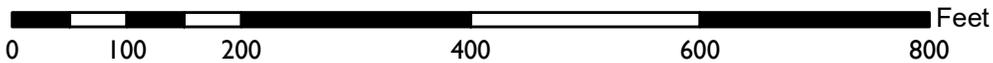


Location:	“2424” Webster Street (2406-2428 Webster Street) (See map on reverse)
Assessors Parcel Numbers:	008-672-014-01; -018-00; & -019-00
Proposal:	To demolish three existing commercial buildings and construct a new twelve-story office building of approximately 161,000 square feet including approximately 11,000 square feet of retail at the ground floor. The proposal includes a subterranean parking garage with access off of Webster Street.
Applicant:	Elisse Douglass/ Signature Development Group
Owner:	2410 Webster Investors LLC
Planning Permits Required:	Regular Design Review for new construction of a nonresidential building exceeding 25,000 square feet, including demolition findings and findings to extend building height into adjacent zone, Minor Variance for one loading berth where three are required, and Vesting Tentative Parcel Map for lot merger and three lot vertical subdivision.
General Plan:	Central Business District
Zoning:	D-BV-1 (BVDSP Retail Priority Site 3C) D-BV-2
Environmental Determination:	A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA provisions: 15183 - Projects consistent with a community plan, general plan, or zoning; 15164 – Addendum to the 2014 certified Broadway Valdez District Specific Plan EIR; 15168 – Program EIR’s. Each of the CEQA provisions provides a separate and independent basis for CEQA compliance.
Historic Status:	2428 Webster Street – OCHS Rating: Ec3 2406 Webster Street – OCHS Rating: C3
City Council District:	3
Action to be Taken:	Decision on Application
Staff Recommendation:	Approve with the attached conditions.
Finality of Decision:	Appealable to City Council within 10 days
For Further Information:	Contact case planner Peterson Z. Vollmann at 510-238-6167 or by e-mail at pvollmann@oaklandca.gov .

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN19148
Applicant: Elisse Douglass/ Signature Development Group
Address: 2424 Webster Street
Zone: D-BV-1 (BVDSP Retail Priority Site 3C), D-BV-2
Height Areas: 85 ft, 45*/3C

SUMMARY

Signature Development Group has filed an application with the Bureau of Planning to develop a 12-story commercial building that would include approximately 161,000 square feet of office space above approximately 11,000 square feet of ground floor retail. The site is located within the Broadway Valdez District Specific Plan (BVDSP) and is requesting a height bonus to exceed the 45-foot base height through providing the required minimum retail square footage for the retail priority site 3C.

On July 22, 2020, the proposal appeared before the Design Review Committee, during which the Committee recommended design modifications prior to the item moving forward to the full Planning Commission for consideration. The design recommendations were incorporated into the revised project.

Staff recommends approval, subject to the attached findings and conditions of approval.

PROPERTY DESCRIPTION

The subject property consists of three parcels comprised of 26,450 square feet located on Webster Street, just east of Broadway on the block bounded by Webster, 26th, Valdez, and 24th Streets. The site contains the majority of the street frontage along Webster Street, with a small “dogleg” portion that fronts onto 24th Street. Existing uses in the project vicinity are primarily commercial and multi-family residential.

PROJECT DESCRIPTION

The Project would demolish the existing buildings on the project site and would construct a 5- to 12-story commercial building with a floor area of 161,572 square feet. The proposed building would have a base height of 84 feet across the project site with a tower on the northern part of the site reaching a height of 191 feet. The ground floor and mezzanine level would provide for lobby access and 11,332 square feet of retail fronting onto Webster Street. The upper levels of the building would contain approximately 150,240 square feet of office.

Parking will be provided in a basement level to accommodate 169 off-street parking spaces with access off of Webster Street. The off-street loading berth will be provided in the “dogleg” portion of the site accessed off of 24th Street.

GENERAL PLAN ANALYSIS

The General Plan’s Land Use and Transportation Element (LUTE) classifies the project site as being located in the Central Business District (CBD) General Plan area. This land use classification is intended to encourage, support, and enhance the downtown area as a high density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, community

facilities, and visitor uses. The CBD classification includes a mix of large-scale offices, commercial, urban high rise residential, institutional, open-space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses.

Among the General Plan Land Use and Transportation policies and objectives applicable to the proposed Project, and which the Project conforms with, are the following:

Policy D2.1 - Enhancing the Downtown – Downtown development should be visually interesting, harmonize with its surroundings, respect and enhance important views in and of the downtown, respect the character, history and pedestrian orientation of the downtown, and contribute to an attractive skyline.

Policy D4.3 – Attracting employment to the downtown

Policy D8.1 – Locating office development

The proposed Project is consistent/conforms with the above referenced policies and objectives and the general intent of the Central Business District land use designation by constructing a commercial office building with viable ground floor retail on a major commercial street and transit corridor within walking distance to the 19th Street BART station.

Broadway Valdez District Specific Plan

The BVDSP provides a vision and planning framework for future growth and development in the approximately 95-acre area along Oakland’s Broadway corridor between Grand Avenue and I-580. The BVDSP has been developed with a thorough analysis of the area’s economic and environmental conditions and input from City decision-makers, landowners, developers, real estate experts, and the community at large, provides a comprehensive vision for the Plan Area along with goals, policies, and development regulations to guide future public and private actions relating to the area’s development. The Plan also serves as the mechanism for ensuring that future development will be coordinated and occur in an orderly and well-planned manner.

Among the Specific Plan goals and policies applicable to the proposed Project, and which the Project conforms with, are the following:

BVDSP Goal LU-1—A destination retail district that addresses the City’s deficiency in comparison goods shopping and significantly reduces sales tax leakage.

BVDSP Goal LU-2 - A “complete” mixed-use neighborhood that is economically and socially sustainable—providing an appealing mix of retail, dining and entertainment uses as well as quality jobs and diverse housing opportunities.

BVDSP-Policy LU-1.1—Prioritize development and tenancing of comparison goods retailers in the Broadway Valdez District.

BVDSP-Policy LU-1.2—Enhance the identity and function of the Broadway Valdez District as a retail destination for Oakland and the East Bay.

BVDSP-Policy LU-1.3—Balance retail uses with a mix of residential, office, and service uses that complement and support the economic viability of the commercial core, and contribute to the creation of a new “24-hour” neighborhood with around-the-clock vitality.

BVDSP-Policy LU-2.1 – Establish the Broadway Valdez District as an attractive pedestrian and transit oriented, mixed use neighborhood with a core of retail and complementary commercial uses.

BVDSP-Policy LU-4.1—Encourage the gradual transition of the Plan Area toward uses that will contribute to the creation of a vibrant, pedestrian-oriented, mixed-use district.

BVDSP Policy LU-4.3 - Encourage infill development along Broadway that will improve the corridor’s economic vitality, enhance the definition and character of the corridor, and create better pedestrian scale and orientation.

BVDSP-Policy LU-8.3—Broadway, Valdez Street, 24th Street, 23rd Street, and 27th Street will be the primary shopping streets that give structure to the retail district and physically integrate the Triangle with adjacent areas by providing active retail frontages and pedestrian-friendly streetscapes that extend along both sides of these key streets.

BVDSP-Policy LU-9.2—The intent is to promote a complementary mix of retail, office, entertainment, and residential uses that creates a vibrant urban corridor that is active both day and night, and on weekdays and weekends.

The Project is consistent/conforms with the above-mentioned goals and policies by creating a new mixed use commercial development located at a retail priority site of the Plan Area. The proposal will contain an active ground floor commercial presence with more than 11,000 square feet of new retail space that will promote a vibrant, pedestrian-oriented environment for Webster/Broadway as well as a new office building that will be in close proximity to transit and contribute to establishing a 24-hour neighborhood with new daytime jobs.

ZONING ANALYSIS

The subject property is located within the D-BV-1, Broadway Valdez District Retail Priority Site Commercial-1 Zone and the D-BV-2, Broadway Valdez District Commercial-2 Zone. The intent of the D-BV-1 Zone is to establish Retail Priority Sites in the Broadway Valdez District Specific Plan Area in order to encourage a core of comparison goods retail with a combination of small-, medium-, and large-scale retail stores. The intent of the D-BV-2 Zone is to create, maintain, and enhance areas of the Broadway Valdez District Specific Plan Area for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses. Upper-story spaces are intended to be available for a wide range of Office and Residential Activities. The site is located within both the Height Zone 45* and 85. The Height Zone 45* allows for a permitted height of 45 feet and a commercial floor area ratio (FAR) of 2.5, but allows an increase in height of up to 200 feet and an FAR of 8.0 if the minimum retail requirement is met for the Retail Priority Site. The Height area 85 allows for a maximum height of 85 feet with a FAR of 4.5.

Commercial Intensity

The proposed development site would allow the following commercial intensity based upon the Height Area that it is located within as described in the table below.

Height Zone	Lot Area	Commercial FAR	Max Floor Area	Proposed
45*/200 (retail bonus)	12,500	2.5/8.0	31,250/ 100,000	--
85	13,950	4.5	62,775	--
TOTAL	26,450	--	94,025/ 162,775	161,572

Extension of 200-foot height into the 85-Foot Height Area

The Planning Code includes provisions to allow regulations of one zone to encroach into adjacent zones when part of a new development proposal. Pursuant to Section 17.154.060C of the Planning Code the height limit within one boundary may extend up to 30 feet into an adjacent zone with a lower height limit as part of the Design Review process. The proposed project would include use of this provision to extend the 191-foot portion of the building allowed in the D-BV-1 Zone into the lower 85-foot height limit in the D-BV-2 Zone to the south.

Parking

Auto and Bike parking is required and proposed as set forth in the following tables below.

Auto Parking			
Use	Amount	Required Auto Parking	Stalls Provided
Ground Floor Commercial	11,332 sq.ft.	1: 600 sq.ft. = 18.8 stalls	--
Upper Level Commercial	150,240 sq.ft.	1:1,000 sq.ft. = 150.2 stalls	
TOTAL		169	169

Bike Parking Long Term			
Use	Amount	Required Bike Parking	Provided
Restaurant/Retail	11,332 sq.ft.	1:8,000 sq.ft. = 2	2
Office	150,240 sq.ft.	1:8,000 sq.ft. = 19	19
TOTAL		21	21

Bike Parking Short Term			
Use	Amount	Required Bike Parking	Provided
Restaurant/Retail	11,332 sq.ft.	1:2,000 sq.ft. = 6	*
Office	150,240 sq.ft.	1:15,000 sq.ft. = 10	*
TOTAL		16	*

- * Short Term Commercial Bike Parking varies by use and can't exactly be determined until a tenant is identified. A high-end estimate is provided based upon the submittal. The proposal will be required to accommodate the short-term bike parking by installation of at least 16 bike racks in the sidewalk around the site.

Minor Variance for Loading Berth

Section 17.116.140 of the Planning Code requires three loading berths for commercial activities that exceed 160,000 square feet of floor area. The proposal would include a loading area within the “dogleg” portion of the site fronting onto 24th Street. The area could accommodate two loading berths, but does not meet the setback from walls along the side of the berths as required, thus the area only counts as one loading berth per the Code. The initial design included loading berths on Webster Street which seriously detracted from the pedestrian oriented retail environment desired along the street. As part of the design review it was decided that it was better to focus the loading area only on 24th Street and not to provide the code required loading as it was detrimental to the project design and the setting desired for the district. As such, staff is supportive of the request for the minor variance to waive the code required loading for the project.

Design Review

Pursuant to Planning Code Section 17.136.040.D.1, projects that include 25,000 square feet or more of non-residential floor area shall be forwarded to the Planning Commission for a decision on the application.

The design of the proposal consists of two distinctly separate building masses with a 12-story tower and a lower five-story element to establish a base of the building. The ground floor of the proposed building draws its design aesthetic from the surrounding Broadway Auto Row showrooms with the masonry façade as well as the height and rhythm of the storefront windows. The five-story element of the building shares this architectural building form with the pattern of the upper story windows and is clad in fiber cement panels while the 12-story tower varies by incorporating glass window walls that step in an out floor by floor to create visual interest to the building. The 12-story portion of the building is integrated into the five-story portion by carrying the visibly projecting floor plate lines from the tower across into a section of the five-story mass.

Design Review Committee

As previously mentioned, this item appeared before the Design Review Committee (DRC) on July 22, 2020. Comments from the public and commissioners were generally supportive but there were some recommendations that were made. At the meeting design recommendations were made to shift the tower further to the south to allow full transparency of the tower windows that were previously too close to the northern property line and would have required a high percentage of spandrel glass due to limitations on openings under the building code. The shifting of the tower also allowed for the building base to be more expressed at the northern end of the site as seen from Webster Street. The DRC also commented on a design element of the building that included a portion of the roof deck that projected out over Webster Street, and gave direction to enlarge the design element to make it more substantial or to eliminate it from the design altogether. The applicant chose to eliminate the design element when revising the project.

Demolition Findings

Pursuant to Planning Code Section 17.136.075.C, the proposed project is also subject to the Category III Demolition Findings since the project includes the demolition of 2406 Webster Street, which contains an Oakland Cultural Heritage Survey (OCHS) rating of C3. Under the Category III Demolition Findings the applicant needs to make one of three findings 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 applicant chose to approach the demolition findings under finding #1 based upon the design quality of the replacement project being of equal design quality with that of the existing structure and being compatible with the neighborhood. Staff supports this approach as the existing building design quality is largely represented in the ground floor brick façade and storefront tile and glass materials. The replacement project includes a brick façade that will be similar to the existing and other buildings in the area and will contain high quality double height storefronts.

ENVIRONMENTAL DETERMINATION

The *Broadway Valdez District Specific Plan Environmental Impact Report* (EIR) analyzed the environmental impacts of adoption and implementation of the BVDSP and, where the level of detail available was sufficient to adequately analyze the potential environmental effects, provided a project-level CEQA review for reasonably foreseeable development. This project-level analysis allows the use of CEQA streamlining and/or tiering provisions for projects developed under the BVDSP.

Applicable CEQA streamlining and/or tiering code sections are described below, each of which, separately and independently, provide a basis for CEQA compliance.

- 1. Community Plan Exemption.** Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are “consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” Section 15183(c) specifies that “if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or

standards..., then an EIR need not be prepared for the project solely on the basis of that impact.”

2. **Addendum.** Public Resources Code Section 21166 and CEQA Guidelines Section 15164 state that an addendum to a certified EIR is allowed when minor changes or additions are necessary and none of the conditions for preparation of a subsequent EIR or Negative Declaration pursuant to Section 15162 are satisfied.

3. **Program EIR’s.** Public Resources Code Section 21094 and CEQA Guidelines Section 15168 state that tiering from a prior certified EIR for a program, plan, policy or ordinance is allowed when a lead agency determines that it has already examined at a sufficient level of detail those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project or that none of the conditions for preparation of a subsequent EIR or Negative Declaration pursuant to Section 15162 are satisfied.

Note:

A detailed CEQA Analysis was prepared for the project and was 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, 2nd Floor, Oakland, CA 94612 and on the City’s website at:

<https://www.oaklandca.gov/resources/current-environmental-review-ceqa-eir-documents-2011-2020>

CONCLUSION

Staff believes that the proposed project is well designed and helps to implement the vision of the BVDSF by providing large retail tenant spaces that will enhance the area as a destination for shopping as well as dining and entertainment uses. The proposed office uses within close proximity to local and regional transit will help to make the area a 24/7 neighborhood.

- RECOMMENDATIONS:**
1. Affirm staff's environmental determination and adopt the attached CEQA Findings.
 2. Approve the Design Review and Vesting Tentative Parcel Map subject to the attached findings and conditions.

Prepared by:



PETERSON Z. VOLLMANN
Planner IV

Reviewed by:



CATHERINE PAYNE
Acting Development Planning Manager
Bureau of Planning

Approved for Forwarding to the
City Planning Commission:



ED MANASSE
Deputy Director
Bureau of Planning

ATTACHMENTS:

- A. Findings for Approval
- B. Conditions of Approval
- C. SCA/MMRP from the 2424 Webster Street CEQA Analysis Checklist
- D. Plans of the Project Site

ATTACHMENT A

FINDINGS FOR APPROVAL

This proposal meets all the required Design Review Criteria (Sections 17.136.050, 17.136.075 & 17.154.060) and Minor Variance Findings (Section 17.148.050) as set forth below and which are required to approve the application. 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 the proposal satisfies them are shown in normal type. (Note: The Project's conformance with the following findings is not limited to the discussion below, but is also included in all discussions in this report and elsewhere in the record).

17.136.050(B) - NON-RESIDENTIAL DESIGN REVIEW CRITERIA:

- 1. That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result on a well composed design, with consideration given to site, landscape, bulk, height, arrangement, texture, materials, colors and appurtenances; the relation of these factors to other facilities in the vicinity; and the relation of the proposal as seen from key points in the surrounding area.**

The proposed project is located on a Retail Priority Site of the Broadway Valdez Specific Plan that envisions a high-density project. The proposed ground floor along Webster Street provides for a double height retail space with a brick façade that will provide an attractive pedestrian environment that relates to the character of the district. The upper levels of the five-story base of the building will contain a cement panel façade and window program that will relate to other buildings that have been recently constructed in the area. The 12-story office tower element will intersect with the building base in an attractive manner that brings the tower to the streetscape level while still clearly defining the base, and contain glass walls with shifting floor plates as it rises above the base to provide visual interest to the area and as the building is seen from nearby vantage points.

- 2. The the proposed design will be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area.**

The proposed design will enhance the desirable neighborhood characteristics by redeveloping the site with a new commercial building with more than 11,000 square feet of new ground floor retail on a priority site within the Broadway Valdez Specific Plan, as well as provide for a working environment in close proximity to local and regional transit and open space. The proposed design will establish a new building that will relate well to the existing historic building stock as well as to the newer buildings that have been constructed since the adoption of the Broadway Valdez Specific Plan.

- 3. 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.**

As detailed earlier in the report, and hereby incorporated by reference, the General Plan’s Land Use and Transportation Element (LUTE) classifies the project site as being located in the Central Business District (CBD) General Plan area. This land use classification is intended encourage, support, and enhance the downtown area as a high density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, community facilities, and visitor uses. The CBD classification includes a mix of large-scale offices, commercial, urban high rise residential, institutional, open-space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses.

The Broadway Valdez District Specific Plan provides a vision and planning framework for future growth and development in the approximately 95-acre area along Oakland’s Broadway corridor between Grand Avenue and I-580. The Specific Plan, which has been developed with a thorough analysis of the area’s economic and environmental conditions and input from City decision-makers, landowners, developers, real estate experts, and the community at large, provides a comprehensive vision for the Plan Area along with goals, policies, and development regulations to guide future public and private actions relating to the area’s development. The Plan also serves as the mechanism for insuring that future development will be coordinated and occur in an orderly and well-planned manner.

The Project is consistent/conforms with the previously mentioned goals and policies by creating a new, mixed use development located at a retail priority site of the Plan Area. The proposal will contain an active ground floor commercial presence with more than 11,000 square feet of new retail space that will promote a vibrant, pedestrian-oriented environment for Broadway as well as an office use in close proximity to regional and local transit that will bring day time employees to the area and help to create a 24-hour neighborhood.

SECTION 17.136.075.C – CATEGORY III DEMOLITION FINDINGS:

- 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.**

In the historically mixed-use commercial/industrial neighborhood, the subject property contains existing one- and two-story commercial buildings. The project site as a whole features a series of one- and two-story structures. The existing building at 2406 Webster Street has a brick façade with large storefronts. The proposed new building presents an aesthetic similar to the original by recreating a new brick façade with a storefront for retail and commercial uses along Webster Street. The new façade will match the quality of the original in its brick detailing, while enhancing the pedestrian experience at the streetscape with deeper storefront alcoves and taller windows. Where the upper level office portion of the building begins, the building mass is set back and is simplistic in shape and material. The setback is to help emphasize the pedestrian scale at the sidewalk.

SECTION 17.154.060.C –HEIGHT EXTENSION ACROSS ZONE BOUNDARIES:

- 1. The height area line adjustment creates a more successful site plan in terms of open space, parking, or building location; and**

The extension of the D-BV-1 height limit of 200 feet into the D-BV-2 85-foot height area by 30 feet allows for the office tower component of the project to shift further to the south and allow for a full transparent glass façade by stepping away from the northern property line by 20 feet while still allowing the development of the FAR prescribed in the zone. The shifting of the tower to the south also allows a more successful design as the tower relates to the base of the building.

- 2. Appropriate height transitions are incorporated into the building design and site plan to adjacent lower density residential properties that either share a parcel line or are across the street from the proposal.**

No adjacent lower density residential properties exist within the D-BV-2 (85-foot height limit) zoned portion of the subject property. A height transition is still provided where tower steps down to the 85-foot building base.

SECTION 17.148.050 – MINOR VARIANCE FINDINGS (Loading Berth):

- 1. That strict compliance with the specified regulation would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning regulations, due to unique physical or topographic circumstances or conditions of design; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution improving livability, operational efficiency, or appearance.**

Strict compliance with the requirement for three off-street loading berths would preclude an effective design solution improving operational efficiency and design of the proposed project. The loading berth is proposed to be located along the “dogleg” portion of the site on 24th Street. The width of this portion of the lot is only 25 feet wide which doesn’t allow the minimum clearance from buildings walls to fully accommodate two full size loading berths. The only alternative is to place additional loading berths on the Webster Street frontage which would interfere with the desired pedestrian environment for the district. By granting the minor variance the project would achieve a superior design while still providing for off-street loading for the site along the 24th Street frontage.

- 2. That strict compliance with the regulations would deprive the applicant of privileges enjoyed by owners of similarly zoned property; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution fulfilling the basic intent of the applicable regulation.**

The basic intent of the off-street loading requirements is to allow a location on a project site for loading so not to block or take up additional space in the public right of way. By granting the minor variance for only one loading berth where three are required, the resulting building design would be superior by not detracting from the desired pedestrian retail environment on Webster Street by locating additional

loading dock doors along the frontage, while still fulfilling the need for an off-street loading berth for the project site off of 24th Street.

- 3. That the variance, if granted, will not adversely affect the character, livability, or appropriate development of abutting properties or the surrounding area, and will not be detrimental to the public welfare or contrary to adopted plans or development policy.**

The granting of the minor variance to allow one loading berth where three are required would not adversely affect the character, livability or appropriate development of the surrounding area as an off-street loading berth will still be provided on 24th Street to serve the project while not detracting from the desired pedestrian oriented retail environment of Webster Street.

- 4. That the variance will not constitute a grant of special privilege inconsistent with limitations imposed on similarly zoned properties or inconsistent with the purposes of the zoning regulations.**

The variance would not constitute a grant of special privilege as a number of other commercial buildings in the area do not contain the code required loading berths, and the variance to waive two loading berths will improve the overall design of the building and not detract from the desired pedestrian oriented retail environment on Webster Street.

- 5. That the elements of the proposal requiring the variance (e.g., elements such as buildings, walls, fences, driveways, garages and carports, etc.) conform with the regular design review criteria set forth in the design review procedure at Section 17.136.050.**

The minor variance would not introduce any additional building elements as it is waiving required loading berths. However, the waiving of the additional required loading berths enhances the design of the proposal by allowing a more pedestrian friendly environment along Webster Street, which would otherwise need to be broken up to provide for additional loading dock doors.

- 6. That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.**

See conformity findings above.

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

The Advisory 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 proposal is consistent with the Central Business District General Plan designation and with the Broadway Valdez District Specific Plan by creating a commercial development with viable street fronting retail with upper level office uses to create a 24-hour neighborhood. See additional General Plan Conformity findings

above.

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

The proposal is consistent with the Central Business District General Plan designation and with the Broadway Valdez District Specific Plan by creating a commercial development with viable street fronting retail with upper level office uses to create a 24-hour neighborhood. See additional General Plan Conformity findings above.

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

The site is suitable for the proposed development as it is located close to public utilities, transit, and other civic facilities, and fulfills the vision for the area as set forth in the Broadway Valdez District Specific Plan.

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

The proposed density is consistent with the General Plan and Specific Plan density envisioned for the area.

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.

This site has been previously developed and does not contain any wildlife habitat or waterways.

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

There should be no adverse health effects. This is in a commercial development containing office 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.)

There are no easements on this property at present to allow the public access to anything.

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

The project could to be set up for solar panels on the rooftop.

SECTION 16.24.040 – LOT DESIGN STANDARDS

A. No lot shall be created without frontage on a public street, except lots created in conjunction with approved private access easements.

The merged lot will contain frontage on Webster Street and a small portion will remain to also have frontage on 24th Street.

B. The side lines of lots shall run at right angles or radially to the street upon which the lot fronts, except where impractical by reason of unusual topography.

The side lot lines will generally run at right angles from Webster Street, which is the site frontage.

C. All applicable requirements of the zoning regulations shall be met.

The proposal will comply with the zoning regulations of the D-BV-1 and D-BV-2 Zones as outlined in this staff report, and the new merged lot will combine a number of smaller lots into one larger parcel that will comply with the minimum lot size for the zones that it is located within. The air space parcels being crated within the new building envelope are not subject to the minimum lot size requirements.

D. Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area.

The merged lot will be larger than the three smaller lots that currently exist and will be consistent with the lot sizes in the vicinity.

E. Lots shall be designed in a manner to preserve and enhance natural out-croppings of rock, specimen trees or group of trees, creeks or other amenities.

The site is previously developed and no such features exist.

CEQA COMPLIANCE FINDINGS

I. Introduction. These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.; “CEQA Guidelines”) by the City Planning Commission in connection with the environmental analysis of the effects of implementation of the 2424 Webster Street project (consisting of three existing parcels located at 2406, 2410, and 2428 Webster Street), as more fully described elsewhere in this Staff Report and City Of Oakland (“City”)-prepared CEQA Analysis document entitled “2424 Webster Street Office Project CEQA Analysis” dated January 2021 (“CEQA Analysis”) (the “Project”). The City is the lead agency for purposes of compliance with the requirements of CEQA. These CEQA findings are attached and incorporated by reference into each and every decision associated with approval of the Project and are based on substantial evidence in the entire administrative record.

An evaluation of the Project is provided in the CEQA Checklist in Section 7 of the CEQA Analysis attached to this staff report. The attached CEQA Analysis concludes that the Project qualifies for an addendum as well as an exemption from additional environmental review. It is consistent with the development density and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the BVDSR EIR, and in the Prior EIRs.

The Project would be required to comply with the applicable mitigation measures and City of

Oakland SCAs identified in the BVDSP EIR and presented in Attachment A to the CEQA Analysis. With implementation of the applicable mitigation measures and SCAs, the Project would not result in a substantial increase in the severity of previously identified significant impacts in the BVDSP EIR, the applicable Prior EIRs, or result in any new significant impacts that were not previously identified in any of those Prior EIRs.

In accordance with California Public Resources Code Sections 21083.3, and 21166; and CEQA Guidelines Sections 15162, 15164, 15168, and 15183, and as set forth in the CEQA Analysis and Checklist attached to this report, the Project qualifies for an addendum and one or more exemptions because the following findings can be made:

II. CEQA Analysis Findings.

A. Addendum. The BVDSP EIR analyzed the impacts of development within the BVDSP. The Project would not result in substantial changes or involve new information not already analyzed in the BVDSP EIR because the level of development now proposed for the site is within the broader development assumptions analyzed in the BVDSP EIR. The Project would not cause new significant impacts not previously identified in the BVDSP EIR, or result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the BVDSP that would cause significant environmental impacts to which the Project would contribute considerably, and no new information has been put forward that shows that the Project would cause significant environmental impacts. Therefore, no supplemental environmental review is required in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 through 15164.

B. Community Plan Exemption. The Project would not result in significant impacts that (1) are peculiar to the Project or project site; (2) were not previously identified as significant Project level, cumulative, or offsite effects in the BVDSP EIR, or in the applicable Prior EIRs; or (3) were previously identified as significant effects, but—as a result of substantial new information not known at the time the BVDSP EIR was prepared, or when the Prior EIRs were certified—would increase in severity beyond that described in those EIRs. Therefore, the Project would meet the criteria to be exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

C. Other Applicable Previous CEQA Documents - Prior EIRs and Redevelopment

Projects. The analysis in the 2011 Renewal Plan Amendments EIR and in this CEQA Checklist demonstrates that the Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162, because the level of development now proposed for the site is within the broader development assumptions analyzed in the EIR. The effects of the Project have been addressed in that EIR and no further environmental documents are required in accordance with CEQA Guidelines Sections 15168.

III. Conclusion. Overall, based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, as well as those of the 1998 LUTE EIR, and the 2011 Renewal Plan Amendments EIR—all of which are summarized in the CEQA Checklist in Section 7 of this document—the potential environmental impacts associated with the Project have been adequately analyzed and covered in the BVDSP EIR and other Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

Each of the above findings provides a separate and independent basis for CEQA compliance.

- III. Severability: The City finds that all three CEQA provisions discussed and determined to be applicable in Section IV above are separately and independently applicable to the consideration of the Project and should any of the three be determined not to be so applicable, such determinations shall have no effect on the validity of these findings and the approval of the Project on any of the other grounds.
- IV. Incorporation by Reference of Statement of Overriding Considerations: Each of the Previous CEQA Documents identified significant and unavoidable impacts. The BVDSP EIR identified seven areas of environmental effects of the BVDSP that presented significant and unavoidable impacts; the 1998 LUTE EIR identified six areas of environmental effects of the LUTE that presented significant and unavoidable impacts; and the Redevelopment Plan Amendments EIR identified three areas of environmental effects of the Redevelopment Plan Amendments that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the Program EIRs identified above, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15163, 15164, 15168, 15180, 15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statements of Overriding Consideration for the for the BVDSP EIR, approved as Section XII of the CEQA Findings adopted by the City Council on June 17, 2014, via Resolution No. 86065 C.M.S; the 1998 LUTE EIR, adopted by the City Council on March 24, 1998, via Resolution No. 74129 C.M.S.; and for the Redevelopment Plan Amendments EIR, adopted by the City Council on March 20, 2012, via Resolution No. 83767 C.M.S, are all hereby incorporated by reference as if fully set forth herein.

ATTACHMENT B

CONDITIONS OF APPROVAL

STANDARD ADMINISTRATIVE CONDITIONS:

1. **Approved Use**

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, **staff report** and the approved plans **dated October 5, 2020**, as amended by the following conditions of approval and mitigation measures, if applicable (“Conditions of Approval” or “Conditions”).

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

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **two years** from the Approval date, or from the date of the final decision in the event of an appeal, 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 Approval, 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 or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Building, Fire Marshal, and Public Works Department. 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 #4.

4. **Minor and Major Changes**

- a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning.
- b. Major changes to the approved project, plans, Conditions, facilities, or use shall be reviewed by the Director of City Planning to determine whether such changes require submittal and approval of a revision to the Approval by the original approving body or a new independent permit/approval. Major revisions shall be reviewed in accordance

with the procedures required for the original permit/approval. A new independent permit/approval shall be reviewed in accordance with the procedures required for the new permit/approval.

5. Compliance with Conditions of Approval

- a. The project applicant and property owner, including successors, (collectively referred to hereafter as the “project applicant” or “applicant”) shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.
- b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant’s expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.
- c. Violation of any term, Condition, or project description relating to the Approval 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 Approval or alter these Conditions if it is found that there is violation of any of the Conditions 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 Approval or Conditions.

6. Signed Copy of the Approval/Conditions

A copy of the Approval letter and Conditions shall be signed by the project applicant, attached to each set of permit plans submitted to the appropriate City agency for the project, and made available for review at the project job site at all times.

7. Blight/Nuisances

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

8. Indemnification

- a. To the maximum extent permitted by law, the project applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the Oakland Redevelopment Successor Agency, the Oakland City Planning Commission, and their respective agents, officers, employees, and volunteers (hereafter collectively called “City”) from any liability, damages, claim,

CONDITIONS OF APPROVAL

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 this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

- b. Within ten (10) calendar days of the serving of any Action as specified in subsection (a) above on the City, the project applicant shall execute a Joint Defense Letter of Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Joint Defense Letter of Agreement shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

9. Severability

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

10. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Monitoring

The project applicant may be required to cover the full costs of independent third-party technical review and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan-check review or construction, and inspections of potential violations of the Conditions of Approval. The project applicant shall establish a deposit with the Bureau of Building, if directed by the Building Official, Director of City Planning, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

11. Public Improvements

The project applicant shall obtain all necessary permits/approvals, such as encroachment permits, obstruction permits, curb/gutter/sidewalk permits, and public improvement ("p-job") permits from the City for work in the public right-of-way, including but not limited to, streets, curbs, gutters, sidewalks, utilities, and fire hydrants. Prior to any work in the public right-of-way, the applicant shall submit plans for review and approval by the Bureau of Planning, the Bureau of Building, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.

12. Compliance Matrix

The project applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a

sortable spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The project applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City.

13. Construction Management Plan

Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.

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

- a. All mitigation measures identified in the 2424 Webster Street Office CEQA Analysis Document are included in the Standard Condition of Approval / Mitigation Monitoring and Reporting 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 2424 Webster Street Office CEQA Analysis Document are also included in the SCAMMRP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the 2424 Webster Street Office CEQA Analysis Document has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the 2424 Webster Street Office CEQA Analysis Document into the SCAMMRP by reference, and adopted as a Condition of Approval. The project applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of

Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning and the Bureau of Building, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.

- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

OTHER STANDARD CONDITIONS:

15. Public Art for Private Development

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: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.

Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.

When Required: Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit

Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy.

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

16. Neighborhood Retail Survey

Requirement: The project applicant shall conduct a survey of community members located within one-half mile of the project site to identify neighborhood needs and preferences for the proposed commercial space. The City strongly encourages the project applicant to seek tenants for the proposed commercial space that meet the needs and preferences of local community members. Please refer to the City's Survey Guidelines for more information (contained in a separate document and available from the Oakland Planning Bureau).

When Required: Prior to commercial operations

Initial Approval: N/A

Monitoring/Inspection: N/A

17. Employee Rights

Requirement: The project applicant and business owners in the project shall comply with all state and federal laws regarding employees' right to organize and bargain collectively with employers and shall comply with the City of Oakland Minimum Wage Ordinance (chapter 5.92 of the Oakland Municipal Code).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

PROJECT SPECIFIC CONDITIONS:

18. Public Improvements Consistent with the BVDSP

Requirement: Plans shall be submitted for review and approval as part of the p-job permit that include public right of way improvements that are consistent with the Broadway Valdez District Specific Plan. This shall apply to all project frontages.

When Required: Prior to issuance of Building Permit

Initial Approval: Bureau of Planning; Public Works

Monitoring/Inspection: Bureau of Building

19. Master Sign Program required

Requirement: The applicant shall prepare a Master Sign Program for the proposed project if the proposed signage shall exceed 200 square feet, which shall include all commercial signage signage.

When Required: Prior to issuance of a Sign Permit

Initial Approval: Bureau of Planning

20. Exterior Finishes

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes for city approval. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager. When

Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

21. Miscellaneous Transportation Improvement Measures

Requirement #1: Install mirrors on the ramp in the parking garage to ensure that motorists can see oncoming vehicles. Provide adequate sight distance between exiting vehicles and

CONDITIONS OF APPROVAL

pedestrians on the adjacent sidewalk at the project driveway on Webster Street. If adequate sight distance cannot be achieved, provide audio and visual warning devices at the driveway.

Requirement #2: Designate 40 feet of passenger loading space near the lobby on Webster Street for passenger pick up/drop off. Designate 20 feet of red curb on either side of the project driveway on Webster Street to ensure adequate sight distance between vehicles exiting the driveway and vehicles in both directions on Webster Street.

Requirement #3: Explore the feasibility and, if determined feasible by City of Oakland staff, install a curb extension (bulbout) with directional ramps on the northeast corner of the Webster/24th Street intersection.

Requirement #4: Install high visibility crosswalk markings across the north and west approaches of the Webster/24th Street intersection.

Requirement #5: Explore the feasibility and, if determined feasible by City of Oakland staff, contribute to the proposed improvements at the Broadway/Webster Street/25th Street intersection identified in the Broadway Valdez District Specific Plan.

Requirement #6: Coordinate with City of Oakland and AC Transit to explore the feasibility and, if determined feasible by City of Oakland staff, install bus stop amenities such as benches, shelters, and/or trash receptacles at the northbound and southbound bus stops on Broadway at 25th Street.

When Required: Prior to issuance of p-job permit and ongoing

Initial Approval: Bureau of Planning/DOT

ATTACHMENT C

Standard Conditions of Approval and Mitigation Monitoring and Reporting Program

This Standard Conditions of Approval (SCAs) and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the CEQA Checklist prepared for the 2424 Webster Office Project.

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures and SCAs from the BVDSP EIR that apply to the Project. The SCAMMRP also lists other SCAs that apply to the Project that have been updated or otherwise modified by the City since publication of the BVDSP EIR. Specifically, on November 5, 2018, the City of Oakland released a revised set of all City of Oakland SCAs, which largely still include SCAs adopted by the City in 2008, along with supplemental, modified, and new SCAs. SCAs are measures that would minimize potential adverse effects that could result from implementation of the Project, to ensure the conditions are implemented and monitored. The revised set of the City of Oakland SCAs includes new, modified, and reorganized SCAs; however, none of the revisions diminish or negate the ability of the SCAs considered “environmental protection measures” to minimize potential adverse environmental effects. As such, the SCAs identified in the SCAMMRP reflect the current SCAs only. Although the SCA numbers listed below may not correspond to the SCA numbers in the BVDSP EIR, all of the environmental topics and potential effects addressed by the SCAs in the BVDSP EIR are included in this SCAMMRP (as applicable to the Project). This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

This CEQA Checklist is also based on the analysis in the following Prior EIRs that apply to the Project: Oakland’s 1998 General Plan Land Use and Transportation Element EIR (1998 LUTE EIR) and the 2011 Central District Urban Renewal Plan Amendments EIR (2011 Renewal Plan Amendments EIR). None of the mitigation measures or SCAs from these EIRs are included in this SCAMMRP because they, or an updated or equally effective mitigation measure or SCA, are identified in the BVDSP EIR, its addenda, or in this CEQA Checklist for the Project.

To the extent that there is any inconsistency between any mitigation measures and/or SCAs, the more restrictive conditions shall govern; to the extent any mitigation measure and/or SCA identified in the CEQA Checklist were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column of the SCAMMRP table identifies the mitigation measure or SCA applicable to that topic in the CEQA Checklist. While a mitigation measure or SCA can apply to more than one topic, it is listed in its entirety only under its primary topic (as indicated in the mitigation or SCA designator). The SCAs are numbered to specifically apply to the Project and this CEQA Checklist; however, the SCAs as presented in the City's *Standard Conditions of Approval and Uniformly Applied Development Standards* document are included in parenthesis for cross-reference purposes.⁴⁵
- The second column identifies the monitoring schedule or timing applicable to the Project.
- The third column names the party responsible for monitoring the required action for the Project.

The Project Applicant is responsible for compliance with any recommendations identified in City-approved technical reports, all applicable mitigation measures adopted, and with all SCAs 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. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Bureau of Planning, and Zoning Inspections Division. Prior to the issuance of a demolition, grading, and/or construction permit, the Project Applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

⁴⁵ Dated November 5, 2018, as amended.

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
General		
<p>SCA GEN-1 (Standard Condition Approval 15) Regulatory Permits and Authorizations from Other Agencies</p> <p><u>Requirement:</u> The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p>	Prior to activity requiring permit/ authorization from regulatory agency.	City of Oakland Bureau of Planning and applicable regulatory agency with jurisdiction
Aesthetics, Shadow, and Wind		
<p>SCA AES-1 (Standard Condition of Approval 16) Trash and Blight Removal</p> <p>The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.</p>	Ongoing.	City of Oakland Bureau of Building
<p>SCA AES-2 (Standard Condition of Approval 17) Graffiti Control</p> <p>a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:</p> <ol style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ol style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 	Ongoing.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Aesthetics, Shadow, and Wind (cont.)		
<p>SCA AES-3 (Standard Condition of Approval 18) Landscape Plan</p> <p>a. Landscape Plan Required</p> <p>The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p> <p>b. Landscape Installation</p> <p>The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p>c. Landscape Maintenance</p> <p>All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to building permit final.</p> <p>c. Ongoing</p>	<p>a. City of Oakland Bureau of Planning</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Building</p>
<p>SCA AES-4 (Standard Condition of Approval 19): Lighting</p> <p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.</p>	<p>Prior to building permit final.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA AES-5 (Standard Condition of Approval 92) Public Art for Private Development</p> <p><u>Requirement:</u> 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.</p> <p>The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.</p> <p>Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.</p>	<p>Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit</p> <p>Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>
<p>Also SCA UTIL-2, Underground Utilities. See <i>Utilities and Service Systems</i>, below.</p>		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Air Quality		
<p>SCA AIR-1 (Standard Condition of Approval 20) Dust Controls – Construction-Related</p> <p>The Project applicant shall implement all of the following applicable dust control measures during construction of the Project:</p> <ol style="list-style-type: none"> Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. Limit vehicle speeds on unpaved roads to 15 miles per hour. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. All trucks and equipment, including tires, shall be washed off prior to leaving the site. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. 	During construction.	City of Oakland Bureau of Building
<p>SCA AIR-2 (Standard Condition of Approval 21) Criteria Air Pollutant Controls – Construction Related</p> <p><u>Requirement:</u> The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:</p> <ol style="list-style-type: none"> Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”). All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and use propane or natural gas generators cannot meet the electrical demand. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. 	During construction.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Air Quality (cont.)		
f. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.		
<p>SCA AIR-3 (Standard Condition of Approval 22) Diesel Particulate Matter Controls-Construction Related</p> <p>a. Diesel Particulate Matter Reduction Measures</p> <p><u>Requirement:</u> The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose one of the following methods:</p> <p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.</p> <p>- or -</p> <p>ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</p> <p>b. Construction Emissions Minimization Plan (if required by a above)</p> <p><u>Requirement:</u> The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p>	<p>a. Prior to issuance of a construction related permit (i), during construction (ii).</p> <p>b. Prior to issuance of a construction related permit.</p>	<p>a. City of Oakland Bureau of Planning and Bureau of Building.</p> <p>b. City of Oakland Bureau of Planning and Bureau of Building.</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Air Quality (cont.)		
<p>SCA AIR-4 (Standard Condition of Approval 24) Stationary Sources of Air Pollution (Toxic Air Contaminants)</p> <p><u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>- or -</p> <p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <p>i. Installation of non-diesel fueled generators, if feasible, or;</p> <p>ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible.</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Bureau of Planning and Bureau of Building.</p>
<p>SCA AIR-5 (Standard Condition of Approval 26) Asbestos in Structures</p> <p><u>Requirement:</u> The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.</p>	<p>Prior to approval of construction-related permit</p>	<p>Applicable regulatory agency with jurisdiction</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Biological Resources		
<p>SCA BIO-1 (Standard Condition of Approval 29) Tree Removal During Bird Breeding Season</p> <p><u>Requirement:</u> To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>	Prior to removal of trees.	City of Oakland Bureau of Planning
<p>SCA Bio-2 (Standard Condition of Approval 30) Tree Permit</p> <p>a. Tree Permit Required</p> <p><u>Requirement:</u> Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p><u>When Required:</u> Prior to approval of construction-related permit</p> <p><u>Initial Approval:</u> Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building</p> <p><u>Monitoring/Inspection:</u> Bureau of Building</p> <p>b. Tree Protection During Construction</p> <p><u>Requirement:</u> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ol style="list-style-type: none"> i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. 	Prior to building permit final	Public Works Department, Tree Division City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Biological Resources (cont.)		
<p>iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</p> <p><u>When Required:</u> During construction <u>Initial Approval:</u> Public Works Department, Tree Division <u>Monitoring/Inspection:</u> Bureau of Building</p> <p>c. Tree Replacement Plantings</p> <p><u>Requirement:</u> Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <p>i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</p> <p>ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</p> <p>iv. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. 		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Biological Resources (cont.)		
<p>v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</p> <p>vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p>		
Also SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i> , below.		
Also SCA HYD-2, NPDES C.3 Stormwater Requirements for Regulated Projects. See <i>Hydrology and Water Quality</i> , below.		
Also SCA UTIL-7, Water Efficient Landscape Ordinance (WELO). See <i>Utilities and Service Systems</i> , below.		
Cultural Resources		
<p>SCA CUL-1 (Standard Condition of Approval 32): Archaeological and Paleontological Resources – Discovery During Construction</p> <p><u>Requirement:</u> Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the Project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the Project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The Project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the Project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the Project applicant.</p>	During construction.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Cultural Resources (cont.)		
<p>SCA CUL-2 (Standard Condition of Approval 33): Archaeologically Sensitive Areas – Pre-Construction Measures</p> <p><u>Requirement:</u> The project applicant shall implement either Provision A (Intensive Pre-Construction Study) <u>or</u> Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Study.</p> <p>The Project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City 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. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> Subsurface presence/absence studies of the project site. Field studies 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. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts 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, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The Project applicant shall prepare a construction “ALERT” sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, 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 utility firms involved in soil- disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City’s Environmental Review Officer contacted in the event of discovery of the following cultural materials: 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. The ALERT sheet shall also be posted in a visible location at the project site.</p>	<p>Prior to approval of construction-related permit; during construction.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Cultural Resources (cont.)		
<p>SCA CUL-3 (Standard Condition of Approval SCA 34): Human Remains – Discovery During Construction</p> <p><u>Requirement:</u> Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the Project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the Project applicant.</p>	During construction.	City of Oakland Bureau of Building
<p>SCA CUL-4 (Standard Condition of Approval 35): Property Relocation</p> <p><u>Requirement:</u> Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland General Plan, the project applicant shall make a good faith effort to relocate the historic resource to a site acceptable to the City. A good faith effort includes, at a minimum, all of the following:</p> <ol style="list-style-type: none"> Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3' x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations; Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the City; Maintaining the signs and advertising in place for a minimum of 90 days; and Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement. 	Prior to approval of construction related permit.	City of Oakland Bureau of Planning (including Oakland Cultural Resource Survey)
Geology, Soils, and Geohazards		
<p>SCA GEO-1 (Standard Condition of Approval 36): Construction-Related Permit(s)</p> <p><u>Requirement:</u> The Project applicant shall obtain all required construction-related permits/approvals from the City. The Project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building
<p>SCA GEO-2 (Standard Condition of Approval 39): Seismic Hazards Zone (Landslide/Liquefaction)</p> <p><u>Requirement:</u> The Project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The Project applicant shall implement the recommendations contained in the approved report during Project design and construction.</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building
See SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See Hydrology and Water Quality, below.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Greenhouse Gases and Climate Change		
See SCA AES-3, Landscape Plan . See <i>Aesthetics, Wind, and Shadow</i> , above.		
See SCAs AIR-2, Criteria Air Pollutant Controls - Construction Related . See <i>Air Quality</i> , above.		
See SCAs AIR-3, Diesel Particulate Matter Controls - Construction Related . See <i>Air Quality</i> , above.		
See SCA TRA-2, Bicycle Parking . See <i>Transportation and Circulation</i> , below.		
See SCA TRA-4, Transportation and Parking Demand Management . See <i>Transportation and Circulation</i> , below.		
See SCA TRA-6, Plug-In Electric Vehicle (PEV) Charging Infrastructure . See <i>Transportation and Circulation</i> , below.		
See SCA UTIL-1, Construction and Demolition Waste Reduction and Recycling . See <i>Utilities and Service Systems</i> , below.		
See SCA UTIL-4, Green Building Requirements . See <i>Utilities and Service Systems</i> , below.		
Hazards and Hazardous Materials		
<p>SCA HAZ-1 (Standard Condition of Approval 42): Hazards Materials Related to Construction</p> <p><u>Requirement:</u> The Project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> Follow manufacture's recommendations for 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; Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. 	During construction.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Hazards and Hazardous Materials (cont.)		
<p>SCA HAZ-2 (Standard Condition of Approval 43): <i>Hazardous Building Materials and Site Contamination</i></p> <p>a. <i>Hazardous Building Materials and Site Contamination</i></p> <p><u>Requirement:</u> The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>b. <i>Environmental Site Assessment Required</i></p> <p><u>Requirement:</u> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p>c. <i>Health and Safety Plan Required</i></p> <p><u>Requirement:</u> The Project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The Project applicant shall implement the approved Plan.</p> <p>d. <i>Best Management Practices (BMPs) Required for Contaminated Sites</i></p> <p><u>Requirement:</u> The Project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site 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 requirements. ii Groundwater pumped from the subsurface shall be contained on-site 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. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. 	<ul style="list-style-type: none"> a. Prior to approval of demolition, grading, or building permits b. Prior to approval of construction-related permit c. Prior to approval of construction-related permit d. During Construction 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building b. Applicable regulatory agency with jurisdiction c. City of Oakland Bureau of Building d. City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Hazards and Hazardous Materials (cont.)		
<p>SCA HAZ-3 (Standard Condition of Approval 44): Hazardous Materials Business Plan</p> <p>The Project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <ol style="list-style-type: none"> The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. The location of such hazardous materials. An emergency response plan including employee training information. A plan that describes the manner in which these materials are handled, transported, and disposed. 	Prior to building permit final	Oakland Fire Department
See SCA AIR-5, Asbestos in Structures . See <i>Air Quality</i> , above.		
See SCA TRA-1, Construction Activity in the Public Right-of-Way . See <i>Transportation and Traffic</i> , below.		
Hydrology and Water Quality		
<p>SCA HYD-1 (Standard Condition of Approval 47): Erosion and Sedimentation Control Plan for Construction</p> <p>a. Erosion and Sedimentation Control Plan Required</p> <p><u>Requirement:</u> The Project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the Project applicant shall clear the system of any debris or sediment.</p> <p>b. Erosion and Sedimentation Control During Construction</p> <p><u>Requirement:</u> The Project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>	<ol style="list-style-type: none"> Prior to approval of construction-related permit. During construction. 	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Hydrology and Water Quality (cont.)		
<p>SCA HYD-2 (Standard Condition of Approval 53): NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p>a. Post-Construction Stormwater Management Plan Required</p> <p><u>Requirement:</u> The Project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-Project stormwater runoff flow and duration match pre-Project runoff. <p>b. Maintenance Agreement Required</p> <p><u>Requirement:</u> The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> i. The Project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the Project until the responsibility is legally transferred to another entity; and 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. <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to building permit final. 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building b. City of Oakland Bureau of Building
Also SCA GEO-1, Construction-Related Permit(s) . See <i>Geology, Soils, and Geohazards</i> , above.		
Also SCA UTIL-6, Storm Drain System . See <i>Utilities and Service Systems</i> , below.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Noise		
<p>SCA NOI-1 (Standard Condition of Approval 61) Construction Days/Hours</p> <p><u>Requirement:</u> The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ol style="list-style-type: none"> Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. No construction is allowed on Sunday or federal holidays. <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>	During construction.	City of Oakland Bureau of Building
<p>SCA NOI-2: (Standard Condition of Approval 62) Construction Noise</p> <p><u>Requirement:</u> The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 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. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered 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. Applicant shall use temporary power poles instead of generators where feasible. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. 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. 	During construction.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Noise (cont.)		
<p>SCA NOI-3 (Standard Condition of Approval 63) Extreme Construction Noise</p> <p>a. Construction Noise Management Plan Required</p> <p><u>Requirement:</u> Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures <u>include, but are not limited to, the following:</u></p> <ol style="list-style-type: none"> Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; 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; Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example <u>and implement such measure if such measures are feasible and would noticeably reduce noise impacts;</u> and Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. Public Notification Required</p> <p><u>Requirement:</u> The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>	<ol style="list-style-type: none"> Prior to approval of construction-related permit. During construction. 	City of Oakland Bureau of Building
<p>NOTE: A Construction Noise Management Plan has been prepared for the Project (Appendix C) and no further action is required for SCA NOI-3a.</p>		
<p>SCA NOI-4 (Standard Condition of Approval 65) Construction Noise Complaints</p> <p><u>Requirement:</u> The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> Designation of an on-site construction complaint and enforcement manager for the project; A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; 	Prior to approval of construction-related permit.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Noise (cont.)		
c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.		
SCA NOI-5 (Standard Condition of Approval 67) Operational Noise <u>Requirement:</u> Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing.	City of Oakland Bureau of Building
SCA NOI-6 (Standard Condition of Approval 69) Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities <u>Requirement:</u> The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities at the Nook at Valdez residential apartments located at 2425 Valdez Street. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to construction	City of Oakland Bureau of Building
Population and Housing		
SCA POP-1 (Standard Condition of Approval 70) Jobs/Housing Impact Fee <u>Requirement:</u> The Project applicant shall submit payment to the City in accordance with the requirements of the City of Oakland Jobs/Housing Impact Fee Program (chapter 15.68 of the Oakland Municipal Code).	Prior to construction.	City of Oakland Bureau of Building
Public Services, Parks, and Recreation Facilities		
SCA PUB-1 (Standard Condition of Approval 72) Capital Improvements Impact Fee <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	City of Oakland Bureau of Building
Transportation and Circulation		
SCA TRA-1 (Standard Condition of Approval 74) Construction Activity in the Public Right-of-Way a. Obstruction Permit Required <u>Requirement:</u> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.	a. Prior to approval of construction-related permit. b. Prior to approval of construction-related permit. c. Prior to building permit final.	City of Oakland Department of Transportation

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Transportation and Circulation (cont.)		
<p>b. Traffic Control Plan Required</p> <p><u>Requirement:</u> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or Detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.</p>		
<p>c. Repair of City Streets</p> <p><u>Requirement:</u> The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>		
<p>SCA TRA-2 (Standard Condition of Approval 75) Bicycle Parking</p> <p><u>Requirement:</u> The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Bureau of Building
<p>SCA TRA-3 (Standard Condition of Approval 76): Transportation Improvements.</p> <p>The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out 	Prior to building permit final or as otherwise specified	City of Oakland Bureau of Building and City of Oakland Department of Transportation

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Transportation and Circulation (cont.)		
<ul style="list-style-type: none"> e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner) 		
<p>SCA TRA-4 (Standard Condition of Approval 77) Transportation and Parking Demand Management</p> <p>a. Transportation and Parking Demand Management (TDM) Plan Required</p> <p><u>Requirement:</u> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <ul style="list-style-type: none"> i. The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> – Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR – Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate 	<ul style="list-style-type: none"> a. Prior to approval of planning application. b. Prior to building permit final c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning b. City of Oakland Bureau of Building c. City of Oakland Department of Transportation

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring															
	Schedule	Responsibility														
Transportation and Circulation (cont.)																
<ul style="list-style-type: none"> • Enhance the City’s transportation system, consistent with City policies and programs. ii. The TDM Plan should include the following: <ul style="list-style-type: none"> • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program. iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project’s VTR. 																
<table border="1"> <thead> <tr> <th>Improvement</th> <th>Required by code or when...</th> </tr> </thead> <tbody> <tr> <td>Bus boarding bulbs or islands</td> <td> <ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb </td> </tr> <tr> <td>Bus shelter</td> <td> <ul style="list-style-type: none"> • A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day </td> </tr> <tr> <td>Concrete bus pad</td> <td> <ul style="list-style-type: none"> • A bus stop is located along the project frontage and a concrete bus pad does not already exist </td> </tr> <tr> <td>Curb extensions or bulb-outs</td> <td> <ul style="list-style-type: none"> • Identified as an improvement within site analysis </td> </tr> <tr> <td>Implementation of a corridor-level bikeway improvement</td> <td> <ul style="list-style-type: none"> • A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips </td> </tr> <tr> <td>Implementation of a corridor-level transit capital improvement</td> <td> <ul style="list-style-type: none"> • A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips </td> </tr> </tbody> </table>	Improvement	Required by code or when...	Bus boarding bulbs or islands	<ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb 	Bus shelter	<ul style="list-style-type: none"> • A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day 	Concrete bus pad	<ul style="list-style-type: none"> • A bus stop is located along the project frontage and a concrete bus pad does not already exist 	Curb extensions or bulb-outs	<ul style="list-style-type: none"> • Identified as an improvement within site analysis 	Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> • A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips 	Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> • A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips 		
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Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
Improvement	Required by code or when...		
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> Always required 		
In-street bicycle corral	<ul style="list-style-type: none"> A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages. 		
Intersection improvements⁴⁶	<ul style="list-style-type: none"> Identified as an improvement within site analysis 		
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> Always required 		
No monthly permits and establish minimum price floor for public parking⁴⁷	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1000 sf. (commercial) 		
Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial) 		
Parking space reserved for car share	<ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units. 		
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	<ul style="list-style-type: none"> Typically required 		
Pedestrian crossing improvements	<ul style="list-style-type: none"> Identified as an improvement within site analysis 		
Pedestrian-supportive signal changes⁴⁸	<ul style="list-style-type: none"> Identified as an improvement within operations analysis 		
Real-time transit information system	<ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 		

⁴⁶ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁴⁷ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

⁴⁸ Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a “scramble” signal phase where appropriate.

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
Improvement	Required by code or when...		
Relocating bus stops to far side	<ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side 		
Signal upgrades⁴⁹	<ul style="list-style-type: none"> Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years 		
Transit queue jumps	<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 		
Trenching and placement of conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and A major transit improvement is identified within operations analysis requiring traffic signal interconnect 		
Unbundled parking	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1.25 (residential) 		
<p>v. Other TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. 			

⁴⁹ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Transportation and Circulation (cont.)		
<ul style="list-style-type: none"> • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List, Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • 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. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • 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. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • 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). • 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. 		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Transportation and Circulation (cont.)		
<p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p> <p>b. TDM Implementation – Physical Improvements</p> <p><u>Requirement:</u> For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/ approvals from the City and install the improvements prior to the completion of the project.</p> <p>c. TDM Implementation – Operational Strategies</p> <p><u>Requirement:</u> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p> <p>NOTE: This measure has been implemented by the project applicant and no further action is required.</p>		
<p>SCA TRA-5 (Standard Condition of Approval 78) Transportation Impact Fee</p> <p><u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>	Prior to issuance of building permit.	City of Oakland Bureau of Building
<p>SCA TRA-6 (Standard Condition of Approval 80) Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>a. PEV-Ready Parking Spaces</p> <p><u>Requirement:</u> The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. “PEV-Ready”) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p> <p>b. PEV-Capable Parking Spaces</p> <p><u>Requirement:</u> The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p>	Prior to Issuance of Building Permit	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Transportation and Circulation (cont.)		
<p>c. ADA-Accessible Spaces</p> <p><u>Requirement:</u> The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p>		
BVDSP TRA Mitigation Measures		
All the mitigation measures identified in the BVDSP EIR are included in the citywide Transportation Impact Fee (TIF). Therefore, the project applicant shall mitigate the project impacts by paying the required TIF.		
Utilities and Service Systems		
<p>SCA UTIL-1 (Standard Condition of Approval 81) Construction and Demolition Waste Reduction and Recycling</p> <p><u>Requirement:</u> The Project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the Project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>	Prior to approval of construction-related permit	City of Oakland Public Works Department, Environmental Services Division
<p>SCA UTIL-2 (Standard Condition of Approval 82) Underground Utilities</p> <p><u>Requirement:</u> The Project applicant shall place underground all new utilities serving the Project and under the control of the Project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the Project's street frontage and from the Project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>	During construction.	City of Oakland Bureau of Building
<p>SCA UTIL-3 (Standard Condition of Approval 83) Recycling Collection and Storage Space</p> <p><u>Requirement:</u> The Project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The Project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Utilities and Service Systems (cont.)		
<p>SCA UTIL-4 (Standard Condition of Approval 84) Green Building Requirements</p> <p>a. Compliance with Green Building Requirements During Plan-Check</p> <p><u>Requirement:</u> The Project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. 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. 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. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> CALGreen mandatory measures. Compliance with the appropriate and applicable checklist approved during the Planning entitlement process. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. The required green building point minimums in the appropriate credit categories. <p>b. Compliance with Green Building Requirements During Construction</p> <p><u>Requirement:</u> The Project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the Project.</p> <p>The following information shall be submitted to the City for review and approval:</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p> <p>c. Prior to Final Approval.</p>	<p>a. City of Oakland Bureau of Building</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Utilities and Service Systems (cont.)		
<p>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.</p> <p>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.</p> <p>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p>c. Compliance with Green Building Requirements After Construction</p> <p><u>Requirement:</u> Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>		
<p>SCA UTIL-5 (Standard Condition of Approval 86) Sanitary Sewer System</p> <p><u>Requirement:</u> The Project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-Project and post-Project wastewater flow from the Project site. In the event that the Impact Analysis indicates that the net increase in Project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the Project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	Prior to approval of construction-related permit.	City of Oakland Public Works Department, Department of Engineering and Construction
<p>SCA UTIL-6 (Standard Condition of Approval 87) Storm Drain System</p> <p><u>Requirement:</u> The Project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-Project condition.</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building
<p>SCA UTIL-7 (Standard Condition of Approval 89) Water Efficient Landscape Ordinance (WELO)</p> <p><u>Requirement:</u> The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO.</p> <p><u>Prescriptive Measures:</u> Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23): http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf</p> <p><u>Performance Measures:</u> Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following:</p> <p>a. Project Information:</p> <p>i. Date,</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Planning

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Utilities and Service Systems (cont.)		
<ul style="list-style-type: none"> ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." <p>b. Water Efficient Landscape Worksheet</p> <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use <p>c. Soil Management Report</p> <p>d. Landscape Design Plan</p> <p>e. Irrigation Design Plan, and</p> <p>f. Grading Plan</p> <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee.</p> <ul style="list-style-type: none"> i. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below. Effective May 1, 2018 Page 77 http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf 		
Also SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i> , above.		
Also SCA HYD-2 NPDES C.3 Stormwater Requirements for Regulated Projects. See <i>Hydrology and Water Quality</i> , above.		

ATTACHMENT D



SHEET INDEX

A0.0	COVER SHEET
A0.1	PROJECT INFORMATION
A0.2	ZONING INFORMATION
A1.1	SITE CONTEXT PLAN
A1.2	SITE CONTEXT PHOTOS
A1.3	SITE CONTEXT PHOTOS
A1.4	SITE CONTEXT PHOTOS
A2.0	BASEMENT FLOOR PLAN
A2.1	1ST FLOOR PLAN
A2.2	MEZZANINE FLOOR PLAN
A2.3	2RD FLOOR PLAN
A2.4	3TH FLOOR PLAN
A2.5	4TH FLOOR PLAN
A2.6	5TH FLOOR PLAN
A2.7	6TH FLOOR PLAN
A2.8	7TH FLOOR PLAN
A2.9	8TH FLOOR PLAN
A2.10	9TH FLOOR PLAN
A2.11	10TH FLOOR PLAN
A2.12	11TH FLOOR PLAN
A2.13	12TH FLOOR PLAN
A2.14	ROOF PLAN
A3.1	PERSPECTIVE VIEWS
A3.2	PERSPECTIVE VIEWS
A3.3	EXTERIOR ELEVATION - WEST
A3.4	EXTERIOR ELEVATION - SOUTH
A3.5	EXTERIOR ELEVATION - EAST
A3.6	EXTERIOR ELEVATION - NORTH
A4.1	MATERIALS & COLORS
L1	OVERALL LANDSCAPE ILLUSTRATIVE PLAN
L2	LANDSCAPE GROUND FLOOR
L3	LANDSCAPE SECOND FLOOR
L4	LANDSCAPE FIFTH FLOOR
L5	LANDSCAPE SIXTH FLOOR
L6	LANDSCAPE MODEL VIEWS
L7	PLANTING PALETTE
C1.0	COVER SHEET
C1.1	GENERAL NOTES
C2.0	DETAILS
C2.1	DETAILS
C3.0	TOPOGRAPHIC SURVEY
C4.0	DEMOLITION PLAN
C5.0	SITE PLAN
C6.0	MASS GRADING PLAN
C6.1	FINE GRADING & DRAINAGE PLAN
C7.0	UTILITY PLAN
C8.0	EROSION CONTROL PLAN
C8.1	EROSION CONTROL NOTES
C9.0	STORMWATER CONTROL PLAN
G1	PRELIMINARY LEED CHECKLIST

PROJECT TEAM

OWNER:
SIGNATURE DEVELOPMENT GROUP
2335 BROADWAY STE. 200
OAKLAND, CA 94612
CONTACT: ELISSE DOUGLASS
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GREEN BUILDING:
CPG CONSULTANTS
2007 BUCHANAN STREET #1
SAN FRANCISCO, CA
CONTACT: PAUL CORREA
(650) 269-3470
PCORREA@CPG-CONSULTANTS.COM

PROJECT INFORMATION

CBC CONSTRUCTION TYPE: TYPE I, SPRINKLERED (HIGH RISE)
CBC OCCUPANCY: B/M (OFFICE/RETAIL)
BUILDING HT. NORTH END: 191' / 12 STORIES PLUS MEZZANINE
BUILDING HT. SOUTH END: 84' / 5 STORIES PLUS MEZZANINE

PROJECT DATA

FLOOR	USE	FLOOR AREA*	ROOF DECK
B	PARKING/SERVICE	2,222 sf	0 sf
1	RETAIL/LOBBY/SERVICE	12,624 sf	0 sf
M	RETAIL/SERVICE	3,949 sf	0 sf
2	OFFICE	20,010 sf	1,618 sf
3	OFFICE	19,940 sf	0 sf
4	OFFICE	19,940 sf	0 sf
5	OFFICE	18,135 sf	1,610 sf
6	OFFICE	9,444 sf	8,564 sf
7	OFFICE	9,218 sf	0 sf
8	OFFICE	9,218 sf	0 sf
9	OFFICE	9,218 sf	0 sf
10	OFFICE	9,218 sf	0 sf
11	OFFICE	9,218 sf	0 sf
12	OFFICE	9,218 sf	0 sf
TOTAL SQ. FT.		161,572 sf	11,792 sf
MAXIMUM ALLOWABLE FLOOR AREA		162,775 sf	



		REQ'D CAR PARKING (STALLS/SQ.FT.)**	REQ'D CAR PARKING STALLS	REQ'D LONG-TERM BIKE PARKING (STALLS/SQ.FT.)****	REQ'D LONG-TERM BIKE PARKING	REQ'D SHORT-TERM BIKE PARKING (STALLS/SQ.FT.)***	REQ'D SHORT-TERM BIKE PARKING STALLS	REQ'D RECYCLING SPACE (CU.FT./SQ.FT.)	REQ'D RECYCLING SPACE (CU.FT.)	REQ'D 12'X33' LOADING STALLS****
RETAIL (FLOORS 1-M):	11,332 SF	1/600	19 STALLS	1/8,000	2 BIKES	1/2,000	6 BIKES	2/1,000	22 CU.FT.	0 STALLS
OFFICE (FLOORS B-M) = 7,463 SF	150,240 SF	1/1,000	150 STALLS	1/8,000	19 BIKES	1/15,000	10 BIKES	2/1,000	300 CU.FT.	2 STALLS
OFFICE (FLOORS 2-12) = 142,777 SF										
TOTAL REQUIRED:			164 STALLS	TOTAL REQUIRED:	21 BIKES	TOTAL REQUIRED:	16 BIKES	TOTAL REQUIRED:	322 CU.FT.	2 STALLS
TOTAL PROVIDED:			169 STALLS	TOTAL PROVIDED:	21 BIKES	TOTAL PROVIDED:	16 BIKES	TOTAL PROVIDED:	432 (16 CU.YD.)	1 STALLS

*FLOOR AREA IS CALCULATED PER OAKLAND ZONING CODE "FLOOR AREA" DEFINITION AND EXCLUDES CAR & BIKE PARKING, TRASH, ROOF DECKS, DRIVEWAYS, LOADING AND SERVICE AREAS.

**PER ZONING CODE 17.116.080

***PER ZONING CODE 17.116.140. PLEASE SEE MINOR VARIANCE REQUEST FOR REDUCTION IN STALLS PROVIDED.

****PER ZONING CODE 17.117.110

ZONING INFORMATION

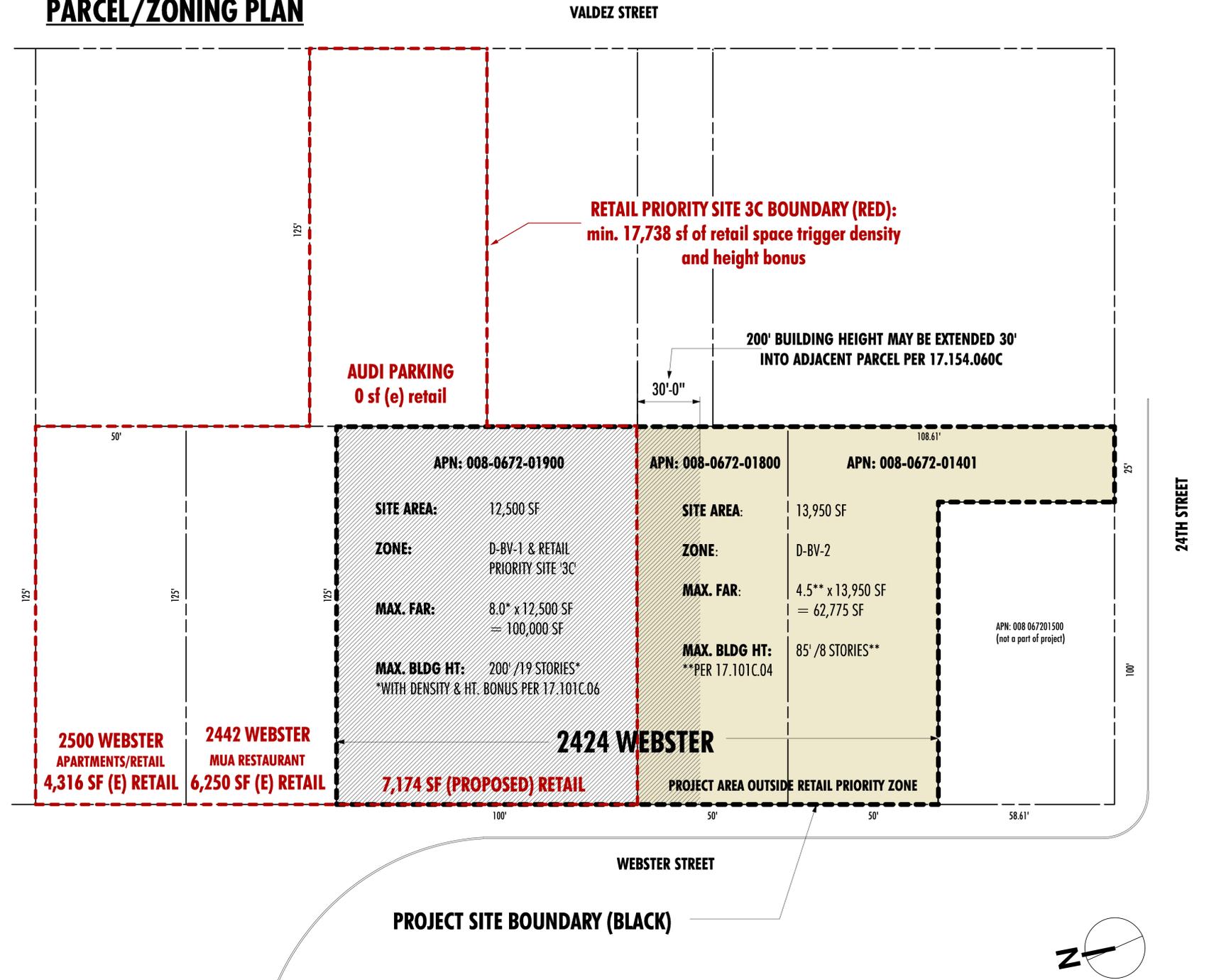
PARCEL NOS.:	008-0672-01900, 008-0672-01800 & 008-0672-01401
PROJECT ADDRESS:	2424 WEBSTER STREET
COMBINED SITE AREA:	26,450 SF
ZONE:	MIXED: D-BV-1, D-BV-2, RETAIL PRIORITY SITE 3C (SEE PARCEL/ZONING PLAN)
COMBINED FAR:	100,000 SF + 62,775 SF = 162,775 SF (SEE PARCEL/ZONING PLAN)
SETBACKS:	SIDE & REAR: 0'; FRONT: 0'-5" (PER TABLE 17.101C.03)
MIN. GROUND FLOOR HEIGHT:	15'-0" (PER TABLE 17.101C.03) ACTUAL GROUND FLOOR HEIGHT: 20' (SEE A1.2)
MIN. GROUND FLOOR TRANSPARENCY:	55% (PER TABLE 17.101C.03)
CBC CONSTRUCTION TYPE:	TYPE I, SPRINKLERED (HIGH RISE)
CBC OCCUPANCY:	B/M (OFFICE/RETAIL)

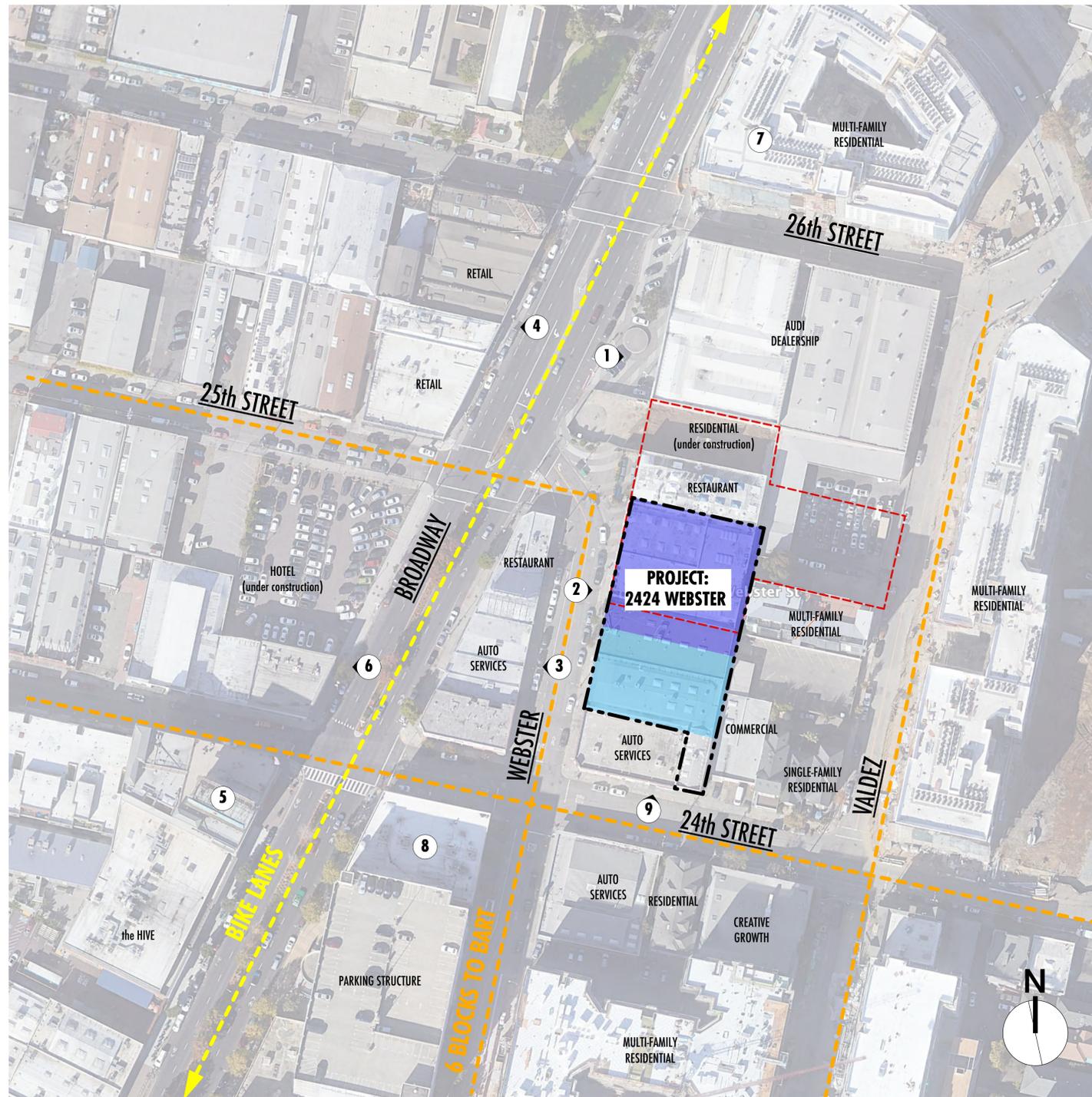
RETAIL PRIORITY ZONE CALCULATION

OAKLAND ZONING CODE ALLOWS INCREASE TO 200' HEIGHT AND 8.0 F.A.R. WHEN RETAIL MINIMUM AREA IS MET. WITHIN PRIORITY ZONE 3C, PER TABLE 17.101C.05, 17,738 SF MINIMUM RETAIL MUST BE PROVIDED WITHIN THE ENTIRE RETAIL PRIORITY ZONE.

MINIMUM RETAIL SF REQUIRED:		17,738 SF
2500 WEBSTER:	GROUND FLOOR RETAIL:	3386 SF
	MEZZANINE/2ND FL. RETAIL:	930 SF
2442 WEBSTER (MUA):	GROUND FLOOR RETAIL:	6250 SF
2424 WEBSTER (PROJECT):	GROUND FLOOR RETAIL:	6623 SF
	MEZZANINE RETAIL:	1906 SF
AUDI PARKING LOT:	GROUND FLOOR RETAIL:	0 SF
TOTAL RETAIL SF PROVIDED:		19,095 SF > 17,738 SF

PARCEL/ZONING PLAN





LEGEND

- PROPOSED 84' HEIGHT
- PROPOSED 191' HEIGHT
- RETAIL PRIORITY SITE '3C' BOUNDARY
- PROJECT PROPERTY LINE
- PEDESTRIAN-ORIENTED CIRCULATION
- BIKE LANES
- # # NEIGHBORING BUILDINGS - SEE SHEETS A1.2, A1.3 & A1.4



1 2500 BLOCK: WEBSTER STREET

SITE



2 2400 BLOCK: WEBSTER STREET



3 2401 BLOCK: WEBSTER STREET



4 2501 BLOCK: BROADWAY



5 2355 BROADWAY



6 2401 BROADWAY



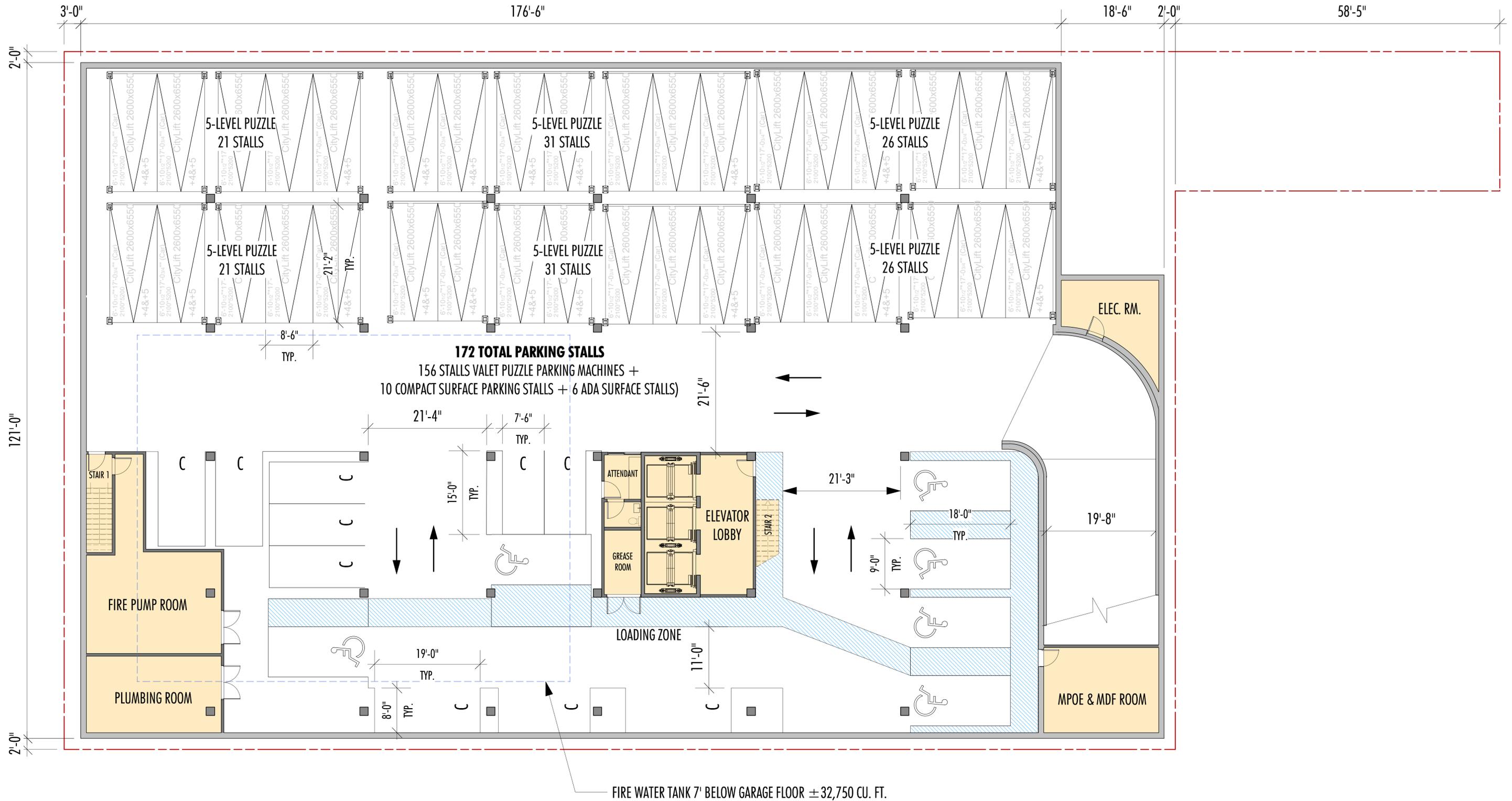
7 26TH ST & BROADWAY: NE CORNER

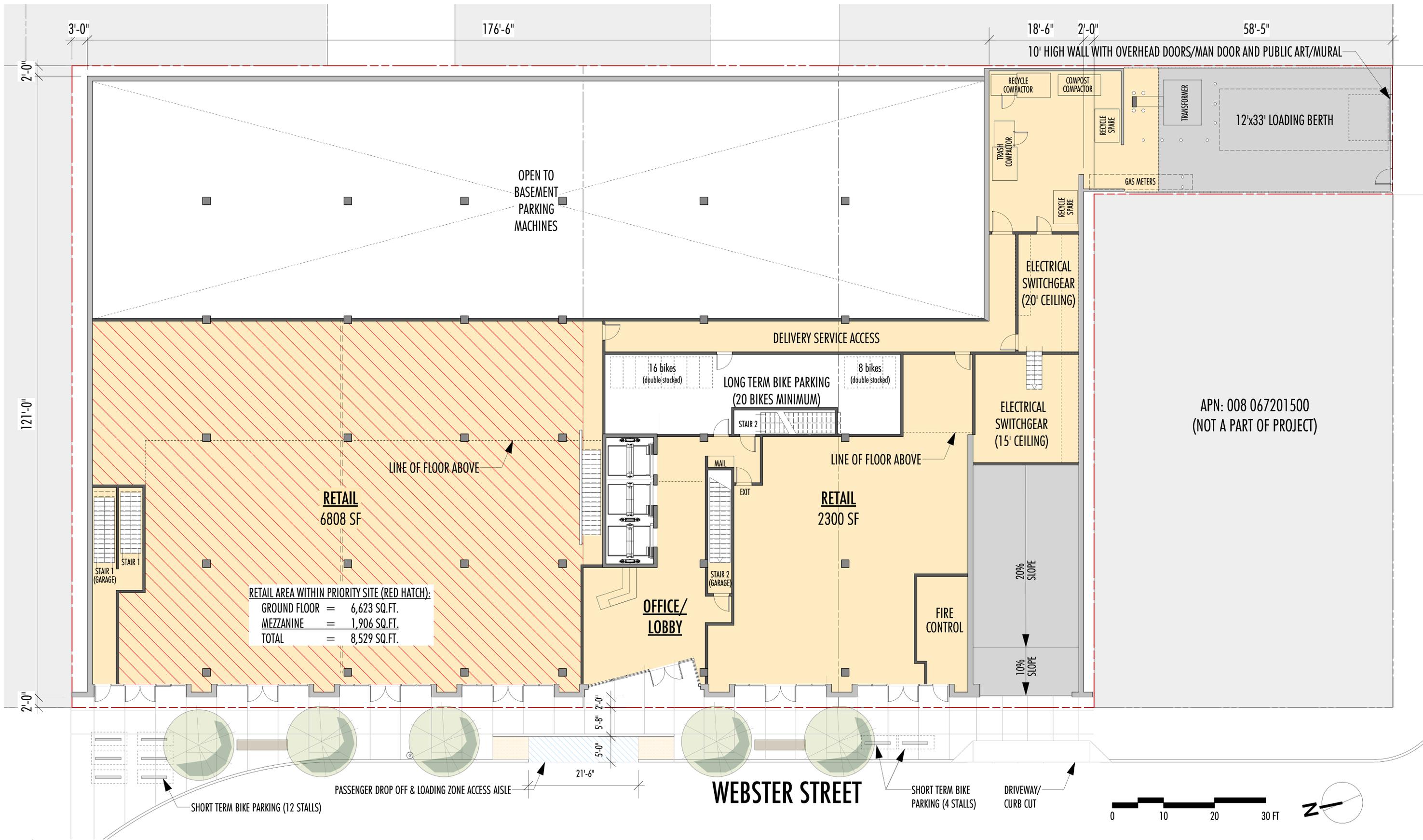


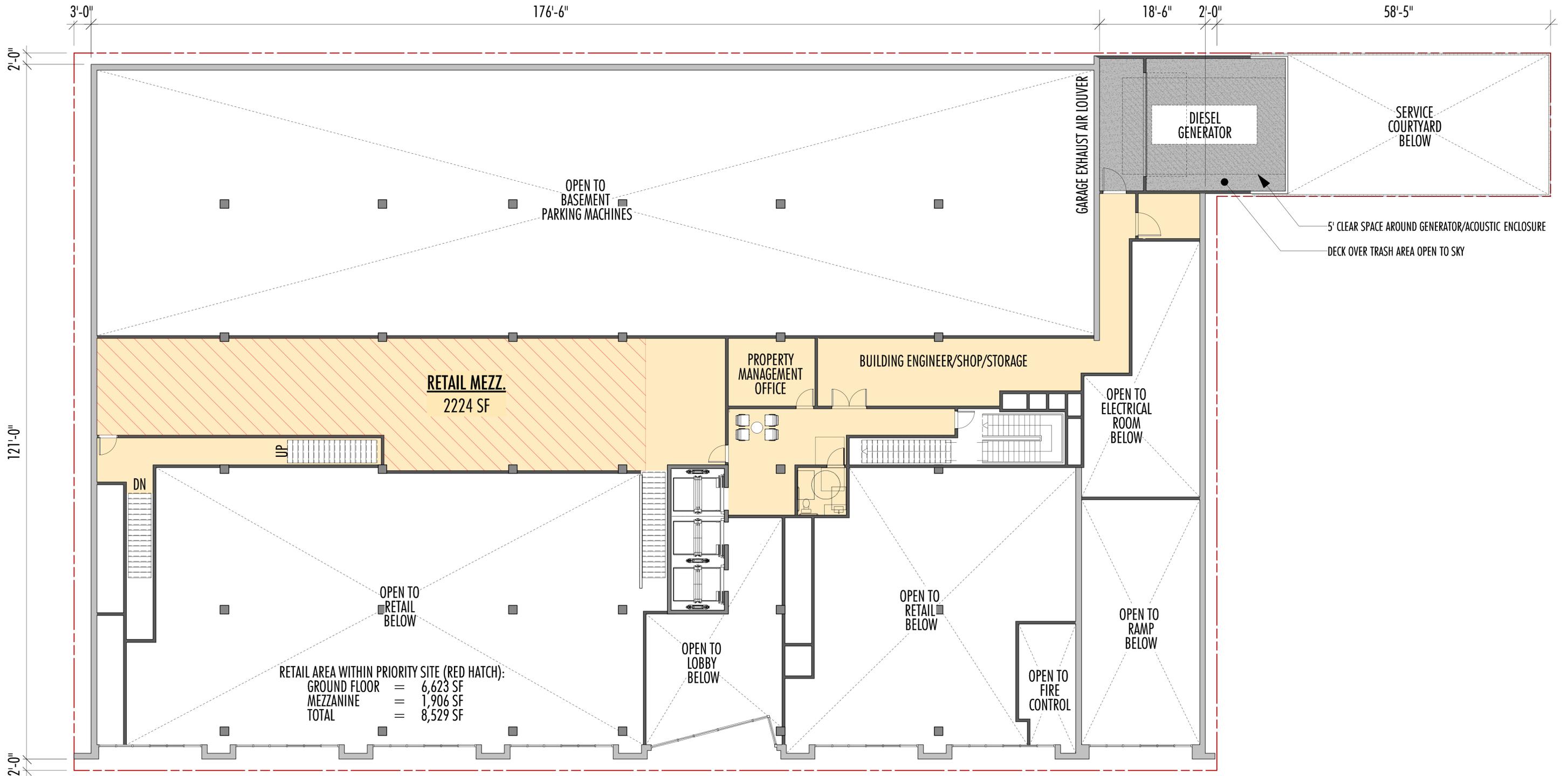
8 24TH ST & WEBSTER: SW CORNER

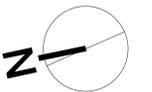


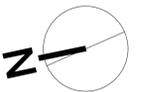
9 300 BLOCK: 24TH STREET

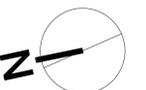


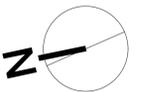




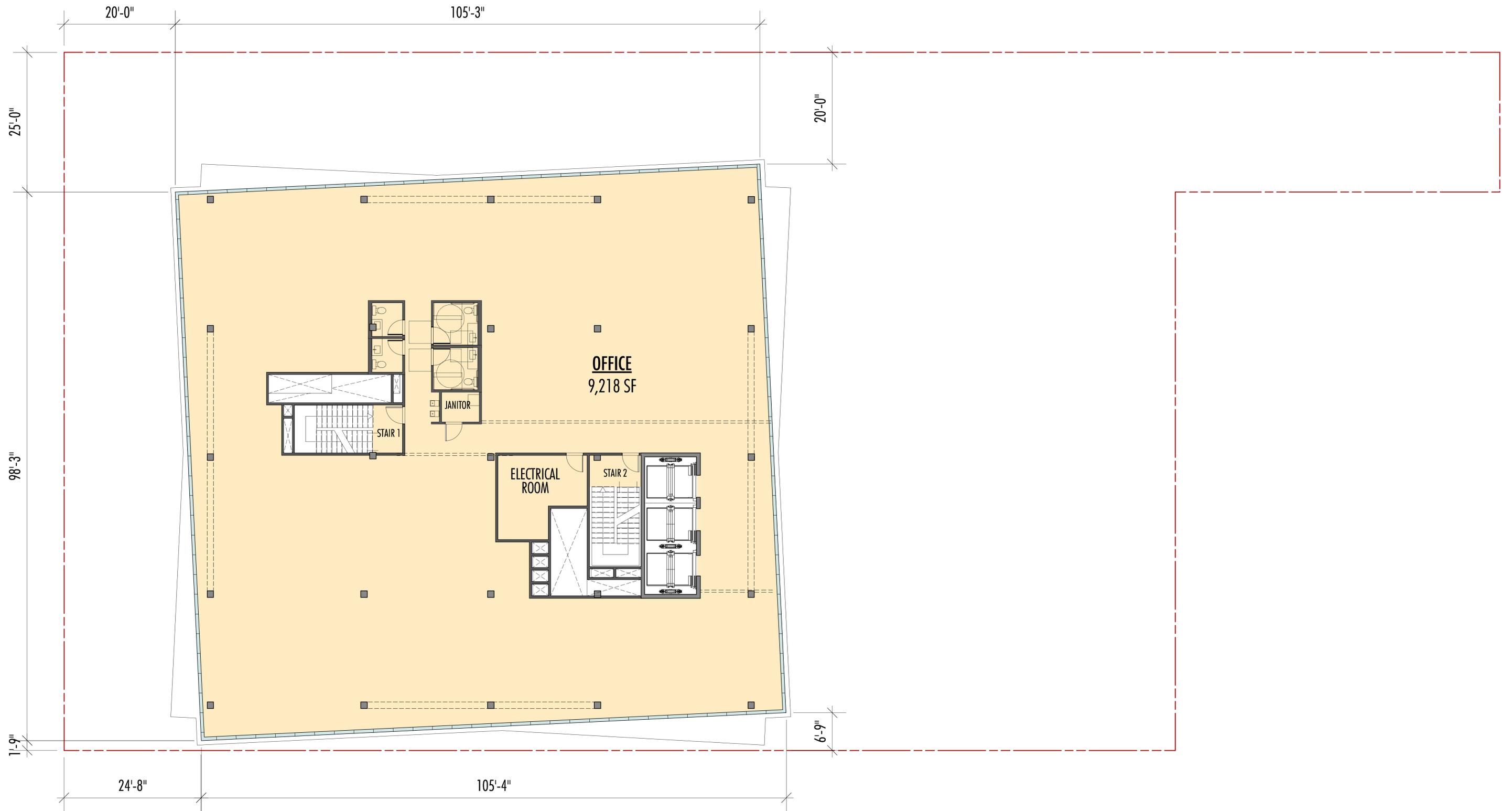


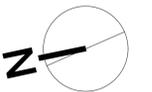


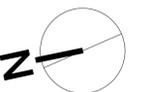


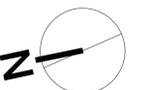


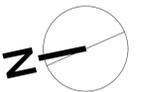


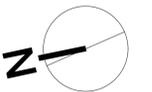
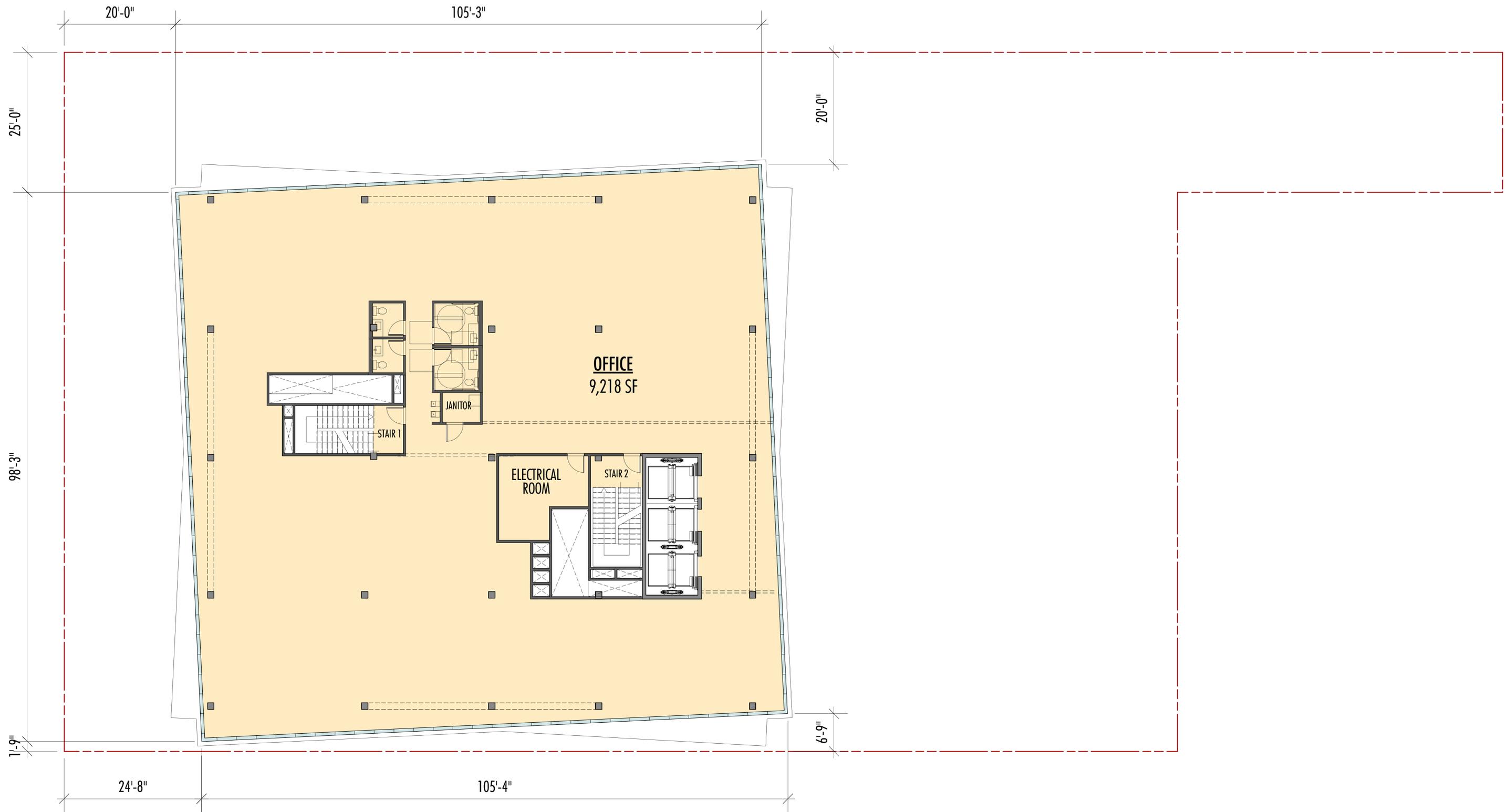


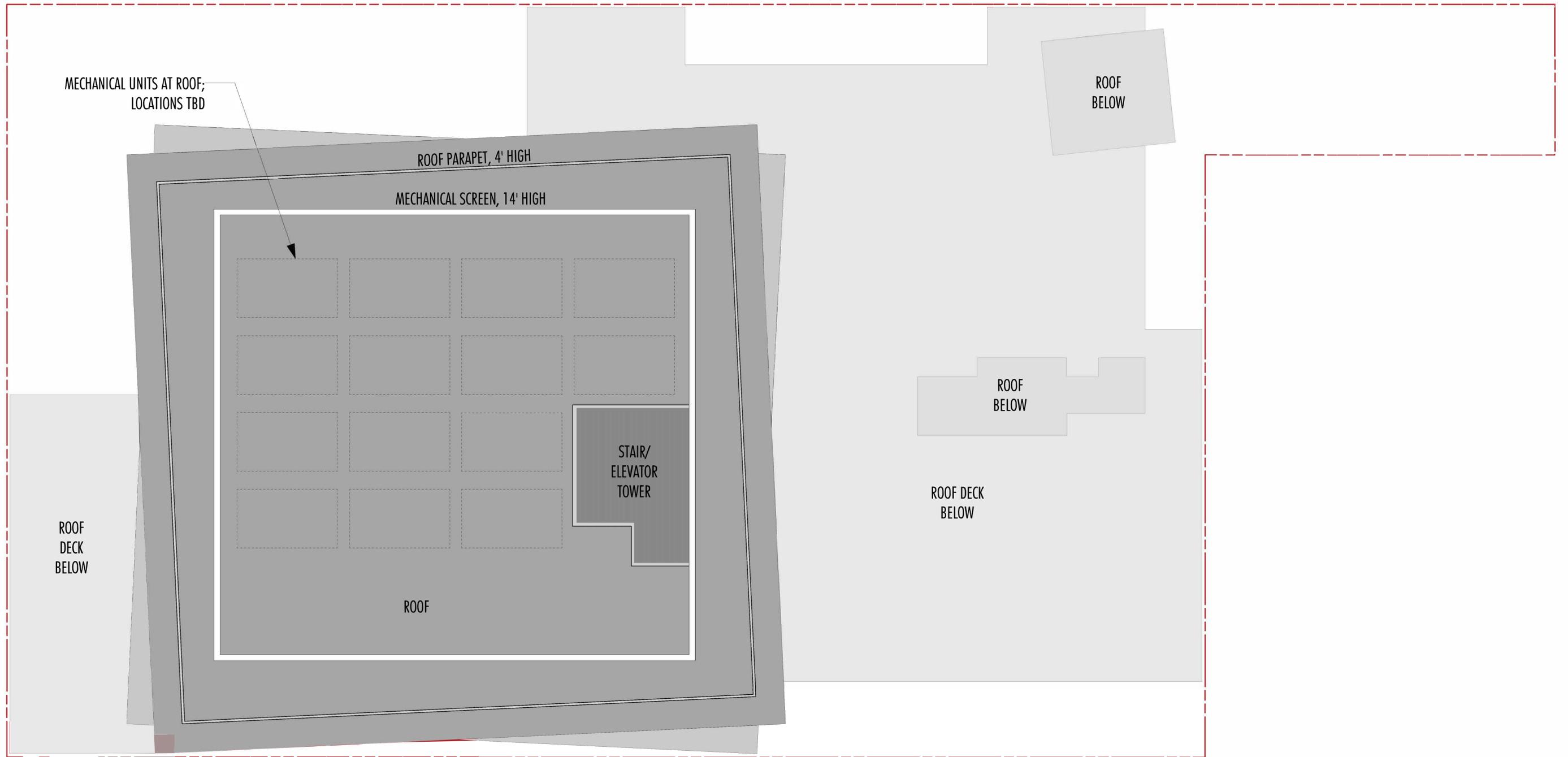














24TH & VALDEZ STREET



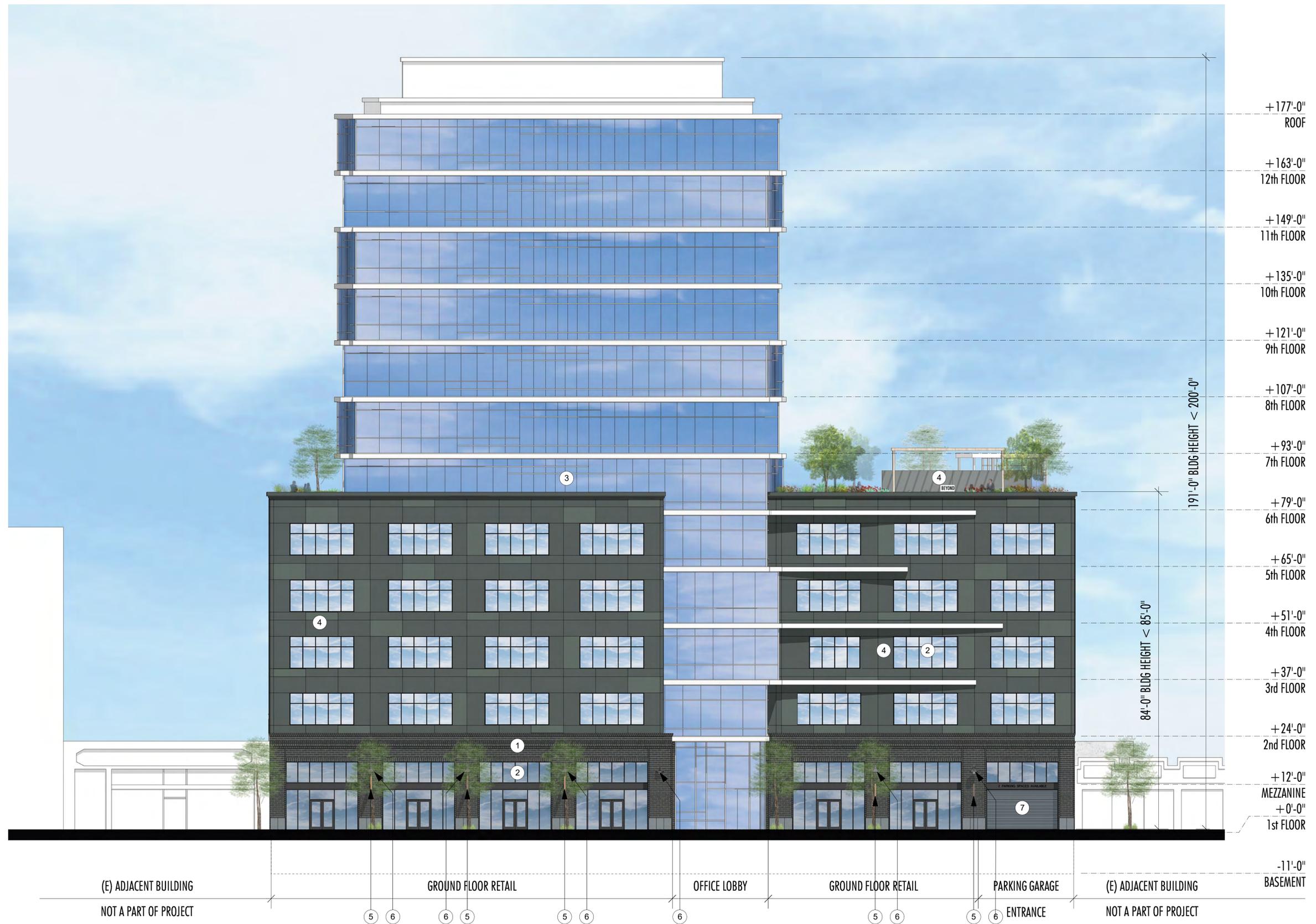
WEBSTER STREET
LOBBY & GROUND FLOOR RETAIL



ROOF DECK



WEBSTER STREET
FROM BROADWAY LOOKING NORTHEAST







+177'-0"
ROOF

+163'-0"
12th FLOOR

+149'-0"
11th FLOOR

+135'-0"
10th FLOOR

+121'-0"
9th FLOOR

+107'-0"
8th FLOOR

+93'-0"
7th FLOOR

+79'-0"
6th FLOOR

+65'-0"
5th FLOOR

+51'-0"
4th FLOOR

+37'-0"
3rd FLOOR

+24'-0"
2nd FLOOR

+12'-0"
MEZZANINE

+0'-0"
1st FLOOR

24TH ST. SIDEWALK

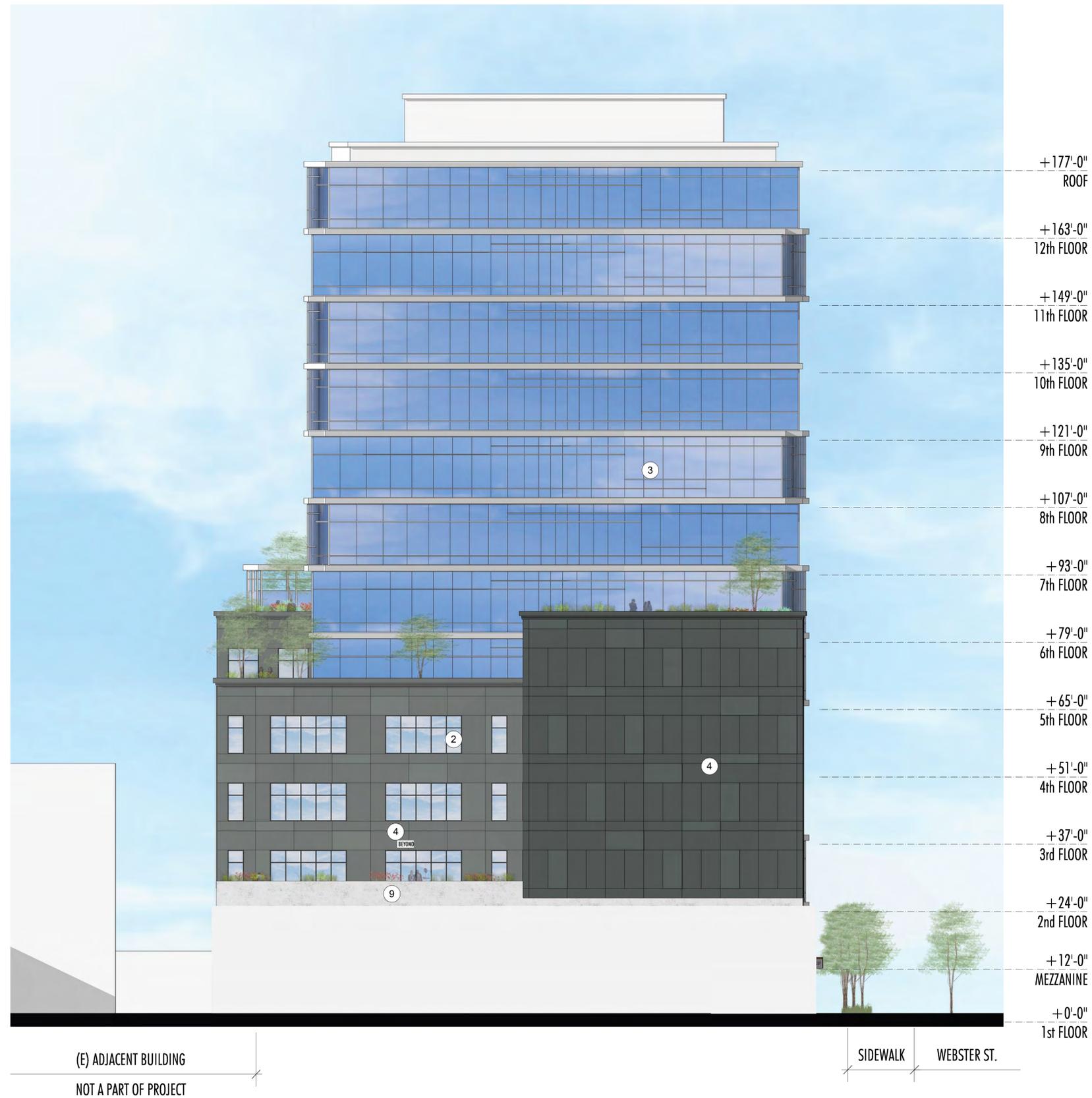
(E) ADJACENT BUILDING
NOT A PART OF PROJECT



2424 Webster

EXTERIOR ELEVATION: EAST
10/05/20

A3.5





1

DARK GREY BRICK



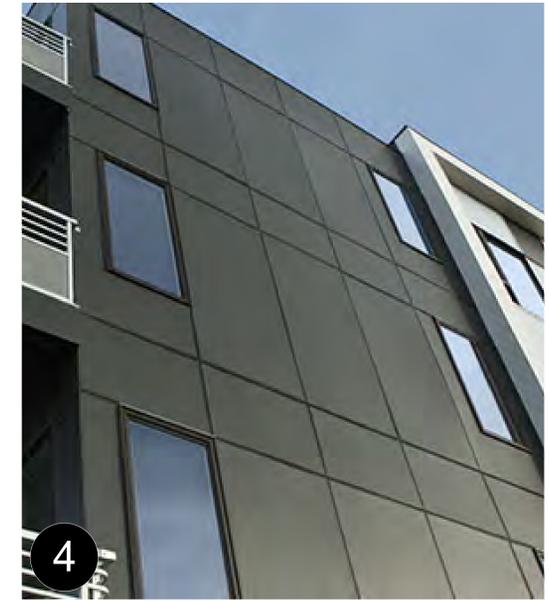
2

BLACK ANODIZED ALUMINUM WINDOWS
AT BRICK BUILDING



3 3B

BLUE-TINTED GLASS STOREFRONT
(VIRACON #VRE1-46) W/ WHITE
ALUMINUM MULLIONS & FASCIA/TRIM;
(3B = 72" HIGH GLASS GUARDRAIL)



4

FIBER CEMENT PANELS, SMOOTH FINISH:
BM #1547 "DRAGON'S BREATH"
& 15% OF PANELS AT A 10% LIGHTER BLEND



5

BLADE SIGN -
WOOD & METAL



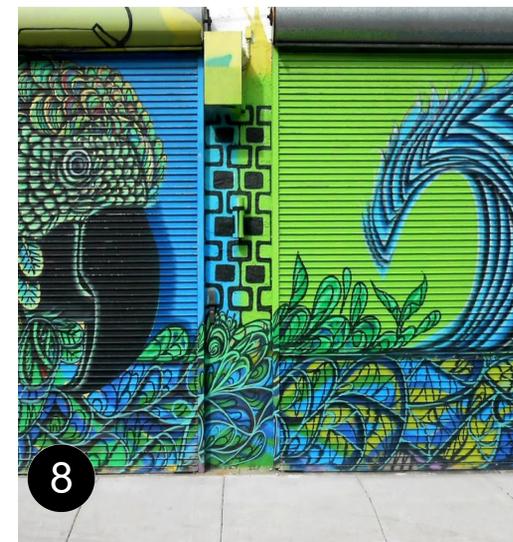
6

EXTERIOR LIGHTING -
KICHLER "1-LIGHT SEASIDE"
& "HARVEST RIDGE"



7

BLACK METAL MESH OVERHEAD DOOR



8

ARTISTIC MURAL PAINTED ON WALL
& SERVICE DOORS

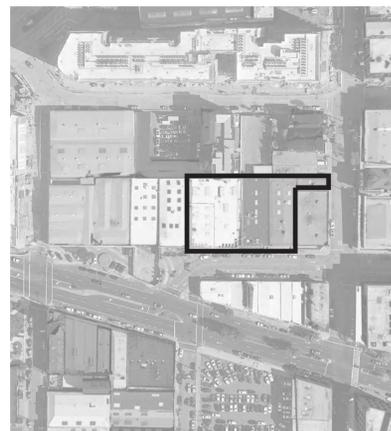


9

CONCRETE



PROJECT CONTEXT



PROJECT CONCEPT

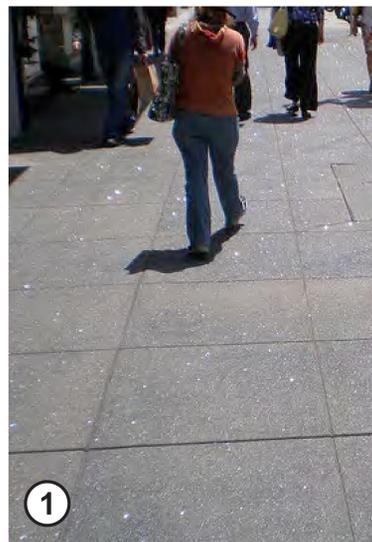
A SERIES OF ROOF TERRACES MAXIMIZES THE CONNECTION OF INTERIOR OFFICE ENVIRONMENTS WITH OUTDOOR SPACES. OUTDOOR WORKING, SOCIALIZING, AND RELAXATION ARE CONSIDERED AS INTEGRAL ELEMENTS FOR THE NEW OFFICE. GROUND FLOOR CONNECTIONS TO THE CITY ARE GENEROUS, STRAIGHTFORWARD, AND DESIGNED TO AUGMENT THE GROUND FLOOR RETAIL EXPERIENCE.

AERIAL - 6TH FLOOR



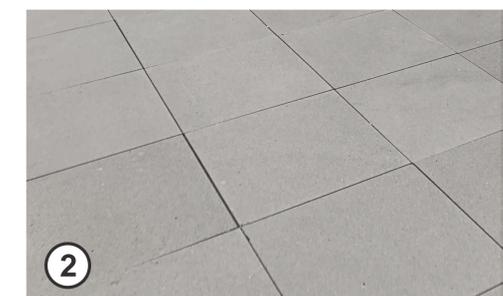
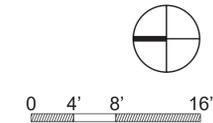


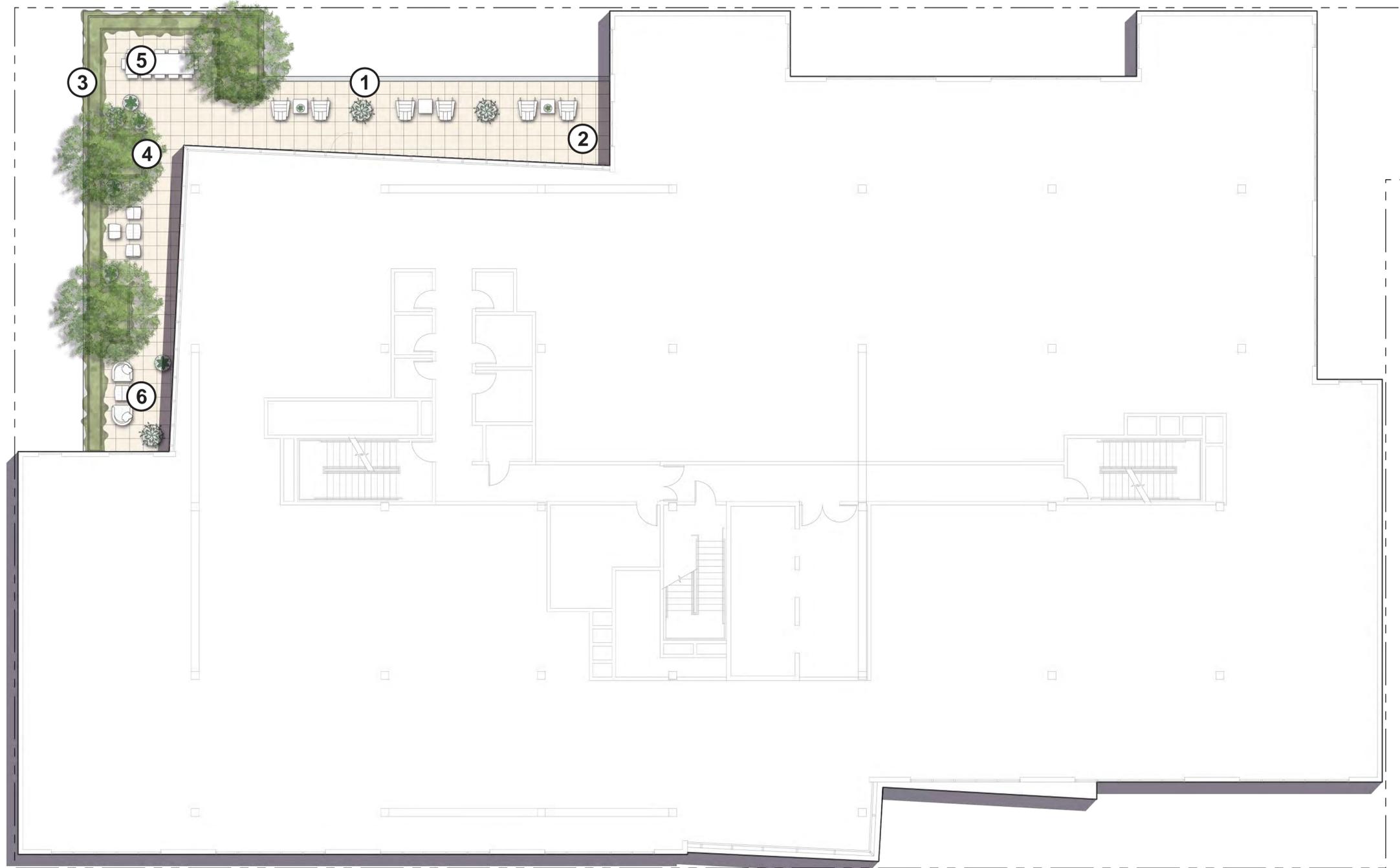
1. POURED IN PLACE CONCRETE
2. STREET LIGHT
3. STREET TREE
4. BICYCLE RACK (TOTAL BIKE PARKING SPACES = 16)
5. BENCH
6. ACCESS TO PARKING AND LOADING
7. RETAIL
8. LOADING AREA / ACCESSIBLE RAMP



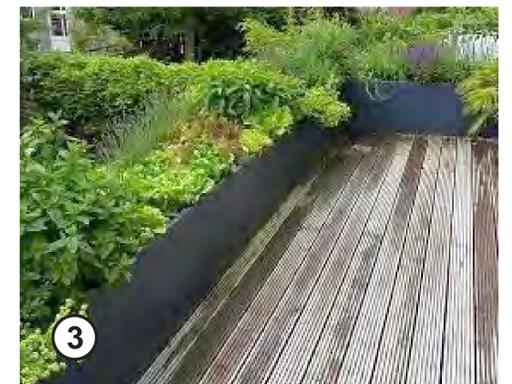
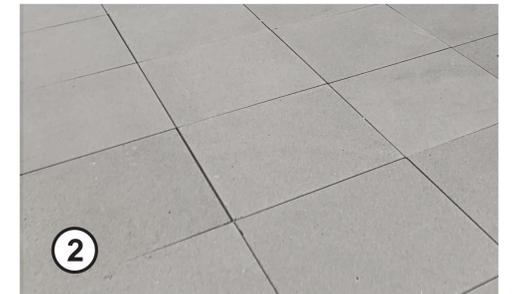
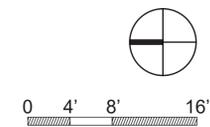


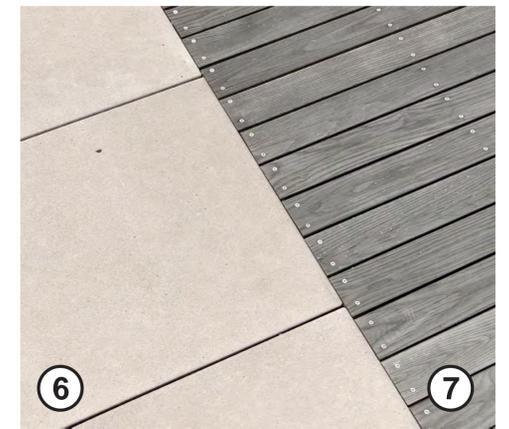
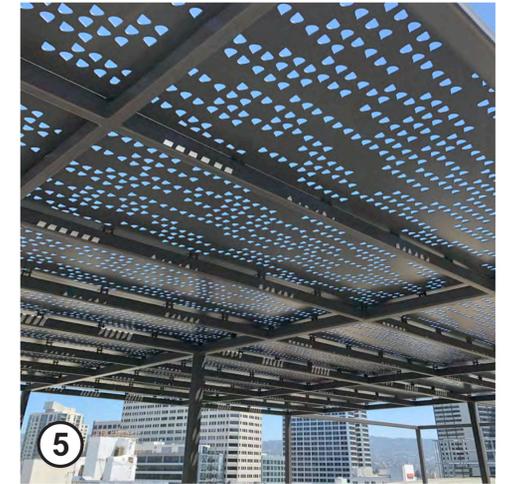
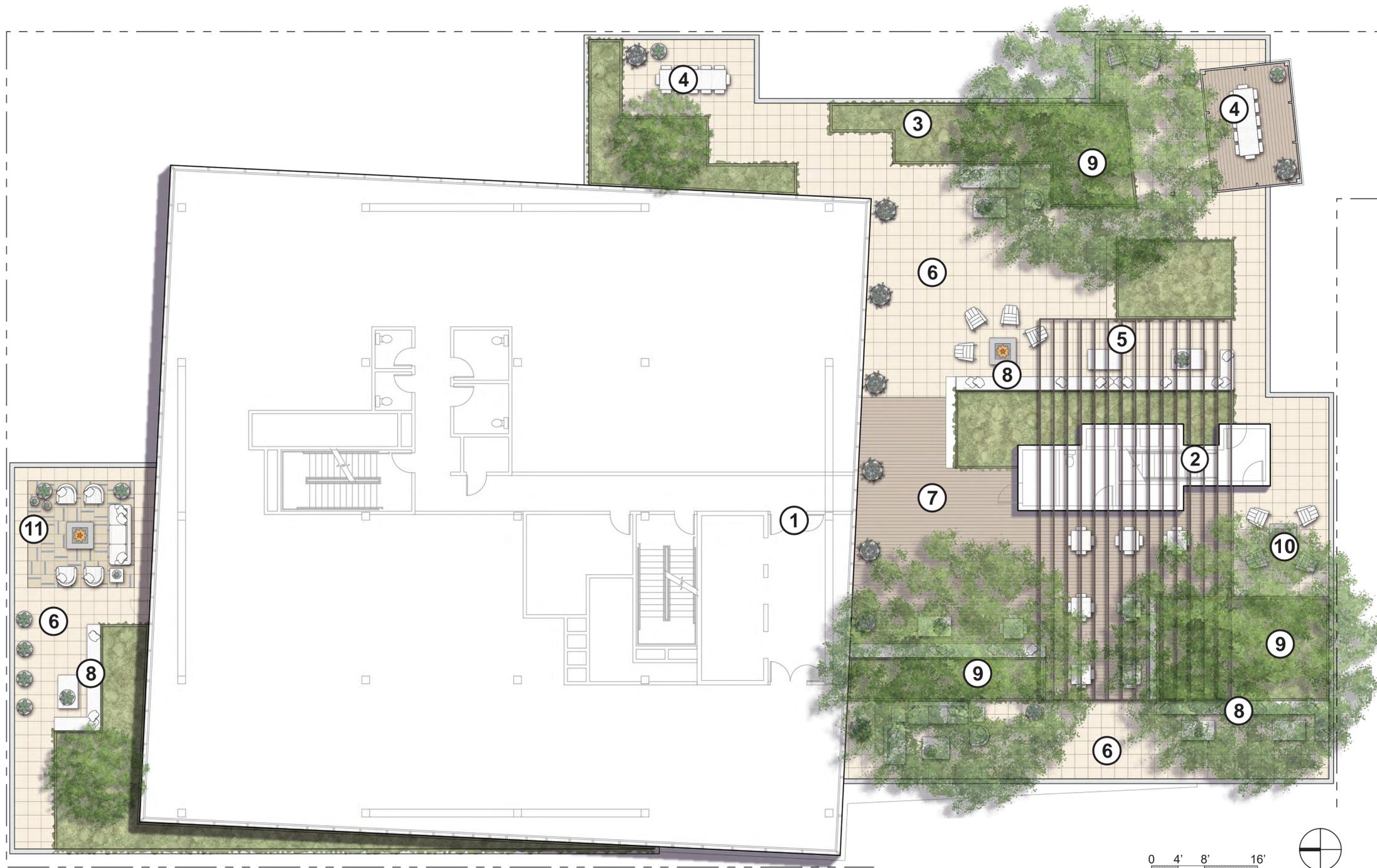
- 1. PLANTS IN POTS
- 2. PRECAST PAVERS
- 3. LINEAR PLANTERS
- 4. FRAME TRELLIS
- 5. OUTDOOR WORK SPACES
- 6. FURNITURE
- 7. STORMWATER TREATMENT PLANTER





1. PLANTS IN POTS
2. PRECAST PAVERS
3. LINEAR PLANTERS
4. PLANTER FOR SMALL TREE
5. OUTDOOR CONFERENCE TABLE
6. FURNITURE





1. ELEVATOR ACCESS
2. EGRESS STAIR
3. STORMWATER TREATMENT PLANTER
4. CONFERENCE ZONE
5. SHADE TRELLIS
6. PRECAST PAVERS
7. THERMALLY MODIFIED WOOD DECKING
8. BUILT IN BENCH
9. LARGE OAK TREE
10. FIRE PIT
11. ACCENT PAVERS





6TH FLOOR TERRACE



6TH FLOOR TERRACE



6TH FLOOR TERRACE



2ND FLOOR TERRACE



LEUCOSPERMUM 'SCARLET RIBBON'
TO 4-12' H X 4-8' W



LEUCADENDRON EBONY
TO 3-4' H X 3-5' W
FULL SUN



CEANOTHUS GRISEUS
DIAMOND HEIGHTS



PELARGONIUM SIDOIDES



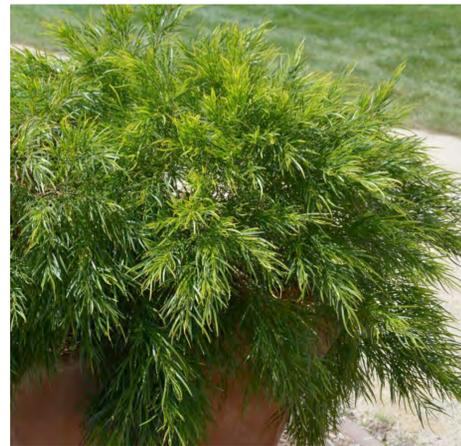
LOTUS BERTHELOTTII



ECHEVERIA CANTE 'WHITE
CLOUD'



ECHEVERIA 'AFTERGLOW'



ACACIA COGNATA 'COUSIN ITT'
TO 2-3' T X 4-6' W
FULL TO PART SUN



MELIANTHUS MAJOR 'ANTONOW'S BLUE'



SALVIA MYSTIC BLUE SPIRES
TO 2-3' X 2-3'
FULL SUN



ORIGANUM 'KENT BEAUTY'



QUERCUS AGRIFOLIA
TO 60' HIGH X 60 FOOT WIDE
SUN TO LIGHT SHADE



AGAVE BLUE GLOW
TO 18" T X 24" W
PARTIAL TO FULL SUN



AGAVE 'NOVA'



FURCRAEA MACDOUGALII



ALOE POLYPHYLLA
TO 2-3' X 2-3'
FULL SUN TO PART SUN



AEONIUM CANARIENSIS



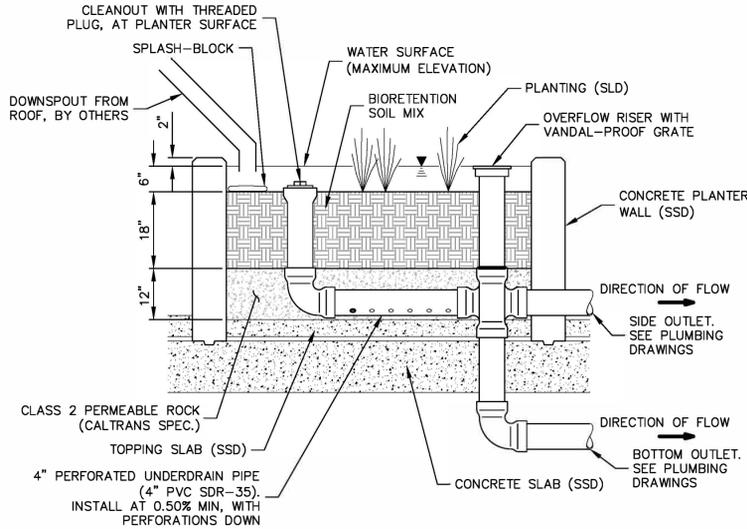
AURACARIA HETEROPHYLLA

PLANTING CONCEPT STATEMENT

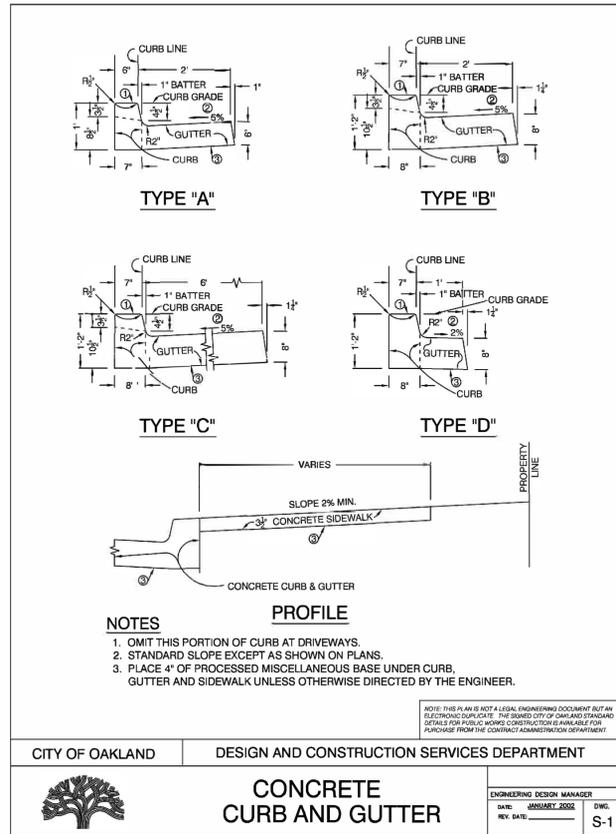
Street trees will be installed at a minimum 24" box size and bioswale plantings will comply with C.3 requirements. Final planting design may vary from concept species based on plant availability, quality, and overall design cohesiveness based on availability.

IRRIGATION CONCEPT STATEMENT

The irrigation design for the site shall comply with the State of California Model Water Efficient Landscape Ordinance (title 23 - division 2 - chapter 2.7) and the City of Oakland water efficient landscape standards. The irrigation systems will be automatically controlled by an irrigation controller capable of multiple programming and independent timing of individual irrigation systems. The controller will have a 24-hour clock to allow multiple start times and repeat cycles to adjust for soil percolation rates. The irrigation systems will consist primarily of low volume, low flow bubblers for trees, point source drip irrigation for shrubs and groundcovers, and low flow irrigation for turf plantings. Plants will be grouped onto separate valves according to sun exposure and water use to allow for irrigation application by hydrozone. The irrigation scheduling will reflect the regional evapo-transpiration rates. The entire site will be designed to run during nighttime hours when irrigation is most efficient.



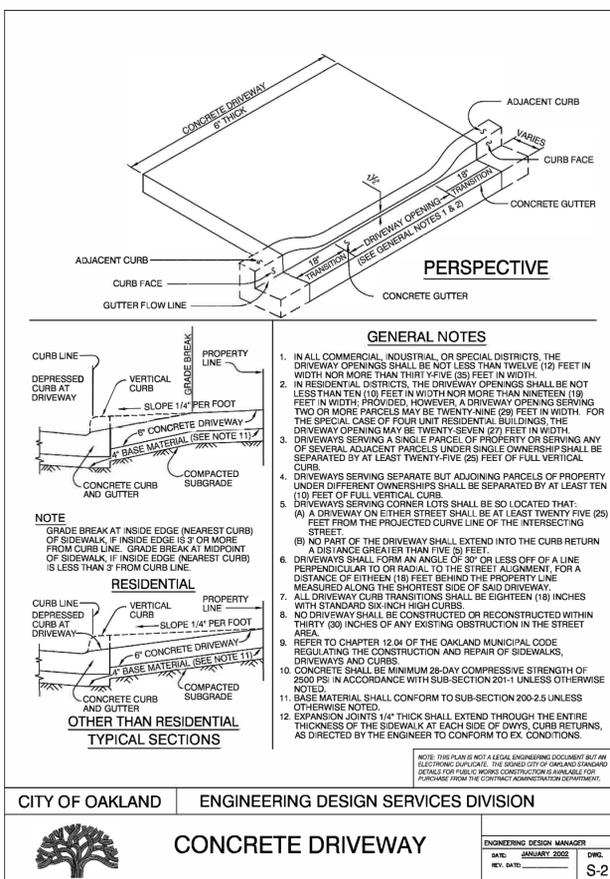
BIORETENTION PLANTER DETAIL
NOT TO SCALE



CITY OF OAKLAND DESIGN AND CONSTRUCTION SERVICES DEPARTMENT

CONCRETE CURB AND GUTTER

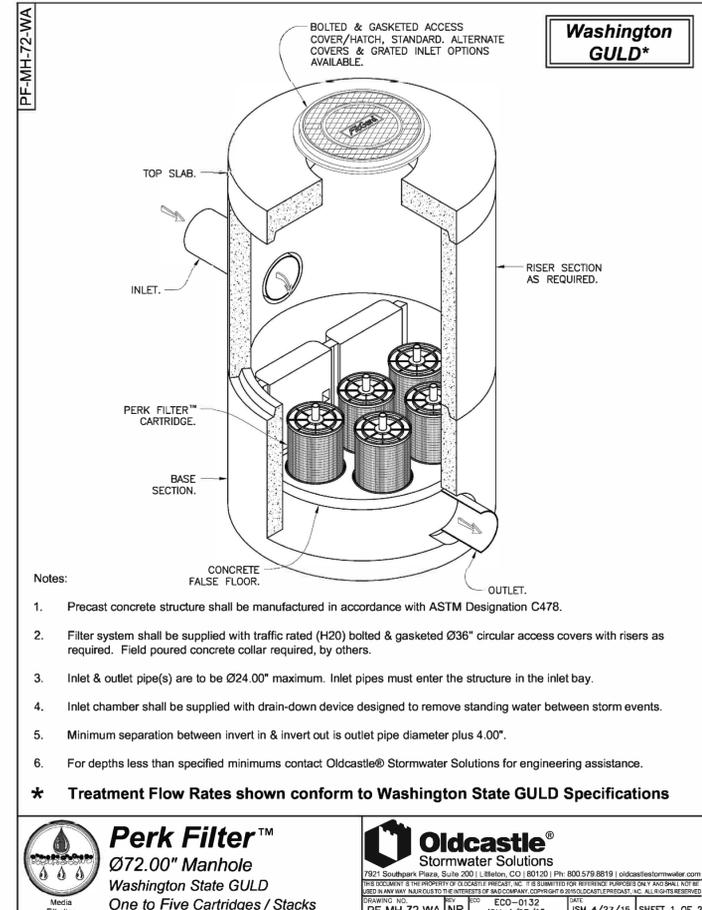
ENGINEERING DESIGN MANAGER: **ABRAMEY, ASSE** DATE: **1/20/20** DWG: **S-1**



CITY OF OAKLAND ENGINEERING DESIGN SERVICES DIVISION

CONCRETE DRIVEWAY

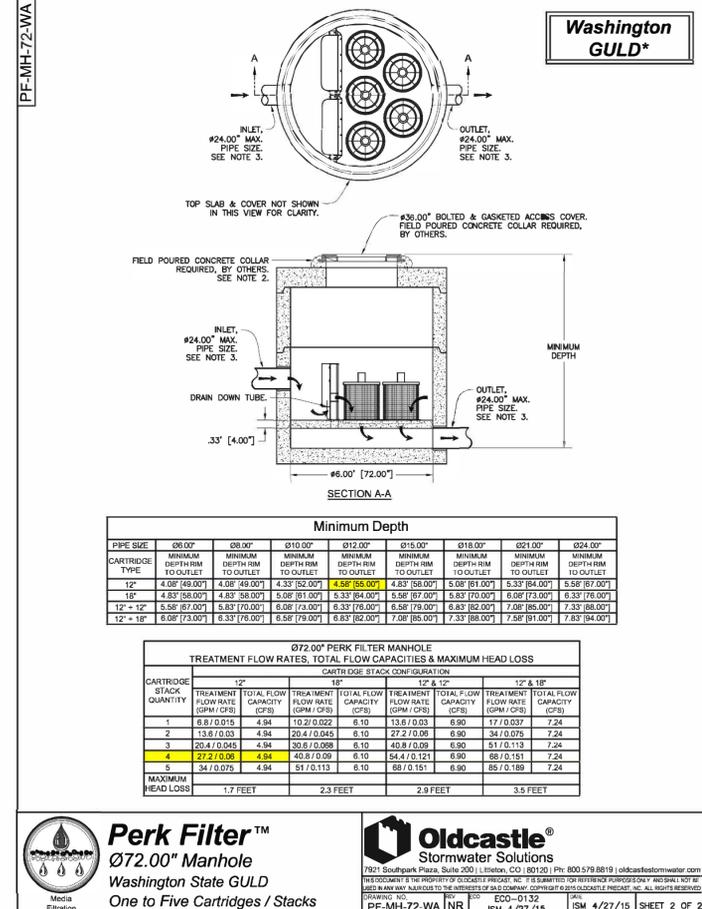
ENGINEERING DESIGN MANAGER: **ABRAMEY, ASSE** DATE: **1/20/20** DWG: **S-2**



Perk Filter™
Ø72.00" Manhole
Washington State GULD
One to Five Cartridges / Stacks

Oldcastle®
Stormwater Solutions
1721 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com

DRAWING NO.: PF-MH-72-WA NR
REV: 1/20/20
DATE: 4/27/15



Perk Filter™
Ø72.00" Manhole
Washington State GULD
One to Five Cartridges / Stacks

Oldcastle®
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1721 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com

DRAWING NO.: PF-MH-72-WA NR
REV: 1/20/20
DATE: 4/27/15

PRELIMINARY NOT FOR CONSTRUCTION

CITY OF OAKLAND

DATE: 10-05-20

SCALE: NONE

DESIGNED BY: SH

REVIEWED BY: SEH

2424 WEBSTER DESIGN REVIEW

DETAILS

C2.0 SHEET 3 OF 13

SECTION E-E

SECTION F-F

SECTION G-G

SECTION H-H

SECTION A-A

ELEVATION B-B

SECTION C-C

GRATING

FRAME

GENERAL NOTES

- TYPE "A" INLET IS NO LONGER USED ON NEW CONSTRUCTION
- INSTALL NEW GRATE DETAIL TO RETROFIT TYPE "A" INLET - BIKE PROOF GRATE PER GRATE DETAIL
- LOCATION AND DIRECTION OF CONDUITS ENTERING OR LEAVING INLETS TO BE SHOWN ON GENERAL PLANS.
- GRATE AND FRAME SHALL BE ASSEMBLED AND MADE TO FIT BEFORE DELIVERY.
- THE GRATE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A-123.
- ALL BEARING BARS AND CROSS BARS OF GRATE SHALL BE RESISTANCE WELDED OR ELECTROFORGED INTO A ONE PIECE CONSTRUCTION.
- ALL METAL SHALL BE STRUCTURAL GRADE STEEL IN ACCORDANCE WITH ASTM A-36.
- A VEE CHANNEL 4" DEEP SHALL JOIN TWO OR MORE CONDUITS ENTERING AN INLET.
- CONSTRUCT STEPS IN INLETS WITH A DEPTH OF 4" OR GREATER

CITY OF OAKLAND | **DESIGN AND CONSTRUCTION SERVICES DEPARTMENT**

TYPE "A" INLET

ENGINEERING DESIGN MANAGER: [Signature]

DATE: JANUARY 2022 | DWG. NO.: [Blank]

REV. DATE: [Blank] | D-3

NOTES:

- Excavated material shall not be used to fill voids caused by overexcavation; such voids shall be filled with compacted bedding material. Unless directed by the Engineer, no separate payment will be made for overexcavation.
- Import backfill material shall conform to Subsection 306-1.3.1
- Aggregate base shall conform to crushed miscellaneous base (Section 200-2.4) or better. The base material must be approved by the Engineer.
- The streets of Oakland are generally paved with either AC, PCC, or a combination of the two. The existing pavement may differ from the replacement Pavement Type (A to F) indicated on the plans.
- Compaction by jetting is not permitted.
- When flexible pipe (HDPE, etc.) is used, pipe shall be backfilled to the spring line, compacted and backfill tested prior to completing initial backfill.
- The compacted temporary resurfacing shall be a minimum of 2" thick placed on the required base, and shall be removed prior to placing the permanent paving.
- Backfill testing is required and results shall be approved by the Engineer prior to paving.
- No longitudinal joints or seams are allowed in bike lanes. If a longitudinal joint is constructed due to the Contractor's work or this requirement, the Contractor shall remove a minimum of 2" of asphalt from the pavement across the entire bike lane using a method approved by the City and then resurface the bike lane to the Engineer's satisfaction.
- During backfill operations, the trench shall be backfilled, compacted, and tested to the spring line of any utilities crossing the trench before proceeding with further backfill.
- Unless specified otherwise, measurement for payment of additional bedding, imported backfill and temporary paving (when listed as separate pay items) shall be based upon the trench widths defined on this detail. The lower trench width for 8" pipe shall be 30".
- Clean and tuckcoat sides of excavation and between paving courses with spray application of SS-1 emulsion before placing asphalt-concrete pavement with spray section.
- If the distance to the edge of gutter is less than 3' from one trench edge, the pavement replacement shall extend to the edge of existing gutter.
- In areas where existing paving consists of rubberized AC, the trench area should be repaved with the equivalent pavement section of rubberized AC. As an alternate, a dense graded AC section equivalent to two-times the thickness of the rubberized AC may be substituted.

CITY OF OAKLAND | **DESIGN AND CONSTRUCTION SERVICES DEPARTMENT**

TRENCH DETAIL

ENGINEERING DESIGN MANAGER: [Signature]

DATE: JANUARY 2022 | DWG. NO.: [Blank]

REV. DATE: [Blank] | D-22.1

PAVEMENT TYPES

TYPE A	TYPE B	TYPE C	TYPE D	TYPE F
6" P.C.C. PER SECTION 201-1.1.2	3" A.C. PER SECTION 306-1.5.2	4" A.C. PER SECTION 306-1.5.2	3" A.C. PER SECTION 306-1.5.2	VARIABLE DEPTH A.C. PER SECTION 306-1.5.2
18" A.B. PER SECTION 306-1.3.1	6" P.C.C. PER SECTION 201-1.1.2	18" A.B. PER SECTION 306-1.3.1	18" A.B. PER SECTION 306-1.3.1	

SAWCUT FULL DEPTH PCC PAVEMENT - CONSTRUCT A MIN. 6" PAVEMENT SECTION

CITY OF OAKLAND | **DESIGN AND CONSTRUCTION SERVICES DEPARTMENT**

TRENCH DETAIL

ENGINEERING DESIGN MANAGER: [Signature]

DATE: JANUARY 2022 | DWG. NO.: [Blank]

REV. DATE: [Blank] | D-22.0

PRELIMINARY NOT FOR CONSTRUCTION

AGENCY: [Blank] | DATE: [Blank] | NO. [Blank]

REGISTERED PROFESSIONAL ENGINEER
 License No. 41393
 CIVIL
 STATE OF CALIFORNIA

CALIFORNIA

SIGNATURE DEVELOPMENT GROUP
2424 WEBSTER
 DESIGN REVIEW

CITY OF OAKLAND

40 YEARS
 ENGINEERING • PLANNING
 SURVEYING

PHONE: (925) 832-6900
 WWW.ARDENGINEERS.COM
 1000 WALNUT STREET, SUITE 200

DATE: 10-05-20

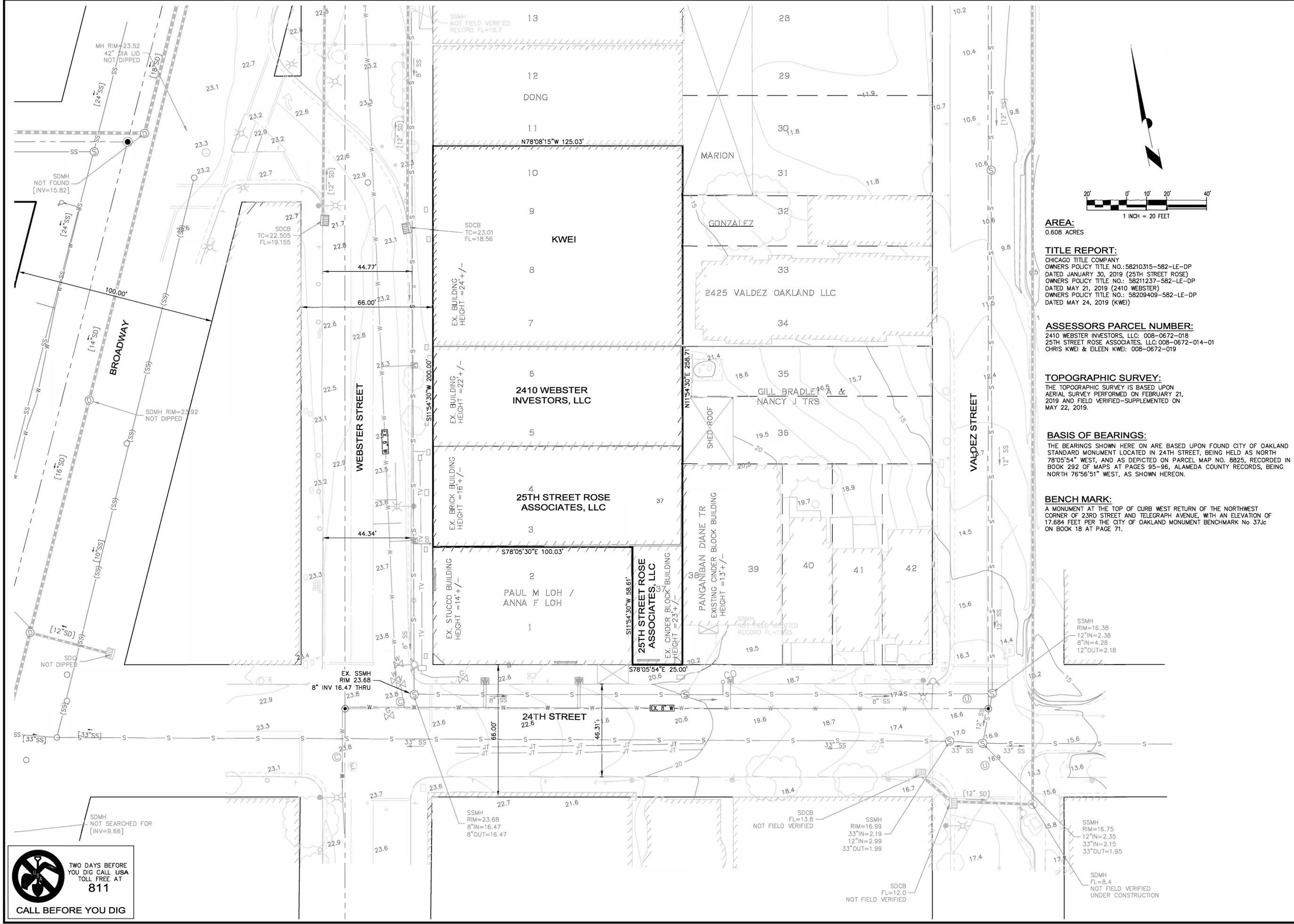
SCALE: NONE
 HORZ: NONE
 VERT: NONE

DESIGNED BY: AMD
 REVIEWED BY: SEH

2424 WEBSTER
 DESIGN REVIEW

DETAILS

C2.1
 SHEET 4 OF 13



AREA:
0.608 ACRES

TITLE REPORT:
CHICAGO TITLE COMPANY
OWNERS POLICY TITLE NO.: 58210315-582-LE-DP
DATED JANUARY 30, 2019 (25TH STREET ROSE)
OWNERS POLICY TITLE NO.: 58211237-582-LE-DP
DATED MAY 21, 2019 (2410 WEBSTER)
OWNERS POLICY TITLE NO.: 58209409-582-LE-DP
DATED MAY 24, 2019 (KWEI)

ASSESSORS PARCEL NUMBER:
2410 WEBSTER INVESTORS, LLC: 008-0672-018
25TH STREET ROSE ASSOCIATES, LLC: 008-0672-014-01
CHRIS KWEI & EILEEN KWEI: 008-0672-019

TOPOGRAPHIC SURVEY:
THE TOPOGRAPHIC SURVEY IS BASED UPON AERIAL SURVEY PERFORMED ON FEBRUARY 21, 2019 AND FIELD VERIFIED-SUPPLEMENTED ON MAY 22, 2019.

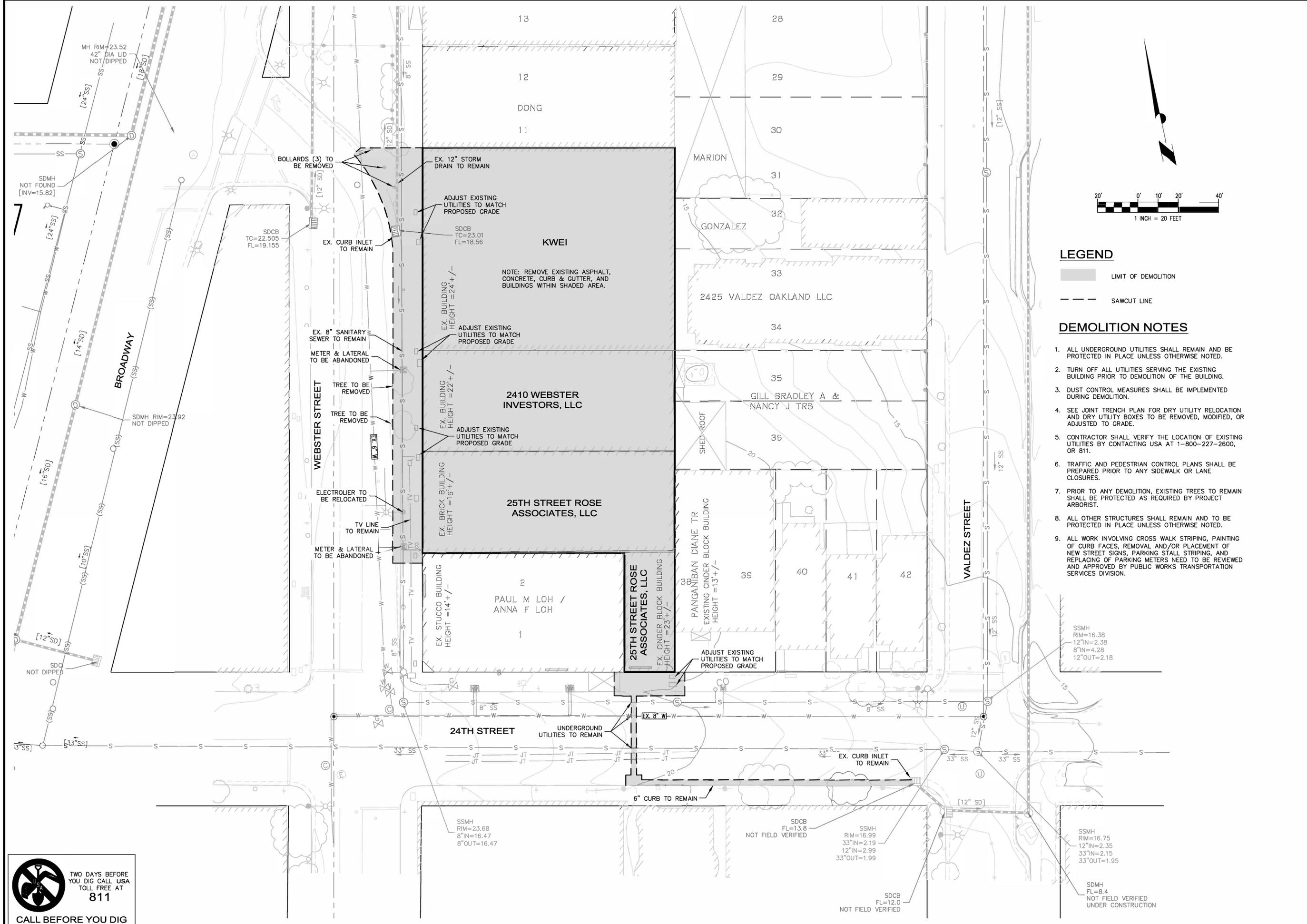
BASIS OF BEARINGS:
THE BEARINGS SHOWN HERE ON ARE BASED UPON FOUND CITY OF OAKLAND STANDARD MONUMENT LOCATED IN 24TH STREET, BEING HELD AS NORTH 78°05'54" WEST, AND AS DEPICTED ON PARCEL MAP NO. 8825, RECORDED IN BOOK 292 OF MAPS AT PAGES 95-96, ALAMEDA COUNTY RECORDS, BEING NORTH 76°56'51" WEST, AS SHOWN HEREON.

BENCH MARK:
A MONUMENT AT THE TOP OF CURB WEST RETURN OF THE NORTHWEST CORNER OF 23RD STREET AND TELEGRAPH AVENUE, WITH AN ELEVATION OF 17.684 FEET PER THE CITY OF OAKLAND MONUMENT BENCHMARK No 37Jc ON BOOK 18 AT PAGE 71.

AGENCY	dk
DESCRIPTION	
NO.	
DATE	
SIGNATURE DEVELOPMENT GROUP 2424 WEBSTER DESIGN REVIEW	
CITY OF OAKLAND CALIFORNIA	
DATE:	10-05-20
SCALE:	HORZ: 1"=20' VERT: NONE
DESIGNED BY:	AMD
REVIEWED BY:	SEH
2424 WEBSTER DESIGN REVIEW	
TOPOGRAPHIC SURVEY	
C3.0 SHEET 5 OF 13	



F:\PROJECTS\2018\18-1065 WEBSTER\DWG\DESIGN REVIEW

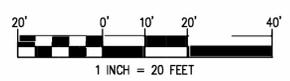


LEGEND

- LIMIT OF DEMOLITION
- SAWCUT LINE

DEMOLITION NOTES

- ALL UNDERGROUND UTILITIES SHALL REMAIN AND BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
- TURN OFF ALL UTILITIES SERVING THE EXISTING BUILDING PRIOR TO DEMOLITION OF THE BUILDING.
- DUST CONTROL MEASURES SHALL BE IMPLEMENTED DURING DEMOLITION.
- SEE JOINT TRENCH PLAN FOR DRY UTILITY RELOCATION AND DRY UTILITY BOXES TO BE REMOVED, MODIFIED, OR ADJUSTED TO GRADE.
- CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES BY CONTACTING USA AT 1-800-227-2600, OR 811.
- TRAFFIC AND PEDESTRIAN CONTROL PLANS SHALL BE PREPARED PRIOR TO ANY SIDEWALK OR LANE CLOSURES.
- PRIOR TO ANY DEMOLITION, EXISTING TREES TO REMAIN SHALL BE PROTECTED AS REQUIRED BY PROJECT ARBORIST.
- ALL OTHER STRUCTURES SHALL REMAIN AND TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
- ALL WORK INVOLVING CROSS WALK STRIPING, PAINTING OF CURB FACES, REMOVAL AND/OR PLACEMENT OF NEW STREET SIGNS, REMOVAL AND/OR PLACEMENT OF REPLACING OF PARKING METERS NEED TO BE REVIEWED AND APPROVED BY PUBLIC WORKS TRANSPORTATION SERVICES DIVISION.




 TWO DAYS BEFORE
 YOU DIG CALL USA
 TOLL FREE AT
811
 CALL BEFORE YOU DIG

SIGNATURE DEVELOPMENT GROUP 2424 WEBSTER DESIGN REVIEW	REGISTERED PROFESSIONAL ENGINEER No. 103552 CIVIL STATE OF CA
CITY OF OAKLAND	CALIFORNIA
PHONE (925) 932-6999 DOWNTOWN, OAKLAND, CA	NO. DATE DESCRIPTION AGENCY
DATE: 10-05-20 SCALE: 1"=20' HORZ: NONE VERT: NONE DESIGNED BY: AMD REVIEWED BY: SEH 2424 WEBSTER DESIGN REVIEW DEMOLITION PLAN C4.0 SHEET 6 OF 13	

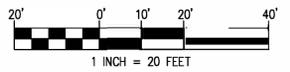
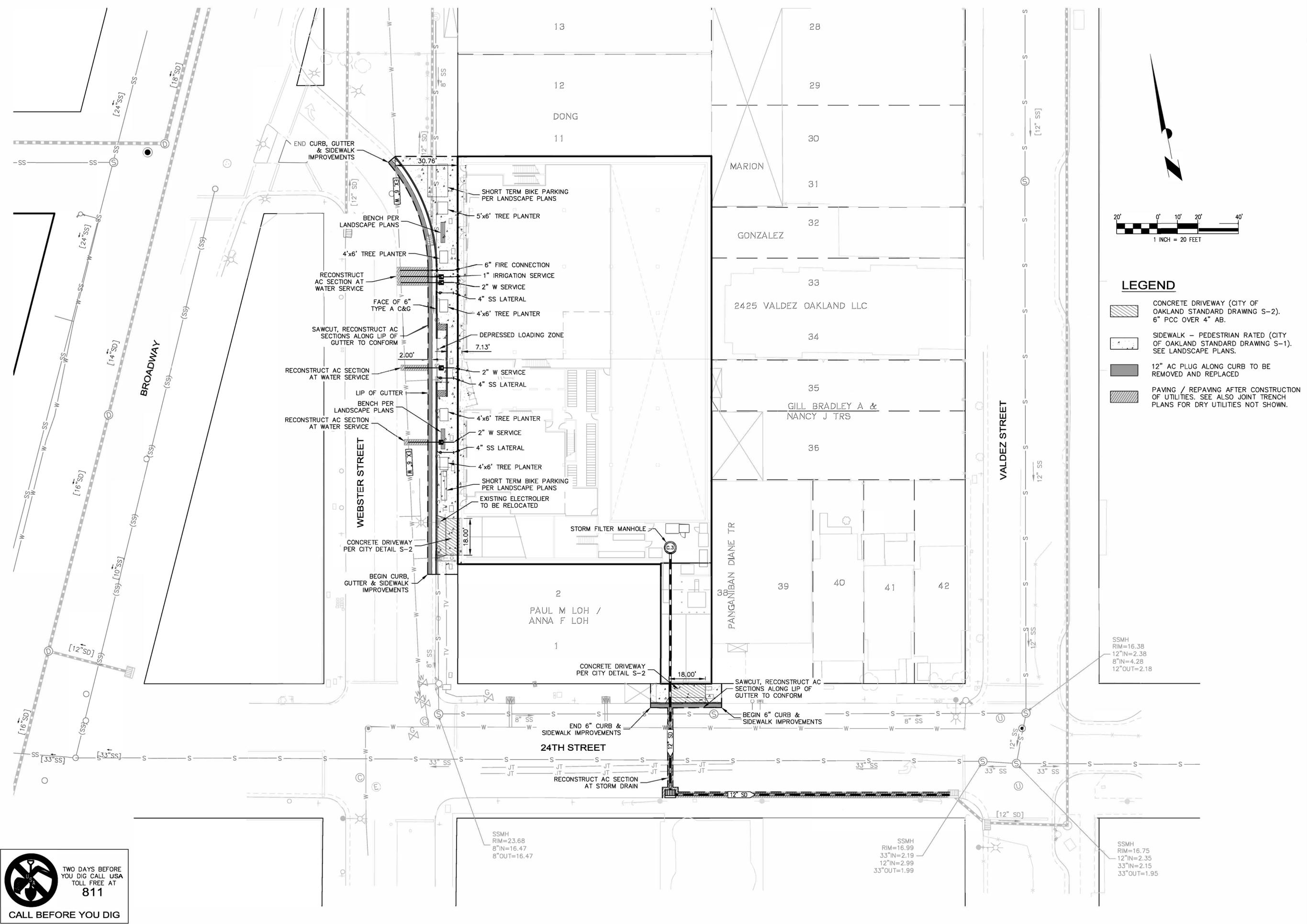
PRELIMINARY NOT FOR CONSTRUCTION

F:\PROJECTS\2018\18-1065 WEBSTER\DWG\DESIGN REVIEW



TWO DAYS BEFORE YOU DIG CALL USA TOLL FREE AT 811

dk JOB NO: 18-1065-10



LEGEND

- CONCRETE DRIVEWAY (CITY OF OAKLAND STANDARD DRAWING S-2). 6" PCC OVER 4" AB.
- SIDEWALK - PEDESTRIAN RATED (CITY OF OAKLAND STANDARD DRAWING S-1). SEE LANDSCAPE PLANS.
- 12" AC PLUG ALONG CURB TO BE REMOVED AND REPLACED
- PAVING / REPAVING AFTER CONSTRUCTION OF UTILITIES. SEE ALSO JOINT TRENCH PLANS FOR DRY UTILITIES NOT SHOWN.

NO.	DATE	DESCRIPTION	BY	AGENCY

PRELIMINARY NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
 No. 103852
 CIVIL
 STATE OF CALIFORNIA

SIGNATURE DEVELOPMENT GROUP
2424 WEBSTER
 DESIGN REVIEW

CITY OF OAKLAND

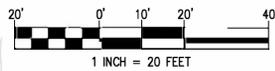
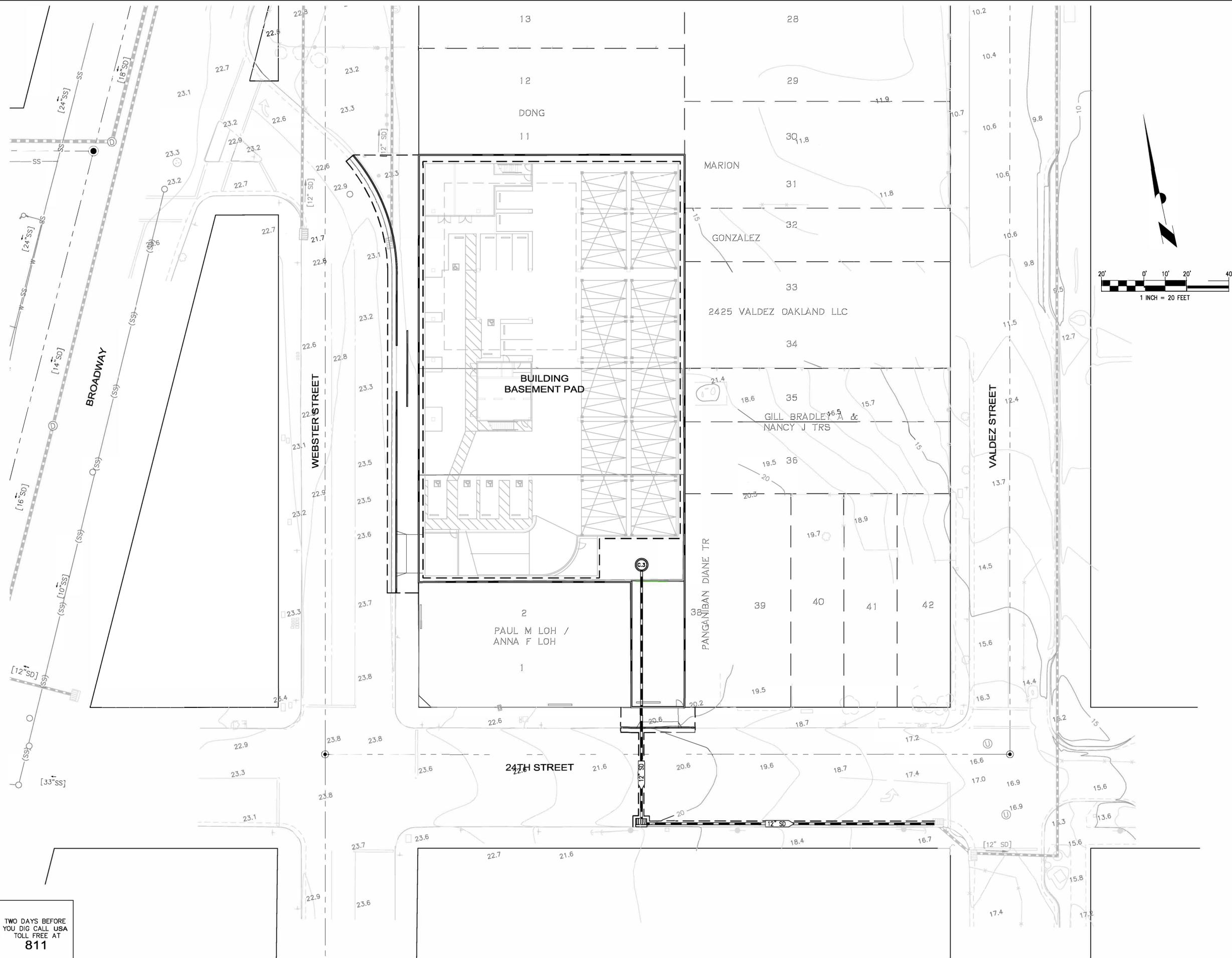
40+ YEARS
 ENGINEERING • PLANNING

PHONE (925) 932-8999
 WWW.MRWEBSTER.COM
 1000 VALLEJO STREET, SUITE 200

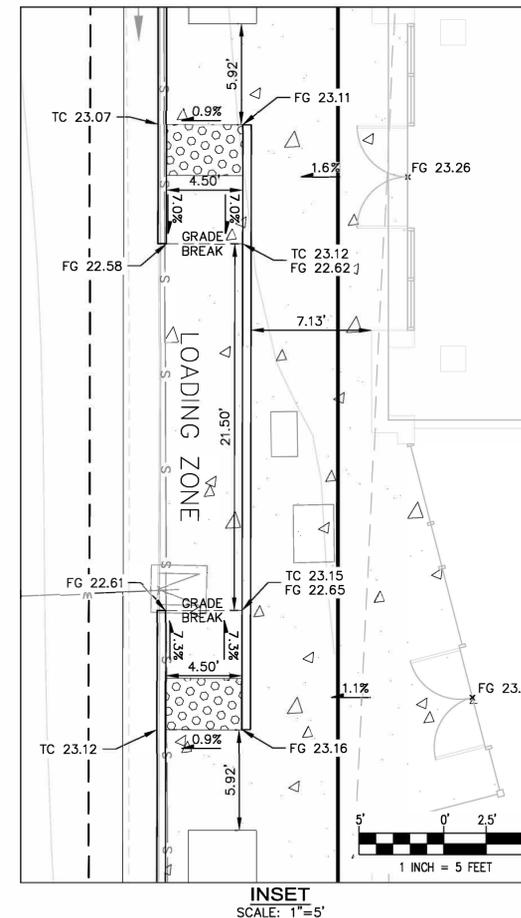
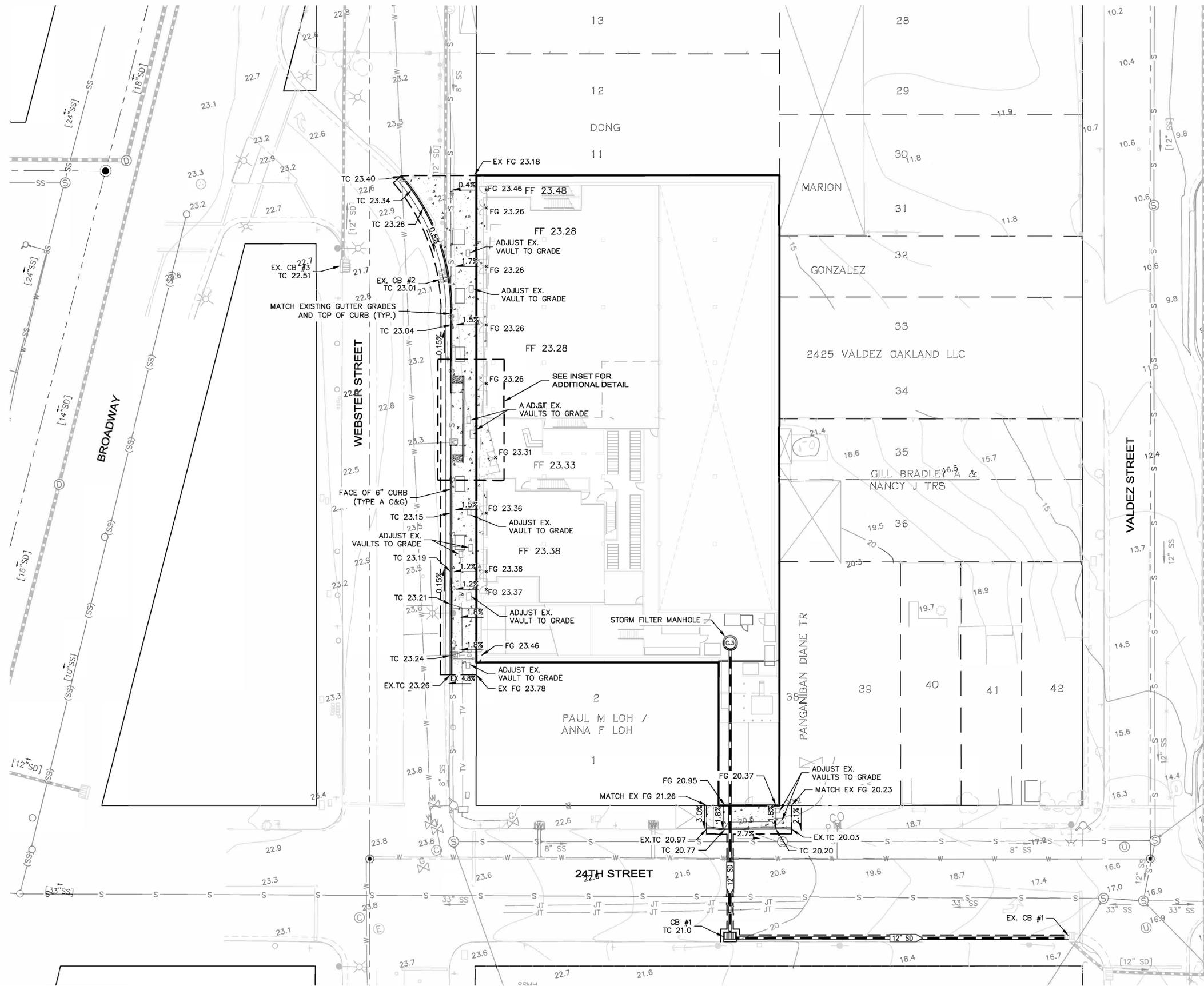
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 SCALE: HORZ: 1"=20'
 VERT: NONE
 DESIGNED BY: AMD
 REVIEWED BY: SEH
 2424 WEBSTER
 DESIGN REVIEW

SITE PLAN

C5.0
 SHEET 7 OF 13



NO.	DATE
DESCRIPTION	AGENCY
SIGNATURE DEVELOPMENT GROUP 2424 WEBSTER DESIGN REVIEW	
CITY OF OAKLAND CALIFORNIA	
DATE: 10-05-20 SCALE: HORZ: 1"=20', VERT: NONE DESIGNED BY: AMD REVIEWED BY: SEH 2424 WEBSTER DESIGN REVIEW	
MASS GRADING PLAN	
C6.0 SHEET 8 OF 13	



DATE:	10-05-20
SCALE:	HORZ: 1"=20' VERT: NONE
DESIGNED BY:	AMD
REVIEWED BY:	SEH
2424 WEBSTER DESIGN REVIEW	
FINE GRADING & DRAINAGE PLAN	
C6.1	
SHEET 9 OF 13	

NO.	DATE	DESCRIPTION	BY	AGENCY

REGISTERED PROFESSIONAL ENGINEER	REGISTERED PROFESSIONAL SURVEYOR
SCOTT L. WEBSTER	SCOTT L. WEBSTER
No. 108852	No. 108852
DATE: CIVIL	DATE: CIVIL
STATE OF CA	STATE OF CA

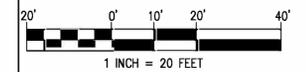
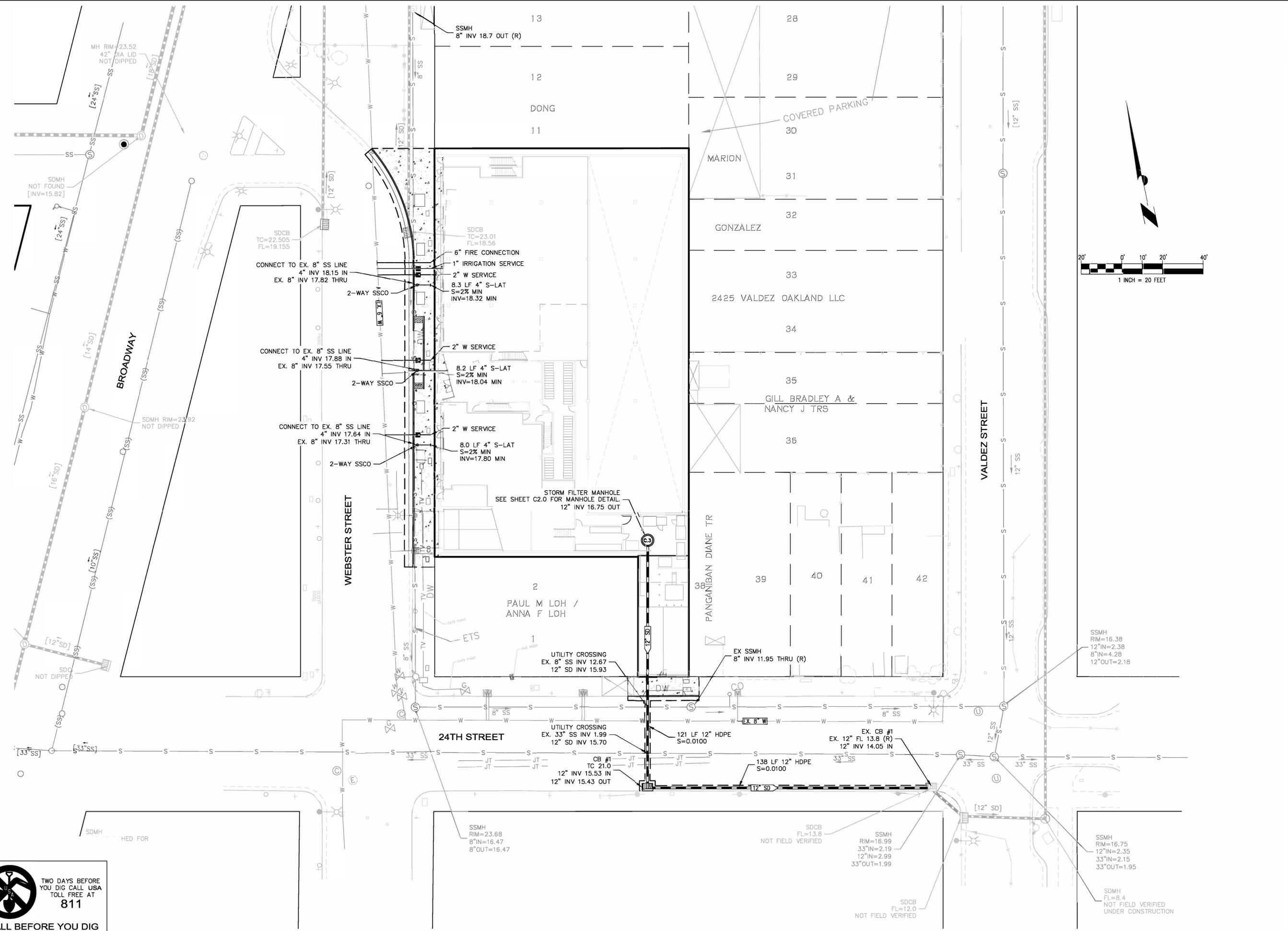
SIGNATURE DEVELOPMENT GROUP
2424 WEBSTER
 DESIGN REVIEW

CITY OF OAKLAND
 CALIFORNIA

F:\PROJECTS\2018\18-1065 WEBSTER\DWG\DESIGN REVIEW



dk JOB NO: 18-1065-10



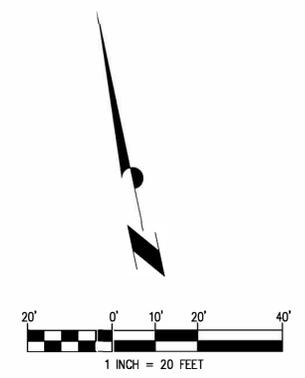
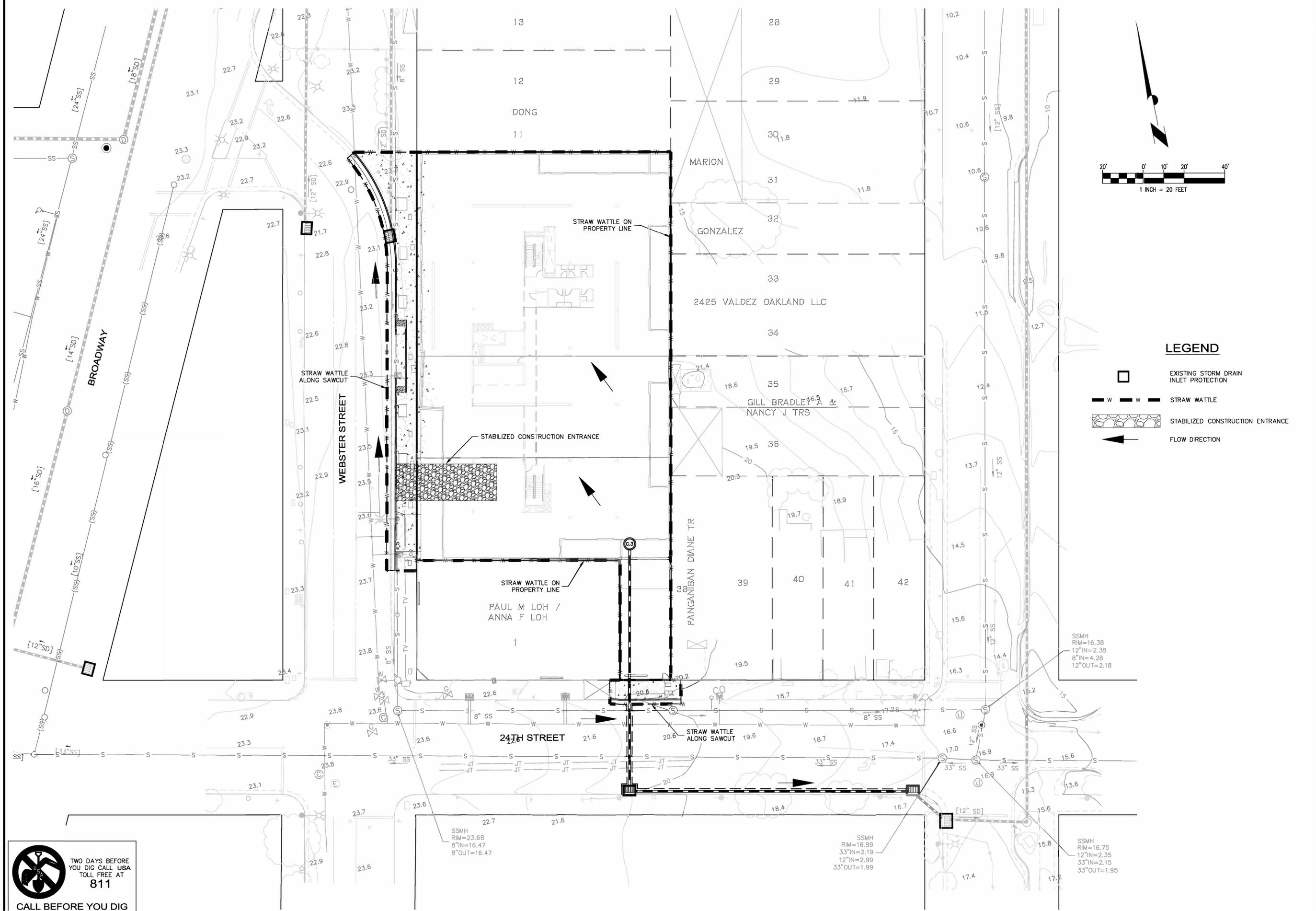
NO.	DATE	DESCRIPTION	BY	AGENCY


 SIGNATURE DEVELOPMENT GROUP
2424 WEBSTER
 DESIGN REVIEW
 CITY OF OAKLAND
 CALIFORNIA


 SURVEYING • PLANNING
 PHONE (925) 932-0900
 1000 BAY STREET, SUITE 200
 OAKLAND, CA 94612

DATE:	10-05-20
SCALE:	HORIZ: 1"=20'
VERT:	NONE
DESIGNED BY:	AMD
REVIEWED BY:	SEH
2424 WEBSTER DESIGN REVIEW	
UTILITY PLAN	
C7.0	
SHEET 10 OF 13	

PRELIMINARY NOT FOR CONSTRUCTION

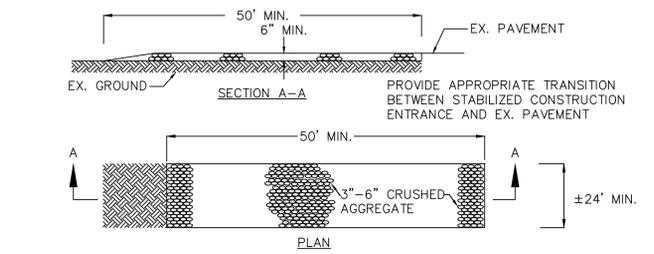


- LEGEND**
-  EXISTING STORM DRAIN INLET PROTECTION
 -  STRAW WATTLE
 -  STABILIZED CONSTRUCTION ENTRANCE
 -  FLOW DIRECTION

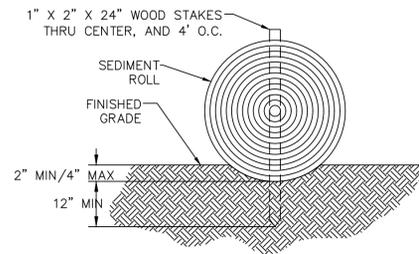
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							DESCRIPTION
							DATE
							NO.
							
SIGNATURE DEVELOPMENT GROUP 2424 WEBSTER DESIGN REVIEW							CALIFORNIA
							CITY OF OAKLAND
DATE: 10-05-20 SCALE: 1"=20' HORZ: NONE VERT: NONE DESIGNED BY: AMD REVIEWED BY: SEH 2424 WEBSTER DESIGN REVIEW							
EROSION CONTROL PLAN							
C8.0 SHEET 11 OF 13							

F:\PROJECTS\2018\18-1065 WEBSTER\DWG\DESIGN REVIEW

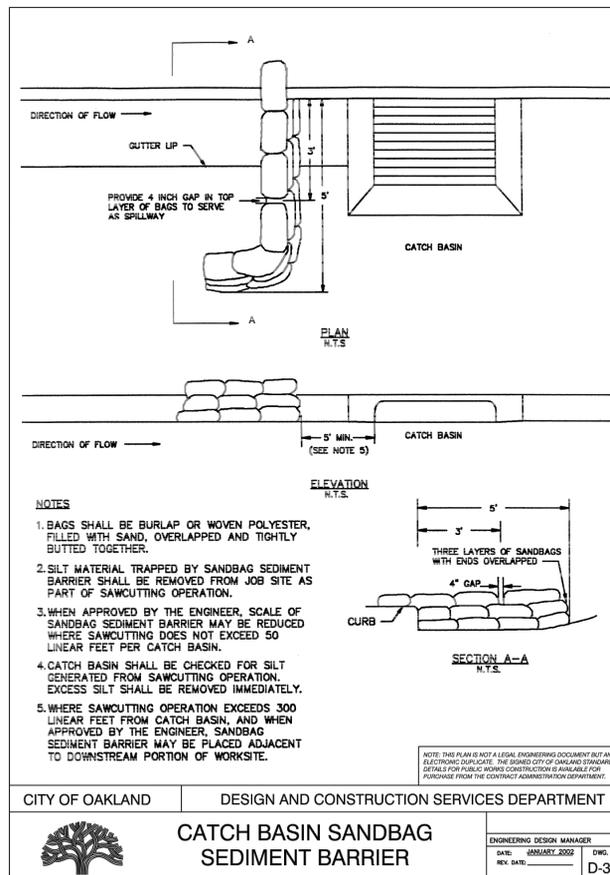




STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



STRAW WATTLES DETAIL
NOT TO SCALE



EROSION CONTROL NOTES

- TEMPORARY EROSION CONTROL DEVICES SHOWN ON GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
- EXCEPT AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL DEVICES SHOWN ON THE EROSION CONTROL PLAN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY DURING THE RAINY SEASON AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15).
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) "MANUAL OF STANDARDS FOR EROSION AND SEDIMENT CONTROL MEASURES" UNLESS OTHERWISE STATED WITHIN THESE GENERAL NOTES. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT. SCHEDULE AN ENGINEERING INSPECTION BY CALLING 925-943-5639 AT LEAST 48 HOURS PRIOR TO THE START OF ANY WORK.
- ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
- A CONCRETE WASHOUT IS REQUIRED FOR ALL CONCRETE WORK. THE WASHOUT SHALL CONSIST OF A CONTAINMENT AREA ENCLOSED BY AN EARTHEN DIKE. PLASTIC TARP, COVERING THE CONTAINMENT AREA AND EARTHEN DIKE, SHALL BE STAKED IN AT OUTSIDE EDGE OF EARTHEN DIKE.
- ADDITIONAL CONTAINMENT METHODS MUST BE PROVIDED FOR ANY WASTE STORAGE AREA, STOCKPILE/MATERIAL STORAGE AREA AND/OR CONSTRUCTION TOILET AREA.
- STAND-BY CREWS SHALL BE ALERTED BY THE PERMITTEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
- AFTER OCTOBER 1, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. AFTER OCTOBER 1, BREACHES IN DIKES AND SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
- AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES AND CONCRETE SHALL BE INSTALLED COMPLETE AS SHOWN ON THE GRADING PLAN.
- IF ANY GRADING OPERATIONS, OTHER THAN LOT FINISH GRADING, ARE TO BE PERFORMED DURING THE RAINY SEASON, OCTOBER 1 THROUGH APRIL 15, AN EROSION CONTROL PLAN MUST BE SUBMITTED BY SEPTEMBER 1 AND THE PLAN MUST BE APPROVED BY THE CITY OF OAKLAND PRIOR TO THE COMMENCEMENT OF ANY SUCH GRADING OPERATIONS.
- SANDBAGS, STRAW WATTLES AND/OR STRAW BALES SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
- SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL. APPROVED SANDBAG FILL MATERIALS ARE DECOMPOSED GRANITE AND/OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
- THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THESE PLANS IN THE FIELD, SUBJECT TO APPROVAL OF THE CITY ENGINEER.
- EROSION CONTROL STRUCTURES SHALL BE ADJUSTED BY THE CONTRACTOR TO REFLECT ALL CHANGES IN DRAINAGE AS STREETS AND BUILDING PADS ARE BEING INSTALLED.

AGENCY	dk
DESCRIPTION	
DATE	
NO.	

SIGNATURE DEVELOPMENT GROUP
2424 WEBSTER
 DESIGN REVIEW

CALIFORNIA
 CITY OF OAKLAND

DATE:	10-05-20
SCALE:	HORIZ: NONE
	VERT: NONE
DESIGNED BY:	AMD
REVIEWED BY:	SEH
	2424 WEBSTER DESIGN REVIEW
EROSION CONTROL NOTES	
C8.1	
SHEET 12 OF 13	



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 2424 Webster Street

Date: 6/13/19

Y ? N

1		
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Credit Integrative Process 1

13 0 0 Location and Transportation 16

	Credit	LEED for Neighborhood Development Location	16	
	Credit	Sensitive Land Protection	1	
	Credit	High Priority Site	2	
5		Credit	Surrounding Density and Diverse Uses	5
5		Credit	Access to Quality Transit	5
1		Credit	Bicycle Facilities	1
1		Credit	Reduced Parking Footprint	1
1		Credit	Green Vehicles	1

6 0 0 Sustainable Sites 10

Y	Prereq	Construction Activity Pollution Prevention	Required	
	Credit	Site Assessment	1	
	Credit	Site Development - Protect or Restore Habitat	2	
	Credit	Open Space	1	
3		Credit	Rainwater Management	3
2		Credit	Heat Island Reduction	2
1		Credit	Light Pollution Reduction	1

5 0 0 Water Efficiency 11

Y	Prereq	Outdoor Water Use Reduction	Required	
Y	Prereq	Indoor Water Use Reduction	Required	
Y	Prereq	Building-Level Water Metering	Required	
1		Credit	Outdoor Water Use Reduction	2
3		Credit	Indoor Water Use Reduction	6
	Credit	Cooling Tower Water Use	2	
1		Credit	Water Metering	1

14 0 0 Energy and Atmosphere 33

Y	Prereq	Fundamental Commissioning and Verification	Required	
Y	Prereq	Minimum Energy Performance	Required	
Y	Prereq	Building-Level Energy Metering	Required	
Y	Prereq	Fundamental Refrigerant Management	Required	
3		Credit	Enhanced Commissioning	6
8		Credit	Optimize Energy Performance	18
1		Credit	Advanced Energy Metering	1
2		Credit	Demand Response	2
	Credit	Renewable Energy Production	3	
	Credit	Enhanced Refrigerant Management	1	
	Credit	Green Power and Carbon Offsets	2	

2 0 0 Materials and Resources 13

Y	Prereq	Storage and Collection of Recyclables	Required	
Y	Prereq	Construction and Demolition Waste Management Planning	Required	
	Credit	Building Life-Cycle Impact Reduction	5	
	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2	
	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2	
	Credit	Building Product Disclosure and Optimization - Material Ingredients	2	
2		Credit	Construction and Demolition Waste Management	2

9 0 0 Indoor Environmental Quality 16

Y	Prereq	Minimum Indoor Air Quality Performance	Required	
Y	Prereq	Environmental Tobacco Smoke Control	Required	
1		Credit	Enhanced Indoor Air Quality Strategies	2
2		Credit	Low-Emitting Materials	3
1		Credit	Construction Indoor Air Quality Management Plan	1
2		Credit	Indoor Air Quality Assessment	2
1		Credit	Thermal Comfort - ASHRAE Standard 55-2010	1
1		Credit	Interior Lighting	2
	Credit	Daylight	3	
	Credit	Quality Views	1	
1		Credit	Acoustic Performance	1

1 0 0 Innovation 6

	Credit	Innovation	5	
1		Credit	LEED Accredited Professional	1

1 0 0 Regional Priority 4

1		Credit	Regional Priority: Specific Credit	1
	Credit	Regional Priority: Specific Credit	1	
	Credit	Regional Priority: Specific Credit	1	
	Credit	Regional Priority: Specific Credit	1	

52 0 0 TOTALS Possible Points: 110

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



VICINITY MAP
NOT TO SCALE

- LEGEND:**
- BOUNDARY LINE
 - RIGHT OF WAY LINE
 - - - LOT LINE RECORD
 - - - ADJOINING LOT LINE
 - ▭ BUILDING
 - TREE DRIP LINE
 - STRIPING
 - CURB LINE
 - CONCRETE GUTTER
 - DOOR, ROLL UP GARAGE DOOR
 - STORM DRAIN LINE, CATCHBASIN
 - WATER LINE, METER, VALVE, HYDRANT,
 - SAN SEWER LINE, MANHOLE, CLEANOUT
 - TELEPHONE LINE, MANHOLE
 - FIBER OPTIC LINE, MANHOLE
 - TV OR COMMUNICATION LINE, MANHOLE
 - EX ELECTRIC LINE, MANHOLE, METER
 - OVERHEAD UTILITY LINE, POWER POLE
 - GAS LINE, VALVE, METER
 - SIGN
 - ⊙ UNVERIFIED MANHOLE
 - POLE
 - ⊙ ELECTROLIER
 - ⊙ STREET MONUMENT W CITY ID
 - ⊙ RECORD GAS LINE
 - ⊙ RECORD ELECTRIC LINE
 - ⊙ RECORD JOINT TRENCH LINE
 - ⊙ RECORD WATER LINE
 - DW DENOTES DRIVEWAY CURB CUT
 - B-PL DENOTES BUILDING ON PROPERTY LINE

AREA:

0.608 ACRES

TITLE REPORT:

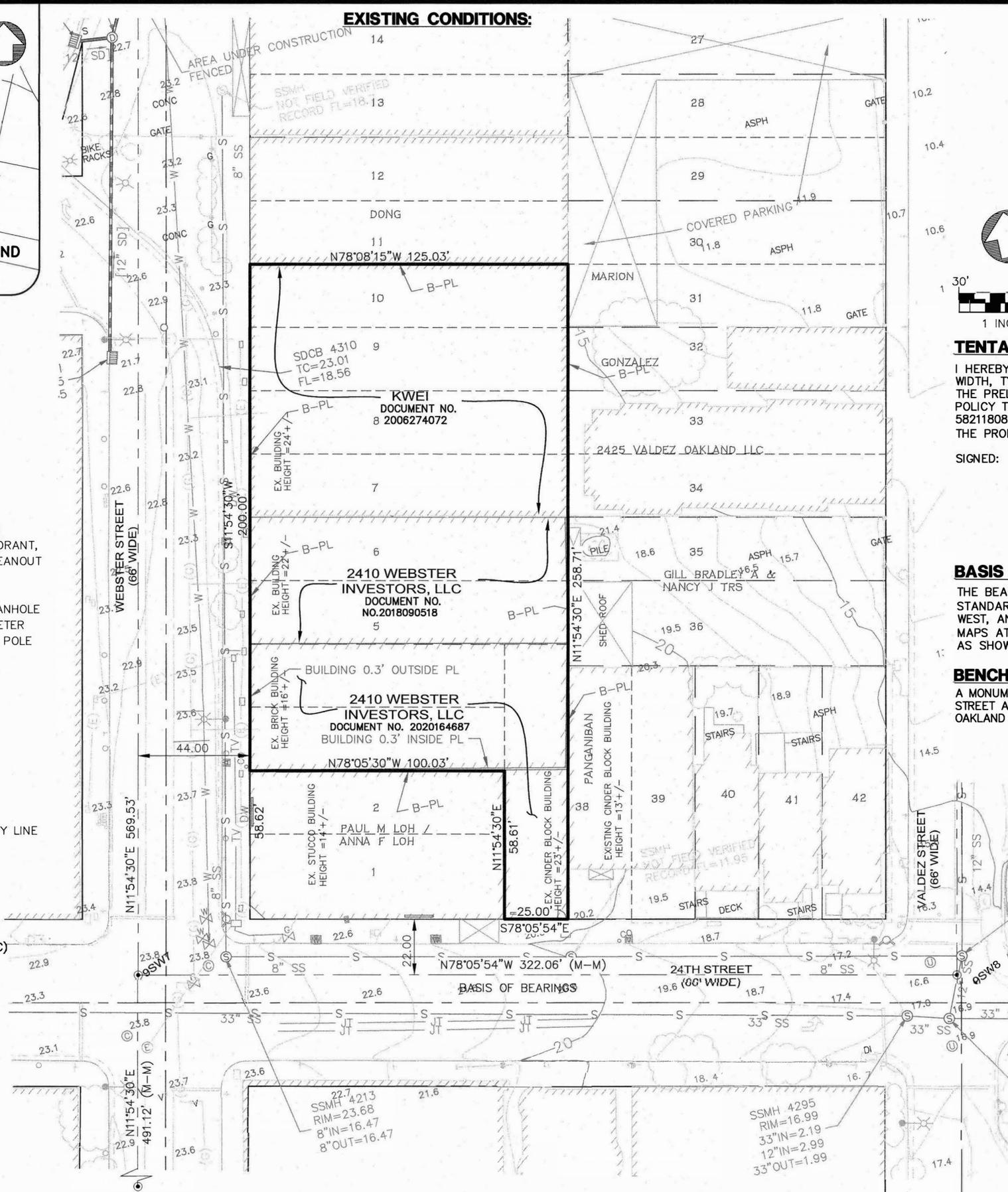
CHICAGO TITLE COMPANY
OWNERS POLICY TITLE NO.: 58211808-582-HA-DP
DATED JULY 23, 2020 (2410 WEBSTER INVESTORS, LLC)
OWNERS POLICY TITLE NO.: 58209409-582-HA-DP
DATED JULY 23, 2020 (KWEI)

ASSESSORS PARCEL NUMBER:

2410 WEBSTER INVESTORS, LLC: 008-0672-018
2410 WEBSTER INVESTORS, LLC: 008-0672-014-01
CHRIS KWEI & EILEEN KWEI: 008-0672-019

TOPOGRAPHIC SURVEY:

THE TOPOGRAPHIC SURVEY IS BASED UPON AERIAL SURVEY PERFORMED ON FEBRUARY 21, 2019 AND FIELD VERIFIED-SUPPLEMENTED ON MAY 22, 2019.



**VESTING TENTATIVE
PARCEL MAP 1140**

3 LOT VERTICAL SUBDIVISION

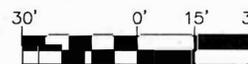
PARCELS 2 & 3 ARE FOR RETAIL USE AND PARCEL 1 IS FOR OFFICE SPACE, BEING A MERGER OF THE EXISTING PARCELS DESCRIBED IN DOCUMENT NO. 2020164687, IN DOCUMENT NO. 2018090518, AND IN DOCUMENT NO. 2006274072.

OAKLAND ALAMEDA COUNTY CALIFORNIA

dk ENGINEERING

PLANNING-ENGINEERING-CONSTRUCTION
1931 SAN MIGUEL DRIVE, SUITE 100
WALNUT CREEK, CALIFORNIA 94596
(925) 932-6868

NOVEMBER 19, 2020



1 INCH = 30 FEET

TENTATIVE MAP STATEMENT

I HEREBY STATE THAT THIS TENTATIVE MAP ACCURATELY DEPICTS THE LOCATION, WIDTH, TYPE AND RECORDING INFORMATION OF ALL RECORD EASEMENTS LISTED ON THE PRELIMINARY TITLE REPORT ISSUED BY CHICAGO TITLE COMPANY OWNERS POLICY TITLE NO. 58209409-582-HA-DP DATED JULY 23, 2020 AND POLICY TITLE NO. 58211808-582-HA-DP DATED JULY 23, 2020, WAS PREPARED IN ACCORDANCE TO THE PROFESSIONAL LAND SURVEYOR'S ACT.

SIGNED: *Daniel Drummond* DATED: 11/19/20
DANIEL DRUMMOND
LS 6333



BASIS OF BEARINGS:

THE BEARINGS SHOWN HERE ON ARE BASED UPON FOUND CITY OF OAKLAND STANDARD MONUMENT LOCATED IN 24TH STREET, BEING HELD AS NORTH 78°05'54" WEST, AND AS DEPICTED ON PARCEL MAP NO. 8825, RECORDED IN BOOK 292 OF MAPS AT PAGES 95-96, ALAMEDA COUNTY RECORDS, BEING NORTH 76°56'51" WEST, AS SHOWN HEREON.

BENCH MARK:

A MONUMENT AT THE TOP OF CURB WEST RETURN OF THE NORTHWEST CORNER OF 23RD STREET AND TELEGRAPH AVENUE, WITH AN ELEVATION OF 17.684 FEET PER THE CITY OF OAKLAND MONUMENT BENCHMARK No 37Jc ON BOOK 18 AT PAGE 71.

NOTES:

THE AREAS DELINEATED AS PUE (PRIVATE UTILITY EASEMENT) ARE FOR THE USE OF PARCELS 2 AND 3 OVER PARCEL 1 AS AN EASEMENT FOR THE CONSTRUCTION AND MAINTENANCE OF UNDERGROUND UTILITY STRUCTURES AND RELATED APPURTENANCES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS TO AND FROM SAID EASEMENT. (SEE SHEET 2)

THE AREAS DELINEATED AS PAE (PRIVATE ACCESS EASEMENT) ARE FOR THE USE OF PARCELS 2 AND 3 OVER PARCEL 1 FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS. (SEE SHEET 2)

VESTING TENTATIVE PARCEL MAP 1140

3 LOT VERTICAL SUBDIVISION

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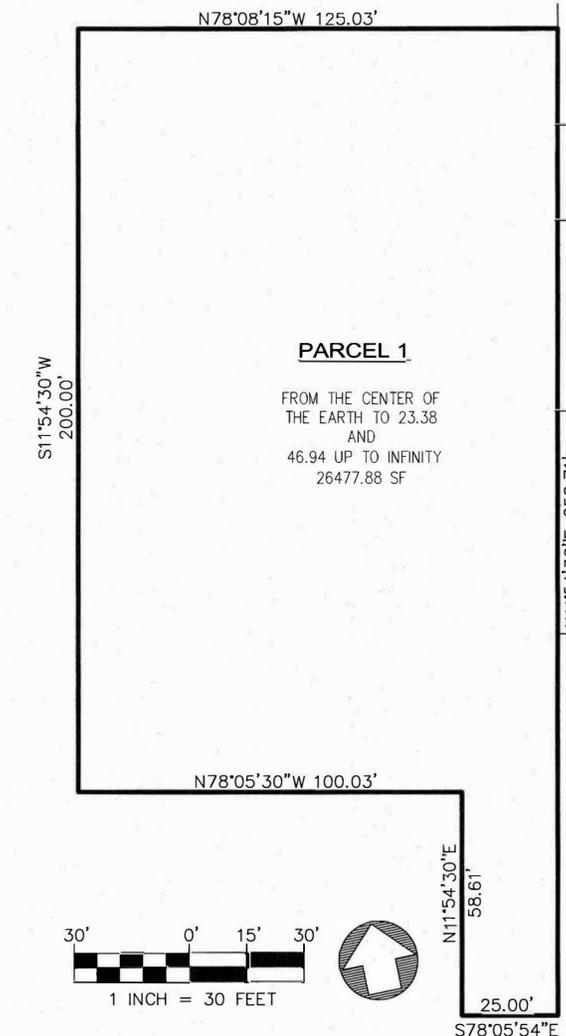
OAKLAND ALAMEDA COUNTY CALIFORNIA

dk ENGINEERING

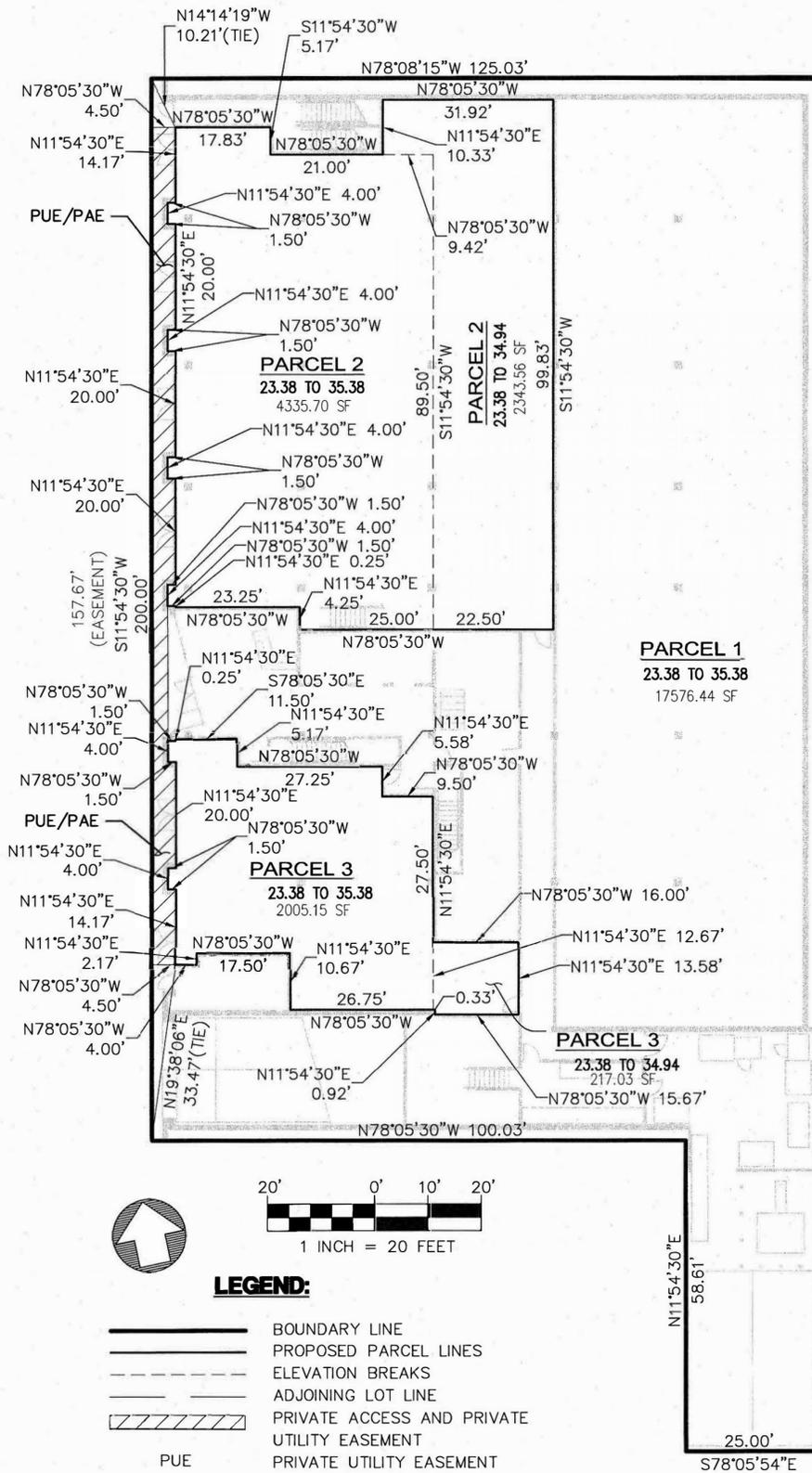
PLANNING-ENGINEERING-CONSTRUCTION
1931 SAN MIGUEL DRIVE, SUITE 100
WALNUT CREEK, CALIFORNIA 94596
(925) 932-6868

NOVEMBER 19, 2020

PROPOSED ABOVE AND BELOW FIRST AND SECOND FLOOR



PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR

