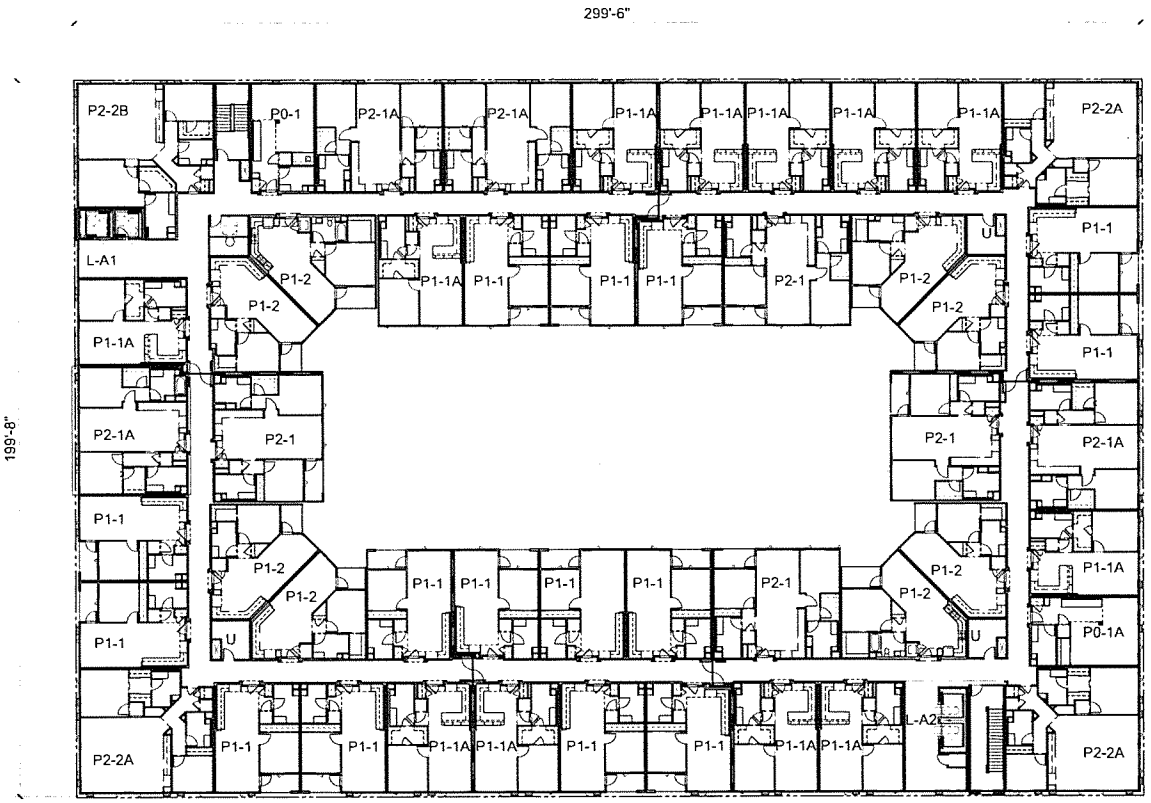

Level 6

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BUILDING "A" PLANS

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A3.5

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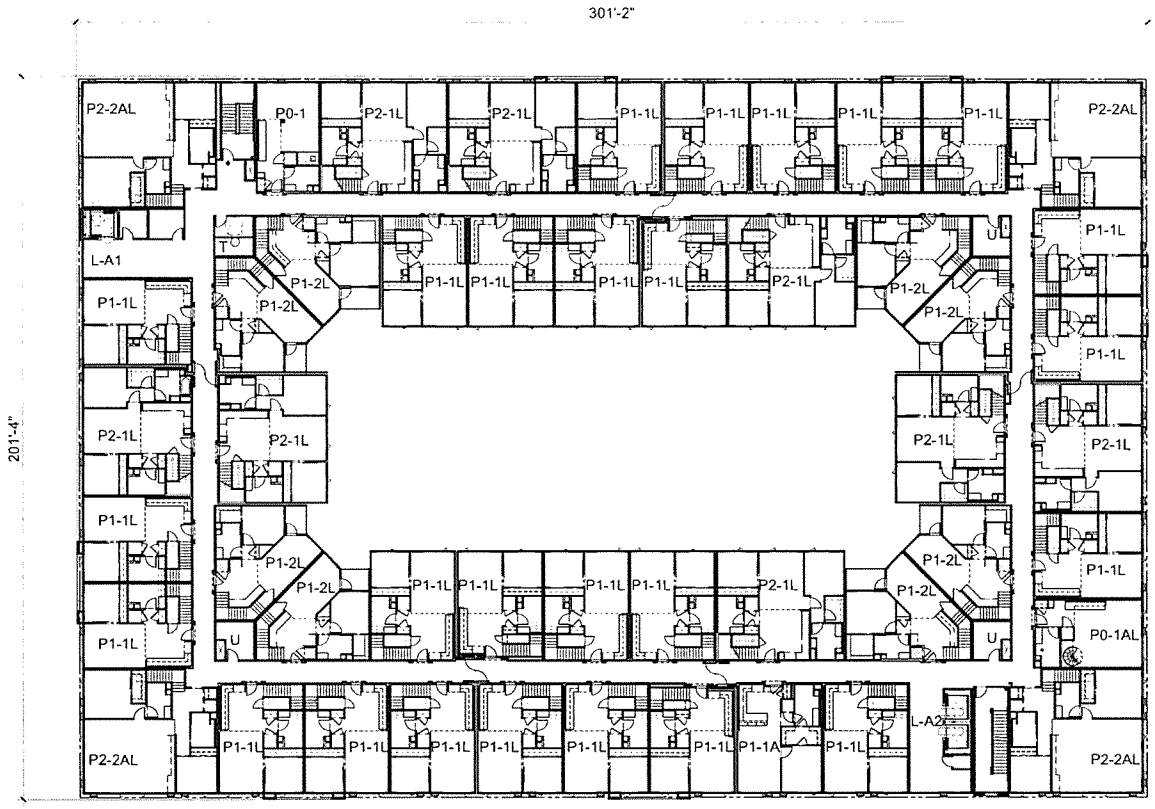

Level 7

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BUILDING "A" PLANS

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A3.6

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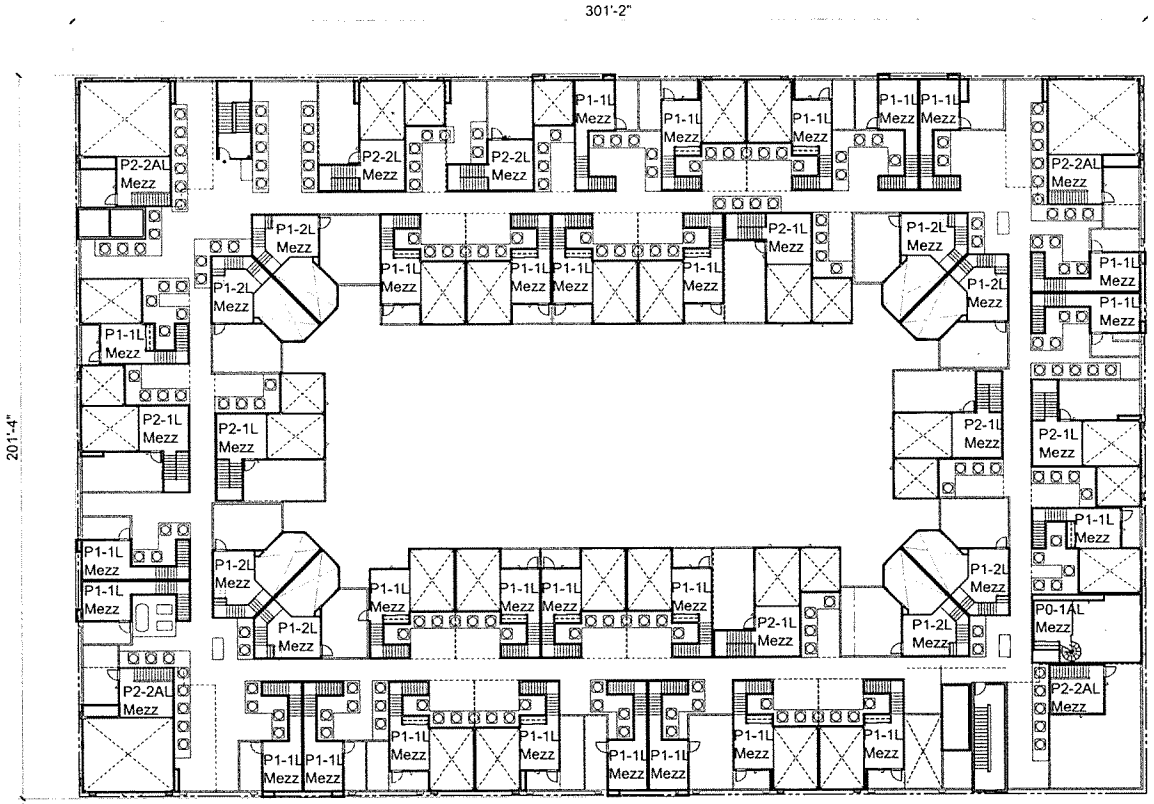

Mezzanine Level

0 8 16 32

JACK LONDON - 4TH & MADISON APPROVAL SET

BUILDING "A" PLANS

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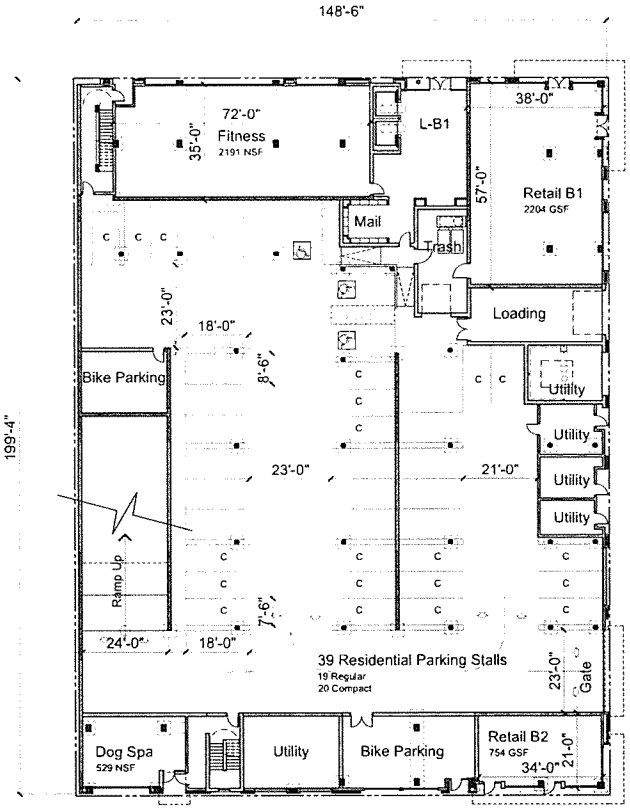

Level 1

0 8 16 32

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BUILDING "B" PLANS

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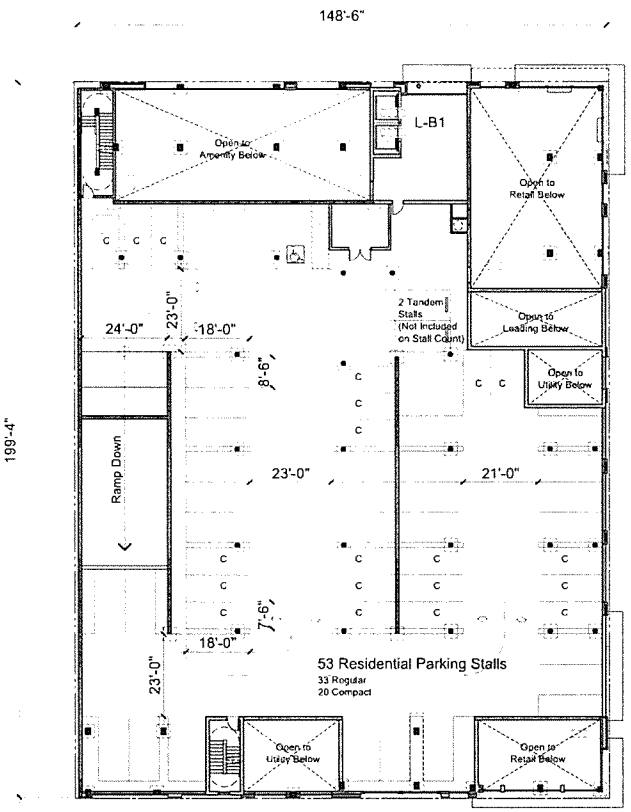

Level 2

0 8 16 32

A3.9

JACK LONDON - 4TH & MADISON APPROVAL SET

BUILDING "B" PLANS

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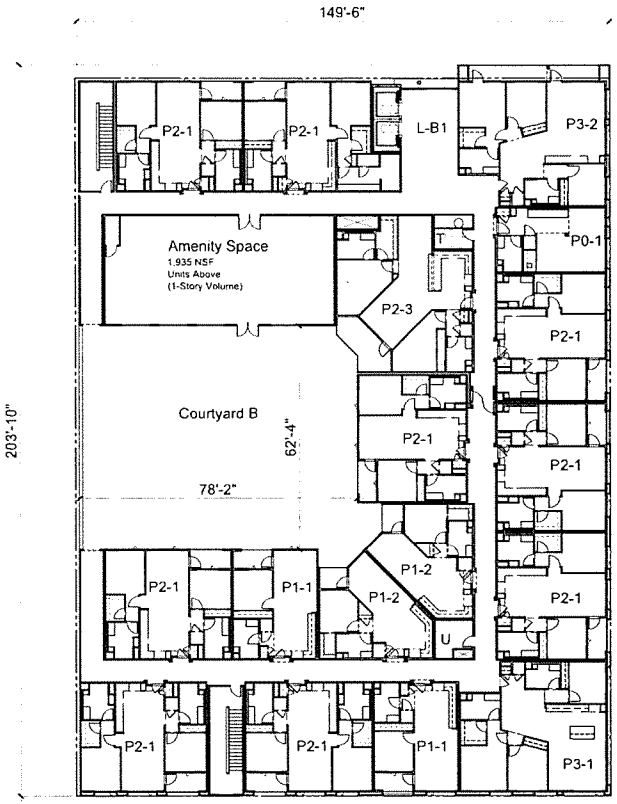

Level 3

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BUILDING "B" PLANS

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A3.10

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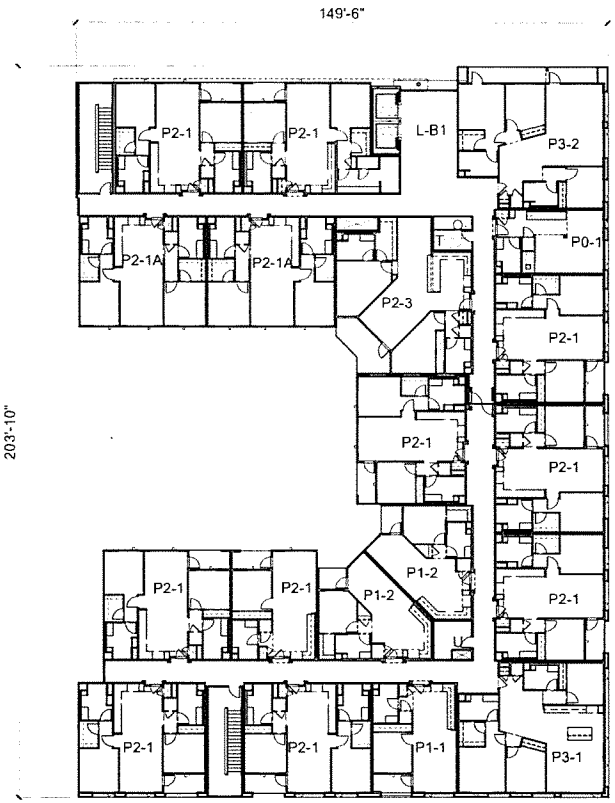

Level 4

0 8 16 32

A3.11

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BUILDING "B" PLANS

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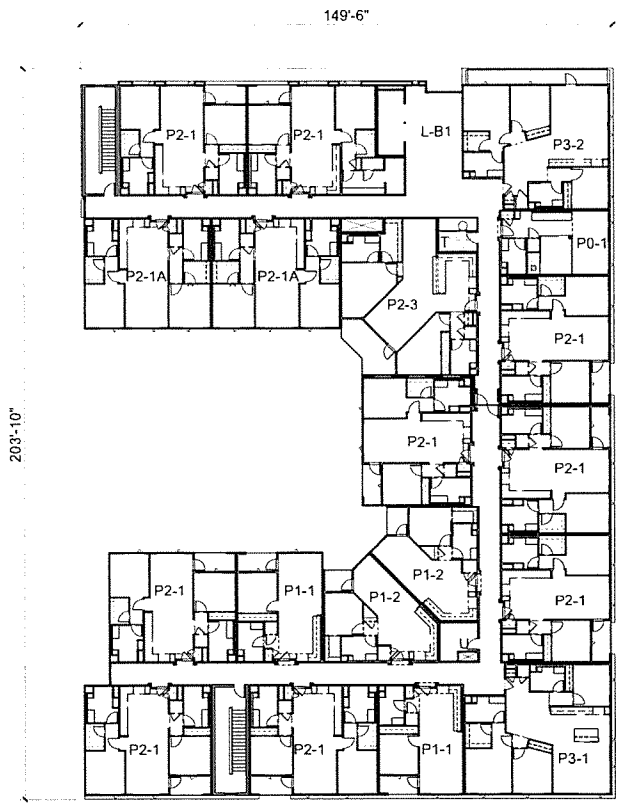

Level 5

0 8 16 32

A3.12

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BUILDING "B" PLANS

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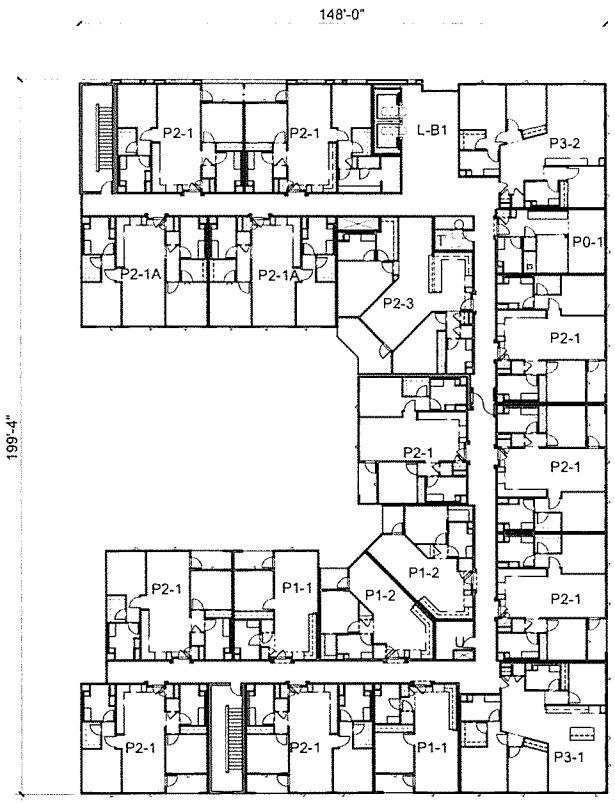

Level 6

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BUILDING "B" PLANS

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A3.13

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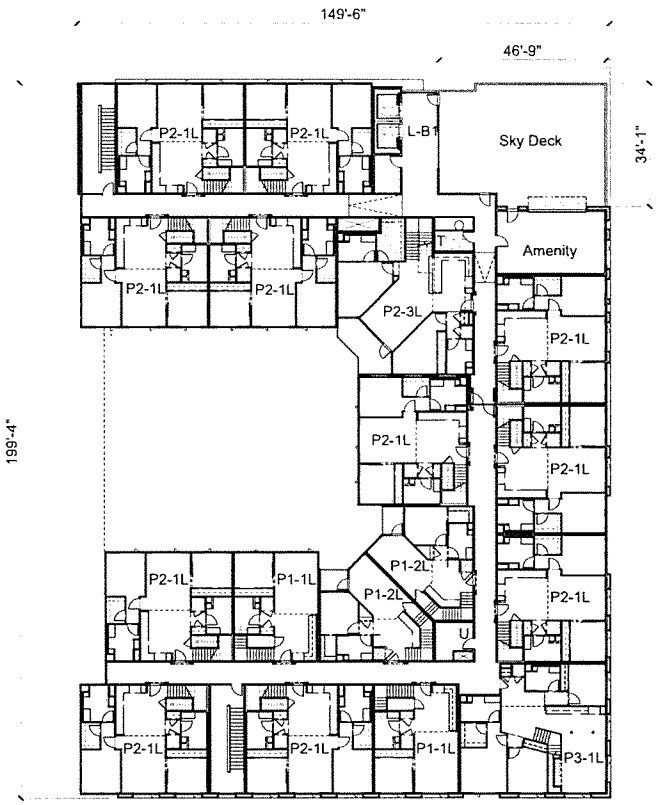

Level 7

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BUILDING "B" PLANS

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A3.14

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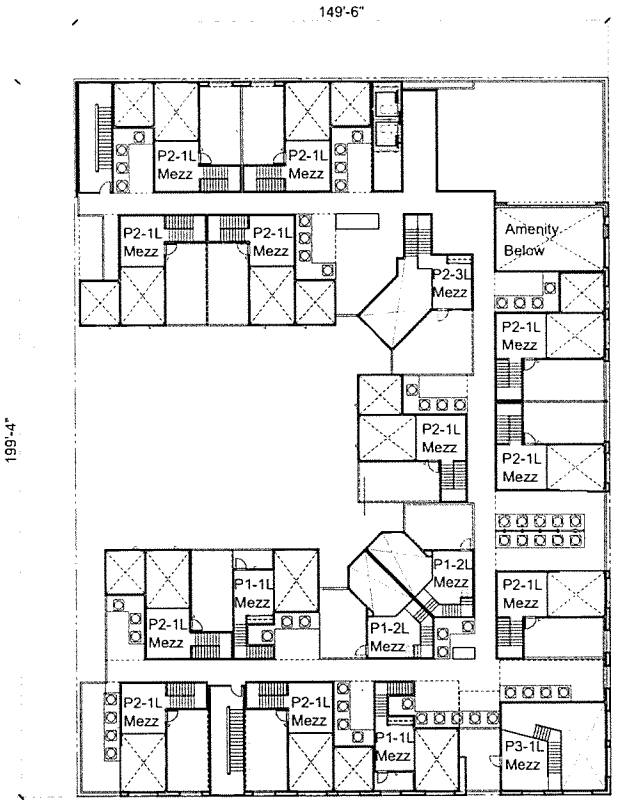

Mezzanine Level

0 8 16 32

A3.15

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BUILDING "B" PLANS

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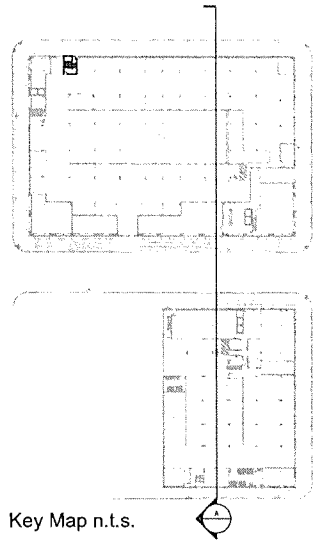
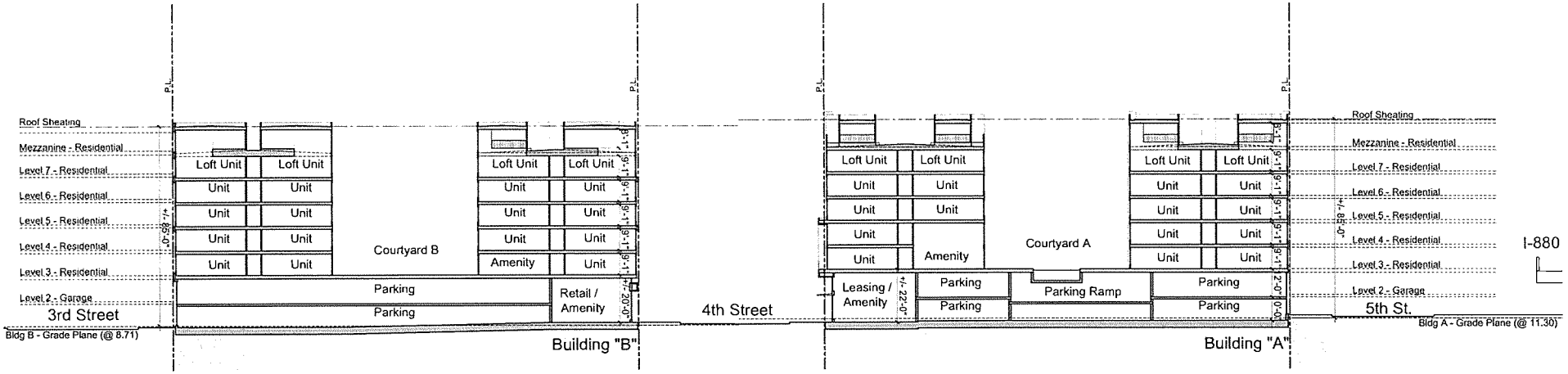


Key Map n.t.s.



Section "A"

0 10 20 40

JACK LONDON - 4TH & MADISON APPROVAL SET

BUILDING SECTION

A4.0

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OAKLAND, CA

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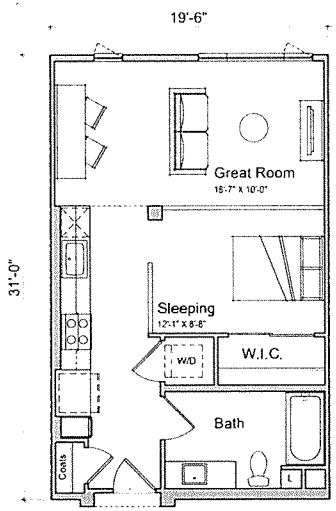
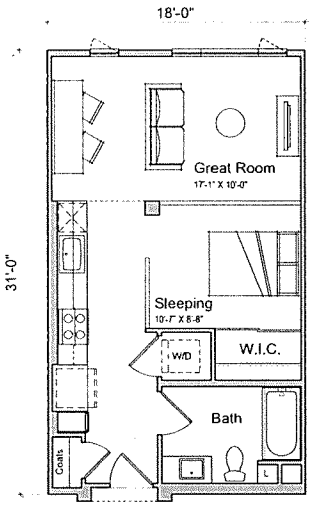


Unit Plan 0-1A
Studio BR / 1 BA
604 GSF



Unit Plan 0-1
Studio BR / 1 BA
557 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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UNIT PLANS

OAKLAND, CA

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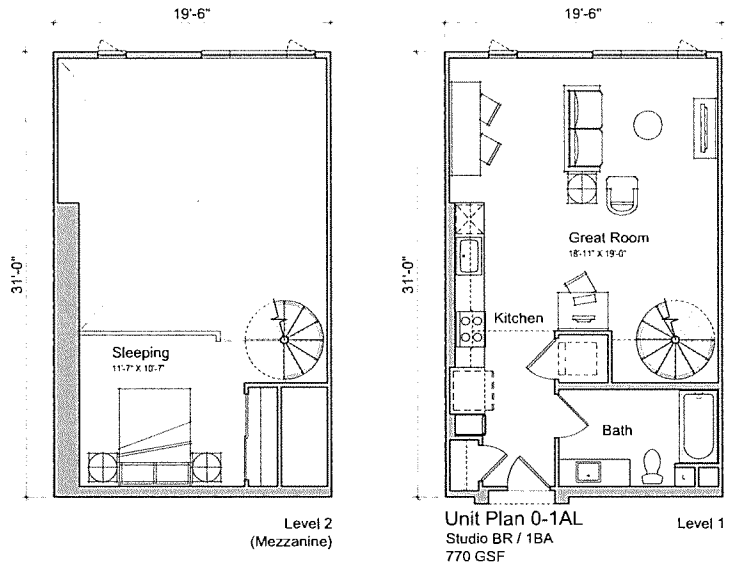
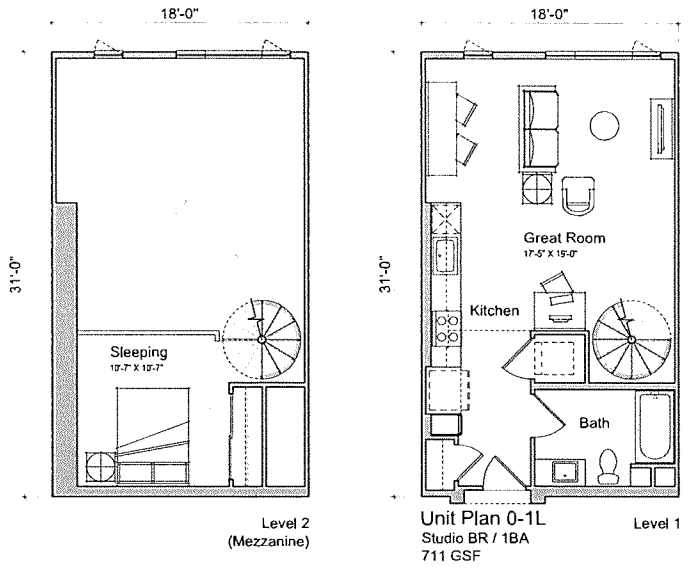


Unit Plan 0-1AL
Studio BR / 1BA
770 GSF



Unit Plan 0-1L
Studio BR / 1BA
711 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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UNIT PLANS

OAKLAND, CA

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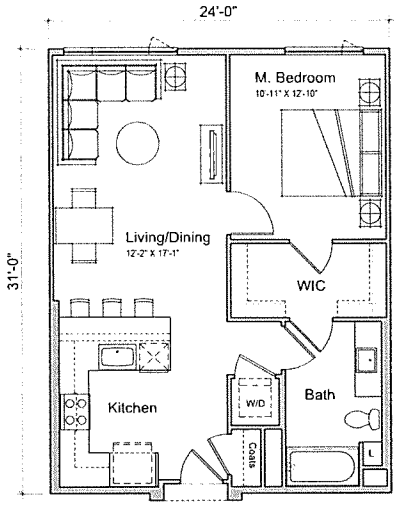
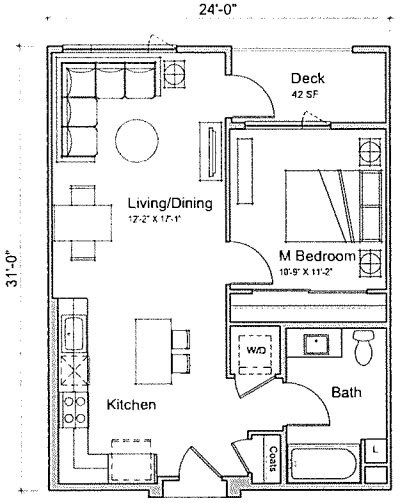


Unit Plan 1-1A
1 BR / 1 BA
743 GSF



Unit Plan 1-1
1 BR / 1 BA
684 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

JACK LONDON - 4TH & MADISON APPROVAL SET

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UNIT PLANS

OAKLAND, CA

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0 2 4 8

A5.2

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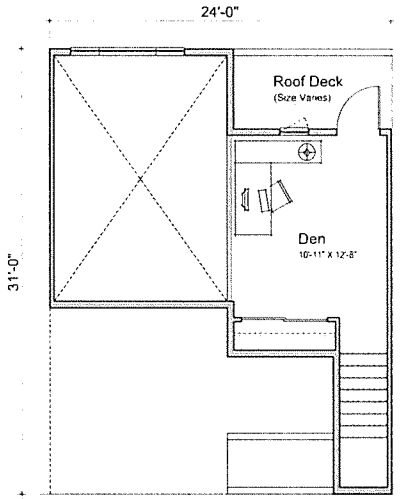
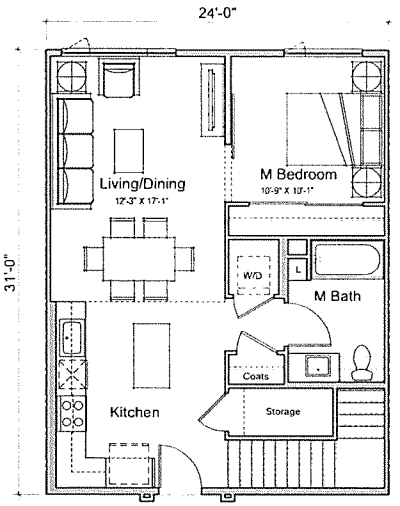


Level 2
(Mezzanine)



Unit Plan 1-1L
1 BR + Den / 1 BA
942 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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UNIT PLANS

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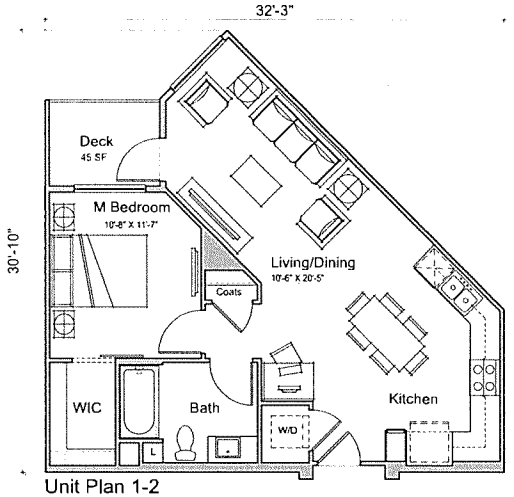

Unit Plan 1-2
1 BR / 1 BA
708 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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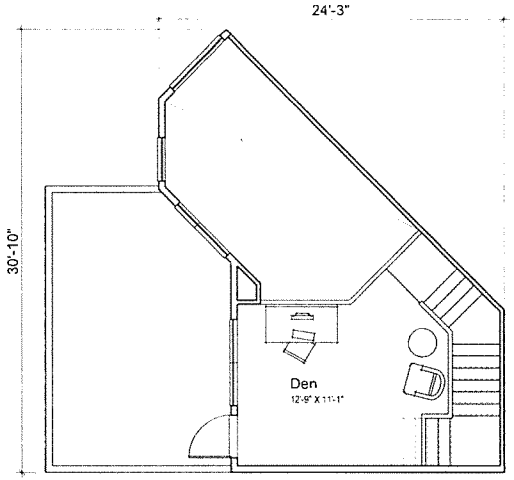
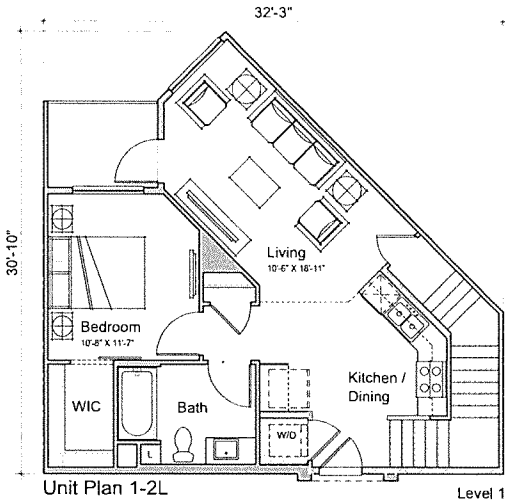


Level 2
(Mezzanine)



Unit Plan 1-2L
1 BR / 1 BA
914 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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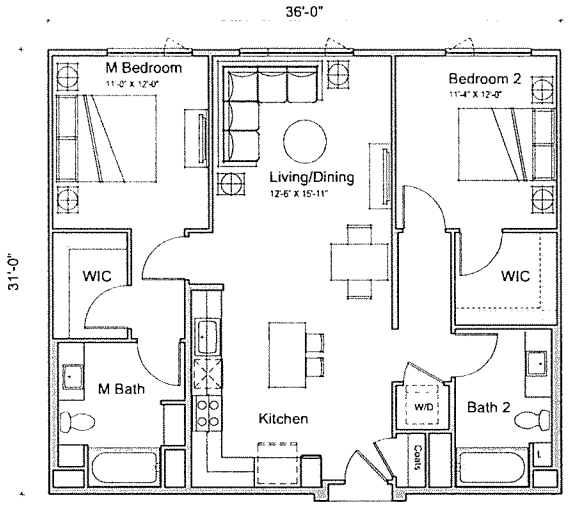
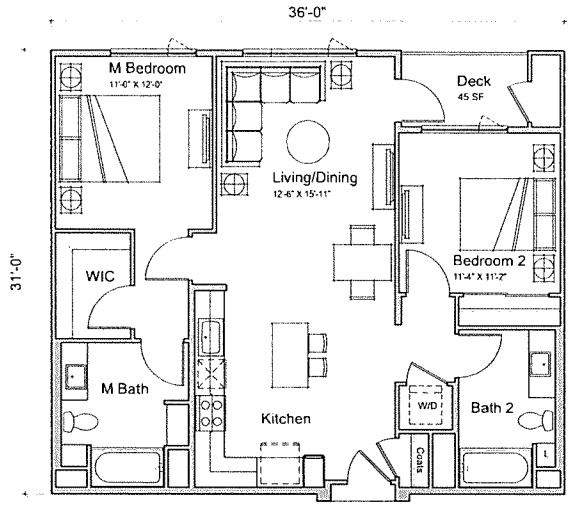


Unit Plan 2-1A
1 BR / 1 BA
1106 GSF



Unit Plan 2-1
1 BR / 1 BA
1045 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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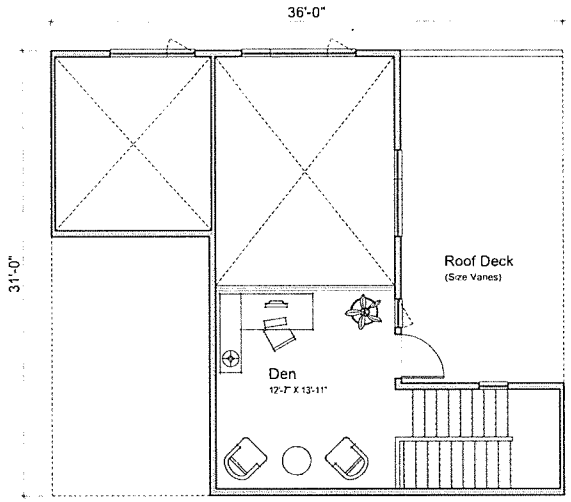
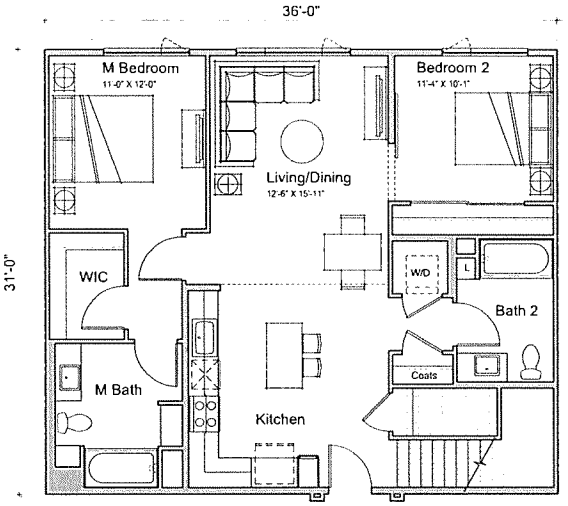


Level 2
(Mezzanine)



Unit Plan 2-1L
2 BR + Den / 2 BA
1339 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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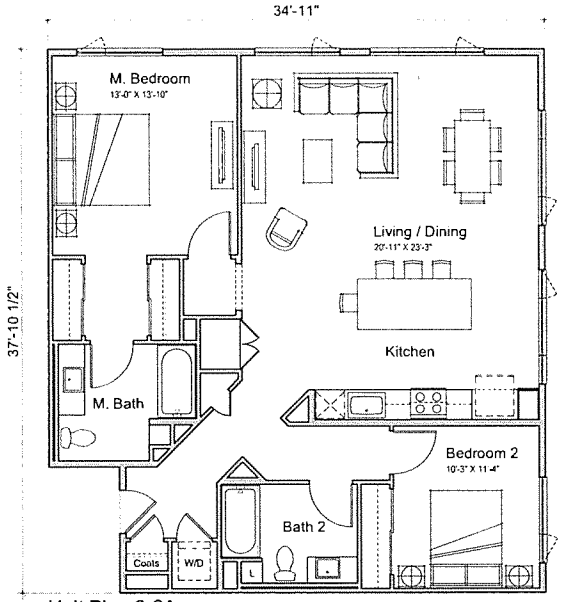
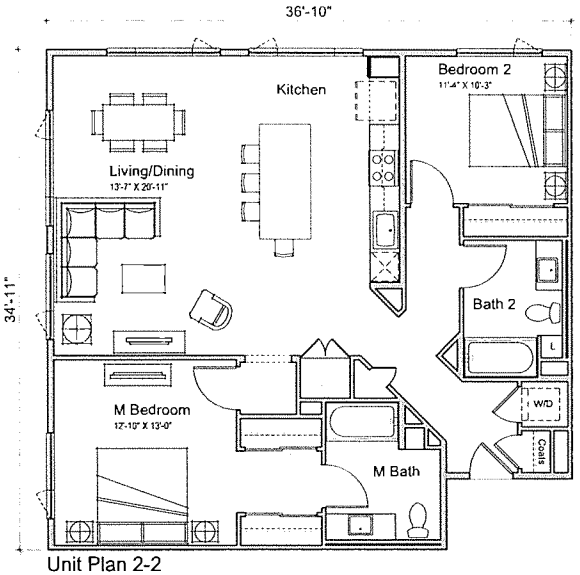


Unit Plan 2-2A
2 BR / 2 BA
1278 GSF



Unit Plan 2-2
2 BR / 2 BA
1243 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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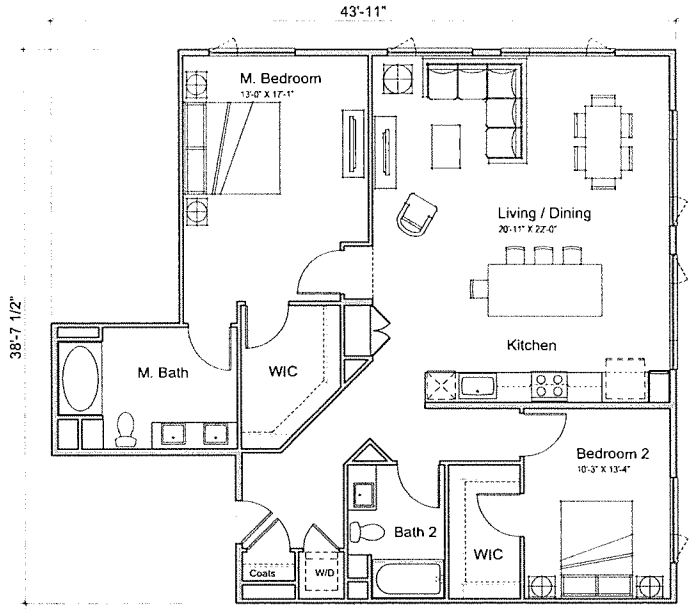

Unit Plan 2-2B
2 BR / 2 BA
1389 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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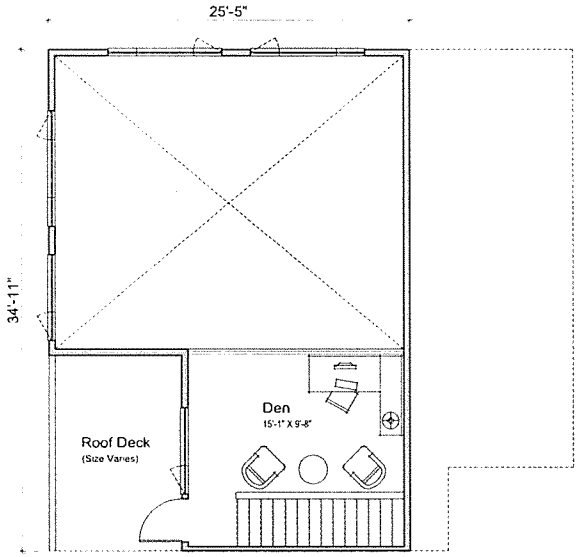
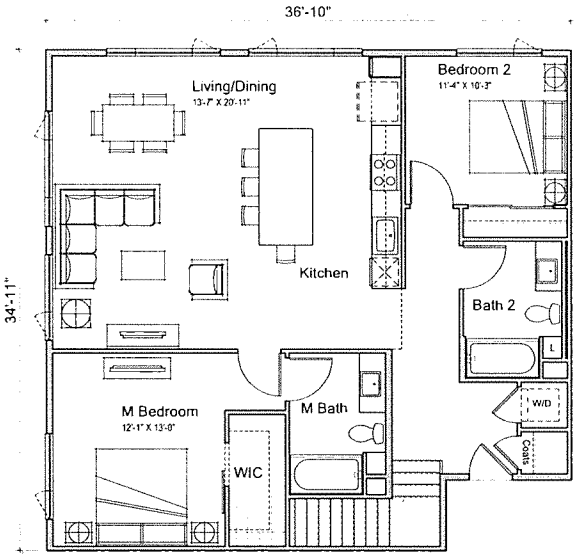


Level 2
(Mezzanine)



Level 1

Unit Plan 2-2L
2 BR + Den / 2 BA
1443 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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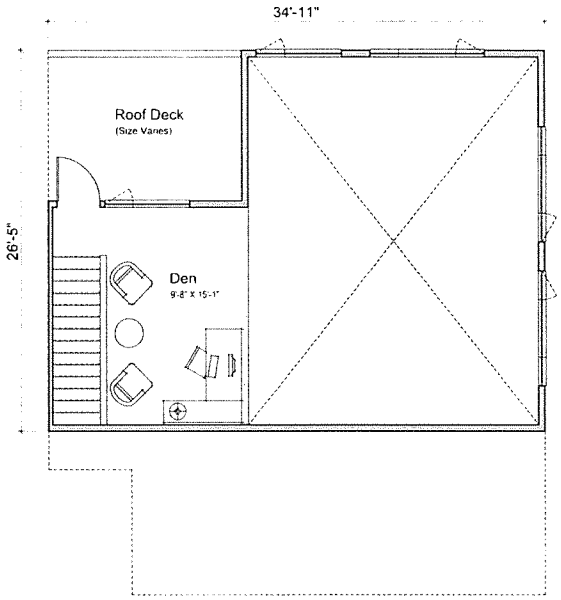
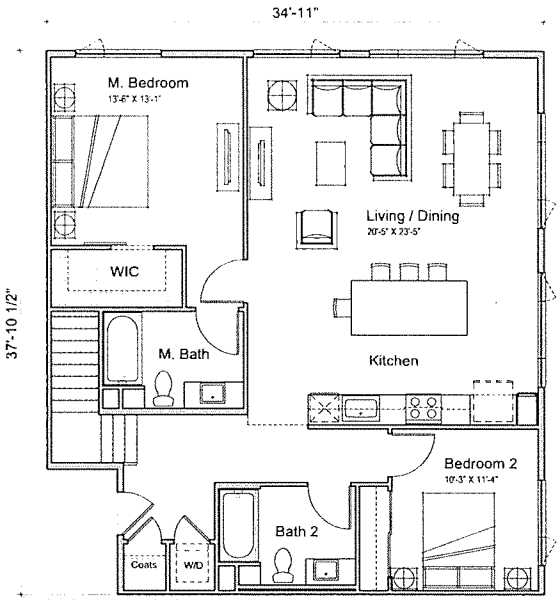


Level 2
(Mezzanine)



Unit Plan 2-2AL
2 BR + Den / 2 BA
1478 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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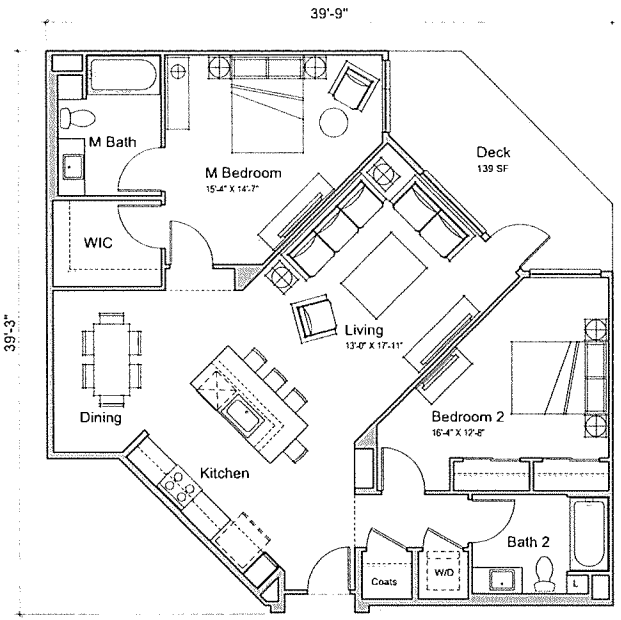

Unit Plan 2-3
2 BR / 2 BA
1229 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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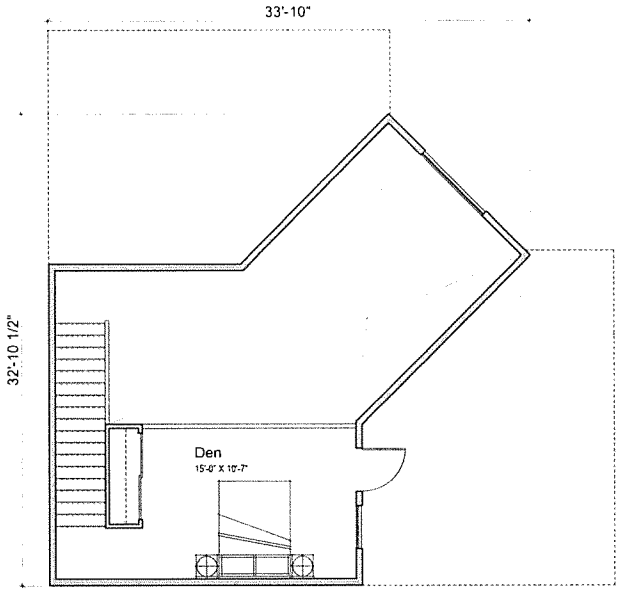

Level 2
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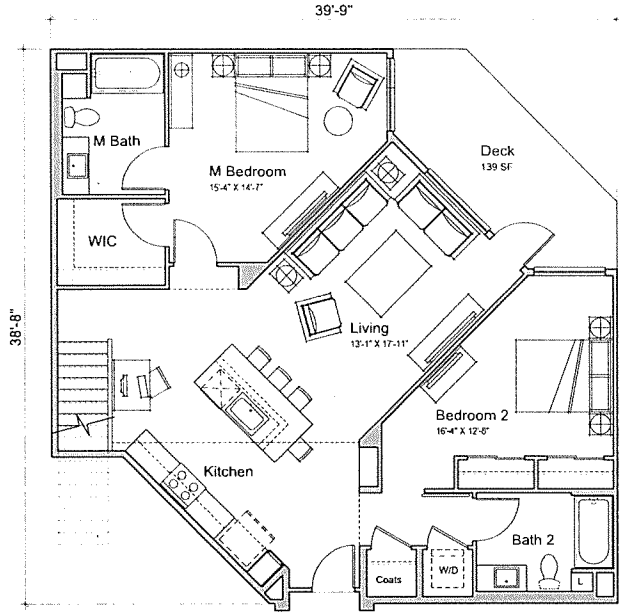

Unit Plan 2-3L
2 BR + Den / 2 BA
1476 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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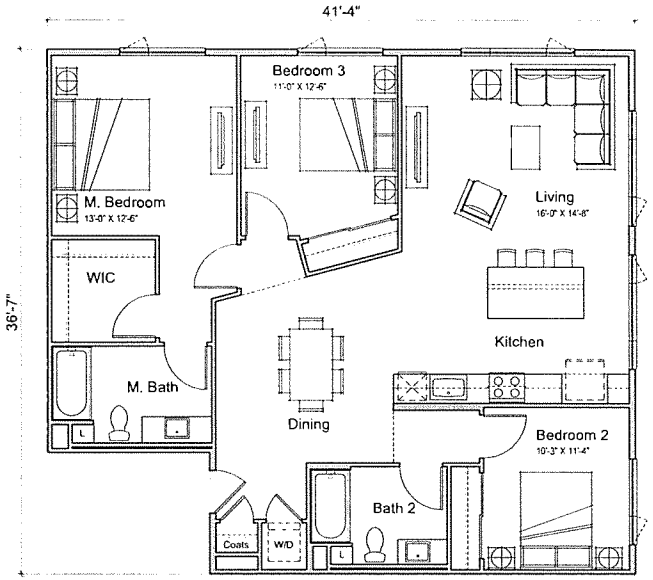

Unit Plan 3-1
3 BR / 2 BA
1411 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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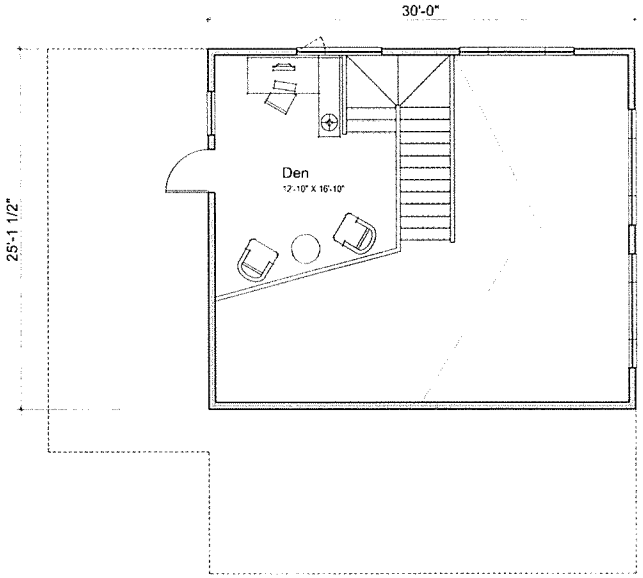

Level 2
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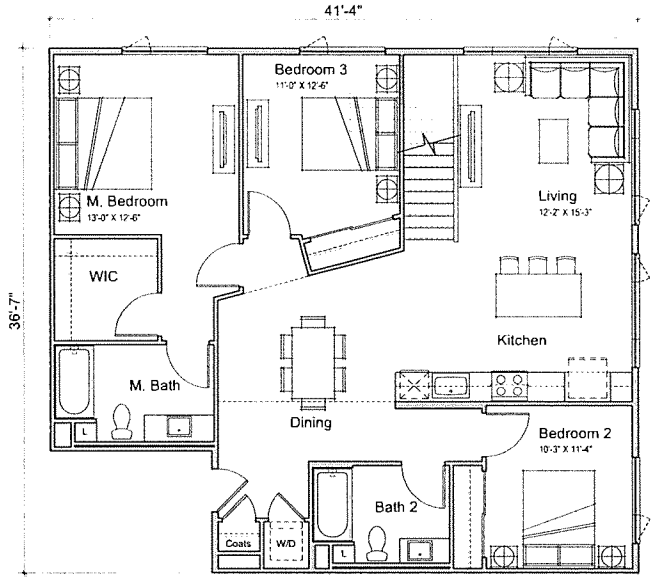

Unit Plan 3-1L
2 BR + Den / 2 BA
1626 GSF

Level 1

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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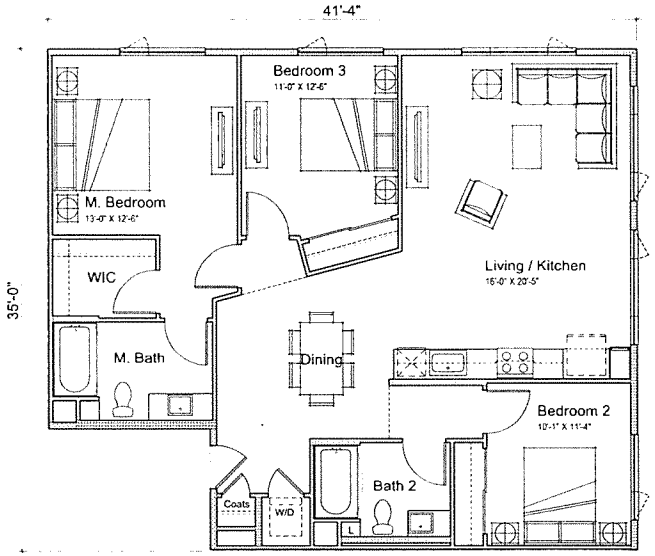

Unit Plan 3-2
3 BR / 2 BA
1340 GSF

Note: Rentable Area measured to the face of exterior stud +1" air gap; does not reflect 2" recess at window.

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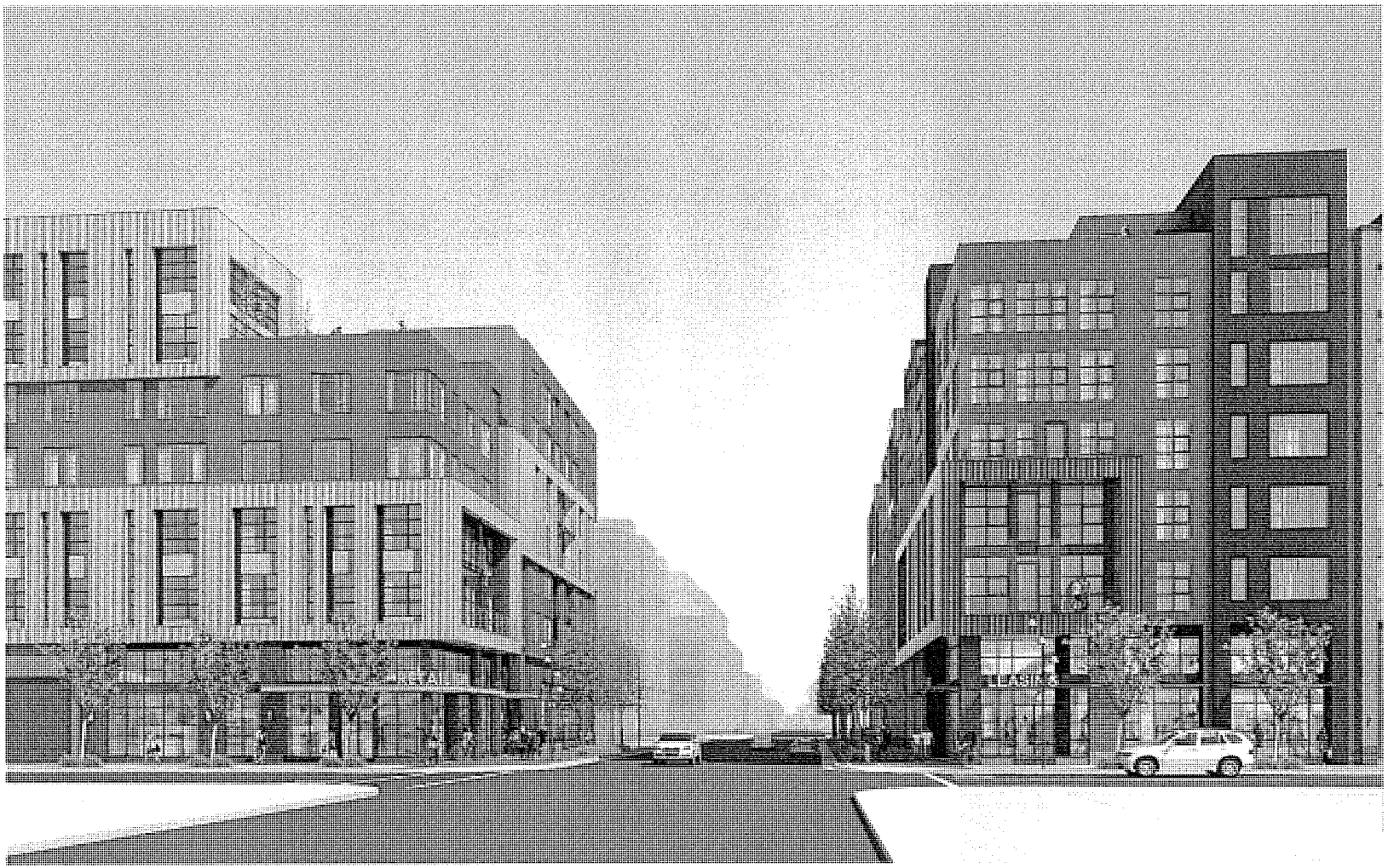

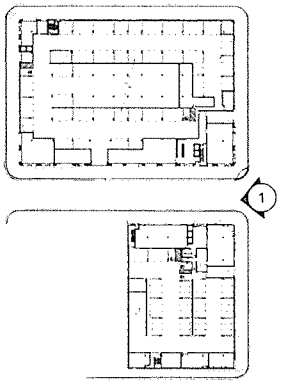

Key Map n.t.s.

1. View looking West down 4th Street

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PERSPECTIVE

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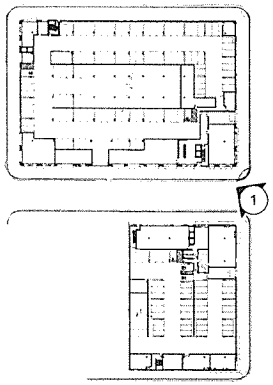

Key Map n.t.s.

1. View of Building "A" from 4th Street and Madison Street

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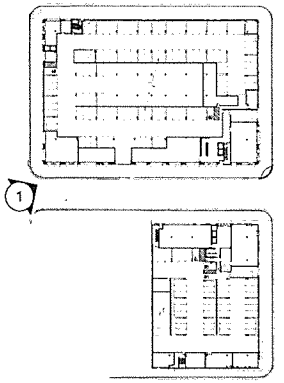

Key Map n.t.s.

1. View of Building "A" from 4th Street and Jackson Street

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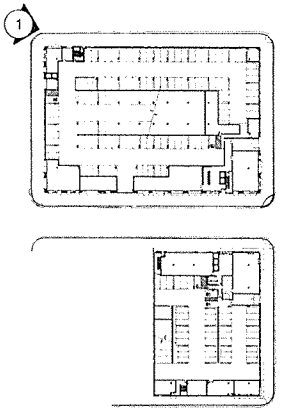

Key Map n.t.s.

1. View of Building "A" from 5th Street and Jackson Street

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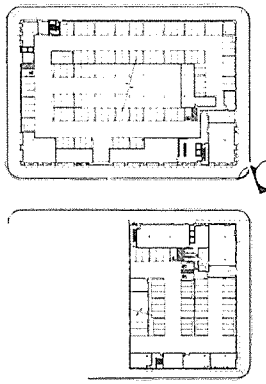

Key Map n.t.s.

1. View of Building "B" from 4th Street and Madison Street

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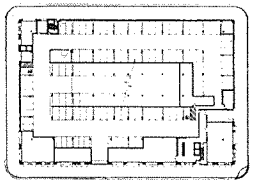

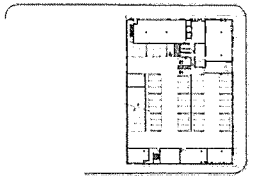

Key Map n.t.s. 1

1. View of Building "B" from 3rd Street and Madison Street

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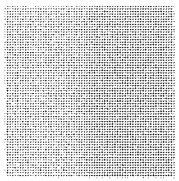

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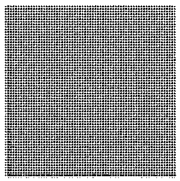

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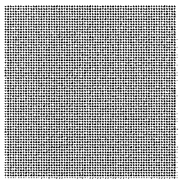

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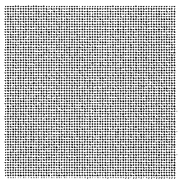

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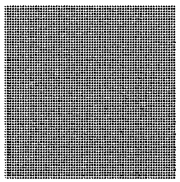

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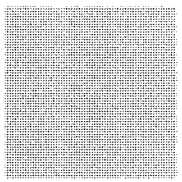

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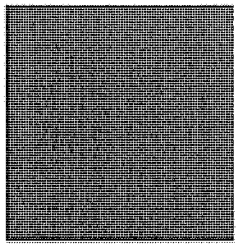

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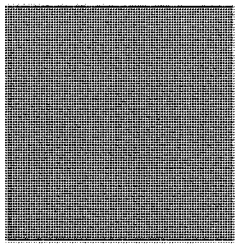

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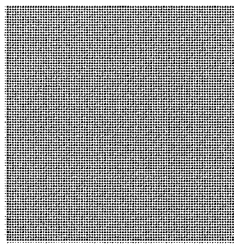

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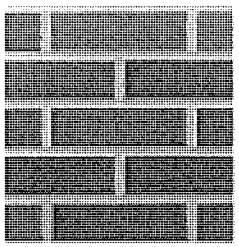
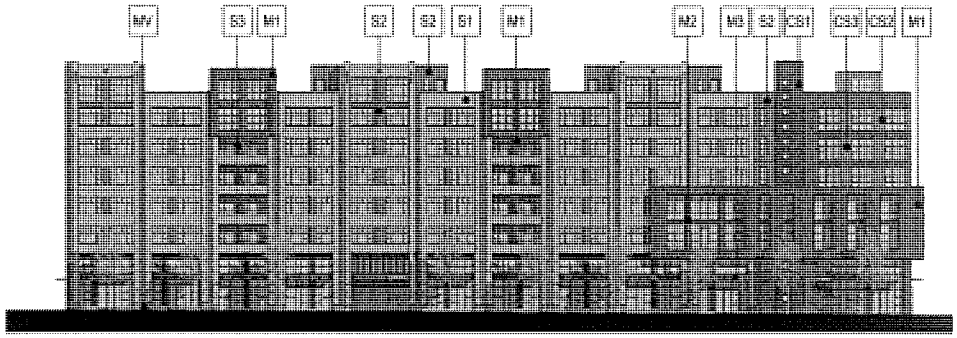


MASONRY VENEER MV

Building "A" - 5th Street Elevation (NTS)



Building "A" - 4th Street Elevation (NTS)

JACK LONDON - 4TH & MADISON APPROVAL SET

CP V JLS, LLC
1000 Sansome, Suite 180
San Francisco, CA 94111
415.273.2900

COLOR AND MATERIALS BOARD - BUILDING "A"

A7.0

OAKLAND, CA

KTGY # 2014-0744 02.11.2016

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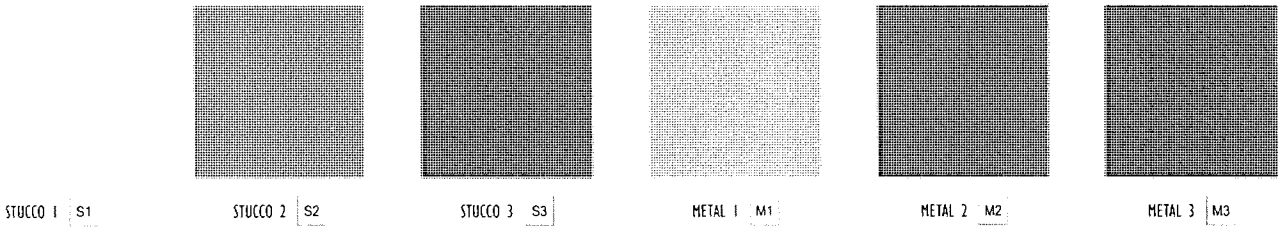
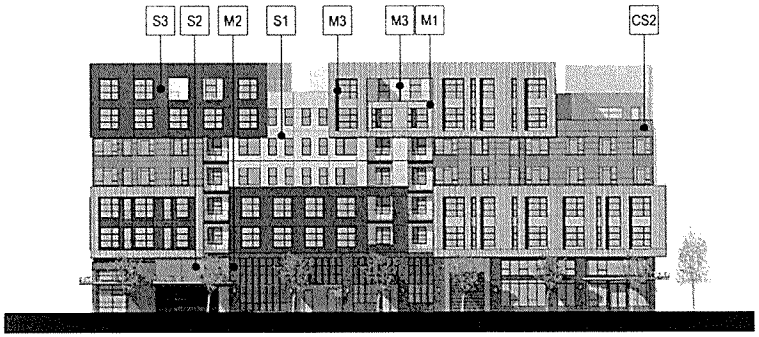
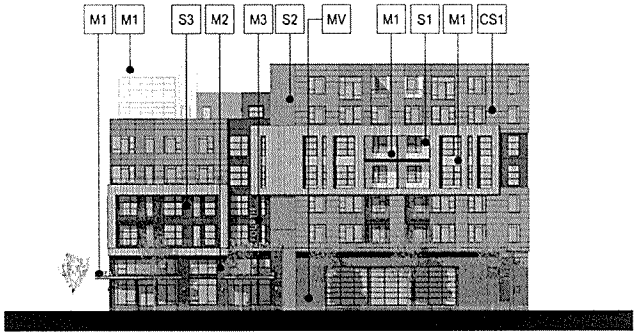




Building "B" - Madison Street Elevation (NTS)



Building "B" - 4th Street Elevation (NTS)

JACK LONDON - 4TH & MADISON APPROVAL SET

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COLOR AND MATERIALS BOARD - BUILDING "B"

A7.1

OAKLAND, CA

KTGY # 2014-0744 02.11.2016

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GRADING NOTES

1. FOR EXISTING TOPOGRAPHY INCLUDING GRADES, UTILITIES PROPERTY LINES, LIMITS OF ROADWAYS, CURBS AND GUTTERS, EXISTING TREES, ETC., REFER TO THE CIVIL DRAWINGS.

2. VERIFY CORRECT PLACEMENT BY ARCHITECT OF SLAB PENETRATIONS FOR ON-STRUCTURE DRAINS. VERIFY SITE CONDITIONS PRIOR TO BEGINNING OF WORK.

3. CONFIRM PROPOSED GRADES AND NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE OF ANY UNACCEPTABLE CONDITIONS PRIOR TO BEGINNING OF WORK.

4. GRADIENTS ARE CONTINUOUS UNLESS OTHERWISE NOTED. PROVIDE SMOOTH GRADE TRANSITIONS.

5. PROVIDE THE FOLLOWING GRADE DROPS FROM PAVING FINISH SURFACE TO FINISH GRADE:
   A. TURF AREAS - 1"
   B. GROUNDCOVER/SHRUB AREAS - 2"

6. MINIMUM ALLOWABLE SLOPE PERCENTAGES:
   A. PAVED AREAS - 1% (1/8" PER FOOT)
   B. PLANTING AREAS - 2% (1/4" PER FOOT)

7. MAXIMUM ALLOWABLE GRADE DROPS:
   A. FINISH FLOOR TO GRADE - 8"

8. HOLD TOP AND BOTTOM OF STEPS LEVEL ALONG ENTIRE FRONTAGE OF STEPS UNLESS OTHERWISE NOTED.

9. MAXIMUM ALLOWABLE SLOPE IN TURF - 25%.

10. KEEP CATCH BASINS A MIN. OF 3' CLEAR OF EDGES OF BUILDINGS, WALLS, WALKS ETC.

11. ALL FINISH GRADES SHALL PROVIDE FOR NATURAL RUNOFF OF WATER WITHOUT LOW SPOTS OR POCKETS. SET FLOW LINES ACCURATELY AND PROVIDE A MINIMUM 2% AND A MAXIMUM 50% GRADIENT UNLESS OTHERWISE NOTED.

12. GRADUALLY ROUND OFF TOPS AND TOES OF ALL PLANTED SLOPES TO PRODUCE A SMOOTH AND NATURAL-APPEARING TRANSITION BETWEEN RELATIVELY LEVEL AREAS AND SLOPES.

13. GENERAL CONTRACTOR TO COORDINATE SIZE AND LOCATION OF SLAB PENETRATIONS FOR DRAINAGE STRUCTURES WITH MECHANICAL CONTRACTOR.

14. SEE ARCHITECTURAL DRAWINGS FOR DRAINAGE AT STRUCTURAL SLAB AND OVERFLOW DRAINS.

LAYOUT NOTES

1. CONFORM WORK TO REQUIREMENTS OF LATEST ADOPTED EDITION OF UNIFORM BUILDING CODE AND APPLICABLE LOCAL AND STATE CODES, PLANS, SPECIFICATIONS, ORDINANCES AND REGULATIONS.

2. PRIOR TO BEGINNING WORK, BECOME FAMILIAR WITH EXISTING SITE CONDITIONS, INCLUDING UNDERGROUND AND ABOVEGROUND UTILITIES, ELECTRICAL VAULTS AND ABOVE GRADE FEATURES SUCH AS: GRADING, WALLS, FENCES, STRUCTURES, PIPING, ETC. COORDINATE WITH ARCHITECTURAL AND CIVIL ENGINEERS DRAWINGS FOR ACCURACY AND BRING ATTENTION TO ANY DISCREPANCIES OR QUESTIONS. CONTRACTOR WILL BE HELD RESPONSIBLE FOR HIS OWN DAMAGE.

3. UPON BEING AWARDED CONTRACT, MAKE NECESSARY ARRANGEMENTS TO INSURE THAT MATERIALS, SUPPLIES, AND MANPOWER WILL BE AVAILABLE WHEN NEEDED TO CONSTRUCT THIS PROJECT IN AN ORDERLY AND TIMELY FASHION.

4. DO NOT BEGIN WORK UNTIL CONTRACTOR'S "CONSTRUCTION SET" DRAWINGS ARE CURRENT AND HAVE REQUIRED PUBIC AGENCY APPROVALS.

5. VERIFY PROPERTY LINES AND LIMITS OF WORK PRIOR TO COMMENCING WORK.

6. REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.

7. OBTAIN NECESSARY PERMITS AND PAY FOR RELATED INSPECTION FEES REQUIRED TO INSTALL WORK.

8. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALING OF DRAWINGS. DO NOT SCALE FROM REDUCED DRAWING SHEETS. REFERENCE TO NORTH REFERS TO TRUE NORTH.

9. TAKE ALL DIMENSIONS PERPENDICULAR TO ANY REFERENCE LINE (WORK LINE, FACE OF BUILDING, FACE OF WALL, GRID LINE OR CENTERLINE). DIMENSIONS ARE TO THE FACE OF WALLS UNLESS INDICATED OTHERWISE.

10. UNLESS OTHERWISE NOTED, ALL ANGLES TO BE 90 DEGREES AND ALL LINES OF PAVING AND FENCING TO BE PARALLEL. MAINTAIN HORIZONTAL ALIGNMENT OF ADJACENT ELEMENTS AS NOTED PER DRAWINGS.

11. HOLD TOPS OF WALLS AND FENCES LEVEL UNLESS NOTED OTHERWISE.

12. WHERE NOT SHOWN ON LANDSCAPE DRAWINGS, SEE CIVIL ENGINEERS DRAWINGS FOR ROADWAY CENTERLINES, BUILDING SETBACKS, BENCHMARKS AND ARCHITECTURAL PODIUM GRID LINES.

13. NOTES AND DETAILS ON SPECIFIC DRAWINGS TAKE PREDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.

14. WHERE CONFLICTS OCCUR BETWEEN DRAWINGS AND ACTUAL FIELD CONDITIONS, NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE IMMEDIATELY FOR CLARIFICATION. FAILURE TO PROVIDE NOTIFICATION MAY HOLD CONTRACTOR LIABLE FOR COSTS INCURRED TO RECTIFY PROBLEM, IF REQUIRED.

15. PRIOR TO INSTALLING PAVING, REFER TO THE PROJECT'S GEOTECHNICAL REPORT. REPORT DISCREPANCIES BETWEEN THE GEOTECHNICAL REPORT'S RECOMMENDATIONS AND INFORMATION NOTED IN THE PAVING SCHEDULE.

16. DO NOT INSTALL ANY WORK ON STRUCTURE PRIOR TO REVIEW OF WATERPROOFING BY ARCHITECT.

17. ALL CONCRETE SLABS, RAMP OR STEP FOOTINGS SHALL BE DOWELED INTO ABUTTING WALLS, FOUNDATIONS AND FOOTINGS USING BARS OF THE SAME SIZE AND SPACING, UNLESS OTHERWISE NOTED. SEE JOINTING DETAILS. SEE WATERPROOFING DETAILS FOR ALL INBEDS INTO STRUCTURAL DETAILS.

18. DO NOT WILLFULLY PROCEED WITH CONSTRUCTION OPERATIONS WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING THE DESIGN PROCESS. BRING THESE CONDITIONS IMMEDIATELY TO ATTENTION OF OWNER'S AUTHORIZED REPRESENTATIVE FOR RESOLUTION. ASSUME FULL RESPONSIBILITY FOR COSTS INCURRED AND REQUIRED MODIFICATIONS DUE TO LACK OF PROVIDING SUCH NOTIFICATION.

19. BE RESPONSIBLE FOR COORDINATING WORK WITH OWNER, OWNER'S AUTHORIZED REPRESENTATIVE, GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS, PUBLIC AGENCIES, AND PROJECT DESIGN CONSULTANTS.

20. ENSURE THAT ROUGH GRADE HAS BEEN ACCEPTED BY OWNER PRIOR TO BEGINNING WORK.

21. ENSURE THAT FINE GRADES HAVE BEEN ESTABLISHED CORRECTLY AND APPROVED BY OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO BEGINNING HARDSCAPE WORK.

22. ENSURE THAT CONTRACTOR-INSTALLED UNDERGROUND ELEMENTS SUCH AS DRAINLINES, IRRIGATION MAINLINES AND LATERALS, ELECTRICAL CONDUIT, SLEEVES, ETC. ARE IN PLACE, OPERATIONAL AND APPROVED BY PUBLIC AGENCY INSPECTION PRIOR TO INSTALLATION OF HARDSCAPE WORK.

23. PAVING MOCKUPS SHALL BE REQUIRED ON THIS PROJECT - REFER TO PAVING SCHEDULE AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.

24. ENSURE THAT CURVED EDGES SUCH AS WALKWAYS, HEADERBOARD AND MOWSTRIPS HAVE SMOOTH AND CONTINUOUS CURVES.

25. NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE WITH PROPER AMOUNT OF LEAD-TIME AS INDICATED IN SPECIFICATIONS PRIOR TO A CONTRACTOR-REQUESTED SITE MEETING. FAILURE TO PROVIDE APPROPRIATE LEAD TIME MAY RESULT IN CONTRACTOR BEING BACKCHARGED FOR OWNER'S AUTHORIZED REPRESENTATIVE'S TIME.

26. REFER TO CIVIL ENGINEER'S DRAWINGS FOR PRECISE GRADING, STEP QUANTITIES, AND DRAINAGE INFORMATION.

27. PROVIDE ISOLATION JOINTS WHEN PAVING ABUTS VERTICAL EDGES SUCH AS WALLS, STEPS, CURBS, AND COLUMNS.

CONSTRUCTION LEGEND

SITE GRADING AND DRAINAGE		
SYMBOL	MATERIAL AND SYMBOL INFORMATION	DETAIL
	PROPOSED SLOPE DIRECTION	
	ALIGN	
OD	OVERFLOW DRAIN	2/L6.10
PD	PLANTER DRAIN	2/L6.00
BW	BACK OF WALK	
FFE	FINISH FLOOR ELEVATION	
FG	FINISH GRADE	
HP	HIGH POINT	
PA	PLANTING AREA	
PD	PLANTER DRAIN	
TS	TOP OF STAIRS	
BS	BOTTOM OF STAIRS	
TW	TOP OF WALL	
TC	TOP OF CURB	
S.A.D	SEE ARCHITECTURAL DRAWINGS	
S.C.D	SEE CIVIL DRAWINGS	
S.S.D	SEE STRUCTURAL DRAWINGS	
S.E.D	SEE ELECTRICAL DRAWINGS	
S.M.D	SEE MECHANICAL DRAWINGS	

LANDSCAPE FURNISHINGS

SYMBOL	MATERIAL AND SYMBOL INFORMATION	DETAIL
	TRASH & RECYCLING RECEPTACLE "SELECT" BY LANDSCAPE FORMS	
	24"x2'-10" CORTEN BIKE RACK BY STREETLIFE (866) 581-2497	
FBP1	FIRE PIT 3' SQUARE/SET CUSTOM LINEAR FIREPIT BY GREENTAINERS.COM W ELECTRONIC IGNITION, NATURAL GAS, & WINDSCREEN, POWDERCOAT COLOR TBD	
FBP2	FIRE PIT 2' SQUARE/SET CUSTOM LINEAR FIREPIT BY GREENTAINERS.COM W ELECTRONIC IGNITION, NATURAL GAS, & WINDSCREEN, POWDERCOAT COLOR TBD	
	STREETSCAPE BENCH, R&R & 3000 HOU/SHAREDCY BENCH W/ TWO BEAM BACKREST BY STREETLIFE (866) 581-2497	
	SOMA STONE'S BY CONCRETEWORKS soma@concreteworks.com	
	CABANA: RAISED RECLINING DAYBED BY GANDIA BLASCO - GANDIABLASCO.COM	

MATERIAL LEGEND

SITE LAYOUT		
SYMBOL	MATERIAL AND SYMBOL INFORMATION	DETAIL
SITE PAVING		
CP1	CITY STANDARD CONCRETE PAVING	1/L5.00
CP2	CONCRETE PAVING ON GRADE W/ INTEGRAL COLOR, SILICA CARBIDE & SANDBLAST FINISH	1/L5.00
PP1	PRECAST CONCRETE PAVER ON AGGREGATE 12"x48"x2.5" NARROW MODULAR PAVER BY STEPSTONE. COLORS TBD.	6/L6.00
PP2	PRECAST CONCRETE PAVER ON AGGREGATE 12"x48"x2.5" NARROW MODULAR PAVER BY STEPSTONE. COLORS TBD.	6/L6.00
PP3	PRECAST CONCRETE PAVER ON PEDESTAL 24"x48"x2.5" NARROW MODULAR PAVER BY STEPSTONE. COLORS TBD	7/L6.00
PP4	PRECAST CONCRETE PAVER ON PEDESTAL 24"x48"x2.5" NARROW MODULAR PAVER BY STEPSTONE. COLORS TBD	7/L6.00
DG	DECOMPOSED GRANITE PAVING. COLOR TBD	12/L6.00
GR1	GRAVEL ON STRUCTURE 1" - 2" BLACK LA PAZ PEBBLE BY LYNOSS 209.304.1730	11/L6.00
RAILINGS AND FENCES		
FN1	PRIVACY FENCE	TBD
PLANTER WALLS		
CMU	CMU PLANTER WALL W/ 4x8x16 GROUNDFACE CMU	14/L6.00
LANDSCAPE MATERIALS		
PA	PLANTING AREA	
PA	PLANTING AREA W/ 1"-2" BLACK LA PAZ MULCH BY LYNOSS 559-906-1730	
	STREET TREE PLANTING	1/L6.40

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510.272.2910

KTGY Project No.: 2014-0766

Project Contact: Mark Nelson
Email: mnelson@ktgy.com

Principal: David Sanden
Project Designer: Ben Kasdan

Developer

CARMEL PARTNERS
525 Market St | 4th Floor
San Francisco CA 94105
415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

Sheet Issue & Revision Log

Sheet	Date

11.06.2015
50% DD

NOTES & LEGENDS

L0.00

PLANTING NOTES:

1. REFER TO PLANTING DETAILS AND SPECIFICATIONS FOR ADDITIONAL PLANTING INFORMATION.

2. CONSULT WITH SITE SUPERINTENDENT, APPROPRIATE AGENCIES AND DRAWINGS TO VERIFY EXISTING LOCATIONS OF UNDERGROUND UTILITIES PIPES AND STRUCTURES. TAKE SOLE RESPONSIBILITY FOR COSTS INCURRED DUE TO DAMAGE OF THESE UTILITIES, PIPES, OR STRUCTURES IF PROPER VERIFICATION BY CONTRACTOR WAS NOT PERFORMED.

3. DO NOT WILLFULLY PROCEED WITH PLANTING OPERATIONS WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING THE DESIGN PROCESS. BRING THESE CONDITIONS IMMEDIATELY TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE FOR RESOLUTION. ASSUME FULL RESPONSIBILITY FOR COSTS INCURRED DUE TO LACK OF PROVIDING SUCH NOTIFICATION.

4. COORDINATE OTHER CONTRACTOR'S WORK RELATED TO PROPER EXECUTION OF CONTRACTOR'S WORK.

5. OBTAIN APPROVAL OF FINAL GRADE CERTIFICATION FROM OWNER PRIOR TO BEGINNING PLANTING OPERATIONS THAT CERTIFIES THAT ROUGH GRADES ARE WITHIN 1/10TH OF AN INCH FROM SPECIFIED GRADES. ENSURE THAT FINISH GRADE ELEVATIONS OF PLANTING AREAS ARE SET TO THE PROPER ELEVATIONS RELATIVE TO THE FINISH SURFACES OF PAVING, UTILITY COVERS, AND CURBS.

6. EXISTING SITE SOIL MAY BE USED IN ON-GRADE PLANTING AREAS. HOWEVER, IT MAY NEED TO BE AMENDED AS INDICATED IN THE HORTICULTURAL SOILS REPORT. SHOULD IMPORT SOIL BE NECESSARY TO BRING SITE TO SPECIFIED FINISH GRADES, INDICATE SOURCE LOCATION. ENSURE THAT IMPORT SOIL IS OF A SANDY LOAM NATURE, CONTAINING NO TOXIC CHEMICALS OR ELEMENTS THAT MIGHT INHIBIT OR RETARD NORMAL PLANT GROWTH. SUBMIT SOIL TEST RESULTS OF IMPORT SOIL TO OWNER'S AUTHORIZED REPRESENTATIVE FOR APPROVAL PRIOR TO DELIVERING SOIL TO SITE.

7. SUBMIT REPRESENTATIVE PHOTOS OF EACH TREE SPECIES TO OWNER'S AUTHORIZED REPRESENTATIVE FOR APPROVAL. TREES OF A SIMILAR SPECIES AND VARIETY ARE TO HAVE MATCHING FORM.

8. PLANT MATERIAL MUST BE APPROVED BY OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. PLANT MATERIAL INSTALLED WITHOUT OWNER'S AUTHORIZED REPRESENTATIVE'S APPROVAL MAY BE SUBJECT TO REMOVAL AND REPLACEMENT WITH RELATED COSTS BORNE BY CONTRACTOR.

9. FINAL LOCATIONS OF PLANT MATERIALS ARE SUBJECT TO APPROVAL OF THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. PERFORM THE FOLLOWING BEFORE BEGINNING PLANTING PIT EXCAVATION:
   A. SHRUBS - PLACE IN CONTAINERS ON-SITE IN "FINAL" LOCATIONS.
   B. TREES - STAKE OR FLAG CENTERPOINT OF TREE.
   C. CONTAINER POTS - LOCATE POTS PRIOR TO PLANTING.

10. NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE IN SUFFICIENT TIME TO PERFORM A REQUIRED SITE OBSERVATION VISIT. REFER TO SPECIFICATIONS FOR SPECIFIC SITE VISIT NOTIFICATION TASKS AND TIMES. INSUFFICIENT NOTIFICATION TIME GIVEN OWNER'S AUTHORIZED REPRESENTATIVE MAY REQUIRE THE SITE VISIT TO BE CANCELED, OR POSSIBLY, MAKE CONTRACTOR RESPONSIBLE TO COMPENSATE OWNER'S AUTHORIZED REPRESENTATIVE FOR OVERTIME.

11. FURNISH PLANT MATERIAL FREE OF PESTS, POOR CONDITION, OR DISEASE.

12. AFTER FINE GRADING OPERATIONS HAVE BEEN COMPLETED AND PRIOR TO BEGINNING SOIL PREPARATION, TAKE A MINIMUM OF (3) HORTICULTURAL SOIL SAMPLES WHERE SOIL CONDITIONS OR PLANT TYPES VARY, I.E. TURF, SHRUB, SLOPES, ETC. SOIL SAMPLES ARE TO BE COLLECTED AND TESTED BY A QUALIFIED SOIL TESTING LABORATORY (CURRENT MEMBER OF THE CALIFORNIA ASSOCIATION OF AGRICULTURAL LABS) AND A WRITTEN REPORT PREPARED WHICH INCLUDES RECOMMENDATIONS FOR SOIL AMENDMENTS, FERTILIZATION, PLANTING BACKFILL MIXES AND MAINTENANCE. SUBMIT A COPY OF THE REPORT TO THE OWNER'S AUTHORIZED REPRESENTATIVE. THESE RECOMMENDATIONS MAY BE REVISED TO CONFORM TO RECOMMENDATIONS NOTED IN THIS SOIL REPORT, HOWEVER, ONLY UPON RECEIPT OF WRITTEN CHANGE ORDER FROM OWNER.

13. IF CONFLICTS ARISE BETWEEN ACTUAL SIZE OF PLANTING AREAS ON-SITE AND THOSE AREAS INDICATED ON DRAWINGS, CONTACT OWNER'S AUTHORIZED REPRESENTATIVE FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO OWNER'S AUTHORIZED REPRESENTATIVE IN A TIMELY FASHION MAY RESULT IN CONTRACTOR'S OWN LIABILITY TO RELOCATE PLANT MATERIALS.

14. ENSURE THAT TURF AREAS ARE SEPARATED FROM GROUNDCOVERS AND SHRUB AREAS WITH SPECIFIED EDGING - REFER TO DRAWINGS.

15. TRIANGULAR SPACE GROUNDCOVERS AND SHRUBS, UNLESS INDICATED OTHERWISE ON DRAWINGS - REFER TO PLANTING DETAILS.

16. PROVIDE A REPRESENTATIVE EXAMPLE OF A TYPICAL TREE STAKING AND GUYING (IF ANY) INSTALLATION FOR OWNER'S AUTHORIZED REPRESENTATIVE REVIEW BEFORE PERFORMING TREE STAKING AND GUYING (IF ANY) OPERATIONS - REFER TO PLANTING DETAILS.

17. EXCAVATE PLANT PITS TO SPECIFIED DIMENSIONS PER PLANTING DETAILS.

18. DO NOT PLANT TREES CLOSER THAN 4 FEET TO FIXED EDGE SUCH AS SIDEWALKS AND WALLS UNLESS INDICATED OTHERWISE ON DRAWINGS.

19. ENSURE THAT TOP OF TREE ROOTBALLS ARE SET 2" ABOVE FINISH GRADE AND SHRUB ROOTBALLS ARE SET 1" ABOVE FINISH GRADE.

20. INSTALL PLANT MATERIAL WITH ITS BEST SIDE FACING PREDOMINATE VIEW OF PUBLIC.

21. PROVIDE THE REQUIRED SETBACKS BETWEEN TREES AND ELEMENTS SUCH AS UTILITIES, I.E. GAS, ELECTRIC, SEWER, WATER AND RELATED VALVES, STREETLIGHTS, FIRE HYDRANTS, AND SIGNAGE.

22. REPLACE OR REPAIR EXISTING MATERIALS THAT ARE DAMAGED BY CONTRACTOR DURING PLANTING OPERATIONS.

23. VERIFY PROPERTY LINES PRIOR TO COMMENCING PLANTING OPERATIONS.

24. REFER TO CITY AND COUNTY OF SAN FRANCISCO DPW STANDARDS FOR STANDARD LANDSCAPE PLANS AND SPECIFICATIONS WHERE APPLICABLE.

PLANTING LEGEND

TREE SPECIES

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	ON-CENTER SPACING		
		EXISTING TREE TO REMAIN			PROTECT IN PLACE PER SPECS			
		EXISTING TREE TO BE REMOVED & REPLACED						
	ACA COG	ACACIA COGNATA	RIVER WATTLE	24" BOX		PER PLAN		
	ACE PAL	ACER PALMATUM	JAPANESE MAPLE	24" BOX	MULTI-STEM	PER PLAN		
	CIT BEA	CITRUS 'BEARSS'	BEARSS LIME TREE	24" BOX		PER PLAN		
	CIT EUR	CITRUS 'EUREKA'	EUREKA LEMON TREE	24" BOX		PER PLAN		
	MAG GRA	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STREET TREE	PER PLAN		
	MEL QUI	MELALEUCA QUINQUENERVIA	CAJEPUT TREE	24" BOX		PER PLAN		
	MAG STE	MAGNOLIA STELLATA	STAR MAGNOLIA	15 GAL		PER PLAN		
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	MULTI-STEM	PER PLAN		
	PIN THU	PINUS THUNBERGII 'THUNDERHEAD'	JAPANESE BLACK PINE	24" BOX		PER PLAN		

SHRUB SPECIES

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	ON-CENTER SPACING		
	ACA COG	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL	-	24"	LOW	01 - 03
	ACA MOL	ACANTHUS MOLLIS	BEAR'S BREECH	5 GAL	-	36"		
	AEO ARB	AEONIUM ARBOREUM 'SWARTZKOP'	BLACK ROSE AEONIUM	5 GAL	-	AS SHOWN		
	AGA ATT	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	-	36"		
	BAM CHU	BAMBUSA CHUNGII BARBELATTA	BABY BLUE BAMBOO	15 GAL	-	6'-0"		
	ANI BUS	ANIGOZANTHOS 'BUSH DAWN'	KANGAROO PAW	5 GAL	-	24"		
	ASP DEN	ASPARAGUS DENSIFLORUS 'SPRENGERI'	SPRENGER ASPARAGUS	5 GAL	-	24"		
	ASP MYE	ASPARAGUS DENSIFLORUS 'MYERS'	FOXTAIL FERN	5 GAL	-	24"		
	CAN GRA	CANNOIDES GRANDIS	BELL REED	5 GAL		36"	MEDIUM	
	CHO ELE	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH	5 GAL	-	42"	LOW	01 - 03
	CIS GRA	CISTANTHE GRANDIFLORA 'JAZZ TIME'	ROCK PURSLANE	1 GAL	-	24"		
	DIA CAS	DIANELLA 'TASMANICA'	BLUE FLAX LILY	1 GAL	-	24"	MEDIUM	
	HAK MAC	HAKONECHLOA MACRA 'ALBOVARIEGATA'	JAPANESE FOREST GRASS	1 GAL	-	PER PLAN		
	IRI DOU	IRIS DOUGLASIANA 'CANYON SNOW'	DOUGLAS IRIS	1 GAL		18"	LOW	01 - 03
	LOM LON	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	-	24"		
	MAH AQU	MAHONIA AQUIFOLIUM 'COMPACTA'	OREGON GRAPE	5 GAL		24"		
	MIS SIN	MISCANTHUS SINENSIS 'TRANSMORRISONENSIS'	EVERGREEN EULALIA	5 GAL	-	36"	MODERATE	0.4 - 0.6
	PHO YELL	PHORMIUM 'ALLISON BLACKMAN'	NEW ZEALAND FLAX	5 GAL	-	36"		
	PIT TEN	PITTOSPORUM TENUIFOLIUM	KOHUHU	5 GAL	-	36"		
	POL MUN	POLYSTICHUM MUNITUM	SWORD FERN	5 GAL		24"		
	PRO PIN	PROTEA 'PINK ICE'	PINK ICE PROTEA	5 GAL	-	AS SHOWN		
	RIB SAN	RIBES SANGINEUM	RED FLOWERING CURRANT	5 GAL	-	48"		
	XAN PRE	XANTHORRHOEA PREISSII	GRASS TREE	5 GAL	-	PER PLAN	LOW	01 - 03

GROUND COVERS & VINES

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	ON-CENTER SPACING	WATER USE	PLANT FACTOR RANGE
	ASP DEN	ASPARAGUS DENSIFLORUS 'SPRENGERI'	SPRENGER ASPARAGUS	1 GAL			MODERATE	0.4 - 0.6
	CAR PRA	CAREX PRAEGRACILIS	WESTERN MEADOW SEDGE	1 GAL		12"	MODERATE	0.4 - 0.6
	CIS GRA	CISTANTHE GRANDIFLORA	ROCK PURSLANE	1 GAL		12"	LOW	01 - 03
	IRI DOU	IRIS DOUGLASIANA 'CANYON SNOW'	DOUGLAS IRIS	1 GAL		12"	LOW	01 - 03
	SEN TAL	SENECIO TALINOIDES SSP CYLINDRICUS	NARROW-LEAF CHALKSTICKS	1 GAL		18"	LOW	01 - 03
	ROS OFF	ROSMARINUS OFFICINALIS 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL		AS SHOWN	LOW	01 - 03

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Project Designer: Ben Kasdan

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4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

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Sheet Date

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NOTES & LEGENDS

L0.01

NOTES:

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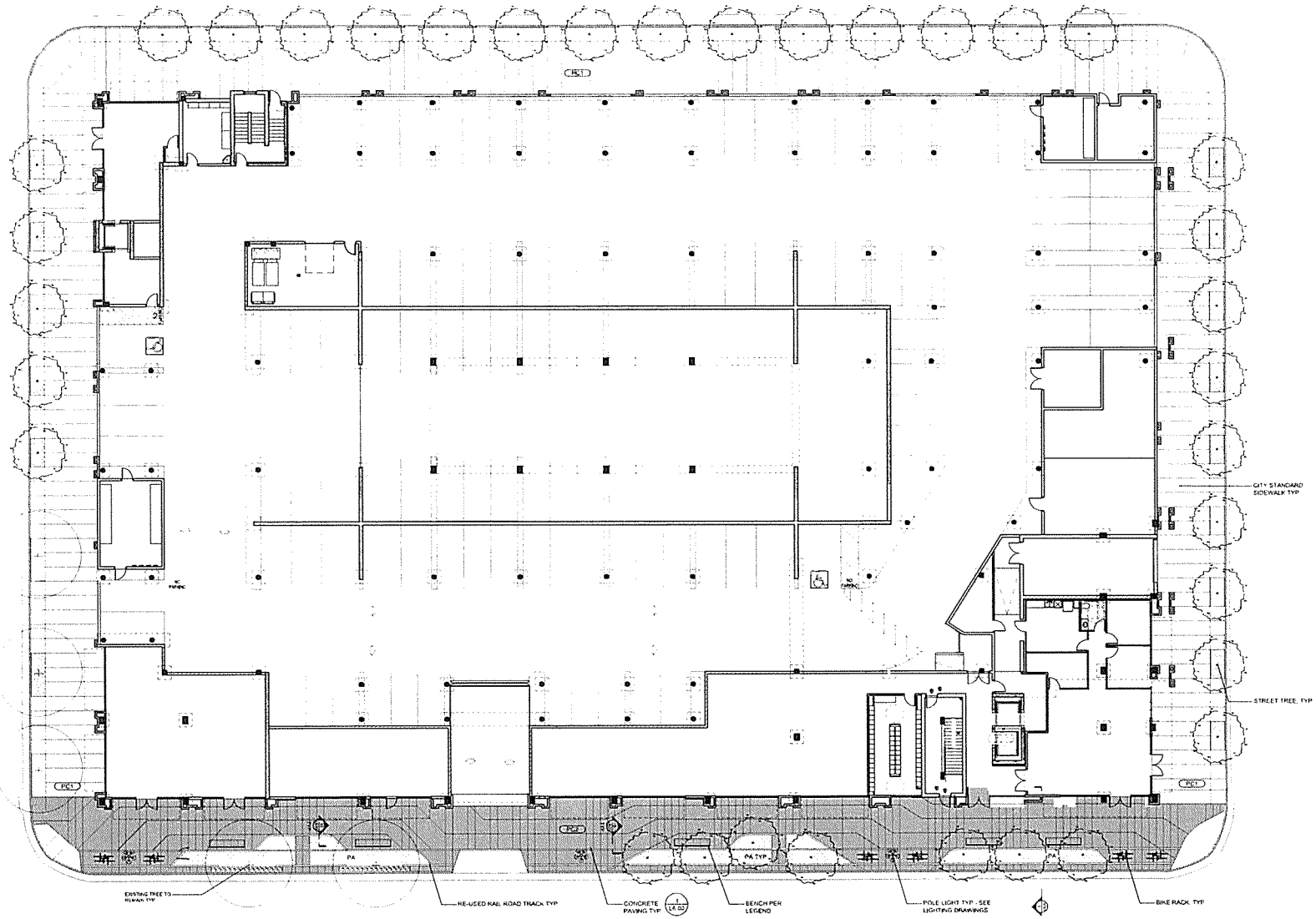

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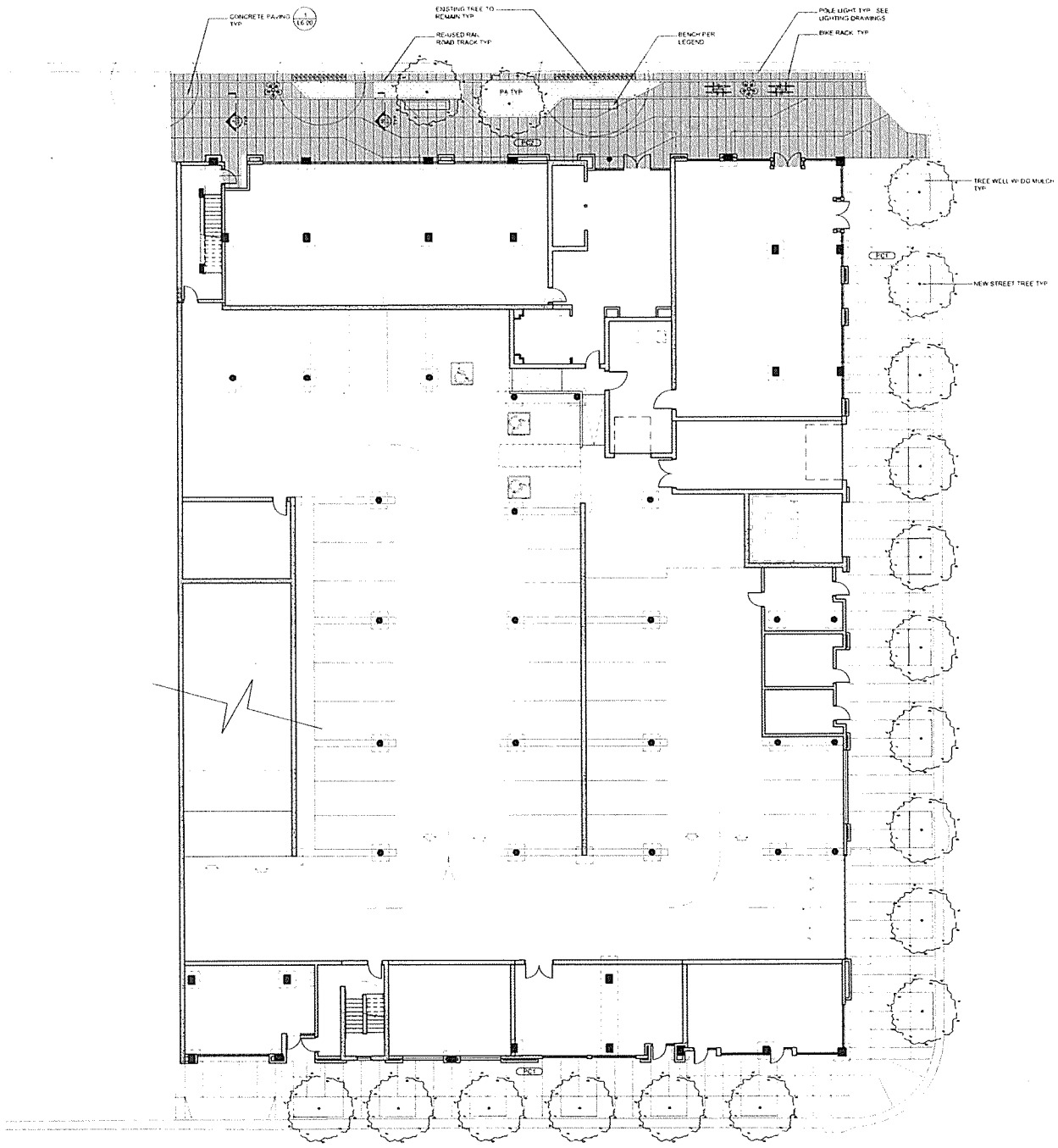
BUILDING A:
MATERIALS PLAN
LEVEL 1

L1.01



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BUILDING B:
MATERIALS PLAN
LEVEL 1

L1.01 B

NOTES

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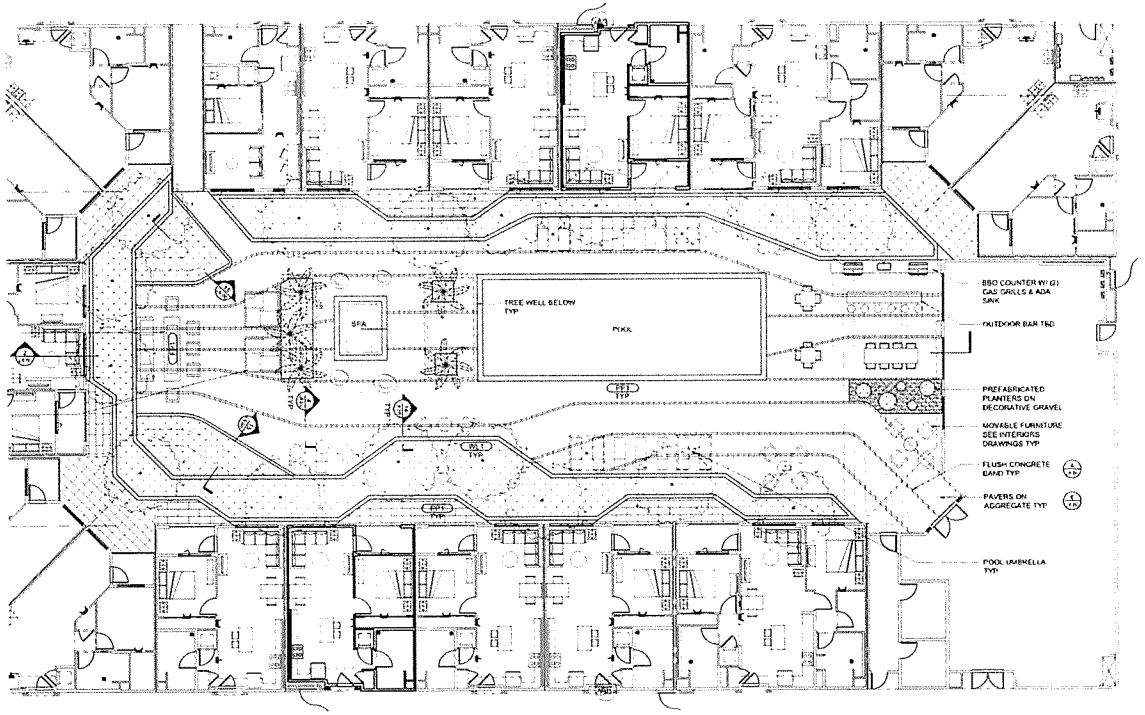

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BUILDING A:
MATERIALS PLAN
LEVEL 3

L1.03 A

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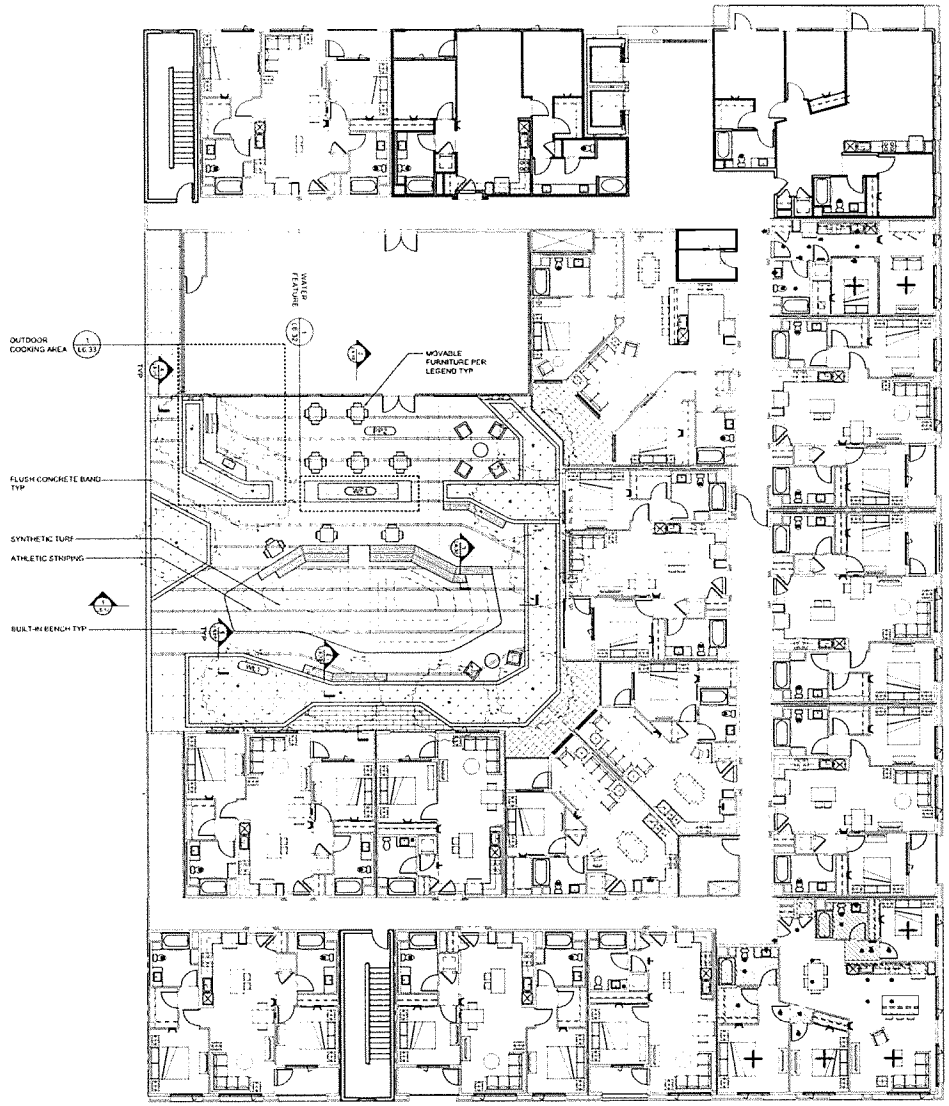

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BUILDING B:
MATERIALS PLAN
LEVEL 3

L1.03 B

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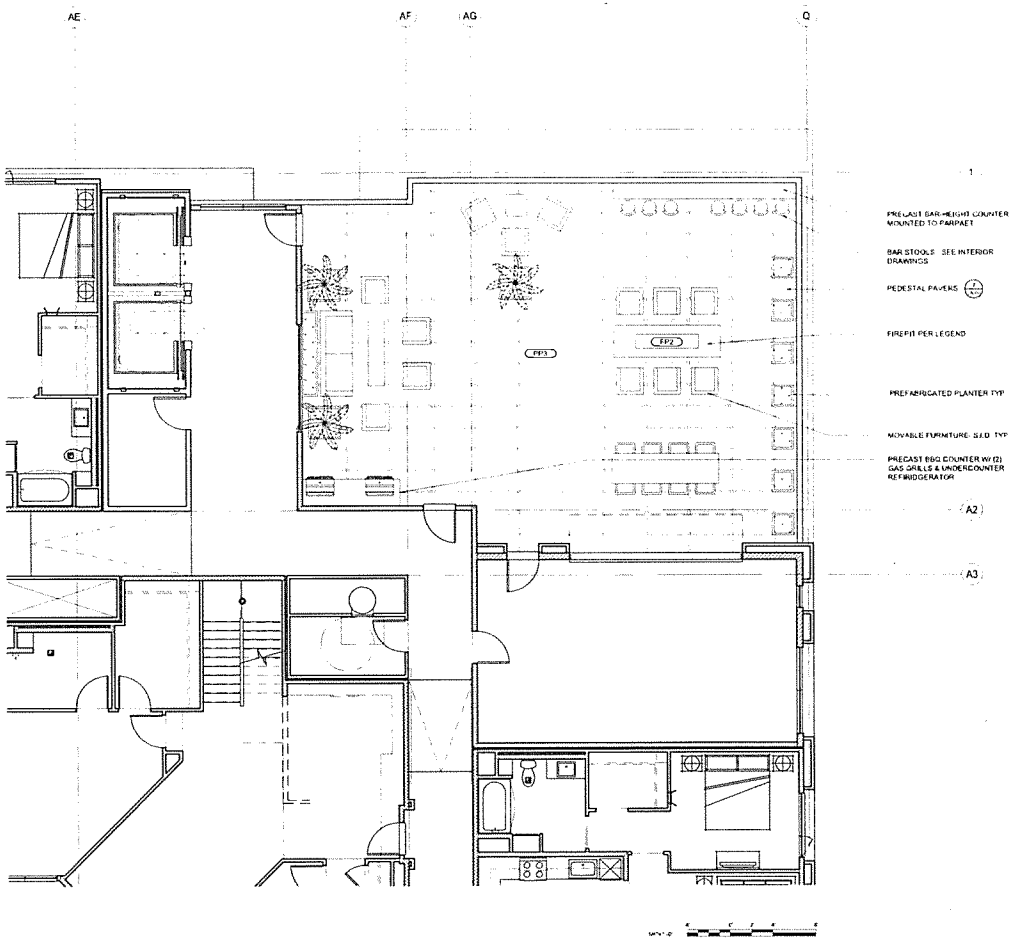

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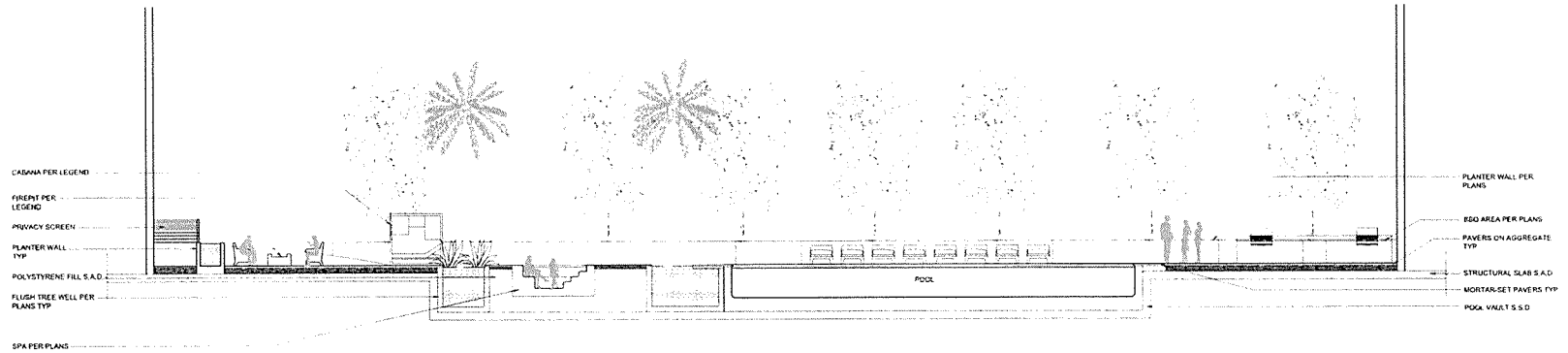
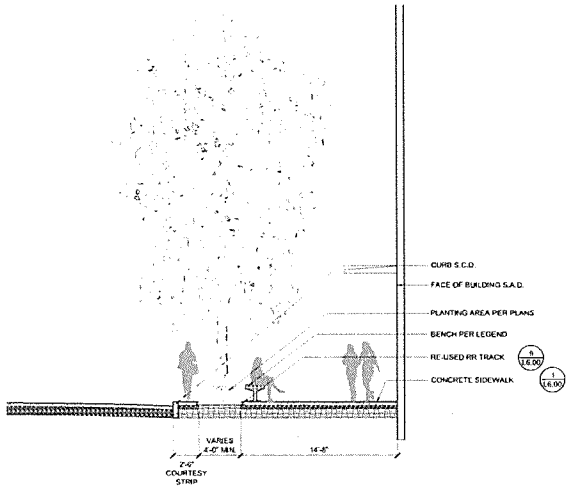
BUILDING B:
MATERIALS PLAN
LEVEL 7

L1.07 B



2 BUILDING A PODIUM SECTION
1/8" = 1'-0"



1 SIDEWALK SECTION
3/4" = 1'-0"

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4TH & MADISON APARTMENTS

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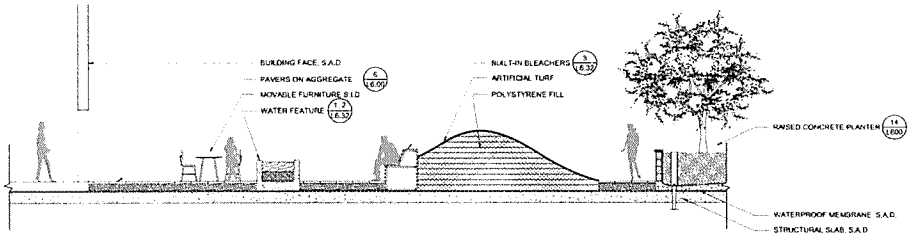
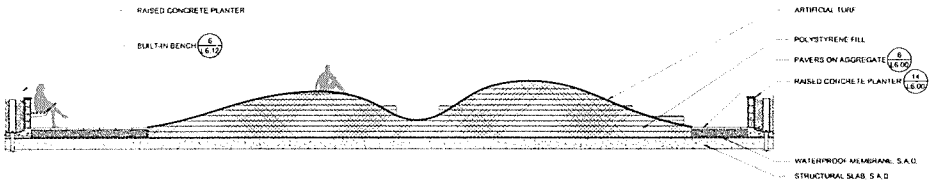
LANDSCAPE: SECTIONS

L5.00



2 TURF MOUNDS, LOOKING EAST
1/4" = 1'-0" SECTION



1 TURF MOUNDS SECTION
1/4" = 1'-0" SECTION

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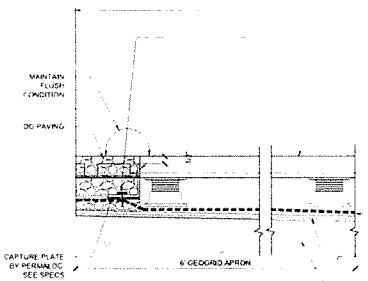
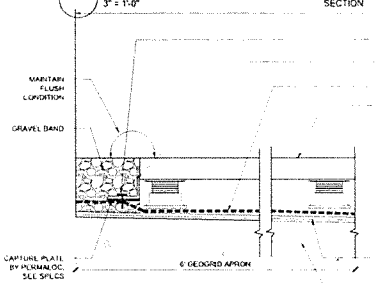
BUILDING B:
SECTIONS LEVEL 3

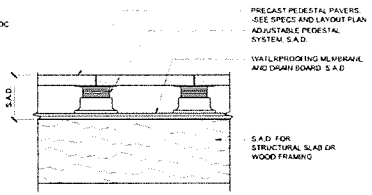
L5.10



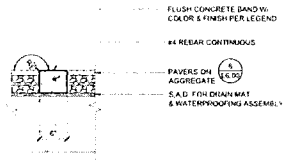
12 DECOMPOSED GRANITE PAVING
3" = 1'-0" SECTION



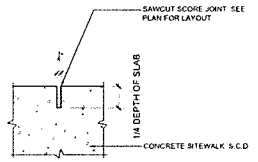
11 EDGE @ GRAVEL
3" = 1'-0" SECTION



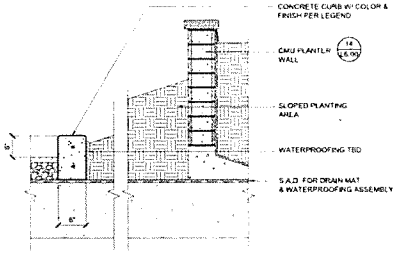
7 PEDESTAL PAVERS
1 1/2" = 1'-0" SECTION



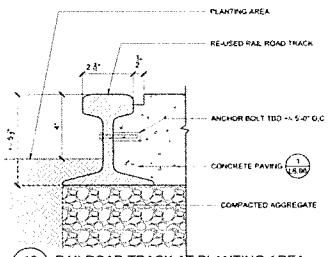
4 FLUSH CONCRETE BAND
1" = 1'-0" SECTION



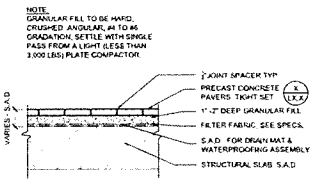
3 SCORE JOINT
N.T.S. SECTION



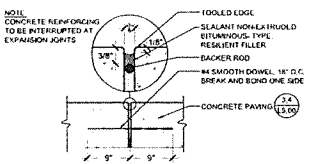
15 SLOPED PLANTING AREA
1" = 1'-0" SECTION



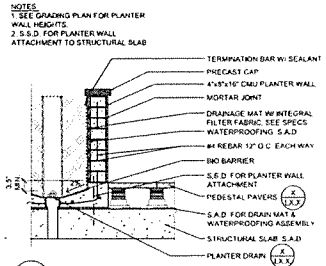
10 RAILROAD TRACK AT PLANTING AREA
6" = 1'-0" SECTION



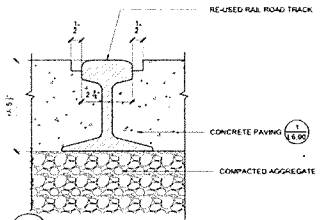
6 PRECAST PAVERS ON GRANULAR FILL
N.T.S. SECTION



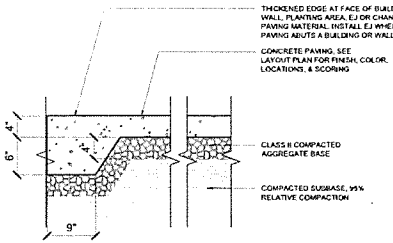
2 EXPANSION JOINT
N.T.S. SECTION



14 CMU PLANTER
N.T.S. SECTION



9 RAILROAD TRACK AT CONCRETE PAVING
6" = 1'-0" SECTION



1 CONCRETE W/ THICKENED EDGE
1 1/2" = 1'-0" SECTION

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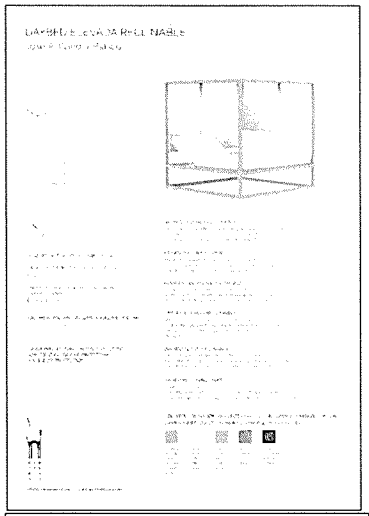
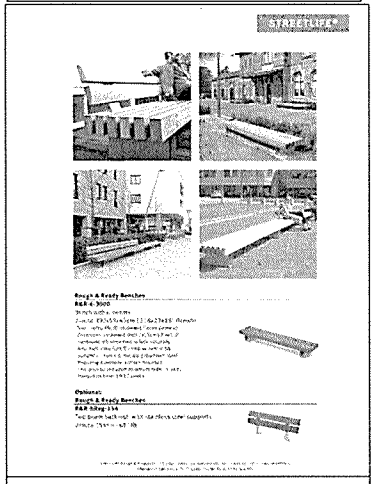
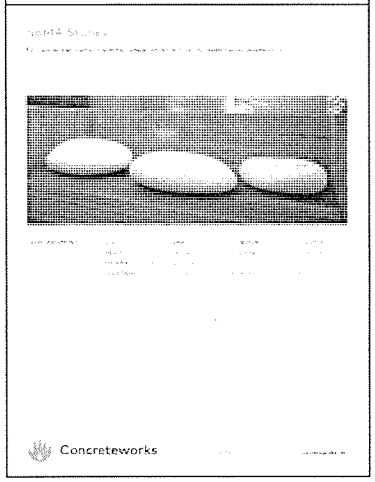
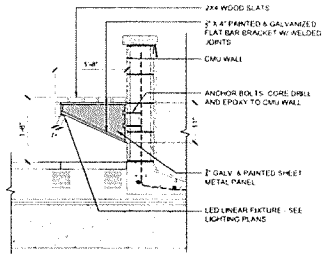
PAVING, DRAIN & WALL DETAILS

L6.00

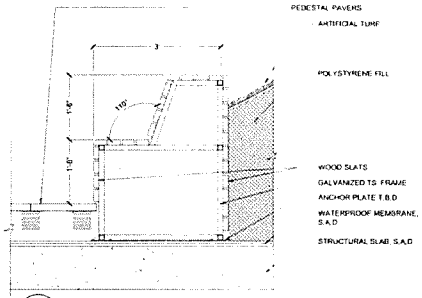




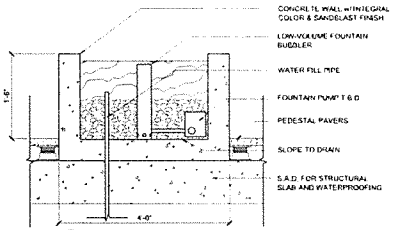




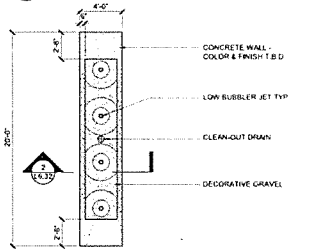
4 WALL-MOUNTED WOOD BENCH
1" = 1'-0" SECTION



3 BUILT-IN BLEACHERS
1" = 1'-0" SECTION



2 WATER FEATURE SECTION
1" = 1'-0" SECTION



1 WATER FEATURE PLAN
1/4" = 1'-0" SECTION

ktgy

KTGY Group, Inc.
580 Second Street, Suite 200
Oakland, California 94607
ktgy.com
510.272.2910

KTGY Project No: 2014-0766

Project Contact: Mark Nelson
Email: mnelson@ktgy.com

Principal: Dave Senden
Project Designer: Ben Kasdan

Developer

CARMEL PARTNERS

525 Market St | 4th Floor
San Francisco CA 94105
415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

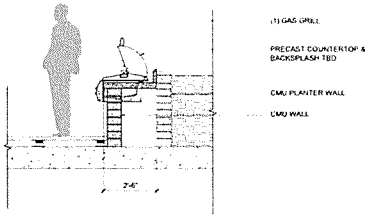
Sheet Issue & Revision Log

Sheet	Date

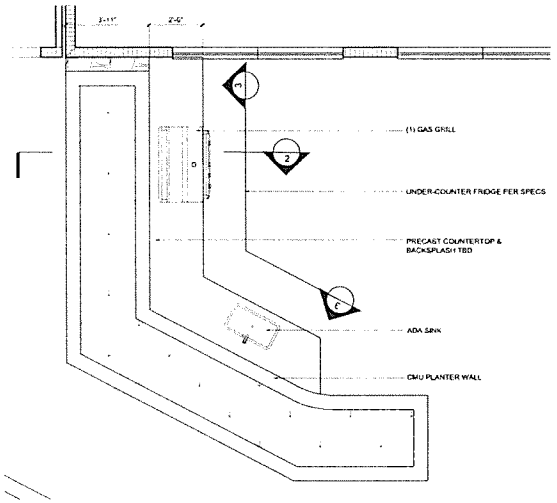
11.06.2015
50% DD

FURNISHING DETAILS & CUT SHEETS

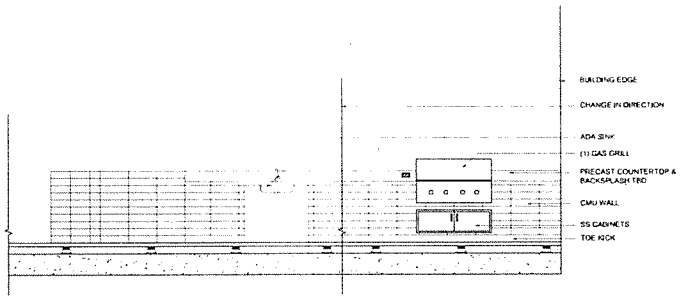
L6.32



2 BBQ AREA SECTION
3" = 1'-0"



1 BBQ AREA DETAIL PLAN
3" = 1'-0"



3 BBQ AREA ELEVATION
3" = 1'-0"

KTGY Group, Inc.
580 Second Street, Suite 200
Oakland, California 94607
ktgy.com
510.272.2910

KTGY Project No: 2014-0766

Project Contact: Mark Nelson
Email: mnelson@ktgy.com

Principal: David Sender
Project Designer: Ben Kandan

Developer

CARMEL PARTNERS

525 Market St | 4th Floor
San Francisco CA 94105
415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

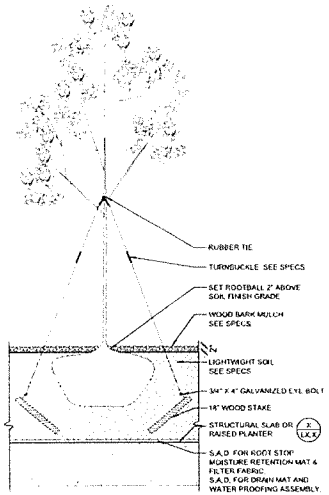
Sheet Issue & Revision Log

Sheet Date			

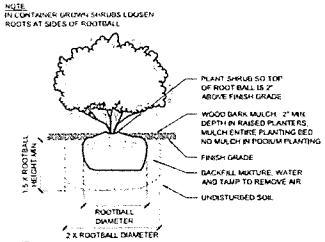
11.06.2015
50% DD

BUILDING B:
BBQ DETAILS

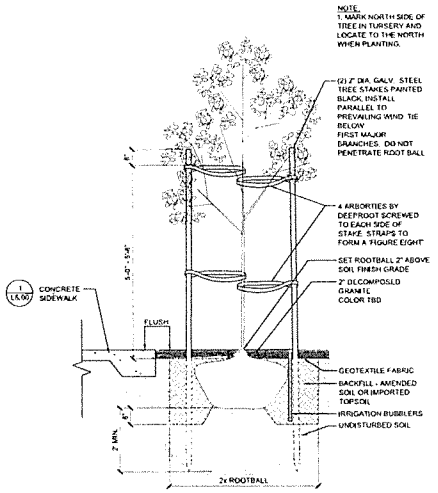
L6.33



2 TREE PLANTING ON STRUCTURE
N.T.S. SECTION



3 SHRUB PLANTING
N.T.S. SECTION



1 STREET TREE PLANTING ON GRADE
N.T.S. SECTION

ktgy

Cliff Lowe Associates
1175 Folsom Street
San Francisco California 94103
clascape.com
415.431.0394

KTGY Project No: 2014-0766

Cliff Lowe Associates
1175 Folsom Street
San Francisco California 94103
clascape.com
415.431.0394

Developer

CARMEL PARTNERS

525 Market St | 4th Floor
San Francisco CA 94105
415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

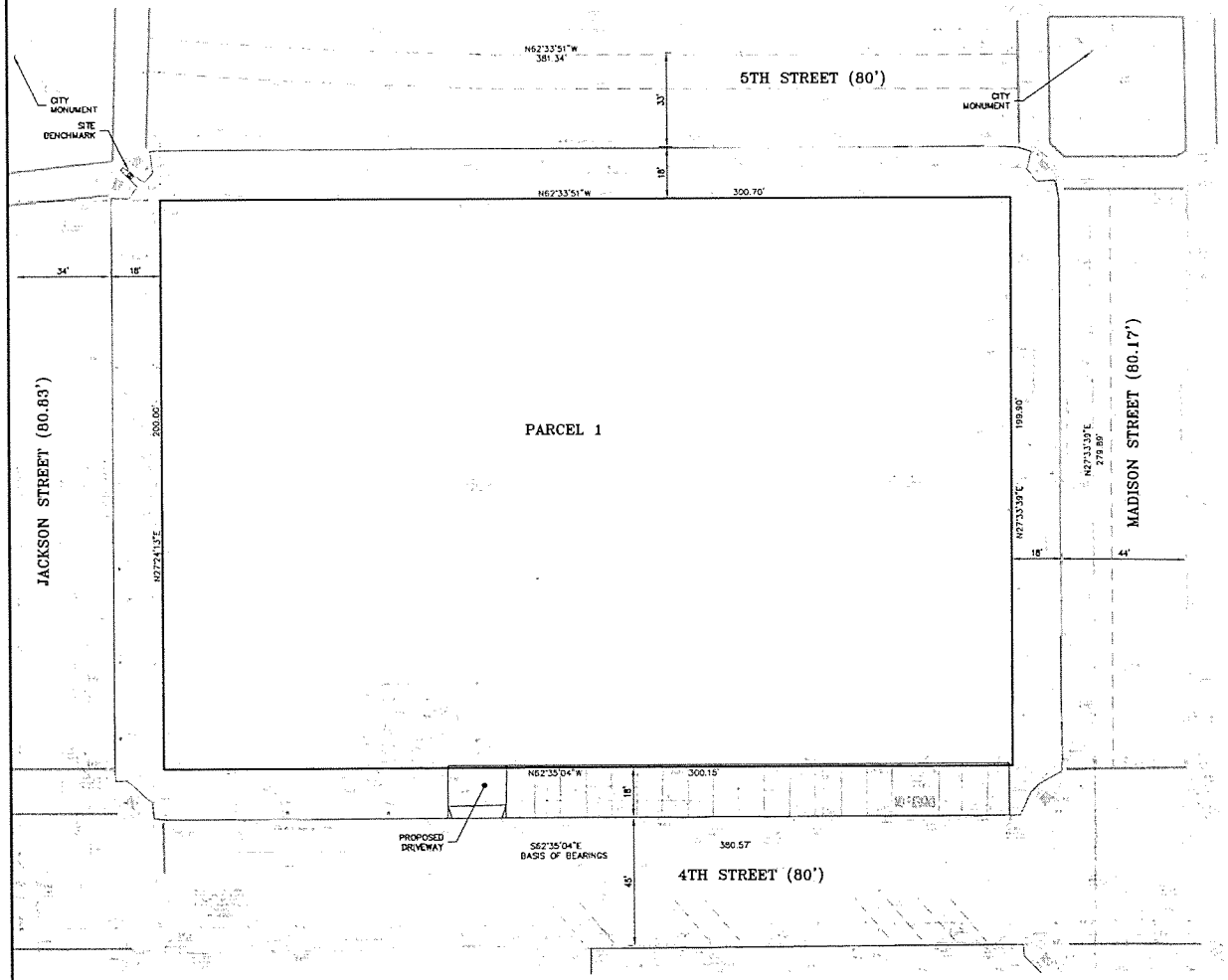
Sheet Issue & Revision Log

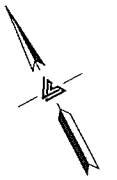
Sheet Date

PLANTING DETAILS

L6.40

VESTING TENTATIVE PARCEL MAP 10404
FOR CONDOMINIUM PURPOSES
240 RESIDENTIAL CONDOMINIUMS
AND 3 COMMERCIAL SPACES





0 10 20 40

SCALE: 1" = 20'

BENCHMARK

CITY OF OAKLAND BENCHMARK 25A
STANDARD OAKLAND DISC UNDER STANDARD CASTING IN THE WALK AT THE NORTHEAST CORNER OF THE 7TH STREET AND HARRISON STREET, 6.8 FEET NORTH OF THE NORTH CURB OF 7TH STREET AND 3.0 FEET EAST OF THE EAST CURB OF HARRISON STREET.
ELEVATION = 25.812'
(CITY OF OAKLAND DATUM)

SITE BENCHMARK

SURVEY CONTROL POINT
SET CUT CROSS IN CONCRETE
ELEVATION = 13.45'
(CITY OF OAKLAND DATUM)
BENCHMARK LOCATED AT SOUTH EASTERLY CURB RETURN AT THE INTERSECTION OF 5TH STREET AND JACKSON.

EASEMENT NOTE

EASEMENTS SHOWN PER TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, NO. 21403808, DATED

FEMA NOTES

SUBJECT SITE IS LOCATED WITHIN FEMA FLOOD ZONE "X." ZONE "X" IS DESIGNATED AS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.

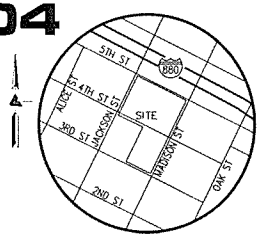
BASE FLOOD ELEVATION FOR THE SUBJECT SITE NOT DETERMINED BASED ON FLOOD INSURANCE RATE MAP NO. 06001C0067G, AUGUST 3, 2009.

BASIS OF BEARINGS

THE BEARING SOUTH 62°35'04" EAST BETWEEN FOUND MONUMENT ON 4TH STREET AS SHOWN ON RECORD OF SURVEY NO. 1936, FILED IN BOOK 25 OF RECORDS OF SURVEY AT PAGE 48, ALAMEDA COUNTY RECORDS, WAS USED AS THE BASIS OF ALL BEARINGS SHOWN UPON THIS MAP.

LEGEND AND NOTES

- BOUNDARY LINE
- BUILDING OVERHANG LINE
- MONUMENT LINE
- CENTERLINE



VICINITY MAP

NO SCALE

OWNER'S INFORMATION

OWNER:
CP V JLS, LLC
CONTACT: GREG PASQUALI
415-273-2900
1000 SANSOME ST, SUITE 180
SAN FRANCISCO, CA 94111

APN: 001-161-001, 002

REFERENCES

THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:

1. TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING, INC. ENTITLED;
   "TOPOGRAPHIC PLAN"
   425 & 431 MADISON ST.
   OAKLAND, USA
   DATED: 4-22-15
   JOB# 2150197
2. SITE PLAN BY KTGY ENTITLED:
   "SITE PLAN"
   425 & 431 MADISON ST.
   OAKLAND, USA
   JOB #2014-0766
   DATE: 3-26-2015
3. LANDSCAPE PLAN BY CLIFF LOWE ASSOCIATES, ENTITLED
   "LANDSCAPE PLAN"
   4TH AND MADISON
   OAKLAND, USA

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

OWNERS' ACKNOWLEDGMENT

I/WE HEREBY STATE THAT I/WE THE OWNER(S) OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP AND I HEREBY AGREE TO THE FILING OF THIS TENTATIVE MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF OAKLAND COMPREHENSIVE PLAN AND STATE OF CALIFORNIA MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CITY OF OAKLAND STANDARDS.

AS OWNER: CP V JLS, LLC

BY: _____
SIGNATURE

_____
PRINT NAME

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION AT THE REQUEST OF GREG PASQUALI IN APRIL 2015.

I HEREBY STATE THAT ALL EXISTING GRADES UPON THIS PLAT ARE BASED UPON CITY OF OAKLAND DATUM.

I HEREBY FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

GREGORY F. BRAZE, PLS 7623 — DATE

UTILITIES / SERVICES

WATER SUPPLY:	EAST BAY MUNICIPAL UTILITY DISTRICT
SEWAGE DISPOSAL:	CITY OF OAKLAND
STORM DRAIN:	CITY OF OAKLAND
GAS & ELECTRICAL:	PACIFIC GAS & ELECTRIC CO.
TELEPHONE:	SBC
FIRE PREVENTION:	OAKLAND FIRE DEPARTMENT

PROPERTY INFORMATION:

GROSS ACRES: 1.37

PROJECT INTENT:

ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES - 240 RESIDENTIAL CONDOMINIUMS AND 3 COMMERCIAL SPACES. REFER TO ARCHITECTURAL PLAN BY KTGY FOR VERTICAL PLAN (DATED: 3-26-2015).

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
(BAY AREA REGION)
2495 INDUSTRIAL PKWY. WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
(SACRAMENTO REGION)
2021 J STREET, SUITE 201
SACRAMENTO, CALIFORNIA 95811
(P) (916) 930-1336
(F) (916) 747-7901
WWW.LEABRAZE.COM

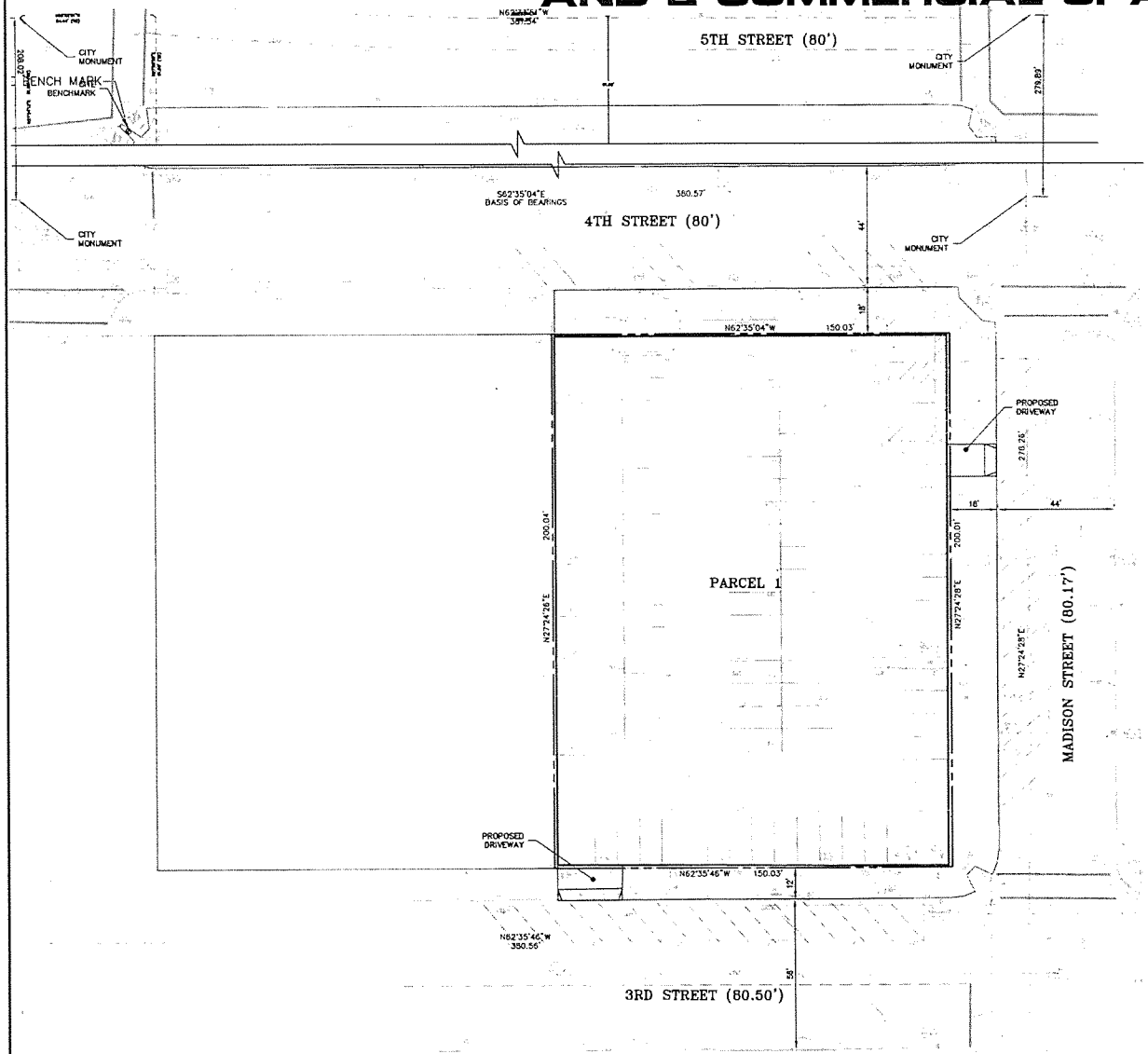
JACK LONDON SQUARE
425 & 431 MADISON STREET
OAKLAND, CALIFORNIA
APN: 001-161-001, 002
ALAMEDA COUNTY

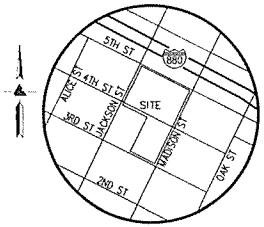
VESTING TENTATIVE
PARCEL MAP 10404

REVISIONS	BY
JOB NO.	2150206
DATE	06-16-15
SCALE	1" = 20'
DESIGN BY	RB
DRAWN BY	TB
SHEET NO.	C-1

1 OF 1 SHEETS

VESTING TENTATIVE PARCEL MAP 10405
FOR CONDOMINIUM PURPOSES
100 RESIDENTIAL CONDOMINIUMS
AND 2 COMMERCIAL SPACES





VICINITY MAP
NO SCALE

BENCHMARK
CITY OF OAKLAND BENCHMARK 25A
STANDARD OAKLAND DISC UNDER STANDARD CASTING IN THE WALK AT THE NORTHEAST CORNER OF THE 7TH STREET AND HARRISON STREET, 6.8 FEET NORTH OF THE NORTH CURB OF 7TH STREET AND 3.0 FEET EAST OF THE EAST CURB OF HARRISON STREET.
ELEVATION = 25.812'
(CITY OF OAKLAND DATUM)

SITE BENCHMARK
SURVEY CONTROL POINT
SET CUT CROSS IN CONCRETE
ELEVATION = 13.45'
(CITY OF OAKLAND DATUM)
BENCHMARK LOCATED AT SOUTH EASTERLY CURB RETURN AT THE INTERSECTION OF 5TH STREET AND JACKSON.

EASEMENT NOTE
EASEMENTS SHOWN PER TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, NO. 21403606, DATED

FEMA NOTES
SUBJECT SITE IS LOCATED WITHIN FEMA FLOOD ZONE "X." ZONE "X" IS DESIGNATED AS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.

BASE FLOOD ELEVATION FOR THE SUBJECT SITE NOT DETERMINED BASED ON FLOOD INSURANCE RATE MAP NO. 06001C0067G, AUGUST 3, 2009.

LEGEND AND NOTES
- BOUNDARY LINE
- BUILDING OVERHANG LINE
- MONUMENT LINE
- CENTERLINE

OWNER'S INFORMATION
OWNER:
CP V JLS, LLC
CONTACT: GREG PASQUALI
415-373-2900
1000 SANSOME ST, SUITE 160
SAN FRANCISCO, CA 94111

APN: 001-161-007-07

REFERENCES
THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:
1. TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING INC., ENTITLED:
"TOPOGRAPHIC PLAN"
430 JACKSON ST
OAKLAND, USA
DATED: 4-22-15
JOB# 2150197
2. SITE PLAN BY KTGY ENTITLED:
"SITE PLAN"
430 JACKSON ST
OAKLAND, USA
JOB #2014-0766
DATE: 3-26-2015
3. LANDSCAPE PLAN BY CLIFF LOWE ASSOCIATES, ENTITLED
"LANDSCAPE PLAN"
4TH AND MADISON
OAKLAND, USA

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

OWNERS' ACKNOWLEDGMENT
I/WE HEREBY STATE THAT I/WE THE OWNER(S) OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP AND I HEREBY AGREE TO THE FILING OF THIS TENTATIVE MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF OAKLAND COMPREHENSIVE PLAN AND STATE OF CALIFORNIA MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CITY OF OAKLAND STANDARDS.

AS OWNER: CP V JLS, LLC

BY: _____
SIGNATURE

_____
PRINT NAME

SURVEYOR'S STATEMENT
THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION AT THE REQUEST OF GREG PASQUALI IN APRIL 2015.

I HEREBY STATE THAT ALL EXISTING GRADES UPON THIS PLAT ARE BASED UPON CITY OF OAKLAND DATUM.

I HEREBY FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

GREGORY F. GRAZE, PLS 7633 DATE

UTILITIES / SERVICES

WATER SUPPLY:	EAST BAY MUNICIPAL UTILITY DISTRICT
SEWAGE DISPOSAL:	CITY OF OAKLAND
STORM DRAIN:	CITY OF OAKLAND
GAS & ELECTRICAL:	PACIFIC GAS & ELECTRIC CO.
TELEPHONE:	SBC
FIRE PREVENTION:	OAKLAND FIRE DEPARTMENT

PROPERTY INFORMATION:
GROSS ACRES: 0.68

PROJECT INTENT:
ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES - 100 RESIDENTIAL CONDOMINIUMS AND 2 COMMERCIAL SPACES. REFER TO ARCHITECTURAL PLAN BY KTGY FOR VERTICAL PLAN.

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS - LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(T) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(T) (916) 787-1651
(F) (916) 787-1653
WWW.LEABRAZE.COM

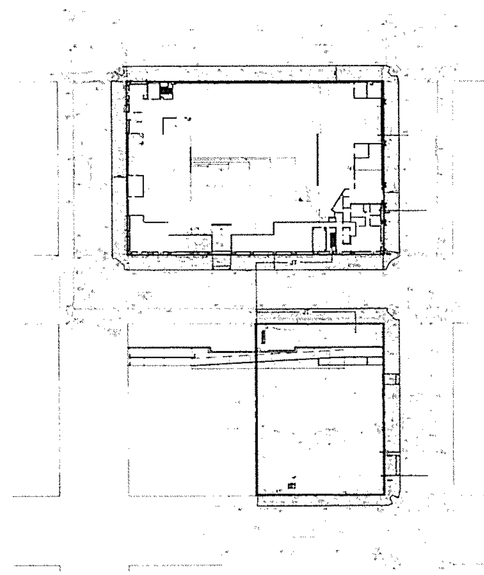
JACK LONDON SQUARE
430 JACKSON STREET
OAKLAND, CALIFORNIA
APN: 001-161-007-07
ALAMEDA COUNTY

VESTING TENTATIVE
PARCEL MAP 10405

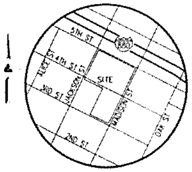
REVISIONS	BY

JOB NO.	2150206
DATE	06-16-15
SCALE	1" = 20'
DESIGN BY	RB
DRAWN BY	TB
SHEET NO.	C-1
	1 OF 1 SHEETS

JACK LONDON
4TH AND MADISON
OAKLAND, CALIFORNIA



SCALE: 1" = 50'



VICINITY MAP
NO SCALE

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		BOUNDARY
		PROPERTY LINE
		RETAINING WALL
		LANDSCAPE RETAINING WALL
	RW	RAINWATER TIGHTLINE
	SUB	SUBDRAIN LINE
	TL	TIGHTLINE
	SD	STORM DRAIN LINE
	SS	SANITARY SEWER LINE
		WATER LINE
		GAS LINE
	P	PRESSURE LINE
	JT	JOINT TRENCH
		SET BACK LINE
		CONCRETE VALLEY GUTTER
		EARTHEN SWALE
	CB	CATCH BASIN
	JB	JUNCTION BOX
	AD	AREA DRAIN
		CURB INLET
	SDMH	STORM DRAIN MANHOLE
		FIRE HYDRANT
	SSMH	SANITARY SEWER MANHOLE
		STREET SIGN
		SPOT ELEVATION
		FLOW DIRECTION
		DEMOLISH/REMOVE
		BENCHMARK
	200	CONTOURS
		TREE TO BE REMOVED

ABBREVIATIONS

AB	AGGREGATE BASE	LF	LINEAR FEET
AC	ASPHALT CONCRETE	MAX	MAXIMUM
ACC	ACCESSIBLE	MH	MANHOLE
AD	AREA DRAIN	MIN	MINIMUM
BC	BEGINNING OF CURVE	MON.	MONUMENT
B & D	BEARING & DISTANCE	(N)	NEW
BM	BENCHMARK	NO.	NUMBER
BW/FG GRADE	BOTTOM OF WALL/FINISH	NTS	NOT TO SCALE
		O.C.	ON CENTER
CB	CATCH BASIN	O/	OVER
C & G	CURB AND GUTTER	(PA)	PLANTING AREA
℄	CENTER LINE	PED	PEDESTRIAN
CPP	CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR)	PIV	POST INDICATOR VALVE
		PSS	PUBLIC SERVICES EASEMENT
CO	CLEANOUT	℘	PROPERTY LINE
COTG	CLEANOUT TO GRADE	PP	POWER POLE
CONC	CONCRETE	PUE	PUBLIC UTILITY EASEMENT
CONST	CONSTRUCT or -TION	PVC	POLYVINYL CHLORIDE
CONC COR	CONCRETE CORNER	R	RADIUS
CY	CUBIC YARD	RCP	REINFORCED CONCRETE PIPE
D	DIAMETER	RIM	RIM ELEVATION
DI	DROP INLET	RW	RAINWATER
DIP	DUCTILE IRON PIPE	R/W	RIGHT OF WAY
EA	EACH	S	SLOPE
EC	END OF CURVE	S.A.D	SEE ARCHITECTURAL DRAWINGS
EG	EXISTING GRADE	SAN	SANITARY
EL	ELEVATIONS	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SDMH	STORM DRAIN MANHOLE
EQ	EQUIPMENT	SHT	SHEET
EW	EACH WAY	S.L.D.	SEE LANDSCAPE DRAWINGS
(E)	EXISTING	SPEC	SPECIFICATION
FC	FACE OF CURB	SS	SANITARY SEWER
FF	FINISHED FLOOR	SSCO	SANITARY SEWER CLEANOUT
FG	FINISHED GRADE	SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT	ST	STREET
FL	FLOW LINE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
G	GAS	STRUCT	STRUCTURAL
GA	GAGE OR GAUGE	T	TELEPHONE
GB	GRADE BREAK	TC	TOP OF CURB
HDPE	HIGH DENSITY CORRUGATED POLYETHYLENE PIPE	TEMP	TEMPORARY
		TP	TOP OF PAVEMENT
HORIZ	HORIZONTAL	TW/FG	TOP OF WALL/FINISH GRADE
HI PT	HIGH POINT	TYP	TYPICAL
H&T	HUB & TACK	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VCP	VITRIFIED CLAY PIPE
INV	INVERT ELEVATION	VERT	VERTICAL
JB	JUNCTION BOX	W/	WITH
JT	JOINT TRENCH	W, WL	WATER LINE
JP	JOINT UTILITY POLE	WM	WATER METER
L	LENGTH	WWF	WELDED WIRE FABRIC
LNDG	LANDING		

BENCHMARK

CITY OF OAKLAND BENCHMARK 25A
STANDARD OAKLAND DISC UNDER STANDARD CASTING IN THE WALK AT THE NORTHEAST CORNER OF THE 7TH STREET AND HARRISON STREET, 6.8 FEET NORTH OF THE NORTH CURB OF 7TH STREET AND 3.0 FEET EAST OF THE EAST CURB OF HARRISON STREET
ELEVATION = 25.812'
(CITY OF OAKLAND DATUM)

SITE BENCHMARK

SURVEY CONTROL POINT
SET CUT CROSS IN CONCRETE
ELEVATION = 13.45'
(CITY OF OAKLAND DATUM)

EASEMENT NOTE

EASEMENTS SHOWN PER TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, NO. 21403806, DATED

UTILITY INFORMATION

STORMDRAIN:	CITY OF OAKLAND
SANITARY SEWER:	CITY OF OAKLAND
WASTE:	EAST BAY MUNICIPAL UTILITY DISTRICT
GAS/ELECTRIC:	PG&E
CABLE:	COMCAST
PHONE:	AT&T

FEMA NOTES

SUBJECT SITE IS LOCATED WITHIN FEMA FLOOD ZONE "X". ZONE "X" IS DESIGNATED AS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.

BASE FLOOD ELEVATION FOR THE SUBJECT SITE NOT DETERMINED BASED ON FLOOD INSURANCE RATE MAP NO. 06001C0067G, AUGUST 3, 2009.

ENGINEER'S STATEMENT–GEOTECHNICAL DESIGN

INITIAL STATEMENT OF THE ENGINEER (DIVIDED RESPONSIBILITY)

I HAVE BEEN RETAINED BY MADISON PARK FINANCIAL TO BE IN RESPONSIBLE CHARGE OF THE PORTIONS OF GRADING WORK ENUMERATED BELOW. I WILL ASSUME FULL RESPONSIBILITY AS RESPONSIBILITY IS DEFINED IN SECTION 2-6.075 OF THE OAKLAND MUNICIPAL CODE FOR CARRYING OUT THE FOLLOWING TO THE BEST OF MY KNOWLEDGE AND ABILITY:

(A) ASSURING THAT TESTING AND INSPECTION REQUIRED FOR THE WORK IN PROGRESS AND THE COMPLETED WORK SHALL BE ACCOMPLISHED IN A PROFESSIONAL MANNER TO DETERMINE WHETHER ALL THE WORK IS BEING/WAS DONE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.

(B) NOTIFYING THE APPLICANT, VERBALLY AND IN WRITING (WITH A COPY TO THE DIRECTOR OF PUBLIC WORKS), OF ANY WORK NOT BEING PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.

(C) NOTIFYING THE APPLICANT, VERBALLY AND IN WRITING (WITH A COPY TO THE DIRECTOR OF PUBLIC WORKS), OF ANY WORK NOT MEETING THE REQUIREMENTS OF THE APPROVED PLANS AND SPECIFICATIONS.

(D) NOTIFYING THE APPLICANT, VERBALLY AND IN WRITING, OF THE MODIFICATION(S) REQUIRED IN HIS PERFORMANCE AND THE NECESSARY CORRECTIVE MEASURES TO BE TAKEN TO CURE ALL DEFICIENCIES.

(E) (BY PROJECT CIVIL ENGINEER)

(F) (BY PROJECT CIVIL ENGINEER)

(G) (BY PROJECT CIVIL ENGINEER)

(H) (BY PROJECT CIVIL ENGINEER)

IF MY SERVICES ON THE JOB ARE TERMINATED, I WILL, AT SAID TIME OF TERMINATION, SUBMIT TO THE DIRECTOR OF PUBLIC WORKS, A STATEMENT OF PARTIAL COMPLETION ADDRESSING THE PROGRESS AND CONDITIONS OF ALL OF THE APPLICABLE ITEMS ABOVE AND ATTACH THERETO THE RESULTS OF SUCH INSPECTIONS AND TESTS WHICH HAVE BEEN COMPLETED.

SIGNED: ____________
REGISTERED CIVIL ENGINEER NO. ______ (EXP. ______)

(TO BE STAMPED AND SIGNED BY PROJECT GEOTECHNICAL CONSULTANT)

ENGINEER'S STATEMENT – CIVIL DESIGN

INITIAL STATEMENT OF THE ENGINEER (DIVIDED RESPONSIBILITY)

I HAVE BEEN RETAINED BY MADISON PARK FINANCIAL TO BE IN RESPONSIBLE CHARGE OF THE PORTIONS OF GRADING WORK ENUMERATED BELOW. I WILL ASSUME FULL RESPONSIBILITY AS RESPONSIBILITY IS DEFINED IN SECTION 2-6.075 OF THE OAKLAND MUNICIPAL CODE FOR CARRYING OUT THE FOLLOWING TO THE BEST OF MY KNOWLEDGE AND ABILITY:

(A) (BY PROJECT GEOTECHNICAL CONSULTANT

(B) (BY PROJECT GEOTECHNICAL CONSULTANT)

(C) (BY PROJECT GEOTECHNICAL CONSULTANT)

(D) (BY PROJECT GEOTECHNICAL CONSULTANT)

(E) SUBMITTING AN AMENDED GRADING PLAN (THROUGH THE APPLICANT) TO THE DIRECTOR OF PUBLIC WORKS FOR HIS REVIEW AND APPROVAL FOR ANY SIGNIFICANT CHANGES CAUSED BY UNFORESEEN CONDITIONS, ALONG WITH A REPORT SETTING FORTH THE REASONS FOR THESE CHANGES AND THE RECOMMENDED CHANGES TO THE IMPROVEMENT PLANS ENGENDERED AS A RESULT OF THE AMENDED GRADING PLAN.

(F) NOTIFYING THE APPLICANT, VERBALLY AND IN WRITING (WITH A COPY TO THE DIRECTOR OF PUBLIC WORKS), OF ANY PORTION OF THE GRADING WORK AFFECTED BY THE AMENDED PLANS AND SHALL RECOMMEND WHETHER OR NOT THE APPLICANT SHOULD PROCEED WITH THE WORK BEFORE THE AMENDED PLANS ARE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.

(G) SUBMITTING UPON THE APPLICANT'S SATISFACTORY COMPLETION OF WORK UNDER THE PERMIT, A STATEMENT OF COMPLETION PURSUANT TO SECTION 2-6.111 OF THE OAKLAND MUNICIPAL CODE WITH THE RESULTS OF ALL TESTS AND INSPECTIONS ATTACHED THERETO.

(H) STATING IN WRITING, ALONG WITH THE STATEMENT OF COMPLETION, THAT THE INTERIM EROSION CONTROL AND SEDIMENT CONTROL MEASURES APPEAR TO BE ADEQUATE IF PROPERLY MAINTAINED UNTIL THE PERMANENT EROSION CONTROL MEASURES ARE FULLY ESTABLISHED, IF ANY ARE REQUIRED.

IF MY SERVICES ON THE JOB ARE TERMINATED, I WILL, AT SAID TIME OF TERMINATION, SUBMIT TO THE DIRECTOR OF PUBLIC WORKS, A STATEMENT OF PARTIAL COMPLETION ADDRESSING THE PROGRESS AND CONDITIONS OF ALL OF THE APPLICABLE ITEMS ABOVE AND ATTACH THERETO THE RESULTS OF SUCH INSPECTIONS AND TESTS WHICH HAVE BEEN COMPLETED.

SIGNED: PETER CARLINO
REGISTERED CIVIL ENGINEER NO. C79555 (EXP. 09-30-14)

DESIGNER'S STATEMENT

THIS PLOT PLAN CORRECTLY REPRESENTS A PLOT PLAN MADE BY ME OR UNDER MY DIRECTION.

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

I HEREBY FURTHER STATE THAT ALL PROPOSED GRADES, ELEVATIONS, AND CONTOURS DELINEATED UPON THIS PLOT PLAN ARE BASED UPON A SURVEY BY BAY ARA LAND SURVEYING, DATED SEPTEMBER 2005 AND, SUPPLEMENTAL INFORMATION BY OWNER, THAT WAS INDICATED THEREON BY THE SURVEYOR THEREOF AS BEING BASED UPON CITY OF OAKLAND DATUM.

SIGNED: PETER CARLINO
REGISTERED CIVIL ENGINEER NO. C79555 (EXP. 09-30-14)

OWNER'S INFORMATION

OWNER:
GREG PASQUALI, CARMEL PARTNERS
415-231-0221
430 JACKSON ST
425 & 431 MADISON ST
OAKLAND, CA

APN: 001-161-001, 002, 007-07

REFERENCES

THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:

1. TOPOGRAPHIC SURVEY BY ###, ENTITLED:
"TOPOGRAPHIC PLAN"
430 JACKSON ST
425 & 431 MADISON ST
OAKLAND, USA
DATED: 4-22-15
JOB# 2150197

2. SITE PLAN BY KTGY ENTITLED:
"SITE PLAN"
430 JACKSON ST
425 & 431 MADISON ST
OAKLAND, USA

3. LANDSCAPE PLAN BY CLIFF LOWE ASSOCIATES, ENTITLED
"LANDSCAPE PLAN"
4TH AND MADISON
OAKLAND, USA

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM

SHEET INDEX

C-1.0	TITLE SHEET
C-2.0	OVERALL SITE PLAN
C-2.1	GRADING & DRAINAGE PLAN (BLDG A)
C-2.2	GRADING & DRAINAGE PLAN (BLDG B)
C-3.1	UTILITY PLAN (BLDG A)
C-3.2	UTILITY PLAN (BLDG B)
C-4.1	DETAILS
C-4.2	DETAILS
ER-1	EROSION CONTROL
ER-2	EROSION CONTROL DETAILS
SW-1	STORMWATER TREATMENT
SW-2	STORMWATER TREATMENT

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT GREG BRAZE AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 103. gbraze@leabraze.com

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

CALL 1-800-227-2600 BEFORE YOU DIG

KTGY Group, Inc.
580 Second Street, Suite 200
Oakland, California 94607
ktgy.com
510.272.2910

KTGY Project No: 2014-0766

Developer
CARMEL
525 Market St | 4th Floor
San Francisco CA 94105
415 273 2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

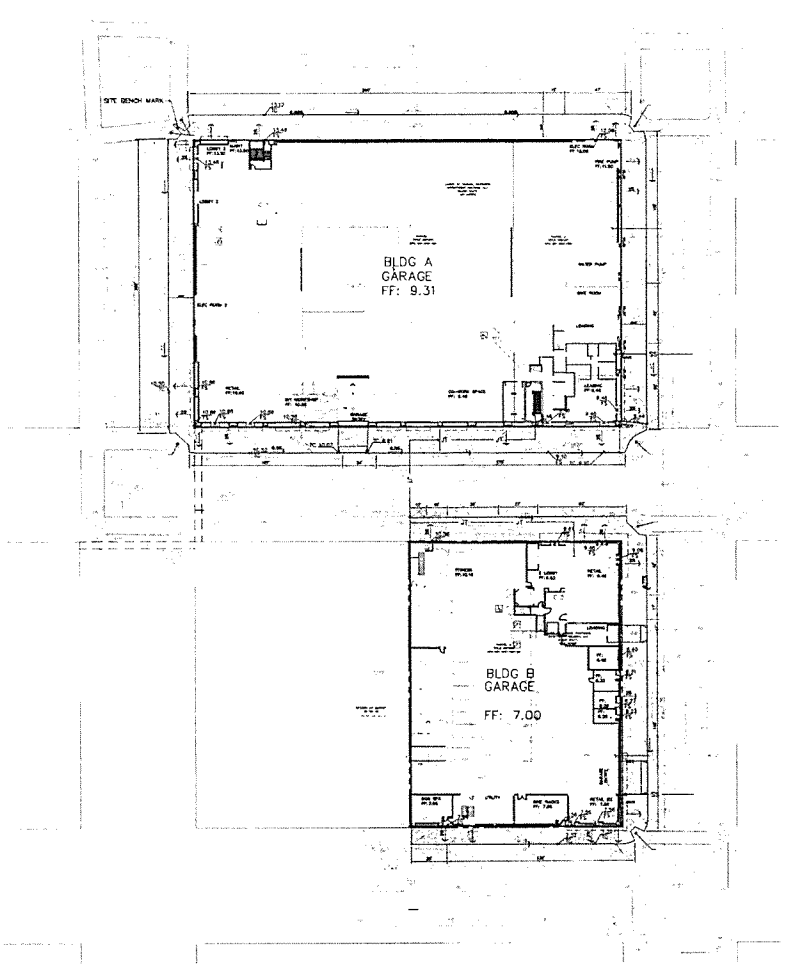
LEA & BRAZE ENGINEERING, INC.

11/06/2015

TITLE SHEET

C-1.0

Approval Set



ESTIMATED EARTHWORK QUANTITIES

CUBIC YARDS	WITHIN BUILDING FOOTPRINT	OUTSIDE BUILDING FOOTPRINT	TOTAL CUBIC YARDS
CUT	3300	400	3700
FILL	0	0	0
EXPORT			3700

NOTE:
GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

NOTE:
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ktgy

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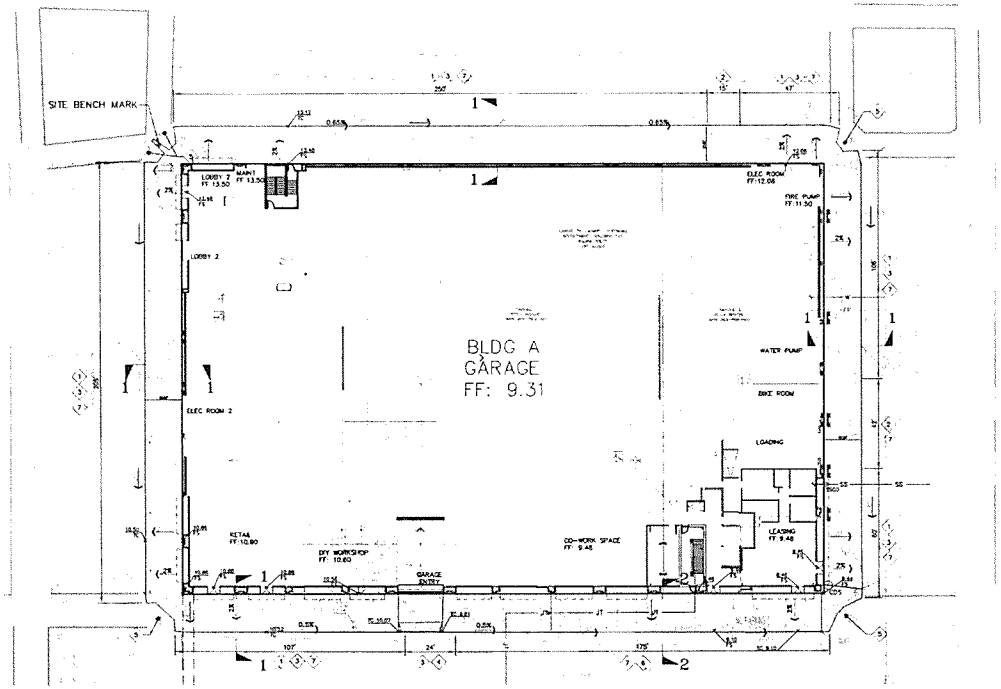
LEA & BRAZE ENGINEERING, INC.

11/06/2015

OVERALL SITE PLAN

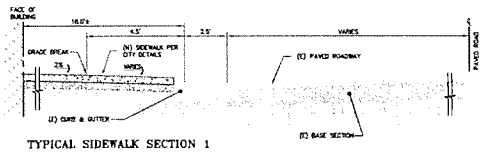
C-2.0

Approval Set

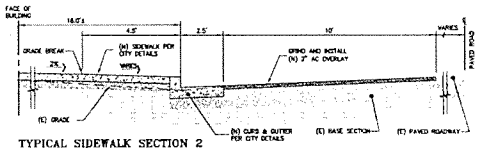


NOTES KEYNOTES 1 TO 7

1. (E) CURB TO REMAIN, PROTECT X CONSTRUCTION
2. REPLACE (E) DRIVEWAY APPROACH W/ CURB GUTTER & SIDEWALK
3. INSTALL (N) SIDEWALK
4. INSTALL (N) CURB RAMP
5. (E) ACCESSIBLE RAMP (TO REMAIN)
6. INSTALL (N) CURB GUTTER SIDEWALK
7. (N) STREET TREES SEE LANDSCAPE PLANS



TYPICAL SIDEWALK SECTION 1
(ALONG 5TH STREET, MADISON, JACKSON, & 4TH STREET FRONTAGE)
NTS



TYPICAL SIDEWALK SECTION 2
(ALONG 4TH STREET FRONTAGE)
NTS

NOTE:
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Tentative BLDG B: 165 4th Street || Oakland CA 94607

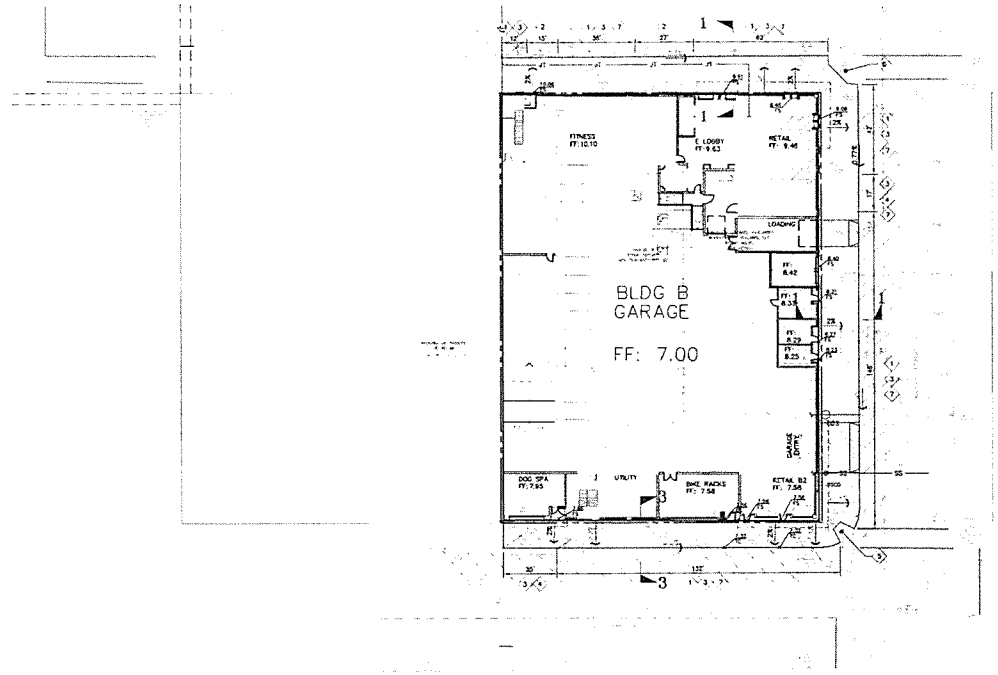
LEA & BRAZE ENGINEERING, INC.

11/06/2015

GRADING PLAN
(BUILDING A)

C-2.1

Approval Set



NOTES

KEYNOTES

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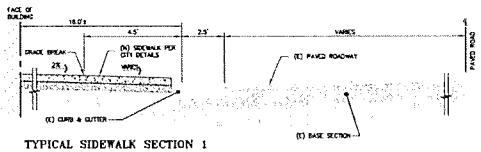
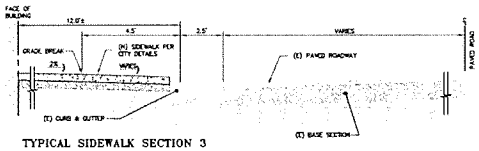


TYPICAL SIDEWALK SECTION 1
(ALONG 5TH STREET, MADISON, JACKSON, & 4TH STREET FRONTAGE)
NTS



TYPICAL SIDEWALK SECTION 3
(ALONG 3RD STREET FRONTAGE)
NTS

NOTE:
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415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

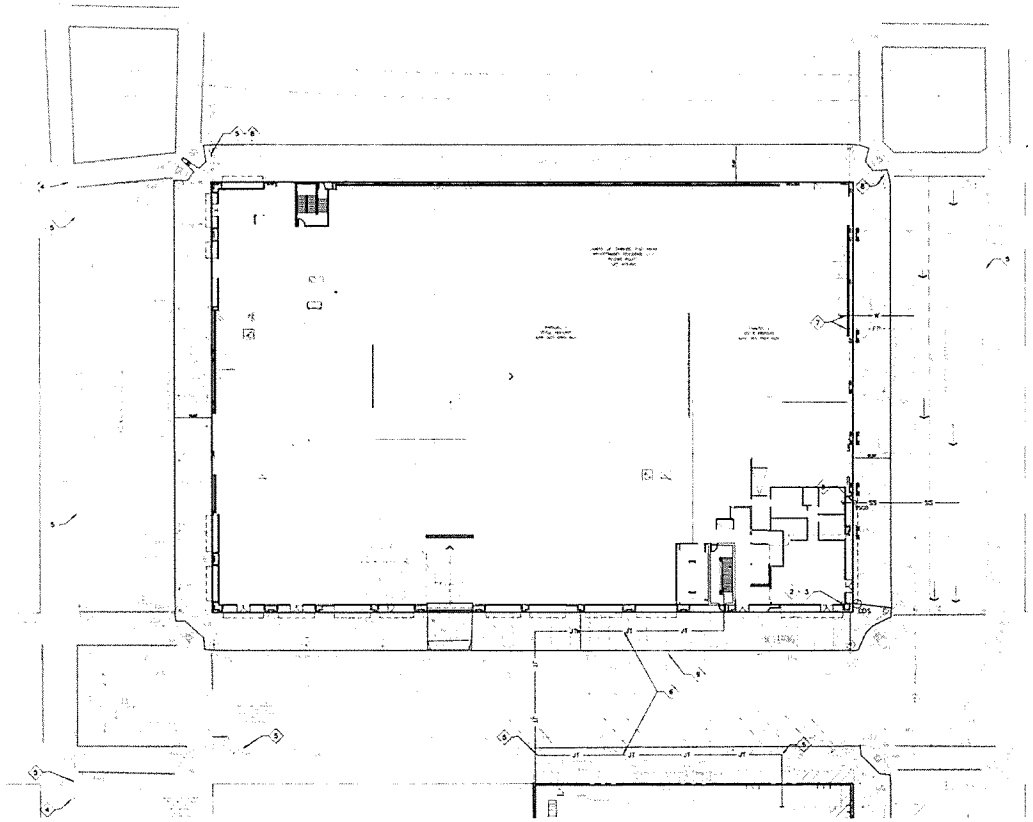
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS · LAND SURVEYORS

11/06/2015

GRADING PLAN
(BUILDING B)

C-2.2

Approval Set



UTILITY NOTES KEYNOTES 1 TO 9

1. STUB WET UTILITIES AT 5FT FROM FACE OF BUILDING - TYP
2. (N) CDS MECHANICAL TREATMENT UNIT
3. (N) STORM DRAIN STUB(S) CONNECTION FOR SITE DRAINAGE
4. (E) FIRE HYDRANT
5. (E) STREET LIGHT
6. (E) DRY UTILITIES, OVERHEAD LINES, AND POLES ARE TO BE UNDERGROUND PER SEPARATE PERMIT
7. DOMESTIC WATER AND BUILDING FIRE SERVICE(S) TO BE PERMITTED BY EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD) OWNER TO COORDINATE USE OF (E) SERVICES WITH EBMUD.
8. (E) TRAFFIC SIGNAL
9. REPLACE (E) INLET TO A CITY STD. CURB INLET

NOTE:
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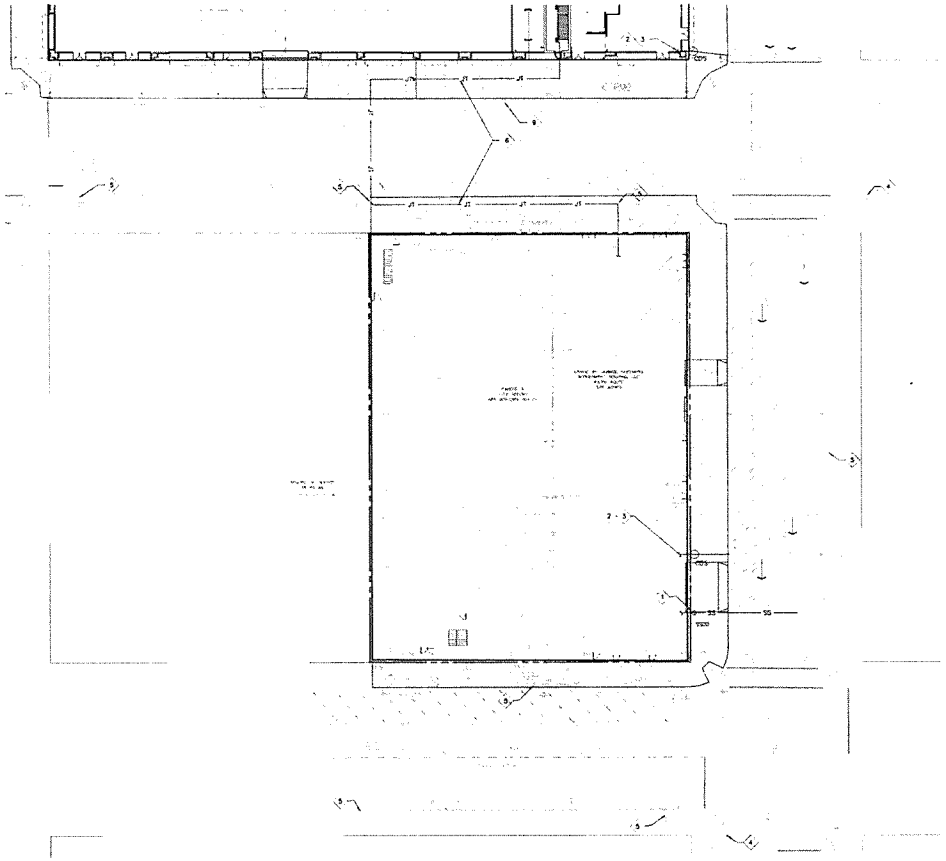
LEA & BRAZE ENGINEERING, INC.

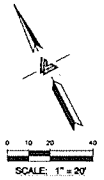
11/06/2015

UTILITY PLAN
(BUILDING A)

C-3.1

Approval Set





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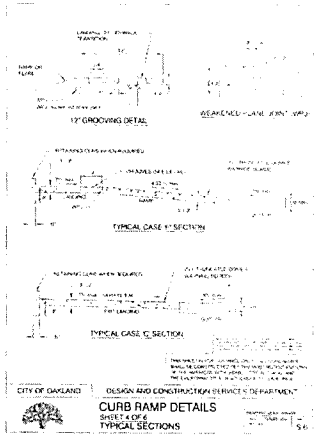
LEA & BRAZE ENGINEERING, INC.

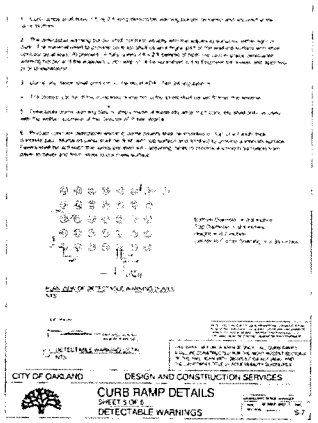
11/06/2015

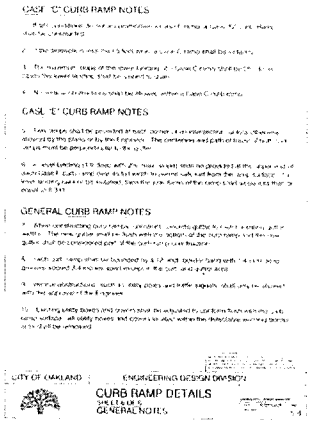
UTILITY PLAN
(BUILDING B)

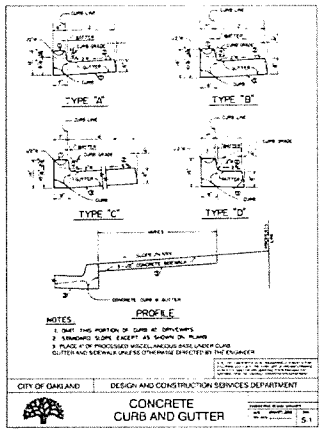
C-3.2

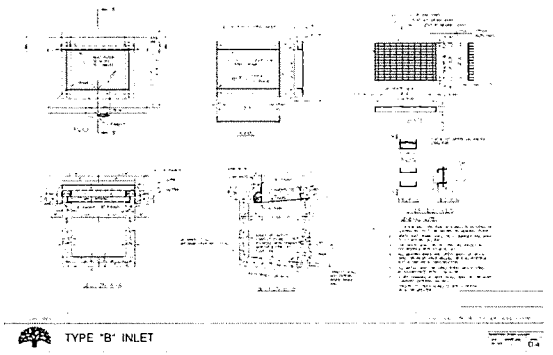
Approval Set











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4TH & MADISON APARTMENTS

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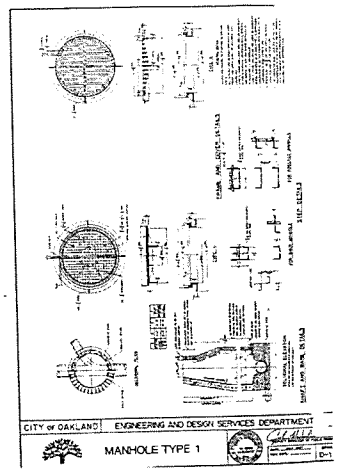
LEA & BRAZE ENGINEERING, INC.

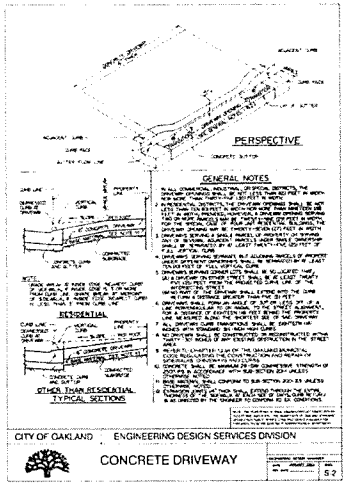
11/06/2015

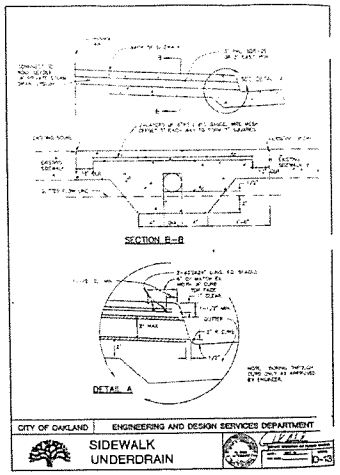
DETAILS

C-4.0

Approval Set







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CARMEL

525 Market St | 4th Floor
San Francisco CA 94105
415.273.2900

4TH & MADISON APARTMENTS

Tentative BLDG A: 160 4th Street | Oakland CA 94607
Tentative BLDG B: 165 4th Street | Oakland CA 94607

LEA & BRAZE ENGINEERING, INC.

11/06/2015

DETAILS

C-4.1

Approved

PURPOSE:

[redacted]

EROSION CONTROL NOTES:

1. IT SHALL BE THE OWNER'S/CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO KEEP THE ENTIRE SITE IN COMPLIANCE WITH THIS EROSION CONTROL PLAN.
2. THE INTENTION OF THIS PLAN IS FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY. ALL EROSION CONTROL MEASURES SHALL CONFORM TO CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL, THE CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION, AND THE LOCAL GOVERNING AGENCY FOR THIS PROJECT.
3. OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO, DURING, AND AFTER STORM EVENTS. PERSON IN CHARGE OF MAINTAINING EROSION CONTROL MEASURES SHOULD WATCH LOCAL WEATHER REPORTS AND ACT APPROPRIATELY TO MAKE SURE ALL NECESSARY MEASURES ARE IN PLACE.
4. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM, INCLUDING EXISTING DRAINAGE SWALES AND WATERCOURSES.
6. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS CONCERNING POLLUTION SHALL BE MAINTAINED AT ALL TIMES.
7. CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE AND LOCAL AGENCY REQUIREMENTS.
8. ALL MATERIALS NECESSARY FOR THE APPROVED EROSION CONTROL MEASURES SHALL BE IN PLACE BY OCTOBER 15TH.
9. EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON, OR FROM OCTOBER 15TH THROUGH APRIL 15TH, WHICHEVER IS LONGER.
10. IN THE EVENT OF RAIN, ALL GRADING WORK IS TO CEASE IMMEDIATELY AND THE SITE IS TO BE SEALED IN ACCORDANCE WITH THE APPROVED EROSION CONTROL MEASURES AND APPROVED EROSION CONTROL PLAN.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND REPAIRING EROSION CONTROL SYSTEMS AFTER EACH STORM.
12. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY LOCAL JURISDICTION'S ENGINEERING DEPARTMENT OR BUILDING OFFICIALS.
13. MEASURES SHALL BE TAKEN TO COLLECT OR CLEAN ANY ACCUMULATION OR DEPOSIT OF DIRT, MUD, SAND, ROCKS, GRAVEL OR DEBRIS ON THE SURFACE OF ANY STREET, ALLEY OR PUBLIC PLACE OR IN ANY PUBLIC STORM DRAIN SYSTEMS. THE REMOVAL OF ARTIFICIAL SHALL BE DONE BY STREET SWEEPING OR HAND SWEEPING. WATER SHALL NOT BE USED TO WASH SEDIMENTS INTO PUBLIC OR PRIVATE DRAINAGE FACILITIES.
14. EROSION CONTROL MEASURES SHALL BE ON-SITE FROM SEPTEMBER 15TH THRU APRIL 15TH.
15. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON OR FROM OCTOBER 15 THRU APRIL 15, WHICHEVER IS GREATER.
16. PLANS SHALL BE DESIGNED TO MEET C3 REQUIREMENTS OF THE MUNICIPAL STORMWATER REGIONAL PERMIT(MRP) NPDES PERMIT CAS 612008.
17. THE CONTRACTOR TO NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM) BEST MANAGEMENT PRACTICES (BMP) FOR SEDIMENTATION PREVENTION AND EROSION CONTROL TO PREVENT DELETERIOUS MATERIALS OR POLLUTANTS FROM ENTERING THE TOWN OR COUNTY STORM DRAIN SYSTEMS.
18. THE CONTRACTOR MUST INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO THE INCEPTION OF ANY WORK ONSITE AND MAINTAIN THE MEASURES UNTIL THE COMPLETION OF ALL LANDSCAPING.
19. [redacted]
20. SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONTRACTOR SHALL INSTALL A STABILIZED CONSTRUCTION ENTRANCE PRIOR TO THE INSPECTION OF ANY WORK ONSITE AND MAINTAIN IT FOR THE DURATION OF THE CONSTRUCTION PROCESS SO AS TO NOT INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT-OF-WAY UNTIL THE COMPLETION OF ALL LANDSCAPING.
21. THE CONTRACTOR SHALL PROTECT DOWN SLOPE DRAINAGE COURSES, STREAMS AND STORM DRAINS WITH ROCK FILLED SAND BAGS, TEMPORARY SWALES, SILT FENCES, AND EARTH BERMS IN CONJUNCTION OF ALL LANDSCAPING.
22. STOCKPILED MATERIALS SHALL BE COVERED WITH VISQUEEN OR A TARPAULIN UNTIL THE MATERIAL IS REMOVED FROM THE SITE. ANY REMAINING BARE SOIL THAT EXISTS AFTER THE STOCKPILE HAS BEEN REMOVED SHALL BE COVERED UNTIL A NATURAL GROUND COVER IS ESTABLISHED OR IT IS SEEDED OR PLANTED TO PROVIDE GROUND COVER PRIOR TO THE FALL RAINY SEASON.
23. EXCESS OR WASTE CONCRETE MUST NOT BE WASHED INTO THE PUBLIC RIGHT-OF-WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
24. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION AND DISPERSAL BY WIND.

EROSION CONTROL NOTES CONTINUED:

25. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MUST NOT BE WASHED INTO THE DRAINAGE SYSTEM.
26. DUST CONTROL SHALL BE DONE BY WATERING AND AS OFTEN AS REQUIRED BY THE TOWN INSPECTOR.
27. SILT FENCE(S) AND/OR FIBER ROLL(S) SHALL BE INSTALLED PRIOR TO SEPTEMBER 15TH AND SHALL REMAIN IN PLACE UNTIL THE LANDSCAPING GROUND COVER IS INSTALLED. CONTRACTOR SHALL CONTINUOUSLY MONITOR THESE MEASURES, FOLLOWING AND DURING ALL RAIN EVENTS, TO PUBLIC OWNED FACILITIES.

EROSION CONTROL MEASURES:

1. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 15TH TO APRIL 15. EROSION CONTROL FACILITIES SHALL BE IN PLACE PRIOR TO OCTOBER 15TH OF ANY YEAR. GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DISTURBED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.
2. SITE CONDITIONS AT TIME OF PLACEMENT OF EROSION CONTROL MEASURES WILL VARY. APPROPRIATE ACTION INCLUDING TEMPORARY SWALES, INLETS, HYDROSEEDING, STRAW BALES, ROCK SACKS, ETC. SHALL BE TAKEN TO PREVENT EROSION AND SEDIMENTATION FROM LEAVING SITE. EROSION CONTROL MEASURES SHALL BE ADJUSTED AS THE CONDITIONS CHANGE AND THE NEED OF CONSTRUCTION SHIFT.
3. CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. ALL CONSTRUCTION TRAFFIC ENTERING ONTO THE PAVED ROADS MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCES. CONTRACTOR SHALL MAINTAIN STABILIZED ENTRANCE AT EACH VEHICLE ACCESS POINT TO EXISTING PAVED STREETS. ANY MUD OR DEBRIS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED DAILY AND AS REQUIRED BY THE GOVERNING AGENCY.
4. [redacted]
5. INLET PROTECTION SHALL BE INSTALLED AT OPEN INLETS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL ARE TO BE BLOCKED TO PREVENT ENTRY OF SEDIMENT. MINIMUM INLET PROTECTION SHALL CONSIST OF A ROCK SACKS OR AS SHOWN ON THIS PLAN.
6. THIS EROSION AND SEDIMENT CONTROL PLAN MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS AND ADDITIONS MAY BE MADE TO THIS PLAN IN THE FIELD. A REPRESENTATIVE OF LEA & BRAZE ENGINEERING SHALL PERFORM A FIELD REVIEW AND MAKE RECOMMENDATIONS AS NEEDED. CONTRACTOR IS RESPONSIBLE TO NOTIFY LEA & BRAZE ENGINEERING AND THE GOVERNING AGENCY OF ANY CHANGES.
7. THE EROSION CONTROL MEASURES SHALL CONFORM TO THE LOCAL JURISDICTION'S STANDARDS AND THE APPROVAL OF THE LOCAL JURISDICTION'S ENGINEERING DEPARTMENT.
8. STRAW ROLLS SHALL BE PLACED AT THE TOE OF SLOPES AND ALONG THE DOWN SLOPE PERIMETER OF THE PROJECT. THEY SHALL BE PLACED AT 25 FOOT INTERVALS ON GRADED SLOPES. PLACEMENT SHALL RUN WITH THE CONTOURS AND ROLLS SHALL BE TIGHTLY END BUTTED. CONTRACTOR SHALL REFER TO MANUFACTURES SPECIFICATIONS FOR PLACEMENT AND INSTALLATION INSTRUCTIONS.

REFERENCES:

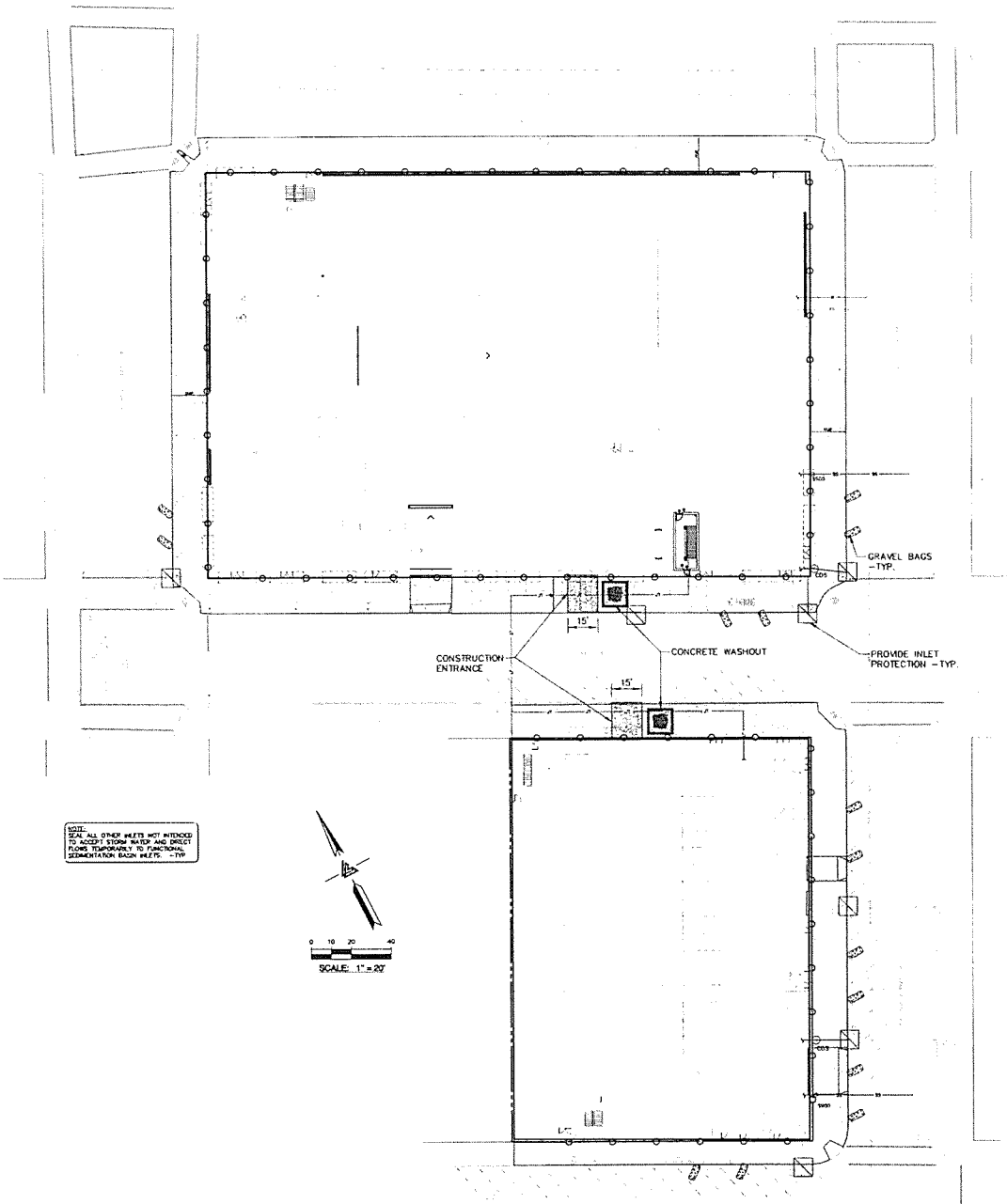
1. CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL
2. CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION

PERIODIC MAINTENANCE:

1. MAINTENANCE IS TO BE PERFORMED AS FOLLOWS:
   - A. DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION SHALL BE REPAIRED AT THE END OF EACH WORKING DAY.
   - B. SWALES SHALL BE INSPECTED PERIODICALLY AND MAINTAINED AS NEEDED.
   - C. SEDIMENT TRAPS, BERMS, AND SWALES ARE TO BE INSPECTED AFTER EACH STORM AND REPAIRS MADE AS NEEDED.
   - D. SEDIMENT SHALL BE REMOVED AND SEDIMENT TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1' FOOT.
   - E. SEDIMENT REMOVED FROM TRAP SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
   - F. RILLS AND GULLIES MUST BE REPAIRED.
2. GRAVEL BAG INLET PROTECTION SHALL BE CLEANED OUT WHENEVER SEDIMENT DEPTH IS ONE HALF THE HEIGHT OF ONE GRAVEL BAG.
3. STRAW ROLLS SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT DEPTH REACHES HALF THE HEIGHT OF THE ROLL.
4. SILT FENCE SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT DEPTH REACHES ONE FOOT IN HEIGHT.
5. CONSTRUCTION ENTRANCE SHALL BE REGRAVELED AS NECESSARY FOLLOWING SILT/SOIL BUILDUP.
6. ANY OTHER EROSION CONTROL MEASURES SHOULD BE CHECKED AT REGULAR INTERVALS TO ASSURE PROPER FUNCTION.

EROSION CONTROL LEGEND

- GB — GRAVEL BAG
- SEDIMENTATION BASIN
- INLET PROTECTION
- STRAW ROLL
- SILT FENCE
- CONCRETE WASHOUT
- CONSTRUCTION ENTRANCE
- TREE PROTECTION
- EROSION CONTROL BLANKET / MATTING



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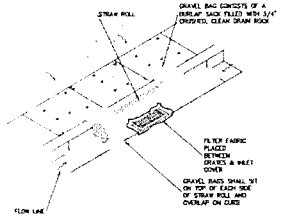
LEA & BRAZE ENGINEERING, INC.

11/06/2015

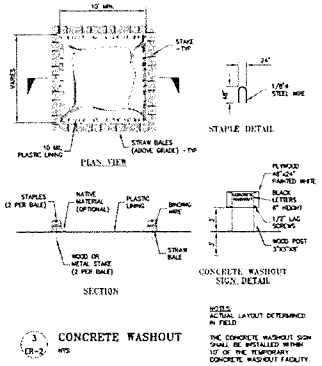
EROSION CONTROL PLAN

ER-1

Approval Set



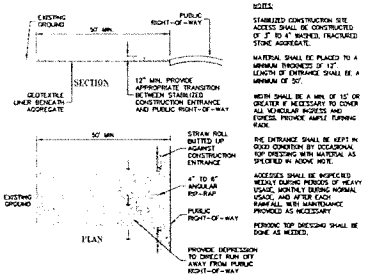
2 STREET INLET PROTECTION
ER-2 NTS



NOTES:
ACTUAL LAYOUT DETERMINED IN FIELD

THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 10' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

3 CONCRETE WASHOUT
ER-2 NTS



NOTES:
STABILIZED CONSTRUCTION SITE ACCESS SHALL BE CONSTRUCTED OF 3" TO 4" WASHED, FRACTURED STONE AGGREGATE.

MATERIAL SHALL BE PLACED TO A MINIMUM THICKNESS OF 12". LENGTH OF ENTRANCE SHALL BE A MINIMUM OF 50'.

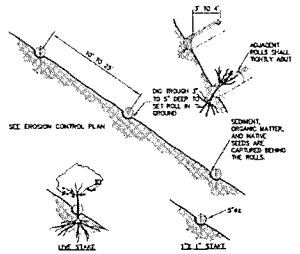
WIDTH SHALL BE A MIN. OF 15' OR GREATER IF NECESSARY TO COVER ALL VEHICULAR INGRESS AND EGRESS. PROVIDE AMPLE TURNING RADII.

THE ENTRANCE SHALL BE KEPT IN GOOD CONDITION BY OCCASIONAL TOP DRESSING WITH MATERIAL AS SPECIFIED IN ABOVE NOTE.

ACCESSES SHALL BE INSPECTED WEEKLY DURING PERIODS OF HEAVY USAGE, MONTHLY DURING NORMAL USAGE, AND AFTER EACH RAINFALL WITH MAINTENANCE PROVIDED AS NECESSARY.

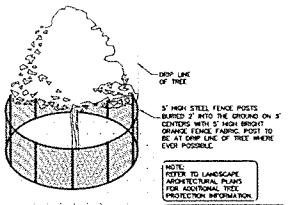
PERIODIC TOP DRESSING SHALL BE DONE AS NEEDED.

4 CONSTRUCTION ENTRANCE
ER-2 NTS



NOTE:
1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.
2. CONTRACTOR IS RESPONSIBLE FOR REGULAR MAINTENANCE AND INSPECTION. THE SILT SHALL BE CLEANED OUT WHEN IT REACHES HALF THE HEIGHT OF THE ROLL.

5 STRAW ROLLS
ER-2 NTS



NOTE:
REFER TO LANDSCAPE ARCHITECTURAL PLANS FOR ADDITIONAL TREE PROTECTION INFORMATION.

NOTE:
LOCAL JURISDICTION MIGHT HAVE MORE STRINGENT REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING W/ INSPECTOR TO ENSURE PROPER PROCEDURES ARE BEING FOLLOWED.

6 EXISTING TREE PROTECTION DETAIL
ER-2 NTS

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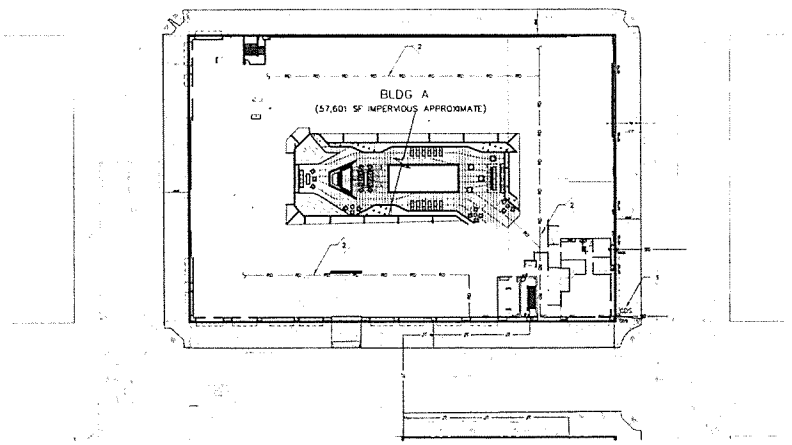
LEA & BRAZE ENGINEERING, INC.

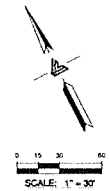
11/06/2015

EROSION CONTROL DETAILS

ER-2

Approval Set





HATCH LEGEND

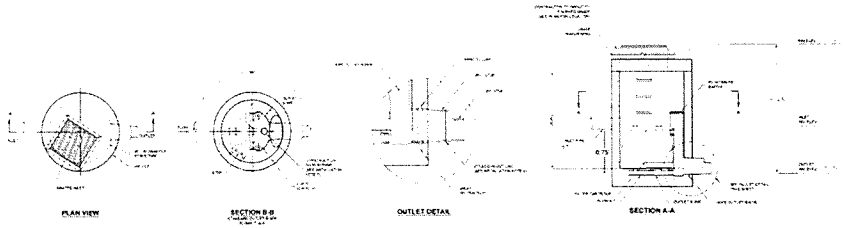
40 ROOF DRAIN

PLAN NOTES:

1. ONE HUNDRED PERCENT (100%) OF THE IMPERVIOUS SITE AREA IS TO BE TREATED BY WAY OF MECHANICAL TREATMENT. SEE TYPICAL DETAIL ON THIS SHEET.
2. ALL BUILDING ROOF AND PODIUM STORM LINES ARE TO BE DIRECTED TO THE MECHANICAL TREATMENT UNIT

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT GREG BRAZE AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 103. gbraze@leabraze.com

NOTE: CONTRACTOR TO PROVIDE LEA & BRAZE ENGINEERING A FINAL COPY OF THE SHOP DRAWINGS BY CONTECH BEFORE INSTALLING THE UNIT



CONTECH "STORMFILTER" MEDIA FILTER UNIT – MODEL MHSF48 WITH DROP INLET AND THREE FILTER CARTRIDGES

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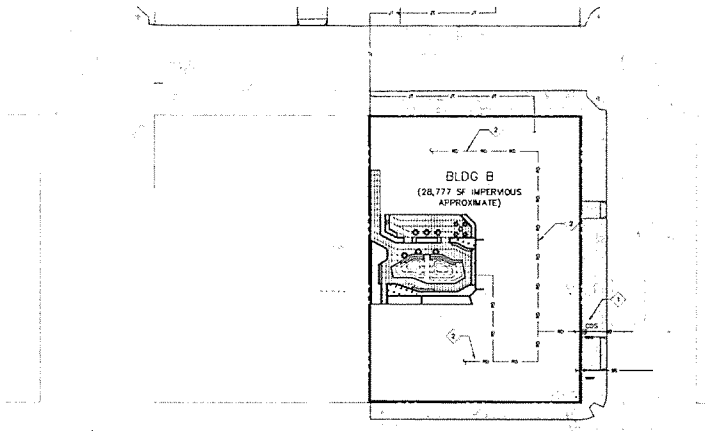
LEA & BRAZE ENGINEERING, INC.

11/06/2015

PRELIMINARY
POST–CONSTRUCTION
STORMWATER
MANAGEMENT PLAN

SW-1

Approval Set



HATCH LEGEND

RD ROOF DRAIN

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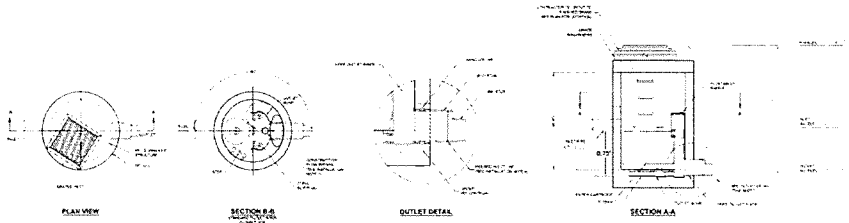

CONTECH "STORMFILTER" MEDIA FILTER UNIT – MODEL MHSF48 WITH DROP INLET AND THREE FILTER CARTRIDGES

PERFORMANCE SPECIFICATION

FILTER CARTRIDGES SHALL BE MEDIA FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 2 INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 30 SECONDS.
SPECIFIC FLOW RATE SHALL BE 1 or 2 GPM/SF (MAXIMUM). SPECIFIC FLOW RATE IS THE MEASURE OF THE FLOW (GPM) DIVIDED BY THE MEDIA SURFACE CONTACT AREA (SF). MEDIA LOADING RATE SHALL BE 4 GPM/SF OF MEDIA MAXIMUM.

GENERAL NOTES

1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE.
4. STORMWATER WATER QUALITY STRUCTURE SHALL BE AS PER DRAWING WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO COMPLETE STRUCTURE AS PER REQUIREMENTS OF PROJECT.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CAST IRON SHALL MEET AASHTO H20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 8' AND GROUNDWATER ELEVATION AT OR BELOW THE "OUTLET PIPE INVERT" ELEVATION, ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.

INSTALLATION NOTES

1. ANY EXCAVATION BELOW FULL DEPTH, AND/OR ANY UNSTABLE SOILS ARE SITE SPECIFIC AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE. LIFTING LUGS/HOLES PROVIDED.
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL SECTIONS AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE INSTALL AND GROUT AS REQUIRED.
5. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND GASKET/COUPLER. IF OUTLET PIPE IS LARGER THAN 6 INCHES, CONTRACTOR TO REMOVE THE 6 INCH OUTLET STUB AS NOTED IN CUT 5 OF 7 (OUTLET RISER PERMITTED OR FIELD MACHINED BY CONTRACTOR).
6. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION RELATED SEDIMENT RUNOFF.
7. CONTRACTOR TO INSTALL SUPPLIED PLUG IN CARTRIDGE DURING CONSTRUCTION. FLOW BYPASS WHEN SYSTEM IS BROUGHT ONLINE (PRESSURE RELEASE ONLY DEVICE).

CONTECH CONTRACT DRAWING

STRUCTURE WEIGHT
APPROXIMATE WEIGHT EMPTY: 7,400 LBS

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PRELIMINARY
POST-CONSTRUCTION
STORMWATER
MANAGEMENT PLAN

SW-2

Approval Set