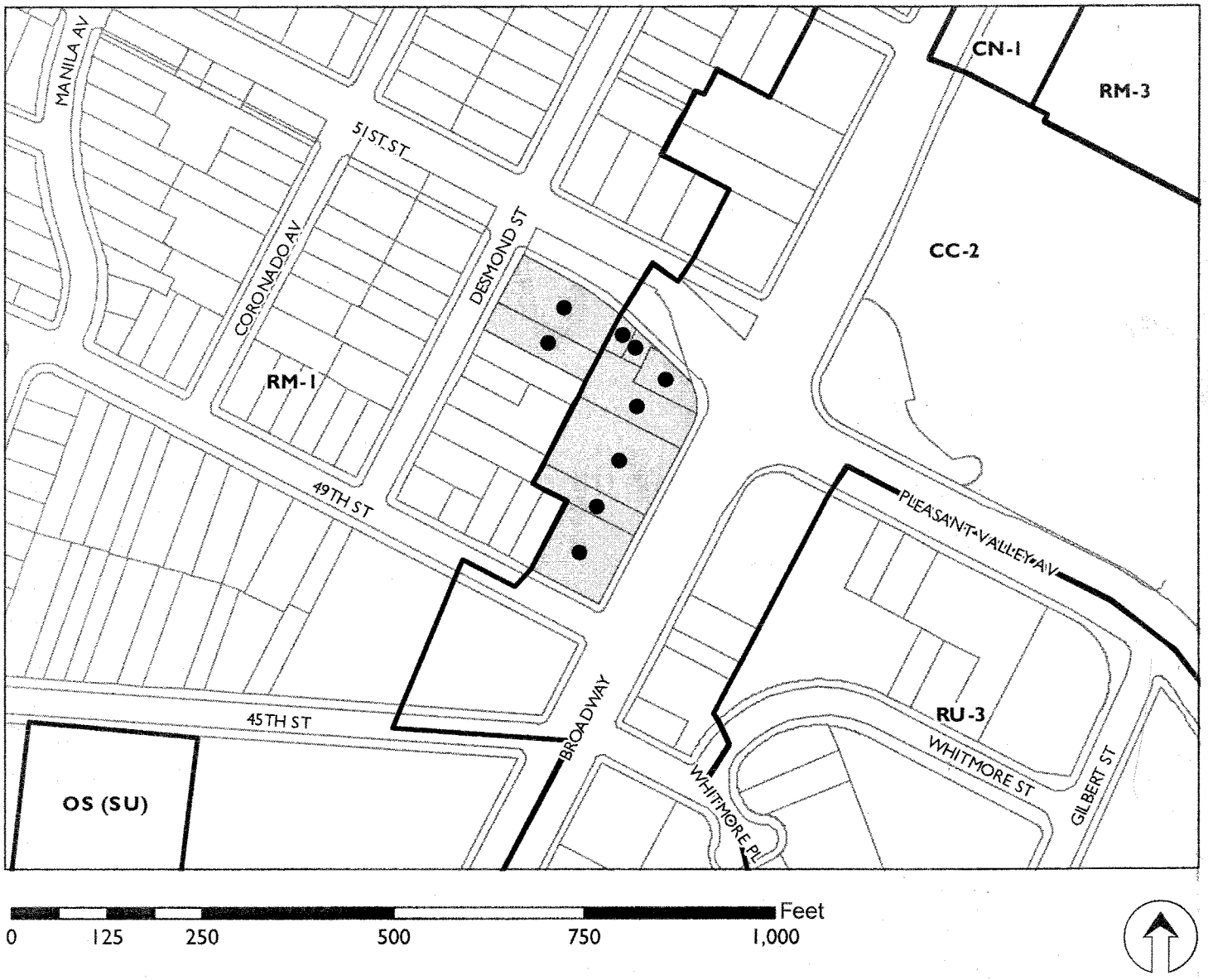
Property Location & Assessor's Parcel Numbers:	**4901-4945 Broadway; 311 51st St; and 4964-4974 Desmond St. 013-1136-012-00; 013-1136-011-00; 013-1136-010-00; 013-1136-009-02; 013-1136-008-04; 013-1136-005-05; 013-1136-004-02; 013-1136-022-01 and 013-1136-021-00.**
Proposal:	To construct a two to five-story building consisting of 126 residential units with ground-floor commercial space, a surface parking lot with 16 stalls, and an underground garage with 167 stalls, including two detached two-story four-unit residential townhouse on Desmond St.
Applicant: **Phone Number:**	Ryan Leong / SRM Development (509) 455-5477
Property Owner:	W. John Miottel, Trustee
Case File Number:	**PLN14248; PUDF06; TTM8185**
Planning Permits Required:	Preliminary and Final Planned Unit Development (PUDF) for a mixed-use development; Regular Design Review for new construction; and Vesting Tract Map Subdivision to merge and reconfigure nine existing parcels into five parcels.
General Plan:	Community Commercial; Mixed Use Residential
Zoning:	CC-2 Community Commercial; and RM-1 Mixed Use Residential.
Environmental Determination Exemptions:	Section 15332 of the State CEQA Guidelines: In-Fill Development Projects; Section 15301 of the State CEQA Guidelines: Existing Facilities; Section 15183 of the State CEQA Guidelines: Projects consistent with a Community Plan, General Plan or Zoning.
Property Historic Status:	Oakland Cultural Heritage Survey (OCHS) Rating: X (Non-Historic Properties).
Service Delivery District:	2
City Council District:	1
Date Filed:	July 31, 2014 (revised plans received on February 27, 2015)
Action to be Taken:	Decision by the Planning Commission based on staff report.
Finality of Decision:	Appealable to City Council within 10 calendar days.
For Further Information:	Contact Case Planner: **Mike Rivera** at **(510) 238-6417,** or by email at mrivera@oaklandnet.com

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN14248; PUDF06; TTM8185
Applicant: Ryan Leong / SRM Development
Address: 4901-4945 Broadway;
311 51st Street; and 4964-4974 Desmond Street
Zone: CC-2, RM-1

PROJECT SUMMARY

The applicant requests approval for a combined Preliminary Planned Unit Development (PUD), and a Final Planned Unit Development (PUDF) permit for the construction of a multi-level mixed-use facility "Temescal Apartments" that contains ground-floor commercial and residential units above. The PUDF permit includes detached single-family units (townhouses), a surface parking lot and an underground garage. The proposal also requires approval for Regular Design Review and Vesting Tentative Tract Map Subdivision permits. The property is located on the westerly side of Broadway between 49th and 51st Streets and at the southeast intersection of 51st Street and Desmond Street in the Temescal Neighborhood District. The property contains three vacant commercial buildings facing Broadway and 49th Street, vacant parcels facing 51st Street and Desmond Street and three billboard structures. The proposal includes the removal of all of the buildings and billboards. The property is located across from the new mixed-use residential (senior housing) and commercial facility "Merrill Gardens", currently under construction, and the new "Safeway Shopping Center" development, both approved by the Planning Commission. The proposed application requires a decision by the Planning Commission, and by the Public Works/Tree Division for the Tree permits. Staff believes that the project will be a major improvement to the underutilized vacant property by developing an active, pedestrian-oriented urban site that would complement the neighborhood and meet the City's General Plan goals and objectives. Staff recommends approval of the project subject to the required Findings **(Attachment A)** and Conditions of Approval. **(Attachment B)**

PROPERTY DESCRIPTION

The development proposal is located on a 1.38+/-acres (60,173 square foot) property that is bounded to the east by Broadway, south by 51st Street, north by 49th Street and west by Desmond Street. The property has three one-story unoccupied and disrepair commercial buildings, three billboards and large vacant parcels surrounded by a chain-link fence. All of the buildings and billboards will be removed. The property also has six curb cuts (driveways) along Broadway, 51st Street, 49th Street and Desmond Street that will be removed, and five street trees along 51st Street and Desmond Street (four will be preserved and one removed), located near 51st Street and Broadway. At the intersection of Broadway and 51st Street, the street grade gradually slopes down to the south and west, but most of the property is fairly level. The property is divided by two zoning boundary districts, the CC-2 Community Commercial Zone (3/4 of the site) and the RM-1 Mix-Use Residential Zone (the remaining1/4 of the site). The property is surrounded by a mix of commercial and residential uses, and is nearby other institutional facilities such as Oakland Tech High School and California College of the Arts. In 2013 and 2014, two separate new projects were approved by the Planning Commission. One is the redevelopment of the Rockridge Safeway Shopping Center (File: CMDV09135), located to the northeast, across Broadway and Pleasant Valley Avenue. The other one is the Merrill Gardens mixed-use senior housing residential and commercial facility (File: DR13320), located to the north across 51st Street, and is currently under construction.

PROJECT DESCRIPTION

The applicant proposes to construct a mixed-use residential and commercial development composed of a two-story, four-story and five-story building that will cover approximately three-quarters of the property area. The proposal will contain 126 residential apartment units, four ground-floor retail units, an underground parking garage, a surface parking lot, and four single-family townhouse style units. The residential units will range from studios, one-bedroom to two-bedrooms, totaling approximately 199,897 square feet of floor area. The ground-floor will contain three retail units located at the corner of Broadway and 51st Street, and one retail unit at the corner of Broadway and 49th Street, totaling approximately 8,642 square feet of floor area. The underground garage will contain two parking levels (P1 and P2) to accommodate a total of 167 parking spaces that include a combination of regular, intermediate and

compact spaces. The vehicular entry to the garage will be from 49th Street, and will be reserved for the residential tenants and commercial patrons. The transparent metal roll-up garage door will remain open during the business hours for the commercial tenants. Abutting the garage driveway to the west and outside the building, a new separate non-commercial driveway will be used only for moving trucks servicing tenants' move-ins/move-outs. (Note: commercial delivery activities would be made on the curbside at 51st Street and Broadway).

Access to this driveway will be from 49th Street and includes a loading zone at the end of the driveway and within the envelope of the underground garage at level P1. On both sides and along the length of this driveway, raised planters are proposed, including a post with a chain to gate the driveway when is not in use by the residents. In addition, the proposal will include a surface parking lot for 16 parking spaces, and will be accessed from 51st Street. The parking lot is well screened by a mix of trees, planters, shrubs and groundcovers. The parking lot will be utilized by the patrons of the commercial units, and does not contain a driveway gate at this time. An enclosed trash enclosure is proposed and located to the southeast corner of the parking lot, and the trash will be picked up twice per week or more as needed, during day time hours. The project proposal will also include four two-story townhouses, located on Desmond Street. Each of the townhouse units contains three-bedrooms, an underground two-car garage and rear yards. Each townhouse will have its own lot, separate driveway, garage and rear yards. Furthermore, the project proposal includes a subdivision to reconfigure the existing nine parcels into five new parcels. The multi-story apartments and commercial units will be located within the reconfigured parcel (Lot 5). Respectively, each of the townhouse units will be located within its own reconfigured parcel, (Lots 1-4).

In Lot 5, the portion of the five-story mixed-use building footprint (53 +/- feet high) extends from the northeast at the corner of 51st Street and Broadway to the south side center of the property. The portion of the four-story building (49.5+/- feet high) extends from the center of the property to the south end at the corner of Broadway and 49th Street. The portion of the two-story building (20+/- feet high), located in the center of the property extends to the west from the rear of the five-story building to break up mass as it steps down towards the adjacent residentially-zoned properties, located on Desmond Street. The mixed-use building also contains a landscaped courtyard that includes raised vegetable planters and a dog-run. The proposal includes a landscaped rooftop deck with seating furniture and a wooden arbor to be used by the residents only, located on the fourth floor of the southeast building.

In Lots 1-4, the two-story 30 feet high townhouses contain similar footprints to relate with the architectural context of the traditional residential buildings along Desmond Street. In the center of Lot 2 and Lot 3, the proposal includes a large landscaped courtyard to create an outdoor area and to compliment the building design. The residential buildings also contain understory garages and rear upper decks.

The project development includes street improvements around the property and at some street intersections. The applicant proposes new sidewalks and gutters, street curbs, and a 20 feet radius curb at the intersections of Broadway and 51st Street, including Desmond Street and 51st Street. The proposal includes improvements to portions of the existing median located on 51st Street and Broadway. The tip of the easterly concrete median will be removed from the existing pedestrian crosswalk across 51st Street to improve accessibility. In addition, the project includes sidewalk improvements, alterations to the median and installation of new pedestrian crosswalk to the west at the intersection of 51st Street and Coronado Avenue. The two existing ramps, curbs, gutters and sidewalks, located to the northwest and southwest at this intersection will be replaced. Also, a portion of the existing landscaped median at the intersection of 51st Street and Coronado Avenue will be removed, and a 10 feet wide concrete paving refuge crosswalk will be installed along with a new pedestrian crosswalk across the east and west bound 51st Street. The street improvements include the installation of detectable warning signs. (See Civil plans, sheet C04.)

GENERAL PLAN ANALYSIS

The development proposal is located in the Community Commercial and Mixed Use Classification of the Oakland General Plan Land Use and Transportation Element (LUTE). First, the intent of the Community Commercial is *"to identify, create, maintain and enhance areas suitable for wide variety of commercial and institutional operations along the City's major corridors and in shopping districts and centers. The desired character and uses in the community commercial districts may include neighborhood center uses and large scale retail and commercial uses, such as auto related businesses, business and personal services, health services and medical uses, educational facilities and entertainment uses. The community commercial areas can be complemented by the addition of urban residential and compatible mixed use development. The Community Commercial General Plan area allows a maximum FAR of 5.0."* The project proposal will create and enhance the desired character of the community commercial area by developing a mixed-use residential and commercial facility on an underutilized vacant property. The project will be located along Broadway and 51st Street, a major corridor and across from the Safeway Shopping Center. The floor area ratio (FAR) for the project site is 4.0, which is well below the maximum.

Second, the intent of the Mixed Use is *"to create, maintain and enhance residential areas typically located near the City's major arterials and characterized by a mix of single family homes, townhouses, small multi-unit buildings and neighborhood business where appropriate. The desired character and uses for future development should be primarily residential in character, with live-work types of development and small commercial enterprises..." The density development of single family homes, townhouses and small multi-unit buildings is allowed in this classification. The maximum allowable density in these areas is 30 principal units per gross acre.* The proposal will create and enhance the desired character and uses that exist in the area because the proposal will include the new construction of townhouses, and will also be within the prescribed density in this classification. Overall, the project will be consistent with the following General Plan policies listed below, which are applicable to the project. Staff provides a summary analysis for each of the policies to demonstrate that the project is consistent with the policy.

Policy N1.1 / *Concentrating Commercial Development: Commercial development in the neighborhoods should be concentrated in areas that are economically viable and provide opportunities for smaller scale, neighborhood-oriented retail.*

The project is located in one of the major corridors in the Temescal District, and is also surrounded by a mix of residential and commercial properties. The proposal includes approximately 8,642 square feet of new commercial floor area that would provide business opportunities to small scale businesses and will serve the needs of the surrounding neighborhoods.

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

The project will facilitate the new construction of 126 regular residential units on a property that has been vacant and underutilized for many years. The new residential development will provide the much needed housing to meet population growth, especially in urban areas such as Temescal neighborhood.

Policy N3.2: *Encouraging Infill Development. In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.*

The project is located in a commercial and mix residential zone area and near public transportation. The development includes the construction of different size of residential units in a centralized urban area that will meet the living style of Oakland residents.

Policy N3.5: *Encouraging Housing Development. The City should actively encourage development of housing in designated mixed housing type and urban housing areas through regulatory and fiscal incentives, assistance in identifying parcels that are appropriate for new development and other measures.*

The project is located in a property that is zoned commercial and mixed housing where high and medium residential development is encouraged. The prescribed regulations of the CC-2 and RM-1 zone including the flexibility of the Planned Unit Development standards would make this site suitable and feasible.

Policy N3.8: *Required High-Quality Design. High quality design standards should be required of all new residential construction. Design requirements and permitting procedures should be developed and implemented in a manner that is sensitive to the added cost of those requirements and procedures.*

The project is designed by professional architects that creates an integrated urban design, provides high quality materials, finishes and details thus providing a visual interest at this underutilized vacant site.

Policy N3.9: *Orienting Residential Development. Residential development should be encouraged to face the street and to orient their units to desirable sunlight and view, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure.*

The project faces four different streets and is designed for the residential units to get the desirable sunlight. The multi-story building contains a building layout that is step back to provide reasonable distance to the west neighboring properties in order to maintain reasonable sunlight and privacy. The proposal includes open space to meet the needs of the residents and includes a mix of landscaping and hardscape to minimize potential noise issues to surrounding properties.

Policy N3.10: Guiding the Development of Parking. Off-street parking for residential buildings should be adequate in amount and conveniently located and laid out, but its visual prominence should be minimized.

The project development provides off-street parking more than what is required and is conveniently located in the property. The proposal includes underground parking and the surface parking lot is appropriately screened by landscaping to minimize its visibility from the surrounding properties and street.

Policy N6.1: Mixing Housing Types. The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of income.

The project will provide a mix of housing types that range from studios, one-bedroom and two-bedroom units including townhouses on separate lots of different sizes that would be suitable for households of different incomes and needs.

Policy N7.1: Ensuring Compatible Development. New residential development in Detached Unit and Mixed Housing Type areas should be compatible with the density, scale, design and existing or desired character of surrounding development.

The project includes the development of four townhouses in the Mixed Housing Type area, located on Desmond Street where there is a mix of single-family and multi-family dwellings. The project is

compatible to the context of the surrounding residential properties because it contains similar design and scale thus meeting with the character of the traditional neighborhood.

Policy N8.2: Making Compatible Interface Between Densities. The height of development in urban residential and other higher density residential areas should step down as it nears lower density residential areas to minimize conflicts at the interface between the different types of development.

The project is designed to minimize its mass and height by managing the building footprint so that it is not seen out of scale with the neighboring residential properties. The building steps down to the west, and provides design articulation so that is compatible with the surrounding lower density properties.

ZONING ANALYSIS

The mixed-use residential and commercial proposal is in the CC-2 Community Commercial Zone; and the single-family townhouse unit proposal is in the RM-1 Mixed-Use Residential Zone. The intent of the CC-2 zone is *"to create, maintain, and enhance areas with a wide range of commercial businesses with direct frontage and access along the City's corridors and commercial areas."* In the CC-2 zone, the proposal for the combined residential and commercial development is a permitted activity and facility. The intent of the RM-1 zone is "*to create, maintain, and enhance residential areas characterized by a mix of single family homes and duplexes, and neighborhood businesses where appropriate.*" In the RM-1 zone, the proposal for the four-unit townhouse development is both a permitted activity and facility type. As part of this proposal, the applicant requests a Preliminary and Final Planned Unit Development (PUDF) permit. Per Sections 17.140.030 and 17.140.060, the Planning Commission is the decision making body for this application. The development proposal complies with all other zoning standards, and it is also required to meet the applicable Findings are as follows: Section 17.140.080 for Plan Unit Development Permit Criteria, Sections 17.136.050(A) and 17.136.050(B) for Regular Design Review. These required Findings will be analyzed within the Findings section in this report. **(See Attachment A)**

The following summary table depicts the project's zoning regulation comparison:

Standards	**Requirement**	**Proposed**	**Comment**
Minimum Lot Area			
CC-2 Zone:	4,000-sf	51,923-sf	Meets Code
RM-1 Zone:	5,000-sf	2,062-sf	See PUD Criteria
Minimum Lot Width Mean			
RM-1 Zone:	45 feet	27.5 feet	See PUD Criteria
Building Setbacks			
Minimum Front			
CC-2 Zone/ RM-1 Zone:	0 feet / 20 feet	1-7 feet / 13 feet	See PUD Criteria
Minimum Interior Side			
CC-2 / RM-1:	5 feet / 5 feet	21 feet / 5 feet	Meets Code
Minimum Rear			
CC-2 / RM-1:	15 feet / 15 feet	21 feet / 16 feet	Meets Code

Standards	Requirement	Proposed	Comment
Building Height			
CC-2 Zone/ Height Area 60: CC-2 Zone/ Height Area 45:	60 feet (max) 45 feet (max)	53 feet 58 feet	Meets Code See PUD Criteria
RM-1 Zone:	30 feet (max)	30 feet	Meets Code
Maximum Density			
(CC-2 Zone) /Lot 5			
Height Area 60: Height Area 45:	42 dwellings (375 sf of lot area per unit) 66 dwelling (450 sf of lot area per unit) [max allowed: 108 units]	In Height Areas 60 and 45: Total of 126 dwellings	See PUD Criteria
(RM-1 Zone) / Lots 1-4:	1 dwelling per lot	1 dwelling per lot	Meets Code
Usable Open Space			
Group Open Space:	6,300-sf	6,940-sf	Exceeds Code
Private Open Space:	7,560-sf	9,550-sf	Exceeds Code
Off-Street Parking Spaces			
Commercial Use:	22 spaces (1 space per 400-sf of retail area)	53 spaces	Exceeds Code
Residential Use: Apts. / Townhouses	130 units (1 space per unit)	187 spaces	Exceeds Code

COMMUNITY MEETINGS SPONSORED BY APPLICANT

As part of this proposal, the applicant indicated that several meetings were held with neighborhood residents from 2013 to 2015, and submitted the following summary of the main issues discussed:

October 21, 2013-

- Over size of the retail area at the corner of Broadway/51st St and Broadway/49th St.

- Surface parking lot at the corner of 51st St/Desmond St not a good use. Construction of single-family residences was suggested.
- Building height of 60 feet along Broadway not appropriate, and design is out of scale with the neighborhood.
- Location of underground garage on 49th St may not be appropriate.

December 12, 2013-

- Building height reduction to 45 feet along Broadway is an improvement.
- Smaller retail spaces along Broadway are better than one large space.
- Proposal of townhouses on Desmond St is a better alternative.
- Revised building design and materials are an improvement.
- Concerns were raised about shadow casting, noise and privacy into neighboring properties. Concerns also included top of building design appearing like an office, lack of articulation along the parapet and noise from mechanical units from the building roof. Additional shadow studies were requested.

January 13, 2014-

- Revised building elevations were presented and positive feedback was received.
- New shadow studies were shown that compared the building envelope between the City's design review criteria and the project's revised design.
- New concerns about the location of the project's southwest roof deck projecting towards the abutting properties.

September 16, 2014-

- Building elevations were presented from past three meetings to show the design improvements of the project, and choices of building colors were discussed.
- The introduction of a roof deck along Broadway was favorably considered.
- New concerns raised about the need of additional bicycle parking even though it met City standards.

February 9, 2015-

- Summary of the project revisions was discussed.
- New elevation renderings of the revised project from Desmond St and 49th St were presented.
- The addition of a new bicycle repair/storage facility was favorably considered.
- Street improvements such as new crosswalks and ramps were shown on plans.

ENVIRONMENTAL DETERMINATION

The development proposal is categorically exempt from the environmental review requirements pursuant to Section 15332 for In-Fill Development Projects. Project consultants, Lamphier-Gregory prepared and submitted on behalf of the City a technical report for Class 32 CEQA Exemption that analyses the project. A copy of this report is available for review on file at the City of Oakland Bureau of Planning.

The criteria for the In-fill exemption follow with a brief summary of staff's analysis:

a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

As described in the General Plan analysis section within this report, the project is consistent with the applicable General Plan policies including the Community Commercial and Mixed Use designation.

The zoning analysis and required findings section in this report demonstrate that with the approval of the Planned Unit Development and Design Review, the project is consistent with the Planning Code.

b) **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The proposal is within the Oakland city limits and takes place on a 1.38+/- acres property that contains vacant commercial buildings and lots. The property is in an urban setting, surrounded by existing and newly approved high residential uses that include a large shopping center to the northeast, commercial facilities to the north and south, and to a mix of single and multi-family residential facilities to the west.

c) The project site has no value as habitat for endangered, rare or threatened species.

The proposal is on site that has been developed with commercial buildings and billboards. The property is located in an urbanized setting, and does not pose a value for habitat to endangered, rare or threatened species.

d) **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

The traffic analysis report reviewed six different key intersections in the vicinity of the project site: 51st St/Desmond St, 51st St/Project Driveway, 51st St/Pleasant Valley Ave/Broadway, 49th St/ Desmond St, 49th St/Project Driveway and 49th/Broadway. The proposed traffic operations under the existing and 2035 conditions show that the existing plus project at these intersections would continue to operate at acceptable LOS (Levels of Service), with the exception of 51st St/Desmond St intersection during the weekday PM peak hour. At this intersection, the stop-controlled northbound approach currently operates at LOS D without the project and would operate at LOS E with the project. A significant impact at an unsignalized intersection is identified if the project causes the intersection to meet a peak-hour signal warrant. The proposed project would not cause this intersection to meet the peak-hour signal warrant; and the project would not cause a significant impact at the study intersections under existing plus project conditions. Also, based on the published (9th Edition) Institute of Transportation Engineers (ITE) in trip generation, the project is estimated to generate approximately 1,166 daily, 87 AM peak hour, 100 PM peak hour, and 98 Saturday peak hour trips. The Saturday trip generation overestimates the trip generation by assuming that the three project components would peak at the same time.

The noise measurement analysis studied seven different locations around the project site. Traffic noise measurements for the existing area plus project were also conducted for cumulative noise impacts and were found to be limited. The analysis predicted an increase of noise level in the future; however, the increase of noise levels is less than the City of Oakland's 5 dBA threshold of significance, thus it is a less than significant cumulative impact. In addition, the analysis included potential noise impacts related to project construction, and found it to be limited. The City standard noise reduction measures or other applicable conditions would be included into the project Conditions of Approval. Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of the Oakland Planning Code and Municipal Code.

In the air quality analysis report, using the Bay Area Air Quality Management District (BAAQMD) Guidelines finds that the proposed project would result in a less than significant impact to localized CO (Carbon Monoxide) concentrations. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The transportation impact assessment demonstrates that the project is consistent with the applicable congestion management plan; and that

the traffic volume at Broadway/51st St/Pleasant Valley Ave is substantially less the 24,000 vehicles per hour. So, the project is considered to result in a less than significant impact relative to this criteria.

The water quality analysis report indicates that the proposed project is within the City of Oakland, and is subject to mandatory water quality requirements imposed as a condition of construction. The project site is substantially covered by buildings and paved surfaces and is not located nearby a watercourse. In addition, the project would not increase impervious surfaces above existing conditions, and not alter the flow of storm water which is presently directed to the curb/gutter of abutting streets. The project will be subject to best management practices for both construction and post-construction, during grading, filtration and other similar requirements. With implementation of mandatory stormwater quality treatment methods, the project would result in a Less Than Significant Impact.

e) The site can be adequately served by all required utilities and public services.

The proposed project is located in a developed site and is surrounded by a mix of commercial and residential uses including public transit. The development proposal can be served by existing and/or improved utility and public services.

PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

Section 15183 of the State of California Environmental Quality Act (CEQA) Guidelines provides for the streamlined review of projects that are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified. For these types of development projects, additional environmental review is limited to a technical analysis of whether project-specific effects are peculiar to the project or its site. Based on the Class 32 report submitted, the project proposal is consistent with the development density of the City's 1998 Land Use and Transportation Element ("LUTE") of the General Plan, and to the 2007-2014 Housing Element for which, an EIR was certified for each of these documents. As indicated in the analysis report for Class 32, the issues relating transportation, air and noise were evaluated and determined to not result in any significant effects.

KEY ISSUES

Planned Unit Development (PUD)/Bonuses

The intent of the Planned Unit Development permit is to create large types of comprehensive projects that adheres to an integrated plan on a single tract of land or on two or more tracts of lands, and that is consistent with the surrounding neighborhood development pattern. The PUD/ Bonuses section contains exceptions from the applicable zoning regulations that may be permitted upon the approval of a request for a PUD permit. Per Section 17.142.100 (E) and (G), the applicant is requesting approval for the following Bonuses:

- Increase in Overall Density (residential dwellings)
- Waiver for Heights (Building height in Area 45)
- Reduction of Lot Area (Lots 1-4/ Townhouses)
- Reduction of Lot Width Mean (Lots 1-4/ Townhouses)
- Reduction of Setback Yards (Front yards for townhouses)

While the CC-2 Community Commercial Zone allows a mix of large commercial and residential development along City's major corridors and near shopping districts and centers (Rockridge Safeway

Shopping Center across Broadway/Pleasant Valley Ave.), and the City's General Plan (Community Commercial) whose policy framework envisions and supports Grow and Change in active urban transit areas, the proposed project is designed to lessening potential impacts to the westerly residentially-zoned (RM-1) properties. Staff believes that applying the bonuses for all of the applicable standards would be warranted.

The following is a summary of the requested exceptions under the PUD Bonuses:

Increase in Overall Density-

The PUD/Bonuses indicates that the maximum overall number of residential units may be increased up to 33%. The proposal seeks to increase the maximum residential density of the project for up to 20% (allowed=108, proposed=130 units).

Waiver for Building Height/ (Height Area 45):

The PUD/Bonuses indicates that the maximum height can be waived or modified including other dimensional requirements for the purpose of promoting an integrated site plan. The proposal seeks to increase the height over the maximum 45 feet permitted for a section of the mixed-use building, where approximately 58 feet is proposed. The middle top section of the building envelope, located near Broadway, and which is over 45 feet, covers about a half-size of the top building footprint in the Height Area 45. See red hatched area on sheet A3.1B.

Minimum Lot Area (Lots 1-4/ Townhouses)-

The PUD/Bonuses indicates that the minimum lot area can be waived or modified to promote an integrated site plan. The proposal seeks to reduce the lot area for each of the proposed four residential lots facing Desmond Street, where 5,000 square feet is the minimum required in the RM-1 Zone, and approximately 2,062 square feet is proposed for each lot. In order to promote, support and continue with the context of the neighborhood, the project includes the construction of four single-family dwellings. This proposal would create and continue with the established development pattern along Desmond Street.

Minimum Lot Width Mean (Lots 1-4/ Townhouses)-

The PUD/Bonuses indicate the minimum lot width mean for properties in the RM-1 Zone where 45 feet is required, and approximately 27.5-ft is proposed for each of the residential lots. As part of the PUD, the proposed buildings are designed to be compatible with the lot configuration where setbacks are provided, and as a whole the lots would fit in with the context of the surrounding properties whose lots have similar width configuration.

Reduction of Setback Yards (Front Yards for Townhouses)-

The PUD/Bonuses may waive the minimum front yard setbacks for properties in the RM-1 Zone where 20 feet is required, and approximately13 feet is proposed for each of the townhouses on Desmond Street. There are residential buildings along Desmond Street whose building footprints have setbacks similar to the ones being proposed for the four townhouses. Given that there is a pattern of similar development in the neighborhood, the proposal will keep in with the established character in the neighborhood.

Building Design

The design of the mixed-use residential and commercial buildings contains architectural elements such as bay windows, cornices, gable roof, horizontal siding, brick and stucco materials to tie into the context of the neighborhood. The design of the building facing Broadway/51st St/49th St contains contemporary architectural features that have a rhythm pattern to reinforce the setting of an urban environment. The

building design along Broadway steps down with the grade, has large bay windows, variety of wall planes and prominent storefront glazing to create visual interest and distinction. The property is located on a major corridor with nearby properties along Broadway that are mostly two-story buildings with undistinguished design. The project contains a distinctive building design with a variety of architectural expression that contributes to the best qualities for an urban setting, and meets the vision of the City's General Plan for growth and change. Furthermore, the design of the building facing west and into the residentially-zoned properties contains architectural features that contribute to the transition for a desirable and consistent height context. The building design creates a transition from the larger development to the lower density residential properties by stepping down into the rear to approximately relate to the height of the adjacent buildings. The project also includes landscaping, fences and courtyards to create transition and improve screening between the project and existing neighboring buildings. The proposal includes a post with a metal chain as a barrier at the entry of the open non-commercial driveway west of the building. The proposal also includes single-family residences (townhouses) on Desmond Street that fit with the context of the residentially-zoned properties. The design of the townhouses is more traditional that includes architectural elements such as gable roof, bay windows, front porches, horizontal siding and stucco, thus creating and maintaining the setting of the residential properties.

Vesting Tract Map Subdivision

The subdivision permit is to reconfigure and merge the nine existing parcels into five new parcels for the new mixed-use facility. The subdivision will result with one large new parcel (Lot 1) for the mixed-use residential and commercial building, and four new parcels (Lots 2-5) for the four single-family townhouses. All of the lots will have frontages and access to public streets. The total lot area for the new reconfigured parcels will remain the same at 1.38+/-acres (60,173 square foot). The subdivision permit includes site and public improvements as required under the submittal of the Preliminary and Final Planned Unit Development permit. The City Engineer reviewed the proposed Subdivision Map and provided written comments as part of the approval permit for this application. Eventually, the applicant will submit a final map for review and approval by the City Engineer prior the property owner files the vesting map with the Alameda County Recorder's Office.

CONCLUSION

In summary, staff believes that the proposed project meets the primary goal of providing new housing units and ground-floor retail uses on an underused vacant buildings and lots. The proposal conforms with the City's General Plan policies and CC-2 Commercial Zone standards by creating and concentrating mixed-use facilities in major corridors and in viable commercial areas that lead to the success of urban neighborhoods. The Planned Unit Development (PUD) and Regular Design Review permits are warranted and are not anticipated to create adverse impacts. Staff determines that the application meets the required findings **(See Attachment A)**, and recommends approval by the Planning Commission, subject to the Conditions of Approval. **(See Attachment B)**

RECOMMENDATIONS

1. Affirm staff's Environmental Determination.

2. Approve Planned Unit Development and Regular Design Review permits, subject to the attached findings and conditions of approval.

Prepared by:

Mike Rivera
Planner II, Major Projects
Bureau of Planning

Approved by:

Robert D. Merkamp
Development Planning Manager
Bureau of Planning

Approved for forwarding to the
City Planning Commission:

Darin Ranelletti, Deputy Director
Bureau of Planning

ATTACHMENTS

A. Regular Design Review and Planned Unit Development Findings
B. Conditions of Approval
C. Revised Design Plans, submitted on February 27, 2015
D. Class 32 CEQA Analysis Report, dated January 15, 2015

ATTACHMENT A

Findings for Approval

The findings required for granting approval for this application for Planned Unit Development and Regular Design Review are (shown in **bold**) found in Sections 17.136.050(A), 17.136.050(B), and 17.140.080 and the reasons this proposal satisfy these findings, are as follows:

SECTION 17.136.050(A)-REGULAR DESIGN REVIEW FINDINGS
For Residential Facilities

1. **That 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 texture.**

The proposal consists of a multi-story residential facility (apartments) that fronts on Broadway/51st St/49th St., and the residentially-zoned properties to the west. The proposal also includes single-family residences (townhouses) that fronts on Desmond St. The project is designed to contribute to the urban setting, where architectural elements such as building composition, interesting design details and high quality materials are expected along major commercial corridors such as Broadway. The project is also designed to fit with the context of the lower-density mixed-use residentially zone properties. The building steps down to the west, has different wall planes, contains large bay windows, projecting and recessed balconies, wood arbors, horizontal cornices metal wall awnings and landscaped terraces to minimize mass and create a desirable height consistent with the context of the neighborhood. The project incorporates a variety of materials such as metal panels, brick veneer, cement siding and plaster, concrete masonry, steel decks and aluminum windows to provide visual interest. The four townhouses incorporate traditional design elements such as double gable roof, bay windows, porches, horizontal and stucco siding to fit with the setting of the traditional homes in this established neighborhood.

2. **That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics.**

The proposal will enhance the neighborhood setting by creating a well-designed multi-story residential facility in the commercial zone and along Broadway, 51st St. and 49th St. The project contains interesting architectural elements and will contribute to the enhancement of the urban setting context. The west side of the residential facility is also designed to break up the mass and reduce the building height by stepping back the building and applying different wall planes to reduce visual scale from the abutting one-unit and two-unit residential facilities. The townhouses with their traditional design will also enhance the desirable neighborhood that has a mix of Craftsman's and Bungalow style buildings.

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

The proposal will require grading for the underground garage, but will be sensitive to the surrounding topography within the site. The grade along Broadway slopes north to south, and the grade along 51st St slopes east to west will not be altered. The project intends to limit the grade along the streets by stepping the building with the existing topography. The project plans to protect all of the surrounding street trees, except one. The proposal includes a variety of new landscaping along the streets and within the site to enhance outdoor recreational areas, provide privacy and compliment the building. The proposal includes a post with a metal chain as a barrier at the entry of the open non-commercial driveway, located to the west of the underground garage. To compliment with the building design and to prevent commercial loading vehicles from parking on this narrow non-commercial driveway, staff

recommends a condition that the proposed post and metal chain is replaced with a low decorative gate. See Condition of Approval #66.

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

The proposal is not located on a hill site.

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

The proposal conforms in all respects to the Oakland General Plan and is consistent with the City's policy framework for providing development of infill sites along major corridors.

SECTION 17.136.050(B)-REGULAR DESIGN REVIEW FINDINGS
For Non-Residential Facilities

1. **That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result in a well-composed design, with consideration given to site, landscape, bulk, height, arrangement, texture, materials, colors, and appurtenances; the relation of these factors to other facilities in the vicinity; and the relation of the proposal to the total setting as seen from key points in the surrounding area. Only elements of design which have some significant relationship to outside appearance shall be considered, except as otherwise provided in Section 17.136.060.**

The proposal for the ground-floor commercial area over the multi-level residential facility fronts Broadway/51st St/49th St, and contains high proportion of glazing surfaces for the storefronts. The commercial storefront provides architectural interest by having a curved façade at the corner of Broadway/51st St, façade recesses, vertical bays, a mix of materials such as brick veneer, cement plaster, cement siding boards and landscaping that includes street trees and/or raised planters, ground shrubs and ornamental plantings along the bottom edge of the storefront.

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

The proposal for the ground-floor commercial area contains interesting architectural features and quality materials that result with an attractive design suitable for a commercial corridor. The project design will improve the area by replacing this underused vacant property with a large commercial storefront that will help to increase the value of private and public investment in this thriving neighborhood.

3. **That 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 have been adopted by the Planning Commission or City Council.**

As described in the body of this report, the proposal will conform to the policies and objectives of the City's General Plan, and the Design Guidelines for corridors and commercial areas.

SECTION 17.140.080- PLANNED UNIT DEVELOPMENT PERMIT CRITERIA

1. **That the location, design, size, and uses are consistent with the Oakland General Plan and with any other applicable plan, development control map, design guidelines, or ordinance adopted by the City Council or Planning Commission.**

   The proposal is located in an urbanized setting and surrounded by a mix of commercial and residential properties at a prominent location, Broadway and 51st Street. As described in the general plan section in this report, the project provides the mix of uses and architectural attributes that makes this location attractive as is situated along a major transit corridor. The size of the mixed-use residential and commercial building is compatible for this large property because it fronts four streets, the multi-level residential building is step back and provides mass articulation to the lower-density residential homes. The project meets the design guidelines for properties along corridors and commercial areas.

2. **That the location, design, and size are such that the development can be well integrated with its surroundings, and, in the case of a departure in character from surrounding uses, that the location and design will adequately reduce the impact of the development.**
   The proposal is designed for the multi-story building to maximize its height along Broadway, 51st St/49th St, while minimizing the height and mass to the west and adjacent to the low-density residences. The project seeks bonuses through the PUD permit to increase the maximum residential density by 22 units or 20%. This includes waivers to increase the building height from 45 feet to 58 feet for the middle section of the building along Broadway, reduce the minimum lot area, width and front yard for the four townhouses on Desmond St. Staff finds that the requested bonuses for residential density and building height can be justified because the project is designed to fit better in an urban environment, mostly found in major corridors and commercial districts. The project also uses techniques such as stepping back the building stories, recessing the walls, articulating the mass and including a variety of landscaping to create transitions and minimize impacts to neighboring properties. Further, justification can be made for waiving the minimum lot area, width and front yards because the configuration of the lots, the layout of the buildings and the design of the townhouses will be compatible within the PUD and with the surrounding properties.

3. **That the location, design, size, and uses are such that traffic generated by the development can be accommodated safely and without congestion on major streets and will avoid traversing other local streets.**

   The proposal for the mixed-use residential and commercial facility is located on a large property that will have onsite parking for the residential tenants and commercial patrons. Based on the transportation analysis prepared by Lamphier-Gregory consultants, the project will not exceed the Levels of Service (LOS), and the threshold for maximum vehicle capacity, trip generation and queuing. The project will not cause vehicles to traverse nearby local streets because it is expected that most vehicles traveling to and from this site will use the major corridors.

4. **That the location, design, size, and uses are such that the residents or establishments to be accommodated will be adequately served by existing or proposed facilities and services.**

   The proposal for the mixed-use project will provide the necessary facilities and services to the residents and commercial patrons. It is expected that services such as water, gas, light and trash will be provided by the property owner.

5. **That the location, design, size, and uses will result in an attractive, healthful, efficient, and stable environment for living, shopping, or working, the beneficial effects of which environment could not otherwise be achieved under the zoning regulations.**

The proposal will create residential and commercial uses within a Planned Unit Development that has the flexibility to create a well-composed facility that will provide housing to all ages and retail services to the general public. The project will also create and attract living and shopping experience to the urban area that is also close to other commercial centers.

6. **That the development will be well integrated into its setting, will not require excessive earth moving or destroy desirable natural features, will not be visually obtrusive and will harmonize with surrounding areas and facilities, will not substantially harm major views for surrounding residents, and will provide sufficient buffering.**

The proposal and as described in the above findings, will be in scale with the site and neighborhood setting. The project will require grading for the underground garage except for the areas around the property. The mixed-use residential and commercial facility is designed to break up mass and the areas that exceed the maximum building height are adequate distanced from the residentially-zoned properties on the west. The project will not impact major views, and will provide a significant amount of new landscaping within and around the site to create screening and privacy between adjacent properties.

The Subdivision Findings required for granting approval for this application for Planned Unit Development are (shown in **bold**) found in Sections 16.24.040 and 16.08.030 of the Oakland Subdivision Regulations. The following are the reasons your proposal satisfy these findings:

SECTION 16.24.040- LOT DESIGN STANDARDS

A. No lot shall be created without frontage on a public street, as defined by Section 16.04.030, except:

1. **Lots created in conjunction with approved private easements.**
2. **A single lot with frontage on a public street by means of a vehicular access corridor provided that in all cases the corridor shall have a minimum width of twenty (20) feet and shall not exceed three hundred (300) feet in length. Provided further, the corridor shall be a portion of the lot it serves, except that its area (square footage) shall not be included in computing the minimum lot area requirements of the zoning district.**

The proposal to merge and reconfigure nine existing lots into five new lots will have street frontage on a public streets.

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

The reconfigured five new lots will provide side lot lines that are at right angles to the frontage of Broadway, 51st Street, 49th Street and Desmond Street.

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

The proposal will result with four reconfigured new lots for single-family dwellings, and one reconfigured new lot for a mixed-use facility. Through the Planned Unit Development (PUD) Bonuses, certain waivers for reducing lot area and width can be modified for the purpose of creating an integrated development. Based on the PUD criteria as described in the body of the project staff report, the applicable requirements of the designated four residential lots in the RM-1 Zone can be met.

D. Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area except:
1. Where the area is still considered acreage.
2. Where a deliberate change in the character of the area has been initiated by the adoption of a specific plan, a change in zone, a development control map, or a planned unit development.

The proposal is part of a Planned Unit Development where the new reconfigured four lots will result with an average lot size that would accommodate the proposed single-family dwellings, and will be to a certain degree compatible to some of the existing surrounding lots that have similar size.

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

The subdivision proposal is already developed with a commercial facilities. The property does not contain natural amenities such as out-croppings of rock, significant group of trees or creeks that will be affected within the two parcel subdivision.

SECTION 16.08.030 – TENTATIVE MAP FINDINGS (Pursuant to California Government Code Section 66474, Chapter 4 of the 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. The proposed map is consistent with the applicable general and specific plans as specified in the State Government Code Section 65451.

The proposal to merge and reconfigure nine existing lots into five new lots that will contain residential and commercial facilities will be consistent with the applicable Land Use Classification of the City's General Plan. The proposal will meet the Policies for commercial and residential development including other applicable zoning regulations as required.

B. That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

The subdivision proposal is consistent with the City's General Plan because each of the developed lots is designed to accommodate the new residential and commercial facilities and will have access from four different streets and will be served by public utilities.

C. That the site is physically suitable for the type of development.

The subdivision proposal will be suitable to accommodate the mixed-use residential and commercial facility. Furthermore, the reconfigured five lots will contain available infrastructure such as utilities, and vehicular and pedestrian access from the existing streets.

D. That the site is physically suitable for the proposed density of development.

The proposed development at this site is physically suitable for the requested residential density under the process and procedures of the Planned Unit Development (PUD) Bonuses, where increases in the overall density can be applied and justified.

E. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The subdivision proposal or improvements for development will not cause significant environmental damage because there are no fish or other wildlife within the property.

F. That the design of the subdivision or type of improvements is not likely to cause serious public health problems.

The proposal is not likely to cause any serious public health problems because the properties do not contain any known environmental hazards such as contaminated soils or other toxic substances. The properties are also served by public water and sewer service.

G. That the design of the subdivision or the type of improvements will not 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).

The subdivision proposal will not conflict with any public rights-of-way or easements because property records provided by the applicant do not show any conflicts with city-owned property.

H. That the design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

The subdivision proposal that includes a mixed-use residential and commercial development will continue to provide a design that would allow natural heating or cooling opportunities.

ATTACHMENT B

CONDITIONS OF APPROVAL

The proposal is hereby approved subject to the following Conditions of Approval:

1. **Approved Use**
   Ongoing
   a) The project shall be constructed and operated in accordance with the authorized use as described in the application materials, and the *revised* design plans dated, **February 18, 2015,** and received **February 27, 2015** and as amended by the following conditions. Any additional uses or facilities other than those approved with this permit, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall require prior written approval from the Director of City Planning or designee.
   b) This action by the **City Planning Commission** ("this Approval") includes the approvals set forth below. This Approval is for the construction of a mixed-use residential and commercial development of 130 residential units, and ground-floor commercial units, including an underground garage and surface parking lot.

2. **Effective Date, Expiration, Extensions and Extinguishment**
   Ongoing
   Unless a different termination date is prescribed, this Approval shall expire **within two (2) years** from the approval date, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this permit, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit for this project may invalidate this Approval if the said extension period has also expired.

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

4. **Conformance with other Requirements**
   Prior to issuance of a demolition, grading, P-job, or other construction related permit
   a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.
   b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to

automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

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

Ongoing

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

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

c) Violation of any term, **Conditions** or project description relating to the Approvals is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approvals or alter these **Conditions** 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 Conditions of Approval.

6. **Signed Copy of the Conditions**

With submittal of a demolition, grading, and building permit

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

7. **Indemnification**

Ongoing

a) To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the City of Oakland Redevelopment Agency, the Oakland City Planning Commission and its respective agents, officers, and employees (hereafter collectively called City) from any liability, damages, claim, judgment, loss (direct or indirect)action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul, (1) an approval by the City relating to a development-related application or subdivision or (2) implementation of an approved development-related project. The City may elect, in its sole discretion, to participate in the defense of said Action and the applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

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

8. **Compliance with Conditions of Approval**

Ongoing

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

9. **Severability**

Ongoing

Approval of the project would not have been granted but for the applicability and validity of each and every one of the specified conditions, and 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. **Job Site Plans**

Ongoing throughout demolition, grading, and/or construction

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

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

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

The project applicant may be required to pay for on-call third-party special inspector(s)/inspections as needed during the times of extensive or specialized plancheck review or construction. The project applicant may also be required to cover the full costs of independent technical review and other types of peer review, monitoring and inspection, including without limitation, third party plan check fees, including inspections of violations of Conditions of Approval. The project applicant shall establish a deposit with the Building Services Division, as directed by the Building Official, Director of City Planning or designee.

12. **Required Landscape Plan for New Construction and Certain Additions to Residential Facilities**

Prior to issuance of a building permit

Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials installed pursuant to the approved plan shall conform with all provisions of Chapter 17.124 of the Oakland Planning Code, including the following:

a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species.
b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions.
c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant.

d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.

13. Landscape Requirements for Street Frontages

Prior to issuance of a final inspection of the building permit

a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning.

b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.

14. Assurance of Landscaping Completion

Prior to issuance of a final inspection of the building permit

The trees, shrubs and landscape materials required by the conditions of approval attached to this project shall be planted before the certificate of occupancy will be issued; **or a bond, cash, deposit, or letter of credit, acceptable to the City,** shall be provided for the planting of the required landscaping. The amount of such **or a bond, cash, deposit, or letter of credit** shall equal the greater of two thousand five hundred dollars ($2,500.00) or the estimated cost of the required landscaping, based on a licensed contractor's bid.

15. **Landscape Requirements for Downslope Lots**

Prior to issuance of a final inspection of the building permit

On downslope lots where the height of the rear elevation of the primary Residential Facility exceeds twenty-eight (28) feet, landscaping that meets the following requirements shall be planted to screen the rear face of the building:

a) A minimum of one (1) fifteen-gallon tree or five (5) five-gallon shrubs, or substantially equivalent landscaping as approved by the Director of City Planning, shall be provided for each fifteen (15) feet of lot width, measured at the rear face of the residence.

b) The landscape screening shall be elected and maintained such that it is sufficient in size within five (5) years of planting to screen, at a minimum, the lower ten (10) feet of the structure.

16. Landscape Requirements for Street Frontages

Prior to issuance of a final inspection of the building permit

On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

17. Landscape Maintenance

Ongoing

All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

18. Underground Utilities

Prior to issuance of a building permit

The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.

19. Improvements in the Public Right-of-Way (General)

Approved prior to the issuance of a P-job or building permit

a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW.

b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition.

c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.

d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

20. Improvements in the Public Right-of Way (Specific)

Approved prior to the issuance of a grading or building permit

Final building and public improvement plans submitted to the Building Services Division shall include the following components:

a) Install additional standard City of Oakland streetlights.

b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.

c) Reconstruct drainage facility to current City standard.

d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.

e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.

f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage.

g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.

Per the recommendations by City staff, and based on the project's Transportation Impact Analysis, the following supplements to the Standard Conditions of Approval (#20) shall be implemented:

a) Restriping the crosswalks and modify the medians on the northbound Broadway and eastbound 51st Street approaches to accommodate the relocated curb ramps.
b) Coordinate with the Merrill Gardens and Safeway projects, which will improve the northwest and southeast corners of the intersection respectively.
c) Provide a crosswalk across 51st Street at the west side of the intersection with Coronado Avenue that includes the following:
   - Modify median to allow for a 10-foot wide pedestrian refuge.
   - Install high-visibility ladder striping.
   - Install advance yield markings and signs.
d) To ensure adequate sight distance for vehicles, no on-street parking should be allowed within 20 feet of either side of the Project driveways. Street trees near driveway entrances should have 4-6 feet of clear vertical space between the sidewalk and the canopy

21. Payment for Public Improvements

Prior to issuance of a final inspection of the building permit

The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.

22. Compliance Matrix

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

The project applicant shall submit to the Planning and Zoning Division and the Building Services Division a **Conditions** compliance matrix that lists each condition of approval, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions. The applicant will sign the Conditions of Approval attached to the approval letter and submit that with the compliance matrix for review and approval. The compliance matrix shall be organized per step in the plancheck/construction process unless another format is acceptable to the Planning and Zoning Division and the Building Services Division. The project applicant shall update the compliance matrix and provide it with each item submittal.

23. Construction Management Plan

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

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

24. Parking and Transportation Demand Management

Prior to issuance of a final inspection of the building permit

The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan.

The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following:

a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects
c) Signage and striping onsite to encourage bike safety
d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials
e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.
f) Direct transit sales or subsidized transit passes
g) Guaranteed ride home program
h) Pre-tax commuter benefits (checks)
i) On-site car-sharing program (such as City Car Share, Zip Car, etc.)
j) On-site carpooling program
k) Distribution of information concerning alternative transportation options
l) Parking spaces sold/leased separately
m) Parking management strategies; including attendant/valet parking and shared parking spaces

Per the recommendations by City staff, and based on the project's Transportation Impact Analysis, the following supplements to the Standard Conditions of Approval (#24) shall be implemented:

a) The intent of the TDM plan shall be to 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) The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR):
   - Projects generating 50 to 99 net new AM or PM peak hour vehicle trips: 10 percent VTR
   - Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR

c) The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.
d) The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new AM or PM peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.
e) Consistent with the City of Oakland's requirements, consider including the following strategies as part of the required TDM program for the proposed project:

- Unbundle the cost of parking from the cost of housing where residents pay separately for their parking spaces.
- Designate dedicated on-site parking spaces for car-sharing.
- Provide long-term and short-term bicycle parking beyond the minimum required by City of Oakland Planning Code.
- Cooperate with City of Oakland and/or other regional agencies to allow installation of a potential bike share station along the project frontage.
- Designate a TDM coordinator for the project.
- Provide all new residents and employees with information on the various transportation options available.
- Provide residents and employees with free or partially subsidized transit passes.
- Make the unused residential parking spaces available to employees of the commercial uses.
- Limit most commercial parking spaces within the garage to two hours or less to promote parking turnover and ensure parking availability for Project customers.
- Limit on-street parking adjacent to the Project on Broadway and 51st Street to two-hours or less during business hours.
- Ensure that the long-term bicycle parking facility provides adequate space to meet or exceed the City of Oakland required bicycle parking spaces.
- Ensure that the long-term bicycle parking facility can be accessed through the project garage to minimize wrong-way travel by bicyclists approaching the site from the site and leaving the site to travel north.
- Provide AC Transit EasyPass to residents.

25. Dust Control

Prior to issuance of a demolition, grading or building permit

During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include:

a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
f) Limit the amount of the disturbed area at any one time, where feasible.

g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
h) 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.
i) Replant vegetation in disturbed areas as quickly as feasible.
j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
k) Limit traffic speeds on unpaved roads to 15 miles per hour.
l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.

26. Construction Emissions

Prior to issuance of a demolition, grading or building permit

To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

27. Days/Hours of Construction Operation

Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as follows:

a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.
c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
   i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.

ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.
e) No construction activity shall take place on Sundays or Federal holidays.
f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
g) Applicant shall use temporary power poles instead of generators where feasible.

28. Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

29. Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours).
b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours).

c) The designation of an on-site construction complaint and enforcement manager for the project.

d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

30. Interior Noise

Prior to issuance of a building permit and Certificate of Occupancy

If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:

(a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and

(b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.

(c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following:

i. Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.

ii. Prohibition of Z-duct construction.

31. Operational Noise-General

Ongoing.

Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

32. Construction Traffic and Parking

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

The project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of

this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.
d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.
e) Provision for accommodation of pedestrian flow.
f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces in the residentially zoned areas.
g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.
h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.
i) No materials or equipment shall be stored on the traveled roadway at any time.
j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.
k) All equipment shall be equipped with mufflers.
l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

33. Erosion and Sedimentation Control

Ongoing throughout demolition grading, and/or construction activities

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

34. Hazards Best Management Practices

Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

a) Follow manufacture's recommendations on 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) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.
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 applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in 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.

35. Waste Reduction and Recycling

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.

Prior to issuance of demolition, grading, or building permit

Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at **www.oaklandpw.com/Page39.aspx** or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

Ongoing

The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

36. Pile Driving and Other Extreme Noise Generators

Ongoing throughout demolition, grading, and/or construction

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;

d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and

e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

37. Lighting Plan

Prior to the issuance of an electrical or building permit

The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the

Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.

38. Asbestos Removal in Structures

Prior to issuance of a demolition permit

If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.

39. Tree Removal Permit

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

Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.

40. Tree Replacement Plantings

Prior to issuance of a final inspection of the building permit

Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria:

a) No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.

b) Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division.

c) Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.

d) Minimum planting areas must be available on site as follows:

i. For Sequoia sempervirens, three hundred fifteen square feet per tree;

ii. For all other species listed in #2 above, seven hundred (700) square feet per tree.

e) In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.

f) Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established.

g) The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.

41. Tree Protection Permit During Construction because trees are within 10 feet of construction

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

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:

a) 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 City Tree Reviewer. 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.

b) 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 City Tree Reviewer 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.

c) 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 Tree Reviewer 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 tree reviewer. 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.

d) 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.

e) 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 Agency of such damage. 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.

f) 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.

42. Archaeological Resources

Ongoing throughout demolition, grading, and/or construction

a) Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted.

b) Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

c) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.

d) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.

43. Human Remains

Ongoing throughout demolition, grading, and/or construction

In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

44. Paleontological Resources

Ongoing throughout demolition, grading, and/or construction

In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

45. Erosion and Sedimentation Control Plan

Prior to any grading activities

a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to,

such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

Ongoing throughout grading and construction activities

b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

46. Soils Report

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

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

A. Logs of borings and/or profiles of test pits and trenches:

a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.

b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.

c) All boring logs shall be included in the soils report.

B. Test pits and trenches

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

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

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

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

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

a) Site description;

b) Local and site geology;

c) Review of previous field and laboratory investigations for the site;

d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building;

e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist;

f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required;

g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report;

h) All other items which a Soils Engineer deems necessary;

i) The signature and registration number of the Civil Engineer preparing the report.

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

47. Fire Safety Phasing Plan

Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit

The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.

48. Stormwater Pollution Prevention Plan (SWPPP)

Prior to and ongoing throughout demolition, grading, and/or construction activities

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue though the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

49. Post-Construction Stormwater Management Plan

Prior to issuance of building permit (or other construction-related permit)

The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water

Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

a) The post-construction stormwater management plan shall include and identify the following:
   i. All proposed impervious surface on the site;
   ii. Anticipated directional flows of on-site stormwater runoff; and
   iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and
   iv. Source control measures to limit the potential for stormwater pollution;
   v. Stormwater treatment measures to remove pollutants from stormwater runoff; and
   vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.

b) The following additional information shall be submitted with the post-construction stormwater management plan:
   i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
   ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection
The applicant shall implement the approved stormwater management plan.

50. Maintenance Agreement for Stormwater Treatment Measures

Prior to final zoning inspection
For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

i. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and
ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

51. Stormwater and Sewer

Prior to completing the final design for the project's sewer service

Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

52. Exposure to Air Pollution (Toxic Air Contaminants)

a. ***Health Risk Reduction Measures***

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose **one** of the following methods:

i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.

ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:

- Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents, and other sensitive populations, in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
- The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods, if feasible.
- Sensitive receptors shall not be located on the ground floor, if feasible.

- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid popular (*Populus deltoids X trichocarpa*), and Redwood *(Sequoia sempervirens*).
- Within the project site, sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
- Within the project site, existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
- Within the project site, emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
  - Installing electrical hook-ups for diesel trucks at loading docks.
  - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  - Prohibiting trucks from idling for more than two minutes.
  - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.

When Required: Prior to approval of construction-related permit
Initial Approval: Planning and Zoning Division
Monitoring/Inspection: Building Services Division

b. ***Maintenance of Health Risk Reduction Measures***
Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.
When Required: Ongoing
Initial Approval Authority: N/A
Monitoring/Inspection/Enforcement: Building Services Division

53. Construction-Related Air Pollution Controls (Dust and Equipment Emissions)
Ongoing throughout demolition, grading, and/or construction
During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):

a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

f) Limit vehicle speeds on unpaved roads to 15 miles per hour.

g) Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.

h) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

i) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.

j) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

k) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.

l) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

m) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

n) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

o) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.

p) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

q) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

r) All trucks and equipment, including tires, shall be washed off prior to leaving the site.

s) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

t) Minimize the idling time of diesel-powered construction equipment to two minutes.

u) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board

v) (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

w) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

x) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.
y) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.

54. Exposure to Air Pollution (Toxic Air Contaminants: Particulate Matter)
Prior to issuance of a demolition, grading, or building permit

A. Indoor Air Quality: In accordance with the recommendations of the California Air Resources Board (CARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential health risk due to exposure to diesel particulate matter to achieve an acceptable interior air quality level for sensitive receptors. The appropriate measures shall include **one** of the following methods:

i. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to air polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

ii. The applicant shall implement all of the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These features shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and shall be maintained on an ongoing basis during operation of the project.

a) Redesign the site layout to locate sensitive receptors as far as possible from any freeways, major roadways, or other sources of air pollution (e.g., loading docks, parking lots).
b) Do not locate sensitive receptors near distribution center's entry and exit points.
c) Incorporate tiered plantings of trees (redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and the sensitive receptors.
d) Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds an efficiency standard of MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
e) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the pollutant sources.
f) Install indoor air quality monitoring units in buildings.
g) Project applicant shall maintain, repair and/or replace HV system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HV system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the CC&Rs for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HV system and the filters.

B. Outdoor Air Quality: To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

55. Exposure to Air Pollution (Toxic Air Contaminants: Gaseous Emissions)

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

A. Indoor Air Quality: In accordance with the recommendations of the California Air Resources Board (CARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential risk due to exposure to toxic air contaminants to achieve an acceptable interior air quality level for sensitive receptors. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to air polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

B. Exterior Air Quality: To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants

56. Compliance with the Green Building Ordinance, OMC Chapter 18.02

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

The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, OMC Chapter 18.02.

a) The following information shall be submitted to the Building Services Division for review and approval with the application for a building permit:
   i. Documentation showing compliance with Title 24 of the 2008 California Building Energy Efficiency Standards.
   ii. Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.
   iii. Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.
   iv. Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (b) below.
   v. Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.
   vi. Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.
   vii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

b) The set of plans in subsection (a) shall demonstrate compliance with the following:
   i. CALGreen mandatory measures.

ii. All pre-requisites per the **LEED / GreenPoint Rated** checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.

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

iv. All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Planning and Zoning Division that shows the previously approved points that will be eliminated or substituted.

v. The required green building point minimums in the appropriate credit categories.

During construction

The applicant shall comply with the applicable requirements CALGreen and the Green Building Ordinance, Chapter 18.02.

a) The following information shall be submitted to the Building Inspections Division of the Building Services Division for review and approval:

i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.

ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.

iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

After construction, as specified below

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 / Green Building Certification Institute** and attain the minimum certification/point level identified in subsection (a) above. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Planning and Zoning Division the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.

57. **Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist**

Prior to issuance of a building permit

The applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance, (OMC Chapter 18.02.) for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist.

a) The following information shall be submitted to the Building Services Division for review and approval with application for a Building permit:

i. Documentation showing compliance with the 2008 Title 24, California Building Energy Efficiency Standards.

ii. Completed copy of the green building checklist approved during the review of a Planning and Zoning permit.

iii. Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below.

iv. Other documentation to prove compliance.

b) The set of plans in subsection (a) shall demonstrate compliance with the following:
   i. CALGreen mandatory measures.
   ii. All applicable green building measures identified on the StopWaste.Org checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted.

During construction

The applicant shall comply with the applicable requirements of CALGreen and Green Building Ordinance, Chapter 18.02 for projects using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist.

a) The following information shall be submitted to the Building Inspections Division for review and approval:
   i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit.
   ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

SPECIFIC PROJECT CONDITIONS

58. Underground Garage and Surface Parking Lot Maintenance and Use

Ongoing

The underground garage and surface parking lot shall be maintained as required off-street parking spaces for the intended residential and commercial units and/or uses. The underground garage and/or surface parking lot stalls shall not be used or converted for any other purpose without prior review and approval by the Oakland Bureau of Planning.

59. Commercial Delivery Restrictions

Ongoing

The facility will include restrictions on vendors and other delivery vehicles that prohibit the use of 49th Street and the uncovered residential driveway, located west of the underground garage entry. All deliveries and loading operations shall be scheduled between 7:00AM and 8:00PM (except for emergencies).

60. Trash and Recyclable Containers Odor Control/Loading Area

Ongoing

The trash and recycling containers shall be kept and maintained and placed away from public view, except for during regular service pick up dates. The applicant shall sweep around these containers and the loading area daily, and use power-generated steam equipment in this area once weekly or as often as required.

61. New Street Trees in Front of the Property

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

The plans shall indicate a minimum of twenty-two (22) street trees along the frontage of Broadway, 51st St, 49th St and Desmond St. Said trees shall meet the City's standard specifications for tree planting of the Public Works/Tree Division.

62. Landscape Maintenance.

Ongoing

All required planting and landscape improvements installed on-site and off-site shall be permanently maintained in good condition and, whenever necessary, replaced to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

63. New Business Signage

Ongoing

Any new business signage on the property shall require a separate design review application and permit by the Planning and Building Service Division.

64. Storefront Windows and Doors

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

The applicant shall submit construction plans that provide details for the new storefront windows and doors. All of the windows and door glass shall be clear. Also, the applicant shall keep all of the façade windows and doors clear of visual obstruction including window/door coverage materials, except for the future proposal of new business signage that meets Section 17.104.020 (k) of the Oakland Planning Code.

65. Screening of HVAC/Utility Meters and Equipment

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

The applicant shall submit construction plans that show details for the screening of all exterior HVAC, utility meters and all related building equipment from public view.

66. Replace Post/Metal Chain Barrier on Non-Commercial Open Driveway

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

The applicant shall submit construction plans that show the replacement of the post and metal chain barrier at the entry of the open driveway with a more decorative low height gate.

APPROVED BY:

City Planning Commission:_____(date)_____(vote)

Applicant and/or Contractor Statement

I have read and accept responsibility for the Conditions of Approval, as approved by Planning Commission action on _____. I agree to abide by and conform to these conditions, as well as to all provisions of the Oakland Zoning Code and Municipal Code pertaining to the project, PLN14248.

Signature of Owner/Applicant: _____(date)

Signature of Contractor _____(date)

CONDITIONS OF APPROVAL

APPLICATION FOR DEVELOPMENT REVIEW

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167

LANDSCAPE ARCHITECT
weisman design group
2329 e madison st
seattle wa 98112
206.322.1732

CIVIL
humans company inc.
1021 brown ave
lafayette, ca 94549
925.283.5000

PROJECT DIRECTORY

TOTAL LOT AREA:	60,174 SQ.FT.	
	APARTMENT BLDG	TOWNHOMES
TOTAL BLDG FOOTPRINT:	43,360 SQ.FT.	3,430 SQ.FT.
TOTAL FLOOR AREA:	199,903 SQ.FT.	10,717 SQ.FT.
DWELLING UNITS:	126	4
PARKING SPACES:	183	4

PROJECT DATA

PROPOSED DEVELOPMENT OF A 126 RESIDENTIAL UNIT MIXED USE APARTMENT BUILDING ALONG THE EAST SIDE OF THE PROPERTY. PROPOSED DEVELOPMENT OF 2 FREE-STANDING RESIDENTIAL BUILDINGS CONSISTING OF 2 TOWNHOMES EACH ALONG THE WEST SIDE OF THE PROPERTY.

PROJECT DESCRIPTION

VICINITY MAP

SHEET INDEX

ATTACHMENT C

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

TITLE SHEET

G0.0

TEMESCAL APARTMENTS

PARKING		RETAIL		RESIDENTIAL		AMENITY		CIRCULATION		BACK OF HOUSE		GROSS BUILDING	
LEVEL	AREA	LEVEL	AREA	LEVEL	AREA	LEVEL	AREA	LEVEL	AREA	LEVEL	AREA	LEVEL	AREA
LEVEL P2	34,920 SF	LEVEL P1	2,486 SF	LEVEL 1	18,500 SF	LEVEL P1	2,176 SF	LEVEL P2	787 SF	LEVEL P2	1,032 SF	LEVEL P2	36,889 SF
LEVEL P1	33,283 SF	LEVEL 1	5,332 SF	LEVEL 2	24,284 SF	LEVEL P1	1,108 SF	LEVEL P1	2,174 SF	LEVEL P1	980 SF	LEVEL P1	42,321 SF
TOTAL	68,203 SF	TOTAL	7,818 SF	LEVEL 3	22,397 SF	LEVEL 4	611 SF	LEVEL 1	3,700 SF	LEVEL 1	343 SF	LEVEL 1	28,401 SF
				LEVEL 4	15,204 SF		3,895 SF	LEVEL 2	3,738 SF	LEVEL 2	343 SF	LEVEL 2	28,587 SF
				LEVEL 5	15,428 SF	TOTAL		LEVEL 3	3,481 SF	LEVEL 3	343 SF	LEVEL 3	26,467 SF
				TOTAL	95,813 SF			LEVEL 4	2,817 SF	LEVEL 4	343 SF	LEVEL 4	18,797 SF
								LEVEL 5	2,499 SF	LEVEL 5	343 SF	LEVEL 5	18,435 SF
								TOTAL	19,197 SF	TOTAL	3,726 SF	TOTAL	199,897 SF

BALCONIES	
LEVEL	AREA
LEVEL 1	3,227 SF
LEVEL 2	668 SF
LEVEL 3	788 SF
LEVEL 4	554 SF
LEVEL 5	571 SF
TOTAL	5,809 SF

COMMON OPEN SPACE	
Level	Area
LEVEL 1	3,313 SF
LEVEL 4	3,678 SF
TOTAL	6,991 SF

UNIT TABULATION

LEVEL	UNIT TYPE	COUNT
LEVEL 1	RES 1- STUDIO	3
LEVEL 1	RES 2- OPEN 1	11
LEVEL 1	RES 3- 1BR	6
LEVEL 1	RES 4- 2BR	5
		25
LEVEL 2	RES 1- STUDIO	3
LEVEL 2	RES 2- OPEN 1	11
LEVEL 2	RES 3- 1BR	10
LEVEL 2	RES 4- 2BR	7
		31
LEVEL 3	RES 1- STUDIO	3
LEVEL 3	RES 2- OPEN 1	11
LEVEL 3	RES 3- 1BR	9
LEVEL 3	RES 4- 2BR	6
		29
LEVEL 4	RES 1- STUDIO	3
LEVEL 4	RES 2- OPEN 1	5
LEVEL 4	RES 3- 1BR	9
LEVEL 4	RES 4- 2BR	3
		20
LEVEL 5	RES 1- STUDIO	3
LEVEL 5	RES 2- OPEN 1	6
LEVEL 5	RES 3- 1BR	9
LEVEL 5	RES 4- 2BR	3
		21
TOTAL		126
UNIT AVERAGE		756 SF

UNIT MIX

UNIT TYPE	COUNT	PERCENTAGE
STUDIO	15	12%
OPEN 1	44	35%
1 BEDROOM	43	34%
2 BEDROOM	24	19%

PARKING SCHEDULE

LEVEL	STALL TYPE	COUNT
LEVEL 1	Parking Space: 8'-6" x 18' - 90 deg (REGULAR)	14
LEVEL 1	Parking Space: 9' x 18' - ACCESSIBLE	2
		16
LEVEL P1	Parking Space: 7'-6" x 15' - 90 deg (COMPACT)	22
LEVEL P1	Parking Space: 8' x 16'-6" - 90 deg (INTERMEDIATE)	14
LEVEL P1	Parking Space: 8'-0" x22' - Regular Parallel	1
LEVEL P1	Parking Space: 8'-6" x 18' - 90 deg (REGULAR)	30
LEVEL P1	Parking Space: 9' x 18' - ACCESSIBLE	3
		70
LEVEL P2	Parking Space: 7' x19' - Compact Parallel	4
LEVEL P2	Parking Space: 7'-6" x 15' - 90 deg (COMPACT)	41
LEVEL P2	Parking Space: 8'-6" x 18' - 90 deg (REGULAR)	52
		97
Grand total: 183		183

PROJECT METRICS

TOTAL LOT AREA: 60,174 SQ.FT. (1.38 ACRES)

	APARTMENT BLDG	TOWNHOMES	TOTAL
TOTAL BLDG FOOTPRINT:	43,360 SQ.FT.	3,430 SQ.FT.	46,790 SQ.FT.
TOTAL FLOOR AREA:	199,897 SQ.FT.	10,717 SQ.FT.	210,614 SQ.FT.
DWELLING UNITS:	126	4	130
RESIDENTIAL DENSITY / ACRE:	91.3 UNITS/ACRE	2.9 UNITS/ACE	94.2 UNITS/ACRE
RESIDENTIAL AREA:	95,813 SQ.FT.	10,717 SQFT.	105,987 SQ.FT.
RESIDENTIAL DENSITY / RESIDENTIAL ACRE:	57.3 UNITS/ RES. ACRE	16 UNITS / RES. ACRE	53.5 UNITS / RES. ACRE
PARKING SPACES:	183	4	187

RENTABLE GSF vs. BUILDING GSF:

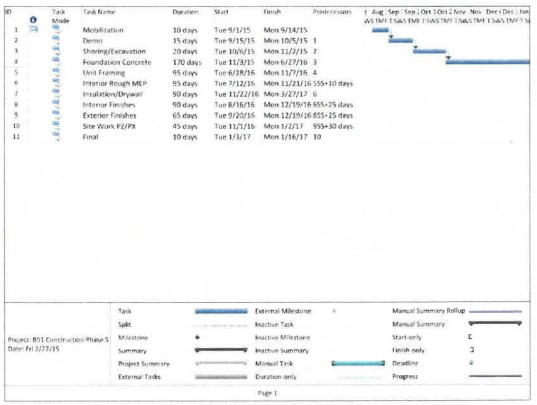
RENTABLE GSF (RETAIL + RESIDENTIAL) / BUILDING GSF (INCLUDING PARKING)
104,057 SF / 199,903 SF = 52%

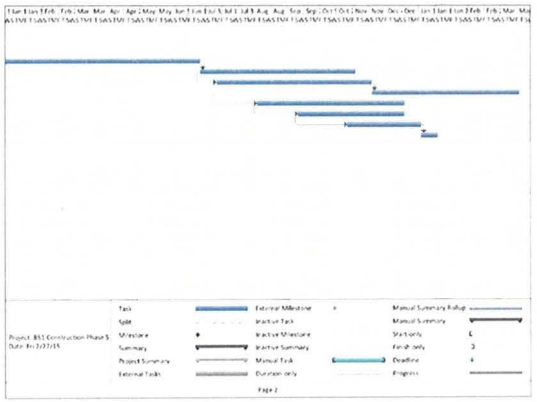
TOWNHOUSES ON DESMOND

GROSS TOWNHOUSE AREA	
Level	Area
LEVEL P1	3,430 SF
LEVEL 1	3,689 SF
LEVEL 2	3,599 SF
TOTAL	10,717 SF

UNITS	
	3 BEDROOM, 2 BATHROOM WITH 2 CAR TANDEM GARAGE
	4

PROPOSED CONSTRUCTION SCHEDULE





ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT PROJECT DATA

G0.1

313 51ST STREET

2 51st STREET FRONTAGE (PROJECT SITE)

4974 DESMOND ST | 4970 DESMOND ST | 4966 DESMOND ST | 4964 DESMOND ST

1 DESMOND STREET FRONTAGE (PROJECT SITE)

file

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

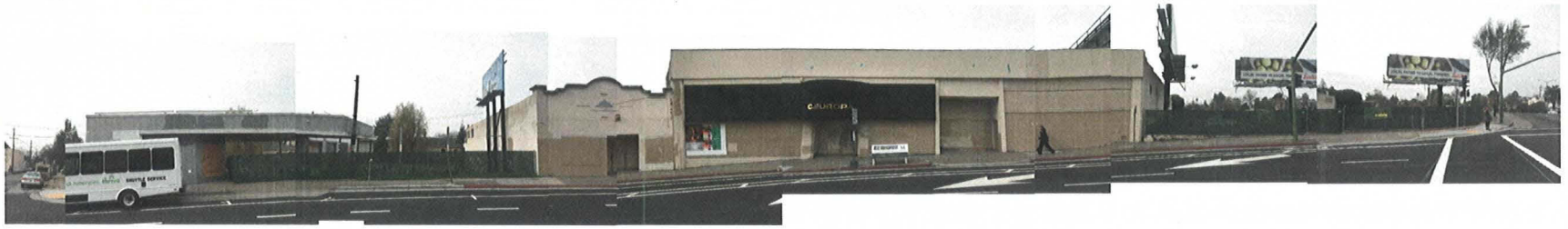
SITE PHOTOGRAPHS

1

G0.1A

490 BROADWAY

2 49th STREET FRONTAGE (PROJECT SITE)



4901 BROADWAY | 4915 BROADWAY | 4919 & 4921 BROADWAY | 4939 & 4945 BROADWAY

1 BROADWAY FRONTAGE (PROJECT SITE)

file

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
SITE
PHOTOGRAPHS

1 G0.1B

4225 BROADWAY

4295 BROADWAY

4299 BROADWAY

4351 BROADWAY

4501 BROADWAY

3 BROADWAY NEIGHBORS - LEFT SIDE

1" = 10'-0"

5107 BROADWAY

5117 BROADWAY

5151 BROADWAY

5175 BROADWAY

5211 BROADWAY

2 BROADWAY NEIGHBORS - RIGHT SIDE

1" = 10'-0"

5100 BROADWAY

5050 BROADWAY

4920 BROADWAY

4902 BROADWAY

4900 BROADWAY

4820 BROADWAY

4800 BROADWAY

4496 BROADWAY

4424 BROADWAY

4400 BROADWAY

1 BROADWAY ACROSS THE STREET

1" = 10'-0"

brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop review
-	7/31/14	planning develop review

temescal
apartments

4901 broadway, oakland, california
94611

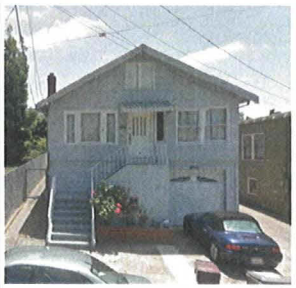
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT

SITE
PHOTOGRAPHS

G0.2



4962 DESMOND

4922 DESMOND

4922 DESMOND

4918 DESMOND

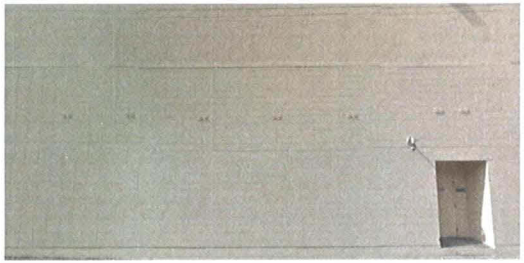
4908 DESMOND

322 49TH STREET

3 DESMOND STREET - RIGHT SIDE

1" = 10'-0"

4501 BROADWAY

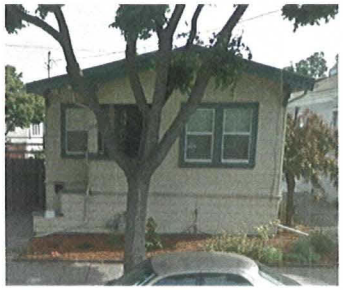


4501 BROADWAY

2 49TH STREET - ACROSS THE STREET

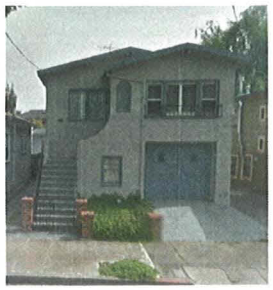
1" = 10'-0"

322 49TH STREET



318 49TH STREET

314 49TH STREET



312 49TH STREET

308 49TH STREET

1 49TH STREET - LEFT SIDE

1" = 10'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number 12-038

scale: as noted

date 02.09.15

DESIGN DEVELOPMENT

SITE PHOTOGRAPHS

G0.3

324 51ST

320 51ST

316 51ST

310 51ST

5107 BROADWAY

2 51ST STREET - ACROSS THE STREET

1" = 10'-0"

324 49TH STREET

324 49TH STREET

4953 DESMOND

4957 DESMOND

4959 DESMOND

4963 DESMOND

4965 DESMOND

4975 DESMOND

1 DESMOND STREET - ACROSS THE STREET

1" = 10'-0"

file

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

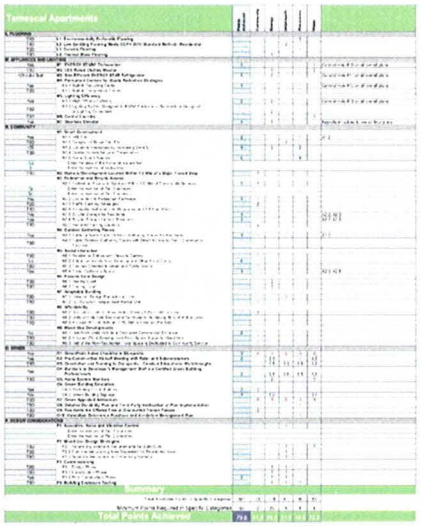
scale: as noted

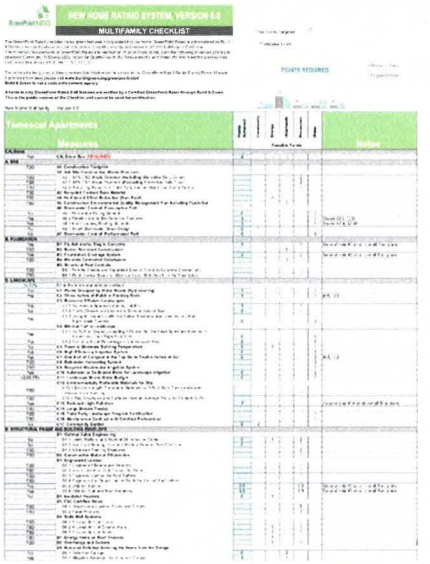
date: 02.09.15

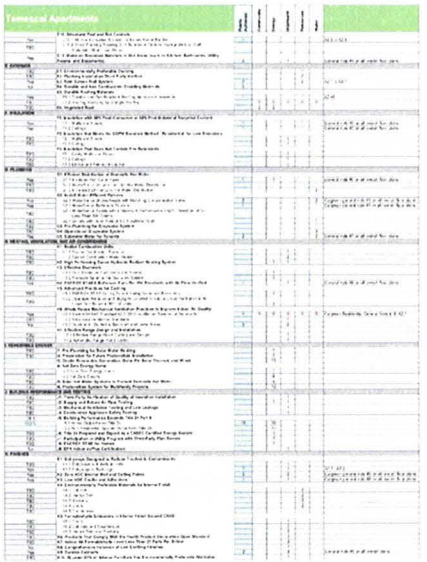
DESIGN DEVELOPMENT

SITE PHOTOGRAPHY

G0.4







brick.

ARCHITECT
brick . llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n pext, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT

GREEN BUILDING
CHECKLIST

G0.5

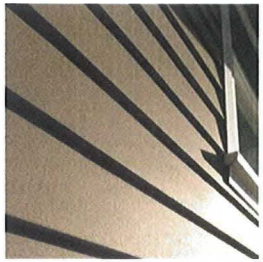
CEMENT PLASTER TEXTURE

COLOR 1

COLOR 2

CONCRETE MASONRY UNIT

BLOCK COLOR/TEXTURE



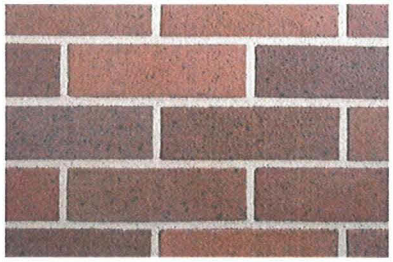
FIBER CEMENT SIDING TEXTURE

COLOR 1

COLOR 2

FIBER CEMENT PANEL

COLOR



VENEER BRICK

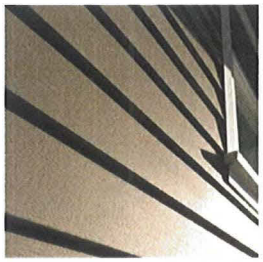
METAL PANEL

PANEL COLOR

APARTMENT BUILDING - MATERIAL PALETTE

CEMENT PLASTER TEXTURE

PLASTER COLOR

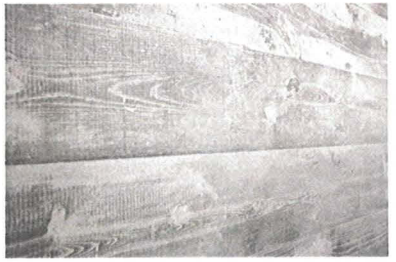


FIBER CEMENT SIDING TEXTURE

SIDING COLOR

METAL PANEL

PANEL COLOR



BOARD FORMED CONCRETE

TOWNHOUSE - MATERIAL PALETTE

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
MATERIAL BOARD

G0.8

2 3D BIRDS EYE VIEW - BROADWAY & 51ST STREET

3 3D BIRDS EYE VIEW - DESMOND & 49TH STREET

1 3D BIRDS EYE VIEW - 49TH STREET & BROADWAY

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

3D VIEWS - OVERALL

G1.1

file

3 3D VIEW - BROADWAY & 51ST STREET

4 3D VIEW - 49TH & BROADWAY

2 3D VIEW - DESMOND STREET

1 3D VIEW - 51ST STREET

file

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT

3D VIEWS -
STREET VIEWS

G1.2

2 3D VIEW - INTERIOR BLOCK VIEW FROM 49TH STREET

3 3D VIEW - INTERIOR BLOCK VIEW FROM SURFACE LOT ADJACENT TO 51ST STREET

1 3D VIEW - PODIUM COURTYARD

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

scale: as noted

date: 02.09.15

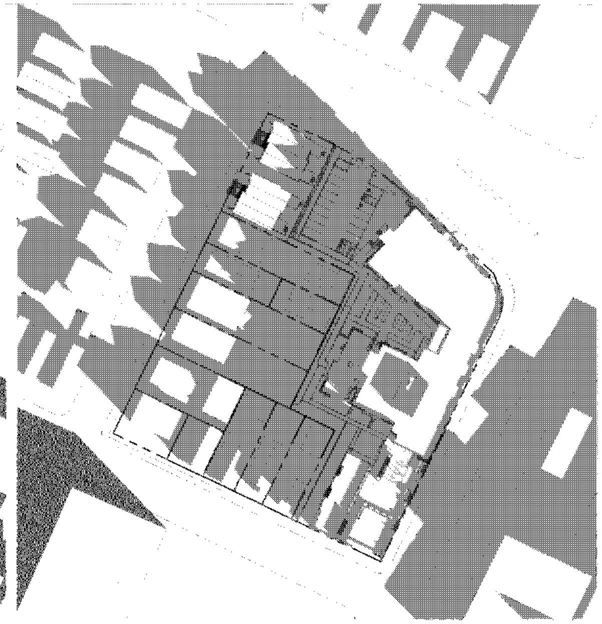
DESIGN DEVELOPMENT

3D VIEWS - INTERIOR BLOCK VIEWS

G1.3

6 WINTER SOLSTICE - 3:00PM 1" = 60'-0"

5 WINTER SOLSTICE - 12:00 PM 1" = 60'-0"



4 WINTER SOLSTICE - 9:00AM 1" = 60'-0"

3 SUMMER SOLSTICE - 3:00PM 1" = 60'-0"

2 SUMMER SOLSTICE - 12:00PM 1" = 60'-0"

1 SUMMER SOLSTICE - 9:00AM 1" = 60'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

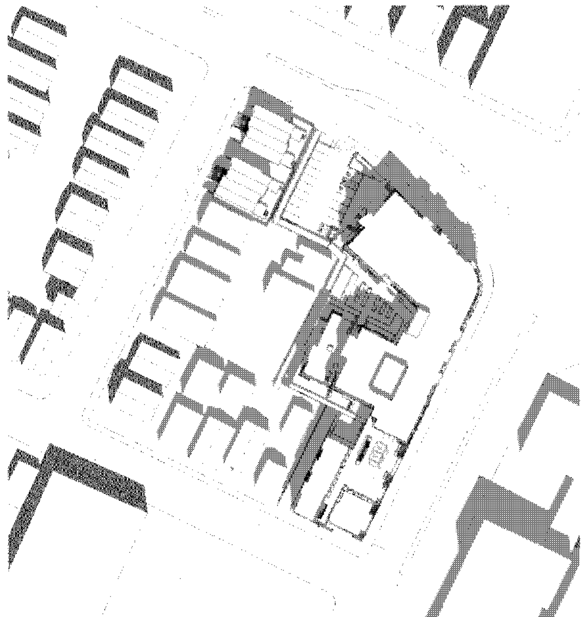
4601 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT SHADOW STUDY

G2.0

3 SPRING / FALL EQUINOX - 3:00PM 1" = 60'-0"



2 SPRING / FALL EQUINOX - 12:00PM 1" = 60'-0"

1 SPRING / FALL EQUINOX - 9:00AM 1" = 60'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

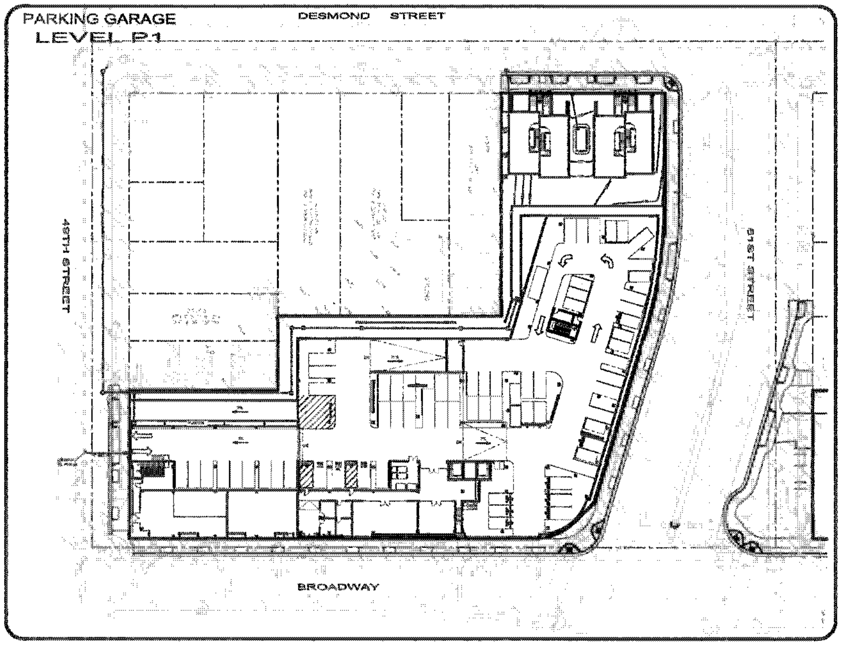
4901 broadway, oakland, california
94611

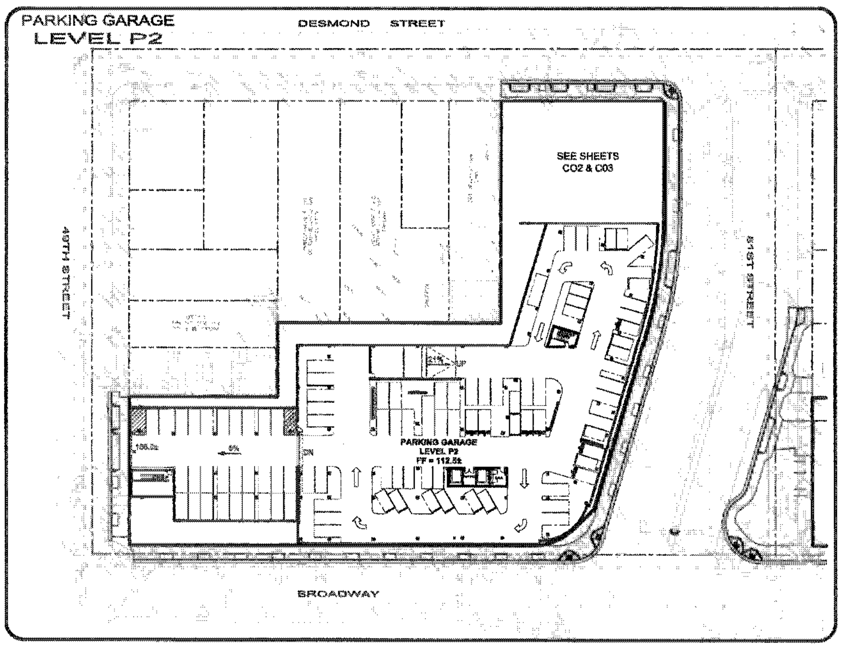
project number: 12-030

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
SHADOW STUDY

G2.1

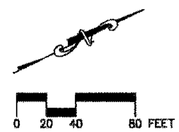




TEMESCAL APARTMENTS

4901 BROADWAY

OAKLAND CALIFORNIA



SHEET INDEX	
C01	TITLE AND LEGEND
C02	IMPROVEMENT PLAN GARAGE LEVEL P1
C03	IMPROVEMENT PLAN LEVEL L1
C04	SECTIONS, DETAILS, AND CORONADO 51st STREET CROSSWALK
C05	STORM WATER CONTROL EXHIBIT
C06	EXISTING CONDITIONS
C07	EROSION AND SEDIMENT CONTROL PLAN
C08	EROSION AND SEDIMENT CONTROL NOTES & DETAILS
T01	TOPOGRAPHIC SURVEY

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE
		CURB, GUTTER
	SS	SANITARY SEWER & MANHOLE
	SD	STORM DRAIN & MANHOLE
		STORM DRAIN CATCH BASIN
		FIRE HYDRANT
		STREET LIGHT
		WATER MAIN
		WATER VALVE
		GAS LINE
		SIGN
	135.3	FINISH GRADE ELEVATION UNLESS NOTED OTHERWISE.
		TRAFFIC SIGNAL BOX
		ELECTRIC BOX
		UTILITY BOX

SITE STATISTICS:

GROSS SITE AREA = ±60,174 SF (±1.381 ACRES)
EXISTING IMPERVIOUS SURFACE AREA = ±40,850 SF

IMPERVIOUS SURFACE AREA WITHIN DMA's = ±46,730 SF
CONSTRAINT AREAS TOTAL = ± 2,920 SF
TOTAL IMPERVIOUS SURFACE AREA (NEW/ REPLACE) = ±49,650 SF

EARTH QUANTITIES

EARTH QUANTITIES TO BE VERIFIED BY CONTRACTOR

CUT 29,000± CU. YDS.
FILL 0,0000± CU. YDS.

ABBREVIATIONS

AB	AGGREGATE BASE	JT	JOINT TRENCH
AC	ASPHALT CONCRETE	LG	LIP OF GUTTER
AD	AREA DRAIN	LP	LOW POINT
APPROX	APPROXIMATE	LT	LEFT
BC	BEGINNING OF CURVE	MH	MANHOLE
BCC	BEGIN OF COMPOUND CURVE	MON	MONUMENT
BFP	BACKFLOW PREVENTOR	N.T.S.	NOT TO SCALE
BM	BENCH MARK	PCC	PORTLAND CEMENT CONCRETE
BVC	BEGIN VERTICAL CURVE	PERF	PERFORATED SUBDRAIN
BW	BOTTOM OF WALL ELEVATION	PRC	POINT OF REVERSE CURVE
BTM	BOTTOM	PT	POINT
CB	CATCH BASIN	PUE	PUBLIC UTILITY EASEMENT
CL	CENTERLINE	PVC	POLYVINYL CHLORIDE
CO	CLEANOUT	PVI	POINT OF VERTICAL INTERSECTION
CONC	CONCRETE	R	RADIUS
DI	DRAIN INLET	RCP	REINFORCED CONCRETE PIPE
DCD	DOUBLE CHECK DETECTOR	RIM	RIM ELEVATION
DWY	DRIVEWAY	RP	REDUCED PRESSURE
E	ELECTRIC	RT	RIGHT
EC	END OF CURVE	R/W	RIGHT OF WAY
EF	ENTRY FINISH FLOOR	SD	STORM DRAIN
ELEV	ELEVATION	SLT	STREET LIGHT
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
EVC	END VERTICAL CURVE	SSE	SANITARY SEWER EASEMENT
EX	EXISTING	ST	STREET
FC	FACE OF CURB	STA	STATION
FD	FLOOR DRAIN	STND	STANDARD
FF	FINISHED FLOOR ELEVATION	SW	SIDEWALK
FG	FINISHED GRADE	T	TELEPHONE
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TEMP	TEMPORARY
G	GAS	TS	TOP OF SLAB
GB	GRADE BREAK	TW	TOP OF WALL ELEVATION
GR	GRATE	TYP	TYPICAL
GV	GATE VALVE	U.O.N.	UNLESS OTHERWISE NOTED
HC	HANDICAP	VC	VERTICAL CURVE
HP	HIGH POINT	W	WATER LINE
INV	INVERT	WM	WATER MAIN
IRR	IRRIGATION	WV	WATER VALVE

BEFORE EXCAVATING CALL U.S.A.

OWNER AND/OR CONTRACTOR ARE RESPONSIBLE FOR LOCATION AND VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES. UNDERGROUND SERVICE ALERT (USA) SHOULD BE NOTIFIED FOR ASSISTANCE IN THIS MATTER AT (800) 227-2600, 48 HOURS PRIOR TO ANY CONSTRUCTION. THE (USA) AUTHORIZATION NUMBERS SHALL BE KEPT AT THE JOB SITE. LOCATION AND CHARACTER OF ANY UTILITIES IF SHOWN HEREON ARE APPROXIMATE, AND TAKEN FROM A COMBINATION OF SURFACE STRUCTURE OBSERVATION AND/OR THE RECORDS OF THE CONTROLLING AGENCY. HUMANN COMPANY DOES NOT ASSUME RESPONSIBILITY FOR THE LOCATION OF ANY EXISTING UTILITIES OR OTHER UNDERGROUND FEATURES SUCH AS VAULTS, TANKS, BASEMENTS, BURIED OBJECTS, ...ETC.

brick.

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASHASHIBI R.C.E. 29528

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578

rev date issue

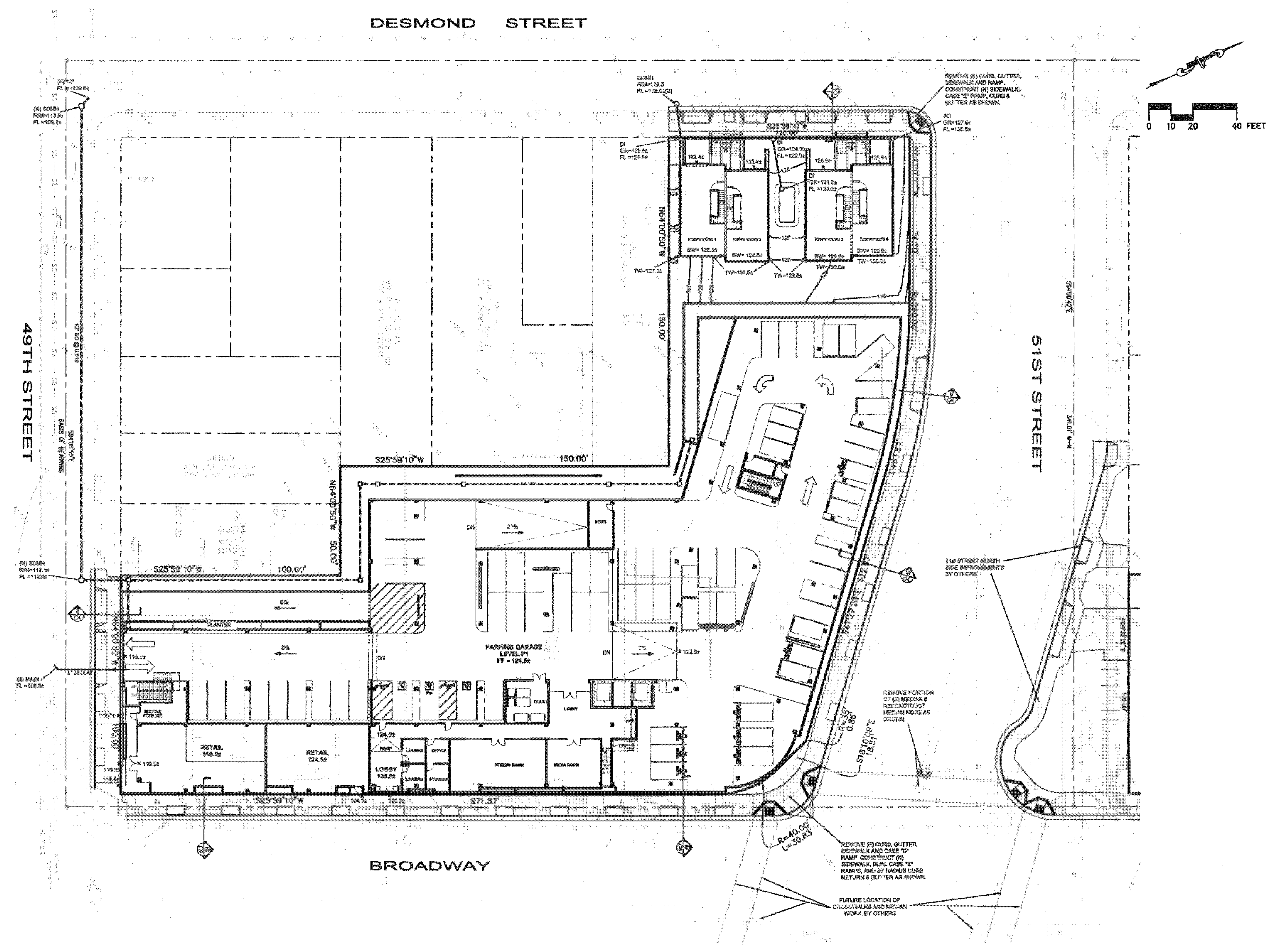
temescal
apartments

4901 broadway ave. oakland, california 94611
project number: 13001
engineer: h.n.
scale: 1"=40'
date: 02.06.15

development submittal

TITLE & LEGEND

C01



brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASHASHIBI R.C.E. 29528

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3576

rev date issue

temescal
apartments

4901 broadway ave. oakland, california 94611

project number: 13001

engineer: h.n.

scale: 1"=20'

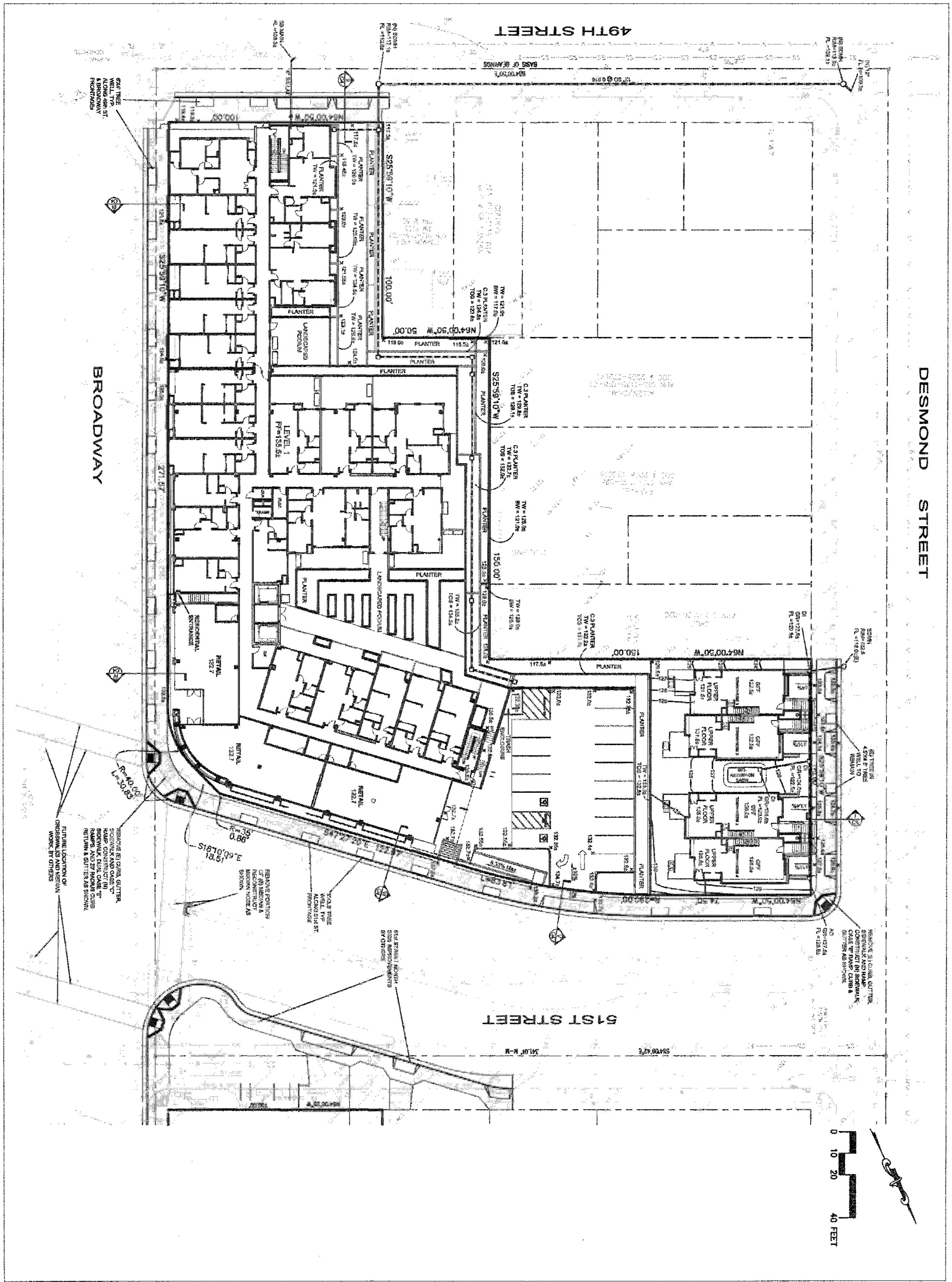
date: 02.08.15

development submittal

IMPROVEMENT PLAN
GARAGE LEVEL P1

C02

file: Z:\PROJ\13001\IMP-DR.dwg



brick.

ARCHITECT
brick., llp
www.brick-llp.com

CLIENT
emi development

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3576

IZZAT S. NASHASHIBI R.C.E. 23828

rev date issue

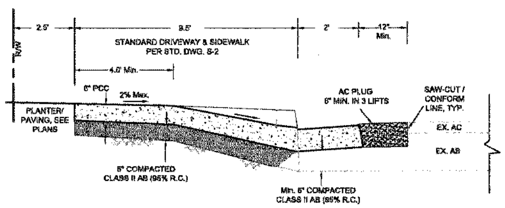
temescal
apartments

project number: 13001
scale: 1"=20'
date: 02.06.15

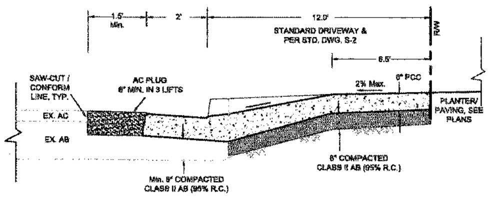
development submittal

IMPROVEMENT PLAN
LEVEL L1

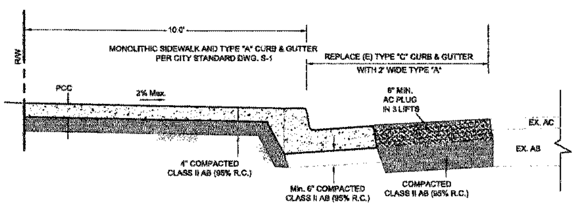
C03



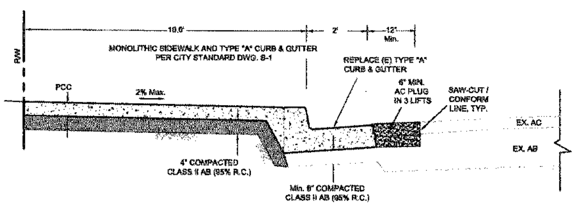
DESMOND STREET CURB, GUTTER, DRIVEWAY & SIDEWALK REPLACEMENT TYPICAL SECTION I
N. T. S.



49th STREET CURB, GUTTER, DRIVEWAY & SIDEWALK REPLACEMENT TYPICAL SECTION II
N. T. S.

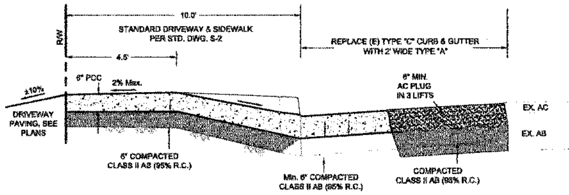


BROADWAY FRONTAGE CURB, GUTTER & SIDEWALK REPLACEMENT TYPICAL SECTION III
N. T. S.

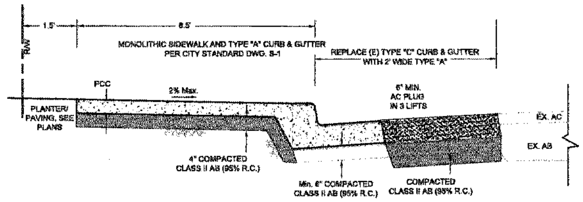


BROADWAY FRONTAGE CURB, GUTTER & SIDEWALK REPLACEMENT TYPICAL SECTION IV
N. T. S.

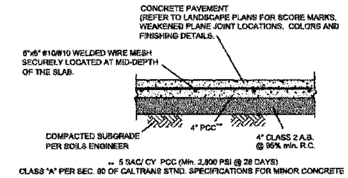
CONTRACTOR SHALL PROVIDE AND COMPACT CLASS II AB FOR ANY PORTION OF AREAS/ SECTIONS NOTED TO HAVE EXISTING AB SHOULD FIELD VERIFICATION SHOWS THAT THE EXISTING AB SECTION DOES NOT MEET THE MINIMUM REQUIREMENTS.



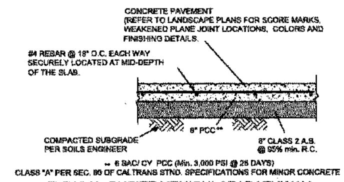
51st STREET CURB, GUTTER, DRIVEWAY & SIDEWALK REPLACEMENT TYPICAL SECTION V
N. T. S.



51st STREET FRONTAGE CURB, GUTTER & SIDEWALK REPLACEMENT TYPICAL SECTION VI
N. T. S.



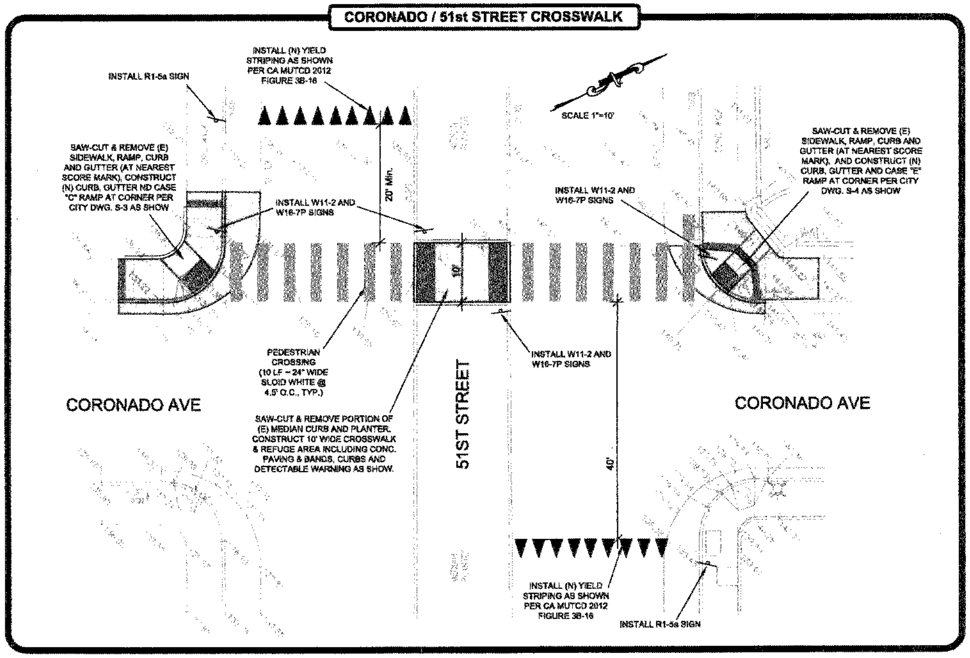
TYPICAL ONSITE NON-VEHICULAR/ WALKWAY CONCRETE PAVEMENT SECTION
N. T. S.



TYPICAL ONSITE VEHICULAR/ PATHWAY CONCRETE PAVEMENT SECTION
N. T. S.

NOTE: SAW-CUT/ CONFORM PAVING LIMIT FOR NEW CURB & GUTTER SHOWN IS MINIMUM REQUIREMENT. FIELD ADJUSTMENT MAY BE MADE TO ENSURE THAT FINAL PAVEMENT CROSS SLOPES ARE ACCEPTABLE TO CITY ENGINEER

CORONADO / 51st STREET CROSSWALK



brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASNASHIBI R.C.E. 29526

HUMANN COMPANY INC.
ENGINEERING – SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578

rev date issue

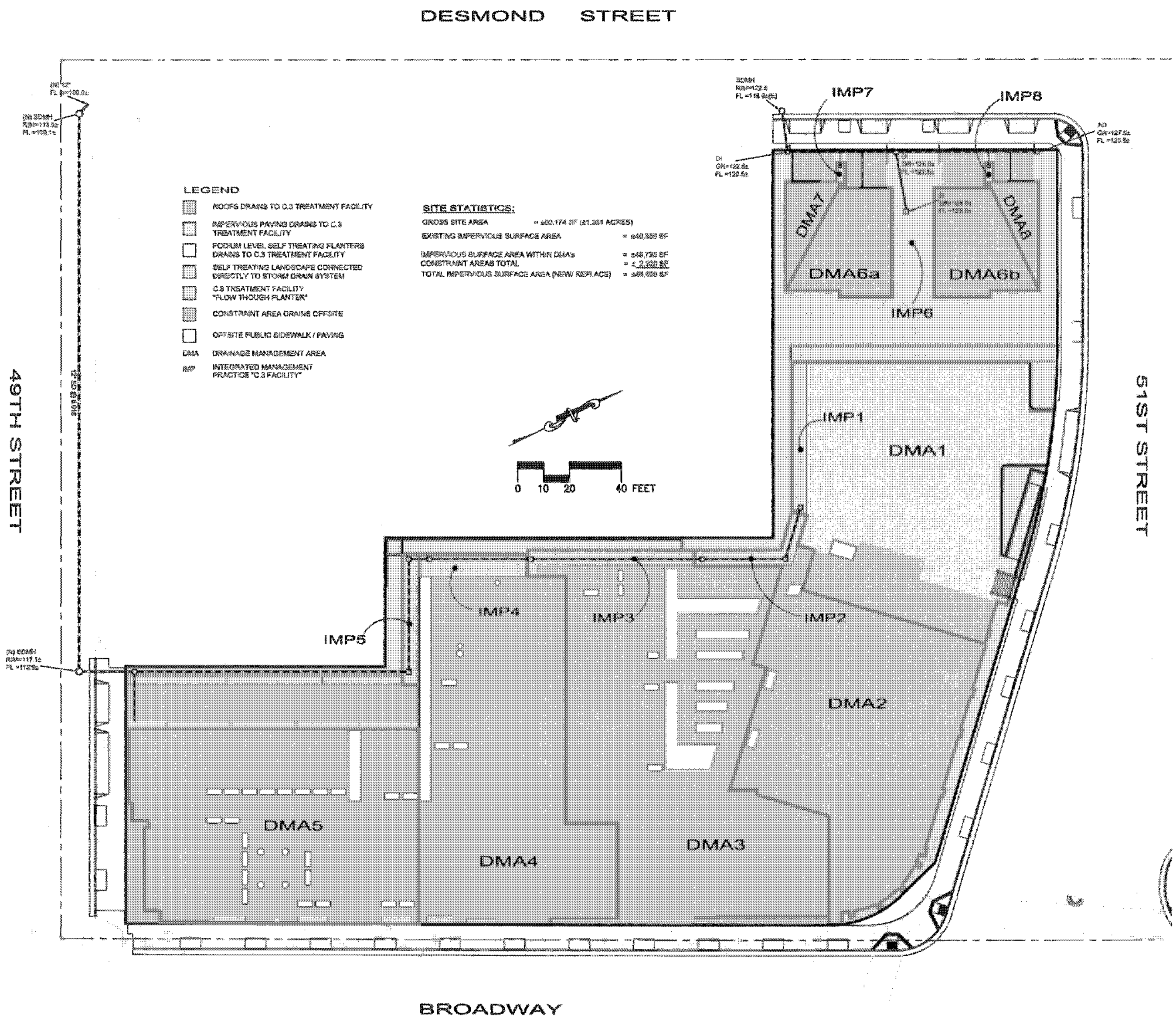
temescal apartments

4901 broadway ave. oakland, california 94611
project number: 13001
engineer: h.n.
scale: as noted
date: 02.08.15

development submittal

SECTIONS, DETAILS AND CORONADO/51st STREET CROSSWALK

C04

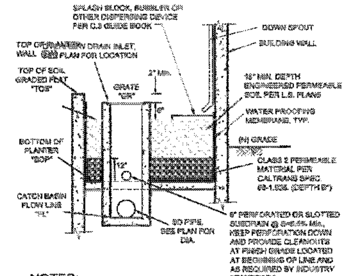


LEGEND

- ROOFS DRAINS TO C.3 TREATMENT FACILITY
- IMPERVIOUS PAVING DRAINS TO C.3 TREATMENT FACILITY
- PODIUM LEVEL SELF TREATING PLANTERS DRAINS TO C.3 TREATMENT FACILITY
- SELF TREATING LANDSCAPE CONNECTED DIRECTLY TO STORM DRAIN SYSTEM
- C.3 TREATMENT FACILITY "FLOW THOUGH PLANTER"
- CONSTRAINT AREA DRAINS OFFSITE
- OFFSITE PUBLIC SIDEWALK / PAVING
- DMA DRAINAGE MANAGEMENT AREA
- IMP INTEGRATED MANAGEMENT PRACTICE "C.3 FACILITY"

SITE STATISTICS:

GROSS SITE AREA	= ±60,174 SF (±1.381 ACRES)
EXISTING IMPERVIOUS SURFACE AREA	= ±40,369 SF
IMPERVIOUS SURFACE AREA WITHIN DMA's	= ±48,730 SF
CONSTRAINT AREAS TOTAL	= ± 2,930 SF
TOTAL IMPERVIOUS SURFACE AREA (NEW/ REPLACE)	= ±48,660 SF



NOTES:

1. REFER TO ALAMEDA COUNTY CLEAN WATER PROGRAM "C.3 STORMWATER TECHNICAL GUIDANCE" FOR THE ENGINEERED SOIL MIX SPECIFICATIONS PRIOR TO ORDERING THE MIX. SOIL MIX SHALL HAVE MINIMUM LONG TERM INFILTRATION RATE 5" PER HOUR.
2. ALL PERFORATED PIPES SHALL HAVE A MINIMUM DIAMETER OF 6" DIA., OR AS SHOWN ON PLAN, AND A MINIMUM OF TWO LINES OF THREE 3/4" DIA. HOLES PER LINEAL FOOT OF PIPE, EVENLY SPACED ALONG THE PIPE.
3. SEE ALAMEDA COUNTY CLEAN WATER PROGRAM "C.3 STORMWATER TECHNICAL GUIDANCE" ITEM 5.2, ATTACHED HERETO.
4. PLANTER SURFACE SHALL BE GRADED FLAT.

FLOW-THROUGH PLANTER
N. T. S.

ON-SITE IMPs CALCULATIONS:

DMA 1
ROOFS 1,458 X 1.0 = 1,458
PAVING 6,912 X 1.0 = 6,912
USE FLOW THROUGH PLANTER
REQUIRED AREA = 8,370 X 0.04 = 334 SF
AVAILABLE IMP 1 AREA = 308 SF
TOTAL DMA 1 = 8,769 SF
(INCLUDING 69 SF PODIUM PLANTER)

DMA 2
ROOFS 7,595 X 1.0 = 7,595
USE FLOW THROUGH PLANTER
REQUIRED AREA = 7,595 X 0.04 = 304 SF
AVAILABLE IMP 2 AREA = 317 SF
TOTAL DMA 2 = 8,010 SF
(INCLUDING 98 SF PODIUM PLANTERS)

DMA 3
ROOFS 9,390 X 1.0 = 9,390
USE FLOW THROUGH PLANTER
REQUIRED AREA = 9,390 X 0.04 = 375 SF
AVAILABLE IMP 3 AREA = 400 SF
TOTAL DMA 3 = 10,964 SF
(INCLUDING 1,173 SF PODIUM PLANTERS)

DMA 4
ROOFS 7,898 X 1.0 = 7,898
USE FLOW THROUGH PLANTER
REQUIRED AREA = 7,898 X 0.04 = 316 SF
AVAILABLE IMP 4 AREA = 324 SF
TOTAL DMA 4 = 8,711 SF
(INCLUDING 497 SF PODIUM PLANTERS)

DMA 5
ROOFS 7,658 X 1.0 = 7,658
USE FLOW THROUGH PLANTER
REQUIRED AREA = 7,658 X 0.04 = 306 SF
AVAILABLE IMP 5 AREA = 312 SF
TOTAL DMA 5 = 8,442 SF
(INCLUDING 472 SF PODIUM PLANTERS)

DMA 6
ROOFS 2,564 X 1.0 = 2,564
USE FLOW THROUGH PLANTER
REQUIRED AREA = 2,564 X 0.04 = 103 SF
AVAILABLE IMP 6 AREA = 111 SF
TOTAL DMA 6 = 2,165 SF

DMA 7
ROOFS 453 X 1.0 = 453
USE FLOW THROUGH PLANTER
REQUIRED AREA = 453 X 0.04 = 18 SF
AVAILABLE IMP 7 AREA = 29 SF
TOTAL DMA 7 = 482 SF

DMA 8
ROOFS 411 X 1.0 = 411
USE FLOW THROUGH PLANTER
REQUIRED AREA = 411 X 0.04 = 17 SF
AVAILABLE IMP 8 AREA = 29 SF
TOTAL DMA 8 = 440 SF

brick.

ARCHITECT
brick., llp
628 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASHASHIBI R.C.E. 29528

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578

rev date issue

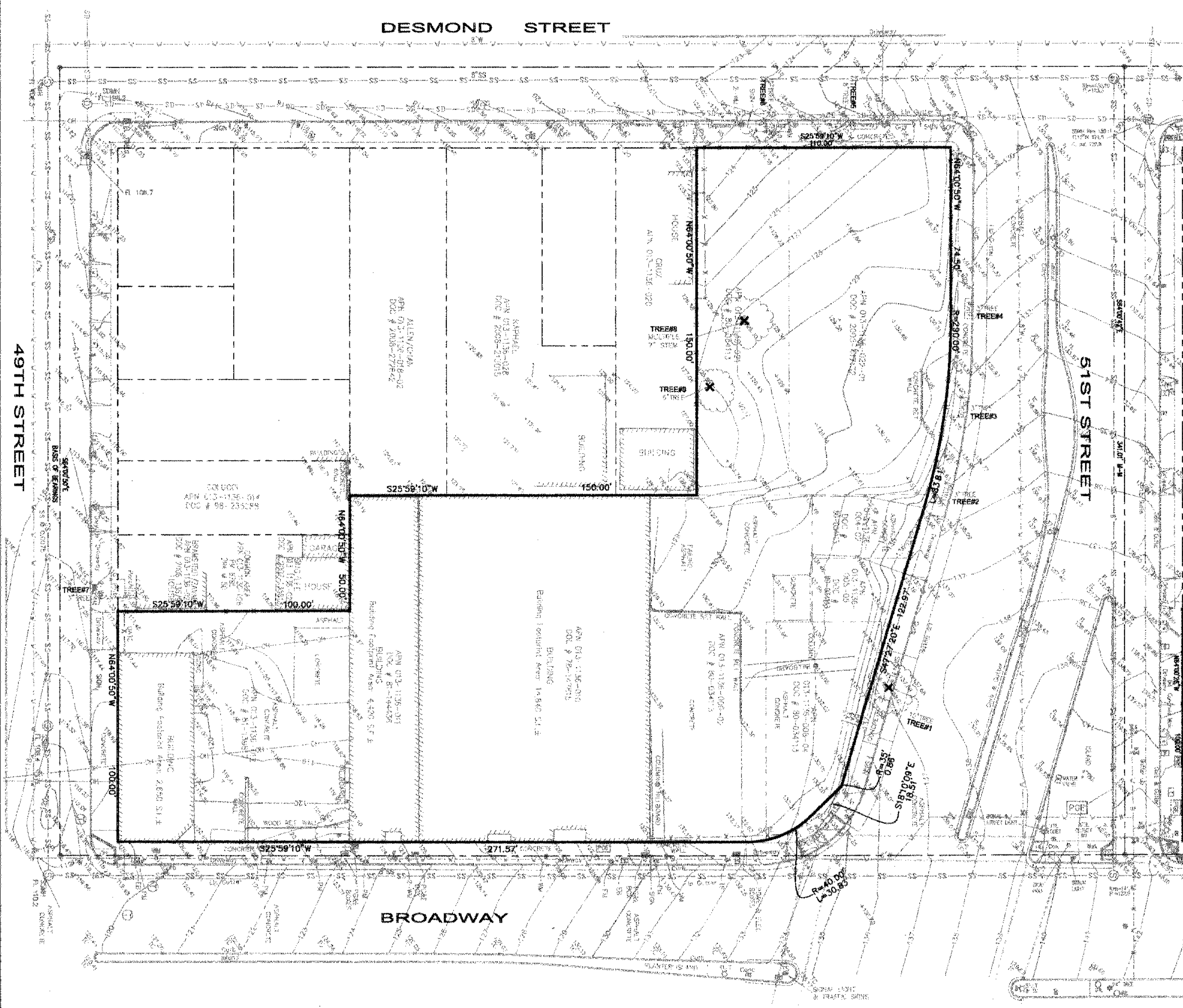
temescal apartments

4901 broadway ave. oakland, california 94611
project number: 13001
engineer: h.n.
scale: 1"=20'
date: 02.06.15

development submittal

STORM WATER CONTROL PLAN

C05



0 10 20 40 FEET

TREE SURVEY

No.	SPECIES	DIA.
#1	FRAXINUS SP. / ASH	15"
#2	PYRUS SP. / ORNAMENTAL PEAR	3"
#3	PYRUS SP. / ORNAMENTAL PEAR	3"
#4	PYRUS SP. / ORNAMENTAL PEAR	3"
#5	FRAXINUS SP. / ASH	8"
#6	ACER SP. / MAPLE	5"
#7	LAGERSTROEMIA SPECIES / CRAPE MYRTLE	3"
#8	NON PROTECTED MULTIPLE STEM	7"
#9	NON PROTECTED	6"

LEGEND

- STANDARD CITY MONUMENT
- WATER METER
- ELECTRIC BOX
- PG&E BOX
- AT&T BOX
- FIRE HYDRANT
- WATER VALVE
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- SANITARY SEWER
- CATCH BASIN (CB)
- SIGN
- STREET LIGHT
- STORM DRAIN MANHOLE
- STORM DRAIN
- EXISTING GRADE
- LG LIP OF GUTTER
- GR TOP OF GRATE
- TC TOP OF CURB
- FL FLOW LINE
- X TREE TO BE REMOVED

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASHASHIBI R.C.E. 29528

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3076

rev date issue

temescal apartments

4801 broadway ave. oakland, california 94611

project number: 13001

engineer: h.n.

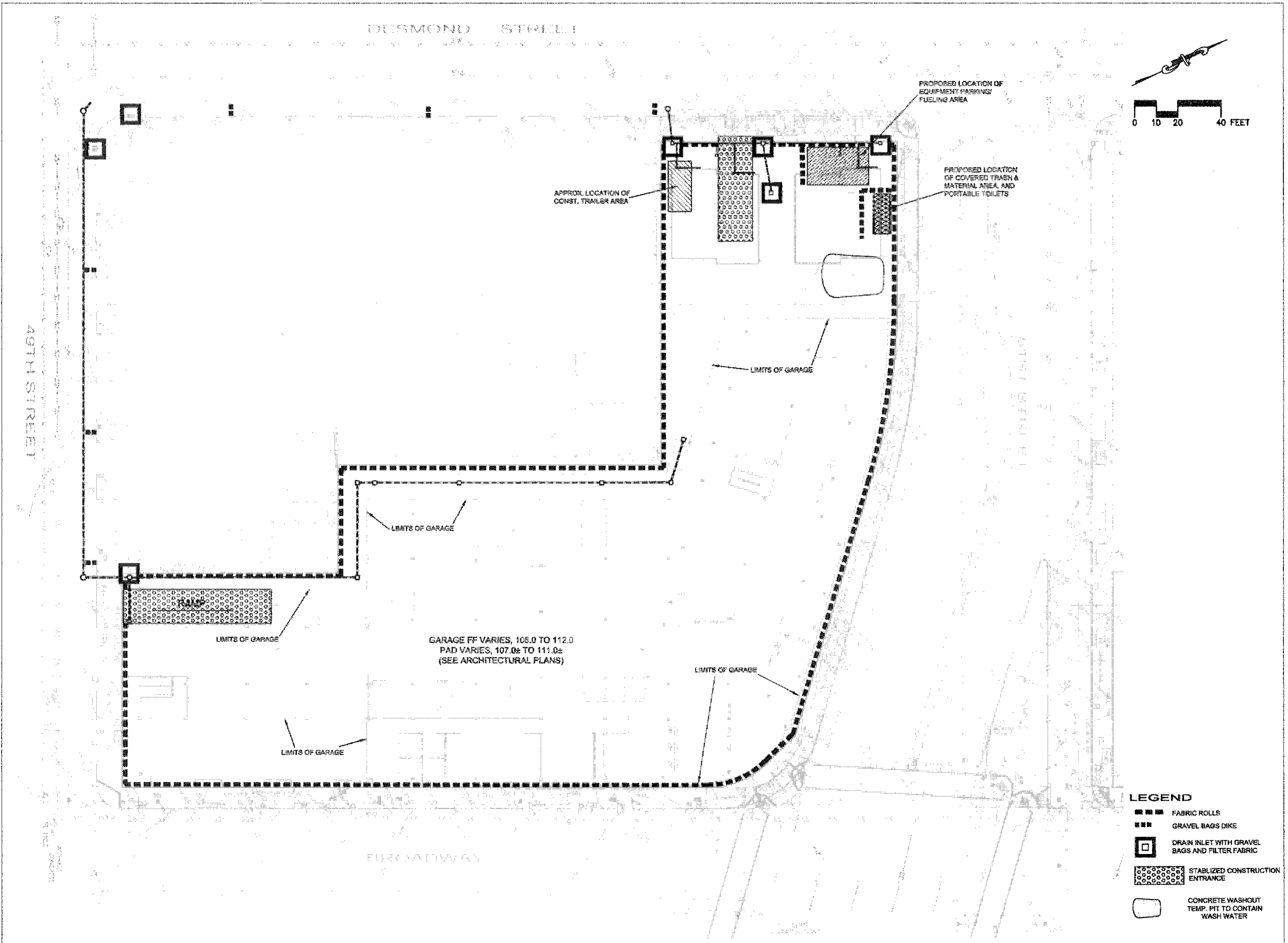
scale: 1"=20'

date: 02.06.15

development submittal

EXISTING CONDITIONS & TREE SURVEY

C06



brick.

ARCHITECT
brick., llp
925 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
arn development
111 n post, suite 200
spokane, wa 99201

IZZAT S. NASHASHIBI R.C.E. 29526

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578

rev	date	issue

temescal apartments

4901 broadway ave. oakland, california 94611
project number: 13001
engineer: h.n.
scale: 1"=20'
date: 02.06.15

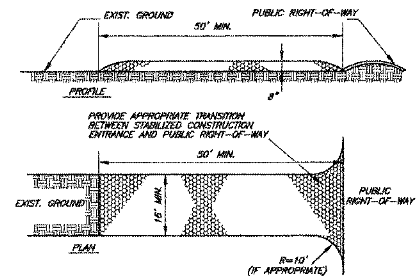
development submittal

EROSION AND SEDIMENT CONTROL PLAN

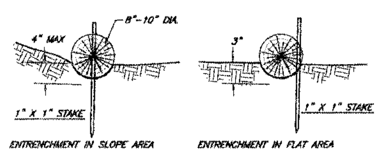
C07

EROSION CONTROL NOTES:

1. PROJECTS PROPOSED FOR DEMOLITION BETWEEN OCTOBER 1ST AND APRIL 15TH, MUST HAVE AN EROSION AND SEDIMENTATION CONTROL PROGRAM APPROVED, AND IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE, PRIOR TO THE START OF ON-SITE EARTHWORK. EARTHWORK THAT IS NECESSARY TO INSTALL EROSION AND SEDIMENTATION CONTROL FACILITIES, SUCH AS DRAINAGE DITCHES AND SEDIMENTATION BASINS, MAY PROCEED CONCURRENT WITH THE INSTALLATION OF THE CONTROL FACILITIES. EROSION CONTROL PLANS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL BY SEPTEMBER 1. AND IMPLEMENTATION COMPLETED BY OCTOBER 1. ALL SITE WORK EXCEPT IMPLEMENTATION OF THE EROSION CONTROL PLAN WILL BE SUBJECT TO SUSPENSION BY THE CITY IF THE REQUIREMENTS OF THIS GENERAL NOTE ARE NOT MET.
2. THIS PLAN IS DIAGRAMMATIC; TEMPORARY EROSION CONTROL DEVICES SHOWN ON THIS PLAN, WHICH INTERFERE WITH THE WORK, SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES. IN THE EVENT THAT SUBSTANTIAL REVISIONS ARE REQUIRED NOTIFY THE ENGINEER FOR SUCH SOLUTION.
3. EXCEPT AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL DEVICES SHOWN ON THE EROSION CONTROL PLAN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY AND MAINTAINED BETWEEN OCTOBER 1 - APRIL 15.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) "MANUAL OF STANDARDS FOR EROSION AND SEDIMENT CONTROL MEASURES" AND SEDIMENTATION CONTROL HAND BOOK (MCGRAW-HILL, 1980) AND THEIR LATEST EDITIONS UNLESS OTHERWISE STATED WITHIN THESE GENERAL NOTES. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION.
5. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATION AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
6. THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND 50 FEET LONG) AT EACH CONSTRUCTION ENTRANCE TO THE SITE. MAINTAIN ENTRANCE SUCH THAT MUD AND DEBRIS ARE NOT TRACKED ONTO ADJOINING PUBLIC RIGHT OF WAY. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
7. A CONCRETE WASHOUT IS REQUIRED FOR ALL CONCRETE WORK; THE WASHOUT SHALL CONSIST OF A CONTAINMENT AREA ENCLOSED BY AN EARTHEN DIKE. PLASTIC TARP, COVERING THE CONTAINMENT AREA AND EARTHEN DIKE, SHALL BE STAKED IN AT OUTSIDE EDGE OF EARTHEN DIKE.
8. ADDITIONAL CONTAINMENT METHODS MUST BE PROVIDED FOR ANY WASTE STORAGE AREA, STOCKPILE/MATERIAL STORAGE AREA AND/OR CONSTRUCTION TOILET AREA.
9. STANDBY CREWS SHALL BE ALERTED BY THE PERMITEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
10. AFTER OCTOBER 1, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. AFTER OCTOBER 1, BREACHES IN DIKES AND SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
11. IF ANY GRADING OPERATIONS, OTHER THAN LOT FINISH GRADING, ARE TO BE PERFORMED DURING OCT. 1 THROUGH APRIL 15, AN EROSION CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY OF BERKELEY PRIOR TO THE COMMENCEMENT OF ANY SUCH GRADING OPERATIONS
12. TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
13. GRAVEL BAGS OR STRAW BALES SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
14. GRAVEL BAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL. APPROVED GRAVEL BAG FILL MATERIALS ARE DECOMPOSED GRANITE AND/OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.

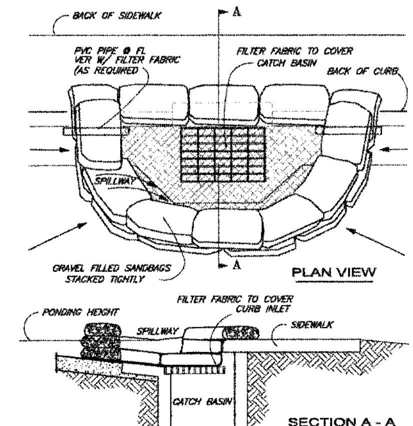


STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



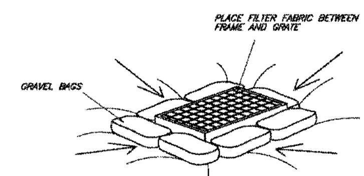
NOTE:
1. FABRIC ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"-5" (75-125mm) DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.

FABRIC ROLL DETAIL
N.T.S.



NOTES:
1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. SANDBAGS, OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC, ARE FILLED WITH GRAVEL, LAYERED AND PACKED TIGHTLY.
3. LEAVE ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERFLOW.
4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

CURB INLET SEDIMENT BARRIER (ROCK BAGS)
N.T.S.



DRAIN INLET PROTECTION
N.T.S.

brick.

ARCHITECT
brick, llp
925 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
arm development
111 n post, suite 200
spokane, wa 99201

IZZAT B. NASHASHIBI R.C.E. 29528

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1821 BROWN AVE, LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578

rev date issue

temescal apartments

4901 broadway ave. oakland, california 94611
project number: 13001
engineer: h.n.
scale: as noted
date: 02.05.15

development submittal

EROSION AND SEDIMENT CONTROL NOTES & DETAILS

C08

LEGEND

	BOUNDARY LINE
	LOT LINE WITHIN BOUNDARY
	ADJACENT LOT LINE/RIGHT OF WAY LINE
	MONUMENT LINE
X	FENCE
E	ELECTRICITY
G	GAS
OH	OVERHEAD LINES
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER
	FACE OF BUILDING OR HOUSE
	CONCRETE
	AC PAVING
	FOUND STANDARD STREET MONUMENT
	FOUND REBAR, AS NOTED
	FOUND X, AS NOTED
	JOINT POLE
	GUY
	SIGN
	STREET LIGHT
	WATER VALVE
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE
	TELEPHONE MANHOLE
	CATCH BASIN
	HANDICAP PARKING
WM	WATER METER
E	ELECTRIC BOX
T	TELEPHONE BOX
PG&E	PG&E BOX
	TRAFFIC SIGNAL
	PARKING METER

TOTAL AREA (GROSS): 60,174 SQ. FT. (1.38 ACRES)

GENERAL NOTES

THE SCOPE AND LIMIT OF THIS SURVEY WAS DEFINED IN DECEMBER 21, 2012 BY RYAN LEONG. USE OF THIS SURVEY IS LIMITED TO THE PROPERTY OWNER AS REFERENCED IN THE TITLE BLOCK AND CONSULTANTS FOR THE SPECIFIC PROJECT. OTHERS MAY NOT USE THIS MAP WITHOUT THE PERMISSION OF THE CLIENT AND HUMANN COMPANY. BOUNDARY AND BASIS OF BEARINGS ARE PER THE UNDERLYING RECORD MAP AS REFERENCED IN THE TITLE BLOCK HEREON.

TITLE REPORT FOR THIS SURVEY WAS PREPARED BY OLD REPUBLIC TITLE COMPANY, DATED NOVEMBER 27, 2012, ORDER NO. 1117012586-JM.

THE ELECTRONIC FILE IF SUPPLIED, IS BEING DONE SO AS A COURTESY AND CONVENIENCE, AND IS SUBORDINATE TO THE PROVIDED SIGNED HARD COPY MAP WITH RESPECT TO CONTENT, ACCURACY AND QUALITY. HUMANN COMPANY MAKES NO WARRANTEE OR GUARANTEE, EXPRESSED OR IMPLIED FOR ANY COPIES OF THE DRAWINGS OR WORK ASSOCIATED WITH THE ELECTRONIC FILE BY OTHERS.

BUILDING(S) SHOWN HEREON CONTAINS DECORATIVE ARCHITECTURAL ELEMENTS ALONG ITS WALLS AND CORNERS WHICH ARE NOT NECESSARILY ACCOUNTED FOR IN THE BUILDING FOOTPRINT AS SURVEYED AND MAPPED. PRIOR TO THE PREPARATION OF WORKING DRAWINGS, THE ARCHITECT/DESIGNER SHOULD FIELD INSPECT ANY AREAS ON THE BUILDING WHERE AN ADDITION OR OTHER IMPROVEMENT IS EXPECTED TO OCCUR (IF SETBACKS OR OTHER CONSTRAINTS ARE AN ISSUE), AND CONSULT WITH THE SURVEYOR OR ENGINEER AS NEEDED.

TREES AND DRIP LINES AS SHOWN ARE LOCATED SUFFICIENTLY FOR GENERAL ARCHITECTURAL SITE PLANNING. ANY CONSTRUCTION ACTIVITY PLANNED IMMEDIATELY ADJACENT TO THE TREES OR DRIP LINES SHOULD BE REVIEWED WITH THE APPROPRIATE CONSULTANT. IF IT IS DETERMINED THAT DETAILED TREE AND/OR BRANCH MEASUREMENTS ARE NEEDED, FURTHER SURVEYING MAY BE NECESSARY AND SHOULD BE ARRANGED BY THE OWNER AND/OR CONSULTANT. SPECIES AS REFERENCED ON THE SURVEY SHOULD BE CONFIRMED BY A LICENSED ARBORIST OR LANDSCAPE ARCHITECT IF THE SPECIFIC TREE(S) IS SUSPECTED OF BEING A PROTECTED OR CRITICAL ONE(S).

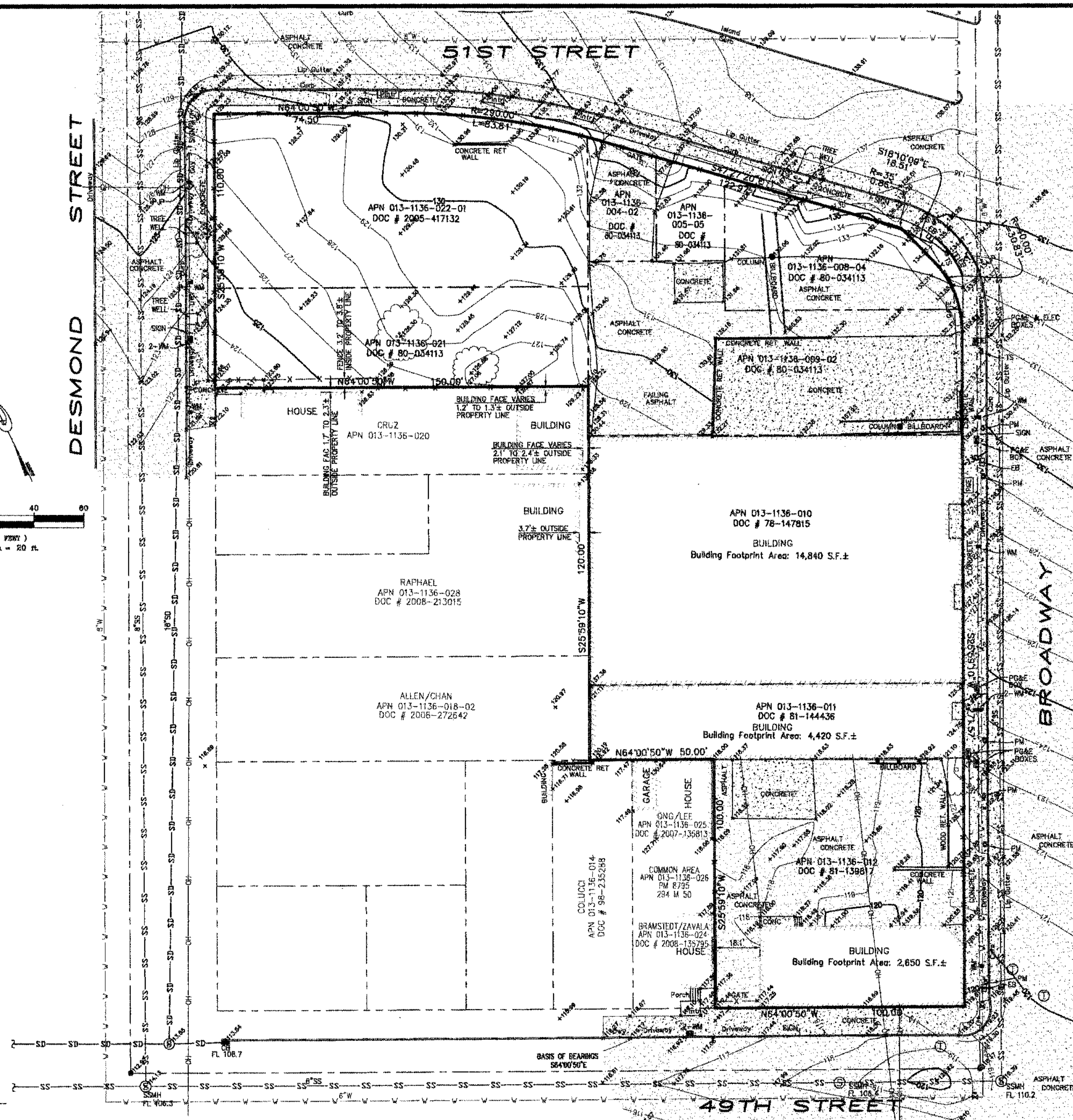
DATUM: ELEVATIONS SHOWN HEREON ARE BASED UPON THE FLOW LINE INVERT OF THE FOUND SANITARY SEWER MANHOLE AT THE INTERSECTION OF 49TH STREET AND BROADWAY AS SHOWN IN THE CITY OF OAKLAND SANITARY SEWER AND STORM DRAIN SYSTEM MAPS. ELEVATION: 110.2 FEET

CONTOUR INTERVAL: ONE (1) FOOT

LICENSED LAND SURVEYOR ERIC A. HUMANN No. 5452 STATE OF CALIFORNIA

ERIC (RICK) A. HUMANN PLS 5452

January 18, 2013
DATE



SCALE	1" = 20'
DATE	01-21-13
DRAWN	SC/PE
CHECKED	RH
JOB NO.	13001

REVISIONS

TOPOGRAPHIC SURVEY

APN 013-1136-004-02, 013-1136-005-05, 013-1136-008-04, 013-1136-009-02, 013-1136-010, 013-1136-011, 013-1136-021, AND 013-1136-022-01

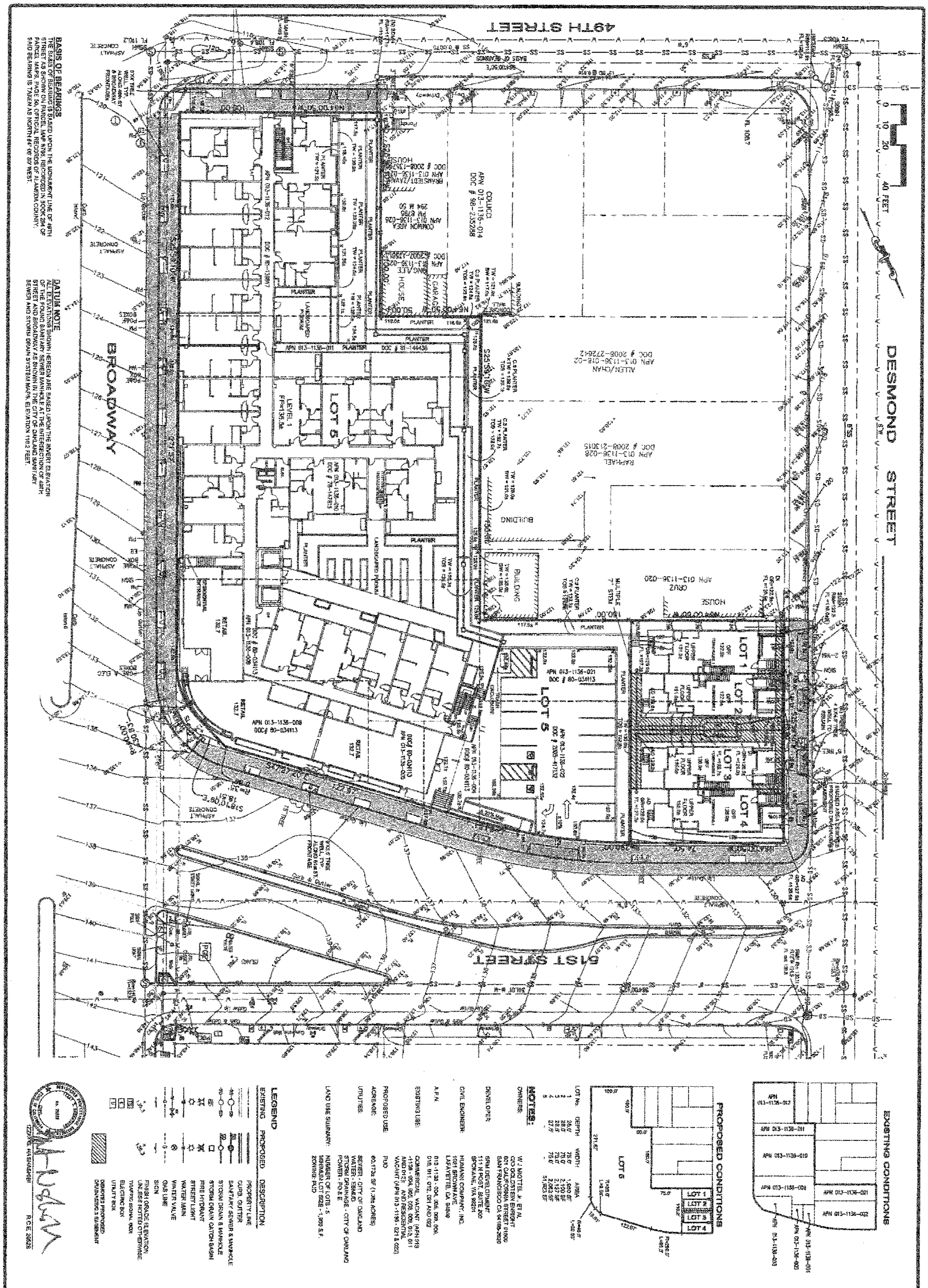
SRM DEVELOPMENT – 51st STREET AND BROADWAY

OAKLAND ALAMEDA COUNTY CALIFORNIA

HUMANN COMPANY INC.
ENGINEERING – SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-3578
www.humannco.com

SHEET T01
OF 1 SHEET

JOB NO. 13001



VESTING TENTATIVE MAP - TRACT 8185

A PORTION OF BLOCK 12 AS SHOWN ON THE MAP ENTITLED "MAP OF PLOT No. 13, AS PER KELLERSBERGER'S MAP OF THE RANCHO OF V. AND D. PERALTA" FILED MARCH 24,1870 IN BOOK 7 OF MAPS, PAGE 10, ALAMEDA COUNTY RECORDS

APN: 013-1136-004, 005, 008, 009, 010, 011, 012, 021, 022

OAKLAND ALAMEDA COUNTY CALIFORNIA

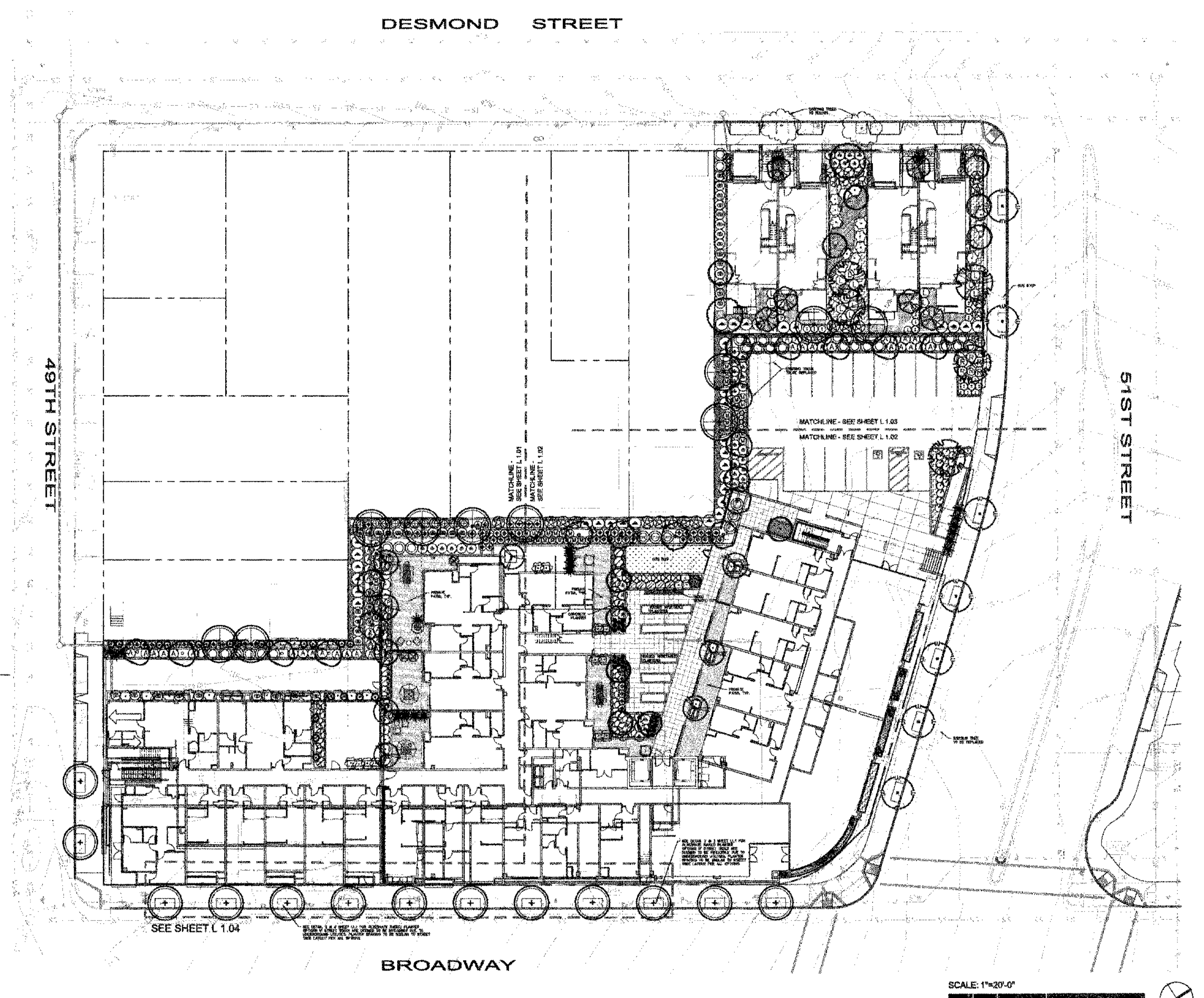
SCALE	1"=20'
DATE	06/20/2014
ENGINEER	H. N.
JOB NO.	13001

REVISIONS

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1051 BROWN AVE. LAFAYETTE, CA 94549
PH (925)283-5000 FAX (925)283-5576

SHEET VTM1 OF 1 SHEETS

JOB NO. 13001



GENERAL NOTES:

1. ALL NEW LANDSCAPE AREAS WILL BE IRRIGATED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM CONSISTING OF LOW-FLOW DRIP, BUBBLERS, OR MICRO SPRAY HEADS. MAXIMUM EMITTER FLOW RATE IS 1 GPM.
2. IRRIGATION CONTROLLER SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANT NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES WITH THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. WHERE GROUNDCOVER IS INDICATED, IT SHALL BE PLANTED AT THE SPECIFIED SPACING THROUGHOUT THE BED, INCLUDING AREAS UNDERNEATH TREES AND SHRUBS. START FIRST ROW 12" FROM EDGE OF BED.
4.
5. NO GROUNDCOVERS/SHRUBS ARE TO BE PLANTED WITHIN 24" OF NEW TREES.
6. MULCH ALL PLANTING AREAS WITH A MINIMUM OF 3" DEPTH OF SPECIFIED MULCH. MULCH SHALL BE LOCALLY SOURCED.
7. INCORPORATE 2" MIN. DEPTH COMPOST IN TOP 8" OF TOPSOIL IN ALL NEW LANDSCAPE AREAS AT GRADE.
8. ALL PLANTERS ON STRUCTURE TO RECEIVE LIGHTWEIGHT TOPSOIL. REFER TO SPECIFICATIONS.
9. REFER TO CIVIL FOR SOIL SPECIFICATIONS FOR BIORETENTION FACILITIES.
10. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sra development
111 n post, suite 200
spokane, wa 99201

LICENSED LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST
SEATTLE WA 98112
206-322-1732
WWW.WDGINC.COM

rev date issue

temescal apartments

4901 broadway ave. oakland, california 94611

project number: 12-038

plot date:

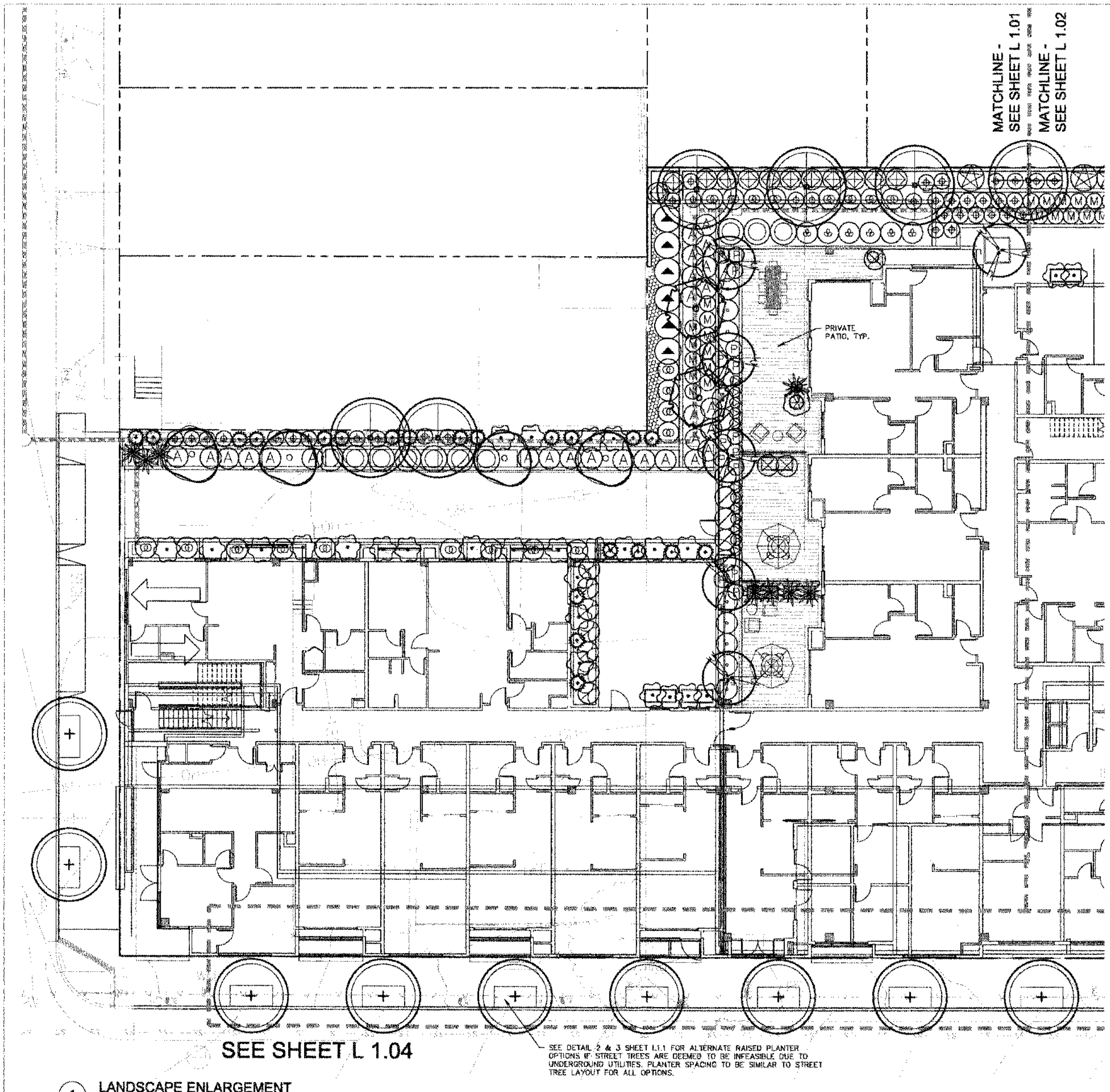
scale: as noted

date: 02.27.15

PLANNING SUBMITTAL REVISIO

OVERALL LANDSCAPE PLAN

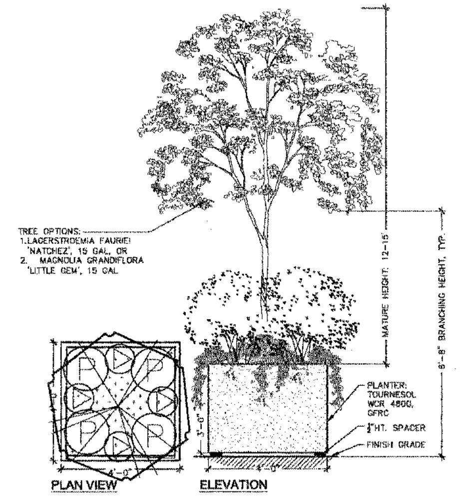
L1.0



(1) LANDSCAPE ENLARGEMENT

Scale: 1"=10'-0"

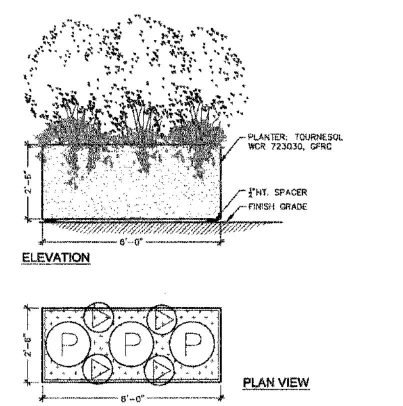
SCALE: 1"=10'-0"
0' 5' 10' 20' 40'



NOTE:
1.) CONTRACTOR TO LEVEL ALL PLANTERS PRIOR TO INSTALLING PLANT MATERIAL.
2.) SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

(2) ALTERNATE RAISED PLANTER WITH SMALL TREE

Scale: 1/2"=1'-0"



NOTE:
1.) CONTRACTOR TO LEVEL ALL PLANTERS PRIOR TO INSTALLING PLANT MATERIAL.
2.) SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

(3) ALTERNATE RAISED PLANTER WITH SHRUBS

Scale: 1/2"=1'-0"

brick.

ARCHITECT
brick, llp
926 carleton street
berkeley, ca 94710
510.516.0187
www.brick-llp.com

CLIENT
snn development
111 n post, suite 200
spokane, wa 99201

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST SEATTLE WA 98112
206-322-1732 WWW.WDGINC.COM

rev date issue

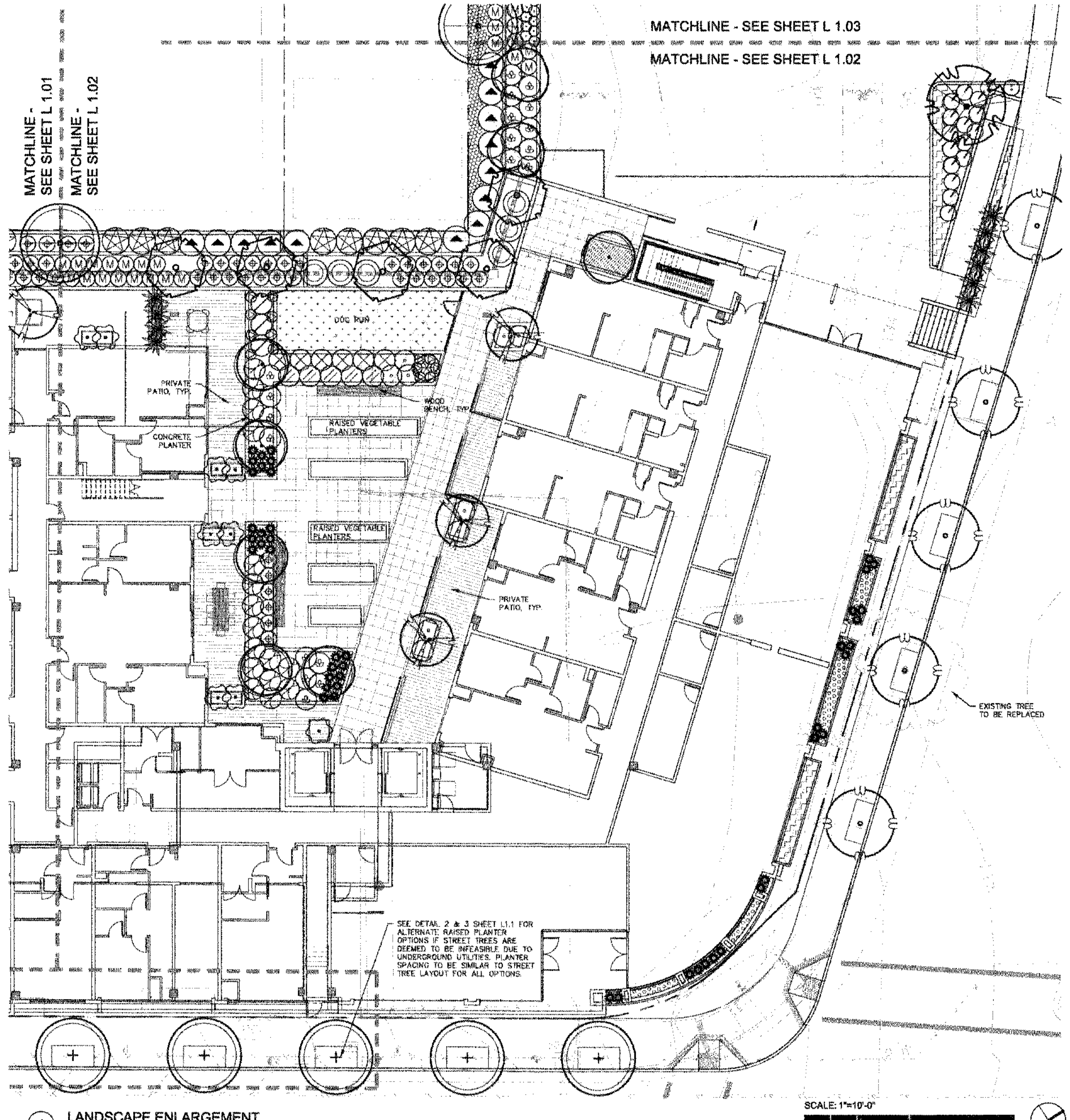
temescal apartments

4901 broadway ave. oakland, california 94611
project number: 12-038
plot date:
scale: as noted
date: 02.27.15

PLANNING SUBMITTAL REVISIC

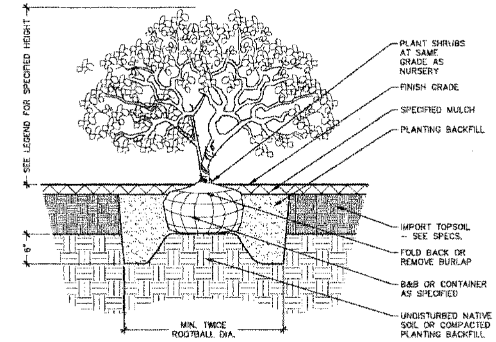
LANDSCAPE PLAN

L1.1



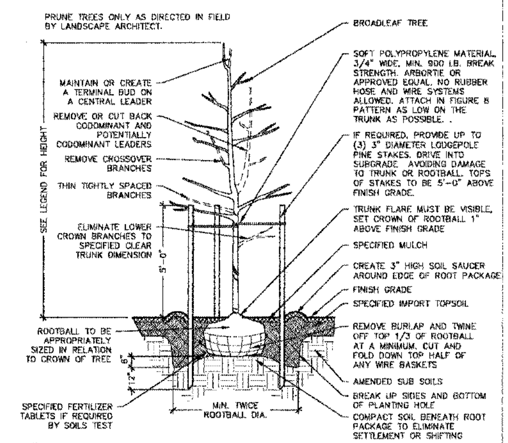
1 LANDSCAPE ENLARGEMENT

Scale: 1"=10'-0"



2 SHRUB PLANTING

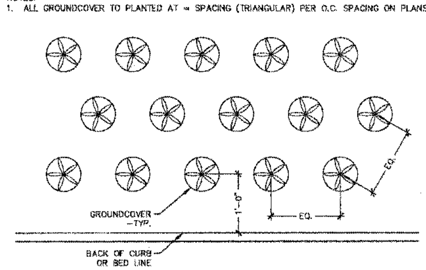
Scale: 1"=1'-0"



3 TREE PLANTING

Scale: 3/8"=1'-0"

NOTES:
1. ALL GROUNDCOVER TO PLANTED AT = SPACING (TRIANGULAR) PER O.C. SPACING ON PLANS



4 GROUNDCOVER PLANTING

Scale: 1"=1'-0"

brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sre development
111 n post, suite 200
spokane, wa 99201

LICENSED LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
3329 E MADISON ST SEATTLE WA 98112
206-322-1732 WWW.WDGINC.COM

rev date issue

temescal apartments

4901 broadway ave. oakland, california 94611
project number: 12-036
plot date:
scale: as noted
date: 02.27.15

PLANNING SUBMITTAL REVISIC

LANDSCAPE PLAN

L1.2

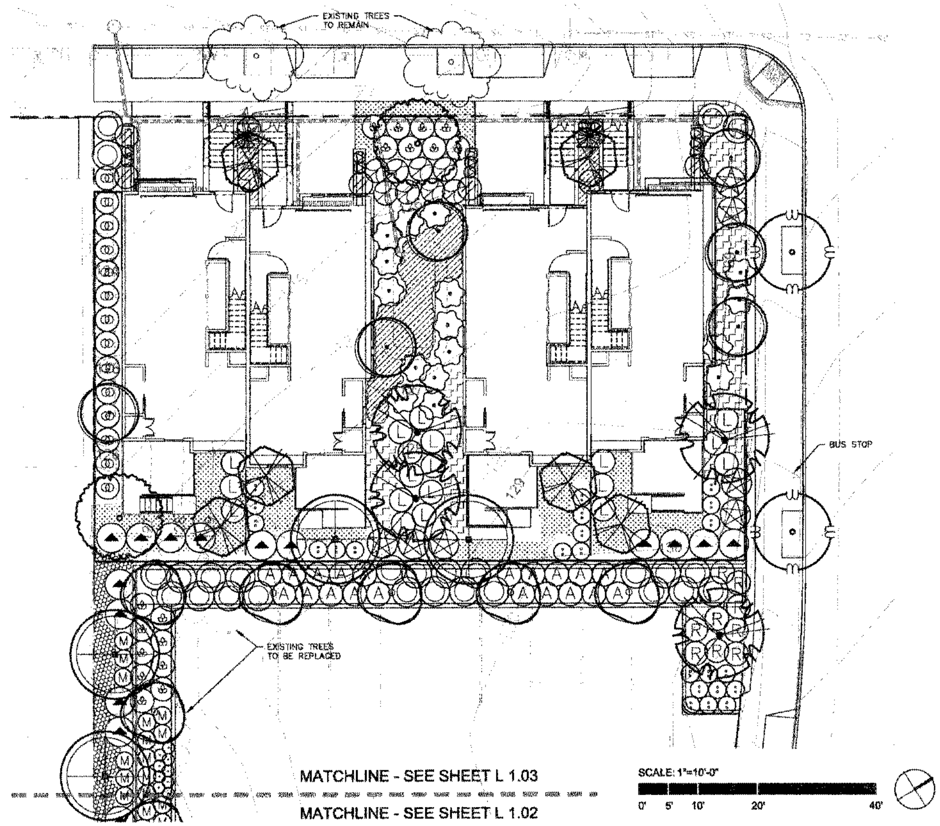
LANDSCAPE LEGEND

SYMBOLS ON LEGEND SHOWN AT 1"=10'-0"
* DENOTES NATIVE SPECIES M DENOTES MODERATE, L LOW WATER USE

QTY.	BOTANICAL/COMMON NAME	SIZE/CONDITION/REMARKS
STREET TREES		
M	PODOCARPUS GRACILIOR AFRICAN FERN TREE	24" BOX 12'-14' HT. SINGLE STEM, WELL BRANCHED ABOVE 5' HT, SPACING AS SHOWN ON PLAN
M	NYSSA SYLVATICA SOUR GUM	24" BOX 10'-12' HT. SINGLE STEM, WELL BRANCHED ABOVE 5' HT, SPACING AS SHOWN ON PLAN
LARGE & MEDIUM SHADE TREES		
L *	LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS CATALINA IRONWOOD	MIN. 3" CAL., 12-14' HT., SINGLE STEM, WELL-BRANCHED ABOVE 5' HT., SPACING AS SHOWN ON PLAN.
L *	PISTACIA CHINENSIS PISTACHIO	↓
VL *	ARCTOSTAPHYLOS MANZANITA 'DR. HURD' COMMON MANZANITA	↓
EVERGREEN TREES		
L	CRYPTOMERIA JAPONCIA 'BLACK DRAGON' BLACK DRAGON CRYPTOMERIA	MIN. 5'-6' HT., FULL AND BUSHY TO BASE, SPACING AS SHOWN ON PLAN.
M	MAGNOLIA GRANDIFLORA 'LITTLE GEM' LITTLE GEM MAGNOLIA	↓
SMALL AND FLOWERING TREES		
L	CERCIS OCCIDENTALIS WESTERN REDBUD	MIN. 24" BOX, MULTI-STEMMED TRUNKS, MIN. 8-10' HT., B&B.
L	LAGERSTROEMIA FAURIEI 'NATCHEZ' NATCHEZ CRAPE MYRTLE	↓
L *	CORYLUS CORNUTA V. CALIFORNICA CALIFORNIA HAZELNUT	↓
M *	ACER CIRCINATUM VINE MAPLE	↓
LARGE SHRUBS		
L *	ARBUTUS UNEDO 'COMPACTA' COMPACT STRAWBERRY TREE	MIN. 36" HT., FULL AND BUSHY TO BASE, SPACING AS SHOWN ON PLAN.
L	GREVILLEA 'MAGIC LANTERN' GEREVILLEA	↓
L *	CARPENTERIA CALIFORNICA BUSH ANEMONE	↓
M	CITRUS 'MEYER' MEYER LEMON	↓
L *	GARRYA ELLIPTICA SILK TASSLE	↓
L *	MYRICA CALIFONIA WAX MYRTLE	↓
L *	CEONOTHUS X 'DARK STAR' DARK STAR CALIFORNIA LILAC	↓
L	MYRSINE AFRICANUM AFRICAN BOX	↓
L	ROSEMARINUS OFFICINALIS ROSEMARY	↓
M	CAMELLIA SASANQUA 'JEAN MAY' CAMELLIA	↓
SMALL / MEDIUM SHRUBS		
L	CISTUS CRISPUS 'SANTA CRUZ' SANTA CRUZ ROCK ROSE	MIN. 18"-21" HT. & SPREAD, FULL AND BUSHY, SPACING AS SHOWN ON PLAN.
L	PHORMIUM TENAX 'ATROPURPUREUM COMPACTUM' PURPLE RED NEW ZEALAND FLAX	↓
L	CEONOTHUS MARITIMUS 'POPCORN' POPCORN CALIFORNIA LILAC	↓
L	MYRTUS COMMUNIS COMPACTA TRUE MYRTLE	↓
L	CALLISTEMON CITINUS 'LITTLE JOHN' BOTTLE BRUSH	↓
M	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' WHEELER'S DWARF PITTOSPORUM	↓
L	RHAPHIOLEPIS INDICA 'CLARA' INDIAN HAWTHORN	↓
L *	MAHONIA PINNATA CALIFORNIA BARBERRY	↓
L *	RIBES AUREUM VAR. GRACILLIMUM GOLDEN CURRENT	↓
L	SACOCOCCA RUSCIFOLIA SWEET BOX	↓
L *	ARCTOSTAPHYLOS DENSIFLORA 'MCMINN' MANZANITA	↓
L	LEUCOPHYLLUM FRUTESCENS 'COMPACTA' COMPACT TEXAS RANGER	
GRASSES, PERENNIALS & GROUNDCOVERS		
L	ASPIDISTRA ELATIOR CAST IRON PLANT	MIN. 2 GAL. CONT., MIN. 18" HT., FULL AND BUSHY, SPACING AS SHOWN ON PLAN
	AGAPANTHUS AFRICANUS 'PETER PAN' DWARF LILY OF THE NILE	↓
L *	PHLOMIS FRUTICOSA JERUSALEM SAGE	↓

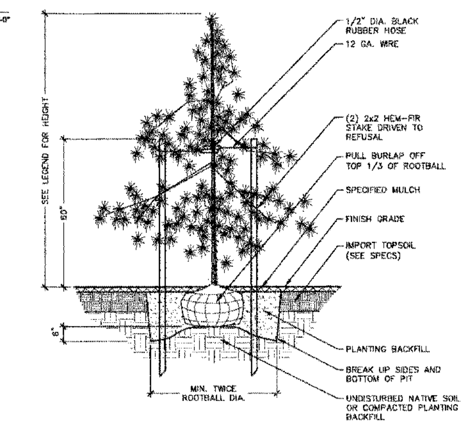
GRASSES, PERENNIALS & GROUNDCOVERS, CONT.

QTY.	BOTANICAL/COMMON NAME	SIZE/CONDITION/REMARKS
	LIRIOPE MUSCARI 'BIG BLUE' CREEPING LILY TURF	MIN. 1 GAL. CONT., MIN. 12" HT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
L	CEONOTHUS GRISUES HORIZONTALIS CARMEL CREEPER	MIN. 1 GAL. CONT., MIN. 15" HT., FULL AND BUSHY, 24" O.C. TRIANGULAR SPACING
L	CARISSA MACROCARPA 'GREEN CARPET' LOW GROWING NATAL PLUM	MIN. 1 GAL. CONT., MIN. 18" HT., FULL AND BUSHY, 24" O.C. TRIANGULAR SPACING
L *	IRIS DOUGLASIIDOUGLAS IRIS	MIN. 1 GAL. CONT., MIN. 12" HT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
L	SARCOCOCCA HOOKERIANA VAR. HUMILIS SWEET BOX	MIN. 2 GAL. CONT., MIN. 12" HT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
	ARTIFICIAL TURF	SEE SPECIFICAITON
C-3 PLANTERS		SEE SPECIFICATION. DRAINAGE BY OTHERS
L *	JUNCUS PATENS BLUE RUSH	EQUAL QUANTITIES, MIN. 1 GAL. CONT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
L *	DESCHAMPSIA CESPITOSA TUFTED HAIRGRASS	↓
L *	MUHLENBERGIA RIGENS DEER GRASS	↓
L	NEPETA X FAASSENII CAT MINT	↓
	EXISTING TREE TO REMAIN	SAVE AND PROTECT



(1) LANDSCAPE ENLARGEMENT

Scale: 1"=10'-0"



(2) CONIFEROUS TREE PLANTING

Scale: 1/2"=1'-0"

brick.

ARCHITECT
brick, llp
828 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST SEATTLE WA 98112
206-322-1732 WWW.WDGINC.COM

rev date issue

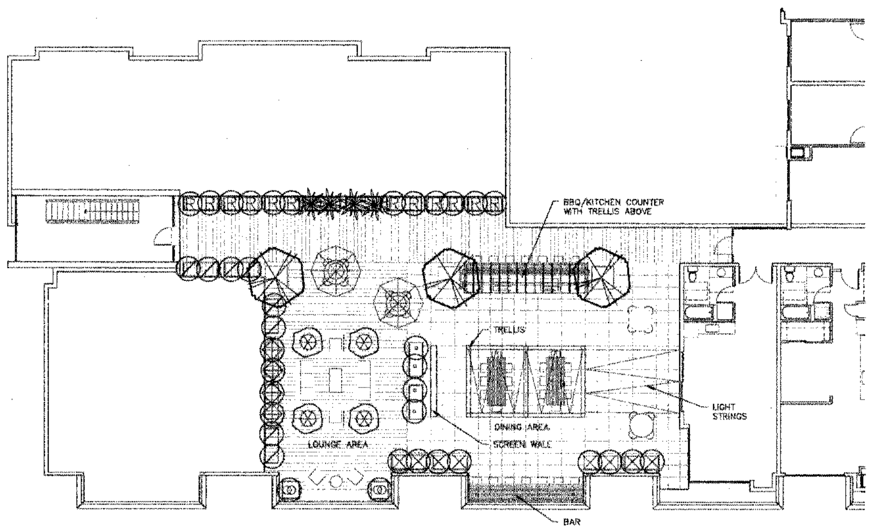
temescal apartments

4901 broadway ave. oakland, california 94611
project number: 12-035
plot date:
scale: as noted
date: 02.27.15

PLANNING SUBMITTAL REVISIC

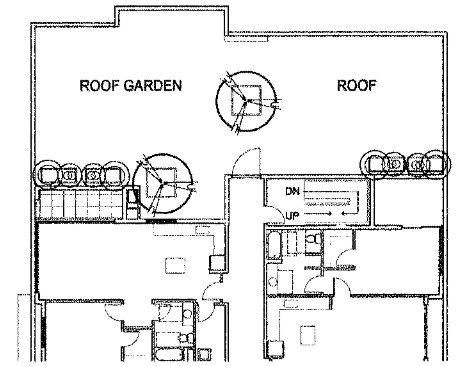
LANDSCAPE PLAN

L1.3



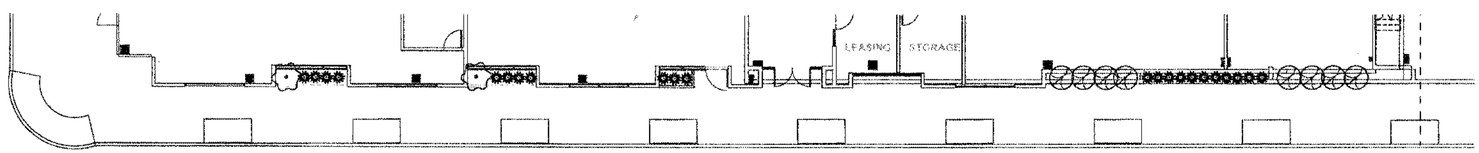
(1) LANDSCAPE ENLARGEMENT - ROOF TOP

Scale: 1"=10'-0"



(2) LANDSCAPE ENLARGEMENT - WEST TERRACE, 5TH FLOOR

Scale: 1"=10'-0"



(3) LANDSCAPE ENLARGEMENT - PARKING DECK ELEVATION AT BROADWAY

Scale: 1"=10'-0"

KEY PLAN

2/L1.04
1/L1.04
3/L1.04

SCALE: 1"=10'-0"

0' 5' 10' 20' 40'

brick.

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
ema development
111 n post, suite 200
spokane, wa 99201

LICENSED LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST
SEATTLE WA 98112
206-322-1732
WWW.WDGINC.COM

rev date issue

temescal apartments

4901 broadway ave, oakland, california 94611
project number: 12-038
plot date:
scale: as noted
date: 02.27.15

PLANNING SUBMITTAL REVISIC

LANDSCAPE PLAN

L1.4

1 EXISTING / DEMO SITE PLAN 1" = 30'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0157
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number 12-038

scale: as noted
date: 02.09.15

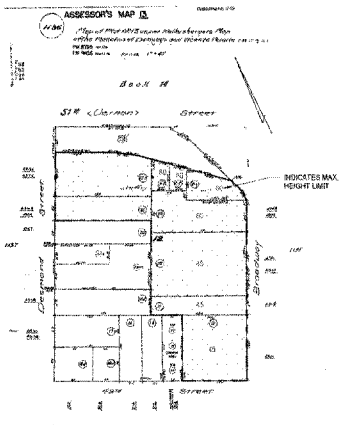
DESIGN DEVELOPMENT

EXISTING / DEMO SITE PLAN, CONSTRUCTION STAGING

A1.1

1 SITE PLAN

1" = 30'-0"



ZONING INFORMATION:

LOT # 4, 5, 6, 8, 10, 11, 12
ZONE: CC-2 COMMUNITY COMMERCIAL (D.M.C. 17.39)

CC-2 SETBACKS:	
MIN. FRONT:	0 FT.
MAX. FRONT:	10 FT
MIN. INTERIOR SIDE:	0 FT
ABUT INTERIOR SIDE RM-1:	5 FT
MINIMUM STREET SIDE:	0 FT
ABUT KEY LOT RM-1:	5 FT
REAR (RESIDENTIAL)	
ADJ. RM-1 (LOT DEPTH <100')	10 FT
ADJ. RM-1 (LOT DEPTH >100')	15 FT
PARKING PER RESID. UNIT:	1 SPACE / UNIT
RESIDENTIAL UNITS > 100 UNITS:	100 SPACES PROVIDED
COMMERCIAL PARKING:	1 SPACE / 400 SF [GENERAL RETAIL]
COMMERCIAL AREA = 8,647 SF:	22 SPACES REQUIRED
COMMERCIAL PARKING PROVIDED:	83 SPACES PROVIDED
USABLE OPEN SPACE:	
GROUP OPEN SPACE / REGULAR UNIT:	150 SQ FT
GROUP OPEN SPACE / REGULAR UNIT WHEN PRIVATE OPEN SPACE SUBSTITUTED:	30 SQ FT

LOT # 21,22
ZONE: RM-1 MIXED HOUSING ZONE (D.M.C. 17.17)

MAX. DENSITY:	1 UNIT/LOT
RM-1 SETBACKS:	
MIN. FRONT:	20 FT OR NEIGHBOR'S PROJECTION
MIN. INTERIOR SIDE YARD:	5 FT
MIN. STREET SIDE YARD:	5 FT
MIN. REAR YARD:	15 FT
WALL HT. (PRIMARY BLDG)	MAX. 25 FT
PITCHED ROOF HEIGHT:	MAX. 30 FT
PARKING PER UNIT:	MIN 1.5
4 UNITS PROPOSED:	6 REQUIRED
PARKING PROVIDED:	9 PROVIDED
USABLE OPEN SPACE:	
GROUP OPEN SPACE / REGULAR UNIT:	300 SF
GROUP OPEN SPACE PROVIDED:	1100 SF
GROUP OPEN SPACE / REGULAR UNIT WHEN PRIVATE OPEN SPACE SUBSTITUTED:	100 SF
PRIVATE OPEN SPACE / UNIT:	112 SF PROVIDED EACH

OPEN SPACE CALCULATION

LOT #: 4, 5, 6, 8, 9, 10, 11, 12 (ZONE CC-2)

LEVEL	GROUP (SF)	PRIVATE (SF)
1	3,313	3,198
2	0	438
3	0	526
4	3,678	253
5	0	310
TOTAL	6,991	4,775 X 2 (SUBSTITUTE) = 9,550
GRAND TOTAL		16,541
REQUIRED		16,900 (150 SF X 126 UNITS)

BUILD-IT-GREEN REQUIREMENT:
126 UNITS X 60 SF/UNIT = 6300 SF (6940 SF OUTDOOR GATHERING AREA PROVIDED)

5 FLAT ROOF
4 BIKE RACK (SHORT TERM)
3 PLANTER
2 ROOF DECK
1 DECK
PROPERTY LINE

NORTH

ARCHITECT
brick., llp
1908 carleton street
berkeley, ca 94703
510.516.6167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/1/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-033

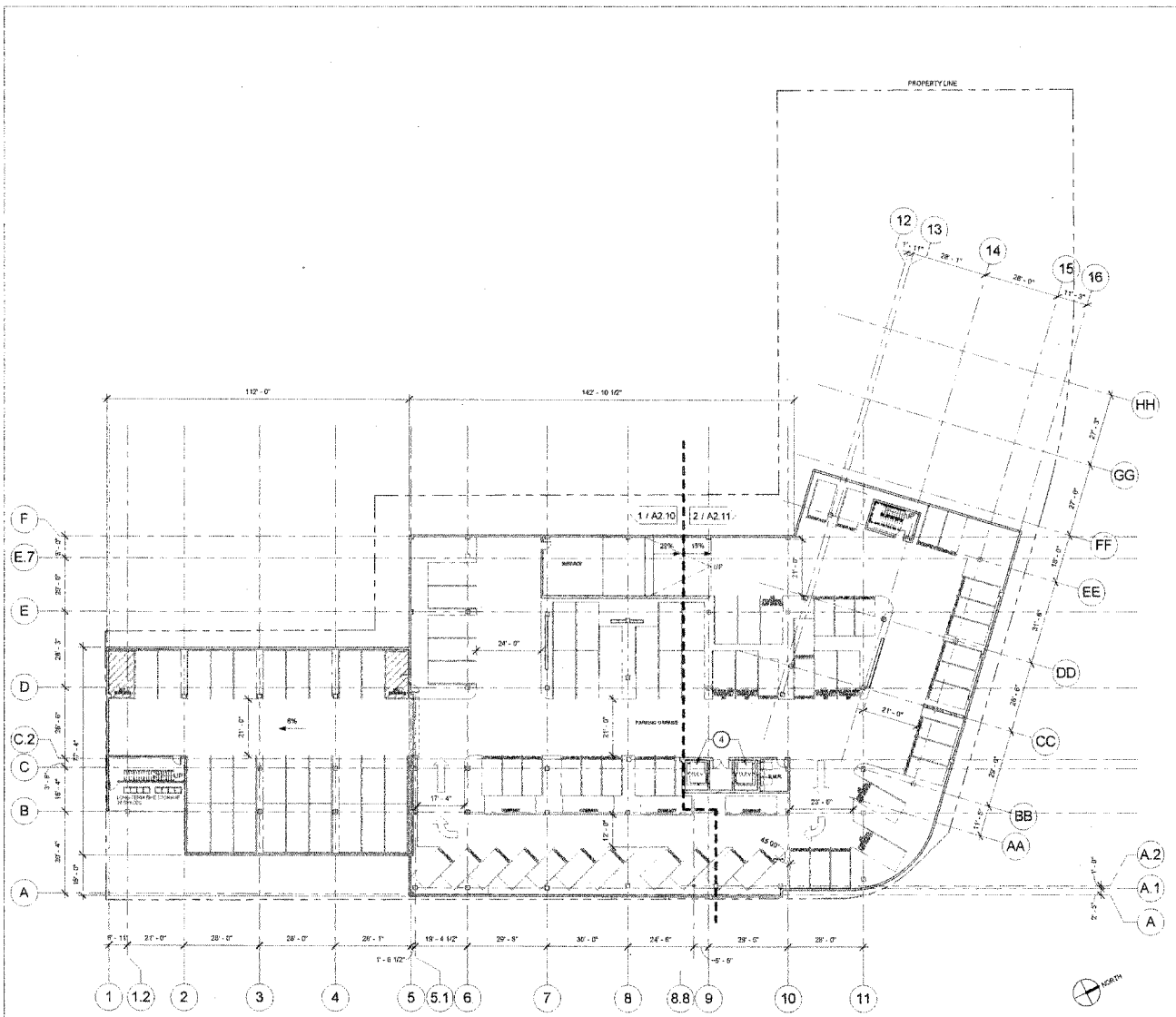
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

PROPOSED SITE PLAN

A1.2



1 OVERALL FLOOR PLAN - LEVEL P2 — 1" = 20'-0"

CAR PARKING		BICYCLE PARKING	
REGULAR SPACES:	102	RESIDENTIAL:	125
INTERMEDIATE SPACES:	20	PUBLIC SHORT TERM:	4
COMPACT:	68	PUBLIC LONG TERM:	2
TOTAL:	183	TOTAL:	142

PARKING TABULATION — 12" = 1'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOWRATES:
   WATER CLOSETS - 1.28 GAL / FLUSH, TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC.
   URINALS - 0.5 GAL / FLUSH
   SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI, CERTIFIED PER U.S. EPA WATERSENSE SPEC
   LAVATORY FAUCETS (PRIVATE) - MAX. 1.5 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
   LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
   METERING FAUCETS - 0.25 GAL / CYCLE
   KITCHEN FAUCETS - 1.8 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4.
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1.
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1.
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 300G/L.
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 G/L.
10. AEROSOL PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.3.
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3.
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4.
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5
14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.
15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1.
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2012 VENTILATION RESIDENTIAL STANDARDS.

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8.
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED.
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.
4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4.
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)(4).
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332 USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2
8. WALL & FLOOR/CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 45.
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30# FLY ASH OR SLAG IN CONCRETE
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 65% POST-INDUSTRIAL RECYCLED CONTENT.
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER.
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION.
10. DISHWASHERS TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 35 DB(A) AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS — 12" = 1'-0"

4	MACHINE ROOM-LESS GEARLESS TRACTION ELEVATOR	8	DETECTABLE WARNING - TRUNCATED DOMES
3	RECESSED ENTRANCE GRATE, 6'-0" DEEP	7	CHAIN & DRAINAGE
2	PUBLIC BIKE LOCKER (LONG TERM)	6	OVERHEAD COILING GARAGE DOOR
1	PUBLIC BIKE RACK (SHORT TERM)	5	RESIDENTIAL BIKE RACK

FLOOR PLAN KEYNOTES — 12" = 1'-0"

P.O.S. PRIVATE OPEN SPACE

G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND — 12" = 1'-0"

file:

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
smi development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop review

temescal apartments

4901 broadway, oakland, california
94611

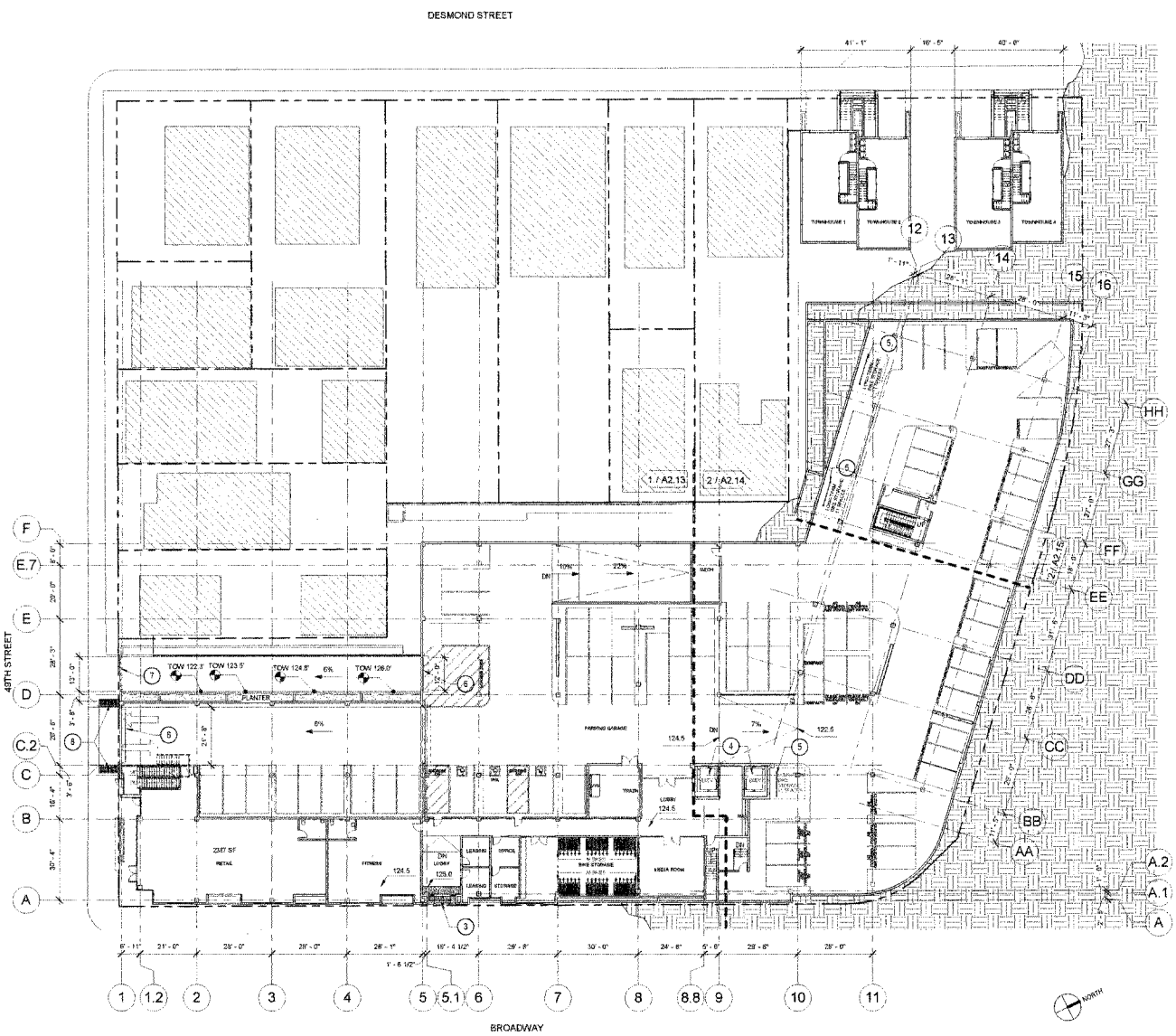
project number 12-008

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT

OVERALL LEVEL P2 FLOOR PLAN

A2.1



1 OVERALL FLOOR PLAN - LEVEL P1 — 1" = 20'-0"

CAR PARKING		BICYCLE PARKING	
REGULAR SPACES:	102	RESIDENTIAL:	125
INTERMEDIATE SPACES:	20	PUBLIC SHORT TERM:	4
COMPACT:	68	PUBLIC LONG TERM:	2
TOTAL:	183	TOTAL:	142

PARKING TABULATION — 12" = 1'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES
   WATER CLOSETS - 1.28 GAL / FLUSH. TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC
   URINALS - 0.5 GAL / FLUSH
   SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI, CERTIFIED PER U.S. EPA WATERSENSE SPEC.
   LAVATORY FAUCETS (PRIVATE) - MAX. 1.0 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN @ 20 PSI
   LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
   METERING FAUCETS - 0.25 GAL / CYCLE
   KITCHEN FAUCETS - 1.5 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 65% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1.
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1.
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 300G/L
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 G/L.
10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4.
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5.
14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.
15. BLDG MATERIALS W VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2012 VENTILATION RESIDENTIAL STANDARDS.

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8.
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS - SEE CALGREEN 5.410.2
4. TEMPORARY USE OF THE HVAC SYSTEM DURING BLDG CONSTRUCTION SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4.
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)(4).
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332, USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2
8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 60% POST-INDUSTRIAL RECYCLED CONTENT.
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER.
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION.
10. DISHWASHERS TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 25 CU FT AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS

FLOOR PLAN KEYNOTES

4	MACHINE ROOM-LESS GEARLESS TRACTION ELEVATOR	8	DETECTABLE WARNING - TRUNCATED DOMES
3	RECESSED ENTRANCE GRILL, 6'-0" DEEP	7	CHAIN & SIGNAGE
2	PUBLIC BIKE LOCKER (LONG TERM)	6	OVERHEAD COILING GARAGE DOOR
1	PUBLIC BIKE RACK (SHORT TERM)	5	RESIDENTIAL BIKE RACK

P.O.S. PRIVATE OPEN SPACE

G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND — 12" = 1'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-lp.com

CLIENT
srm development
111 n post, suite 240
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

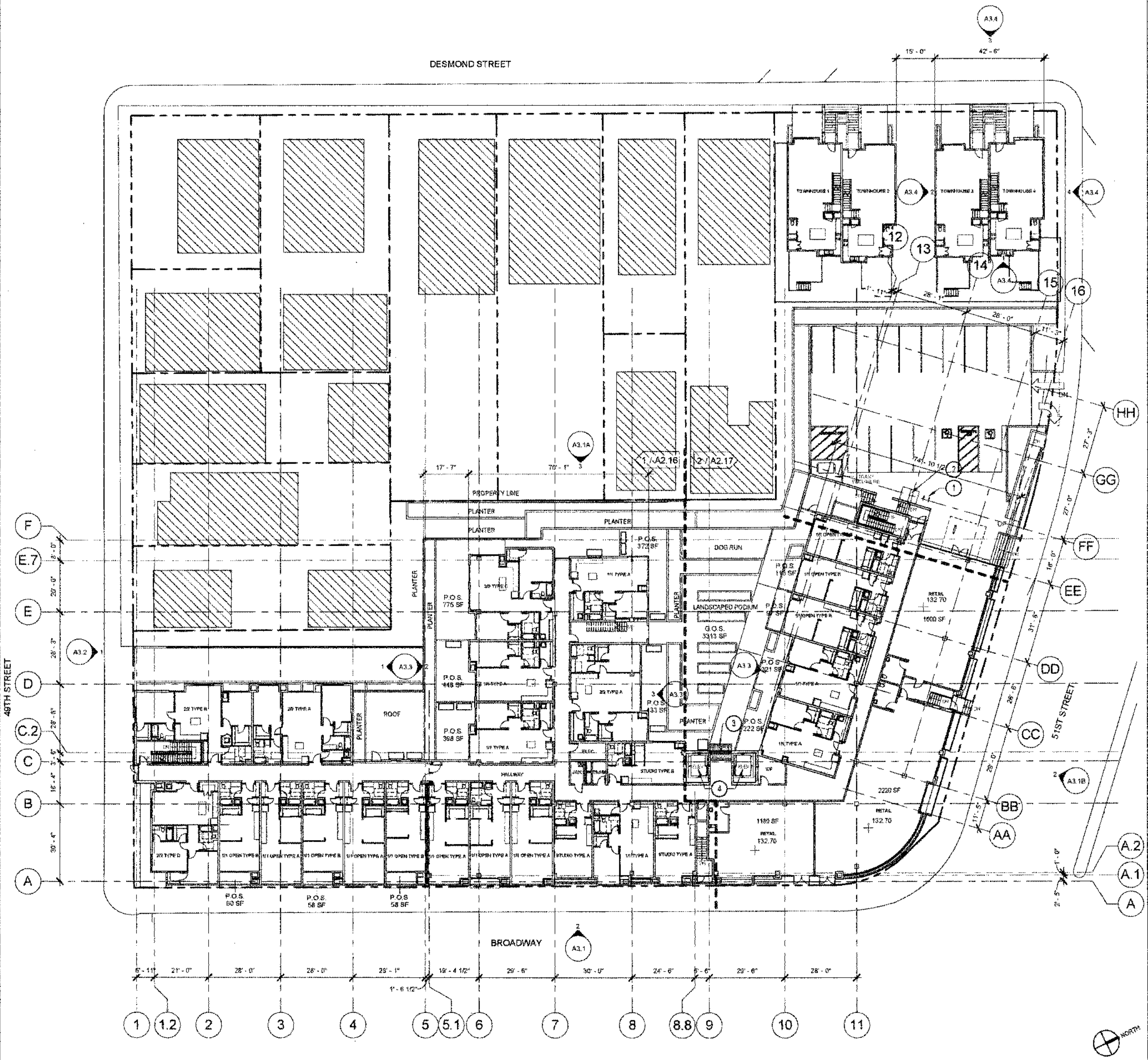
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

OVERALL LEVEL P1 FLOOR PLAN

A2.2



1 OVERALL FLOOR PLAN - LEVEL 1 1" = 20'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES:
WATER CLOSETS - 1.28 GAL / FLUSH, TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC.
URINALS - 0.5 GAL / FLUSH
SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI. CERTIFIED PER U.S. EPA WATERSENSE SPEC.
LAVATORY FAUCETS (PRIVATE) - MAX. 1.5 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
METERING FAUCETS - 0.25 GAL / CYCLE
KITCHEN FAUCETS - 1.8 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4.
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 30G/L.
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 G/L.
10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3.
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3.
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4.
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5
14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.
15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1.
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2010 VENTILATION RESIDENTIAL STANDARDS.

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.
4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4.
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 121(C)(4).
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332, USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2.
8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40.
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 60% POST-INDUSTRIAL RECYCLED CONTENT
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION.
10. DISHWASHES TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 25 CU.FT AND ENERGY STAR RATED
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS 12" = 1'-0"

(4) MACHINE ROOM-LESS GEARLESS TRACTION ELEVATOR
(3) RECESSED ENTRANCE GRILL, 6'-0" DEEP
(2) PUBLIC BIKE LOCKER (LONG TERM)
(1) PUBLIC BIKE RACK (SHORT TERM)
(8) DETECTABLE WARNING - TRUNCATED DOMES
(7) CHAIN & SIGNAGE
(6) OVERHEAD COILING GARAGE DOOR
(5) RESIDENTIAL BIKE RACK

FLOOR PLAN KEYNOTES

P.O.S. PRIVATE OPEN SPACE
G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

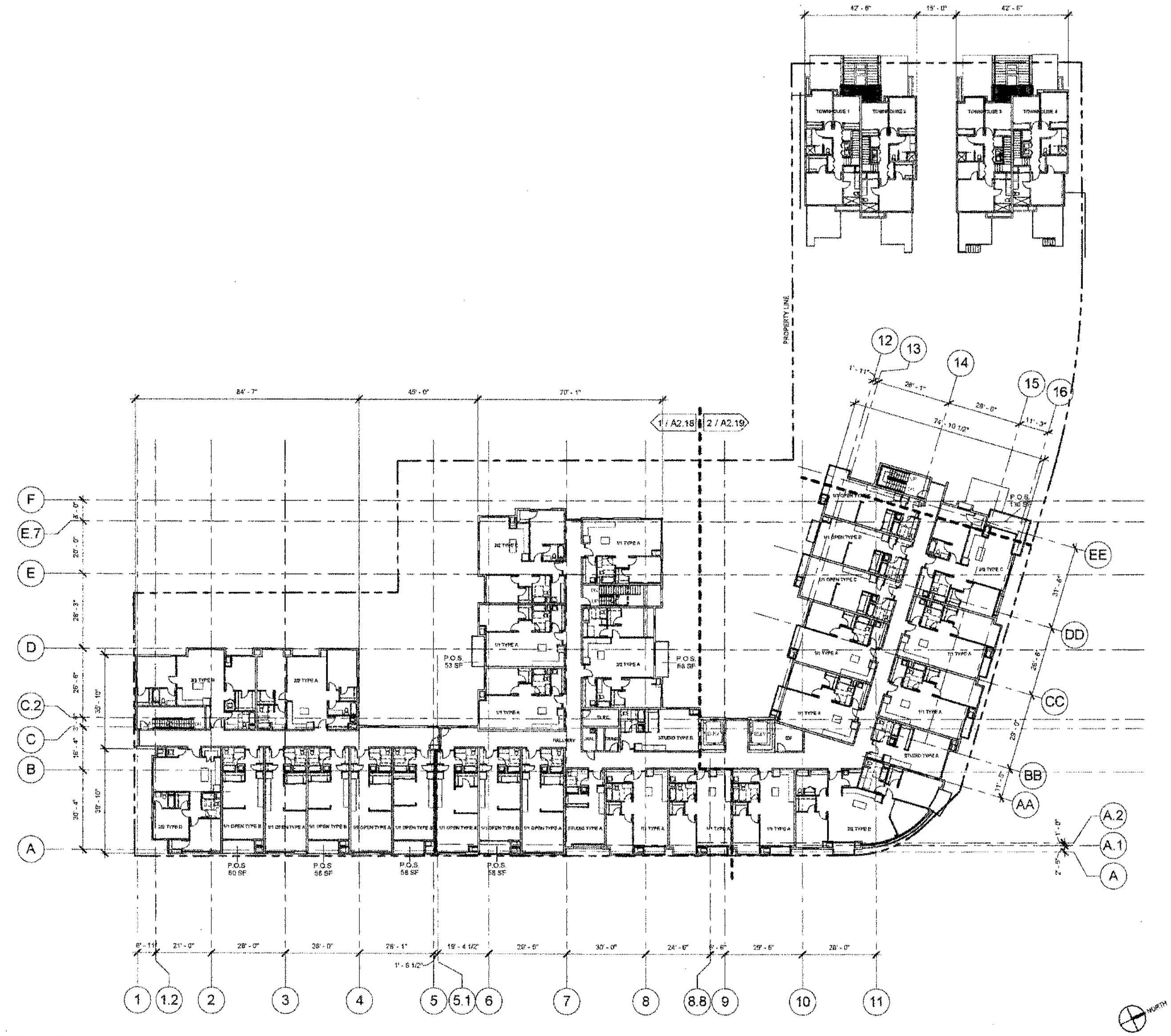
temescal apartments

4901 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT
OVERALL LEVEL 1 FLOOR PLAN

A2.3



1 OVERALL FLOOR PLAN - LEVEL 2 1" = 20'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1 RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES:
WATER CLOSETS - 1.28 GAL / FLUSH, TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC.
URINALS - 0.5 GAL / FLUSH
SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI, CERTIFIED PER U.S. EPA WATERSENSE SPEC
LAVATORY FAUCETS (PRIVATE) - MAX. 1.5 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
METERING FAUCETS - 0.25 GAL / CYCLE
KITCHEN FAUCETS - 1.8 GAL / MIN @ 60 PSI

2 IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED. AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.

3 RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4.

4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.

5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1.

6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1

7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.

8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 30G/L.

9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 G/L.

10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3.

11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3

12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4.

13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5.

14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.

15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.

16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1.

17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.

18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2010 VENTILATION RESIDENTIAL STANDARDS

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8

2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED.

3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.

4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.

5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4.

6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)(4).

7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332, USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2.

8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40.

9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 60% POST-INDUSTRIAL RECYCLED CONTENT
6. ALL HOT WATER PIPES SHALL BE INSULATED
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER.
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION
10. DISHWASHES TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 25 CU.FT AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS 12" = 1'-0"

P.O.S. PRIVATE OPEN SPACE
G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND 12" = 1'-0"

brick

ARCHITECT:
brick . llp
928 carleton street
berkeley, ca 94710
510.518.0187
www.brick-llp.com

CLIENT:
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

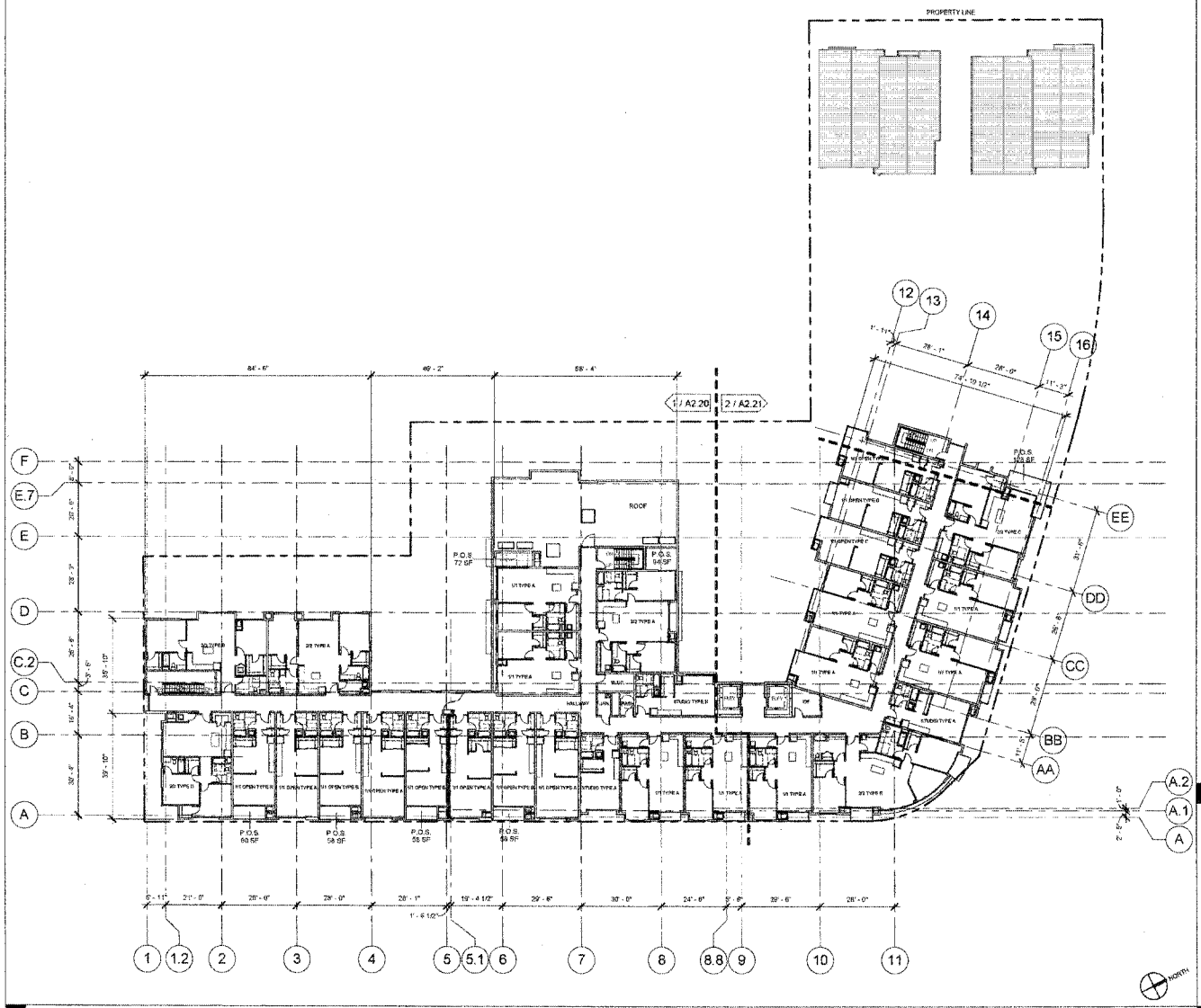
temescal apartments

4901 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT
OVERALL LEVEL 2 FLOOR PLAN

A2.4



1 OVERALL FLOOR PLAN - LEVEL 3 — 1" = 20'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES:
   WATER CLOSETS - 1.28 GAL / FLUSH. TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC
   URINALS - 0.5 GAL / FLUSH
   SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI. CERTIFIED PER U.S. EPA WATERSENSE SPEC
   LAVATORY FAUCETS (PRIVATE) - MAX. 1.2 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
   LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
   METERING FAUCETS - 0.25 GAL / CYCLE
   KITCHEN FAUCETS - 1.8 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4.
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.3 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1.
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 30G/L
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 G/L.
10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3.
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5.
14. A VAPOR RETARDER PER CBC CHPT. 15 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1
15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1.
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2012 VENTILATION RESIDENTIAL STANDARDS

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8.
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED.
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNERS PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.
4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)(4)
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332, USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2.
8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40.
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE.
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 60% POST-INDUSTRIAL RECYCLED CONTENT.
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION.
10. DISHWASHER TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX 29 CU.FT AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS — 12" = 1'-0"

P.O.S. PRIVATE OPEN SPACE

G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND — 12" = 1'-0"

brick_

ARCHITECT
brick_ llp
928 curtiss street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sdm development
111 n post, suite 200
spokane, wa 99201

rev	date	name
1	2/15/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4301 broadway, oakland, california 94611

project number: 12-030

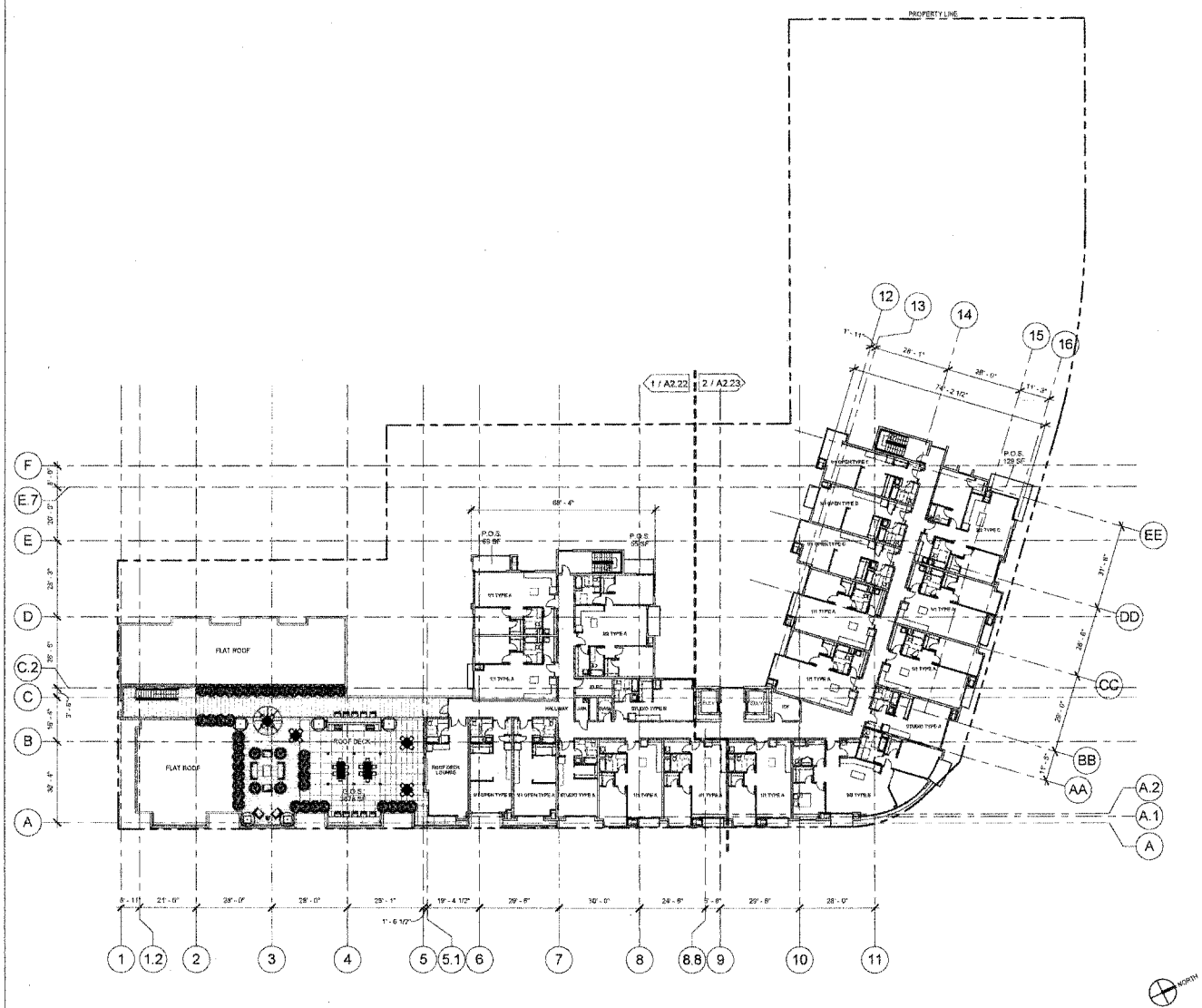
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

OVERALL LEVEL 3 FLOOR PLAN

A2.5



1 OVERALL FLOOR PLAN - LEVEL 4 — 1" = 20'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES
   WATER CLOSETS - 1.28 GAL / FLUSH, TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC
   URINALS - 0.5 GAL / FLUSH
   SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI, CERTIFIED PER U.S. EPA WATERSENSE SPEC.
   LAVATORY FAUCETS (PRIVATE) - MAX. 1.5 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
   LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
   METERING FAUCETS - 0.25 GAL / CYCLE
   KITCHEN FAUCETS - 1.8 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.409.4.
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY, AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1.
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1.
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 300#.
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 GR.
10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3.
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3.
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5.
14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.
15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1.
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2.
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2012 VENTILATION RESIDENTIAL STANDARDS

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8.
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC. VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED.
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.
4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4.
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)(4).
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS W/ STC VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332 USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2.
8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40.
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE.
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 60% POST-INDUSTRIAL RECYCLED CONTENT.
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER.
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION
10. DISHWASHER TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 25 CU FT AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS — 12" = 1'-0"

P.O.S. PRIVATE OPEN SPACE

G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND — 12" = 1'-0"

brick.

ARCHITECT
brick : llp
1026 carleton street
berkeley, ca 94710
510.548.0187
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

480 t broadway, oakland, california 94611

project number: 12-028

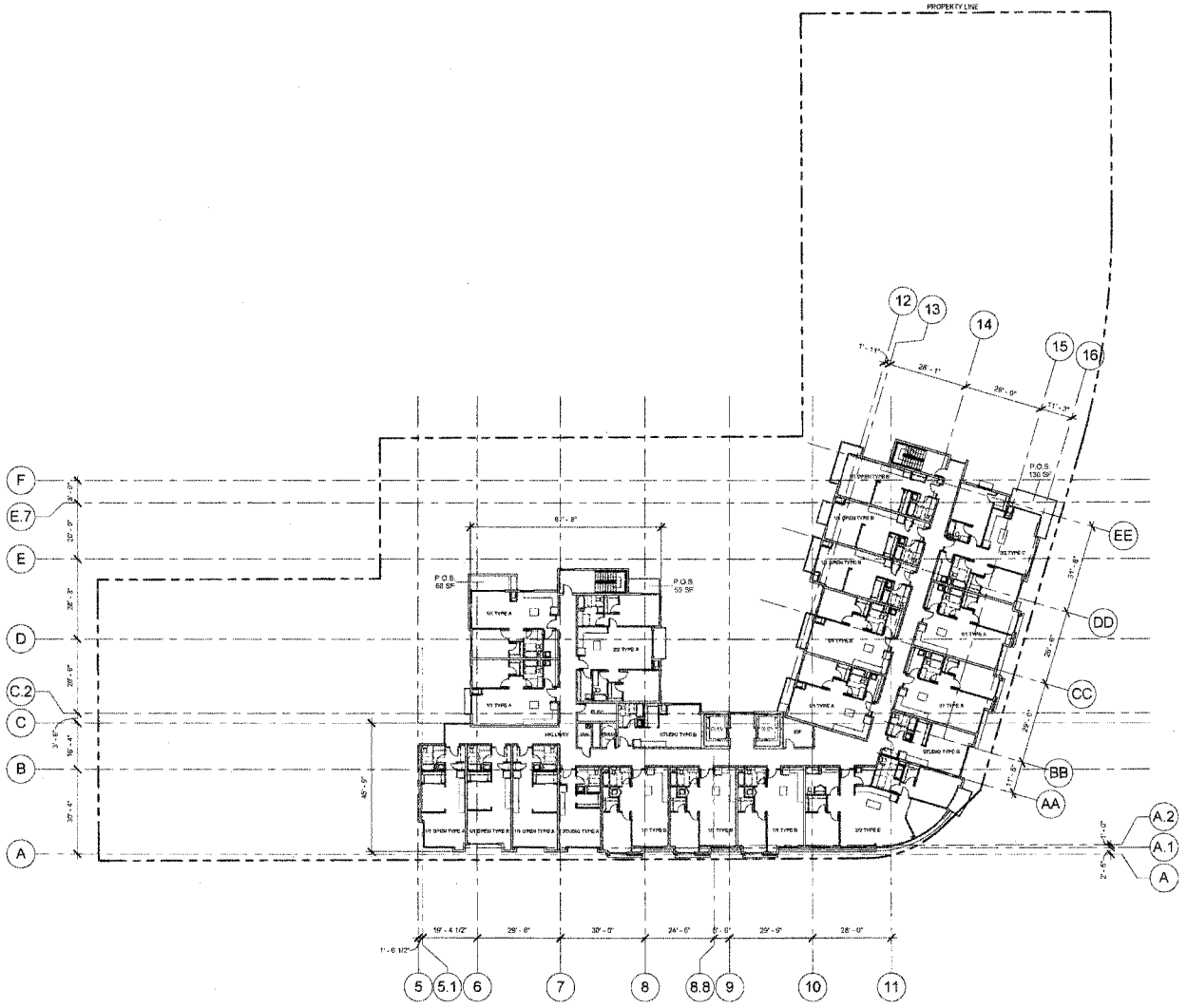
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

OVERALL LEVEL 4 FLOOR PLAN

A2.6



1 OVERALL FLOOR PLAN - LEVEL 5 — 1" = 20'-0"

CALGREEN RESIDENTIAL GENERAL NOTES:

1. RESIDENTIAL - MAXIMUM FIXTURE FLOW RATES
   WATER CLOSETS - 1.28 GAL / FLUSH, TANK TYPE SHALL BE CERTIFIED PER U.S. EPA WATERSENSE SPEC.
   URINALS - 0.5 GAL / FLUSH
   SHOWERHEADS - 2.0 GAL / MIN @ 80 PSI CERTIFIED PER U.S. EPA WATERSENSE SPEC
   LAVATORY FAUCETS (PRIVATE) - MAX. 1.5 GAL / MIN @ 60 PSI, MIN. 0.8 GAL / MIN. @ 20 PSI
   LAVATORY FAUCETS (PUBLIC) - 0.5 GAL / MIN @ 60 PSI
   METERING FAUCETS - 0.25 GAL / CYCLE
   KITCHEN FAUCETS - 1.5 GAL / MIN @ 60 PSI
2. IRRIGATION CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED, AUTOMATICALLY ADJUST IRRIGATION RESPONSE TO CHANGES IN PLANTS NEEDS AND WEATHER CONDITIONS. WEATHER BASED CONTROLLERS WITHOUT INTERNAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES W/ THE CONTROLLER. SOIL MOISTURE BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
3. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER CALGREEN SECTION 4.408.2, 4.408.3 OR 4.408.4.
4. CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE SUBMITTED PER CALGREEN 4.408.2 AND BE UPDATED AS NECESSARY AND BE AVAILABLE DURING CONSTRUCTION FOR EXAMINATION BY THE ENFORCING AGENCY.
5. OWNER SHALL UTILIZE A WASTE MANAGEMENT COMPANY APPROVED BY THE ENFORCING AGENCY WHICH CAN PROVIDE VERIFIABLE DOCUMENTATION THAT THE PERCENTAGE OF CONSTRUCTION & DEMOLITION WASTE DIVERTED FROM THE LANDFILL COMPLIES WITH CALGREEN 4.408.1
6. A OPERATION & MAINTENANCE MANUAL SHALL BE SUBMITTED AT THE TIME OF FINAL INSPECTION TO THE ENFORCING AGENCY PER CALGREEN 4.410.1.
7. DUCT OPENINGS & MECHANICAL EQUIPMENT SHALL BE COVERED AND PROTECTED PER CALGREEN 4.504.1.
8. ADHESIVES, SEALANTS AND CAULKS SHALL COMPLY WITH CALGREEN 4.504.2.1. VOC EMISSION OF LESS THAN 300/L
9. PAINTS AND COATINGS SHALL COMPLY WITH CALGREEN 4.504.2.2. VOC EMISSION OF LESS THAN 5 GAL.
10. AEROSOL PAINTS AND COATINGS SHALL COMPL WITH CALGREEN 4.504.2.3.
11. CARPET SYSTEMS SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS PER CALGREEN 4.504.3.
12. RESILIENT FLOORING SYSTEMS SHALL COMPLY WITH CALGREEN 4.504.4.
13. COMPOSITE WOOD PRODUCTS SHALL COMPLY WITH CALGREEN 4.504.5
14. A VAPOR RETARDER PER CBC CHPT. 19 SHALL BE INSTALLED UNDER THE LOWEST CONCRETE SLAB. A CAPILLARY BREAK SHALL BE INSTALLED PER CALGREEN 4.505.2.1.
15. BLDG. MATERIALS W/ VISIBLE SIGN OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL & FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19% MOISTURE CONTENT. MOISTURE CONTENT SHALL BE VERIFIED PER CALGREEN 4.505.3.
16. BATHROOMS SHALL BE MECHANICALLY VENTILATED BY EXHAUST FANS PER CALGREEN 4.506.1
17. HEATING & AIR CONDITIONING SYSTEMS SHALL BE SIZED, DESIGNED AND HAVE THEIR EQUIPMENT SELECTED PER CALGREEN 4.507.2
18. MECHANICAL VENTILATION SHALL MEET ASHRAE STANDARD 62.2-2012 VENTILATION RESIDENTIAL STANDARDS.

CALGREEN NON-RESIDENTIAL GENERAL NOTES:

1. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED PER CALGREEN 5.106.8
2. 100% OF TREES, STUMPS, ROCKS AND ASSOC VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED.
3. BUILDING COMMISSIONING SHALL BE INCLUDED IN THE DESIGN AND CONSTRUCTION PROCESSES OF THE BLDG. PROJECT TO VERIFY THAT THE BLDG. SYSTEMS AND COMPONENTS MEET THE OWNER'S PROJECT REQUIREMENTS. SEE CALGREEN 5.410.2.
4. TEMPORARY USE OF THE HVAC SYSTEM DURING SHALL BE CONDUCTED PER CALGREEN 5.504.1.3.
5. FINISH MATERIALS SHALL COMPLY W/ CALGREEN 5.504.4
6. PROVIDE CARBON MONOXIDE MONITORING IN AREAS WITH DEMAND CONTROL VENTILATION PER CEC SECTION 120(C)4)
7. BUILDING SHALL EMPLOY BUILDING ASSEMBLIES & COMPONENTS WHSE VALUES DETERMINED IN ACCORDANCE W/ ASTM E90 & ASTM E413 OR OITC DETERMINED IN ACCORDANCE W/ ASTM E1332, USING EITHER THE PRESCRIPTIVE OR PERFORMANCE METHOD IN CALGREEN SECTION 5.507.4.1 OR 5.507.4.2
8. WALL & FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC SPACES SHALL HAVE AN STC OF AT LEAST 40
9. INSTALLATION OF HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL COMPLY WITH CALGREEN SECTION 5.508.1.1 & 5.508.1.2.

GENERAL NOTES:

1. MIN. 30% FLY ASH OR SLAG IN CONCRETE
2. FOUNDATION DRAINAGE: DRAINAGE COMPOSITE OVER RUBBERIZED ASPHALT WATERPROOFING MEMBRANE ON ALL SOIL EXPOSURE SIDE OF RETAINING WALLS. THE DRAINAGE COMPOSITE IS CONNECTED TO A CONTINUOUS FOUNDATION DRAIN. FOUNDATION DRAIN TO DISCHARGE TO SUBTERRANEAN STORMWATER SYSTEM.
3. OSB TO BE USED FOR SUBFLOOR, WALL AND ROOF SHEATHING.
4. MOISTURE RESISTANT MATERIALS SHALL BE INSTALLED IN ALL WET AREAS. CEMENT BACKER BD. SHALL BE INSTALLED BEHIND ALL WALL TILES IN WET AREAS. TILES SHALL BE INSTALLED A MIN. 4" HORIZONTALLY AND VERTICALLY FROM EDGES OF TUB AND SHOWERS. DRAIN PANS SHALL BE INSTALLED UNDER WATER HEATERS.
5. ALL INSULATION SHALL CONSIST OF MIN. 30% POST-CONSUMER OR 90% POST-INDUSTRIAL RECYCLED CONTENT
6. ALL HOT WATER PIPES SHALL BE INSULATED.
7. ALL TENANTS SHALL BE WATER SUB-METERED.
8. BATHROOM FANS SHALL BE ENERGY STAR COMPLIANT PER HVI STANDARDS & AIR FLOW VERIFIED BY A HERS RATER.
9. ALL CABINETS SHALL BE BUILT DURABLY WITH PLYWOOD OR HARDWOOD DOORS, FULL EXTENSION DRAWER SLIDES, AND QUALITY JOINT CONSTRUCTION.
10. DISHWASHES TO BE INSTALLED SHALL BE ENERGY STAR RATED.
11. REFRIGERATORS TO BE INSTALLED SHALL BE MAX. 35 CU FT AND ENERGY STAR RATED.
12. ALL DWELLING UNITS SHALL BE PROVIDED WITH A PERMANENT PULL-OUT TRASH/RECYCLING CENTER IN THE KITCHEN CABINET.
13. ALL LIGHTING TO BE INSTALLED SHALL BE HIGH EFFICACY.
14. ALL EXTERIOR LIGHTING SHALL BE SHIELDED SUCH THAT THERE IS NO LIGHT SPILLAGE ABOVE THE HORIZONTAL PLANE OF THE LIGHT SOURCE. THERE SHALL BE NO LIGHT SPILLAGE ONTO NEIGHBORING PROPERTIES. NO LANDSCAPE UPLIGHTING SHALL BE INSTALLED.

GENERAL NOTES - FLOOR PLANS — 12" = 1'-0"

P.O.S. PRIVATE OPEN SPACE

G.O.S. GROUP OPEN SPACE

FLOOR PLAN LEGEND — 12" = 1'-0"

brick

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
smh development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-036

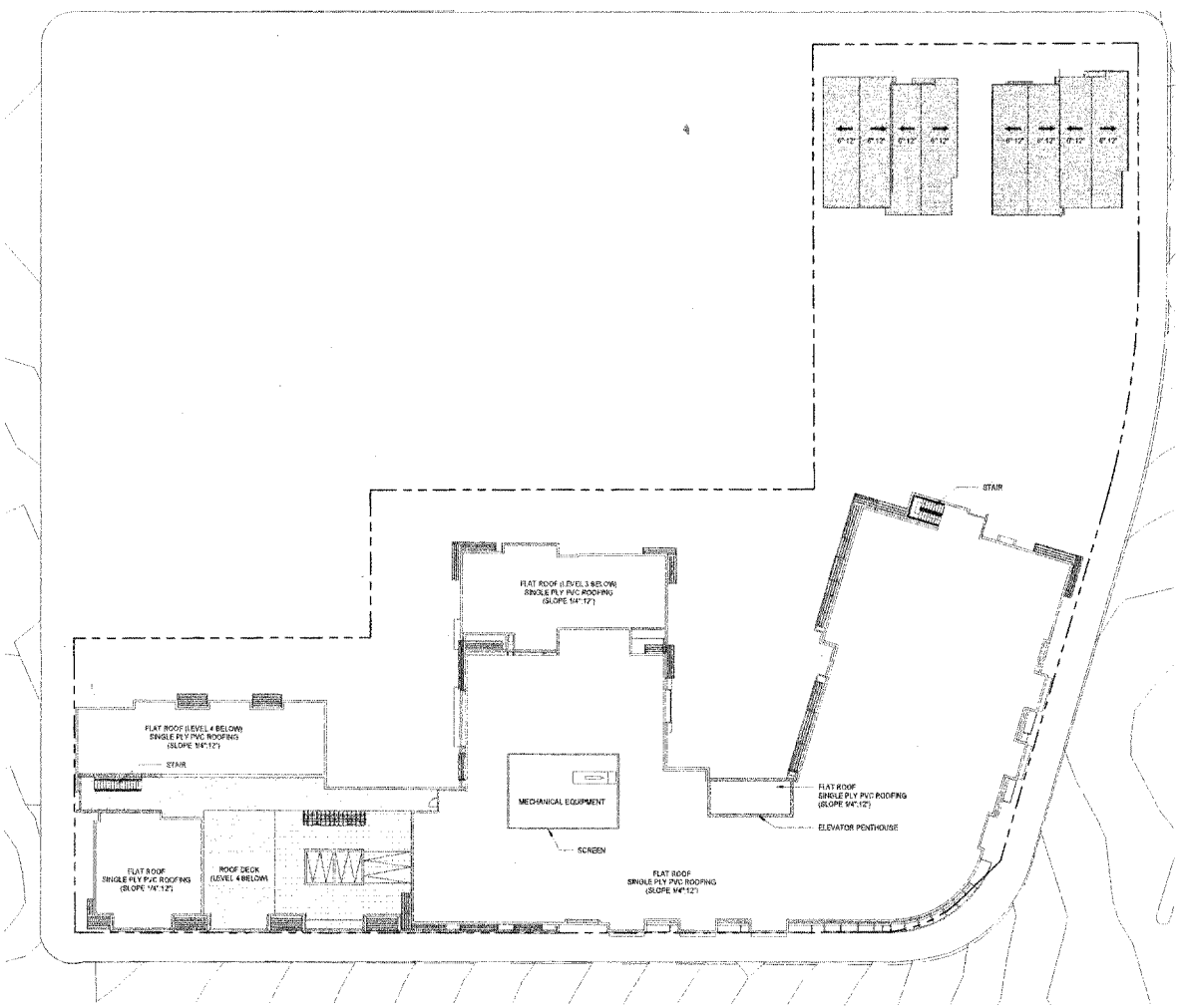
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

OVERALL LEVEL 5 FLOOR PLAN

A2.7



1 ROOF PLAN

1" = 20'-0"

Re:

brick

ARCHITECT
brick , llp
928 carleton street
berkeley, ca 94710
510 618 0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

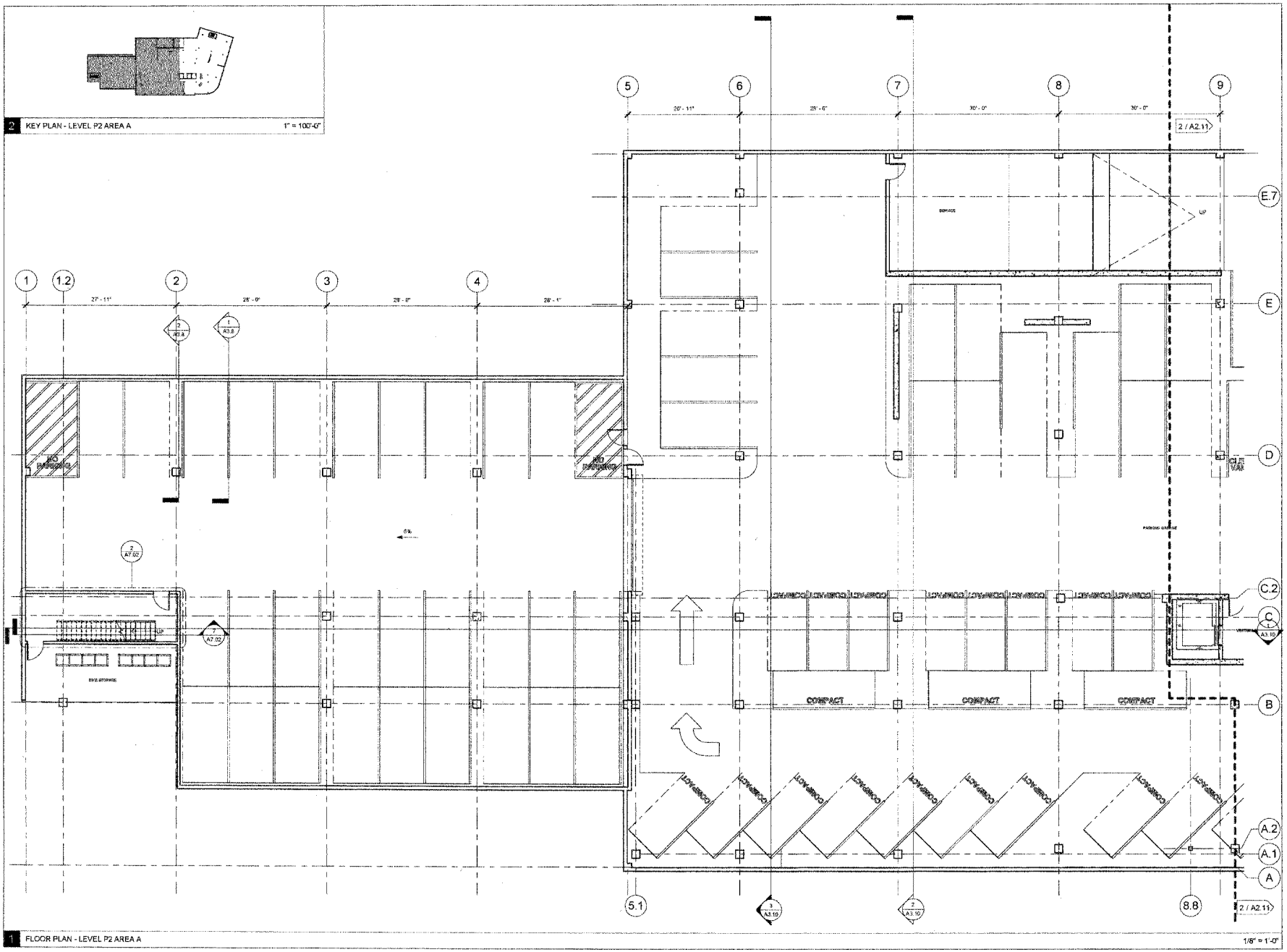
project number 12-008

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT

ROOF PLAN

A2.8



brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.816.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

6901 broadway, oakland, california 94611

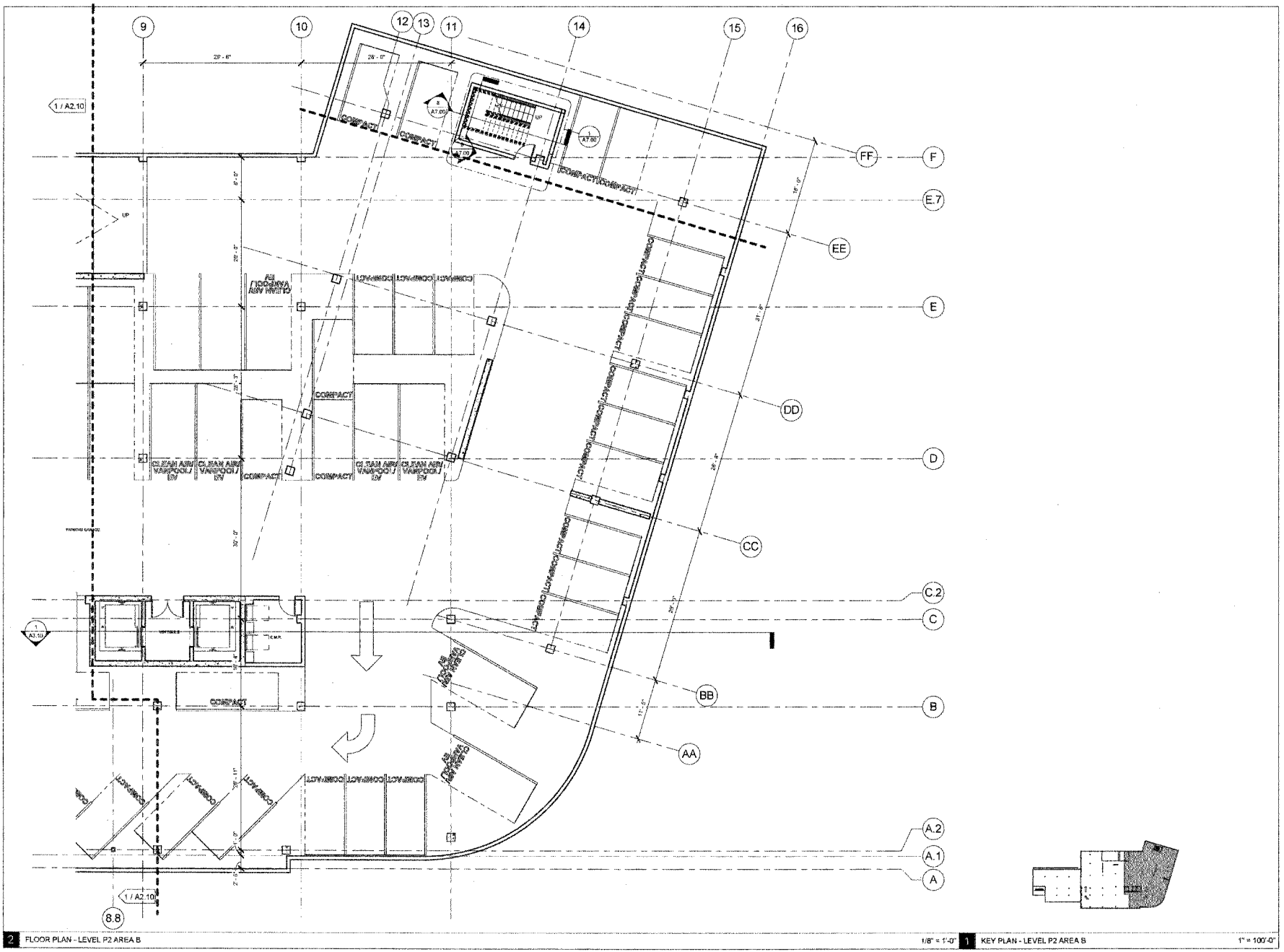
project number: 12-036

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT

LEVEL P2 FLOOR PLAN AREA A

A2.10



2 FLOOR PLAN - LEVEL P2 AREA B 1/8" = 1'-0"

1 KEY PLAN - LEVEL P2 AREA B 1" = 100'-0"

brick.

ARCHITECT
brick., llp
935 colleton street
berkeley, ca 94710
510.910.0167
www.brick-llp.com

CLIENT
arm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

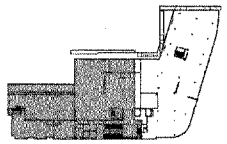
scale: as noted

date: 02.09.15

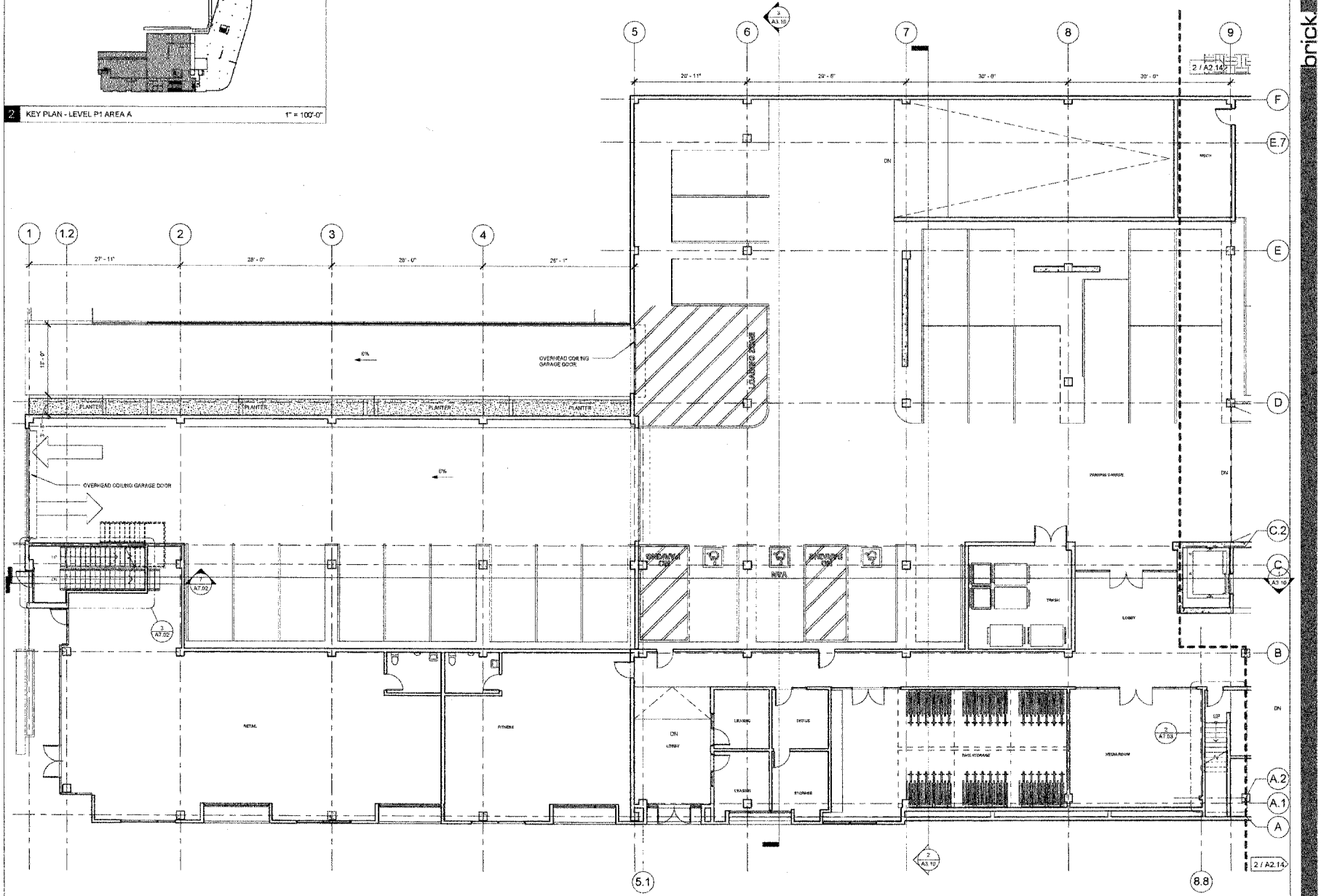
DESIGN DEVELOPMENT

LEVEL P2 FLOOR PLAN AREA B

A2.11



2 KEY PLAN - LEVEL P1 AREA A 1" = 100'-0"



1 FLOOR PLAN - LEVEL P1 AREA A 1/8" = 1'-0"

brick

ARCHITECT
brick_ llp
928 carleton street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
sare development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

1901 broadway, oakland, california 94612

project number: 12-038

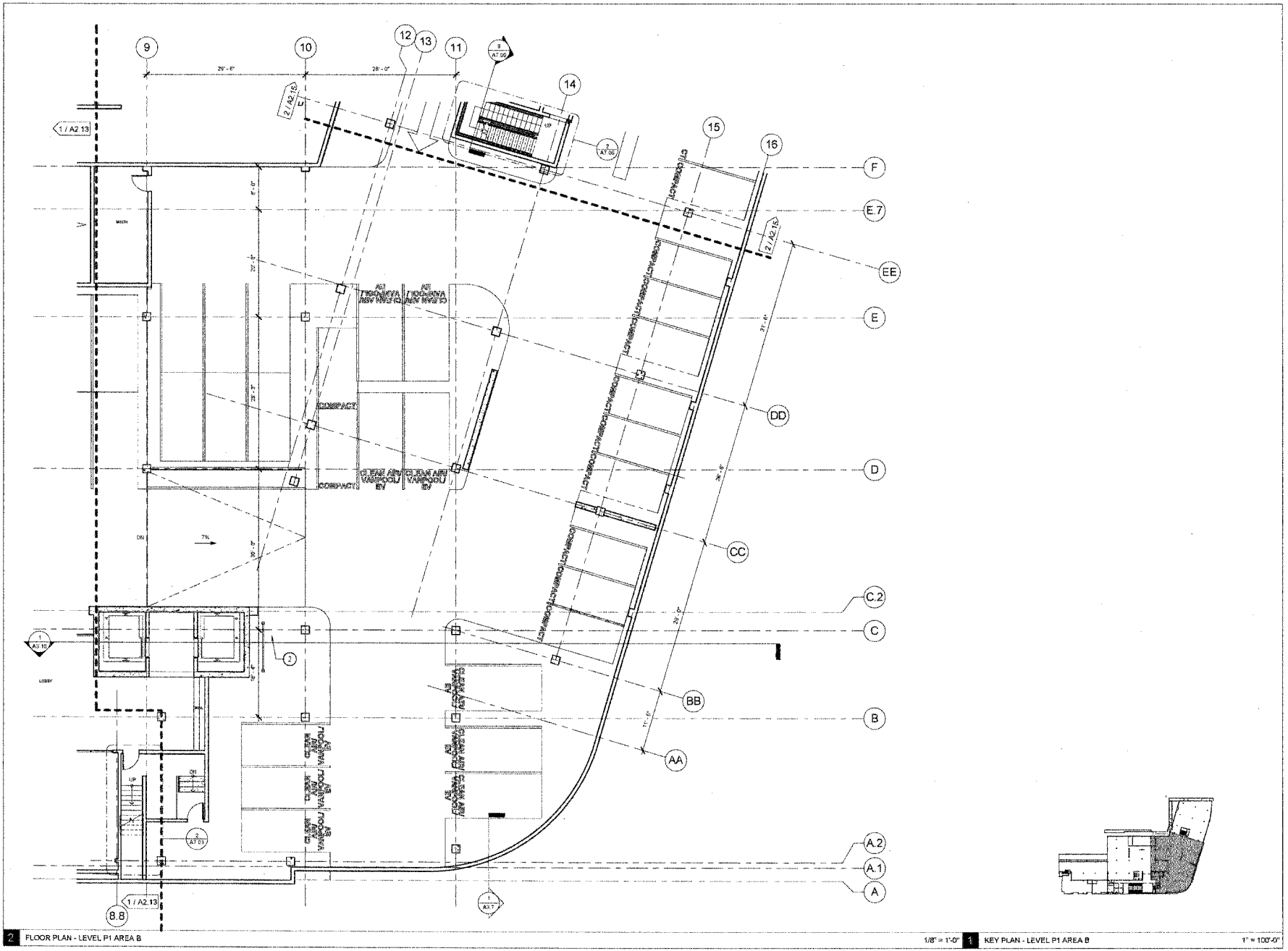
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL P1 FLOOR PLAN AREA A

A2.13



2 FLOOR PLAN - LEVEL P1 AREA B — 1/8" = 1'-0"

1 KEY PLAN - LEVEL P1 AREA B — 1" = 100'-0"

brick.

ARCHITECT
brick., llp
825 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sns development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california, 94611

project number: 12-018

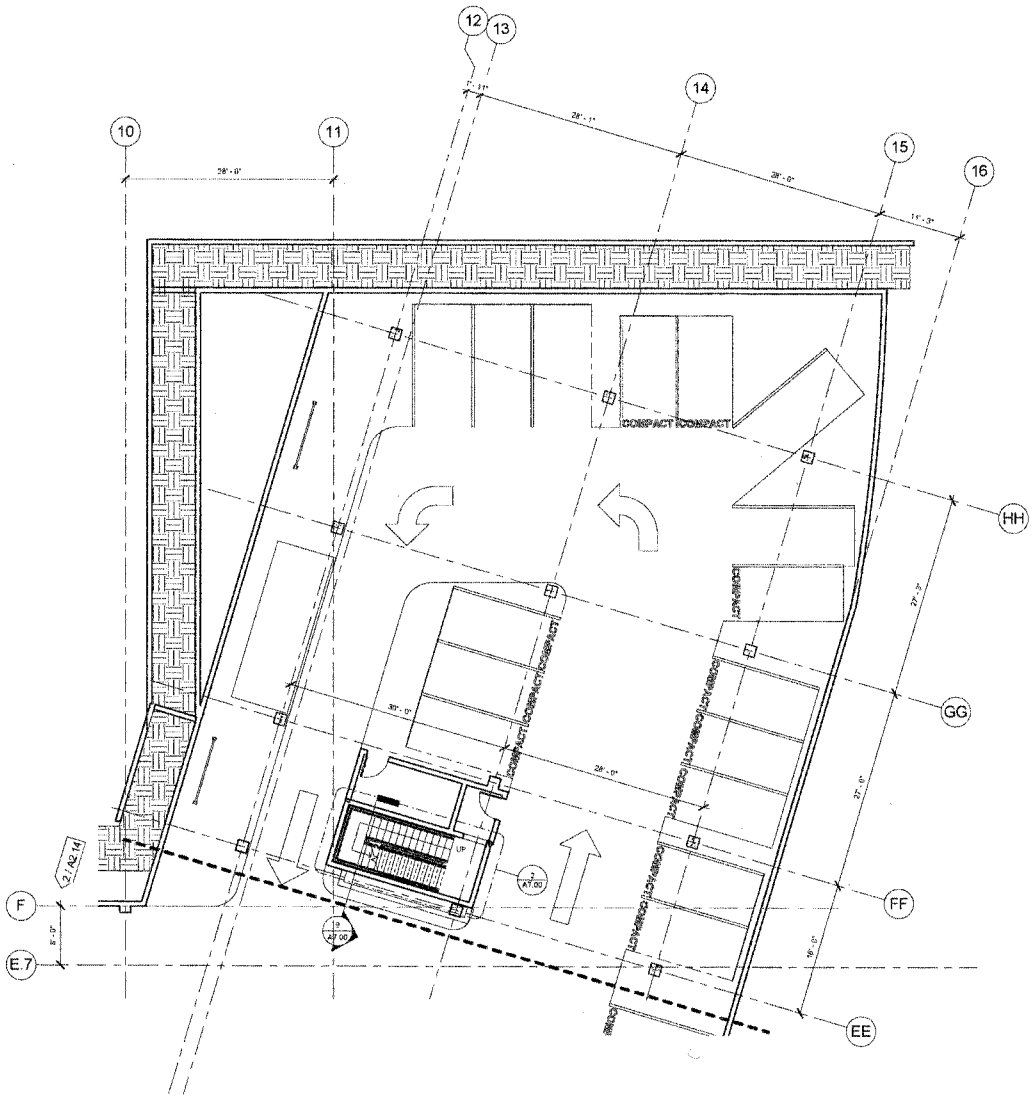
scale: as noted

date: 02.09.15

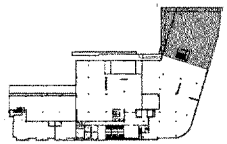
DESIGN DEVELOPMENT

LEVEL P1 FLOOR PLAN AREA B

A2.14



2 FLOOR PLAN - LEVEL P1 AREA C 1/8" = 1'-0"



1 KEY PLAN - LEVEL P1 AREA C 1" = 100'-0"

file:

brick

ARCHITECT
brick_ llp
928 carleton street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
sns development
111 n post, suite 200
spokane, wa 99201

rev	date	issues
1	2/13/15	planning dev/imp. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-036

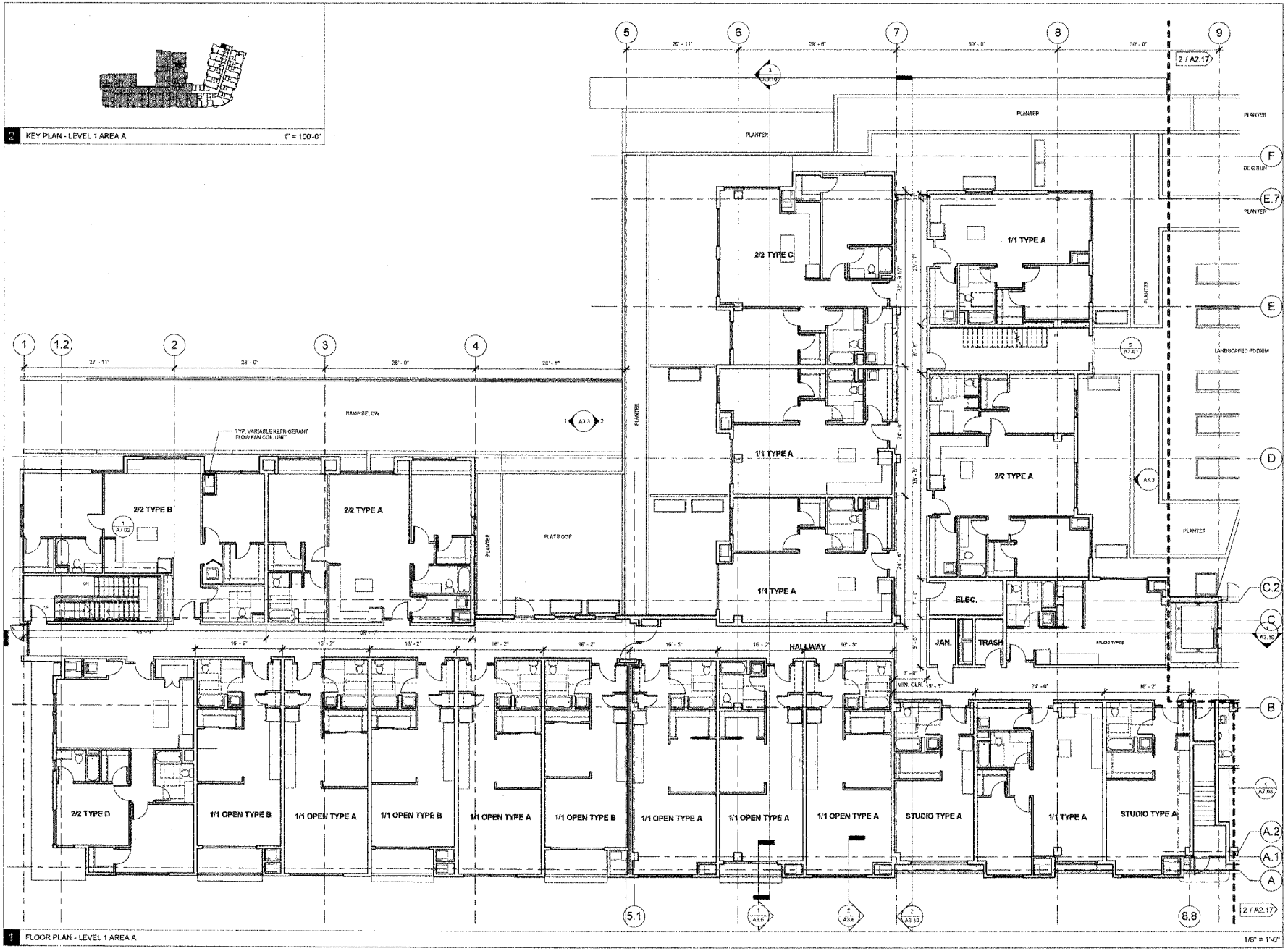
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL P1 FLOOR PLAN AREA C

A2.15



2 KEY PLAN - LEVEL 1 AREA A 1" = 100'-0"

1 FLOOR PLAN - LEVEL 1 AREA A 1/8" = 1'-0"

brick.

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.518.0167
www.brick-llp.com

CLIENT
sna development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
2	2/18/15	planning develop. review
1	7/31/14	planning develop. review

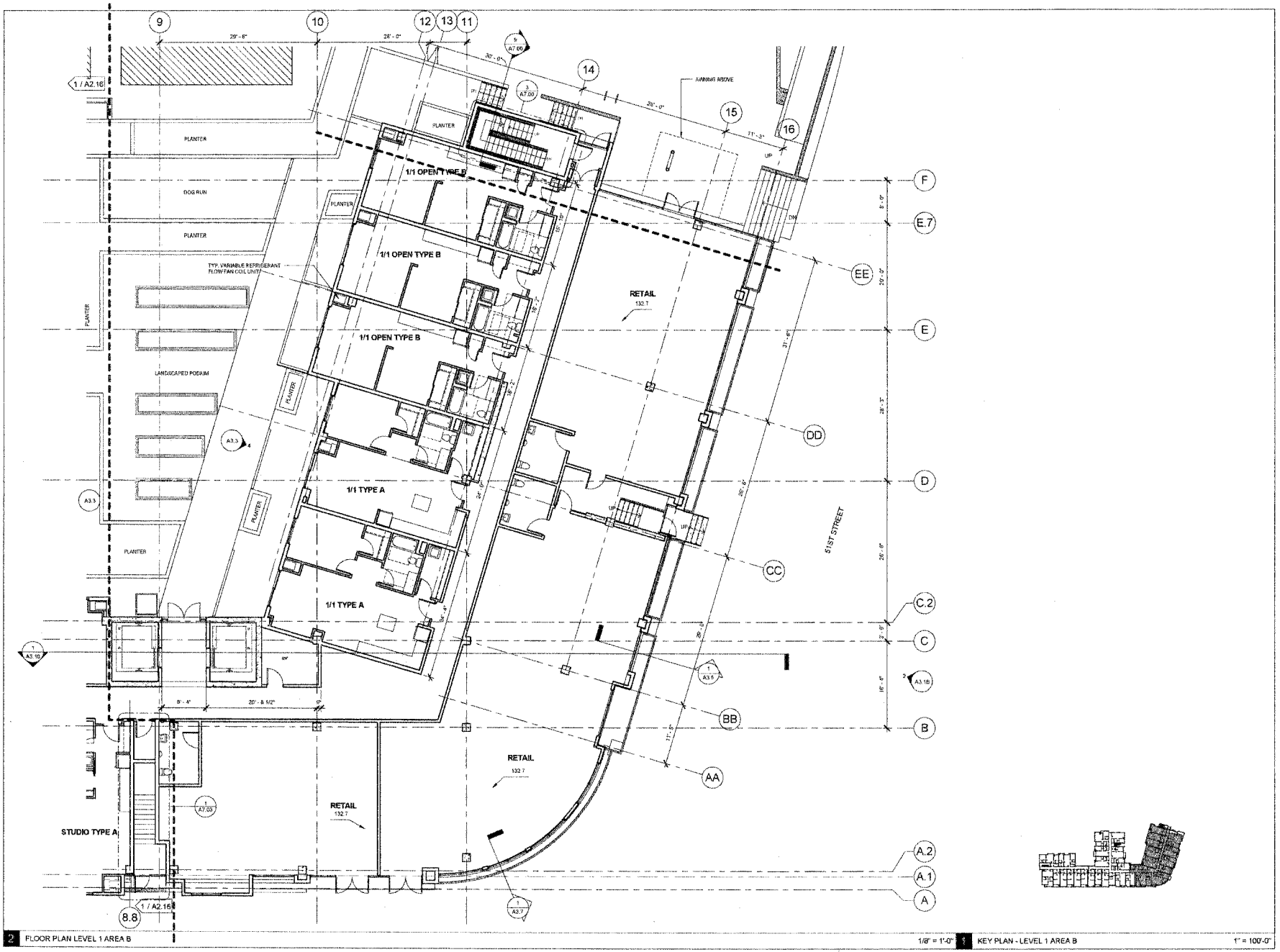
temescal apartments

4301 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT
LEVEL 1 FLOOR PLAN AREA A

A2.16



2 FLOOR PLAN LEVEL 1 AREA B 1/8" = 1'-0"

1 KEY PLAN - LEVEL 1 AREA B 1" = 100'-0"

brick

ARCHITECT
brick., llp
1629 colleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sns development
111 n post, suite 700
spokane, wa 99201

rev	date	issue
2	2/18/15	planning develop. review
1	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-058

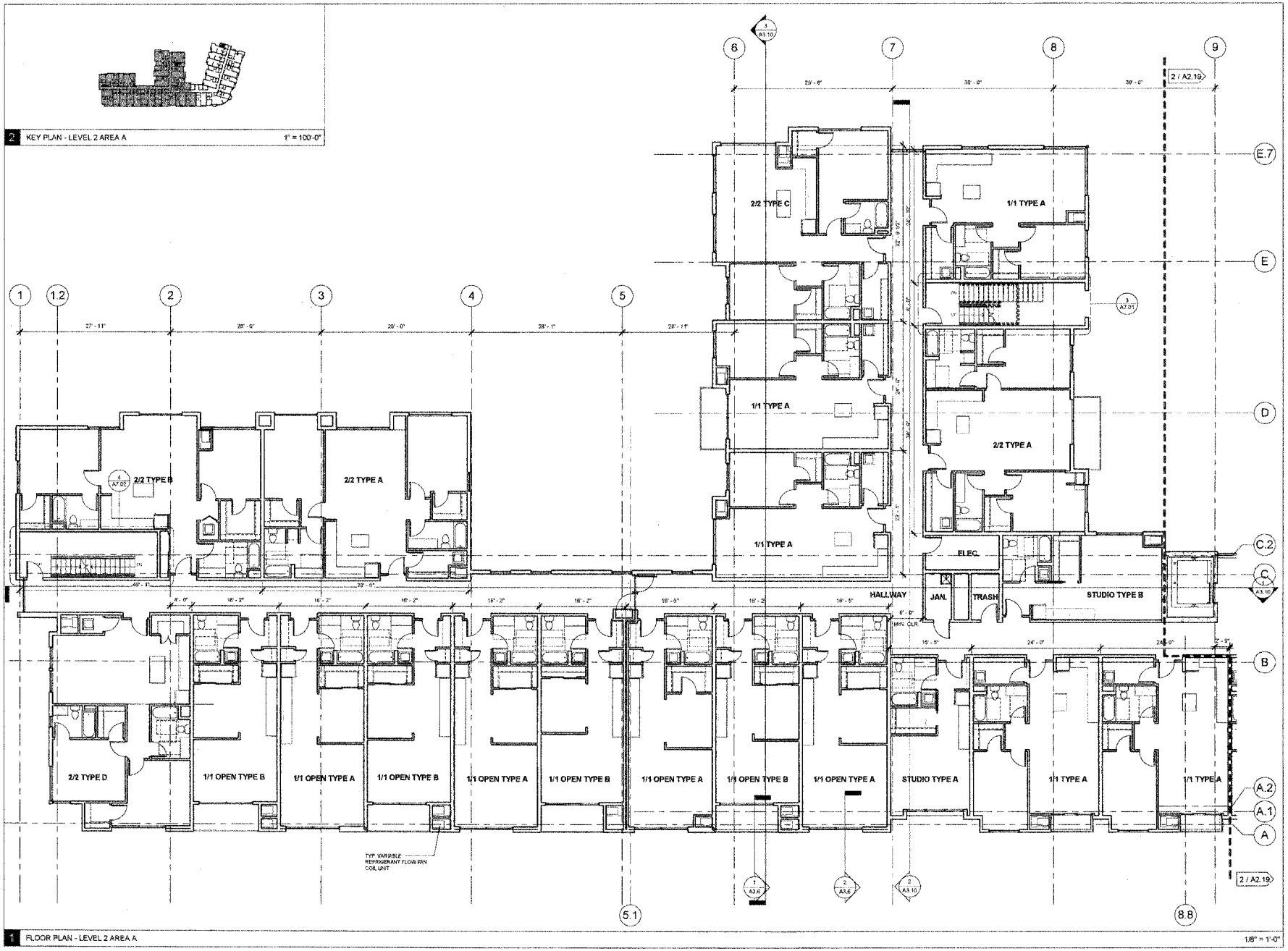
scale: as noted

date: 02.09.15

DESIGN
DEVELOPMENT

LEVEL 1 FLOOR
PLAN AREA B

A2.17



2 KEY PLAN - LEVEL 2 AREA A 1" = 100'-0"

1 FLOOR PLAN - LEVEL 2 AREA A 1/8" = 1'-0"

brick

ARCHITECT:
brick, llp
928 carleton street
berkeley, ca 94710
510 516 0167
www.brick-llp.com

CLIENT:
smi development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-008

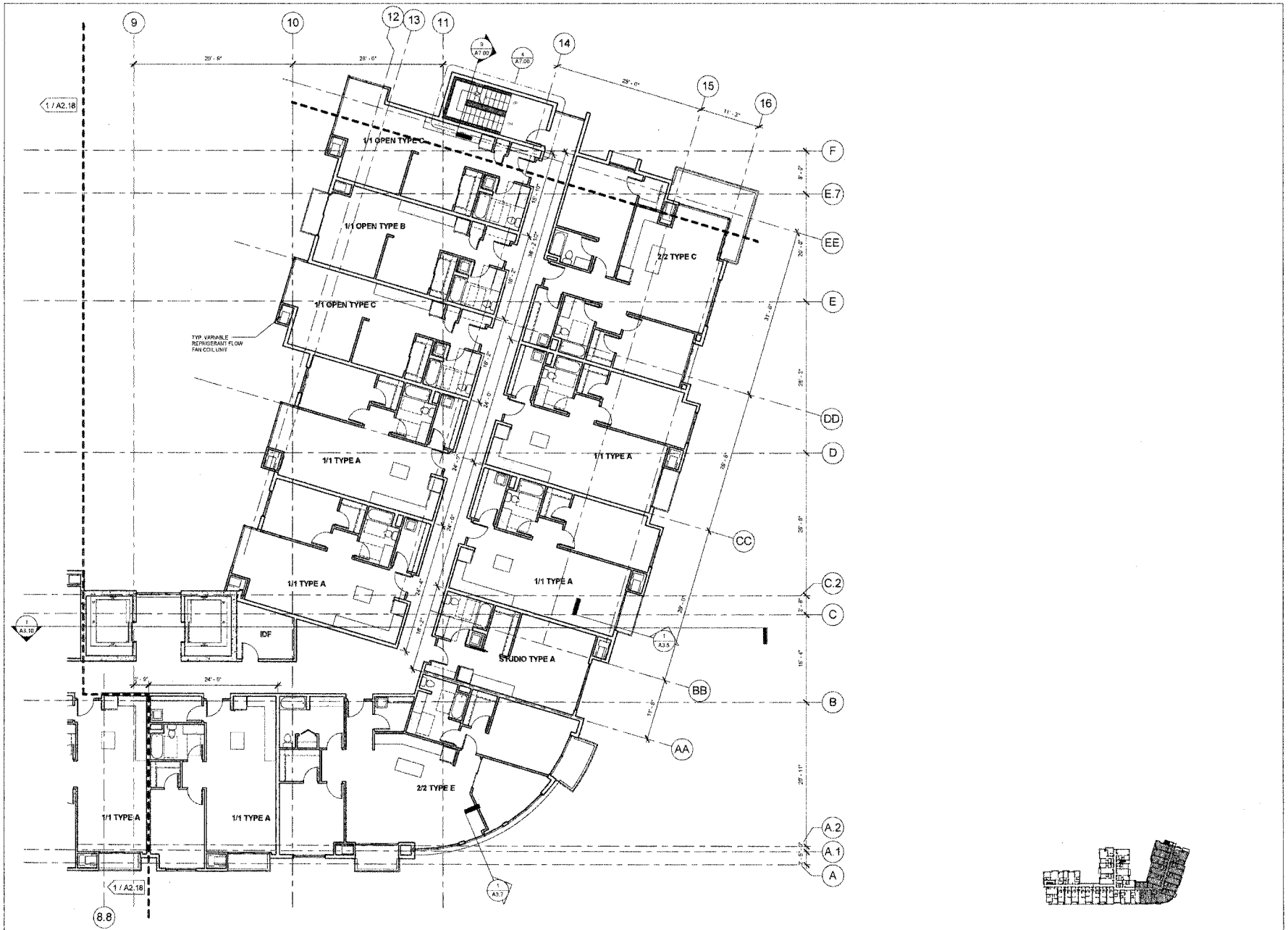
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL 2 FLOOR PLAN AREA A

A2.18



2 FLOOR PLAN - LEVEL 2 AREA B 1/8" = 1'-0"

1 KEY PLAN - LEVEL 2 AREA B 1" = 100'-0"

brick.

ARCHITECT
brick., llp
926 colusa street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
sms development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-036

scale: as noted

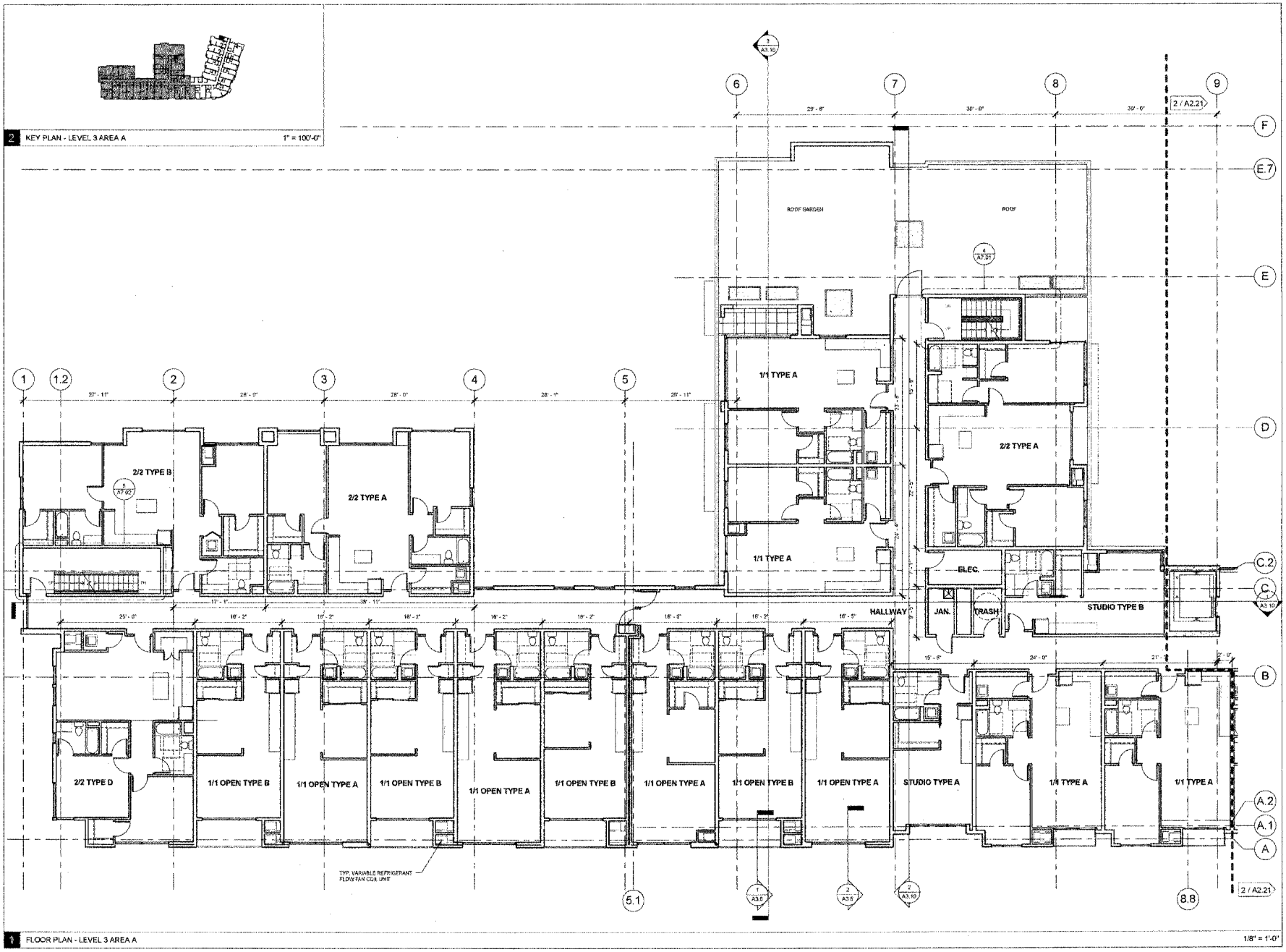
date: 02.09.15

DESIGN DEVELOPMENT

LEVEL 2 FLOOR PLAN AREA B

A2.19

2 KEY PLAN - LEVEL 3 AREA A 1" = 100'-0"



1 FLOOR PLAN - LEVEL 3 AREA A 1/8" = 1'-0"

brick

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0162
www.brick-llp.com

CLIENT
sms development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/21/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

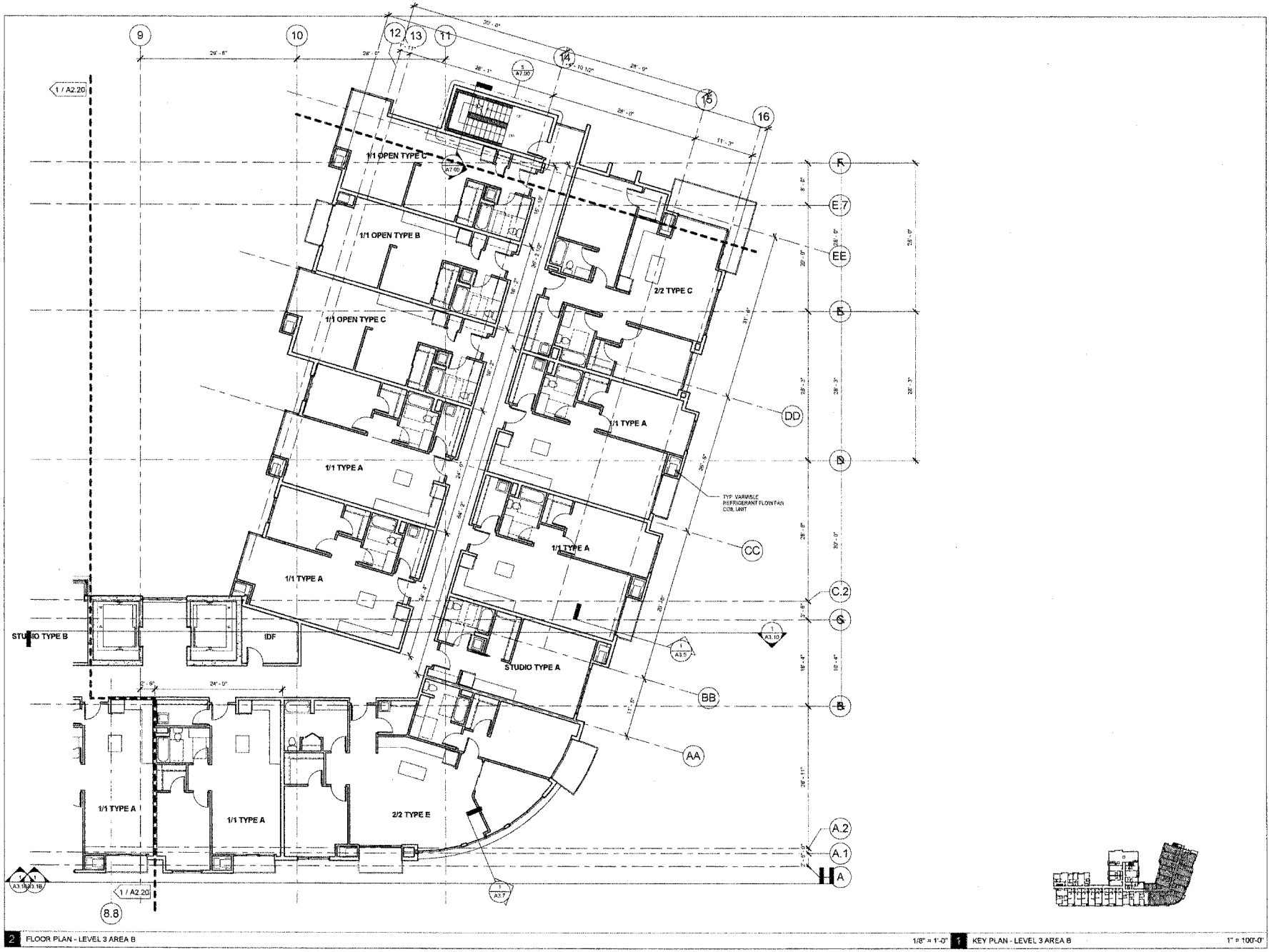
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL 3 FLOOR PLAN AREA A

A2.20



2 FLOOR PLAN - LEVEL 3 AREA B — 1/8" = 1'-0"

1 KEY PLAN - LEVEL 3 AREA B — 1" = 100'-0"

brick

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.516.9167
www.brick-llp.com

CLIENT
sms development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-035

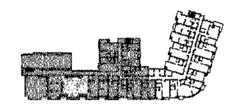
scale: as noted

date: 02.09.15

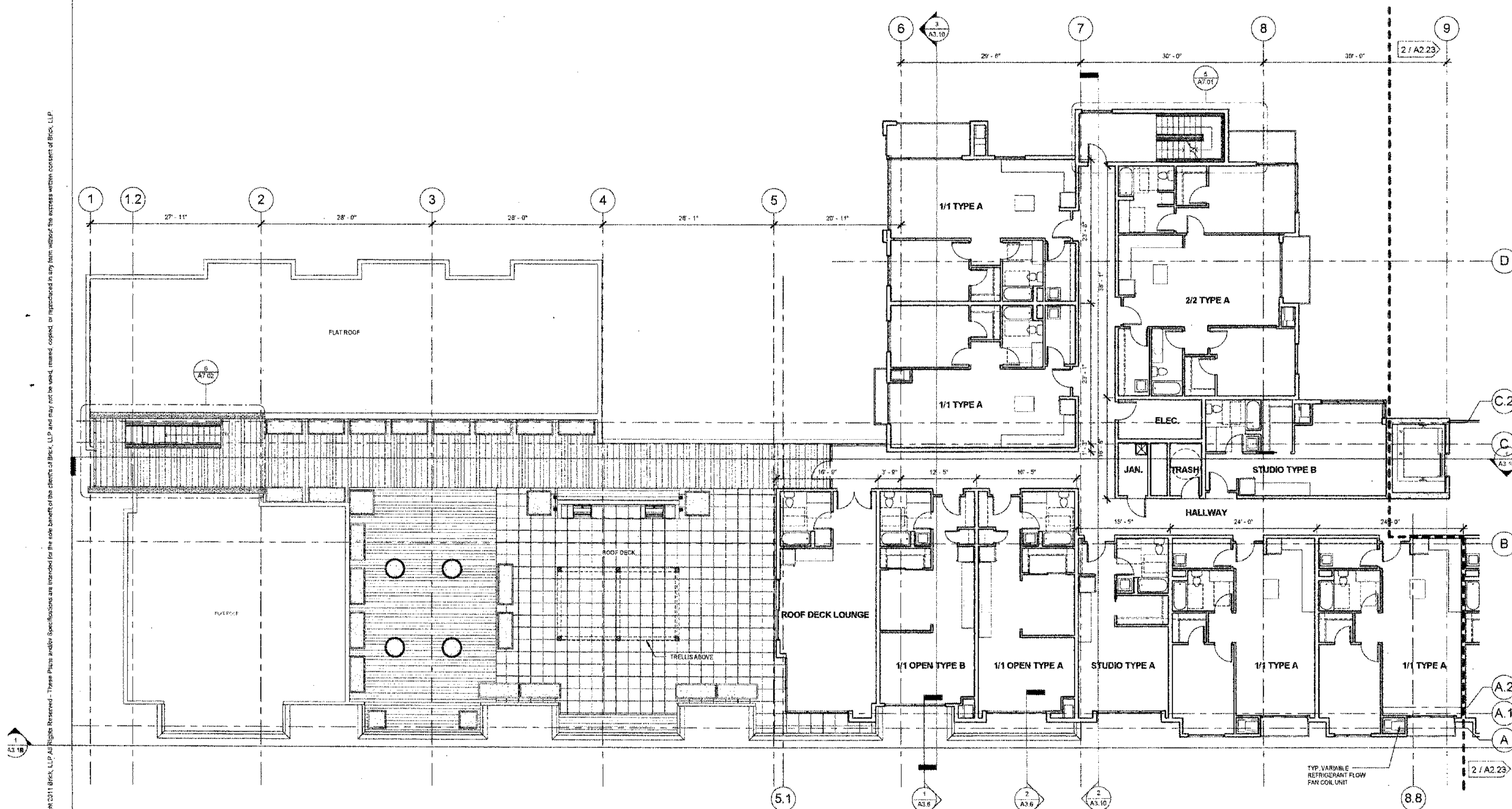
DESIGN DEVELOPMENT

LEVEL 3 FLOOR PLAN AREA B

A2.21



2 KEY PLAN - LEVEL 4 AREA A 1" = 100'-0"



1 FLOOR PLAN - LEVEL 4 AREA A 1/8" = 1'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

1	2/18/15	planning develop. review
-	7/31/14	planning develop. review
rev	date	issue

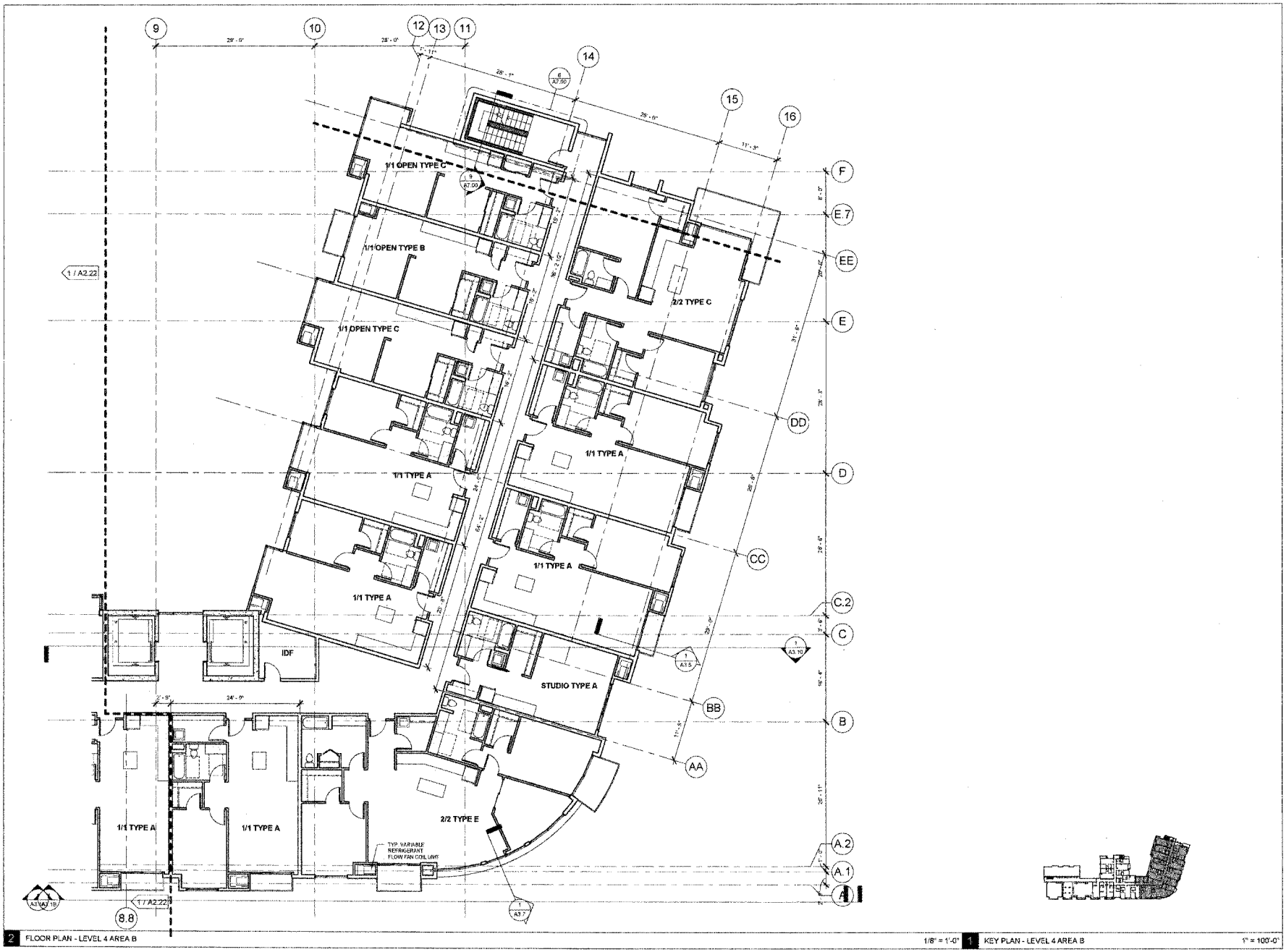
temescal apartments

4901 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT
LEVEL 4 FLOOR PLAN AREA A

A2.22



2 FLOOR PLAN - LEVEL 4 AREA B 1/8" = 1'-0"

1 KEY PLAN - LEVEL 4 AREA B 1" = 100'-0"

brick

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.616.0167
www.brick-llp.com

CLIENT
sms development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
2	2/18/15	planning develop. review
1	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-036

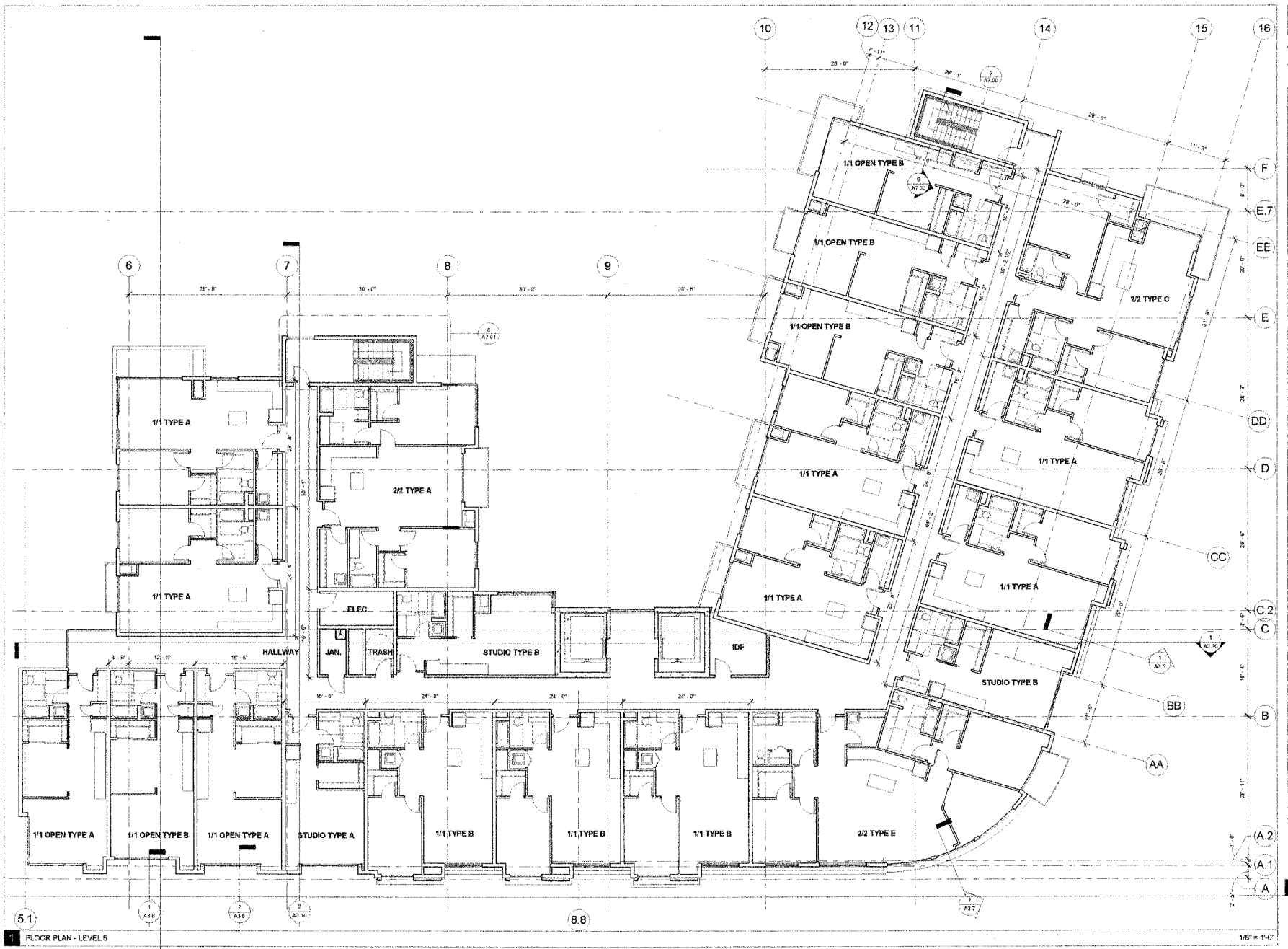
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL 4 FLOOR PLAN AREA B

A2.23



1 FLOOR PLAN - LEVEL 5

1/8" = 1'-0"

brick

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.526.0187
www.brick-llp.com

CLIENT
sm development
111 n post, suite 209
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

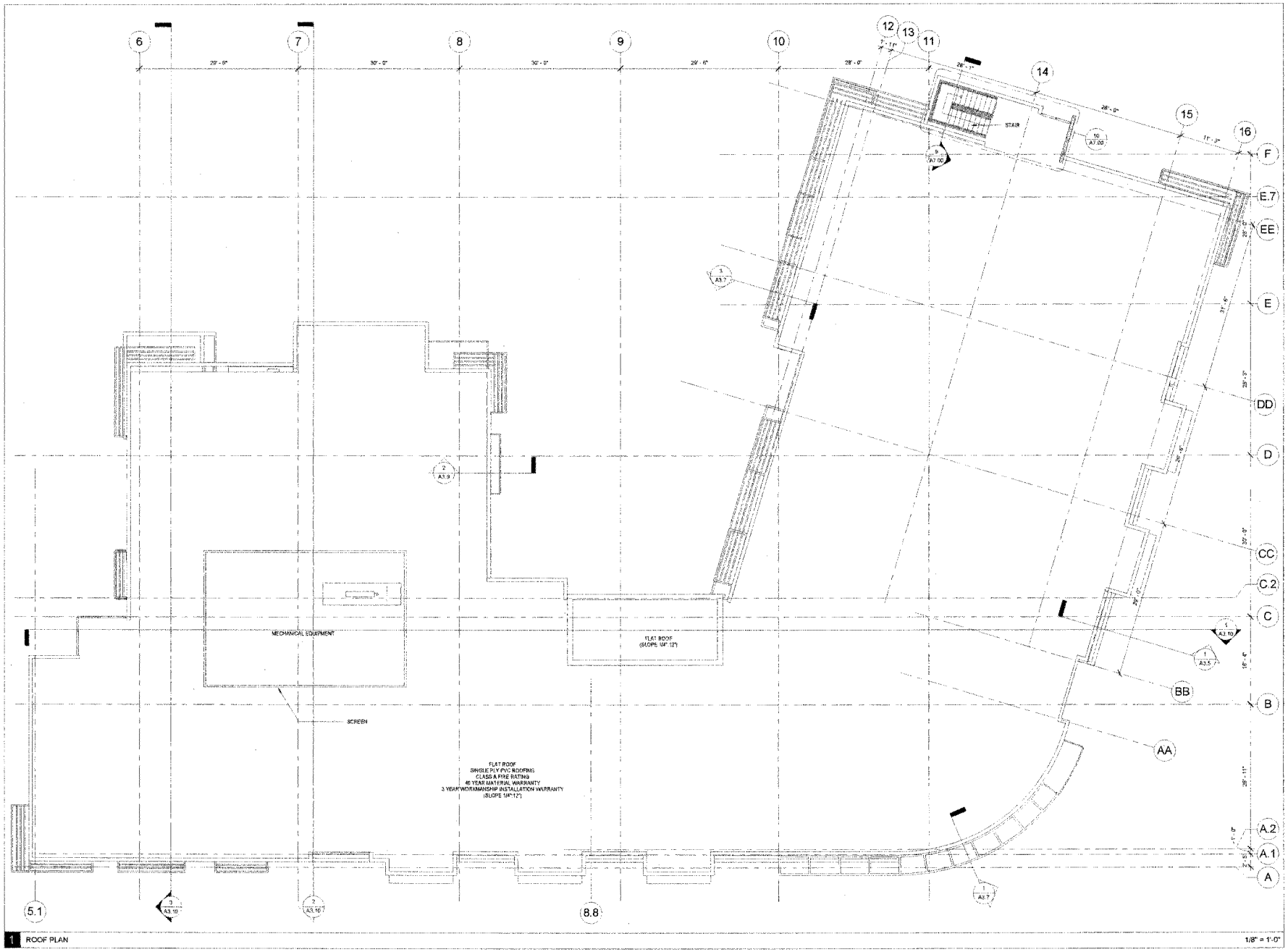
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LEVEL 5 FLOOR PLAN

A2.24



1 ROOF PLAN

1/8" = 1'-0"

brick

ARCHITECT
brick , llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/19/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

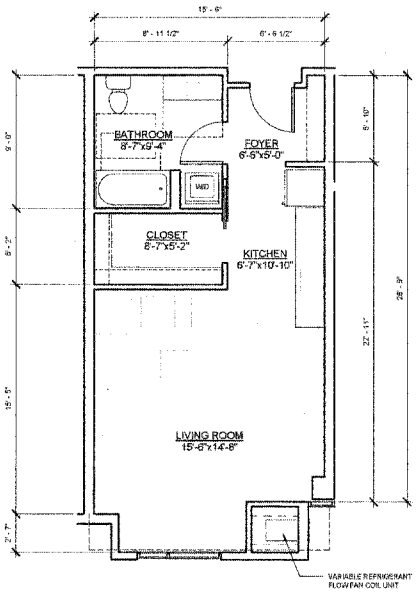
project number: 12-032

scale: as noted

date: 02.09.15

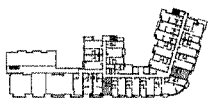
DESIGN DEVELOPMENT
ROOF PLAN

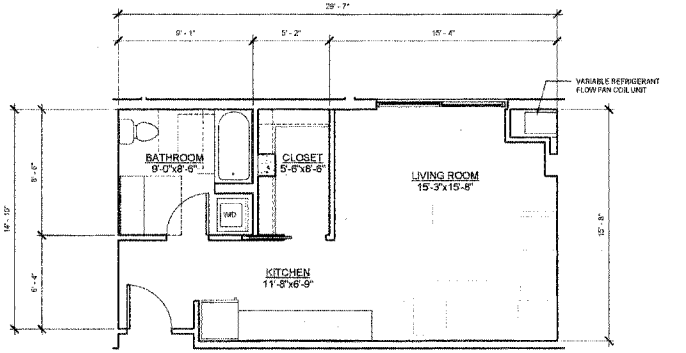
A2.25



4 STUDIO TYPE - A 1/4" = 1'-0"

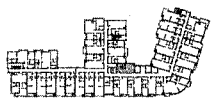
UNIT COUNT: 9
AREA: 453 SF
493 SF (NORTH END OF BLDG)

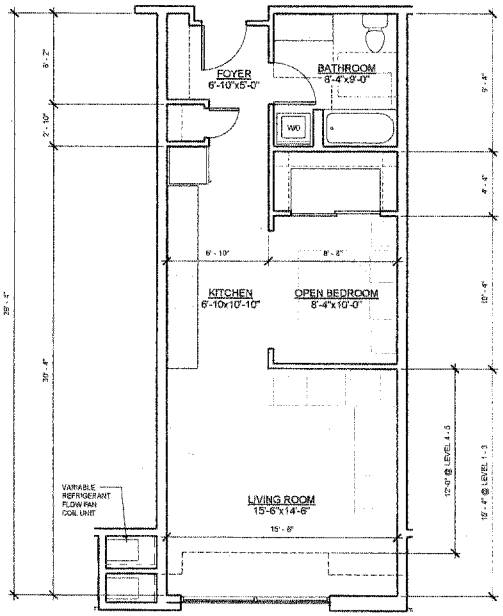




2 STUDIO TYPE - B 1/4" = 1'-0"

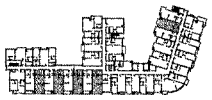
UNIT COUNT: 6
AREA: 500 SF (LEVEL 1-2)
490 SF (LEVEL 3-5)

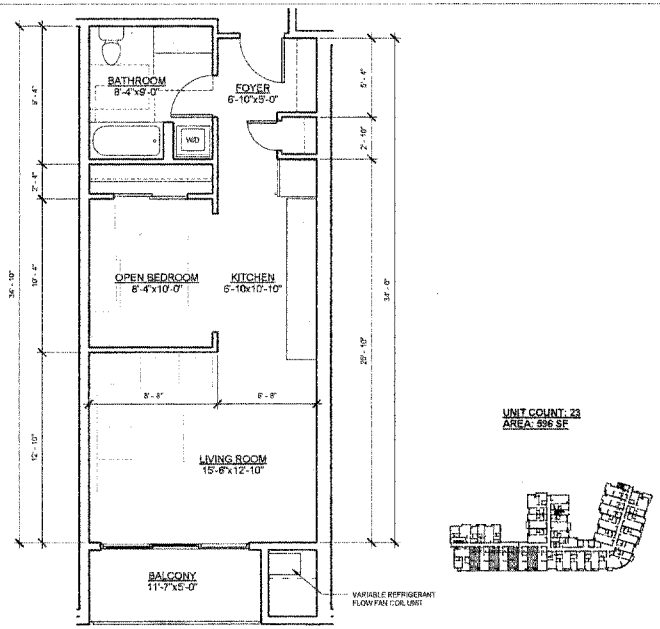




3 1/1 OPEN TYPE - A 1/4" = 1'-0"

UNIT COUNT: 15
AREA: 650 SF (LEVEL 1 - 3)
600 SF (LEVEL 4 - 5)





1 1/1 OPEN TYPE - B 1/4" = 1'-0"

UNIT COUNT: 23
AREA: 596 SF

brick.

ARCHITECT
brick., llp
528 carlston street
berkeley, ca 94710
510.515.0167
www.brick-llp.com

CLIENT
mm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

project number: 12-038

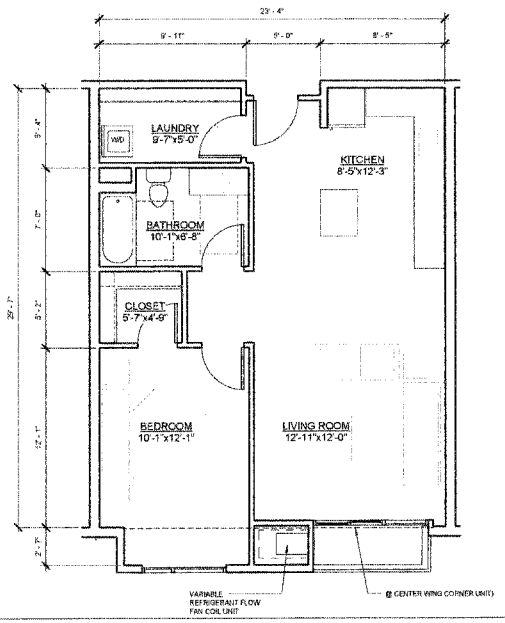
scale: as noted

date: 02.09.15

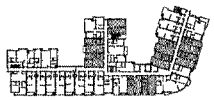
DESIGN
DEVELOPMENT

STUDIO, 1
BEDROOM UNITS

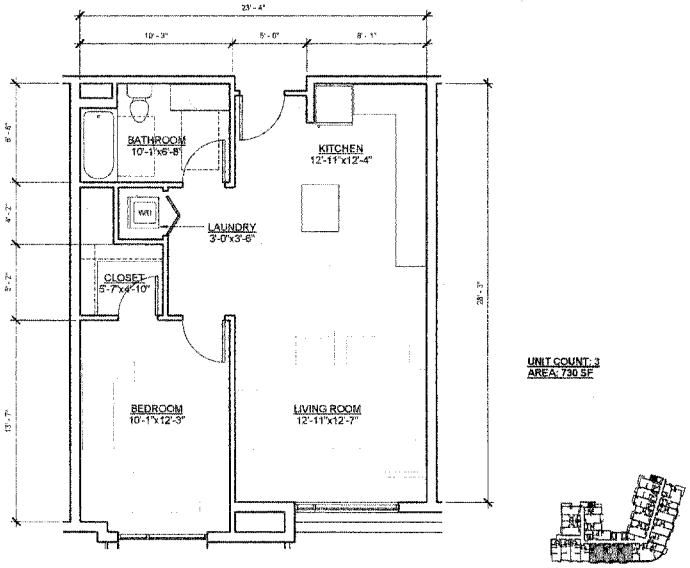
A2.30



UNIT COUNT: 40
AREA: 760 SF
744 SF (@ CENTER WING CORNER UNIT)

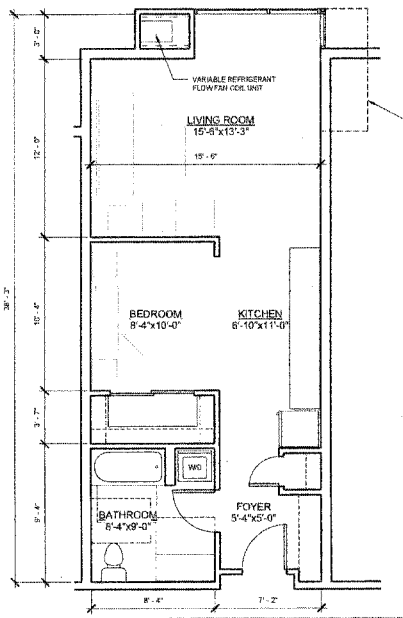


2 1/1 TYPE - A 1/4" = 1'-0"

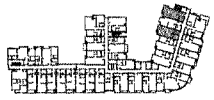


UNIT COUNT: 3
AREA: 730 SF

3 1/1 TYPE - B 1/4" = 1'-0"



UNIT COUNT: 6
AREA: 818 SF
635 SF (NORTH WEST CORNER)



1 1/1 OPEN TYPE - C 1/4" = 1'-0"

brick

ARCHITECT
brick, llp
923 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sritz development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
2	2/13/15	planning develop. review
1	7/31/14	planning develop. review

temescal
apartments

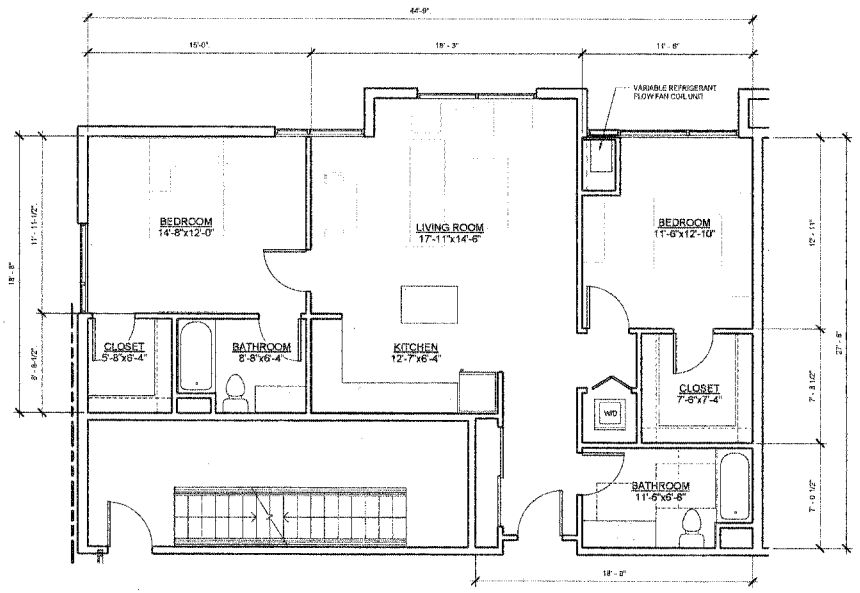
4901 broadway, oakland, california
94611

project number: 12-031

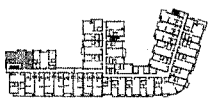
scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
1 BEDROOM
UNITS

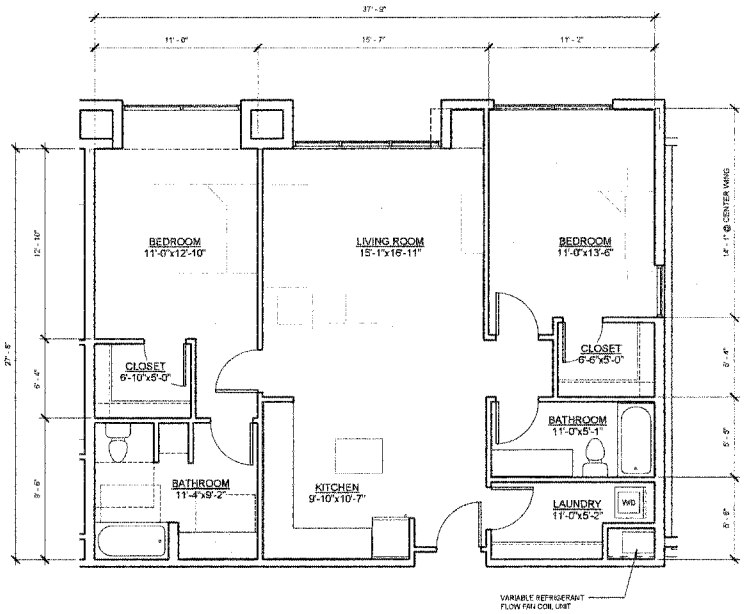
A2.31



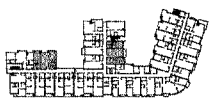
UNIT COUNT: 3
AREA: 1103 SF



2 2/2 TYPE - B 1/4" = 1'-0"



UNIT COUNT: 8
AREA: 1179 SF
1108 SF (@ CENTER WING)



1 2/2 TYPE - A 1/4" = 1'-0"

brick_

ARCHITECT
brick_ llp
928 carleton street
berkeley, ca 94710
510.510.0167
www.brick-llp.com

CLIENT
arm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

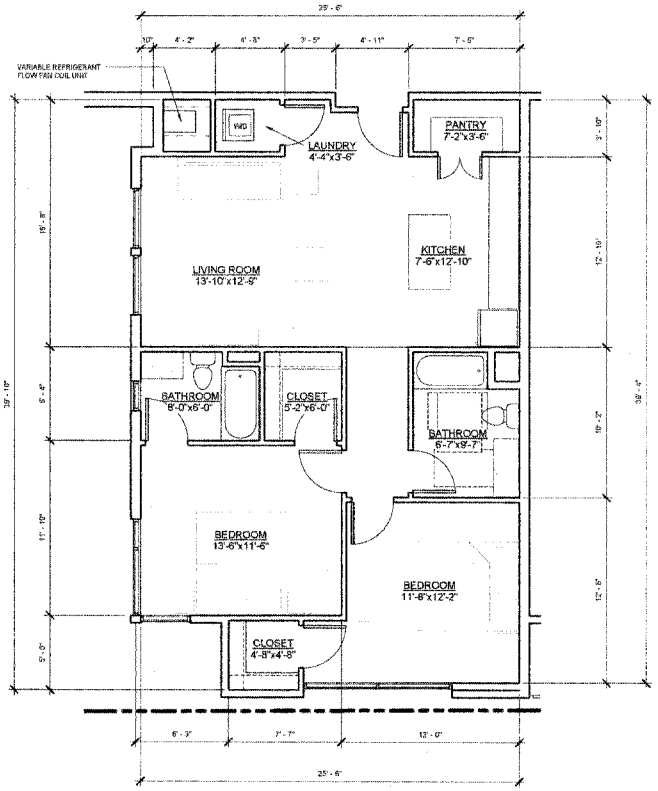
4901 broadway, oakland, california
94611

project number: 12-008

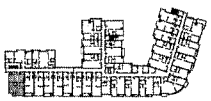
scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
2 BEDROOM
UNITS

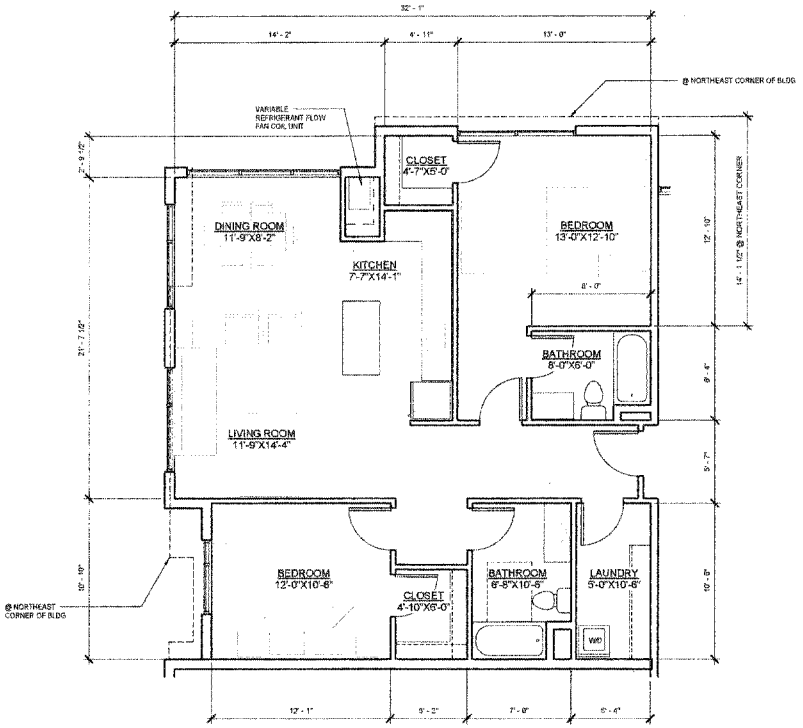
A2.32



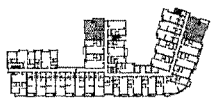
UNIT COUNT: 3
AREA: 1035 SF



5 2/2 TYPE - D 1/4" = 1'-0"



UNIT COUNT: 6
AREA: 1134 SF
1139 SF (NORTH EAST CORNER OF BLDG)



1 2/2 TYPE - C 1/4" = 1'-0"

brick

ARCHITECT
brick., llp
829 carlston street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
sare development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
2	2/18/15	planning develop. review
1	7/31/14	planning develop. review

temescal
apartments

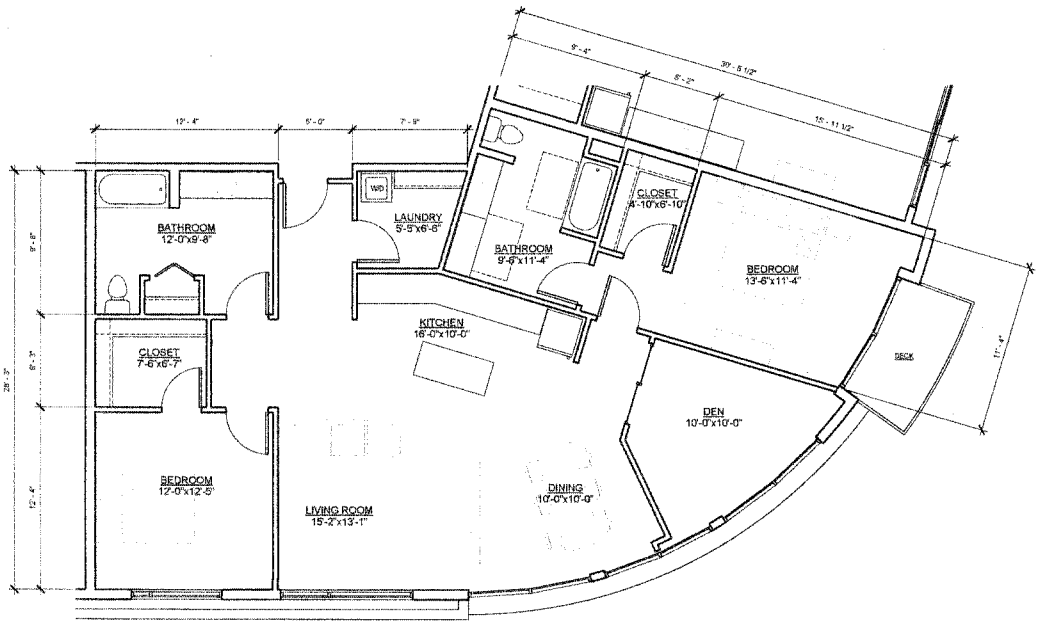
4901 broadway, oakland, california
94611

project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT
2 BEDROOM
UNITS

A2.33



UNIT COUNT: 4
AREA: 1451 SF

3 2/2 TYPE - E

1/4" = 1'-0"

brick.

ARCHITECT
brick., llp
920 carleton street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
smn development
111 n post, suite 500
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4801 broadway, oakland, california
94611

project number: 12-032

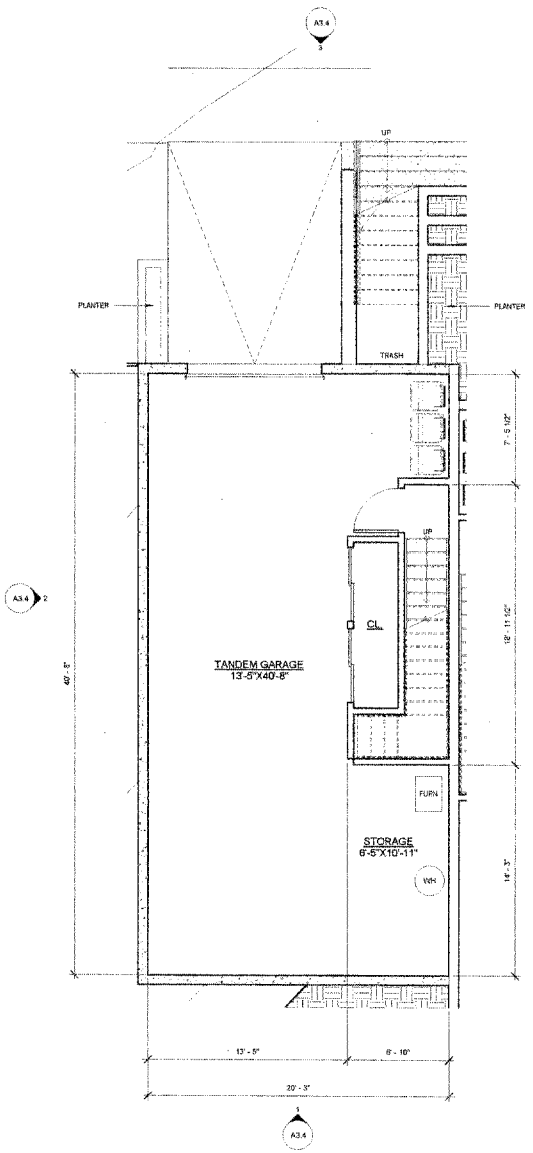
scale: as noted

date: 02.09.15

DESIGN
DEVELOPMENT

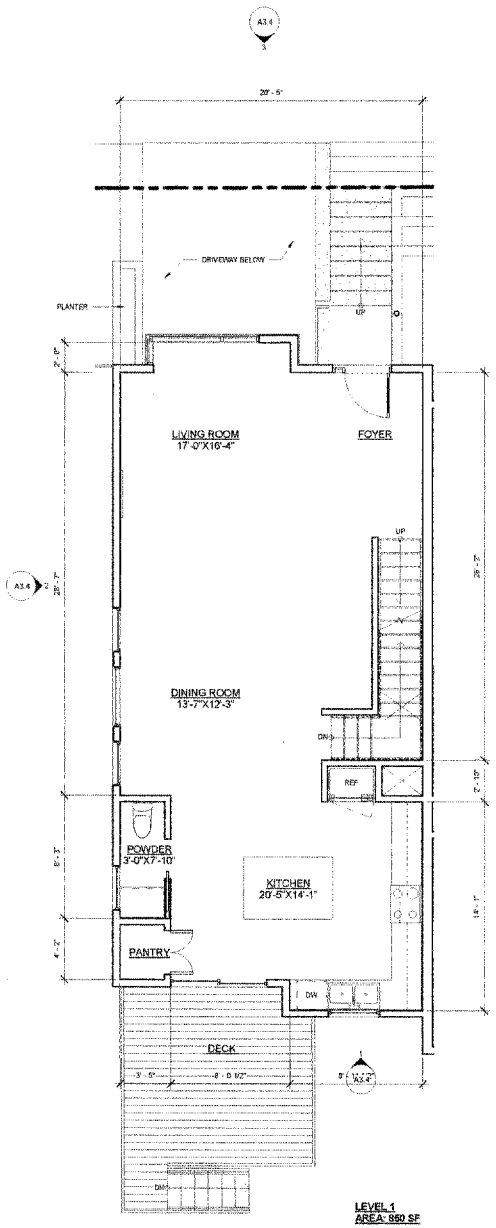
2 BEDROOM
UNITS

A2.34



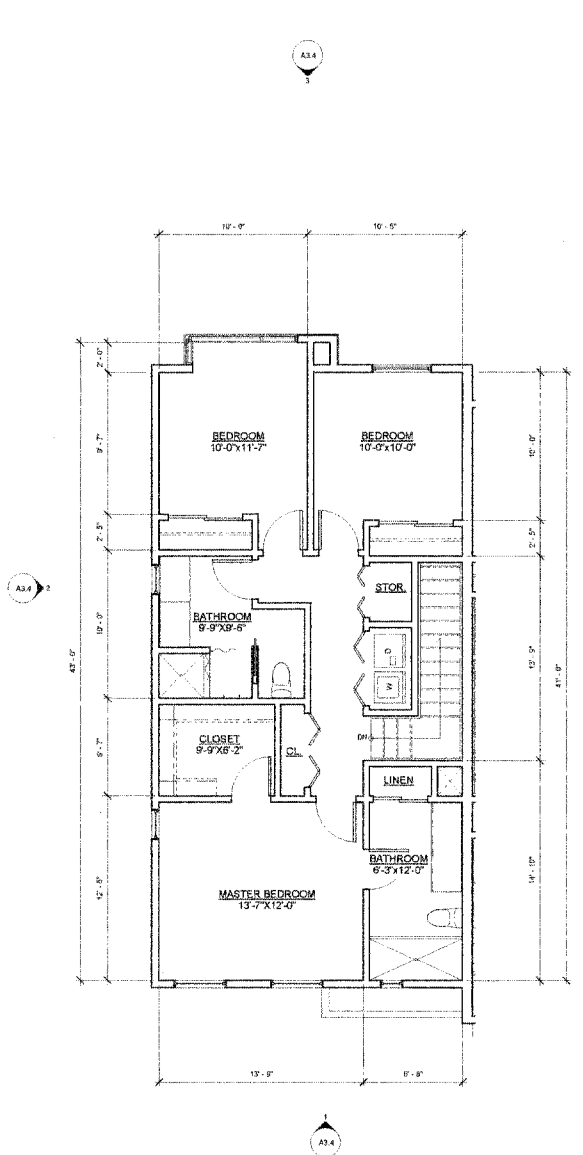
GARAGE LEVEL
AREA: 893 SF

1 TOWNHOUSE GARAGE 1&3 1/4" = 1'-0"



LEVEL 1
AREA: 860 SF

2 TOWNHOUSE LEVEL 1 - 1&3 1/4" = 1'-0"



LEVEL 2
AREA: 945 SF

UNIT COUNT: 2
AREA: 2,588 SF

3 TOWNHOUSE LEVEL 2 - 1&3 1/4" = 1'-0"

brick

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0187
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/15/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

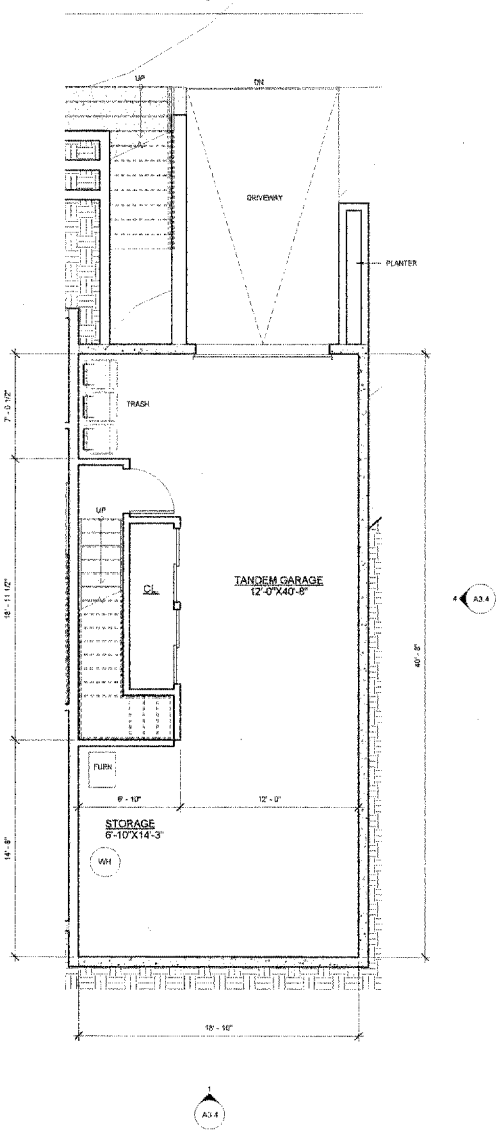
4901 broadway, oakland, california
94611

project number 12-038

scale as noted
date 02.09.15

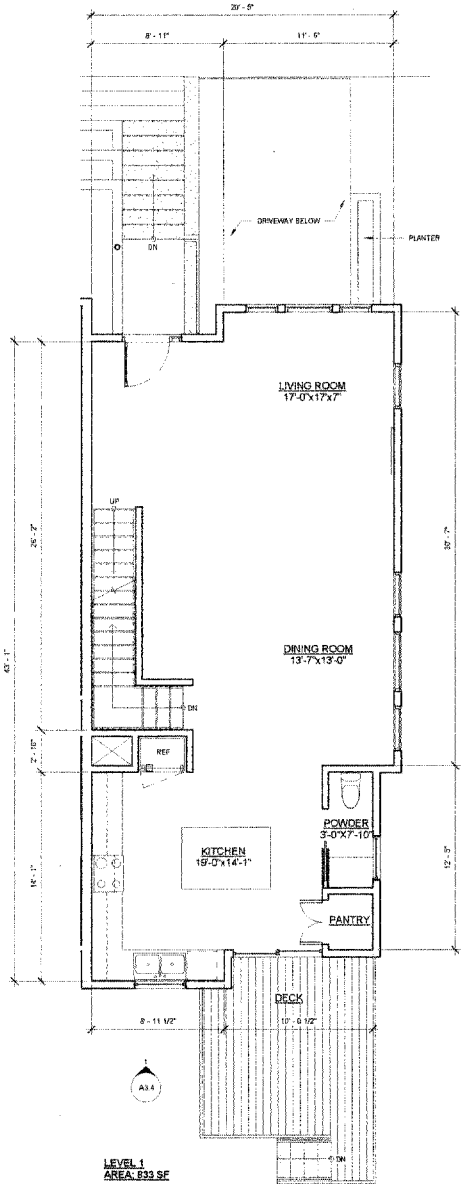
DESIGN
DEVELOPMENT
TOWNHOUSE
UNITS

A2.37



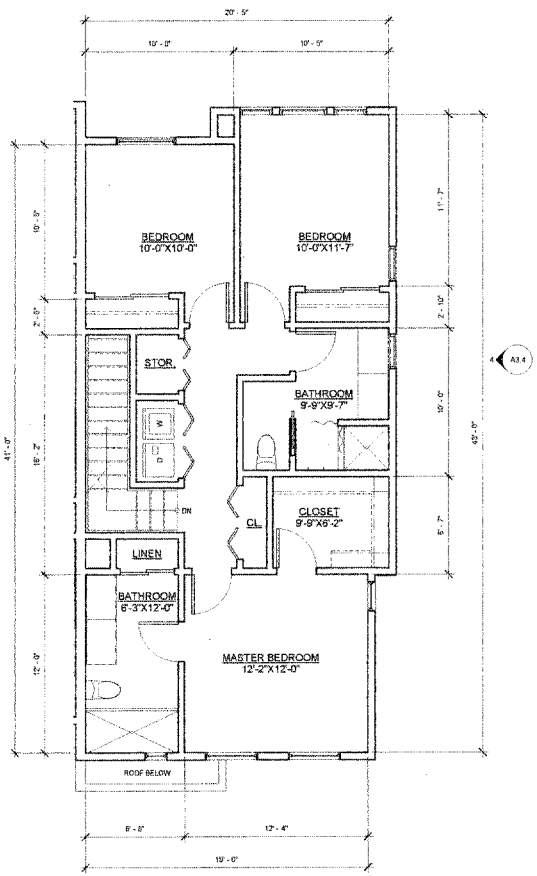
GARAGE LEVEL
AREA: 833 SF

1 TOWNHOUSE GARAGE 2&4 1/4" = 1'-0"



LEVEL 1
AREA: 833 SF

2 TOWNHOUSE LEVEL 1 - 2&4 1/4" = 1'-0"



LEVEL 2
AREA: 839 SF

UNIT COUNT: 2
AREA: 2,505 SF

3 TOWNHOUSE LEVEL 2 - 2&4 1/4" = 1'-0"

brick

ARCHITECT
brick., llp
978 eastern street
berkeley, ca 94710
510.516.6167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

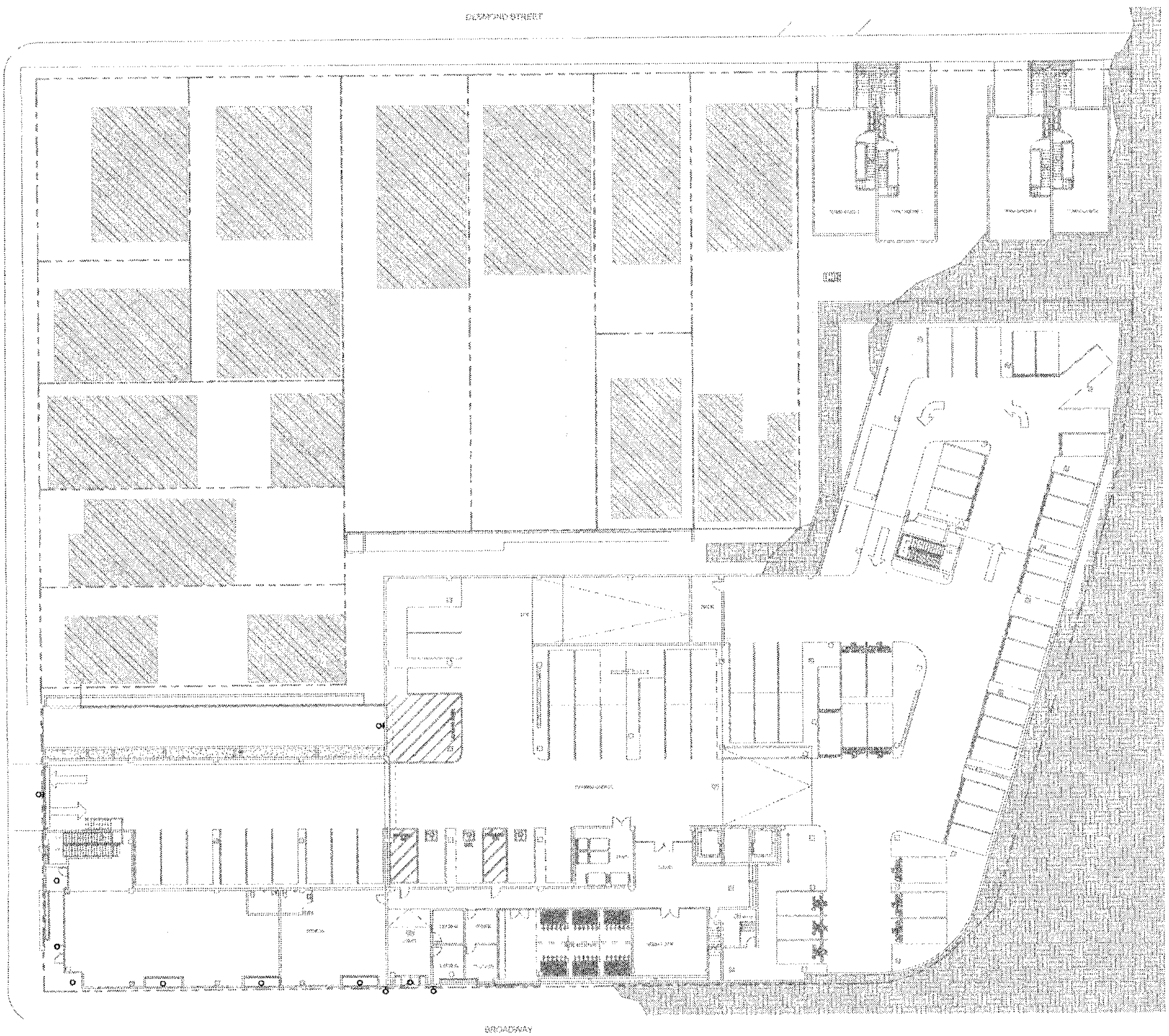
project number: 12-038

scale: as noted
date: 02.09.15

DESIGN
DEVELOPMENT

TOWNHOUSE
UNITS

A2.38



LEGEND

- RECESSED STEP LIGHT
- SCONCE
- DOWNLIGHT
- POLE LIGHT
- CATENARY LIGHT

1 LIGHTING PLAN - LEVEL P1

1/16" = 1'-0"

brick.

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4801 broadway, oakland, california 94611

project number: 13398

scale: as noted

date: 03.09.15

DESIGN DEVELOPMENT

LIGHTING PLAN - LEVEL 1

A2.60

1 LIGHTING PLAN - LEVEL 1

1/16" = 1'-0"

brick.

ARCHITECT
brick., llp
938 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
smc development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

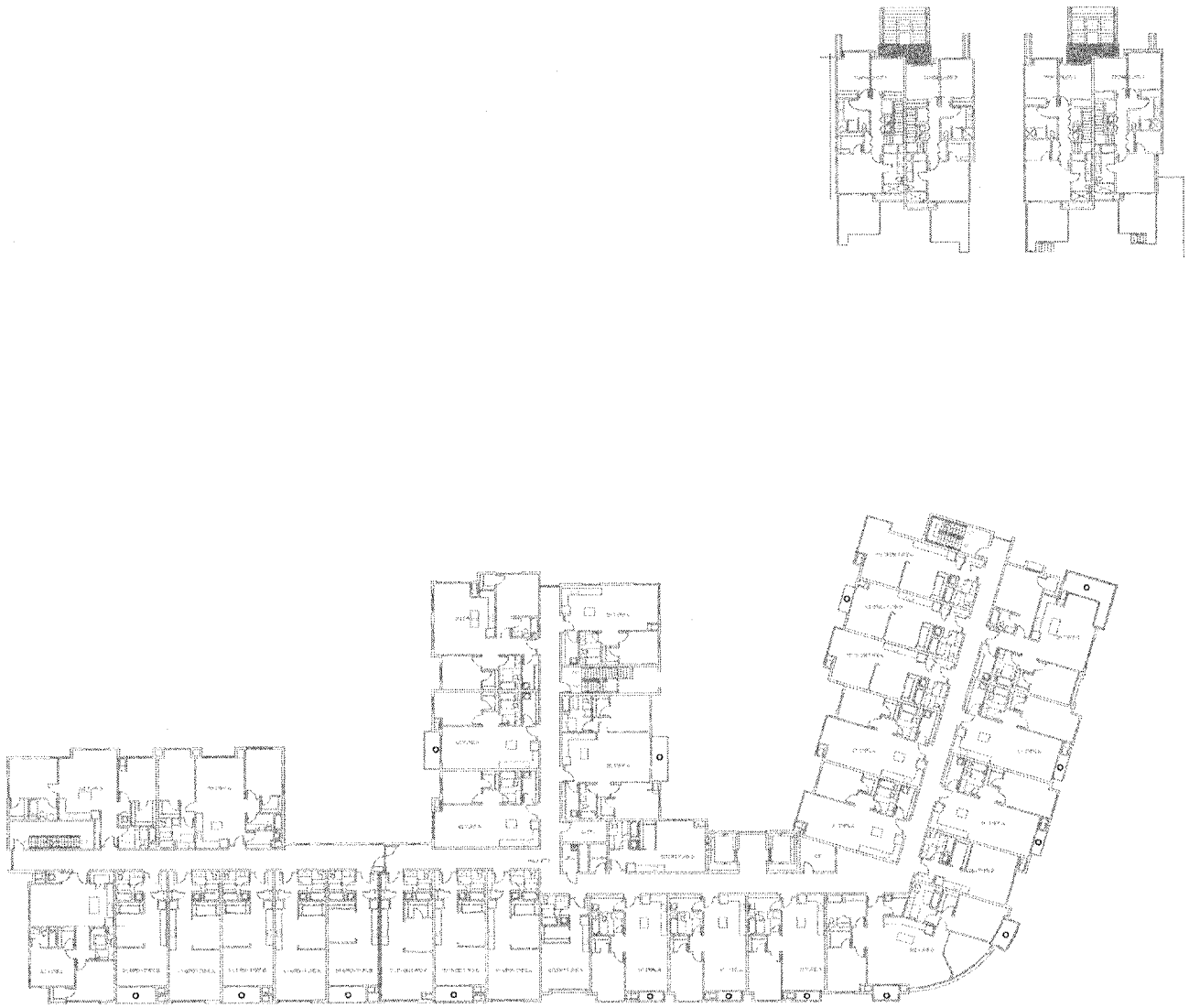
project number: 13-038

scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT

LIGHTING PLAN - LEVEL 1

A2.61



1 LIGHTING PLAN - LEVEL 2

1/16" = 1'-0"

brick

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.516.0167
www.brickllp.com

CLIENT
sras development
111 n post, suite 209
spokane, wa 99201

rev	date	issue
2	2/16/15	planning develop. review
1	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 13-038

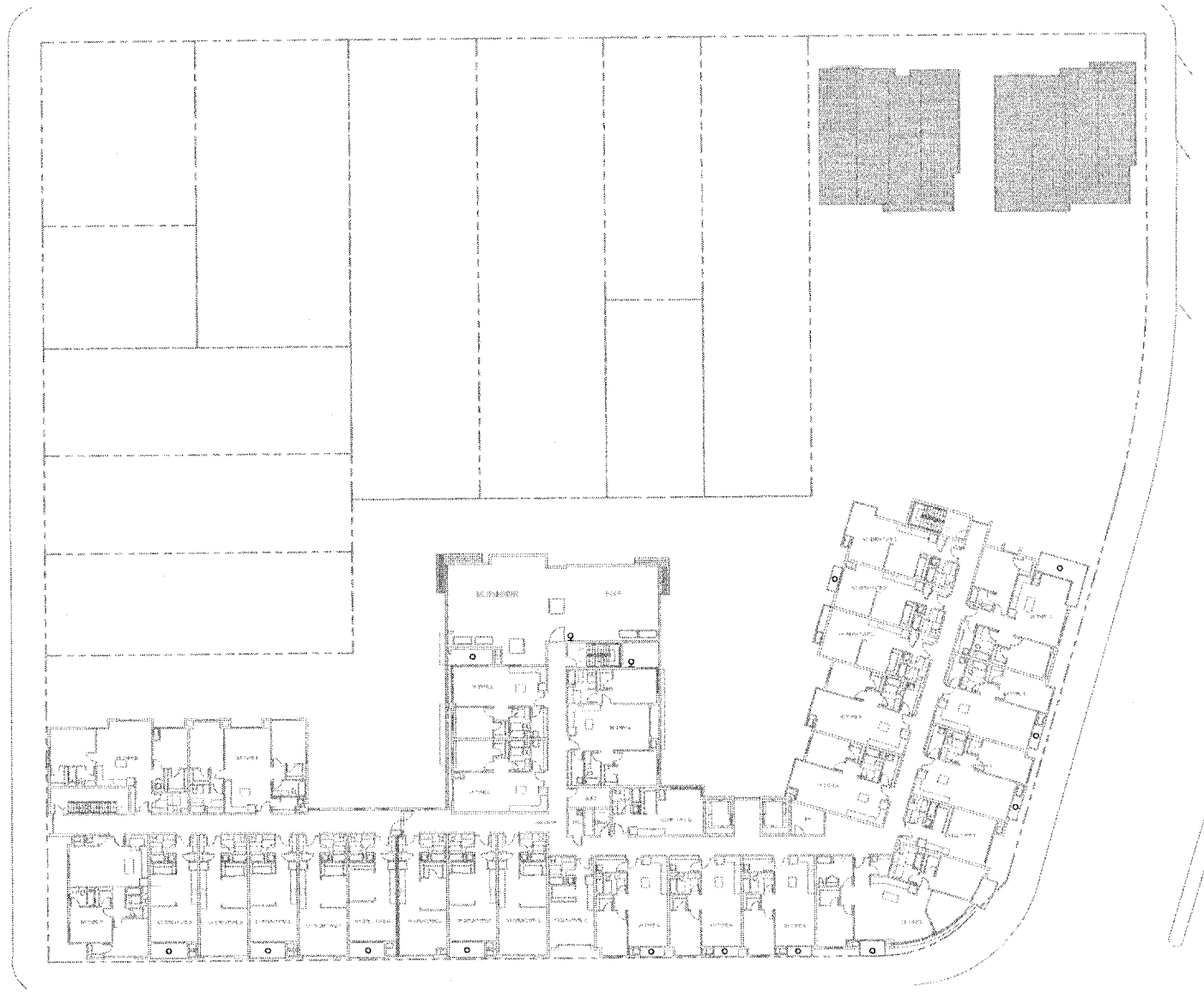
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LIGHTING PLAN - LEVEL 2

A2.62



1 LIGHTING PLAN - LEVEL 3

1/16" = 1'-0"

brick.

ARCHITECT
brick, llp
925 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
wna development
111 n post, suite 200
spokane wa 99201

rev	date	issue
1	2/19/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4981 broadway, oakland, california 94611

project number: 12-036

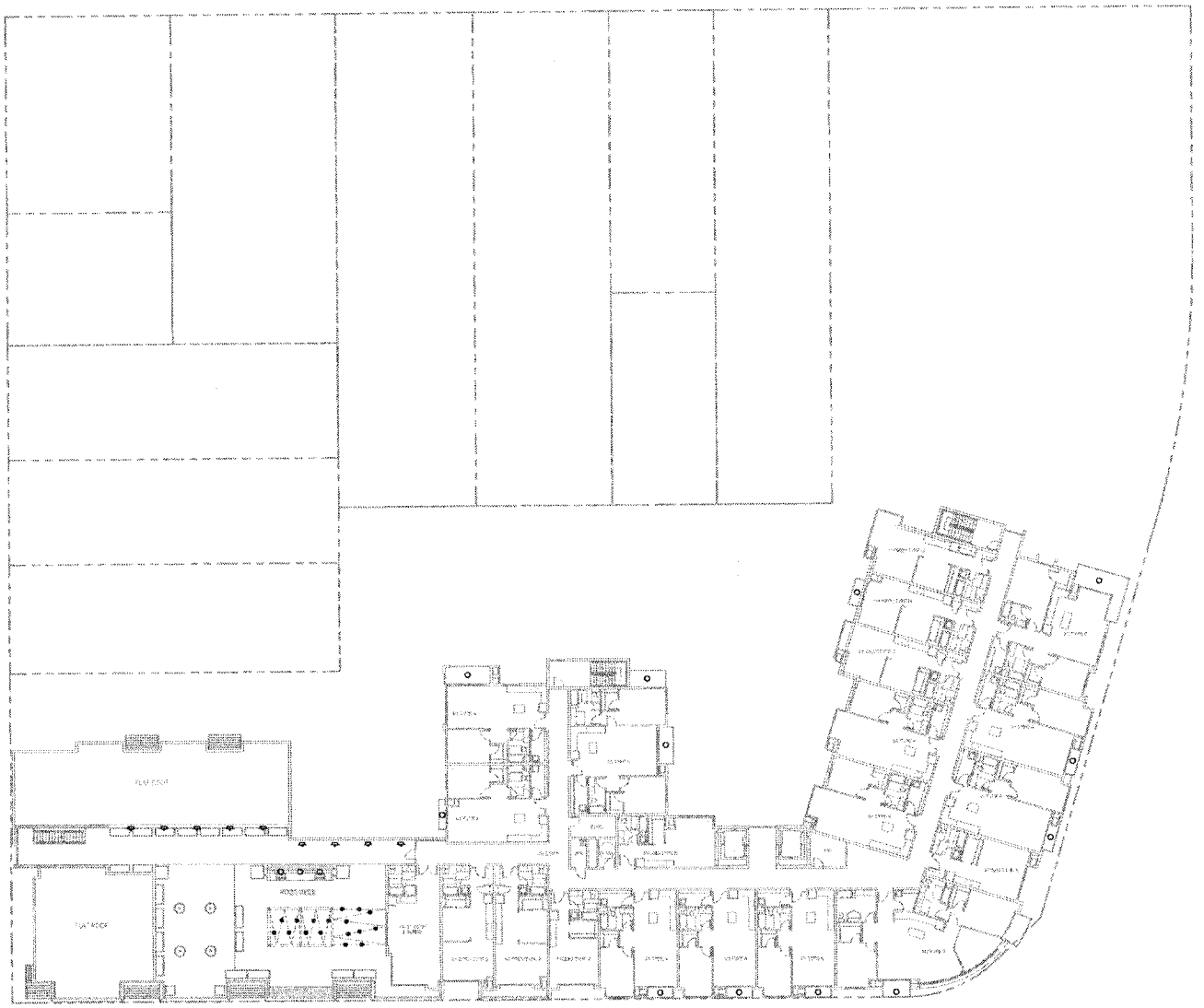
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

LIGHTING PLAN - LEVEL 3

A2.63



1 LIGHTING PLAN - LEVEL 4

1/16" = 1'-0"

brick.

ARCHITECT
brick, llp
825 cedarton street
berkeley, ca 94710
510.516.0157
www.brick-llp.com

CLIENT
sns development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

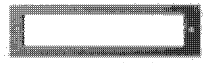
project number: 12-038

scale: as noted
date: 02.26.15

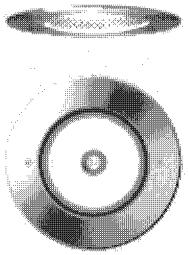
DESIGN DEVELOPMENT

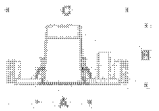
LIGHTING PLAN - LEVEL 4

A2.64

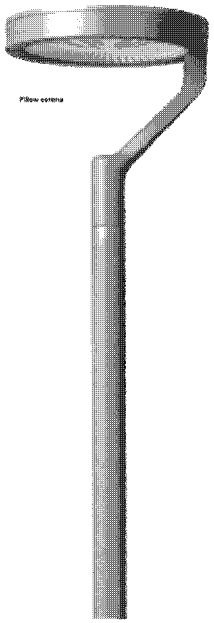


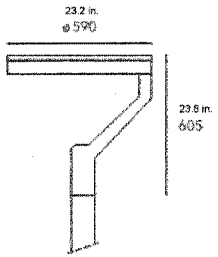
RECESSED WALL LUMINAIRE



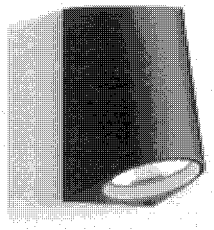


RECESSED CEILING LUMINAIRE

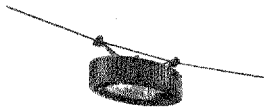




POLE LUMINAIRE



WALL SCOUNCE



CATENARY LUMINAIRE

brick.

ARCHITECT
brick., llp
828 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/13/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

4901 broadway, oakland, california
94611

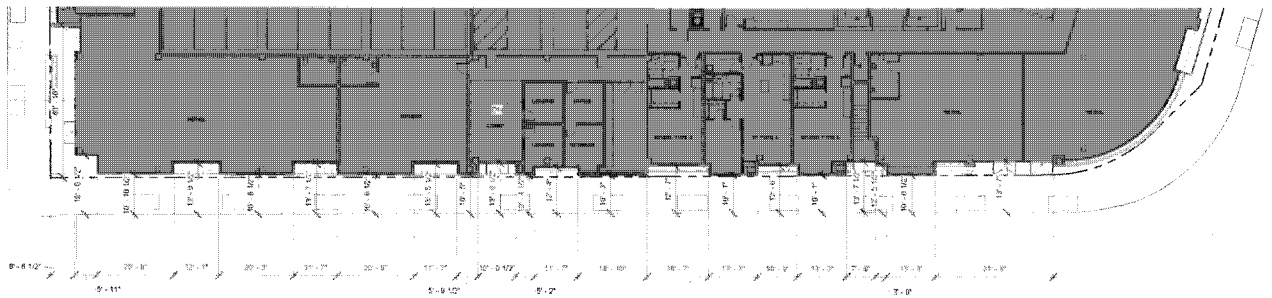
project number: 12-036

scale: as noted
date: 02.06.15

DESIGN
DEVELOPMENT

LIGHT FIXTURE
TYPES

A2.65



BROADWAY

$$\frac{(40'\text{-}10'' \times 6'\text{-}6\text{-}1/2'') + (15'\text{-}0\text{-}1/2'' \times 5'\text{-}11'') + (10'\text{-}10\text{-}1/2'' \times 20'\text{-}9'') + (13'\text{-}9\text{-}1/2'' \times 12'\text{-}1'') + (10'\text{-}6\text{-}1/2'' \times 28'\text{-}3/4'') + (13'\text{-}7\text{-}1/2'' \times 11'\text{-}7'') + (10'\text{-}6\text{-}1/2'' \times 29'\text{-}9'') + (12'\text{-}6\text{-}1/2'' \times 11'\text{-}7'') + (10'\text{-}5'' \times 5'\text{-}9\text{-}1/2'') + (13'\text{-}6\text{-}1/2'' \times 18'\text{-}0\text{-}1/2'') + (10'\text{-}4\text{-}1/2'' \times 5'\text{-}2'') + (12'\text{-}4'' \times 11'\text{-}7'') + (19'\text{-}3'' \times 16'\text{-}10'') + (12'\text{-}7'' \times 10'\text{-}7'') + (10'\text{-}1'' \times 13'\text{-}3'') + (12'\text{-}8'' \times 10'\text{-}9'') + (10'\text{-}4'' \times 13'\text{-}3'') + (12'\text{-}6'' \times 16'\text{-}9'') + (10'\text{-}1'' \times 13'\text{-}3'') + (13'\text{-}7\text{-}1/2'' \times 7'\text{-}9'') + (12'\text{-}5\text{-}1/2'' \times 7'\text{-}6'') + (10'\text{-}9\text{-}1/2'' \times 13'\text{-}3'') + (13'\text{-}7'' \times 31'\text{-}9'')}{276'\text{-}7''} = \frac{267.46 + 94.67 + 226.66 + 156.63 + 216.64 + 94.11 + 219.74 + 155.91 + 69.39 + 135.42 + 53.96 + 142.82 + 193.04 + 208.62 + 133.63 + 124.35 + 133.83 + 105.59 + 37.36 + 132.5 + 431.27}{276'\text{-}7''} = \frac{3343.02}{275.58} = 12.13'$$

12.13' WEIGHTED AVERAGE SIDEWALK WIDTH (> 12' RECOMMENDED BY CITY OF OAKLAND)

1 BROADWAY SIDEWALK WIDTH DIAGRAM

1/16" = 1'-0"

file:

brick

ARCHITECT
brick, llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sms development
111 n post, suite 206
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

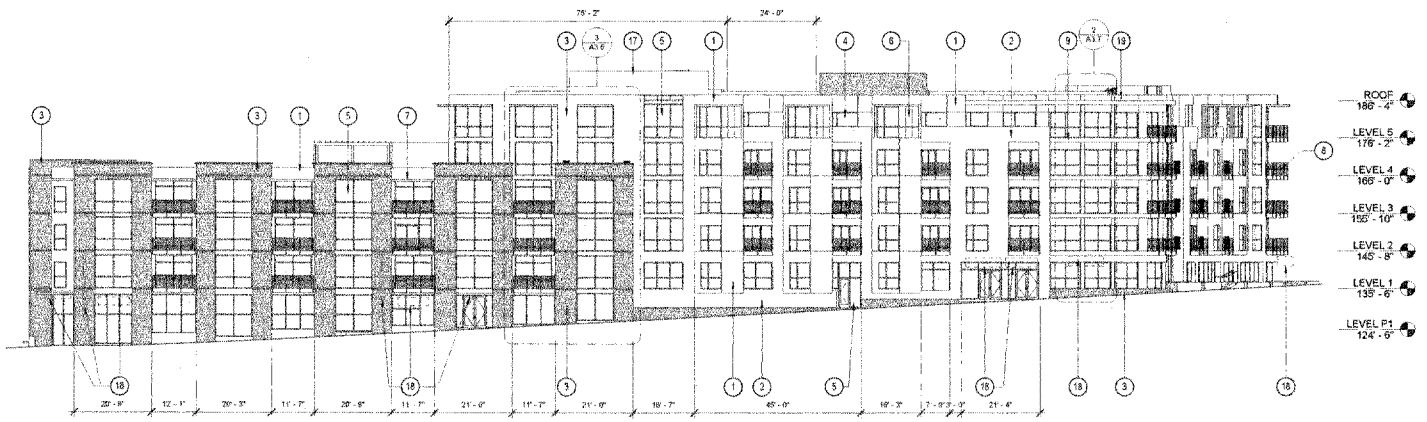
scale: as noted

date: 02.09.15

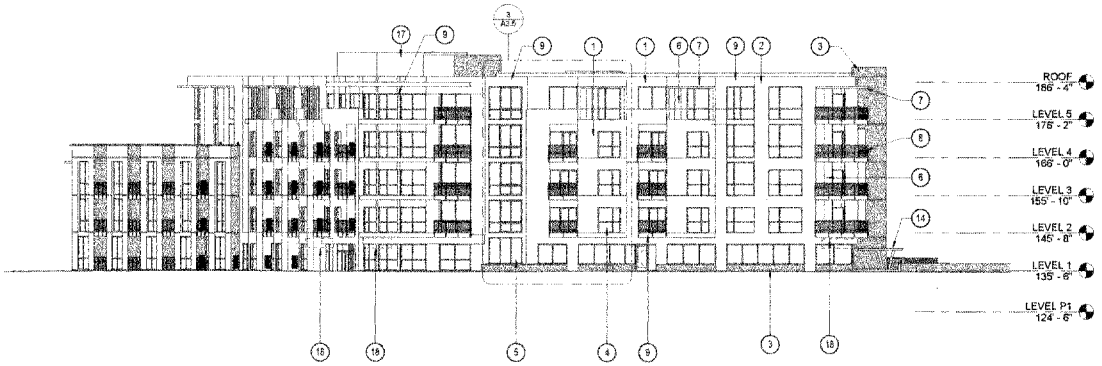
DESIGN DEVELOPMENT

SIDEWALK WIDTH DIAGRAM

A2.70



2 EAST ELEVATION 1/16" = 1'-0"



1 NORTH ELEVATION 1/16" = 1'-0"

KEYNOTE

6	FIBER CEMENT PANELING	12	LOUVER	18	LOCATION OF FUTURE SIGNAGE
5	STOREFRONT SYSTEM	11	CONCRETE MASONRY UNIT	17	METAL PANEL MECHANICAL SCREEN
4	ALUMINUM WINDOW	10	WOOD PRIVACY SCREEN	16	BOARD FORMED CONCRETE
3	BRICK TYPE 1 - TAN (RAINSCREEN INSTALLATION)	9	METAL PANEL SYSTEM	15	ASPHALT SHINGLES
2	FIBER CEMENT SIDING, PAINTED	8	METAL GUARDRAIL	14	CANOPY
1	CEMENT PLASTER (RAINSCREEN INSTALLATION)	7	TRELLIS	13	PLANTER
23	WARNING LIGHTS TRIGGERED BY VEHICULAR TRAFFIC @ GARAGE OPENING				
22	CHAIN & SIGNAGE				
21	OVERHEAD COILING GRILLE DOOR				
20	BENCH				
19	TRANSLUCENT GLASS AWNING				

LEGEND

TENANT SIGNAGE: APPROXIMATE SIZE AND LOCATION OF SIGNAGE SUBJECT TO APPROVAL BY THE CITY OF OAKLAND PLANNING DEPARTMENT UNDER A SEPARATE SIGNAGE PACKAGE

brick.

ARCHITECT
brick., llp
939 ardleth street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sbm development
111 n post, suite 209
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4801 broadway, oakland, california 94611

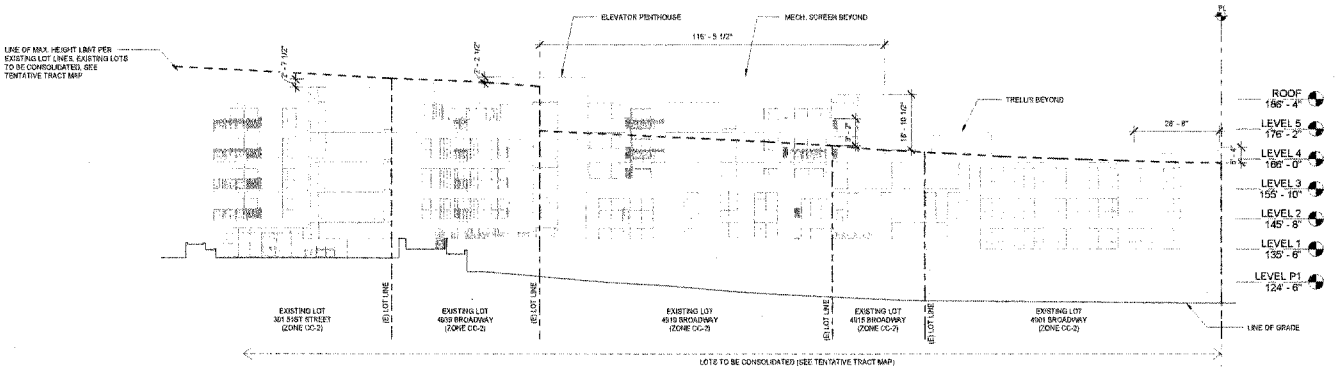
project number: 12-038

scale: as noted

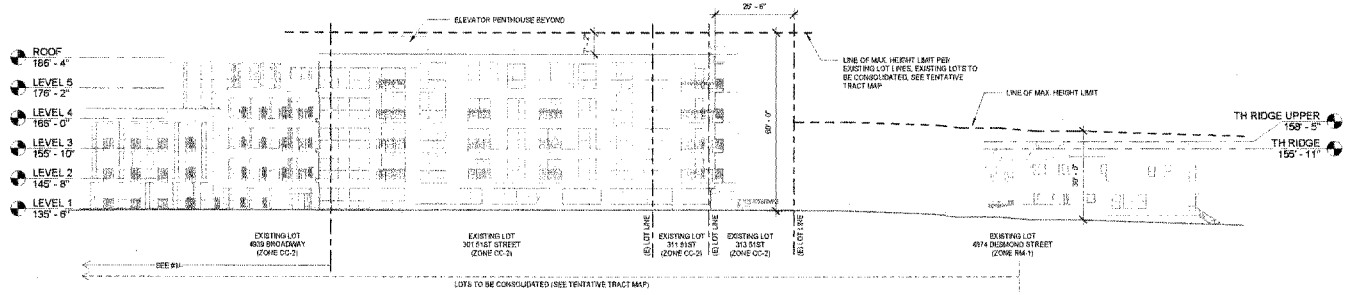
date: 02.09.15

DESIGN DEVELOPMENT BUILDING ELEVATIONS

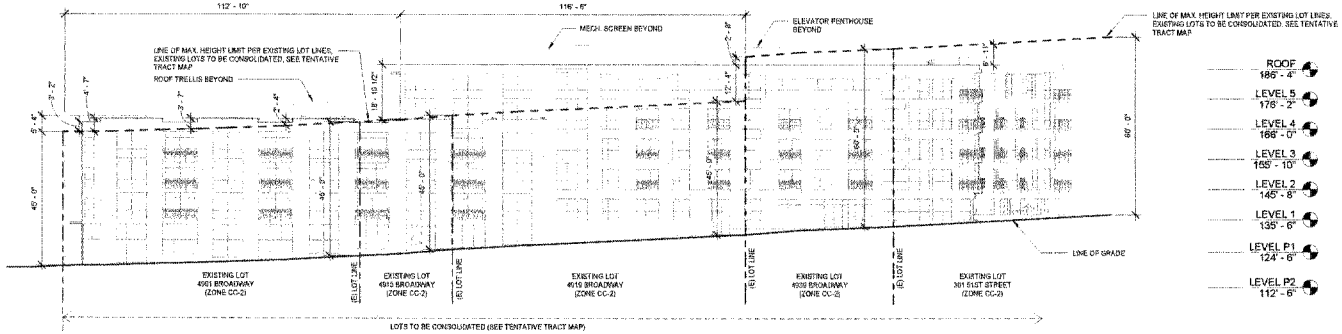
A3.1



3 MAX. HEIGHT DIAGRAM - WEST ELEVATION 1" = 20'-0"



2 MAX. HEIGHT DIAGRAM - 51 STREET 1" = 20'-0"



1 MAX. HEIGHT DIAGRAM - BROADWAY 1" = 20'-0"

brick.

ARCHITECT
brick , llp
928 colleton street
berkeley, ca 94710
510.916.6167
www.brick-llp.com

CLIENT
sem development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

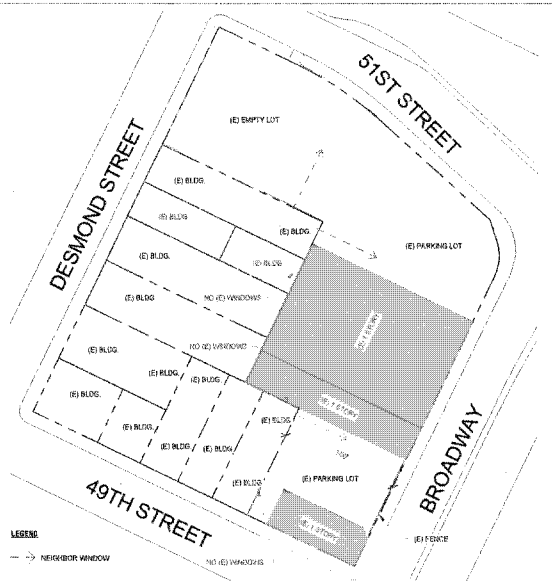
scale: as noted

date: 02.09.15

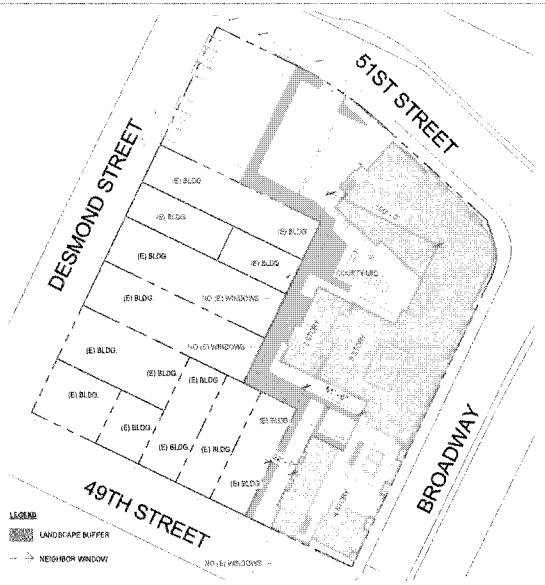
DESIGN DEVELOPMENT

MAX. HEIGHT DIAGRAM, VIEW IMPACT STUDY

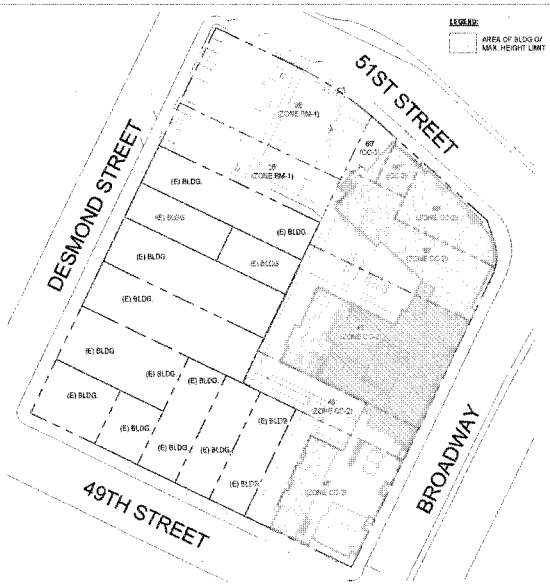
A3.1A



5 VIEW IMPACT STUDY - EXISTING CONDITION 1" = 50'-0"



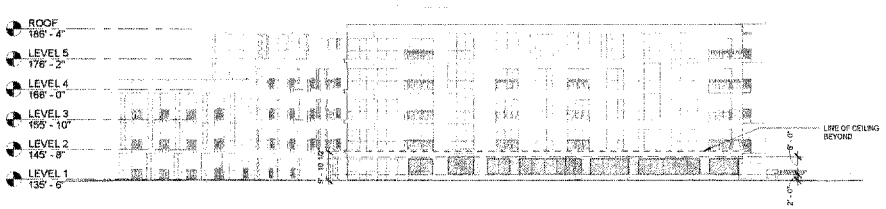
4 VIEW IMPACT STUDY - PROPOSED CONDITION 1" = 50'-0"



3 MAX. HEIGHT SITE PLAN - OVERLAY (E) PARCEL 1" = 50'-0"

FACADE TRANSPARENCY CALCULATIONS

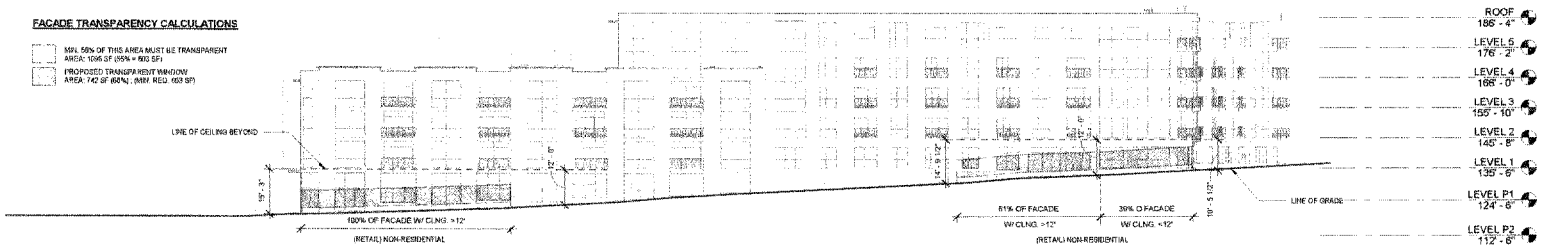
MIN. 35% OF THIS AREA MUST BE TRANSPARENT
AREA: 690 SF (65% = 360 SF)
PROPOSED TRANSPARENT WINDOW
AREA: 468 SF (67%) ; (MIN. REQ. 360 SF)



2 GROUND FLOOR COMMERCIAL TRANSPARENCY DIAGRAM - S1 STREET 1" = 20'-0"

FACADE TRANSPARENCY CALCULATIONS

MIN. 58% OF THIS AREA MUST BE TRANSPARENT
AREA: 1095 SF (55% = 603 SF)
PROPOSED TRANSPARENT WINDOW
AREA: 740 SF (68%) ; (MIN. REQ. 603 SF)



1 GROUND FLOOR COMMERCIAL TRANSPARENCY DIAGRAM - BROADWAY 1" = 20'-0"

brick_

ARCHITECT
brick_ llp
928 carleton street
berkeley, ca 94710
510.916.0187
www.brick-llp.com

CLIENT
arm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-038

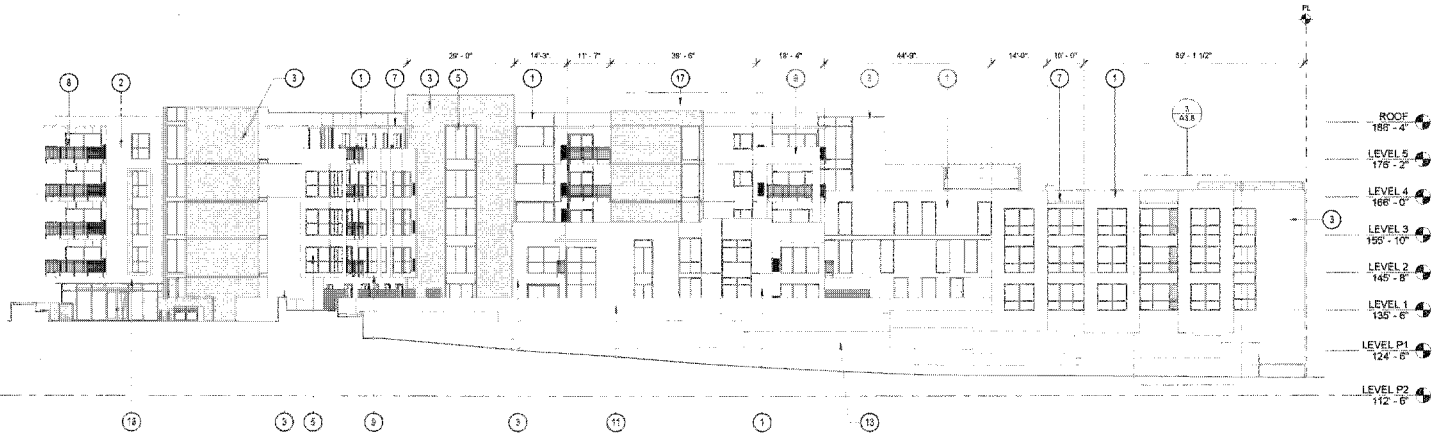
scale: as noted

date: 02.09.15

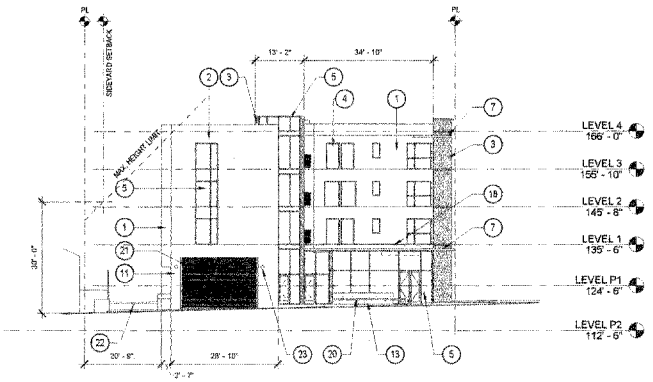
DESIGN DEVELOPMENT

GROUND FLOOR TRANSPARENCY DIAGRAMS

A3.1B



2 WEST ELEVATION 1/16" = 1'-0"



1 SOUTH ELEVATION 1/16" = 1'-0"

KEYNOTE

6	FIBER CEMENT PANELING	12	LOUVER	18	LOCATION OF FUTURE SIGNAGE
5	STOREFRONT SYSTEM	11	CONCRETE MASONRY UNIT	17	METAL PANEL MECHANICAL SCREEN
4	ALUMINUM WINDOW	10	WOOD PRIVACY SCREEN	16	BOARD FORMED CONCRETE
3	BRICK TYPE 1 - TAN (RAINSCREEN INSTALLATION)	9	METAL PANEL SYSTEM	15	ASPHALT SHINGLES
2	FIBER CEMENT SIDING, PAINTED	8	METAL GUARDRAIL	14	CANOPY
1	CEMENT PLASTER RAINSCREEN INSTALLATION)	7	TRELLIS	13	PLANTER
23	WARNING LIGHTS TRIGGERED BY VEHICULAR TRAFFIC @ GARAGE OPENING				
22	CHAIR & SIGNAGE				
21	OVERHEAD COILING GRILLE DOOR				
20	BENCH				
19	TRANSLUCENT GLASS AWNING				

LEGEND

TENANT SIGNAGE, APPROXIMATE SIZE AND LOCATION OF SIGNAGE SUBJECT TO APPROVAL BY THE CITY OF OAKLAND PLANNING DEPARTMENT UNDER A SEPARATE SIGNAGE PACKAGE

brick

ARCHITECT
brick, llp
928 carlotta street
berkeley, ca 94710
510.516.0187
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

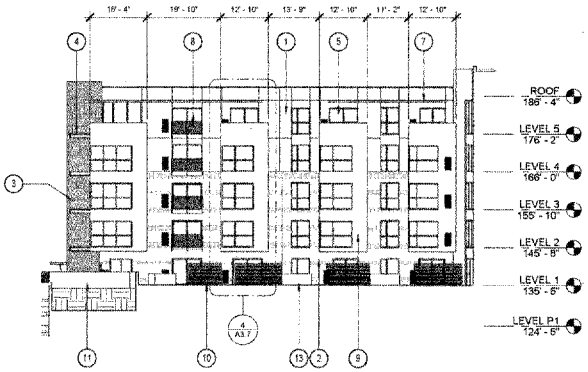
4901 broadway, oakland, california 94611

project number 12-038

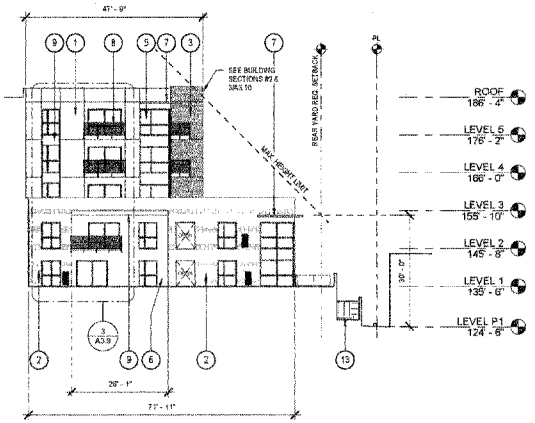
scale: as noted
date: 02.09.15

DESIGN DEVELOPMENT
BUILDING ELEVATIONS

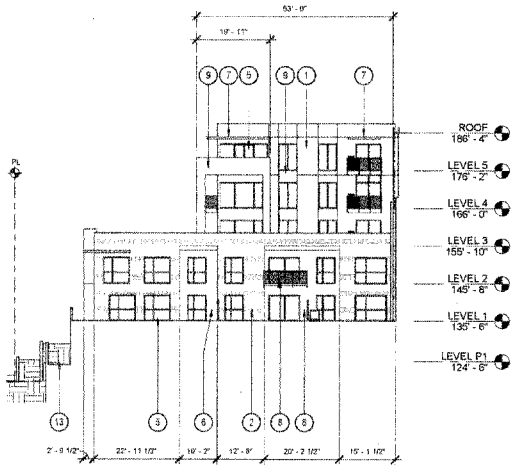
A3.2



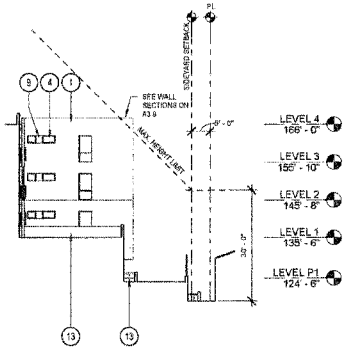
4 PARTIAL ELEVATION 4 1/16" = 1'-0"



3 PARTIAL ELEVATION 3 1/16" = 1'-0"



2 PARTIAL ELEVATION 2 1/16" = 1'-0"



1 PARTIAL ELEVATION 1 1/16" = 1'-0"

KEYNOTE

6	FIBER CEMENT PANELING	12	LOUVER	18	LOCATION OF FUTURE SIGNAGE
5	STOREFRONT SYSTEM	11	CONCRETE MASONRY UNIT	17	METAL PANEL MECHANICAL SCREEN
4	ALUMINUM WINDOW	10	WOOD PRIVACY SCREEN	16	BOARD FORMED CONCRETE
3	BRICK TYPE 1 - TAN (RAINSCREEN INSTALLATION)	9	METAL PANEL SYSTEM	15	ASPHALT SHINGLES
2	FIBER CEMENT SIDING, PAINTED	8	METAL GUARDRAIL	14	CANOPY
1	CEMENT PLASTER (RAINSCREEN INSTALLATION)	7	TRELLIS	13	PLANTER
23	WARNING LIGHTS TRIGGERED BY VEHICULAR TRAFFIC @ GARAGE OPENING				
22	CHAIN & SIGNAGE				
21	OVERHEAD COILING GRILLE DOOR				
20	BENCH				
19	TRANSLUCENT GLASS AWNING				

LEGEND

TENANT SIGNAGE; APPROXIMATE SIZE AND LOCATION OF SIGNAGE SUBJECT TO APPROVAL BY THE CITY OF OAKLAND PLANNING DEPARTMENT UNDER A SEPARATE SIGNAGE PACKAGE

brick_

ARCHITECT
brick., llp
828 carlton street
berkeley, ca 94710
510.619.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
2	2/18/15	planning develop. review
-	7/31/14	planning develop review

temescal apartments

6901 broadway oakland, california 94611

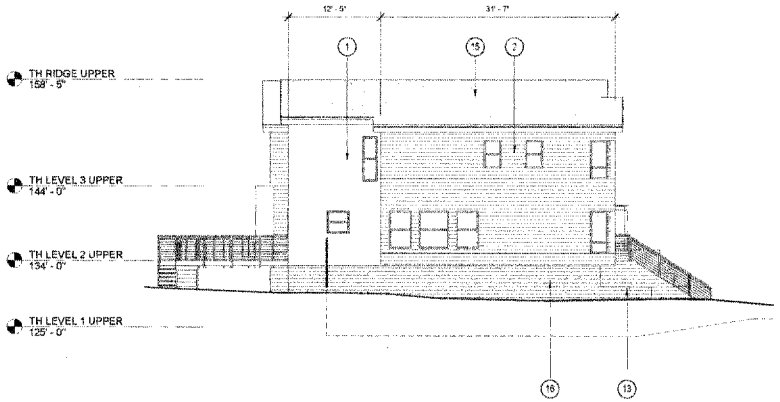
project number: 12-038

scale: as noted

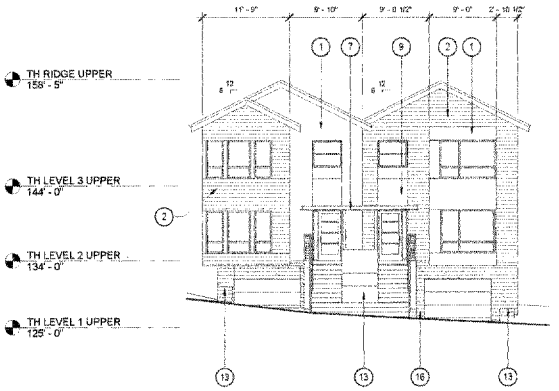
date: 02.09.15

DESIGN DEVELOPMENT BUILDING ELEVATIONS

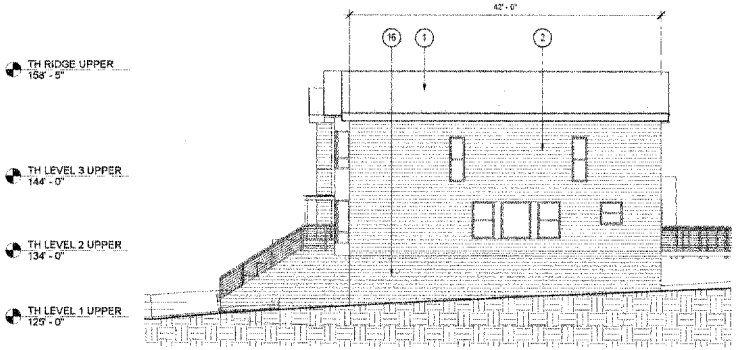
A3.3



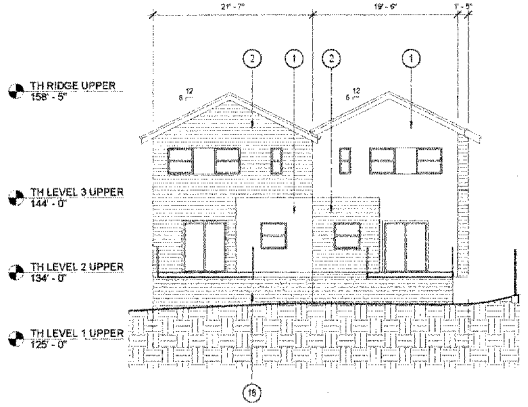
4 TOWNHOUSE - NORTH ELEVATION 1/8" = 1'-0"



3 TOWNHOUSE - WEST ELEVATION 1/8" = 1'-0"



2 TOWNHOUSE - SOUTH ELEVATION 1/8" = 1'-0"



1 TOWNHOUSE - EAST ELEVATION 1/8" = 1'-0"

KEYNOTE

6	FIBER CEMENT PANELING	12	LOUVER	18	LOCATION OF FUTURE SIGNAGE
5	STOREFRONT SYSTEM	11	CONCRETE MASONRY UNIT	17	METAL PANEL MECHANICAL SCREEN
4	ALUMINUM WINDOW	10	WOOD PRIVACY SCREEN	16	BOARD FORMED CONCRETE
3	BRICK TYPE 1 - TAN (RAINSCREEN INSTALLATION)	9	METAL PANEL SYSTEM	15	ASPHALT SHINGLES
2	FIBER CEMENT SIDING, PAINTED	8	METAL GUARDRAIL	14	CANOPY
1	CEMENT PLASTER RAINSCREEN INSTALLATION)	7	TRELLIS	13	PLANTER

23	WARNING LIGHTS TRIGGERED BY VEHICULAR TRAFFIC @ GARAGE OPENING	
22	CHAIN & SIGNAGE	
21	OVERHEAD COILING GRILLE DOOR	
20	BENCH	
19	TRANSLUCENT GLASS AWNING	

TENANT SIGNAGE: APPROXIMATE SIZE AND LOCATION OF SIGNAGE SUBJECT TO APPROVAL BY THE CITY OF OAKLAND PLANNING DEPARTMENT UNDER A SEPARATE SIGNAGE PACKAGE

LEGEND

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.910.0167
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

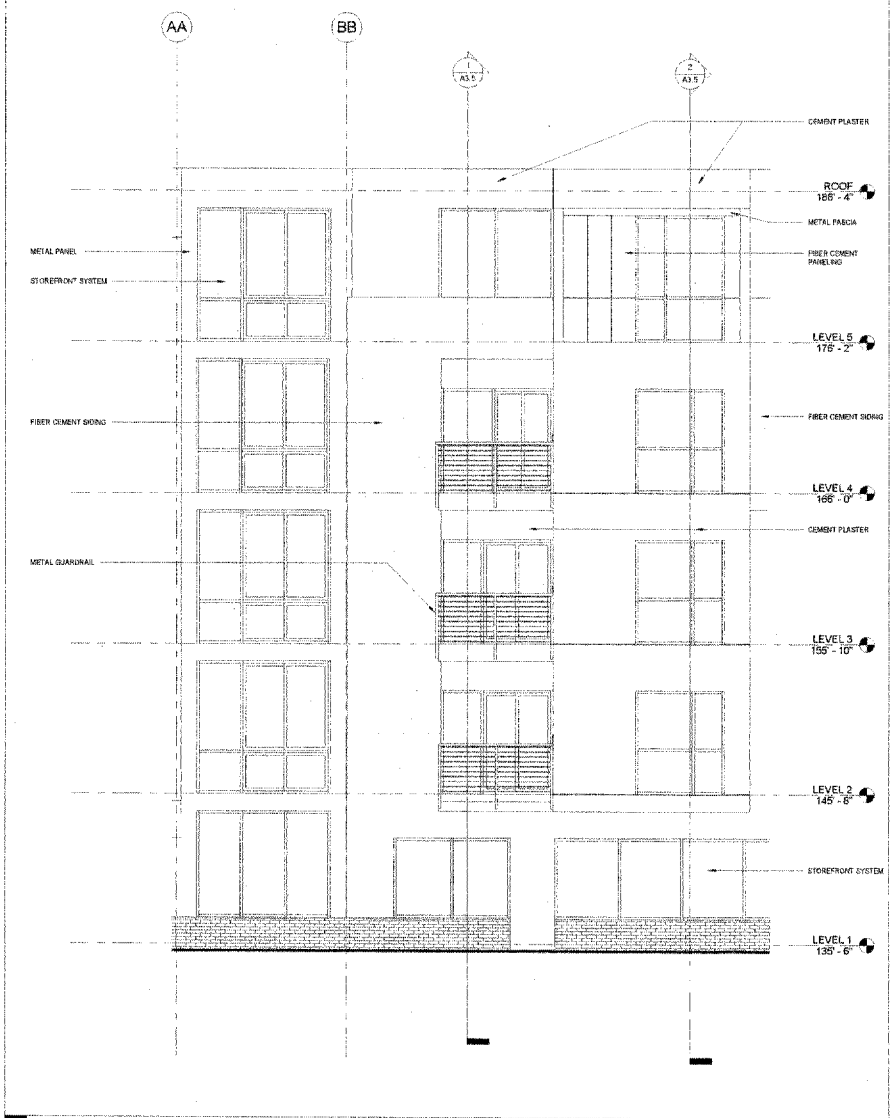
4991 broadway, oakland, california 94611

project number: 12-008

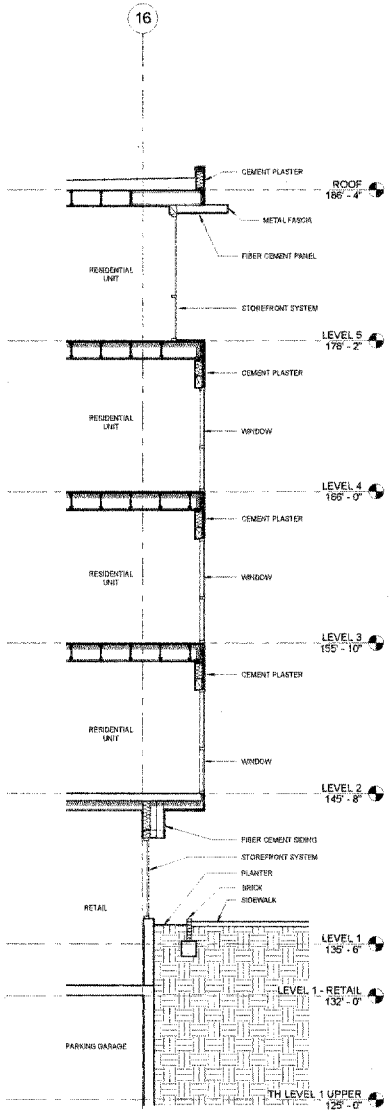
scale: as noted
date: 02.03.15

DESIGN DEVELOPMENT
BUILDING ELEVATIONS

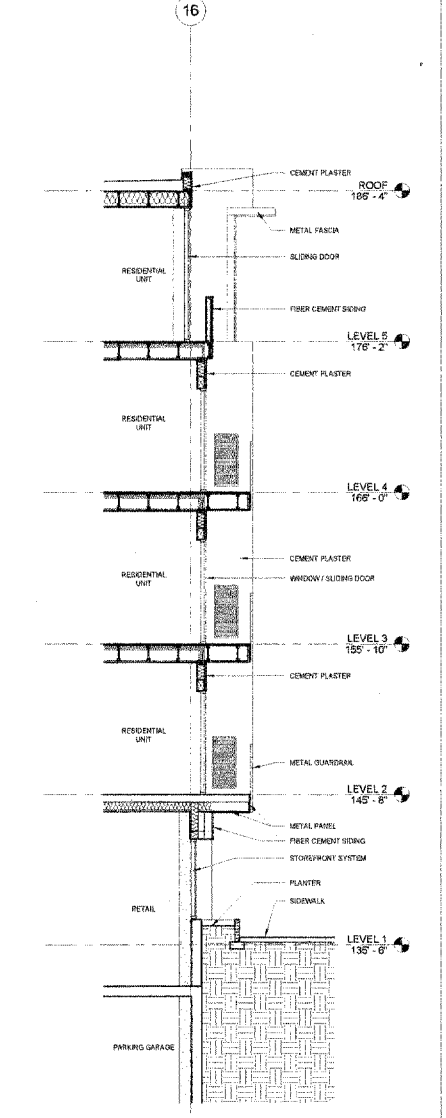
A3.4



3 ENLARGED ELEVATION 1/4" = 1'-0"



2 WALL SECTION 1/4" = 1'-0"



1 WALL SECTION 1/4" = 1'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

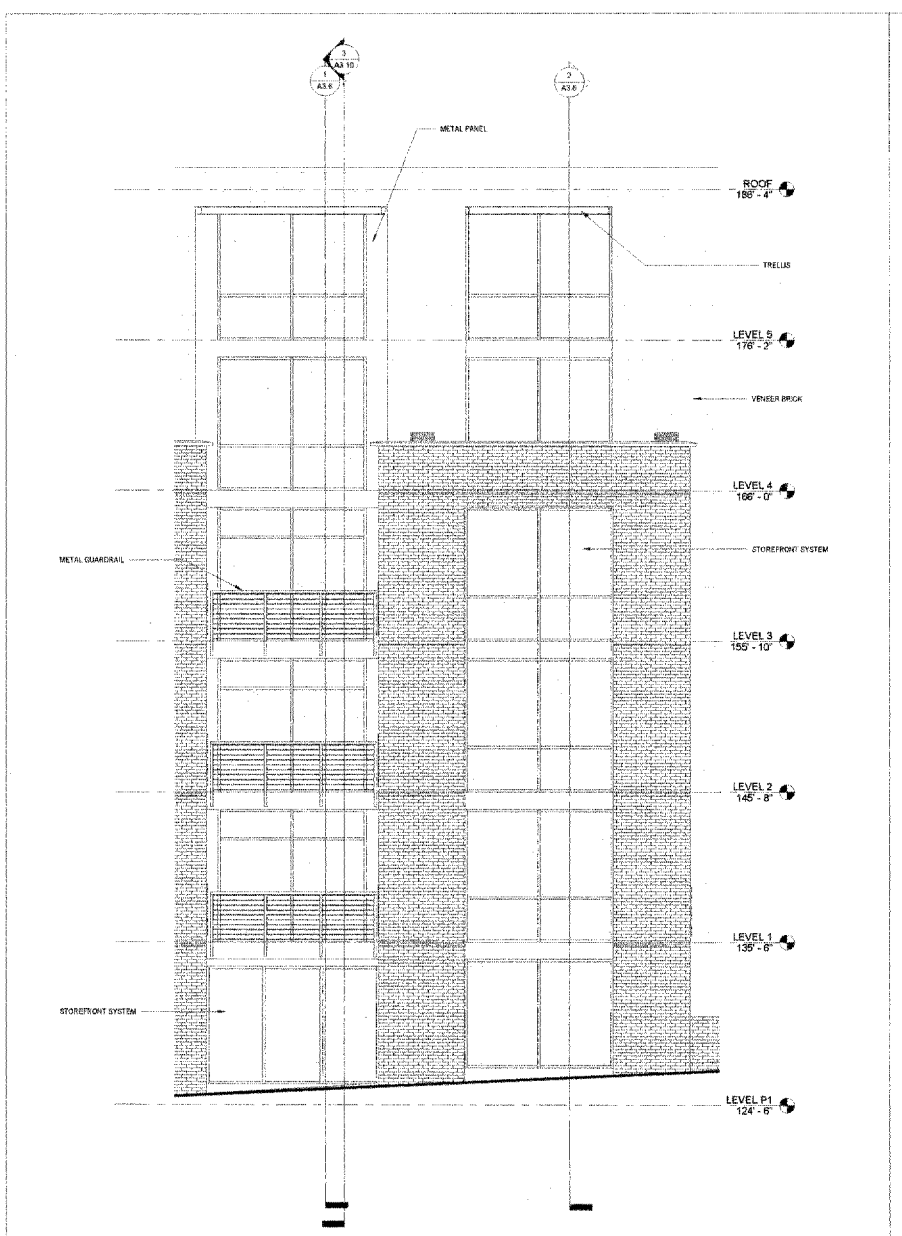
4901 broadway, oakland, california 94611
project number: 12-038

scale: as noted
date: 02.09.15

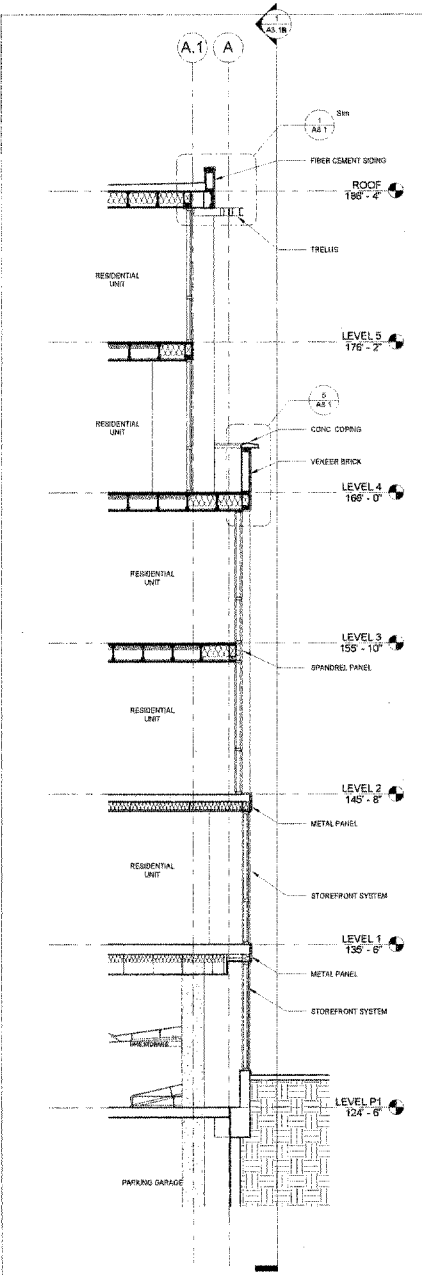
DESIGN DEVELOPMENT

ENLARGED ELEVATIONS / WALL SECTIONS

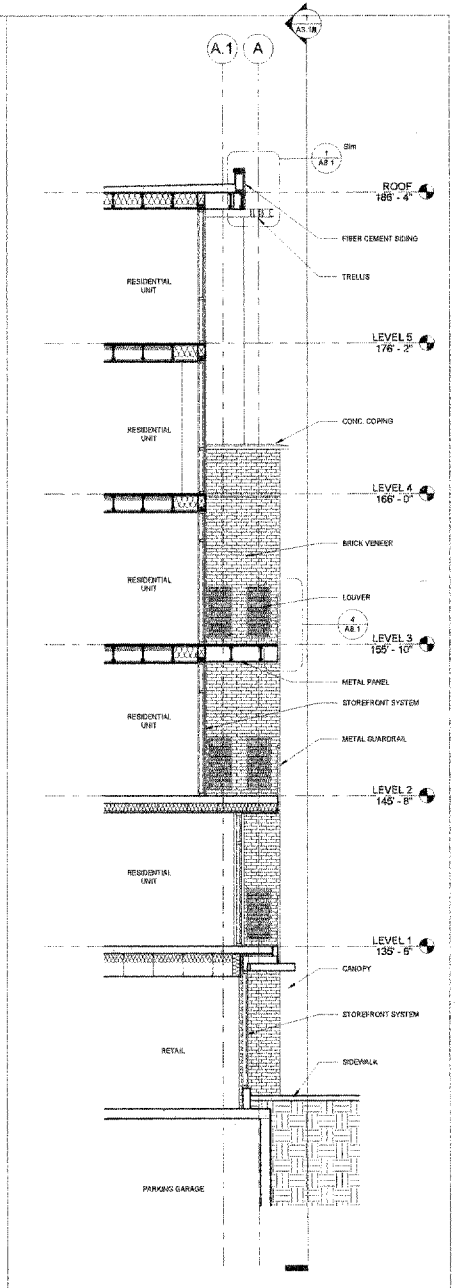
A3.5



3 ENLARGED ELEVATION 1/4" = 1'-0"



2 WALL SECTION 1/4" = 1'-0"



1 WALL SECTION 1/4" = 1'-0"

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.916.0167
www.brick-llp.com

CLIENT
sare development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number 12-036

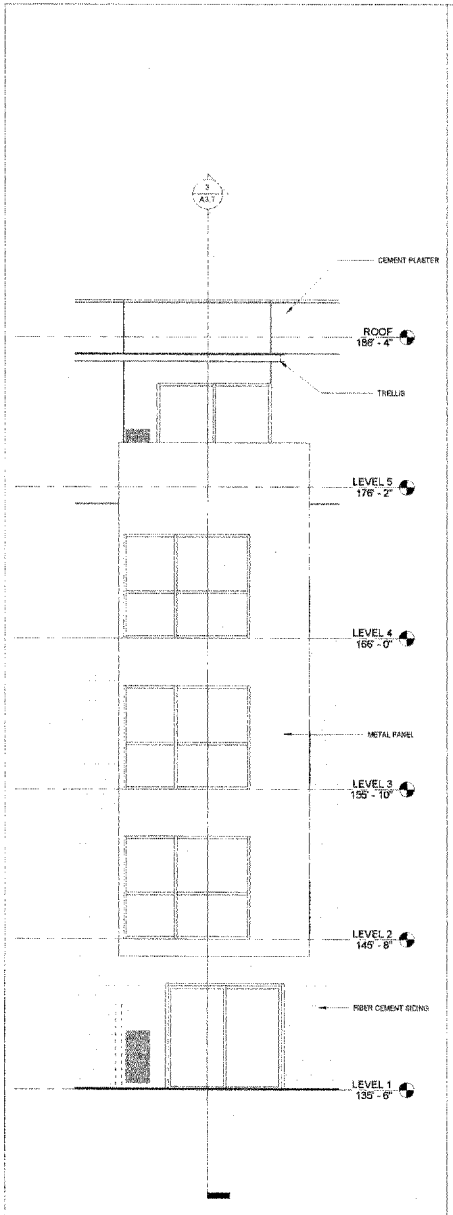
scale: as noted

date: 02.09.15

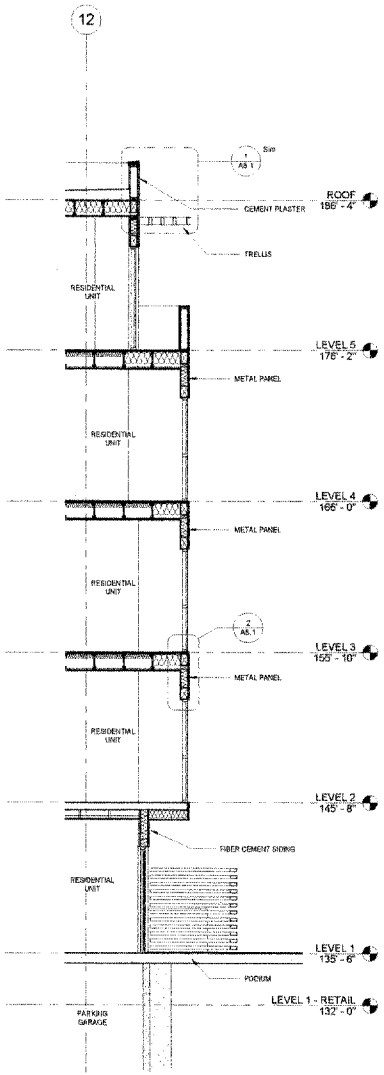
DESIGN DEVELOPMENT

ENLARGED ELEVATIONS / WALL SECTIONS

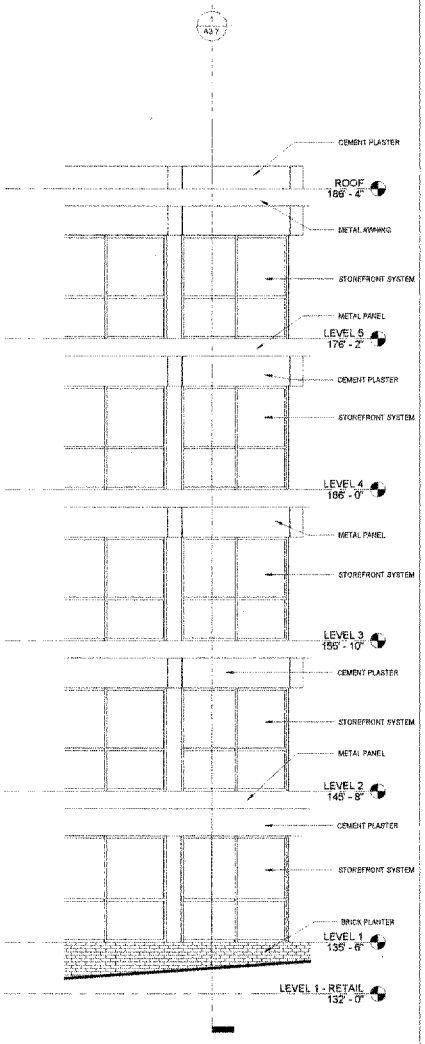
A3.6



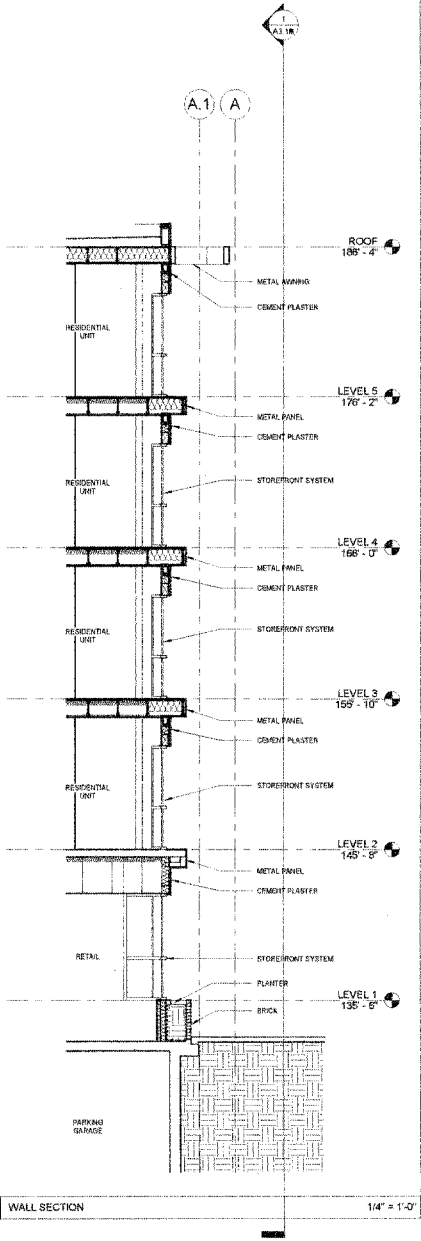
4 ENLARGED ELEVATION 1/4" = 1'-0"



3 WALL SECTION 1/4" = 1'-0"



2 ENLARGED ELEVATION 1/4" = 1'-0"



1 WALL SECTION 1/4" = 1'-0"

brick

ARCHITECT
brick , llp
926 carleton street
berkeley, ca 94710
510.516.9167
www.brick-llp.com

CLIENT
gmh development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4001 broadway, oakland, california 94611

project number 12-038

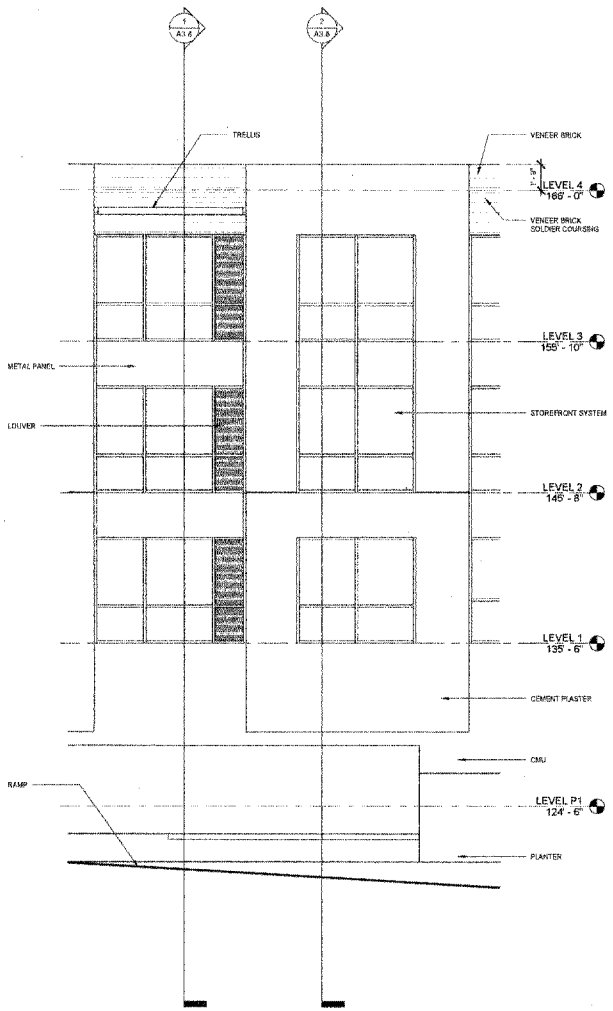
scale: as noted

date: 02.26.15

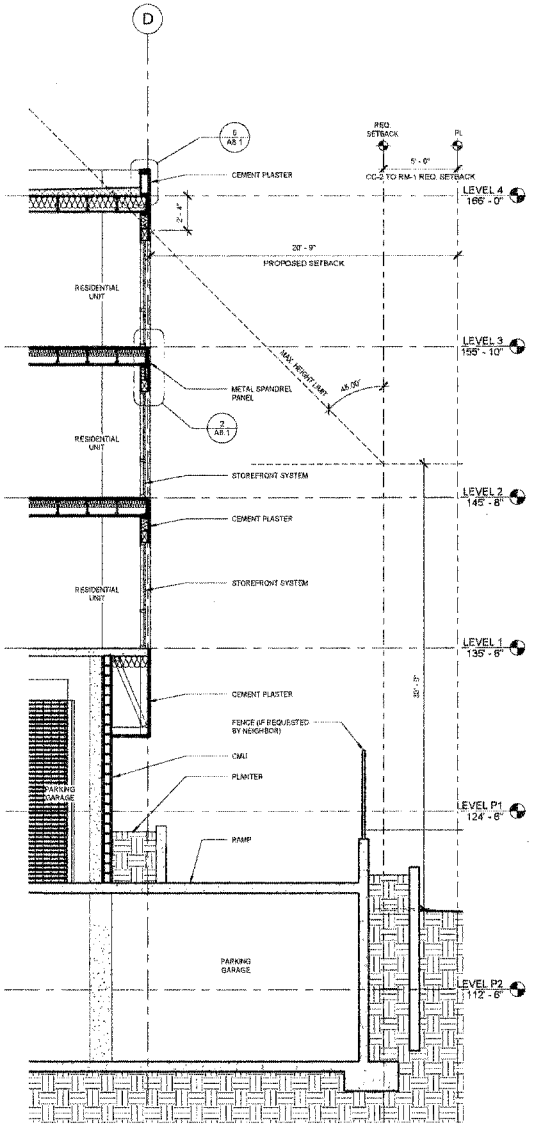
DESIGN DEVELOPMENT

ENLARGED ELEVATIONS / WALL SECTIONS

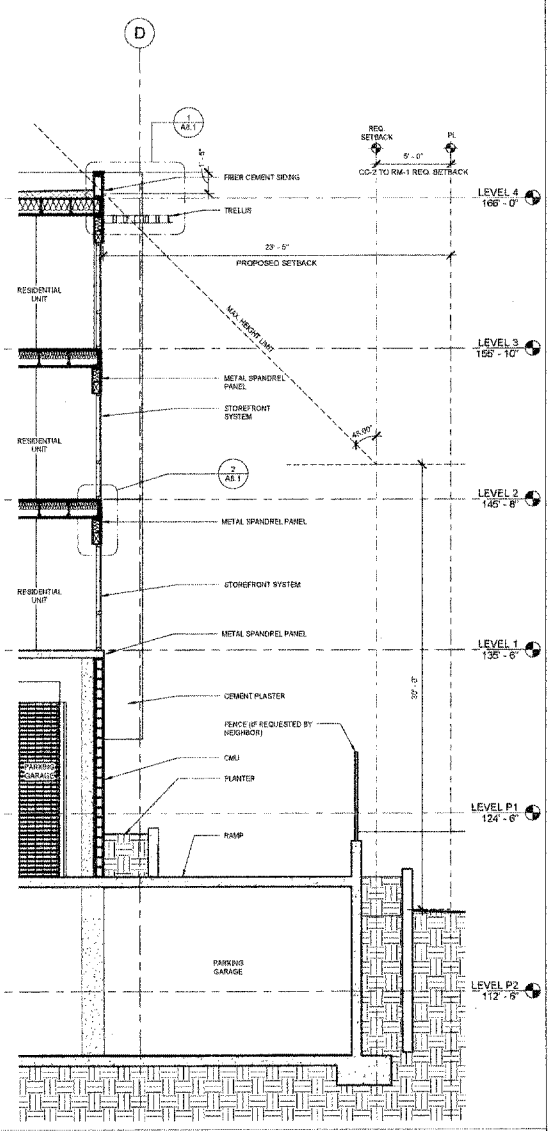
A3.7



3 ENLARGED ELEVATION 1/4" = 1'-0"



2 WALL SECTION 1/4" = 1'-0"



1 WALL SECTION 1/4" = 1'-0"

Re:

brick

ARCHITECT
brick , llp
928 carleton street
berkeley, ca 94710
510.916.0187
www.brick-llp.com

CLIENT
sim development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 12-036

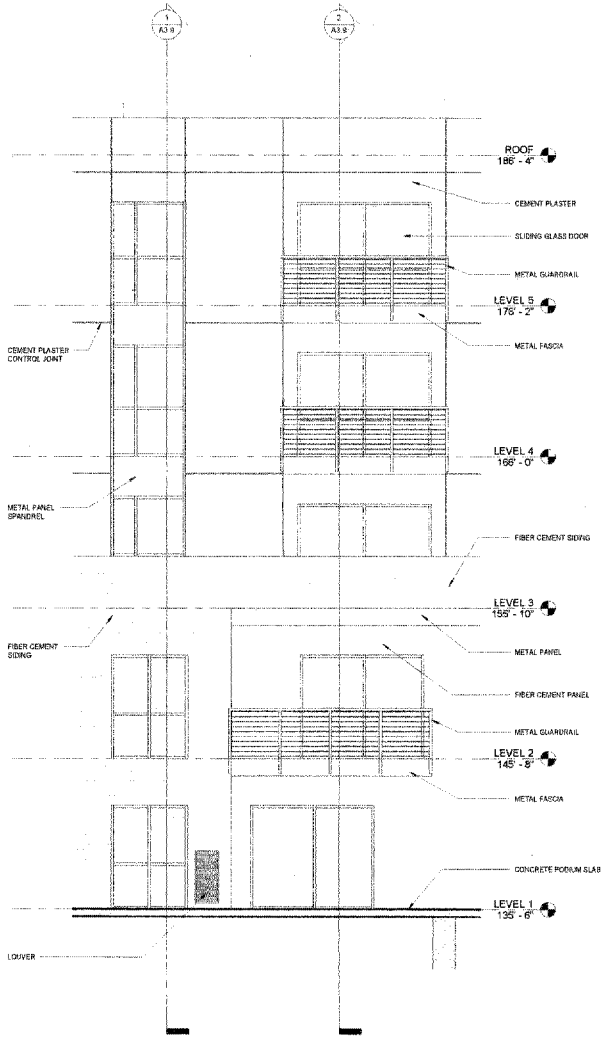
scale: as noted

date: 02.09.15

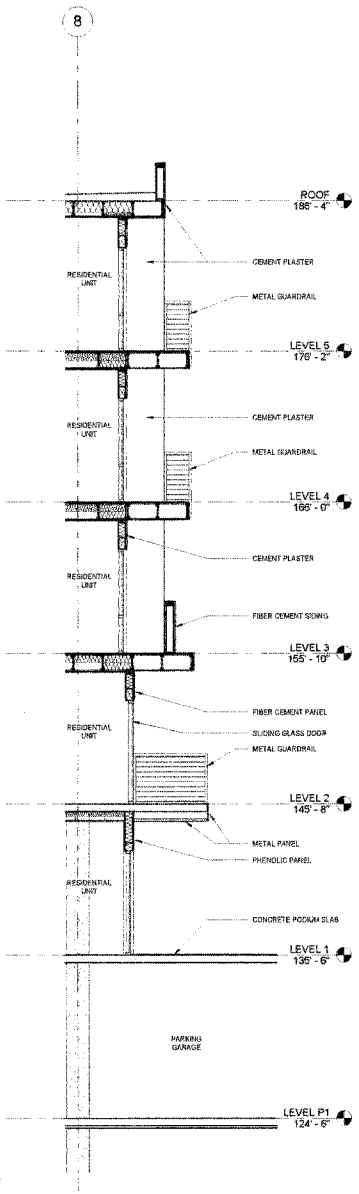
DESIGN DEVELOPMENT

ENLARGED ELEVATION / WALL SECTIONS

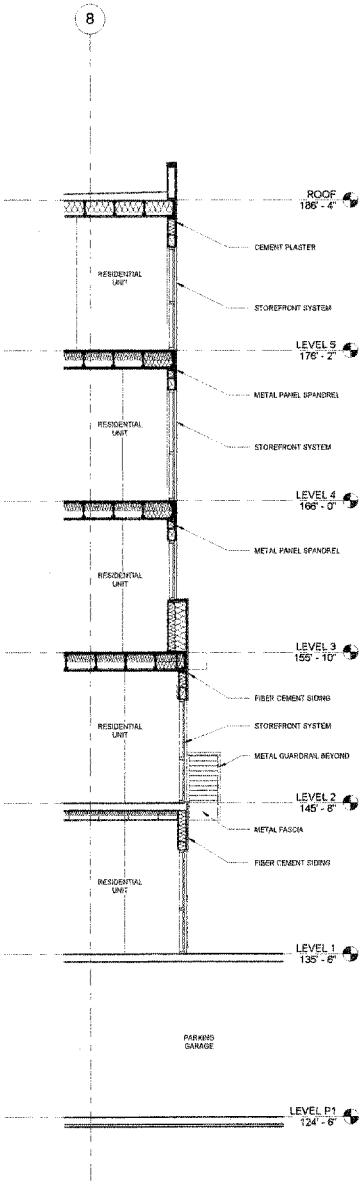
A3.8



3 ENLARGED ELEVATION 1/4" = 1'-0"



2 WALL SECTION 1/4" = 1'-0"



1 WALL SECTION 1/4" = 1'-0"

file:

brick.

ARCHITECT
brick., llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

CLIENT
sm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal apartments

4901 broadway, oakland, california 94611

project number: 13-038

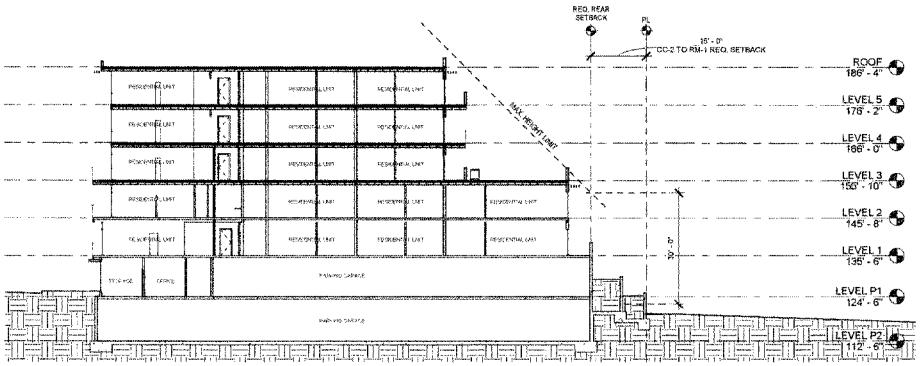
scale: as noted

date: 02.09.15

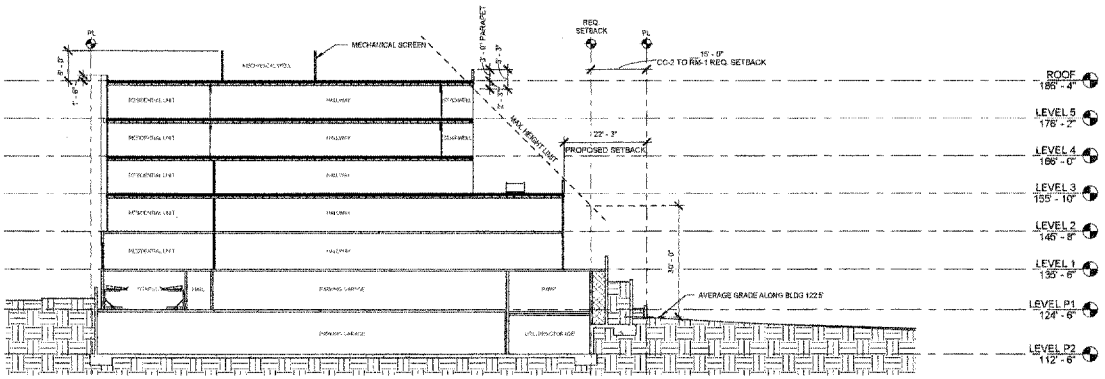
DESIGN DEVELOPMENT

ENLARGED ELEVATION / WALL SECTIONS

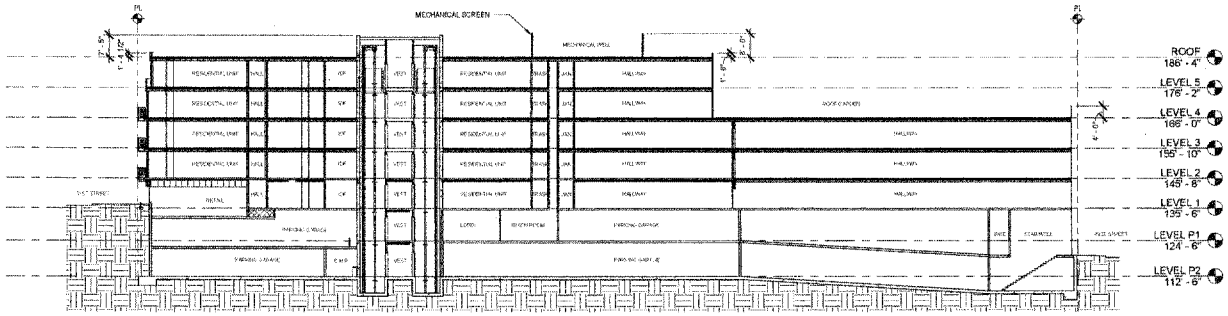
A3.9



3 BUILDING SECTION LOOKING SOUTH1 1/16" = 1'-0"



2 BUILDING SECTION LOOKING SOUTH 1/16" = 1'-0"



1 BUILDING SECTION LOOKING EAST 1" = 20'-0"

brick

ARCHITECT
brick., llp
926 carleton street
berkeley, ca 94710
510.610.0157
www.brick-llp.com

CLIENT
scm development
111 n post, suite 208
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop review
	7/31/14	planning develop review

temescal apartments

4901 broadway, oakland, california 94611

project number 12-938

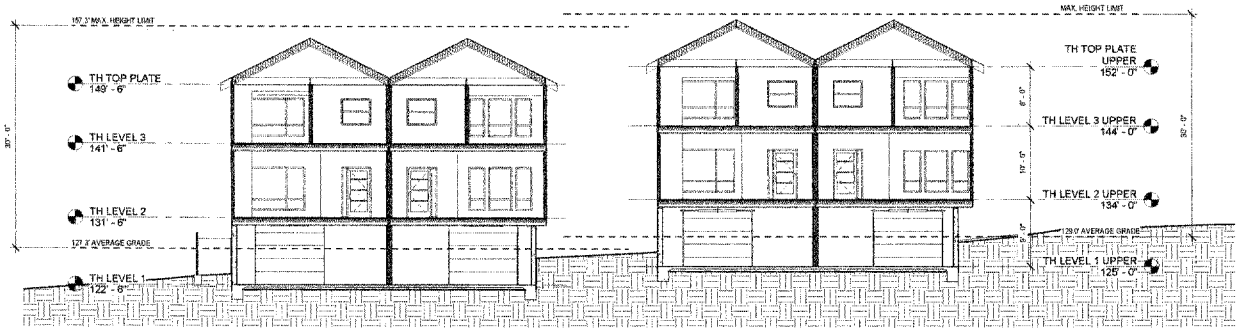
scale: as noted

date: 02.09.15

DESIGN DEVELOPMENT

BUILDING SECTIONS

A3.10



1 OVERALL TOWNHOUSE BUILDING SECTIONS

1/8" = 1'-0"

brick.

ARCHITECT
brick., llp
1525 carleton street
berkeley, ca 94710
510 516 0167
www.brick-llp.com

CLIENT
srm development
111 n post, suite 200
spokane, wa 99201

rev	date	issue
1	2/18/15	planning develop. review
-	7/31/14	planning develop. review

temescal
apartments

6901 broadway, oakland, california
94611

project number: 12-078

scale: as noted

date: 02.09.15

DESIGN
DEVELOPMENT

BUILDING
SECTIONS

A3.11

TEMESCAL APARTMENTS PROJECT

CLASS 32 CEQA EXEMPTION

January 15, 2015

Prepared for:

City of Oakland
Planning & Building Department
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

Prepared by:

Lamphier-Gregory
1944 Embarcadero
Oakland, CA 94606

ATTACHMENT D

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

This page intentionally left blank

PROJECT DESCRIPTION

1. Project Title:	Temescal Apartments
2. Lead Agency Name and Address:	City of Oakland Planning & Building Department 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
3. Contact Person and Phone Number:	Mike Rivera, AICP, Planner II (510) 238-6417 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
4. Project Location:	4901, 4915, 4919, 4921, 4939, and 4945 Broadway; Assessor's Parcel Nos.: 013-1136-008-04 (No Address); 311 and 313 51st Street; 4974, 4970, 4966, and 4964 Desmond Street
5. Project Sponsor's Name and Address:	SRMB51, LLC 111 N. Post St., Suite 200 Spokane, WA 99201
6. Existing General Plan Designations:	Community Commercial
7. Existing Zoning:	Community Commercial (CC-2); Mixed Housing (RM)

8. Existing Setting and Neighboring Land Uses:

The Temescal Apartment ("Project") site is located in the City of Oakland at the southwest corner of the intersection of Broadway and 51st Street/Pleasant Valley Avenue. **Figure 1 (Project Location)** shows the Project in relation to the Bay Area region, including surrounding communities and other major geographic features.

The Project is located in an urban setting with a variety of existing land uses including commercial retail, personal services, office, restaurants, primary and secondary education, multiple-family residential, and single-family residential. Properties to the west of the Project site are residential in use; those to the north, east and south tend to be commercial in use. The topography of the Project area is generally flat, with a gradual downward slope to the west and south, towards the San Francisco Bay.

The Project site is located on the west side of Broadway at the city block bound by Broadway, 49th Street, Desmond Street, and 51st Street. The site includes developed and vacant lots. Existing developed lots include unoccupied single story buildings. Vacant lots include paved and unpaved areas with ruderal vegetation. Two (2) existing billboards are located near the intersection of Broadway and 51st/Pleasant Valley (i.e., APN 013-1136-008-04). **Figure 2 (Neighborhood Setting)** shows the Project in relation to neighboring land uses.

9. Description of Project:

The Project has two main components: (1) a mixed-use building including one-hundred thirty (126) residential apartments and 8,800 square feet of ground-floor commercial space; and (2) two duplex buildings including two (2) residential townhomes each. Additional details about each component are discussed below. **Figures 3** through **12 (Project Plans)** show the plans associated with the Project.

Mixed-Use Building

The mixed-use building would occupy parcels fronting Broadway, 49th Street, and 51st Street and vary between three and five stories in height. The two townhome structures would front Desmond Street. Retail space would line the ground floor areas at the back of sidewalk. Off-street parking would be located behind and below the retail space. Remaining portions of the building are dedicated to residential apartments and corresponding private open space, group open space and service areas. Mechanical equipment (e.g., central heating/cooling) is limited to a screened enclosure at the rooftop (of the 5th floor).

A surface parking lot for sixteen (16) vehicles would be located at 51st Street, between the mixed-use building and duplexes, and serve customers of the mixed-use building. Vehicular access to one-hundred fifty-eight (158) off-street parking spaces for residents and nine off-street parking spaces for commercial uses is provided at 49th Street. Parking for visitors may be in either lot. Abutting the driveway providing access to parking within the building is a separate single lane driveway (outside the building) to be used solely for moving trucks servicing tenant move-ins/move-outs.

Deliveries to commercial uses would be made curbside at 51st Street and Broadway.

Duplexes

The duplex buildings would occupy the corner of southeast corner of 51st Street/Desmond. Each building is three (3) stories in height, includes a parking garage at the ground floor, communal living space at the second floor, and three (3) bedrooms at the third floor. Vehicular and pedestrian access is oriented to Desmond Street.

Construction Activities

Construction activities for the overall Project would span an estimated twenty-six (26) months and begin with the demolition of three (3) existing structures and removal of all billboards. Subsequent to demolition, grading activities would occur and include

approximately 20,000 cubic yards of exported material. No material import would occur, and no pile driving is necessary to construct the Project. Off-site improvements are limited to utility connections (e.g., water, sewer, electricity) within abutting public streets and street improvements (e.g., sidewalk, curb, streetscape).

10. Requested Permits:

- Regular Design Review (Planning Code §17.136.040)
- Tract Map (Municipal Code §16.24.020)
- Planned Unit Development (Planning Code §17.142.030)
- Tree Removal Permit, required for all protected trees which are to be removed by the applicant, or which are located within ten feet of the proposed building footprint or perimeter of earthwork (Municipal Code §12.36.040).

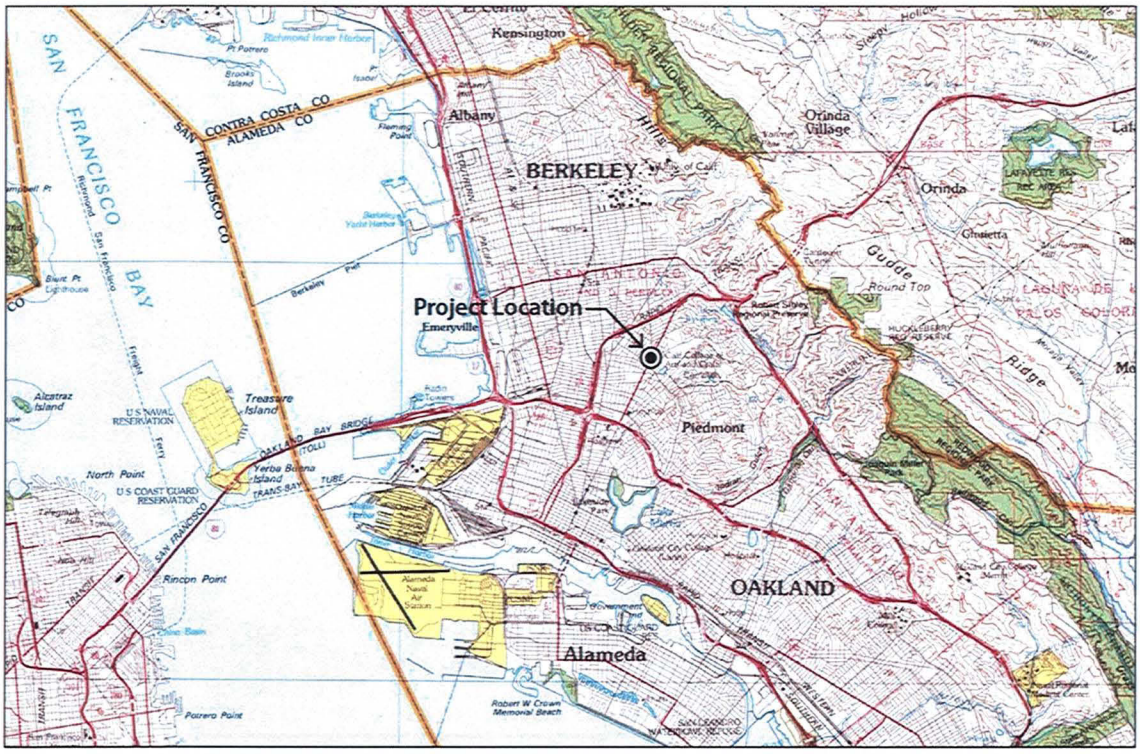


Figure 1: Project Location.

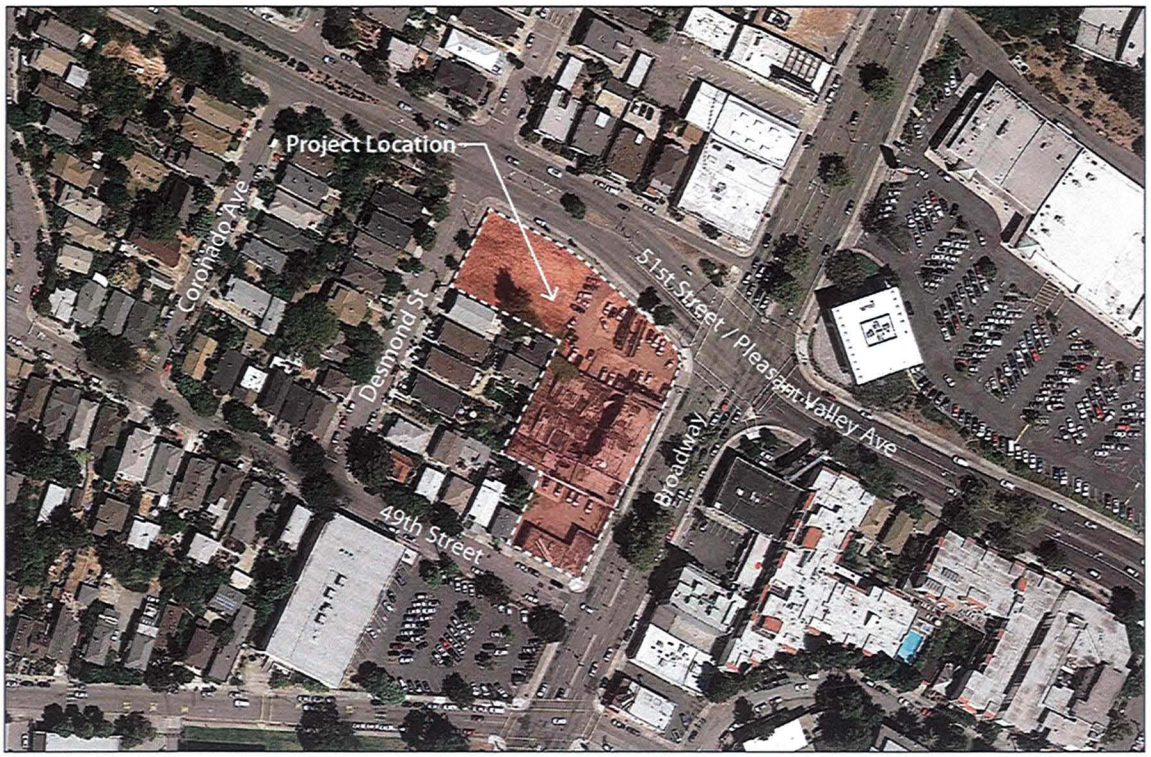


Figure 2: Neighborhood Setting.

Figure 3: Project Rendering Looking Southwest.

Figure 4: Project Rendering Looking Northeast.

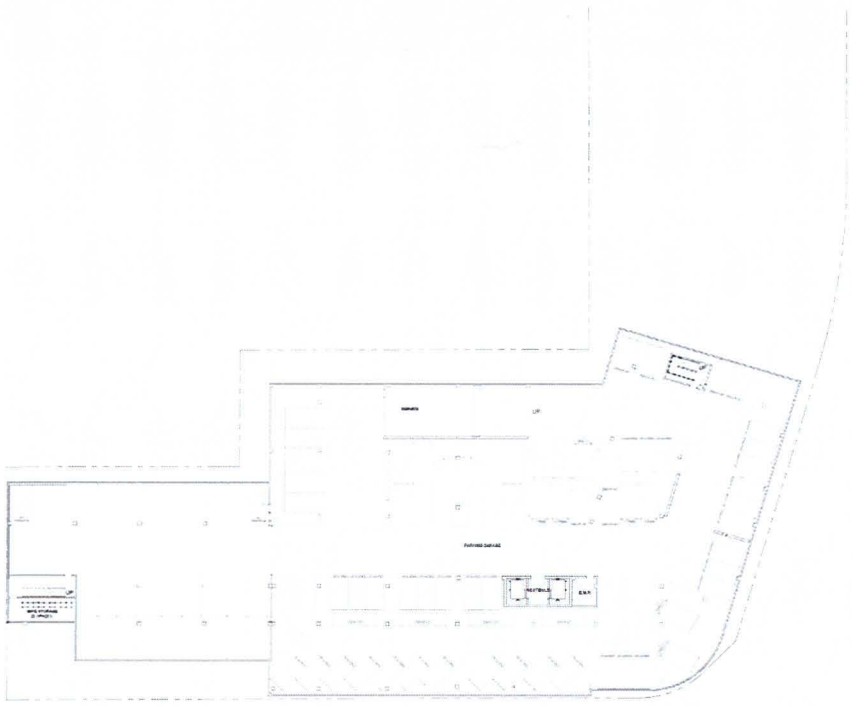


Figure 5: Level 1.

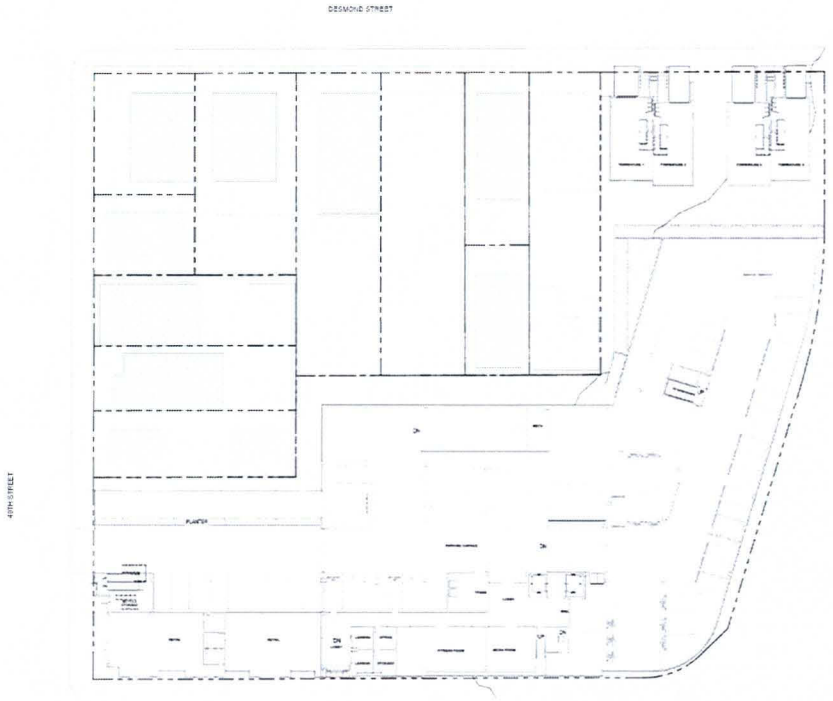


Figure 6: Level 2.

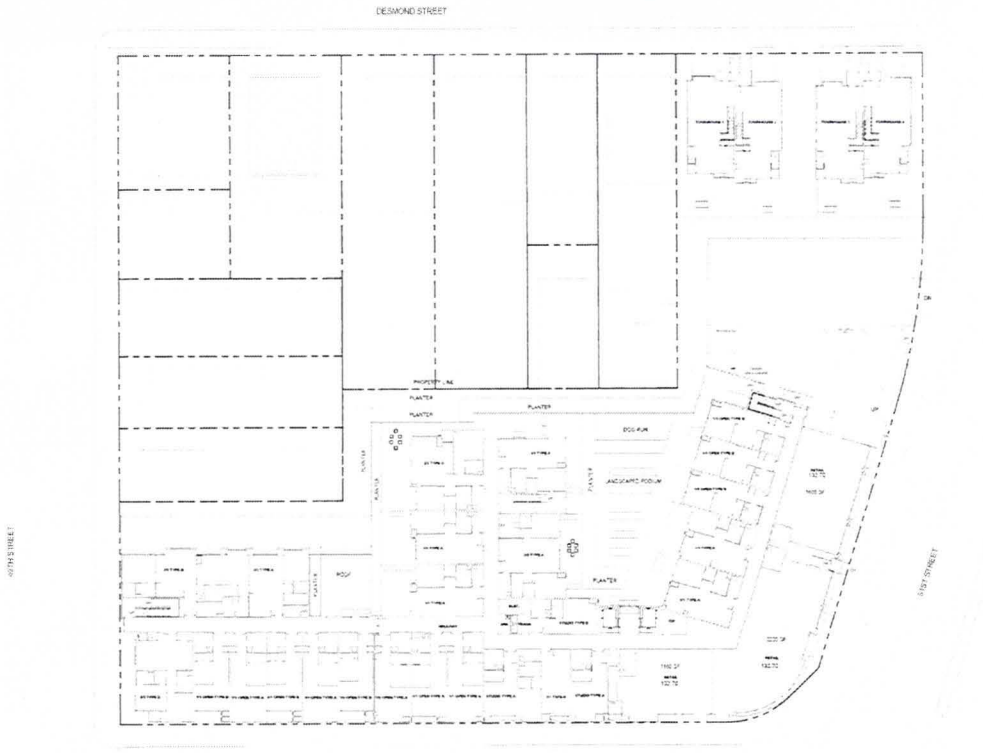


Figure 7: Level 3.

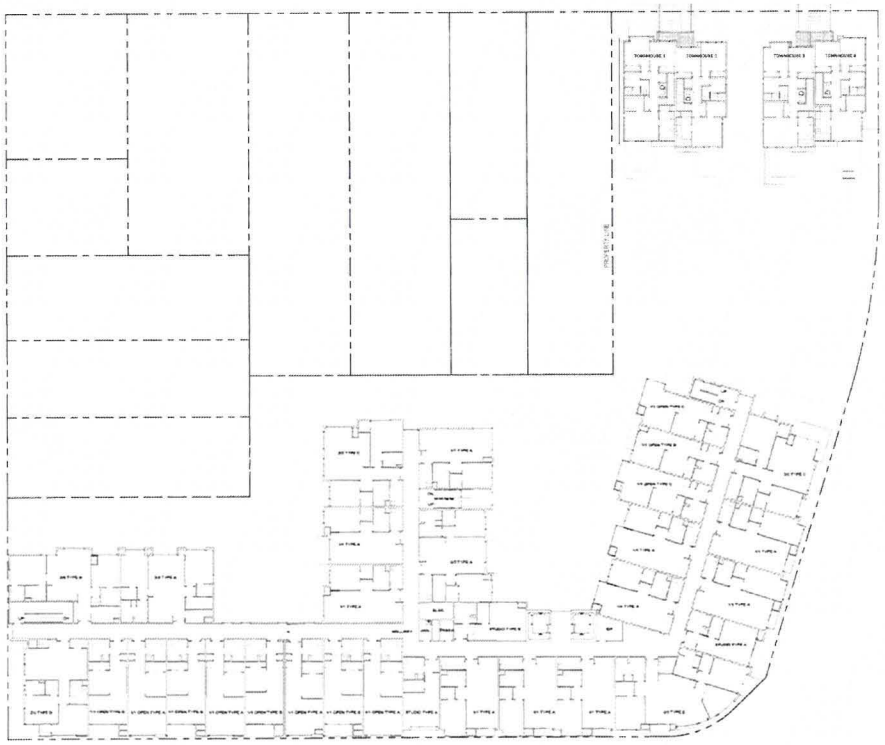


Figure 8: Level 4.

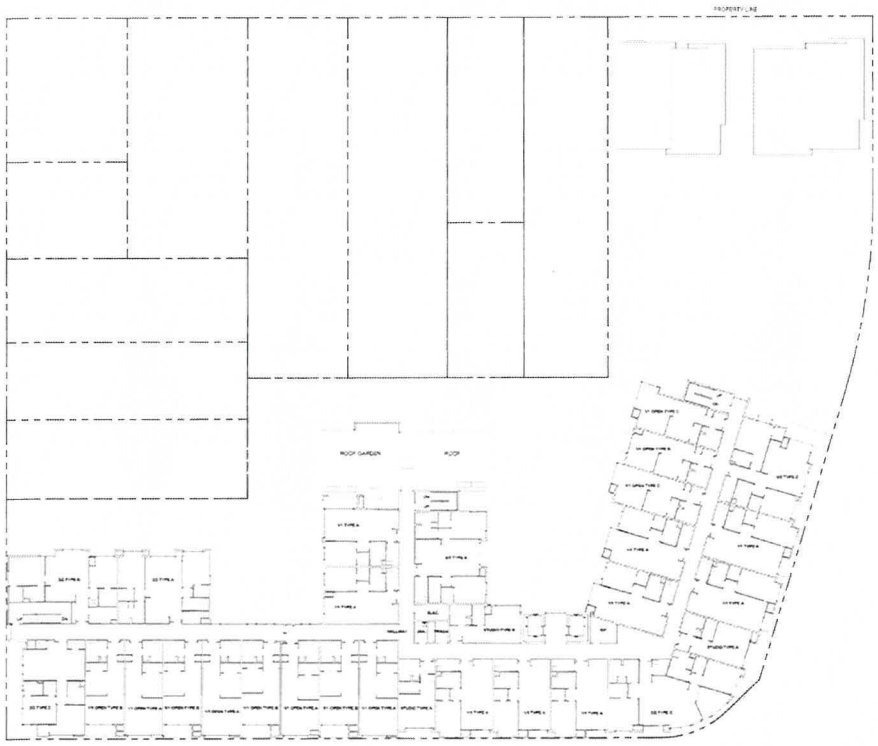


Figure 9: Level 5.

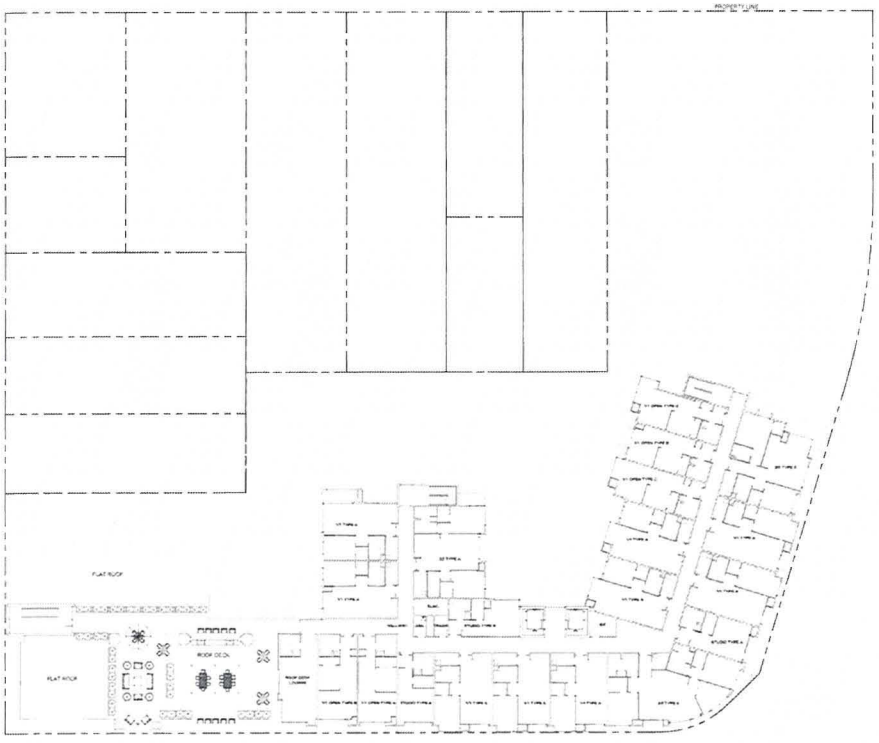


Figure 10: Level 6.

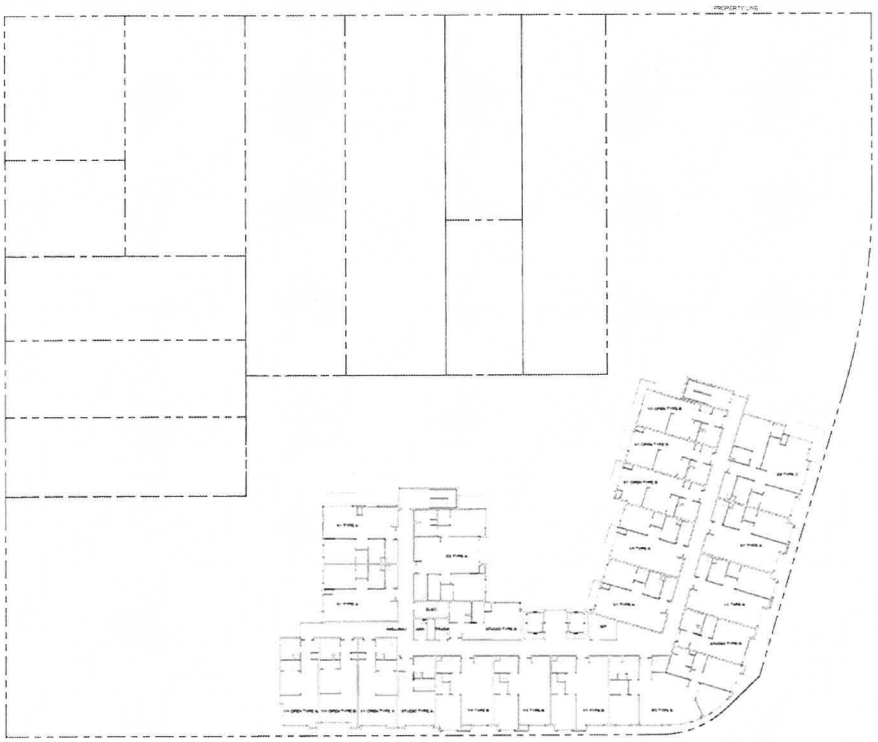


Figure 11: Level 7.

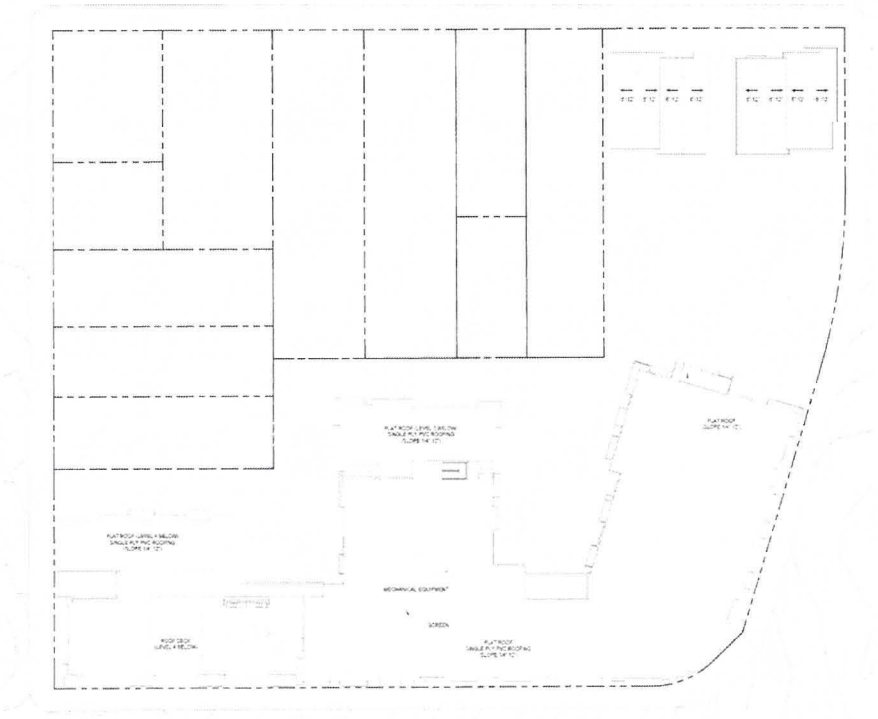


Figure 12: Roof Level.

CATEGORICAL EXEMPTION

Article 19 of the California Environmental Quality Act (CEQA) Guidelines includes, as required by Public Resources Code §21084, a list of classes of projects which have been determined not to have a significant effect on the environment and, as a result, are exempt from review (e.g., Initial Study) under CEQA.

Class 32 (In-Fill Development)

CEQA Guidelines §15332 is applicable to projects characterized as in-fill development meeting the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The analysis below provides substantial evidence that the Project properly qualifies for an exemption under CEQA Guidelines §15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment. Additionally, the analysis shows there are no exceptions to qualifying for the categorical exemptions, as identified at CEQA Guidelines §15300.2.

City of Oakland - Standard Conditions of Approval

The analysis below also considers, where relevant, the application of the City of Oakland's Uniform Development Standards Adopted as Conditions of Approval ("Standard Conditions of Approval"). The Standard Conditions of Approval were initially and formally adopted by the City Council on November 3, 2008 (Ordinance No. 12899 C.M.S.), pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183 (and now section 15183.3), and incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, the City will determine whether there are feasible mitigation measures to reduce the impact to less-than-significant levels in the course of appropriate CEQA review (mitigated negative declarations or EIRs).

(a) Criterion §15332(a): General Plan & Zoning Consistency

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project site is designated Community Commercial by the Oakland General Plan, and is zoned Community Commercial (CC-2) and Mixed Housing (RM-1). The Project is consistent with the applicable General Plan designation which states, "Community Commercial areas can be complemented by the addition of urban residential development and compatible mixed-use development." Under the CC-2 and RM-1 Zoning Districts, the Project includes both permitted and conditionally permitted Activities. Given these facts, the Project adheres to the criteria of CEQA Guidelines §15332(a).

(b) Criterion §15332(b): Project Location, Size & Context

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses

The Project location is located within the incorporated limits of the City of Oakland on a site approximately 1.25 acres in area, and is entirely surrounded by properties developed with urban land uses and/or paved public streets (see **Figure 2** above). Given these facts, the Project adheres to the criteria of CEQA Guidelines §15332(b).

(c) Criterion §15332(c): Endangered, Rare of Threatened Species

The project site has no value as habitat for endangered, rare or threatened species.

As shown at **Figure 2** above, the Project site consists of buildings, pavement and ruderal vegetation. No natural vegetation (e.g., grass, shrubs or trees) exists. Consequently, the Project site does not include habitat for endangered, rare or threatened species. Given these facts, the Project adheres to the criteria of CEQA Guidelines §15332(c).

(d) Criterion §15332(d): Traffic, Noise, Air Quality or Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Relative to CEQA Guidelines §15332(d), the following pages of this technical report provide substantial evidence that the Project, as compared to the City of Oakland CEQA thresholds of significance, will not result in a significant effect on the topics of traffic, noise, air quality and water quality. Given these facts, the Project adheres to the criteria of CEQA Guidelines §15332(d).

PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

CEQA Guidelines §15183 provides for the streamlined review of projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified. For such projects, additional environmental review is

limited to an examination of whether project-specific effects which are peculiar to the project or its site. The Project evaluated in this memorandum is consistent with the development density established by the General Plan's: (a) 1998 Land Use and Transportation Element ("LUTE"); and (c) 2007-2014 Housing Element. An EIR was certified for each of those General Plan documents.

General Plan: LUTE

The City of Oakland completed an update of the LUTE of the General Plan in March 1998. The LUTE includes the City's current Land Use and Transportation Diagram as well as strategies, policies, and priorities for Oakland's development and enhancement during a two decade period. The EIR certified for the LUTE is used to simplify the task of preparing environmental documents on later projects that occur as a result of LUTE implementation. Environmental effects identified in the LUTE's EIR as significant unavoidable and significant but which can be reduced to less than significant levels through mitigation are limited to the topics of: aesthetics/winds, cultural resources, hazards/hazardous materials, land use/planning, population/housing, and public services. The current Project is consistent with the development intensity planned for the Project site by the LUTE and there are no peculiar aspects, other than those evaluated herein, that would increase the severity of any of the previously identified significant effects in the LUTE EIR.

General Plan: Housing Element

The City of Oakland's Housing Element 2007-2014 accommodates 14,629 new housing units to meet its "fair share" of housing need, known as the Regional Housing Needs Allocation (RHNA), and without rezoning or further General Plan Amendments, through opportunity sites, and with projects either built, under construction, approved or in predevelopment.

The Initial Study prepared for the 2007-2014 Housing Element determined that it would result in less than significant impacts related to: aesthetics/shadows/winds, agricultural resources, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, and utilities/service systems. As a result of the conclusions in the Initial Study, the accompanying Environmental Impact Report discussed impacts related to transportation, air, noise, and climate change.

As documented in this technical memorandum, the peculiar aspects of the current Project, under the topics of transportation, air and noise, have been evaluated and determined to not result in any significant effects. Concerning climate change, the Housing Element 2007-2014 EIR documents that future residential development projects would result in less than significant impacts and would not be required to undergo project-specific analyses under CEQA because: (a) residential development under the Housing Element would not exceed the BAAQMD project-level threshold of 4.6 MT CO2e per service population; or (b) alternatively, individual residential developments of less than 172 units would not exceed the BAAQMD project-level Threshold of 1,100 MT CO2e. The current 130-unit Project evaluated herein is less than 172 units.

TRANSPORTATION/TRAFFIC - Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
TRAFFIC LOAD AND CAPACITY THRESHOLDS				
1) At a study, signalized intersection which is located outside the Downtown area and that does not provide direct access to Downtown, the project would cause the motor vehicle level of service (LOS) to degrade to worse than LOS D (i.e., LOS E or F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds?	☐	☐	☑	☐
2) At a study, signalized intersection which is located within the Downtown area or that provides direct access to Downtown, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds?	☐	☐	☑	☐
3) At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds?	☐	☐	☑	☐
4) At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more?	☐	☐	☑	☐
5) At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the overall volume-to-capacity ("V/C") ratio to increase 0.03 or more or (b) the critical movement V/C ratio to increase 0.05 or more?	☐	☐	☑	☐
6) At a study, unsignalized intersection the project would add ten (10) or more vehicles to the critical movement and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour volume traffic signal warrant?	☐	☐	☑	☐
7) For a roadway segment of the Congestion Management Program (CMP) Network, the project would cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project?	☐	☐	☐	☑
8) Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP?	☐	☐	☐	☑
9) Result in substantially increased travel times for AC Transit buses?	☐	☐	☑	☐
TRAFFIC SAFETY THRESHOLDS				
10) Directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses?	☐	☐	☑	☐
11) Directly or indirectly result in a permanent substantial decrease in pedestrian safety?	☐	☐	☑	☐
12) Directly or indirectly result in a permanent substantial decrease in bicyclist safety?	☐	☐	☑	☐
13) Directly or indirectly result in a permanent substantial decrease in bus rider safety?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
14) Generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard	☐	☐	☑	☐
OTHER THRESHOLDS				
15) Fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?	☐	☐	☑	☐
16) Result in a substantial, though temporary, adverse effect on the circulation system during construction of the project?	☐	☐	☑	☐
17) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☑	☐

Introduction

The analysis and conclusions described under this environmental topic are derived from the *4901 Broadway – Transportation Impact Analysis*, prepared by Fehr & Peers and dated December 10, 2014 ("TIA") (see **Appendix A**).

Standard Conditions of Approval

The following uniformly applied development standards, imposed as standard conditions of approval, are germane to the topic of transportation/traffic and applicable to the Project:

#19. Improvements in the Public Right-of-Way (General). *Approved prior to the issuance of a P-job or building permit*:

a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW.

b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations.

c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.

d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

#20. Improvements in the Public Right-of Way (Specific). *Approved prior to the issuance of a grading or building permit*, Final building and public improvement plans submitted to the Building Services Division shall include the following components: Examples include:

a) Install additional standard City of Oakland streetlights.

b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.

c) Reconstruct drainage facility to current City standard.

d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.

e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.

f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage.

g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.

Pursuant to recommendations within **Appendix A** (*4901 Broadway - Transportation Impact Analysis*) endorsed by City staff, the following supplements to Standard Conditions of Approval (i.e., #20) shall be implemented:

a) Consider providing a building set-back and/or reducing the street right-of-way (through narrowing travel lanes and/or the bicycle lane buffer) to widen the sidewalk adjacent to the Project along Broadway to a 12-foot sidewalk with eight-foot through passage zone.

b) Reduce the project landscaping along 51st Street between the Project Driveway and Desmond Street to widen the sidewalk to a 12-foot sidewalk with eight-foot through passage zone.

c) Reduce the curb radius at the southwest corner of the intersection to 20 feet to allow installation of two directional curb ramps at the corner and reduce the pedestrian crossing distance.

d) Restriping the crosswalks and modify the medians on the northbound Broadway and eastbound 51st Street approaches to accommodate the relocated curb ramps.

e) Coordinate with the Merrill Gardens and Safeway projects, which will improve the northwest and southeast corners of the intersection respectively.

f) Provide a crosswalk across 51st Street at the west side of the intersection with Coronado Avenue that includes the following:

- Modify median to allow for a 10-foot wide pedestrian refuge.
- Install high-visibility ladder striping.
- Install advance yield markings and signs.

g) To ensure adequate sight distance for vehicles, no on-street parking should be allowed within 20 feet of either side of the Project driveways. Street trees near driveway entrances should have 4-6 feet of clear vertical space between the sidewalk and the canopy

h) The garage entrance on 49th Street may not provide adequate sight distance between motorists exiting the garage and pedestrians on the sidewalk. Recommendation is to provide adequate sight distance between motorists exiting the driveway and pedestrians on the sidewalk.

#24. Parking and Transportation Demand Management. *Prior to issuance of a final inspection of the building permit.* The applicant shall pay for and submit for review and approval by the City a Transportation Demand Management (TDM) plan containing strategies to:

- Reduce the amount of traffic generated by new development and the expansion of existing development, pursuant to the City's police power and necessary in order to protect the public health, safety and welfare.
- Ensure that expected increases in traffic resulting from growth in employment and housing opportunities in the City of Oakland will be adequately mitigated.
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.
- Promote more efficient use of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.

The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered, and parking management and parking reduction strategies should be included. Actions to consider include the following:

a) Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance, shower, and locker facilities in commercial developments that exceed the requirement.

b) Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping.

c) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials.

d) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.

e) Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.

f) Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).

g) Employees or residents can be provided with a subsidy, determined by the applicant and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.

h) Provision of shuttle service between the development and nearest mass transit station, or ongoing contribution to existing shuttle or public transit services.

i) Guaranteed ride home program for employees, either through 511.org or through separate program.

j) Pre-tax commuter benefits (commuter checks) for employees.

k) Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.

l) Onsite carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools.

m) Distribution of information concerning alternative transportation options

n) Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

o) Parking management strategies; including attendant/valet parking and shared

parking spaces.

p) Requiring tenants to provide opportunities and the ability to work off-site.

q) Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite.

r) Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.

The applicant shall submit an annual compliance report for review and approval by the City. This report will be reviewed either by City staff (or a peer review consultant, chosen by the City and paid for by the applicant). If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the applicant to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Applicants shall be required, as a condition of approval, to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved Project.

Pursuant to recommendations within **Appendix A** (*4901 Broadway - Transportation Impact Analysis*) endorsed by City staff, the following supplements to Standard Conditions of Approval (i.e., #24) shall be implemented:

a) The intent of the TDM plan shall be to 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) The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR):

- Projects generating 50 to 99 net new AM or PM peak hour vehicle trips: 10 percent VTR
- Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR

c) The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.

d) The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new AM or PM peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.

e) Consistent with the City of Oakland's requirements, consider including the following strategies as part of the required TDM program for the proposed project:

- Unbundle the cost of parking from the cost of housing where residents pay separately for their parking spaces.
- Designate dedicated on-site parking spaces for car-sharing.
- Provide long-term and short-term bicycle parking beyond the minimum required by City of Oakland Planning Code.
- Cooperate with City of Oakland and/or other regional agencies to allow installation of a potential bike share station along the project frontage.
- Designate a TDM coordinator for the project.
- Provide all new residents and employees with information on the various transportation options available.
- Provide residents and employees with free or partially subsidized transit passes.
- Make the unused residential parking spaces available to employees of the commercial uses.
- Limit most commercial parking spaces within the garage to two hours or less to promote parking turnover and ensure parking availability for Project customers.
- Limit on-street parking adjacent to the Project on Broadway and 51st Street to two-hours or less during business hours.
- Ensure that the long-term bicycle parking facility provides adequate space to meet or exceed the City of Oakland required bicycle parking spaces.

- Ensure that the long-term bicycle parking facility can be accessed through the project garage to minimize wrong-way travel by bicyclists approaching the site from the site and leaving the site to travel north.

- Provide AC Transit EasyPass to residents.

#32. Construction Traffic and Parking. *Prior to the issuance of a demolition, grading or building permit,* the Project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this Project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.

b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.

c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.

d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.

e) Provision for accommodation of pedestrian flow.

f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.

g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.

i) No materials or equipment shall be stored on the traveled roadway at any time.

j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.

k) All equipment shall be equipped with mufflers.

l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

Traffic Load and Capacity (1 to 6): Plan, Ordinance or Policy Conflict

Would the Project:

(1) At a study, signalized intersection which is located outside the Downtown area and that does not provide direct access to Downtown, the project would cause the motor vehicle level of service (LOS) to degrade to worse than LOS D (i.e., LOS E or F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds?

(2) At a study, signalized intersection which is located within the Downtown area or that provides direct access to Downtown, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds?

(3) At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds?

(4) At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more?

(5) At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the overall volume-to-capacity ("V/C") ratio to increase 0.03 or more or (b) the critical movement V/C ratio to increase 0.05 or more?

(6) At a study, unsignalized intersection the project would add ten or more vehicles to the critical movement, and after project completion, satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak-hour volume traffic signal warrant?

The TIA included at **Appendix A** analyzes the potential impacts of the proposed Project on traffic operations under Existing and Year 2035 conditions, based on the City of Oakland's Thresholds of Significance described above. As requested by the City of Oakland staff and in order to fully investigate potentially significant cumulative impacts, the Year 2035 analysis includes two scenarios: (1) with; and (2) without the traffic generated and roadway modifications proposed by the Safeway Redevelopment Project located immediately across Broadway from the Project site. As described below, the TIA concludes the proposed Project would result in a ***Less Than Significant Impact*** in all study scenarios.

Existing Plus Project

Figure 13 shows traffic volumes under Existing Plus Project conditions, which consists of existing traffic volumes plus added traffic volumes generated by the Project. **Table 1** summarizes the intersection operations results for the Existing No Project and Existing Plus Project conditions and illustrates that all study intersections would continue to operate at an acceptable LOS. Therefore, in the Existing Plus Project scenario, the Project would result in a ***Less Than Significant Impact*** at all study intersections.

Year 2035 No Safeway Plus Project

Figure 14 and **Figure 15** show the traffic volumes for the Year 2035 No Safeway No Project and Year 2035 No Safeway Plus Project scenarios, respectively. **Table 2** summarizes intersection LOS calculations for 2035 No Safeway Plus Project condition.

The 51st Street/Pleasant Valley Avenue/Broadway intersection would operate at LOS F in both the "No Project" and "Plus Project" conditions during all three peak hours. However, in the "Plus Project" condition, this is not considered a significant impact since the Project would not increase the volume-to-capacity ("v/c") ratio by more than 0.03.

In the "Plus Project" condition, the side-street stop controlled approach at the 49th Street/Broadway intersection would also operate at LOS F during the weekday AM peak hour, and the side-street stop controlled approach at the 51st Street/Desmond intersection would also operate at LOS F in the weekday PM peak hour. However, the LOS of F at these intersections is not considered a significant impact since the Project does not meet the peak-hour signal warrant.

Therefore, in the Year 2035 No Safeway Plus Project scenario, the Project would result in a ***Less Than Significant Impact*** at all study intersections.

Year 2035 Plus Safeway Plus Project

Figure 16 and **Figure 17** show the traffic volumes for the 2035 Plus Safeway No Project and 2035 Plus Safeway Plus Project scenarios, respectively. **Table 3** summarizes intersection LOS calculations for Year 2035 Plus Safeway No Project and Year 2035 Plus Safeway Plus Project conditions.

The 51st Street/Pleasant Valley Avenue/Broadway intersection would operate at LOS F in both the "No Project" and "Plus Project" conditions during all three peak hours. However, in the "Plus Project" condition, this is not considered a significant impact since the Project would not

increase the volume-to-capacity ("v/c") ratio by more than 0.03.

In the "Plus Project" condition, the side-street stop controlled approach at the 49th Street/Broadway intersection would also operate at LOS F during the weekday AM peak hour, and the side-street stop controlled approach at the 51st Street/Desmond intersection would also operate at LOS F in the weekday AM and PM peak hours as well as Saturday Midday. However, the LOS of F at these intersections is not considered a significant impact since the Project does not meet the peak-hour signal warrant.

Therefore, in the Year 2035 Plus Safeway Plus Project scenario, the Project would result in a ***Less Than Significant Impact*** at all study intersections.

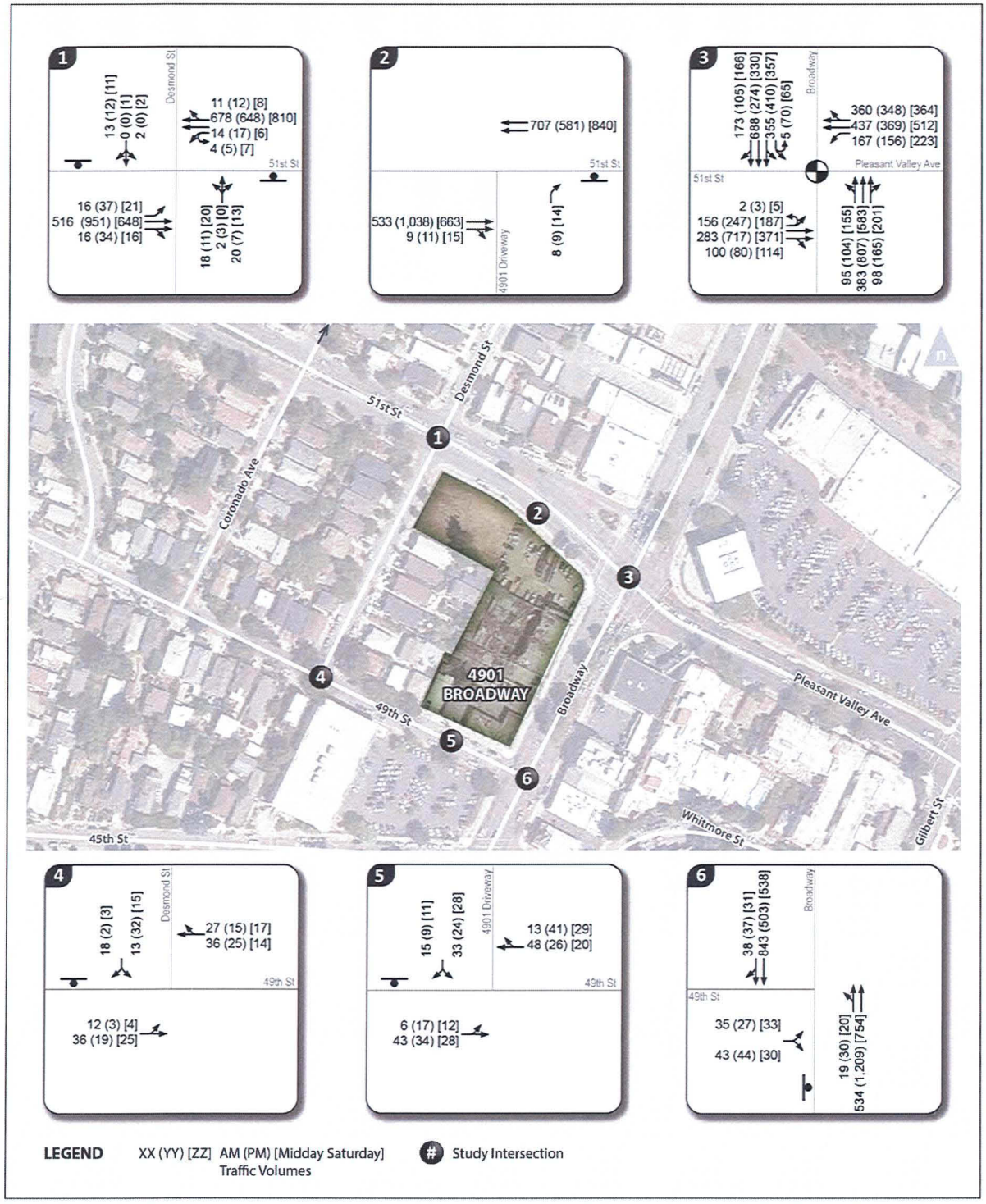


Figure 13: Existing Plus Project Traffic Conditions.

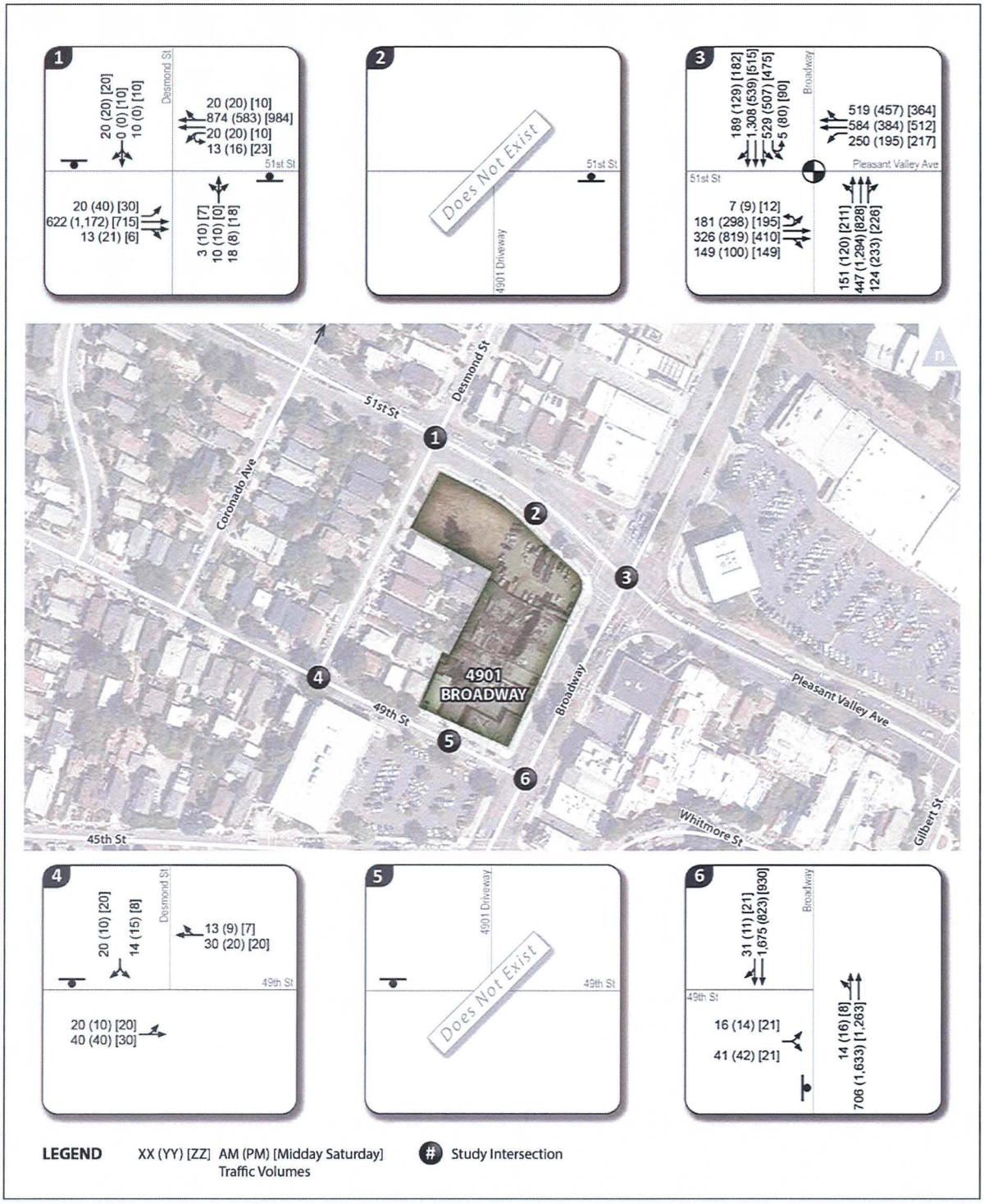


Figure 14: Year 2035 No Safeway No Project Traffic Conditions.

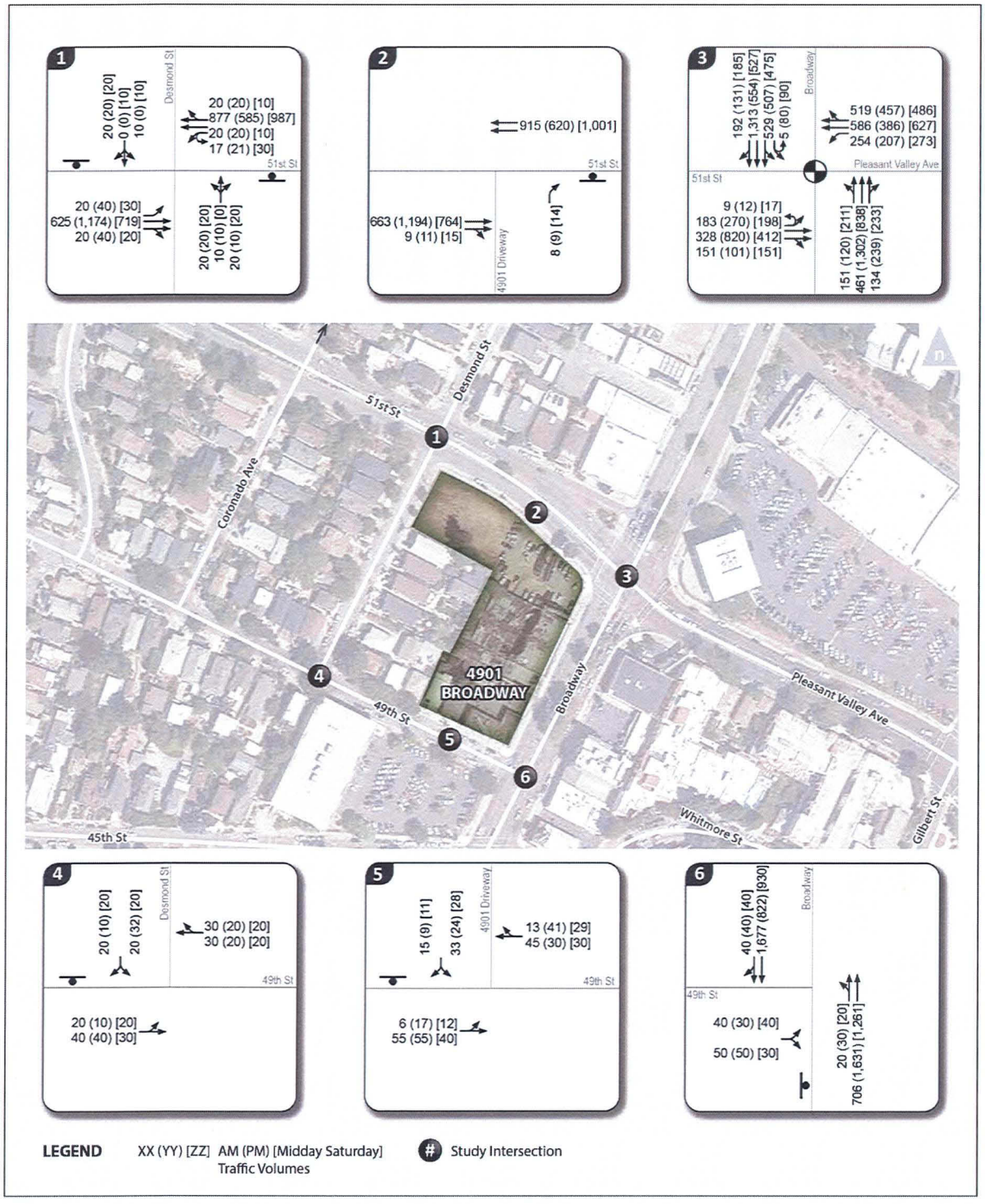


Figure 15: Year 2035 No Safeway Plus Project Traffic Conditions.

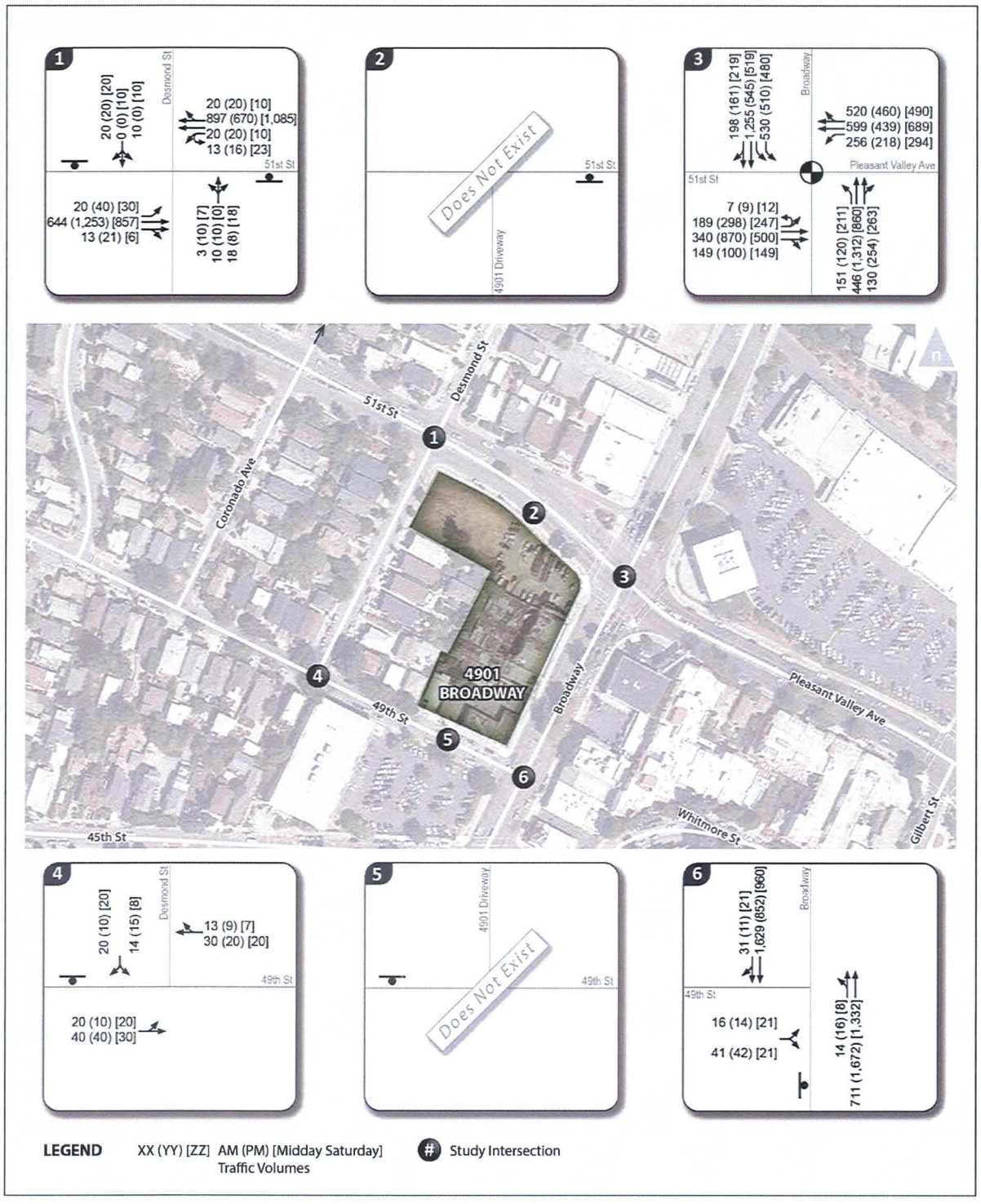


Figure 16: Year 2035 Plus Safeway No Project Traffic Conditions.

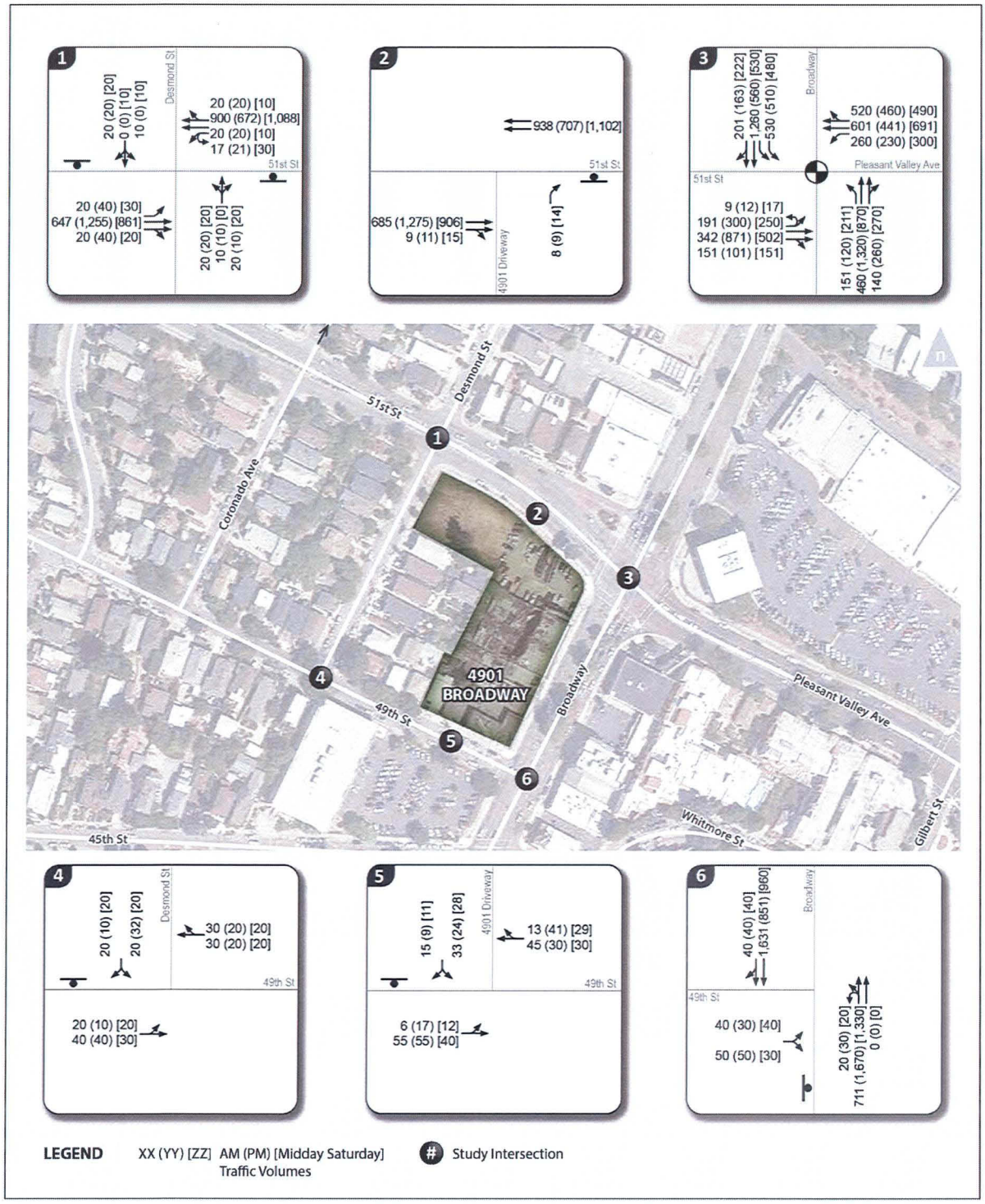


Figure 17: Year 2035 Plus Safeway Plus Project Traffic Conditions.

TABLE 1: EXISTING PLUS PROJECT INTERSECTION OPERATIONS SUMMARY

Intersection	Control[1]	Peak Hour	Existing No Project		Existing Plus Project		Significant Impact?
			Delay[3]	LOS	Delay[3]	LOS	
1. 51st Street/ Desmond	SSSC	AM	0.5 (12.8)	A (B)	0.9 (18.0)	A (C)	No
		PM	0.5 (30.0)	A (D)	0.9 (42.0)	A **(E)**	No
		Sat	0.5 (18.5)	A (C)	0.8 (25.2)	A (D)	No
2. 51st Street/ Project Driveway	SSSC Signal	AM	N/A		0.1 (10.0)	A (B)	No
		PM			0.1 (12.4)	A (B)	No
		Sat			0.1 (10.6)	A (B)	No
3. 51st St/ Pleasant Valley/ Broadway*	SSSC	AM	42.9	D	43.4	D	No
		PM	51.2	D	52.2	D	No
		Sat	48.6	D	49.4	D	No
4. 49th Street/ Desmond	SSSC	AM	2.6 (8.8)	A (A)	2.6 (8.9)	A (A)	No
		PM	2.5 (8.8)	A (A)	3.4 (8.9)	A (A)	No
		Sat	1.5 (8.7)	A (A)	2.4 (8.9)	A (A)	No
5. 49th Street/ Project Driveway	SSSC	AM	N/A		3.1 (9.1)	A (A)	No
		PM			3.4 (9.0)	A (A)	No
		Sat			3.4 (9.0)	A (A)	No
6. 49th Street/ Broadway*	SSSC	AM	0.5 (12.2)	A (B)	1.0 (16.0)	A (C)	No
		PM	0.5 (14.9)	A (B)	1.0 (19.7)	A (C)	No
		Sat	0.4 (13.5)	A (B)	0.9 (15.9)	A (C)	No

[1] Signal = intersection is controlled by a traffic signal; SSSC = intersection is controlled by a stop-sign on the side-street approach.

[2] AM = Weekday AM; PM = Weekday PM; Sat = Saturday Midday.

[3] Delay is measured in seconds. For signalized intersections, average intersection delay and LOS based on the 2000 HCM method is shown. For side street stop-controlled intersections, delays for worst approach and average intersection delay are shown: intersection average (worst approach).

[4] Intersection does not meet peak-hour signal warrant with the Project.

* Denotes an intersection not located in Downtown or that does not provide direct access to Downtown where LOS E (not LOS D) is the threshold.

Source: Fehr Peers, *4901 Broadway – Transportation Impact Analysis,* December 10, 2014.

TABLE 2: YEAR 2035 WITHOUT SAFEWAY
INTERSECTION OPERATIONS SUMMARY WITH and WITHOUT PROJECT

Intersection	*Control*[1]	*Peak Hour*	*No Safeway No Project*		*No Safeway Plus Project*		*Significant Impact?*
			Delay[3]	*LOS*	*Delay*[3]	*LOS*	
1. 51st Street/ Desmond	SSSC	AM	1.2 (26.0)	A (D)	1.7 (33.5)	A (D)	No
		PM	1.5 **(75.0)**	A **(F)**	2.5 **(>100)**	A **(F)**	No[4]
		Sat	1.1 (29.8)	A (D)	1.4 (30.7)	A (D)	No
2. 51st Street/ Project Driveway	SSSC Signal	AM	N/A		0.5 (10.5)	A (B)	No
		PM			0.2 (13.3)	A (B)	No
		Sat			0.3 (11.0)	A (B)	No
3. 51st St/ Pleasant Valley/ Broadway*	SSSC	AM	**>100 (v/c=1.11)**	**F**	**>100 (v/c=1.12)**	**F**	No
		PM	**>100 (v/c=1.14)**	**F**	**>100 (v/c=1.14)**	**F**	No
		Sat	**>100 (v/c=1.09)**	**F**	**>100 (v/c=1.11)**	**F**	No
4. 49th Street/ Desmond	SSSC	AM	3.3 (9.0)	A (A)	3.2 (9.1)	A (A)	No
		PM	2.9 (8.9)	A (A)	3.5 (9.1)	A (A)	No
		Sat	3.8 (8.8)	A (A)	3.9 (9.0	A (A)	No
5. 49th Street/ Project Driveway	SSSC	AM	N/A		2.9 (9.2)	A (A)	No
		PM			2.5 (9.2)	A (A)	No
		Sat			3.0 (9.1)	A (A)	No
6. 49th Street/ Broadway*	SSSC	AM	1.5 **(56.7)**	A **(F)**	8.0 **(>100)**	A **(F)**	No[4]
		PM	0.3 (10.7)	A (B)	0.6 (11.8)	A (A)	No
		Sat	0.3 (13.2)	A (B)	0.6 (14.2)	A (A)	No

[1] Signal = intersection is controlled by a traffic signal; SSSC = intersection is controlled by a stop-sign on the side-street approach.

[2] AM = Weekday AM; PM = Weekday PM; Sat = Saturday Midday.

[3] Delay is measured in seconds. For signalized intersections, average intersection delay and LOS based on the 2000 HCM method is shown. For side street stop-controlled intersections, delays for worst approach and average intersection delay are shown: intersection average (worst approach).

[4] Intersection does not meet the peak-hour signal warrant with the Project.

* Denotes an intersection not located in Downtown or that does not provide direct access to Downtown where LOS E (not LOS D) is the threshold.

Source: Source: Fehr Peers, *4901 Broadway – Transportation Impact Analysis,* December 10, 2014.

TABLE 3: YEAR 2035 WITH SAFEWAY
INTERSECTION OPERATIONS SUMMARY WITH and WITHOUT PROJECT

Intersection	*Control*[1]	*Peak Hour*	*No Safeway No Project*		*No Safeway Plus Project*		*Significant Impact?*
			Delay[3]	*LOS*	*Delay*[3]	*LOS*	
1. 51st Street/ Desmond	SSSC	AM	1.2 (27.4)	A (D)	1.7 (35.8)	A **(E)**	No[4]
		PM	1.5 **(>100)**	A **(F)**	3.2 **(>100)**	A **(F)**	No[4]
		Sat	1.3 **(45.1)**	A **(E)**	1.7 **(46.9)**	A (E)	No[4]
2. 51st Street/ Project Driveway	SSSC Signal	AM	N/A		0.2 (12.0)	A (B)	No
		PM			0.2 (13.8)	A (B)	No
		Sat			0.2 (11.7)	A (B)	No
3. 51st St/ Pleasant Valley/ Broadway*	SSSC	AM	**>100 (v/c=1.10)**	**F**	**>100 (v/c=1.10)**	**F**	No
		PM	**>100 (v/c=1.27)**	**F**	**>100 (v/c=1.28)**	**F**	No
		Sat	**>100 (v/c=1.13)**	**F**	**>100 (v/c=1.14)**	**F**	No
4. 49th Street/ Desmond	SSSC	AM	3.3 (9.0)	A (A)	3.2 (9.1)	A (A)	No
		PM	2.9 (8.9)	A (A)	3.5 (9.1)	A (A)	No
		Sat	3.8 (8.8)	A (A)	3.9 (9.0	A (A)	No
5. 49th Street/ Project Driveway	SSSC	AM	N/A		2.9 (9.2)	A (A)	No
		PM			2.5 (9.2)	A (A)	No
		Sat			3.0 (9.1)	A (A)	No
6. 49th Street/ Broadway*	SSSC	AM	1.1 (42.6)	A **(E)**	5.5 **(>100)**	A **(F)**	No[4]
		PM	0.4 (12.6)	A (B)	0.7 (14.6)	A (A)	No
		Sat	0.3 (13.5)	A (B)	0.6 (14.3)	A (A)	No

[1] Signal = intersection is controlled by a traffic signal; SSSC = intersection is controlled by a stop-sign on the side-street approach.

[2] AM = Weekday AM; PM = Weekday PM; Sat = Saturday Midday.

[3] Delay is measured in seconds. For signalized intersections, average intersection delay and LOS based on the 2000 HCM method is shown. For side street stop-controlled intersections, delays for worst approach and average intersection delay are shown: intersection average (worst approach).

[4] Intersection does not meet the peak-hour signal warrant with the Project.

* Denotes an intersection not located in Downtown or that does not provide direct access to Downtown where LOS E (not LOS D) is the threshold.

Source: Source: Fehr Peers, *4901 Broadway – Transportation Impact Analysis,* December 10, 2014.

Traffic Load and Capacity (7, 8): Congestion Management Plan Conflict

> Would the Project: (7) For a roadway segment of the Congestion Management Program (CMP) Network, would the project cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project?; or (8) Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP? (***No Impact***)

The Alameda County CMP requires the assessment of development-driven impacts to regional roadways for developments that would generate more than one-hundred (100) net new PM peak hour trips. The proposed Project would generate less than one-hundred (100) net new peak hour trips. Therefore, a CMP evaluation is not needed and ***No Impact*** would result under these criteria.

Traffic Load and Capacity (9): AC Transit

> Would the Project: (9) Result in substantially increased travel times for AC Transit buses? (***Less Than Significant Impact***)

Currently, the Project site is served by two local bus routes: Route 51A along Broadway and Routes 12 along 51st Street/Pleasant Valley Avenue. The traffic generated by the Project would slightly increase congestion along these two corridors. Based on the intersection operations analysis presented in previous sections by comparing travel times under Existing and Existing Plus Project conditions, the additional traffic generated by the Project would increase peak hour travel times along these corridors by less than five seconds. The resulting increases would have a minor effect on transit service within the area as the estimated increase is within the variability in travel time experienced by each bus on these corridors. This is a ***Less Than Significant Impact***, and no mitigation measures are required.

Traffic Safety (10 to 14): Hazards, Substantial Decrease in Safety

> Would the Project: (10) Directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses?; (11) Directly or indirectly result in a permanent substantial decrease in pedestrian safety?; (12) Directly or indirectly result in a permanent substantial decrease in bicyclist safety?; (13) Directly or indirectly result in a permanent substantial decrease in bus rider safety?; or (14) Generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard? (***Less Than Significant Impact***)

The proposed Project would result in increased vehicular traffic and pedestrian and bicycle activity in and around the project area. The proposed Project would provide neighborhood

serving commercial uses and is expected to generate pedestrian demand from the residential neighborhoods surrounding the site. The nearest marked crossing on 51st Street west of the project site is at Lawton Avenue, about 1,300 feet west of the project site, however.

Although vehicle queues on both eastbound 51st Street and 49th Street at Broadway are expected to spill back beyond the project driveways during the peak hours, these would not affect the safety of the project driveways.

The following improvements, recommended by the consultant transportation engineer in furtherance of Standard Condition #20 above, would minimize potential conflicts between various modes and provide safe and efficient pedestrian, bicycle, and vehicle circulation within the site and between the Project and the surrounding circulation systems.

a) Consider providing a building set-back and/or reducing the street right-of-way (through narrowing travel lanes and/or the bicycle lane buffer) to widen the sidewalk adjacent to the Project along Broadway to a 12-foot sidewalk with eight-foot through passage zone.

b) Reduce the project landscaping along 51st Street between the Project Driveway and Desmond Street to widen the sidewalk to a 12-foot sidewalk with eight-foot through passage zone.

c) Reduce the curb radius at the southwest corner of the intersection to 20 feet to allow installation of two directional curb ramps at the corner and reduce the pedestrian crossing distance.

d) Restriping the crosswalks and modify the medians on the northbound Broadway and eastbound 51st Street approaches to accommodate the relocated curb ramps.

e) Coordinate with the Merrill Gardens and Safeway projects, which will improve the northwest and southeast corners of the intersection respectively.

f) Provide a crosswalk across 51st Street at the west side of the intersection with Coronado Avenue that includes the following:

- Modify median to allow for a 10-foot wide pedestrian refuge.
- Install high-visibility ladder striping.
- Install advance yield markings and signs.

g) To ensure adequate sight distance for vehicles, no on-street parking should be allowed within 20 feet of either side of the Project driveways. Street trees near driveway entrances should have 4-6 feet of clear vertical space between the sidewalk and the canopy.

h) The garage entrance on 49th Street may not provide adequate sight distance between motorists exiting the garage and pedestrians on the sidewalk.

Recommendation is to provide adequate sight distance between motorists exiting the driveway and pedestrians on the sidewalk.

With implementation of these measures, the Project would result in a ***Less Than Significant Impact*** under these criteria, and no mitigation measures are required.

Other Thresholds (15): City Policies, Plans, or Programs

Would the Project: (15) Fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment? (***Less Than Significant Impact***)

The City of Oakland General Plan Land Use and Transportation Element, as well as the City's Public Transit and Alternative Mode and Complete Streets Policies, states a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The proposed Project would encourage the use of non-automobile transportation modes by providing residential and retail uses in a walkable urban environment with quality bicycle infrastructure and transit service. The proposed Project is consistent with both the City's Pedestrian Master Plan and Bicycle Master Plan by not making major modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities. In addition, the recommendations of the consultant transportation engineer included under Standard Condition of Approval #20 above would improve access, circulation, safety, and comfort for pedestrians, bicyclists, and bus riders, further encouraging the use of these modes in the project vicinity.

For these reasons, the Project would result in a ***Less Than Significant Impact*** since it does not fundamentally conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrians.

Other Thresholds (16): Construction

Would the Project: (16) Result in a substantial, though temporary, adverse effect on the circulation system during construction of the project? (***Less Than Significant Impact***)

During the construction period, temporary and intermittent transportation impacts may result from truck movements as well as construction worker vehicles to and from the Project site. The construction-related traffic may temporary reduce capacities of roadways in the Project vicinity because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles.

Considering the proximity of SR 24 freeway ramps on Broadway and 51st Street, it is expected that construction trucks on local roadways would be limited to those streets. Truck traffic that occurs during the weekday peak commute hours (7:00 to 9:00 AM and 4:00 to 6:00 PM) may

result in worse LOS and higher delays at study intersections during the construction period. Also, if parking of construction workers' vehicles cannot be accommodated within the Project site, it would temporarily increase parking occupancy levels in the area.

Potential construction activity along the Broadway, and 51st Street, Desmond, and 49th Streets frontages, especially in the public right-of-way, could also result in temporary closure of sidewalks, prohibition of on-street parking, and may impact the operations of AC Transit buses.

Standard Condition of Approval #32 (Construction Traffic and Parking) referenced above applies to the Project and requires that a Construction Traffic Management Plan be developed as part of a larger Construction Management Plan to address the aforementioned potentially significant impacts during construction. With the implementation of Standard Condition of Approval #32, the Project would not result in a substantial, though temporary, adverse effect on the circulation system during construction. This is a ***Less Than Significant Impact***, and no mitigation measures are required.

Other Thresholds (17): Air Traffic Patterns

> Would the Project: (17) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (***Less Than Significant Impact***)

The Oakland International Airport is located about nine (9) miles south of the Project site. The Project would increase density and increase building heights at the Project site. However, building heights are not expected to interfere with current flight patterns of Oakland International Airport or other nearby airports. Therefore, the Project would not result in changes in air traffic patterns. This is a ***Less Than Significant Impact***, and no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
NOISE – Would the project:				
1) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts?	☐	☐	☑	☐
2) Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?	☐	☐	☑	☐
3) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise?	☐	☐	☑	☐
4) Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project)?	☐	☐	☑	☐
5) Expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?	☐	☐	☑	☐
6) Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval?	☐	☐	☑	☐
7) Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])?	☐	☐	☑	☐
8) During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)?	☐	☐	☐	☑
9) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
10) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Introduction

The analysis and conclusions described under this environmental topic is derived from the *Temescal Apartments – Environmental Noise Study*, prepared by Rosen, Goldberg, Der & Lewitz and dated September 26, 2014 ("Noise Study") (see **Appendix B**). The Noise Study was preceded by both short-term and long-term noise measurements at the Project site to quantify the

existing noise levels. The measurements included two (2) long-term (24-hour) noise monitors (i.e., LT-1, LT-2) and short-term (15-minute) measurements at five (5) locations (i.e., ST-1, ST-2, ST-3, ST-4 and ST-5). Measurement locations are shown in **Figure 18** and the results of the noise measurements are shown in **Table 4** and **Figure 19**. The locations were chosen to understand: (a) traffic noise exposure at the project building facades closest to the major roadways; and (b) potential Project-related noise exposure at existing nearby residences.

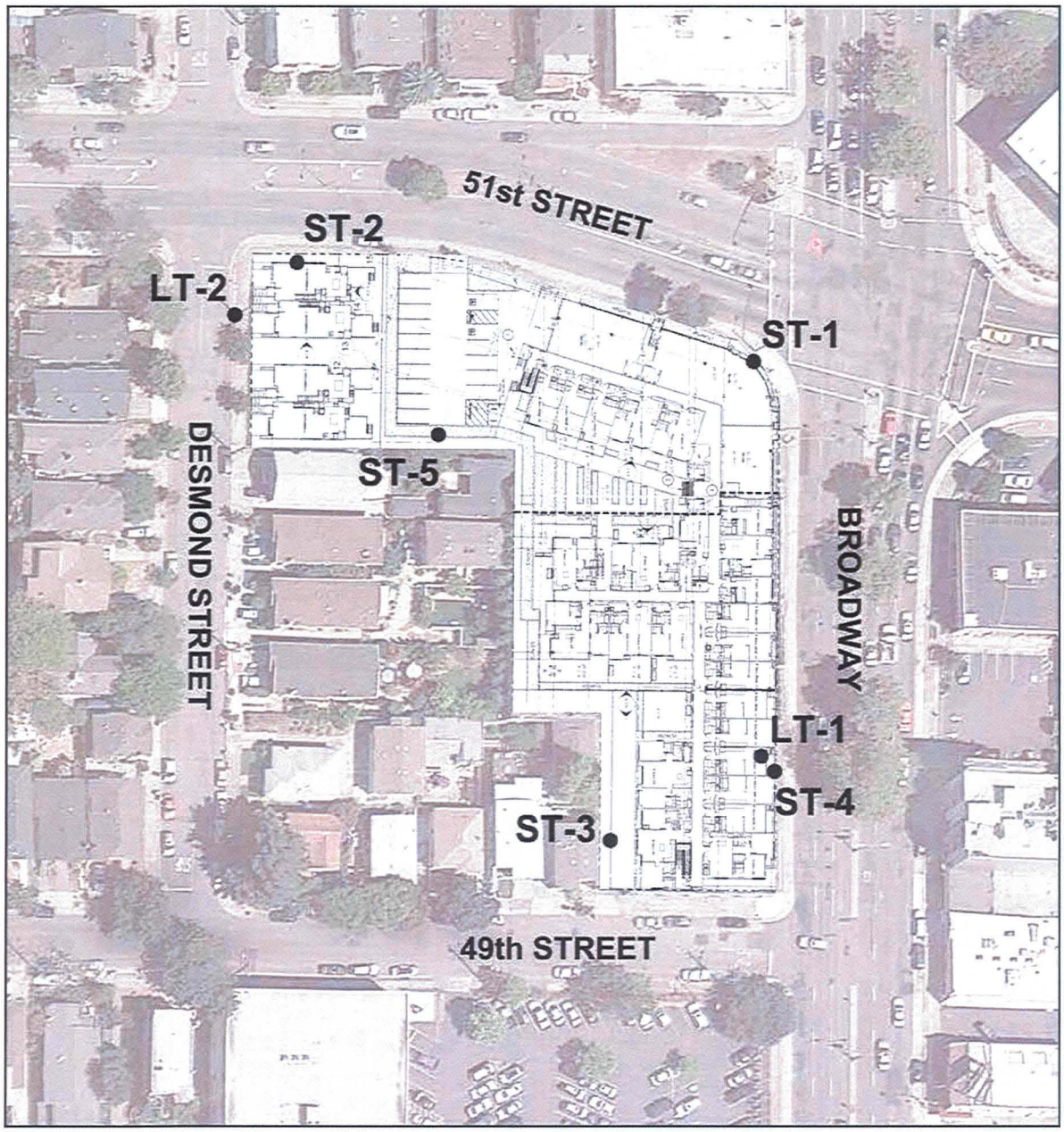


Figure 18: Noise Measurement Locations.

TABLE 4: SHORT-TERM NOISE MEASUREMENT RESULTS

	LOCATION	TIME	A-WEIGHTED NOISE LEVEL, DBA						
			LEQ	LMAX	L1.7	L8.3	L16.7	L33	LDN*
1	Corner of Broadway & 51st Street	07/01/14 3:30 – 3:45 PM	68	81	75	72	70	68	70
2	51st Street setback of Project	07/01/14 4:00 – 4:15 PM	67	81	72	71	69	67	67
3	49th Street along Project Driveway	07/01/14 4:30 – 4:45 PM	55	63	60	58	57	56	58
4	Broadway setback of Project	07/02/14 3:00 – 3:15 PM	67	79	74	71	69	67	69
5	Near existing homes along Project Parking	07/02/14 3:30 – 3:45 PM	56	67	63	60	58	56	57

*L_{dn} based on correlation of short-term noise measurement with long-term noise measurement.

Source: *Temescal Apartments – Noise Study*, prepared by Rosen, Goldberg, Der & Lewitz and dated September 26, 2014

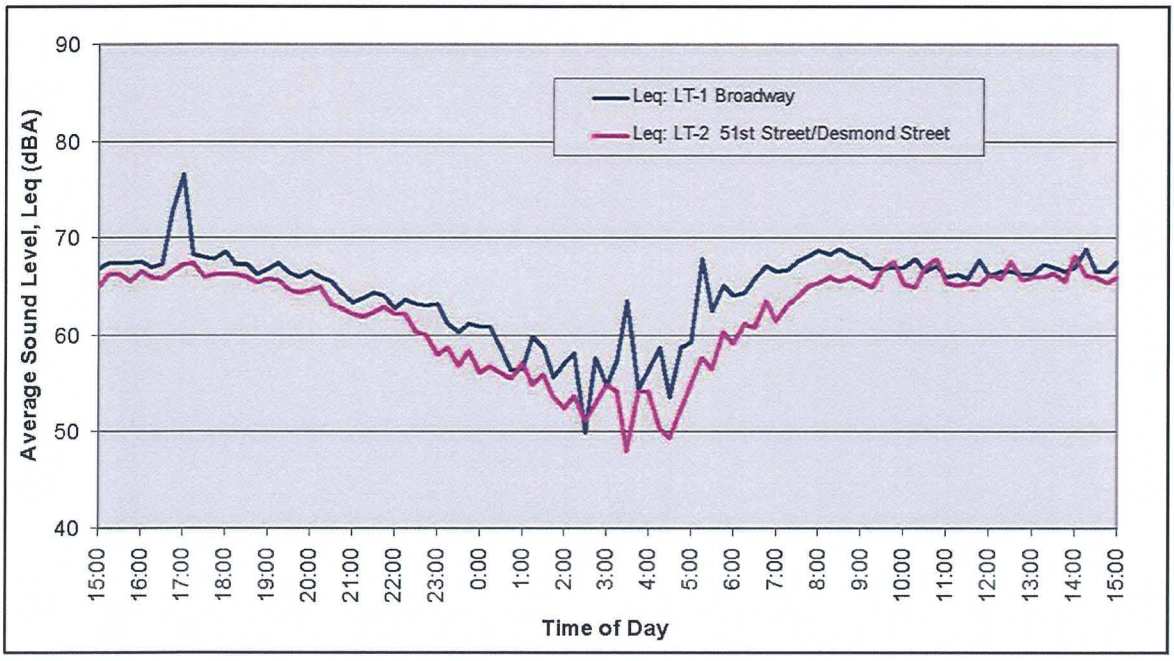


Figure 19: Long-term Noise Measurement Results (1 – 2 July, 2014)

Standard Conditions of Approval

The following uniformly applied development standards, imposed as standard conditions of approval, are applicable to the Project:

#27. Days/Hours of Construction Operation. *Ongoing throughout demolition, grading, and/or construction.* The project applicant shall require construction contractors to limit standard construction activities as follows:

a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.

b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.

c) Construction activity shall not occur on Saturdays, with the following possible exceptions:

i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.

ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.

e) No construction activity shall take place on Sundays or Federal holidays.

f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

g) Applicant shall use temporary power poles instead of generators where feasible.

#28. Noise Control. *Ongoing throughout demolition, grading, and/or construction.* To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

#29. Noise Complaint Procedures. *Ongoing throughout demolition, grading, and/or construction.* Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);

b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

c) The designation of an on-site construction complaint and enforcement manager for the project;

d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

#30. Interior Noise. *Prior to issuance of a building permit and Certificate of Occupancy.* If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:

(a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and

(b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.

(c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following:

Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.

(d) Prohibition of Z-duct construction.

#31. Operational Noise-General. *Ongoing.* Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until

appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

#38: Pile Driving and Other Extreme Noise Generators. *Ongoing throughout demolition, grading, and/or construction.* To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant.

Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These attenuation measures shall include as many of the following control strategies as feasible:

a. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

b. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

c. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;

d. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example; and

e. Monitor the effectiveness of noise attenuation measures by taking noise measurements.

(1, 2, 8) Construction: Noise Ordinance, Nuisance Standards, Groundborne Vibration

Would the Project: (1) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts?; (2) Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?; and (8) During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)? (***Less than Significant Impact***)

Construction of the Project is estimated to occur over twenty-six (26) months. The noisiest activities (i.e., demolition, excavation and foundation) would occur during the first phases. Subsequent phases of construction include many activities that will occur indoors and are, therefore, much quieter. **Table 5** below presents the typical construction sequence, and **Table 6** presents typical noise levels from various types of equipment that will likely be used during construction.

TABLE 5: TYPICAL CONSTRUCTION SEQUENCE

Construction Activity
Mobilize, Demolition
Shoring, Excavation
Structural Concrete
Framing, Gypcrete & Envelope
Plumbing, Mechanical & Electrical Rough-ins
Windows and Roofing
Drywall, Paint & Interior Finishes
Equipment, Fixtures & Flooring
Stucco, Masonry & Siding
Hardscapes & Landscapes
Closeout, Punchlists & FFE

Source: *Temescal Apartments – Noise Study*, prepared by Rosen, Goldberg, Der & Lewitz and dated September 26, 2014

The noisiest equipment are generally diesel powered and generate noise levels in the range of eighty (80) to eighty-nine (89) dBA at a distance of fifty (50) feet. Pile driving would not occur

during construction. Existing residential properties border the site on the west property lines. The project building footprint is about 6 to 16 feet from the residential property line. The nearest residential buildings are 7 to 12 feet from the building footprint.

TABLE 6: TYPICAL CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS

Equipment	*Average Noise Level (dBA at 50 feet)*	*Equipment*	*Average Noise Level (dBA at 50 feet)*
Air Compressor	81	Impact Wrench	85
Backhoe	80	Jack Hammer	88
Compactor	82	Loader	85
Concrete Mixer	85	Paver	89
Concrete Pump	82	Pneumatic Tool	85
Crane, Derrick	76	Pump	76
Crane, Mobile	83	Roller	74
Dozer	85	Saw	76
Generator	81	Scraper	89
Grader	85	Truck	88

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006, FTA-VA-90-1003-06, (FTA 2006).

Since noise from construction equipment is attenuated at a rate of 6 dBA for each doubling of distance, the noisiest equipment could generate greater than 100 dBA at some residential property lines when the equipment is at its nearest point. However, most of the time the equipment would be 50 feet or more from the property lines and the noise levels would be at or below those shown in **Table 6**.

The Project's construction activities are expected to generate noise levels at residential properties that are in excess of the Noise Ordinance standard of sixty-five (65) dBA for construction lasting more than ten (10) days. This is the case for residences that border the Project site on the west side.

Other noise sensitive receivers are farther away from the site. These include residences across 51st Street and across Broadway. Since these receivers are closer to the major roadways (51st Street and Broadway) than the project site, they are already exposed to comparable noise levels from loud vehicles such as trucks and motorcycles.

In addition to noise, construction activities will also generate groundborne vibration. Vibration effects are typically limited to land uses that are very close to the Project site. **Table 7** below shows ground vibration levels for the various types of construction equipment that may be used

at the Project site.

The Federal Transit Administration recommends construction vibration damage criteria that should be used during the environmental impact assessment phase of a project to identify problem locations that must be addressed in the final design. These criteria include a threshold of 0.20 inches per second peak particle velocity (PPV) for non-engineered timber and masonry buildings. Other, less restrictive, criteria are recommended for engineered and reinforced buildings.

TABLE 7: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

EQUIPMENT	PPV at 25 Feet (in/sec)
Vibratory Roller	81
Hoe Ram	80
Large Bulldozer	82
Loaded Truck	85
Jackhammer	82
Small Bulldozer	76

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006, FTA-VA-90-1003-06, (FTA 2006).

Since the nearest neighboring residential buildings are seven (7) feet from the Project's building footprint, vibration levels could exceed the PPV 0.20 in/sec threshold most of the time. Based on calculations for using a standard attenuation rate of ground vibration, the Project could exceed the threshold if heavy equipment is used along the property line near adjacent buildings (e.g., when a vibratory roller is within twenty-six (26) feet of an adjacent building, or when a large bulldozer or hoe ram is within fifteen (15) feet of an adjacent building).

The City of Oakland's Standard Conditions of Approval will lessen the impacts of the construction period noise and vibration. SCA #27 (Days/Hours of Construction Operation) provides reasonable limits on the days and hours of construction to avoid generating noise when it would be most objectionable to neighboring residences. SCA #28 (Noise Control) requires that the Project applicant prepare and implement a noise reduction program that addresses noise attenuation measures for equipment and tools. SCA #29 (Noise Complaint Procedures) provides measures to respond to and track construction noise complaints. SCA #38 (Pile Driving and Other Extreme Noise Generators) reduces extreme noise generation by requiring that a plan for site specific noise attenuation measures be developed under the supervision of a qualified acoustical consultant to provide the maximum feasible noise attenuation.

Although pile driving will not be used, SCA #38 (Pile Driving and Other Extreme Noise

Generators) is relevant for this Project because construction noise is expected to exceed ninety (90) dBA at residential property lines. Measures such as a temporary perimeter noise barrier (e.g. 8 – 12 foot high plywood walls) may be particularly effective with this Project since the adjacent residences are relatively close to the project site. For example, an eight (8) to twelve (12) foot high solid plywood walls would achieve a reduction of five (5) to twelve (12) dBA for first floor receivers when construction equipment is a ground level, close to the property line.

The following additional measures, recommended by the noise consultant in furtherance of Standard Condition #38 above, would minimize potential adverse vibration effects from Project-related construction activities:

a) The noise reduction program required by Standard Condition of Approval #38 (Pile Driving and Other Extreme Noise Generators) shall be supplemented to include measures to reduce potential adverse effects of vibration on adjacent properties. The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration that could damage nearby existing structures and design means and methods of construction that shall be utilized to not exceed the thresholds. Measures could include limiting the types of equipment and/or the manner that equipment can operate within certain distances of existing buildings. For example, vibratory rollers used for compaction may need to be operated without the vibration feature within some pre-determined distance of some property lines. Vibration monitoring could be used to help determine the appropriate setback distances and to verify that damage threshold levels are not exceeded.

With the implementation of the Standard Conditions of Approval discussed above (including the supplement recommended by the noise consultant), the Project would result in a ***Less Than Significant Impact*** relative to potential construction noise and vibration impacts.

(3, 7) Operation: Noise Ordinance, Regulatory Agencies

Would the Project: (3) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise?; or Would the Project: (7) Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])? (***Less than Significant Impact***)

Operational noise from the Project will be from the following primary sources: (1) mechanical equipment associated with ventilation or refrigeration; (2) trash enclosure accessible from 51st Street; (3) activities at the loading driveway off of 49th Street; and (4) dog run along the Project site's rear property line.

Loading Driveway

The loading driveway will be used only for residents moving in or out of the apartments. On

average, the loading driveway will be used twice per week. Loading activities will be during daytime hours. The driveway would accommodate light commercial vehicles, but not large, tractor-trailer trucks.

The 13 foot wide loading driveway extends about 100 feet from 49th Street to a roll up door at the building facade. Two existing residential buildings are located to the west. A seven foot planting area on the Project site is proposed to separate the loading driveway from the adjacent property.

According to published data, a medium duty truck traveling at a slow speed generates a noise level of 68 dBA at a distance of 50 feet[1]. Using a standard attenuation rate of 6 dBA per doubling of distance, this corresponds to a noise level of 80 dBA at the property line. Since the driveway will be at a 6% grade up from 49th Street to the upper garage level of the building, trucks going up the grade will generate slightly higher noise levels, by about 5 dBA.

A low concrete wall between 4 and 5 feet in height) is proposed along the edge of the driveway. This wall will have a 5-foot-tall solid wood fence on top (with no cracks or gaps and a minimum surface density of 2 pounds per square foot) to reduce noise from trucks. This wall would reduce the truck noise by about 5 dBA to 80 dBA. Since the Noise Ordinance limit for short duration noise sources (less than 1 minute in an hour) is 80 dBA, the truck noise is not expected to exceed the noise ordinance limit.

A light-duty backup alarm generates a noise level of 87 dBA at a distance of 4 feet. Accounting for the distance from the center of the driveway to the property line and the directionality of the alarm, the noise level would be 75 dBA at the property line. This meets the noise ordinance limit (which is adjusted down by 5 dBA because the noise source is tonal) Therefore, the Project would result in a ***Less Than Significant Impact*** relative to operational-related noise impacts from use of the loading driveway.

Trash Enclosure

A trash enclosure is proposed for the surface level parking area along 51st Street. This trash enclosure will serve the nearby commercial uses and be picked up twice per week, or more as needed, during daytime hours. The center of the enclosure is about 18 feet from the property line of the nearest existing residence. At this distance the noise of trucks would be up to 84 dBA. However, noise from the trucks would be reduced for a receiver at the property line by the wall proposed along the parking lot to the noise ordinance limit of 80 dBA. Therefore, the Project would result in a ***Less Than Significant Impact*** relative to operational-related noise impacts from use of the trash enclosure near 51st Street.

Dog Run

A dog run is proposed for the outdoor area near the existing homes west of the project. The center of the dog run would be about 16 feet from the property line. A proposed wall along the

[1] Federal Highway Administration, *Traffic Noise Model Technical Manual*, 1998.

west side of the dog run would tend to reduce noise from dogs for receivers at the west property line. The dog run use would be restricted to daytime hours. While it is possible that a dog barking loudly could exceed the noise ordinance limit of 75 dBA (80 dBA for maximum noise levels with a 5 dBA adjustment for recurring impact noise), this activity would be regulated by the City's Noise Ordinance as it is in any neighborhood with residences sharing property lines. It is expected that people using the dog run would be attending their dog when using the run and remove the dog if it is barking loudly. Therefore, the Project would result in a ***Less Than Significant Impact*** relative to operational-related noise impacts from use of the dog run.

Mechanical Equipment

The mechanical equipment for the project will include packaged vertical HVAC units for each dwelling unit, HVAC for common areas, garage exhaust fans and HVAC for retail spaces. The dwelling unit ventilation equipment will have louvers along the facades of the building while the other outdoor HVAC equipment will be on the roof within a screened enclosure or in the garage. At this time the mechanical systems are not fully designed and detailed noise level data is not available.

As per SCA #31 Operational Noise-General the mechanical system will be required to achieve the City's Noise Ordinance standards (e.g. 60 dBA during the daytime and 45 dBA at night for steady noise sources as measured at the property line of adjacent residential land uses). Based on the preliminary analysis, some noise control measures will likely be required (e.g. selecting quieter equipment or sound attenuation devices at the outdoor side of the equipment). Since the unit HVAC equipment will be heat pumps, they will run at night for heating purposes, and therefore, the more stringent nighttime standard will apply. The Noise Ordinance allows an adjustment to the standard based on ambient noise levels, however, the ambient noise level at the rear yards of homes along the project's west property line is relatively quiet (traffic noise from Broadway and 51st Street is shielded by the existing building on the site). It is expected that mechanical equipment noise that meets the Noise Ordinance standard would not increase ambient noise by 5 dBA or more at the adjacent residential land uses.

With implementation of SCA #31 as discussed above, operational noise would generate a ***Less Than Significant Impact***.

With implementation of Standard Condition of Approval #31 (Operational Noise-General) (including as supplemented), the Project would result in a ***Less Than Significant Impact*** relative to operational-related noise impacts from use of mechanical equipment.

(4) Permanent Increase in Ambient Noise Levels

Would the Project: (4) Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project)? (***Less than Significant Impact***)

To assess the potential noise impact from increased traffic on roadways near the Project, noise levels were calculated based on volume data in the Project's traffic study using the Federal Highway Administration's Traffic Noise Model. The roadway segments were chosen because they are most likely to be affected by increased traffic noise from the Project. The calculated noise levels for existing conditions (plus Project) are shown in **Table 8**. The calculated noise level for the Project and cumulative growth are shown in **Table 9**.

TABLE 8: TRAFFIC NOISE LEVEL INCREASE DUE TO PROJECT GENERATED TRAFFIC

ROADWAY SEGMENT	LDN (DBA) AT SETBACK OF EXISTING LAND USES		
	EXISTING	EXISTING + PROJECT	INCREASE DUE TO PROJECT
Broadway, North of 51st	68.6	68.6	0.1
Broadway, 51st to 49th	67.2	67.3	0.1
Broadway, South of 49th	67.3	67.4	0.1
51st Street, West of Desmond	66.5	66.6	0.1
51st Street, Broadway to Desmond	66.4	66.5	< 0.1
Pleasant Valley, East of Broadway	68.6	68.6	< 0.1
Desmond, 51st to 49th	48.3	50.7	2.4
49th Street, West of Desmond	51.9	51.9	< 0.1
49th Street, Desmond to Broadway	51.4	52.7	1.3

Source: *Temescal Apartments – Noise Study*, prepared by Rosen, Goldberg, Der & Lewitz and dated September 26, 2014

TABLE 9: TRAFFIC NOISE LEVEL INCREASE DUE TO PROJECT GENERATED TRAFFIC AND CUMULATIVE GROWTH

ROADWAY SEGMENT	LDN (DBA) AT SETBACK OF EXISTING LAND USES		
	EXISTING	CUMULATIVE + PROJECT	INCREASE
Broadway, North of 51st	68.6	70.2	1.6
Broadway, 51st to 49th	67.2	69.2	2.0
Broadway, South of 49th	67.3	69.2	1.9
51st Street, West of Desmond	66.5	67.6	1.1
51st Street, Broadway to Desmond	66.4	67.4	1.0
Pleasant Valley, East of Broadway	68.6	69.5	0.9
Desmond, 51st to 49th	48.3	52.1	3.8
49th Street, West of Desmond	51.9	52.7	0.8
49th Street, Desmond to Broadway	51.4	53.2	1.8

Source: *Temescal Apartments – Noise Study*, prepared by Rosen, Goldberg, Der & Lewitz and dated September 26, 2014

Noise levels increases are less than 2 dBA on Broadway and 51st Street. An increase of up to 3.8 dBA is predicted along the local roads near the Project. The increase on these roads is higher because the existing traffic is relatively low. The portion of this increase due to the Project is less than 1.5 dBA. Since this increase is less than the five (5) dBA threshold, the Project would result in a ***Less Than Significant Impact*** under this criterion.

(5, 6) California Noise Insulation Standards, Conflict with General Plan

Would the Project: (5) Expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?; and (6) Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval? (***Less than Significant Impact***)

Based on measurements collected for the Project's Noise Study, the Ldn at the Project site's boundary with Broadway and 51st Street is 68 dBA. With the predicted increase in future traffic volumes this will increase by up to 2 dBA to 70 dBA. This noise level is at the upper end of the conditionally acceptable range of the City's noise and land use compatibility standards for residential land use (Table 2: Oakland General Plan Noise - Land Use Compatibility Matrix).

According to these guidelines, projects exposed to this noise level may be undertaken only after a detailed analysis of the noise-reduction requirements is conducted, and if necessary noise mitigating features are included in the design. Conventional construction will usually suffice as long as it incorporates air conditioning or forced fresh-air-supply systems, though it will likely require that project occupants maintain their windows closed.

Standard Condition of Approval #30 (Interior Noise) requires that projects of this type achieve an acceptable interior noise level with sound-rated assemblies as recommended by a qualified acoustical engineer and based on the specific building design and layout. With the implementation of that condition, the Project's interior noise would be at acceptable levels and, consequently, result in a ***Less Than Significant Impact*** under this criterion.

(8) Operation: Groundborne Vibration[2]

Would the Project: (8) During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)? (***No Impact***)

Groundborne vibration from conventional railroad trains or BART trains is common in the Bay Area. New buildings for sensitive uses such as housing for seniors may be adversely impacted by groundborne vibration when located within about one-hundred (100) feet of tracks. The nearest railroad trains or BART trains to the Project are located much further away (i.e., 3/4-mile). Also, operational activities associated with the Project are not a significant vibration source (e.g. a manufacturing facility). Therefore, the Project would result in a ***No Impact*** under this criterion.

---

[2] Groundborne vibration from Project-related construction activities is addressed above along with criteria one and two.

(9) Airport Noise Exposure

Would the Project: (9) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels? (***No Impact***)

The Project is located over seven (7) miles of a public airport (i.e., Oakland International Airport). Also, the land use plan for the Oakland International Airport excludes the Project site. Therefore, the Project would not be subjected to excessive noise levels, and ***No Impact*** would result under this criterion.

(10) Private Airport Noise Exposure

Would the Project: (10) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels? (***No Impact***)

The Project area is not located within the vicinity of a private airstrip. Consequently, there would be ***No Impact*** under this criterion.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

AIR QUALITY – Would the project:

Project Impacts				
1) During project construction result in average daily emissions of 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10?	☐	☐	☑	☐
2) During project operation result in average daily emissions of 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10; or result in maximum annual emissions of 10 tons per year of ROG, NOx, or PM2.5 or 15 tons per year of PM10?	☐	☐	☑	☐
3) Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour?	☐	☐	☑	☐
4) During either project construction or project operation expose persons by siting a new source or a new sensitive receptor to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter?	☐	☐	☑	☐
5) Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people?	☐	☐	☐	☑
Project Cumulative Impacts				
6) During either project construction or operation expose persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM2.5 of greater than 0.8 micrograms per cubic meter?	☐	☐	☑	☐

Standard Conditions of Approval

The following uniformly applied development standards, imposed as standard conditions of approval, are germane to the topic of air quality and applicable to the Project:

#25. Dust Control. *Prior to issuance of a demolition, grading or building permit.* During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):

a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

f) Limit vehicle speeds on unpaved roads to 15 miles per hour.

g) Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.

h) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

i) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.

j) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

k) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.

l) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

m) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

n) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

o) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize windblown dust. Wind breaks must have a maximum 50 percent air porosity.

p) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

q) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

r) All trucks and equipment, including tires, shall be washed off prior to leaving the site.

s) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

t) Minimize the idling time of diesel-powered construction equipment to two minutes.

u) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

v) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

w) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.

x) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.

#26. Construction Emissions. *Prior to issuance of a demolition, grading or building permit.* To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.

b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

#a.[3] Exposure to Air Pollution (Toxic Air Contaminants): Health Risk Reduction Measures.

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:

i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.

ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:

---

[3] Standard Conditions of Approval #a and #b apply since the project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the BAAQMD CEQA Guidelines, as described below.

- Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents, and other sensitive populations, in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.

- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.

- The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods, if feasible.

- Sensitive receptors shall not be located on the ground floor, if feasible.

- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis leylandii), Hybrid popular (Populus deltoids X trichocarpa), and Redwood (Sequoia sempervirens).

- Within the project site, sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.

- Within the project site, existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.

- Within the project site, emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:

    - Installing electrical hook-ups for diesel trucks at loading docks.

    - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.

    - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.

    - Prohibiting trucks from idling for more than two minutes.

    - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.

When Required: Prior to approval of construction-related permit. Initial Approval: Planning and Zoning Division. Monitoring/Inspection: Building Services Division.

#b. Exposure to Air Pollution (Toxic Air Contaminants): Maintenance of Health Risk Reduction Measures. Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter. When Required: Ongoing. Initial Approval Authority: N/A. Monitoring/Inspection/Enforcement: Building Services Division.

(1): Construction Emissions

Would the Project: (1) During project construction result in average daily emissions of 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10? (***Less Than Significant Impact***)

Generally, emissions during construction periods at urbanized properties like those in the Project area are minimal since their small size limits the use of heavy construction equipment. Nonetheless, the Bay Area Air Quality Management District ("BAAQMD") CEQA Guidelines contain screening criteria at Table 3-1 which provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts related to emissions during construction. If all of the screening criteria are met by a proposed project, quantification of the project's air pollutant emissions is not necessary to make a determination that the impact will be below the thresholds of significance.[4]

The BAAQMD CEQA Guidelines screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services (i.e., the proposed Project), emissions would be less than the green-field type project that the screening criteria are based on.

The Project includes one-hundred thirty (126) residential apartments, four (4) residential townhomes, and 8,800 gross square feet devoted to commercial use (i.e., retail). **Table 10** below compares these aspects of the Project to the BAAQMD CEQA Guidelines screening levels for air pollutants from construction activities.

[4] The BAAQMD thresholds of significance for construction-related impacts are identical to those used by the City of Oakland.

TABLE 10: BAAQMD CONSTRUCTION POLLUTANT SCREENING RESULTS

	Project	*BAAQMD Screen Level*	*Above Screening Level?*
Apartment, Mid-Rise	126 units	240 units	No
Condo/Townhouse, General	4 units	240 units	No
Strip Mall	8,800 sq.ft.	277,000 sq.ft.	No

Source: Project plans included at **Figure 3** to **12**; BAAQMD CEQA Guidelines, May 2011.

Since each component of the Project is substantially below each screening level, the BAAQMD CEQA Guidelines direct that the lead agency need not perform a detailed air quality assessment. Given the results reflected in **Table 10** above, it can be conservatively determined the Project would result in a ***Less Than Significant*** since the modeled construction emissions are below applicable thresholds.

(2): Operational Emissions

Would the Project: (2) During project operation result in average daily emissions of 54 pounds per day of ROG, NOx, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; or result in maximum annual emissions of 10 tons per year of ROG, NOx, or $PM_{2.5}$ or 15 tons per year of PM_{10}? (***Less Than Significant Impact***)

The BAAQMD CEQA Guidelines also contain screening criteria at Table 3-1 for whether a proposed project could result in potentially significant air quality impacts during operation (i.e., post-construction). As with the construction screening results discussed above, if all of the screening criteria are met by a proposed project, quantification of the project's air pollutant emissions is not necessary to make a determination that the impact will be below the thresholds of significance. **Table 11** below includes the screening level results for the Project's long-term operational-related emissions.

TABLE 11: BAAQMD OPERATION POLLUTANT SCREENING RESULTS

	Project	*BAAQMD Screen Level*	*Above Screening Level?*
Apartment, Mid-Rise	126 units	494 units	No
Condo/Townhouse, General	4 units	451 units	No
Strip Mall	8,800 sq.ft.	99,000 sq.ft.	No

Source: Project plans included at **Figure 3** to **10**; BAAQMD CEQA Guidelines, May 2012.

Given the screening results of **Table 11** above, it can be conservatively determined the Project would result in a ***Less Than Significant Impact*** relative to operational emissions.

(3): Carbon Monoxide

> Would the Project: (3) Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and twenty ppm for one hour? (***Less Than Significant Impact***)

The BAAQMD CEQA Guidelines state a proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.

2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The Transportation Impact Assessment included as **Appendix C** demonstrates the Project is consistent with the applicable congestion management plan. Also, the traffic volume at Broadway/51st Street/Pleasant Valley Avenue is substantially less than either 24,000 or 44,000 vehicles per hour. In Oakland, only the MacArthur Maze portion of Interstate 580 (located more than two (2) miles west of the Project site) exceeds the 44,000 vehicles per hour screening criteria. Therefore, the Project is considered to result in a ***Less Than Significant Impact*** relative to this criterion.

(4): Health Risks

> Would the Project: (4) During either project construction or project operation expose persons by siting a new source or a new sensitive receptor to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter? (***Less Than Significant Impact***)

The Project has the potential to bring sensitive receptors (e.g., children, elderly persons) to an area with existing and future sources of toxic air contaminants consisting, generally, of fine particulate matter from mobile sources (i.e., vehicles) and stationary source emissions. Examples

of sensitive receptors include places where people live, play or convalesce and include schools, hospitals, residential areas and recreation facilities.

Health Risk Screening – Operational

The BAAQMD provides CEQA community risk and hazards screening tools for lead agencies to use when considering whether there should be further, more detailed environmental review of a project. Lead agencies may use the screening tools to assess a project's potential risk and hazard impacts, compare the results to the lead agency's applicable thresholds of significance, and determine whether additional analysis is necessary.

The BAAQMD Risk and Hazard Screening Analysis Process Flowchart directs that lead agencies should identify three (3) emission sources (i.e., highway, major roadway, stationary) within 1,000 feet of a project's boundary and compare each source individually against the screening criteria for each source.

After the screening criteria for each source are evaluated, the BAAQMD Risk and Hazard Screening Analysis Process Flowchart directs that the values from all sources are to be added up and compared against a cumulative screening value (addressed below under Criterion 6 (Cumulative Health Risks)). The analysis below follows this BAAQMD-recommended methodology.

Highways

The BAAQMD screening tool for health-risks from highway-related emissions is applied to new sensitive receptors within 1,000 feet of the nearest high volume highway with greater than 10,000 vehicles or 1,000 trucks per day. The nearest highway (i.e., Highway 24) is located over 3,400 feet from the Project site. Hence, this toxic air contaminant source is considered inapplicable to the Project site and ***No Impact*** would result from this source.

Major Roadways

The BAAQMD screening tool for health-risks from major roadway-related emissions is applied to new sensitive receptors within 1,000 feet from the nearest high volume surface street (i.e., not highway) with greater than 10,000 vehicles or 1,000 trucks per day. Broadway and 51st Street/Pleasant Valley Avenue both convey over 10,000 vehicles per day and are located within 1,000 feet of the Project site. Broadway has an Average Daily Trip (ADT) rate of 30,200 vehicles at its intersection with 51st Street/Pleasanton Valley Avenue.[5] 51st Street/Pleasant Valley Road has an ADT of 23,400.[6]

Table 12 below shows the combined emission factor results at the Project site for Broadway and 51st Street/Pleasant Valley Avenue. ADT values in the Surface Streets Screening Analysis Tool

---

[5] California Environmental Health Tracking Program's Traffic Spatial Linkage Web Service (http://www.ehib.org/traffic_tool.jsp). Website accessed on Thursday, June 19, 2014.

[6] Ibid

were rounded up to the next 10,000 (i.e., 30,200 at Broadway rounded to 40,000) and distance north/south was rounded down to the closest entry (i.e., zero feet) in the screening table in order to be conservative in the assessment of potential health risks. Emission values from Broadway and 51st Street/Pleasant Valley Avenue are summed together in **Table 11** to account for both sources.

TABLE 12: BAAQMD SURFACE STREET-RELATED HEALTH RISKS SCREENING RESULTS

Health Risk Category	*Threshold of Significance*	*Emission Factors at the Project Site*[1]	*Above Screening Level?*
Lifetime Cancer Risk	10 per one million	14.28 per million	Yes
$PM_{2.5}$ Concentration	0.3 ug/m3	0.596 ug/m3	Yes

(ug/m3) = micrograms per cubic meter of air.

[1] Emission factors derived from BAAQMD's May 2011 Roadway Screening Tables.

While the Project's screening values in **Table 12** exceeds the applicable single source threshold of significance, the BAAQMD Screening Analysis Tool is intended to provide a conservative estimate that can be utilized to determine whether more detailed analysis is necessary or whether the impact can be determined less than significant without additional analysis. Results below the Screening Analysis Tool's threshold level are, by design, considered to not result in a significant health risk.

Under Standard Condition of Approval #a (Health Risk Reduction Measures), the Project proponent must either:

(i) Retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants; or, if the HRA concludes the health risk exceeds acceptable levels

(ii) Health risk reduction measures shall be identified and implemented to reduce the health risk to acceptable levels. A feasible risk reduction measures applicable to the Project could include, but is not limited to, the installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents. Per Standard Condition of Approval #a, air filter devices shall be rated MERV-13 or higher and be accompanied by an ongoing maintenance plan for the building's HVAC air filtration system.

Mandatory compliance with Standard Condition of Approval #a would ensure occupants of the Project are not exposed to any toxic air contaminants from mobile sources resulting in unacceptable health risks, including those associated with surface streets. The Project results in a ***Less Than Significant Impact*** relative to toxic air contaminants from surface streets.

Health Risk Screening – Stationary Sources

The BAAQMD Stationary Source Screening Tool contains all the sources in the Bay Area that have permits to operate and that emit one (1) or more toxic air contaminants. The types of sources include, but are not limited to refineries, gasoline dispensing facilities, dry cleaners, diesel internal combustion engines, natural gas turbines, crematories, landfills, waste water treatment facilities, hospitals and coffee roasters. There are three (3) existing stationary sources of toxic air emissions within 1,000 feet of the Project site.

Screening-level cancer risk and hazard values for stationary sources were derived from the use of two (2) BAAQMD tools. Typically, values may be derived from a single tool – the Stationary Source Screening Tool.[7] However, in consultation with BAAQMD staff, it was discovered that: (a) one of the stationary source (i.e., BAAQMD ID#14617) actually consisted of two (2) emission sources; not the single source reflected in the BAAQMD Stationary Source Screening Tool; and (b) more current emission data (i.e., Year 2010 vs. 2013) was available for BAAQMD ID#14617. As a result, this analysis uses the more accurate and current information for BAAQMD ID#14617 and, as directed by BAAQMD staff, evaluates it with the BAAQMD Risk and Hazards Emissions Calculator (Created July 11, 2012; Version 1.3 Beta).

The screening-level cancer risk and hazard values from both BAAQMD tools are based on worst case assumptions to determine whether or not a refined modeling analysis may be needed. The calculations used in this screening analysis do not include source specific exhaust information such as stack height, exhaust gas exit velocity, exhaust gas temperature, nor do they account for actual distances from receptors. A more refined analysis using source specific exhaust parameters, site specific meteorological data, site specific building dimensions and locations, and actual location of source and receptors could be expected, according to BAAQMD, to result in substantially lower and more accurate values than those found in the screening tool.

Table 13 below compares the results of applying the stationary source screening process to the Project.

[7] See BAAQMD website (CEQA Guidelines: Tools & Methodology); http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx

TABLE13: BAAQMD STATIONARY SOURCE SCREENING RESULTS

BAAQMD ID#	*Location*	*Cancer Risk (per million)*	*$PM_{2.5}$ ($\mu g/m^3$)*	*Non-Cancer Risk*
GC6254[1]	5300 Broadway	0.167	-	0.0004
14617	4500 Gilbert St	57.19	0.142	0.030
	Subtotals	**57.357**	**0.142**	**0.0304**
	BAAQMD Single Source Threshold	**10.00**	**0.300**	**1.00**

[1] This source is a gasoline dispensing facility; initial cancer risk (6.49) and non-cancer risk (0.016) values adjusted by BAAQMD Gasoline Dispensing Multiplier Tool.

(ug/m3) = micrograms per cubic meter of air.

Note: Emission factors derived from BAAQMD's Google Earth Screening Analysis Tool dated May 20, 2012 (for GC6254) and BAAQMD staff (for 14617) (Alison Kirk, Dec. 16, 2013).

While the Project's screening value for lifetime cancer risk exceeds the applicable single source threshold of significance, the BAAQMD Screening Analysis Tool is intended to provide a conservative estimate that can be utilized to determine whether more detailed analysis is necessary or whether the impact can be determined less than significant without additional analysis. It is not an indication of a significant impact. Under Standard Condition of Approval #a (Health Risk Reduction Measures), the Project proponent must either:

(i) Retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants; or, if the HRA concludes the health risk exceeds acceptable levels

(ii) Health risk reduction measures shall be identified and implemented to reduce the health risk to acceptable levels. A feasible risk reduction measures applicable to the Project could include, but is not limited to, the installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents. Per Standard Condition of Approval #a, air filter devices shall be rated MERV-13 or higher and be accompanied by an ongoing maintenance plan for the building's HVAC air filtration system.

Mandatory compliance with Standard Condition of Approval #a would ensure occupants of the Project are not exposed to any toxic air contaminants resulting in unacceptable health risks, including those associated with stationary source emissions. The Project results in a ***Less Than Significant Impact*** relative to toxic air contaminants from stationary sources.

(5): Odors

Would the Project: (5) Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people? (***No Impact***)

The Project is not a land use type (e.g., landfill, wastewater treatment plant) that could be expected to result in objectionable odors affecting a substantial number of people. As such, the Project would have ***No Impact*** under this criterion.

(6): Cumulative Health Risks[8]

Would the Project: (6) During either project construction or operation expose persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter? (***Less Than Significant Impact***)

TABLE14: BAAQMD CUMULATIVE HEALTH RISK SCREENING RESULTS

Source	*Cancer Risk (per million)*	*$PM_{2.5}$ ($\mu g/m^3$)*
Surface Streets	14.28	0.596
Stationary Sources	57.357	0.142
Cumulative Total	**71.637**	**0.738**
BAAQMD Cumulative Threshold	**100**	**0.800**

As shown in **Table 14**, the combination of toxic air contaminant sources discussed above is below the cumulative threshold levels established by BAAQMD. Therefore, the Project would be considered to result in a ***Less Than Significant Cumulative Impact*** relative to health risk.

[8] The BAAQMD thresholds of significance for cumulative health risk impacts are identical to those used by the City of Oakland

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
HYDROLOGY & WATER QUALITY – Would the project:				
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
3) Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?	☐	☐	☑	☐
4) Result in substantial flooding on- or off-site?	☐	☐	☐	☑
5) Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☑	☐
6) Otherwise substantially degrade water quality?	☐	☐	☑	☐
7) Create or contribute substantial runoff which would be an additional source of polluted runoff?	☐	☐	☑	☐
8) Otherwise substantially degrade water quality?	☐	☐	☑	☐
9) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows?	☐	☐	☐	☑
10) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
11) Expose people or structures to a substantial risk of loss, injury or death involving flooding?	☐	☐	☐	☑
12) Expose people or structures to a substantial risk of loss, injury, or death as a result of inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑
13) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site?	☐	☐	☐	☑
14) Fundamentally conflict with elements of the City of Oakland Creek Protection (OMC Chapter 13.16) ordinance intended to protect hydrologic resources?	☐	☐	☐	☑

Standard Conditions of Approval

The following uniformly applied development standards, imposed as standard conditions of approval, are germane to the topic of hydrology/water quality and applicable to the Project:

#74. Stormwater Pollution Prevention Plan (SWPPP). *Prior to and ongoing throughout demolition, grading, and/or construction activities.* The project applicant must obtain

coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

#75. Drainage Plan for Projects on Slopes Greater than 20%. *Prior to issuance of building permit (or other construction-related permit).* The project drawings submitted for a building permit (or other construction-related permit) shall contain a drainage plan to be reviewed and approved by the Building Services Division. The drainage plan shall include measures to reduce the post-construction volume and velocity of stormwater runoff to the maximum extent practicable. Stormwater runoff shall not be augmented to adjacent properties or creeks. The drainage plan shall include and identify the following:

i. All proposed impervious surface on the site;

ii. Anticipated directional flows of on-site stormwater runoff;

iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;

iv. Source control measures to limit the potential for stormwater pollution; and

v. Stormwater treatment measures to remove pollutants from stormwater runoff.

#76. Erosion, Sedimentation, and Debris Control Measures. *Prior to issuance of demolition, grading, or construction-related permit.* The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the street, gutters, stormdrains.

b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.

c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.

d) Install filter materials acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.

e) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.

f) Direct and locate tool and equipment cleaning so that wash water does not discharge into the street, gutters, or stormdrains.

g) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.

h) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.

i) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.

j) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the street, gutter, stormdrains.

k) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict

accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).

l) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately

#79. Post-Construction Stormwater Management Plan. *Prior to issuance of building permit (or other construction-related permit)*. The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

a) The post-construction stormwater management plan shall include and identify the following:

i. All proposed impervious surface on the site;

ii. Anticipated directional flows of on-site stormwater runoff; and

iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and

iv. Source control measures to limit the potential for stormwater pollution;

v. Stormwater treatment measures to remove pollutants from stormwater runoff; and

vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.

b) The following additional information shall be submitted with the post-construction stormwater management plan:

i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and

ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection. The applicant shall implement the approved stormwater management plan.

(1, 3, 6, 8): Water Quality Standards

Would the Project: (1) Violate any water quality standards or waste discharge requirements?; (3) Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?; (6) Otherwise substantially degrade water quality?; or (8) Otherwise substantially degrade water quality? (***Less Than Significant Impact***)

All development projects within the City of Oakland are subject to mandatory water quality requirements imposed as a condition of construction (i.e., Standard Conditions of Approval #74, 75, 76 and 79 above). These regulations implement regional water quality regulations imposed by the San Francisco Bay Regional Water Quality Control Board pursuant to a NPDES permit. Measures resulting from these requirements include best management practices for both construction and post-construction periods that limit periods during which grading occurs, filtration of stormwater prior to entering public drainage systems and similar requirements. The Project would, with implementation of mandatory stormwater quality treatment methods noted above, result in a ***Less Than Significant Impact*** relative to the topic of stormwater quality.

(2): Groundwater Supplies

> Would the Project: (2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (***No Impact***)

The Project site and surrounding vicinity is not utilized for groundwater supply and no pumping activities currently occur here. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Project would result in ***No Impact*** under this criterion.

(4, 9, 10, 11): Flooding

> Would the Project: (4) Result in substantial flooding on- or off-site?; (9) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows?; (10) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?; or (11) Expose people or structures to a substantial risk of loss, injury or death involving flooding? (***No Impact***)

The Project not, as noted below, would not substantially alter existing drainage patterns and, as such, would not result in substantial flooding on- or off-site. The Project area is not located within a mapped 100-year flood hazard area.[9] The Project is not located within a mapped dam failure inundation area and, consequently, would not be subject to flooding in the event of a catastrophic failure of the dam.[10]

The Project would result in ***No Impact*** under these criteria.

---

[9] Flood Insurance Rate Map No. 06001C0252G, Federal Emergency Management Agency, August 3, 2009.

[10] Alameda County Dam Inundation Map, Association of Bay Area Governments (http://quake.abag.ca.gov/dam-failure/)

(5, 7): Substantial Runoff

> Would the Project: (5) Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?; (7) Create or contribute substantial runoff which would be an additional source of polluted runoff? (***Less Than Significant Impact***)

The Project site is presently developed and all stormwater runoff from the site is directed to abutting public streets. Implementation of the Project would not increase impervious surfaces and, consequently, not alter the flow of stormwater which is currently conveyed to the curb/gutter of abutting streets. Consequently, the Project would not increase the volume of stormwater entering the public stormwater conveyance system. Moreover, implementation of the standard conditions of approval noted above ensures the Project would result in a ***Less Than Significant Impact*** relative to water quality.

(12): Inundation by Seiche, Tsunamis or Mudflow

> Would the Project: (12) Expose people or structures to a substantial risk of loss, injury, or death as a result of inundation by seiche, tsunami, or mudflow? (***No Impact***)

A seiche is a tidal change in an enclosed or semi-enclosed water body caused by sustained high winds or an earthquake. The Project is not located close enough to San Francisco Bay to be affected by a seiche. The Project area is an urbanized area with no potential for exposure to mudflows.

Tsunamis are seismically induced sea waves that, upon entering shallow near-shore waters, may reach heights capable of causing widespread damage to coastal areas. The Project site is not subject to tsunami inundation, based on maps prepared by the California Emergency Management Agency representing a credible upper bound to inundation from realistic local and distant earthquakes and hypothetical extreme undersea, near-shore landslides.[11]

Given the above information, the Project would have ***No Impact*** under this criterion.

[11] Association of Bay Area Governments, Earthquake and Hazards Information, Tsunami Inundation Map for Coastal Evacuation website, viewed on June 22, 2012, http://gis.abag.ca.gov/website/Tsunami/

(13, 14): Drainage Pattern, Creek Protection

> Would the Project: (13) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site?; or (14) Fundamentally conflict with elements of the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources? (***No Impact***)

The Project site is substantially covered by buildings and paved surfaces, and is also not located nearby a watercourse subject to the City of Oakland Creek Protection Ordinance. Implementation of the Project would not increase impervious surfaces above existing conditions and, consequently, not alter the flow of stormwater which is currently conveyed to the curb/gutter of abutting streets. The Project would result in ***No Impact*** under these criteria.

(e) Utilities & Public Services

The site can be adequately served by all required utilities and public services?

The Project is situated in an urban location already served by all necessary municipal utilities (i.e., stormwater, water, wastewater, solid waste) and public services (i.e., police, fire, schools).The following analysis reviews whether the Project can, as required by CEQA Guidelines §15332(e), be "adequately served by all required utilities and public services."

Stormwater

Under existing conditions, stormwater from the Project site is conveyed to curb/gutters at abutting public streets for conveyance in the municipal stormwater system. This situation would be retained under the Project.

Overall stormwater runoff volume from the Project site would not substantially change since it presently consists almost entirely of impervious surface area (e.g., asphalt pavement, buildings). Therefore, no appreciable increase in contributions to the municipal stormwater system would result. Nonetheless, the following City of Oakland's Standard Conditions of Approval will require the Project sponsor to confirm the capacity of the City's surrounding stormwater system and state of repair.

> *Prior to completing the final design for the project's sewer service.* Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

The Project will be responsible for any necessary stormwater infrastructure improvements necessary to accommodate the proposed Project. Fulfillment of the mentioned Standard Condition of Approval would ensure adequate stormwater drainage service to the Project.

Water

The Project site is served by existing water supplies, treatment facilities and distribution systems operated and managed by the East Bay Municipal Utility District (EBMUD). EBMUD provides potable water to approximately 1.3 million people throughout portions of Alameda and Contra Costa counties including the City of Oakland. The Project site is served by a six (6) inch water main located beneath Broadway.

The Project's increased water demand represents a very marginal increase in overall water demands from throughout the EBMUD service area (less than 1/100th of a percent increase over the current adjusted demand of 216,000,000 gpd). The Project's estimated water demand is fully accounted for in EBMUD's water demand projections as published in the *2009 WSMP 2040* and would not exceed water supplies available from existing entitlements and resources.

The Project sponsor will need to construct on-site water supply lines to connect to the existing water infrastructure. The existing main water pipeline system near the Project site is expected to be adequate to deliver water to the Project, although the water pipelines within the site may need to be extended or relocated to provide the requested service. As part of standard development practices, all modifications and improvements to the existing water supply infrastructure required to accommodate the Project would be determined in consultation with EBMUD upon application for water service, with all associated costs to be borne by the Project sponsor. Additionally, minimum fire flow requirements would be assessed at the time of Project funding.

For the reasons stated above, there is sufficient water to serve the Project.

Wastewater

The Project site is currently served by existing sewer infrastructure located beneath the surrounding roadways. Existing infrastructure consists of eight-inch pipelines located beneath both Broadway and 51st Street/Pleasant Valley Avenue.

The City of Oakland uses a numbered sub-basin system and assigns the discharges from each sub-basin a single discharge point from the City's collection system to the EBMUD interceptor system. The City allocates each sub-basin a certain amount of sewer flow that may be discharged to the EBMUD system, and flows within a sub-basin normally may not exceed that allocation. Should a sub-basin require more flow than its allocation, allocation may be redirected between adjacent sub-basins. In this manner, the City ensures the capacity of the EBMUD wastewater transport and treatment system is adequate to serve development as planned and as proposed.

Pursuant to the aforementioned City of Oakland Standard Condition of Approval, the Project sponsor would be required to confirm the capacity of the City's wastewater system, and the Project would be responsible for any necessary wastewater infrastructure improvements necessary to accommodate the Project. Therefore, portions of unused allocation would be re-allocated, through coordination agreements with EBMUD, to the relevant sub-basins to accommodate the Project's projected demand.

For the reasons stated above, there is sufficient water to serve the Project.

Solid Waste

Solid waste and yard trimmings within the City of Oakland are collected by Waste Management of Alameda County. These materials are taken to the Davis Street Transfer Station in San Leandro. After undergoing processing, waste from the Transfer Station is delivered to the Altamont Landfill in eastern Alameda County. The landfill is projected to have sufficient capacity to operate until at least 2031, and potential to operate through 2071, depending on waste flows and waste reduction measures.

Waste Management provides curbside recycling within the City, including the Project site. Curbside recycling includes collection of glass, aluminum and tin, motor oil, cardboard, magazine and newsprint, and plastic. Recyclable materials are also delivered to the Davis Street Transfer Center, where they are processed.

Demolition activities associated with the Project would be subject to City of Oakland waste reduction and recycling requirements. Uniformly imposed as a Standard Condition of Approval, the City's Waste Reduction and Recycling Standard, and Oakland Municipal Code Chapter 15.34 (which requires implementation of a recycling and waste reduction plan for construction and demolition activities) would reduce the amount of waste generated during the construction phases of the proposed Project.

For the reasons stated above, there is sufficient solid waste service for the Project.

Police Services

The Project would increase development intensity on the Project site as well as increase the on-site population (e.g., residents, visitors, employees). This increase could result in an increase in reported crimes. Whereas the City of Oakland continues to deal with issues surrounding crime and crime prevention, and whereas the OPD continues to manage its resources as effectively as possible given budgetary constraints, it is not anticipated that the Project will result in the need for any new physical facilities to maintain acceptable service ratios, response times or other Oakland Police Department performance objectives. Therefore, police service is adequate to serve the Project.

Fire Protection Services

The Oakland Fire Department's Station No. 8 is located at 463 51st Street, near 51st and Telegraph) which is approximately ½ mile from the Project site, and Station No. 19 (located at 5766 Miles Avenue, near Highway 24 and College Avenue), which is approximately ¾ of a mile from the Project site. Both of these stations are capable of providing prompt fire protection service to the Project site (less than seven (7) minutes) in an emergency. Station No. 8, which nearest to the site, is a truck company with a ladder equipped fire truck capable of fighting structural fires in multi-level buildings.

The population at the Project site may result in an increase in calls for fire and emergency service. However, the Fire Department would be able to provide adequate fire suppression and emergency medical response services to the Project Site with existing staff. The Project would not require development of new or physically altered facilities. Therefore, fire protection service is adequate to serve the Project.

Schools

The Oakland Unified School District (OUSD) operates the public school system in the City of Oakland. The OUSD administers seventy-seven (77) elementary schools, nineteen (19) middle schools, one (1) junior high school, thirty-one (31) high schools, and two (2) K-12 schools. It is

also responsible for three alternative schools, two (2) special education schools, three (3) continuation schools, three (3) community day schools, and (1) one opportunity schools.[12] The District's overall enrollment peaked in 1999 at 55,000, dropped to 39,000 by 2007, and is continuing to decline. Declining enrollment is projected to continue.[13]

The OUSD divides the city into three regional zones to manage resources. The Project is located within Region 1. There are twenty-two (22) elementary schools, seven (7) middle schools and one (1) K-8 school within Region 1.[14]

The Project would result in one-hundred thirty (130) net new housing units and 8,800 square feet of non-residential space. This additional development would result in new students attending the OUSD. New students would be distributed among the schools serving OUSD Region 1, thereby reducing substantial enrollment impacts to any one school. Given the declining student enrollment in OUSD schools, the District is likely to have capacity within its existing facilities to accommodate new students generated by the Project. If classroom capacity within the specific schools serving the Project were found to be unavailable at the time new students enter the school system, the OUSD could reassign students among schools within the District, expand year-round schooling, add more portable classrooms, transport students to less crowded schools, or find opportunities to more efficiently use existing or abandoned school facilities.

As authorized by California Government Code Sections 65995, 65996(a) and 65996(b), the OUSD collects school impact fees from developers of new residential and non-residential building space. The permitted method for addressing school enrollment increase impacts is limited to the statutory authority of school districts to impose school impact fees. California Government Code Sections 65995, 65996(a) and 65996(b) have preempted and limited the ability of local governments to exercise their police power to mitigate school impacts. A local government may not impose development requirements regarding school facilities in a manner inconsistent with state statutes on the subject. Therefore, under current statutes and case law, payment of the required school impact fees would address the impact of the Project on school services to the furthest extent permitted by law. School impact fees are collected when building permits are issued.

The courts have held that increased classroom enrollment resulting in school overcrowding is

---

[12] Ed-data, 2010.

[13] Oakland Unified School District (OUSD), Multi-Year Fiscal Recovery Plan, 2005; Oakland Unified School District (OUSD), Our Challenges and Goals, available online at: http://publicportal.ousd.k12.ca.us/19941010210434214 3/site/default.asp?, 2012.

[14] Oakland Unified School District (OUSD), School Sites by Region or Network w/Site Number, available online at: http://publicportal.ousd.k12.ca.us/ousd/lib/ousd/_shared/2010-11SchoolSitesbyRegionasof8.2.10-2.pdf, accessed July 18, 2012.

considered a "social" rather than a physical "environmental" impact and is not, in itself, a significant environmental impact requiring mitigation under CEQA (Goleta Union School District vs. Regents of University of California [2d Dist. 1995]). The duty of a lead agency to mitigate school impacts beyond the state-mandated fees arises only where there is a physical environmental impact involved beyond the mere addition of students to a school. Without definitive, detailed information on specific future school district facility expansion plans, such secondary physical environmental impacts would be too speculative to evaluate at this time.

The OUSD would collect school impact fees for the Project's residential and non-residential development. Under California Government Code Sections 65995, 65996(a) and 65996(b), payment of these fees is deemed to be full and complete mitigation. Therefore, the impact of the Project related to schools would be less than significant.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

In addition to investigating the applicability of CEQA Guidelines §15332 (Class 32), this technical report also assess whether any of the exceptions to qualifying for the categorical exemption are present. The following analysis compares the criteria of CEQA Guidelines §15300.2 (Exceptions) to the Project

Criterion 15300.2(a): Location

> (a) Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. (***Not Applicable***)

The Project does not qualify for an exemption under Classes 3, 4, 5, 6 or 11. Therefore, the exception under this criterion is not applicable.

Criterion 15300.2(b): Cumulative Impact

> (b) All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. (***Not Applicable***)

The potential cumulative environmental effects associated with the Project (and others in the area) are limited to transportation/traffic and air quality.

With regard to the topic of transportation/traffic, the TIA prepared for the Project, included as **Appendix A**, analyzes the potential cumulative effects associated with the Project and adjacent Safeway Redevelopment Project. That analysis addresses three (3) cumulative scenarios (i.e., 2035 No Safeway Plus Project, 2035 Plus Safeway No Project, and 2035 Plus Safeway Plus Project) and concludes a ***Less Than Significant Impact*** would result. Therefore, relative to this

environmental topic, the Project would not result in a significant cumulative impact.

Concerning potential cumulative air quality effects, additional analysis (beyond that accomplished in the preceding pages) is not necessary. In developing thresholds of significance, BAAQMD considered the levels at which individual impacts would be cumulatively considerable. As described above, all Project-specific air quality impacts are considered less than significant. Therefore, it can also be concluded the Project's cumulative effect would also be ***Less Than Significant.***

Criterion 15300.2(c): Significant Effect

> (c) A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. (***Not Applicable***)

There are no known unusual circumstances applicable to the Project and which may result in a significant effect on the environment. Therefore, the exception under CEQA Guidelines Sec. 15300.2(c) does not apply to the Project.

Criterion 15300.2(d): Scenic Highway

> (d) A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR. (***Not Applicable***)

The Project site has no trees, rock outcroppings, or similar resources, and is not visible from a state scenic highway. The nearest scenic highway, the Macarthur Highway, is located approximately one (1) mile southwest of the Project site. As described in the cultural resources analysis below, the Project site does not include a historic resource within the meaning of CEQA.

The Project may result in the removal of up to three (1) trees. However, mandatory compliance with the preservation and replacement requirements of Municipal Code Chapter 12.36 (Protected Trees) ensures that, should any qualifying trees need to be removed, the Project would result in a less than significant effect relative to their aesthetic value.

Therefore, given these facts, the exception under CEQA Guidelines §15300.2(d) does not apply to the Project.

Criterion 15300.2(e): Hazardous Waste Sites

> (e) A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. (***Not Applicable***)

The City of Oakland threshold for determining significant environmental effects for properties

on a list compiled pursuant to Section 65962.5 of the Government Code states, "Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (i.e., the "Cortese List") and, as a result, would create a significant hazard to the public or the environment." The Project site is not identified on any list compiled pursuant to Section 65962.5 of the Government Code or any other list compiled for purposes related to identifying the prior release of hazardous materials.[15]

Therefore, given the above facts, the exception under CEQA Guidelines §15300.2(e) does not apply to the Project.

Criterion 15300.2(f): Historical Resources

> (e) A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. (***Not Applicable***)

Introduction

The analysis and conclusions described under this environmental topic are derived from the *4901 & 4915 Broadway Historic Resource Evaluations*, prepared by Page & Turnbull and dated July 8, 2014 ("HRE") (see **Appendix C**). This HRE provides a building description, historic context, and an examination of the current historic status for the Project site. The HRE also includes an evaluation of the properties' eligibility for listing in the California Register. CEQA §21084.1 defines a "historic resource" as one that is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."

4901 and 4915 Broadway are not listed and have not previously been found eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. 4901 Broadway and 4915 Broadway were previously documented by the City of Oakland using Oakland Cultural Heritage Survey Research Forms for Buildings, but were found not to be Potential Designated Historic Properties (PDHPs) in the Oakland Cultural Heritage Survey. No ratings were assigned to these properties.

4919-21 Broadway is also located within the proposed development area. It was given an Oakland Cultural Heritage rating of "Ed3" which means "Of no particular interest with a potential for minor importance if restored; not in a historic district" and also not a PDHP. It was also listed in the California Historical Resources Information System with a status code of 6Z, which means "Found ineligible for NR, CR or Local designation through survey evaluation." Thus, it is not considered a historic resource for the purposes of CEQA and was not evaluated in the HRE.

There are also six vacant parcels within the proposed development area, most or all of which used to contain buildings. The addresses and Assessor Parcel Numbers for these sites are 4939 Broadway (APN 013-1136-009-02), N/A Broadway (APN 013-1136-008-04), 311 51st Street (APN 013-1136-005-05), 313 51st Street (APN 013-1136-004-02), 4974 Desmond Street (APN

---

15 EDR Summary Radius Map Report, *Temescal Apartments- 4901 Broadway*, Inquiry Number 3978547.2s.

013-1136-002-01), and 4964 Desmond Street (APN 013-1136-021).

Historic Resource Identification Criteria

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources ("California Register") is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The California Register of Historical Resources follows nearly identical guidelines to those used by the National Register, but identifies the criteria for evaluation numerically.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

- Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California.
- Criterion 2 (Persons): Resources that are associated with the lives of persons important to California history.
- Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of California.

Presently, the Project site does not include a resource listed in the California Register, National Register or City of Oakland Local Register.

INTEGRITY

In order to qualify for listing in any national, state, or local register, a property must possess significance under one of the aforementioned criteria and have historic integrity. The same seven variables or aspects that define integrity - location, design, setting, materials, workmanship, feeling and association - are used to evaluate a resource's eligibility for listing in the California Register and the National Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

- Location is the place where the historic property was constructed.
- Design is the combination of elements that create the form, plans, space, structure and

style of the property.

- Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.
- Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Project Site Evaluation

4901 Broadway

Criterion 1 (Event). 4901 Broadway is not individually eligible for listing in the California Register under Criterion 1 (Event) for association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The building does not represent any noted historic themes for the area relating to the nearby quarry or Italian culture that characterized the Temescal in the earlier twentieth century. The building was constructed in 1946 on the site of a previous building; it is therefore not associated with the development of streetcar suburbs in Oakland during the 1910s and 1920s.

Regarding the building's past owners and tenants, the Marshall Steel Co. is a long-standing dry cleaning service that has primarily served Berkeley and Oakland and has expanded into other East Bay cities. The original location was at 2124 Center in Berkeley from 1904 to 1934, and the Marshall Steel Company Cleaning Plant has been located at 5427 Telegraph Avenue since 1934. The location at 4901 Broadway was the fourth branch location established. Because the company's headquarters continues to operate at the flagship location at 5427 Telegraph Avenue, the company is better represented by that building.

The Gap, Inc. clothing store occupied 4901 Broadway for at least 10 years. This was one of about 25 stores in the chain when it opened in 1971, and the headquarters of this well-known brand clothing store is located in San Francisco. Little information was found regarding later occupants, such as Mattress Mart.

For these reasons, the property is not individually eligible for listing under Criterion 1.

Criterion 2 (Persons). 4901 Broadway is not individually eligible for listing in the California

Register under Criterion 2 (Persons). The property is associated with Marshall Steel, Jr. of the Marshall Steel Co. Though this individual may have been successful in his business ventures, research did not indicate that he made significant contributions to local, state, or national history such that this property would be significant in association. Thus, 4901 Broadway does not meet the historic threshold for listing under Criterion 2.

Criterion 3 (Architecture) 4901 Broadway is not individually eligible for listing in the California Register under Criterion 3 (Architecture). It is an example of a single-story commercial building with a utilitarian design, aside from the projecting overhang and eave with horizontal speed lines. It is not an excellent example of this type, period, or method of construction. According to the original building permit, the building was designed by Alben Froberg, who also designed the two-story brick Marshall Steel Cleaning Plant at 5427 Telegraph Avenue 12 years prior. Compared to the cleaning plant and other contemporaneous designs by Froberg, 4901 Broadway is simple in design and is not a good representation of Froberg's work. Thus, the building is not significant in association with Alben Froberg. The design for 4901 Broadway does not have high artistic values. Therefore, 4901 Broadway is not eligible for listing in the California Register under Criterion 3.

Criterion 4 (Information Potential). The "potential to yield information important to the prehistory or history of California" typically relates to archeological resources, rather than built resources. When Criterion 4 does relate to built resources, it is for cases when the building itself is the principal source of important construction-related information. Based on historic research, Criterion 4 is not applicable to 4901 Broadway.

Integrity. 4901 Broadway retains integrity of location and setting because it is situated on its original lot and the surrounding area has changed minimally, aside from the development of the Rockridge Shopping Center up the street. The building remained in use as a store throughout its occupation, and therefore retains integrity of feeling and association. The building retains integrity of design, materials, and workmanship, since the building's design was simple to begin with and has been minimally altered on the exterior, aside from a wall mural. The display windows and front doors have been boarded with plywood, though they likely exist underneath. Thus, the building retains overall integrity.

Conclusion. Despite the retention of integrity, since 4901 Broadway fails to meet any of the four California Register criteria, it is not eligible for listing in the California Register. Therefore, the building should not be considered a historic resource under CEQA.

4915 Broadway

Criterion 1 (Event). 4915 Broadway was constructed as the original location of the Colombo Club, an Italian-American men's social club that was founded in the immediate vicinity by employees of the quarry across the street (now the location of the Rockridge Shopping Center). The era in which the Colombo Club occupied the building at 4915 Broadway corresponded with the height of Oakland's Italian-American community in the Temescal district from the 1920s to the 1950s, before the neighborhood shifted to a broader demographic. The Colombo Club remains the oldest and largest of the remaining Italian-American social clubs in Oakland. While 4915 Broadway represents the beginnings of the Colombo Club, the building's integrity was

compromised after the club moved out (see integrity discussion, following). Though the building has lost integrity to the period associated with the Colombo Club, the club is represented by its current location at 5321 Claremont Avenue, which is also located in the Temescal neighborhood. The club has been located at the current location for 63 years, while it was located at 4915 Broadway for 29 years. The club continues its traditional social events at the present location, which contains similar but expanded facilities.

Little information was found on later occupants, including California Metal Craft, Mackey Picture Frame Wholesalers, and Broadway Liquors. They do not appear significant to local, state, or national history.

For these reasons, the property is not individually eligible for listing under Criterion 1.

Criterion 2 (Person). 4915 Broadway is not individually eligible for listing in the California Register under Criterion 2 (Persons). The property is associated with various men who established the Colombo Club and purchased the property, as well as owners and managers of the subsequent retail stores that occupied the building. Research did not indicate that any specific people made significant contributions to local, state, or national history such that this property would be significant in association. Therefore, 4915 Broadway does not meet the historic threshold for listing under Criterion 2.

Criterion 3 (Architecture). 4915 Broadway is not individually eligible for listing in the California Register under Criterion 3 (Architecture). With its shaped parapet, it is a modest example of a Mission-style commercial building from 1922, but it does not exemplify this type, period, or method of construction. The primary façade has sustained alterations that further erode its simple original design (see integrity discussion, following). The building was originally constructed by builder J.H. Norlin, though no information could be located about him. No architect was listed in the permit. The building does not have an association with a master architect and does not possess high artistic values. Therefore, 4915 Broadway is not eligible for listing in the California Register under Criterion 3.

Criterion 4 (Information Potential). The "potential to yield information important to the prehistory or history of California" typically relates to archeological resources, rather than built resources. When Criterion 4 does relate to built resources, it is for cases when the building itself is the principal source of important construction-related information. Based on historic research, Criterion 4 is not applicable to 4915 Broadway.

Integrity. 4915 Broadway retains integrity of location and setting because it is situated on its original lot and the surrounding area has changed minimally, aside from the development of the Rockridge Shopping Center up the street. Regarding integrity of design, materials, and workmanship, while the bulk of the building remains unaltered, though in a dilapidated state, the primary façade was altered in the 1950s. At that time, all of the original openings were demolished, the front entry location was moved, and new windows of different dimensions were installed. Some windows on the secondary facades have been boarded and portions of the roof material have caved in. The building has not been used as a clubhouse since 1951; after the Colombo Club moved out, it was used as a commercial space for various retailers and has more recently been vacant. Therefore the property does not retain integrity of feeling and association

to its original purpose. On the whole, 4915 Broadway does not retain integrity.

Conclusion. Though 4915 Broadway fails to meet any of the four California Register criteria and does not retain integrity. Therefore, it is not eligible for listing in the California Register.

Conclusion

The three buildings at 5107, 5117, and 5151 Broadway are not listed in the California Register, nor have they been previously determined eligible for listing. This Historic Resource Evaluation finds that the buildings do not rise to a level of local, state, or national individual significance such that any of them would be eligible for listing on the California Register. None of the properties are included in Oakland's Local Register of historical resources. The City Council has not determined that any of the buildings are historically or culturally significant. Finally, 5117 and 5151 Broadway have not been identified as significant in a historic resource survey.

In a 1995 DPR form for the Unreinforced Masonry Survey, 5107 Broadway was given a "5S2" code, which means it is "an individual property that is eligible for local listing or designation." This finding was based on the OCHS Survey's previous rating of C, which made the building a Potential Designated Historic Property (PDHP) for the local register. While its local survey rating as a PDHP meets the broadest definition of 'historic' in the Oakland General Plan, the intensive-level research conducted for this Historic Resource Evaluation, combined with the updated integrity assessment, provides a preponderance of evidence that 5107 Broadway is not historically or culturally significant.

As described above and, in detail within the HRE included at **Appendix B**, the Project site does not include a historic resource within the meaning of CEQA. Therefore, the exception under CEQA Guidelines §15300.2(f) does not apply to the Project.

This page intentionally left blank