

Case File Number: PLN15-047-PUDF-01(VTPM10346)**May 20, 2015**

Location:	0 10th Street (Parcel 2- Wood Street Development Area 1 – 2.11-Acre site bounded by the Pacific Cannery Lofts /Ironhorse Apartments to the east, 14th Street to the north, 11th Street to the south and Frontage Road to the west) (See map on reverse)
Assessors Parcel Number:	006-0029-007-00
Proposal:	To construct a new 47-unit townhouse-style residential condominium development.
Owner:	Build West Oakland, LLC
Applicant:	City Ventures – Molly Maybrun (510)846-6540
Case File Number:	PLN15-047-PUDF01(TPM10346)
Planning Permits Required:	Preliminary and Final Development Plan; Design Review for construction of 47 new townhouse-style residential condominiums; Vesting Tentative Tract Map for a one-lot subdivision to create 47 new townhouse-style residential condominium units
General Plan:	Urban Residential
Zoning:	D-WS Wood Street Zoning District – Development Area 1
Environmental Determination:	State CEQA Guidelines: The project relies on previous EIR (ER03-0023) for Wood Street certified on March 16, 2005 and the West Oakland Specific Plan (WOSP) EIR certified on July 29, 2014, and Section 15183, projects consistent with a community plan, general plan or zoning.
Historic Status:	Not a Potential Designated Historic Property (PDHP); Survey Rating: N/A
Service Delivery District:	1
City Council District:	3
Status:	Pending
Action to be Taken:	Decision on application based on staff report
Staff Recommendation:	Approval subject to conditions
Finality of Decision:	Appealable to City Council
For Further Information:	Contact case planner Maurice Brenyah-Addow at (510) 238-6342 or by email at mbrenyah@oaklandnet.com

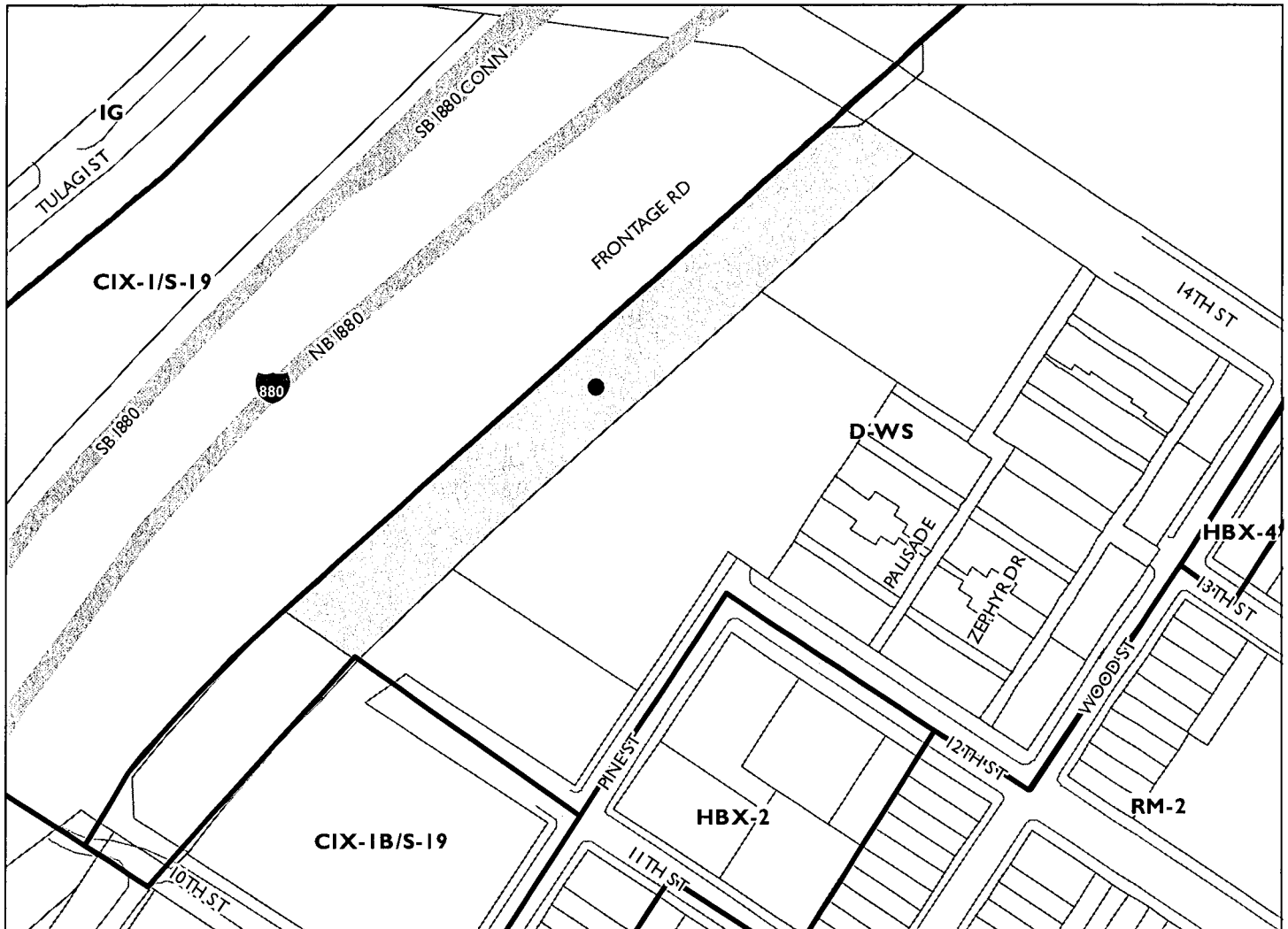
SUMMARY

City Ventures is requesting approval of a combined Preliminary and Final Development Plan, Design Review for a new 47-unit townhouse-style residential condominium development. The project is proposed to be constructed on a vacant 2.11-acre site bounded by the Pacific Cannery Lofts/Ironhorse Apartments to the east, 14th Street to the north, 11th Street to the south and Frontage Road to the west which is designated as Development Area 1 in the Wood Street Zoning District (WSZD).

The proposed project is substantially consistent with the applicable land use regulations and property development standards as specified in the WSZD for approving a Preliminary Development Plan

(SEE MAP ON REVERSE SIDE)

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet



Case File: PLN150047-PUDF01

Applicant: City Ventures - Molly Maybrun

Address: 0 10th Street (Wood Street Development Area I -
2.1 acre site bounded by Pacific Cannery Lofts and
Ironhorse Apartments to east, 14th Street to north,
11th Street to south and Frontage Road to west

Zone: D-WS

(PDP) and Final Development Plan (FDP), and Regular Design Review for new construction subject to the attached conditions of approval (See “Findings” and “Conditions of Approval” sections of this report for details).

Staff believes that the project will complement the Wood Street neighborhood’s goal of creating an active, pedestrian-oriented urban community in West Oakland and therefore recommend that the Commission confirm the environmental determination and approve the Preliminary and Final Development Plans, and Design Review application for the proposed project subject to the attached Conditions of Approval.

BACKGROUND

The Wood Street Zoning District (WSZD) Project is a mixed-use redevelopment of under-utilized land around the 16th Street Train Station in West Oakland with the goal of creating an active, pedestrian-oriented urban community in West Oakland. The 29-acre Wood Street Development Project, involving five vesting tentative parcel maps, was approved by the City Council in June 2005. The plan area lies between 10th Street to the south, West Grand Avenue to the north, Wood Street to the east and 1-880 Frontage Road to the west.

The WSZD regulations include Land Use Regulations, Development Standards and Design Guidelines aimed at ensuring that individual developments will be visually and functionally integrated, and that collectively the project will be compatible with the existing neighborhood. For the purposes of appropriate regulations, the WSZD is divided into nine (9) Development Areas, each subject to specific regulations and to be developed within specific timelines by the respective owners. The WSZD project also approved a series of Vesting Tentative Maps (VTPM8551–8555) for all the parcels in the district of which VTPM8551 was approved to create Parcels 1, 2, 3 and 4 for Development Areas 1 and 3.

Since the WSZD regulations were adopted, three main development projects have been completed for Development Areas 2 and 3. These include 1.) the 163-unit Pacific Cannery Lofts (PCL) by Holliday Developments; 2.) the 130-unit Zephyr Gate townhomes by Pulte Homes; and 3.) the 99-unit Ironhorse rental apartments by Bridge Housing. In 2007 the Planning Commission approved the HFH Apartments project (a 301–unit apartment development) for Development Area 4 but it was not built and this area was recently revised to a 176-unit residential and commercial project which was approved by the Planning Commission on August 6, 2014. On December 3, 2014, the Planning Commission approved another new mixed-use (residential/commercial) development involving 235 residential units and 13,615 flex commercial spaces to be completed in two phases for Development Area 8. Although staff is aware of a couple pre-application consultations with potential developers who are interested in some of the remaining development areas, the proposed 47 units at Parcel 2 of Development Area 1 is the latest official proposal (in addition to the above-listed entitlements) that the City has received towards implementation of aspects of the Wood Street Project.

PROPERTY DESCRIPTION

The WSZD Development Area 1 (Parcel 2) is one of four parcels approved as part of Vesting Tentative Parcel Map 8551. Parcel 2 of Development Area 1 is a 2.11-acre vacant site bounded by the Pacific Cannery Lofts/Ironhorse Apartments to the east, 14th Street to the north, 11th Street to the south and Frontage Road to the west. Prominent uses and developments in the vicinity include the historic 16th Street Train Station, the Zephyr Gate townhouses, the Ironhorse housing development, the Pacific Cannery Lofts and a mixture of uses including the Bea's Hotel, the California Waste Solutions recycling facility, historic Victorian homes, warehouses, and construction/light industrial yards.

PROJECT DESCRIPTION

The proposed project involves the construction of a new 47-unit townhouse-style residential condominium development. The approximately 1,650 square-foot average sized 3 bedroom units will be three stories of residential occupancy with ground level parking garages. Front and rear yards will provide useable open space for each of the residential units. Due to the linear and relatively narrow orientation of the subject lot the site plan features a series of five detached structures which contain batches of the townhouse-style condominium units. The new structures are organized along the western property line closer to Frontage Road. A driveway easement is located along the eastern property line adjacent to the Pacific Cannery Lofts (PCL) and the Iron-horse developments and provides vehicular access to all the units at the subject site as well as the PCL garage.

The exterior materials and treatments include cement board and stucco. The designs incorporate various elements and detailing such as projecting/recessed planes. The proposed landscaping includes trees, shrubs, ground cover, as well as hardscape such as decorative pavers, planters and other features that enhance the visual quality, functionality, and experience of the open areas.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) ER03-0023 was certified for the Wood Street Development Project on March 16, 2005, and an EIR for the West Oakland Specific Plan was certified on July 29, 2014 (collectively, "Previous CEQA Documents"). No legal actions were filed challenging the Previous CEQA Documents, and thus they are presumed valid. No further/additional CEQA review is required. None of the circumstances necessitating preparation of additional CEQA review as specified in CEQA and the CEQA Guidelines, including without limitation Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163 are present, in that:

1. There are no substantial changes to the project that would result in new significant environmental impacts or a substantial increase in the severity of significant impacts already identified in the Previous CEQA Documents;

2. There are no substantial changes in circumstances that would result in new significant environmental impacts or a substantial increase in the severity of significant impacts already identified in the Previous CEQA Documents; and
3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Previous CEQA Documents were certified, which is expected to result in: (a) new significant environmental effects or a substantial increase in the severity of significant environmental effects already identified in the Previous CEQA Documents; or (b) mitigation measures which were previously determined not to be feasible would in fact be feasible, or which are considerably different from those recommended in the Previous CEQA Documents and which would substantially reduce significant effects of the project, but the City declines to adopt them.

As a separate and independent basis, the project is also exempt from CEQA review pursuant to CEQA Guidelines Section 15183, projects consistent with a community plan, general plan or zoning.

GENERAL PLAN ANALYSIS

The subject site is located in the Urban Residential land use classification according to the City of Oakland General Plan Land Use and Transportation Element (LUTE). According to the LUTE, the intent of the Urban Residential classification is to “create, maintain, and enhance areas of the City that are appropriate for multi-unit, mid-rise or high-rise residential structures in locations with good access to transportation and other services.” Furthermore, the primary future uses in this classification is residential. The proposed 47 residential development is consistent with the general plan in that it is located within the Wood Street Development Project Area with easy access to major arterial streets such as West Grand Avenue and has good access to public transit such as Bart and AC Transit.

The proposed project is consistent in all significant respects with the following General Plan objectives and policies:

- Objective N3: Encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future housing needs of the Oakland community. The project will provide the Oakland community with 47 new dwelling units.
- Policy N3.1, Facilitating Housing Construction: *Facilitating the construction of housing units should be considered a high priority for the City of Oakland.* The City of Oakland’s Planning and Zoning Department has streamlined its systems in order to facilitate the construction of new homes by assisting developers to navigate the permitting process smoothly and in a timely manner.
- 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 Oakland.* The project is proposed for a site located in an urban area of West Oakland. The new development will be an infill development for the currently vacant site.

- Policy N6.2, Increased Home Ownership: *Housing developments that increase home ownership opportunities for households of all incomes are desirable.* The project will provide home ownership opportunities for 47 new households. The developer intends to build these units as condominiums which will create homeownership opportunities and make the units more affordable for purchasing.

ZONING ANALYSIS

The WSZD regulations include Land Use Regulations, Development Standards and Design Guidelines aimed at ensuring that individual developments will be visually and functionally integrated with each other as well as collectively compatible with the existing neighborhood.

The WSZD requires both a Preliminary and a Final Development Plan which shows such details as streets, location of details of structures, uses, estimated population, landscaping features, phasing plan, public and private infrastructure, etc. for each development area.

Preliminary and Final Development Plan (Wood Street Zoning District)

The Preliminary Development Plan (PDP) and Final Development Plan (FDP) in the context of the Wood Street Zoning District are unique and although similar in concept to a Planned Unit Development (PUD), it is different in format and review criteria from the PUD process in the Planning Code. The procedure for Design Review for PDP/FDP in the WSZD follow the schedule outlined in Section 17.136.060 of the Planning Code, but not the criteria. The WSZD limits Design Review to a determination of whether or not the proposed design is in substantial compliance with the design guidelines specified in WSZD regulations. (See findings and attachment "B" for checklist).

Land Use Regulations

Development Area 1 of the WSZD requires a minimum residential density of 1 unit per 2,000 sq. ft. of lot area and a maximum density of 1 unit per 1532.22 sq. ft. of lot area which translates into a minimum of 46 and a maximum of 59.8 units for the 2.11 acre project site. The proposed 47 units are therefore consistent with the Development Area 1 prescribed density. The proposed 47 residential units (Permanent Residential Activities) is a permitted use in Development Area 1 of the WSZD.

In order to approve the project, the WSZD regulations require the Planning Commission to make written findings that the Preliminary and Final Development Plan for the project is in substantial conformance with the Wood Street Zoning District Regulations - Design Review criteria (See Findings) and the WSZD development standards (See attachment B). The project also involves VTPM 10346 which is a revision to the previously approved VTPM8551 in order to construct the proposed 47 units as condominiums at Parcel 2.

Project Consistency with Required Development Standards

Table 5.10.1	Required	Proposed
Max. Residential Density		
1. Min land area/dwelling unit	1,535.22 sq. ft.	1,955.57 sq. ft.
2. Max. dwelling unit/acre	28.4 DU/A	22.27 DU/A
3. Max number of units	82	47
Min. Residential Density	1 unit /2000sf of site area (22 DU/A)	47DU/2.11A =22.27 DU/A
Max. FAR	N/A	N/A
Max. Height	65 ft. (some exceptions apply)	35 ft.
Min. Street setbacks		
-Wood Street	10ft.	N/A.
-12 th Street	0	N/A
-Frontage Road	0	0 to 13'-6"
-14 th Street	0	N/A
-Public Access Areas	0	N/A
Min. Interior setbacks	5 ft.	5 ft.
Min. useable open space	100 sq. ft./unit)	240 sq. ft./unit
Reqd. off-street parking- - Residential	1.1 space/DU	2 spaces/DU

KEY ISSUES AND IMPACTS

Overall, the proposed site plan and design for the proposed project is successful and consistent with the Wood Street development plan's goal of creating an active, pedestrian-oriented urban community in West Oakland. The proposed townhouse-style/row-house structures will be built as condominium units and appropriate for this linear strip of land in the Wood Street development area. The key issues and impacts are discussed below:

Density/Setbacks

The 47-unit project complies with the minimum of 46 and the maximum of 59.8 units for the 2.11 acre project site. The proposed structures will comply with all the required setbacks along Frontage road and the remaining property lines.

Automobile Parking

The project provides at least one off-street parking space for all the residential units within an enclosed garage and an additional parking space within the driveway which translates into 2 off-street parking spaces for each dwelling unit and a total of 94 spaces for the entire development.

Site Plan and Building Design

The site plan presents an urban medium-density type development that responds to the context of urbanized development in the vicinity. The units are proposed in a series of five detached 3-story structures with contemporary design styles to blend-in with the recent developments in the Wood Street District. The exterior materials and treatments include cement board and stucco. The designs incorporate various elements and detailing such as projecting/recessed frames to achieve a well-composed building volume that is proportionally scaled to fit the site.

Useable Open Space

The WSZD requires 100 square feet of useable open space per dwelling unit. The project provides an average of 240 square feet of private open space per unit. The project incorporates landscaping (softscape and hardscape) to enhance the open areas to achieve a net reduction of peak flow stormwater run-off.

Landscaping

The project incorporates various landscaping elements to achieve an attractive street and front yard ambience. The proposed landscaping include trees, shrubs, ground cover, as well as hardscape such as decorative pavers, planters and other sculptural features that enhance the visual quality, functionality, and experience of the open areas.

Project Phasing

The project construction is projected to commence in early 2016 and completed by early 2017. At this juncture no phasing is proposed for the project but in the event the applicant decides to complete it in phases, staff recommends that the Planning Commission allowing the flexibility for that to happen.

Historic 16th Street Train Station

The project site is located two city blocks away from the historic 16th Street train station. The development is not expected to change the significance of, or have any negative impacts on the train station. Instead, the project involves improvements at a neighboring vacant site and expected to bring more residents to the area, generate more pedestrian activity, spur economic development in the area and serve as a catalyst for similar developments in the area and contribute to the subsequent rehabilitation of the train station building.

CEQA Analysis

As described in the "Environmental Determination" section, above, none of the circumstances necessitating further CEQA review are present. Thus, the City can rely on the Previous CEQA Documents.

Traffic Mitigation and fair Share Contributions

As part of mitigation measures for the Wood Street Project, certain traffic mitigation measures were identified to study and improve specific intersections. The project shall be required to comply with the Traffic Mitigations and Fair Share contributions as per the mitigation measures associated with VTPM8551 (Parcel 2) and ER03-0023 for the Wood Street project with details as follows:

VTPM Condition 25 (Fair Share Contribution to Improvements at Frontage Road and W. Grand);
VTPM Condition 26 (Fair Share of Modifications at the West Grand Avenue/Mandela Parkway Intersection);

VTPM Condition 27 (Fair Share of Modifications at the 7th Street/Mandela Parkway Intersection);
VTPM Condition 28 (Fair Share of Improvements at West Grand Avenue/Maritime Street and 3rd Street/Market Street Intersections): See Attachment "D" (letter of May 29, 2009 from Eric

Angstadt, establishing a Fair Share Payment of \$10,914 for COA's 25, 26, 27 and 28 for the "Central Station LLC" site);

VTPM 8551 (Parcel 2) Condition 76 (Public or Private Shuttle Service between the Project Area and the West Oakland BART Station): From 2007 to 2009, the Project Sponsors engaged in a study of this topic, soliciting a number of bids for private shuttle service, surveying residents and future residents about their potential utilization of such service, and engaging in discussions with AC Transit and BART. As a result of this study, the Project Sponsors elected not to utilize a private shuttle, for the following reasons:

- AC Transit opposed the private shuttle service, which they believed would negatively impact their ridership
- In surveys conducted at the time, incoming homeowners expressed very low levels of support for a private shuttle, a strong indicator that the shuttle was unlikely to be "used sufficiently to result in a substantial reduction in private vehicle use by Project residents and occupants"
- In consultation with AC Transit, the Project Sponsors provided a new stop on the 26 line at 12th and Wood
- In response to anticipated new peak hour utilization, AC Transit agreed to reduce peak hour headways at the new stop to 15 minutes, with a 5 minute travel time to the West Oakland BART station
- Condition 76 explicitly allows latitude on the parts of both the Project Sponsors and the Planning Director to implement the best solution to facilitate use of transit and reduce private vehicle use. Due to more recent budget cutbacks and ridership analysis, headways at the local stop have increased during peak hours to 18 - 20 minutes, although travel time to the West Oakland BART station remains 5 minutes.

For VTPM8551 COA's 25, 26, 27, and 28, the applicant would be required to pay the Fair Share contribution identified in Eric Angstadt's letter of May 29, 2009 prior to issuance of building permit (See Attachment D).

VTPM8551 COA's 29 and 30, which addresses BART ridership and fare gate capacity are no longer CEQA thresholds however they are required as mitigation for traffic impacts. Staff recommends that the applicant collaborate with the other Wood Street Project sponsors to re-engage discussions with BART to see if they have completed and implemented methods to address capacity impacts on BART for new developments.

For VTPM8551 COA 76, the applicant should collaborate with the other Wood Street Project sponsors to re-engage discussions with AC Transit to see if service on the 26 line can be returned to 15 minute headways, and as development of the Wood Street Zoning District progresses to the north, in coordination with AC Transit, locate an additional AC Transit stop proximate to the new uses.

City Engineer's Report

Section 3.20 and 3.40 of the WSZD regulations require that the City Engineer review the plans and determine whether the submittal is complete. The PDP/FDP plans were circulated for review and comment to the Public Works agency, Building Services, and Fire Prevention Services and all departments have reviewed and cleared the project for approval subject to the conditions of approval. (See Conditions of Approval).

CONCLUSION:

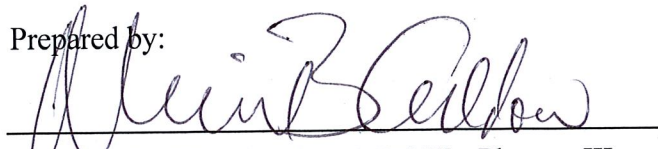
The proposed new residential development involving 47 residential units is an appropriate development for the WSZD of West Oakland. The project is consistent with the development standards of the WSZD land use regulations of the Oakland Planning Code. The project would not result in new or more severe environmental impacts beyond those identified in the Wood Street EIR and therefore no subsequent or supplemental environmental review is warranted. The site plan, building designs, layout, heights, materials, colors, open areas, and landscaping all combine as a cohesive whole that is appropriate for the subject site. Staff believes that this project will serve as a catalyst for further development within the Wood Street Project area and eventually lead to the rehabilitation and reuse of the 16th Street Train Station and Plaza.

RECOMMENDATIONS:


Based on the analysis contained in this report, the findings, and the conditions of approval attached to this report and elsewhere within the administrative record, staff believes that the proposed project is an appropriate development that will further the overall objectives of the WSZD and the Oakland General Plan, particularly related to new housing development. Thus, staff recommends that the Commission:

1. Affirm staff's CEQA determination; and
2. Approve the Preliminary/Final Development Plan, Design Review subject to the attached Findings and Conditions of Approval.

Prepared by:


MAURICE BRENYAH-ADDOW - Planner III

Approved:


SCOTT MILLER - Zoning Manager

Approved for forwarding to the
City Planning Commission:



DARIN RANELLETTI – Deputy Director
Bureau of Planning

ATTACHMENTS:

- A. Project Plans
- B. Project Conformance Checklist
- C. VTPM8551 Relevant Conditions of Approval
- D. Fair Share Contribution

FINDINGS FOR APPROVAL:

This proposal meets the required findings and standards under Section 17.101A DW-S Review and Development Standards of the Oakland Planning Code as set forth below. Required findings are shown in **bold type**; explanations as to why these findings can be made are in normal type.

Findings for Approval of Preliminary development Plan/Final Development Plan

Approval of the PDP/FDP for the Development Area 8 Wood Street project is supported by the following findings: The project conformance with the Wood Street Zoning District is not limited to the findings identified below, but is also included in the previous analysis of this staff report, the Wood Street Development EIR, and the Wood Street Zoning District Development Standards Checklist prepared by Baran Studio (Attachment B, incorporated by reference into these findings) as well as elsewhere in the record of proceedings leading up to these approvals.

I. California Environmental Quality Act (CEQA) Findings

An Environmental Impact Report (EIR) ER03-0023 was certified for the Wood Street Development Project on March 16, 2005, and an EIR for the West Oakland Specific Plan was certified on July 29, 2014 (collectively, "Previous CEQA Documents"). No legal actions were filed challenging the Previous CEQA Documents, and thus they are presumed valid. No further/additional CEQA review is required. None of the circumstances necessitating preparation of additional CEQA review as specified in CEQA and the CEQA Guidelines, including without limitation Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163 are present, in that:

1. There are no substantial changes to the project that would result in new significant environmental impacts or a substantial increase in the severity of significant impacts already identified in the Previous CEQA Documents;
2. There are no substantial changes in circumstances that would result in new significant environmental impacts or a substantial increase in the severity of significant impacts already identified in the Previous CEQA Documents; and
3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Previous CEQA Documents were certified, which is expected to result in: (a) new significant environmental effects or a substantial increase in the severity of significant environmental effects already identified in the Previous CEQA Documents; or (b) mitigation measures which were previously determined not to be feasible would in fact be feasible, or which are considerably different from those recommended in the Previous CEQA Documents

and which would substantially reduce significant effects of the project, but the City declines to adopt them.

As a separate and independent basis, the project is also exempt from CEQA review pursuant to CEQA Guidelines Section 15183, projects consistent with a community plan, general plan or zoning.

II. Findings for Approval of Preliminary Development Plan (Section 3.20) and Final Development Plan (Section 3.40)

The Planning Commission find that the Preliminary Development Plan (PDP) and final Development Plan (FDP) for the project is in substantial conformance with the Wood Street Zoning District.

- A. The PDP and FDP have been prepared by a professional design team consisting of a licensed architect (Baran Studios), registered civil engineer (Sandis), and professional landscape architect (Einwiller Kuehl Landscape Architecture).
- B. The layout, design and size of the proposed project are appropriate for the location and compatible with the surrounding area, which has a variety of land uses and building types.
- C. The proposed project is consistent with the applicable Wood Street Zoning District regulations and development standards relating to density, height, building frontage, useable open space, number of off-street parking spaces, location of garages, etc.
- D. The proposed project's substantial conformance to the Wood Street Zoning District regulations and development standards, including the manner in which various project features implement the stated intent behind certain regulations, is described fully in the Wood Street Zoning District Development Standards Checklist prepared by Baran Studio (Attachment B, incorporated by reference into these findings). The analysis contained in the Compliance Checklist is carried forward by the Planning Commission and made part of these findings.
- E. The utility and infrastructure plans meet the requirement of the Wood Street Zoning District.
- F. The public facilities financing plan for the proposed project has improvements to 14th Street being funded in cash by the applicant (Public Facilities Financing Letter provided). See condition 78 of Wood Street Project approval.

III. Findings for Final Design Review – Sections 3.50 and 6.00 of the Wood Street Zoning District Regulations

The Planning Commission finds that the project is substantially in compliance with the Section 6.00 Design Guidelines, of the Wood Street Zoning District.

General Guidelines

1. **Each development project shall by use of massing, articulation, materials and detail establish a coherent integrated architectural character that is consistent with each development project. All built aspects of the development project shall be considered as contributing to the architectural character of the development project, including but not limited to; site structures and furnishings, exterior lighting, paving and signage.**

The 3 story structures proposed to be constructed apply similar exterior materials and treatments such as cement board siding, stucco, projecting frames, etc. The design incorporates various architectural elements and detailing such as projections and recesses, varied rooflines, some

decks, etc. to achieve a series of distinct and well-composed building volumes that are proportionally scaled for the long narrow site. Together, the five main buildings, create a sequence of structures with landscaped front and rear yards that create visual interest while infilling a vacant long and narrow site.

2. Buildings are not restricted to any specific architectural style. Within the overall scope of the Wood Street Zoning District, a variety of architectural styles are encouraged as a means of enhancing the mixed-use character of the development project.

The proposed 3 story buildings are designed to have five detached batches of single family townhomes. The contemporary style of the design blends-in with the recent developments in the Wood Street District and other buildings in the neighborhood. The designs incorporate various elements and detailing to achieve a well-composed building volume that is proportionally scaled to fit the site. The proposed development will preserve the urban residential character of the neighborhood. The new residents will serve as potential new patrons to the local businesses.

Compliance with Guidelines:

- A. The Planning Commission finds that the project satisfies the design intent set forth in the Wood Street Zoning District Design guidelines. The proposed new project is well related to the completed developments (PCL, Zephyr Gate, Ironhorse), planned open spaces (16th Street Train Station Plaza), the planned development (remaining sites) within the Wood Street project and the adjacent uses.
- B. The proposed materials and textures will complement both the residential developments as well as the non-residential structures in the existing neighborhood. The use of multiple building materials and textures will provide some variety and differentiation while enhancing desirable neighborhood characteristics in the area.
- C. The architectural character, pedestrian connections, building massing, building articulation, parking garages, fenestration, exterior materials, colors, lighting, open spaces and landscaping are consistent with the Design Guidelines of the Wood Street Zoning District.

IV. Findings relating to Phasing of Development and processing of Final Maps

- A. The Planning Commission finds that it is in the best interest of the City to provide the flexibility for the developer to either commence construction in 2016 and complete the entire project at the same time or phase it out over a period of time as necessary.
- B. If the applicant decides to phase out the project over a period of time, the Planning Commission must determine that the phasing plan is appropriate, in the best interest of the City, and will result in the optimal development scenario of the proposed 47 residential project for Development Area 1.
- C. If the applicant decides to phase out the project over a period of time, the Planning Commission must determine that the phasing plan is consistent with VTPM8551.
- D. If the applicant decides to phase out the project over a period of time, the Planning Commission must determine and direct that in the future processing relating to VTPM8551, City staff take all actions necessary to implement this phasing plan, including without limitation, an administrative amendment/adjustment to the phasing plan as needed to extend it as needed.

V. Conditions of Approval for the proposed project including the Preliminary Development Plan, Final Development Plan, and Vesting Tentative Parcel Map 8551 – Section 1.30 Wood Street Zoning District

- A. The project shall be constructed and operated in accordance with the authorized use as described in the application materials, staff report, and the plans dated February 26, 2015.
- B. Each of the Conditions of Approval and Mitigation measures referenced in the Mitigation Monitoring Reporting Program relating to Vesting Tentative Parcel Map 8551 and incorporated herein by reference shall apply to the subject project site as specified in the conditions themselves.
- C. Public improvements shall be completed to the satisfaction of the City Engineer as set forth in the Subdivision Improvement Agreement.
- D. The project applicant has provided a letter to assure the city that all required public improvements including the 14th Street and Frontage Road adjacent to the subject site shall be completed as part of this development.
- E. Site improvement and building permit plans shall include information related to site design and security features that may include parking signs and lighting; retail business identification signs, lighting for project identification signs (and/or monument sign); functional security light; street lights and nighttime light.

Note:

The entire text of the Wood Street Zoning District regulations and associated documents including EIR, is available at:

<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008410>

The entire text of the West Oakland Specific Plan and associated documents including EIR, is available at:

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak047695.pdf>

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/or staff report**, and the plans dated **February 26, 2015** and submitted on **February 26, 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 required prior written approval from the Director of City Planning or designee.
- b) This action by the City Planning Commission ("this Approval") includes the approvals set forth below. This Approval includes:
 - Preliminary and Final Development Plan; Design Review for construction of 47 new townhouse-style residential condominiums;
 - Vesting Tentative Tract Map for a one-lot subdivision to create 47 new townhouse-style residential condominium units.

2. Effective Date, Expiration, Extensions and Extinguishment

Ongoing

Unless a different termination date is prescribed, this Approval shall expire **two calendar 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 **Subdivision Regulations and the Oakland 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. 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.

16. 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.

17. 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 (**14th Street**).
- 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 and address path-of-travel within or around the proposed development such that wheelchairs access is provided at **14th Street**.
- f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage (**14th Street**).
- g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards. (**14th Street and Frontage Road**).

18. 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. The applicant shall replace all street paving and sidewalk that will be damaged or compromised by construction activities. The project applicant shall calculate the proposed net sewer flow from the site and submit the calculation to the City. If the net proposed sewer discharge exceeds the capacity of the sub-basin, the applicant shall pay sewer mitigation fees. Mitigation measure will entail the following: a. Off-site sewer rehabilitation (infiltration/inflow reduction) project to offset the increase from the proposed project. B. analysis and improvement of the on-site local collection system to accommodate the proposed project. The applicant will be responsible for calculating the capacity of local sewer main (where the lateral discharges to the sewer main) by assuming that the main pipe is flowing at 30% full.

19. 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/ Mitigation Measures** compliance matrix that lists each

condition of approval **and/or mitigation measure**, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions **and/or mitigations**. 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.

20. Construction Management Plan

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

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

21. 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 final 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

22. 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 in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.
- 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 (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.

23. 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.

24. 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.

25. 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.

26. 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:
 - a) 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.
 - b) Prohibition of Z-duct construction.

27. 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.

28. 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.

Major Project Cases:

- f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces **14th Street**.
- 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.

29. 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.

30. 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.

31. 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 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.

32. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)***Ongoing***

All mitigation measures identified in the **ER030023** are included in the Standard Condition of Approval and Mitigation Monitoring Program (SCAMMRP) which is included in these conditions of approval and are incorporated herein by reference, as conditions of approval of the project. The Standard Conditions of Approval identified in the **ER030023** are also included in the SCAMMRP, and are therefore, not repeated in these conditions of approval. To the extent that there is any inconsistency between the SCAMMRP and these conditions, the more restrictive conditions shall govern. The project sponsor (also referred to as the Developer or Applicant) shall be responsible for compliance with the recommendation in any submitted and approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. The SCAMMRP identifies the time frame and responsible party for implementation and monitoring for each mitigation measure. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

33. 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.

34. 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.

35. Asbestos Removal in Soil

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

To minimize the release of naturally occurring asbestos in the soil during construction, the project applicant shall require the construction contractor to demonstrate compliance with Bay Area Air Quality Management District’s (BAAQMD) Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations (implementing CCR section 93105) for activities that disturb the soil, such as grading, etc.

Administrative (Prior to the start of work)

- a) Asbestos Dust Minimization Plan shall be submitted to BAAQMD and approved prior to engaging in the any construction or grading operation.
- b) The Asbestos Dust Minimization Plan provisions shall be implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Dust Control Requirements

The Asbestos Dust Minimization Plan shall include one or more provisions to address the following topics:

- a) Control for traffic on on-site unpaved roads, parking lots, and staging areas shall include: limiting vehicle speed to less than 15 mph, and one or more of the following: watering every two hours of active operations or sufficiently often to keep area wetted; applying chemical dust suppressants to consistent with manufacturer's directions; maintaining gravel cover with a silt content less than 5% and asbestos content less than .25% as determined using the asbestos bulk test method; or any other measure as effective as those listed above.
- b) Control for earthmoving activities shall include one or more of the following: pre-wetting the ground to the depth of the anticipated cuts; suspending grading operations when wind speeds are high enough to result in dust emissions crossing the property line despite applicable of dust measures; application of water prior to any land clearing; or any other measure as effective.
- c) Storage piles shall be kept adequately wetted or covered with tarps when the material is not being added or removed.
- d) Storage piles must be stabilized when inactive for more than 7 days by implementing one or more of the following: adequately wetting the site, establishing and maintaining surface crusting material, chemical dust suppressant or stabilizer, covering with tarps or vegetative cover, installation of wind barriers of 50% porosity around three sides of the pile areas, or any measure as effective.
- e) Equipment must be washed down before moving from the property onto paved roadway.

Track-out prevention and control measures shall include:

- i. Removal of visible track-out on paved public road at any location where vehicles exit the work site using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device at least one time per day.
- ii. Installation of one or more of the following track-out prevention devices: gravel pad, tire shaker, wheel wash system, not less than 50 feet of pavement extending from intersection with paved public road, or other measure as effective.
- f) Control for offsite-transport shall include the following: maintenance of trucks such that no spillage can occur from holes or openings in cargo compartments; loads are adequately wetted; and either covered with tarps or loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6" from the top and that at no point of the load extends above the top of the cargo compartment.

- g) Post project stabilization of disturbed surfaces shall occur using one or more of the following: establishing vegetative cover; placement of at least 3" of non-asbestos-containing material, paving, or other measure deemed sufficient to prevent 10 mph winds from causing visible emissions.

Administrative (After completion of work)

- a) If required by the BAAQMD's APCO, the plan must include an air-monitoring component which shall specify the following: type of air sampling device; siting of the device; sampling of the device; sampling duration and frequency; and analytical method.
- b) The plan shall state the frequency with which the information will be reported to BAAQMD.
- c) The owner/operator shall keep maintain the following records for at least 7 years following completion of the project: results of any required air monitoring; documentation for any geologic evaluation conducted for the purposes of obtaining an exemption; and results of any bulk sampling conducted by the owner/operator to document applicability done or at the request of APCO.

36. Tree Removal During Breeding Season

Prior to issuance of a tree removal permit

To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

37. 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.

38. 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. 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.

39. Tree Protection During 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.

40. 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. 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.

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

41. 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.

42. 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.

43. 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.

44. Radon or Vapor Intrusion from Soil or Groundwater Sources***Ongoing***

The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.

45. 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.

46. Hazardous Materials Business Plan***Prior to issuance of a business license***

The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following:

- a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
- b) The location of such hazardous materials.
- c) An emergency response plan including employee training information
- d) A plan that describes the manner in which these materials are handled, transported and disposed.

47. 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.

48. 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 of 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.

49. 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.

50. Regulatory Permits and Authorizations

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

Prior to construction within the floodway or floodplain, the project applicant shall obtain all necessary regulatory permits and authorizations from the Alameda County Flood Control and Water Conservation District and shall comply with all conditions issued by that agency.

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: 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:

- 1) 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 pollutants 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.
- 2) 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.

53. Air Pollution Buffering for Private Open Space

Prior to approval of Final Development Plan for each stage

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

54. Traffic Mitigation***Prior to issuance of a certificate of occupancy for the first unit***

The project shall be required to comply with the Traffic Mitigations and Fair Share contributions to study and improved identified intersections as per the mitigation measures associated with VTPM8551 and ER03-0023 for the Wood Street project.

For VTPM8551 COA's 25, 26, 27, and 28, the applicant would be required to pay the Fair Share contribution identified in Eric Angstadt's letter of May 29, 2009 (See Attachment D) prior to issuance of building permit.

For VTPM8551 COA 76, the applicant in collaboration with the other Wood Street Project sponsors shall re-engage discussions with AC Transit to see if service on the 26 line can be returned to 15 minute headways, and as development of the Wood Street Zoning District progresses to the north, in coordination with AC Transit, locate an additional AC Transit stop proximate to the new uses.

55. Public Improvements – Vesting Tentative Parcel map 8551 (COA 78)***Ongoing***

All public improvements shall be constructed in substantial conformance with the individual vesting tentative maps submitted by the project sponsors for each Development Area for the approval of the Wood Street Project. The project Sponsor for Development Area 1 shall construct all public improvements to 14th Street and Frontage Road adjacent to the project site, unless development has occurred on an adjacent parcel and the public improvements are already installed. Except as otherwise provided in this condition, the improvements referred to in this condition include complete street width, curb, gutter, sidewalk, and installation of utilities in accordance with the standards of the City of Oakland to the limits shown on VTPM8551. Sidewalks outside of the Wood Street Zoning District perimeter streets (i.e. outside the District) will get minor repairs only.

56. Conditions of approval associated with VTPM8551***Ongoing***

All the relevant conditions of approval associated with VTPM8551 shall apply to PLN15-047-PUDF01 (VTPM10346) unless expressly modified by those associated with PLN15-047-PUDF01 .

57. Shared Access Easement***Ongoing***

The project applicant shall prepare and execute a maintenance agreement between the subject site and all other relevant parties, including the Pacific Cannery Lofts, to ensure ongoing maintenance of the shared access easement located at the subject site.

58. Public Art for Private Development Condition of Approval***Prior to issuance of Final Certificate of Occupancy for the first unit and Ongoing***

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

59. 20-foot-wide secondary Fire Access from Frontage Road***Ongoing***

The applicant shall obtain approval for Alternate Materials and Methods of Construction (OFC Sec.104.2.8) for the proposed 20-foot fire access turnaround subject to the following requirements:

- The 20-foot secondary fire access road is unobstructed at all times. (The swing doors shown on plan should be removed.);
- The automatic fire sprinkler system shall be designed to simultaneously discharge 8 most hydraulically-remote heads;
- Bollards, if installed, shall be removable, or allow unobstructed emergency vehicle access; and
- There shall be no parked vehicles on the required minimum 26-foot and 20-foot fire access roads. 'No Parking' signs shall be posted per City's Public Works Agency signage requirements.

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 May 20, 2015. 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.

Signature of Owner/Applicant: _____(date)

Signature of Contractor _____(date)



Wood Street Development Area 1a

Statement of Compliance with Wood Street Zoning District

February 26, 2014

Development Area 1 of the Wood Street Zoning District is located along the 880 Frontage Road between 10th Street to the south (which dead ends east of the District) and 14th Street to the north. This proposed project site, referred to Development Area 1a, consists of a 2.11-acre portion of Development Area 1 located between 11th and 14th Streets. The remainder of Development Area 1 (south of 11th Street) is not addressed by this proposal.

The following statement addresses, in a narrative format, the way in which the project proposed for Wood Street Zoning District **Development Area 1a** complies with the applicable Development Standards and Design Guidelines of the Wood Street Zoning District.

Pursuant to Section 3.50 of the WSZD regulations, "Design Review shall be limited to a determination of whether or not the proposed design is in substantial compliance with the design guidelines specified in these Wood Street Zoning Regulations."

Development Standards

5.20 Maximum Density & 5.21 Minimum Density

The density standards allow a maximum residential density of 28.4 dwelling units per acre (DU/A) and require a minimum density of 22 DU/A. The proposed project provides 22.27 DU/A, which is within the allowable range.

5.22 Floor Area Ratio

Not applicable. The proposed project does not include any Non-Residential Uses.

5.23 Maximum Height

The building heights as proposed vary, with typical parapet heights of approximately 35 ft. and projections which extend to up to 40 ft. All buildings are below the 65 ft. maximum height.

5.24 Minimum Setbacks

- Minimum Street Setbacks
 - There are no required street setbacks for DA-1.
- Minimum Interior Setbacks
 - The proposed project provides an 8 ft. minimum interior setback between the southernmost building and the property line. The other interior lot line is across the 'Pullman Way' access road and the buildings are set back 50 ft. from this property line. Both setbacks meet or exceed the 5 ft. standard and all other property lines face a public way.

5.30 Building Frontage

The project is located in the Frontage Road Overlay Zone, and exempt from the standards of this section.

5.31 Building Frontage at Corner Locations on Wood Street

The project is located in the Frontage Road Overlay Zone, and exempt from the standards of this section.

5.32 Street Front Entries

The project is located in the Frontage Road Overlay Zone, and exempt from the standards of this section.

5.33 Street Front Openings

The ground floor of the proposed project exceeds the minimum requirement that 25% of ground floor area shall consist of transparent openings, pedestrian entries, or a combination of the two for building frontages along street lines. Along the frontage road, each 17.5 ft. wide townhouse, with 186 sf of wall area, is provided on average a minimum of 52 sf of door and window area. This provides street front openings at 28% of wall area, which meets the minimum requirement.

5.34 Projections over the Street Line or Street Setback Line

Bay windows do not project over the street line or street setback line.

5.40 Usable Open Space for Residential Uses

The proposed project provides a mix of private and group open space. All open space areas included in the text below comply with the specific requirements of the WSZD and the referenced Planning Code. The proposed project includes 47 units, which require a minimum of 4,700 sf of public and private open space.

- 45 units include approximately 240 sf each of usable private open space at grade in a rear yard, for a total of 10,800 sf of usable private open space within yards.

- The proposed project provides 1,500 sf of usable group open space in one landscaped area between Building 1 and Building 2.

Overall, the project provides more than 12,300 sf of usable private and group open space, well in excess of the 4,700 sf required. Of this total, group open space 1,500 sf, again in excess of the required 1,410 sf.

5.41 Minimum Separation Between Opposite Walls on the Same Lot

The Wood Street Zoning District states that the intent behind the minimum separation between opposite walls on the same lot is to ensure that all occupied spaces have reasonable access to light and air.

The proposed project provides all double-aspect units, which have windows and operable openings on at least two sides. Windows facing Pullman Way are separated by more than 60' from existing adjacent buildings (Pacific Cannery Lofts and Ironhorse Apartments).

Where there is a break between townhome buildings, the typical double aspect end unit is provided a third wall for access to light and air, and the separation between opposite end walls is typically reduced to fewer than 30 ft. As these end units already possess 'reasonable access to light and air' as required by the Standard, the width of the separation is instead governed by considerations of site access, open space, building massing, and code required setbacks for unprotected openings. Similar conditions occur at Zephyr Gate, where interior end units facing Wood Street are separated by 10 ft.

5.50 Required Off-Street Parking

Residential Use

The proposed project provides 94 private spaces in enclosed garages and in a surface parking space for each unit. The development standard for residential uses is 1.1 parking spaces per dwelling unit, or 52 total spaces.

5.51 Dimensional Requirements for Off-Street Parking

All residential parking spaces are a minimum of 8 ft. by 17 ft. The garage and surface parking spaces for each home are provided in a tandem configuration, but every unit has one independent parking space.

5.52 Joint Use Parking

The proposed project does not utilize joint use parking.

5.53 Curb Cuts

Curb cuts at street lines are limited to one existing driveway at 14th Street providing shared access via a private road to existing, adjacent WSZD developments (Pacific Cannery Lofts and Ironhorse Apartments) and the new proposed townhomes. The access road will act as an extension of the DA-4 interior project street Pullman Way.

- This site entrance is 26 ft. wide, greater than the 24 ft. wide WSZD standard, due to the overriding requirements of the Fire Department. In all other aspects, the site driveways and curb cuts conform to the WSZD development standards.
- A second curb cut may be provided at the Frontage Road for emergency vehicle access ONLY, if required by the Fire Department.

5.54 Off-Street Loading Requirements

The Wood Street Zoning District states that the intent behind required off-street loading is to ensure that all development projects have adequate access to loading areas.

The proposed project is comprised of at-grade townhome-type condominiums with no common elevator or interior circulation as might otherwise be present in a larger podium or apartment-type building. Loading needs will consist primarily of infrequent “move-in/move-out” activities, which will be dispersed throughout the site and localized at the ingress/egress points to each individual unit. For this reason, there is no designated off-street loading within or adjacent to the site of the proposed project.

5.60 Location and Screening of Surface Parking

The proposed project provides half of its parking spaces within enclosed private garages and the other half in surface spaces in front each garage. This surface parking extends perpendicular from 14th Street. The surface spaces are grouped in pairs and screened from public rights of way by landscape elements between units and between the development and 14th Street.

5.61 Shade Trees at Surface Parking Lots

The proposed access road, Pullman Way, which includes pairs of surface parking spaces between unit entries, provides Shade Trees at the sidewalk adjacent to these parking spaces. The quantity, size, and installation of these Shade Trees exceed the requirements of this development standard.

5.62 and 5.63 Location and Screening of Tuck Under Parking and Parking Garages

The proposed project does not include tuck under parking or parking garages.

5.70 Limitations on Signs

All signage in the proposed project will meet the requirements of this development standard. The applicant will submit a complete signage package as a condition of approval prior to the issuance of a building permit.

5.80 16th Street Station and 16th Signal Tower & 5.90 16th Street Plaza

These development standards are not applicable to the proposed project.

Design Guidelines

6.20 Architectural Character

The proposed project both establishes a coherent and integrated architectural character where the five independent structures present a unified expression and language. This architectural character is unique to the 'mews' configuration, which will not exist elsewhere in the WSZD. The linked architectural character of the proposed project is also intended to work in partnership with the adjacent development of WSZD DA-4, which contains similar architecturally themed groupings of townhome buildings. This overall variation responds to site conditions, such as the impression of the buildings from the Frontage Road and assists in wayfinding and homeowner identification.

6.21 Pedestrian Connections

The only major building frontage for the proposed project is along the Frontage Road Overlay Zone, which is exempt from the guidelines of this section. The 14th Street building frontage provides the vehicular access and pedestrian entrances to the proposed project.

Security gates and fences at the pedestrian entrances and site access roads are not included in the proposed project.

6.23 Building Massing

The building massing of the proposed project is always no more than 3 stories in height, which is consistent in scale and massing to adjacent residential development projects in the WSZD and steps down from the three and four story residential buildings to the east. Each building is articulated to express separate volumes that both emphasize corner conditions and extend above the typical parapet height. This creates a 'varied silhouette by incorporating changes in massing at roof lines' at a building height which is well below the maximum height for this development zone.

6.24 Building Articulation

The proposed building facades exceed the prescriptive guidelines for building articulation. The architectural expression includes recesses and projections from the building plane, which vary between units and also between buildings. This strategy establishes vertical and horizontal rhythms along the pedestrian oriented access road and creates visual accents along the Frontage Road elevation.

6.25 Parking Garage Facades

The proposed project does not include a parking garage.

6.26 Balconies

The proposed project does not include balconies.

6.27 Awnings and Canopies

The proposed project is generally exempt from these guidelines and does not include commercial locations, awnings and canopies. Each townhouse pedestrian entry is recessed and protected from inclement weather, following the intent of this guideline.

6.30 Windows

The proportion and patterning of windows reflects and reinforces the character of the buildings. Window materials and construction details will conform to the requirements of this section. Security screens are not included in the proposed project.

6.31 Garage Doors

As the project does not include garages containing three or more parking spaces, the requirements of this section do not apply.

6.32 Service Access

All service doors for electrical equipment alcoves are designed as integral elements of the building, are perpendicular to the street line, and comply with the prescriptive requirements of the design guidelines.

6.33 Underground Utility Connections

All utility connections in the proposed project will be underground.

6.34 Screening of Equipment

Where exterior equipment occurs it will be screened in the following method.

- Electrical Transformers: adjoining planting will reach a sufficient height to screen the equipment within three years.
- Roof Mounted equipment will be obscured by the use of parapets and will not be visible from the street.

6.35 Mechanical Penetrations at Facades and Roofs

Mechanical penetrations which are visible on the street, such as appliance vents, will be coordinated and aligned with building features to present an organized appearance. The material finish of mechanical penetrations will match the adjacent surface.

6.36 Waste Handling Areas

The waste handling will be enclosed within each unit, including space for recycling.

6.40 Exterior Materials

All exterior building elements will be high quality durable materials. Primary materials include Cement Plaster and Cement Board. The proposed project does not include Sloped Roofs.

6.41 Exterior Color

The variations in building color are used to create a cohesive architectural expression and highlight articulations in form. Accent colors and materials are provided at unit entrances and where they enhance architectural expression.

6.42 Exterior Lighting

Exterior lighting of one foot-candle will be maintained along all designated paths of travel between dwelling units, buildings, site entrances, public streets, and open spaces. The applicant will submit a complete site lighting design as a condition of approval prior to the issuance of a building permit.

6.50 Signage and Graphics

Signage will be coordinated with the design and character of the proposed project following the guidelines of this section. The applicant will submit a complete signage package as a condition of approval prior to the issuance of a building permit.

6.60 Planting Areas

The way the proposed project meets the requirements of this guideline is addressed by the sub-points below.

Section 6.61 Planting Areas General Guidelines

Planting areas have been designed to be attractive year round through provision of a variety of textures and seasonal color. Planting has been utilized to emphasize both pedestrian and vehicular entries and to screen service areas. Planting has also been designed to improve appearance and usability of outdoor space.

The landscape design for DA-1a creates a pleasant interior streetscape, generously landscaped unit entrances, private backyards and a flexible community social space. The different areas have characteristics that address the scale of the home, the neighborhood, and the natural world.

Planting is mindful of best contemporary practices for storm water management, safety, and the importance of street life. The project is designed to be a good neighbor and in particular the planting does not interfere with the site lines or movement of motorists, pedestrians.

There are no required building setback, and required setback landscaped areas, within the proposed project area.

The Interior Streetscape is composed of trees and foundation plantings. Street trees have been selected for long term performance as well as character.

Section 6.63 Pot Sizes

All pots have a minimum soil depth of 18”.

Section 6.64 Selection of Plant Material

Plants for the project have been selected for both functional performance and aesthetics. The majority of plants for the project are Mediterranean or low water, easily maintained, and durable. Plant material has been selected for texture, color, and seasonal change and has been composed to showcase the existing and proposed architecture and open space. Microclimates and solar aspect inform plant selection as do anticipated maintenance practices. Plants selected include both deciduous and evergreen species.

Plant sizes at time of planting are at a minimum as follows:

- a. Deciduous shade trees: 2 inch caliper

- b. Ornamental trees: 1.5 inch caliper
- c. Evergreen trees: 2 inch caliper
- d. Multi-stem ornamental trees: 6-8 feet height
- e. Shrubs: 5 gallon container
- f. Vines: 1 gallon container
- g. Ground Covers and perennials: 2 ¼ inch pots

Section 6.65 Irrigation

The irrigation is designed around a weather based controller and uses water efficient strategies such as: the majority of the project irrigation is drip with bubblers for trees, sufficient coverage without overspray, and ease of maintenance. In a limited number of areas spray irrigation is used for turf or specialty plantings and is limited to an 8'-0" distance from pavement edges.

Section 6.66 Maintenance of Planted Areas

All landscape will be maintained in accordance with the standards set forth in Section 17.124.020 of the Planning Code.

24. Recordation of Mitigation Monitoring and Reporting Program and Conditions of Approval.

Prior to issuance of first demolition, grading or building permit.

The Project Sponsor shall execute and record with the Alameda County Recorder's Office a copy of the MMRP and Conditions of Approval for the project, on a form approved by the Planning and Zoning Division. Proof of recordation shall be provided to the Planning and Zoning Division.

FAIR SHARE IMPROVEMENTS

25. West Grand Avenue/Frontage Road Intersection.

Prior to issuance of the first building permit.

The Project Sponsor shall fund, on a fair share basis, the following improvements at the intersection of West Grand Avenue/frontage road:

- Revise the northbound frontage road lanes to provide:
 - one left-turn lane
 - one combination left-through lane
 - one through lane
 - one right-turn lane with overlap signal phasing (green arrow)
- Revise the southbound I-80 East Ramp lanes to provide:
 - one left-turn lane
 - one combination left-through lane
 - one through lane
 - one right-turn lane with overlap signal phasing (green arrow)
- Revise the eastbound West Grand Avenue lanes to provide:
 - one left-turn lane
 - one through lane
 - one combination through-right lane
- Revise the westbound West Grand Avenue lanes to provide:
 - one left-turn lane
 - two through lanes
 - one right-turn lane

The estimated amount of the Project Sponsor's contribution is \$1.596 million. Final determination of the Project Sponsor's contribution shall be based on a reasonable formula of the expected growth in traffic at the intersection. This formula shall be devised at the sole and complete discretion of the City of Oakland, and final cost estimates shall include right-of-way costs and all project support costs including design and engineering, construction oversight, preparation of plans and specifications, and detailed project cost estimates. The measured

growth in traffic is based on the traffic analysis in the EIR and the City has no obligation to fund any required improvements in the future. [WS MM TR-9.1]

26. West Grand Avenue/Mandela Parkway Intersection

Prior to issuance of the first certificate of building occupancy.

The Project Sponsor shall contribute its fair share of modifications at the West Grand Avenue/Mandela Parkway intersection estimated at \$180,000 (in combination with condition of approval #27, including design and engineering, construction oversight, preparation of plans and specifications and detailed project costs estimates.) The modifications at the intersection shall include providing protected left-turn signal phasing (left-turn green arrows) for the West Grand Avenue approaches to the intersection. [WS MM TR-9.2]

27. 7th Street/Mandela Parkway Intersection.

Prior to issuance of the first certificate of building occupancy.

The Project Sponsor shall contribute its fair share of modifications at the 7th Street/Mandela Parkway intersection estimated at \$180,000 (in combination with condition of approval #26, including design and engineering, construction oversight, preparation of plans and specifications and detailed project costs estimates). The modifications at the intersection shall include adding a northbound lane on the 3rd Street extension to provide one left-turn lane, one combination through-right turn lane, and protected left-turn signal phasing (left-turn green arrows) for all four approaches to the intersection. [WS MM TR-9.3]

28. West Grand Avenue/Maritime Street and 3rd Street/Market Street Intersections.

Prior to issuance of the first certificate of building occupancy.

As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsor shall pay an amount equal to its fair share, estimated at \$180,000, as determined by the OARB Area Redevelopment Plan EIR, 2002, of future improvements at West Grand Avenue/Maritime Street and 3rd Street/Market Street intersections. [WS MM TR-9.4]

29. BART Train Capacity.

Prior to issuance of the first certificate of building occupancy.

The Project Sponsor shall participate in efforts to ensure that adequate BART train capacity will be available for riders to and from the Project Area, and fund BART train capacity improvements on a fair share basis. [WS MM TR-12.1]

30. West Oakland BART Station.

Prior to issuance of the first certificate of building occupancy.

The Project Sponsor shall participate in efforts to provide adequate fare gate capacity at the West Oakland BART Station to accommodate the Project. The City and the Project Sponsor shall provide detailed information regarding development to BART to enable BART to conduct a comprehensive fare gate capacity assessment at the West Oakland BART Station. Based on the results of that assessment, the Project Sponsor shall fund its fair share for adding one or more new fare gates at the West Oakland BART Station. *[This condition will be attached to the subdivision maps for Parcels 1, 2, 3, and 4 of VTPM 8551, Parcels 1 and 2 for VTPM 8552,*

73. Parking Spaces

Ongoing.

The Project Sponsor shall include parking spaces in the Project Area as required by the Wood Street Zoning District.

74. Designated Parking.

Ongoing.

The Project Sponsor shall designate all on-site parking spaces consistent with the Oakland Municipal Code by marking, either with a small sign at the head of the parking stalls or stenciled lettering painted with the parking stalls, that read “resident-only,” or “employee-only” parking as appropriate.

PARKING & TRANSPORTATION MANAGEMENT

75. Transportation Demand Management.

Prior to issuance of the certificate of building occupancy; upon City adoption of a traffic demand management program in West Oakland.

The Project Sponsor shall distribute materials concerning the availability of public transit to initial Project residents, and prior to certificate of occupancy shall pay the fee adopted by the City on residential units to assist the City in implementing traffic demand management programs. [WS MM TR-10.1]

76. Shuttle Service.

Prior to approval of Final Development Plans and specifications; within three months following the issuance of a certificate of occupancy of the 300th residential dwelling with the Project Area; every two years thereafter until the Planning Director determines the shuttle service is no longer necessary.

The Project Sponsor shall provide or cause to be provided a public or private shuttle service between the Project Area and the West Oakland BART Station and incorporate shuttle stops into the final design. The Project Sponsor shall provide full funding for the shuttle service whether it is public or private. In the event the Project Sponsor elects to not use a private shuttle service, the Project Sponsor shall work with AC Transit and BART to design a public shuttle service and incorporate public transit stops into the final development plans in consultation with AC Transit. The shuttle or transit stops shall be located within the Project Area and would be dispersed such that Project residents would be no more than one-quarter mile from a shuttle or transit stop. Shuttle or transit stops at the existing AC transit bus stop on Wood Street by Parcel 3 of VTPM 8553, in front of the 16th Street Plaza (Parcel 1 of VTPM 8554), and on Wood Street at 20th Street by Parcel 1 of VTPM 8555 should be considered. The shuttle service would operate at 15-minute peak-hour headways during commute hours. The shuttle service shall be designed to meet City of Oakland standards, link with pedestrian access, and be reviewed for approval by the City.

The shuttle service shall be implemented within three months following the issuance of a Certificate of Occupancy of the 300th residential dwelling within the Project Area. At that time, the Project Sponsor, or its successor in interest, will fund operation and maintenance of the

shuttle. Thereafter, and every two years until such time as the Planning Director determines that the shuttle service is no longer necessary, the Project Sponsor or its successor shall report to the Planning Director on the amount of shuttle use by Project residents and occupants, and the availability of other means to reduce the use of private vehicles by Project residents and occupants. The Planning Director shall permit discontinuation of the shuttle service upon finding either that (a) the shuttle is not being used sufficiently to result in a substantial reduction in private vehicle use by Project residents and occupants, or (b) another means of reducing the use of private vehicles by Project residents and occupants would be feasible and cost the same or less than the shuttle, would create a greater reduction in private vehicle use than would the shuttle, and would result in a substantial reduction in private vehicle use by Project residents and occupants. If the Planning Director determines item (b), above, is the basis for discontinuing the shuttle service, then the Project Sponsor or its successor or their successors shall implement other means of reducing private automobile use by Project residents and occupants. [WS MM TR-10.2]

PUBLIC IMPROVEMENTS

77. Conformance with Vesting Tentative Parcel Maps.

Ongoing.

All public improvements shall be constructed in substantial conformance with the individual vesting tentative parcel maps submitted by the Project Sponsors and as specified in Condition of Approval Numbers 78 through 82.

78. Public Improvements – Vesting Parcel Map 8551.

Prior to the issuance of certificate of occupancy for development on each parcel.

Project Sponsor of Parcel 1 of VTPM No. 8551 shall construct or cause the construction of improvements to the extension of 10th Street, including the pocket park. Project Sponsor of Parcel 2 shall construct or cause the construction of improvements to the portion of 14th Street accessed from the frontage road. Project Sponsor of Parcel 3 shall construct or cause the construction of improvements to the existing 14th Street right of way, as well as the portion accessed from the frontage road, should its development precede parcel 2 of this map or Parcel 1 of Map 8553. Project Sponsor of Parcel 4 shall construct or cause the construction of improvements to 12th Street, Wood Street from 12th Street to 14th Street, and 14th Street should development on this parcel precede development of Parcel 2 or 3 of this map and Parcel 1 of Map 8553.

Except as otherwise provided in this condition, the street improvements referred to in this condition include complete street width, curb, gutter, sidewalk, and installation of utilities in accordance with the standards of the City of Oakland to the limits shown on VTPM 8551. Sidewalks on the opposite side of Wood Street Zoning District perimeter streets (i.e. outside the District) will get minor repairs only.



CITY OF OAKLAND

Community and Economic Development Agency, Planning & Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

May 29, 2009

Mr. Andy Getz
HFI, Ltd.
6450 Hollis Street
Emeryville, CA 94608

Fair Share Payments for Intersection Improvements Oakland Army Base Redevelopment Area

Dear Mr. Getz:

This letter is being sent to all property owners in the Oakland Army Base Wood Street Sub-Area, as shown on the attached map, which includes all of the Wood Street Development Project as well as three parcels to the south of the Wood Street Development Project.

When the Army Base Redevelopment Area was adopted, the Environmental Impact Report (EIR) prepared for the project identified a number of intersections that needed to be improved based on the expected amount of new traffic that would be passing through the intersections. The Mitigation Measures adopted in the EIR specified that the costs of improving these intersections would be shared among all property owners, including the Port of Oakland, the Oakland Redevelopment Agency, and the private property owners within the Sub-District. These Mitigation Measures were also adopted as part of the Wood Street Development EIR and included as Conditions of Approval 25, 26, 27 and 28 in the Wood Street Development Project.

A consultant was hired by staff to calculate the fair share costs of funding these improvements. As shown in Table 2, attached, the Wood Street Sub-Area is responsible for \$162,196 of the intersection improvement costs.

Using the same method that was used for the formation of the Community Facilities District for the Wood Street Development Project, staff allocated the costs based on the number of acres for each approved parcel. Dividing the total improvement cost of \$162,196 by the total number of acres in the sub-area, 37.45, yielded a per acre cost of \$4,331. The allocation of the costs per property owner is shown in the attached table.

A property owner is required to pay this fair share cost only when a building permit is approved for **new construction** on each individual site. If no new development is proposed or approved, then the fair share cost does not need to be paid. To date, the only new project that has been completed and has paid its fair share is the Pacific Cannery Lofts.

If you have any questions about this information, please contact Marge Stanzione, Project Planner, at (510) 238-4932 or by email at mstanzione@oaklandnet.com.

Sincerely,

Eric Angstadt, Deputy Director
Community and Economic Development Agency
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612-2032

ATTACHMENT D

**PROPERTY OWNERS MAILING LIST
FAIR SHARE INTERSECTION IMPROVEMENTS**

Wood Street Developers

Lydia Tan
BUILD West Oakland, LLC
345 Spear Street, Suite 700
San Francisco, CA 94105-1673

Ben Metcalf
Project Manager
BRIDGE Housing
345 Spear Street, Suite 700
San Francisco, CA 94105-1673

Andy Cost
Pulte Homes
Land Department-Bay Area Division
6210 Stoneridge Mall Road, 5th Floor
Pleasanton, CA 94588

Richard Holliday
Holliday Development
1500 Park Avenue, Suite 200
Emeryville, CA 94608

Andy Getz
HFH, Ltd.
6450 Hollis Street
Emeryville, CA 94608

David Truong Duong
California Waste Solutions
1820 10th Street
Oakland, CA 94607-1450

Vishav Bhushan
1755 16th Street
Oakland, CA 94607-1545

Al Auletta, Redevelopment Agency
Diana Downton, Housing
City of Oakland Redevelopment Agency
250 Frank H. Ogawa Plaza
Oakland, CA 94612

Remaining Parcels

Clyde D., Gail S. & Clar Mark Batavia
P.O. Box 217
Carnelian Bay, CA 96140-0217

State of California
P.O. Box 7444
San Francisco, CA 94120-7444

David Truong Duong
California Waste Solutions
1820 10th Street
Oakland, CA 94607-1450

OAKLAND ARMY BASE REDEVELOPMENT AREA
FAIR SHARE CALCULATION
WOOD STREET SUB-AREA

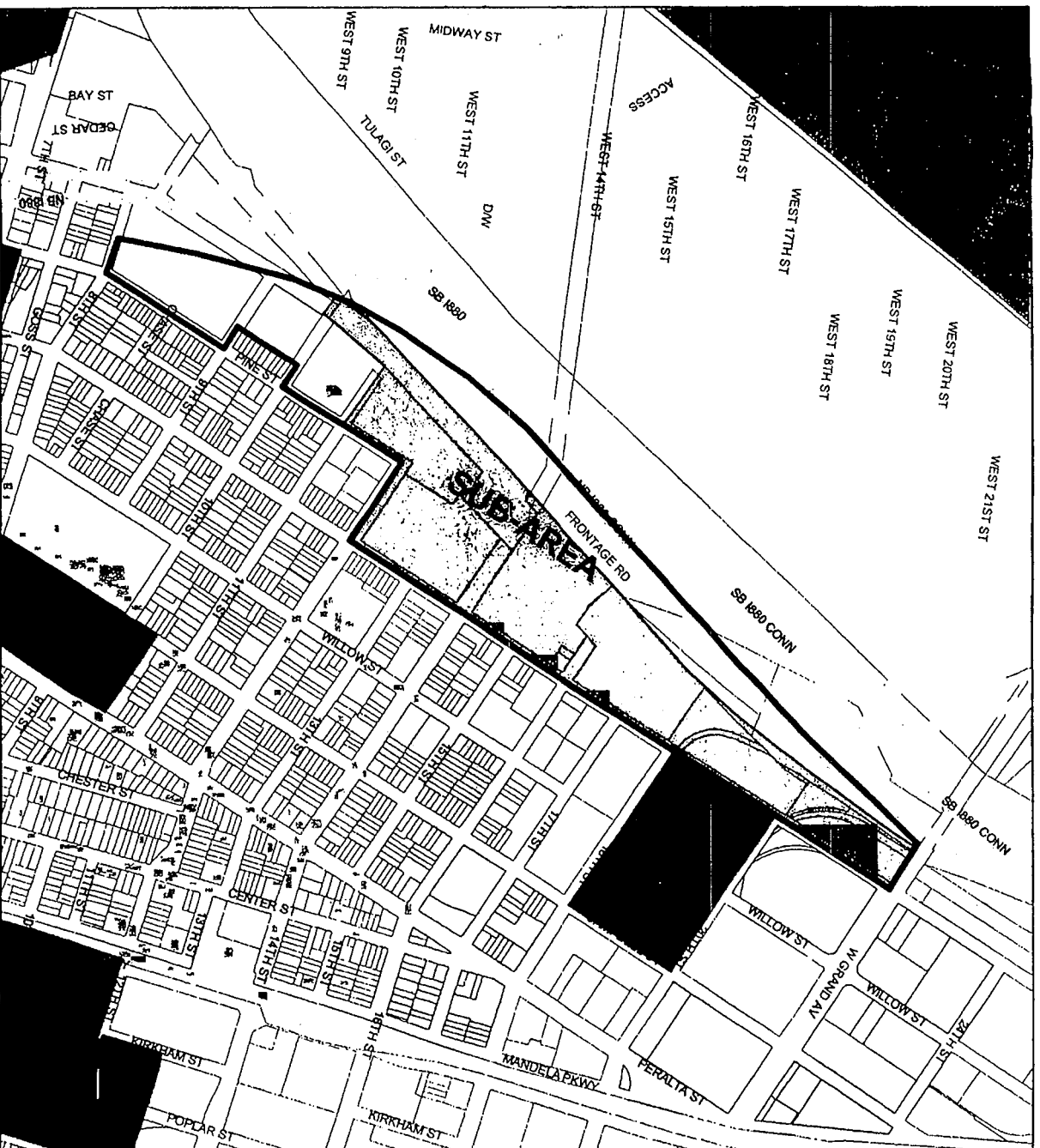
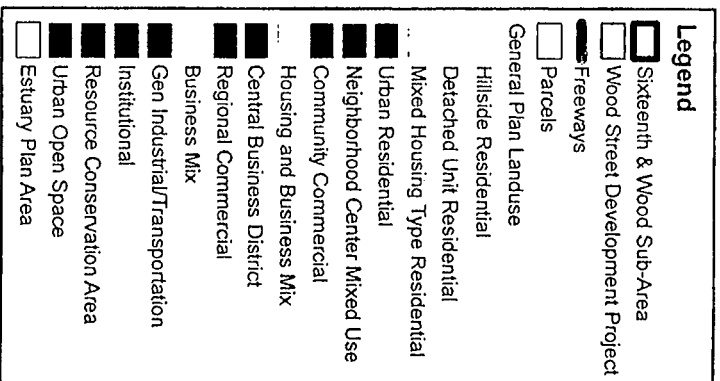
PROPERTY OWNER	VTPM No.	No. Acres	Fair Share Cost/Acre	Share of Total Cost
Cal Waste Solutions	8551/1	0.78	\$4,331	\$3,378
BUILD	8551/2	2.52	\$4,331	\$10,914
Icehouse/Holiday	8552/1	0.94	\$4,331	\$4,071
Pacific Cannery Lofts	8552/2	2.74	\$4,331	\$11,867
14th Street Apts - BRIDGE	8551/3	1.56	\$4,331	\$6,756
Zephyr Gate - Pulte	8551/4	4.03	\$4,331	\$17,454
HFH Apts	8553/1	5.67	\$4,331	\$24,557
HFH Apts	8553/2	0.49	\$4,331	\$2,122
Bea's Hotel	8553/3	0.17	\$4,331	\$736
BUILD - Train Station Plaza	8554/1	0.75	\$4,331	\$3,248
BUILD - Train Station	8554/2	1.19	\$4,331	\$5,154
BUILD	8554/3	2.71	\$4,331	\$11,737
Oakland Redevel Agency	8555/1	2.65	\$4,331	\$11,477
Central Station LLC	8555/2	2.01	\$4,331	\$8,705
WOOD STREET DEVELOPMENT PROJECT		28.21		\$122,178
REMAINING PARCELS				
800 Cedar Street (State of CA)	006 004700100	5.49	\$4,331	\$23,777
1819 10th Street	006 004902501	1.6	\$4,331	\$6,930
1820 10th Street (Cal Waste)	006 002900302	2.15	\$4,331	\$9,312
SUB-TOTAL REMAINING		9.24		\$40,018
TOTAL		37.45	\$4,331	\$162,196

Table 2: Intersection Improvements - Fair-Share Cost Allocations (2009 with North Gateway Mixed Use)

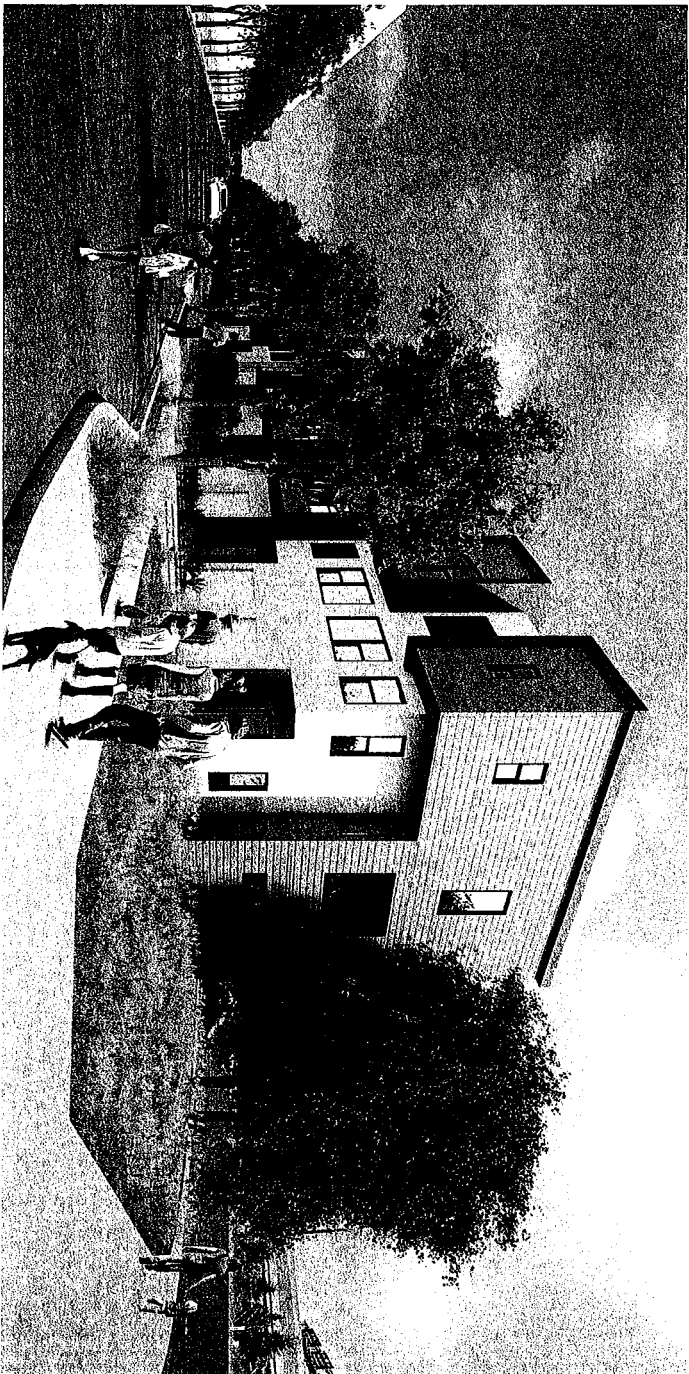
Table 2: Intersection Improvements - Fair-Share Cost Allocations (2009 with North Gateway Mixed Use)										
	Total Cost	Cost Attributable to OARB Redevelopment	Split of OARB			Split of City Share				
			Port Share	City Share	North Gateway	West Gateway	Central Gateway	East Gateway	16th/Wood	
W. Grand & Maritime	\$7,554,000	100% \$7,554,000	9% \$679,860	91% \$6,874,140	26% \$1,787,276	27% \$1,856,018	41% \$2,818,397	3% \$206,224	2% \$137,483	
7th Street & Maritime	\$1,600,000	100% \$1,600,000	63% \$1,008,000	37% \$592,000	29% \$171,680	14% \$82,880	54% \$319,680	3% \$17,760	0% \$0	
7th Street & I-880	\$50,000	66% \$33,000	55% \$18,150	45% \$14,850	14% \$2,079	34% \$5,049	24% \$3,564	0% \$0	27% \$4,010	
3rd Street & Adeline	\$150,000	65% \$97,500	100% \$97,500	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	
3rd Street & Market	\$150,000	53% \$79,500	74% \$58,830	26% \$20,670	0% \$0	0% \$0	0% \$0	0% \$0	100% \$20,670	
12th Street & Brush	\$150,000	3% \$4,500	100% \$4,500	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	0% \$0	
Total	\$9,654,000	97% \$9,368,500	20% \$1,866,840	80% \$7,501,660	26% \$1,961,035	26% \$1,943,947	42% \$3,141,641	3% \$223,984	2% \$162,162	
Difference from 2007:	\$0	\$4,500	\$42,900	(\$38,400)	\$907,671	\$865,717	(\$2,046,069)	\$223,984	\$10,148	
Additional Intersections:										
S. Auto Mall & Maritime	\$250,000	89% \$222,500	10% \$22,250	90% \$200,250	7% \$14,018	32% \$64,080	56% \$112,140	5% \$10,013	0% \$0	
Parcel I & Maritime	\$250,000	100% \$250,000	12% \$30,000	88% \$220,000	8% \$17,600	42% \$92,400	51% \$112,200	0% \$0	0% \$0	
Total	\$10,154,000	97% \$9,841,000	20% \$1,919,090	80% \$7,921,910	25% \$1,992,653	27% \$2,100,427	42% \$3,365,981	3% \$233,997	2% \$162,162	
Difference from 2007:	\$500,000	\$477,000	\$95,150	\$381,850	\$939,288	\$1,022,197	(\$1,821,729)	\$233,997	\$10,148	

Oakland Army Base Redevelopment, Sixteenth and Wood Street Sub-Area

Land Use Map

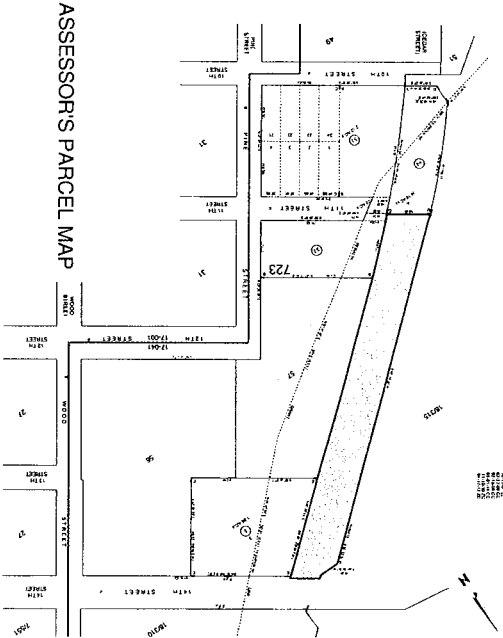


March 2005

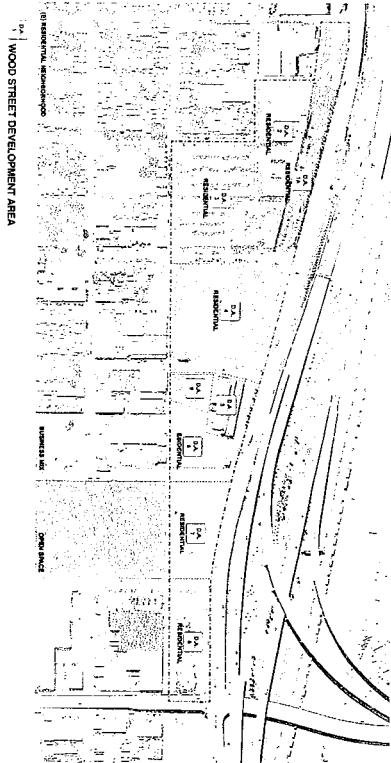


WOOD STREET ZONING DISTRICT
DEVELOPMENT AREA 1A
PRELIMINARY AND FINAL DEVELOPMENT PLAN - FEBRUARY 26, 2015

CITY VENTURES
BRAN STUDIO ARCHITECTURE
HUNT PALE JONES ARCHITECTS
SANDS
ENWILLER KUEHL
L.P. CONSTRUCTION SERVICES



ASSESSOR'S PARCEL MAP



WOOD STREET DEVELOPMENT AREA

WOOD STREET ZONING DISTRICT BOUNDARY AND DEVELOPMENT AREA 1

SHEET INDEX

COVER SHEET

ARCHITECTURAL

SITE PLANS AND DATA

- A-0.01 SHEET INDEX & SITE LOCATION DATA
- A-0.02 PROJECT OVERVIEW/GREENKEY
- A-0.03 GREEN BUILDING FEATURES
- A-0.04 SITE PHOTOS
- A-0.05 MASSING DIAGRAM
- A-0.06 ILLUSTRATIVE SITE PLAN
- A-0.07 ARCHITECTURAL SITE PLAN
- A-0.08 PHASING PLAN
- A-0.09 PROJECT RENDERING
- A-0.10 PROJECT RENDERING

BUILDING AND UNIT PLANS

- A-1.01 BUILDING 1 FLOOR PLAN
- A-1.02 BUILDING 2 & 4 FLOOR PLANS
- A-1.03 BUILDING 3 FLOOR PLAN
- A-1.04 BUILDING 5 FLOOR PLAN

BUILDING ELEVATIONS, SECTION AND RENDERINGS

- A-2.01 BUILDING 1 ELEVATIONS
- A-2.02 BUILDING 2 ELEVATIONS
- A-2.03 BUILDING 3 ELEVATIONS
- A-2.04 BUILDING 4 ELEVATIONS
- A-2.05 BUILDING 5 ELEVATIONS
- A-4.01 BUILDING 1 RENDERINGS
- A-4.02 BUILDING 2 RENDERINGS
- A-4.03 BUILDING 3 RENDERINGS
- A-4.04 BUILDING 4 RENDERINGS
- A-4.05 BUILDING 5 RENDERINGS

EXTERIOR

- C-1.01 GRADING AND UTILITY PLAN
- C-2.01 STORMWATER MANAGEMENT PLAN

LANDSCAPE

- L-0.01 AREA IDENTIFICATION
- L-0.02 LANDSCAPE LIGHTING PLAN
- L-0.03 PLANTING PLAN
- L-0.04 ADJ-ALT PLANTING PLAN
- L-0.05 ENLARGED PLANS
- L-0.06 SITE SECTIONS
- L-0.07 PLANTING PALETTE

MATERIAL BOARD

- M-0.01 MEWS HOUSE MATERIALS AND COLORS

CITY VENTURES
444 Spear Street, Suite 200
San Francisco, CA 94105
P: 510.846.6540
www.cityventures.com

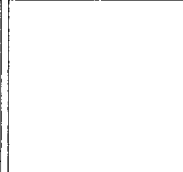
BARAN STUDIO
ARCHITECTURE
5621 Lowell Street, Suite F
Oakland, CA 94608
P: 510.595.6744
www.baranstudio.com

HUNT HALE JONES
ARCHITECTURE
444 Spear Street, Suite 105
San Francisco, CA 94105
P: 415.568.3831
www.hunt halejones.com

SANDIS
636 Ninth Street
Oakland, CA 94607
P: 510.873.8866
www.sandis.net

EINWILLER KUEHL
874 41st Street
Oakland, CA 94608
P: 510.891.1696
www.einwillerkuehl.com

LIP CONSTRUCTION
SERVICES
Sustainable Construction
Consultant
9571 Irvine Center Drive
Irvine, CA 92618
Phone: (949) 336-8900
www.lipd.com



WOOD STREET DEVELOPMENT AREA 1A - MEWS HOUSE

SHEET INDEX & SITE LOCATION DATA

Project Number	0000
Date	FEB 16, 2015
Drawn by	SCJ
Checked by	MT

A-0.01

Wood Street Zoning District Development Area 1a Mews House

Background and Overview:

Development Area 1a is comprised of approximately 2.11 acres of vacant land located at 1805 14th Street within the Wood Street Zoning District (WSZD), an identified Priority Development Area. This District, established in 2005, called for Development Area 1a to be developed, along with 23 surrounding acres, into housing and mixed uses. Within Development Area 1a, the WSZD allows a minimum of 46.02 and maximum of 59.96 residential units. Non-residential development is not allowed within Development Area 1a. City Ventures proposed development of the site conforms in all respects, including use and density, with the WSZD. Potential effects of the WSZD on neighborhood character, traffic, cultural resources and other relevant impacts were studied as part of the previously approved rezoning.

To date, Holiday Development's Pacific Cannery Lofts project, comprised of 163 residential and live/work condominiums, Bridge Housing's Ironhorse project, comprised of 99 below-market rate rental apartments, and Pure Homes' Zephyr Gate project, comprised of 130 residential and live/work condominiums, have been completed within Development Areas 2 and 3 of the WSZD, respectively. In 2014, final Development Plans for City Ventures' development of 171 residential and live/work condominiums and 5,100 square feet of commercial space on Development Area 4 adjacent, and Holiday Development's 235-unit market rate rental apartment project on Development Area 8, were approved.

Development Area 1a is a long, narrow lot which parallels Frontage Road between 11th and 14th Streets. Immediately adjacent across across a shared private drive are the aforementioned Ironhorse and Pacific Cannery Lofts projects. Across 14th Street is Development Area 4 (Stationhouse), scheduled to break ground in the first half of 2015. Directly south is the California Waste Solutions facility.



Magnolia Row, Oakland

Description of Proposal

City Ventures proposes to construct 47 new solar, all-electric residential condominiums within Development Area 1a of the Wood Street Zoning District. New homes will be three-story, attached townhome-style condominiums with private, at-grade garages, averaging 1,650 square feet and containing two or three bedrooms. Additional parking will be provided on driveway strips in front of each home. All new homes will feature private, fenced backyards.

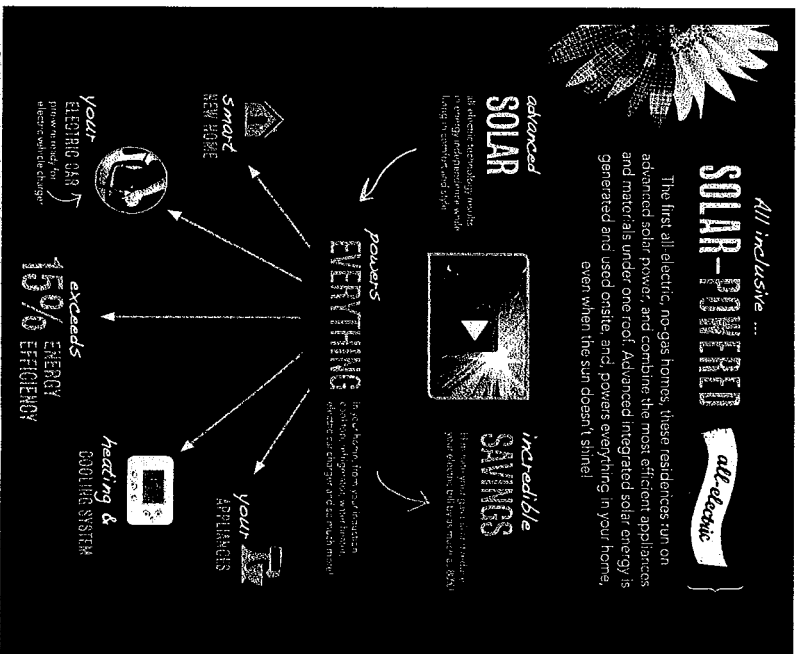
The site will provide continued access to the Ironhorse and Pacific Cannery Lofts garages via a new private road to be rebuilt in its present alignment, widened to accommodate current fire code, and with new sidewalk, curb, gutter and street trees on the west side of the street to complement existing pedestrian amenities on the east.

Schedule

Assuming all project entitlements are in place in Summer 2015, City Ventures anticipates commencing construction during the first half of 2016.

Financing

All public and private improvements within and surrounding Development Area 1a will be privately financed by City Ventures, a well-capitalized developer with over \$365 million of discretionary funds.



CITY VENTURES IS COMMITTED TO IMPROVING THE COMMUNITIES IN WHICH IT WORKS BY NOT ONLY PROVIDING BEAUTIFUL AND STYLISH HOMES, BUT ALSO THE MOST ENERGY EFFICIENT HOMES ON THE MARKET. OUR INDUSTRY LEADING "GREEN KEY" PROGRAM ENSURES OUR HOMEBUYERS AN ENERGY EFFICIENT HOME FOR A GREENER EARTH AND A GREENER VALLEY. OUR GREEN KEY HOMES FEATURE ADVANCED ENERGY SAVING APPLIANCES AND OTHER INNOVATIONS THAT ALSO REDUCE OUR HOMEOWNERS' UTILITY BILLS. SIGNIFICANTLY REDUCE UTILITY BILLS FOR OUR HOMEOWNERS.

- 2 kW solar panel system standard on every home
- Complete elimination of monthly natural gas bills
- Cutting edge hybrid high efficiency all electric water heater
- Energy efficient heat pumped heating and cooling system
- Pre-wire ready conduit for gasoline free electric car chargers
- Environmentally preferred compact, urban infill development close to transit
- Turf limited, invasive plant free, drought tolerant landscape
- Ocean friendly storm water treatment system
- Lumber saving beam, header, roof and floor truss systems
- Construction materials waste recycling program
- Copper saving PEX water lines
- High efficiency water saving plumbing fixtures
- Heat resistant radiant barrier roof sheathing
- High solar reflective index roofing materials
- Thermal envelope leakage prevention system
- Dual glazed windows with low solar heat gain coefficient glass
- Whole house harmful gas removal ventilation system
- Programmable climate control thermostat
- Carbon monoxide pollutant prevention garage seal
- Environmentally preferred low VOC paints, caulking and adhesives
- Independent 3rd party pressurized duct testing on 100% of homes
- Independent 3rd party cooling refrigerant inspection on 100% of homes
- Energy star appliances

BUILD IT GREEN NEW HOME RATING SYSTEM, VERSION 6.0 - MULTIFAMILY

BY BING GUERIN, CERTIFIED GREEN POINT RATER
SUBMITTED FEB 26, 2015
TOTAL POINTS TARGETED: 75.3
CERTIFICATION LEVEL: CERTIFIED

A. SITE
(NO POINTS CURRENTLY CLAIMED, ALL POINTS TBD)
B. FOUNDATION
(NO POINTS CURRENTLY CLAIMED, ALL POINTS TBD)

C. LANDSCAPE
(TYPICAL FOR ALL LANDSCAPE AREAS)
C3.1 NO INVASIVE SPECIES LISTED BY CAL-IPC
C3.2 NO TYPE ON SLOPES
C3.3 ONE INCH OF COMPOST IN TOPSOIL
C3.4 ONE INCH OF COMPOST IN TOPSOIL
C3.5 SUBWATER DEDICATED FOR LANDSCAPE
(ALL OTHER POINTS TBD)

D. STRUCTURAL FRAME AND BUILDING ENVELOPE
(TYPICAL FOR ALL BUILDINGS)
D3.1 WOOD JOISTS OR WEB TRUSSES FOR FLOORS
D3.2 OSB FOR SUBFLOOR
D3.3 OSB FOR SUBFLOOR
D3.4 ROOF SHEATHING
(ALL OTHER POINTS TBD)

E. EXTERIOR
(TYPICAL FOR ALL BUILDINGS)
E2. FLASHING INSTALLATION THIRD-PARTY VERIFIED
(ALL OTHER POINTS TBD)

F. INSULATION
(NO POINTS CURRENTLY CLAIMED, ALL POINTS TBD)
G. PLUMBING
(TYPICAL FOR ALL BUILDINGS)
G2.1 WATERSEAL BATHROOM FAUCETS
(ALL OTHER POINTS TBD)

H. HEATING, VENTILATION AND AIR CONDITIONING
(TYPICAL FOR ALL BUILDINGS)
H1.1 SEaled COMBUSTION FURNACE
H1.2 SEaled COMBUSTION WATER HEATER
H1.3 DUCT MASTIC ON DUCT JOINTS AND SEAMS
H1.4 DUCT MASTIC ON DUCT JOINTS AND SEAMS
(ALL OTHER POINTS TBD)

I. RENEWABLE ENERGY
(TYPICAL FOR ALL BUILDINGS)
I6. PHOTOVOLTAIC SYSTEM FOR MULTIFAMILY PROJECTS
(ALL OTHER POINTS TBD)

J. BUILDING PERFORMANCE AND TESTING
(TYPICAL FOR ALL BUILDINGS)
J5.1 HOME OUTPERFORMING TITLE 24
J5.2 MECHANICAL VENTILATION TESTING
J5.3 MECHANICAL VENTILATION TESTING
(ALL OTHER POINTS TBD)

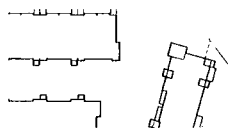
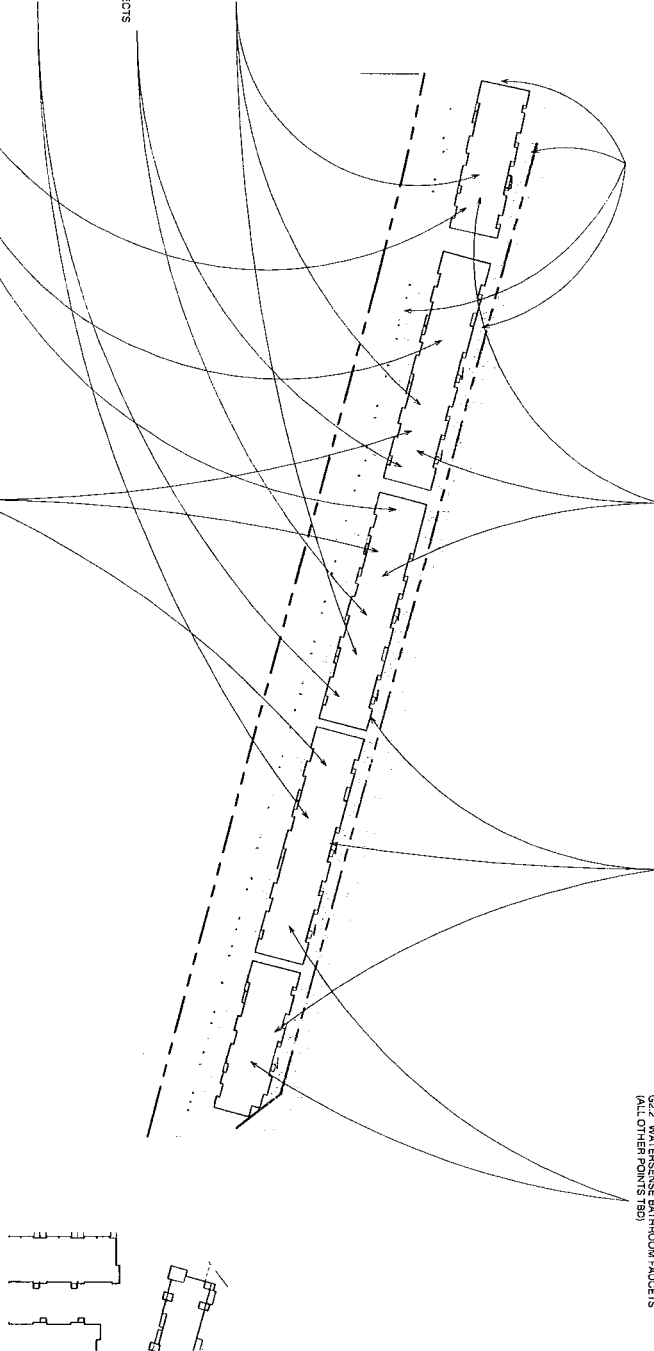
K. FINISHES
(TYPICAL FOR ALL BUILDINGS)
K3.1 FORMALDEHYDE EMISSIONS: CABINETS
K3.2 FORMALDEHYDE EMISSIONS: CABINETS
K3.3 FORMALDEHYDE EMISSIONS: TRIM & SHELVING
(ALL OTHER POINTS TBD)

L. FINISHING
(NO POINTS CURRENTLY CLAIMED, ALL POINTS TBD)

M. APPLIANCES AND LIGHTING
(TYPICAL FOR ALL BUILDINGS)
M1. ENERGY STAR DISHWASHER
M1. ENERGY STAR DISHWASHER
M1. ENERGY STAR DISHWASHER
(ALL OTHER POINTS TBD)

N. COMMUNITY
(TYPICAL FOR ALL BUILDINGS)
N1.1 SMART DEVELOPMENT: INFILL SITE
N2. DEVELOPMENT WITHIN 1/2 MILE OF TRANSIT CENTER
N3.2 ENTRANCES VISIBLE FROM STREET
(ALL OTHER POINTS TBD)

O. OTHER
(TYPICAL FOR ALL BUILDINGS)
O7. GREEN APPRAISAL ADDENDUM
(ALL OTHER POINTS TBD)



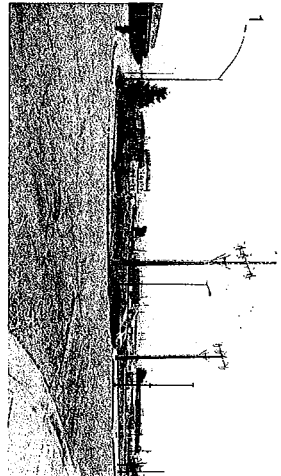
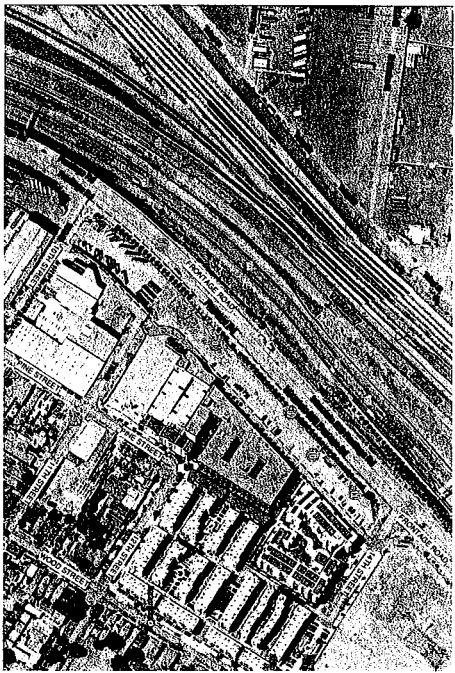
WOOD STREET DEVELOPMENT AREA 1A - MEWS HOUSE

GREEN BUILDING FEATURES

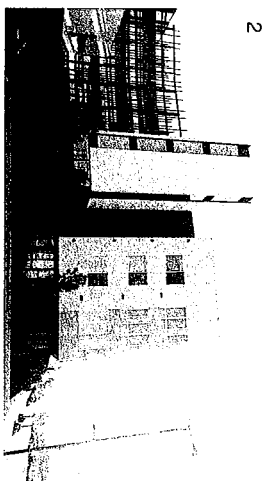
A-0.03

Project Number	20001
Submitted	FEB 26, 2015
Checked by	TR
Scale	1" = 32'-0"

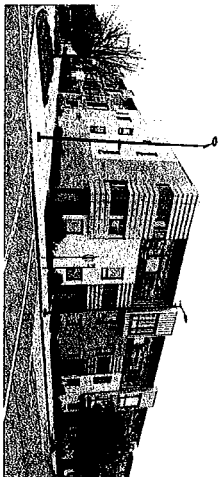




1. CORNER OF FRONTAGE RD AND 14TH STREET



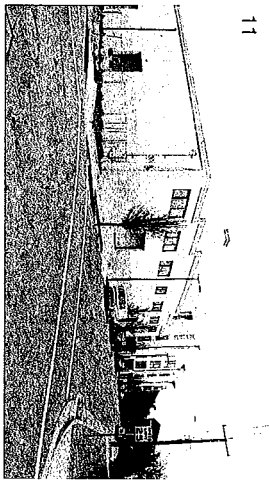
2. IRON HORSE AT 14TH ST AND PULLMAN WAY



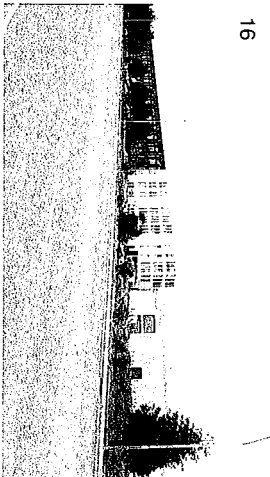
3. IRON HORSE AT CORNER OF WOOD ST. AND 12TH ST.



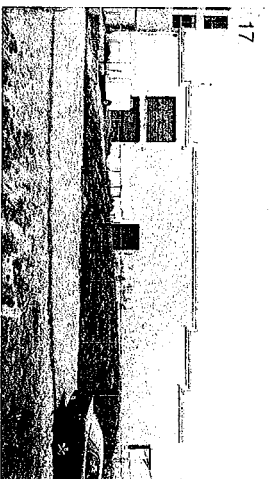
10. PACIFIC CANNERY AT CORNER OF PINE ST. AND 12TH ST.



11



16



17

16. SITE, ICEHOUSE AND PACIFIC CANNERY FROM FRONTAGE ROAD

17. ICEHOUSE AT PULLMAN WAY



City Ventures



WOOD STREET

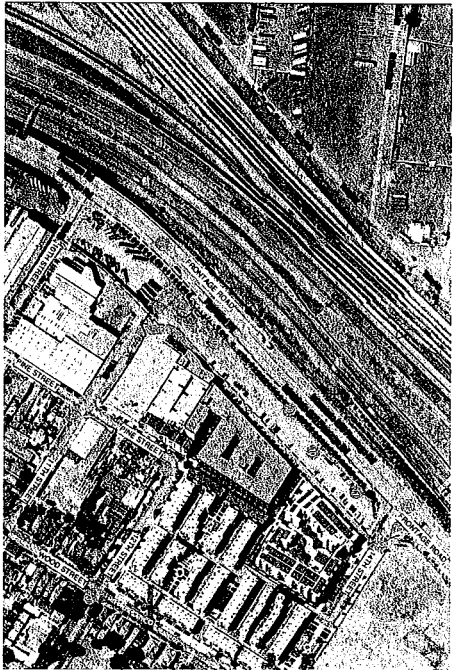
DEVELOPMENT AREA 1A - MEWS HOUSE

SITE PHOTOS

Project Number	00001
Date	FEB. 16, 2011
Drawn by	SCM
Checked by	TMT

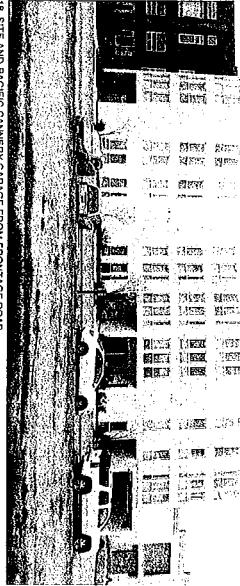
A-0.04

Scale 1/2" = 1'-0"



18

19



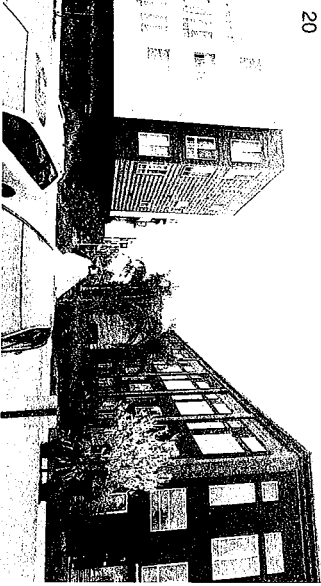
18. SITE AND PACIFIC CANNERY GARAGE FROM FRONTAGE ROAD



18. SITE AND PACIFIC CANNERY FROM FRONTAGE ROAD

20

21



20. GATEWAY BETWEEN IRONHORSE AND PACIFIC CANNERY FROM FULLWAY WAY



21. SITE AND IRONHORSE FROM FRONTAGE ROAD



City Ventures



WOOD STREET

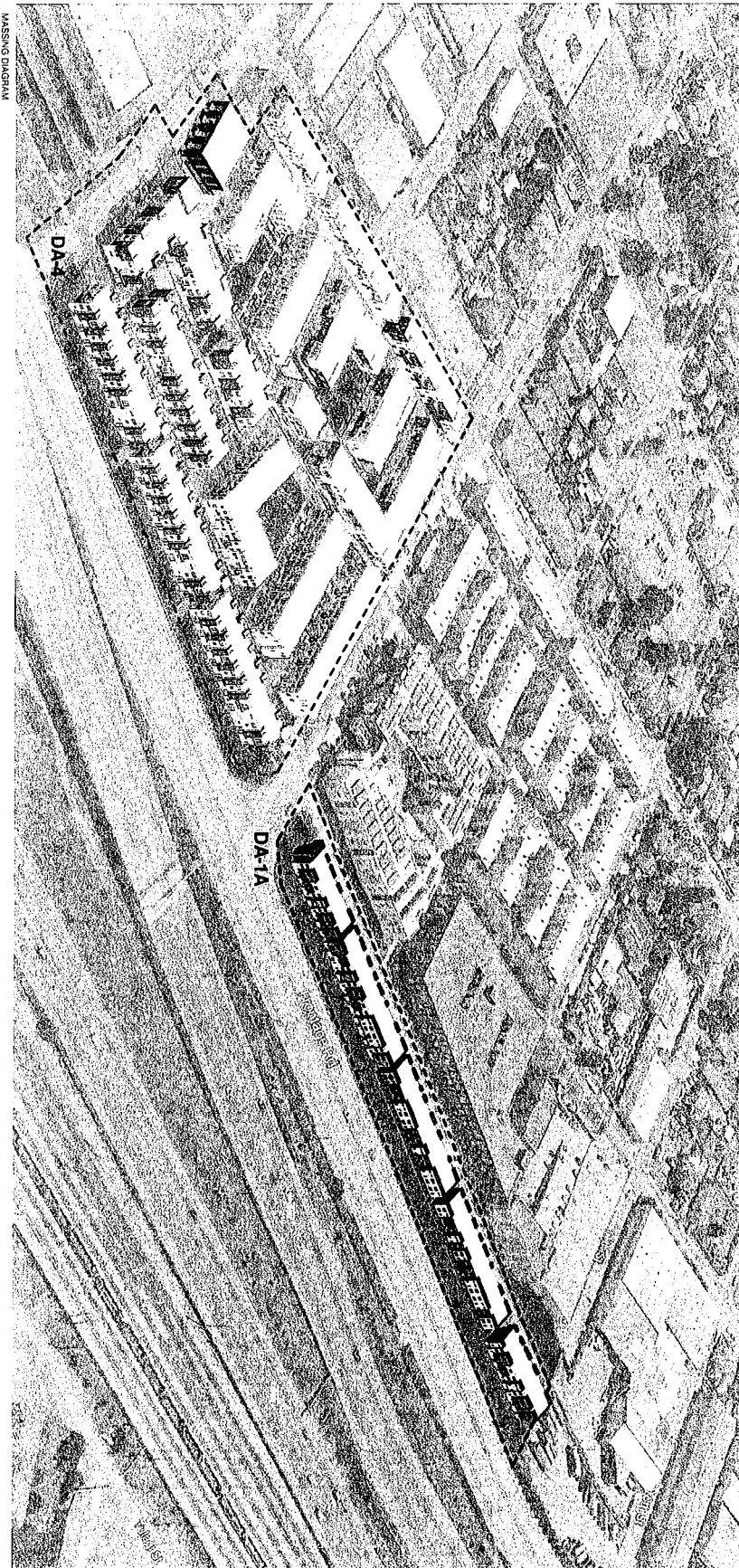
DEVELOPMENT AREA 1A - MEWS HOUSE

SITE PHOTOS

Project Number: 00001
Date: FEB. 24, 2015
Drawn by: SCW
Checked by: TWT

A-0.05

Scale: 3/4" = 1'-0"



MASSING DIAGRAM



WOOD STREET

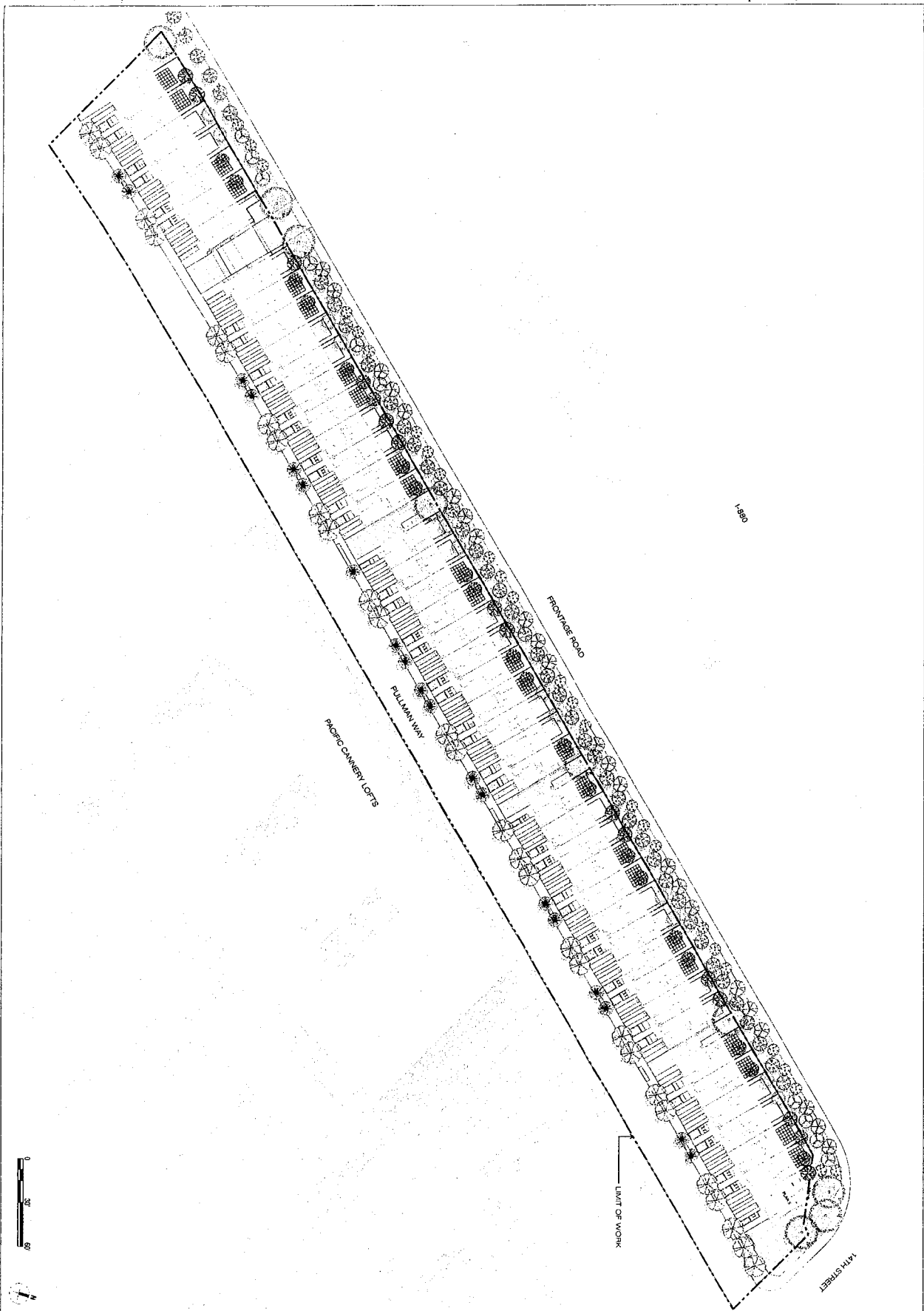
DEVELOPMENT AREA 1A - MEWS HOUSE

MASSING DIAGRAM

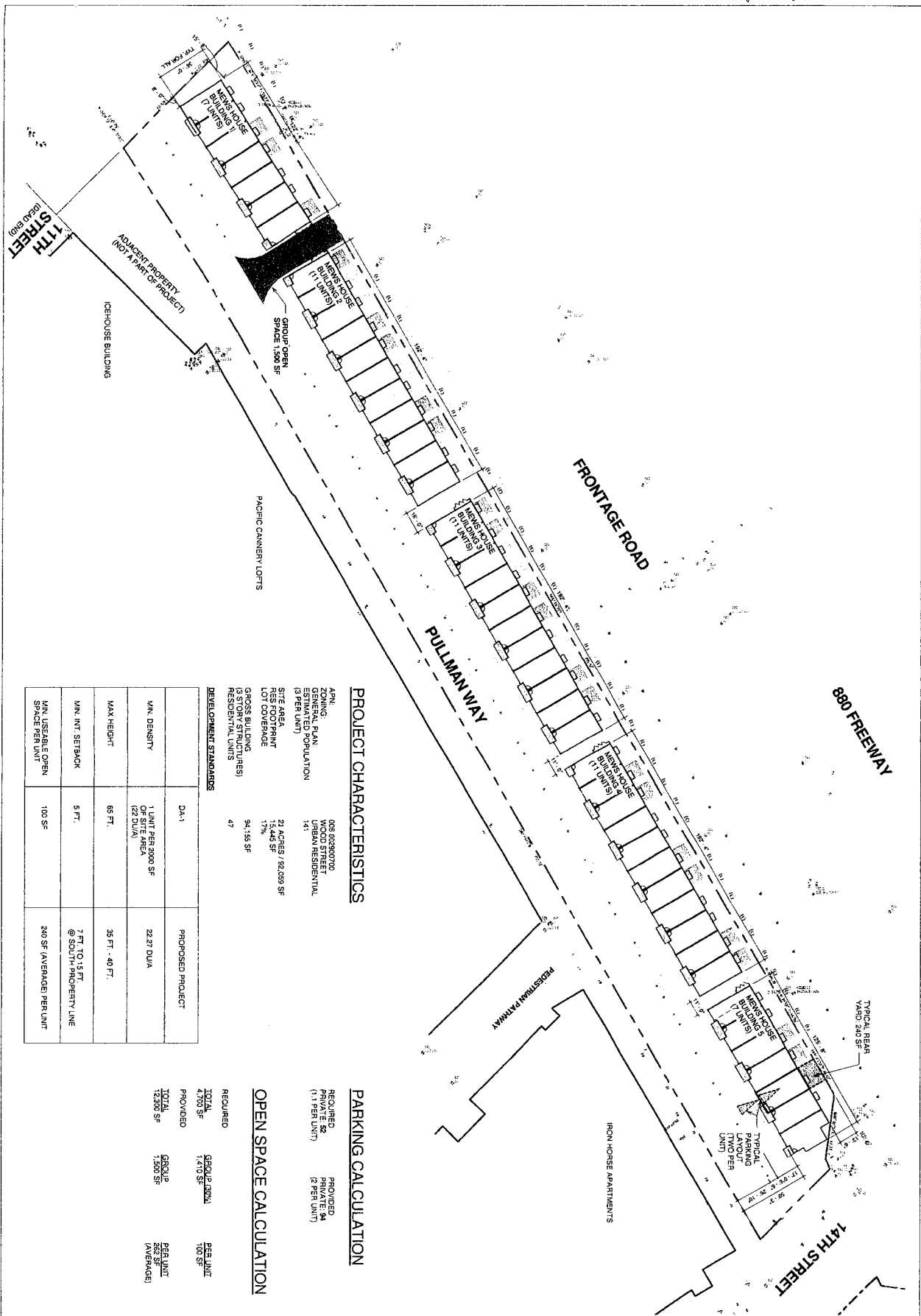
PROJECT NUMBER	100001
DATE	FEB 28, 2015
DRAWN BY	SCM
CHECKED BY	INT

A-0.10

Scale



 <p>City Ventures</p>		<p>UNIVERSITY HARVARD UNIVERSITY</p>	<h2 style="text-align: center;">WOOD STREET</h2> <p style="text-align: center;">DEVELOPMENT AREA 1A - MEWS HOUSE</p>	<p style="text-align: center;">ILLUSTRATIVE SITE PLAN</p> <table border="1"> <tr> <td>Project number</td> <td>00001</td> </tr> <tr> <td>Date</td> <td>2014/05/13</td> </tr> <tr> <td>Drawn by</td> <td>AS</td> </tr> <tr> <td>Checked by</td> <td>SK</td> </tr> </table> <p style="text-align: center;">L-1.00</p> <p>Scale 1" = 30'</p>	Project number	00001	Date	2014/05/13	Drawn by	AS	Checked by	SK
Project number	00001											
Date	2014/05/13											
Drawn by	AS											
Checked by	SK											



PROJECT CHARACTERISTICS

APN: 005 02820700
 ZONING: URBAN RESIDENTIAL
 GENERAL PLAN: URBAN RESIDENTIAL
 ESTIMATED POPULATION: 141
 (3 PER UNIT)
 SITE AREA: 21 ACRES / 92,099 SF
 NET FOOTPRINT: 13,445 SF
 LOT COVERAGE: 17%
 GROSS BUILDING AREA: 94,155 SF
 RESIDENTIAL UNITS: 47

DEVELOPMENT STANDARDS

	D4-1	PROPOSED PROJECT
MIN. DENSITY	1 UNIT PER 2000 SF OF SITE AREA (23 DU/A)	22.27 DU/A
MAX. HEIGHT	65 FT.	35 FT. - 40 FT.
MIN. INT. SETBACK	5 FT.	7 FT. TO 15 FT. @ SOUTH PROPERTY LINE
MIN. USEABLE OPEN SPACE PER UNIT	100 SF	240 SF (AVERAGE) PER UNIT

PARKING CALCULATION

REQUIRED: 141
 PROVIDED: 141
 (11 PER UNIT)

OPEN SPACE CALCULATION

REQUIRED: 4700 SF
 PROVIDED: 1,410 SF
 TOTAL: 12,300 SF
 GROUP: 1,300 SF
 PER UNIT: 240 SF (AVERAGE)

WOOD STREET

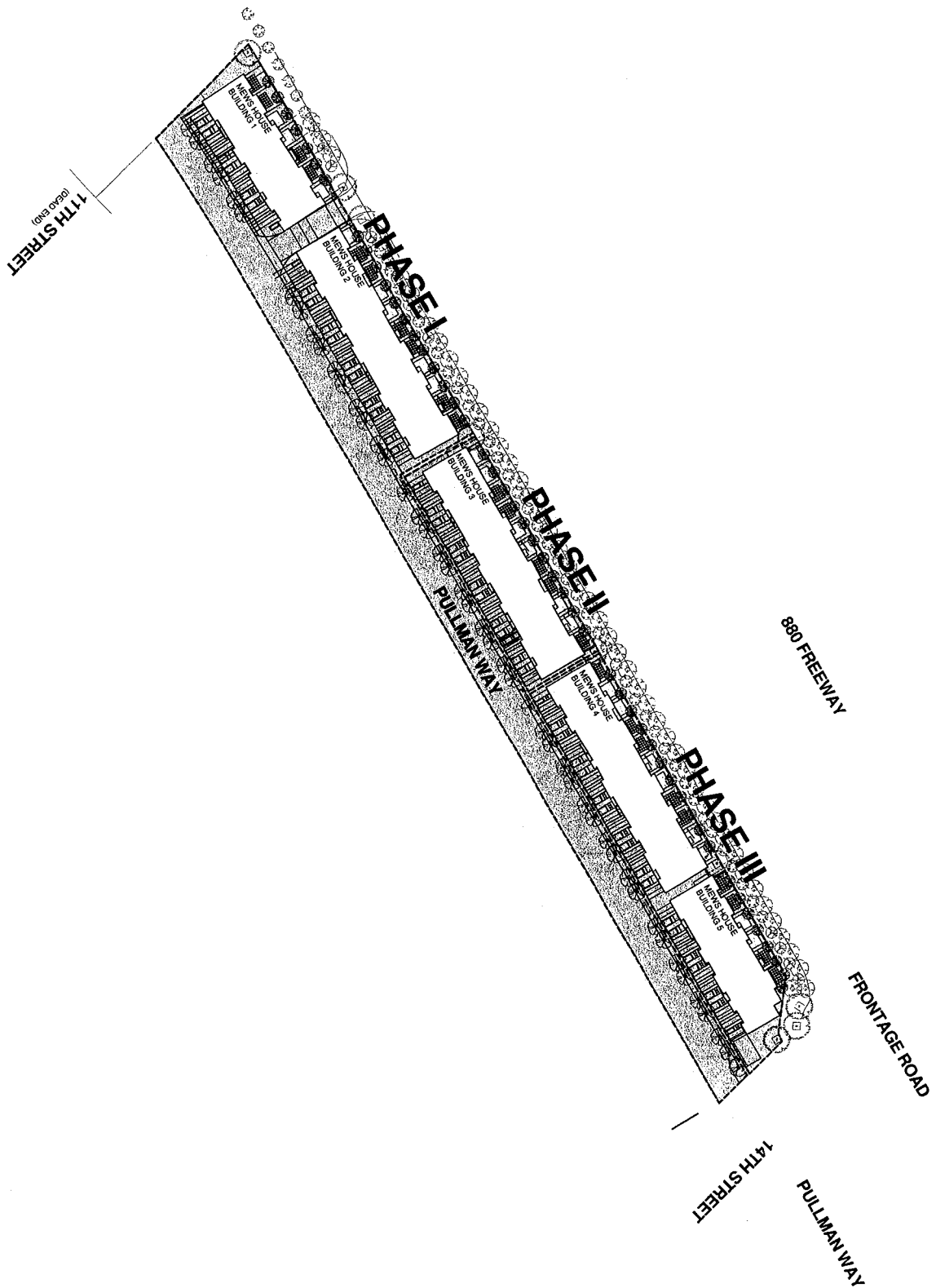
DEVELOPMENT AREA 1A - MEWS HOUSE

ARCHITECTURAL SITE PLAN

A-1.01

Project Number: 00001
 Date: FEB 11, 2015
 Drawn by: SCN
 Checked by: TWT
 Scale: AS SHOWN



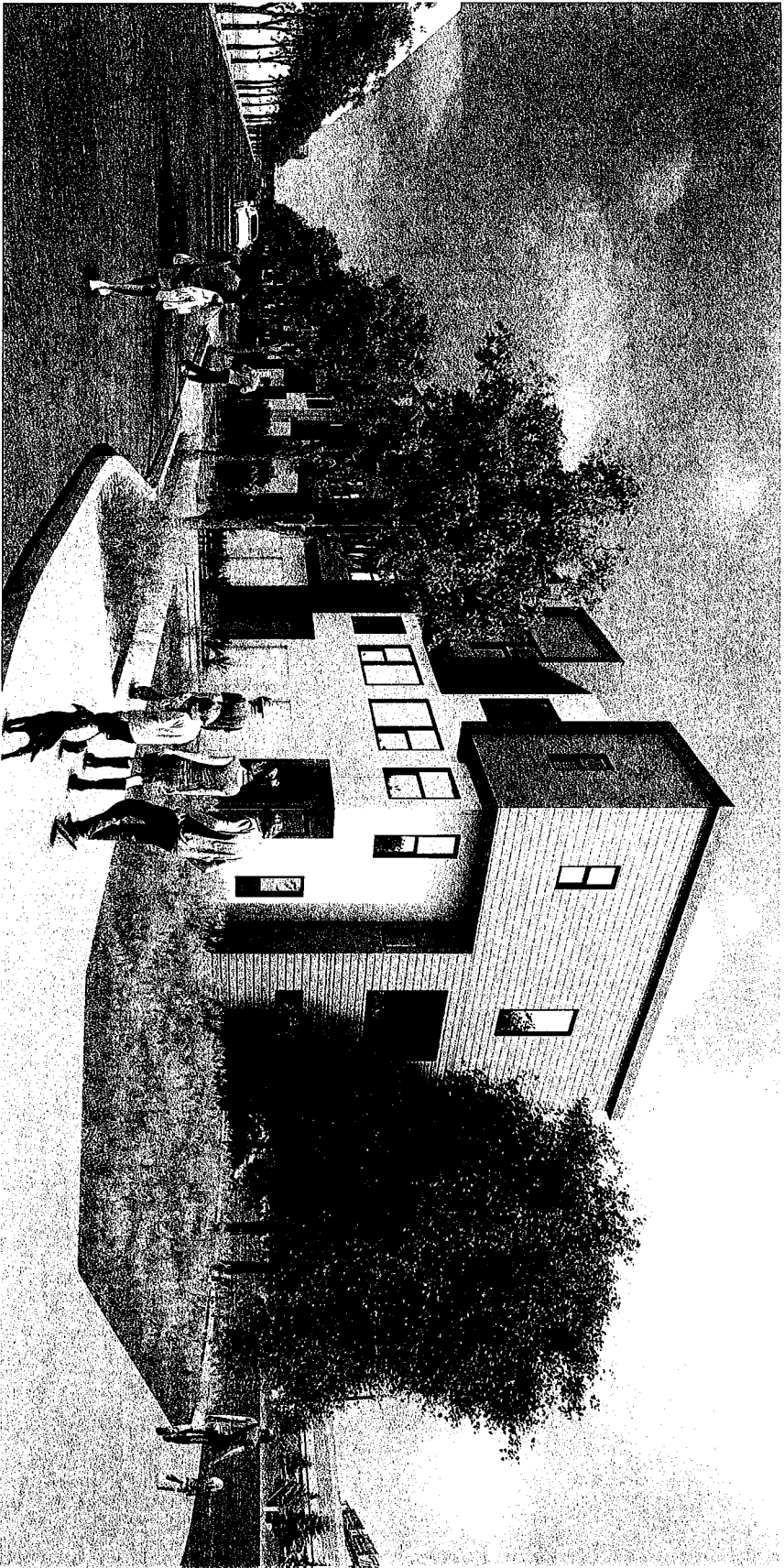


PHASING PLAN	
Project Number	00001
Date	FEB 16, 2015
Drawn by	SKN
Checked by	TNI
Scale	1" = 400'
A-1.02	

WOOD STREET

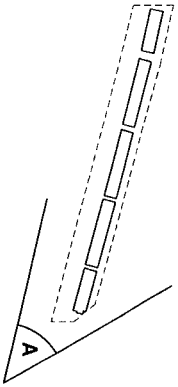
DEVELOPMENT AREA 1A - MEWS HOUSE





VIEW A: SOUTH ON PULLMAN WAY ACCESS ROAD FROM 14TH STREET - PROJECT ENTRANCE

SITE KEY PLAN



City Ventures



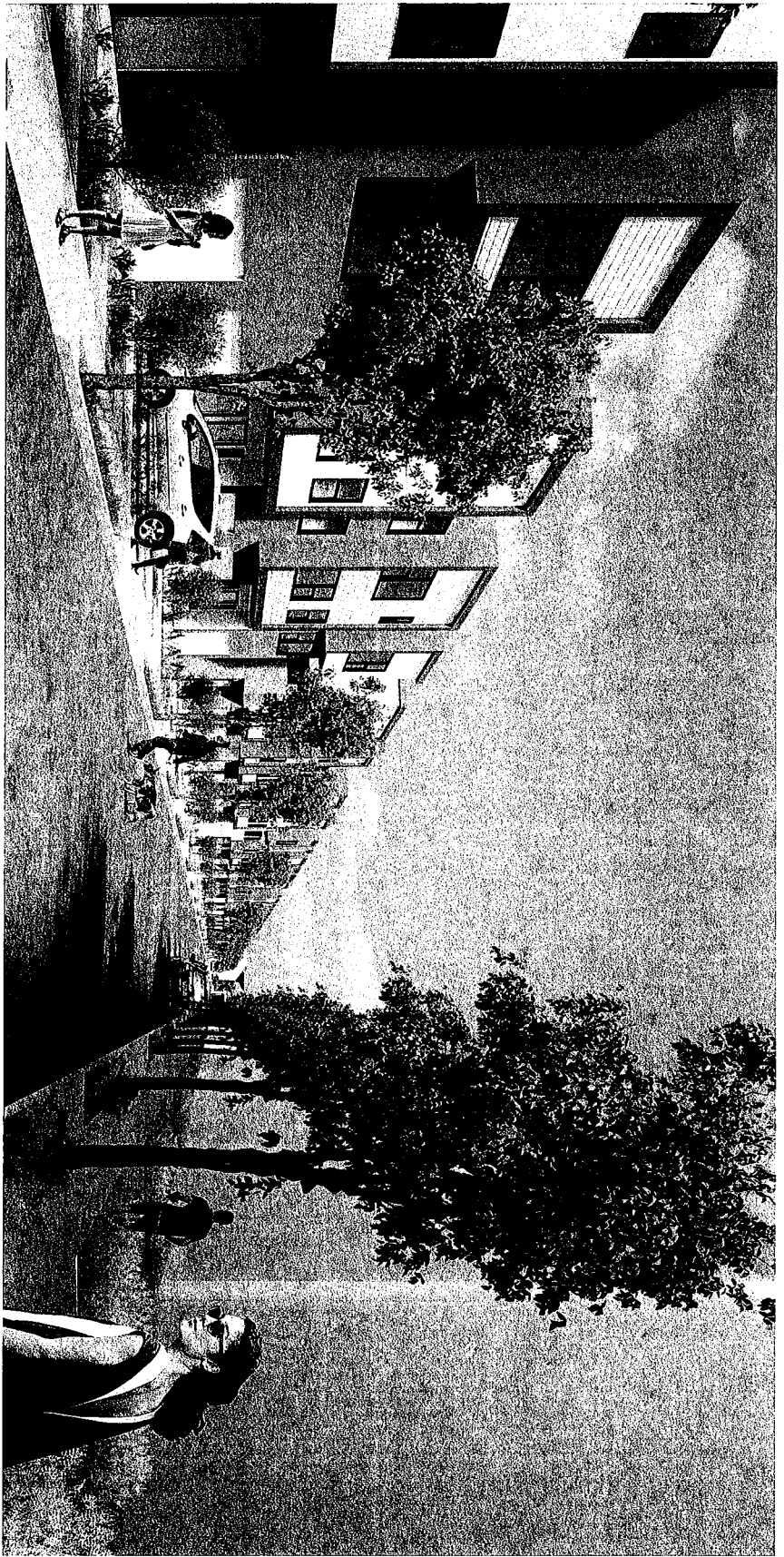
WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

**PROJECT
RENDERING**

Project Number: 00001
Date: FEB. 26, 2015
Drawn by: SCM
Checked by: TRT

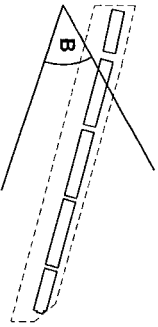
A-1.03

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



VIEW B: NORTH ON PULLMAN WAY ACCESS ROAD - TOWARDS DA-4

SITE KEY PLAN



City Ventures



WOOD STREET

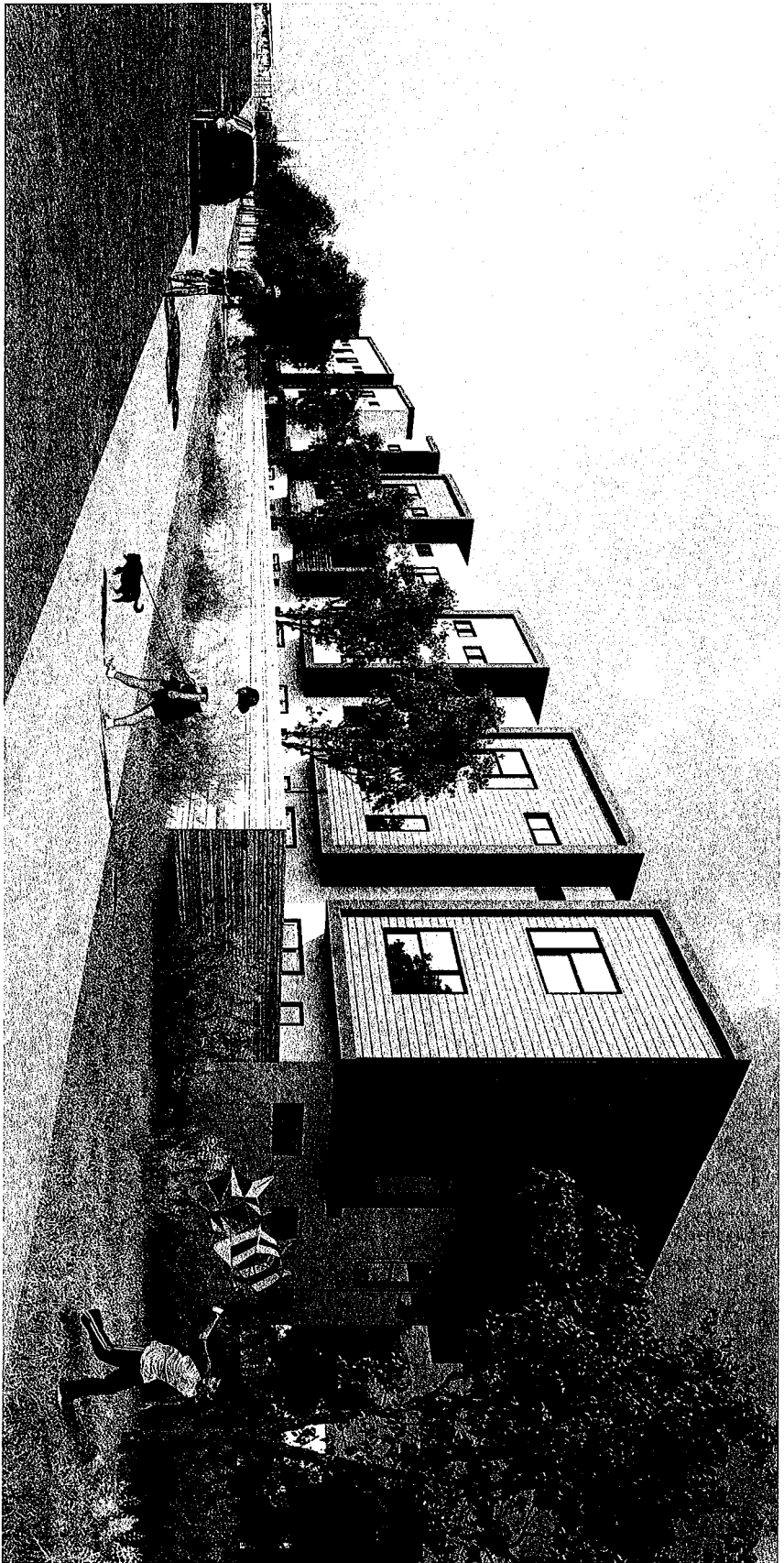
DEVELOPMENT AREA 1A - MEWS HOUSE

**PROJECT
RENDERING**

Project number:	00001
Date:	FEB 26, 2015
Drawn by:	SON
Checked by:	TNT

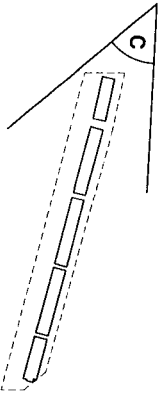
A-1.04

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



VIEW C: NORTH ON FRONTAGE ROAD TOWARD 14TH STREET

SITE KEY PLAN



WOOD STREET

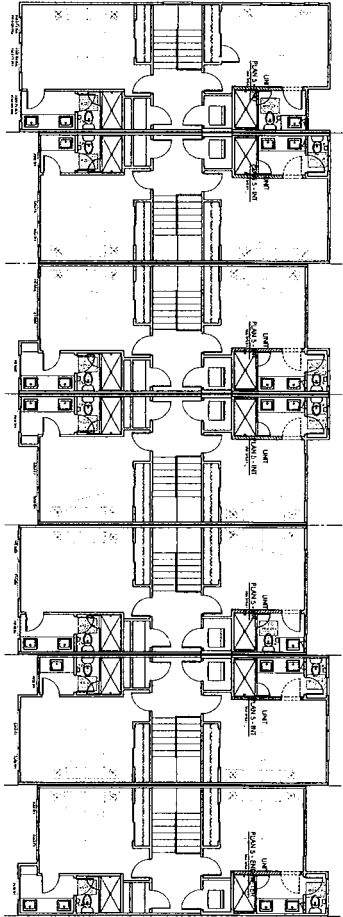
DEVELOPMENT AREA 1A - MEWS HOUSE

PROJECT RENDERING

Project Number	00001
Date	FEB. 26, 2015
Drawn by	SCN
Checked by	THF

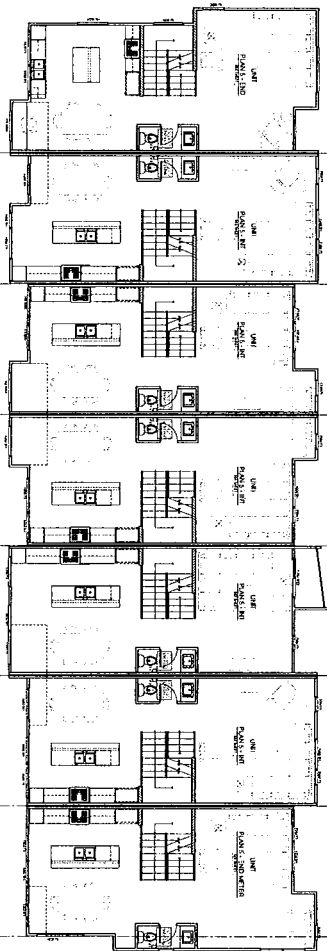
A-1.05

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



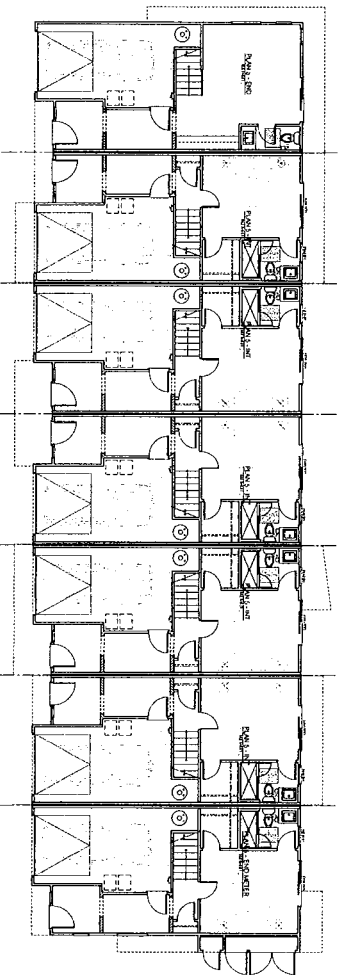
UPPER FLOOR

BUILDING 1



MAIN FLOOR

BUILDING 1



GROUND FLOOR

BUILDING 1

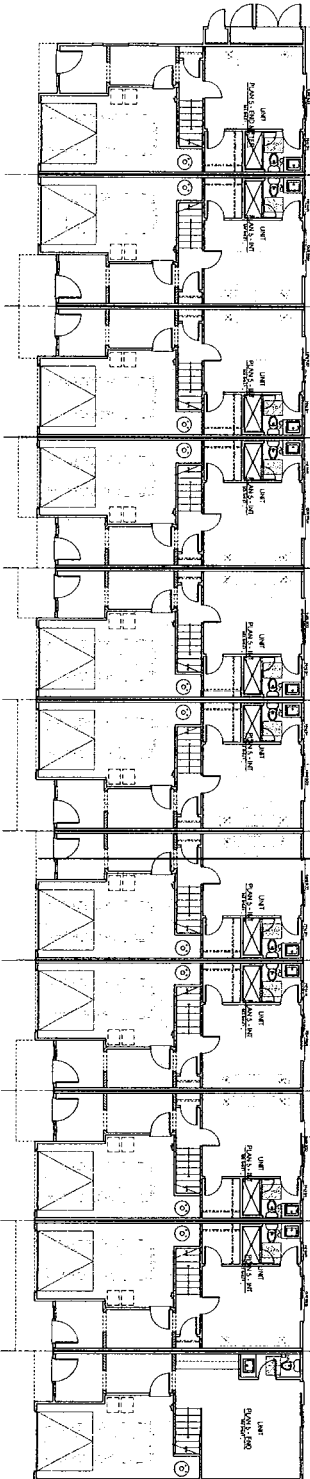
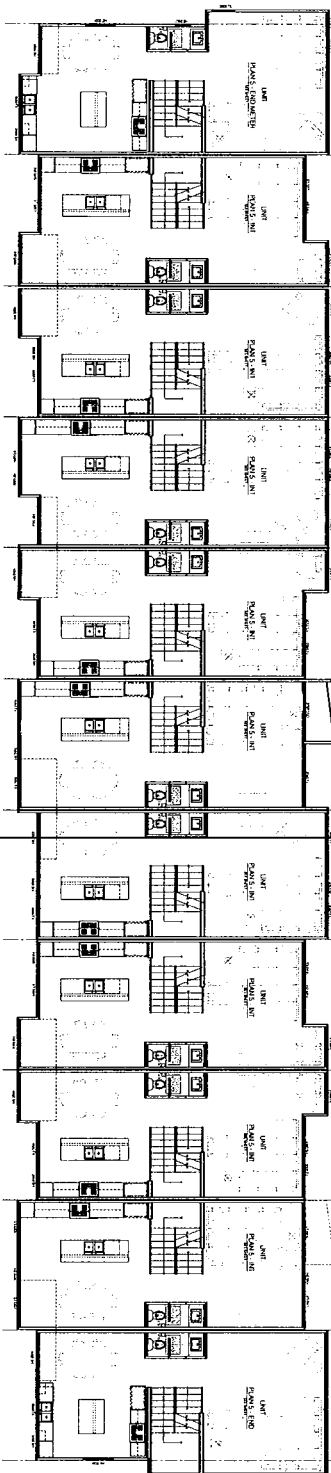
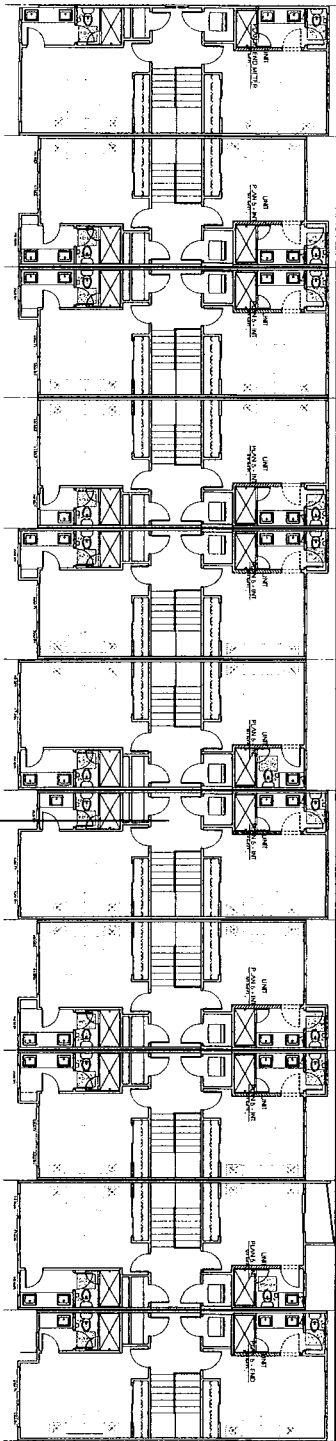


WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 1
FLOOR PLANS

A-1.11

Project Name	Woods Street
Client	City Ventures
Architect	bargan studio architecture
Date	FEB 26, 2015
Version	1.0
Drawn By	City Ventures
Checked By	City Ventures



City Ventures



HUNT
HALE
JONES

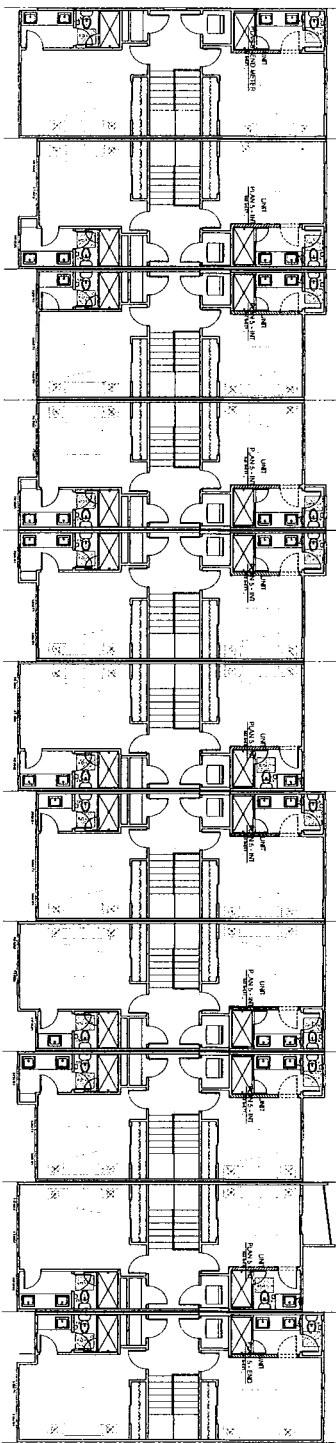
WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDINGS 2,4
FLOOR PLANS

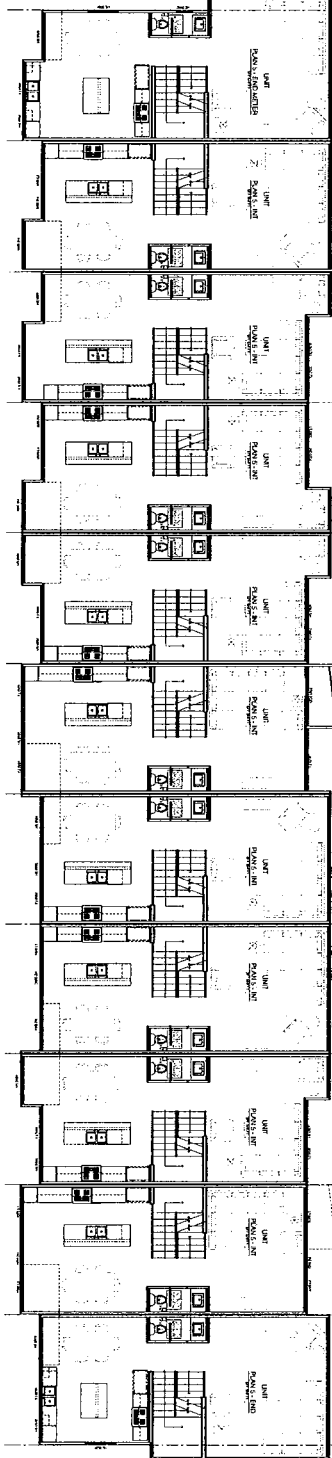
DATE: FEB 26, 2015

PROJECT: MEWS HOUSE

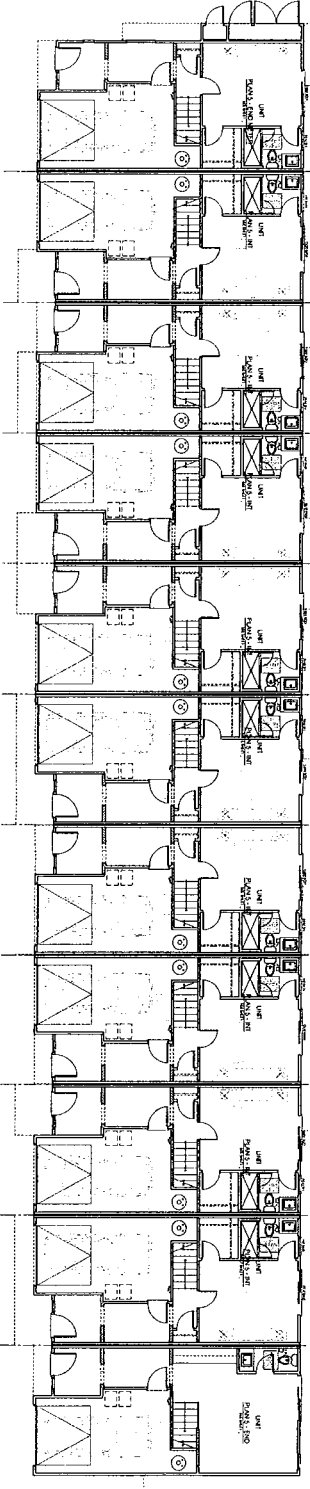
A-1.12



UPPER FLOOR



MAIN FLOOR



GROUND FLOOR

BUILDING 3



City Ventures



HUNT
HALE
JONES

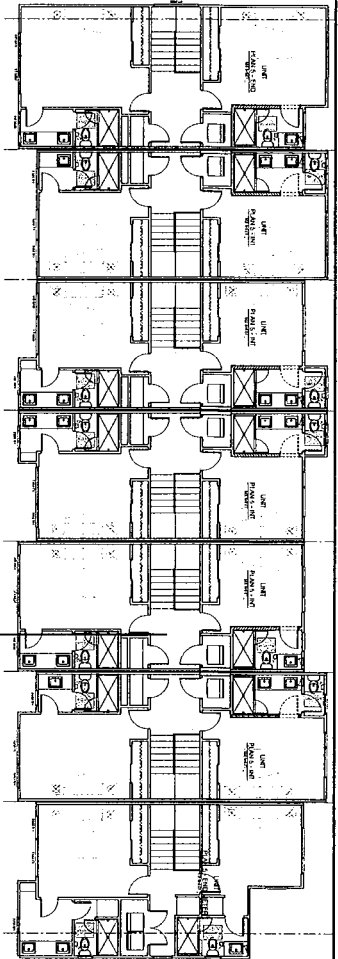
WOOD STREET

DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 3
FLOOR PLANS

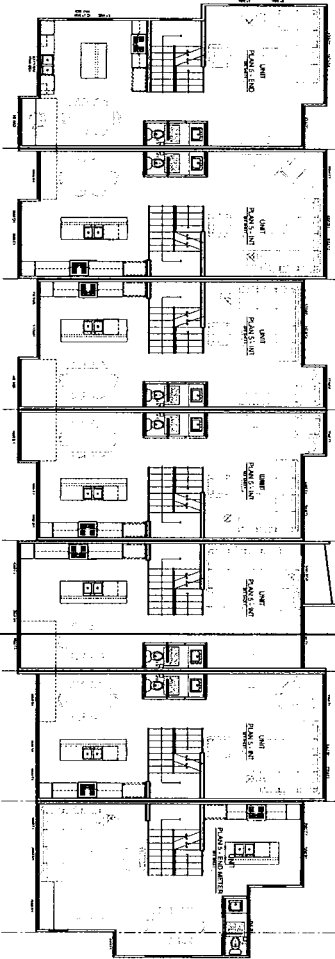
DATE: FEB 26, 2015
DRAWN BY: [blank]
CHECKED BY: [blank]

A-1.13



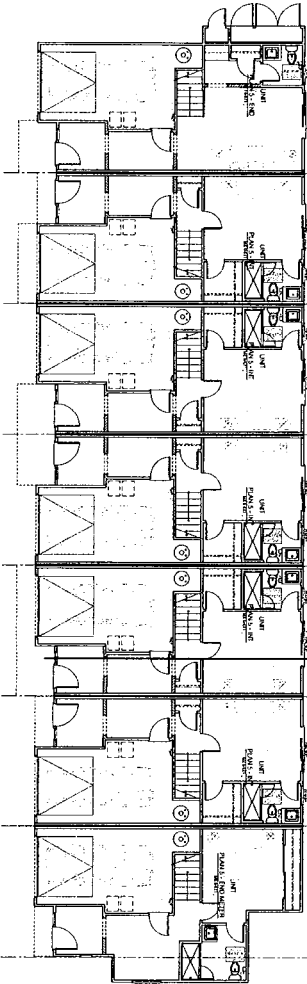
UPPER FLOOR

BUILDING 5



MAIN FLOOR

BUILDING 5



GROUND FLOOR

BUILDING 5



City Ventures



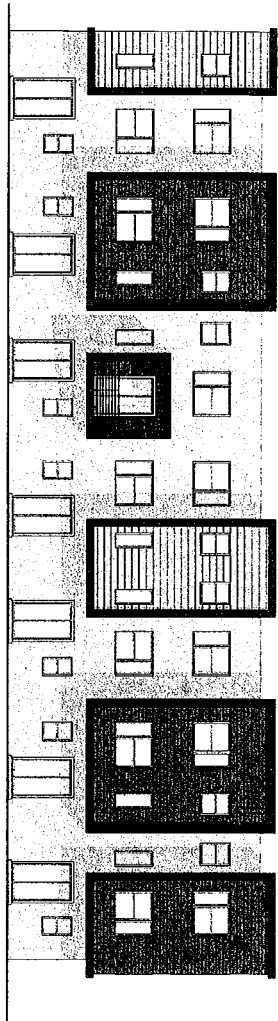
WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 5
FLOOR PLANS

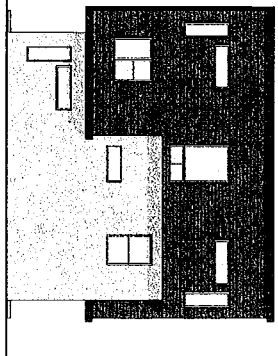
A-1.14

Project Name: BUILDING 5 FLOOR PLANS
Date: FEB. 26, 2015
Drawing: A-1.14
Checked: [Signature]
Created: [Signature]

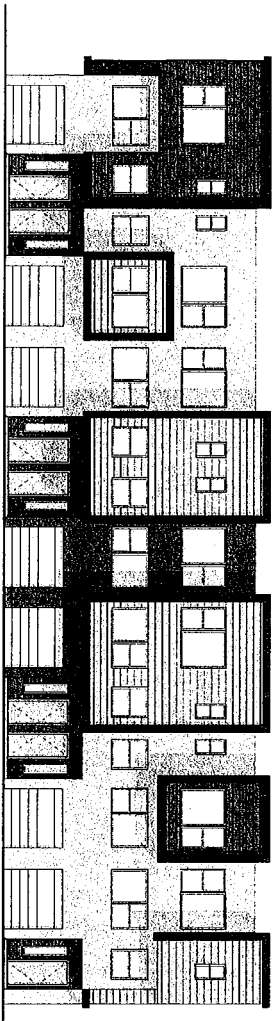
Scale:



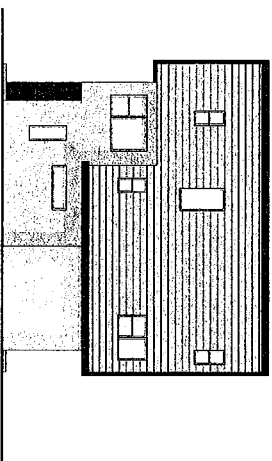
1 BUILDING 1 - WEST ELEVATION
1/8" = 1'-0"



4 BUILDING 1 - SOUTH ELEVATION
1/8" = 1'-0"

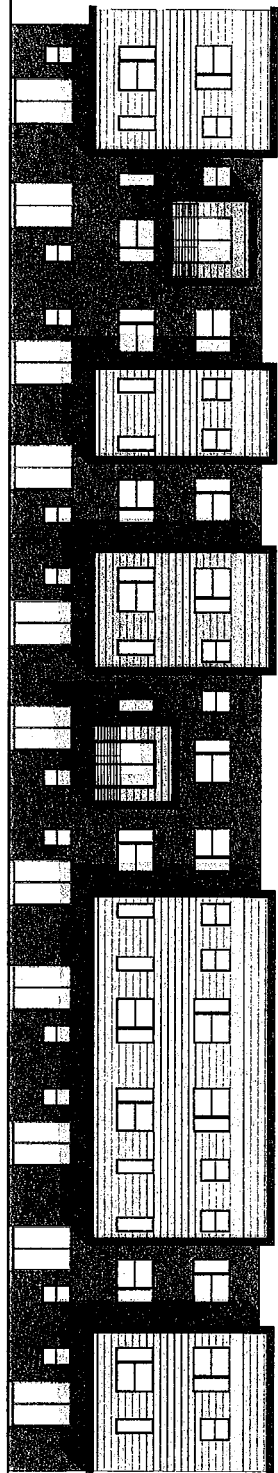


3 BUILDING 1 - EAST ELEVATION
1/8" = 1'-0"

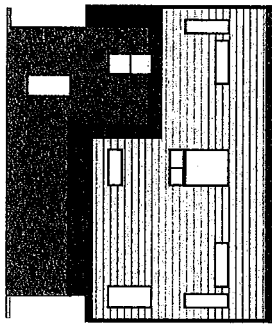


2 BUILDING 1 - NORTH ELEVATION
1/8" = 1'-0"

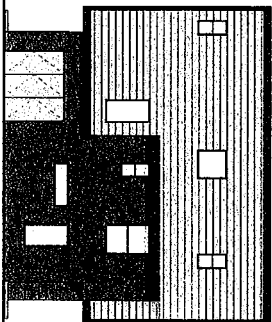
 <p>City Ventures</p>		<p style="text-align: center;">WOOD STREET DEVELOPMENT AREA 1A - MEWS HOUSE</p>	<p style="text-align: center;">BUILDING 1 ELEVATIONS</p> <table border="1"> <tr> <td>Project number</td> <td>00001</td> </tr> <tr> <td>Date</td> <td>FEB 26, 2015</td> </tr> <tr> <td>Drawn by</td> <td>SCN</td> </tr> <tr> <td>Checked by</td> <td>TMT</td> </tr> </table> <p style="text-align: center;">A-2.01</p> <p>Scale 1/8" = 1'-0"</p>	Project number	00001	Date	FEB 26, 2015	Drawn by	SCN	Checked by	TMT
Project number	00001										
Date	FEB 26, 2015										
Drawn by	SCN										
Checked by	TMT										



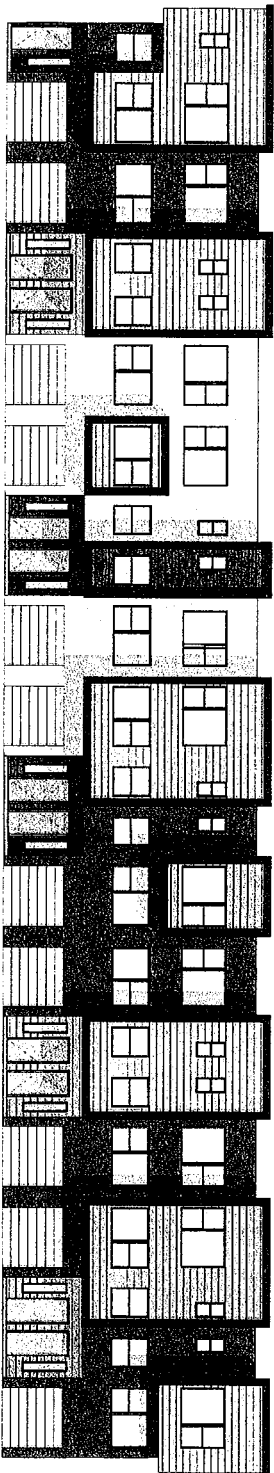
① BUILDING 2 - WEST ELEVATION
1/8" = 1'-0"



② BUILDING 2 - NORTH ELEVATION
1/8" = 1'-0"



③ BUILDING 2 - SOUTH ELEVATION
1/8" = 1'-0"



④ BUILDING 2 - EAST ELEVATION
1/8" = 1'-0"



City Ventures



WOOD STREET

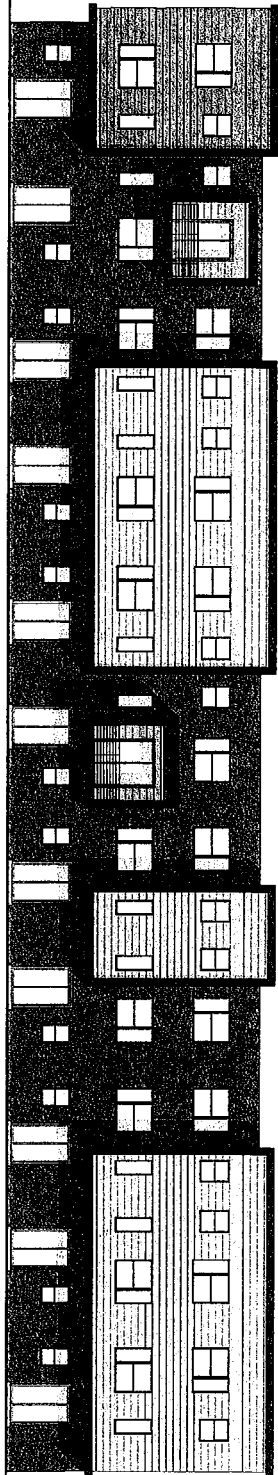
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 2 ELEVATIONS

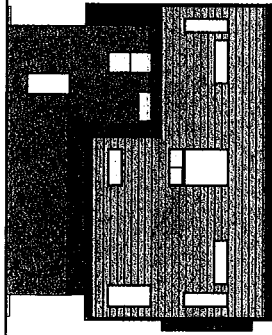
Project Number: 00001
Date: FEB 26, 2015
Drawn by: SCN
Checked by: TMT

A-2.02

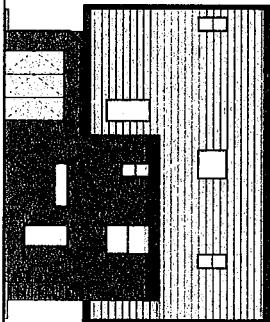
Scale: 1/8" = 1'-0"



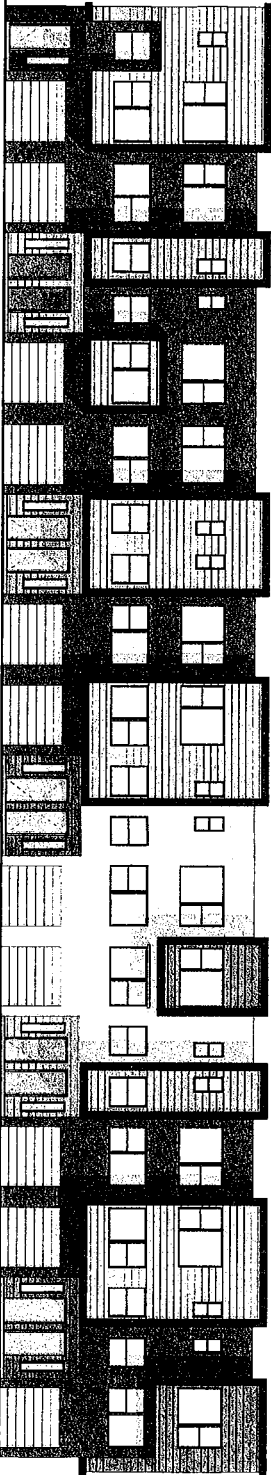
① BUILDING 3 - WEST ELEVATION
1/8" = 1'-0"



② BUILDING 3 - NORTH ELEVATION
1/8" = 1'-0"



③ BUILDING 3 - SOUTH ELEVATION
1/8" = 1'-0"



④ BUILDING 3 - EAST ELEVATION
1/8" = 1'-0"



WOOD STREET

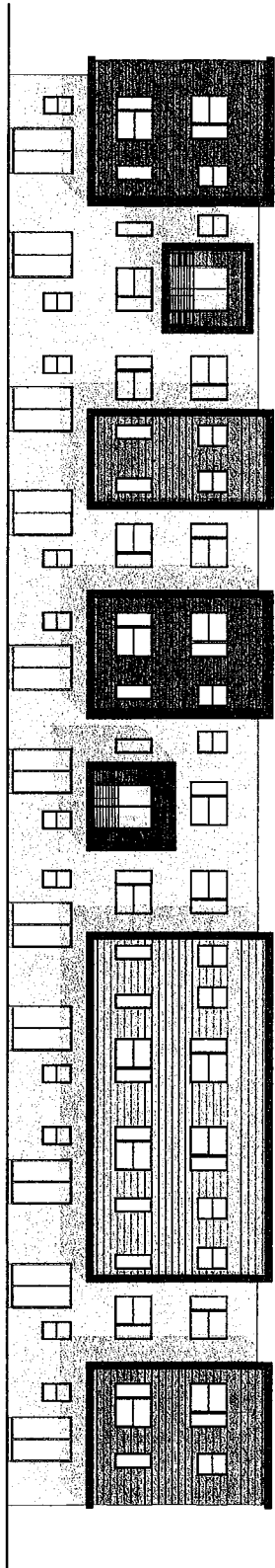
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 3 ELEVATIONS

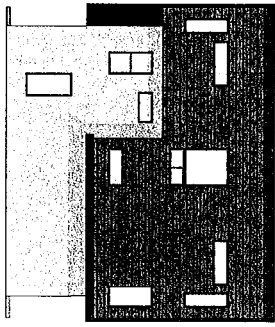
Project Number: 00001
Date: FEB 26, 2013
Drawn by: SCW
Checked by: TT

A-2.03

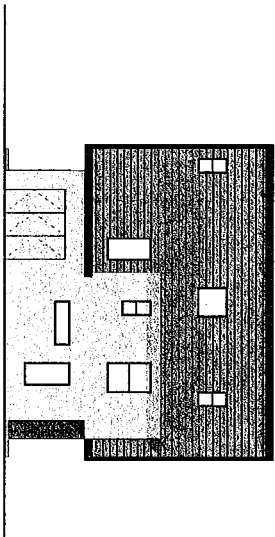
Scale: 1/8" = 1'-0"



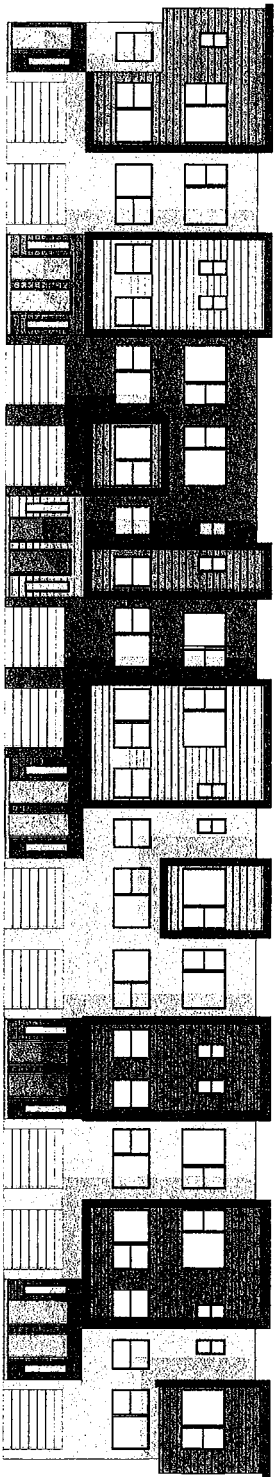
① BUILDING 4 - WEST ELEVATION
1/8" = 1'-0"



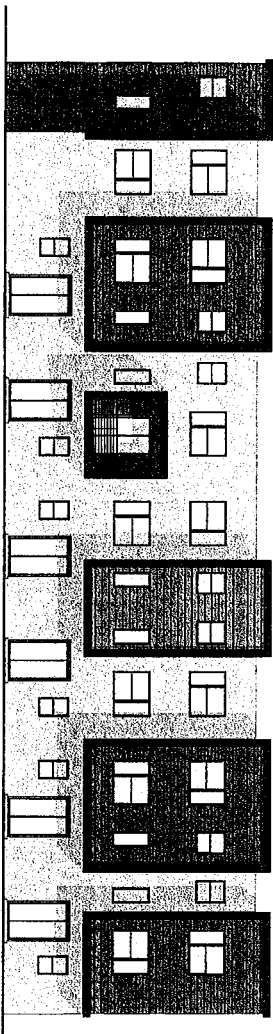
② BUILDING 4 - NORTH ELEVATION
1/8" = 1'-0"



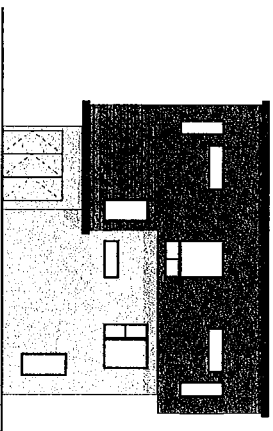
③ BUILDING 4 - SOUTH ELEVATION
1/8" = 1'-0"



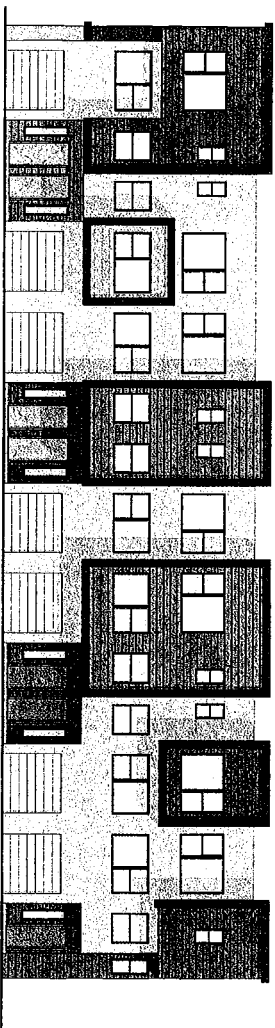
④ BUILDING 4 - EAST ELEVATION
1/8" = 1'-0"



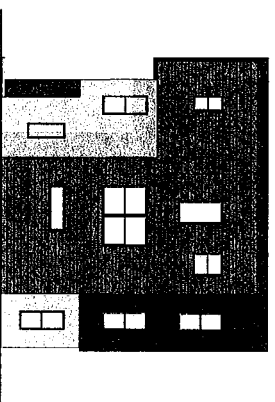
② BUILDING 5 - WEST ELEVATION
1/8" = 1'-0"



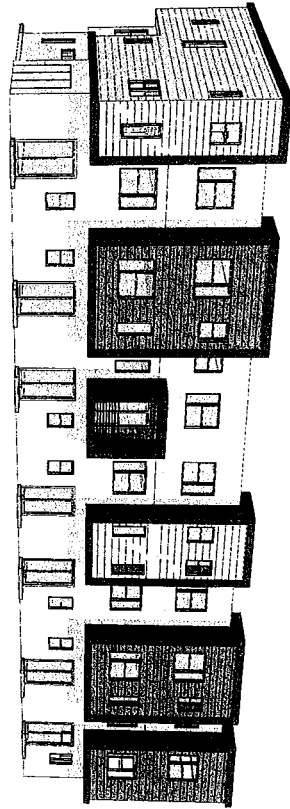
③ BUILDING 5 - SOUTH ELEVATION
1/8" = 1'-0"



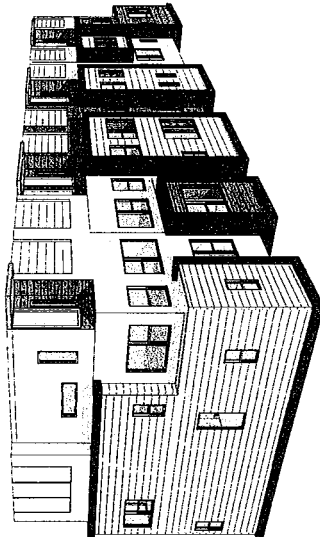
① BUILDING 5 - EAST ELEVATION
1/8" = 1'-0"



④ BUILDING 5 - NORTH ELEVATION
1/8" = 1'-0"



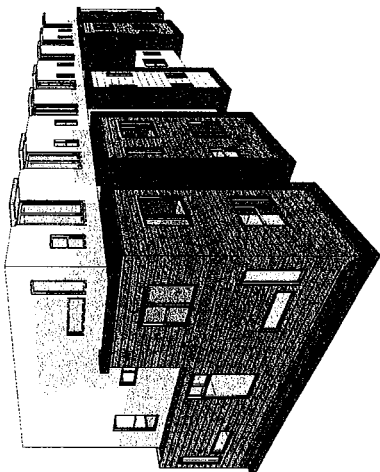
2 BUILDING 1 - FROM FRONTAGE ROAD



1 BUILDING 1 - NORTH END FROM PULLMAN



3 BUILDING 1 - FRONT VIEW



4 BUILDING 1 - REAR VIEW

City Ventures



WOOD STREET

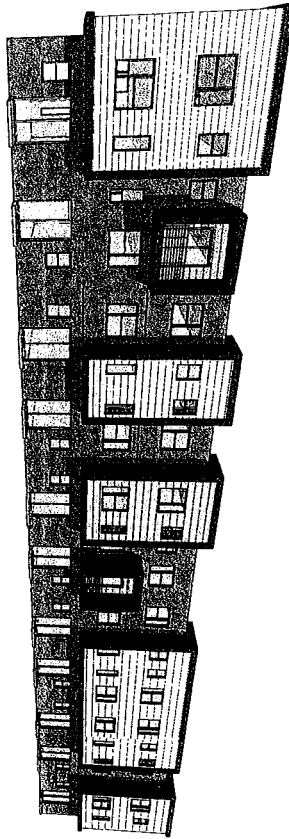
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 1
RENDERINGS

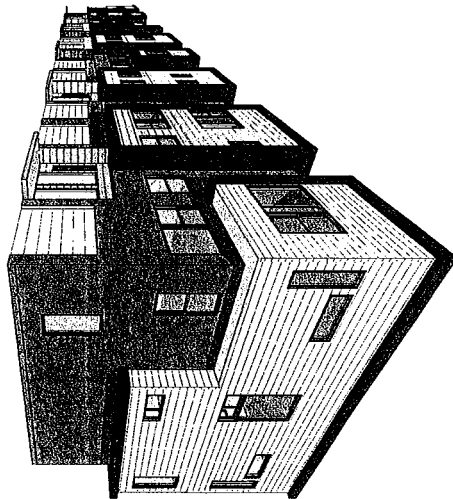
A-4.01

Project Number: 00001
Date: FEB 26, 2016
Drawing: SCN
Created by: TMT

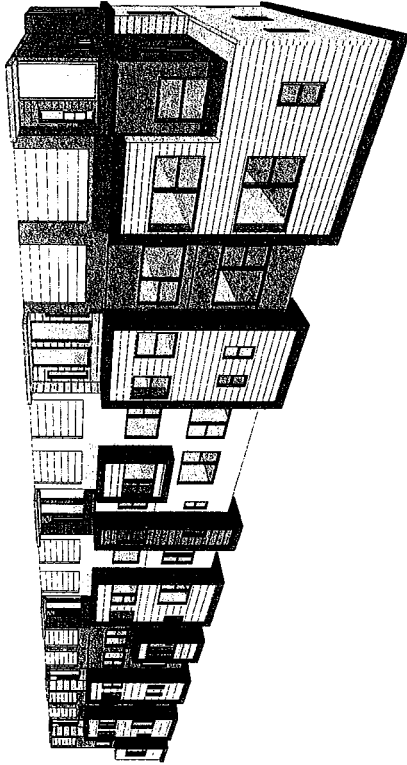
Scale:



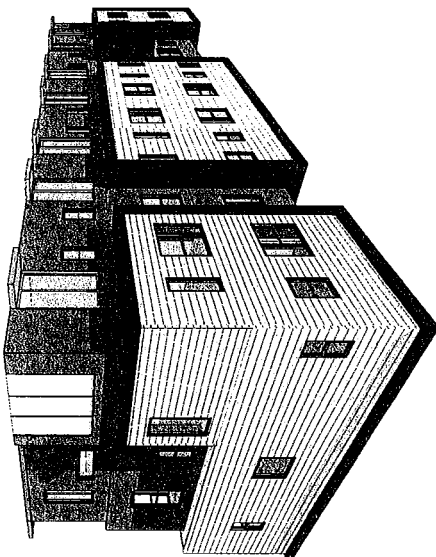
② BUILDING 2 - FROM FRONTAGE ROAD



① BUILDING 2 - NORTH END FROM
FULLMAN



③ BUILDING 2 - FRONT VIEW



④ BUILDING 2 - REAR VIEW

City Ventures

bargan
studio
architecture

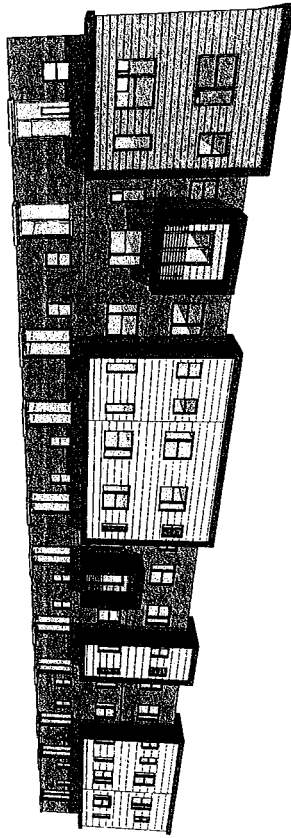
WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 2
RENDERINGS

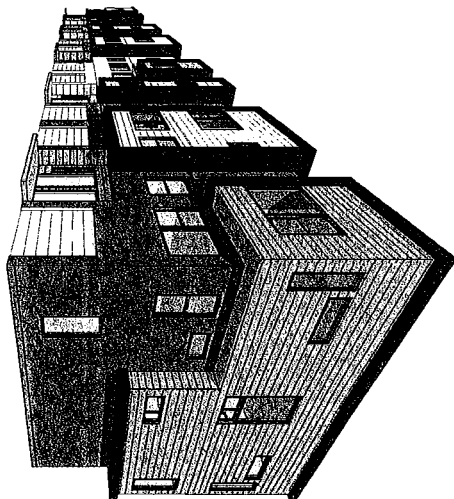
Project Number: 00001
Date: FEB 25, 2015
Drawn by: SCN
Checked by: TMT

A-4.02

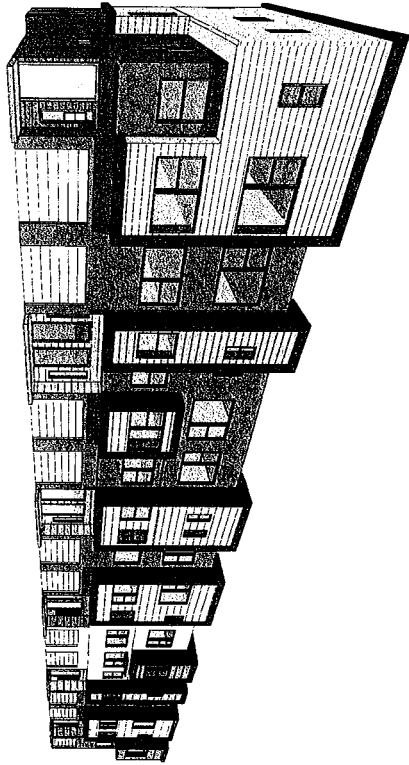
Scale:



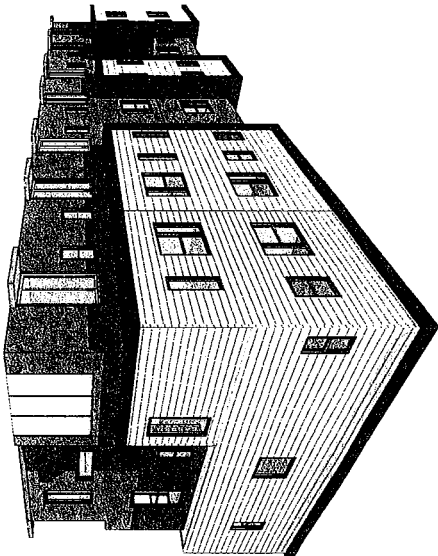
2 BUILDINGS 2,3,4 - FRONT ELEVATION
ROAD



BUILDING 2,3,4 - NORTH END FROM
1 BUILDING



3 BUILDINGS 2,3,4 - REAR VIEW



4 BUILDINGS 2,3,4 - REAR VIEW



City Ventures



WOOD STREET

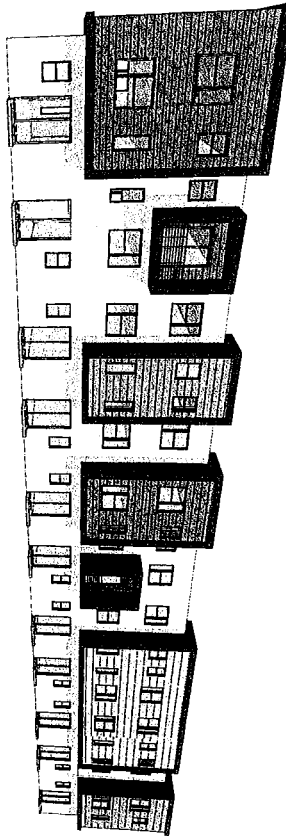
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 3
RENDERINGS

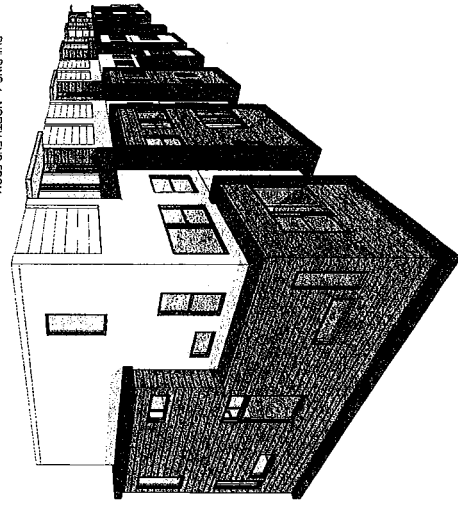
Project Number: 00001
Date: FEB 26, 2015
Drawn by: SCH
Checked by: TT

A-4.03

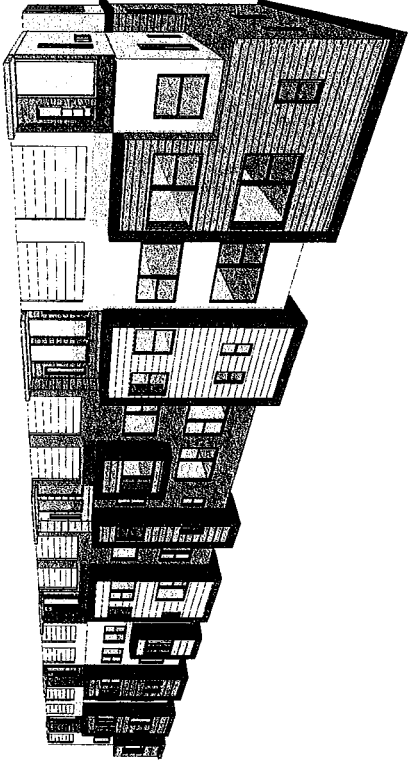
Scale



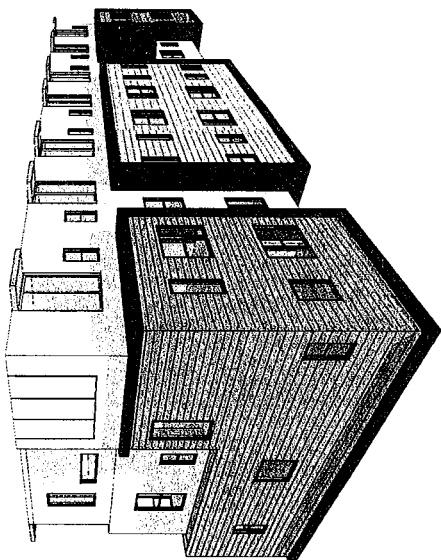
2 BUILDING 4 - FROM FRONTAGE ROAD



1 BUILDING 4 - NORTH END FROM PLAZA



3 BUILDING 4 - FRONT VIEW



4 BUILDING 4 - REAR VIEW



City Ventures



WOOD STREET

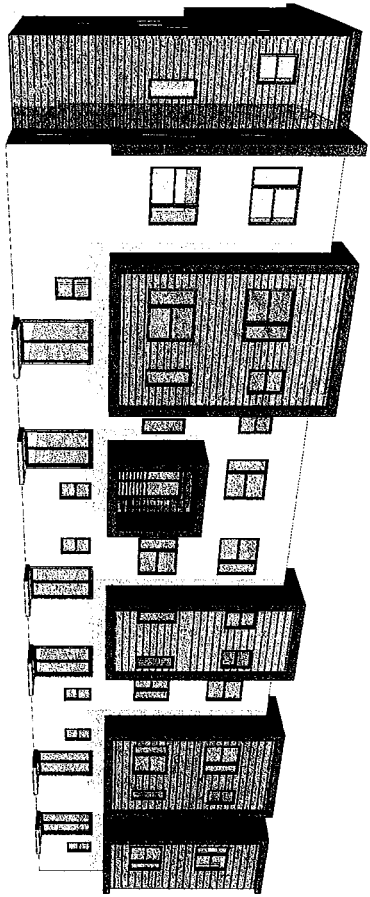
DEVELOPMENT AREA 1A - MEWS HOUSE

BUILDING 4
RENDERINGS

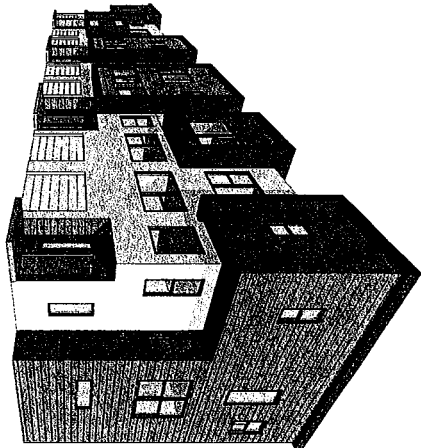
Project Number: 00001
Date: FEB 26, 2015
Drawn by: SON
Checked by: THT

A-4.04

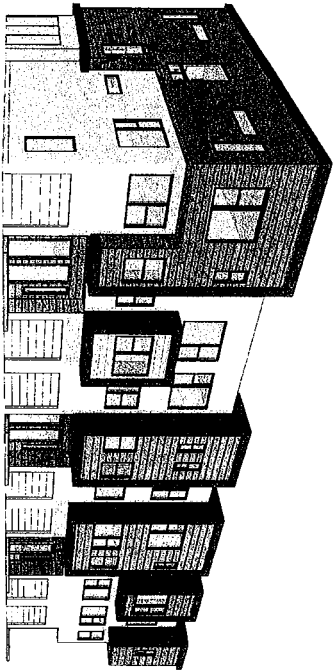
Scale:



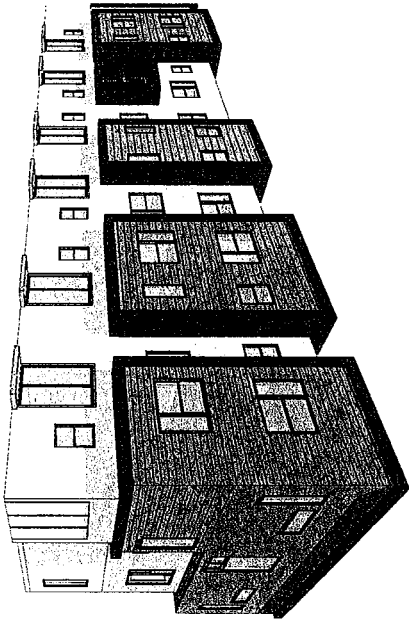
BUILDING 5 - FROM FRONTAGE ROAD
AND 14TH ST



BUILDING 5 - NORTH END FROM
PULLMAN

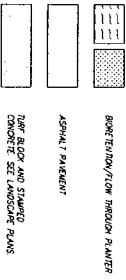
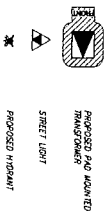


BUILDING 5 - SOUTH END FROM
PULLMAN



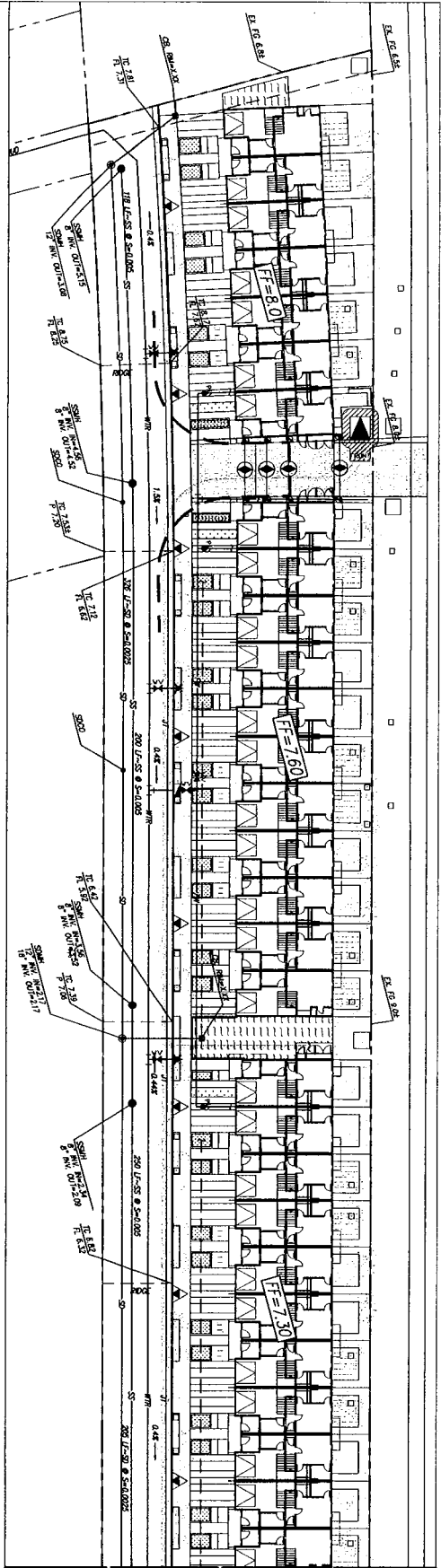
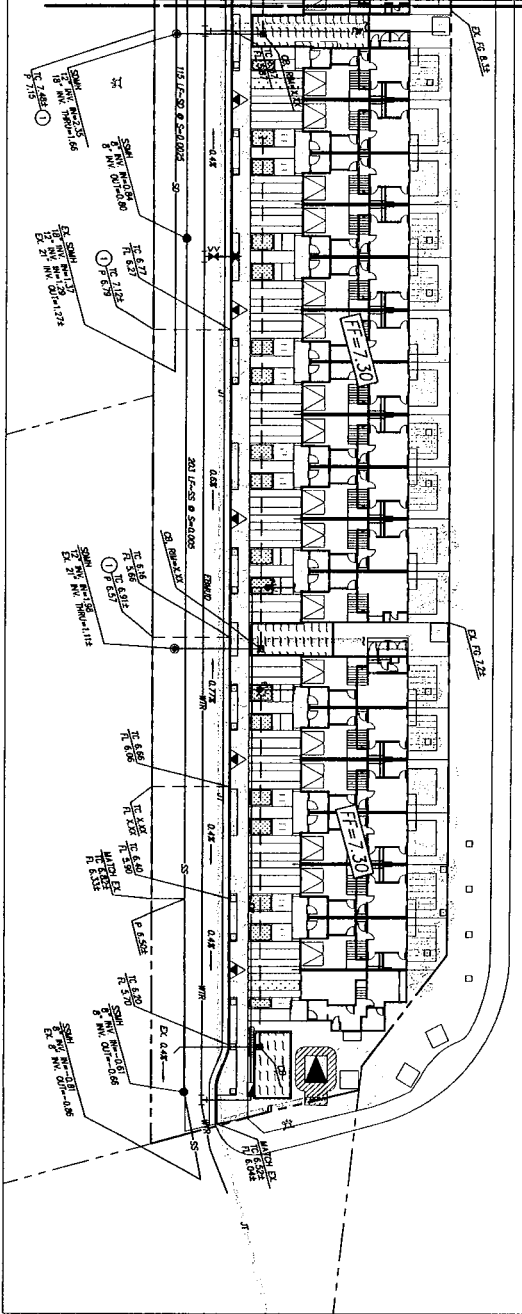
BUILDING 5 - SOUTH END FROM
FRONTAGE ROAD

MATCHLINE - SEE ABOVE



LEGEND

SHEET NOTES:
① - HIGH AND CLEAR



MATCHLINE - SEE BELOW

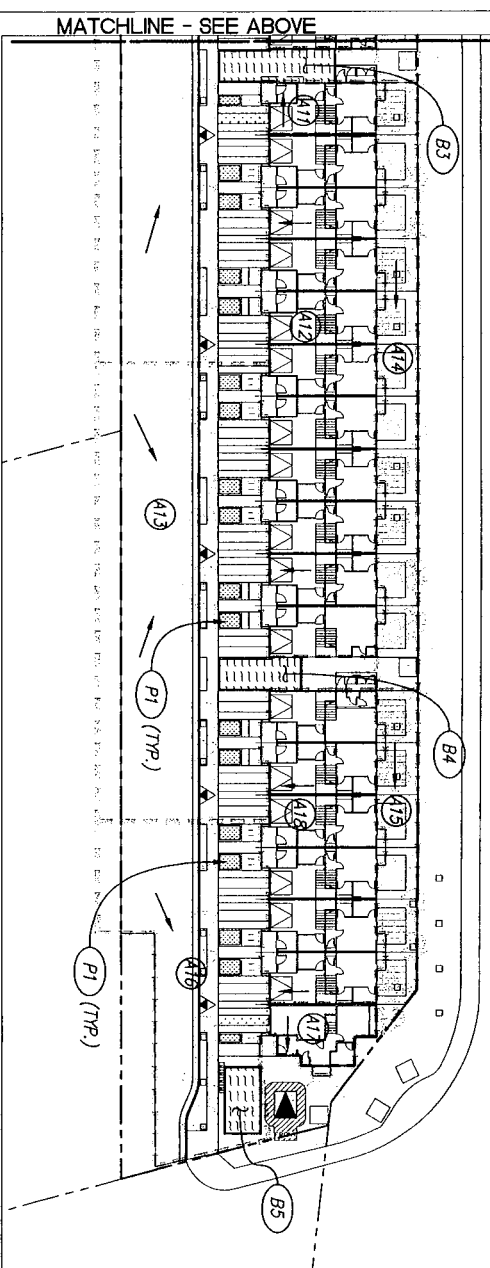
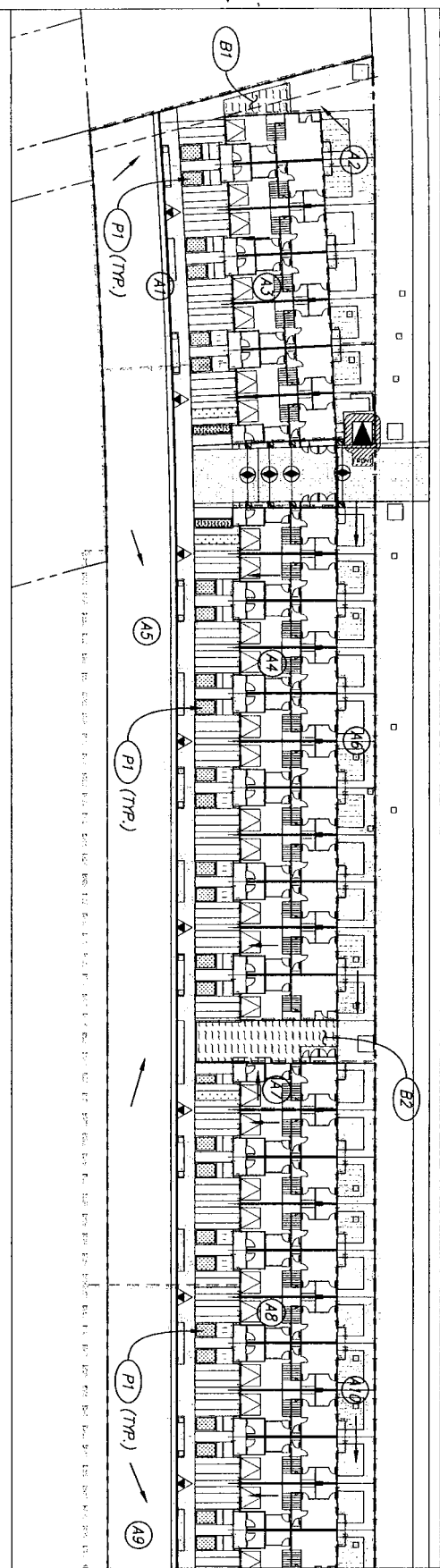
Project Number	00001
Date	2015/02/25
Drawn by	JMR
Checked by	MARK
Scale	1"=20'

WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

SANDIS
SANDIS ARCHITECTURAL
PLANNING
DESIGN
CONSTRUCTION

baron studio
architectural

City Ventures



- LEGEND**
- DRAINAGE AREA
 - BO-RETENTION AREA
 - FLOW THROUGH PLANT
 - DRAINAGE AREA
 - BO-RETENTION/LOW THROUGH PLANT
 - ASPHALT PARKING
 - THIN BLOCK AND STAINED CONCRETE SEE ANNOTATED PLANS
- NOTES:**
- THIS PLAN PRESENTS METHODS FOR FILTERING THE PROPOSED STORMWATER QUALITY CONTROL REQUIREMENTS.
 - RISE HAND PAVES WILL BE CONSIDERED AS PERMISSIBLE SUPPLEMENT THE BERM SHOW.

C-3 STORMWATER TREATMENT MEASURES

WETTED AREA (SQ)	DRAINAGE AREA (SQ)	APPROXIMATE AREA (SQ)	C-3 TREATMENT BMP REQUIRED (SQ) 24 OF APPROXIMATE	BO-RETENTION TREATMENT AREA (SQ)	STORMWATER TREATMENT AREA (SQ)
A1	4,987	1,508	1,233	0	142
A2	2,008	0	2,008	0	200
1074.5	6,996	1,508	1,299	142	219
A3	4,656	4,656	0	0	219
A4	2,300	2,300	0	0	292
A5	20,644	15,595	4,779	0	608
A6	1,654	652	1,654	0	28
A7	652	652	0	0	634
1074.5	24,890	15,561	8,433	0	780
A8	6,636	6,636	0	0	246
A9	12,642	10,125	2,500	0	315
A10	2,701	0	2,701	0	462
A11	652	652	0	0	27
1074.5	16,008	10,790	5,091	0	441
A12	6,636	6,636	0	0	422
A13	8,120	6,580	1,637	0	306
A14	2,897	0	2,897	0	315
A15	1,410	0	1,410	0	284
1074.5	12,517	6,581	5,794	0	280
A16	4,657	4,657	0	0	164
A17	648	648	0	0	28
1074.5	5,543	4,745	812	0	180
A18	1,592	1,592	0	0	253
A19					160
A20					189



STORMWATER MANAGEMENT PLAN

Project Number: 20150228

Drawn by: JMR

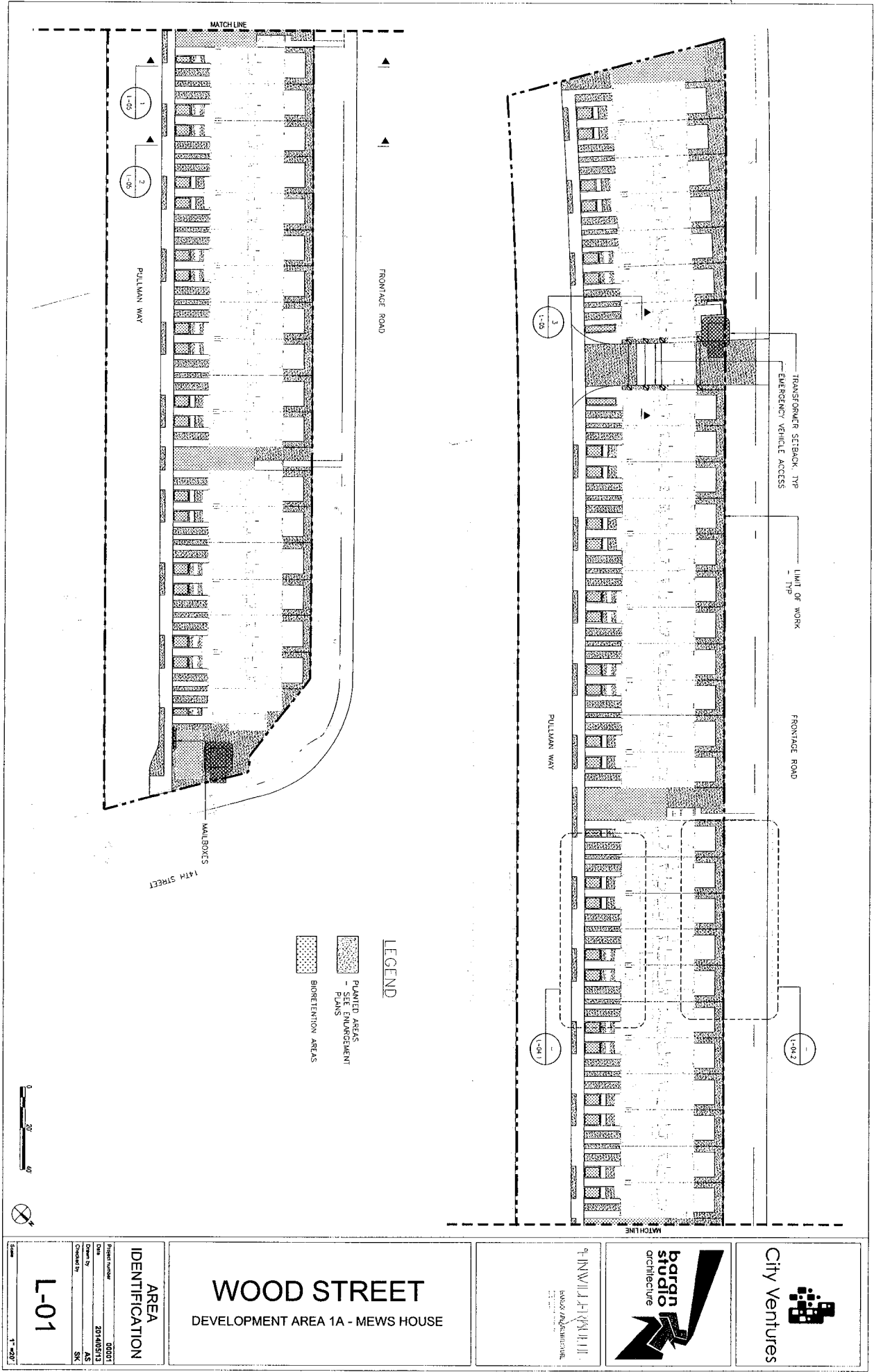
Checked by: JMR

C-2.01

WOOD STREET

DEVELOPMENT AREA 1A - MEWS HOUSE





AREA IDENTIFICATION

Project Number: 00001
Sheet: 201400513
Checked By: SK

L-01

Scale: 1" = 40'

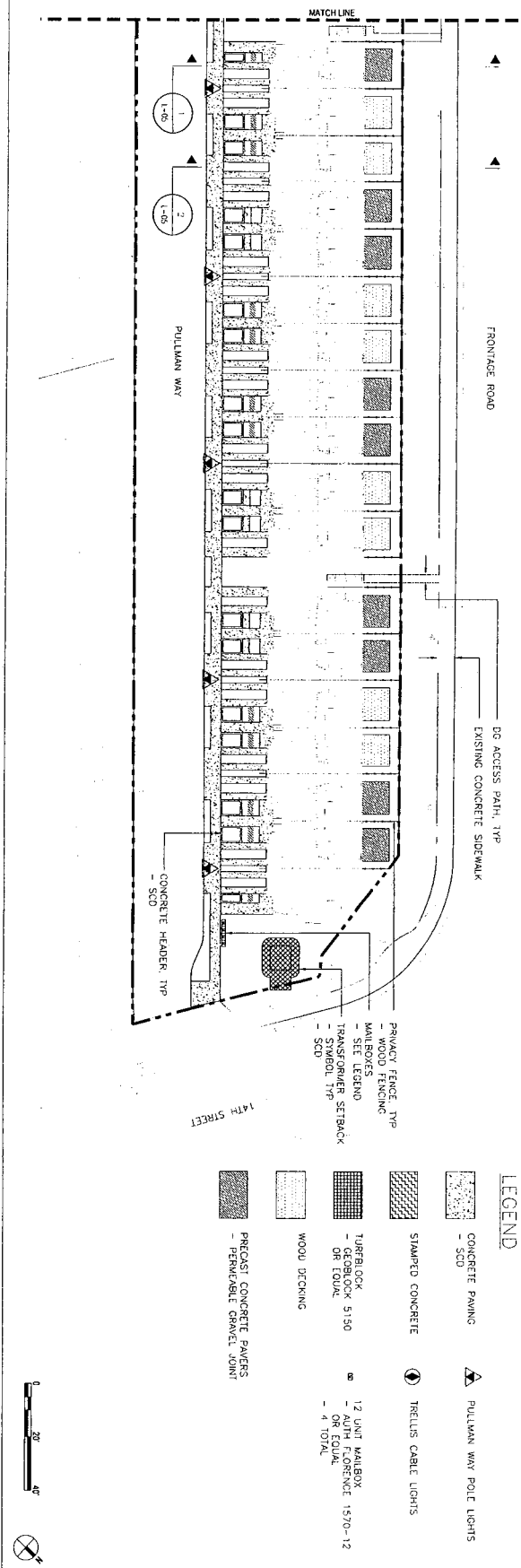
WOOD STREET

DEVELOPMENT AREA 1A - MEWS HOUSE

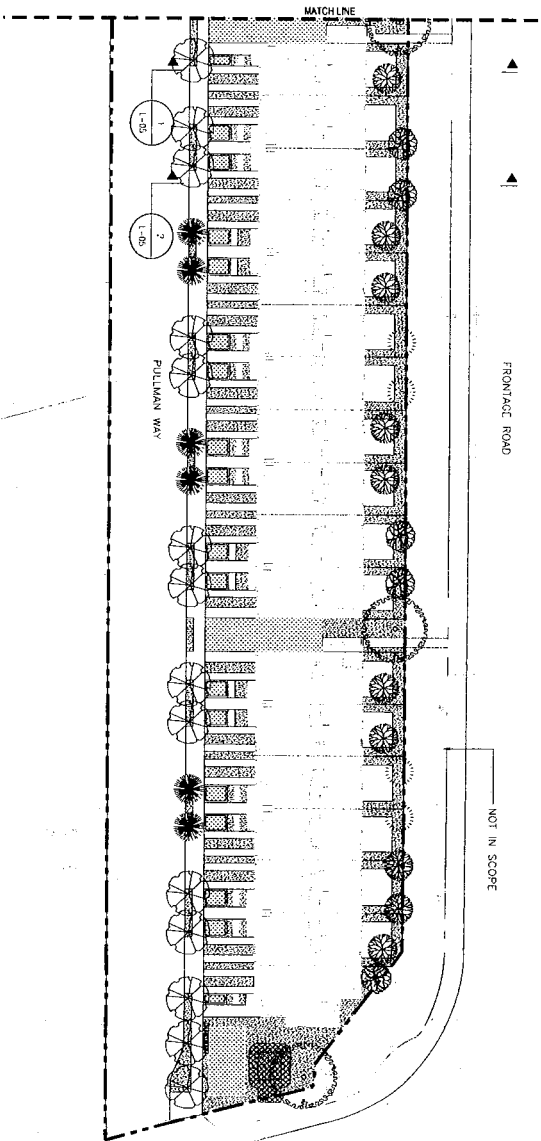
INWILL PHILLIPS
LOCAL ARCHITECTURE

bargan
architecture

City Ventures



Project number	00001
Date	2014/05/13
Drawn by	AS
Checked by	SK



7-03

PLANTING PLAN

WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

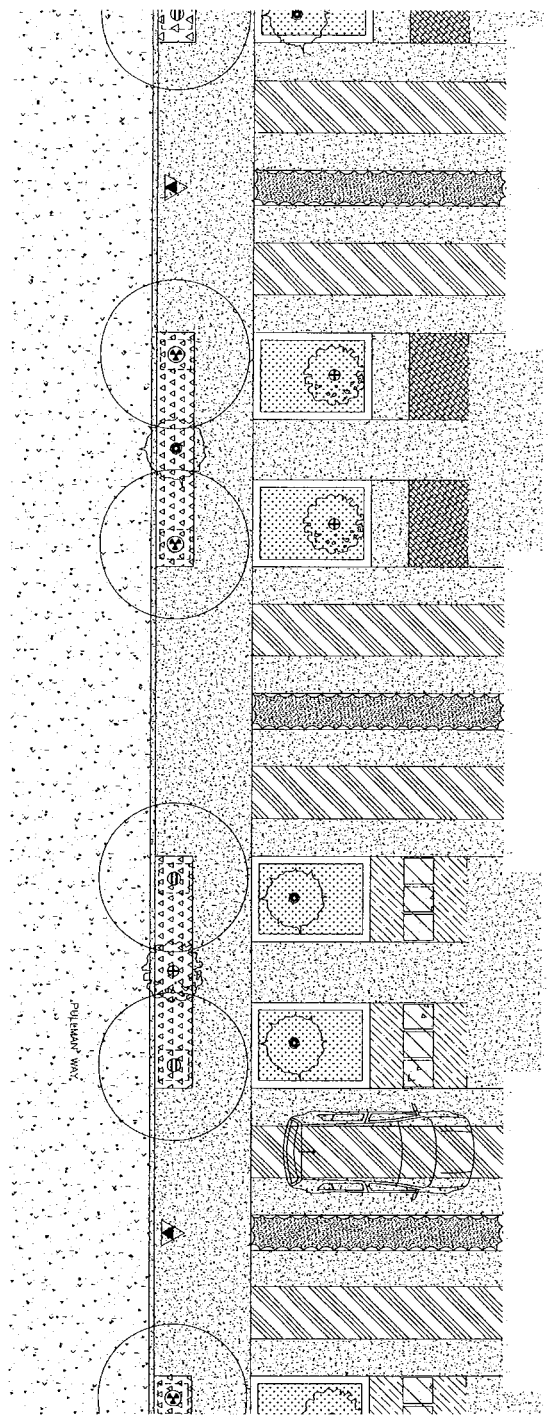
INVIJKT

1. **NAME:** _____
 2. **DATE:** _____
 3. **TIME:** _____
 4. **PLACE:** _____
 5. **REASON:** _____
 6. **HOW:** _____
 7. **WHAT:** _____
 8. **WHY:** _____
 9. **WHO:** _____
 10. **HOW:** _____
 11. **WHAT:** _____
 12. **WHY:** _____
 13. **WHO:** _____
 14. **HOW:** _____
 15. **WHAT:** _____
 16. **WHY:** _____
 17. **WHO:** _____
 18. **HOW:** _____
 19. **WHAT:** _____
 20. **WHY:** _____
 21. **WHO:** _____
 22. **HOW:** _____
 23. **WHAT:** _____
 24. **WHY:** _____
 25. **WHO:** _____
 26. **HOW:** _____
 27. **WHAT:** _____
 28. **WHY:** _____
 29. **WHO:** _____
 30. **HOW:** _____
 31. **WHAT:** _____
 32. **WHY:** _____
 33. **WHO:** _____
 34. **HOW:** _____
 35. **WHAT:** _____
 36. **WHY:** _____
 37. **WHO:** _____
 38. **HOW:** _____
 39. **WHAT:** _____
 40. **WHY:** _____
 41. **WHO:** _____
 42. **HOW:** _____
 43. **WHAT:** _____
 44. **WHY:** _____
 45. **WHO:** _____
 46. **HOW:** _____
 47. **WHAT:** _____
 48. **WHY:** _____
 49. **WHO:** _____
 50. **HOW:** _____
 51. **WHAT:** _____
 52. **WHY:** _____
 53. **WHO:** _____
 54. **HOW:** _____
 55. **WHAT:** _____
 56. **WHY:** _____
 57. **WHO:** _____
 58. **HOW:** _____
 59. **WHAT:** _____
 60. **WHY:** _____
 61. **WHO:** _____
 62. **HOW:** _____
 63. **WHAT:** _____
 64. **WHY:** _____
 65. **WHO:** _____
 66. **HOW:** _____
 67. **WHAT:** _____
 68. **WHY:** _____
 69. **WHO:** _____
 70. **HOW:** _____
 71. **WHAT:** _____
 72. **WHY:** _____
 73. **WHO:** _____
 74. **HOW:** _____
 75. **WHAT:** _____
 76. **WHY:** _____
 77. **WHO:** _____
 78. **HOW:** _____
 79. **WHAT:** _____
 80. **WHY:** _____
 81. **WHO:** _____
 82. **HOW:** _____
 83. **WHAT:** _____
 84. **WHY:** _____
 85. **WHO:** _____
 86. **HOW:** _____
 87. **WHAT:** _____
 88. **WHY:** _____
 89. **WHO:** _____
 90. **HOW:** _____
 91. **WHAT:** _____
 92. **WHY:** _____
 93. **WHO:** _____
 94. **HOW:** _____
 95. **WHAT:** _____
 96. **WHY:** _____
 97. **WHO:** _____
 98. **HOW:** _____
 99. **WHAT:** _____
 100. **WHY:** _____
 101. **WHO:** _____
 102. **HOW:** _____
 103. **WHAT:** _____
 104. **WHY:** _____
 105. **WHO:** _____
 106. **HOW:** _____
 107. **WHAT:** _____
 108. **WHY:** _____
 109. **WHO:** _____
 110. **HOW:** _____
 111. **WHAT:** _____
 112. **WHY:** _____
 113. **WHO:** _____
 114. **HOW:** _____
 115. **WHAT:** _____
 116. **WHY:** _____
 117. **WHO:** _____
 118. **HOW:** _____
 119. **WHAT:** _____
 120. **WHY:** _____
 121. **WHO:** _____
 122. **HOW:** _____
 123. **WHAT:** _____
 124. **WHY:** _____
 125. **WHO:** _____
 126. **HOW:** _____
 127. **WHAT:** _____
 128. **WHY:** _____
 129. **WHO:** _____
 130. **HOW:** _____
 131. **WHAT:** _____
 132. **WHY:** _____
 133. **WHO:** _____
 134. **HOW:** _____
 135. **WHAT:** _____
 136. **WHY:** _____
 137. **WHO:** _____
 138. **HOW:** _____
 139. **WHAT:** _____
 140. **WHY:** _____
 141. **WHO:** _____
 142. **HOW:** _____
 143. **WHAT:** _____
 144. **WHY:** _____
 145. **WHO:** _____
 146. **HOW:** _____
 147. **WHAT:** _____
 148. **WHY:** _____
 149. **WHO:** _____
 150. **HOW:** _____
 151. **WHAT:** _____
 152. **WHY:** _____
 153. **WHO:** _____
 154. **HOW:** _____
 155. **WHAT:** _____
 156. **WHY:** _____
 157. **WHO:** _____
 158. **HOW:** _____
 159. **WHAT:** _____
 160. **WHY:** _____
 161. **WHO:** _____
 162. **HOW:** _____
 163. **WHAT:** _____
 164. **WHY:** _____
 165. **WHO:** _____
 166. **HOW:** _____
 167. **WHAT:** _____
 168. **WHY:** _____
 169. **WHO:** _____
 170. **HOW:** _____
 171. **WHAT:** _____
 172. **WHY:** _____
 173. **WHO:** _____
 174. **HOW:** _____
 175. **WHAT:** _____
 176. **WHY:** _____
 177. **WHO:** _____
 178. **HOW:** _____
 179. **WHAT:** _____
 180. **WHY:** _____
 181. **WHO:** _____
 182. **HOW:** _____
 183. **WHAT:** _____
 184. **WHY:** _____
 185. **WHO:** _____
 186. **HOW:** _____
 187. **WHAT:** _____
 188. **WHY:** _____
 189. **WHO:** _____
 190. **HOW:** _____
 191. **WHAT:** _____
 192. **WHY:** _____
 193. **WHO:** _____
 194. **HOW:** _____
 195. **WHAT:** _____
 196. **WHY:** _____
 197. **WHO:** _____
 198. **HOW:** _____
 199. **WHAT:** _____
 200. **WHY:** _____
 201. **WHO:** _____
 202. **HOW:** _____
 203. **WHAT:** _____
 204. **WHY:** _____
 205. **WHO:** _____
 206. **HOW:** _____
 207. **WHAT:** _____
 208. **WHY:** _____
 209. **WHO:** _____
 210. **HOW:** _____
 211. **WHAT:** _____
 212. **WHY:** _____
 213. **WHO:** _____
 214. **HOW:** _____
 215. **WHAT:** _____
 216. **WHY:** _____
 217. **WHO:** _____
 218. **HOW:** _____
 219. **WHAT:** _____
 220. **WHY:** _____
 221. **WHO:** _____
 222. **HOW:** _____
 223. **WHAT:** _____
 224. **WHY:** _____
 225. **WHO:** _____
 226. **HOW:** _____
 227. **WHAT:** _____
 228. **WHY:** _____
 229. **WHO:** _____
 230. **HOW:** _____
 23

**baran
studio**
architecture

City Ventures





LEGEND

- CONCRETE PAVING
- SCD
- ASPHALT
- SCD
- PRECAST CONCRETE PAVERS
- PERMEABLE GRAVEL JOINT
- PULLMAN WAY POLE LIGHTS
- LOMANDRA LONGIFOLIA TREE
- SIZE: 1 GALLON CONTAINER
- SPACING: 24" OC. TRI. SPACING
- MISCANTHUS SINENSIS MORNING LIGHT
- SIZE: 5 GALLON CONTAINER
- SPACING: 2'-6" OC. TRI. SPACING
- SISLERIA AUTUMNALIS
- SIZE: 1 GALLON CONTAINER
- SPACING: 2'-0" OC. TRI. SPACING
- CEANOETHUS SPP
- SIZE: 1 GALLON CONTAINER
- SPACING: 3'-0" OC. TRI. SPACING
- NATIVE BENTGRASS SOD
- IRRIGATION METHOD: DRIP
- WWW.SSEEDS.COM
- OLEA EUROPEA MONTIVA
- SIZE: 5 GALLON CONTAINER
- SPACING: 3'-0" OC
- PLATANUS X ACERIFOLIA COLUMBIA
- SIZE: 24" BOX
- IRRIGATION METHOD: BUBBLERS
- LYKOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS
- SIZE: 24" BOX
- IRRIGATION METHOD: BUBBLERS
- GARRYA ELLIPTICA
- SIZE: 15 GALLON
- IRRIGATION METHOD: BUBBLERS
- CARPENTERIA CALIFORNICA
- SIZE: 15 GALLON
- IRRIGATION METHOD: BUBBLERS
- TYPICAL TREE SYMBOL
- TREE BOX
- TREE CANOPY



ENLARGED PLANS

L-04.1

Project Number

20140513

Date

2014/05/13

Drawn By

AS

Checked By

SK

WOOD STREET

DEVELOPMENT AREA 1A - MEWS HOUSE

INVAULT

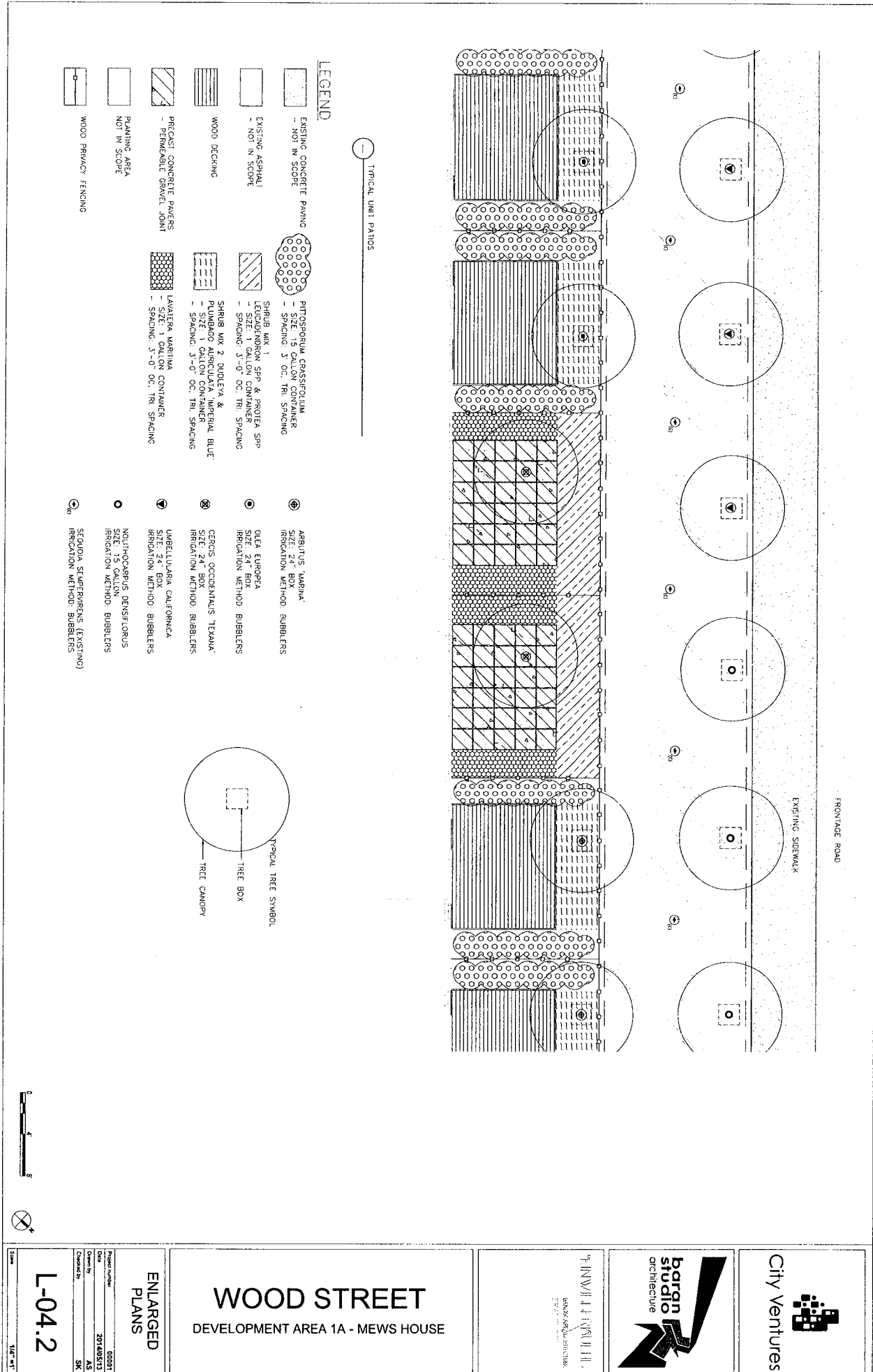
WOLFE & ASSOCIATES, LLC

barga

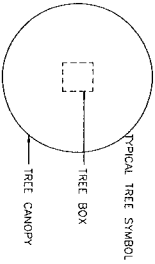
studio

architecture

City Ventures



- LEGEND**
- EXISTING CONCRETE PAVING
- NOT IN SCOPE
 - EXISTING ASPHALT
- NOT IN SCOPE
 - WOOD DECKING
 - PRECAST CONCRETE PAVERS
- PERMEABLE GRAVEL JOINT
 - PLANTING AREA
NOT IN SCOPE
 - WOOD PRIVACY FENCING
 - PITOSPORIUM CRASSIFOLIUM
- SIZE: 15 GALLON CONTAINER
- SPACING: 3'-0" OC, TRI, SPACING
 - SHRUB MAX 1
LEUCODENDRON SPP & PROTEA SPP
- SIZE: 1 GALLON CONTAINER
- SPACING: 3'-0" OC, TRI, SPACING
 - SHRUB MAX 2
DUNELEA & LANTANA
- SIZE: 1 GALLON CONTAINER
- SPACING: 3'-0" OC, TRI, SPACING
 - LAUREL MARITIMA
- SIZE: 1 GALLON CONTAINER
- SPACING: 3'-0" OC, TRI, SPACING
 - ARJIS 'MARINA'
SIZE: 24" BOX
IRRIGATION METHOD: BUBBLERS
 - OLEA EUROPA
SIZE: 24" BOX
IRRIGATION METHOD: BUBBLERS
 - CECIS OCCIDENTALIS TEXANA
SIZE: 24" BOX
IRRIGATION METHOD: BUBBLERS
 - UMBELLARIA CALIFORNICA
SIZE: 24" BOX
IRRIGATION METHOD: BUBBLERS
 - NOUITHOCARPUS DENSIFLORUS
SIZE: 15 GALLON
IRRIGATION METHOD: BUBBLERS
 - STODIA TEMPERANS (EXISTING)
IRRIGATION METHOD: BUBBLERS



ENLARGED PLANS

Project Number: 00001
 Date: 2014/03/27
 Drawing By: AS
 Checked By: SK

L-04.2

Scale: 1/4" = 1'

WOOD STREET

DEVELOPMENT AREA 1A - MEWS HOUSE

INWILL ARCHITECTS
 LANDSCAPE ARCHITECTS
 1111 14th Street, Suite 100
 San Francisco, CA 94103
 Tel: 415.774.1111
 Fax: 415.774.1112
 Email: info@inwillarch.com

bargan studio
 architect

City Ventures



City Ventures



INWILLERBACH
ARCHITECTS
DESIGN + CONSTRUCTION

WOOD STREET

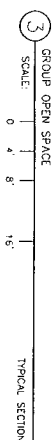
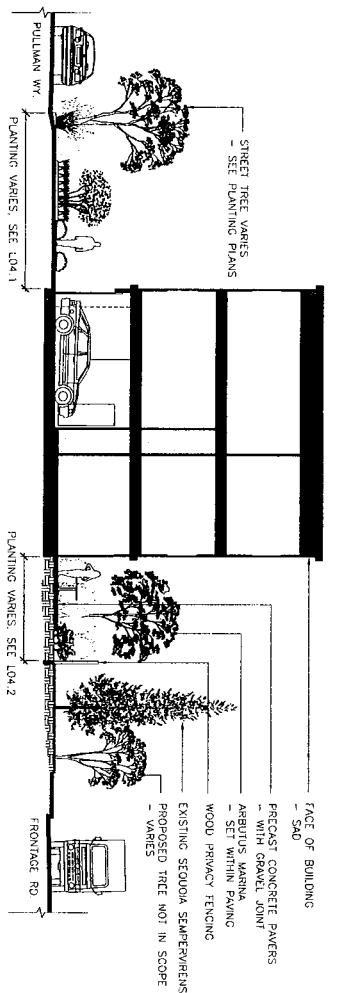
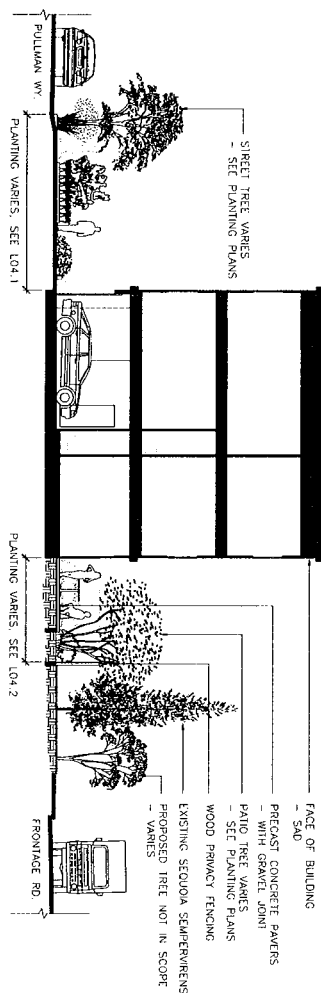
DEVELOPMENT AREA 1A - MEWS HOUSE

SITE SECTIONS

Project Number: 00001
Date: 2014/05/13
Drawn By: AS
Checked By: SK

L-05

Scale: 1/8" = 1'



STREET TREES



LYONOTHAMNUS FLOREBUNDUS

PLATANUS ACERIFOLIA COLUMBIA

PATIO TREES

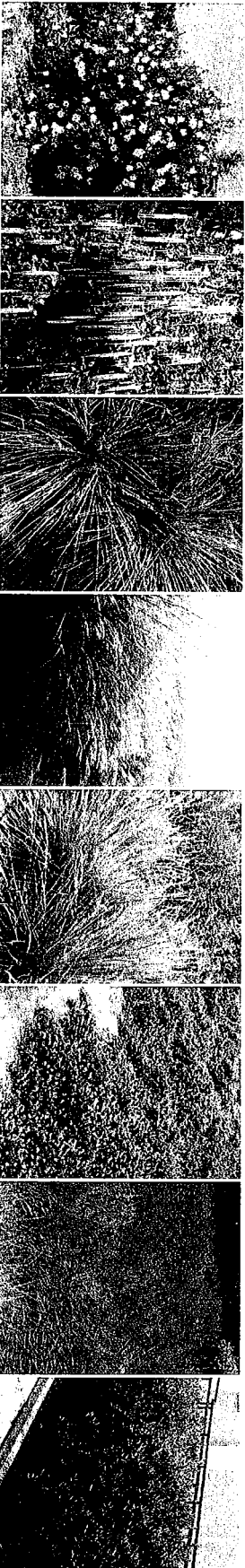


ARJUTUS MARINA

OLEA EUROPEA

CERCIS OCCIDENTALIS TEXANA

ENTRY & STREET PLANTING



CARPENTERIA CALIFORNICA

GAFFRA ELIPTICA

LOMANOPIA LONGIFOLIA BREEZE

MISCANTHUS SINENSIS MORNING LIGHT

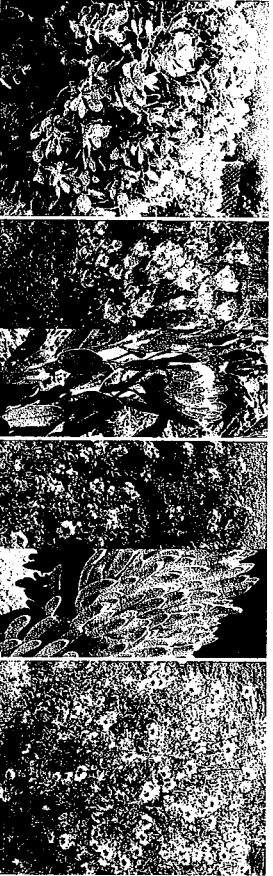
SESLERIA AUTUMNALIS

CELANOTHUS SPP

NATIVE BENTGRASS SOD

OLEA EUROPEA MONTANA

PATIO PLANTING



PITISOPORUM GRASSIFOLIUM

LEUCODENDRON & PROTEA SPP

PLUMBAGO AURICULATA IMPERIAL BLUE & OULEYA SPP

LAVATERA MARTINA

L-06

**PLANTING
PALETTE**

WOOD STREET
DEVELOPMENT AREA 1A - MEWS HOUSE

INWILL & PARTNERS
ARCHITECTS
10000 10th Avenue NW
Suite 1000
Seattle, WA 98107
206.461.1000
www.inwill.com



Project Number: 00001
Date: 20140513
Drawn by: AS
Checked by: SK

Scale: N/A

A1

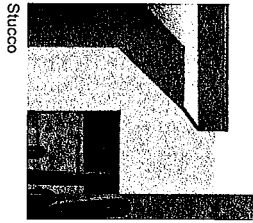
Grey Owl
BM 2137-60

A2

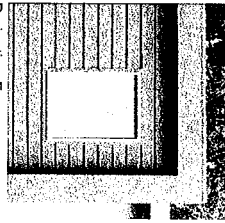
White Wisp
BM OC-54

A3

Night Horizon
BM 2134-10



Stucco

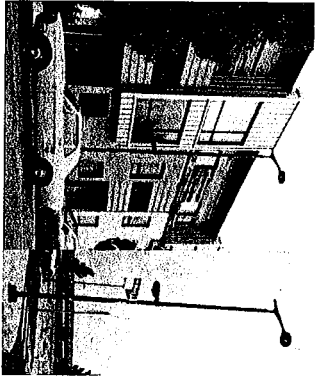


Projection Frames

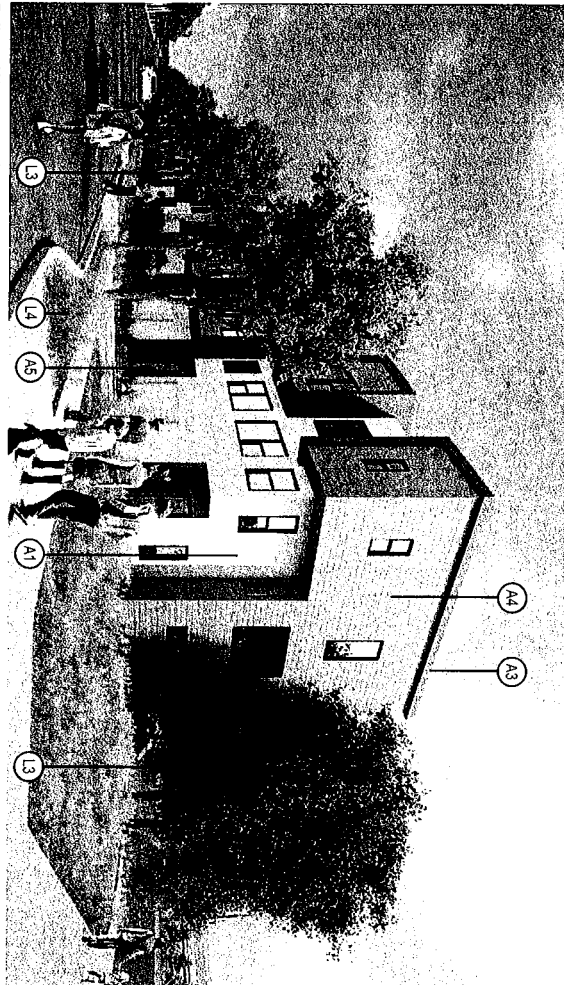


Cement Board Siding

L1



Lighting



Pullman Way at 14th Street looking South

A4

Kendall Charcoal
BM HC-166

A5

Fireball Orange
BM 2170-10

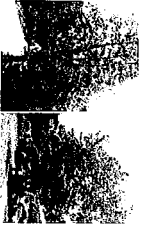
A6

Teal Drop Blue
BM 2053-80

A7

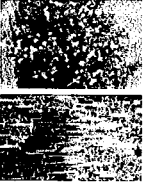
Grape Green
BM 2027-40

L3

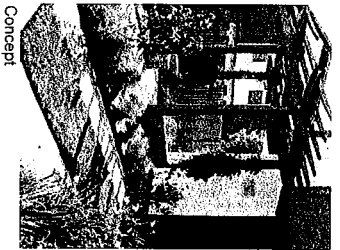


Street Tree Planting

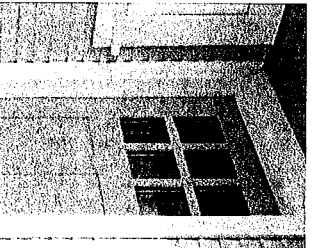
L4



Street + Entry Planting



Concept



Accent Entry Door Concept



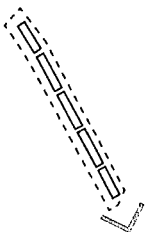
City Ventures



ENWILLER RUEHL
ARCHITECTURE

WOOD STREET DEVELOPMENT AREA 1A MEWS HOUSE

KEY PLAN



MATERIALS BOARD

FEBRUARY 26, 2015

M-001