

Location:	250 14th Street (See map on reverse)
Assessors Parcel Number:	008-06260-17-00; & -018-00
Proposal:	Proposal to construct a new 16 story residential building containing 126 units including approximately 3,000 square feet of ground floor retail on 14 th Street, which would replace the existing surface parking lot.
Applicant:	Maria Poncel/ Bay Development – (415) 828-7061
Owner:	Golden Stone Investment Corp
Planning Permits Required:	Regular Design Review for new construction, Major Conditional Use Permits to allow D-LM height area 175 standards, to allow a tower setback of 10 feet instead of 20 feet, and to allow a parking reduction in the CBD Zone; and Vesting Tentative Parcel Map for new condominiums.
General Plan:	Central Business District
Zoning:	D-LM-2 Zone, Height Area D-LM 85 CBD-C Zone, Height Area 2 (85 feet)
Environmental Determination:	<p>A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA provisions:</p> <p>15183 - Projects consistent with a community plan, general plan, or zoning;</p> <p>15183.3 – Streamlining for in-fill projects; and/or</p> <p>15164 – Addendum to the 2014 certified Lake Merritt Station Area Plan EIR;</p> <p>Each of which provides a separate and independent basis for CEQA compliance.</p> <p>The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2nd Floor or on-line at http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157</p>
Historic Status:	Not a historic property – vacant parking lot
Service Delivery District:	Metro
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@oaklandnet.com .

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet



Case File: PLN15-306
Applicant: Bay Development
Address: 250 14th Street
Zone: D-LM-2 , CBD-C

SUMMARY

Maria Poncel on behalf of Bay Development has submitted an application for a development proposal at 250 14th Street consisting of a new building that would accommodate 126 residential units within a new 16 story tower, with approximately 3,000 square feet of retail at the ground floor along 14th Street and a three level parking garage on the backside of the site along Alice Street with two levels of residential units above. The proposal would be built on a site that contains two properties that are both currently being used as a surface parking lot.

On December 9, 2015 the revised proposal appeared before the Design Review Committee, during which the Committee recommended the item return to the following Committee meeting for further consideration. On January 13, 2016 the item returned to the Design Review Committee with design modifications to the exterior and was recommended to proceed to the full commission.

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

PROPERTY DESCRIPTION

The subject property consists of two lots that are located at the northwest corner of the intersection of 14th and Alice Streets in Downtown. The site is currently used as an auto fee surface parking lot. The surrounding neighborhood consists of a mix of low and mid-rise commercial and mixed use buildings along 14th Street and high density apartment buildings off of the main 14th Street corridor. The 14th Street corridor contains a strong context of active ground floor retail storefronts.

PROJECT DESCRIPTION

The proposed project would demolish the existing surface parking lot in order to construct a new 16 story building that would contain 15 stories of residential units above a double height ground floor commercial space fronting onto 14th Street. The residential lobby entrance would be located along the side street on Alice Street directly to the rear of the commercial spaces. Towards the rear of the building three stories of parking would be provided that would accommodate approximately 81 parking stalls with access off of Alice Street. A loading berth would also be located directly adjacent to the parking entrance to facilitate residential move-ins as well being able to store dumpsters on days for garbage pick-up.

The residential tower would be massed towards the corner of 14th & Alice Streets while stepping back from the western and northern properties. The western setback will allow for openings and façade treatments rather than containing a blank zero lot line building wall that would be unsightly given the prominent appearance that it would have along 14th Street to the west. The rear setback from the north allows for a height transition down to the lower scale apartment district along Alice 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 D10.1 – Encouraging Housing – Housing in the downtown should be encouraged as a vital component of a 24-hour community.

Policy D10.2 – Locating Housing – Housing in the downtown should be encouraged in identifiable districts, within walking distance of the 12th Street, 19th Street, City Center, and Lake Merritt BART stations to encourage transit use, and in other locations where compatible with surrounding uses.

Policy N3.1 – Facilitating Housing Construction – Facilitating the construction of housing units should be considered a high priority for the City of Oakland.

Policy N3.2 – Encourage In-fill Development – In order to facilitate the construction of needed housing units, in-fill development that is consistent with the General Plan should take place throughout the City of Oakland.

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 new high density residential building above a commercial ground floor on a major commercial street within the downtown core within walking distance to the 12th Street, 19th Street and Lake Merritt BART stations.

Lake Merritt Station Area Plan

The Lake Merritt Station Area Plan (LMSAP) provides planning framework for future growth and development in the area surrounding the Lake Merritt BART Station. The Planning Area encompasses 315 acres in the heart of Oakland, a major urban center within the San Francisco Bay Area. Adjacent neighborhoods and destinations include Downtown Oakland, Lake Merritt, the Jack London District, Old Oakland, and Uptown.

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

LMSAP Policy LU-2 - High intensity development potential. Support transit-oriented development and accommodate regional growth projections by promoting high intensity and high density development in the Planning Area.

LMSAP Policy LU-4 - Active ground floor uses. Encourage active uses in new buildings on key streets in neighborhood hubs in order to transform key streets into activated pedestrian connections over time and expand the vibrancy and activity that already exists in some areas, as shown in Figure 4.2. These active ground floor uses should be located at the street edge, or at the edge of parks, plazas, or other public spaces. Activated neighborhood hubs include the 14th Street Corridor.

LMSAP Policy LU-13 - Complementary uses. Complement existing government and institutional uses – including the Oakland Museum of California, Kaiser Auditorium, County Courthouse, Main Public Library – with new residential uses and by promoting active ground floor commercial uses in new development.

The Project is consistent/conforms with the above mentioned goals and policies by creating a new, mixed use development with high density housing and an active commercial ground floor located on the 14th Street Corridor in close proximity to three BART Stations.

ZONING ANALYSIS

The subject property is split between two zoning districts. The 14th Street side of the property is located within the D-LM-2 Zone while the back portion of the site is located within the CBD-C Zone. The intent of the D-LM-2 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District for ground-level, pedestrian-oriented, active storefront uses. Upper story spaces are intended to be available for a wide range of office and residential activities. The intent of the CBD-C zone is to create, maintain, and enhance areas of the Central Business District appropriate for a wide range of ground-floor office and other commercial activities. Upper-story spaces are intended to be available for a wide range of residential and office or other commercial activities.

Conditional Use Permits for Height & Density

Both portions of the site are located within a height area that limits the building height to 85 feet. The portion within the D-LM Zone is within the D-LM Height Area 85, and the portion within the CBD Zone is Height Area 2, which also has a maximum height of 85 feet. However, the portion of the site located within the D-LM Zone allows an increased height and density upon the granting of a Conditional Use Permit to go up to one of the two higher height zones. The applicant is requesting a Major Conditional Use Permit to allow the building to be within the D-LM height area 175, which allows for the increased density and the height to accommodate the proposed tower within that portion of the lot.

The D-LM Height Area also requires a tower setback of 20 feet at two sides, which upon the granting of a Conditional Use permit can be reduced to 10 feet. The applicant is requesting a Conditional Use permit to reduce the tower setback at the west elevation to ten feet, with the setback to the north to remain in excess of 20 feet.

Staff believes that the Conditional Use permit requests are appropriate since the site was designated as an opportunity site within the LMSAP, and the intent of the height and density exception was to get taller high density buildings constructed by incentivizing development. In this instance the D-LM Zone allows up to three buildings to be granted the height and density exception (west of the estuary channel) up to the 175 height zone level, which this project represents the first project in for the request. The reduced tower setback from 20 feet to 10 feet is also appropriate given the small size of the site, which if further reduced would leave very little floorplate for a functional design.

D-LM Zone Density and Height Increase			
Bonus	Permitted	CUP Increase	Proposed
Height	85 feet	175 feet	175 feet
Dwelling Units	91 units	126 units	126 units

Parking Requirements (CBD Conditional Use Permit Reduction)

As mentioned above the subject development site is split by a zone boundary between two different zoning districts, both of which have different parking requirements. The D-LM Zone requires parking in the amount of 0.75 stalls per unit while the CBD Zone requires one stall per unit, but allows a reduction of 50% upon the granting of a conditional use permit pursuant to Planning Code Section 17.116.290.C. Staff believes that the granting of the Conditional Use permit to allow the reduction of parking is justified given that the building is located within the downtown core just a few blocks from BART and numerous AC Transit lines. The parking breakdown is illustrated in the table below:

Auto Parking				
Zone	Units	Requirement	CBD 50% Reduction	Stalls Provided
CBD	57	57 stalls	29 stalls	N/A
D-LM	69	52 stalls	52 stalls	N/A
TOTAL	126	109 stalls	81 stalls	81 stalls

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

Bike Parking Long Term			
Use	Amount	Required Bike Parking	Provided
Residential	126 units	1: 4 units = 32	120
Commercial	3,000 sq.ft.	1:12,000 sq.ft. = 2	(shared with residential)
TOTAL		34	120
Bike Parking Short Term			
Use	Amount	Required Bike Parking	Provided
Residential	126 units	1:20 units = 6	6
Commercial	3,000 sq.ft.	1:2,000 sq.ft. = 2	2
TOTAL		8	8

Design Review

Staff feels that the proposed project is a well-designed residential tower that will fit in along the 14th Street corridor. The design contains a good base, middle, and top design by accenting the base of the building with a different color of GFRP paneling that also accentuates the corner of the site without pronouncing it too much. The mass of the base of the building and rhythm of openings is well related to the massing of other historic buildings in the vicinity. The base of the building is further defined with a horizontal glass break with vertical color glass accents by providing a window wall between the base and the tower, and a top to the building is also provided by an increased amount of glazing with a double height window wall for the top two stories, which is also accented with similar vertical color glass accents. Due to the height of the building at only 16 stories staff doesn't feel that a large rooftop design feature is necessary given that the building would not be a prominent feature in the Oakland skyline, and rather will blend in with the other lower height high-rise apartment buildings in the vicinity.

The proposed ground floor will contain a double height storefront level to mix in well with the context of the 14th Street commercial corridor and the residential lobby entrance on Alice Street will also be double height and contain a distinguished separate treatment to call it out as the lobby entrance to the building.

Design Review Committee

As previously mentioned, this item appeared before the Design Review Committee (DRC) on December 9, 2015. At this meeting the DRC had some concerns about the design of the building and requested that the proposal return to the next DRC meeting. On January 13th, 2016 the item returned to the DRC with design modifications that included a simplified tower design and window pattern, recessed balconies, and a more defined base to the building that read better in context with the surrounding historic buildings. The DRC was satisfied with the modifications and recommended the item proceed to the full Planning Commission.

Public comments at the December 9th, 2015 DRC meeting also included concerns over the loss of the large mural that was recently completed and is visible on the adjacent buildings to the site as well as concerns over noise impacts onto residents of the building from the Malonga Arts Center across the street. It was discussed that murals are temporary art pieces and that property

development should not be limited due to their presence because it could negatively impact future allowances for murals to be installed due to concerns of property owners losing their development rights as a result. The applicant is looking at a public art element that would be present along the Alice Street façade of the building to fulfill the public art requirement in Condition of Approval #16 near the parking garage portion of the building. With regard to noise issues, it was noted that the proposed building would have much higher level of sound insulated glass than other older apartment buildings in the area. These above mentioned issues were not raised repeated at the follow up DRC meeting for the project on January 13th, 2016.

Staff believes the proposed design is consistent with the Corridor Design Guidelines as well as the Lake Merritt Station Area Plan Design Guidelines by creating a mixed use development that establishes a strong pedestrian oriented commercial ground floor and lobby with a well-designed tower that is setback away from the lower scale neighborhood along the norther portion of Alice Street and places the bulk of the massing out towards 14th Street.

ENVIRONMENTAL DETERMINATION

The *Lake Merritt Station Area Plan* (EIR) analyzed the environmental impacts of adoption and implementation of the LMSAP 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 LMSAP.

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. Qualified Infill Exemption.** Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 allow streamlining for certain qualified infill projects by limiting the topics subject to review at the project level, if the effects of infill development have been addressed in a planning level decision, or by uniformly applying development policies or standards. Infill projects are eligible if they are located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site’s perimeter; satisfy the performance standards provided in CEQA Guidelines Appendix M; and are consistent with the general use designation,

density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy. No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects, or if uniformly applicable development policies or standards would substantially mitigate such effects.

3. **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.

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:

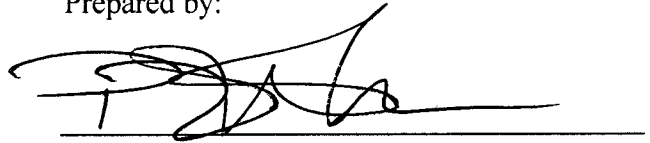
<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

CONCLUSION

Staff believes that the proposed project is well designed and helps to implement the vision of the LMSAP by providing a well-designed high density residential tower with active ground floor retail on 14th Street. The building is within walking distance (4-7 blocks) to three BART Stations. It is critical that the City develop densely around our valuable BART Stations to maximize the benefits of this regional transportation system. The proposed design is also consistent with the required Conditional Use Permit (CUP) criteria, Design Review criteria and LMSAP Design Guidelines.

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

Prepared by:



PETERSON Z. VOLLMANN
Planner III

Reviewed by:



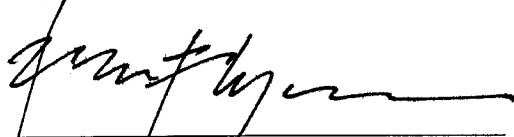
SCOTT MILLER
Zoning Manager
Bureau of Planning

Reviewed by:



DARIN RANELETTI
Deputy Director
Bureau of Planning

Approved for Forwarding to the
City Planning Commission:



RACHEL FLYNN, Director
Department of Planning and Building

ATTACHMENTS:

- A. Findings for Approval
- B. Conditions of Approval
- C. SCA/MMRP from the 250 14th Street CEQA Analysis Checklist
- D. Plans of the Project Site

ATTACHMENT A

FINDINGS FOR APPROVAL

This proposal meets all the required Conditional Use Permit Criteria (Section 17.134.050 & 17.101.G.050B.2) and Design Review Criteria (Section 17.136.050) as set forth below and which are required to approve your 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 your 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).

SECTION 17.134.050 –CONDITIONAL USE PERMIT FINDINGS:

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

The proposed residential tower and ground floor commercial is appropriate for the site location. The project will contain a well-defined base that integrates well with the character of older building in the vicinity and will contain a ground floor commercial space that will fit in with the commercial setting of the 14th Street corridor. The tower is well designed with high quality materials and simple modern lines and features and is appropriately setback from the lower scale development to the north. The proposed density at the site and the reduced parking (50% of the required parking from units within the CBD Zone) are both appropriate given the property's locating within the downtown core and walking distance from three BART stations and multiple AC Transit lines.

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

The proposal will provide a functional living environment with ample open space views, and close proximity for residents to jobs downtown and multiple mass transit options for transportation. The new ground floor retail will improve the setting of the block by replacing a large surface parking lot.

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

The development will help to enhance the area as a high density residential neighborhood and

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important shopping street along 14th Street by developing new high density housing in close proximity to downtown and regional and local mass transit and by providing new ground floor commercial along 14th Street to replace the existing surface parking lot.

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

See Design Review findings below.

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

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 site is also within the Lake Merritt Station Area Plan (LMSAP), which was established to guide development for the large area surrounding the Lake Merritt BART station.

The proposed Project meets the referenced policies and objectives and the general intent of the Central Business District land use designation and the LMSAP by constructing a new high density residential building above a commercial ground floor on a major commercial street within the downtown core and within walking distance to three BART stations.

17.101.G.050.B.2 – D-LM HEIGHT/INTENSITY EXCEPTIONS:

- a. The proposal is consistent with the intent and desired land use character identified in the Lake Merritt Station Area Plan and its associated policies;**

The proposal is consistent with the intent and desired land use character of the site within the LMSAP by developing a high density residential tower within close proximity to downtown jobs and local and regional mass transit options as well as providing new pedestrian oriented ground floor commercial to enhance the 14th Street corridor.

- b. The proposal will promote implementation of the Lake Merritt Station Area Plan;**

The proposal will promote the implementation of the LMSAP by taking advantage of the development incentives provided with the height and density exception and developing a new high density residential tower with well-designed ground floor commercial along the 14th

Street corridor. The proposal is the first submittal of three possible towers of up to 175 feet allowed by exception west of the estuary channel, and time limits on the development approvals will be limited to two years. If the development has not begun construction within this time frame it may be replaced by other proposals.

- c. The proposal is consistent with the desired visual character described in the Lake Merritt Station Area Plan and Lake Merritt Station Area Design Guidelines, with consideration given to the existing character of the site and surrounding area; and**

The proposed project is consistent with the required Design Review Findings below, and is consistent with the LMSAP Design Guidelines.

- d. The following application process is followed:**

- i. Applications for any of the height/bulk/intensity exceptions shall be reviewed on a first come, first served basis.**

As stated above, this is the first exception request for a 175 foot tower west of the estuary channel.

- ii. A project shall secure a position as one of the specified height/bulk/intensity exceptions following final Conditional Use Permit approval. Such Conditional Use Permits shall include a condition of approval that establishes a schedule for: submittal of a building permit application, timely response to plan check comments, payment of building permit fees such that a building permit can be issued, and commencement of construction. The process for allowing extension of the timeline requirements, if any, shall be specified in the condition.**

Conditions of Approval allow for a two year period to begin construction. If construction has not commenced, then an alternative development may replace the exception for this project.

- iii. Failure of a permittee to strictly comply with the schedule established by the Conditional Use Permit shall be grounds for revocation of the Conditional Use Permit pursuant to Chapter 17.134.**

As stated above, the applicant shall have two years to obtain the necessary permits and begin construction.

17.136.050(A) - RESIDENTIAL DESIGN REVIEW CRITERIA:

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

The proposed project will construct a new residential tower with 126 units above ground floor commercial fronting on 14th Street. The proposal contains a base that will consist of GFRC paneling that will relate to the masonry buildings in the area with regard to form massing, and openings. The ground floor commercial space will contain a double height ceiling that will successfully integrate the development into the 14th Street commercial corridor. The tower is set back from the lower scale residential neighborhood to the north and fills out the corner of 14th and Alice Streets. The tower itself is a modern design that contains high quality exterior materials with GFRC paneling and a high amount of glazing that provides for a simple and clean design to the building. Overall the building contains a good form with a clearly identifiable base middle and a top that is accented with double height windows and vertical colored glazing accents.

- 2. The proposed design will protect, preserve, or enhance desirable neighborhood characteristics.**

The proposed design will enhance the desirable neighborhood characteristics by developing an existing surface parking lot with new active ground floor commercial space for the 14th Street frontage, as well as provide for a dense residential environment in close proximity to downtown jobs, local and regional transit and open space.

- 3. The proposed design will be sensitive to the topography and landscape.**

The project site is flat and void of any existing landscaping.

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

The project site is flat.

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

The project site is consistent with the City's Corridor Design Guidelines and the LMSAP Design Guidelines. The Project is consistent with the goals and policies of the LUTE and LMSAP as indicated in Findings in Sections 17.134.050 above and the City Planning Commission Report, hereby incorporated by reference.

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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 LMSAP by creating a mixed use development with viable street fronting retail along 14th Street. 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 LMSAP by creating a mixed use development with viable street fronting retail along 14th Street. 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 LMSAP.

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

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

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

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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

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

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 250 14th Street project, as more fully described elsewhere in this Staff Report and City Of Oakland (“City”)-prepared CEQA Analysis document entitled “250 14th Street CEQA Analysis” dated January 11, 2016 (“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.

II. Adoption of LMSAP and Certification of LMSAP EIR: The City finds and determines that (a) the Oakland City Council on November 18, 2014 adopted Resolution No. 85276 C.M.S. which adopted the Lake Merritt Station Area Plan (“LMSAP”), made appropriate CEQA findings, including certification of the LMSAP Environmental Impact Report (“EIR”); and (b) the LMSAP satisfies the description of “Community Plan” set out in Public Resources Code section 21083.3(e) and in CEQA Guidelines section 15183 as well the description of “Planning Level Document” set out in Public Resources Code section 21094.5 and in CEQA Guidelines section 15183.3. The City Council, in adopting the LMSAP following a public hearing, approved as a part thereof Standard Conditions of Approval (“SCAs”) which constitute uniformly applied development policies or standards (together with other City development regulations) and determined that the uniformly applicable development policies or standards, together with the mitigation measures set out in the LMSAP EIR, would substantially mitigate the impacts of the LMSAP and future projects thereunder.

III. CEQA Analysis Document: The CEQA Analysis and all of its findings, determinations and information is hereby incorporated by reference as if fully set forth herein. The CEQA Analysis concluded that the Project satisfies each of the following CEQA provisions, qualifying the Project for two separate CEQA statutory exemptions and that the CEQA Analysis constitutes an addendum to the LMSAP EIR, as summarized below and provides substantial evidence to support the following findings.

The City hereby finds that, as set forth below and in the checklist attached as part of the CEQA Analysis, the Project is exempt from any additional CEQA Analysis under the "Community Plan Exemption" of Public Resources Code section 21083.3 (CEQA Guidelines §15183) and/or the "Qualified Infill Exemption" under Public Resources section 21094.5 (CEQA Guidelines §15183.3) and that the CEQA Analysis also constitutes an Addendum to the LMSAP EIR pursuant to Public Resources Code section 21166 (CEQA Guidelines §15162) and that such Addendum determines that none of the three events requiring subsequent or supplemental environmental analysis as stipulated in Public Resources Code section 21166 have occurred, thus no additional environmental analysis beyond the LMSAP EIR and the CEQA Analysis is necessary. The specific statutory exemptions and the status of the CEQA Analysis as an Addendum are discussed below in more detail.

A. Community Plan Exemption; Public Resources Code Section 21083.3 (CEQA Guidelines §15183): The City finds and determines that, for the reasons set out below and in the CEQA Analysis, the Community Plan Exemption applies to the Project. Therefore, no further environmental analysis is required because all of the Project's effects on the environment were adequately analyzed and mitigation measures provided in the LMSAP EIR; there are no significant effects on the environment which are peculiar to the Project or to the parcel upon which it is located not addressed and mitigated in the LMSAP EIR; and there is no new information showing that any of the effects shall be more significant than described in the LMSAP EIR.

As set out in detail in Attachment B to the CEQA Analysis, the City finds that, pursuant to CEQA Guidelines section 15183 and Public Resources Code section 21083.3, the Project is consistent with the development density established by the LMSAP and analyzed in the LMSAP EIR and that there are no environmental effects of the Project peculiar to the Project or the Project Site which were not analyzed as significant effects in the LMSAP EIR; nor are there potentially significant off-site impacts and cumulative impacts not discussed in the LMSAP EIR; nor are any of the previously identified significant effects which, as a result of substantial information not known at the time of certification of the LMSAP EIR, are now determined to present a more severe adverse impact than discussed in the LMSAP EIR. As such, no further analysis of the environmental effects of the Project is required.

B. Qualified Infill Exemption; Public Resources Code Section 21094.5 (CEQA Guidelines §15183.3): The City finds and determines that, for the reasons set forth below and in the CEQA Analysis, a Qualified Infill Exemption applies to the Project and no further environmental analysis is required since all the Project's effects on the environment were adequately analyzed and mitigation measures provided in the LMSAP EIR; the Project will cause no new specific effects not addressed in the LMSAP EIR that are specific to the Project or the Project Site; and there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the LMSAP EIR.

The City finds that, pursuant to CEQA Guidelines section 15183.3, the CEQA Analysis contains in Attachment D a written analysis consistent with Appendix M to the CEQA Guidelines examining whether the Project will cause any effects that require additional review under CEQA. The contents of Attachment D documents that the Project is located in an urban

area satisfying the requirements of CEQA Guidelines section 15183.3 and satisfies the applicable performance standards set forth in Appendix M to the CEQA Guidelines. It also explains how the effects of the Project were analyzed in the LMSAP EIR; and indicates that the Project incorporates all applicable mitigation measures and SCAs from the LMSAP EIR. Attachment D also determines that the Project will cause no new specific effects not analyzed in the LMSAP EIR; determines that there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the LMSAP EIR, determines that the Project will not cause new specific effects or more significant effects, and documents how uniformly applicable development policies or standards (including, without limitation, the SCAs) will mitigate environmental effects of the Project. Based upon the CEQA Analysis and other substantial evidence in the record, the City finds and determines that no further environmental analysis of the effects of the Project is required.

C. CEQA Analysis Constitutes an Addendum; Public Resources Code Section 21166 (CEQA Guidelines §15164): The City finds and determines that the CEQA Analysis constitutes an Addendum to the LMSAP EIR and that no additional environmental analysis of the Project beyond that contained in the LMSAP EIR is necessary. The City further finds that no substantial changes are proposed in the Project that would require major revisions to the LMSAP EIR because of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes occur with respect to the circumstances under which the Project will be undertaken which will require major revisions of the LMSAP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and there is no new information of substantial importance not known and which could not have been known with the exercise of reasonable diligence as of the time of certification of the LMSAP EIR showing that the Project will have one or more significant effects not discussed in the LMSAP EIR; significant effects previously examined will be substantially more severe than shown in the LMSAP EIR, mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or mitigation measures or alternatives which are considerably different from those analyzed in the LMSAP EIR would substantially reduce one or more significant effects on the environment.

Based on these findings and determinations, the City further finds that no Subsequent or Supplemental EIR or additional environmental analysis shall be required because of the Project. The City has considered the CEQA Analysis along with the LMSAP EIR prior to making its decision on the Project and a discussion is set out in the CEQA Analysis explaining the City's decision not to prepare a Subsequent or Supplemental EIR pursuant to Guidelines sections 15162 and/or 15163.

IV. Severability: The City finds that all three CEQA provisions discussed and determined to be applicable in Section III 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.

V. Incorporation by Reference of Statement of Overriding Considerations: The LMSAP EIR identified three areas of environmental effects of the LMSAP that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the LMSAP EIR, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15163, 15164, 15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statement of Overriding Consideration for the LMSAP EIR, approved as Section XII of the CEQA Findings adopted by the City Council on November 18, 2014, via Resolution No. 85276 C.M.S., is 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 January 20, 2016**, 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

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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,

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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

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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 27th & Broadway 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 27th & Broadway 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 27th & Broadway CEQA Analysis Document has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the 27th & Broadway 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

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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.

PROJECT SPECIFIC CONDITIONS:

15. Exterior Finishes

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

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

16. Public Art for Private Development Condition of Approval

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

When Required: Prior to issuance of Final Certificate of Occupancy and Ongoing

Initial Approval: Bureau of Planning

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

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

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

18. Miscellaneous Transportation Improvement Measures

Requirement #1: Ensure that the project has adequate sight distance between motorists who are exiting the driveway and pedestrians on adjacent sidewalks. This may require redesigning and/or widening the driveway. If adequate sight distance cannot be provided, provide audio/visual warning devices at the driveway.

Requirement #2: Explore feasibility of rebuilding the existing corner curbs to match the existing curbs along Alice Street at the Alice & 14th Street intersection and install directional curb ramps at all four corners of both intersections. Considering that fire hydrants, signal poles, and/or light poles are provided at all the corners, construction of curb extensions may be required. Install pedestrian signal heads for all four pedestrian crossings.

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 Analysis prepared for the 250 14th Street Mixed-Use 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 recommended in the 2014 LMSAP EIR that apply to the proposed project. The SCAMMRP also lists other SCAs that apply to the proposed project, most of which were identified in the LMSAP EIR and some of which have been subsequently updated or otherwise modified by the City. Specifically, on July 22, 2015, 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. The SCAs are measures that would minimize potential adverse effects that could result from implementation of the proposed 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 2014 LMSAP EIR, all of the environmental topics and potential effects addressed by the SCAs in the LMSAP EIR are included in this SCAMMRP (as applicable to the 250 14th Street Project). This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

This CEQA Analysis is also based on the analysis in the following Program EIRs that apply to the 250 14th Street Mixed-Use Project: Oakland's 1998 General Plan Land Use and Transportation Element ("LUTE") EIR ("1998 LUTE EIR"), the 2010 General Plan Housing Element Update EIR and 2014 Addendum, and the 2011 Central District Urban Renewal Plan Amendments EIR (or "Redevelopment Plan Amendments EIR"). None of the mitigation measures or SCAs from these Program EIRs are included in this SCAMMRP because they, or an updated or equally effective mitigation measure or SCA, is identified in the 2014 LMSAP EIR, its addenda, or in this CEQA Analysis for the 250 14th Street Mixed-Use 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 Analysis 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 Analysis. 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 250 14th Street Mixed-Use Project and this CEQA Analysis; however, the SCAs as presented in the City's *Standard Conditions of Approval and Uniformly Applied Development Standards* document²⁵ are included in parenthesis for cross-reference purposes.
- 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 sponsor 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, Zoning Inspections Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

²⁵ Dated July 22, 2015, 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>Requirement: 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 Building
Aesthetics, Shadow, and Wind			
<p>SCA AES-1 (Standard Condition of Approval 16) 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> <ul 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). <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ul 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 Services Division, Zoning Inspections
<p>SCA AES-2 (Standard Condition of Approval 17) 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.</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>		<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to building permit final. c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning and Building b. City of Oakland Bureau of Building Services Division, Zoning Inspections c. City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Aesthetics, Shadow, and Wind (cont.)			
<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>SCA AES-3 (Standard Condition of Approval 18): Lighting</p> <p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p>		Prior to building permit final.	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>Also SCA UTIL-2, Underground Utilities. See <i>Utilities and Service Systems</i>, below.</p>			
Air Quality			
<p>SCA AIR-1 (Standard Condition of Approval 19) Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p> <p>The project applicant shall implement all of the following applicable air pollution 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 (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. 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. Pave all roadways, driveways, sidewalks, etc., as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). Limit vehicle speeds on unpaved roads to 15 miles per hour. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written 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. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas. 		During construction.	City of Oakland Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Air Quality (cont.)			
<p>SCA AIR-2 (Standard Condition of Approval 21) Stationary Sources of Air Pollution (Toxic Air Contaminants)</p> <p>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 <u>one</u> of the following methods:</p> <p>b. 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.</p> <p>- or -</p> <p>c. 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> <ol style="list-style-type: none"> Installation of non-diesel fueled generators, if feasible; or, 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. 		Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Building
Biological Resources			
<p>SCA BIO-1 (Standard Condition of Approval 27): Tree Permit</p> <p>a. <i>Tree Permit Required</i></p> <p>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>b. <i>Tree Protection During Construction</i></p> <p>Requirement: 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"> 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. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the 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. 		<ol style="list-style-type: none"> Prior to approval of construction-related permit During construction. 	<ol style="list-style-type: none"> City of Oakland Public Works Department, Tree Division; Bureau of Buildings City of Oakland Public Works Department, Tree Division; Bureau of Buildings

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>			
Cultural Resources			
<p>SCA CUL-1 (Standard Condition of Approval 29): Archaeological and Paleontological Resources – Discovery During Construction Requirement: 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,</p>		During construction.	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Cultural Resources (cont.)			
<p>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>			
<p>SCA CUL-2 (Standard Condition of Approval 30): Archaeologically Sensitive Areas – Pre-Construction Measures</p> <p>Requirement: The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or 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);</p>		<p>Prior to approval of construction-related permit; during construction.</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Cultural Resources (cont.)			
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.			
SCA CUL-3 (Standard Condition of Approval SCA 31): Human Remains – Discovery During Construction Requirement: 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.		During construction.	City of Oakland Bureau of Building Services Division, Zoning Inspections
Geology, Soils, and Geohazards			
SCA GEO-1 (Standard Condition of Approval 33): Construction-Related Permit(s) Requirement: 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.		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
SCA GEO-2 (Standard Condition of Approval 34): Soils Report Requirement: The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
Greenhouse Gases and Climate Change			
See SCA AES-2, Landscape Plan. See <i>Aesthetics, Wind, and Shadow</i> , above.			
See SCA AIR-1, Construction-Related Air Pollution Controls (Dust and Equipment Emissions). See <i>Air Quality</i> , above.			
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.			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Hazards and Hazardous Materials			
<p>SCA HAZ-1 (Standard Condition of Approval 39): 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> <ul style="list-style-type: none"> a. Follow manufacturer's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. 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 f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the 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 Services Division, Zoning Inspections
Hydrology and Water Quality			
<p>SCA HYD-1 (Standard Condition of Approval 45): Erosion and Sedimentation Control Plan for Construction</p> <p>a. <u>Erosion and Sedimentation Control Plan Required</u></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. <u>Erosion and Sedimentation Control During Construction</u></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>		<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. During construction. 	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Hydrology and Water Quality (cont.)			
<p>SCA HYD-2 (Standard Condition of Approval 48): Site Design Measures to Reduce Stormwater Runoff Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas; b. Utilize permeable paving in place of impervious paving where appropriate; c. Cluster structures; d. Direct roof runoff to vegetated areas; e. Preserve quality open space; and f. Establish vegetated buffer areas. 		Ongoing.	N/A
<p>SCA HYD-3 (Standard Condition of Approval 50): NPDES C.3 Stormwater Requirements for Regulated Projects a. Post-Construction Stormwater Management Plan Required Requirement: 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>When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning; Bureau of Building Monitoring/Inspection: Bureau of Building</p> <p>b. Maintenance Agreement Required Requirement: 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>		Prior to building permit final.	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Hydrology and Water Quality (cont.)			
<p>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</p> <p>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> <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>			
Also SCA GEO-1, Construction-Related Permit(s) . See <i>Geology, Soils, and Geohazards</i> , above.			
Also SCA GEO-2, Soils Report . See <i>Geology, Soils, and Geohazards</i> , above.			
Also SCA UTIL-6, Storm Drain System . See <i>Utilities and Service Systems</i> , below.			
Noise			
<p>SCA NOI-1 (Standard Condition of Approval 58) Construction Days/Hours</p> <p><u>Requirement:</u> The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <p>a. 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.</p> <p>b. 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.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <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 Services Division, Zoning Inspections
<p>SCA NOI-2: (Standard Condition of Approval 59) 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> <p>a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.</p>		During construction.	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Noise (cont.)			
<p>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered 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.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>d. 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.</p> <p>e. 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.</p>			
<p>SCA NOI-3 (Standard Condition of Approval 60) 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 include, but are not limited to, the following:</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 and implement such measure if such measures are feasible and would noticeably reduce noise impacts; 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>		<p>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p>	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
Noise (cont.)		Schedule	Responsibility
<p>SCA NOI-4 (Standard Condition of Approval 61) Project-Specific Construction Noise Reduction Measures <u>Requirement:</u> 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 noise impacts. The project applicant shall implement the approved Plan during construction</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-5 (Standard Condition of Approval 62) Construction Noise Complaints <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; Protocols for receiving, responding to, and tracking received complaints; and 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. 		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-6 (Standard Condition of Approval 63) Exposure to Community Noise <u>Requirement:</u> The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:</p> <ol style="list-style-type: none"> 45 dBA: Residential activities, civic activities, hotels 50 dBA: Administrative offices; group assembly activities 55 dBA: Commercial activities 65 dBA: Industrial activities 		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-7 (Standard Condition of Approval 64) 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.</p>		Ongoing.	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-8 (Standard Condition of Approval 66) Vibration Impacts on Adjacent Historic 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 located at 260 13th Street and 274 14th 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.</p>		Prior to construction.	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Transportation and Circulation			
SCA TRA-1 (Standard Condition of Approval 68) Construction Activity in the Public Right-of-Way			
a. <u>Obstruction Permit Required</u> Requirement: 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 and sidewalks.		a. Prior to approval of construction-related permit.	a. City of Oakland Bureau of Building Services Division, Zoning Inspections
b. <u>Traffic Control Plan Required</u> Requirement: In the event of obstructions to vehicle or bicycle travel lanes, 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 detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.		b. Prior to approval of construction-related permit.	b. Public Works Department, Transportation Services Division
c. <u>Repair of City Streets</u> Requirement: 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.		c. Prior to building permit final.	c. City of Oakland Bureau of Building Services Division, Zoning Inspections
SCA TRA-2 (Standard Condition of Approval 69) Bicycle Parking		Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections
Requirement: 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.			
SCA TRA-3 (Standard Condition of Approval 70) Transportation Improvements			
Requirement: The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and 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:		Prior to building permit final or as otherwise specified.	City of Oakland Bureau of Building Services Division, Zoning Inspections; Public Works Department, Transportation Services Division
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)			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
<ul style="list-style-type: none"> d. Countdown pedestrian head module switch out 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 			
<p>SCA TRA-4 (Standard Condition of Approval 71) 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"> • The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> a. Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. b. Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> a. Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR b. Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR c. Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. d. Enhance the City's transportation system, consistent with City policies and programs. • TDM strategies to consider include, but are not limited to, the following: <ul style="list-style-type: none"> e. 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. f. Construction of and/or access to bikeways per the Bicycle Master Plan, construction of priority bikeways, on-site signage and bike lane striping. 		<ul style="list-style-type: none"> a. Prior to building permit final. b. Prior to building permit final c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning and Building b. City of Oakland Bureau of Building Services Division, Zoning Inspections c. City of Oakland Bureau of Planning and Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
<p>g. 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.</p> <p>h. Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.</p> <p>i. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.</p> <p>j. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).</p> <p>k. 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.</p> <p>l. 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).</p> <p>m. Guaranteed ride home program for employees, either through 511.org or through separate program.</p> <p>n. Pre-tax commuter benefits (commuter checks) for employees.</p> <p>o. Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.</p> <p>p. On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.</p> <p>q. Distribution of information concerning alternative transportation options.</p> <p>r. Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.</p> <p>s. Parking management strategies including attendant/valet parking and shared parking spaces.</p> <p>t. Requiring tenants to provide opportunities and the ability to work off-site.</p> <p>u. Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).</p> <p>v. Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.</p> <p>The TDM Plan shall indicate the estimated VTR for each strategy, 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>			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
<p>b. TDM Implementation – Physical Improvements <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 <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>			
Utilities and Service Systems			
<p>SCA UTIL-1 (Standard Condition of Approval 74) Construction and Demolition Waste Reduction and Recycling <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 75) Underground Utilities <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 Services Division, Zoning Inspections
<p>SCA UTIL-3 (Standard Condition of Approval 76) Recycling Collection and Storage Space <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 Building Services Division, Zoning Inspections

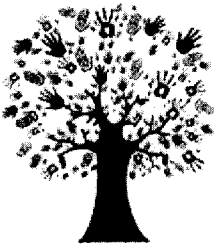
Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Utilities and Service Systems (cont.)			
<p>SCA UTIL-4 (Standard Condition of Approval 77) Green Building Requirements</p> <p>a. Compliance with Green Building Requirements During Plan-Check Requirement: 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. • All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. • [INSERT: Green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 53 points for residential and LEED Gold for non-residential)] per the appropriate 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>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p> <p>c. After project completion as specified.</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Planning and Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Utilities and Service Systems (cont.)			
<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> <ol style="list-style-type: none"> 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. 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. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements After Construction</p> <p><u>Requirement:</u> Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Build It Green or Green Building Certification Institute and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p>			
<p>SCA UTIL-5 (Standard Condition of Approval 79) 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 80) 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 Services Division, Zoning Inspections
<p>SCA UTIL-7 (Standard Condition of Approval 81) Recycled Water</p> <p><u>Requirement:</u> Pursuant to section 16.08.030 of the Oakland Municipal Code, the project applicant shall provide for the use of recycled water in the project for landscape irrigation purposes unless the City determines that there is a higher and better use for the recycled water, the use of recycled water is not economically justified for the project, or the use of recycled water is not financially or technically feasible for the project. The project applicant shall contact the New Business Office of the East Bay Municipal Utility District (EBMUD) for a recycled water feasibility assessment by the Office of Water Recycling. If recycled water is to be provided in the project, the project drawings submitted for construction-related permits shall include the proposed recycled water system and the project applicant shall install the recycled water system during construction.</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Building ; City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
Utilities and Service Systems (cont.)		
Also SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i> , above.		
Also SCA HYD-2, Site Design Measures to Reduce Stormwater Runoff. See <i>Hydrology and Water Quality</i> , above.		

Clevenger, Ann

From: Pomicpic, Andrea
Sent: Tuesday, January 26, 2016 6:14 PM
To: Wong, Alice; Nguyen, Anh; Clevenger, Ann; Matthews, Billy; Moreno, Christopher; Ramie-Adams, Crystal; Lara, Enrique; Barangan, Eric S.; Arriaza, Erik; Draper, Erik; Sacramento, Evelyn; Rojas, Francisco; Tom, Gene B; Celli, George; Moriarty, Gerald; Iniguez, Jesus; Barocio, Jose; Dalke, Judith; Mangal, Khyber; Yslava, Kito; Cutler, Lynne; Sevilla, Makisig M.; Nichelini, Matthew; Elia, Maureen; Chung, Michael; Murphy, Michael; Rosenthal, Michelle; Raymond, Nicholas; Babka, Serge; Chu, Teddy C; Garcia, Wenceslao; Bruce, Dan
Subject: Confirmation of Class Completion - DIVERSITY IN ACTION - 1/21/16 PM session
Importance: High



Not listed above because they do not have a city email:
Walter Martinez - OFD - COMPLETED

CLASS COMPLETION FOR 1/21/16 session – PM session

CONGRATULATIONS AND THANK YOU!

Thank you for completing the DIVERSITY IN ACTION Training Workshop.
Your participation and feedback is essential in promoting and supporting the values of Diversity and Inclusion in the workplace here at City of Oakland.
This email serves as a confirmation of your completion of the course.

If you have any additional positive comments or constructive feedback, please feel free to contact me via email.

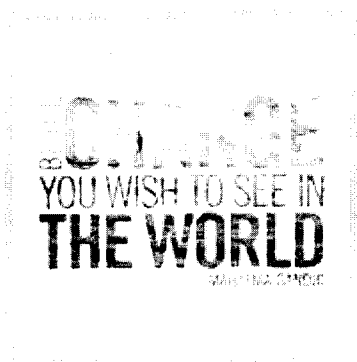
Now that the dialogue is opened up, please feel free to share your thoughts and ideas on any additional related training.

Try not to give away all of the exciting and fun activities you participated in and let your colleagues that have not attended experience this training for themselves.

We would ask that you encourage coworkers to attend if they have not yet registered – classes are filling up.

I cannot express the value and impact these trainings will have among our City of Oakland staff and how it is a big step to developing and embracing our values of diversity and inclusion within our staff and continue to convey those values while leading and serving our community.

Many thanks again.



CircleUp Education Website: <http://www.circleuped.org/>

Click on the City of Oakland Logo and enter **WARRIORS2015** as the password.

Check out additional resources, class materials and the evaluations.

ANDREA POMICPIC

Training Coordinator

CITY OF OAKLAND – HUMAN RESOURCES

150 Frank H. Ogawa Plaza | 3rd Floor | Oakland, CA 94612

TEL (510) 238-6475



BASIC APPLICATION FOR DEVELOPMENT REVIEW
250 14TH STREET, OAKLAND, CA
SUBMITTED ON JANUARY 20TH, 2016

Developer

BAY
DEVELOPMENT

100 The Embarcadero Penthouse
San Francisco, CA 94105
415-828-7061

Architect



1280 West Pender Street, Suite 700
Vancouver, BC V6E 4B1
604-683-8797



ATTACHMENT D

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Zoning

The 250 14th Street site is comprised of two different parcels, with two different zoning designations.

Parcel APN 008-0626-017-00 is located at 1429 Alice Street. It has an area of 11,550 sq ft. (0.264 acres). The current zoning designation is CBD-C, Central Business District General Commercial Zone (Ch. 17.58, Planning Code). The intent of the CBD-C zone is to create, maintain, enhance areas of the Central Business District appropriate for a wide range of ground floor office and other commercial activities. Upper story spaces are intended to be available for a wide range of residential, office, or other commercial activities.

Parcel APN 008-0626-018-00 is located at 250 14th Street. It has an area of 7,600 sq ft. (0.174 acres). The current zoning for this parcel is D-LM-2, Lake Merritt Station Area District Pedestrian Commercial Zone-2 (Ch. 17.101G, Planning Code). The intent of this zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District (LMSAP) for ground-level, pedestrian-oriented, active storefront uses while the upper story spaces are intended to be available for a wide range of office and residential activities. The Height, Density, Bulk and Tower Regulations permit a maximum height of 85' for this parcel. The height can be increased from 85' to 175' or 275' with a granting of a conditional use permit. Under the LMSAP, five towers (three up to 175' and two up to 275') are permitted west of the channel where the project is located.

Project Description

A mixed-used building is proposed for the site. Total floor area is 107,199 sq ft. (excluding parking areas), comprised of 3,200 sq ft. of retail uses, 103,039 sq ft. of residential uses, and 910 sq ft. of amenity use. The building has a two-level podium, consisting of residential and parking uses. Atop the podium is a 14 story residential structure connected to a 2 story residential wing. The roof of the building is approximately 172' high, in conformance with the LM-175 Height, Density, Bulk, and Tower Regulations.

The ground level of the podium contains commercial retail uses fronting 14th Street and a residential lobby fronting Alice Street. The second level of the podium contains a mix of residential and parking uses. A portion of the podium roof is landscaped for private terraces while the remainder is landscaped for shared private use.

A total 126 residential rental units are provided in the 14 story structure and 2 story residential wing. They range in size from 452 sq ft. for studio units to 1,030 sq ft. for 3 bedroom units.

Parking is located at L1, Mezzanine, and L2 of the podium, north of the commercial use fronting 14th Street and the residential lobby fronting Alice Street. A total of 91 residential parking spaces are provided, inclusive of 10 tandem spaces and up to 2 compact car share spaces, at a ratio of .72 spaces per unit. The parking ratio is based on the site's proximity to the 12th Street City Center BART station and the Lake Merritt BART Station, the number of small studio and 1 bedroom units and the provision of 120 long term bicycle spaces. The residential parking will be provided unbundled. No retail parking is supplied, in compliance with the Planning Code.



Development Statistics

BUILDING FLOOR AREA

LEVEL	ELEVATION (FT)	FLR TO FLR (FT) HEIGHT	GROUND FLOOR AREA (SF)					
			COMMERCIAL	RESIDENTIAL	AMENITY	SUBTOTAL	PARKING	TOTAL AREA
TOP OF ELEV. MECH RM ROOF	186.17	-	-	-	-	-	-	0
TOP OF ROOF DECK	172.17	14.00	-	-	-	-	-	0
LEVEL 16	162.17	10.00	-	6,225	-	6,225	-	6,225
LEVEL 15	152.17	10.00	-	6,225	-	6,225	-	6,225
LEVEL 14	142.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 13	132.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 12	122.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 11	112.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 10	102.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 9	92.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 8	82.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 7	72.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 6	62.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL5	52.17	10.00	-	6,340	-	6,340	-	6,340
LEVEL 4	42.17	10.00	-	9,780	-	9,780	-	9,780
LEVEL 3	32.17	10.00	-	8,780	910	9,690	-	9,690
LEVEL 2	22.17	10.00	-	4,835	-	4,835	8,008	12,843
LEVEL 1 MEZZANINE	10.00	12.17	-	1,190	-	1,190	13,967	15,157
LEVEL 1	0.00	10.00	3,200	2,604	-	5,854	12,781	18,585
TOTAL AREA			3,200	103,039	910	107,199	34,706	141,905

PARKING

REQUIRED		PROVIDED					
		STACKED PARKING	REGULAR	COMPACT	TANDEM	TOTAL	TOTAL WITHOUT TANDEM
D-LM PARCEL							
52	LEVEL 2	-	15	-	7	22	15
CBD PARCEL	MEZZANINE	-	18	-	3	21	18
29	LEVEL 1	46	-	2	-	48	48
81	TOTAL	46	33	2	10	91	81

Oakland Planning Code: 17.116.060

RECYCLING SPACE

	REQUIRED		PROVIDED
	RATIO	CU. FT.	CU. FT.
COMMERCIAL	2 CU. FT./1,000SF	6	6
RESIDENTIAL	2 CU. FT./UNIT	252	252

Oakland Planning Code: 17.118.030

LOADING

	REQUIRED	PROVIDED
COMMERCIAL	0	0
RESIDENTIAL	1	1
TOTAL	1	1

Oakland Planning Code: 17.120/140

RESIDENTIAL UNIT MIX

LEVEL	Studio Units	JR 1 BR Units	1 BR Units	1 BR + DEN Units	2 BR Units	3 BR Units	TOTAL UNITS PER FLOOR
LEVEL 16	2	-	2	2	2	-	8
LEVEL 15	2	-	2	2	2	-	8
LEVEL 14	2	-	2	2	2	-	8
LEVEL 13	2	-	2	2	2	-	8
LEVEL 12	2	-	2	2	2	-	8
LEVEL 11	2	-	2	2	2	-	8
LEVEL 10	2	-	2	2	2	-	8
LEVEL 9	2	-	2	2	2	-	8
LEVEL 8	2	-	2	2	2	-	8
LEVEL 7	2	-	2	2	2	-	8
LEVEL 6	2	-	2	2	2	-	8
LEVEL5	2	-	2	2	2	-	8
LEVEL 4	2	1	2	4	2	1	12
LEVEL 3	2	-	2	4	2	1	11
LEVEL 2	7	-	-	-	-	-	7
LEVEL 1 MEZZANINE	-	-	-	-	-	-	-
LEVEL 1	-	-	-	-	-	-	-
TOTAL	35	1	28	32	28	2	126
AVE. UNIT SIZE (SQFT)	450	535	640-675		855	1,030	

		REQUIRED		PROVIDED
		RATIO	NO. OF SPACE	NO. OF SPACE
COMMERCIAL	long-term	1/per 12,000 sf gfa (min. 2)	2	4
	short-term	1/per 5,000 sf gfa (min. 2)	2	4
RESIDENTIAL	long-term	1/per 4 units (min. 2)	32	110
	short-term	1/per 20 units (min. 2)	6	10
TOTAL			42	128

Oakland Planning Code: 17.117.110; Oakland Planning Code: 17.117.090

TOTAL REQUIRED (75 sqft/unit)	9,450 SF
LEVEL 3	6,850 SF
BALCONIES ON L4-L16	2,966 SF
TOTAL PROVIDED	9,816 SF

Oakland Planning Code: 17.58.070

Conformance with General Plan (GP) and Zoning Regulations

Zoning – The proposed development addresses the intent of both zoning designations applicable for the site. The ground floor retail uses fronting 14th Street addresses the intent of the Lake Merritt Station Area District Pedestrian Commercial Zone - 2 in providing active, street level retail uses to increase activity and vibrancy in the area. The 14 story residential structure atop the podium reaches approximately 172' in height, conforming to the LM-175 Height, Density, Bulk, and Tower Regulations. The residential wing located on 1429 Alice Street fully conforms to the zoning regulations of the Central Business District General Commercial Zone. It reaches approximately 52' in height and contributes to the mixed-use livability of the neighborhood.

Form – The development's 2 story podium is consistent in height and character to the adjacent buildings on 14th Street and Alice Street. At the street corner, the building is defined by recessed balconies and a window wall to create a strong vertical element that reinforces this important corner location. The two story residential wing is configured in a simple slab form that runs parallel to Alice Street, but is set back on the podium to create a form that reinforces but does not dominate the street. This configuration and orientation also provides residents more privacy from the street and adjacent properties and minimizes the casting of shadows. Parking and loading entrances are concealed at the rear (north) portion of the podium, accessed from Alice Street.

Character – The character of the building is defined by a strong corner elements in the form of recessed balconies, transparency at the retail level, and varied glazing colors at the top to create visual interest when viewed from afar.

Historical Context – Two historic buildings are located nearby the mixed-use development, namely the Malonga Casquelourd Center and Hotel Oakland. While the character of the mixed-use development is expressed with contemporary forms, colors and materials, the scale of the podium is similar to the historic buildings in order to present balanced proportions of massing at the lower levels of the street wall.



On Alice Street Looking North



Relationship with Hotel Oakland on 14th Street Looking West



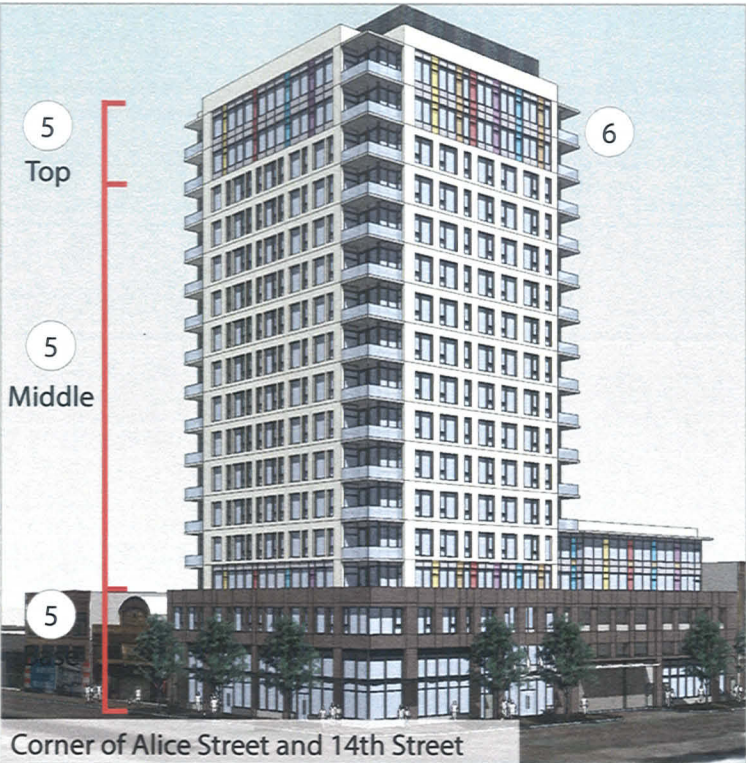
Relationship with Hotel Oakland on 14th Street Looking East



Relationship with Malonga Casquelourd Center on Alice Street

Conformance with Lake Merritt Station Area Design Guidelines (DG)

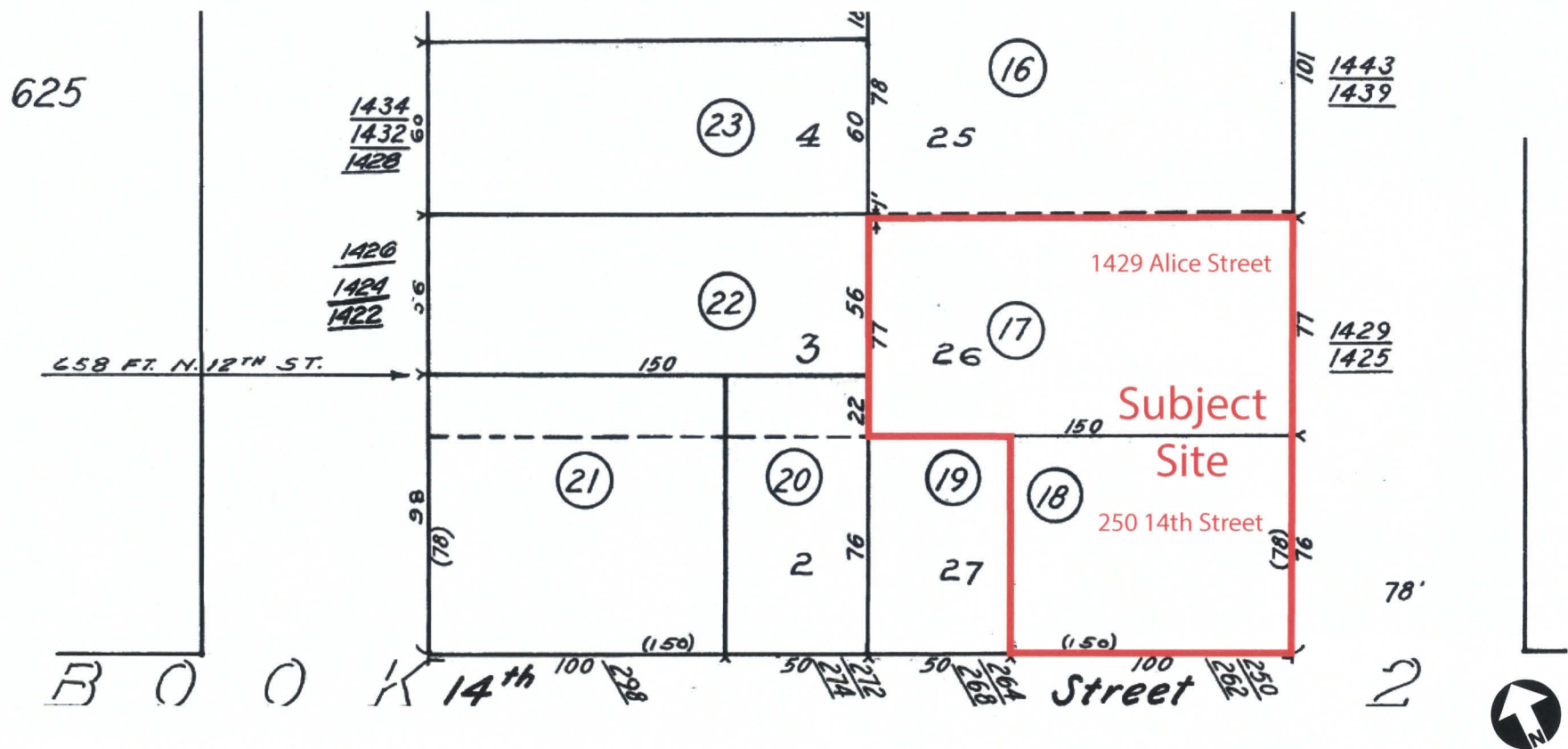
1. Entrances – The residential entrance is located at street level facing Alice Street. This entrance is made distinct by the double height space and the four vertical fins above the overhead canopy which offers weather protect for residents. The commercial retail units (CRU), each fronting 14th Street, are also protected and defined by an overhead canopy. North of the residential and parkade entrance is a street level entrance to one of two long term bicycle storage rooms located within the 2 story podium.
2. Ground Floor Treatment – The building's base is defined with a strong horizontal band of warm gray glass fiber reinforced concrete atop light and transparent glazing at eye level and a low concrete base. The ground floor has more than 65% of transparent glazing between 2 and 9 feet in height. The ground floor height exceeds 15 feet. Continuous canopies further define the ground floor while adding weather protection and forming an anchor from which to place commercial signage. The pattern of fenestration is fine-grained and regularly modulated to improve the pedestrian experience along the 14th Street pedestrian zone.
3. Active Space Requirement – The primary building frontages on 14th Street and Alice Street have active uses by way of a residential lobby and CRUs. The entrance to the garage and recycling is located on Alice Street, away from the 14th Street pedestrian zone. The bicycle room fronting Alice Street is treated with opaque glazing to enhance the pedestrian experience.
4. Parking and Loading Location – The entrance to the parking and loading facilities is on Alice Street, the secondary frontage for this property. (The primary frontage is 14th Street).
5. Massing – The mass of the building is broken into smaller forms to reduce its scale and make it more interesting and appealing. Each of the three main vertical elements – base, middle and top – is defined by unique massing and material treatments. The base is the podium level, which has darker colored and regularly modulated solid elements; the middle has a distinct and rhythmic pattern of fenestration that further enhances visual interest at the street level; and the top has a combination of transparent and colored elements that create a lighter feel and to create visual interest. The corners of the building are distinguished by prominent recessed corner balconies framed by window wall, strengthening the form of the building.
6. Upper Story Windows – Ample windows are provided on each of the faces of the building. The fenestration pattern is vertically aligned through the full height of the building. Spandrel glass in various colors on the top 2 floors of the building serves to create visual interest when viewed from afar.
7. Utility Storage – All trash / recycle, storage and utility rooms are located in the parking garage, concealed from view of Alice Street.



Assessor's Parcel Map

The parcel (APN 008-0626-017-00) is located at 1429 Alice Street. It has an area of approximately 11,500 square feet. The parcel (APN 008-0626-018-00) is located at 250 14th Street. It has an area of approximately 7,600 square feet. Both parcels are currently occupied by a parking lot.

Assessor's Parcel Map



Aerial Photograph



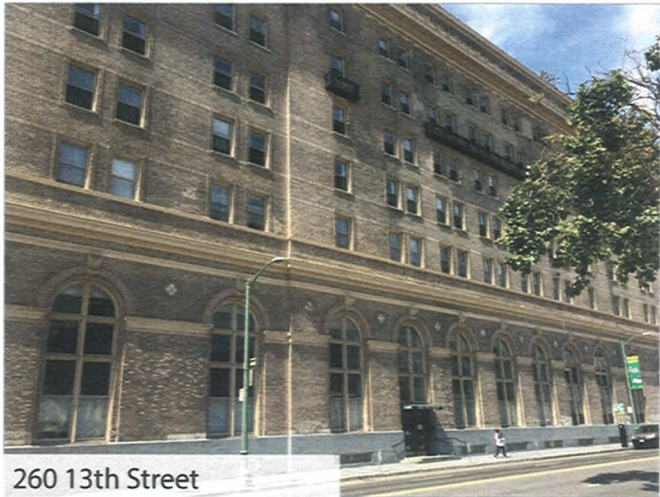
Photographs

Subject Property and 14th Street: Same (North) Side, Northwest of Subject Site



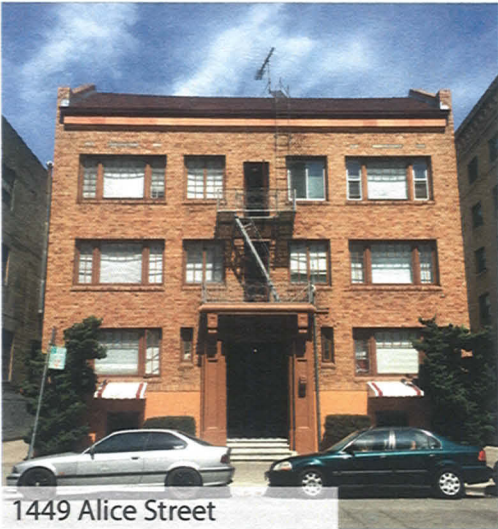
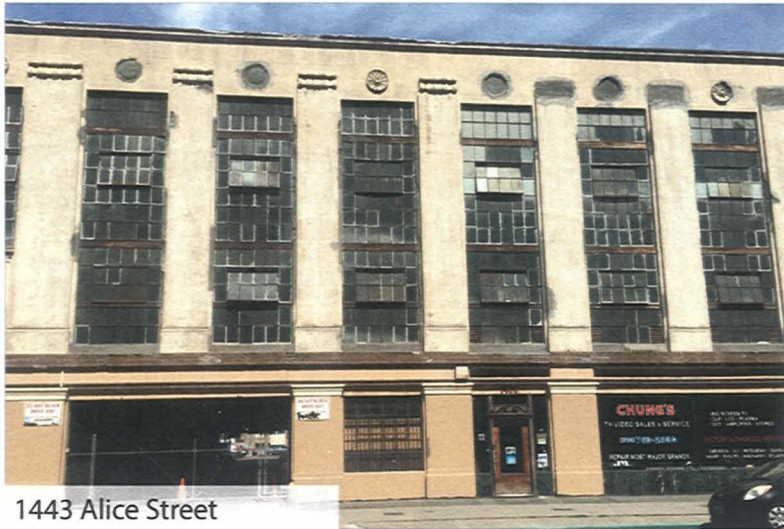
Photographs

14th Street: Same (North) Side, Southeast of Subject Site and
12th and 13th Street: Opposite (East) Side, South of Subject Site



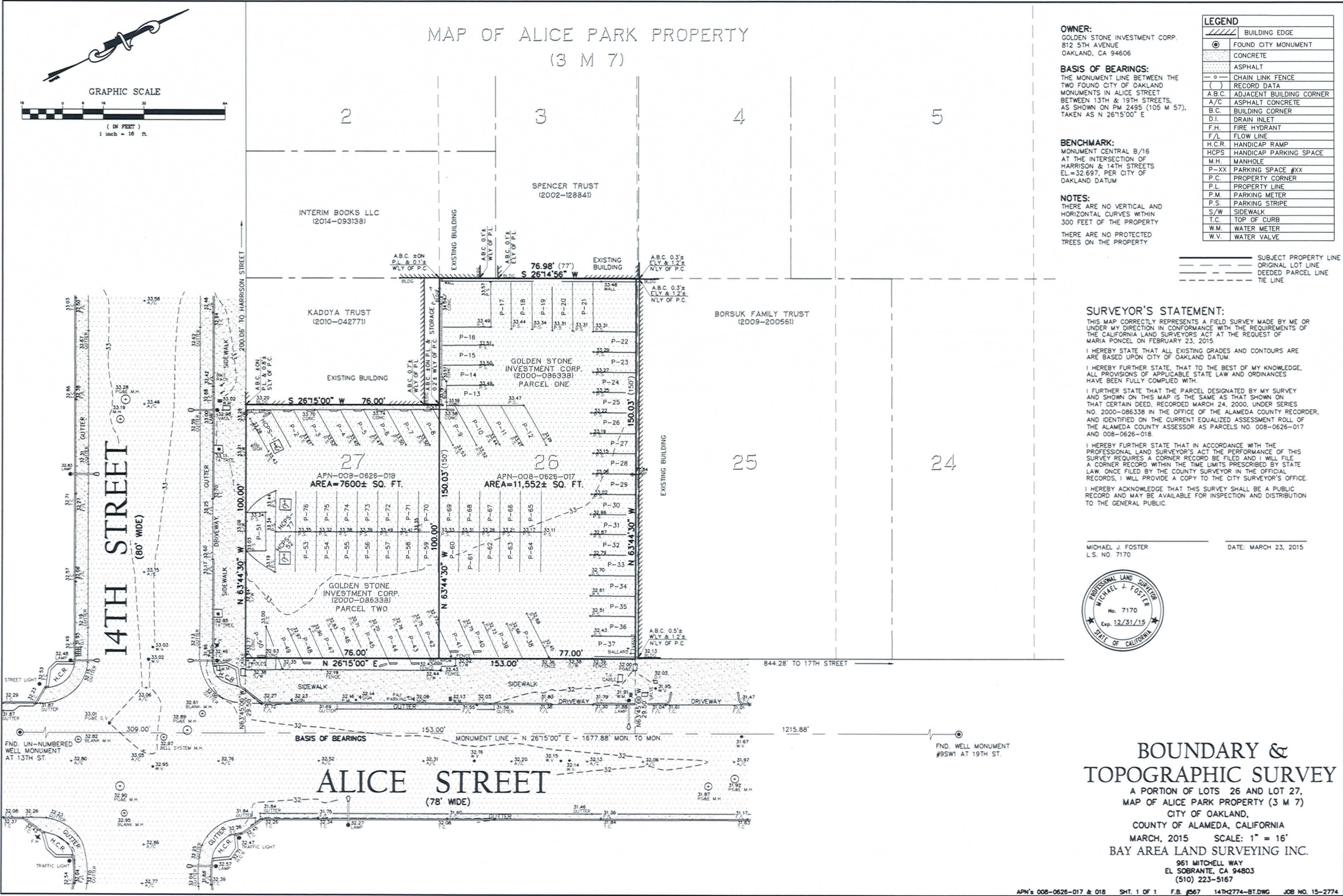
Photographs

Alice Street: Same (West) Side, North of Subject Site

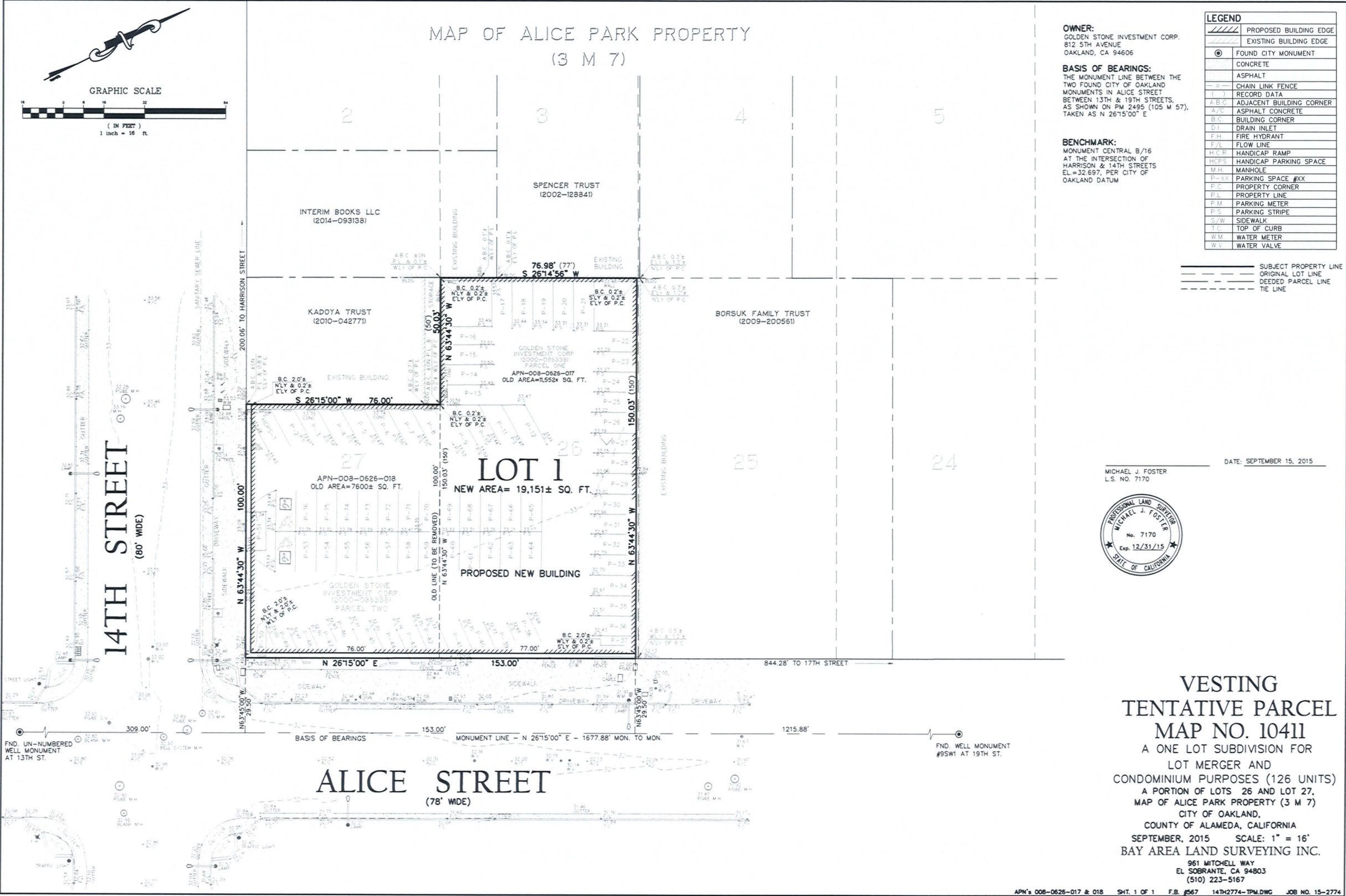


Alice Street: Opposite (West) Side, South of Subject Site





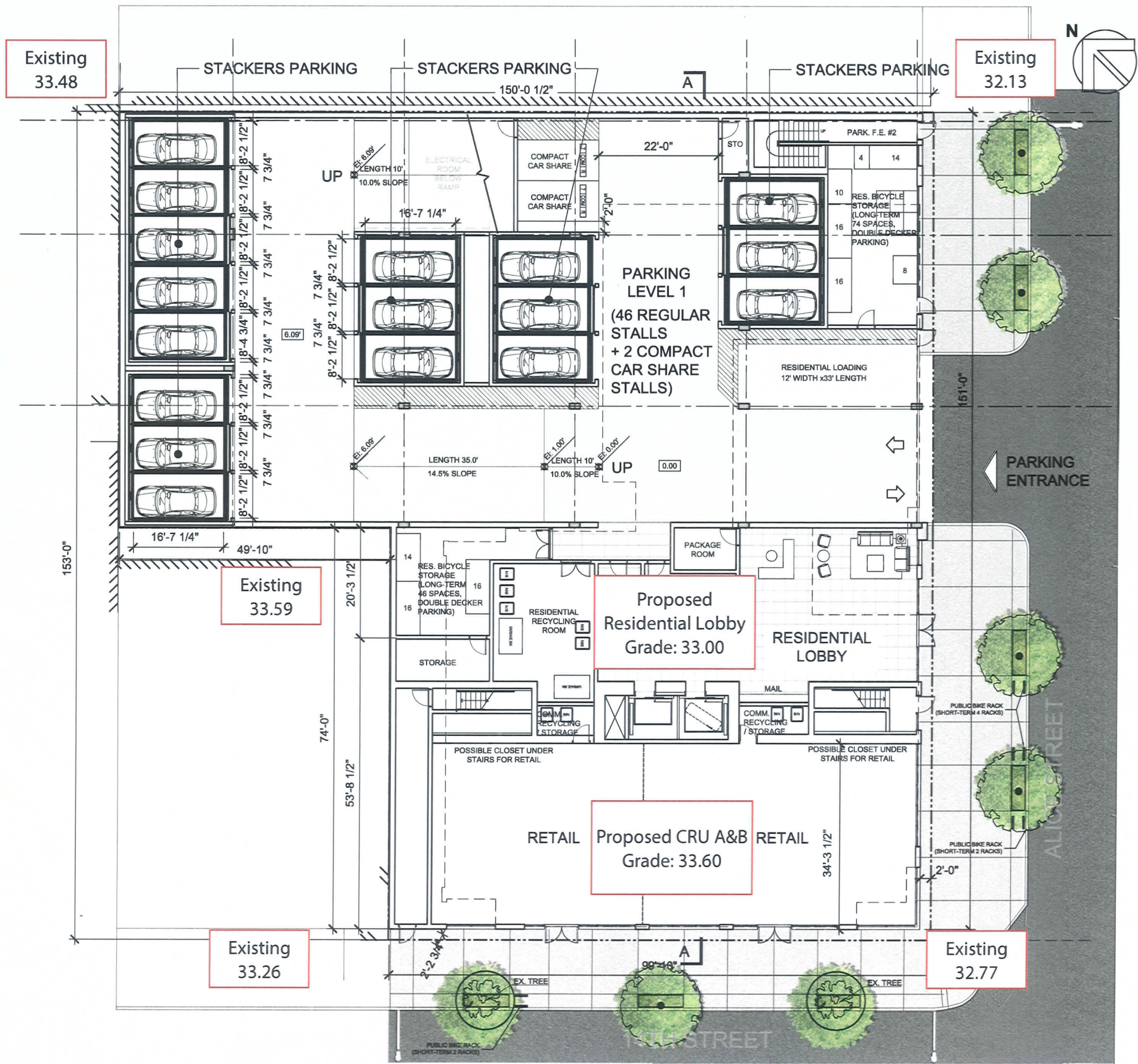
Tentative Vesting Map



The architectural site plan for the Malonga Casquelourd Center is overlaid on an aerial photograph. The plan shows a rectangular building footprint with various internal spaces and external parking areas. Key features include:

- Parking Level 1:** Located at the top of the plan, containing 46 regular stalls and 2 compact car share stalls. It is adjacent to "STACKERS PARKING" areas.
- Residential Lobby:** A central area with a "Main Residential Entrance" on the right side, near Alice Street. It includes a "PACKAGE ROOM", "TELECOM" room, and "MAIL" area.
- Retail Spaces:** Two large retail areas are located at the bottom of the plan, adjacent to 14th Street. One is labeled "RETAIL" and the other "RETAIL 34'-3 1/2" x 34'-3 1/2".
- Residential Units:** The plan shows various residential spaces, including "RES. BICYCLE STORAGE (LONG-TERM 48 SPACES, DOUBLE DECKER PARKING)", "RES. BICYCLE STORAGE (LONG-TERM 74 SPACES, DOUBLE DECKER PARKING)", and "RES. BICYCLE STORAGE (LONG-TERM 16 SPACES, DOUBLE DECKER PARKING)".
- Entrances:** A "Parking Entrance" is located on the right side, and a "Main Residential Entrance" is located on the right side, near Alice Street.
- Streets:** The plan is bounded by Alice Street to the right and 14th Street to the bottom. A north arrow is located in the top right corner.
- Dimensions:** The plan includes numerous dimensions for rooms, parking stalls, and overall building footprints. For example, the total width is 153'-0" and the total length is 150'-0 1/2".
- Professional Seal:** A circular professional seal for Patricia Lopez, a Licensed Architect in the State of California, is located in the bottom right corner. The seal includes the text "LICENSED ARCHITECT", "PATRICIA LOPEZ", "No. C18268", "REN. 6/17", and "STATE OF CALIFORNIA".

Grading Plan



Alice Elevation



South Elevation

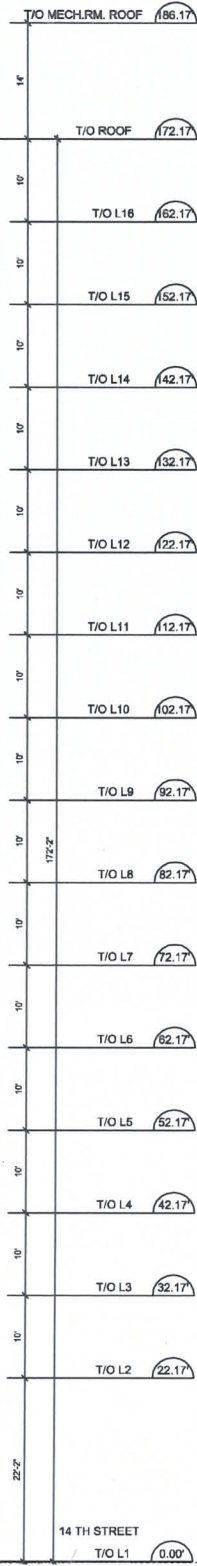


14'	T/O MECH. RM. ROOF	186.17'	
10'	T/O ROOF	172.17'	
10'	T/O L18	162.17'	
10'	T/O L15	152.17'	
10'	T/O L14	142.17'	
10'	T/O L13	132.17'	
10'	T/O L12	122.17'	
10'	T/O L11	112.17'	
10'	T/O L10	102.17'	
10'	T/O L9	92.17'	
10'	T/O L8	82.17'	
10'	T/O L7	72.17'	
10'	T/O L6	62.17'	
10'	T/O L5	52.17'	
10'	T/O L4	42.17'	
10'	T/O L3	32.17'	
10'	T/O L2	22.17'	
22'-2"	14 TH STREET	T/O L1	0.00'

North Elevation



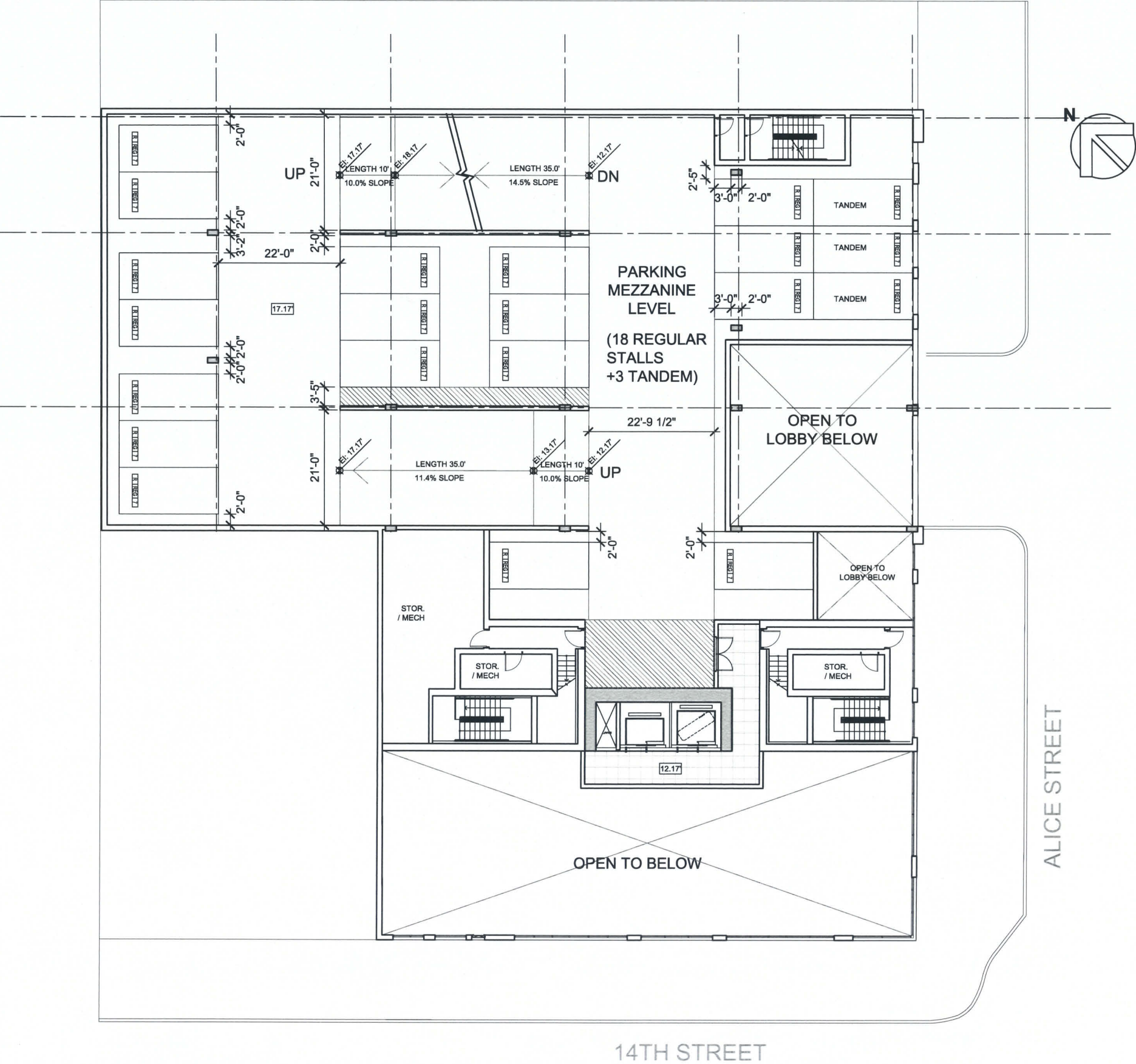
West Elevation



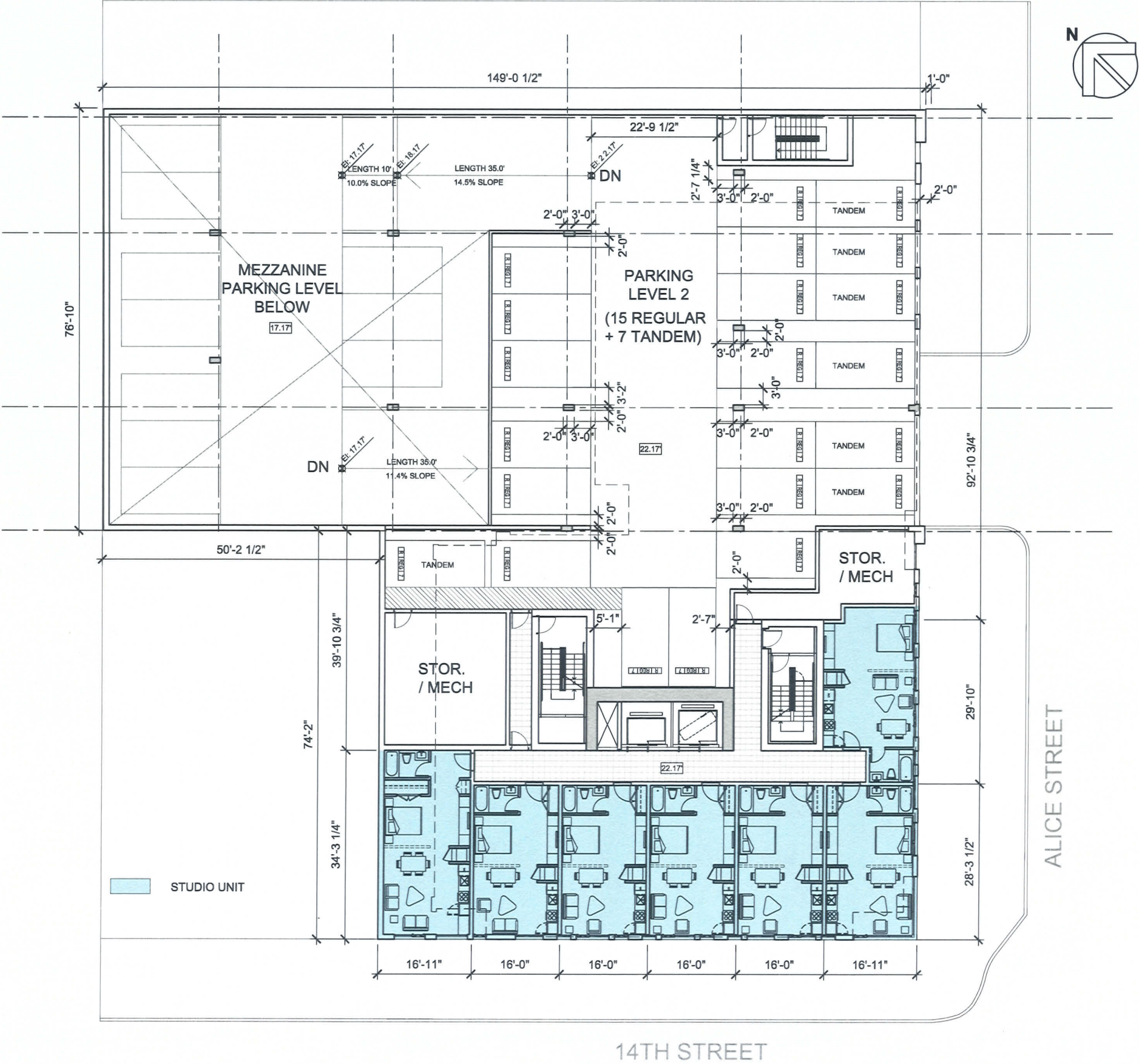
Floor Plan - Level 1



Floor Plan - Level 1 Mezzanine



Floor Plan - Level 2



Floor Plan - Level 3



Floor Plan - Level 4



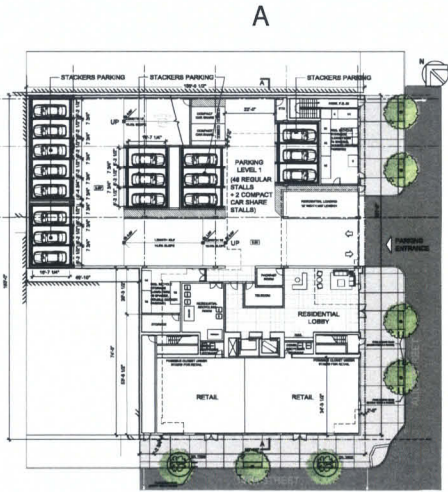
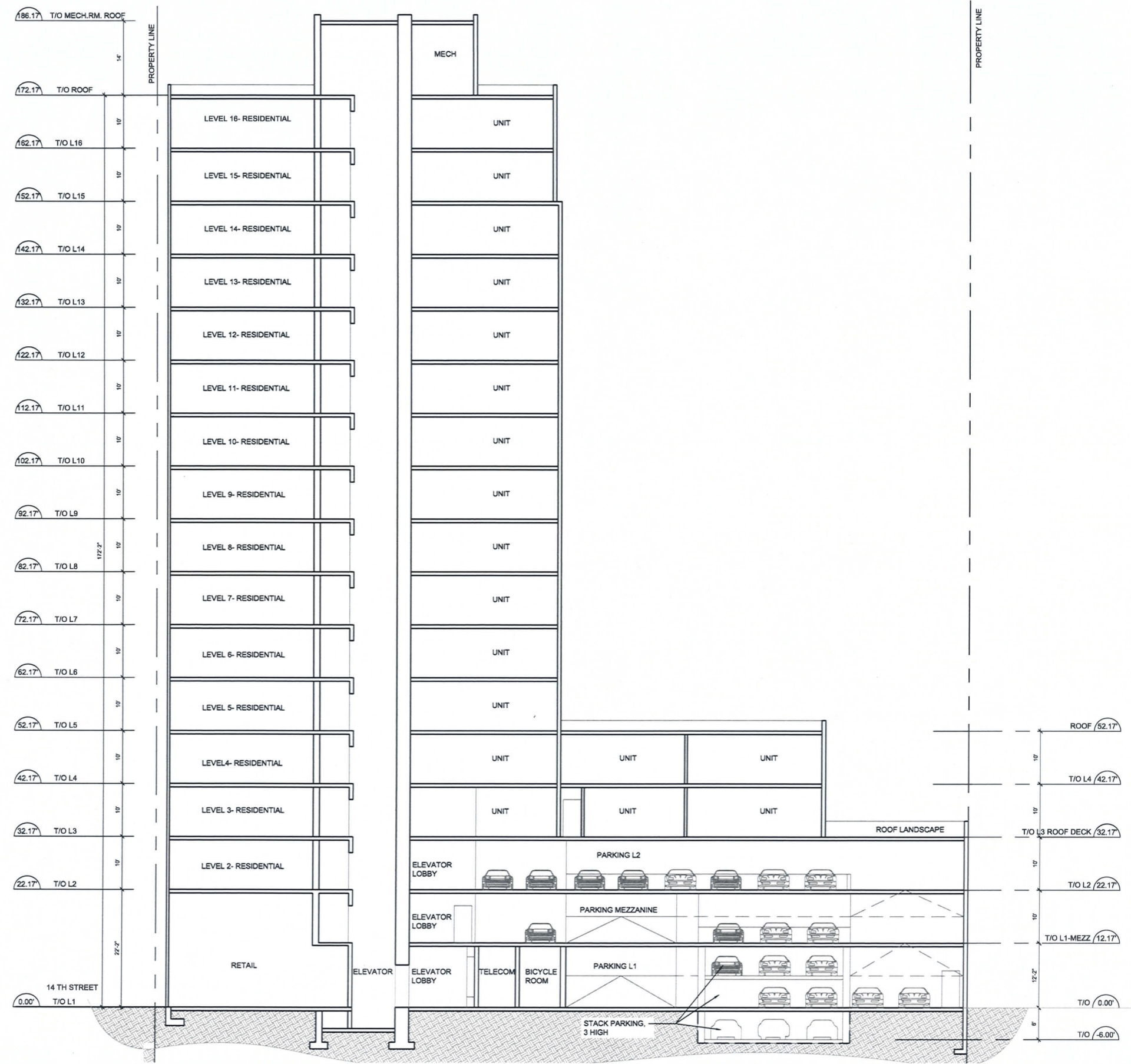
Floor Plan - Level 5-14



Floor Plan - Level 15-16



Building Section



Landscape Plan - Level 1

PLANT LIST LVL1



Trees

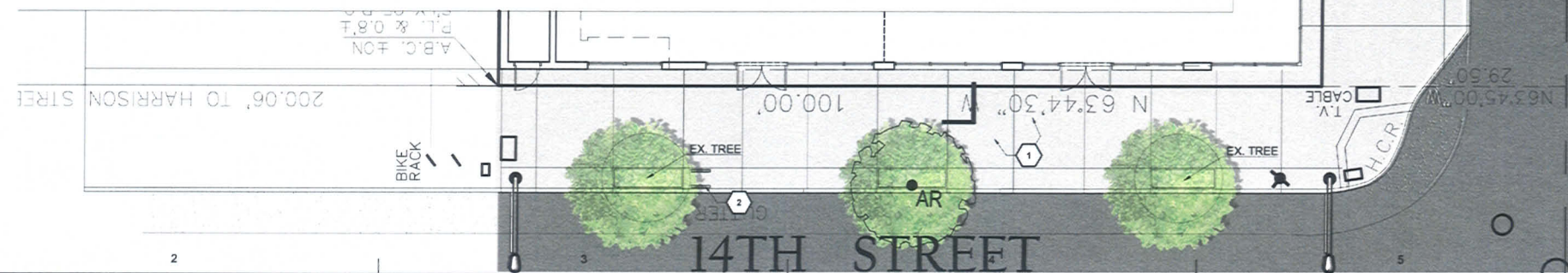
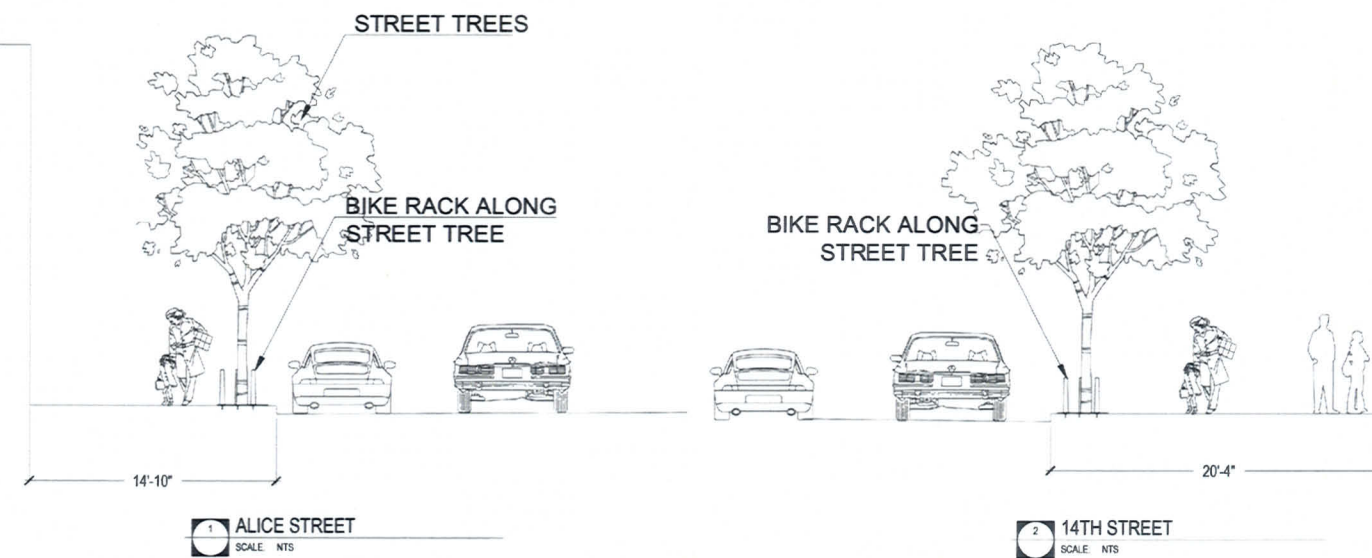
Trees		QTY.	MIN. SIZE	SPACING	COMMENTS
D	AR <i>Acer rubrum</i> 'October Glory' / Red Maple	5	2" CALIPER	25'-0" OC	As per City of Oakland Official Tree Species List AUTOMATIC IRRIGATION SYSTEM REQUIRED.

NOTE

1. INSTALL ALL PLANT MATERIAL TO STATE OF CALIFORNIA STANDARD.
2. AREA OF SEARCH: CALIFORNIA
3. PROVIDE DISEASE AND PEST-FREE PLANT MATERIAL FROM CERTIFIED NURSERIES. PROVIDE GUARANTEE OF CERTIFICATION.
4. ALL PLANTINGS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.

MATERIALS KEY

KEY	DESCRIPTION	DETAIL	
	Cast in Place Concrete Broom Finish. Saw cut joints.		
	Bike Rack As per City of Oakland Requirements		



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Landscape Plan - Level 3

MATERIALS KEY

KEY	DESCRIPTION	DETAIL	SYMBOL
1	Hydrapressed Slabs 18" x 18" Sand Pea Gravel or Pedestal System Required		
2	Max Trellis by Landscape Forms		
3	Cast in place planters		
4	Sun Umbrella by Landscape Forms		
5	48" x 48" Square Precast Concrete Firebow		
6	Barbeque and sink		
7	Community Table		
8	Sculpture in garden		
9	Flagstone paving		
10	Recessed Wall Light Sistemalux Minibric www.bklighting.com		
11	Accent Tree Uplight BK 'DetlaStar' Adjustable Uplight Each Courtyard Tree www.bklighting.com		

10

11

PLANT LIST LVL3

Trees

		QTY.	MIN. SIZE	SPACING
CL	Chilopsis linearis / Desert Willow	5	6' tall multi-stemmed	
GT	Gleditsia 'Shademaster' / Honey Locust	14	2" Cal. matched	

Shrubs/ Groundcovers

Bx	Buxus 'Winter Gem' / Boxwood	23	#2 Pot	18" OC
Ph	Phormium / New Zealand Flax	15	#5 Pot	As shown
Pr	Prunus caroliniana / Laurel	22	#5 Pot	24" OC
Ros	Rosa x 'Flowering Carpet' /	58	#2 Pot	36" OC
Vd	Viburnum davidii / David's Viburnum	62	#2 Pot	36" OC
Yuc	Hesperaloe parvifolia / Red Yucca	32	#2 Pot	20" OC

NOTE

1. INSTALL ALL PLANT MATERIAL TO STATE OF CALIFORNIA STANDARD.

2. AREA OF SEARCH: CALIFORNIA.

3. PROVIDE DISEASE AND PEST-FREE PLANT MATERIAL FROM CERTIFIED NURSERIES. PROVIDE GUARANTEE OF CERTIFICATION.

4. ALL PLANTINGS TO BE IRRIGATED WITH HIGH EFFICIENCY AUTOMATIC DRIP IRRIGATION SYSTEM.

IBI GROUP ARCHITECTS
Formerly IBHB ARCHITECTS
700 - 1250 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibigroup.com

PROJECT TITLE

14th & Alice

PROJECT NO.: 38159

DRAWN BY: SA

CHKD BY: CO

SCALE:

DATE: 2016-01-04

SHEET TITLE

Level 3
Landscape Plan

SHEET NUMBER

L101

REV

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2015-09-03

Application for Development Review

NO.

DATE

DESCRIPTION

ISSUES

SEAL

SUB-CONSULTANT

PRIME CONSULTANT

GRAVEL ROOF

ARCHITECTURAL PRIVACY SCREENS

Lighting Plan - 14th Street



Wall Mounted Light Fixture

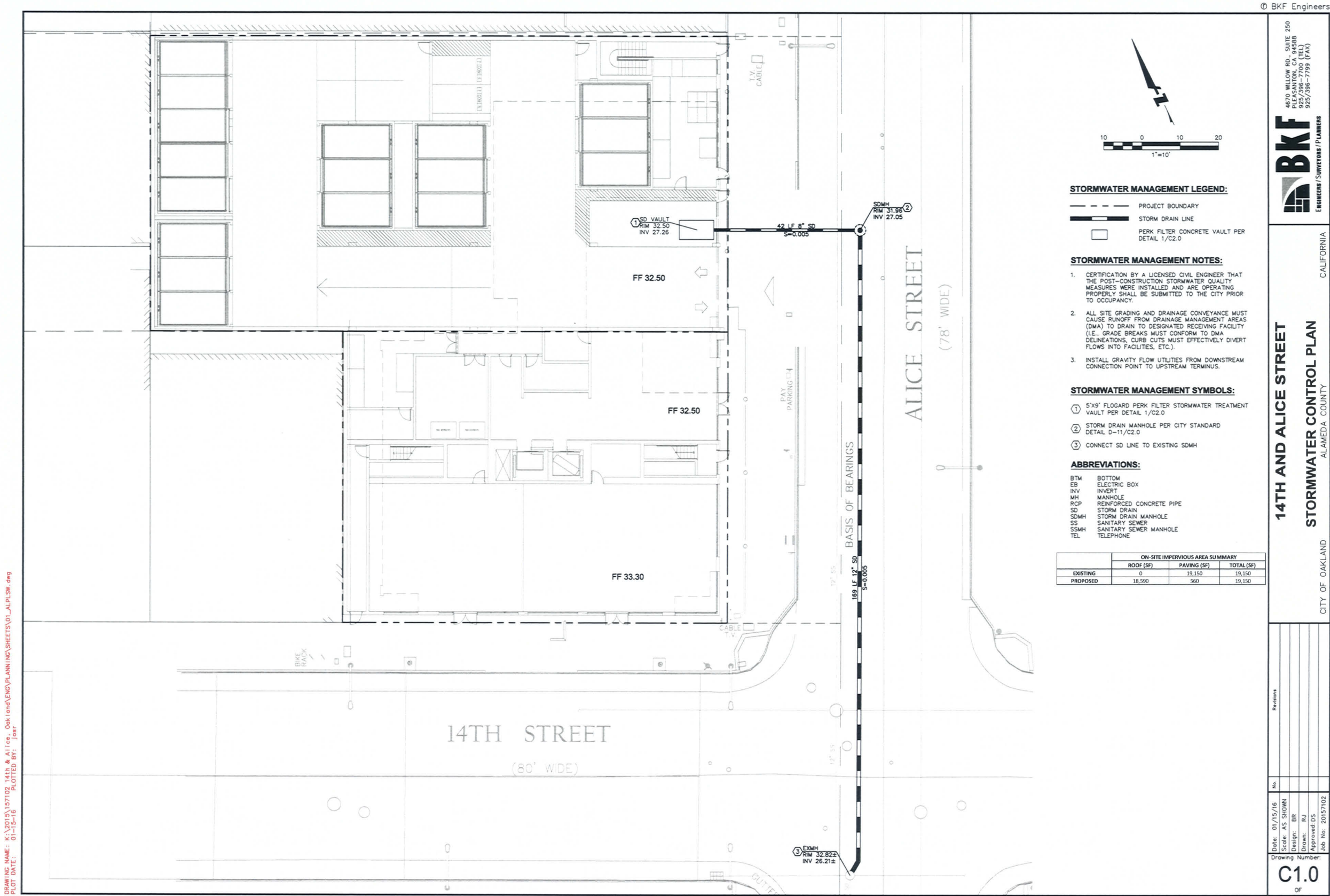


Location of Wall Mounted Light Fixture

Lighting Plan - Alice Street



Stormwater Management Plan



Stormwater Management Plan

DRAWING NAME: K:\2015\157102 14th & Alice.dwg
PLOT DATE: 09-04-15
PLOT BY: joer

PF-V-4-0001

Notes:

- Precast concrete structure shall be manufactured in accordance with ASTM Designation C857 and C858.
- Filter system shall be supplied with traffic rated (H20) bolted & gasketed Ø36" circular access covers with risers as required. Shallow applications may require configurations with (H20) bolted & gasketed square/rectangular access hatches. Contact KriStar Enterprises, Inc for engineering assistance. Field poured concrete collars required, by others. See Note 2.
- Inlet & outlet pipe(s) (Ø 18" maximum) may enter device on all three sides of the inlet & outlet chambers respectively. For pipe sizes greater than Ø 18", contact KriStar Enterprises for engineering assistance.
- Inlet chamber shall be supplied with drain-down device, designed to remove standing water between storm events.
- Perk-Filter systems may be supplied with individual or multiple 18" or 12" high Perk-Filter cartridges. Filter cartridge may be stacked to accommodate higher flow rates. Contact KriStar Enterprises for capacities.
- For depths less than specified minimums contact KriStar Enterprises for engineering assistance.

TITLE

Perk Filter™

4' WIDE CONCRETE VAULT
THREE TO SEVEN CARTRIDGES / STACKS

KriStar Enterprises, Inc.

360 Sutton Place, Santa Rosa, CA 95407
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

PF-V-4-0001

C 0105 JPR 6/27/12 JPR 7/8/08 SHEET 1 OF 2

PF-V-4-0001

MINIMUM DEPTH
- RIM TO OUTLET INVERT -

CARTRIDGE STACK CONFIGURATION	12"	12" & 18"	12" & 18"	12" & 18"
12"	5.00'	5.00'	5.00'	5.00'
12" & 18"	5.00'	5.00'	5.00'	5.00'
12" & 18"	5.00'	5.00'	5.00'	5.00'
12" & 18"	5.00'	5.00'	5.00'	5.00'

CARTRIDGE STACK CONFIGURATION	TREATMENT FLOW RATES, TOTAL FLOW CAPACITIES & MAXIMUM HEAD LOSS			
	12"	12" & 18"	12" & 18"	12" & 18"
12"	30 / 0.08	2.9	34 / 0.12	4.3
3	48 / 0.11	2.9	12 / 0.15	4.4
4	80 / 0.15	2.9	80 / 0.27	4.4
5	110 / 0.18	3.0	144 / 0.35	4.5
6	144 / 0.19	3.0	168 / 0.37	4.5
7	180 / 0.21	3.0	210 / 0.47	5.2
MAXIMUM HEAD LOSS	1.7 FEET	2.3 FEET	2.9 FEET	3.5 FEET

TITLE

Perk Filter™

4' WIDE CONCRETE VAULT
THREE TO SEVEN CARTRIDGES / STACKS

KriStar Enterprises, Inc.

360 Sutton Place, Santa Rosa, CA 95407
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

PF-V-4-0001

C 0105 JPR 6/27/12 JPR 7/8/08 SHEET 2 OF 2

1 FLOGARD PERKFILTER CONCRETE STORMWATER VAULT
NTS

SECTIONAL PLAN

FRAME AND COVER DETAILS

SECTIONAL ELEVATION

STEP DETAILS

CITY OF OAKLAND

MANHOLE
TYPE 1

DESIGN AND CONSTRUCTION SERVICES DEPARTMENT

DATE: 9/4/15

SCALE: AS SHOWN

DESIGN: BR

DRAWN: RU

APPROVED: DS

JOB NO: 20137102

Revisions

No.

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4670 WILLOW RD., SUITE 250
SAN JOSE, CA 95128
925/396-7700 (TEL)
925/396-7799 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

CALIFORNIA

14TH AND ALICE STREET

CONSTRUCTION DETAILS

ALAMEDA COUNTY

CITY OF OAKLAND

Revisions

No.

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C2.0
OF

LEED Project Checklist



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

Project Name: 14th & Alice
Date: 9/9/2015

Y ? N

1 Credit Integrative Process

1

20	0	0	Location and Transportation	16
8			Credit LEED for Neighborhood Development Location	16
0			Credit Sensitive Land Protection	1
2			Credit High Priority Site	2
2			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

4	0	0	Sustainable Sites	10
Y			Prereq Construction Activity Pollution Prevention	Required
			Credit Site Assessment	1
0			Credit Site Development - Protect or Restore Habitat	2
1			Credit Open Space	1
2			Credit Rainwater Management	3
0			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
0			Credit Cooling Tower Water Use	2
1			Credit Water Metering	1

6	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
			Credit Enhanced Commissioning	6
4			Credit Optimize Energy Performance	18
			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

9	0	0	Materials and Resources	13
Y			Prereq Storage and Collection of Recyclables	Required
Y			Prereq Construction and Demolition Waste Management Planning	Required
3			Credit Building Life-Cycle Impact Reduction	5
2			Credit Building Product Disclosure and Optimization - Environmental Product Declarations	2
1			Credit Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1			Credit Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit Construction and Demolition Waste Management	2

14	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
3			Credit Low-Emitting Materials	3
1			Credit Construction Indoor Air Quality Management Plan	1
1			Credit Indoor Air Quality Assessment	2
1			Credit Thermal Comfort	1
2			Credit Interior Lighting	2
3			Credit Daylight	3
1			Credit Quality Views	1
1			Credit Acoustic Performance	1

1	0	0	Innovation	6
			Credit Innovation	5
1			Credit LEED Accredited Professional	1

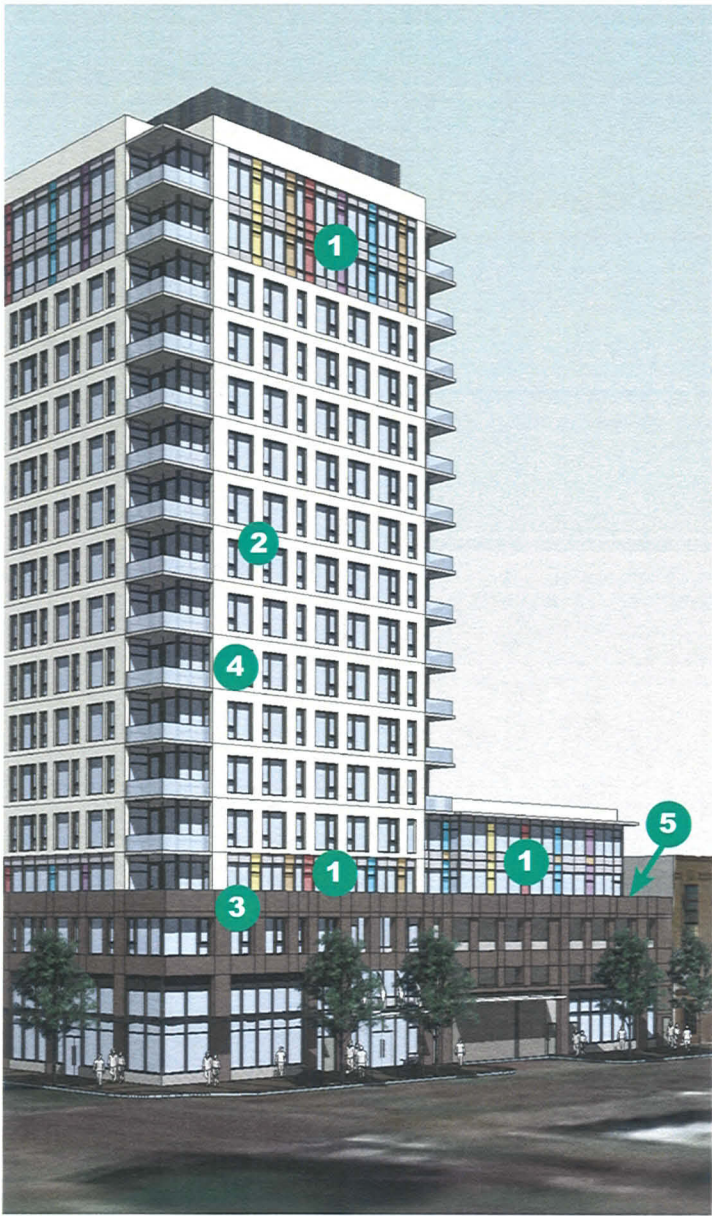
0	0	0	Regional Priority	4
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1

60	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				

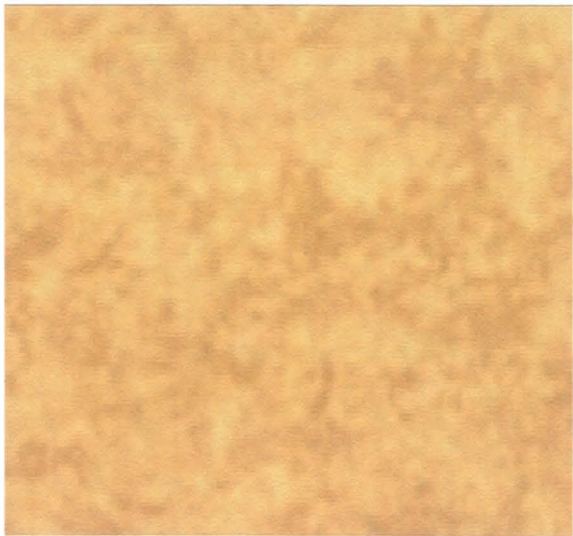
Building Materials Palette



Building Material Board



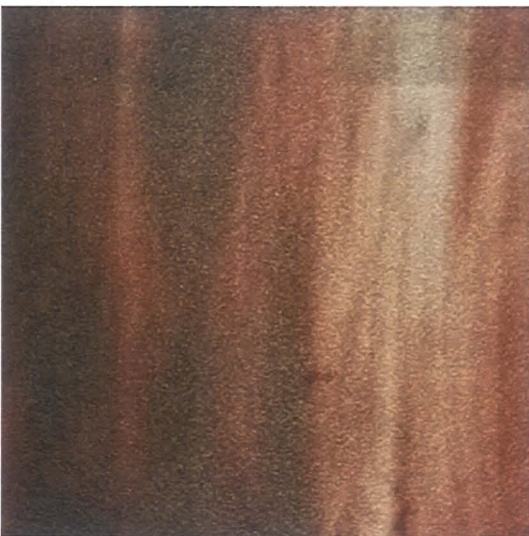
* Colors will be custom made



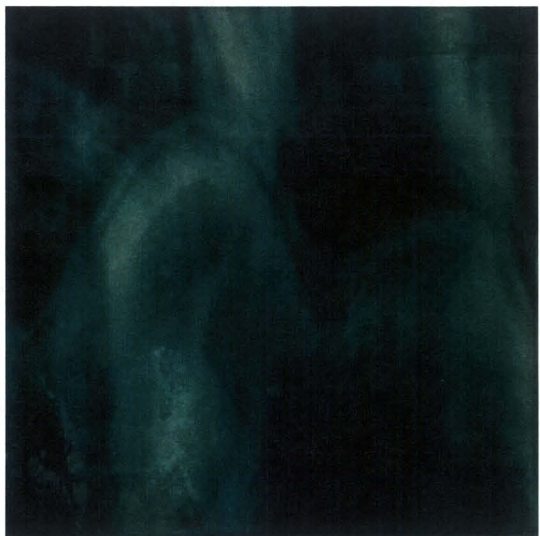
1. Colored Glass (Tan/Orange)*



1. Colored Glass (Lavender)*



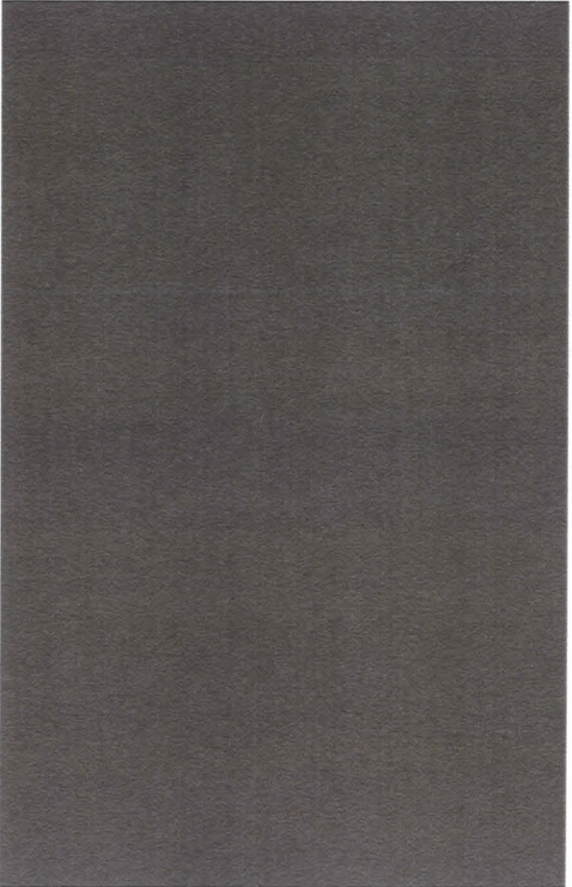
1. Colored Glass (Cayenne Red)



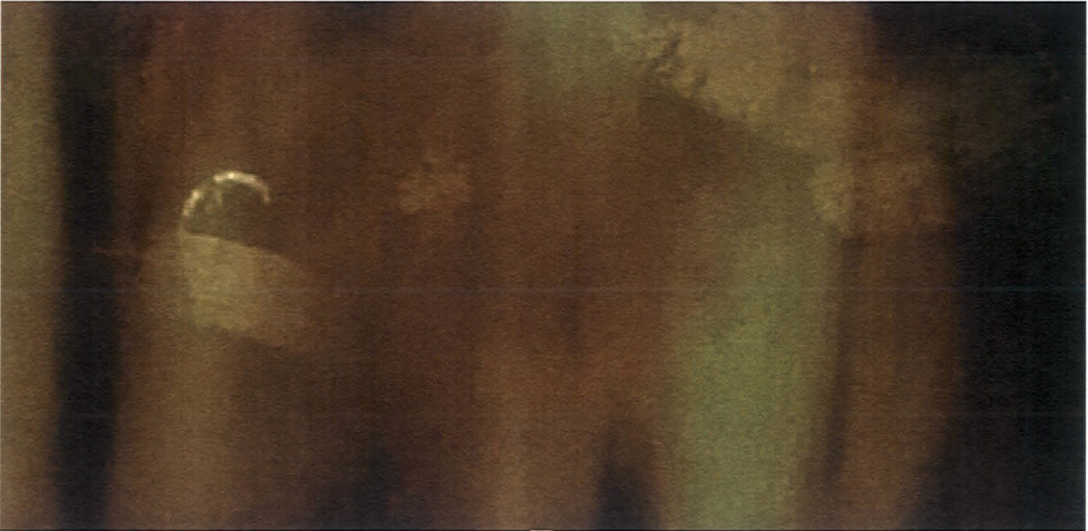
1. Colored Glass (Pacific Blue)



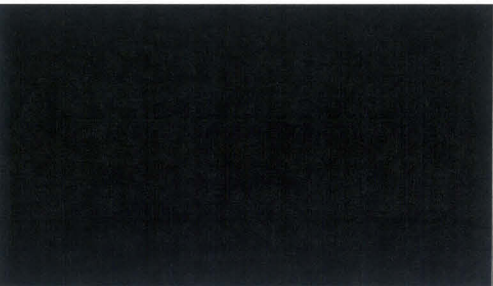
2. GFRC Panel (Cream White)



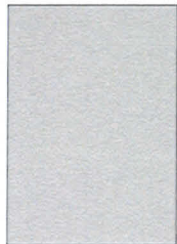
3. GFRC Panel (Warm Gray)



1. Colored Glass (Sunset Yellow)



4. Window Wall System (Black Mullion)



Light Gray



Medium Gray



Dark Gray

5. Painted Concrete (Parking Structure Exterior Walls)

3D Exhibits - Looking North



14th Street

Alice Street





3D Exhibits - Looking East



Street Views - On Alice Street Looking North



Street Views - Relationship with Malonga Casquelourd Center on Alice Street



Street Views - Relationship with Hotel Oakland on 14th Street Looking West



Street Views - Relationship with Hotel Oakland on 14th Street Looking East





IBI Group is a multi-disciplinary consulting organization offering services into three sectors: Intelligence, Buildings, and Infrastructure.

We provide services from offices located strategically across North America, the Caribbean, Europe, Middle East, and Asia.

Public Comments Received

250 14th Street

PLN15-306

Item #4

Vollmann, Peterson

From: arianne Dar <ariannezd@gmail.com>
Sent: Friday, December 04, 2015 5:41 PM
To: Vollmann, Peterson
Subject: !4th St. developments

Hello Peter

I am the owner of 272-274 !4th Street in Oakland and was at the informational meeting at the Hotel Oakland Thursday night. I don't have any particular problem with either development though I would suggest that both projects be developed in such a way that the studio and one bedroom units can easily be combined to create two and even three bedroom units. While it seems cost effective and financially beneficial to the builders to build more smaller units now, at some point all the young people fueling our economy are going want to create families. At that time the city will either lose it's new families or need to provide housing for them. A mass exodus could be avoided by buildings that were designed to be reinvigorated to house families.

On a separate not could you send me the names of the developers of both the projects on the respective corners of 14th and Alice? I somehow didn't get them the other night and I may want to be in contact with them.

Thanks so much
arianne dar
Interim Books LLC

Vollmann, Peterson

From: withoutmyego@gmail.com on behalf of Community Rejuvenation Project
<CommunityRejuvenationProject@gmail.com>
Sent: Tuesday, December 08, 2015 10:07 AM
Cc: Vollmann, Peterson; nagrajplanning@gmail.com; jahazielbonillaoaklandpc@gmail.com; amandamonchamp@gmail.com; jmyres.oakplanningcommission@gmail.com; Pattillo, Chris; EW.Oakland@gmail.com; Moore, Jim; Eric Arnold; Spencer
Subject: 250 14th Street
Attachments: 20140718_185742_Pano.jpg; Fourth Wall Hi Res.jpg

Dear Oakland Planning Commission,

As one of the lead artists on The Universal Language mural and the executive producer of the subsequent Alice Street documentary, I am writing to share my concerns with the development at 250 14th Street. We have just completed a large scale piece of public artwork on the adjacent walls on a project that took over 3 years to complete. We filmed over 50 interviews with local culture keepers, historians and residents and are entering post-production on a feature length documentary on the history of this neighborhood. Your role in determining the fate of the mural and the parking lot in which it was created will play a key feature in the story that we are telling.

This project has been extremely thorough and time consuming. It was also extremely expensive. I have already personally raised over \$80,000 towards the completion of the project and I am still fundraising. The City's Cultural Funding Program has contributed just under \$40,000 towards the mural and documentary. The mural will be completely covered by this development, less than a year after its complete.

While the developer has generously committed to funding a new mural telling this story elsewhere, the loss of this mural at this location is devastating to the community. This project was the first major public acknowledgement of this history of its kind in the city. Creating a new mural is great for us as artists but moving the location significantly lessens the impact of the story that the artwork tells. The project is about 14th and Alice.

The common history of the disparate communities that intersect on 14th and Alice Street is displacement. Beginning with the indigenous communities, the Peralta family and its Spanish settler, the Chinese and the Afro-diasporic community that is root in the Malonga Casquelourd Center for the Arts. While the developer will describe the parking lot as under-used and the area as not vibrant, our film tells a much different story.

Residents that I have spoken with are extremely worried that the Malonga Casquelourd Center for the Arts will be significantly worried that their ability to play music in their building will be challenged by new residents. The develop has publicly claimed that their development will have enough insulation but there are numerous balconies facing the Malonga Center. Their glass doors will not protect them from sound. Noise complaints will disrupt the space's cultural role in the community, as well as nationally and internationally as a home for the African drum in America.

Parking is also a major concern that has been voiced to me. The addition of hundreds of new residents, as well as new businesses will increase traffic on what is a small residential street that ALREADY has significant parking challenges. While the proposal includes 81 spaces for residents, it takes away over 100 spaces used by people already residing there. At the minimum, the parking lot that is proposed should be public, so that the new residents will have to compete on an even playing field.

Finally, and possibly the most problematic, is the fact that there is no affordable housing in this proposal. Every developer talks about the neighborhood being "mixed income." Adding hundreds of affluent residents changes that dynamic and impact numerous long-term residents. Alice Street is a home to numerous culture keepers that are the sole source for numerous ingredients in the that "special sauce" that makes up the flavor of Oakland. Increased traffic also increases pressure to raise rents and charge more for services and commodities. We do not want to push out these residents.

Please take these points into consideration and do not rush into your decision. I will not be able to attend tomorrow's hearing, so consider this letter in my place.

Thank you.

Desi Mundo
Founder and Director, Community Rejuvenation Project
www.crpbayarea.org
(510) 551-1096

Vollmann, Peterson

From: jamesevann@aol.com
Sent: Tuesday, December 08, 2015 6:23 PM
To: Moore, Jim; nagrajplanning@gmail.com; Pattillo, Chris
Cc: Vollmann, Peterson; Merkamp, Robert; Flynn, Rachel
Subject: 240 - 14th Street (Case No PLN15-306): Design Review Comments of "Coalition of Advocates for Lake Merritt (CALM)"

TO: Oakland Planning Commission -- Design Review Committee (DRC)
CC: Peterson Vollmann, Project Planner

Mr James Moore, Chairman, Design Review Committee
Ms Chris Pattillo, Member, Design Review Committee
Mr Adhi Nagraj, Member, Design Review Committee

We submit preliminary comments of CALM as result of a limited review of the proposed project at 240-14th St. Owing to the fact that we were only able to view up close the developer's presentation at a community-wide meeting last Thursday evening, Dec 3, our review is limited and thus somewhat restrained. In event that the proposed development may be available for further viewing before final action of the Planning Commission, we are certain to have additional observations.

Naomi Schiff, Aileen Frankel, John Klein, James E Vann, for
Coalition of Advocates for Lake Merritt

Coalition of Advocates for Lake Merritt

c/o 251 WAYNE AVENUE • OAKLAND CA 94606 • 510-763-0142

TO: Peterson Vollmann, Planner III, Project Planner
Robert D Merkamp, Manager, Development Planning

CC: Rachel Flynn, Director, Planning and Building

**SUBJECT: 240 - 14th Street -- Case No PLN15-306 -- Design Review Hearing, 9 December 2015
Design Review Comments of "Coalition of Advocates for Lake Merritt (CALM)"**

CALM submits its review comments for consideration of the Design Review Committee at its meeting scheduled, Wednesday, Dec 8, for the 240 - 14th Street development, as presented by Maria Poncel, Bay Development / Golden State Investment Corp.

In general, regarding the current submittal, CALM is concerned with (a) excessive height; (b) relation to street and adjacent historical buildings; (c) disjointed elevations, particularly at Alice Street; (d) extremely small living units; (e) egregious disregard of Oakland's critical need for affordable housing; (f) serious inadequacy of off-street parking; (g) Biking accommodations; (h) total rejection of "community benefits."

Specifically, CALM submits the following preliminary comments, and urges their serious consideration:

1. **EXCESSIVE HEIGHT:** The zoned height for the parcel is 85 feet - which is the height to which adjacent and proximate developments will be limited. Per the Lake Merritt Station Area Specific Plan and the adopted CBD Re-Zoning Study, the single allocation of maximum height is limited to one parcel within the Study Area. That exception has already been awarded, thus this proposed development must be limited to 85 feet. 17 stories at this location is much too high, and is out of place with both existing and new surrounding developments. Furthermore, this proposal, as submitted, is so lacking in even ordinary features that, in any event, it would not be deserving of the height exception.
2. **POOR RELATION TO STREET & ADJACENT HISTORICAL FACADES:** Renderings of the proposed development are totalling lacking in context. The building is rendered as though it will be a lone object in a desert. As an "API" neighborhood (Area of Primary Interest), there is no attempt to portray the building in the context of its adjacent and surrounding buildings. This is a gross oversight of design and sensitivity. Consequently the proposed design lacks context. The design should acknowledge the adjacent historical facades on 14th street, through height, acknowledgement of prominent features, materials, proportion, scale, and rhythm. This neglect must be addressed by the project designers.
3. **ELEVATIONS ARE DIS-JOINTED:** Particularly at the Alice Street facade, the design lacks unity. The facade -- particularly at the lower level -- is a haphazard assembly of odd elements, seemingly thrown together with little attempt to connect them in a rational manner. The garage entry is treated as a totally separate element with no attempt to relate it to the base or lower portion of the high rise building. Due to its haphazard nature, the lower level (the base) demands immediate re-study and redesign.
4. **EXTREMELY SMALL LIVING UNITS:** As planned, particularly for a "market" or "luxury" development, the unit sizes -- at 450 - 525 - 625 - 700sf -- are extremely small, and do not measure up even to HUD standards for public housing. As such, instead of a stable occupancy, a constant stream of move-ins and move-outs can be anticipated. Oakland does not need such impermanence. As the units are so cramped, it is hardly likely that sufficient closets, general and special storage, and extra "flexible" spaces can be provided.
5. **NO OFFER OR THOUGHT OF INCLUDING AFFORDABLE UNITS:** Oakland has an overwhelming need for affordable housing," especially since the financial allocations from redevelopment that largely financed the production of such housing is no longer available. Accordingly, unless there are very good and off-setting reasons, it would seem that all developments owe at least a "nod" to contributing to Oakland's unfilled affordable housing need. Complete "neglect" in even considering the possibility of including some affordable units -- particularly at this time -- is simply not acceptable.
6. **GROSSLY INADEQUATE OFF-STREET PARKING, ESPECIALLY AT THIS LOCATION:** This proposed development will occupy a heavily used and much needed surface parking lot. Classes and public performances are constant at the Malonga Arts Center

directly across Alice Street. Families are constantly dropping off and picking up youth and adults attending a large assortment of classes at the Center. Removal of this lot deletes the only parking that was available for the Malonga Center, and for this high density "Gold Coast" residential neighborhood.

As proposed, 126 units with as many as 375 occupants may inhabit this building. Yet only 81 parking spaces are provided. This is just 64%, almost 1/2 of what could be required. For an already impacted neighborhood, where will the certain-to-appear additional 45 to 60 cars park ?? A developer may have the right to develop its property as it considers best, however, this does not relieve the developer of a moral obligation to consider the negative impacts of its installation. Did the developer even consider adding two additional floors of fee parking available to the public as partial mitigation ??

7. **BIKING & BIKE STORAGE ACCOMMODATIONS:** Being so close to Lake Merritt and other attractions, biking will be a popular activity. Is there consideration of this activity and its parking and storage needs ??
8. **REJECTION OF EVEN THE THOUGHT OF "COMMUNITY BENEFITS":** In the current emergency housing atmosphere, no development proposal should be considered for approval that does not include a substantial package of 'community benefits.' Such proposal is only possible because of a number of sacrifices extracted of the area being impacted. A natural obligation is thereby created wherein a new development must "give back" to the community in partial mitigation of its negative impact.

The parcel is the location of a spectacular series of historical graphic murals that will be either destroyed or made permanently inaccessible for viewing. What does the proposed development propose as mitigation ??

The area currently houses numerous cultural attractions that are nonprofit or extremely low income. Will the proposed development, which will have an open commercially-zoned ground floor -- make any portion of this space available for community use of non-profit enterprise ??

Removal of the only area off-street parking is a very bit hit to the community that cannot be replaced. Will the proposed development seek in some way to mitigate the loss of parking, or contribute to deploying a shuttle or "rickshaw-type" method to move people to and from the Malonga Center.??

Given the city's struggle to provide affordable housing, will the proposed development make a significant cash contribution to the Housing Trust Fund, allocated to the production of affordable and workforce housing ??

CALM submits the above thoughts and recommendations for consideration of both the proposed developer and the Design Review Committee toward the installation of new developments for Oakland that are an asset to the enhancement of Oakland today, tomorrow, and into the future.

As an invested and involved stakeholder, CALM stands prepared to provide further information in support of our recommendations and will promptly respond to any questions the Committee or the proposed developer may have.

Respectfully Submitted,
Coalition of Advocates for Lake Merritt (CALM)



December 9, 2015

Design Review Committee of the Planning Commission
Pete Vollmann

Dear Commissioners and Staff,

We attended the public presentation about 250 14th Street. We support the community coalition and other groups in pointing out that the city should not grant CUP and zoning benefits unless in exchange for robust community benefits. No exceptions to the existing zoning should be granted, otherwise.

Concerning the design:

1. The elevation drawings and all of the architectural renderings must show neighboring existing buildings.
2. The impact of the 17 story tower on the view Corridor from the E. 18th St. pier to City Hall and Tribune Tower must be assessed.
3. The building needs to relate better to neighboring historic buildings along 14th and Alice Streets, (Oakland hotel, Alice arts Center, Holmes bookstore, Alice Street API, etc.)
4. The stated intent on page 3 to contrast with historic buildings promotes unnecessary visual competition and a disordered streetscape.
5. The horizontality, placement and projections of the corner balconies is inconsistent with the overall verticality of the upper floor composition and creates visual disorder. Are these balconies necessary?
6. Proposed surface materials need to relate better to neighboring historic buildings, e.g. earthtone-colored brick
7. Proposed ground floor stucco provides insufficient pedestrian interest. Provide more interesting materials, e.g. brick, polished stone, tile, etc.
8. Provide more consistent upper floor window pattern using punch-outs.
9. Bottom three floors are too fragmented with arbitrarily differentiated surface materials and composition. Provide more uniformity.
10. Provide clearer differentiation of architectural base (bottom three floors?) and architectural shaft above, using techniques such as differentiation of materials/fenestration and horizontal moldings.

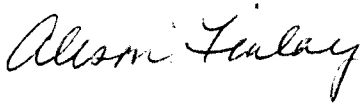
11. Provide strong reference to the cornice/roof lines and other horizontal alignments of adjacent buildings on Alice and 14th Sts.

12. Provide a stronger architectural top.

13. Rethink the unpleasant design of the face of the parking structure directly opposite the historic Malonga Casquelord/Alice Club building, an important historic resource.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Alison Finlay". The signature is written in dark ink and is positioned above the printed name and title.

Alison Finlay
President

Vollmann, Peterson

From: Therese Milestone <therese@langeliercompany.com>
Sent: Monday, December 14, 2015 6:48 PM
To: Vollmann, Peterson
Cc: Bill Langelier
Subject: Bay Development Project at 250 14th Street, Oakland

SENT ON BEHALF OF WILLIAM LANGELIER

Dear Pete,

I am writing in support of Bay Development's proposed mixed-use development project at 250-14th Street, at the corner of Alice Street. I am the owner of the Hotel Oakland at 270-13th Street, a 315-unit senior apartment community. Our mission is to help our residents lead healthy independent lives at home. Please visit our website at www.HotelOaklandVillage.com.

After having had an ownership interest in the Hotel Oakland for over 35 years, I am so pleased to see investment in our neighborhood that will bring much needed housing, and more importantly, improve the safety of our streets. With safer streets, our senior residents and their families, and our staff, can feel more comfortable walking in the neighborhood. In this manner, the proposed development directly supports Hotel Oakland's effort to emphasize a culture of healthy well-being, and encourage participation in community activities.

We strongly urge the Planning Commission to approve the 250-14th Street development application. If you could please distribute this letter of support to the commissioners, I would really appreciate it.

Thank you for your consideration.

Bill Langelier
The Langelier Company, Inc.
681 Schofield Road
The Presidio
San Francisco, CA 94129
Phone: 415-674-4034
Fax: 415-674-4228
bill@langeliercompany.com

Vollmann, Peterson

From: Vollmann, Peterson
Sent: Friday, December 18, 2015 2:36 PM
To: 'Marissa Ortega-Welch'; Janet M. Laurain (jlaurain@adamsbroadwell.com);
'jamesevann@aol.com'; 'Therese Milestone'; 'Naomi Schiff'; 'Tiffany Eng'; 'Desi Mundo';
'Community Rejuvenation Project'; 'arianne Dar'; 'Warren Logan'; 'Cedre Csillagi'; 'Mark Borsuk'
Subject: 250 14th Street & 226 13th Street

You are receiving this e-mail because you had provided public comments on the proposed development at either 250 14th Street or 226 13th Street (or both). I'm sending this e-mail to inform you that both projects will be appearing before the Design Review Committee (250 14th Street re-appearing) on Wednesday January 13th, 2016. Below is a link to the meeting Agenda posted on the City website.

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak056381.pdf>

Peterson Z. Vollmann, Planner III | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2114 | Oakland, CA 94612 | Phone: (510)238-6167 | Fax: (510) 238-4730 | Email: pvollmann@oaklandnet.com | Website: www.oaklandnet.com/planning

Vollmann, Peterson

From: Vladimir Vlad <vvladsf@gmail.com>
Sent: Monday, December 21, 2015 4:26 PM
To: Maria Poncel
Cc: anagraj@bridgehousing.com; Pattillo, Chris; Vollmann, Peterson
Subject: Re: 250 14th Street Design Review
Attachments: behnisch-architekten-santa-monica-parking-structure-6-designboom-05.jpg; santamonicarestrooms4_bw.jpg; santamonicarestrooms8_bw.jpg; LED downlights.jpg

Hi Maria,

Hope you had a nice weekend. I've had a chance to look over your proposal at 250 14th St.

I'd like to echo some of the comments from the Dec. 3 Community Meeting and the Dec. 9 DRC Meeting while also adding some of my own. They are bulleted below:

PARKING:

- Please consider reducing your parking to unit count which is currently at .87 to .5 **for a total of 63 stalls**. Even .75 would be a major improvement. This is in keeping with Oakland Planning Department's Downtown Off-Street Parking Proposal.
- Consider dedicating two or three parking stalls to car-sharing services (Getaround, City Carshare, etc.)
- Explore transit passes for future residents to incentivize public transportation use. Project site is within walking distance of 12th St. BART and Lake Merritt Station. This central area is well served by transit.

AESTHETICS:

- Consider LED down lights lining the awnings over the retail frontage along 14th St. I've included an example. This will have the benefit of improving visibility for the storefronts but will also go a long ways towards improving public safety on a poorly lit sidewalk. This lighting would be cheap to implement.
- Consider perforated aluminum screens along Alice St. frontage for parking garage ventilation instead of the metal louvers currently proposed. This can double as an art feature for the community and help bring vibrancy to that facade. This may even be an opportunity to recreate the Alice Arts mural along the facade as per staff report. A precedent for that is in Santa Monica Beach where the public restrooms have images from the community incorporated on them.

Your project has the potential to really set the bar for good development in the neighborhood.

Thank you for your time. I look forward to seeing what improvements and refinements are made at the next DRC meeting.

Regards,

-Vladimir

On Mon, Dec 14, 2015 at 5:40 PM, Maria Poncel <mponcel@baydevllc.com> wrote:

Yes, these were comments received at the Dec 3 community meeting. And yes, they were echoed again at the DRC meeting.

Thank you,
Maria

On Dec 14, 2015, at 5:36 PM, Vladimir Vlad <vvladsf@gmail.com> wrote:

Hi Maria,

Thank you for these. I was referring to the comments from the neighborhood outreach meeting you held on December 3rd not the DRC meeting comments (though these are appreciated as well).

Cheers,

-Vladimir

On Mon, Dec 14, 2015 at 3:31 PM, Maria Poncel <mponcel@baydevllc.com> wrote:
Hi Vladimir,

Thank you for coming to the DRC meeting. Comments received at the meeting included:

- design
 - revisit balconies; large and too many, residents on balconies will complain about sound from Malonga Center
 - surface materials
 - revisit building base; relationship to adjacent historic buildings
- loss of parking, parking requirements of the project, public parking at the project
- concerns that new residents will complain about loud music and drums from Malonga Center
- small unit sizes
- affordable housing
- consider live/work and maker uses on the ground floor commercial
- plans for murals
- how will lighting affect adjacent properties from the tall building
- storage
- show adjacent properties in drawings for context
- support for less parking and density

Please let me know if you have any comments. Thank you.

Maria

Maria B. Poncel

Principal

BAY DEVELOPMENT

100 The Embarcadero, Penthouse
San Francisco, CA 94105 U.S.A.

Cell 1.415.828.7061
mponcel@BayDevLLC.com

----- Original Message -----

Subject: Re: 250 14th Street Design Review
From: "Vladimir Vlad" <vvladsf@gmail.com>
Date: 12/14/15 12:44 pm
To: mponcel@baydevllc.com

Hello Maria,

Hope you had a nice weekend. Just following up on my email I sent you last week in regards to the public comment notes and providing feedback on the design of 250 Alice St.

Look forward to hearing from you soon.

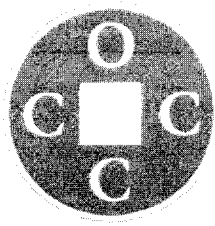
-Vladimir

On Thu, Dec 10, 2015 at 1:21 PM, Vladimir Vlad <vvladsf@gmail.com> wrote:
Hi Maria,

Thank you for presenting your project yesterday evening at the design review meeting. Would you be able to email me the notes your team took regarding public input during the neighborhood outreach meeting on Dec. 3rd? I would like to provide meaningful feedback on the proposal but in order to do so I would like to get a sense of the community's comments since I was not available to attend that meeting.

Regards,

-Vladimir



OAKLAND CHINATOWN CHAMBER OF COMMERCE



January 7, 2016

Oakland Planning Commission
c/o Peter Vollman
#1 Frank H. Ogawa Plaza
Oakland, CA 04612

Re: Proposed Project at 250 – 14th Street

Dear Mr. Vollman:

I met with Maria Poncel of Bay Development to review the proposed project at 250-14 Street and also attended the community meeting held on December 3, 2015. As the Executive Director, I am writing on behalf of the Oakland Chinatown Chamber of Commerce to support this development. The mix-use project will create additional retail that will serve our Chinatown neighborhood and create new jobs. The project also will bring much needed housing in our community, and our streets will be much safer for residents and customers of the Chinatown area.

I have copy the Planning Commissioners:

Jim Moore - jmoore.ocpc@gmail.com
Adhi Nagraj - nagrajplanning@gmail.com
Jahaziel Bonilla – jahazielbonillaoaklandpc@gmail.com
Amanda Monchamp – amandamonchamp@gmail.com
Jahmese Myres-jmyres.oakplanningcommission@gmail.com
Chris Patillo – pattillo@pgadesign.com
Emily Weinstein – EW.Oakland@gmail.com

Please feel free to contact me if you have any questions 510 893-8979.

Sincerely,

Jennie Ong
Executive Director
Oakland Chinatown Chamber of Commerce

GLORIA C. COHEN
ATTORNEY AT LAW
P.O. Box 12302
OAKLAND, CA 94604-2312
TEL (510) 763-5980

December 8, 2015

Ms. Maria Poncell
Bay Development
100 The Embarcadero, Penthouse
San Francisco, CA 94105

In re: The Alice Street Murals

Dear Ms. Poncell:

I noted with interest at the presentation you gave at the Hotel Oakland December 3 that you are hoping to resurrect the Alice Street Murals after construction begins on your project at 250 Fourteenth Street. I am writing to give you second thoughts about doing so.

The murals' unifying theme, as Desi Mundo, the executive director of the Community Rejuvenation Project (CRP) explained to me, is white oppression. I am not arguing the merits of his view, but I am questioning its suitability for the endorsement of business and government. It is best, I think, for business and government to encourage us to come together to solve the daunting problems that face us. Mr. Mundo's theme, however, is divisive and destructive, urging an us-against-them stance. The murals depict the anger, frustration, and defiance of people of color directed at business and government. Mr. Mundo makes one exception for himself and his CRP. He is not in the least reluctant to approach business and government with hat in hand for a handout.

In the progress report* Mr. Mundo submitted to the City of Oakland's Public Art Advisory Committee (PAAC), he writes that the murals "make[] a monument to the existing communities and deep history of the area that [they are] created in.

*I have enclosed part of it for you. You can review all of it in the PAAC's June 1, 2015, minutes.
<<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak053382.pdf>. >

Ms. Maria Poncell
December 8, 2014
Page 2

[They] document[] the neighborhood through its stories, its leaders and its residents." Nonsense! The only residents of Alice Street whom the CRP told about the murals are affiliated with the Malonga Center, some of whom contributed to a matching grant Mr. Mundo applied for. There was no proper notice and no opportunity for the more than 600 of us doors down from the murals to speak up about them. As for "deep history," I would say that the \$5,000 the CRP claimed for research went to a little googling to find images with which to support its theme of white oppression.

The murals raise interesting First Amendment issues, which escaped the members of the PAAC when they recommended funding. The City does not provide artists with a forum and subsidize the expression of whatever they want to express. The City's cultural arts funding has a purpose. It is to support the City's marketing program, which in turn supports its plans for development. For this reason, the content-neutral standard for evaluating public art does not apply. Instead, the government-speech standard applies. It says that government can say whatever it wants to, and it has no obligation to provide in any way for other views.* There is no suppression of speech because all those who disagree with government are free to say so but at their own expense. Your guess is as good as mine why the City did not bat an eye at Mr. Mundo's animus towards business and government.

If you decide to spend Bay Development money on resurrecting the Alice Street Murals, you might want to consider having the CRP revise them to substitute more singing, dancing, and drumming for the pernicious and puerile bits. I have lived on Alice Street for twenty-six years. I cannot wait to say good-bye to the murals when Bay Development breaks ground in the parking lot. It could not happen sooner.

Very truly yours,



cc: Desi Mundo

*The U.S. Supreme Court has most recently explained its government-speech doctrine in *Walker v. Texas Division, Sons of Confederate Veterans* (2015) 576 U.S. _____.

1. Description of proposed design

The Alice Street Mural Project is original in that it weaves together an in-depth documentary process with the development of a large-scale mural to transform a blighted parking lot into a colorful testament to the diverse intersection of cultures that flourish at its location. Numerous "culture keepers," artists and historians from the historic Hotel Oakland and Malonga Casquelord Center will be interviewed on the history of the neighborhood and the communities that thrive there. Translators will be used to conduct interviews with native Chinese speakers. The final film will include Mandarin and English subtitles, so that both the Chinese and English-speaking communities can watch it at the same time. The interviews and research conducted will inform the design of an approximately 10,000 sq. ft. mural wrapping onto three buildings that face Malonga and Hotel Oakland. Upon completion of the mural, CRP will hold a mural dedication ceremony and neighborhood block party featuring live music and dance.

Alice Street makes a monument to the existing communities and deep history of the area that it is created in. It documents the neighborhood through its stories, its leaders and its residents. And while even the most elaborate mural can only capture so much of the people, the documentary and accompanying website allows the stories to grow beyond what is painted, and facilitates visitors' connection to the programs and people in the area.

We expect that this project will profoundly impact the site where it is created. We hope to facilitate increased healthy dialogue between the Chinese and African / Afro-American communities. The project will resonate far beyond the neighborhood, as the mural monument will be highly visible to anyone passing through the downtown area. In addition, we plan to show the documentary at local film festivals and spread the word about this unique area far beyond Oakland through social media. The website will serve as a free online DVD, complete with links to all of the programs involved, additional footage, extended interviews, and related projects like the Oakland Chinatown Oral History Project. The website provides the capacity to return in the future and record follow-up interviews with the participants, making the project live on long after the initial mural and film are complete.

2. Artist Resume / List of Relevant Past Experience



Desi Mundo - Co-Lead Artist / Project Manager / CRP Executive Director

Desi Mundo (Sam Mulberry) is the founder of the Community Rejuvenation Project. Over the past three years, under his direction, CRP has produced more than 100 murals, primarily in the Bay Area as well as Chicago, Albuquerque, and Bologna, Italy. As an artist, he collaborated with influential aerosol artists such as ZORE, P.H.A.S.E.2, VULCAN, RAVEN and MIKE 360. Desi also has a long history as an educator and youth worker in K-12 schools, such as Oakland Unity High School, ARISE, Calvin Simmons, and OASIS in Oakland for the past 13 years. He has been recognized with a "Best of the Bay" Award by the East Bay Express for his monthly youth art series, the "Weekend Wake-Up." Desi has a long history of community organizing and public art advocacy. He received the "Rising Leaders Fellowship from the Youth Leadership Institute in 2005. He has worked with numerous non-profit and community organizations, such as Urban Tilth, Restorative Justice for Oakland Youth, and United Roots forming lasting partnerships and powerful alliances. Desi has organized and painted murals that can be found all over the Bay Area, as well as in Chicago, Santa Fe, Montana and South Dakota. He is the founder of the Community Rejuvenation Project. He facilitates an after-school mural taller called the Arrow-Soul Council. Desi is also a prolific community organizer and founder of the Weekend Wake-Up, free all-ages, community events, which won "Best All-Ages Event " in the East Bay Express in 2006.



PANCHO PESKADOR - Co-Lead Artist

Peskador is a self-taught artist born and raised in Chile under the oppressive regime of Augusto Pinochet. He attended the School of the Arts in Valparaiso as well as the Vina del Mar. He joined the TAV, Taller de Artistas Visuales in Valparaiso and began his artistic career as a printmaker with them. In 2012, Pancho was commissioned by the 67 Suenos organization to paint a three-story mural in downtown San Francisco with a group of undocumented youth. The success of that project led his receiving of the prestigious Creative Work Fund grant to create more murals with the group. Pancho has also created artwork for West Contra Costa Childrens Services and Youth Spirit Artworks. Pancho's canvas work and photography has been nationally and internationally and he has painted murals in Chile, Germany, and throughout the United States.. He currently lives in Oakland, CA where he creates, as he calls it, "visual guerrillas" expressed in mediums such as paintings, drawings, prints, collages, murals and mixed media. He is a resident after-school art teacher at Melrose Leadership Academy.



Spencer Wilkinson - Director / Producer / Videographer / Editor

Spencer Wilkinson is an Oakland-based cinematographer and video editor. Spencer attended the University of California, Santa Cruz and studied Cultural Anthropology with an emphasis of visual media. He completed a year of study at the University of Ghana, Legon with fieldwork in northern Ghana documenting traditional music and dance. Spencer has directed award-winning documentary films, such as Ritmos dos Meninos (Brazil) and Pass Me the Map (Mexico and Central America).

For 12 years, he has taught media arts to young people and adults in communities throughout the Bay Area, including Oakland, San Francisco, Santa Cruz, Gilroy and Watsonville. From 2009-2012, Spencer served as a Media Education and Operations Manager for a Santa Clara county non-profit television station, Community Media Access Partnership. In 2012, Spencer established a freelance video arts business, Endangered Ideas, where he currently shoots and edits music videos, commercials and short films in the Bay Area. He has worked with clients such as Sony Music and Motema Music along with non-profit organizations such as United Roots, Pacha's Pajamas, Alliance for Climate Education and People's Community Market. A portfolio of his work can be found at <http://vimeo.com/endangeredideas>.

3. _____ Materials and processes to be used

The wall will be primed with gesso sprayed through an industrial strength sprayer. The rest of the mural will be done with acrylic, spray paint, and a few mirrors and tiles adhered to the wall. Upon completion, the entire mural will be covered with 2 coats of clearcoat.

4. _____ Photos of site
5. _____ Color rendering of mural design and/or 3-dimensional model(s)
6. _____ Mock-up of artwork at site (can be combined with site photos and color rendering)

On the left, Jose Lorenzo, who brought Brazilian Samba to the Bay Area and organized Carnival stands with his protege, the legendary Carlos Aceituno, both in their carnival outfits. Inside the arches, Filipino dance organization, Likha performs a beautiful fan dance. In the left eye, we reproduce a historic photo of Chinese community members becoming the first to register to vote in the Oakland courthouse, just a few blocks away in 1926. To the right is a pantheon of legendary drummers that built the foundation for African drumming in America. CK Ledzekbo, one three African recruited by Katherine Dunham to bring the African culture to America stands between Mosheh Milon and Tacuma King, teacher and student respectively. Above him, Papa Zak Diouf of Diamano Coura dances in his traditional regalia. In the center arch, the godmother of Oakland's dance community Miss Ruth Beckford dances in her classic photo. Below her to the left is a senior dancing traditional Chinese dance at Hotel Oakland. On her right, Monice Hastings-Smith who performed with Carlos Aceituno and now leads the drumming for Samba Funk. To the right, there is a Chinese ribbon dancer, Bruce Lee and a tai-chi master, bring forth the cultural practices. In the right arch, dancers from Dimensions Dance Theater are collaged to represent one of the original anchor tenants of the Alice Arts Center, that still reside in the building today. Above, in the right eye, are the children of Starlite Children's Center, located on the corner of 14th and Alice. They are African-American and Chinese, representing the connection of future generations. To the left is Mama Naomi Diouf, legendary African dancer of Diamano Coura and wife to Papa Zak. Below her is Halifu Osumare, co-founder of Everybody's Creative Art Center (prior to being renamed City Centre Dance Theater. Finally, we have an Ohlone youth representing the original first nations of Oakland.

7. Timeline

PHASE I

- November 1 - April 1, 2014 - Interviews
- April 1 - April 15 - Initial Mural Design Process with CRP Artists

- May 6+7 – Present Initial Community Mural Design and Video Draft from Interviews for community feedback
- June 7 – Present Final Mural Design to the Community
- July 2014 – First Stage of Mural Execution - 266 14th St. (One Month)

PHASE II

- April - June - Second Stage of Mural Production - 1443 Alice Street
- June 6 – Mural Dedication Event featuring Artists from Malonga and Hotel Oakland
- November 2014 – Rough Cut of the Final Video, Begin website design, enter final production stages of the documentary
- 2016 - Video Release Screening, Website Launch with extended interviews, photos and documentation

8. _____ Written permission from property owner

See attached.

9. _____ Artist Waiver (if required). See attached

Not required.

10. _____ Demonstrated Community Support / Notification

CRP has interviewed over 50 community leaders and resident artists at the Malonga Casquelourd Center and Hotel Oakland. On May 6, CRP presented the design to the community at the Malonga Casquelourd Center. Approximately 25 people attended. The reaction was positive and reflected that we included the appropriate people in the design. On May 7, a second community meeting was held with residents from the Hotel Oakland. Over 75 seniors attended. The response was much more mixed. The seniors wanted to see more celebration of their successes and less art around the displacement of their community. CRP adjusted the mural design, maintaining the same representation from the Malonga center's community but integrating the critiques from Hotel Oakland. A second meeting at Hotel Oakland was held on June 5. Once again, over 75 seniors attended. This time, the mural was met with applause and satisfaction. Minor adjustments, based on the senior's input, have been made to increase the authenticity of some of the images since that point but overall the community is aware of the project and excited for it to be painted.

In addition, community members depicted on the wall have supported the mural in numerous ways. Gerri Lange arranged for a video interview with Johnnie Burrell at the site. Jahi of Public Enemy 2.0 filmed his music video, "What They Need," in front of the mural, with CRP artists in the background. Jose Lorenzo, now living in Brazil, began sharing a photo of the image of him and Carlos Aceituno, after he saw it online. He has contacted CRP and expressed gratitude. Tony Cerda's grandchildren visited the mural, were interviewed, and further connected the dots by expanding on the history of their grandfather. All of the major newspapers ran stories celebrating the mural.

CRP is currently organizing its Phase II mural dedication on June 6. Carla Service of Dance-a-Vision, who is depicted on the first wall, is coordinating the performances by local organizations from the Malonga and Hotel Oakland including Oaktown Jazz Workshop honoring Khalil Shaheed, Fogo na Roupa and Samba Funk honoring Carlos Aceituno, Diamano Coura, Mosheh Milon and Tacuma King, as well as senior groups from Hotel Oakland. All speaking will be translated into Cantonese. All PAAC members are invited to attend.

ALICE ST MURAL / DOC BUDGET

Supplies

Lift Rental \$ 3,000

Materials

Spray Paint \$ 5,000

Buff \$ 2,000

Miscellaneous \$ 500

Fees

Parking \$ 1,000

Events

Community Meetings \$ 1,000

Block Party \$ 5,000

Video Screening \$ 500

Translation \$ 1,000

Documentary

Film (All Stages of Production) \$ 30,000

Research \$ 5,000

Translation \$ 2,000

Website

Design \$ 1,500

Administration

Project Manager \$ 4,000

Marketing \$ 2,000

Development \$ 2,000

Stipends

Mural Design \$ 4,000

Two Lead Artists \$ 10,000

Per Diem \$ 2,500

Guest Artists \$ 5,000

Youth Artists \$ 5,000

Total Budget \$ 92,000

INCOME

CFP Grant \$16,000

CFP IA Grant \$ 5,000

Indiegogo \$ 8,000

EBFA (1:1 Match by Indiv. Donors) \$ 8,000

Zellerbach \$ 4,000

Akonad Foundationi \$ 4,000

\$45,000

Pending

California Arts Council \$45,000

Vollmann, Peterson

From: Jack Backus <jack@jbackusarchitects.com>
Sent: Friday, January 08, 2016 2:29 PM
To: Vollmann, Peterson
Subject: 250-14th Street Proposed Development

Pete,

Just wanted to give support to what I think will be a great project in the Chinatown/ downtown area. I'm referring to the project at 250 14th Street, as a property owner in Chinatown I am excited to see a developer proposing a great mix-use project. Oakland has for too long been under developed and waiting for projects like this that will help to activate the street level at all hours of the day.

As long time supporters of Oakland and Chinatown specifically (19 yrs resident, kids went to LMCC & we eat/ shop/ cultural support Chinatown) I feel like this is the kind of projects that will help enrich this part of Oakland that has been dotted with vacant parking lots for too long. This will go a long way in help making the streets safer with another project that will displace a vacant lot.

Glad the developers put this meeting together and glad I was able to attend the meeting also.

Regards,

Jack Backus
JACK BACKUS ARCHITECTS
1057 Hubert Road
Oakland, CA 94610

Ph 510.393.9699

www.jbackusarchitects.com

Vollmann, Peterson

From: arianne Dar <ariannezd@gmail.com>
Sent: Wednesday, January 13, 2016 5:13 AM
To: Vollmann, Peterson
Cc: Jos3ph Lambert
Subject: Re: 14th St. developments

Peter

Maria Poncel of Bay Development has asked me to write a letter of support for their project at the corner of 14th St. and Alice. As someone investing heavily in the restoration of one of the historic buildings in that area I am quite pleased that new development is being proposed and taking place and am generally very supportive of these efforts. I also believe that Maria has done an excellent job of reaching out to and making herself available to talk to her new neighbors. As my building renovations, and access to natural light will be negatively impacted by the "rear" Alice street portion of the Bay Development project, and as their building will constitute a negative impact in overall parking in our immediate area I cannot however whole heartedly support this project. Also as my building is slated to be an arts related business, I am fully allied with the Alice Arts center. I believe they are a vital cultural center in the city of Oakland and that planners should make every effort to protect and enhance their viability as well as to encourage other arts institutions to join them and move to this corridor of the city. It appears that both the proposed projects at 14th and Alice create a decrease in public parking in the area. If the city approves this, as I gather they must based on zoning ordinances, I believe the city will be making a serious mistake. Downtown Oakland needs to be revitalized for the long term, not just for the quick dollars that can be made as San Francisco's redevelopment becomes unaffordable. Oakland needs to plan for people to live in its urban center long term and with growing families. This will mean not only providing for young upcoming workers who ride to work on Bart or via bicycle but for families who need to move children from place to place and wish to have them study at the city's arts facilities. My customers will need parking, restaurants need parking. While not everyone needs a car and it would be great if we all rode bicycles everywhere we went, the truth remains that most of us have a car and want a place to store it where we live. New construction in this developing area of the city should be providing extra parking, not the minimum required, and the housing units should be geared towards the creation of long term livable homes for families, not towards a generational bubble which will quickly be passing through, growing up to create families of their own.

I support the development of my new neighborhood, but I wish that it was being done with more care and long range planning and with respect for the agencies that already exist there.

Thank you for the work you do.

arianne dar

272-274 14th St.

AKA-Oakland Works in Progress

On Dec 8, 2015, at 10:45 AM, Vollmann, Peterson <PVollmann@oaklandnet.com> wrote:

> The developer at 250 14th Street is Maria Poncel with Bay Development, 415-828-7061. At 226 13th Street it is Brian Pianca with Wood Partners, 415-888-8537.

>

> Peterson Z. Vollmann, Planner III | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2114 | Oakland, CA 94612 | Phone: (510)238-6167 | Fax: (510) 238-4730 | Email: pvollmann@oaklandnet.com | Website: www.oaklandnet.com/planning

>

> -----Original Message-----

> From: arianne Dar [<mailto:ariannezd@gmail.com>]

> Sent: Friday, December 04, 2015 5:41 PM

> To: Vollmann, Peterson

> Subject: !4th St. developments

>

> Hello Peter

> I am the owner of 272-274 !4th Street in Oakland and was at the informational meeting at the Hotel Oakland Thursday night. I don't have any particular problem with either development though I would suggest that both projects be developed in such a way that the studio and one bedroom units can easily be combined to create two and even three bedroom units. While it seems cost effective and financially beneficial to the builders to build more smaller units now, at some point all the young people fueling our economy are going want to create families. At that time the city will either lose it's new families or need to provide housing for them. A mass exodus could be avoided by buildings that were designed to be reinvigorated to house families.

>

> On a separate not could you send me the names of the developers of both the projects on the respective corners of 14th and Alice? I somehow didn't get them the other night and I may want to be in contact with them.

>

> Thanks so much

> arianne dar

> Interim Books LLC

Vollmann, Peterson

From: Maria Poncel <mponcel@baydevllc.com>
Sent: Wednesday, January 13, 2016 10:07 AM
To: Vollmann, Peterson
Subject: FWD: Re: 250-14th Street Follow Up - DRC Jan 13 (note from CALM)

Pete,

Please see email below from James Vann with CALM. I have not heard confirmation from him if he will be attending today's DRC. In case he does not make it, I wanted to at least forward his message to you. I also will share with DRC members.

Thank you.

Maria

Maria B. Poncel
Principal

BAY DEVELOPMENT
100 The Embarcadero, Penthouse
San Francisco, CA 94105 U.S.A.
Cell 1.415.828.7061
mponcel@BayDevLLC.com

----- Original Message -----

Subject: Re: 250-14th Street Follow Up - DRC Jan 13
From: jamesevann@aol.com
Date: 1/9/16 4:36 am
To: mponcel@baydevllc.com

Hello Maria
and your Design and Development Team

On behalf of CALM (Coalition of Advocates for Lake Merritt), you are congratulated on your wonderful new design and, as result of your rededicated efforts, you are assured of CALM's unconditional support for Bay Development's project before the Design Review Committee, the Planning Commission, and City Council.

We are greatly impressed by you and your team's responsiveness to the variety of feedback you received from CALM, OHA, and community and other stakeholders. CALM recognizes the literal impossibility for any proposal to satisfy all stakeholders demands, however, you have certainly gone to great lengths to resolve the major issues of the design, and have made considerable advances in addressing community benefits of worthy offsetting value to the city and neighborhood resources most negatively affected by imposition of an unanticipated massive development into the neighborhood. Your responses represent a noteworthy 180 degree turnaround from the relative isolationist presentation of the original proposal.

Again, our congratulations, appreciation, and thanks for your concerted attention to the concerns expressed by CALM.

James E Vann AIA Architect & Founding Member
for and on behalf of Coalition of Advocates for Lake Merritt

January 19, 2016

Peterson Z. Vollmann, Planner III
City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Re: **250 14th Street**

Dear Mr. Vollmann:

As you know, on January 13, 2016, the Design Review Committee reviewed the proposed mixed-use residential project at 250 14th Street (the "Project") and determined it was ready for review by the full Planning Commission. Following that determination, it is our understanding that the Project has been scheduled for review by the Planning Commission on February 3, 2016. In advance of that hearing, we wanted to provide you with some additional clarification regarding the colors of the tower.

At the Design Review Committee, comments were raised regarding the "brightness" of the white color for the tower. In response to those comments, the color of the tower has been modified to a more "creamy" white, which we believe addresses these concerns while still providing an attractive contrast to the warm grey podium base color. In response to comments that the grey podium base color in the GFRC material sample brought to the hearing did not mirror the "warm" grey color depicted in the drawings, we will bring a sample that more closely matches the color in the drawings for the February 3, 2016, hearing.

As we approach the February 3, 2016, hearing, we will continue our community outreach, but in the interim wanted to provide you with additional notes of support and an updated petition with additional signatures for your records all of which is attached. In addition, attached is our January 8, 2016, letter that details our community outreach efforts and provides brief responses to key comments and questions received on the project. We ask that this letter and attachment be provided to the Planning Commission as part of their packet for the February 3, 2016, meeting.

Thank you for all of your hard work in the evaluation and coordination of the Project. It has been a true pleasure to work with you and we strongly believe that your insight and guidance has resulted in a better Project for the neighborhood and the City of Oakland. As always, if you have any questions, please feel free to contact me.

Very Truly Yours,



Maria Poncel
Bay Development
100 The Embarcadero, Penthouse
San Francisco, CA 94105
415.828.7061

Re: 250-14th Street Follow Up - DRC Jan 13

jamesevann@aol.com [jamesevann@aol.com]

Sent 1/9/2016 4:36 AM

To: mponcel@baydevllc.com

Hello Maria

and your Design and Development Team

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James E Vann AIA Architect & Founding Member
for and on behalf of Coalition of Advocates for Lake Merritt

Re: 14th St. developments

arianne Dar [ariannezd@gmail.com]

Sent 1/13/2016 5:13 AM

To: "Vollmann, Peterson" <PVollmann@oaklandnet.com>

Cc: "Jos3ph Lambert" <jel@wqrks.com>

Peter

Maria Poncel of Bay Development has asked me to write a letter of support for their project at the corner of 14th St. and Alice. As someone investing heavily in the restoration of one of the historic buildings in that area I am quite pleased that new development is being proposed and taking place and am generally very supportive of these efforts. I also believe that Maria has done an excellent job of reaching out to and making herself available to talk to her new neighbors. As my building renovations, and access to natural light will be negatively impacted by the "rear" Alice street portion of the Bay Development project, and as their building will constitute a negative impact in overall parking in our immediate area I cannot however whole heartedly support this project. Also as my building is slated to be an arts related business, I am fully allied with the Alice Arts center. I believe they are a vital cultural center in the city of Oakland and that planners should make every effort to protect and enhance their viability as well as to encourage other arts institutions to join them and move to this corridor of the city. It appears that both the proposed projects at 14th and Alice create a decrease in public parking in the area. If the city approves this, as I gather they must based on zoning ordinances, I believe the city will be making a serious mistake. Downtown Oakland needs to be revitalized for the long term, not just for the quick dollars that can be made as San Francisco's redevelopment becomes unaffordable. Oakland needs to plan for people to live in its urban center long term and with growing families. This will mean not only providing for young upcoming workers who ride to work on Bart or via bicycle but for families who need to move children from place to place and wish to have them study at the city's arts facilities. My customers will need parking, restaurants need parking. While not everyone needs a car and it would be great if we all rode bicycles everywhere we went, the truth remains that most of us have a car and want a place to store it where we live. New construction in this developing area of the city should be providing extra parking, not the minimum required, and the housing units should be geared towards the creation of long term livable homes for families, not towards a generational bubble which will quickly be passing through, growing up to create families of their own.

I support the development of my new neighborhood, but I wish that it was being done with more care and long range planning and with respect for the agencies that already exist there.

Thank you for the work you do.

arianne dar






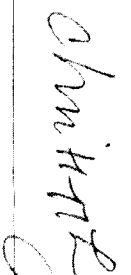

272-274 14th St.

AKA-Oakland Works in Progress

250 - 14th Street Project

On February 3, 2016, the Planning Commission will consider a proposal to develop a 126-unit mixed use residential development with ground floor retail at 250 14th Street (14th and Alice). The project will replace a vacant parking lot with much needed housing and high quality, well designed new building with active ground floor commercial uses that will support local businesses, and encourage vibrant and safer streets. Oakland needs more housing and more businesses on 14th Street that will strengthen 14th Street as an important commercial corridor, consistent with the Lake Merritt Area District Plan.



By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
1	A Dam Mohamed/ Lake Side Market	300 14th St	510 268 9911		Ad 
2	Elyas Ahmad - Amir Grill & Catering	308 14th	(510) 893-2742	aricawisive@gmail	Elyas Ahmad 
3	USMS dba HOTBOX	324 14th St	510-251-5105	edits@hottbox.com	guthrie 
4	Eme / Em deli & Catering	329 14th St	510-834-3651	emdeli catering@gmail.com	
5	RAY, BASIL PIZZERIA	300 13th St	510-238-8100	BASILPIZZERIA@YAHOO.COM	Rece 
6	LAURE (3. street (caterer by)	1464 Webster St	(510) 882-4478		Christy 
7	LAURE (3. street (caterer by)	1410 Webster St Oakland, CA 94612	(510) 882-4478		Leah 

250 - 14th Street Project

On February 3, 2016, the Planning Commission will consider a proposal to develop a 126-unit mixed use residential development with ground floor retail at 250 14th Street (14th and Alice). The project will replace a vacant parking lot with much needed housing and high quality, well designed new building with active ground floor commercial uses that will support local businesses, and encourage vibrant and safer streets. Oakland needs more housing and more businesses on 14th Street that will strengthen 14th Street as an important commercial corridor, consistent with the Lake Merritt Area District Plan.

By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
8	Kamlesh Nativkah Satar	346 14 th St	(510) 286-1900		M. Sadek
9	Farzana Kamlesh Kabob House + Mkt	332 14 th St.	(510) 786.8071		M. Sadek
10	1415 WEBSTER CORP LLC.	1407, WEBSTER.	415-7059922		Soethan
11	M. Goodale Asian Grill	352 - 14 th St.	415/265-9809	angjin17a icloud.com.	Makong
12	Mojoe cafe. Pauloid	160 14 th Street	510 2417200	mojoe cafe at Grand com	
13	Maly's Donuts Burgers Minda Seng	144 14 th Street	510 8933792		Minda Seng
14	Amin Ahmed Pet Stop	140 14 th Street	(510) 338-3988		

250 - 14th Street Project

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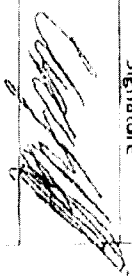






By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
15	Ahmed Ali M and I Lakeside	136 14th St.	510-691-8800	/	Paul H
16	Ali Saleh Natures best beds	1431 Jackson St	510-451-4505		Ali Saleh
17	Kobane Seyrauo Lure 54 Hair Studio	335 14th St Oakland	510 610 9916	Beathicak@ hotmail.com	Kobane
18	IRENE FRANCIS Jillie Thane	551 PRINCE ST OAKLAND CA 94610	510-573-3658	PRINCEIRENE@ YAHOO.COM	Jillie Thane
19	Katey Patterson Jake Burtus Architects	448 Oakland Ave Oakland, CA 94611	(510) 955-7638	KateyPatterson@gmail.com	Katey
20	JACK BARTUS	1057 HUBERT ROAD	510-393-9699	JACK@THANKSACREHITELLS.COM	JACK BARTUS
21	Leslie Franco	1714 6th St	(510) 593-3469	/	Leslie Franco

250 -- 14th Street Project

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#	Name/Company	Address	Contact Number	Email	Signature
22	CASEY NOEL	100 GRAND AVE	415.629.8024	casey@post.harvard.edu	
23	TYLER WOOD	100 GRAND AVE	415.975.4941	TYLER.H. WOOD@GMAIL.COM	
24	Alex Lublin	928 Franklin	650.759.6131	alex.lublin@gmail.com	
25	Dana Van Gilder	85982 Tat Ave #1	559-779-2471	danagilder@gmail.com	
26	Toshi Nasvik	6833 sherrick dr	415 975 0822	jwile@yahoo.com	
27	Jonathan Gray	180 Caldecott Lane Oakland, CA 94612	415.869.5758	jgray@gmail.com	
28	Yang Chen	201 Almad Ave Oakland 94606	540 405 1817	yang.chen116@gmail.com	

250 - 14th Street Project

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By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
29	Kelly Allen	272 Alice Ave #B Oakland, CA	510-765-5777		Kelly Allen
30	Gary Takemoto	622 Valle Vista Ave Oakland, Ca 94610	510 469.3587		Gary Takemoto
31	ARMAD	3 Center St OAKLAND, CA	510 855 2420		ARMAD
32	Espresso Ground Coffee Ameside Sika Hwy.	409 14 th Street Oakland CA 94612	1510 4522593		Ameside
33	Phu Hoa	417 14 th St	510 7465 5510		Phu Hoa
34	Chen Hui	1309 Franklin St	425-234-1845		Chen Hui
35	Alvan H. Hsu Damian Hsu	628 21st Street Oakland, CA 94612	415-569-6496		Alvan H. Hsu

250 - 14th Street Project

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By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
36	Sonja Trauss	1618 12 th St Oakland CA 94607	2159001457	Sonja.trauss @gmail.com	
37	Max Gasner	"	"	"	Max Gasner
38	Ethan Ashley Milo Trauss	1120 Center St Oakland, CA 94607	"	"	Ethan Ashley Milo Trauss
39	Milo Trauss	"	"	"	Milo Trauss
40					
41					
42					

January 8, 2016

Peterson Z. Vollmann, Planner III
City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Re: **250 14th Street**

Dear Mr. Vollmann:

I thought that it would be helpful to provide you with an overview of the community outreach efforts that Bay Development, the Project Sponsor, has undertaken as part of our proposed project at 250 14th Street in Oakland ("Project") as well as an overview of the changes that have been incorporated into the Project in response to the comments we have received.

As you know, the Project is a mixed-use residential development proposed for the corner of 14th Street and Alice Street in the Lake Merritt Station Area Plan and the Central Business District ("Project Site"). The Project Site is currently being used as a surface automotive fee parking lot and is unique in that while under single ownership and operation, is split between two zoning districts.

The northern portion of the Project Site is in the Central Business District General Commercial Zone ("CBD-C"). The southern portion of the Project Site is in the Lake Merritt Station Area District Pedestrian Commercial Zone-2 ("D-LM-2"). In the CBD-C zone, the Project height is limited to 85 feet (Height Area 2), whereas in the D-LM-2 zone, the Project height can be increased from 85 feet to 175 feet or 275 feet with the granting of a Major Conditional Use Permit ("CUP"). Under the Lake Merritt Station Area Plan, five towers (i.e., three (3) up to 175 feet and two (2) up to 275 feet) are permitted west of the channel where the Project Site is located.¹ The Project would be "taking" one of the allowed towers with its proposed 175 foot building.²

Since we started working on the Project, we have met with the following organizations and individuals: the Malonga Casquelourd Arts Center (businesses, residents and management); Desi Mundo, mural artist and director of Community Rejuvenation Project; Oakland Heritage Alliance (OHA); Coalition of Advocates for Lake Merritt (CALM); Hotel Oakland (residents and management); Family Bridges, Inc.; Oakland Chinatown Chamber of Commerce; Bike East Bay and, countless other neighbors and surrounding businesses. The comments and insights that we have received have been critical in the Project program and design, and have resulted in the following specific changes to the Project:

¹ Planning Code section 17.101G.050.

² Other towers may exist or may be proposed in the general vicinity, but they are not within the Lake Merritt Station Area Plan and not subject to the tower limitation under Planning Code section 17.101G.050.

- Increased the number of bicycle spaces from 50 to 128 to further encourage non-automobile transportation, a stated goal in the Lake Merritt Station Area District Plan;
- Added two (2) 3-bedroom units to address concerns of family housing needs and unit size;
- Redesigned the ground floor of the building at the corner of 14th Street and Alice Street to provide a square corner and "finished" look;
- Revised the design of the building base to be continuous from property line to property line with no breaks;
- Changed window placement patterns to be more conventionally aligned, and improve the verticality of the design;
- Added opaque windows along Alice Street at ground level of the garage space where the bicycle storage will be located to visually activate and enhance the pedestrian experience;
- Added screened windows at the garage levels for improved aesthetics and natural ventilation;
- Improved the design of the top of the building; and
- Introduced additional colors to the building, drawing from the primary colors used in the existing murals at the site, to add more vibrancy to the overall building design.

During the course of our community outreach, we have heard and received strong support for the Project. Copies of the letters, emails and notes of support that we have received are attached. Please know that we are continuing our community outreach efforts and will provide any updated information to you as it is received.

While conducting our community outreach, and as part of the overall Project consideration, we also have heard and received several specific comments and concerns regarding the Project from various individuals and organizations. The following is a brief overview of those specific comments and concerns, and our thoughts and responses. Please know that we take all comments on the Project very seriously and are working, and will continue to work, with these individuals and organizations to find solutions that work to address their concerns.

Parking

The Malonga Casquelourd Arts Center, CALM and several neighbors have expressed concerns regarding the loss of the existing surface automotive fee parking lot. While approximately 2,400 fee parking spaces exist within a 5-minute walk or four (4) block radius of the Project Site, we understand and appreciate the concern regarding the impact of the loss of the 77 spaces on the Project Site. It is our understanding, however, that those 77 spaces are predominately leased on a monthly basis and not actively used by performance goers and students. Regardless, we understand the mere loss of parking remains a concern given the overall feeling in the neighborhood that there is a lack of parking in the area, and moreover a lack of evening parking. To address this concern, we are committed to working with Malonga Casquelourd Arts Center to help them identify other parking lots and garages in the vicinity that potentially could remain open after hours and provide off-street parking during event nights. We are also exploring helping the Malonga Casquelourd Arts Center in any potential future efforts to expand the loading zone area in front of their facilities, which will assist in the drop-off of children for dance classes, and students with disabilities who dance with Axis Dance Company.

Along the same lines, concern also has been raised about the amount of parking being proposed by the Project. We have received requests to provide more parking (up to two additional levels of parking) to meet perceived demand and requests to provide less parking. Currently, the Project is proposing 91 parking spaces including ten (10) tandem spaces. We believe the amount of parking proposed will more than meet parking demand for the Project. Parking demand is not anticipated to be significant. Car ownership in general is in decline, especially among Millennials and in urban environments where access to mass transit is within a five (5) to ten (10) minute walk. Parking within the Project will be unbundled, which means that they will not be attached to a particular residential dwelling unit and instead will be available for rent or sale separate from the rent or sale of an individual unit. Residents with cars can rent or buy a space. For residents without cars, the Project is considering installing car share, which will allow residents to have a car "on demand." To further reduce parking demand, the Project will include 128 total bicycle spaces at a ratio of over 1 to 1, and will also be implementing a Transportation Demand Management ("TDM") Plan which will, among other things, encourage use of alternate modes of transportation for residents and is proven to reduce parking demand.

On the other end of the parking issue, we have heard from several members in the community members including the Bike East Bay organization that the amount of parking being provided is too great given the Project's proximity to public transit. These groups and other individuals are encouraging the Project to reduce the parking ratio to 0.5 to 1. Given the conflicting opinions regarding parking, **we believe the amount of parking provided in the Project strikes a nice balance between the two competing interests and is consistent with the City's transit first policy**. We believe that providing two (2) additional floors of parking will only encourage car ownership and usage, in addition to impacting the overall design and aesthetic of the building by providing two additional floors of parking that will need to be screened and ventilated. Thus, while we understand and appreciate the concerns raised by CALM and neighbors regarding a lack of adequate parking, we believe that the amount of parking provided will more than meet market demand and reflects the vision for a transit first City.

Architecture

OHA and CALM have both provided comments on the proposed Project's design. Some of the comments relate to the relation of the Project's design to the street and adjacent historical facades. We have met individually with OHA and CALM to discuss their comments and have incorporated them into the revised design that is being proposed for review by the Design Review Committee (DRC). Attached please find a comparison of the various Project designs from the original submittals to the current design proposal.

Also attached is a design that we considered and shared with OHA and CALM following the December 9, 2015, DRC hearing on the Project. It was a design that the architects had previously proposed internally and that we supported, but were unsure how the City or the community would respond to its bold colors and form. It is a more modern, streamlined design that distinguishes the building from the surrounding structures while also matching the rhythm and uniformity of those structures through its vertical and horizontal articulation. It introduces a darker-toned building into the skyline and significant new colors, which were drawn intentionally from the murals at the Project Site and are unique to Oakland, but very common in a vibrant urban environment. While we are not moving forward with this specific design based on some of the negative feedback it received from OHA and CALM, we have incorporated some of the elements that were positively received into the refined design. We are sharing this design because we believe, most importantly, that it demonstrates our willingness to think outside the box and work collaboratively with interested parties to find the right design for the Project Site.

Mural

The building adjacent to the Project Site includes murals that intended to reflect the cultural diversity and history of the neighborhood and community. The Project, once developed, will block the murals. While some neighbors feel that the murals do not completely represent the neighborhood, others do appreciate the murals. As such, a concern has been raised regarding the loss of the murals. We have been in close discussions for the past few months with the Community Rejuvenation Project (CRP) who sponsored and painted the murals about how best to address the loss of this neighborhood public art.

Originally, we had proposed the idea of creating a photo archive of the mural to allow images of it to continue in perpetuity and be displayed in a local museum or installed at a publicly owned facility located in the immediate Project vicinity. To find a permanent home, we met with Council President McElhaney's office and Council Member Guillen's office (the Project is located at the border of District 2 and District 3) to discuss potential public venues for the photographed murals. We also spoke with the Oakland Museum of California about display opportunities within the Museum, but learned it was not a fit with their current programming.

After months of exploring options for a photo archive of the mural, we learned from CRP that they actually would prefer to repaint murals in the same large-scale form somewhere near the Project Site, where they would be freely accessible, instead of displaying them in a museum where an admission fee would be charged or in a building where they are not accessible 24 hours a day. Several possible locations have been suggested with the "best" location identified based on size, scale and proximity to the Project Site being Laney College. Council Member Guillen's office has made an introduction for us to Laney College. Laney College appears to have an interest in potentially creating a new mural on the campus and we are working with Laney College and CRP on hopefully identifying a location on campus that will work for the new murals. Once a location is agreed to, to "kick-start" the effort, we have agreed to make a contribution towards funding the cost of replacing the murals. While we cannot replace the murals that exist, we believe that by working with CRP and the community we can help create a new, lasting cultural artwork in a location that is more permanent for future generations to enjoy.

Community Benefits/Affordable Housing

Throughout our community outreach process, we have heard comments regarding the Project's community benefit and received questions regarding whether the Project will include affordable housing. The Project will be providing 126 new residential units and 3,100 square feet of ground floor retail space along 14th Street. These new residential units will take the pressure off of existing housing supply and create a vibrant new use on an under-utilized surface automotive fee parking lot. The units proposed will range in size from approximately 450 square feet to 1,055 square feet and reflect unmet market demand. The unit mix and size is designed to attract future residents that may not be able to individually afford a larger unit. By providing smaller units, the Project is alleviating demand on larger family units elsewhere in the City by allowing individuals to rent a studio alone as opposed to occupying a 2-3-4 bedroom unit with roommates.

At the street level, the Project is enhancing the streetscape by installing five (5) new street trees and other landscaping improvements. To encourage alternate modes of transportation, one hundred twenty-eight (128) bicycle spaces will be provided (triple the number required), including four (4) new outdoor bike racks will be provided to allow bicyclist to safely store their bikes when visiting the new retail spaces or residents of the building. The

enhanced sidewalk and pedestrian scape created by the Project will eliminate a blighted street front that currently provides no pedestrian activation and is a heavy automotive use.

The Project will be required to pay approximately \$2.9 million dollars in development fees. These government permit and fees include school fees, building permit fees and fire department plan check and inspections. In addition, the Project will place "eyes on the street" throughout the day and evening hours by bringing new residents to a vacant lot and activating the street, and significantly improving public safety in the neighborhood.

The Project has also committed to making a donation toward the creation of a replacement mural. It also will work with the Malonga Arts Center to identify additional parking facilities nearby that could be used for evening event parking and facilitate discussions with the garage owners/operators to help ensure that adequate, safe, off-street parking exists for these important cultural events. Given the long history of the Malonga Arts Center and its importance in the neighborhood, the Project has offered to co-sponsor certain key event(s) at the Malonga Arts Center, as well as provide sponsorships for Dimensions Dance Theater's Rites of Passage program, the City's only entirely low cost dance program serving 800 youths annually in the Oakland Public Schools and the Malonga Arts Center. Dimensions Dance Theater has been with the Malonga Arts Center for over 40 years.

The Project is also committed to including information about the Malonga Arts Center and surrounding neighborhood businesses in a move-in packet for future residents. To ensure noise from the center is not an issue for future residents, the Project will disclose the location and noise associated with the Malonga Arts Center in any disclosure packet to residents. Information about events at the Malonga Arts Center or special events by local businesses will also be provided to residents on an on-going basis to promote active participation by future residents in the community.

Finally, the Project will be required to comply with any applicable affordable housing impact fee adopted by the City Council. Bay Development recognizes the growing affordable housing crisis and believes that providing new housing will help alleviate the pressure on existing housing stock and help address the evictions and rising rents that are plaguing the City.

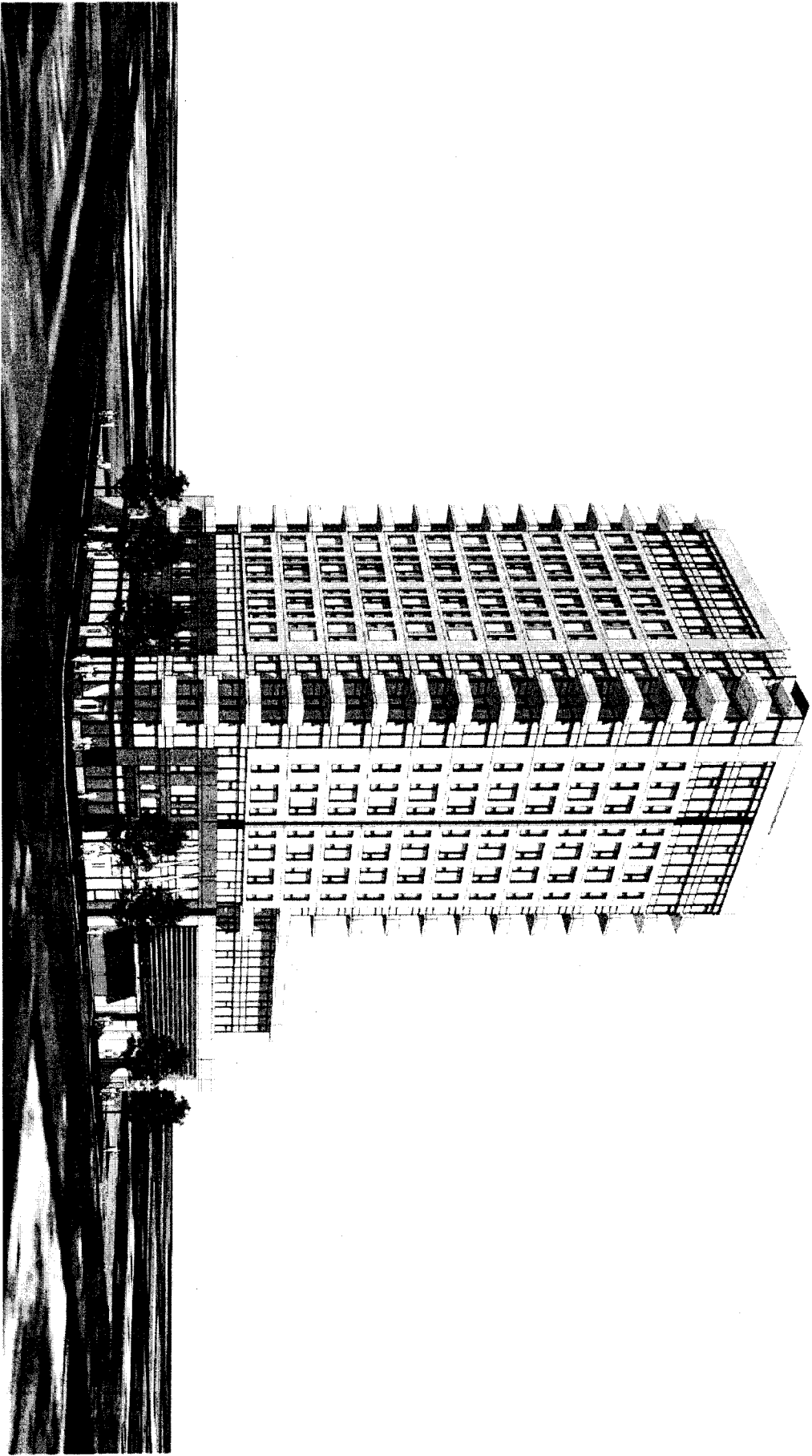
* * * * *

As the Project moves toward the January 13, 2016, DRC hearing, we will continue our community outreach efforts. In the meantime, if you have any questions or would like to discuss any information contained in this letter in more detail, please let me know.

Very Truly Yours,



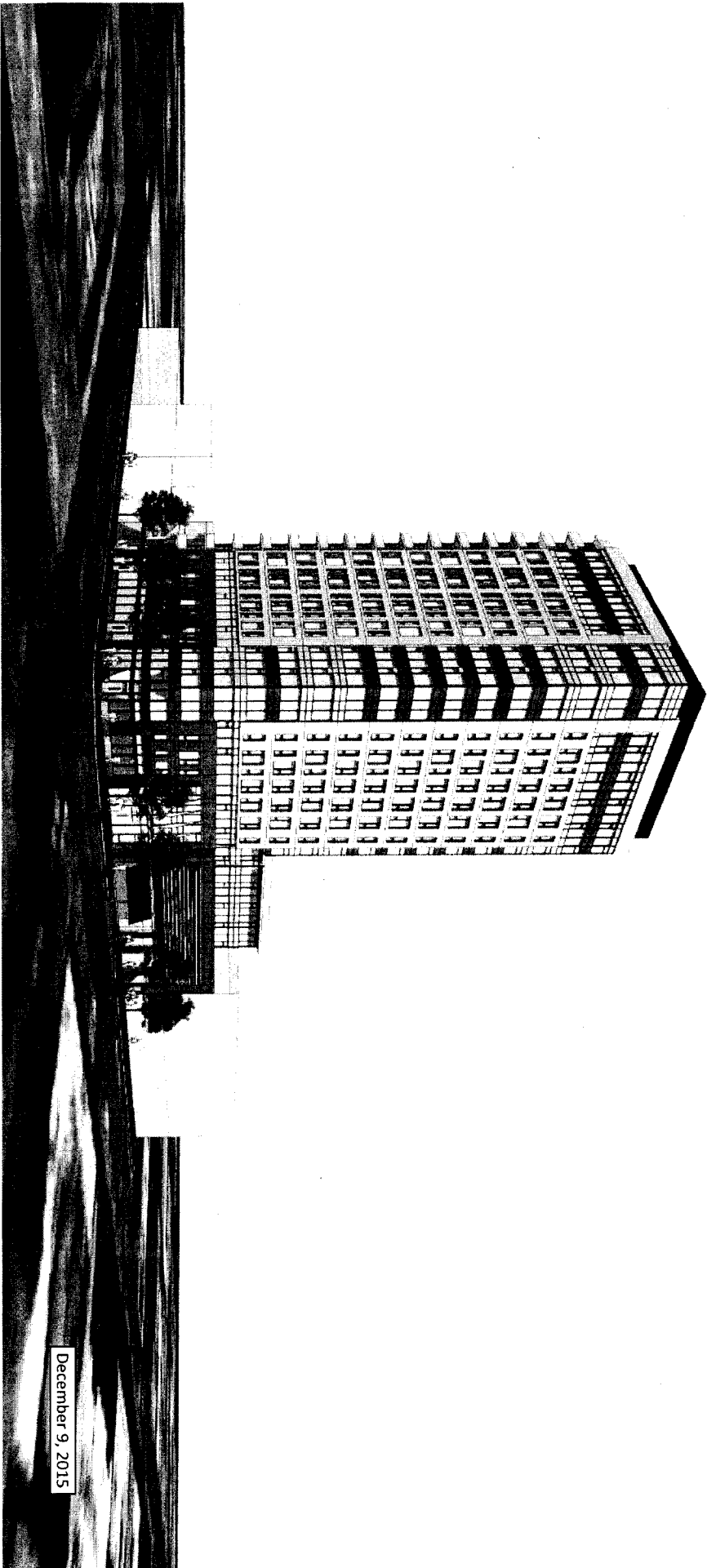
Maria Poncel
Bay Development
100 The Embarcadero, Penthouse
San Francisco, CA 94105
415.828.7061



BAY
DEVELOPMENT

IBI

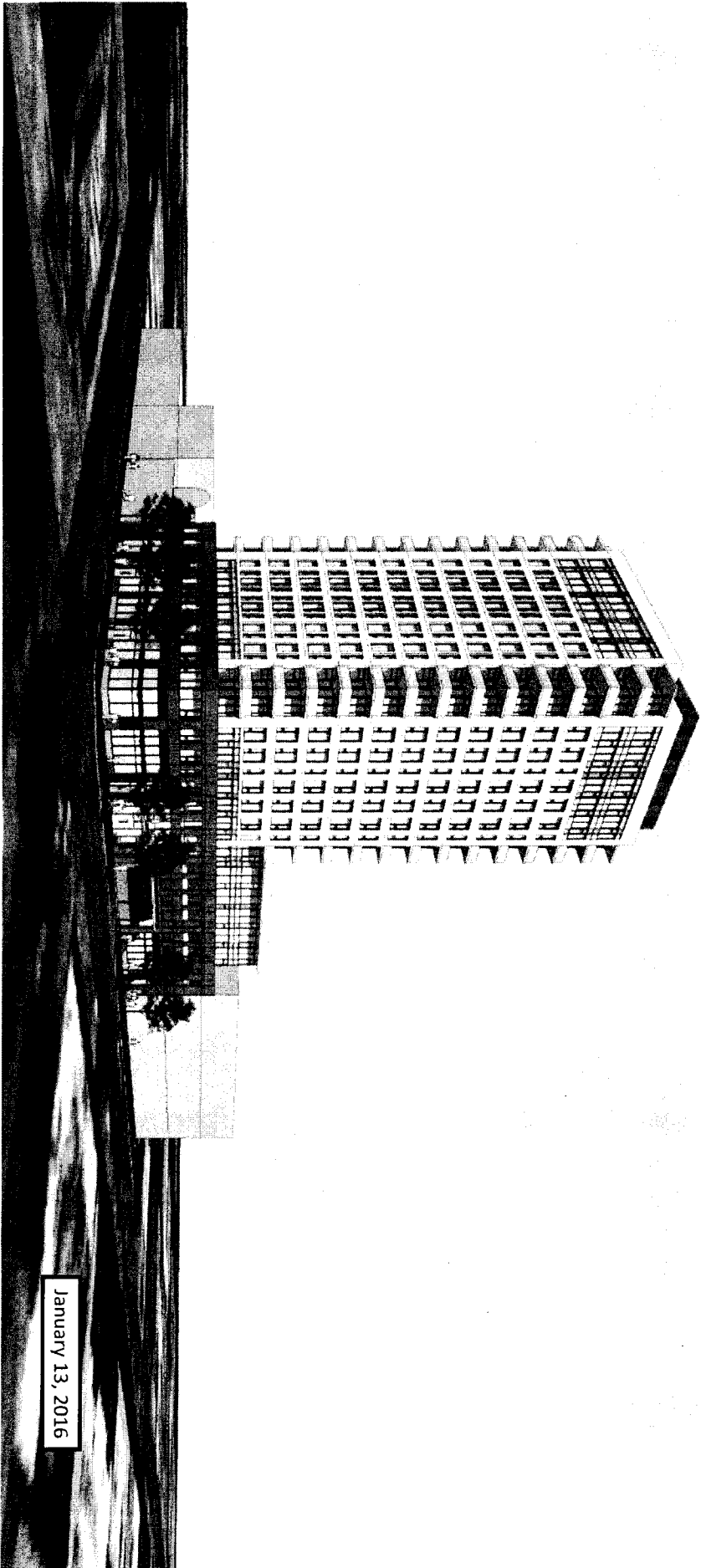
7. 3D EXHIBITS - LOOKING NORTH
250 14TH STREET, OAKLAND, CA



December 9, 2015



December 9, 2015
Alternative



January 13, 2016

FW: Bay Development Project at 250 14th Street, Oakland

Vollmann, Peterson [PVollmann@oaklandnet.com]

Sent: 12/15/2015 9:03 AM

To: "Maria Poncel (mponcel@baydevllc.com)" <mponcel@baydevllc.com>

Peterson Z. Vollmann, Planner III | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2114 | Oakland, CA 94612 | Phone: (510) 238-6167 | Fax: (510) 238-4730 | Email: pvollmann@oaklandnet.com | Website: www.oaklandnet.com/planning

From: Therese Milestone [mailto:therese@langeliercompany.com]

Sent: Monday, December 14, 2015 6:48 PM

To: Vollmann, Peterson

Cc: Bill Langelier

Subject: Bay Development Project at 250 14th Street, Oakland

SENT ON BEHALF OF WILLIAM LANGELIER

Dear Pete,

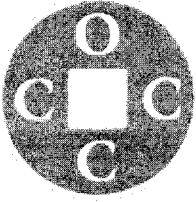
I am writing in support of Bay Development's proposed mixed-use development project at 250-14th Street, at the corner of Alice Street. I am the owner of the Hotel Oakland at 270-13th Street, a 315-unit senior apartment community. Our mission is to help our residents lead healthy independent lives at home. Please visit our website at www.HotelOaklandVillage.com.

After having had an ownership interest in the Hotel Oakland for over 35 years, I am so pleased to see investment in our neighborhood that will bring much needed housing, and more importantly, improve the safety of our streets. With safer streets, our senior residents and their families, and our staff, can feel more comfortable walking in the neighborhood. In this manner, the proposed development directly supports Hotel Oakland's effort to emphasize a culture of healthy well-being, and encourage participation in community activities.

We strongly urge the Planning Commission to approve the 250-14th Street development application. If you could please distribute this letter of support to the commissioners, I would really appreciate it.

Thank you for your consideration.

Bill Langelier
The Langelier Company, Inc.
681 Schofield Road
The Presidio
San Francisco, CA 94129
Phone: 415-674-4034
Fax: 415-674-4228
bill@langeliercompany.com



OAKLAND CHINATOWN CHAMBER OF COMMERCE



January 7, 2016

Oakland Planning Commission
c/o Peter Vollman
#1 Frank H. Ogawa Plaza
Oakland, CA 04612

Re: Proposed Project at 250 – 14th Street

Dear Mr. Vollman:

I met with Maria Poncel of Bay Development to review the proposed project at 250-14 Street and also attended the community meeting held on December 3, 2015. As the Executive Director, I am writing on behalf of the Oakland Chinatown Chamber of Commerce to support this development. The mix-use project will create additional retail that will serve our Chinatown neighborhood and create new jobs. The project also will bring much needed housing in our community, and our streets will be much safer for residents and customers of the Chinatown area.

I have copy the Planning Commissioners:

Jim Moore - jmoore.ocpc@gmail.com
Adhi Nagraj - nagrajplanning@gmail.com
Jahaziel Bonilla – jahazielbonillaoaklandpc@gmail.com
Amanda Monchamp – amandamonchamp@gmail.com
Jahmese Myres-jmyres.oakplanningcommission@gmail.com
Chris Patillo – pattillo@pgadesign.com
Emily Weinstein – EW.Oakland@gmail.com

Please feel free to contact me if you have any questions 510 893-8979.

Sincerely,

Jennie Ong
Executive Director
Oakland Chinatown Chamber of Commerce

From: Jack Backus [mailto:jack@jbackusarchitects.com]
Sent: Friday, January 08, 2016 2:29 PM
To: 'pvollman@oaklandnet.com' <pvollman@oaklandnet.com>
Subject: 250-14th Street Proposed Development

Pete,

Just wanted to give support to what I think will be a great project in the Chinatown/ downtown area. I'm referring to the project at 250 14th Street, as a property owner in Chinatown I am excited to see a developer proposing a great mix-use project. Oakland has for too long been under developed and waiting for projects like this that will help to activate the street level at all hours of the day.

As long time supporters of Oakland and Chinatown specifically (19 yrs resident, kids went to LMCC & we eat/ shop/ cultural support Chinatown) I feel like this is the kind of projects that will help enrich this part of Oakland that has been dotted with vacant parking lots for too long. This will go a long way in help making the streets safer with another project that will displace a vacant lot.

Glad the developers put this meeting together and glad I was able to attend the meeting also.

Regards,

Jack Backus
JACK BACKUS ARCHITECTS
1057 Hubert Road
Oakland, CA 94610

Ph [510.393.9699](tel:510.393.9699)

www.jbackusarchitects.com

GLORIA C. COHEN
ATTORNEY AT LAW
P.O. Box 12302
OAKLAND, CA 94604-2312
TEL: (510) 763-5080

December 8, 2015

Ms. Maria Poncell
Bay Development
100 The Embarcadero, Penthouse
San Francisco, CA 94105

In re: The Alice Street Murals

Dear Ms. Poncell:

I noted with interest at the presentation you gave at the Hotel Oakland December 3 that you are hoping to resurrect the Alice Street Murals after construction begins on your project at 250 Fourteenth Street. I am writing to give you second thoughts about doing so.

The murals' unifying theme, as Desi Mundo, the executive director of the Community Rejuvenation Project (CRP) explained to me, is white oppression. I am not arguing the merits of his view, but I am questioning its suitability for the endorsement of business and government. It is best, I think, for business and government to encourage us to come together to solve the daunting problems that face us. Mr. Mundo's theme, however, is divisive and destructive, urging an us-against-them stance. The murals depict the anger, frustration, and defiance of people of color directed at business and government. Mr. Mundo makes one exception for himself and his CRP. He is not in the least reluctant to approach business and government with hat in hand for a handout.

In the progress report* Mr. Mundo submitted to the City of Oakland's Public Art Advisory Committee (PAAC), he writes that the murals "make[] a monument to the existing communities and deep history of the area that [they are] created in.

*I have enclosed part of it for you. You can review all of it in the PAAC's June 1, 2015, minutes.
<<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak053382.pdf>. >

Ms. Maria Poncell

December 8, 2014

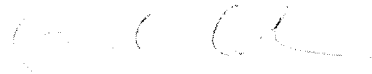
Page 2

[They] document[] the neighborhood through its stories, its leaders and its residents." Nonsense! The only residents of Alice Street whom the CRP told about the murals are affiliated with the Malonga Center, some of whom contributed to a matching grant Mr. Mundo applied for. There was no proper notice and no opportunity for the more than 600 of us doors down from the murals to speak up about them. As for "deep history," I would say that the \$5,000 the CRP claimed for research went to a little googling to find images with which to support its theme of white oppression.

The murals raise interesting First Amendment issues, which escaped the members of the PAAC when they recommended funding. The City does not provide artists with a forum and subsidize the expression of whatever they want to express. The City's cultural arts funding has a purpose. It is to support the City's marketing program, which in turn supports its plans for development. For this reason, the content-neutral standard for evaluating public art does not apply. Instead, the government-speech standard applies. It says that government can say whatever it wants to, and it has no obligation to provide in any way for other views.* There is no suppression of speech because all those who disagree with government are free to say so but at their own expense. Your guess is as good as mine why the City did not bat an eye at Mr. Mundo's animus towards business and government.

If you decide to spend Bay Development money on resurrecting the Alice Street Murals, you might want to consider having the CRP revise them to substitute more singing, dancing, and drumming for the pernicious and puerile bits. I have lived on Alice Street for twenty-six years. I cannot wait to say good-bye to the murals when Bay Development breaks ground in the parking lot. It could not happen sooner.

Very truly yours,



cc: Desi Mundo

*The U.S. Supreme Court has most recently explained its government-speech doctrine in *Walker v. Texas Division, Sons of Confederate Veterans* (2015) 576 U.S.

250 - 14th Street Project

On February 3, 2016, the Planning Commission will consider a proposal to develop a 126-unit mixed use residential development with ground floor retail at 250 14th Street (14th and Alice). The project will replace a vacant parking lot with much needed housing and high quality, well designed new building with active ground floor commercial uses that will support local businesses, and encourage vibrant and safer streets. Oakland needs more housing and more businesses on 14th Street that will strengthen 14th Street as an important commercial corridor, consistent with the Lake Merritt Area District Plan.

By signing below, I hereby support the development at 250 14th Street and believe it is a good fit for the neighborhood and will bring much needed housing to the City of Oakland.

#	Name/Company	Address	Contact Number	Email	Signature
1	A. Davis Mohamed / Lake Side Market	300 14 th St	510 268 9911		Ad
2	Elyas Ahmad - Anna Grill & Cuisin	309 14 th St	(510) 643-2742	anna.cuisine@gmail	Elyas Ahmad
3	USMA dba Ad504	324 14 th St	510 251-8109	ad504@gmail	Quentin
4	Eric / Em del's Catering	329 14 th St	510 834-3651	emdelcatering@gmail.com	Eric
5	RAY, BASIL PIZZERIA	300 13 th St	510 338-8100	BASIL.PIZZERIA@YAHOO.COM	RCE
6	WILLIE (B. STRO) (C. P. L. S. L. Y.)	1464 Webster St.	(510) 882-4477		Chantilly
7	JOHN Y. CHIKARA	1410 W. WEBSTER ST. OAKLAND, CA 94612	(510) 463-1122		John Y.

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#	Name/Company	Address	Contact Number	Email	Signature
8	Kamde Sh Nativah Sakat	346 14 th St	(510) 286-1900		M. Sadat
9	Fernandez Kamde Sh Kabob House + ME+	332 14 th St.	(510) 786. 8071		M. Sadat
10	1415 WEBSTER OAKLAND LLC.	1407, WEBSTER.	415-7059922		Soelham
11	M. Rodwell Asian Grill.	352 - 14 th St.	415/865-9891.	emad@n1407.com.	M. Rodwell
12	Morje cafe. Pauloid	160 14 th Street	510 219 200	morje cafe@gmail.com	
13	Maly's Donuts Bunyas Nida Zeng	144 14 th street	510 8933792		Nida Zeng
14	Amin Ahmed Pet Stop	140 14 th Street	(510) 338-3988		Amin

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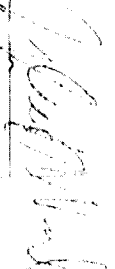


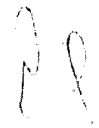

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#	Name/Company	Address	Contact Number	Email	Signature
15	Amyd Ali Mand I Lakeside	136 14th St.	510-691-2000	/	Carol
16	Ali Sales Nature's best buds	1431 Jackson St	510-451-4525		Ally
17	KORANE SEGUAED live 54 Hair Studio	335 14th St Oakland	510-610-9916	Beauticianke@hotmail.com	K Seg
18	IRENE FRANCIS Stine House	551 PRINCE ST OAKLAND CA 94610	510-573-3658	PRINCEDEX@YAHOO.COM	Stine House
19	Katey Patterson Jack Boudis Architects	448 Oakland Ave Oakland, CA 94611	(510) 955-7638	KateyPatterson@gmail.com	Katey
20	JACK BODIS JACK BODIS ARCHITECTS	1057 HUBERT ST OAKLAND	510-393-9699	JACK@JACKBODISARCHITECTS.COM	Jack
21	Leslie Francis	1746th St	(510) 593-3009	/	Leslie Francis

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#	Name/Company	Address	Contact Number	Email	Signature
	CASEY NOEL	100 GRAND AVE	415.624.5024	casey@postharvestla	
	THREE WOODS	100 GRAND AVE	415.975.4049	THREE WOODS COMM	
	ALEX LUBKIN	928 Franklin	650.759.6131	alex.lubkin@gmail.com	
	DANA VAN GELDER	85082 Telf Ave, #1	559-779-2471	dvangelder@gmail.com	
	Toshi Nasvik	6833 sherrick Dr	415 975 0822	jnasvik@yahoo.com	
	Jonathan Gray	180 Caldecott Lane Oakland, CA 94612	415.269.5758	jgray@gmail.com	
	Yang Chen	201 Alhambra Ave Oakland 94606	540 905 1819	yangchen@earthlink.net	