

Case File Number: DA06011, PUD06010, PUD06010-PUDF12

June 5, 2019

Location:	Brooklyn Basin (formerly known as "Oak to 9th Avenue"); specifically, Parcel A
Assessor's Parcel Number(s):	APN 018 046501200 (related to APN 018 046500204)
Proposal:	Final Development Permit (FDP) and Two Minor Variances for Parcel A, including 254 affordable residential units and 306 parking spaces, in a 73-foot tall building.
Applicant:	MidPen Housing Corporation
Contact Person/ Phone Number:	Jan Lindenthal, Chief Real Estate Development Officer 650-356-2900
Owner:	City of Oakland
Case File Number:	PUD06010-PUDF12
Planning Permits Required:	FDP, compliance with CEQA, variance for open space reduction, variance for residential off-street loading
General Plan and Estuary Plan:	Planned Waterfront Development-1
Zoning:	Planned Waterfront Zoning District (PWD-4)/D-OTN-4
Environmental Determination:	Final EIR certified on January 20, 2009
Historic Status:	Non-Historic Property
Service Delivery District:	3
City Council District:	2 – Nikki Fortunato Bas
Action to be Taken:	Consider approval of FDP and two Minor Variances, based on attached findings
Finality of Decision:	Appealable to City Council
For Further Information:	Contact case planner Dara O'Byrne at 510-238-6983 or by e-mail at dobyrne@oaklandca.gov

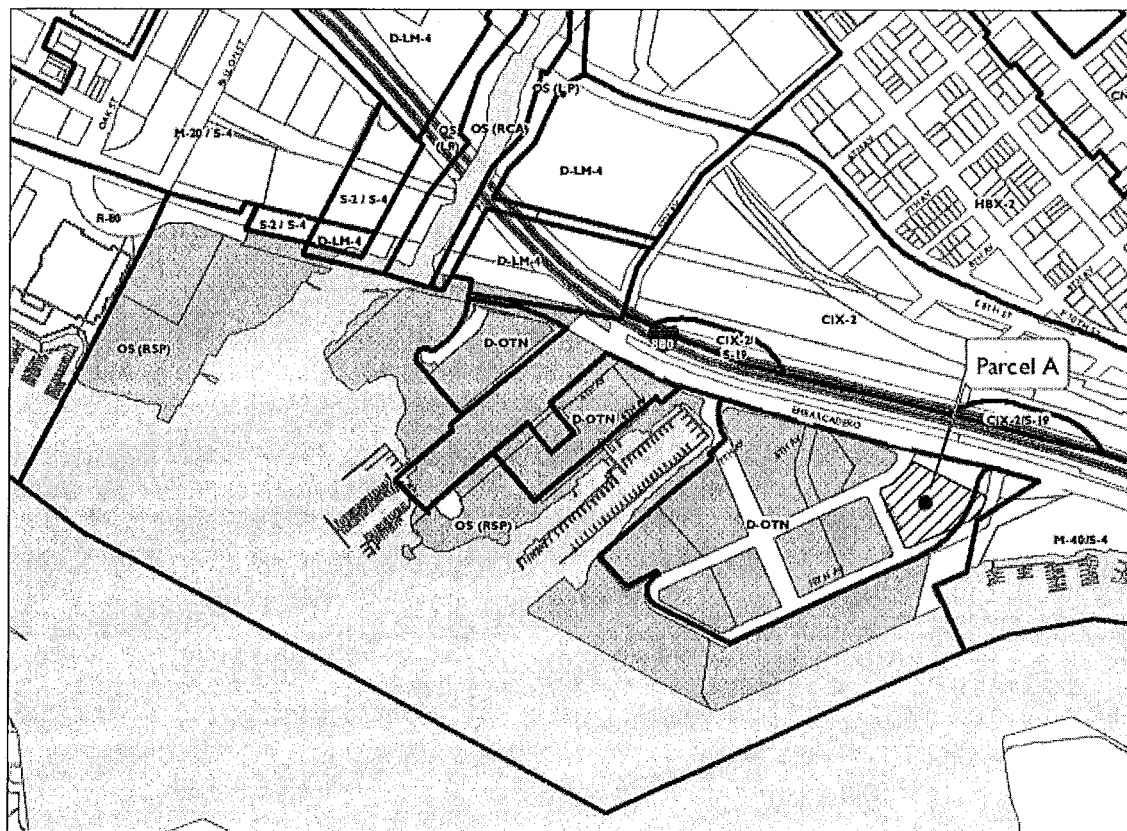
SUMMARY

The proposed project is a Final Development Permit (FDP) for construction of affordable housing in Brooklyn Basin. The proposed project includes 254 affordable housing units as well as accessory parking, in a 73-foot tall building encompassing an entire city block in the Brooklyn Basin Planned Unit Development (PUD) along the Oakland Estuary waterfront south of the Lake Merritt Channel. The Planning Commission approved FDPs for development for Brooklyn Basin at the adjacent Parcels F and B.

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 9th Avenue to the east, and Fallon Street to the west. The project includes 29.9 acres of City parks located along the Oakland Estuary edge of the Brooklyn Basin Site. Shoreline Park is the southeastern-most park in Brooklyn Basin and is located on the water side of 9th Avenue, generally where the 9th Avenue Terminal is currently located.

CITY OF OAKLAND PLANNING COMMISSION



0 250 500 1,000 1,500 2,000 Feet



Case File: PUD06010-PUDF12

Applicant: MidPen Housing Corporation

Address: Brooklyn Basin (formerly known as "Oak to 9th Avenue")
specifically Parcel A

Zone: (PWD-4)/D-OTN

Parcel A is located in Phase 1 of the Brooklyn Basin PUD; specifically, on the block bounded by 9th Avenue to the south, 8th Avenue to the north, Clinton Lane to the west, and Embarcadero to the east. Parcel A is located across the street from Parcel F, the other affordable housing parcel, and across Clinton Lane from Parcel B.

PROJECT BACKGROUND

Project History

The planned Brooklyn Basin Project consists of a mix of residential, retail and commercial, civic, and parks and open space uses preliminarily approved by the Planning Commission on March 15, 2006, and for which a Development Agreement was executed on July 18, 2006 by the City Council. Following a legal challenge, final entitlements were granted in 2009. The project sponsors plan to construct up to 3,100 residential units, 200,000 square feet of ground-floor commercial space, a minimum of 3,950 parking spaces, 29.9 acres of parks and public open space, two renovated marinas (with a total of 170 boat slips), and an existing wetlands restoration area. The existing buildings on the site will be demolished with the exception of a portion of the 9th Avenue Terminal shed building and the Jack London Aquatic Center. The project does not include approximately six acres of privately-held property along and east of 5th Avenue that contains a mix of commercial and industrial uses, as well as a small community of work/live facilities.

As noted above, Parcel A is located within Phase 1 of the Brooklyn Basin PUD. At this time, the Phase 1 Final Map has been recorded, horizontal infrastructure improvements constructed, and Final Development Permits issued for Shoreline Park, Parcel B, Parcel C, Parcel F, and Parcel G. Most recently, the master developer has recorded the Phase 2 Final Map with the expectation to initiate development of Phase 2 parcels in the near future. Finally, it should be noted that the City of Oakland and the master developer, ZOHP, completed a parcel exchange to ease development of affordable housing on Brooklyn Basin Parcel A, so affordable housing was not included on Parcel G.

Also of note, the Brooklyn Basin Master Developer (Master Developer) recently submitted an application to the City to amend the Development Agreement, the General Plan Designation and the underlying zoning district to allow for increased residential density at Brooklyn Basin, as well as to expand marina facilities in the Oakland Estuary at the planned parks. City staff is beginning environmental analysis of the application and will later consider the merits of the project. It should be noted that the Master Developer application does not impinge on rights to apply for and be granted FDPs at this time that comply with the existing entitlements.

Summary of Recent Brooklyn Basin Milestones 2018

Milestone	Requirement	Status
Phase 2 Infrastructure FDP	Brooklyn Basin PUD	Fall 2016
Parcel B Building Permits issued	Oakland Municipal Code, Title 15	Building Permit issued 2017; Under construction
Parcel F FDP approved	EIR MM H, Prior to issuance of site development building permits	FDP approved November 2017; Building Permit application submitted 2018
All Parks FDPs approved	Brooklyn Basin PUD	FDPs approved August 2017
DA amendment application submittal, September 2018	Planning Code Chapter 17.138	Currently under review
Parcel G FDP application submittal, August 2018	Brooklyn Basin PUD	FDP approved March 20, 2019
Parcel H FDP application submittal, March 2019	Brooklyn Basin PUD	Currently under review

Public Review

The Design Review Committee of the Planning Commission (DRC) reviewed the proposed Parcel A FDP plans at their regularly scheduled meeting on March 27, 2019. The DRC provided the following design-related comments:

- Improve connection between the upper floors and the first floor/podium. Break up the dark gray on the first floor by carrying features from upper stories down, particularly on the 9th Ave elevation
- Make the 9th Ave garage entry look better. Would prefer not to have garage entry on 9th Ave, but if it has to be there, it should look better.
- Improve 9th Ave façade to better reflect waterfront location and relate it to the park better. Articulate the massing along 9th, particularly below the open space features on the 3rd Floor
- Add more artistic elements throughout, including on bike racks, mural on bike room windows, etc.
- Provide gates from the ground floor residential units to the sidewalk to facilitate ground floor activation. This was discussed at length with the applicant. Commissioner Monchamp initially felt this was important, but after hearing concerns from the applicant about the management company's safety concerns, she deferred to the applicant's preferences. Commissioner Myres did not feel this a critical component of the project
- Provide better treatment on 8th and Clinton Lane, it is an important corner

PROJECT DESCRIPTION

The proposed Brooklyn Basin Parcel A project is a 73-foot tall building encompassing a city block. The project includes 254 affordable residential units. The project includes a mix of one-, two-, and three-bedroom units. The project also includes 306 residential parking spaces. Plans, elevations and illustratives are provided in Attachment A to this report.

GENERAL PLAN ANALYSIS

The Brooklyn Basin project site is located in the Planned Waterfront Development-4 (PWD-4) Estuary Policy Plan (EPP) land use designation (the Estuary Policy Plan is the General Plan for the area that includes Brooklyn Basin). The intent of the PWD-4 land use designation is to “provide for the transition of underutilized industrial land to public parks and open space, commercial/retail, multifamily residential, cultural and civic uses. Improve public access to the waterfront by providing additional public parks and open space areas and a waterfront trail.” In terms of desired character, future development should “create a new mixed-use residential, commercial/retail, recreational neighborhood in the areas south of the Embarcadero. New parks and open space areas will provide public access to the Estuary and will continue the series of waterfront parks and the San Francisco Bay Trail. Civic and cultural uses may be incorporated into the development. Two existing marinas will be renovated to enhance boating and marine-related uses in the area.” The maximum allowed intensity is 50 residential units per gross acre over the entire 64.2 planning area included in the PWD-4 land use classification, and approximately 200,000 square feet of commercial development. The master planned Brooklyn Basin PUD allows for development of up to 3,100 residential units. At this time, the total count for units considered under Final Development Permits is 693, well within the existing allowance.

The following is an analysis of how the proposed project meets applicable EPP objectives (staff analysis in indented, italicized text below each objective):

- Objective LU-1: Provide for a broad mixture of activities within the Estuary area.
 - *The proposal will deliver affordable housing that will intensify and support new uses in the Brooklyn Basin area and complement park and recreation uses along the Oakland Estuary waterfront.*
- Objective LU-2: Provide for public activities that are oriented to the water.
 - *The proposed project will include views of the waterfront across 9th Avenue. These strong visual and physical connections to the waterfront will enhance the experience of the waterfront for both residents and the public.*
- Objective LU-3: Expand opportunities and enhance the attractiveness of the Estuary as a place to live.
 - *The proposed project will provide much-needed affordable housing in a new neighborhood in a desirable location, supporting the socio-economic diversity of Oakland that makes it an attractive and desirable place to live.*
- Objective LU-4: Develop the Estuary area in a way that enhances Oakland’s long-term economic development.
 - *The proposal will deliver much-needed affordable residential development that will intensify and support new uses in the Brooklyn Basin area and complement park and recreation uses, as well as commercial uses, along the Oakland Estuary waterfront. The proposal will provide affordable places to live for people who work in Oakland.*
- Objective LU-5: Provide for the orderly transformation of land uses while acknowledging and respecting cultural and historical resources.

- *The proposed mixed-use residential and commercial project would meet the goals for providing new uses on underutilized sites. The project is an important piece of the larger Brooklyn Basin project, which is transforming and improving the Oakland Estuary waterfront for public recreational and commercial use. As part of the Brooklyn Basin PUD, the master developer is retaining, restoring and occupying a portion of the historic 9th Avenue Terminal for historic interpretive, recreational, and commercial uses.*
- Objective LU-6: Create greater land use continuity between the Estuary waterfront and adjacent inland districts.
 - *The proposed project on Parcel A is part of the larger Brooklyn Basin PUD, which is designed specifically to connect the waterfront to the land side of Embarcadero, with landscaped streets and promenades, as well as improved pedestrian, bicycle and vehicular connectivity across Embarcadero and throughout the site.*

ZONING ANALYSIS

Parcel A is located within the Oak to Ninth District (D-OTN) zoning district (also known as the Planned Waterfront Zoning District-4 (PWD-4 Zone). The intent of the D-OTM/PWD-4 Zone is to provide mid-rise and high-rise housing opportunities together with ground-floor retail and commercial uses. Future development is to be set back from the waterfront and address compatibility between residential and nonresidential uses, and reflect a variety of housing and business types. The following discussion outlines the purpose of the D-OTM/PWD-4 zone, with staff analysis provided below in indented, italicized text:

- Encourage the creation of a mixed-use district that integrates a combination of residential, commercial, public open space and civic uses.
 - *The proposed project is an affordable housing project that will diversify living opportunities in the neighborhood.*
- Establish development standards that allow residential, commercial, public open space and civic activities to compatibly co-exist.
 - *The proposed project is subject to and generally meets the development and other standards under the D-OTM/PWD-4 Zone for density, height, setbacks, outdoor open space and parking, and is compatible with the site and surrounding area.*
- Provide a balance of private development and public open space with convenient access to public open space and the waterfront.
 - *The residential project is conveniently located across the street from Shoreline Park.*
- Improve access to the waterfront and recreational opportunities along the waterfront including boat launches and marinas.
 - *The proposal is part of the Brooklyn Basin PUD which includes infrastructure improvements such as marinas and boat launch areas for public use along the Oakland Estuary.*
- Encourage quality and variety in building and landscape design as well as compatibility in use and form.

- *The proposal is designed to be visually interesting and differentiated from the planned project for Parcel F in order to provide variety in the neighborhood. In addition, the project includes landscaping concepts intended to provide connectivity between the public and private realms.*

Zoning Considerations

- Residential density. 300 residential units were allocated to Parcel A according to the 2017 reallocation. The Parcel F entitlement included a swap of 46 units from Parcel A to Parcel F, which left a total of 254 residential units allocated to Parcel A. 254 residential units are proposed.
- Open Space. 38,100 square feet of group useable open space is required, but 26,187 square feet is provided. A minor variance will be required.
- Off-Street Loading. Each phase of development requires 1 off-street loading berth. Each phase provides an off-street loading berth, but the berths do not meet the height requirements for off-street residential zoning. A minor variance will be required.

Zoning Analysis

Criteria	Planned Waterfront Zoning District-4	Proposed	Analysis
Land Use			
Residential multi-family	P	254 units	Allowed
Residential Density	254 units allowed	254 units proposed	Allowed
Building Height	86-100'	76.5' height proposed	Height is consistent with zoning
Open Space - Residential	150 sf per unit Private usable open space 2x Total Required: 38,100 SF	26,187 square feet provided	11,913 square feet less than what is required. A minor variance is required.
Parking	1 space/du = 254 spaces	Residential: 307 spaces	Providing more parking than required. (53 extra spots)
17.116.120 Off-street loading—Residential Activities	1 berth required for over 50,000 sf, 23' x 10' x 12' tall	1 off-street loading provided per phase; 23' x 10' x 11' tall	Will require variance for height of off-street loading

Brooklyn Basin Residential Density Allocation

Parcel	Baseline Density Allowance	Reallocation (accounting for 2017 parcel swap and zoning/PUD allowances)		2019 Allocation	Delta (from 2017 to 2019)	Enabling Procedure
		2017 Allocation	Delta (from 2009 to 2017)			
B	175	241	+66 du/38%			Design review (approved 2016)
C	175	241	+66 du/38%			Design review (approved 2017)
D	175	175	0			Original approval
E	131	138	+7 du/6%			By right
G	300	288	-12 du/5%	356	+68/24%	Design review (under review 2019)
H	375	No change	0			Original approval
J	339	No change	0			Original approval
K	322	332	+10 du/4%			By right
L	146	No change	0			Original approval
M	390	360	-30 du/9%	292	-68/19%	Swap with Parcel G
Affordable Housing						
A	407	300	-107 du/36%	254	-46/15%	Approved as part of Parcel F swap
F	165	165	0	211	+46/28%	Approved by Council (2017 parcel swap) and Approved by Planning Commission as part of Parcel F approval
Total	3,100	3,100	0/No change			

Zoning Considerations

The key zoning issues will be addressed through two minor variances:

Minor Variance for Open Space

The proposed project includes 254 residential units and, under the Oakland Planning Code, should provide 38,100 square feet of usable open space on-site, but 26,187 square feet is provided. Staff notes that this affordable housing project is challenged by its location near a major freeway (I880), which results in noise and air quality issues for open space. The proposed project provides high-quality, high-amenity open space with children play areas and barbeque areas with views of the water. In addition, the project is located directly across the street from Shoreline Park and is within short walking distance to the many other Brooklyn Basin open space amenities. The Brooklyn Basin PUD provides close to 30 acres of new parks within less than ¼-mile of the site, offsetting the limited on-site open space opportunities with ample public open space opportunities within easy walking distance of the Parcel A site.

Minor Variance for Residential Off-Street Parking

Each phase of development requires one off-street residential loading berth. Each phase provides an off-street loading berth in the parking garage, but the berths are only eleven feet tall and therefore do not meet the height requirements for off-street residential zoning of 12 feet. Staff supports this variance because the project still provides dedicated loading areas, but does not require additional curb cuts that detract from the pedestrian environment.

Oak to 9th Brooklyn Basin Design Guidelines

- Urban Design Principles:
 - Create walkable and lively public streets, open spaces and pedestrian ways that provide strong visual and pedestrian linkages between the waterfront and inland areas.
 - *The Brooklyn Basin PUD will have approximately ten new public streets. Parcel A provides ground floor residential along 9th Avenue and 8th Avenue.*
 - Introduce a mix of housing that supports a diverse population of residents and that promotes a nighttime environment along the waterfront.
 - *The proposed project adds a much-needed influx of 254 affordable residential units with a variety of unit types (including one-, two-, and three-bedroom models). In addition to the 254 affordable units provided with Parcel A, Parcel F is providing 211 affordable units for a total of 465 affordable units.*
 - Maintain and enhance public views of the waterfront.
 - *The 73-foot tall building and provides direct views to the Estuary, and will not block or impede views of the waterfront.*
 - Configure and design buildings to spatially define and reinforce the public character of streets and open spaces.
 - *The proposed building is designed with a strong street wall and landscaping to frame and enrich the character of the adjacent rights-of-way.*
 - Introduce ground level activities that enliven streets and public spaces.

- *The proposed project is designed to provide ground floor lobbies and community rooms at key corners. Ground floor residential units are setback with landscaping and individual gates and stoops to the units.*
 - Develop a dynamic composition of taller and shorter buildings that reinforce the spatial characteristics of the waterfront and open space system, and that dramatize this unique shoreline setting.
 - *The project is a mid-rise product designed to fit the Brooklyn Basin PUD. The building provides some height variation to reduce the risk of a monolithic presence, particularly along 9th Avenue.*
 - Allow for a diversity of architectural expressions within the strong public framework of streets and open spaces.
 - *The project is designed to fit within the desired scale of development of the site while being massed and articulated differently from the adjacent Parcel F and Parcel C projects. The intent of this approach is to provide a diversity of architectural expression within the neighborhood for visual complexity and interest.*
- Design Concepts:
 - Podium Units: The mid-rise buildings of Brooklyn Basin will come in a full range of sizes and as such will serve a broad segment of the population including seniors, singles and young couples. Many of these units will enjoy direct views to the waterfront and/or internal courtyard open spaces with resident-serving amenities.
 - *The proposed Parcel A project will serve low-income population with affordable housing. These units will enjoy views to the Estuary and Shoreline Park.*
 - Multiplicity of Architectural Expressions: Buildings within Brooklyn Basin are not restricted to any specific architectural style. Rather, a variety of architectural expressions are encouraged as a means of enhancing the diverse mixed-use, urban character of the community.
 - *The proposed Parcel A project provides a highly-articulated exterior with a combination of projecting elements and deep recesses. The 9th Avenue façade is broken by courtyards at the third floor and the 8th Avenue face is animated by a curving façade. The curved theme provides a contrast to the neighboring angular masses of Parcel F and B.*

ZONING AND RELATED ISSUES

Design

Staff has worked with the applicant and architect to refine the proposed design for the Parcel A site. Parcel A is essentially an entire city block, and the proposed project consists of two separate buildings that will be built in two separate phases. Once built, the two buildings will look like a seamless, singular building. The team has worked to improve the overall design of the project to create a cohesive design. Key aspects of the building include:

- **Building Orientation:** The Parcel A Project is designed as two buildings, which could feasibly be constructed in two phases, but will appear as one building when completed. For the purposes of Design Review, staff has reviewed the project as one building. The building is oriented toward 9th Avenue, with direct views to Shoreline Park and the Estuary. 9th Avenue provides ground floor residential units, lobbies, and two community rooms to enhance the pedestrian environment. “Back-of-house” uses are ganged on Clinton Lane and Embarcadero, with ground floor residential on 9th Avenue and 8th Avenue.
- **Building Appearance:** The project differentiates the corners of the building through massing, articulation, exterior treatments, and glazing. Staff worked with the applicant to integrate the curves on the corners of Embarcadero into the balconies and other features of the building to create a more effective design.
- **Ground Floor Residential:** Ground floor residential units are located on all four facades of the building. The ground floor units are setback from the street with fenced patios and entries to the unit as well as landscaping to help transition from the public realm to private space.

Issues

In general, staff finds the project to be well-designed and much improved since the original submittal. The initial submittal had minimal glazing, ground floor residential units that did not connect to the street, and a 9th Ave façade that did not relate to its waterfront location. Staff has worked with the applicant to improve the project, particularly related to the following issues:

- **Ground floor residential units.** The vision for 8th Ave and Clinton Lane Ave are urban residential streets with an urban village character with ground level activities that enliven streets and public spaces. The guidelines envision tree-lined sidewalks defined by ground level lobbies, townhouse, and loft units. The guidelines for 8th Ave and Clinton Lane recommend the following:
 - “Frontages should include one or more of the following:
 - Residential lobbies with articulated building entries that provide a welcoming gesture to the street;
 - Common areas and/or sales or leasing offices generally flush with the elevation of the sidewalk;
 - Ground level residential units that are elevated above the grade of the adjacent sidewalk and/or that include other devices that protect the privacy of the unit (e.g., screen walls or elevated patio areas) from the street.

- Individual unit entries with stoops connecting to the public sidewalk are encouraged, provided that such entries function as a primary entrance to the unit, and that the stoop is not utilized as a rear balcony.”

The initial proposal included residential units at the ground floor with patios that did not connect to the sidewalk or provide access to the units from the ground floor. The patios were designed as rear patios, with no connection or gate to the sidewalk. The applicant wanted all residents to enter through the main lobbies to access their units, stating this preference was related to safety and management of the building. Staff was concerned that this would detract from the ground floor activity along 8th, 9th, and Clinton Lane and was inconsistent with the Design Guidelines. The lack of ground floor activity would create safety issues for the public realm, decreasing eyes on the street.

Staff worked with the applicant to improve these ground floor units to address the applicant’s safety concerns, while ensuring that the patios don’t act as ‘rear balconies’. The applicant was unable to provide a true stoop, with steps up to the residential entrance, but many of the units have at least one step up. The patios have a gate, that provide a transition from the public to the private realm. Staff also worked with the applicant to ensure high quality landscaping along the patios and between the patios to ensure a soft transition between the public and private realm. A setback is provided with landscaping and includes a small fenced patio area to provide privacy and to transition from public space to private space.

- *Staff feels the applicant has responded to concerns and has resolved issues related to the ground floor residential units, based on the following updates to the plan:*
 - *Direct access from the unit to the patio and onto the sidewalk.*
 - *A one step-up to the patio*
 - *Variation in the patio to create visual interest on the ground floor*
 - *High quality landscaping between the patios and in front of the patio, both increasing the visual interest at the ground floor and softening the edge between the public and private realm.*
- **Waterfront/Park Edge.** The elevation on 9th Ave is directly across the street from Shoreline Park with direct views to the Estuary. The guidelines call for buildings to be designed to create a strong and visually attractive edge to the parks. While ground level activities are encouraged along these edges to the maximum extent practicable, it is particularly important for the buildings to introduce high quality architectural finishes and treatments that reinforce the public and civic nature of the open spaces. The following guidelines should be followed for these frontages:
 - Ground level common spaces such as courtyards or gardens that are accessible and visible from adjacent streets are encouraged.
 - Second level terraces and balconies that overlook the open space and provide a sense of security are also encouraged.
 - High quality materials (stone, masonry, terra cotta, architectural pre-cast, etc.), architectural and storefront detailing, and decorative elements, should be employed on the base of the building up to a height of at least 20 feet.
 - Articulated building entries should be provided wherever appropriate, at intervals of at least 200 feet or one per block face.

- Entries should have a high level of architectural finish and detailing (e.g., moldings, canopies, etc.) that is in scale with the adjacent open space.
- Landscaping (e.g., planting beds, hedges, etc.) should be incorporated in the setback area along public sidewalks and promenades.”

Working with staff, the applicant has improved this façade from what was originally proposed. Based on staff and DRC feedback, the applicant has increased the glazing at key corners, increased the size of windows, and generally added more windows. The signature sawtooth design feature for the building has been added to this façade, to add visual interest to this façade. This sawtooth façade has been carried down to the ground floor and is now represented in the patios, with angled fences matching the angle of the sawtooth. At the ground floor, the solid gray has been broken up, both by the sawtooth feature, but also by carrying green and white down from the upper floors.

- *Based on the improvements to the 9th Avenue façade, including the increased glazing, adding the sawtooth feature, carrying the sawtooth to the ground plane, and breaking up the dark gray, staff feels this façade has been improved to meet the intent of the guidelines.*
- **Overall Building Design.** The overall building design provides articulation and a variety of shapes, colors, and materials that break up the mass of the building. The building includes a base that is defined through color changes, inset windows and balconies that stop at the third floor. The curvilinear theme helps to distinguish the building from other buildings in Brooklyn Basin. Staff thinks the building design has improved since the initial submittal and the applicant team has responded to staff input.

Since feedback from DRC, the applicant has carried the sawtooth design feature to the 9th Ave façade and has carried the sawtooth elements to the ground plane. The corner of 9th Ave and Clinton Lane has been improved with increased glazing and the other three corners feature the curvilinear corner.

- *Staff feels the overall building design has been better integrated based on the feedback from DRC and staff.*

On-going Issues

- **Pedestrian Walkway along the Embarcadero Façade.** The initial submittal and the plan that was presented to DRC included a pedestrian walkway in front of the building along Embarcadero. The walkway did not connect all the way along the façade, but it did provide pedestrian access to portions of this façade. These walkways are no longer needed in terms of egress requirements, but there is interest from the City and the Master Developer to include a pedestrian walkway that would connect 8th Ave and 9th Ave along the Embarcadero façade. This walkway would serve to activate this key entrance into the Brooklyn Basin development and connect a likely ‘desire line’ for where pedestrians and bicyclists want to travel, because it is the shortest distance between two points.

The applicant has shown the walkway on their plans, based on staff’s request, but the applicant is concerned about the cost of providing the walkway and would prefer to spend the cost of the walkway on other areas of the project. Providing the walkway also means that there will be less vegetation provided to screen the parking on the Embarcadero

frontage. Staff has directed the applicant to provide the walkway *if feasible*, as determined by planning staff. Staff will work with the applicant, other City department staff, and others to determine the feasibility of the walkway. Staff would like to add this as a condition of approval to direct the applicant to work with the City to determine the feasibility of this important pedestrian connection.

Compliance with Development Agreement

This project delivers a portion of the affordable housing required of the project through the Development Agreement.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City Council certified an Environmental Impact Report (EIR) for the existing project approvals on January 20, 2009. The Oak to Ninth Avenue Project Environmental Impact Report [SCH No. 2004062013] is provided under separate cover to the Planning Commission (Attachment B) and is available to the public at the Planning Department offices and on the web at:

<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008409>. Staff has determined that no new information about the site, changes to the project, or circumstances under which the project would be undertaken have occurred that would require subsequent or supplemental environmental review for the proposed Parcel A FDP. In accordance with CEQA, the City reviewed and analyzed the proposed project changes and other relevant information to determine whether circumstances requiring the preparation of a subsequent or supplemental EIR exist. Based upon available information, the City has determined that none of those circumstances are present. Because the FDP is a refinement of, and not a substantive change to, the approved project, no further environmental review is required. None of the circumstances that require a supplemental or subsequent EIR pursuant to CEQA Guidelines Section 15162 have occurred. Specifically:

- There are no substantial changes proposed in the project which would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- There are no substantial changes with respect to project circumstances which would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- There is no new information of substantial importance which would result in new significant environmental effects, a substantial increase in the severity of previously identified significant effects, previously infeasible mitigation measures or alternatives now found to be feasible, or new mitigation measures or alternatives which are considerably different from previous ones that would substantially reduce environmental effects.

Here, based upon available information, the City believes that none of the circumstances described above have occurred since 2009 and, therefore, no subsequent or supplemental environmental review is required under CEQA.


The proposed Brooklyn Basin Parcel A FDP is consistent with and constitutes a design evolution and refinement of the previously approved PDP. Staff finds the proposed project to be well designed, responsive to DRC comment, and recommends approval. Staff specifically recommends that the Planning Commission:

1. Pursuant to CEQA Guidelines Section 15162, and based on the attached findings (and incorporated herein by reference), rely on the Oak to Ninth Avenue Project EIR as adequate under CEQA for analysis of the Brooklyn Basin Parcel A Final Development Permit;
2. Approve the Brooklyn Basin Parcel A Final Development Permit, subject to the attached findings and following staff recommendations:
 - a. If feasible, provide pedestrian walkway connecting 8th Ave and 9th Ave along the Embarcadero façade, as determined by City staff; and
3. Approve a Minor Variance for reduction of open space, subject to the attached findings;
4. Approve a Minor Variance for residential off-street loading height requirements, subject to the attached findings; and

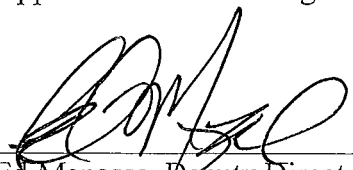
Prepared by:


Dara O'Byrne, Planner III

Reviewed by:


Catherine Payne, Acting Development Planning Manager
Bureau of Planning

Approved for forwarding to the Planning Commission:


Ed Manasse, Deputy Director
Bureau of Planning

Attachments:

- A. Proposed Brooklyn Basin Parcel A Plans, dated May 29, 2019
- B. Oak to Ninth Avenue Redevelopment Project EIR (provided under separate cover to the Planning Commission; available to the public at 250 Frank Ogawa Plaza, Suite 3315, Oakland CA, 94612 during regular business hours, and at <http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DO WD008409>).
- C. Background Documents:
 - a. D-OTN Zoning District Regulations (formerly Planned Waterfront Zoning District (PWD-4) Oak-to-Ninth Mixed Use Development Project)
 - b. Brooklyn Basin – Oak to 9th Preliminary Development Plan, April 2015, and Oak to 9th Brooklyn Basin Design Guidelines, April 2015
 - c. Conditions of Approval, 2006
 - d. Master Creek Permit Conditions of Approval (2016)

**REQUIRED FINDINGS:
BROOLYN BASIN PARCEL A
FINAL DEVELOPMENT PERMIT**

Required findings include:

- California Environmental Quality Act
- Planned Waterfront Zoning District-4(PWD-4) Findings for FDP
- Regular Design Review: Planning Code Section 17.136.050
- Variance Findings: Planning Code Section 17.148.050

California Environmental Quality Act

The City Council certified an Environmental Impact Report (EIR) for the existing project approvals on January 20, 2009. The Oak to Ninth Avenue Project Environmental Impact Report [SCH No. 2004062013] is provided under separate cover to the Planning Commission (Attachment B) and is available to the public at the Planning Department offices and on the web at:

<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008409>. Staff has determined that no new information about the site, changes to the project, or circumstances under which the project would be undertaken have occurred that would require subsequent or supplemental environmental review for the proposed Parcel A FDP. In accordance with CEQA, the City reviewed and analyzed the proposed project changes and other relevant information to determine whether circumstances requiring the preparation of a subsequent or supplemental EIR exist. Based upon available information, the City has determined that none of those circumstances are present. Because the FDP is a refinement of, and not a substantive change to, the approved project, no further environmental review is required. None of the circumstances that require a supplemental or subsequent EIR pursuant to CEQA Guidelines Section 15162 have occurred. Specifically:

- There are no substantial changes proposed in the project which would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- There are no substantial changes with respect to project circumstances which would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- There is no new information of substantial importance which would result in new significant environmental effects, a substantial increase in the severity of previously identified significant effects, previously infeasible mitigation measures or alternatives now found to be feasible, or new mitigation measures or alternatives which are considerably different from previous ones that would substantially reduce environmental effects.

Here, based upon available information, the City believes that none of the circumstances described above have occurred since 2009 and, therefore, no subsequent or supplemental environmental review is required under CEQA.

**Planned Waterfront Zoning District-4(PWD-4)
Findings for FDP**

“The Planning Commission shall approve the Final Development Plan if it makes written findings that the Final Development Plan is in substantial conformance with the Preliminary Development Plan; Oak to Ninth Design Guidelines, Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S4) regulations, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement...”

As demonstrated throughout this staff report, the Brooklyn Basin Parcel A Final Development Permit is consistent with the Preliminary Development Plan, the intent of the Oak to Ninth Design Guidelines, and the Planned Waterfront Zoning District (PWD-4/D-OTN-4) zoning regulations, the Conditions of Approval, the MMRP, and the Development Agreement. As noted in this report, the FDP is a refinement of the PDP and includes only non-substantive changes intended to carry out the Oak to Ninth project approvals and refine the design of Parcel A development.

City of Oakland Design Review Findings

The proposed Brooklyn Basin Parcel A design is subject to Planning Code Section 17.136.050 - Regular design review criteria. Accordingly, regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

17.136.050 Regular design review criteria.

Regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

A. For Residential Facilities.

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

The proposed Brooklyn Basin Parcel A project is a residential building that is designed to comply with the applicable design regulations for the site. The project is designed to complement, but not mimic the other, fully entitled Brooklyn Basin development projects (Parcels G, F, B, and C). The introduction of curvilinear features at the corners distinguish this building from the other approved projects. The highly articulated facades ensure that the neighborhood will be attractive, visually complex, and varied.

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

The proposed Brooklyn Basin Parcel A project is the fifth of 12 vertical development blocks to be considered for final entitlements. The project complies with the intent of the design guidelines and provides massing and style that support a unique visual appearance in the neighborhood.

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

The Brooklyn Basin Parcel A site is located in a generally flat area adjacent to the Oakland Estuary. The vacant site is part of a larger bay fill area most recently used for industrial, warehousing, and transportation land uses.

4. That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill;

NA.

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

As noted throughout this staff report, the Parcel A Final Development Permit is an evolution and refinement of the approved Planned Unit Development, and complies with the underlying regulations controlling development of the site, and with the intent of the design guidelines for Brooklyn Basin.

City of Oakland Variance Findings

The proposed Brooklyn Basin Parcel A design requires a minor variance for reduced group useable open space. Accordingly, minor variance approval may be granted only if the proposal conforms to all of the following general variance findings, below:

17.148.050 Findings required.

A. With the exception of variances for Adult Entertainment Activities or Sign Facilities, a variance may be granted only upon determination that all of the following conditions are present:

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

Strict compliance with the Brooklyn Basin district open space regulations require 150 square feet of group useable open space per residential unit, which would equal a total of 38,100 square feet of required open space. The project is providing 26,187 square feet of group useable open space, or approximately 103 square feet of open space per residential unit. The project does provide some private open space in the form of ground floor patios or lanais, but they do not meet the size requirements to qualify as usable open space. The project delivers affordable housing adjacent to Interstate 880 (I-880), a major freeway. To comply with health and safety requirements for federally funded affordable housing, the project is limited in the provision of open space near the freeway. The open space that is provided is a courtyard located on the third floor high amenity, with play space for kids, community garden plans, bbq, and dining space. The open space that is provided will improve livability for residents and will improve operational efficiency from a management perspective by having the open space located in one location.

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

Strict compliance with the Brooklyn Basin district open space regulations would preclude an effective design solution with regards to livability and appearance. The project delivers affordable housing adjacent to Interstate 880 (I-880), a major freeway. To comply with health and safety requirements for federally funded affordable housing, the project is limited in the provision of open space near the freeway. The proposed design solution provides high-quality courtyard spaces to serve families with children and singles. In addition, the project is located within one block of 30 acres of new city parks being developed as part of the larger Brooklyn Basin project. The design of high-quality project courtyards and proximity to public open space ensure adequate access to open space for residents.

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

The proposed reduction in residential open space will not adversely affect the character, livability, or appropriate development of abutting properties in Brooklyn Basin. The proposed amount of open space provides over 100 square feet of residential open space per residential unit and is high quality and high amenity open space. The project is located across the street from Shoreline Park. The proposed reduction in open space ensures minimum exposure to compromised air quality conditions in the vicinity of the project while providing high-quality open space where possible.

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

The proposed reduction in open space is appropriate near a freeway and near ample public open space. In addition, the request is similar to those granted at other challenging locations in Oakland.

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

Reduction of open space does not affect the design and appearance of the project, which is a well-designed and articulated affordable housing complex that will serve families.

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

The proposed project complies with the applicable regulatory framework in all ways, with the exception of the two minor variances described herein. The proposed project otherwise conforms to the underlying Brooklyn Basin Planned Unit Development, zoning district and General Plan designation.

7. For proposals involving one (1) or two (2) residential dwelling units on a lot: That, if the variance would relax a regulation governing maximum height, minimum yards, maximum lot coverage or maximum floor area ratio, the proposal also conforms with at least one of the following additional criteria:

1. The proposal when viewed in its entirety will not adversely impact abutting residences to the side, rear, or directly across the street with respect to solar access, view blockage and privacy to a degree greater than that which would be possible if the residence were built according to the applicable regulation and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height; or
2. Over sixty percent (60%) of the lots in the immediate vicinity are already developed and the proposal does not exceed the corresponding as-built condition on these lots and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height. The immediate context shall consist of the five (5) closest lots

on each side of the project site plus the ten (10) closest lots on the opposite side of the street (see illustration I-4b); however, the Director of City Planning may make an alternative determination of immediate context based on specific site conditions. Such determination shall be in writing and included as part of any decision on any variance.

NA.

City of Oakland Variance Findings

The proposed Brooklyn Basin Parcel A design requires a minor variance for reduced height of the off-street residential loading berth. Accordingly, minor variance approval may be granted only if the proposal conforms to all of the following general variance findings, below:

17.148.050 Findings required.

A. With the exception of variances for Adult Entertainment Activities or Sign Facilities, a variance may be granted only upon determination that all of the following conditions are present:

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

Strict compliance with the City's off-street loading regulations require 1 off-street loading berth for projects with over 50,000 square feet of residential development. The loading berth is required to be 23 ft x 10 ft x 12 ft tall. The project proposes off-street loading located within the parking garage, which has a height of 11 feet. This solution improves the appearance and livability of the project because if the project were to provide an off-street loading berth that was separate from the parking garage, the project would have to have an additional curb cut and driveway, as well as additional non-active façade.

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

Strict compliance with the City's off-street loading regulations would preclude an effective design solution with regards to livability and appearance. To provide an off-street loading berth that meets the standards of 12 feet tall, the project would require another curb cut, another driveway, and additional non-active facade. Combining the off-street loading in the parking garage provides for an effective design solution while still providing designated loading areas.

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

The proposed reduction in residential off-street loading height will not adversely affect the character, livability, or appropriate development of abutting properties in Brooklyn Basin. Reducing the number of curb cuts and driveways in the proposed project will improve the function of the overall area, particularly related to site access and the pedestrian realm.

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

The proposed reduction in the height of the off-street loading berth will not constitute a grant of special privilege because the off-street parking is still being provided, it just does not meet the height requirements.

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

Reduction of the height of the off-street loading berth does not affect the design and appearance of the project, which is a well-designed and articulated affordable housing complex that will serve families.

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

The proposed project complies with the applicable regulatory framework in all ways, with the exception of the two minor variances described herein. The proposed project otherwise conforms to the underlying Brooklyn Basin Planned Unit Development, zoning district and General Plan designation.

13. For proposals involving one (1) or two (2) residential dwelling units on a lot: That, if the variance would relax a regulation governing maximum height, minimum yards, maximum lot coverage or maximum floor area ratio, the proposal also conforms with at least one of the following additional criteria:

1. The proposal when viewed in its entirety will not adversely impact abutting residences to the side, rear, or directly across the street with respect to solar access, view blockage and privacy to a degree greater than that which would be possible if the residence were built according to the applicable regulation and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height; or
2. Over sixty percent (60%) of the lots in the immediate vicinity are already developed and the proposal does not exceed the corresponding as-built condition on these lots and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height. The immediate context shall consist of the five (5) closest lots on each side of the project site plus the ten (10) closest lots on the opposite side of the street (see illustration I-4b); however, the Director of City Planning may make an alternative determination of immediate context based on specific site conditions. Such determination shall be in writing and included as part of any decision on any variance.

ATTACHMENT A:

Proposed Brooklyn Basin Parcel A Plans, dated May 29, 2019

PROJECT: FERRY, MARCH 15, 2017 01:54:06 PM BEARLIFT.DWG FILE: H:\PROJECTS\AMPHEN\BROOKLYN BASIN\G1.0\2017\DRAWINGS\EXISTING CONTEXT\EXISTING CONTEXT_01.dwg USER: JACOB DATE PLOTTED: 03/27/19 10:00:00 AM PLOTTER: HP DesignJet T1100e



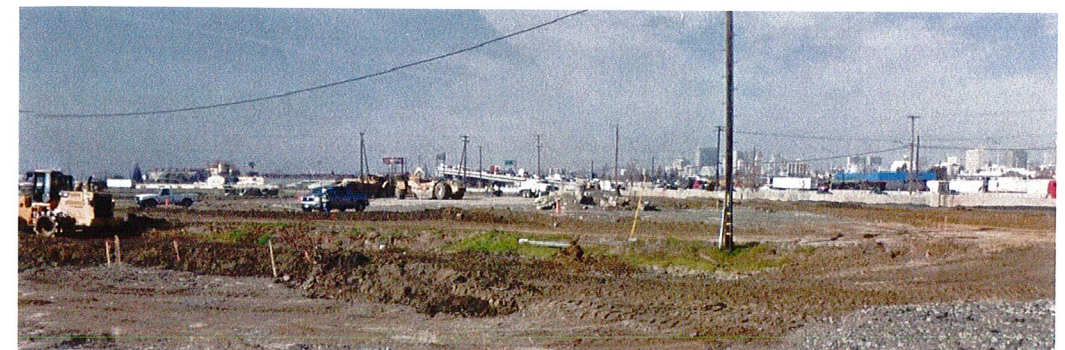
1 FACING SOUTH AT EMBARCADERO + 7TH AVENUE



2 FACING SOUTH AT EMBARCADERO



3 FACING SOUTH AT EMBARCADERO + 8TH AVENUE



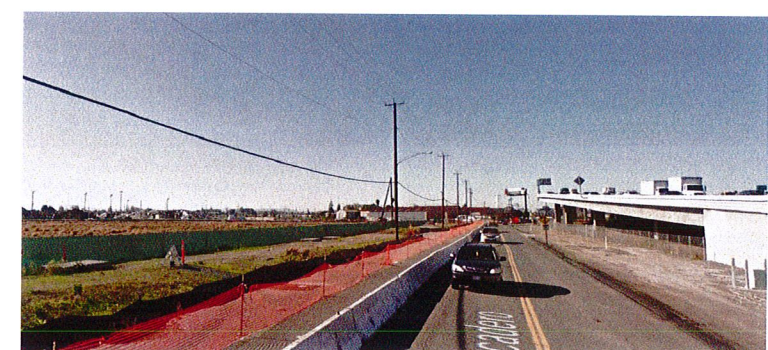
4 FACING WEST AT PARCEL A



7 AERIAL OF EXISTING CONDITIONS



5 FACING NORTH AT PARCEL G



6 FACING WEST THROUGH EMBARCADERO

**BROOKLYN BASIN
PARCEL A**

OAKLAND, CALIFORNIA

JOB NO. 00275
DRAWN CM
CHECKED -
JOB CAPTAIN PM
DATE
11/19/18 PLANNING SUBMISSION
02/15/19 DESIGN REVIEW
02/27/19 PLANNING REVIEW
03/07/19 PLANNING RESUBMITTAL
03/28/19 DRC HEARING
04/08/19 PLANNING REVIEW
05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE
EXISTING CONTEXT

SCALE NONE

NOTES:

SOURCE OF TOPOGRAPHY: EXISTING TOPOGRAPHIC SURVEY SHOWN IS BASED ON AERIAL TOPOGRAPHY PERFORMED BY AERO GEODETIC CORP., FIELD SURVEYS AND SUPPLEMENTAL SURVEYS COMPLETED BY BKF ENGINEERS, DECEMBER, 2017, AND DESIGN DATA.
TOPOGRAPHIC GRADES SHOWN AS X3.9₉ DENOTE AS-BUILT SURVEY INFORMATION

L=30.39' R=70.00' Δ=24'52"28"

L=32.99' R=18.00' Δ=105'00"00"
EX SDMH
RIM 5.05
INV IN 1.37 (24" NE)
INV IN 2.37 (12" NW)
INV OUT 1.37 (24" SW)

MONUMENT
N 2114501.1120
E 6054456.9290
STA 34+00.69 27.88' RT

THIS MAP CORRECTLY REPRESENTS A BOUNDARY SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS' ACT AT THE REQUEST OF MIDPEN HOUSING CORP.

I HEREBY FURTHER STATE THAT, TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN FULLY SATISFIED.

I HEREBY FURTHER STATE THAT IN ACCORDANCE WITH THE CALIFORNIA LAND SURVEYORS' ACT THE PERFORMANCE OF THIS SURVEY DOES NOT REQUIRE A CORNER RECORD OR RECORD OF SURVEY TO BE FILED.

I HEREBY CERTIFY THAT THIS SURVEY SHALL BE A PUBLIC RECORD AND MAY BE AVAILABLE FOR INSPECTION AND DISTRIBUTION TO THE GENERAL PUBLIC.

Alex Calder
ALEX CALDER, PLS



05/29/2019
DATE

BENCHMARK

ELEVATIONS SHOWN HEREIN ARE ON THE CITY OF OAKLAND VERTICAL DATUM AND BASED ON CITY OF OAKLAND BENCHMARK "CS 84": A FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTHBOUND LANES OF THE 880 FREEWAY, SET IN THE NORTHERLY FACE OF A COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE, 4.4 FEET ABOVE GROUND. ELEVATION = 9.164 FT, CITY OF OAKLAND DATUM.

BASIS OF BEARINGS

THE BASIS OF BEARING IS "S 65° 21' 44" E" BETWEEN FOUND MONUMENTS "SHIP" AND "H130" AS SHOWN ON PAGE 2 OF 4 OF THAT UNRECORDED "RECORD OF SURVEY" MAP ENTITLED, "MONUMENT AND PLAN LINES OF THE EMBARCADERO BETWEEN 5TH AVENUE AND 19TH AVENUE" DATED JULY 2001. SAID MAP IS BEING PREPARED BY THE PORT OF OAKLAND.

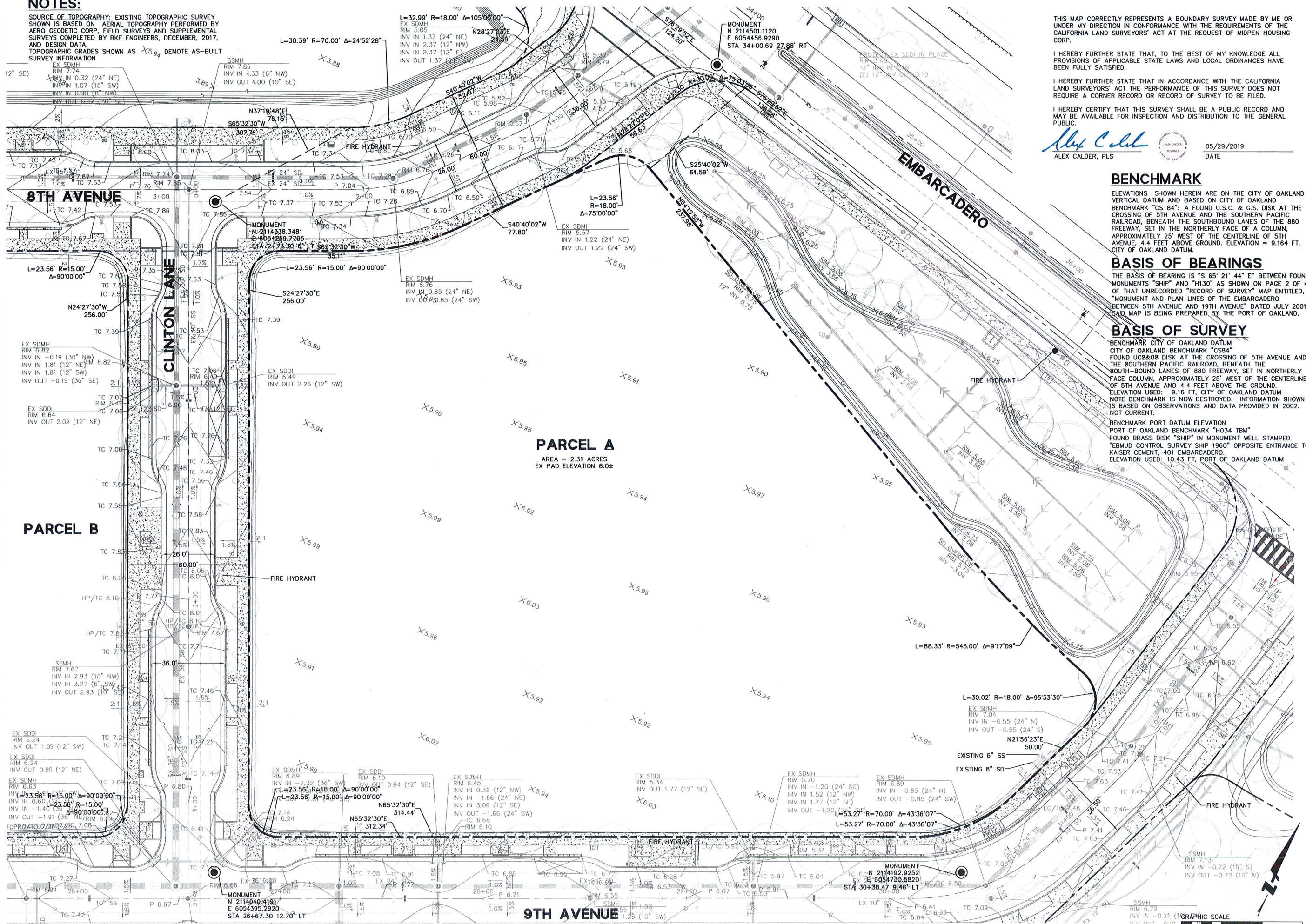
BASIS OF SURVEY

BENCHMARK CITY OF OAKLAND DATUM
CITY OF OAKLAND BENCHMARK "CS84"
FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTH-BOUND LANES OF 880 FREEWAY, SET IN NORTHERLY FACE COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE AND 4.4 FEET ABOVE THE GROUND.
ELEVATION USED: 9.16 FT, CITY OF OAKLAND DATUM
NOTE BENCHMARK IS NOW DESTROYED. INFORMATION SHOWN IS BASED ON OBSERVATIONS AND DATA PROVIDED IN 2002. NOT CURRENT.

BENCHMARK PORT DATUM ELEVATION
PORT OF OAKLAND BENCHMARK "H034 TBM"
FOUND BRASS DISK "SHIP" IN MONUMENT WELL STAMPED "EMUD CONTROL SURVEY SHIP 1960" OPPOSITE ENTRANCE TO KAISER CEMENT, 401 EMBARCADERO.
ELEVATION USED: 10.43 FT, PORT OF OAKLAND DATUM

PARCEL A
AREA = 2.31 ACRES
EX PAD ELEVATION 6.0±

PARCEL B



No.	Revisions
11/19/2018	PLANNING SUBMISSION
03/15/2019	PLANNING RESUBMISSION
05/08/2019	PLANNING RESUBMITTAL
05/29/2019	PLANNING RESUBMITTAL

3 DRAWING NAME: K:\2019\60276_Parcel A_F_MidPen\ENCL\PLANNING\PARCEL A\BUILDING\C1.01 PARCEL A SURVEY PLAN.dwg
PLOT DATE: 08-28-19 PLOTTED BY: game

THIS PLOT PLAN CORRECTLY REPRESENTS A PLOT PLAN MADE BY ME OR UNDER MY DIRECTION.
 I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN FULLY SATISFIED.
 I HEREBY FURTHER STATE THAT ALL PROPOSED GRADES, ELEVATIONS AND CONTOURS DELINEATED UPON THIS PLOT PLAN ARE BASED UPON SURVEY DATA AND EXISTING CONDITIONS AS NOTED.

A. Stanley

ASHLEY STANLEY, P.E.
 ASSOCIATE
 BKF ENGINEERS



05/29/2019
 DATE

300 FRANK OGAWA PLAZA
 SUITE 380
 OAKLAND, CA 94612
 510/227-3011 (FAX)
 510/227-3011 (FAX)



CALIFORNIA

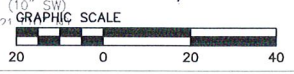
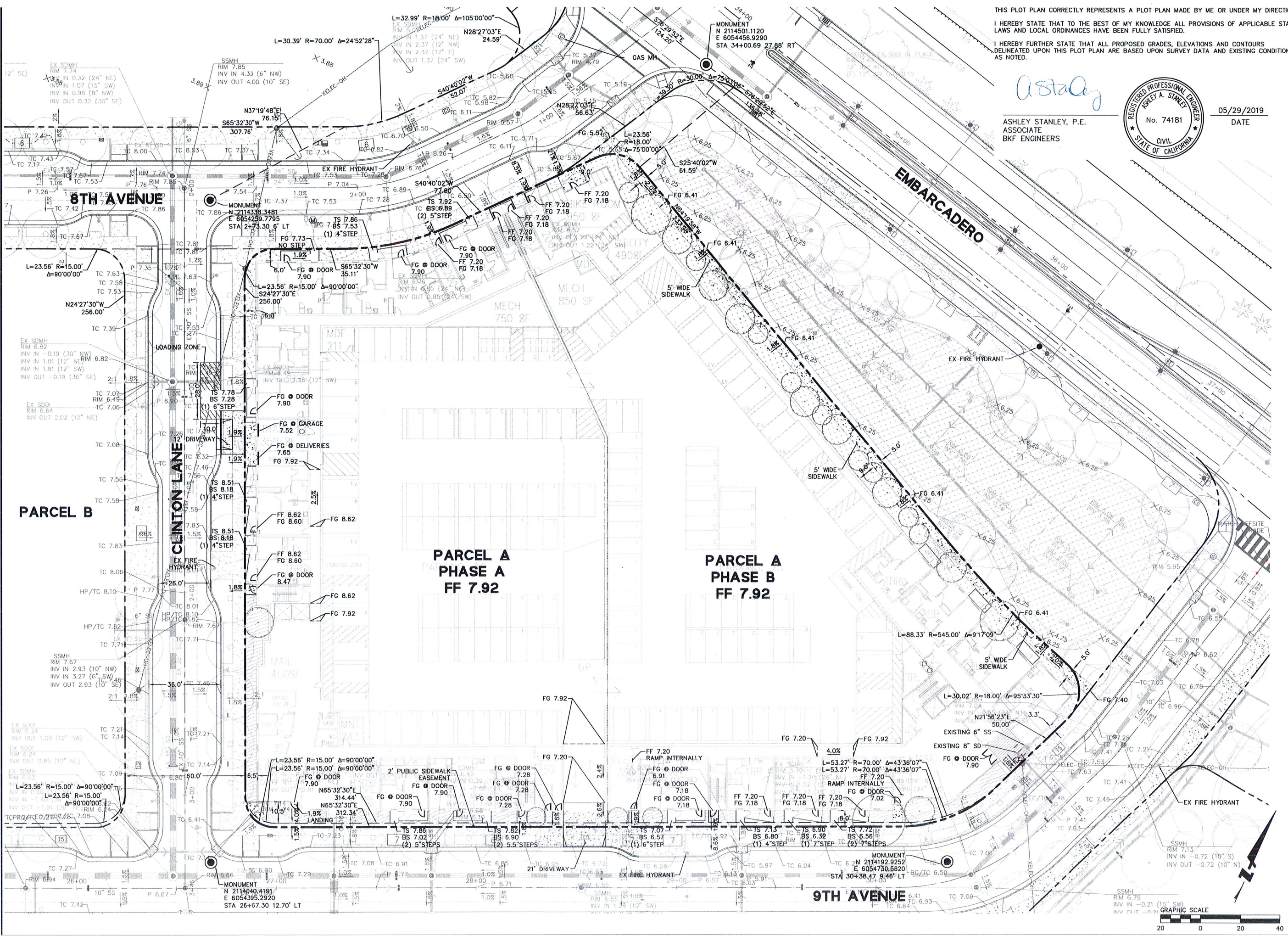
BROOKLYN BASIN
 PARCEL A
 PROPOSED PLAN

CITY OF OAKLAND
 ALAMEDA COUNTY

Revisions	No.	Date	Description
	1	11/19/2018	PLANNING SUBMISSION
	2	03/16/2019	PLANNING RESUBMISSION
	3	05/08/2019	PLANNING RESUBMITTAL
	4	05/29/2019	PLANNING RESUBMITTAL

Sheet Number:
C2.01
 2 OF 2

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 PLOTTED BY: game

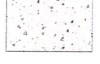









5/28/2019 12:25:38 PM

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LANDSCAPE LEGEND

-  STANDARD CONCRETE PAVING
-  COLORED CONCRETE PAVING
-  SHRUB AREA
-  BIOTREATMENT AREA
-  LARGE SHADE TREE
-  MEDIUM SIZED TREE
-  ACCENT TREE
-  FUTURE TREE

STORMWATER TREATMENT AREA BY OTHERS

BIKE RACK, TYP., 3 RACKS WITH SPACE FOR 6 BIKES, 6 BIKE SPACES REQUIRED

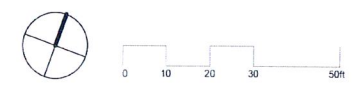
COLORED CONCRETE ACCENT PAVING

SEATWALL

BIKE RACK, TYP., 4 RACKS WITH SPACE FOR 8 BIKES, 7 BIKE SPACES REQUIRED

SEATWALL

FUTURE STREET TREE



Brooklyn Basin

Parcel A

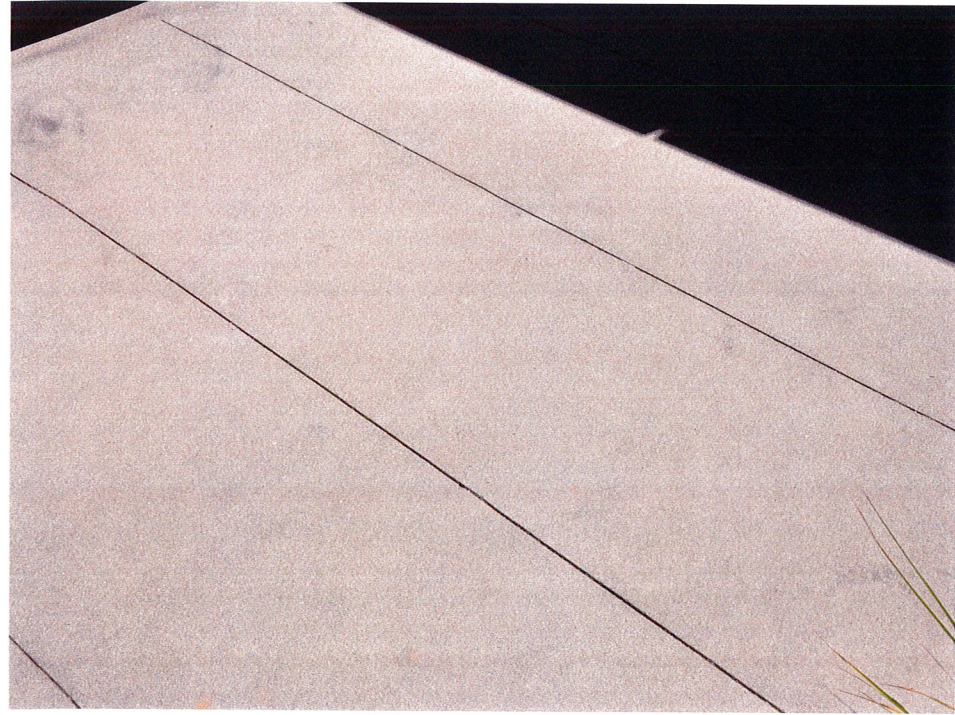
JOB NO.	00275
DRAWN	DC, KK
CHECKED	KK
JOB CAPTAIN	KK
DATE	05/08/19
	PLANNING SUBMISSION

DRAWING TITLE
Landscape Plan - Street Level

SCALE 1" = 20'-0"

L1.01

street level entry elements



COLORED CONCRETE & SCORING AT ENTRY PLAZAS



ENTRY AREA SEAT WALL:
GROUND FACE CMU BLOCKS



BIKE RACK:
RIDE BY LANDSCAPE FORMS, www.landscapeforms.com

street level trees

LARGE SHADE TREE



ULMUS PARVIFOLIA 'DRAKE'
(DRAKE CHINESE ELM)

MEDIUM SIZED TREES



ACER RUBRUM 'ARMSTRONG'
(RED MAPLE)



GINKGO BILOBA 'PRINCETON SENTRY'
(GINKGO)

ACCENT TREES



CERCIS CANADENSIS 'FOREST PANSY'
(FOREST PANSY REDBUD)



CERCIS OCCIDENTALIS
(WESTERN REDBUD)

Brooklyn Basin

Parcel A	
JOB NO.	00275
DRAWN	DC, KK
CHECKED	KK
JOB CAPTAIN	KK
DATE	05/08/19
	PLANNING SUBMISSION

DRAWING TITLE
Landscape Street Level
Elements








SCALE

L1.02

C:\Revit\2018\Brklyn Basin PA_Landscape_CENTRAL_collazos.rvt 5/7/2019 1:18:28 PM



LANDSCAPE LEGEND

-  ON-STRUCTURE PAVERS, 2 COLORS BLENDED
-  PLAY SURFACING
-  SYNTHETIC TURF
-  SHRUB AREA
-  LARGE SIZE PODIUM TREE
-  MEDIUM SIZED PODIUM TREE
-  ACCENT TALL SHRUBS

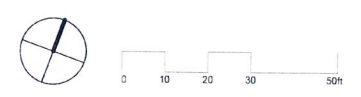
- PLAY AREA
- SLOPED PATHWAY INTO PLAY AREA
- FLEX SPACE
- DINING SPACE
- BBQ
- CONTEMPLATIVE SPACE
- FLEX SPACE
- COMMUNITY GARDEN PLANTERS
- STORAGE SHED
- UNIT PAVERS, 2 COLOR BLEND IN EACH AREA
- MOUNDED TURF AREA
- PRECAST CONCRETE PLANTER CIRCLES
- FAMILY DINING & FLEX SPACE
- BBQ

Brooklyn Basin

Parcel A	
JOB NO.	00275
DRAWN	DC, KK
CHECKED	KK
JOB CAPTAIN	KK
DATE	05/08/19
	PLANNING SUBMISSION

DRAWING TITLE
Landscape Plan - Level 3

SCALE 1" = 20'-0"



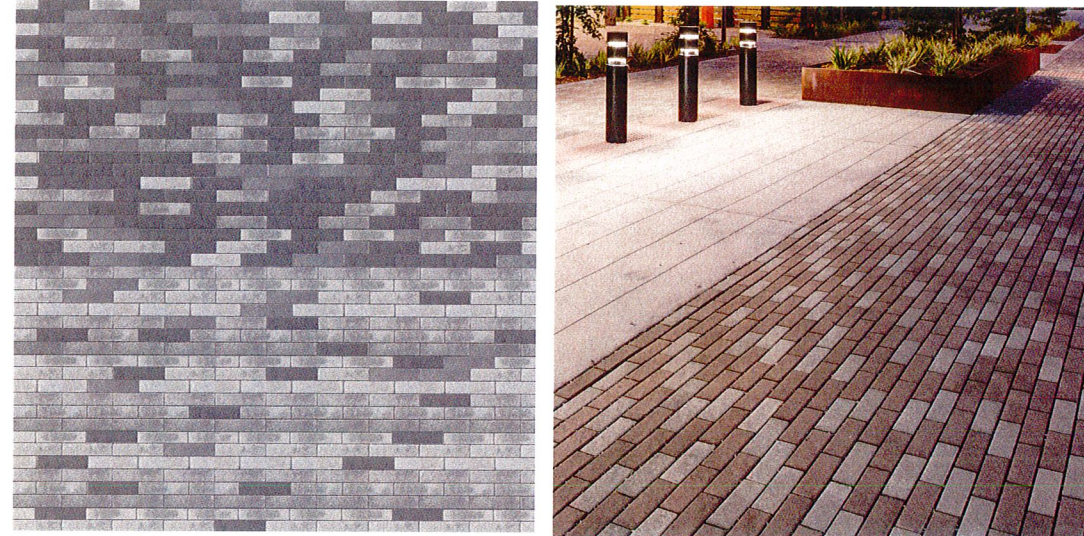
L2.01

planter walls



CMU BLOCK WALLS: 6" WIDE WITH GROUND FACE FINISH, DOUBLE WIDE AT SEAT WALL AREAS 16" WIDE

pavers



BELGARD MODULINE PAVERS: 2 COLORS, BELNDED AT DIFFERENT RATIOS, MANUFACTURER'S STANDARD PALETTE: COLORS TO BE SOLID COLORS, SIZES: 60 MM THICKNESS; 6X1 & 6X9, WWW.BELGARD.COM

site furnishings



TABLES & CHAIRS: 21 CHAIR & TABLE BY LANDSCAPE FORMS, WWW.LANDSCAPEFORMS.COM



BENCH: SANTA COLE HARPO LOUNGE CHAIR BY LANDSCAPE FORMS, WWW.LANDSCAPEFORMS.COM

play area elements



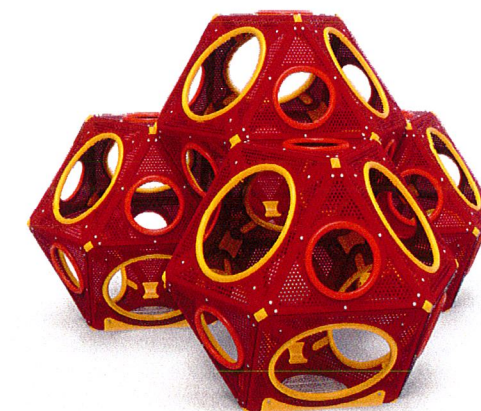
MOUNDED RUBBER SAFETY SURFACING



SEAT: SANTA COLE NEOLIVIANO SLIDER BY LANDSCAPE FORMS, WWW.LANDSCAPEFORMS.COM



SENSORY TENT



PLAY CUBES

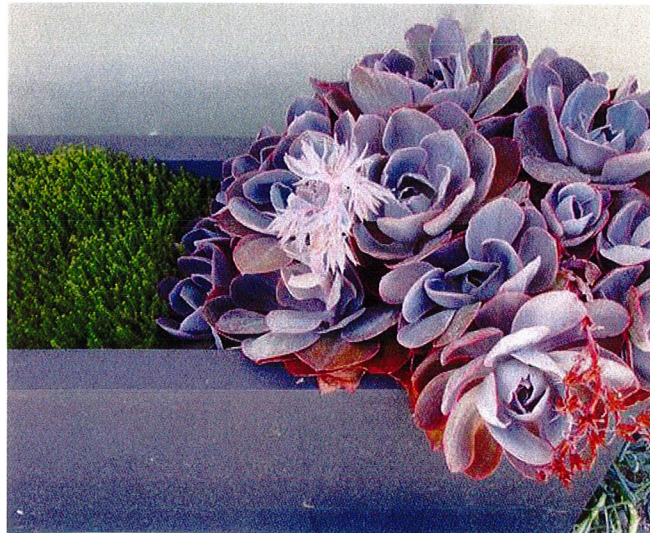
Brooklyn Basin

Parcel A
JOB NO. 00275
DRAWN DC, KK
CHECKED KK
JOB CAPTAIN KK
DATE 05/08/19
PLANNING SUBMISSION

DRAWING TITLE
Podium Level Planter
Walls & Site Furnishings

SCALE
L2.02

plant palette on-structure



PLANTING DESIGN INTENT & NOTES

1. THE PROJECT PLANTING AND IRRIGATION DESIGN WILL BE DESIGNED WITH LOW WATER USE PLANTS AND EFFICIENT IRRIGATION SYSTEM WHICH WILL MEET THE STATE'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. COMPLETED CALCULATIONS AND WORKSHEETS WILL BE PROVIDED DURING BUILDING PERMIT PHASE.
2. PLANTS SELECTED WILL BE PRIMARILY LOW WATER USE AND IRRIGATION WILL CONSIST OF SUBSURFACE DRIP WITH A SMART IRRIGATION CONTROLLER.
3. ALL SHRUBS, GROUNDCOVERS, TREES AND VINES SELECTED FOR PLANTING ARE LOW WATER USE. ALL SHRUBS AND GROUNDCOVER AREAS (NON-TURF AREAS) TO BE IRRIGATED WITH DRIP IRRIGATION. ALL TURF AREAS IRRIGATED WITH HIGH-EFFICIENCY SPRAY.
4. NON-TURF AREAS: AT LEAST 75% OF THE PLANT SELECTION IS NATIVE OR CLIMATE APPROPRIATE LOW WATER USE SPECIES AND REQUIRE MINIMAL WATER ONCE ESTABLISHED. UP TO 25% OF THE PLANTS MAY BE NON-DROUGHT TOLERANT VARIETY AS LONG AS THEY ARE APPROPRIATELY GROUPED TOGETHER AND IRRIGATED SEPARATELY AND EFFICIENTLY AS HYDROZONES.
5. NO PLANTED SPECIES CAN BE LISTED BY CAL-IPC (CALIFORNIA INVASIVE PLANT COUNCIL) AS INVASIVE IN THE SAN FRANCISCO BAY AREA, AND PLANT RIGHT, KEEP INVASIVE PLANTS IN CHECK BY CALIFORNIA HORTICULTURAL INVASIVE'S PREVENTION (CAL-HIP).

IRRIGATION DESIGN INTENT & MWEO CONFORMANCE

1. IRRIGATION SYSTEM IS DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER NECESSARY TO SUSTAIN GOOD PLANT HEALTH. ALL SELECTED COMPONENTS ARE COMMERCIAL GRADE, SELECTED FOR DURABILITY, VANDAL RESISTANCE AND MINIMUM MAINTENANCE REQUIREMENT.
2. THE SYSTEM IS A COMBINATION OF OVERHEAD SPRINKLER AND SUBSURFACE IRRIGATION AS APPROPRIATE TO PLANT TYPE, EXPOSURE AND SLOPE CONDITIONS.
3. CONTROL OF THE SYSTEM IS VIA A WEATHER-ENABLED CONTROLLER CAPABLE OF DAILY SELF-ADJUSTMENT BASED ON REAL-TIME WEATHER CONDITIONS AS MEASURED BY AN ON-SITE WEATHER SENSOR.
4. THE SYSTEM INCLUDES A MASTER CONTROL VALVE AND FLOW SENSING CAPABILITY WHICH WILL SHUT DOWN ALL OR PART OF THE SYSTEM IF LEAKS ARE DETECTED.
5. THE LANDSCAPE IS OVER 2,500 SQUARE FEET OF NEW LANDSCAPING AND WILL MEET THE REQUIREMENTS OF THE WATER EFFICIENCY LANDSCAPE ORDINANCE (WELO): [HTTPS://WATER.CA.GOV/LEGACYFILES/WATERUSEEFFICIENCY/DOCS/MWEO09-1-0-09.PDF](https://water.ca.gov/legacy/files/wateruseefficiency/docs/mwelo09-1-0-09.pdf)

MWEO CONFORMANCE STATEMENT

I HAVE COMPLIED WITH THE CRITERIA OF ARTICLE 19 OF THE ZONING CODE, INCLUDING ALL DESIGN STANDARDS OF SECTION 4-1908, AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

AS ATTESTED BY PROJECT LANDSCAPE ARCHITECT

BAY-FRIENDLY LANDSCAPE PRACTICES NOTES

LANDSCAPE DESIGN TO COMPLY WITH CITY OF OAKLAND BAY-FREINDLY ORDINANCE, IN ADDITION THE NINE REQUIRED PRACTICES ARE SUMMARIZED BELOW:

1. MULCH ALL SHRUB AREAS WITH 3 INCH THICK LAYER OF MULCH. ALL SOIL ON SITE IS PROTECTED WITH A MINIMUM OF 3 INCHES OF MULCH AFTER CONSTRUCTION. ALL MULCH IS ARBOR WASTE MATERIAL.
2. AMEND SOIL WITH COMPOST BEFORE PLANTING. COMPOST IS SPECIFIED AS THE SOIL AMENDMENT, AT THE RATES INDICATED BY A SOIL ANALYSIS TO BRING THE SOIL ORGANIC MATTER CONTENT TO A MINIMUM OF 3.5% BY DRY WEIGHT OR 1 INCH OF COMPOST. OPTION 1: REQUIRE IMPORT TOPSOIL TO MEET ORGANIC MATTER CONTENT OF A MINIMUM 3.5% BY DRY WEIGHT. OPTION 2: SUBMIT SOILS REPORT THAT IDENTIFIES EXISTING TOPSOIL MEETS ORGANIC MATTER CONTENT OF 3.5% BY DRY WEIGHT OR GREATER.
3. REDUCE AND RECYCLE LANDSCAPE CONSTRUCTION WASTE. DIVERT 50% OF LANDSCAPE CONSTRUCTION AND DEMOLITION WASTE BY VOLUME OR WEIGHT.
4. CHOOSE AND LOCATE PLANTS THAT GROW TO NATURAL SIZE AND AVOID SHEARING. NO PLANT SPECIES WILL REQUIRE SHEARING. SELECT SPECIES AND SPACING TO ALLOW PLANTS TO GROW TO NATURAL SIZE AND SHAPE WITHOUT SHEARING AT ANY POINT IN THE LIFESPAN OF THE PLANT, EXCLUDING STRUCTURAL AND REGULAR MAINTENANCE.
5. DO NOT PLANT INVASIVE SPECIES. NONE OF THE PLANT SPECIES LISTED BY CAS-IPC AS INVASIVE IN THE SAN FRANCISCO, BAY AREA ARE INCLUDED IN THE PLANTING DESIGN.
6. GROW DROUGHT TOLERANT CALIFORNIA NATIVE, MEDITERRANEAN OR CLIMATE ADAPTED PLANTS. A MINIMUM OF 75% OF THE TOTAL NUMBER OF PLANTS IN THE NON-TURF AREAS MUST BE SPECIES THAT REQUIRE NO OR LITTLE SUMMER WATERING ONCE ESTABLISHED. SPECIES SHOULD BE ADAPTED TO THE CLIMATE IN WHICH THEY WILL BE PLANTED, AS REFERENCED BY A THIRD PARTY SOURCE. PLANT SHALL BE RATED FOR MODERATE OR OCCASIONAL WATER USE FOR THIS REGION AND CLIMATE.
7. MINIMIZE TURF. A MAXIMUM OF 25% OF TOTAL IRRIGATED AREA IS SPECIFIED AS TURF, WITH SPORTS OR MULTI-USE FIELDS EXEMPTED.
8. SPECIFY AUTOMATIC WEATHER-BASED CONTROLLER WITH SOIL MOISTURE AND/OR RAIN SENSOR. A WEATHER-BASED IRRIGATION CONTROLLERS, SOIL MOISTURE BASED CONTROLLERS, OR OTHER SELF-ADJUSTING IRRIGATION CONTROLLERS, SHALL BE REQUIRED FOR ENTIRE IRRIGATION SYSTEM.
9. SPRINKLER AND SPRAY HEADS ARE NOT SPECIFIED IN AREAS LESS THAN 8 FEET WIDE. SPRINKLER AND SPRAY HEADS ARE NOT SPECIFIED IN AREAS LESS THAN OR EQUAL TO 8 FEET WIDE TO PREVENT OVERSPRAY AND RUNOFF. ACCEPTABLE ALTERNATIVES INCLUDE BUBBLER OR DRIP WITH SUBSURFACE RIGID LATERAL PIPES. BUBBLERS SHALL NOT EXCEED 1.5 GALLONS PER MINUTE PER BUBBLER.

Brooklyn Basin

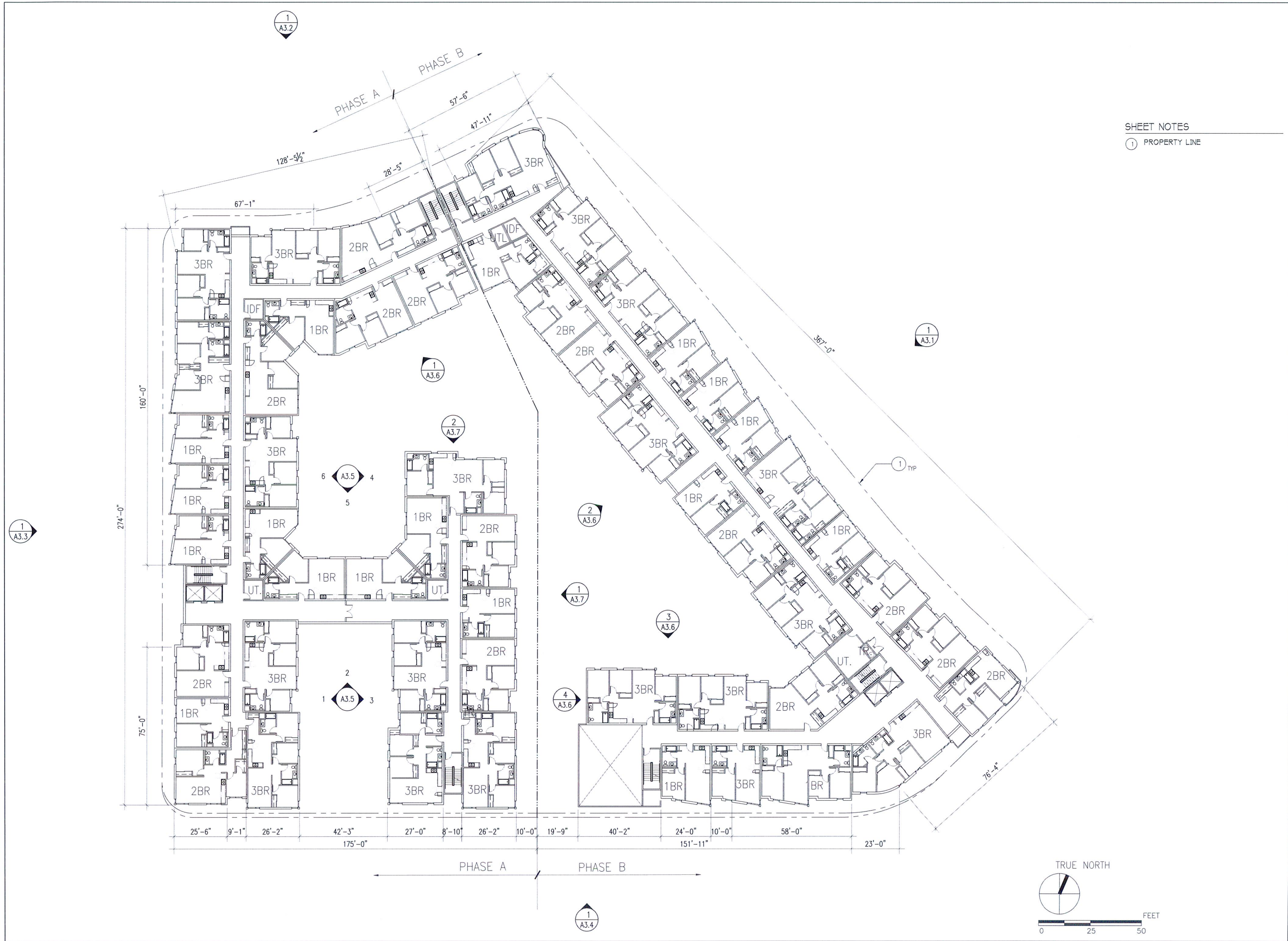
Parcel A	
JOB NO.	00275
DRAWN	DC, KK
CHECKED	KK
JOB CAPTAIN	KK
DATE	05/08/19
	PLANNING SUBMISSION

DRAWING TITLE
Podium Level Plant
Palette & Planting
Guidelines

SCALE 1" = 10'-0"

L2.03

PLOTTED: WEDNESDAY, FEBRUARY 15, 2017 07:24:08 PM BISHU_LIST_TWL_FILE_H:\0223\BROOKLYN BASIN\0223\DRAWINGS\0223\4TH FLOOR PLAN - CURRENT.dwg SHEET: 170203.DWG 6 sheets (1) of 6
 PLOT_FILES: 0223_4TH FLR TITLE.DWG 0223_4TH FLR DATE.DWG 0223_4TH FLR 170203.DWG SHEET: 170203.DWG 6 sheets (1) of 6



SHEET NOTES
 ① PROPERTY LINE

**BROOKLYN BASIN
 PARCEL A**

OAKLAND, CALIFORNIA

JOB NO. 00275
 DRAWN OM
 CHECKED PM
 JOB CAPTAIN PM

DATE
 11/19/18 PLANNING SUBMISSION
 02/15/19 DESIGN REVIEW
 02/27/19 PLANNING REVIEW
 03/07/19 PLANNING RESUBMITTAL
 03/28/19 DRC HEARING
 04/08/19 PLANNING REVIEW
 05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE
4TH FLOOR PLAN

SCALE 1" = 20' - 0"

A2.4
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 538 NINTH STREET SUITE 240 • OAKLAND, CA 94607
 T 510 625 9800 • F 510 625 9801 • WWW.HKIT.COM



1 EMBARCADERO ELEVATION
 SCALE : 1/16" = 1'-0"

ELEVATION NOTES

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- ②A PATIO LIGHT FIXTURE
- ②B BUILDING LIGHT FIXTURE
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- ④ ENTRY SIGNAGE 1' HIGH BRUSHED CLEAR ANODIZED ALUMINUM LETTERS
- ⑤ ALUMINUM HORIZONTAL SUNSHADE
- ⑥ ELEVATOR PENTHOUSE
- ⑦ JULIET BALCONY
- ⑧ DECORATIVE PERFORATED METAL SCREENS AT GARAGE OPENINGS
- ⑨ METAL CANOPY OVER ENTRANCE

EXTERIOR FINISH LEGEND

MARK	MATERIAL	LOCATION	FINISH/COLOR (REFER TO COLOR/MATERIAL BOARD)
AL-10	ALUMINUM STOREFRONT	LOBBY AND COMMUNITY ROOM	DARK BRONZE
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AL-12	ALUMINUM	GARAGE DOOR AND OPENING SCREENS	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, DARK BRONZE)
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**BROOKLYN BASIN
 PARCEL A**

OAKLAND, CALIFORNIA

JOB NO. 00275
 DRAWN OM / VB / HC
 CHECKED .
 JOB CAPTAIN FM
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 05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE
EXTERIOR ELEVATIONS

SCALE 1/16" = 1' - 0"

A3.1
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1 8TH AVENUE ELEVATION
SCALE : 1/16" = 1'-0"

ELEVATION NOTES

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**BROOKLYN BASIN
PARCEL A**

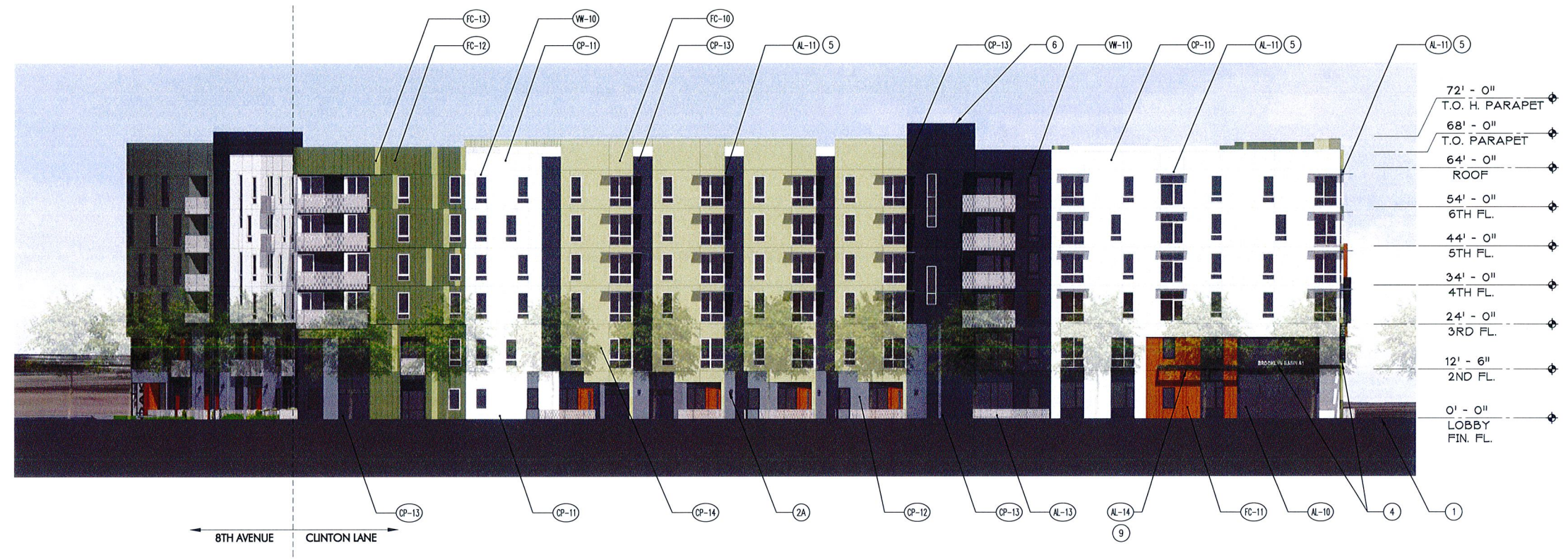
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JOB NO. 00275
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03/28/19 DRC HEARING
04/08/19 PLANNING REVIEW
05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE
EXTERIOR ELEVATIONS

SCALE 1/16" = 1' - 0"

A3.2
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1 CLINTON LANE ELEVATION
 SCALE : 1/16" = 1'-0"

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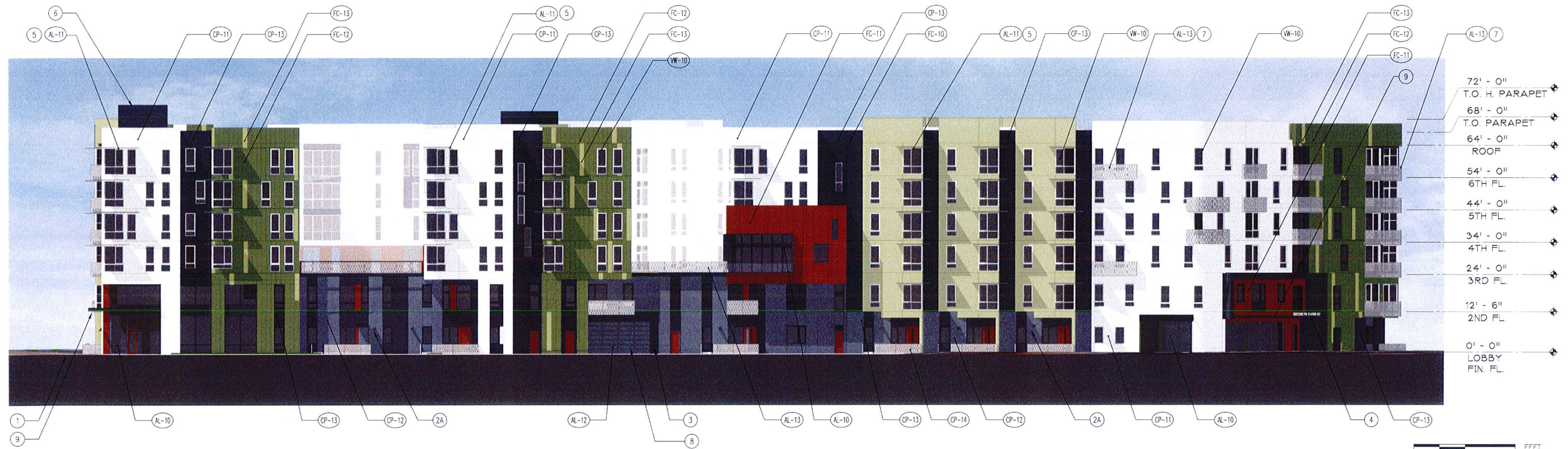
BROOKLYN BASIN PARCEL A

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 05/29/19 PLANNING RESUBMITTAL

DRAWING TITLE
EXTERIOR ELEVATIONS



1 9TH AVENUE ELEVATION
 SCALE : 1/16" = 1'-0"

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BROOKLYN BASIN PARCEL A

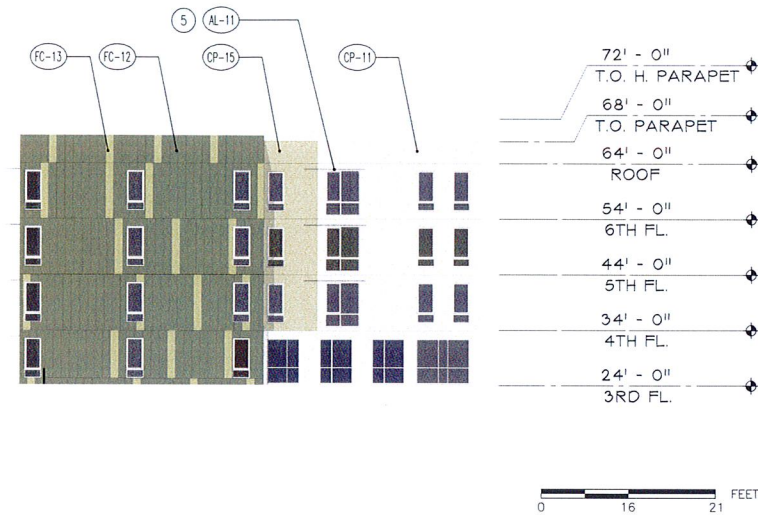
OAKLAND, CALIFORNIA

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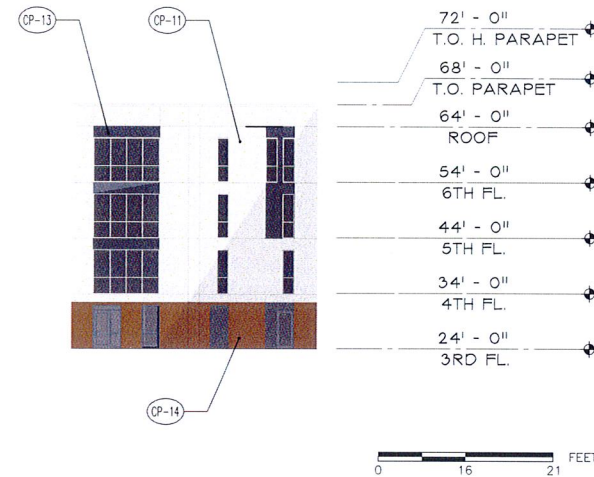
DRAWING TITLE
EXTERIOR ELEVATIONS

SCALE 1/16" = 1' - 0"

A3.4
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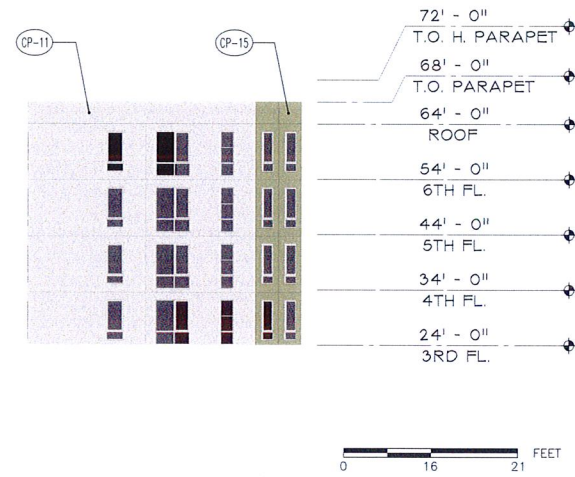
1 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



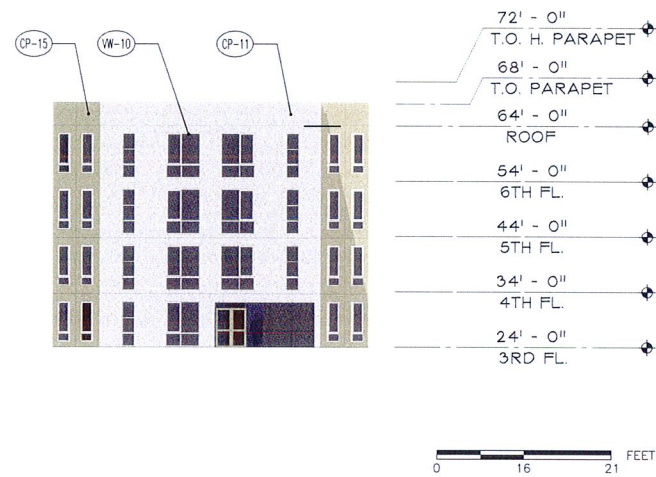
2 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



3 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



4 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



5 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



6 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"

ELEVATION NOTES

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- 2B BUILDING LIGHT FIXTURE
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EXTERIOR FINISH LEGEND

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FC-11	FIBER CEMENT PANEL	EXTERIOR WALLS @ ENTRY SIGNAGE WALL & COMMUNITY ROOM	COLOR 4 - TERRACOTTA (NICHHA OR SIMILAR)
FC-12	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 6 - DARK GREEN (NICHHA OR SIMILAR)
FC-13	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 5 - LIGHT GREEN (NICHHA OR SIMILAR)
FC-14	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNER	COLOR 7 - OLIVE (NICHHA OR SIMILAR)
CP-11	CEMENT PLASTER	EXTERIOR WALLS - MAIN BODY	COLOR 1 - WHITE
CP-12	CEMENT PLASTER	EXTERIOR WALLS - BASE	COLOR 2 - LIGHT GRAY
CP-13	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & RECESSES	COLOR 3 - DARK GRAY
CP-14	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & PATIO DOORS	COLOR 4 - TERRACOTTA

**BROOKLYN BASIN
PARCEL A**

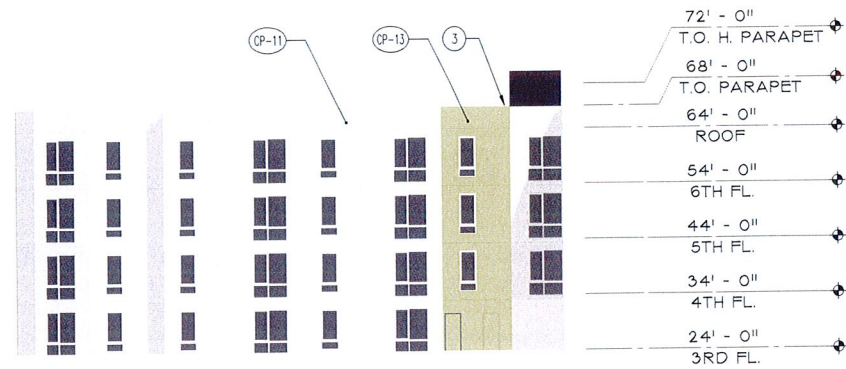
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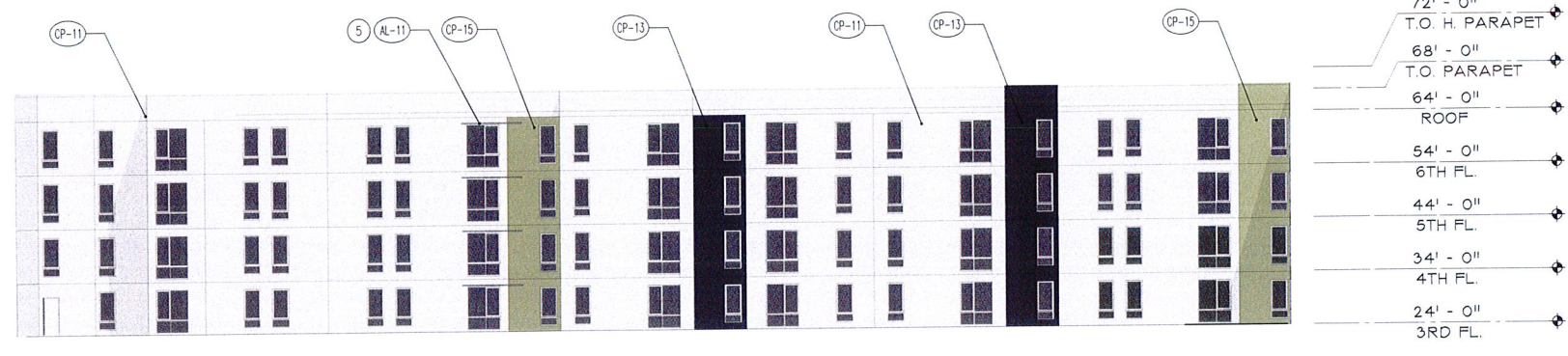
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EXTERIOR ELEVATIONS

SCALE 1/16" = 1' - 0"

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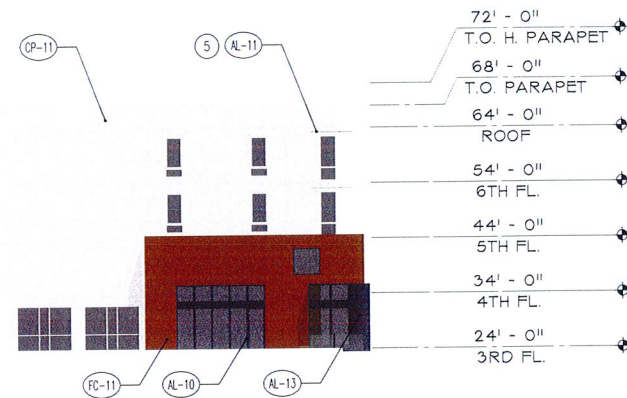
1 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



2 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



3 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



4 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"

ELEVATION NOTES

- 1 GRADE, S.C.D.
- 2A PATIO LIGHT FIXTURE
- 2B BUILDING LIGHT FIXTURE
- 3 CONTINUOUS ALUMINUM EXPANSION JOINT COVER FINISH TO MATCH ADJACENT WALL
- 4 ENTRY SIGNAGE, 1' HIGH BRUSHED CLEAR ANODIZED ALUMINUM LETTERS
- 5 ALUMINUM HORIZONTAL SUNSHADE
- 6 ELEVATOR PENTHOUSE
- 7 JULIET BALCONY
- 8 DECORATIVE PERFORATED METAL SCREENS AT GARAGE OPENINGS
- 9 METAL CANOPY OVER ENTRANCE

EXTERIOR FINISH LEGEND

MARK	MATERIAL	LOCATION	FINISH/COLOR (REFER TO COLOR/MATERIAL BOARD)
(AL-10)	ALUMINUM STOREFRONT	LOBBY AND COMMUNITY ROOM	DARK BRONZE
(AL-11)	ALUMINUM	HORIZONTAL SUN SHADE	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, SHADOW GRAY)
(AL-12)	ALUMINUM	GARAGE DOOR AND OPENING SCREENS	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, DARK BRONZE)
(AL-13)	ALUMINUM	BALCONY RAILINGS AND PATIO FENCES	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, SHADOW GRAY)
(AL-14)	ALUMINUM	ENTRY AWNINGS	DARK BRONZE
(VW-10)	VINYL WINDOWS	UNIT WINDOWS	WHITE
(VW-11)	VINYL WINDOWS	UNIT WINDOWS	DARK BRONZE
(FC-10)	FIBER CEMENT PANEL	EXTERIOR WALLS @ BAYS	COLOR 5 - LIGHT GREEN (NICHHA PANEL OR SIMILAR)
(FC-11)	FIBER CEMENT PANEL	EXTERIOR WALLS @ ENTRY SIGNAGE WALL & COMMUNITY ROOM	COLOR 4 - TERRACOTTA (NICHHA OR SIMILAR)
(FC-12)	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 6 - DARK GREEN (NICHHA OR SIMILAR)
(FC-13)	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 5 - LIGHT GREEN (NICHHA OR SIMILAR)
(FC-14)	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNER	COLOR 7 - OLIVE (NICHHA OR SIMILAR)
(CP-11)	CEMENT PLASTER	EXTERIOR WALLS - MAIN BODY	COLOR 1 - WHITE
(CP-12)	CEMENT PLASTER	EXTERIOR WALLS - BASE	COLOR 2 - LIGHT GRAY
(CP-13)	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & RECESSES	COLOR 3 - DARK GRAY
(CP-14)	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & PATIO DOORS	COLOR 4 - TERRACOTTA

**BROOKLYN BASIN
PARCEL A**

OAKLAND, CALIFORNIA

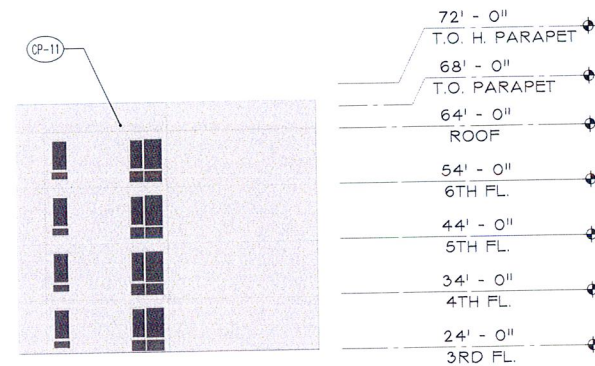
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03/28/19 DRC HEARING
04/08/19 PLANNING REVIEW
05/08/19 PLANNING RESUBMITTAL

**DRAWING TITLE
EXTERIOR ELEVATIONS**

SCALE 1/16" = 1' - 0"



1 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"



3 COURTYARD ELEVATION
SCALE : 1/16" = 1'-0"

ELEVATION NOTES

- 1 GRADE, S.C.D.
- 2A PATIO LIGHT FIXTURE
- 2B BUILDING LIGHT FIXTURE
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EXTERIOR FINISH LEGEND

MARK	MATERIAL	LOCATION	FINISH/COLOR (REFER TO COLOR/MATERIAL BOARD)
AL-10	ALUMINUM STOREFRONT	LOBBY AND COMMUNITY ROOM	DARK BRONZE
AL-11	ALUMINUM	HORIZONTAL SUN SHADE	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, SHADOW GRAY)
AL-12	ALUMINUM	GARAGE DOOR AND OPENING SCREENS	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, DARK BRONZE)
AL-13	ALUMINUM	BALCONY RAILINGS AND PATIO FENCES	POWDER COATED PERFORATED PANEL - (BOK OR SIMILAR, SHADOW GRAY)
AL-14	ALUMINUM	ENTRY AWNINGS	DARK BRONZE
VW-10	VINYL WINDOWS	UNIT WINDOWS	WHITE
VW-11	VINYL WINDOWS	UNIT WINDOWS	DARK BRONZE
FC-10	FIBER CEMENT PANEL	EXTERIOR WALLS @ BAYS	COLOR 5 - LIGHT GREEN (HARDI PANEL OR SIMILAR)
FC-11	FIBER CEMENT PANEL	EXTERIOR WALLS @ ENTRY SIGNAGE WALL & COMMUNITY ROOM	COLOR 4 - TERRACOTTA (NICHHA OR SMILAR)
FC-12	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 6 - DARK GREEN (NICHHA OR SMILAR)
FC-13	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNERS	COLOR 5 - LIGHT GREEN (NICHHA OR SMILAR)
FC-14	FIBER CEMENT PANEL	EXTERIOR WALLS @ CORNER	COLOR 7 - OLIVE (NICHHA OR SMILAR)
CP-11	CEMENT PLASTER	EXTERIOR WALLS - MAIN BODY	COLOR 1 - WHITE
CP-12	CEMENT PLASTER	EXTERIOR WALLS - BASE	COLOR 2 - LIGHT GRAY
CP-13	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & RECESSES	COLOR 3 - DARK GRAY
CP-14	CEMENT PLASTER	EXTERIOR WALLS - BASE ACCENTS & PATIO DOORS	COLOR 4 - TERRACOTTA

**BROOKLYN BASIN
PARCEL A**

OAKLAND, CALIFORNIA

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03/28/19 DRC HEARING
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05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE
EXTERIOR ELEVATIONS

SCALE 1/16" = 1' - 0"

A3.7
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VIEW ALONG EMBARCADERO AND NINTH AVENUE



VIEW ALONG EMBARCADERO AND EIGHTH AVENUE

**BROOKLYN BASIN
 PARCEL A**

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 05/29/19 PLANNING RESUBMITTAL

DRAWING TITLE
PERSPECTIVES

SCALE AS NOTED

A3.8

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VIEW ALONG CLINTON LANE AND NINTH AVENUE



VIEW ALONG CLINTON LANE AND EIGHTH AVENUE

**BROOKLYN BASIN
 PARCEL A**

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**BROOKLYN BASIN
 PARCEL A**

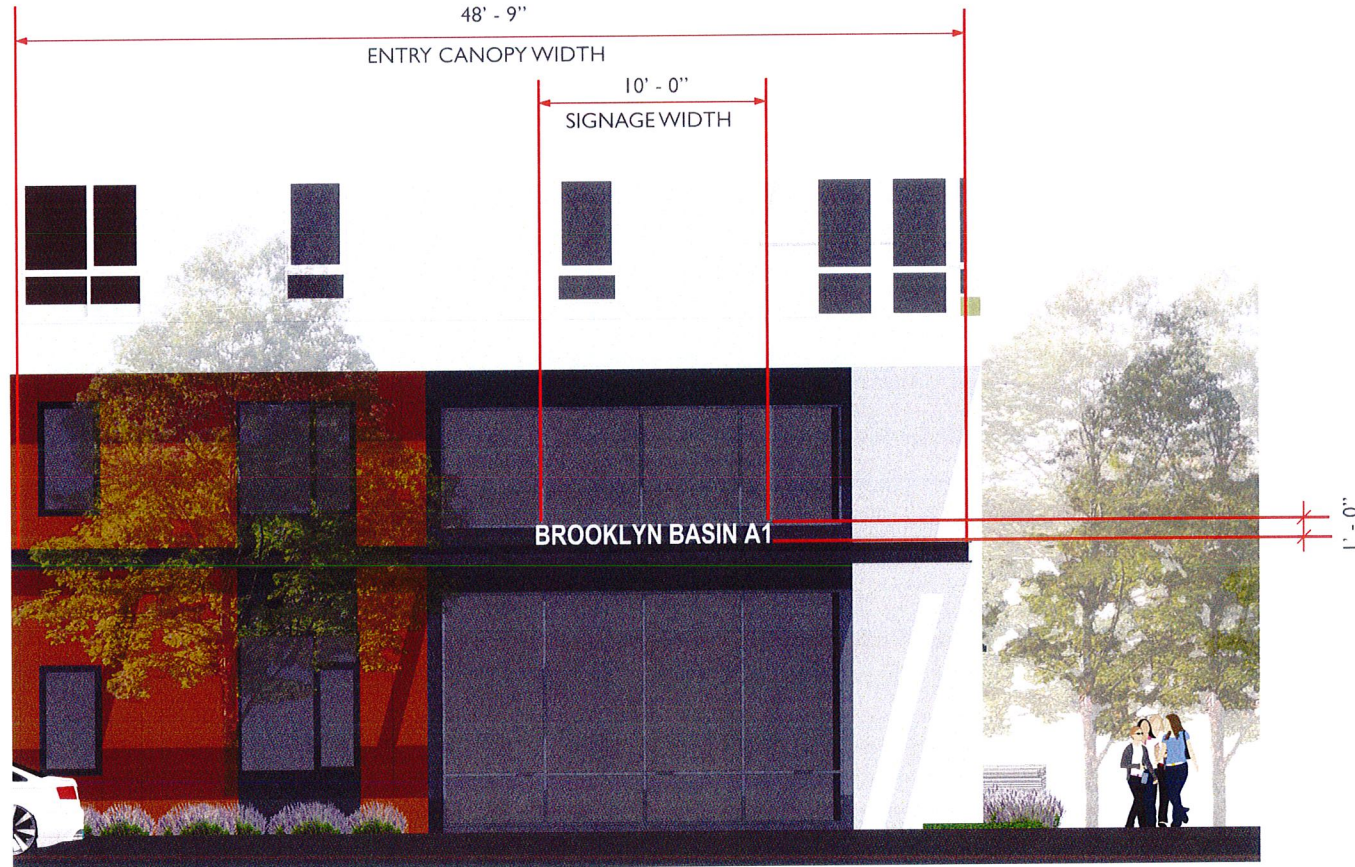
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**SIGNAGE DESIGN
 (PHASE A)**

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LOBBY ENTRY PERSPECTIVE (PHASE A)



LOBBY ENTRY AWNING SIGNAGE (PHASE A)

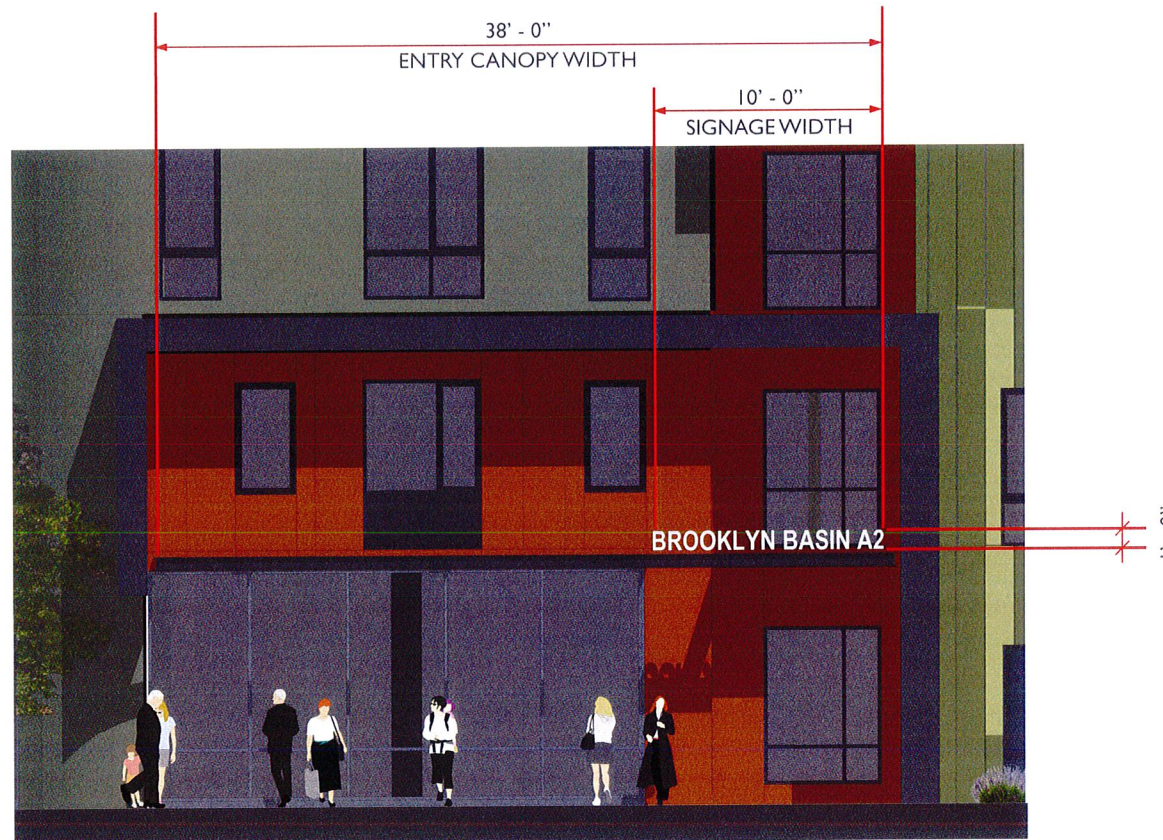


PARKING ENTRANCE (PHASE A)

AWNING SIGNAGE AREA :	10 SF
<hr/>	
TOTAL LOBBY ENTRY SIGNAGE AREA :	10 SF
“PARKING” SIGNAGE AREA :	4.16 SF
“CLEARANCE” SIGNAGE AREA :	1.33 SF
TOTAL PARKING SIGNAGE AREA :	5.49 SF



LOBBY ENTRY PERSPECTIVE (PHASE B)



LOBBY ENTRY AWNING SIGNAGE (PHASE B)

AWNING SIGNAGE AREA : 10 SF

TOTAL LOBBY ENTRY SIGNAGE AREA : 10 SF

**BROOKLYN BASIN
 PARCEL A**

OAKLAND, CALIFORNIA

JOB NO. 00237

DRAWN OM

CHECKED

JOB CAPTAIN OM

DATE

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02/15/19 DESIGN REVIEW

02/27/19 PLANNING REVIEW

03/07/19 PLANNING RESUBMITTAL

05/08/19 PLANNING RESUBMITTAL

DRAWING TITLE

**SIGNAGE DESIGN
 (PHASE B)**

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PATIO ALONG CLINTON WAY



PATIO ALONG 9TH AVENUE



PATIO ALONG 8TH AVENUE



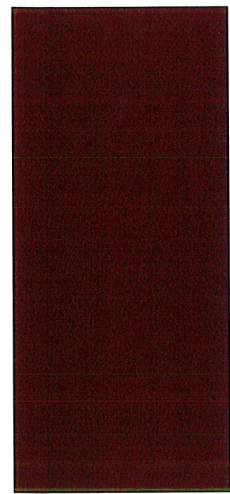
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 PARCEL A**

OAKLAND, CALIFORNIA

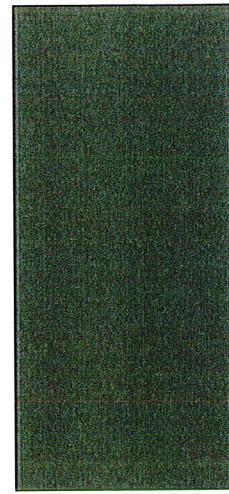
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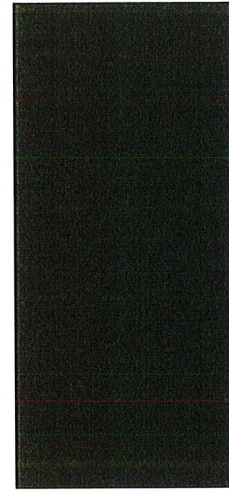
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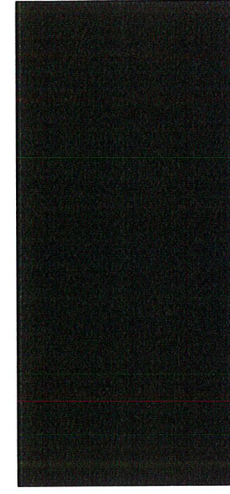
FC-10 COLOR 4
FIBER CEMENT PANEL
 COLOR: "MARS"



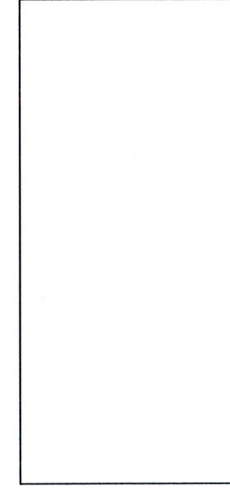
FC-11 COLOR 5
FC-13 COLOR 5
FIBER CEMENT PANEL
 COLOR: "TERRA"



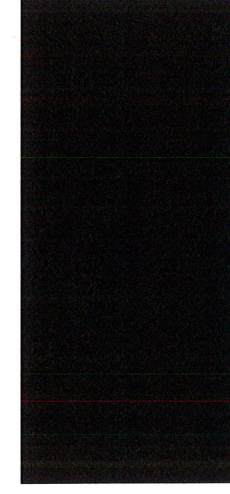
FC-12 COLOR 6
FIBER CEMENT PANEL
 COLOR: "MOUNTAIN SAGE"



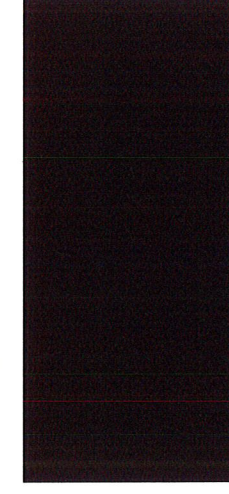
FC-14 COLOR 7
FIBER CEMENT PANEL
 COLOR: "CALLISTO"



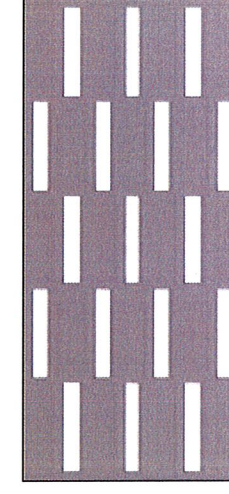
VW-10
VINYL WINDOW
 COLOR: WHITE



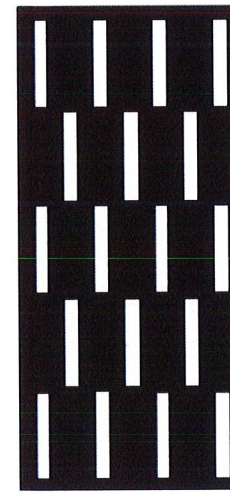
VW-11
VINYL WINDOW
 COLOR: BLACK



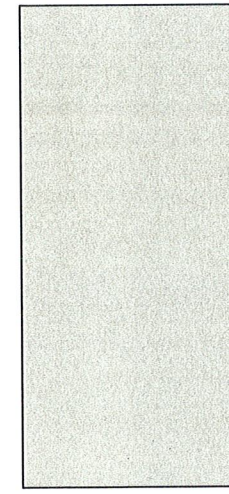
AL-10
ALUMINUM STOREFRONT
 FINISH: DARK BRONZE



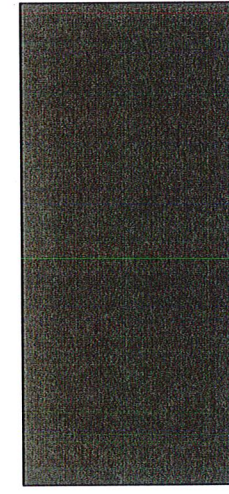
AL-11
AL-13
PERFORATED ALUMINUM
 FINISH: POWDER COATED SHADOW GRAY



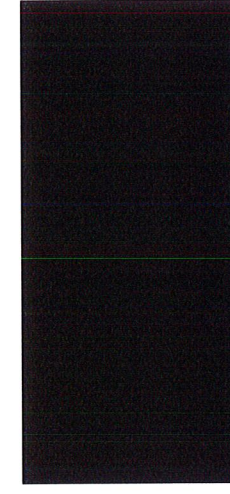
AL-12
PERFORATED ALUMINUM
 FINISH: POWDER COATED DARK BRONZE



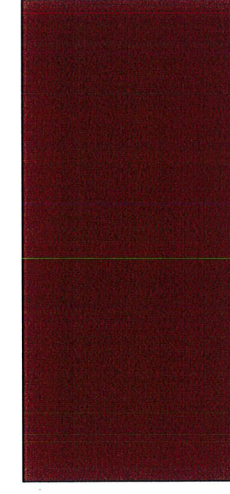
CP-11 COLOR 1
CEMENT PLASTER
 FINISH: MEDIUM SAND FINISH
 COLOR: SHERWIN WILLIAMS SW6001 GRAYISH



CP-12 COLOR 2
CEMENT PLASTER
 FINISH: MEDIUM SAND FINISH
 COLOR: KELLY MOORE KM5825 NOT MY FAULT



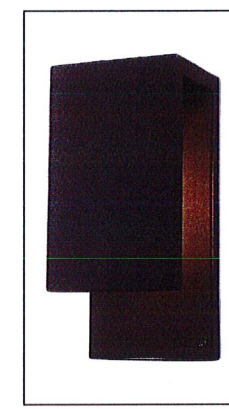
CP-13 COLOR 3
CEMENT PLASTER
 FINISH: MEDIUM SAND FINISH
 COLOR: KELLY-MOORE KM4890 AFTER MIDNIGHT



CP-14 COLOR 4
CEMENT PLASTER
 FINISH: MEDIUM SAND FINISH
 COLOR: "MARS"

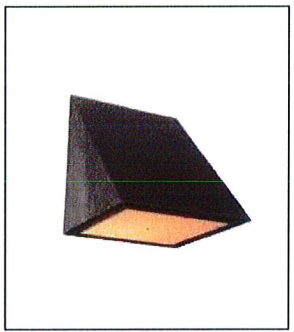


CP-15 COLOR 5
CEMENT PLASTER
 FINISH: MEDIUM SAND FINISH
 COLOR: "TERRA"



LF-11
EXTERIOR LIGHTING FIXTURE
 PIERRE - 11" 11W LED OUTDOOR WALL SCONCE
 FINISH: TEXTURED MATTE METAL FINISH
 COLOR: BLACK

2B - BUILDING LIGHT



LF-10
EXTERIOR LIGHTING FIXTURE
 CRYSTAL - 11" 120W TBX LAMP FLUORESCENT WALL WEDGE SCONCE
 FINISH: POWDER COAT
 COLOR: PEWTER

2A - PATIO LIGHT

BROOKLYN BASIN PARCEL A

OAKLAND, CALIFORNIA

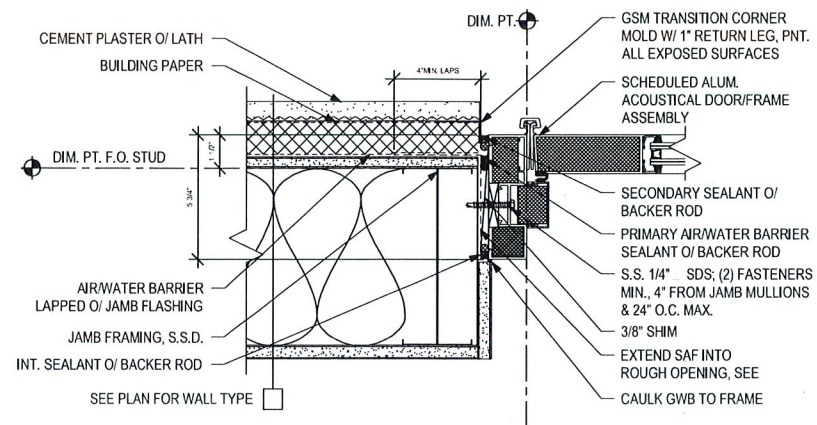
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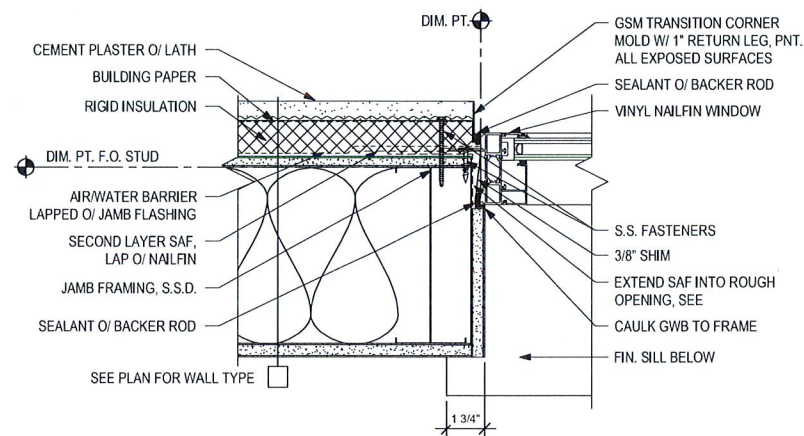
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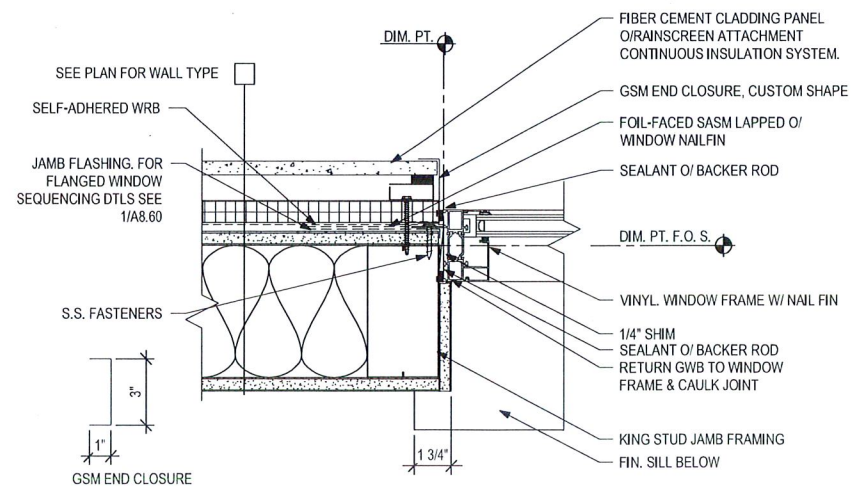
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1 DOOR - ACOUSTICAL STOREFRONT JAMB
 3" = 1'-0"



2 WINDOW JAMB - CEMENT PLASTER (METAL STUD)
 3" = 1'-0"



3 WINDOW JAMB - FIBER CEMENT PANEL (METAL STUD)
 3" = 1'-0"

**BROOKLYN BASIN
 PARCEL A**

OAKLAND, CALIFORNIA

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DRAWING TITLE
**EXTERIOR WINDOW
 JAMB DETAILS**

SCALE AS NOTED

A8.0
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ATTACHMENT B:

Oak to Ninth Avenue Redevelopment Project EIR (provided under separate cover to the Planning Commission; available to the public at 250 Frank Ogawa Plaza, Suite 3315, Oakland CA, 94612 during regular business hours, and at <http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008409>).

ATTACHMENT C:

Background Documents:

- a. D-OTN Zoning District Regulations (formerly Planned Waterfront Zoning District (PWD-4) Oak-to-Ninth Mixed Use Development Project)
- b. Brooklyn Basin – Oak to 9th Preliminary Development Plan, April 2015, and Oak to 9th Brooklyn Basin Design Guidelines, April 2015
- c. Conditions of Approval, 2006
- d. Master Creek Permit Conditions of Approval (2016)

Chapter 17. __

PLANNED WATERFRONT ZONING DISTRICT (PWD-4) OAK-TO-NINTH MIXED USE DEVELOPMENT PROJECT

Sections:

- 17. .010 Title, Purpose, and Applicability
- 17. .020 Development Plans and Design Review
- 17. .030 Preliminary Development Plan
- 17. .040 Review of Preliminary Development Plan
- 17. .050 Final Development Plan
- 17. .060 Review of Final Development Plan
- 17. .070 Architectural Design Review for Individual Development Projects
- 17. .080 Modifications and Extensions to a Preliminary or Final Development Plan
- 17. .090 Alterations after Issuance of Certificate of Occupancy
- 17. .100 Land Use Regulations
- 17. .110 Maximum Residential Density
- 17. .120 Maximum Retail and Commercial Square Footage
- 17. .130 Building Height
- 17. .140 Yards and Setbacks
- 17. .150 Lot Area, Width, Frontage
- 17. .160 Private Open Space for Residential Uses
- 17. .170 Landscaping, Paving and Buffering
- 17. .180 Parking Requirements
- 17. .190 Signs

17. .010 Title, purpose, and applicability

This chapter establishes land use regulations and development standards for the Oak to Ninth Mixed Use Development. The approximately 63.82 acre site is bounded by Embarcadero Road, the Oakland Estuary, Fallon Street, and 10th Avenue, and includes the Clinton Basin Marina and the Fifth Avenue Marina, but does not include Fifth Avenue Point (see **Exhibit A**, Zoning Map).

The 63.82 acre Oak to Ninth Mixed Use Development is governed by the following: the Planned Waterfront Zoning District-4 (PWD-4) regulations; the Open Space – Regional Serving Park (OS-RSP) zoning regulations; the Civic Center/Design Review Combining Zone (S-2/S-4) regulations; the Preliminary Development Plan dated February 2006 and approved on June 20, 2006; Oak to Ninth Design Guidelines; Vesting Tentative Tract Map No. 7621 dated March 8, 2006 and approved on June 20, 2006; Conditions of Approval approved on June 20, 2006; the Mitigation Monitoring Reporting Program approved on June 20, 2006, and the Development Agreement approved on June 20, 2006.

The specific purposes of the Planned Waterfront Zoning District-4 are to:

- A. Encourage the **creation of a mixed-use district** that integrates a combination of residential, commercial, public open space and civic uses.
- B. Establish **development standards** that allow residential, commercial, public open space and civic activities to compatibly co-exist.
- C. Provide a **balance of private development and public open space** with convenient access to public open space and the waterfront.
- D. Improve **access to the waterfront** and recreational opportunities along the waterfront including boat launches and marinas.
- E. Encourage **quality and variety in building and landscape design** as well as compatibility in use and form.
- F. Encourage development that is **respectful of the environmental qualities** that the site has to offer.

The 63.82 acre Oak to Ninth Mixed Use Development Project is divided into two major areas: private residential and commercial development (approximately 34 acres), and public parks, open space, and civic uses (approximately 30 acres), and is assigned three separate zoning districts. Refer to **Exhibit A**, Zoning Map.

Residential and Commercial Uses

Planned Waterfront Zoning District-4. The **PWD-4** zone is intended to provide mid-rise and high-rise housing opportunities together with ground floor retail and commercial uses. Future development will be set back from the waterfront and will stress compatibility between residential and nonresidential uses and reflect a variety of housing and business types.

Public Parks, Open Space, and Civic Uses

Open Space - Region Serving Park. The **OS (RSP)** zone is the area that is designated for public parks, open space, and civic uses. New parks include Shoreline Park, including the remaining portion of the 9th Avenue Terminal, South Park, Channel Park, and Estuary Park. Clinton Basin and the Fifth Avenue Marina are also included in this zoning district. Uses proposed in this zone are regulated by the City of Oakland as Trustee in consultation with the State Lands Commission which retains jurisdiction over Public Trust lands.

Notwithstanding the provisions of Chapter 17.11, Open Space Zoning Regulations, open space activities and facilities in the Oak to Ninth Mixed Use Development that would otherwise require a conditional use permit pursuant to sections 17.11.060 and 17.11.090 instead shall be approved as part of the Preliminary Development Plan or Final Development Plan.

Notwithstanding the provisions of Municipal Code 6.04.080, dogs shall be allowed leashed in all public parks and open space areas in the PWD-4 zoning district. Dogs shall be allowed unleashed in the dog park designated in the Final Development Plan.

Civic Center Zone/Design Review. The **S-2/S-4** zone is intended to create, preserve, and enhance areas devoted primarily to major public and quasi-public facilities and auxiliary uses, and is typically appropriate for public facilities. This zone is assigned to the Jack London Aquatic Center and the East Bay Municipal Utility District dechlorination facility.

17. .020 Development Plans and Design Review

All development projects within the Planned Waterfront Zoning District-4 will be processed using a planned unit development approach. The approved Preliminary Development Plan dated June 20, 2006 provides the comprehensive development framework for the entire 63.82 acre site. The entire development will be constructed in five phases. Each phase requires submittal and approval of a Final Development Plan. Design Review for each Final Development Plan shall follow the schedule outlined in Chapter 17.136, Design Review Procedure. Each building or structure not submitted with the application for a Final Development Plan will require separate design review approval. Both the Preliminary and Final Development Plans shall be prepared by a professional design team consisting of a registered civil engineer, licensed architect, planner or licensed building designer, and any other qualified professionals that the City may require. Other applications required for development and use of property within Planned Waterfront Zoning District-4 (e.g., subdivision map) may be submitted concurrently with the Preliminary Development Plan or the Final Development Plan.

17. .030 Preliminary Development Plan

The Preliminary Development Plan shall include the following:

1. Streets, driveways, sidewalks, pedestrian and bikeways, and off-street parking and loading areas, including integration with surrounding uses;
2. Shoreline improvements;
3. Location and dimensions of structures;
4. Utilization of property for residential and non-residential use;
5. Population estimates;
6. Public uses, including civic buildings, parks, playgrounds, and other open space uses;
7. Major landscaping features, including a tree survey indicating trees protected by Chapter 12.36, as it may be amended;
8. Creeks protected by Chapter 13.16, as it may be amended;

9. Historic resources pursuant to the City's Historic Preservation Element Policy 3.8 or as defined in Section 15064.5 of Title 22 of the California Code of Regulations;
10. Plan and elevation drawings establishing the scale, bulk, massing, character, and relationships of buildings, streets, and public and private open space in a schematic or conceptual format;
11. A tabulation of the land use area and gross floor area to be devoted to various uses and a calculation of the average residential density per gross acre and per net acre;
12. A preliminary phasing plan generally depicting projected development time frames including quantitative data, such as population, housing units, land use acreage, and other data sufficient to illustrate the relationship between the phasing of development and the provision of public facilities and services;
13. A preliminary public services and facilities plan including proposed location, extent and intensity of essential public facilities and services such as public and private streets and transit facilities, pedestrian access, bikeways, sanitary sewer service, water service, storm drainage structures, solid waste disposal and other utilities; and a table comparing the plan description to the existing location, extent, and intensity of such essential public facilities and services; and
14. A public facilities financing plan.

17. .040 Review of Preliminary Development Plan

The Planning Director shall forward the Preliminary Development Plan to the City Engineer for review no later than 10 days after a determination that the submittal is complete. The Planning Commission shall hold a public hearing on the Preliminary Development Plan no later than seventy-five days after it is sent to the City Engineer or within thirty days of the Planning Commission receiving a report from the City Engineer, whichever is earlier. Notice of the hearing shall be given by the City Clerk or Planning Director, as set forth in Section 17.140.030.

The Planning Commission shall approve the Preliminary Development Plan if it makes written findings that the Preliminary Development Plan is in substantial conformance with the Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S-4) regulations, the Oak to Ninth Design Guidelines, Vesting Tentative Tract Map No. 7621, Conditions of Approval, and the Mitigation Monitoring Reporting Program.

The Planning Commission shall disapprove the Preliminary Development Plan if it makes written findings that the Preliminary Development Plan is not in substantial conformance with the Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review (S-2/S-4) zoning regulations, the Oak to Ninth Design Guidelines, Vesting Tentative Tract Map No. 7621, Conditions of Approval, and the Mitigation Monitoring Reporting Program, and that it is not

possible to require changes or impose conditions of approval as are reasonably necessary to ensure conformity to these documents.

The decision of the Planning Commission on the Preliminary Development Plan shall become final ten calendar days after the adoption of the findings, unless the Planning Commission decision is appealed to the City Council in accordance with Section 17.140.070. In the event the last date to file an appeal falls on a weekend or holiday when City offices are closed, the next date such offices are open for business shall be the last date of appeal.

If the Preliminary Development Plan satisfies the requirements for a Final Development Plan (as described in 17.__.050), the Preliminary Development Plan may also serve as a Final Development Plan and shall be entitled the “Preliminary and Final Development Plan,” and include all the submittal requirements for each application as set forth in 17.__.030 and 17.__.050. No separate Final Development Plan shall be required to be filed when the Preliminary Development Plan is combined with a Final Development Plan.

17. .050 Final Development Plan

Final Development Plans shall be submitted for each phase of development. Final Development Plans shall include all information contained in the Preliminary Development Plan plus the following requirements in sufficient detail to indicate the operation and appearance of all development shown on the Final Development Plan.

1. The location of all public infrastructure that provides water, sewage, and drainage facilities and other utility services.
2. The location of all private infrastructure that provides gas, electric, and other utility services.
3. The location of all shoreline improvements and remediation plans.
4. Detailed building plans, elevations, sections, and a description of all exterior building materials if a development project is included with the Final Development Plan. The application for the first building proposed in a phase must show the conceptual building massing, heights, and rooflines of future buildings on all adjacent parcels to be constructed within the phase in order to evaluate shadows, relationships between buildings, access and circulation.
5. Landscape plans, and buffering plans, if required, prepared by a landscape architect, if a development project is included with the Final Development Plan.
6. The character and location of signs.
7. Detailed improvement plans for all public and private streets, driveways, sidewalks, pedestrian and bikeways, and off-street parking and loading areas.

8. Detailed improvement plans for all parks and open space areas, including programmed activities and the Bay Trail;
9. Detailed demolition plans for the appropriate phase;
10. Grading and soil remediation plans approved by the appropriate agency, other earth-moving plans, if appropriate, including estimated quantities and the grading schedule for the appropriate phase;
11. The public facilities financing plan for the appropriate phase approved as part of the Preliminary Development Plan modified as necessary to reflect changed conditions or new information.
12. Plan references to all improvements for the appropriate phase required for the Vesting Tentative Tract Map 7621 approved on June 20, 2006 and as may be amended.
13. Plan references to all improvements for the appropriate phase required of the Conditions of Approval for the project approved on June 20, 2006 and as may be amended.
14. Plan references to all improvements for the appropriate phase required of the Mitigation Monitoring Reporting Program for the project approved on June 20, 2006 and as applicable.

An applicant shall submit evidence of all documents required for dedication or reservation of land and for all bonds or other forms of financial assurances acceptable to the City required for timely completion of on-site and off-site public improvements necessitated by the project including, without limitation, for guaranteeing completion and faithful performance of the work with the Final Development Plan, including but not limited to, approved subdivision improvement agreements.

17. .060 Review of Final Development Plan

The Planning Director shall forward the Final Development Plan to the City Engineer for review no later than 10 days after a determination that the submittal is complete. The Planning Commission shall hold a public hearing on the Final Development Plan, including Design Review, no later than seventy-five days after the Plan is sent to the City Engineer or within thirty days of the Planning Commission receiving a report from the City Engineer, whichever is earlier. Notice of the hearing shall be given by the City Clerk or Planning Director as set forth in Section 17.140.030.

The Planning Commission shall approve the Final Development Plan if it makes written findings that the Final Development Plan is in substantial conformance with the Preliminary Development Plan; Oak to Ninth Design Guidelines, Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S-4) regulations, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement.

The Planning Commission shall disapprove the Final Development Plan if it makes written findings that the Final Development Plan is not in substantial conformance with the Preliminary Development Plan; Oak to Ninth Design Guidelines, Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S-4) regulations, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement, and that it is not possible to require changes or impose conditions of approval as are reasonably necessary to ensure such conformity.

The decision of the Planning Commission on the Final Development Plan shall be final ten calendar days after the adoption of the findings unless the Planning Commission decision is appealed to the City Council in accordance with Section 17.140.070. In the event the last date to file an appeal falls on a weekend or holiday when City offices are closed, the next date such offices are open for business shall be the last date of appeal.

17. .070 Architectural Design Review for Individual Development Projects

Design review for any residential, commercial, or civic development projects that are not submitted with a Final Development Plan application will be reviewed and approved separately. The procedure for Design Review shall follow the schedule outlined in Chapter 17.136, Design Review Procedure. Design Review shall be limited to a determination of whether or not the proposed design conforms to the Oak to Ninth Design Guidelines and is in substantial compliance with the Final Development Plan, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement. The Director of City Planning shall refer the application to the Planning Commission. The Planning Commission's decision may be appealed to the City Council.

17. .080 Modifications to a Preliminary or Final Development Plan

Minor changes to an approved Preliminary or Final Development Plan may be approved by the Planning Director prior to issuance of a certificate of occupancy if such changes are consistent with the purposes and character of the approved Preliminary or Final Development Plan. Minor changes, modifications or adjustments may include, but are not limited to, minor adjustments to the phasing plan boundaries, adjustments to public improvements and access if the proposed changes do not interfere with view corridors or access to the waterfront, minor modifications to the grading plan, minor changes to lot lines, minor modifications to the street sections, minor adjustments to roadway alignments, the amount and distribution of commercial uses within an existing phase, modifications to shoreline treatment, minor adjustments to setbacks and exterior materials, and modifications of the landscaping plan. The decision of the Planning Director can be appealed to the Planning Commission and final action on any appeal rests with the Planning Commission.

Amendments to the Preliminary Development Plan or Final Development Plan would be required if changes to the road alignments affected views and access to the waterfront, changes were proposed to the height, massing, and location of buildings (other than those in the tower zones), if the overall density were changed, and for any other change that the Planning Director

found was not in substantial compliance with the Preliminary Development Plan or the Final Development Plan. The revised Preliminary Development Plan or Final Development Plan would be reviewed by the Planning Commission at a noticed public hearing. The decision of the Planning Commission may be appealed to the City Council.

17. .090 Alterations after Issuance of Certificate of Occupancy

After issuance of a certificate of occupancy, no building, sign, or other structure shall be constructed or established, or altered in such a manner as to affect exterior appearance, unless plans for such proposal have been approved with a finding that the proposals shall be in substantial compliance with the Oak to Ninth Design Guidelines specified for the Oak to Ninth Development Project. Approval is not required for temporary realty or development signs, holiday decorations, and displays behind a display window; or for mere changes of copy, including cutouts, on signs the customary use of which involves periodic changes of copy.

17. .100 Land Use Regulations

The following table lists the permitted, conditionally permitted, and prohibited activities in the PWD-4 and the OS (RSP) zoning districts. Refer to Chapter 17.76 for the land use regulations for the S-2/S-4 combining zone. The description of these land uses are contained in Chapters 17.10 and 17.11.

“P” designates permitted activities in the corresponding zone

“C” designates activities that are permitted only upon the granting of a conditional use permit (see Chapter 17.134) in the corresponding zone

“--” designates uses that are prohibited in the corresponding zone

LAND USE CLASSIFICATIONS	ZONING DISTRICTS		ADDITIONAL REGULATIONS
	PWD-4 Residential & Commercial Development	OS (RSP) Open Space Regional Serving Park ^{1/}	
RESIDENTIAL ACTIVITIES			
PERMANENT	P	C	See 17.11.060
SEMI-TRANSIENT	C	--	See 17.102.212
RESIDENTIAL CARE	C	--	See 17.102.212
SERVICE-ENRICHED PERMANENT HOUSING	C	--	See 17.102.212
TRANSITIONAL HOUSING	--	--	
EMERGENCY SHELTER	--	--	
CIVIC ACTIVITIES			
ESSENTIAL SERVICE	C	C	See 17.11.060
LIMITED CHILD-CARE	P	C	See 17.11.060
COMMUNITY ASSEMBLY	P	C	See 17.11.060
COMMUNITY EDUCATION	P	C	See 17.11.060
NONASSEMBLY CULTURAL	P	C	See 17.11.060

Planned Waterfront Zoning District (PWD-4)

LAND USE CLASSIFICATIONS	ZONING DISTRICTS		ADDITIONAL REGULATIONS
	PWD-4 Residential & Commercial Development	OS (RSP) Open Space Regional Serving Park ^{1/}	
ADMINISTRATIVE	P	C	See 17.11.060
HEALTH CARE	C	--	
SPECIAL HEALTH CARE	C	--	See 17.102.410
UTILITY AND VEHICULAR	C	--	
EXTENSIVE IMPACT	C	C	See 17.11.060
A. Marinas ^{2/}	--	C	See 17.11.060
TELECOMMUNICATIONS	C	--	See 17.128
COMMERCIAL ACTIVITIES			
GENERAL FOOD SALES			
A. Restaurant	P	C	See 17.102.335
B. Limited Service Restaurant	P	C	
C. Fast Food Restaurant	C	--	See 17.102.210
D. Vehicular Food Vending	--	--	
E. Grocery	P	--	
F. Convenience Market	P	--	See 17.102.210
ALCOHOLIC BEVERAGE SALES	C	C	See 17.102.210 See 17.11.060
MECHANICAL OR ELECTRONIC GAMES	C	--	See 17.102.210
MEDICAL SERVICE	C	--	
THERAPEUTIC MASSAGE	P	--	
GENERAL RETAIL SALES	P	--	
LARGE SCALE COMBINED RETAIL AND GROCERY SALES	--	--	
GENERAL PERSONAL SERVICE	P	--	
CONSULTATIVE AND FINANCIAL SERVICE	P	--	
CHECK CASHIER AND CHECK CASHING	--	--	
CONSUMER LAUNDRY AND REPAIR SERVICE	P	--	
GROUP ASSEMBLY	C	--	
ADMINISTRATIVE	P	--	
BUSINESS AND COMMUNICATIONS SERVICE	P	--	
RETAIL BUSINESS SUPPLY	P	--	
RESEARCH SERVICE	P	--	
GENERAL WHOLESALE SALES	--	--	
TRANSIENT HABITATION	C	--	See 17.102.370
CONSTRUCTION SALES & SERVICE	--	--	
AUTOMOTIVE SALES, RENTAL, AND DELIVERY	--	--	
AUTOMOTIVE SERVICING	--	--	
AUTOMOTIVE REPAIR AND CLEANING	--	--	
AUTOMOTIVE FEE PARKING	C	--	
TRANSPORT AND WAREHOUSING	--	--	
ANIMAL CARE	--	C	See 17.11.060
UNDERTAKING SERVICE	--	--	
SCRAP OPERATION	--	--	
JOINT LIVING & WORKING QUARTERS	P	--	See 17.102.190
MANUFACTURING ACTIVITIES			
	--	--	

Planned Waterfront Zoning District (PWD-4)

LAND USE CLASSIFICATIONS	ZONING DISTRICTS		ADDITIONAL REGULATIONS
	PWD-4 Residential & Commercial Development	OS (RSP) Open Space Regional Serving Park ^{1/}	
AGRICULTURAL AND EXTRACTIVE ACTIVITIES	--	--	
ACCESSORY USES/FACILITIES	P or C	C	See 17.10.040 See 17.10.070 See 17.11.060
SIGNS	P	P	See 17.104 See 17.11
NONCONFORMING USES			See 17.114

1/ Uses permitted or conditionally permitted in the OS(RSP) zone must be compliant with the Public Trust Doctrine. Acceptable trust uses include, but are not limited to, uses that promote water-oriented or water dependent recreation and commerce, navigation, fisheries, public access and the preservation of the land in its natural condition.

2/ "Marinas" are defined as "Water basins with docks, mooring facilities, supplies and equipment for boats."

17. .110 Maximum Residential Density

A. The residential density for the overall 63.82 acre project site averages approximately 50 dwelling units per gross acre, and approximately 140 dwelling units per net acre. The density is distributed over thirteen development parcels or areas as shown below.

Maximum Residential Density

Density	Gross Acres	Net Developable Acres
Site Area	63.82	22.18
Number of Residential Units	3,100	3,100
Average Residential Density	50 du/gross acre	140 du/net acre

* net developable acres exclude 9.18 acres of roads

Development Parcels or Areas

	A	B	C	D	E	F*	G*	H	J	K	L	M	N	Total
Net Acres	2.38	1.53	1.48	1.46	1.20	1.75	2.72	2.08	1.84	1.69	1.45	2.60	0	22.18
No. D.U.	407	175	175	175	131	165	300	375	339	322	146	390	0	3,100
D.U./Net Acre	171	114	118	120	108	94	110	180	184	190	101	292	0	140

* These two parcels are designated for 465 units of affordable housing. Refer to the Conditions of Approval for the project and the Development Agreement, Exhibit L, for the details of the affordable housing obligations.

B. Density Transfer. Unused allowable densities, or number of units approved for a development parcel may be used on, or transferred to, another development parcel. The number of dwelling units per development parcel may increase or decrease provided that: (1) the number of dwelling units being transferred does not exceed more than 33% of the allocation of the development parcel receiving the transferred units (more than 33% up to 50% of the dwelling

units may be transferred subject to design review approval); (2) the total number of dwelling units does not exceed 3,100 for the entire Oak to Ninth Mixed Use Development Project; (3) the average density for the entire project does not exceed 140 dwelling units per net acre; and (4) the height of the buildings where the density is being transferred does not exceed the building heights approved in the PDP, unless specified in the PDP.

17. 120 Maximum Retail and Commercial Square Footage

Approximately 200,000 square feet of retail, commercial, and civic uses is distributed throughout the project area primarily on the ground floor level of the structures with residential units above. The remaining portion of the Ninth Avenue Terminal is also included in this total.

17. .130 Building Height

Height limits throughout the project area range from 86 feet to 240 feet. The height of mid-rise structures on designated parcels can increase up to 120 feet; however, the heights of the 240-foot towers cannot be increased. Any increases in density and height will need to be approved by the Planning Commission when considering the Final Development Plan or architectural design review for a development project that is not part of the Final Development Plan submittal.

**Development Parcels or Areas
Height Limits**

HEIGHTS/FLOORPLATES	DEVELOPMENT PARCELS												
	A	B	C	D	E	F	G	H	J	K	L	M	N
Building Height Limit (ft)	86	86	86	86	86	86	86-100	86	86	86	86	86	
Allowable Height Increase (ft)		120	120	120				120					
Towers (ft)	240							240	240	240		240	
Max. floor plate of Towers (1,000 sf)	15							15	12	15		15	

17. .140 Yards and Setbacks

All front, side, rear, and corner side yard setbacks will be determined through the design review approval process and must conform to the Preliminary Development Plan, Final Development Plan, Oak to Ninth Mixed Use Development Design Guidelines, and Vesting Tentative Tract Map No. 7621, if specified. Appropriate buffer treatments may be required of buildings adjacent to other zoning district boundaries or between uses that the Planning Director has determined to be potentially incompatible. Buffer treatments could include, but are not limited to, a combination of setbacks, visual buffers, barriers, or dense landscaping.

17. .150 Lot Area, Width, and Frontage

All lot area, width, and frontage requirements will be determined through the design review approval process and must conform to the Preliminary Development Plan, Final Development

Plan, Vesting Tentative Tract Map No. 7621, and Oak to Ninth Mixed Use Development Design Guidelines, if specified.

17. .160 Usable Open Space Standards

Residential Uses - A minimum of 150 square feet per residential unit must be provided as usable open space. Each square foot of private usable open space conforming to the provisions of Section 17.126.040 shall be considered equivalent to two square feet of required group usable open space and may be so substituted. Group open space may be located anywhere on the same development parcel including the roof of any building on the site.

Joint Living/Working Quarters - A minimum of 75 square feet per unit must be provided as usable open space. Each square foot of private usable open space conforming to the provisions of Section 17.126.040 shall be considered equivalent to two square feet of required group usable open space and may be so substituted. Group open space may be located anywhere on the same development parcel including the roof of any building on the site.

17. .170 Landscaping, Paving, and Buffering

A detailed landscaping, paving, and buffering plan shall be submitted for every development project, consistent with the Preliminary Development Plan or Final Development Plan, the Oak to Ninth Design Guidelines, and Chapter 17.124 except as noted below, and shall contain the following:

1. An automatic system of irrigation for all landscaping shown in the plan;
2. A minimum of one fifteen-gallon tree, or substantially equivalent landscaping as approved by the Planning Director, shall be provided for every 20 to 25 feet of street frontage or portion thereof. 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 feet, the trees to be provided shall include street trees to the satisfaction of the Public Works Agency.
3. For surface parking lots greater than 3,000 square feet in size, at least one tree shall be provided for every six parking spaces.
4. For surface parking lots adjacent to private property or public open space, buffering shall be provided to minimize potential impacts between uses.
5. For buildings adjacent to other zoning district boundaries, or between uses that the Planning Director has determined to be potentially incompatible, buffer treatments should be applied and could include, but are not limited to, a combination of setbacks, visual buffers, barriers, or dense landscaping. This does not apply to development which is separated from public open space by a street right-of-way.

17. .180 Parking Requirements

Parking and Loading Standards shall be consistent with Chapter 17.116, unless as specified below.

Parking Standard	Zoning Districts		
	PWD-4	OS (RSP)	S-2/S-4
Parking spaces per residential unit	1 space/du	N/A	N/A
Parking spaces per 1,000 sq. ft. of commercial area	2 spaces/1000 s.f.	N/A	N/A
Parking spaces per five boat slips	1 space/five boat slips	1 space/five boat slips	N/A
Parking spaces required per acre of public open space	N/A	5 spaces per acre	N/A
Jack London Aquatic Center	N/A	N/A	1 space/1,400 s.f. of floor area

Note: A 75% reduction in parking is permitted for housing for persons who are physically disabled, or who are 60 years or older, and the occupancy of the units is guaranteed for at least 50 years (See Chapter 17.116.110).

17. .190 Signs

Signs in the Oak to Ninth Mixed Use Development project shall be consistent with the adopted Master Sign Plan requirements listed below.

- A. Individual Signs. Individual signs not part of an approved Master Sign Plan are subject to design review in accordance with Chapter 17.104.
- B. Master Sign Plan. A master sign plan shall be submitted with each Final Development Plan to be approved by the Planning Commission. The decision of the Planning Commission may be appealed to the City Council. Applications for approval of a master sign plan shall include the following:
 1. A master sign program, drawn to scale, delineating the site proposed to be included within the signing program and the general location of all signs;
 2. Drawings and/or sketches indicating the exterior surface details of all buildings on the site on which wall signs, directory signs, ground signs, or projecting signs are proposed;
 3. A statement of the reasons for any requested modifications to the regulations or standards of Chapter 17.104;
 4. A written program specifying sign standards, including color, size, construction details, placement, and necessity for City review for distribution to future tenants.

- C. Master Sign Plan Approval. In approving a master sign program, the Director shall find:
1. That the plan's contribution to the design quality of the site and surrounding area will be superior to the quality that would result under the regulations and standards of Section 17.104.
 2. That the proposed signs are compatible with the style or character of existing improvements on the site and are well-related to each other.
 3. That future tenants will not be denied adequate opportunities for identification if transfers of sign area from one building frontage to another are proposed by the master sign plan.
 4. Roof and penthouse signs are permitted provided that the signs are integrated with the design and materials of the building, subject to design review by the Planning Director. No more than one sign is approved per phase unless approved by the Planning Director.
 5. One Master Identification Sign visible to the I-880 freeway is permitted for the project subject to design review by the Planning Director.

The Planning Director may require any reasonable conditions necessary to carry out the intent of the master sign plan requirements while still permitting each sign user opportunities for effective identification and communication.

- D. Prohibited Location, Sign Type, and Message. The following types of signs and locations of signs are prohibited.
1. A sign in a required yard adjoining a street property line which interferes with driveway visibility. Visibility of a driveway crossing a street property line shall not be blocked between a height of 2.5 feet and 7 feet for a depth of 5 feet from the street property line as viewed from the edge of the right-of-way on either side of the driveway at a distance of 50 feet or at the nearest property line intersecting the street property line, whichever is less.
 2. Moving flashing or animated signs, balloons or similar inflated signs, portable signs, searchlights, flags, pennants, streamers, spinners or similar devices, except as specifically authorized by the Planning Director.
 3. Signs with lighting, colors, design or text that could be confused with a public traffic directional sign or control device.
 4. Signs containing statements, words, pictures, or other representations which are in reference to obscene matter which violates the California Penal Code Section 311 et. seq.
 5. Exterior signs made of materials that are impermanent and will not stand exposure to weather.

Planned Waterfront Zoning District (PWD-4)

6. Signs affixed to any vehicle or trailer on a public street or public or private property unless the vehicle or trailer is intended to be used in its normal business capacity and not for the sole purpose of attracting business.

Exhibit A – Zoning Map



PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

REVISED APRIL 2015

Preliminary Development Plan Submittal

COMMUNITY AND ECONOMIC DEVELOPMENT AGENCY

City of Oakland, California

Permit No. _____

Developer

OAKLAND HARBOR PARTNERS

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Consultants

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Associated Architects:

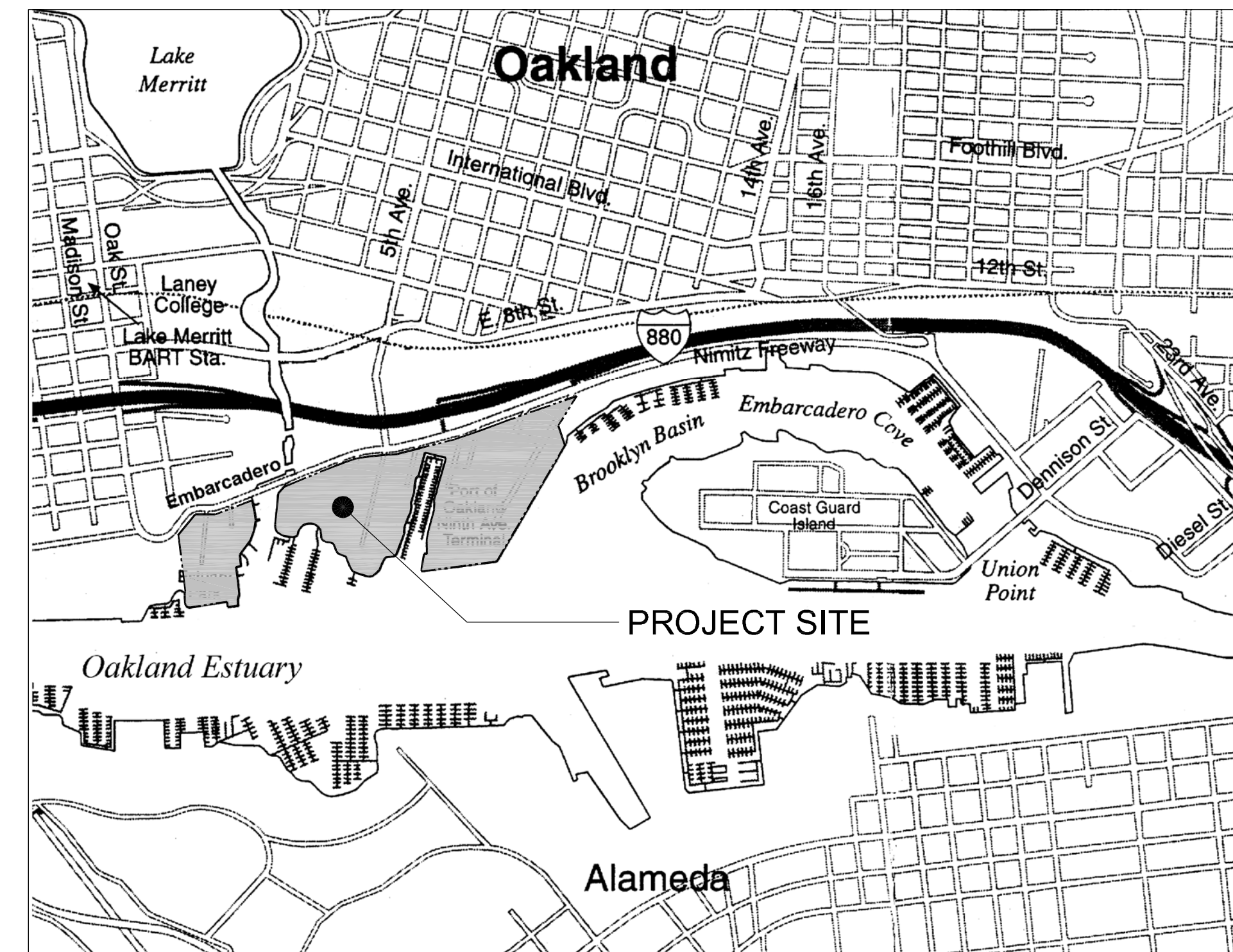
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Moffatt & Nichol Engineers
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Walnut Creek, CA 94596
Phone: (925)944-5411
Fax: (925)944-4732



Vicinity Map

List of Drawings

Sheet #

Description:

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- 1.2 Illustrations
- 1.3 Illustrative Development Plan
- 1.4 Development Program - Parcelization Plan
- 1.5 Phasing Plan

2. Shoreline

- 2.1 Shoreline Reconfiguration and Stabilization Plan
- 2.2 Shoreline Sections
- 2.2a Shoreline Sections
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3. Parks and Open Space

- 3.1 Parks and Open Space Plan
- 3.2 Pedestrian and Bike Circulation Diagram
- 3.3 Enlarged Illustrative Plan - West
- 3.4 Enlarged Illustrative Plan - East
- 3.5 Enlarged Plan - Park Grading Concept - West
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- 3.7a Enlarged Plan - Clinton Basin Quays
- 3.7b Enlarged Plan - Gateway Plaza
- 3.8 Site Furnishings Diagram - West
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- 3.10 Site Furnishings & Site Lighting Design Palette

4. Streets

- 4.1 Streets and Pedestrian Ways
- 4.2 Landscape Concept Plan
- 4.3a Street Sections
- 4.3b Street Sections
- 4.4 Street Intersections
- 4.5 Streetscape Standards - 50' and 60' R.O.W.
- 4.6 Streetscape Standards - 90' R.O.W. Retail
- 4.7 Streetscape Standards - 90' R.O.W. Residential
- 4.8 Street Lighting Standards

5. Buildings

- 5.1 Illustrative Ground Level Building Plan
- 5.2 Illustrative Upper Level Building Plan
- 5.3 Illustrative Building Sections REVISÉD APRIL 2015
- 5.4 Illustrative Building Sections REVISÉD APRIL 2015
- 5.5 Illustrative Building Sections REVISÉD APRIL 2015
- 5.6 Illustrative Building Sections

6. Civil Engineering

- C-1 Existing Topography
- C-2 Existing Utilities
- C-3 Preliminary Grading Concept Plan
- C-4 Preliminary Utility Concept Plan



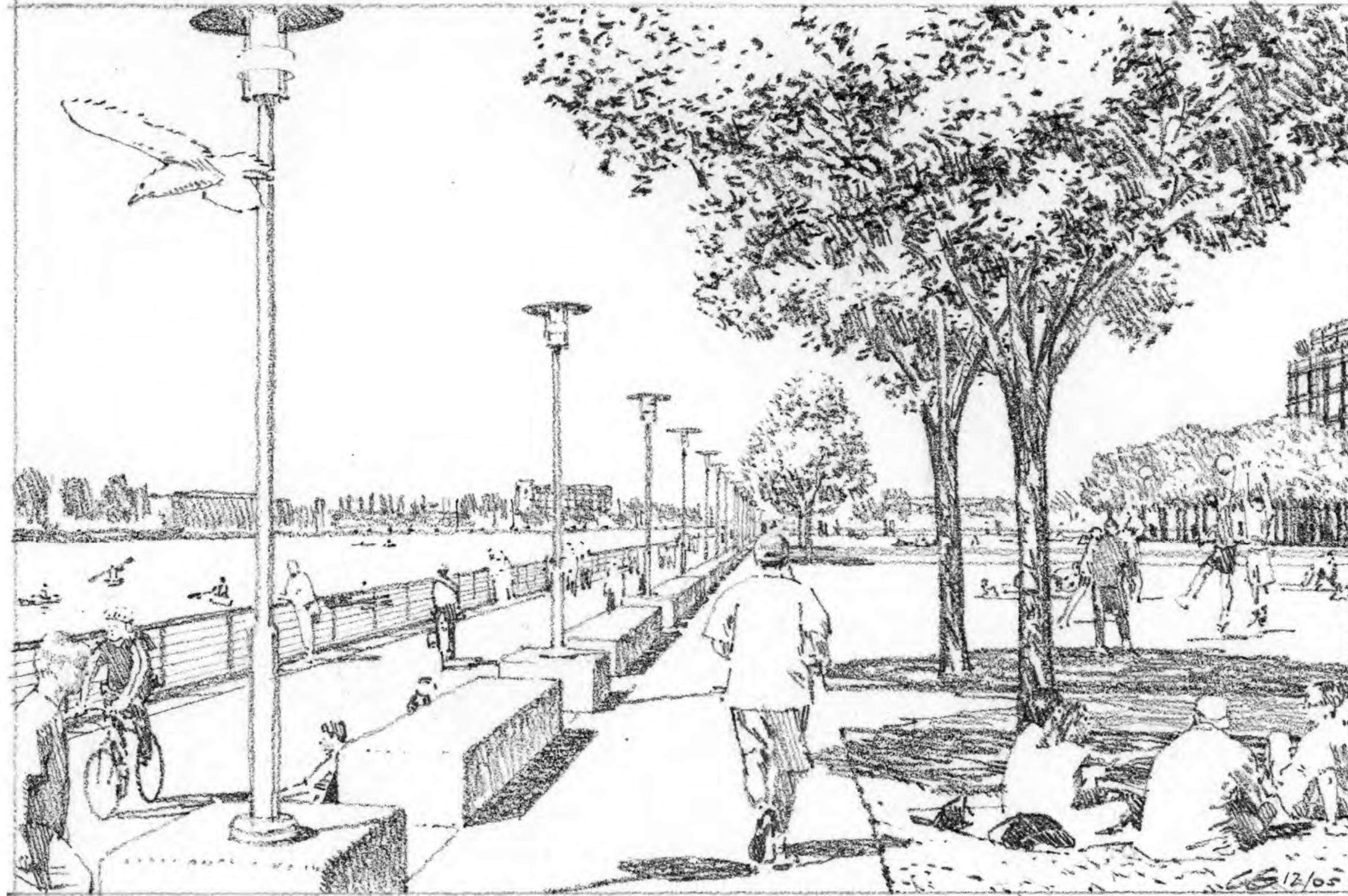
AXONOMETRIC VIEW

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
I.I



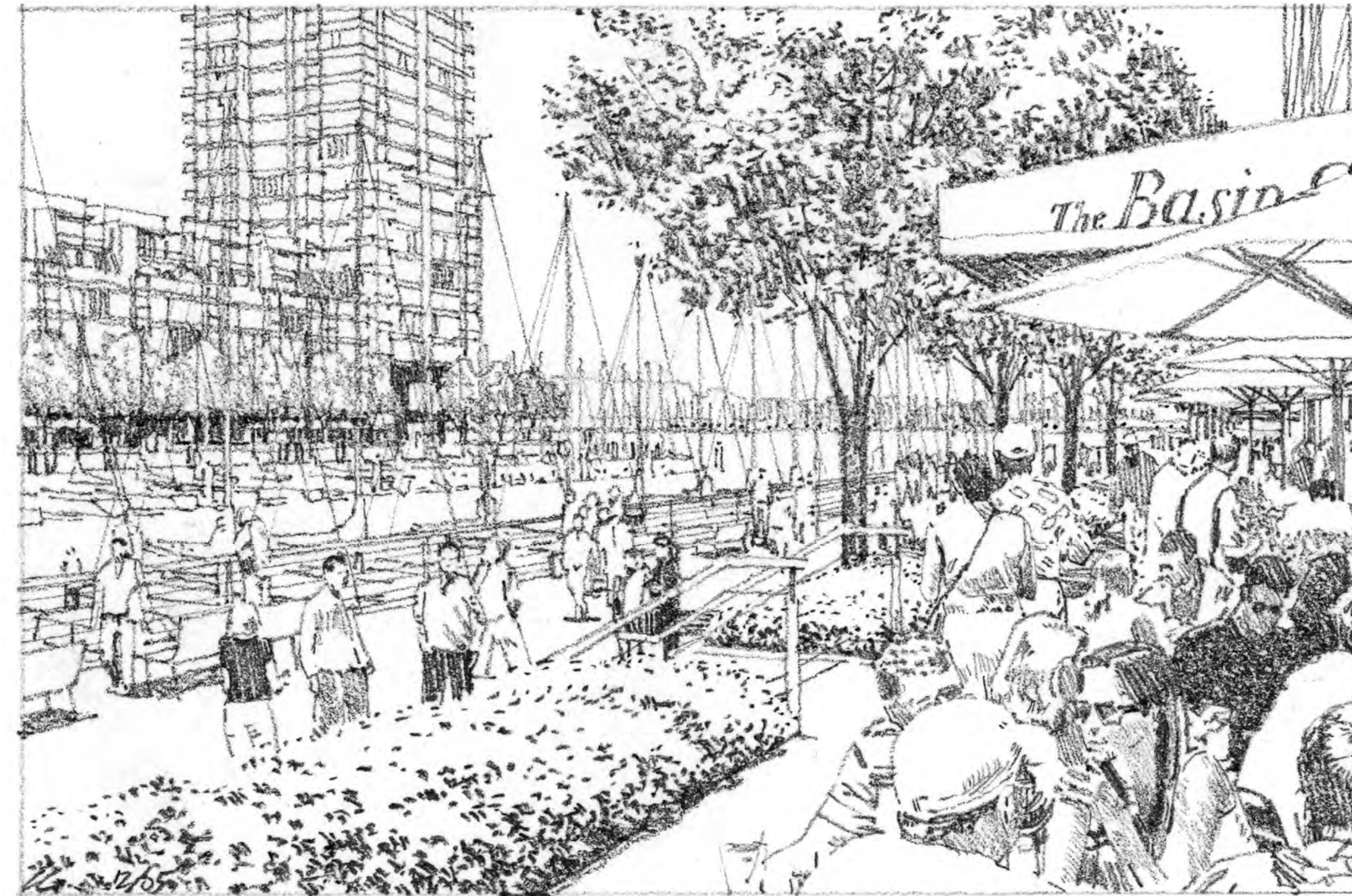
Shoreline Park Promenade



Residential Streetscape Character



Retail Streetscape Character



Clinton Basin Quay

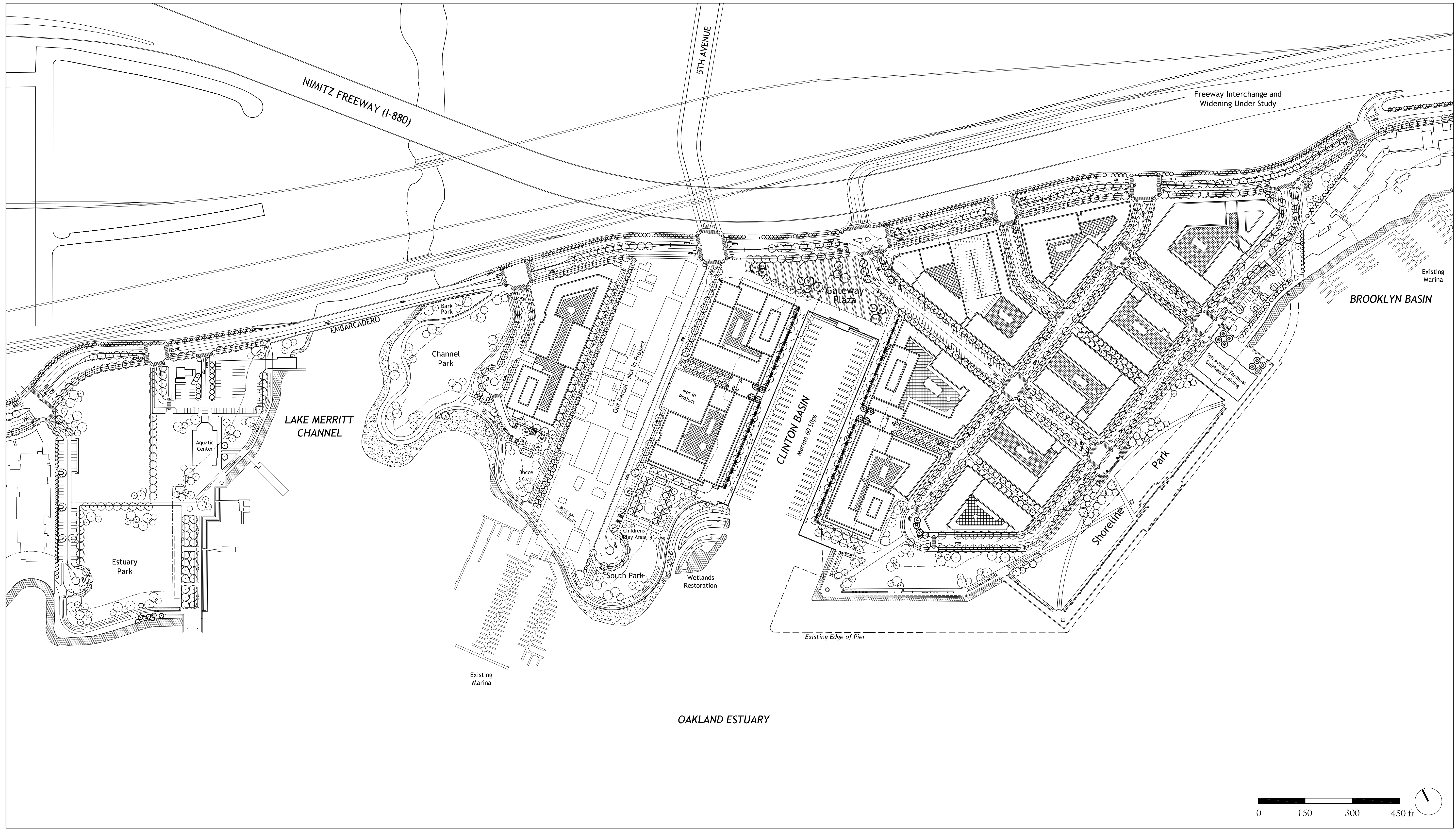
ILLUSTRATIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
I.2



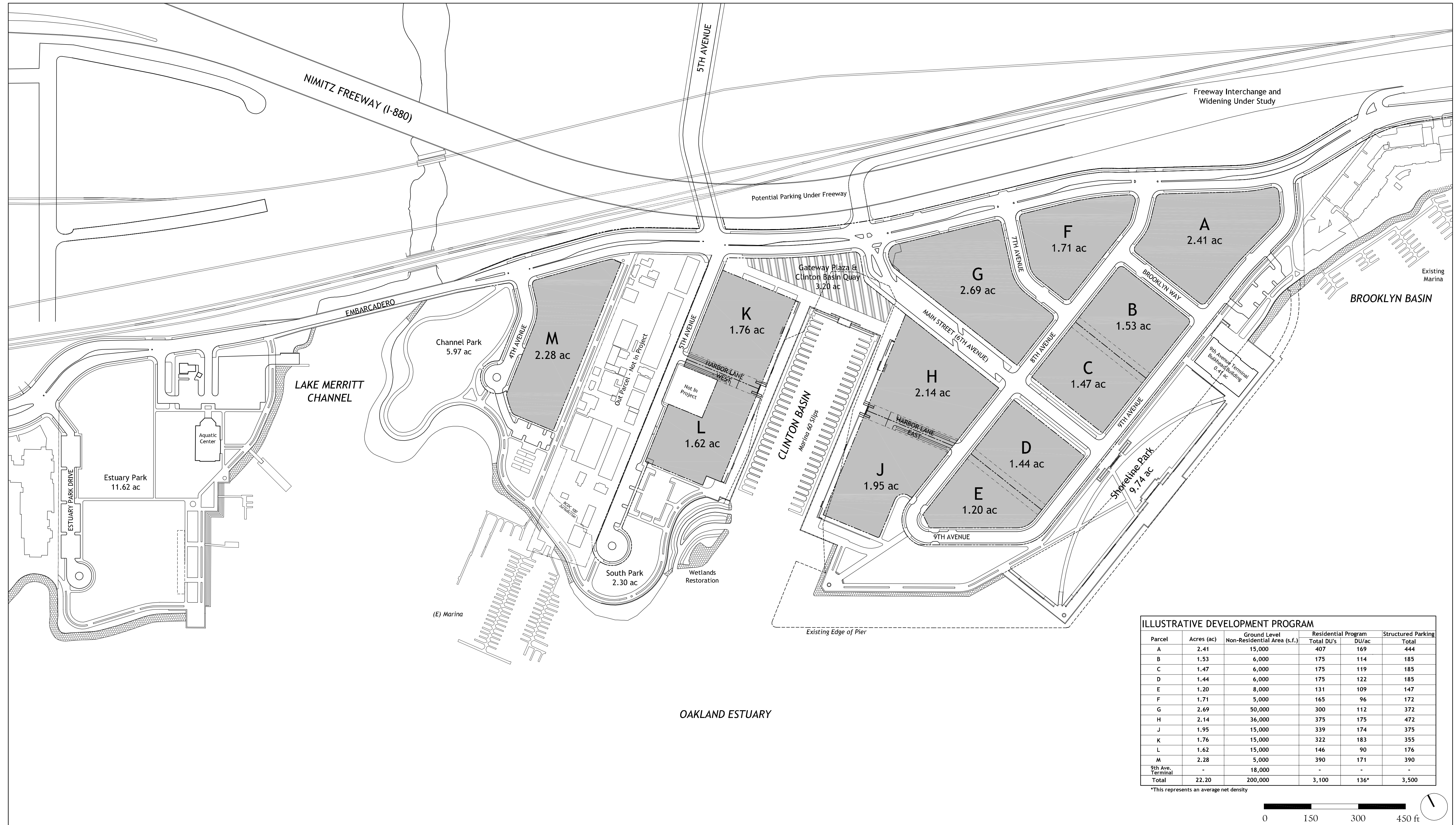
ILLUSTRATIVE DEVELOPMENT PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
1.3



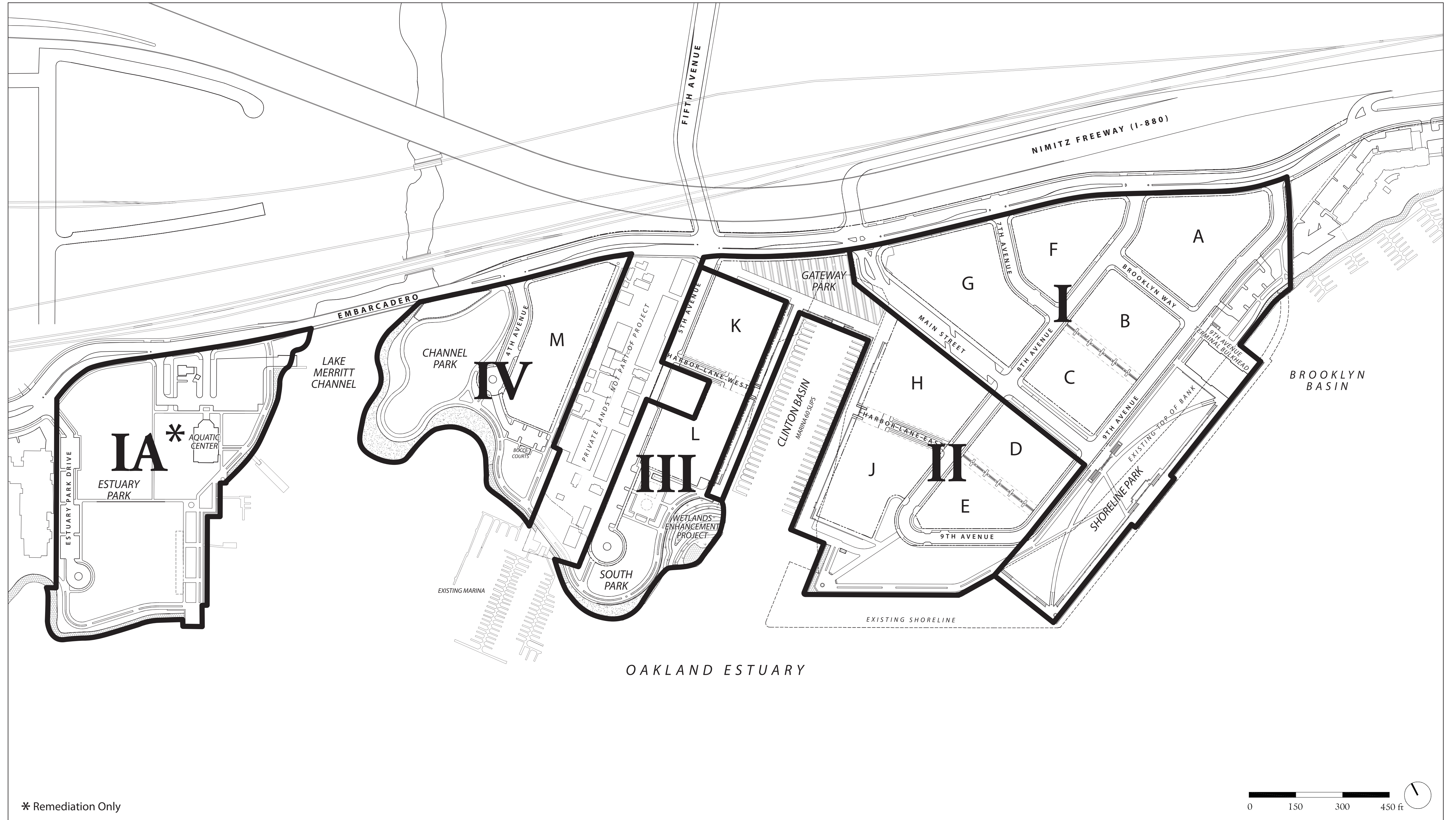
DEVELOPMENT PROGRAM AND PARCELIZATION PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
1.4



* Remediation Only

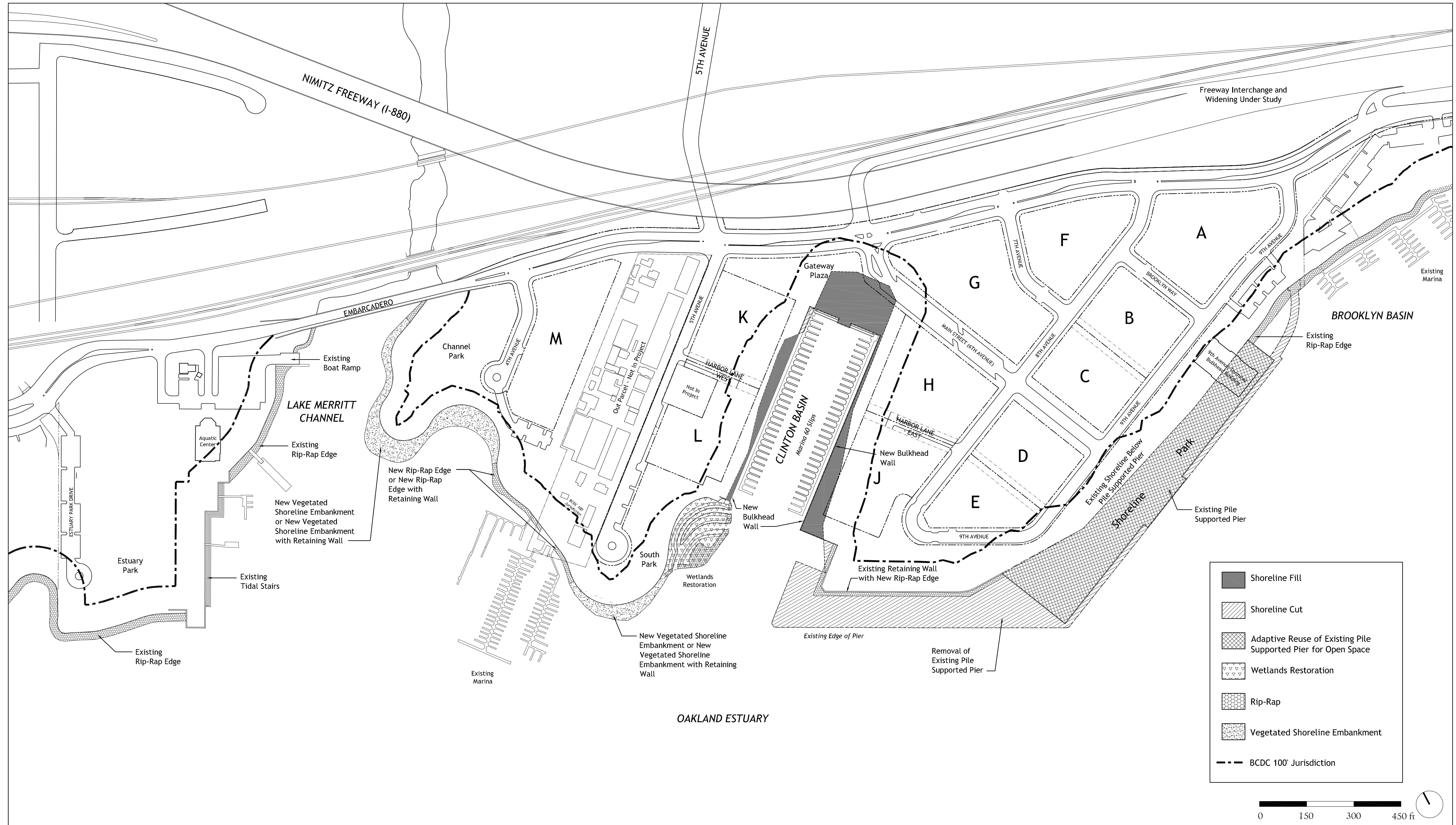
PHASING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
1.5



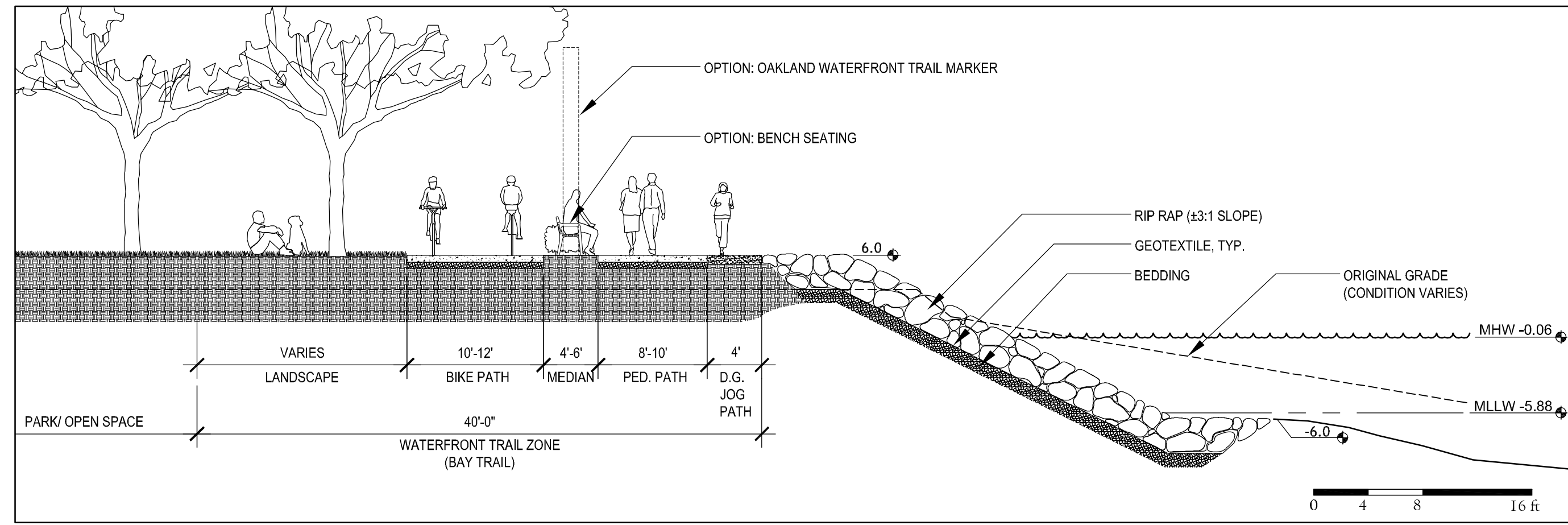
SHORELINE RECONFIGURATION AND STABILIZATION PLAN

Brooklyn Basin - Oak to 9th Development Plan

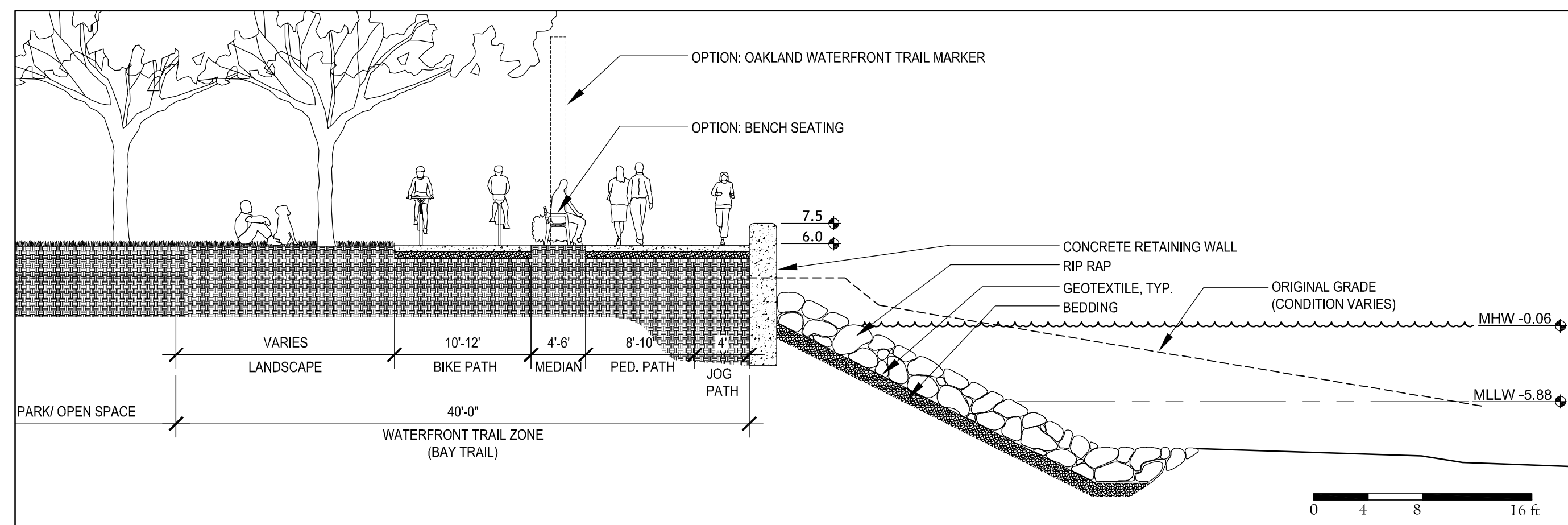
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

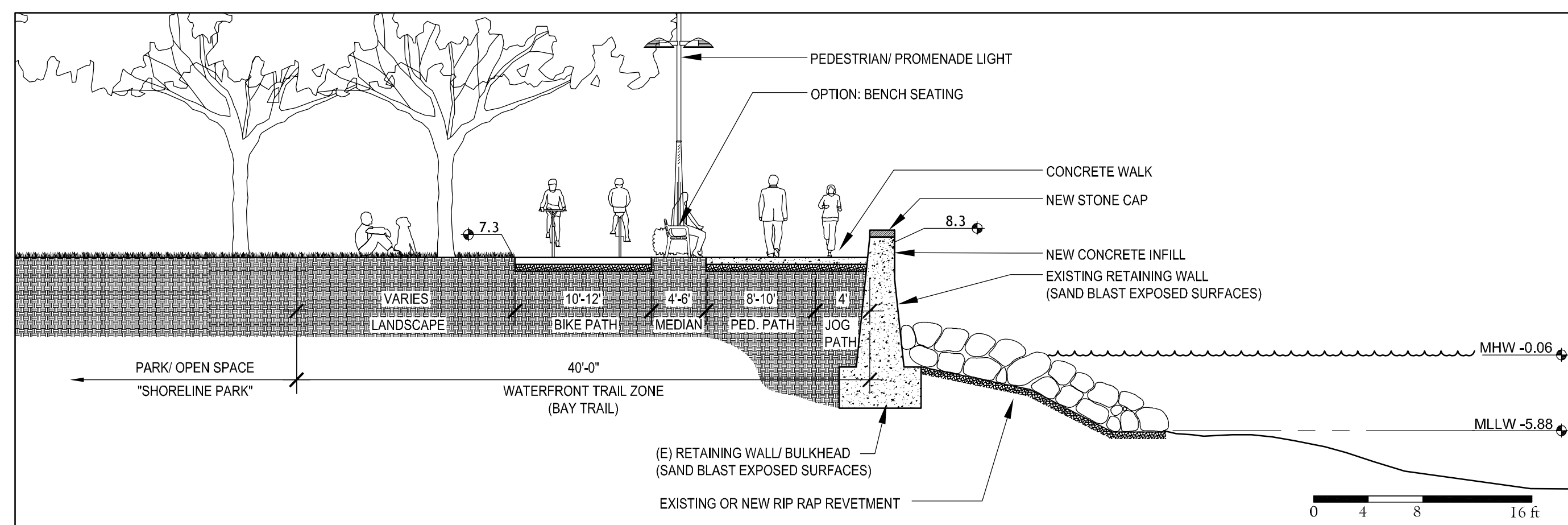
SHEET NO.
2.1



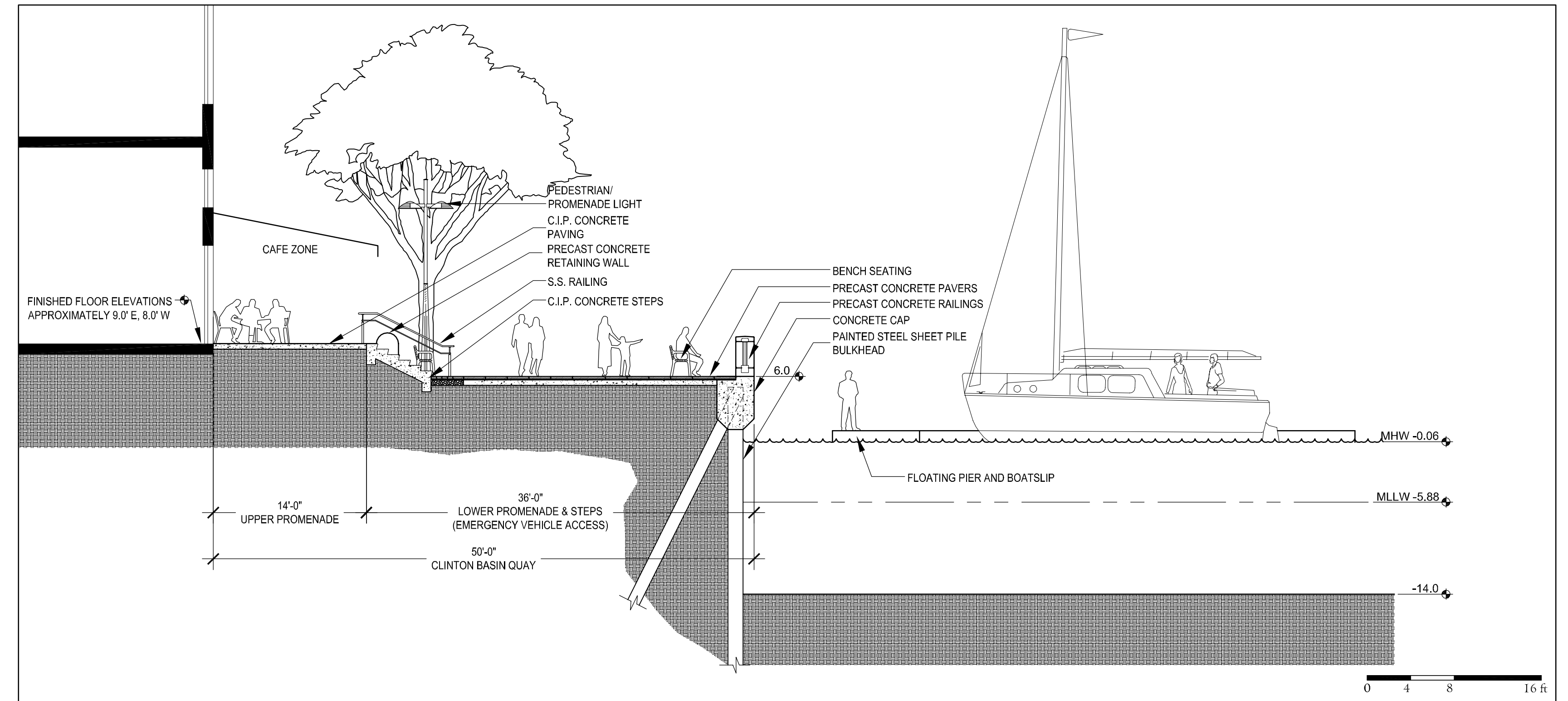
1 RIP-RAP SHORELINE EMBANKMENT WITH WATERFRONT / BAY TRAIL



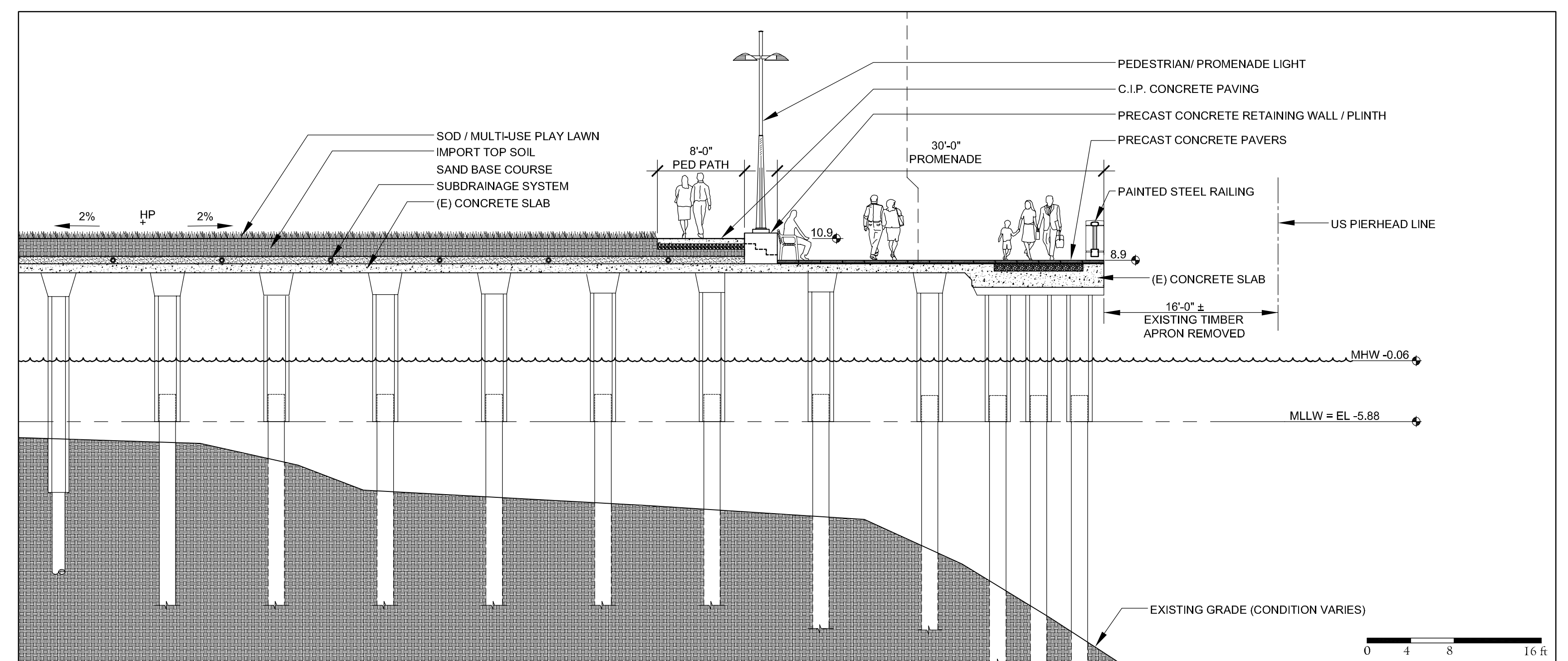
2 ALTERNATE RIP-RAP EDGE WITH RETAINING WALL



3 WATERFRONT TRAIL AT EXISTING RETAINING WALL



4 CLINTON BASIN QUAY (East Side)



5 9TH AVENUE PIER RETROFIT - TYPICAL SECTION

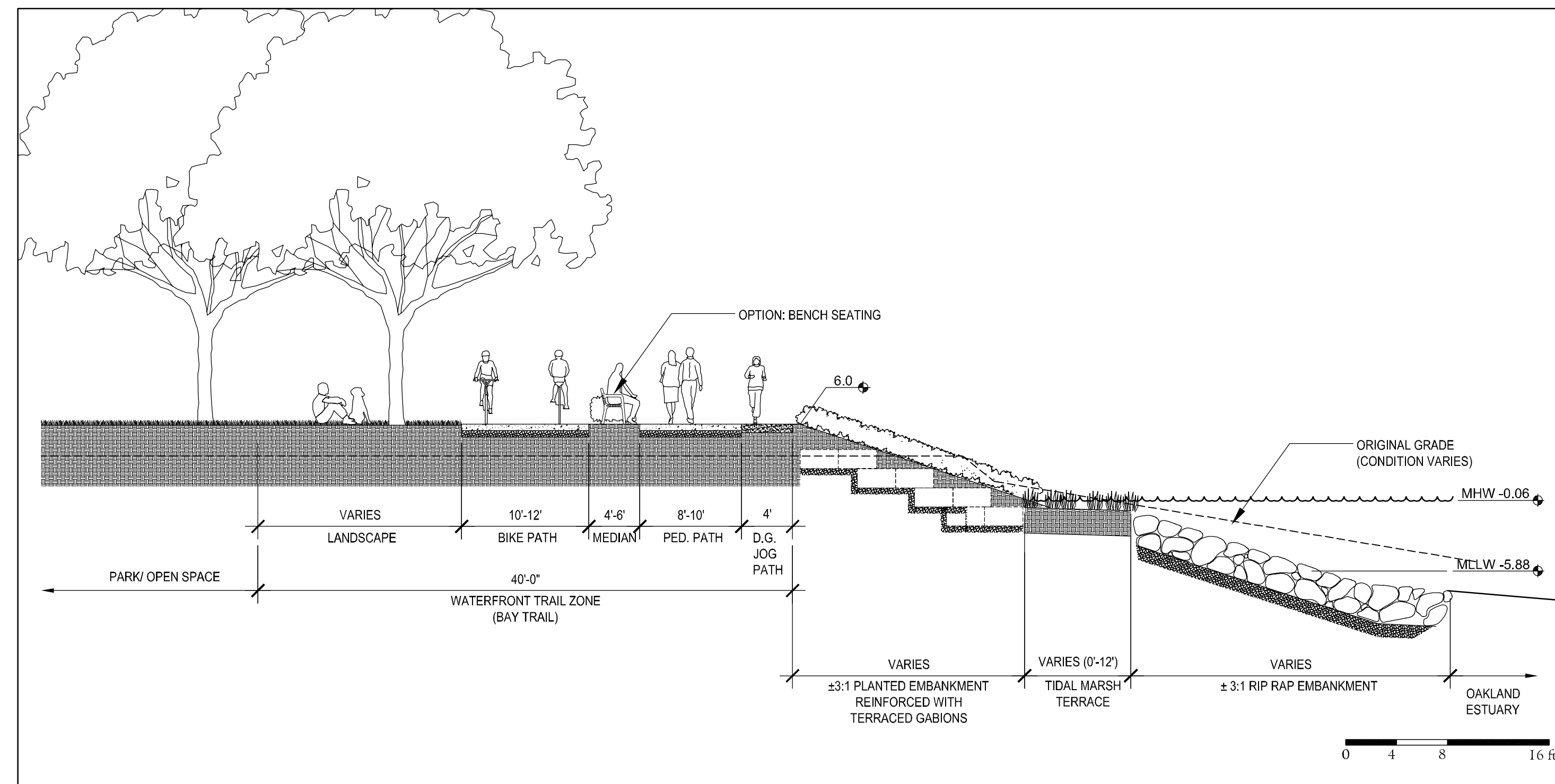
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

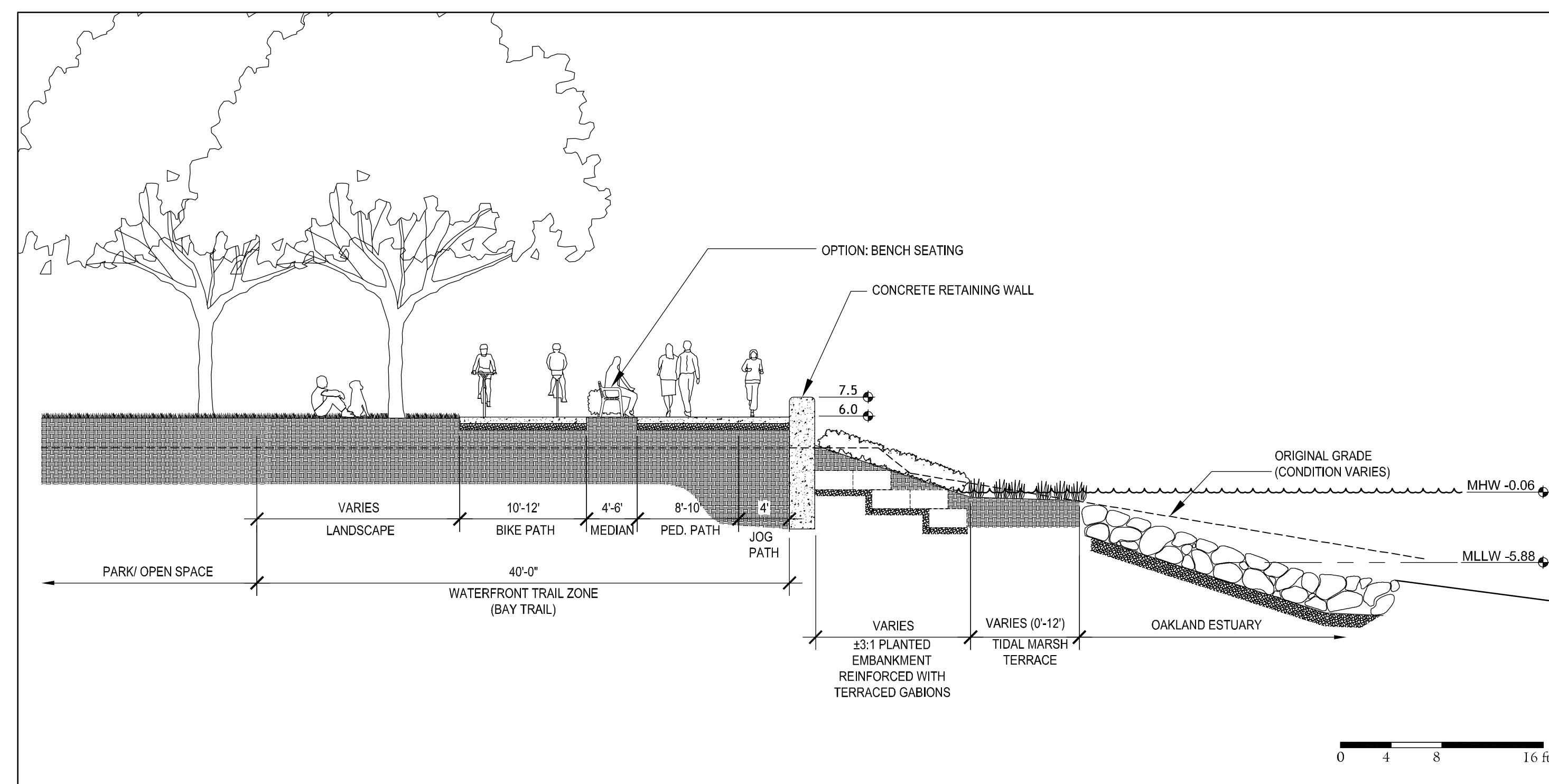
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SHEET NO.
2.2



6 VEGETATED SHORELINE EMBANKMENT WITH WATERFRONT / BAY TRAIL



7 ALTERNATE VEGETATED SHORELINE WITH RETAINING WALL

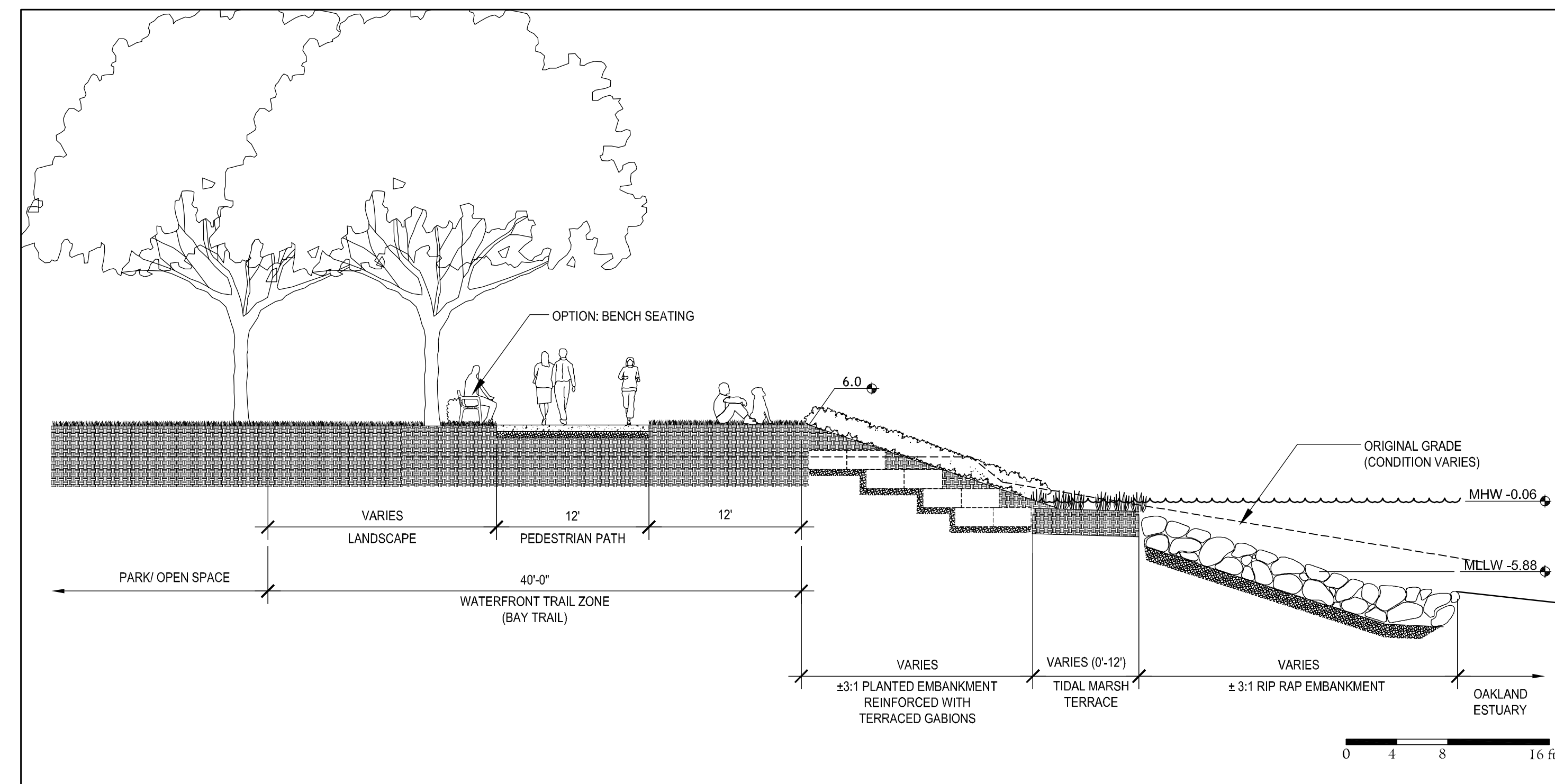
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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SHEET NO.
2.2a



8 VEGETATED SHORELINE EMBANKMENT WITH HIKE / BIKE TRAIL (AT CHANNEL PARK)

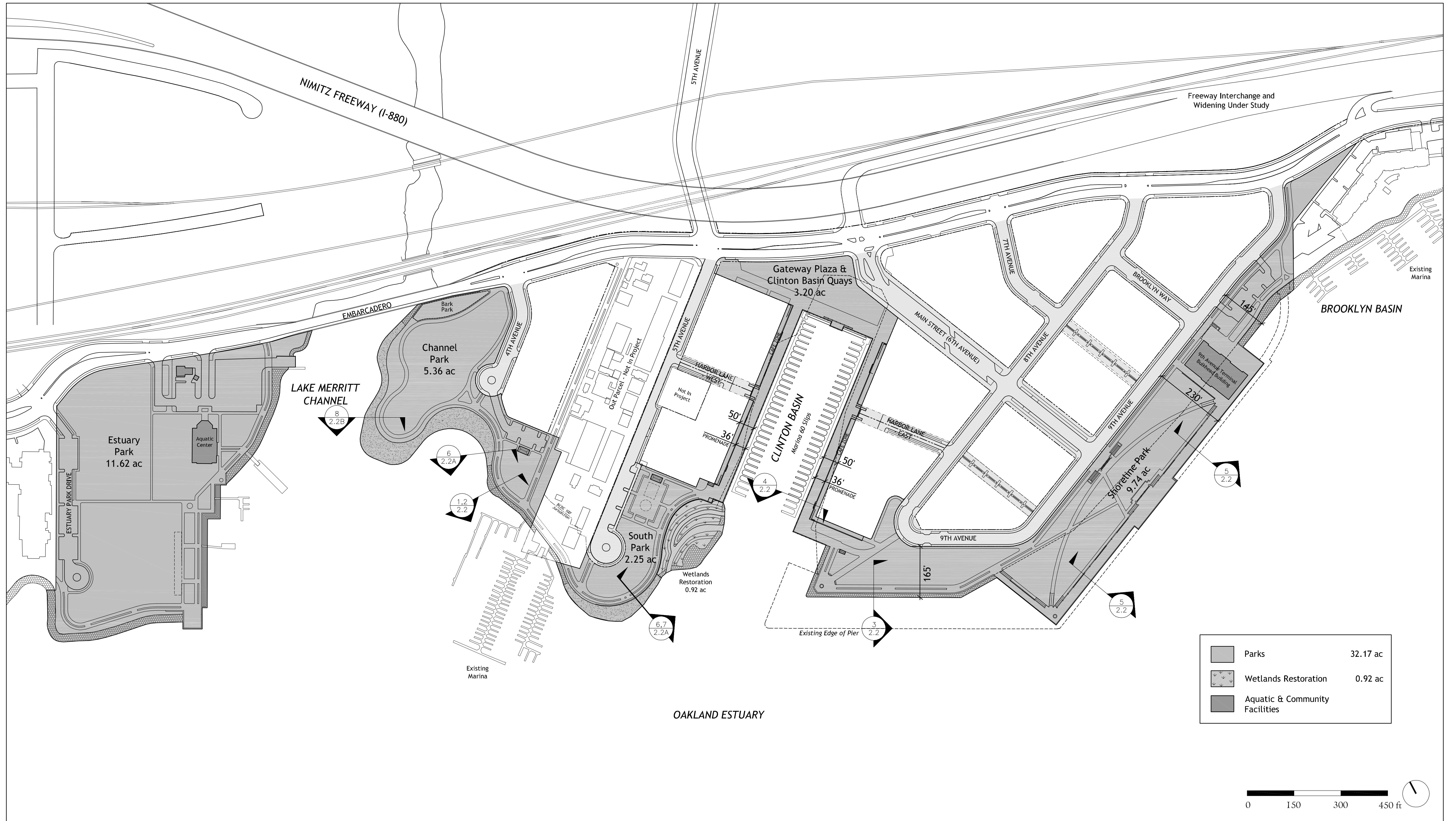
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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SHEET NO.
2.2b



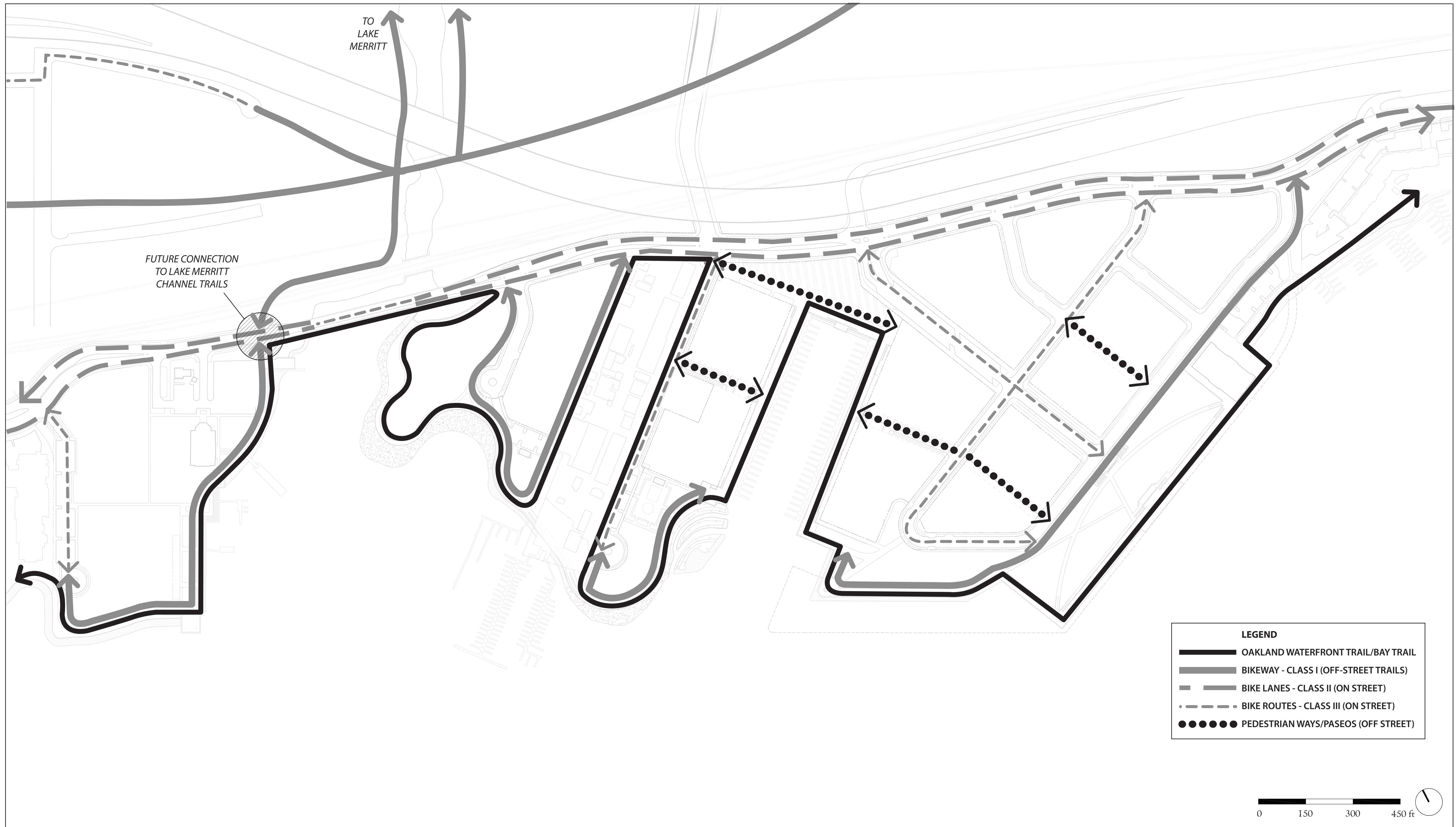
PARKS AND OPEN SPACE PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.1



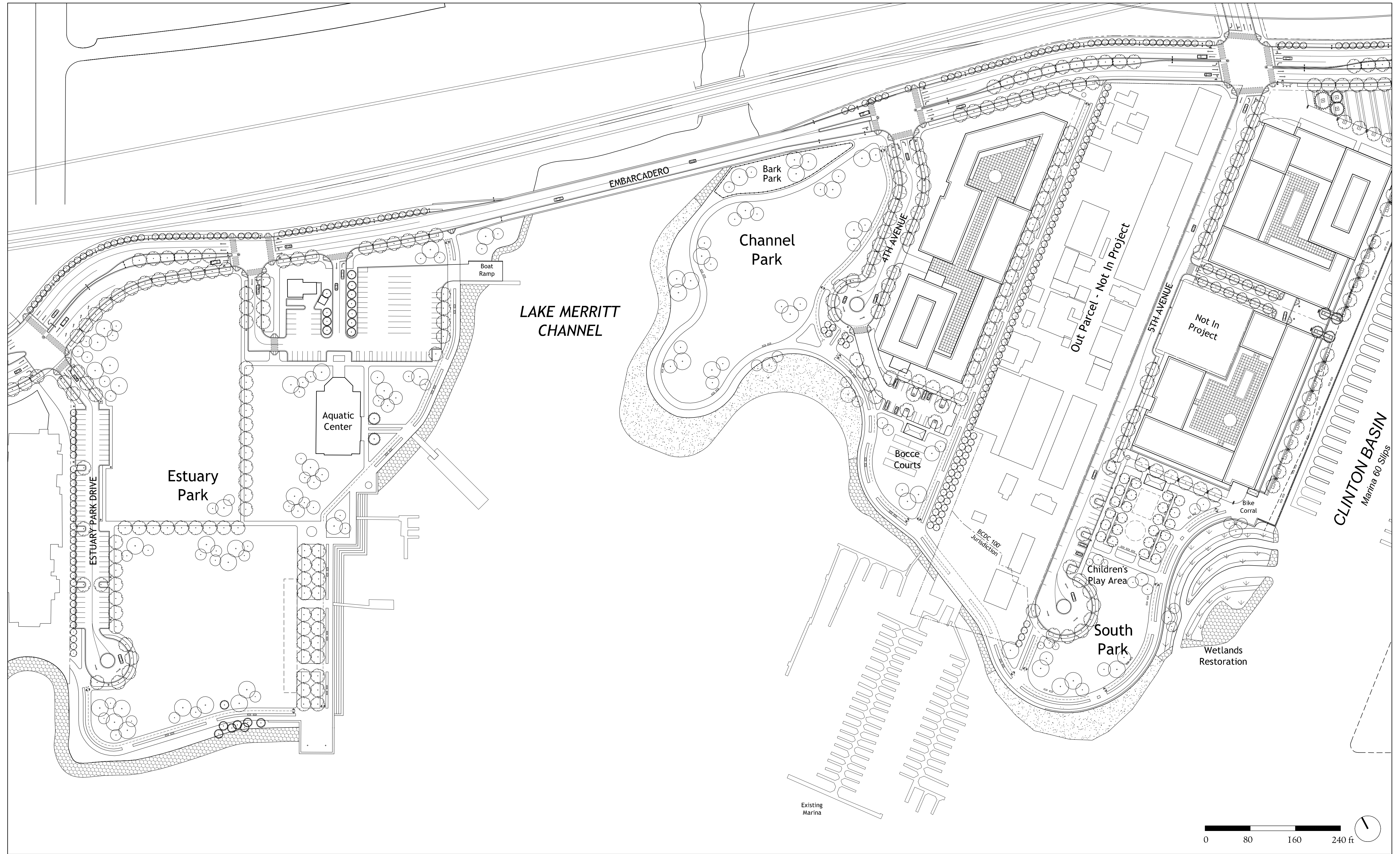
PEDESTRIAN & BICYCLE CIRCULATION DIAGRAM

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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3.2



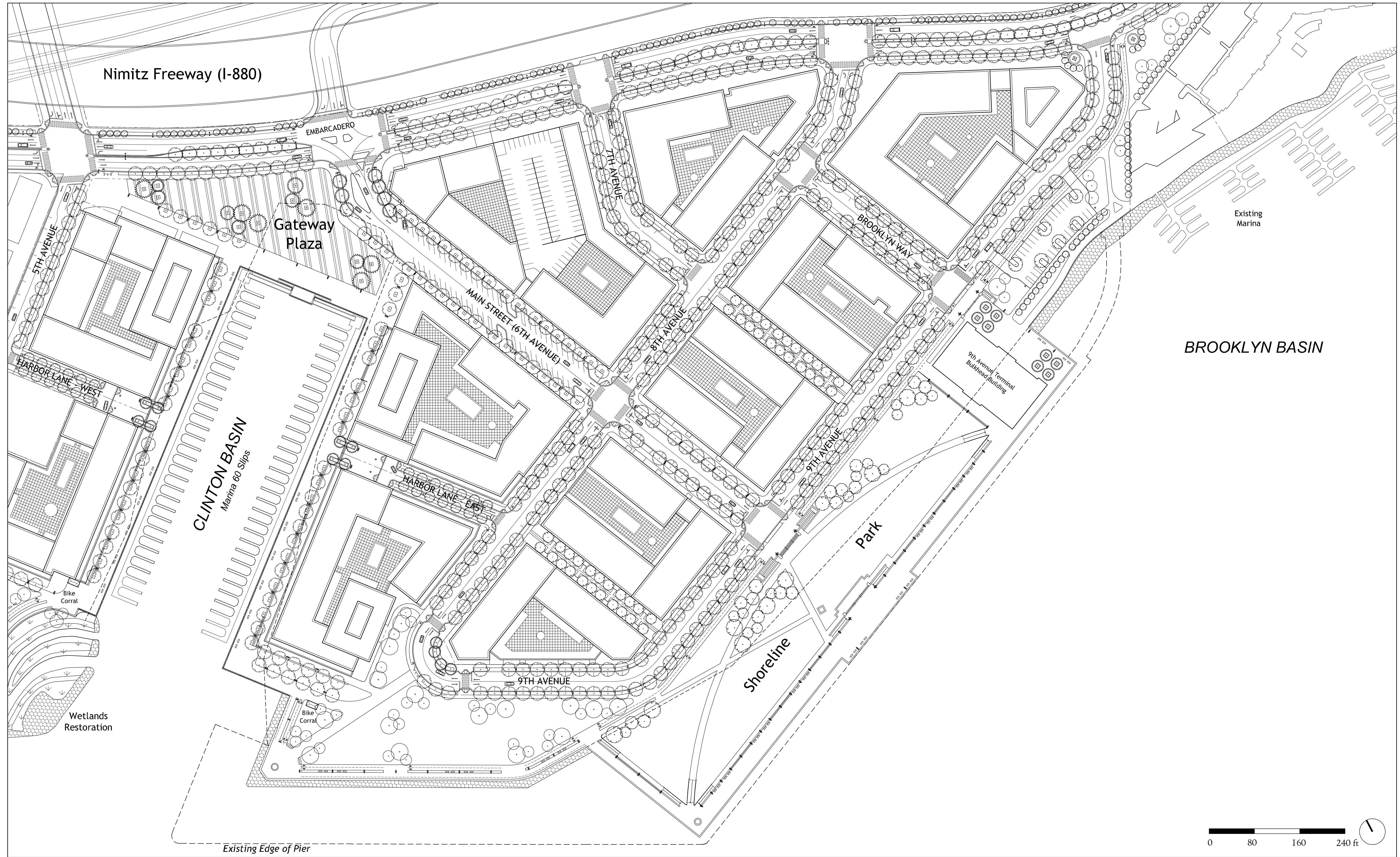
ENLARGED ILLUSTRATIVE PLAN - WEST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.3



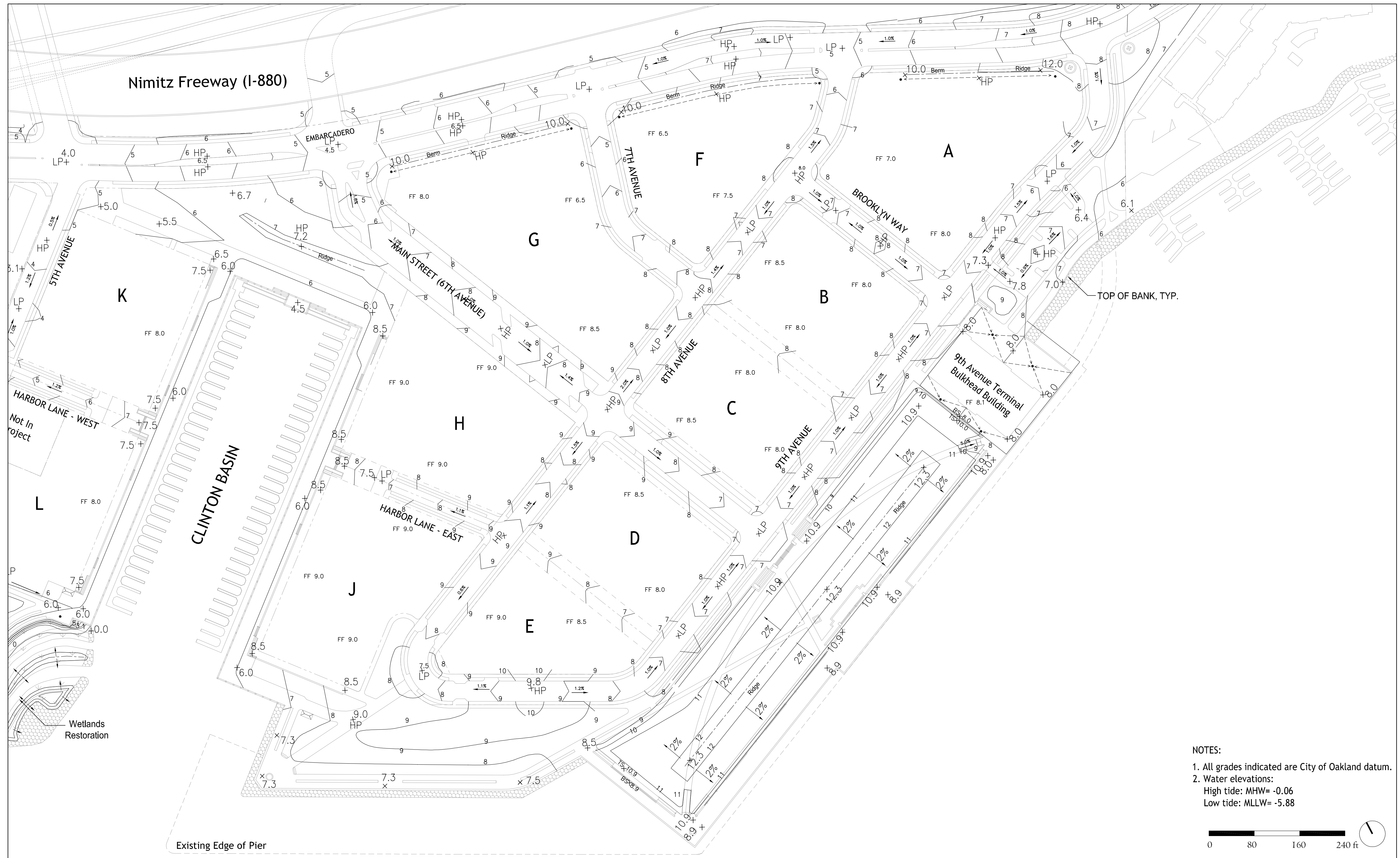
ENLARGED ILLUSTRATIVE PLAN - EAST

Brooklyn Basin - Oak to 9th Development Plan

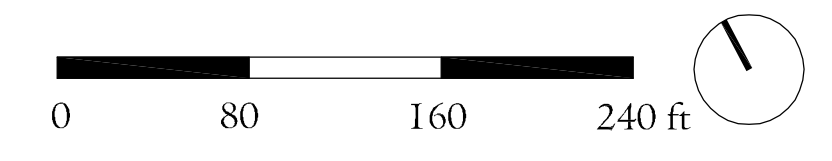
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.4



- NOTES:
1. All grades indicated are City of Oakland datum.
 2. Water elevations:
High tide: MHW= -0.06
Low tide: MLLW= -5.88



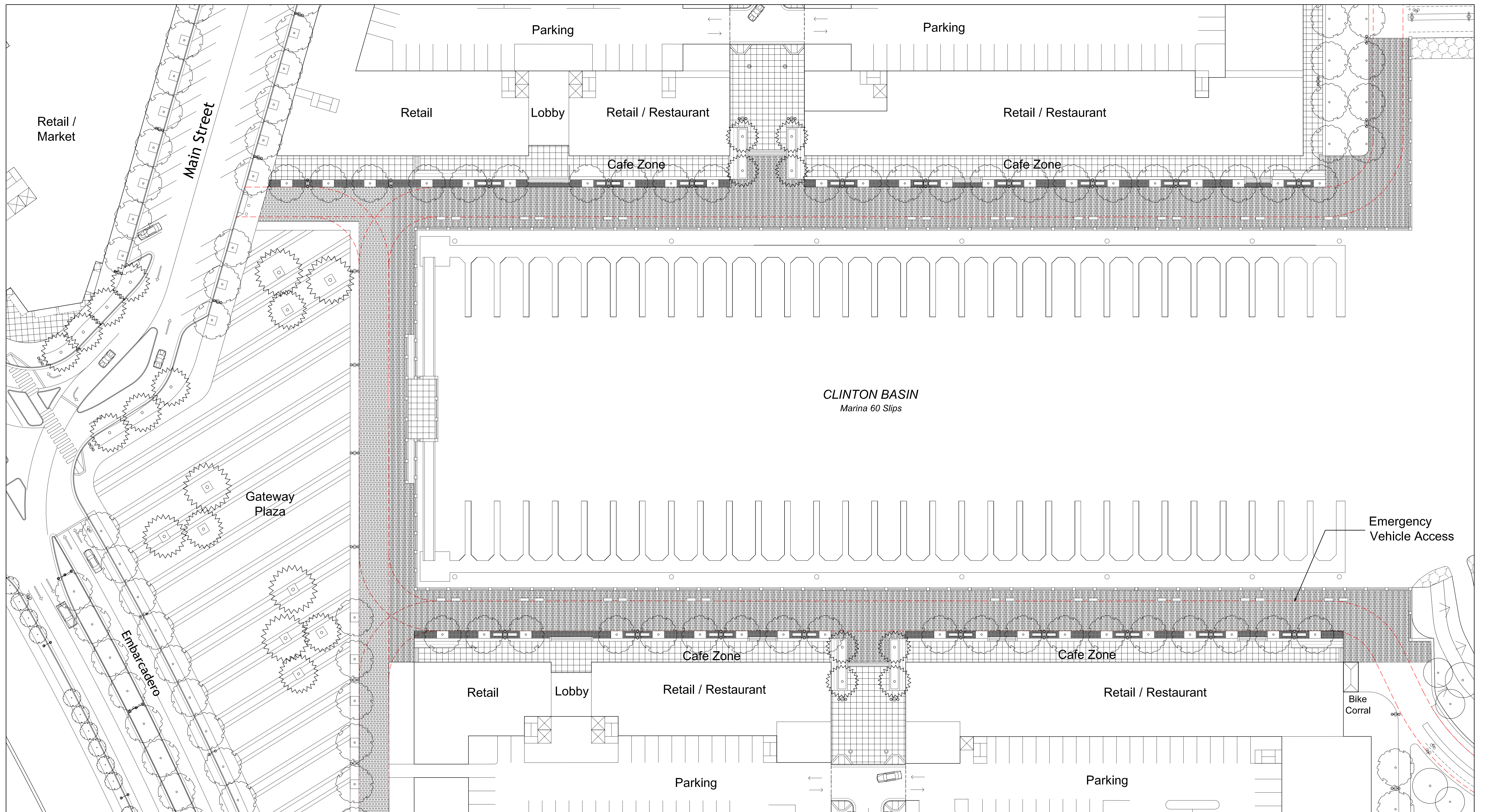
ENLARGED PLAN - PARK GRADING CONCEPT - EAST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.6



ENLARGED PLAN - CLINTON BASIN QUAYS

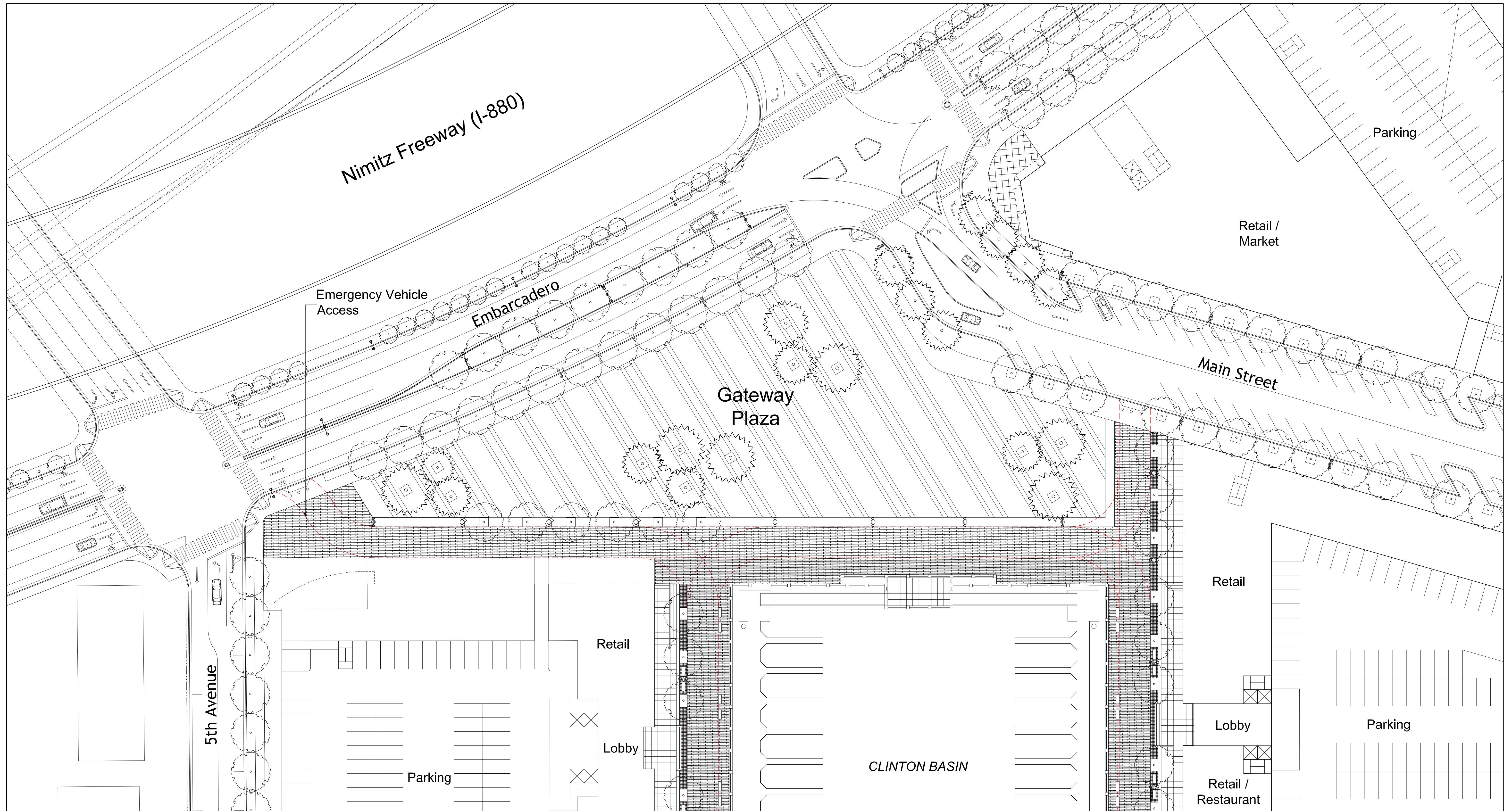


Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
3.7a

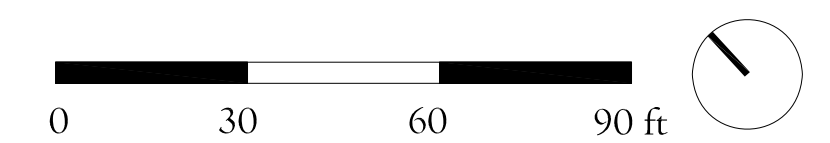


ENLARGED PLAN - GATEWAY PLAZA

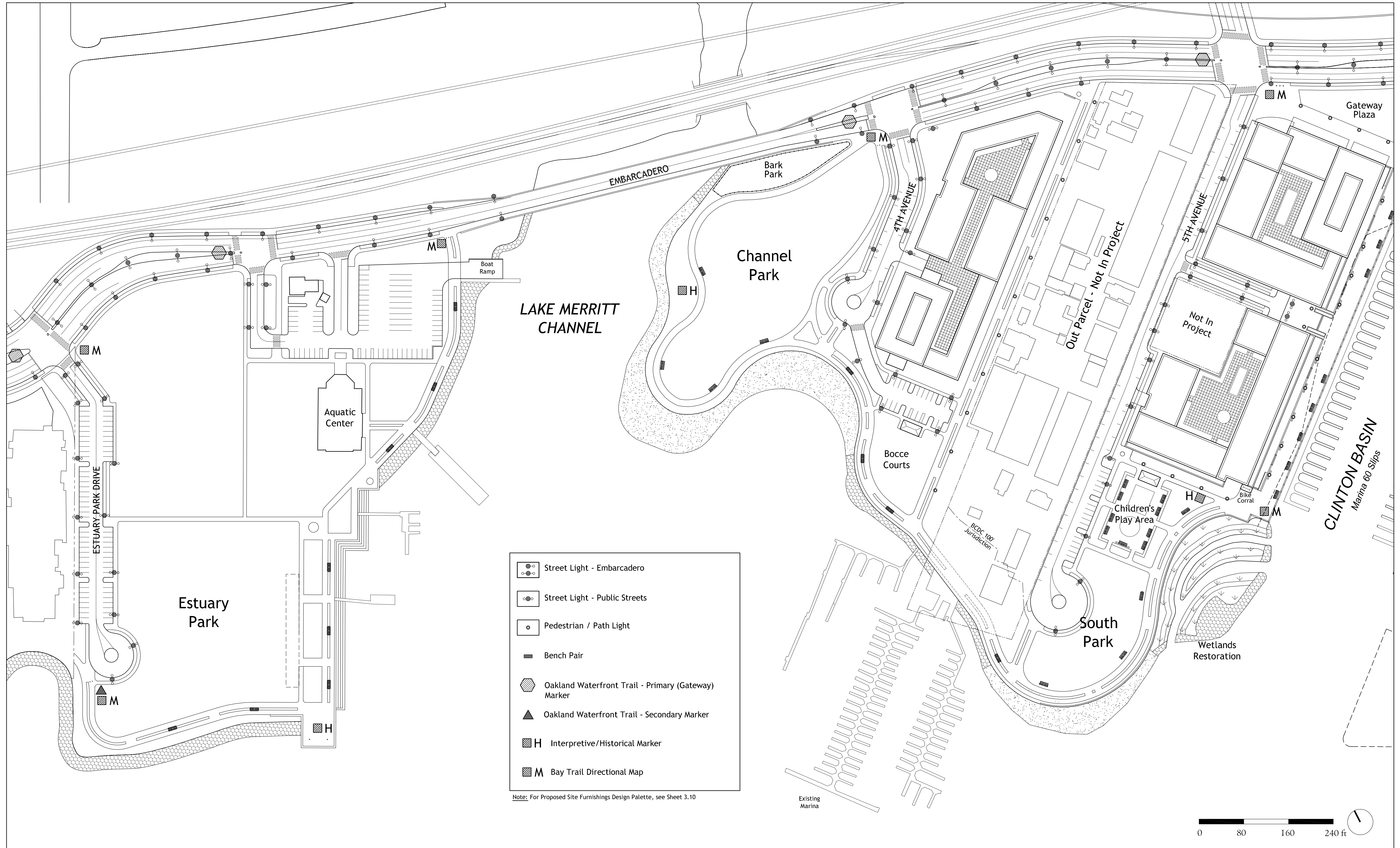
Brooklyn Basin - Oak to 9th Development Plan

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SHEET NO.
3.7b



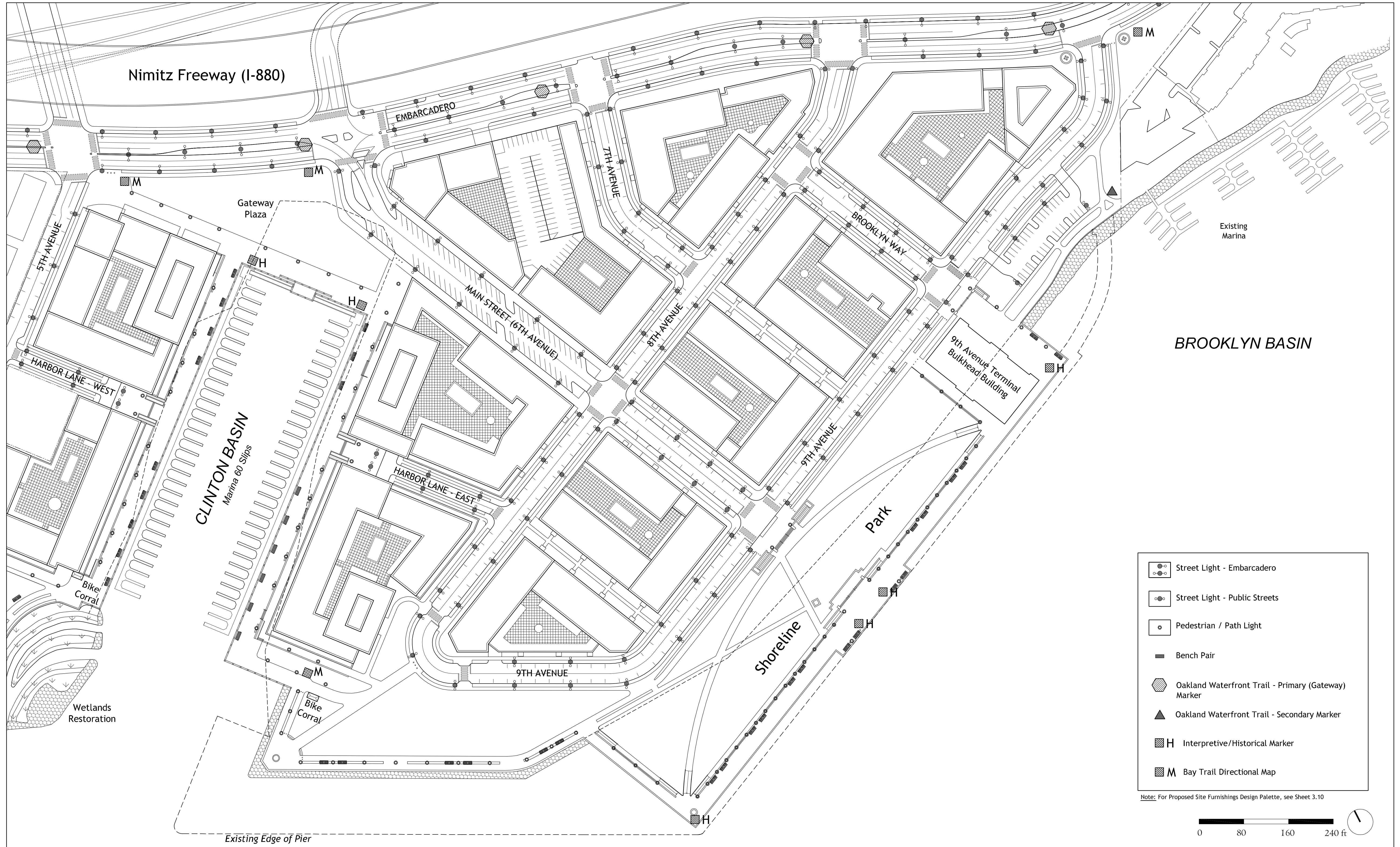
SITE FURNISHINGS DIAGRAM - WEST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.8



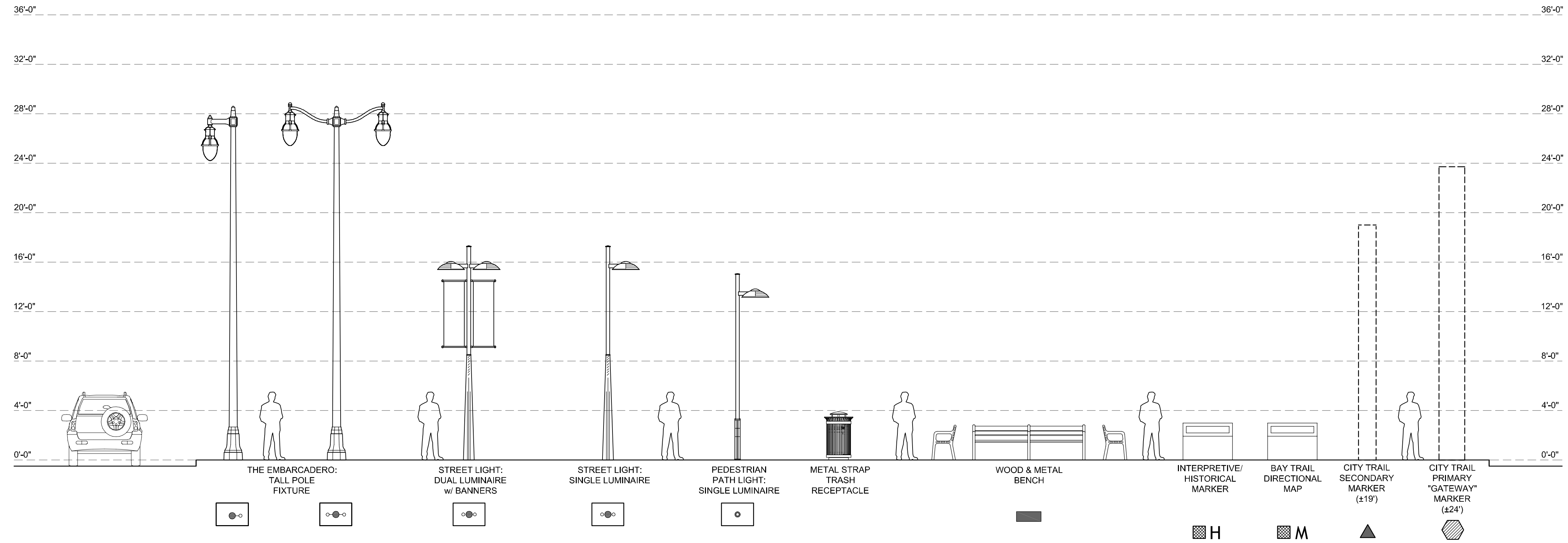
SITE FURNISHINGS DIAGRAM - EAST

Brooklyn Basin - Oak to 9th Development Plan

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SHEET NO.
3.9



SITE FURNISHINGS & SITE LIGHTING DESIGN PALETTE
 Scale: 3/16" = 1'-0"



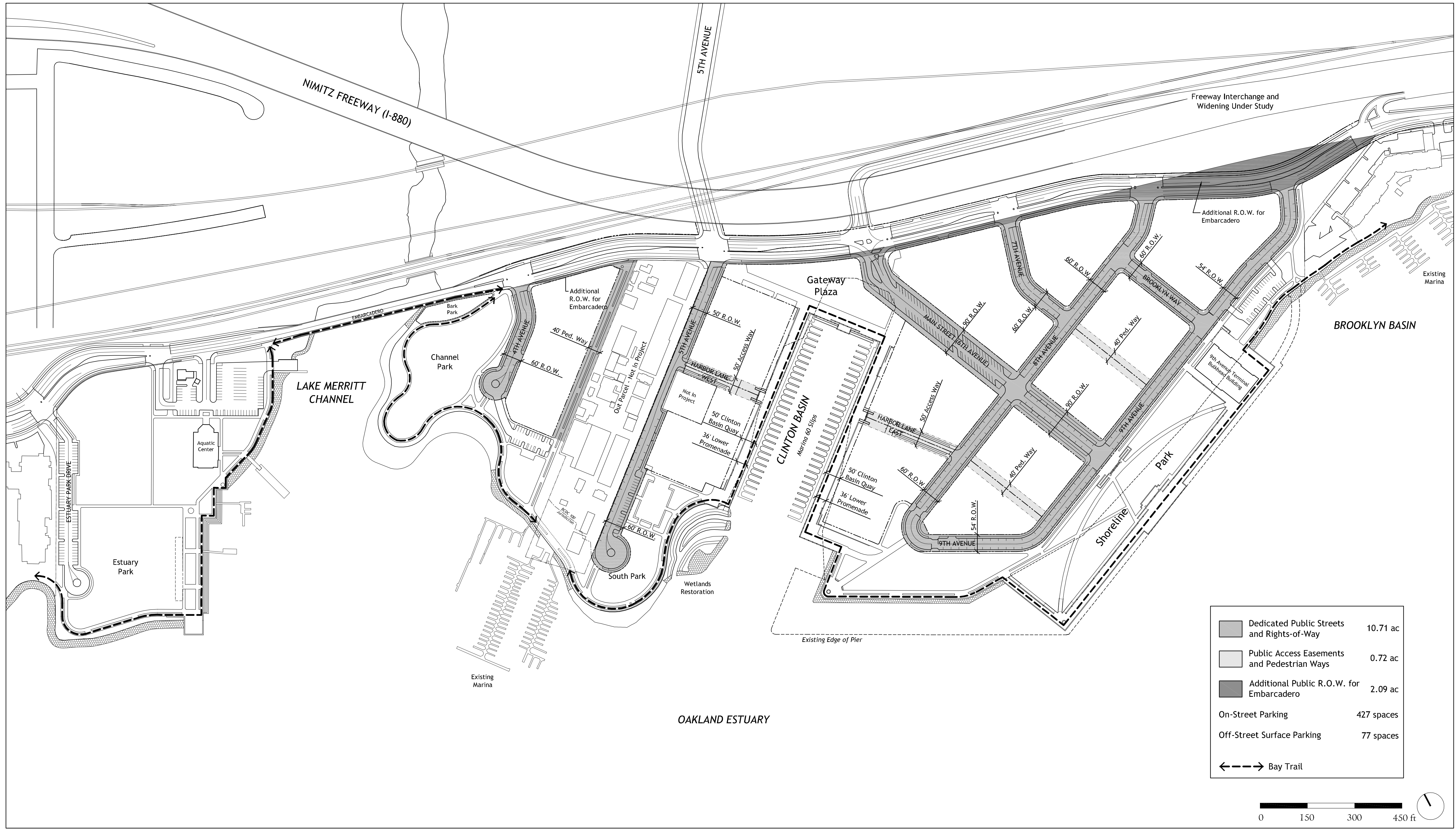
SITE FURNISHINGS & SITE LIGHTING DESIGN PALETTE

Brooklyn Basin - Oak to 9th Development Plan

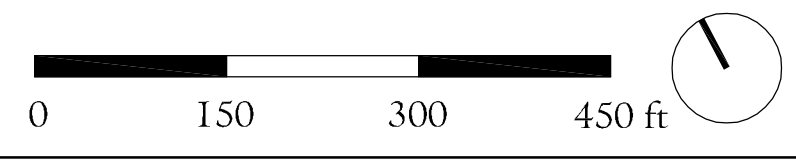
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
3.10



Dedicated Public Streets and Rights-of-Way	10.71 ac
Public Access Easements and Pedestrian Ways	0.72 ac
Additional Public R.O.W. for Embarcadero	2.09 ac
On-Street Parking	427 spaces
Off-Street Surface Parking	77 spaces
← Bay Trail	



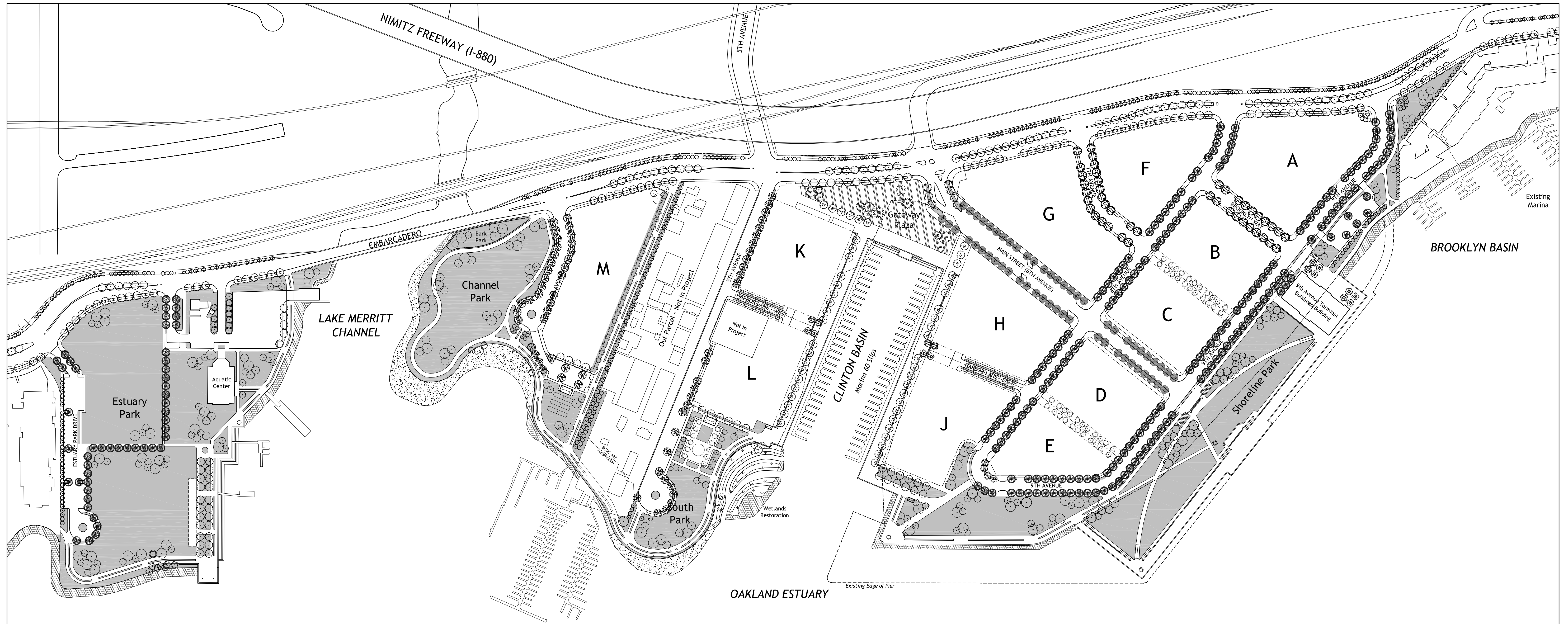
STREETS AND PEDESTRIAN WAYS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
4.1



STREET TREE PALETTE	
<p>The Embarcadero:</p> <ul style="list-style-type: none"> - <i>Platanus acerifolia</i> 'Yarwood', Yarwood London Plane - <i>Populus nigra</i> 'Africanica', Thieves Poplar <p>Alternates:</p> <ul style="list-style-type: none"> - <i>Tilia tomentosa</i> 'Sterling', Silver Linden - <i>Hymenoparum flavum</i>, Sweetshade Tree - <i>Podocarpus gracillior</i>, Fern Pine 	
<p>Main Street: (6th Avenue)</p> <ul style="list-style-type: none"> - <i>Pistacia chinensis</i> 'Pearl Street', Chinese Pistache <p>Alternate:</p> <ul style="list-style-type: none"> - <i>Pyrus calleryana</i> 'Aristocrat', Aristocrat Pear - <i>Ulmus parvifolia</i> 'Drake', Evergreen Elm 	
<p>Residential Streets: (7th Avenue, Brooklyn Way)</p> <ul style="list-style-type: none"> - <i>Liriodendron tulipifera</i>, Tulip Poplar <p>Alternate:</p> <ul style="list-style-type: none"> - <i>Quercus rubra</i>, Red Oak 	
<p>Residential Streets: (4th & 5th Avenues)</p> <ul style="list-style-type: none"> - <i>Nyssa sylvatica</i>, Tupelo Tree <p>Alternate:</p> <ul style="list-style-type: none"> - <i>Ulmus parvifolia</i> 'Brea', Evergreen Elm - <i>Robinia idahoensis</i> 'Purple Robe', Idaho Locust 	

STREET TREE PALETTE	
<p>8th-9th Avenue Loop & Estuary Park Drive:</p> <ul style="list-style-type: none"> - <i>Tilia tomentosa</i> 'Sterling', Silver Linden <p>Alternates:</p> <ul style="list-style-type: none"> - <i>Platanus acerifolia</i> 'Yarwood', Yarwood London Plane - <i>Quercus shumardii</i>, Shumard Oak 	
<p>Clinton Basin Quay:</p> <ul style="list-style-type: none"> - <i>Platanus acerifolia</i> 'Yarwood', Yarwood London Plane <p>Alternates:</p> <ul style="list-style-type: none"> - <i>Tilia tomentosa</i> 'Sterling', Silver Linden - <i>Quercus coccinea</i>, Scarlet Oak <p>Palm Accents:</p> <ul style="list-style-type: none"> - <i>Phoenix canariensis</i>, Canary Island Date Palm 	
<p>Harbor Lane (East & West) & Pedestrian Ways:</p> <ul style="list-style-type: none"> - <i>Liriodendron tulipifera</i> 'Arnold', Columnar Tulip Poplar <p>Alternates:</p> <ul style="list-style-type: none"> - <i>Crataegus phaenopyrum</i>, Washington Hawthorn - <i>Carpinus betulus fastigiata</i>, Upright European Hornbeam - <i>Ginkgo biloba</i> 'Sarotoga', Maidenhair Tree 	
<p>Palm Accents:</p> <ul style="list-style-type: none"> - <i>Phoenix canariensis</i>, Canary Island Date Palm - <i>Washingtonia filifera</i>, California Fan Palm 	

PARK TREE PALETTE	
<p>Park Trees:</p> <ul style="list-style-type: none"> - <i>Ainus cordata</i>, Italian Alder - <i>Arbutus Marina</i>, Madrone - <i>Cinnamomum camphora</i>, Camphor Tree - <i>Fraxinus uhdei</i> 'Majestic Beauty', Evergreen Ash - <i>Jacaranda mimosifolia</i>, Jacaranda - <i>Leptospermum laevigatum</i>, Australian Tea Tree - <i>Magnolia grandiflora</i>, Southern Magnolia - <i>Maytenus boaria</i> 'Green Showers', Mayten Tree - <i>Melaleuca nesophila</i>, Pink Melaleuca - <i>Melaleuca quinquenervia</i>, Cajuput Tree - <i>Pinus pinus</i>, Italian Stone Pine - <i>Populus fremontii</i> 'Nevada', Nevada Male Cottonwood - <i>Sequoia sempervirens</i> var., Coast Redwood 	
<p>Shoreline Embankment Plantings</p> <ul style="list-style-type: none"> - <i>Baccharis pilularis</i> 'Pigeon Point', Dwarf Coyote Brush - <i>Ceanothus 'Yankee Point'</i>, California Lilac - <i>Diets bicolor</i>, Yellow Fortnight Lily - <i>Echium fastuosum</i>, Pride of Madiera - <i>Limnium pereslii</i>, Sea Lavender - <i>Distichlis spicata</i>, Salt Grass - <i>Grindelia stricta</i>, Gumplant - <i>Salicornia virginica</i>, Perennial Pickleweed - <i>Spartina foliosa</i>, Pacific Cordgrass 	
<p>Turf / Ground Cover</p> <ul style="list-style-type: none"> - 'Dwarf Medallion' Sod, Tall Fescue Blend Sod - Mixed Drought Tolerant & Native Ground Covers 	

LANDSCAPE CONCEPT PLAN

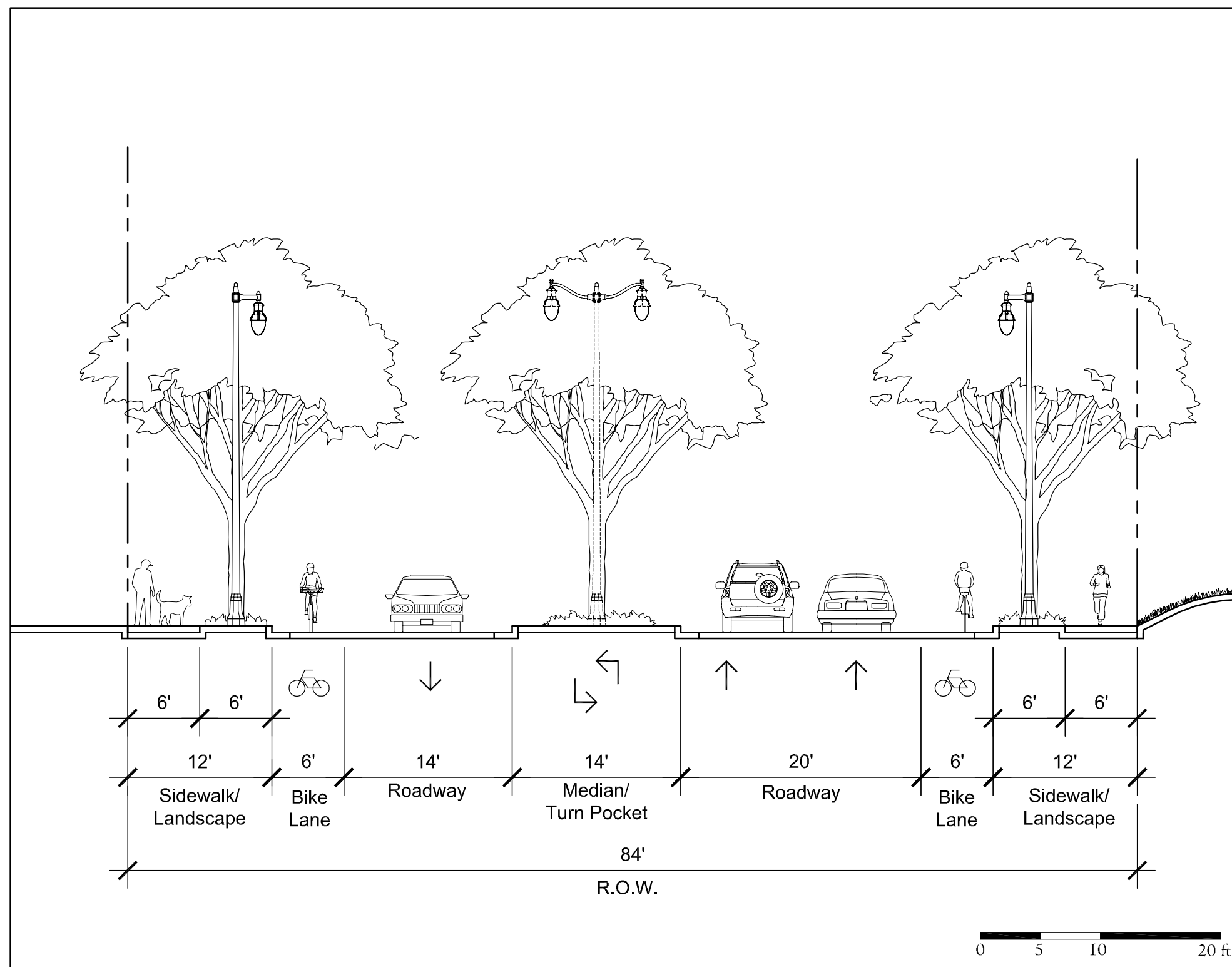
Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

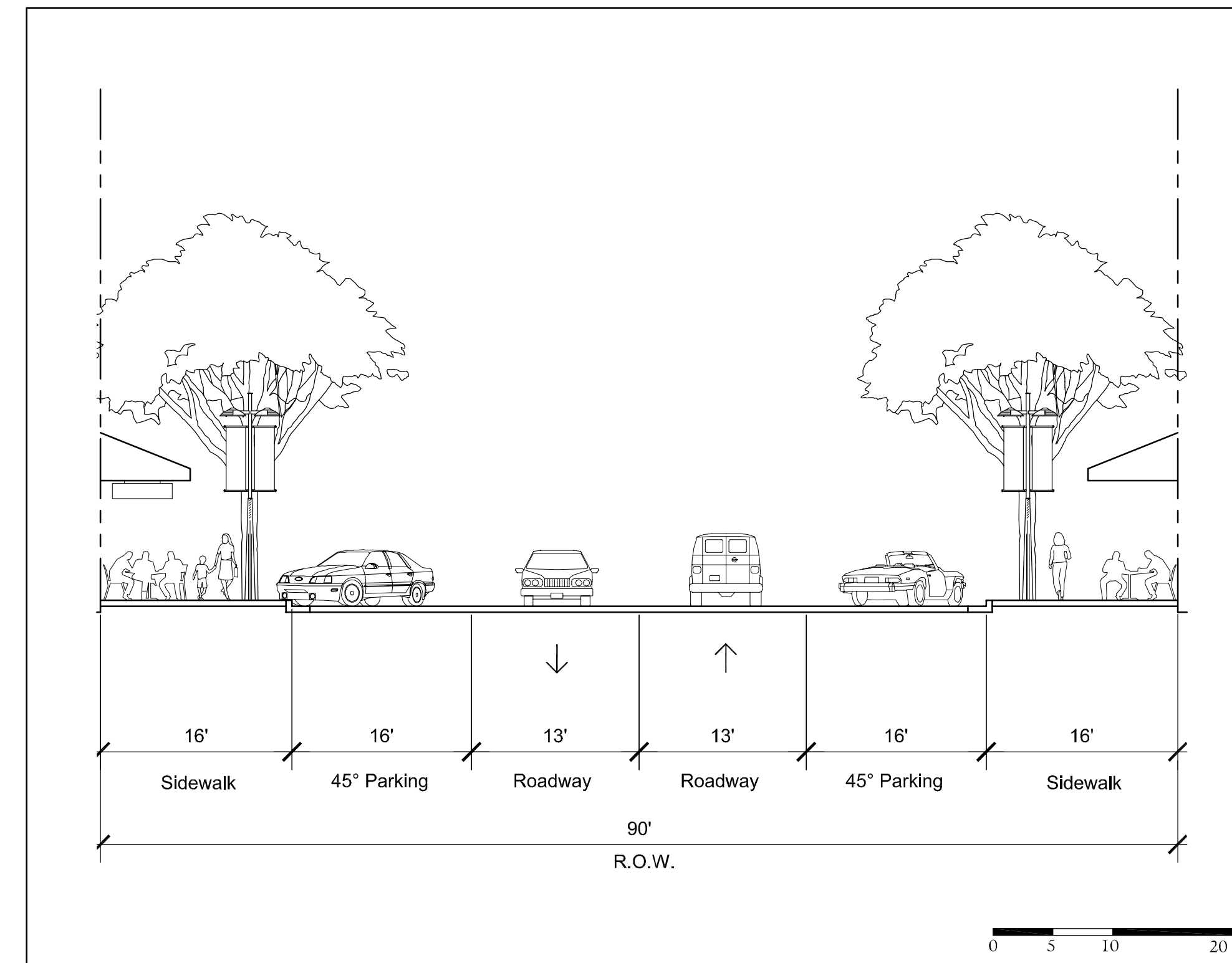
OCTOBER 2006



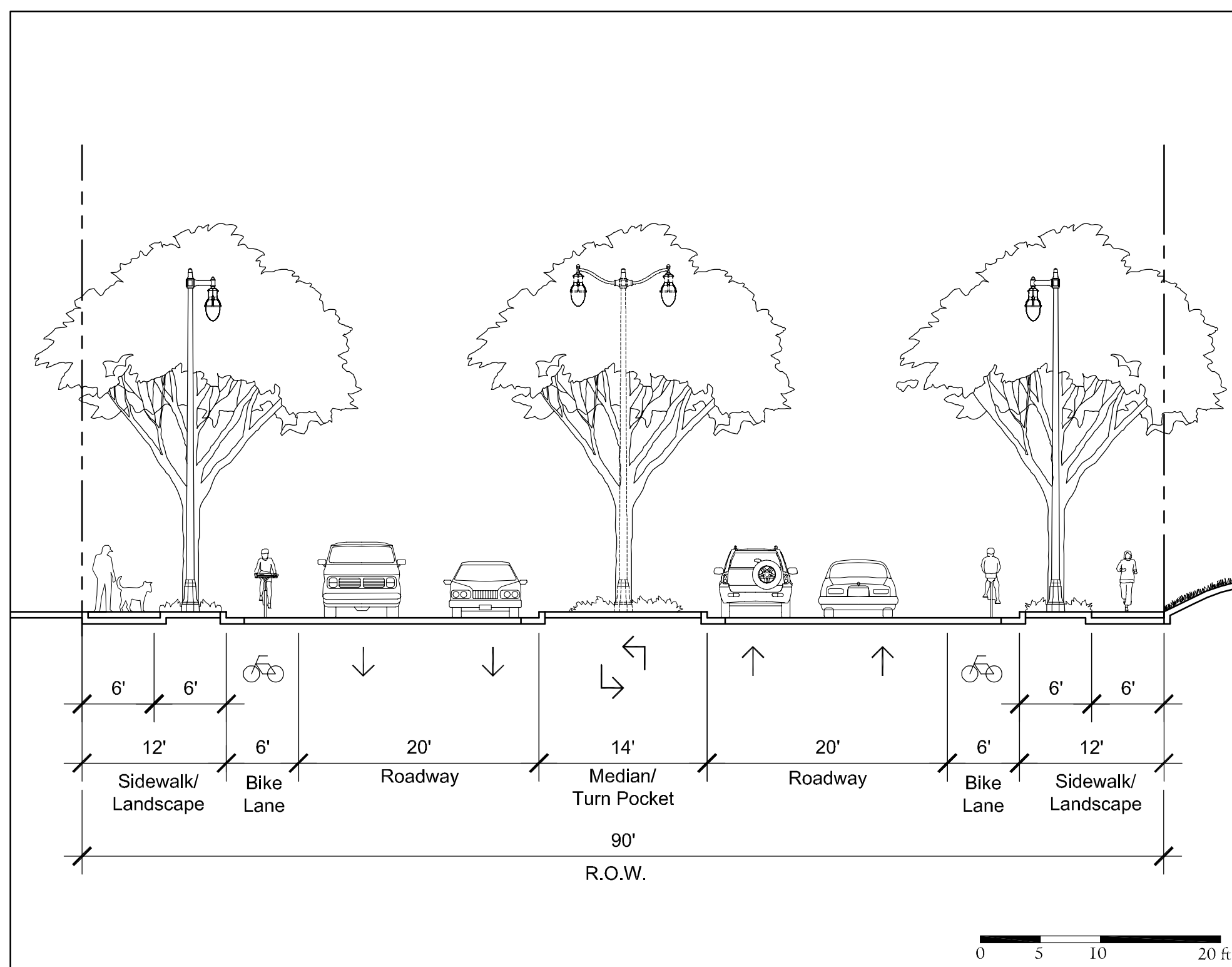
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4.2



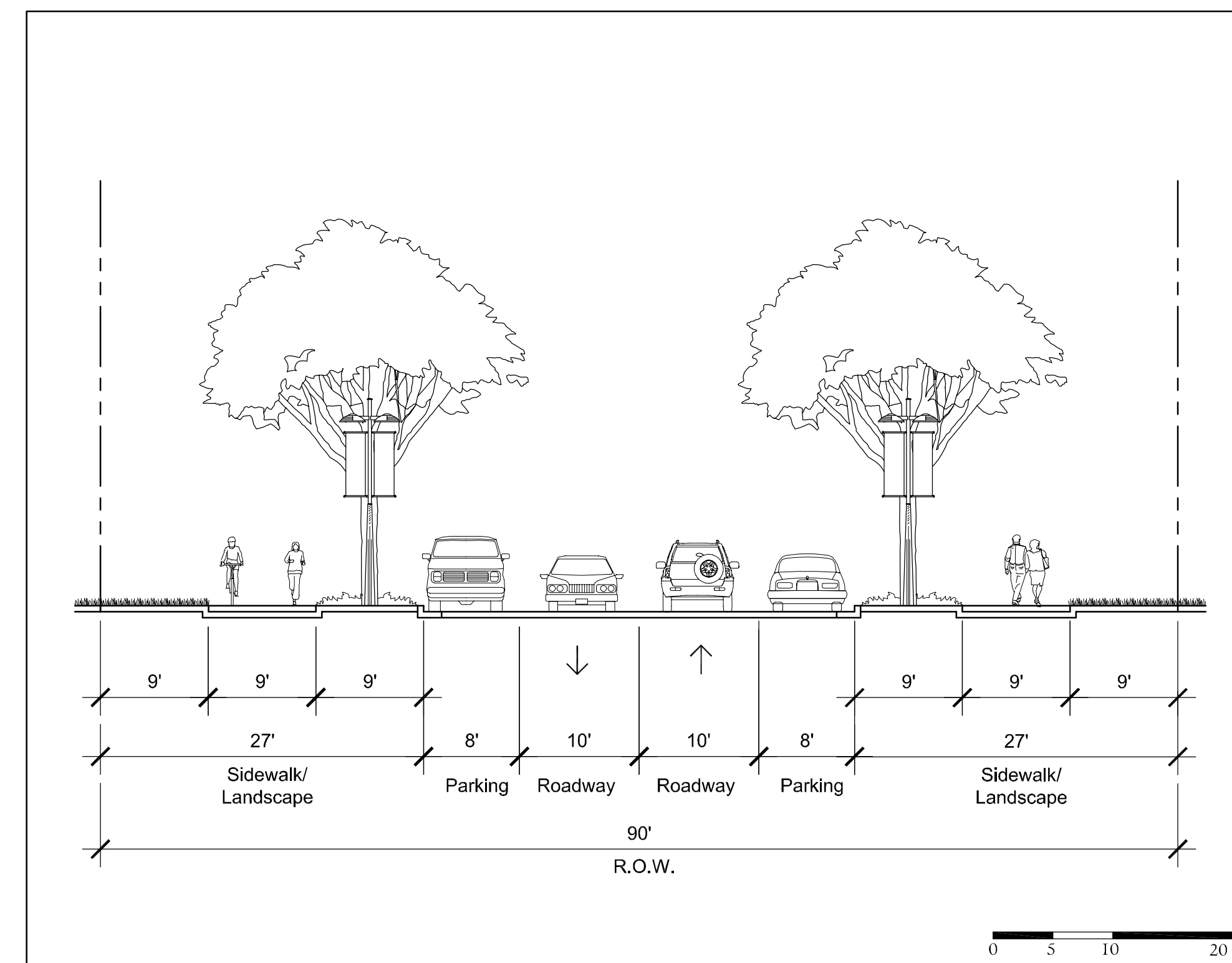
THE EMBARCADERO (East of 8th Avenue)



MAIN STREET - RETAIL



THE EMBARCADERO (East of Lake Merritt Channel to 8th Avenue)



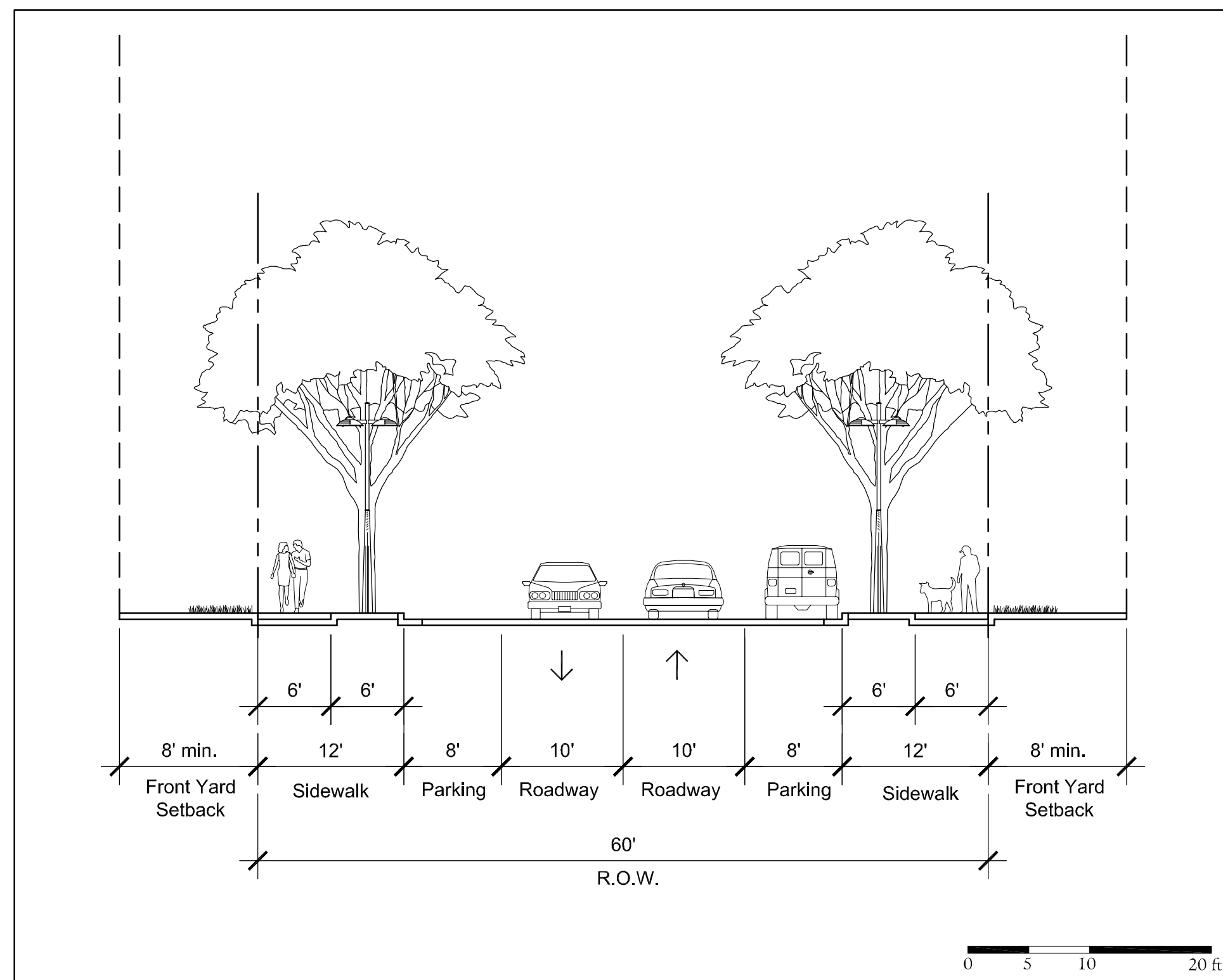
MAIN STREET - RESIDENTIAL

STREET SECTIONS

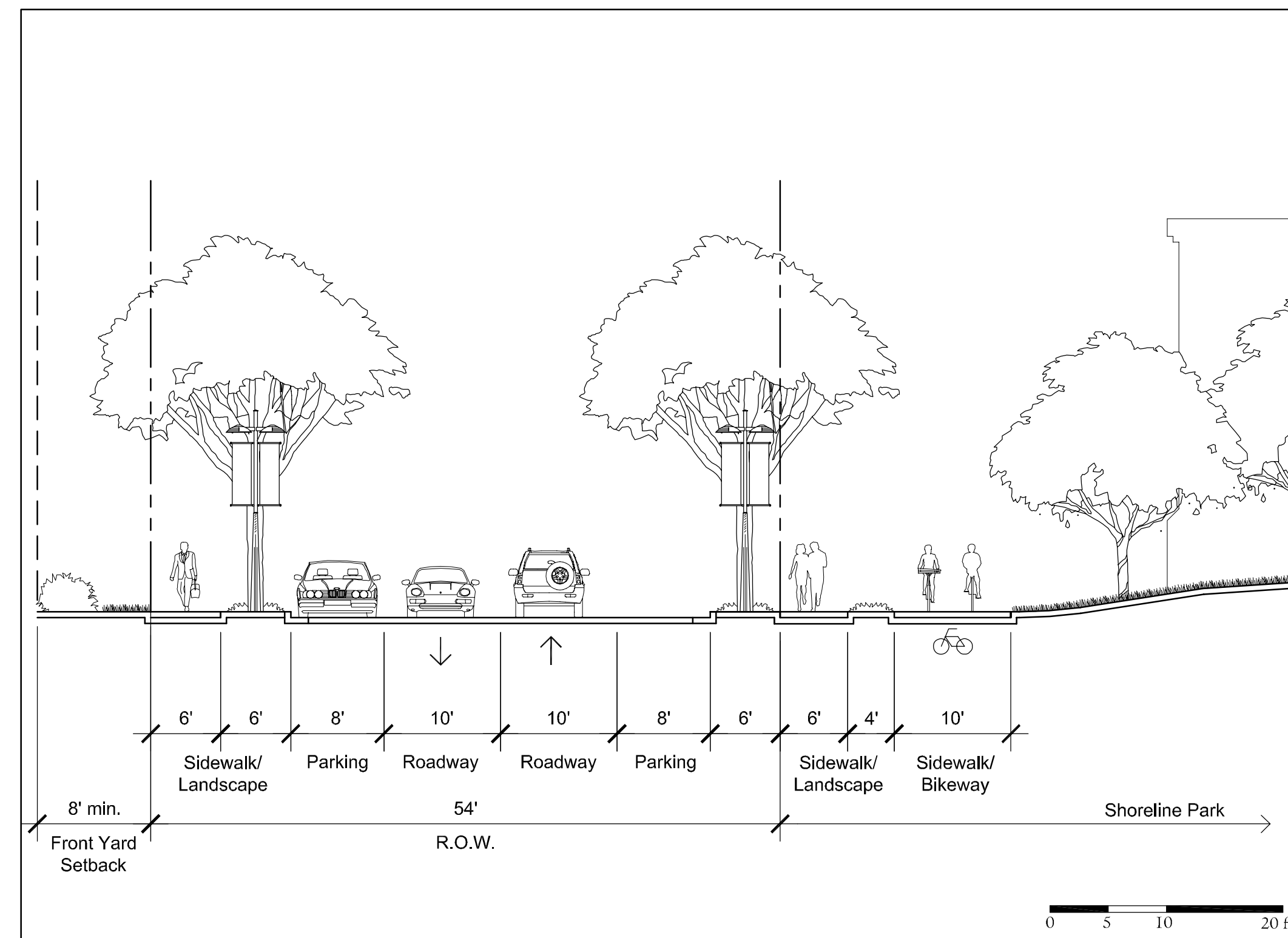
Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

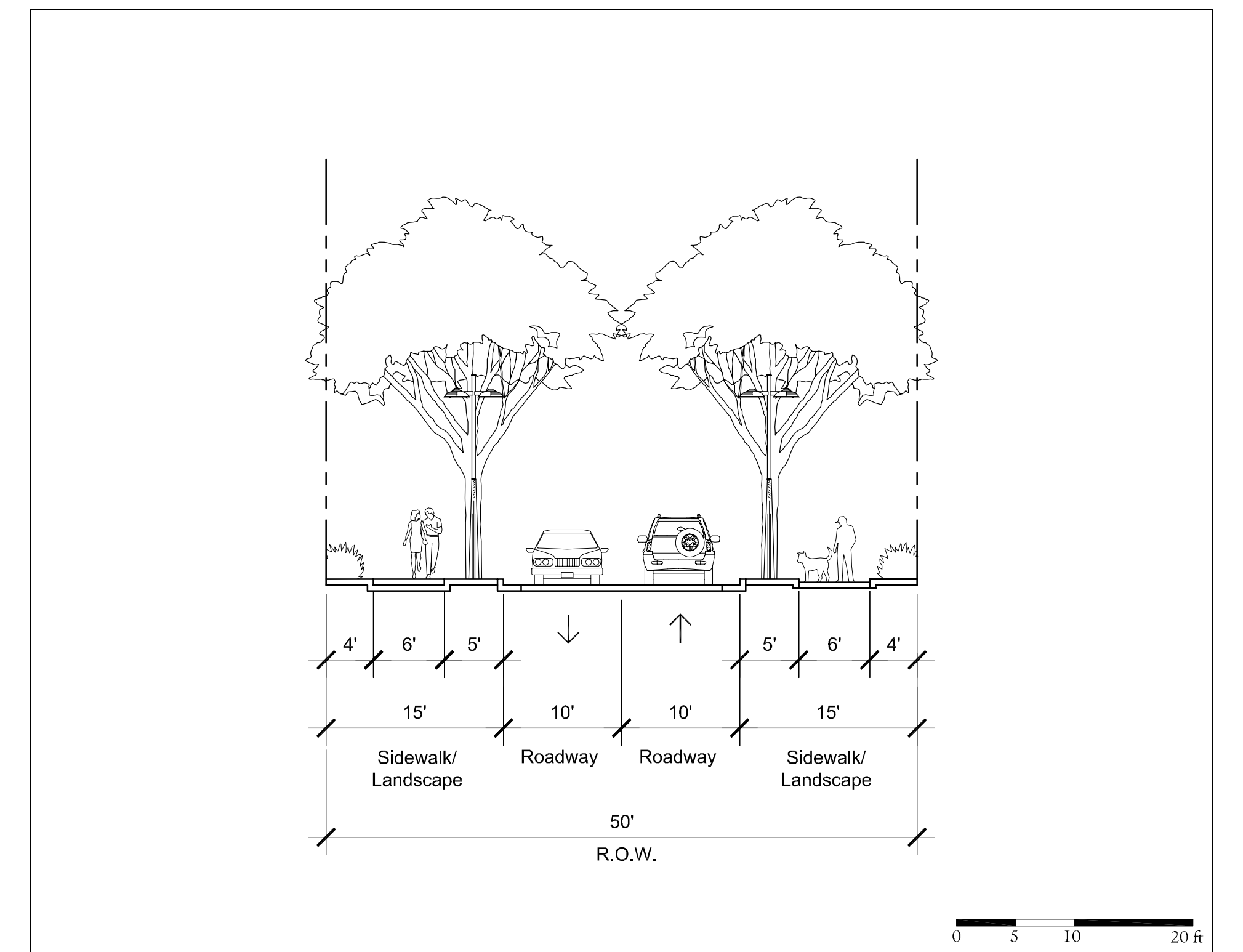
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TYPICAL 60FT R.O.W. STREET



9TH AVENUE - 54FT R.O.W. STREET W/ BIKEWAY



HARBOR LANE EAST & WEST

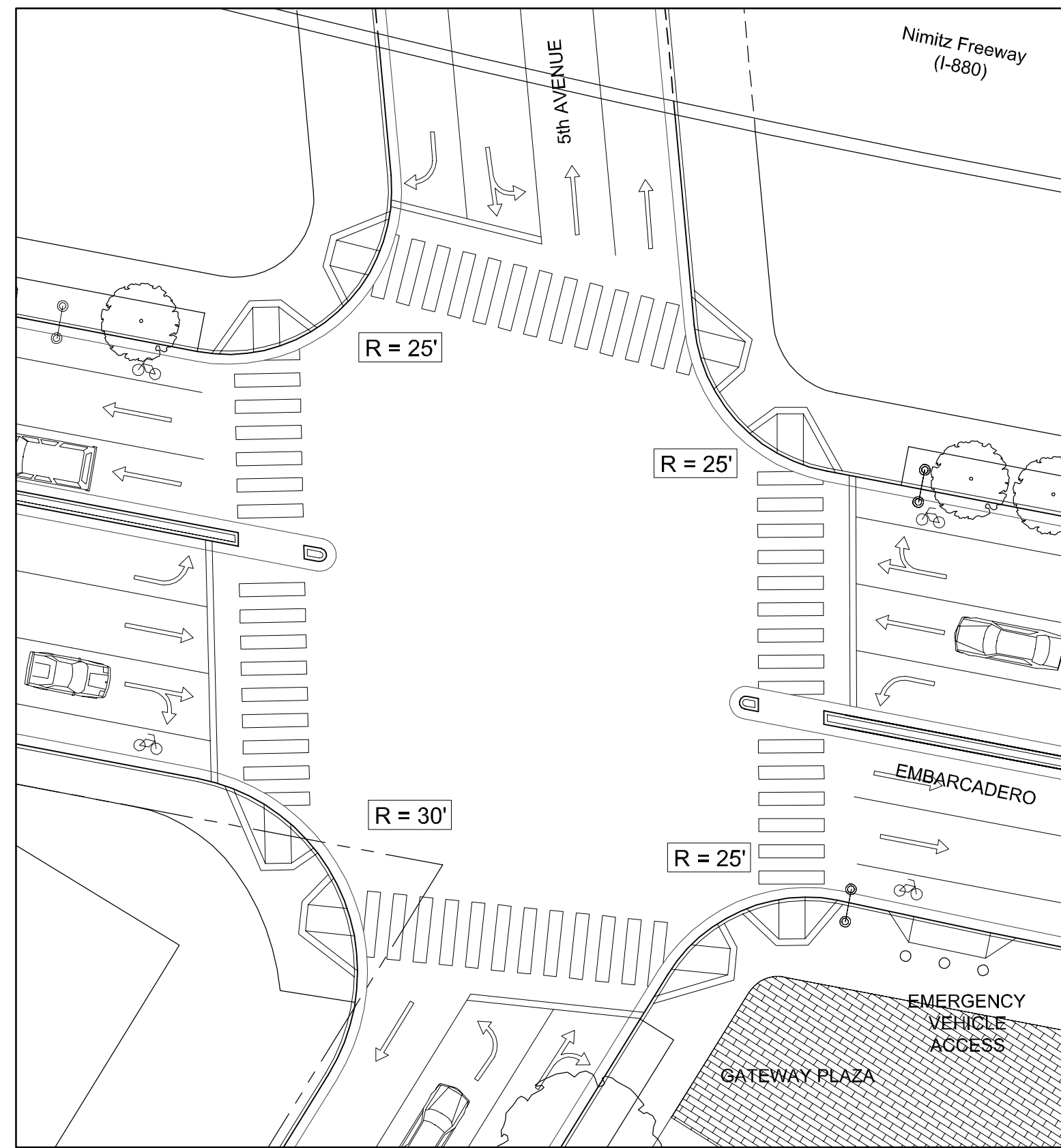
STREET SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

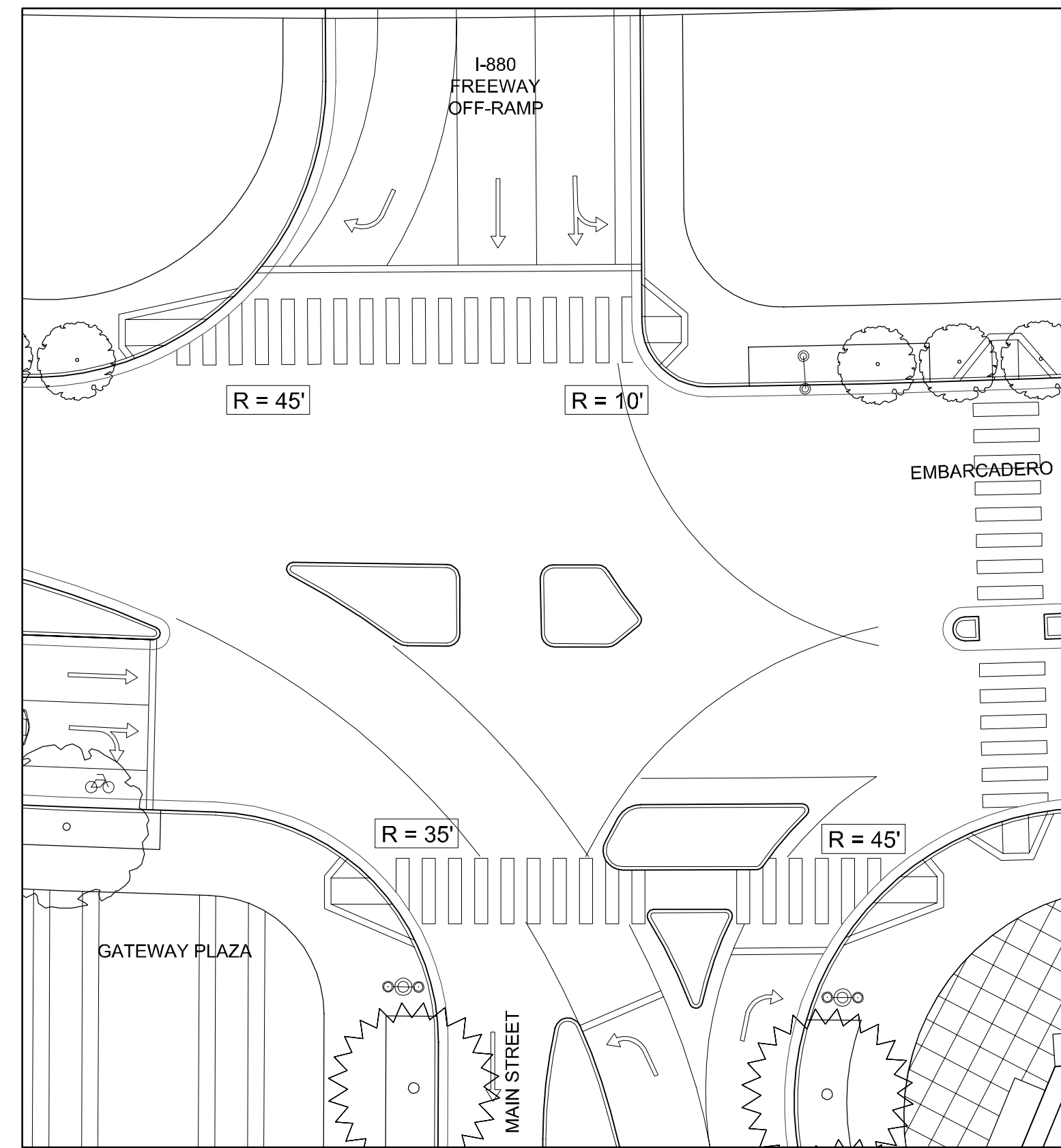
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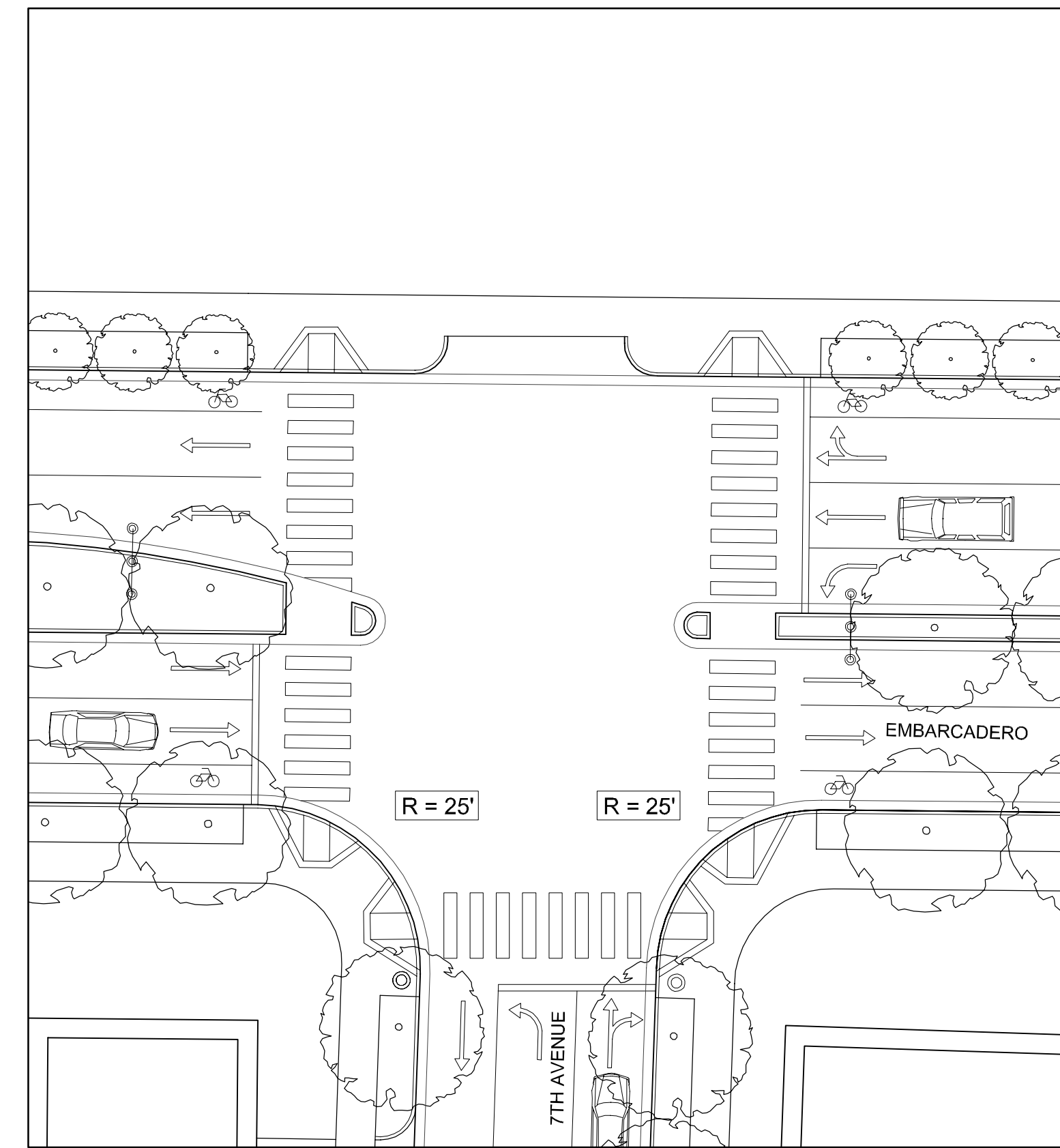
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4.3b



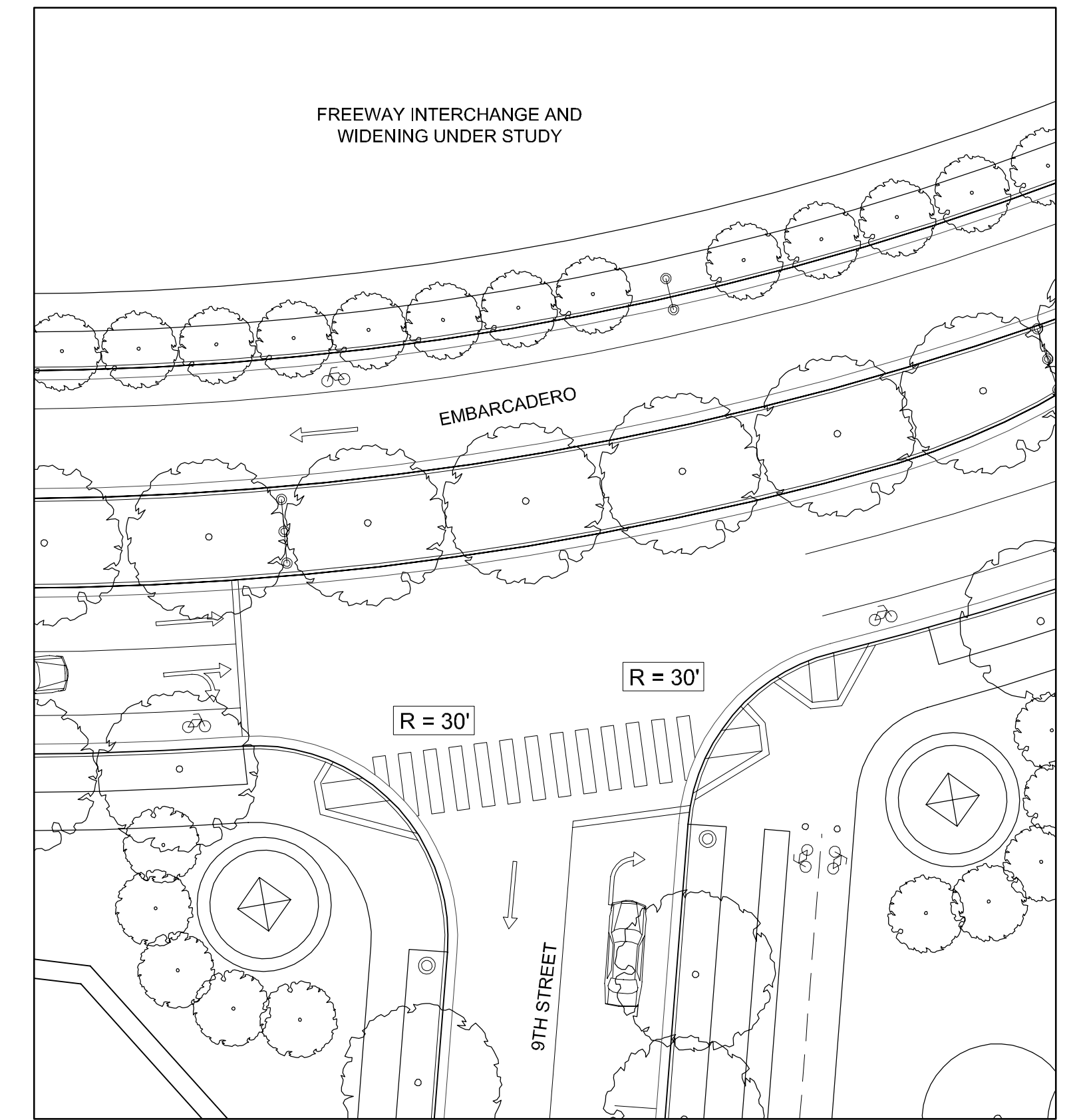
EMBARCADERO / 5TH AVENUE



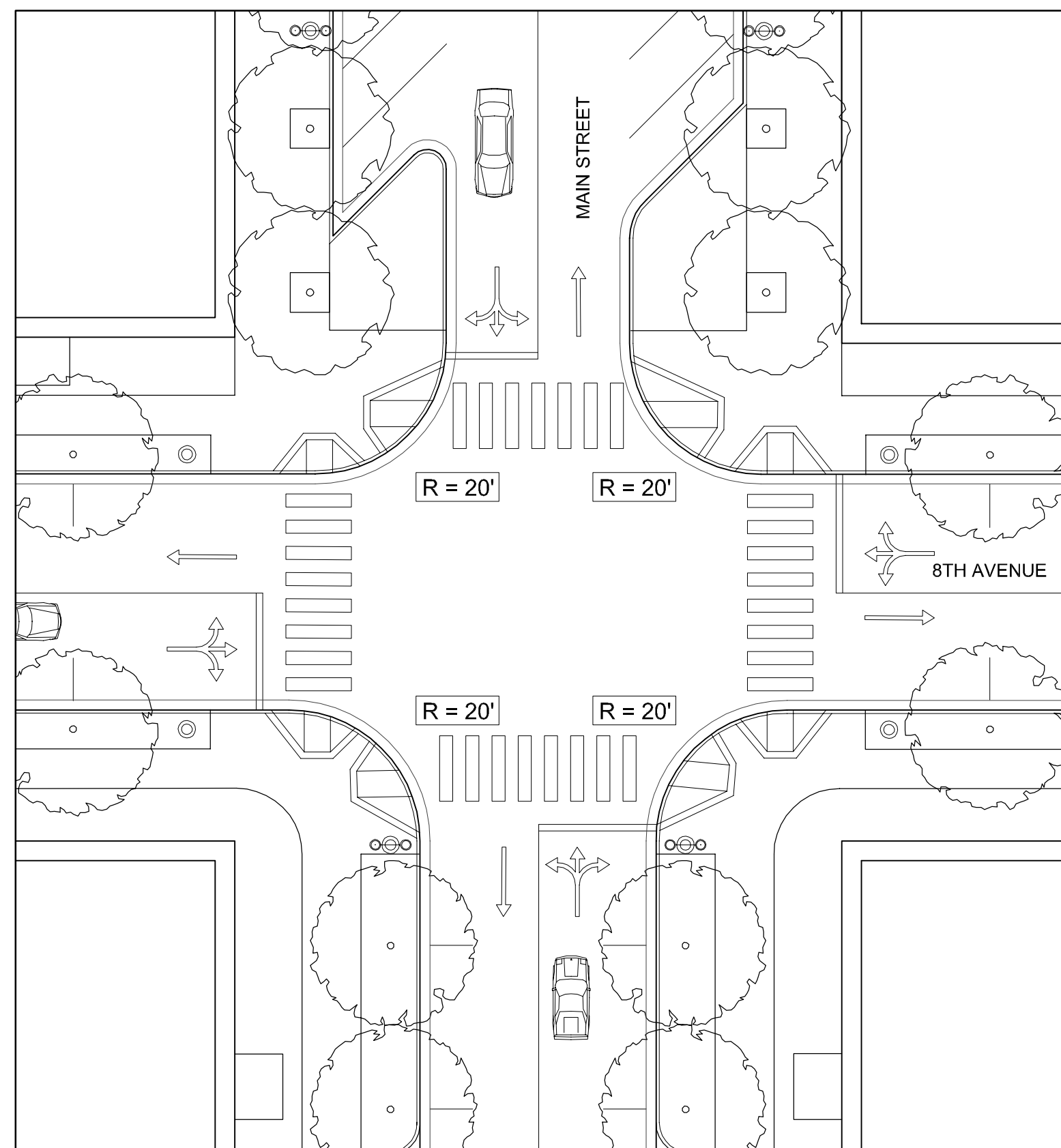
EMBARCADERO / MAIN STREET



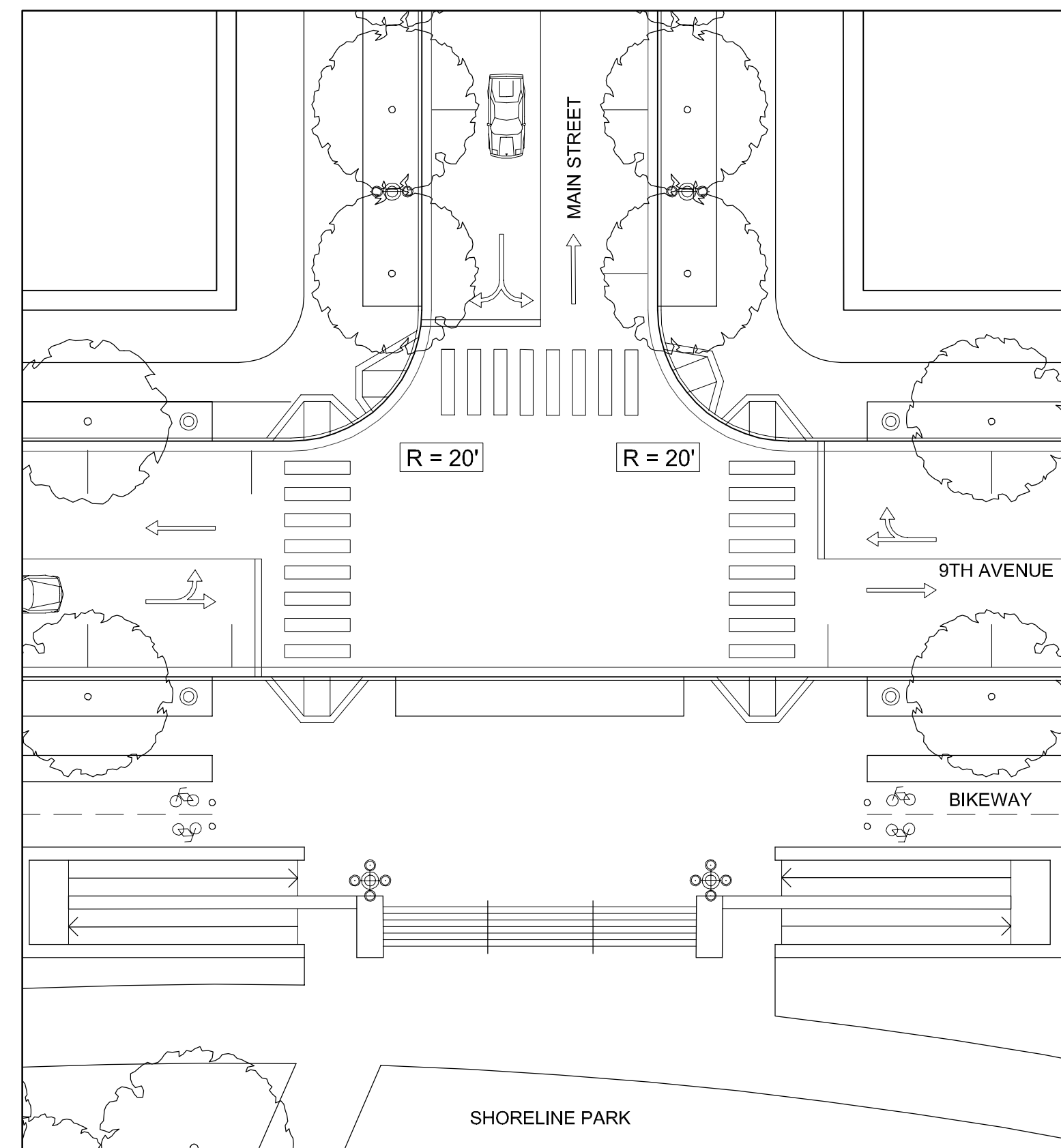
EMBARCADERO / 7TH AVENUE



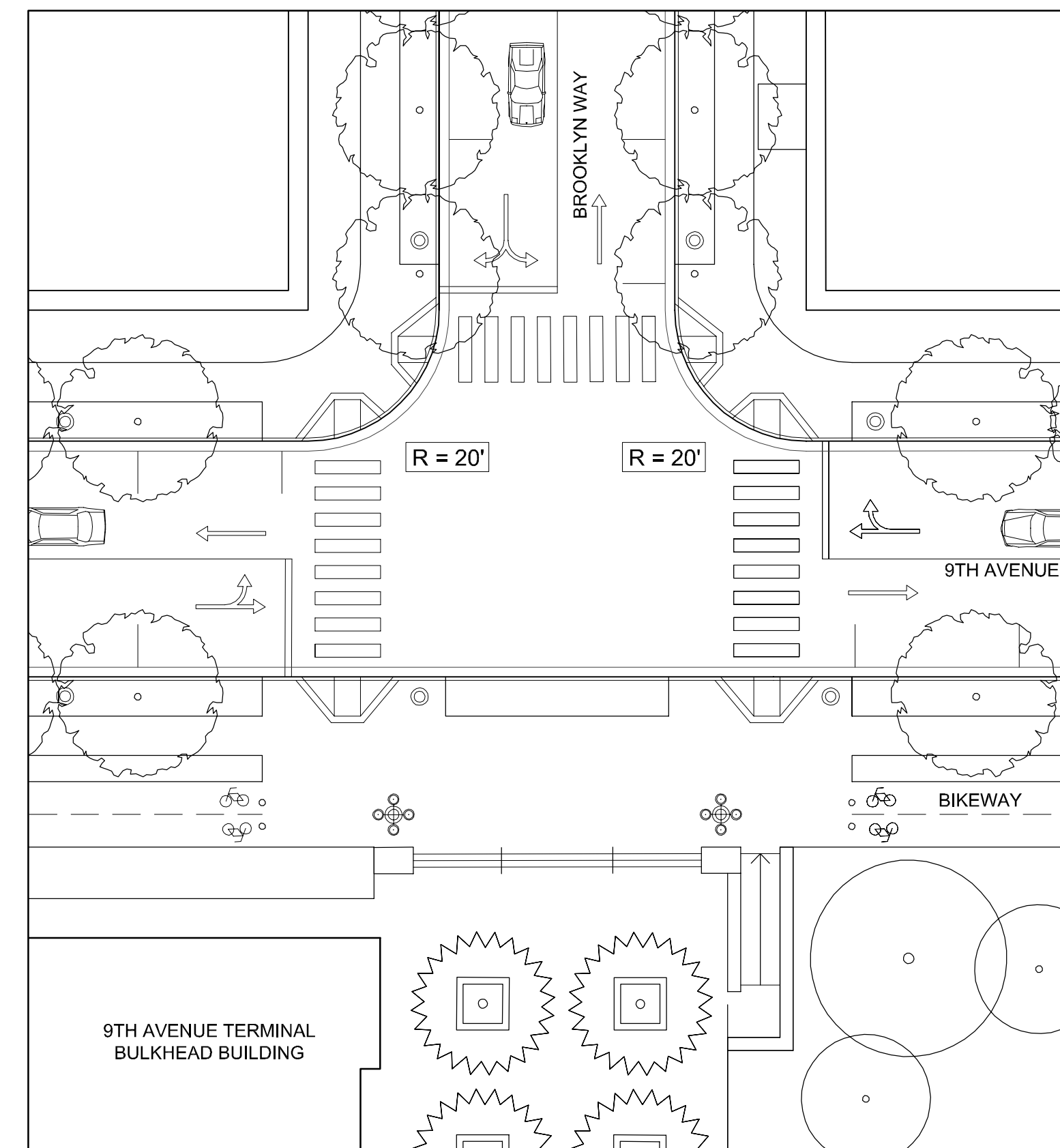
EMBARCADERO / 9TH AVENUE



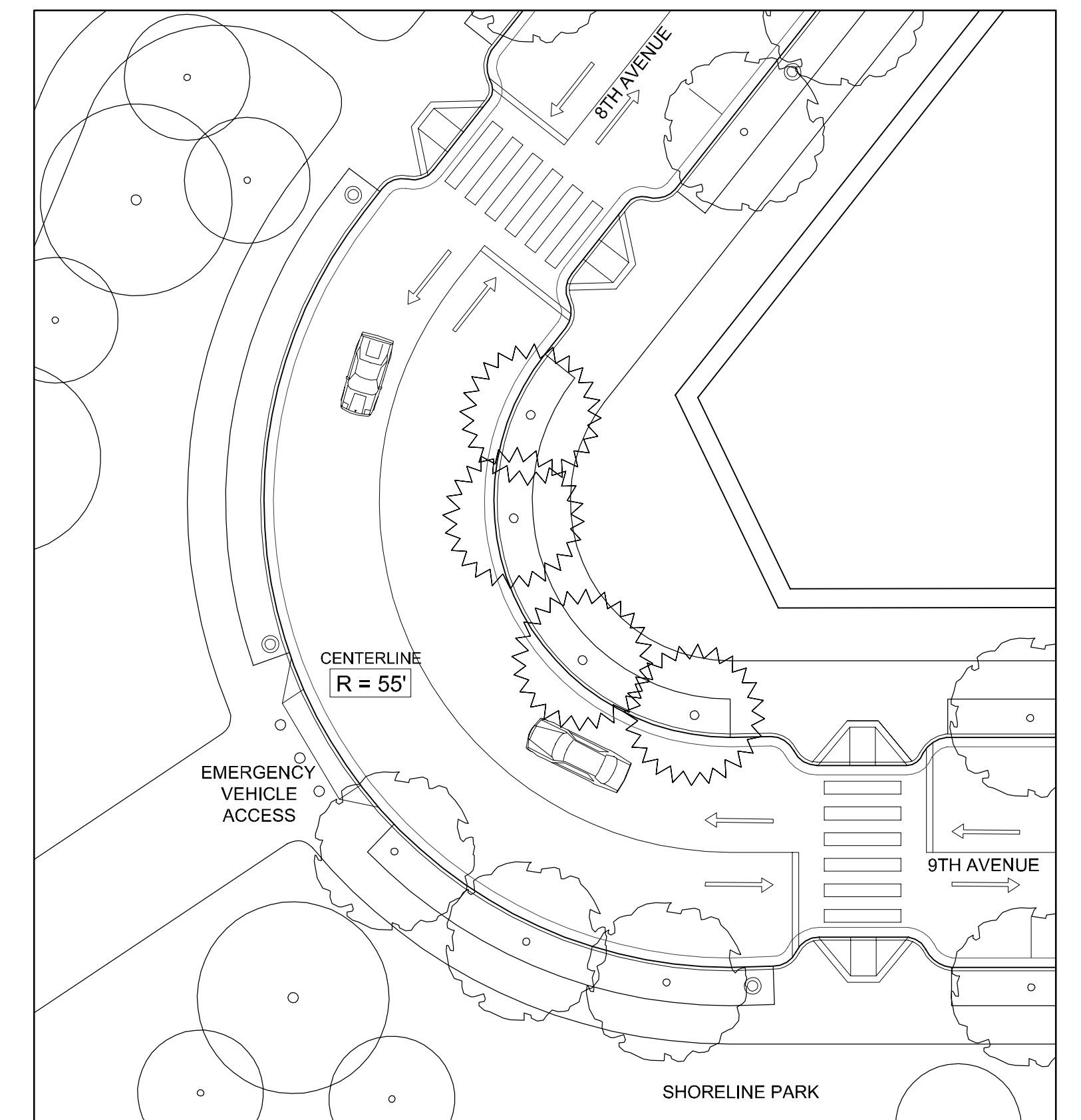
MAIN STREET / 8TH AVENUE



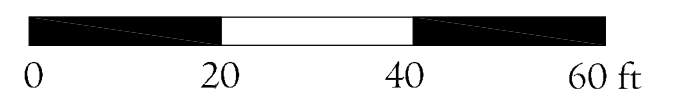
MAIN STREET / 9TH AVENUE



BROOKLYN WAY / 9TH AVENUE



8TH AVENUE / 9TH AVENUE

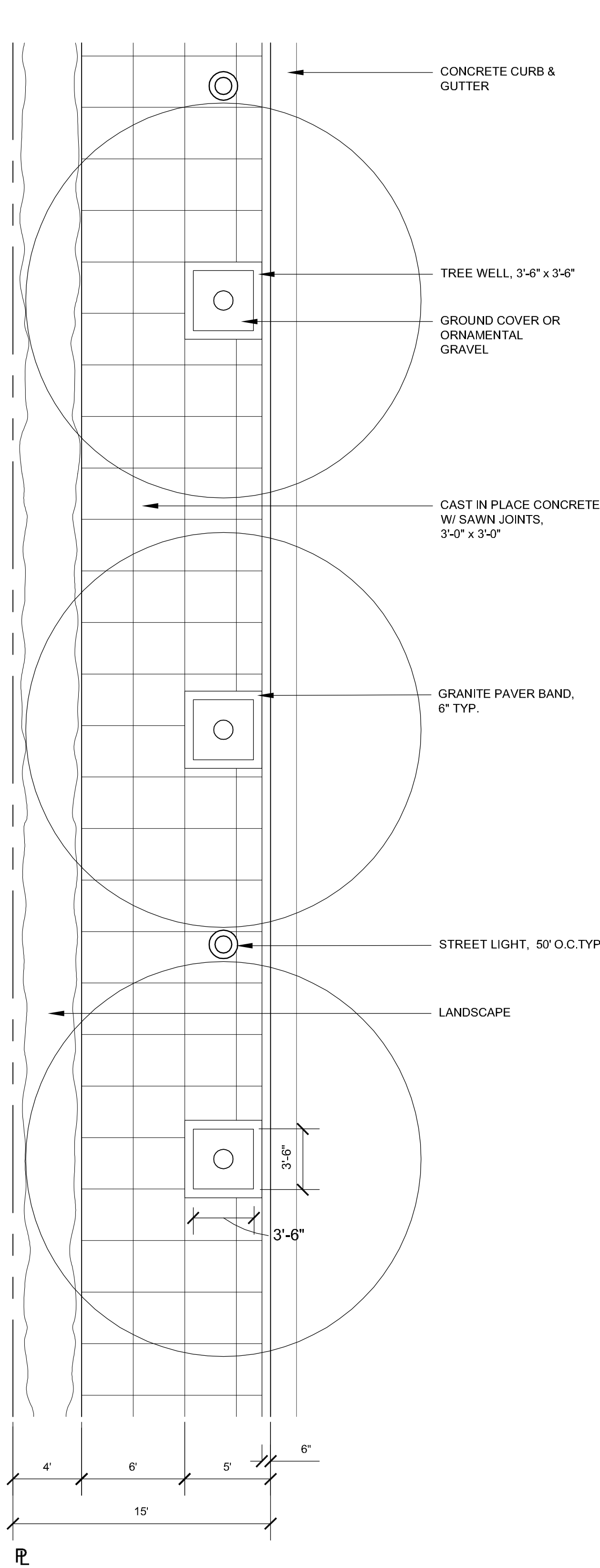


STREET INTERSECTIONS
Brooklyn Basin - Oak to 9th Development Plan

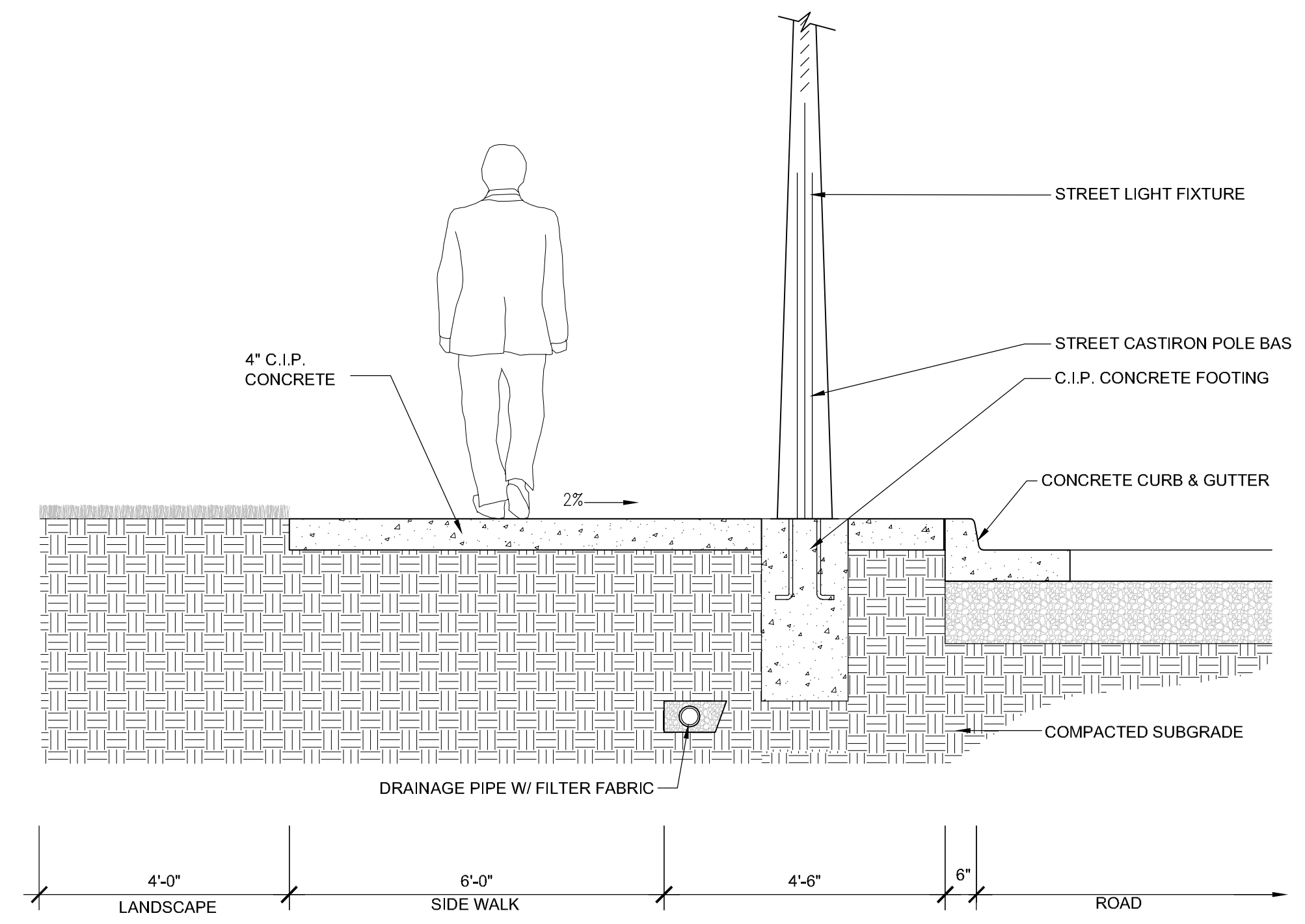
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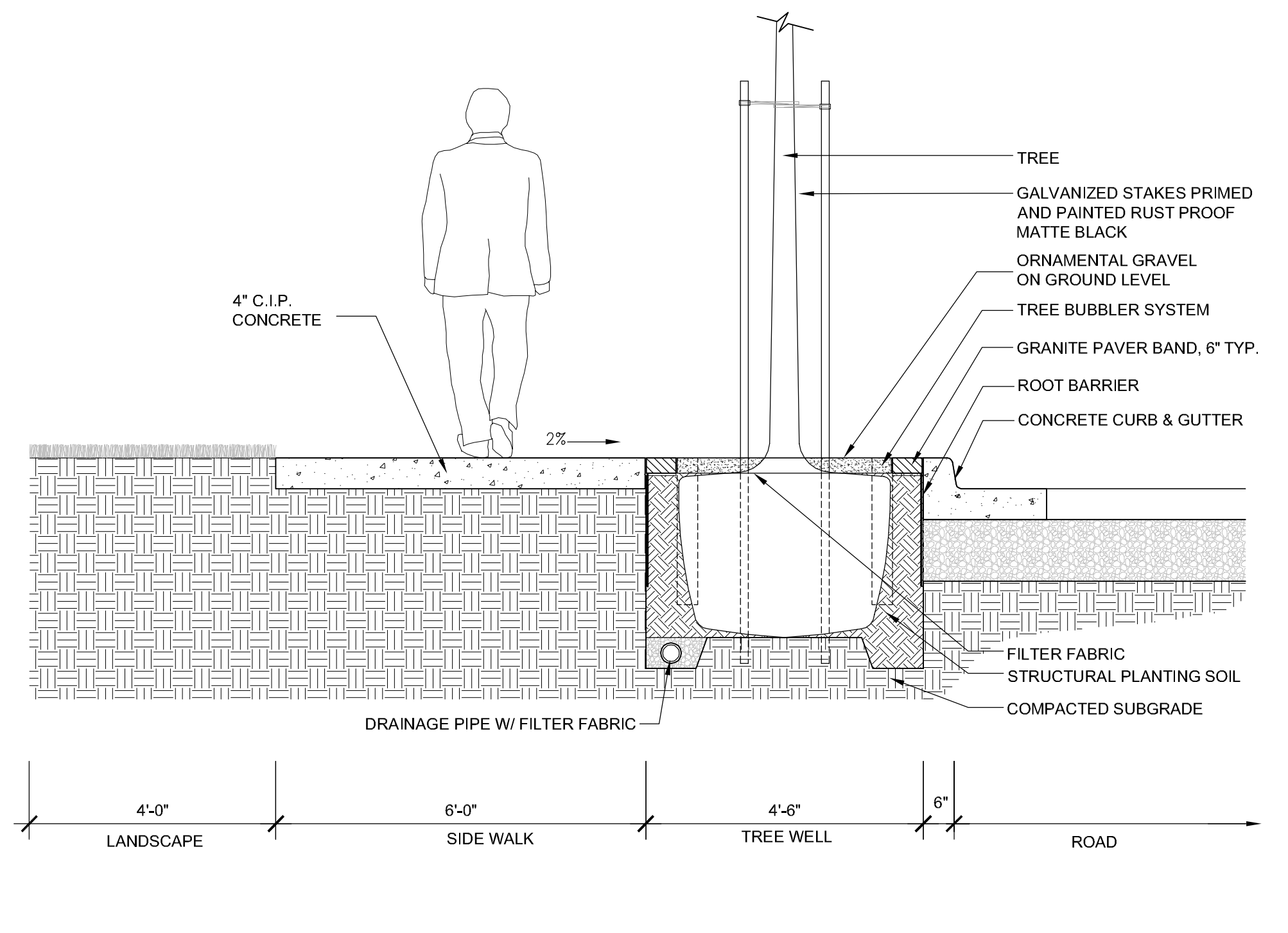
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4.4



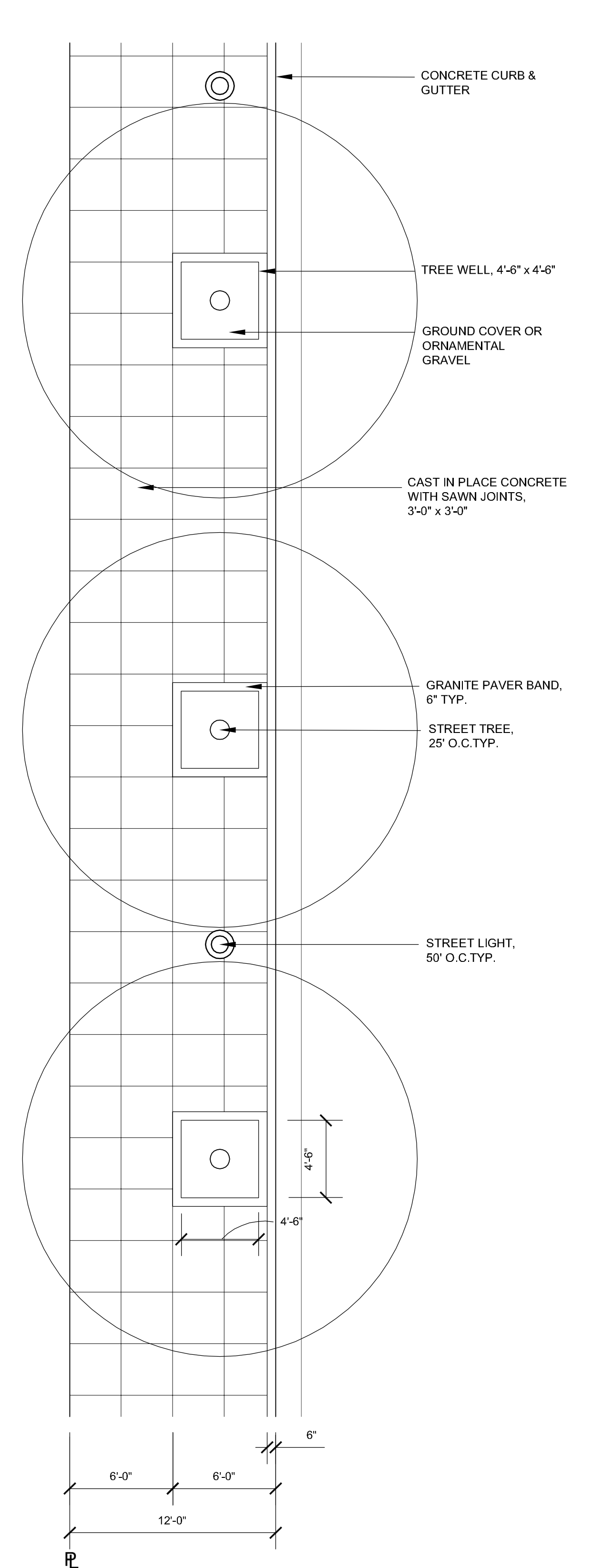
1 Typical Sidewalk Plan - 50' R.O.W.
SCALE: 3/16" = 1'-0"



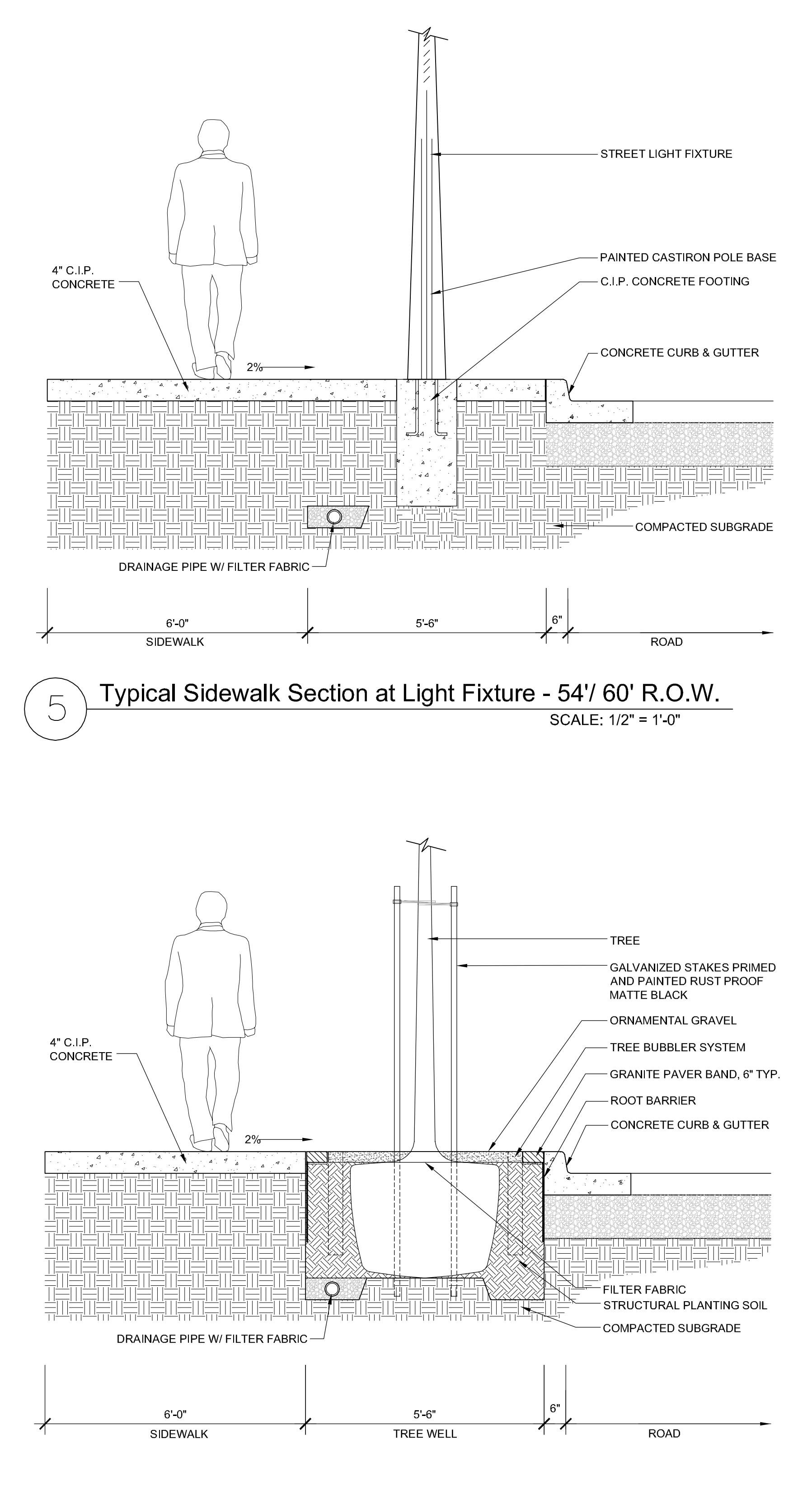
2 Typical Sidewalk Section at Light Fixture - 50' R.O.W.
SCALE: 1/2" = 1'-0"



3 Typical Sidewalk Section at Street Tree - 50' R.O.W.
SCALE: 1/2" = 1'-0"



4 Typical Sidewalk Plan - 60' R.O.W.
SCALE: 3/16" = 1'-0"



5 Typical Sidewalk Section at Light Fixture - 54'/ 60' R.O.W.
SCALE: 1/2" = 1'-0"

6 Typical Sidewalk Section at Street Tree - 60' R.O.W.
SCALE: 1/2" = 1'-0"

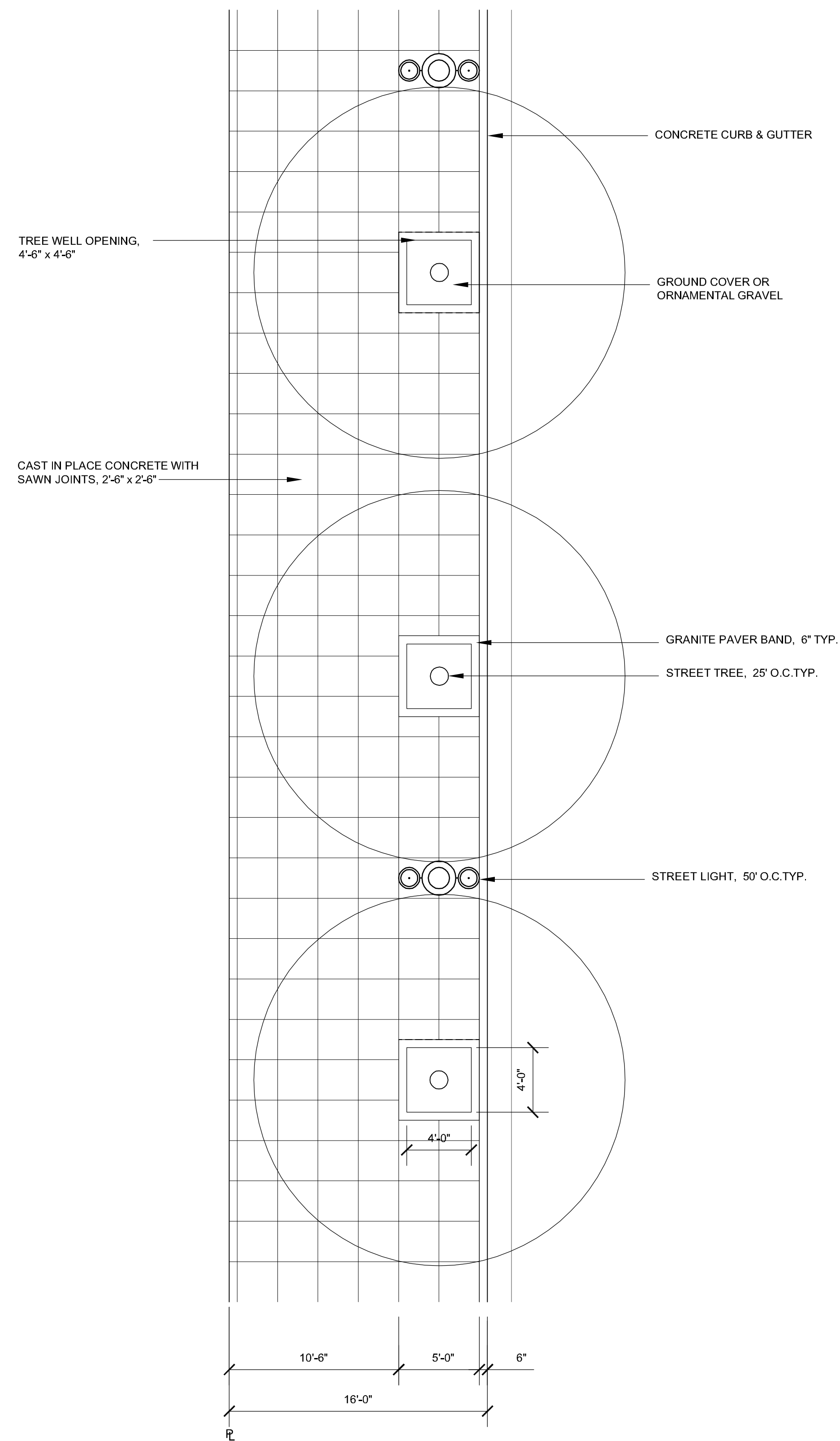
STREETSCAPE STANDARDS 50' AND 60' R.O.W.

Brooklyn Basin - Oak to 9th Development Plan

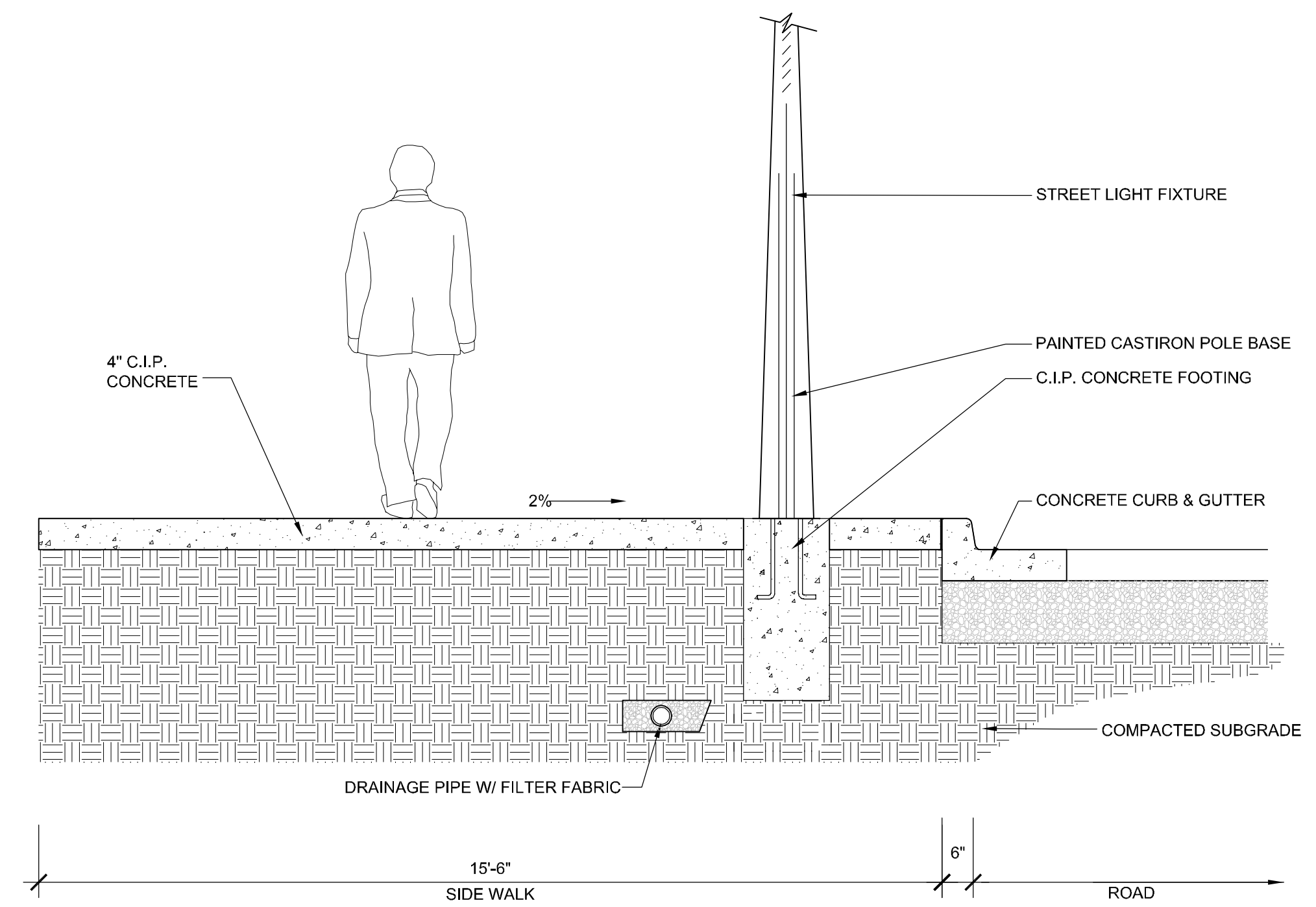
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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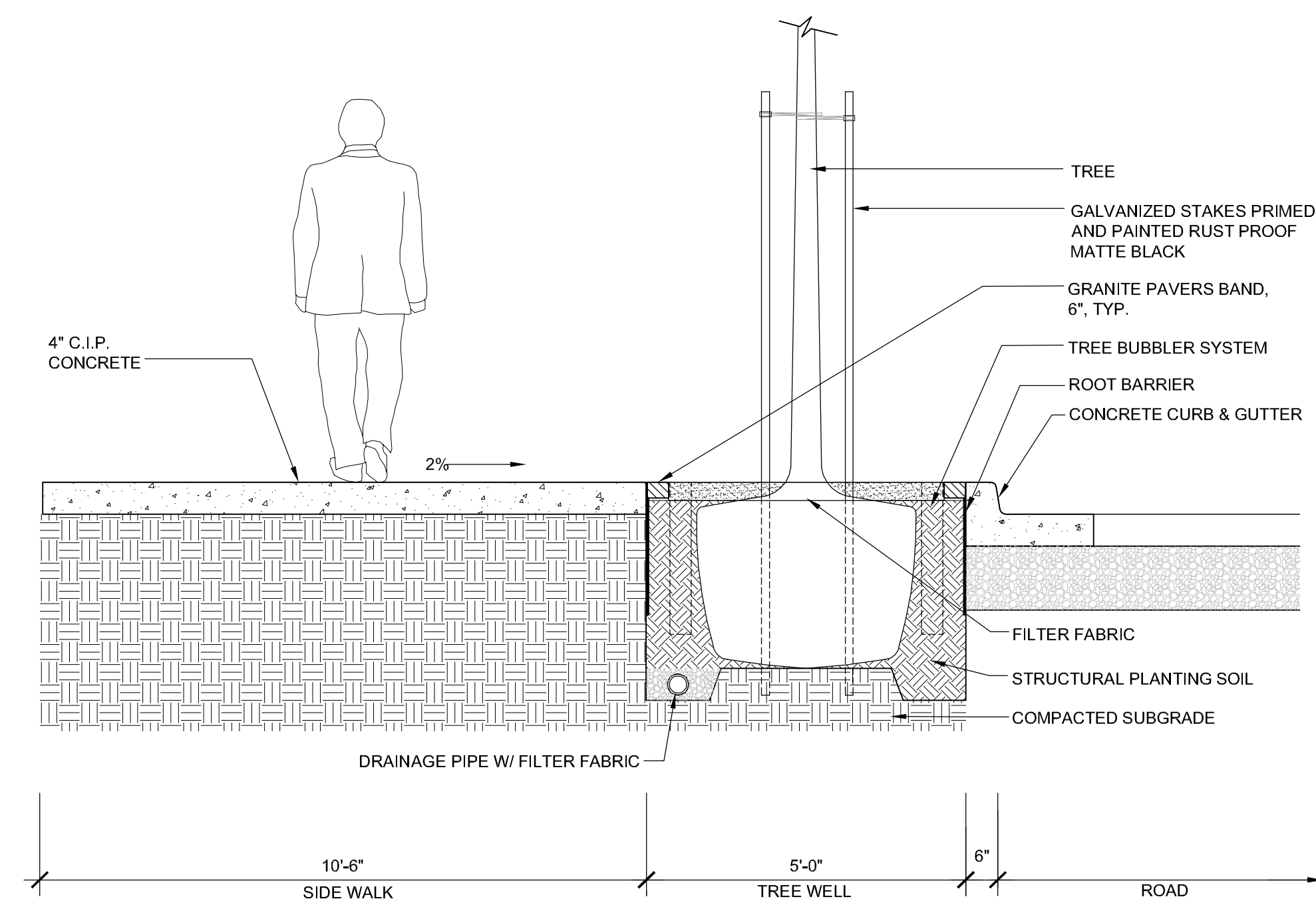
SHEET NO.
4.5



1 Typical Sidewalk Plan- Retail Frontage
SCALE: 3/16" = 1'-0"



2 Typical Sidewalk Section at Light Pole - Retail Frontage
SCALE: 1/2" = 1'-0"



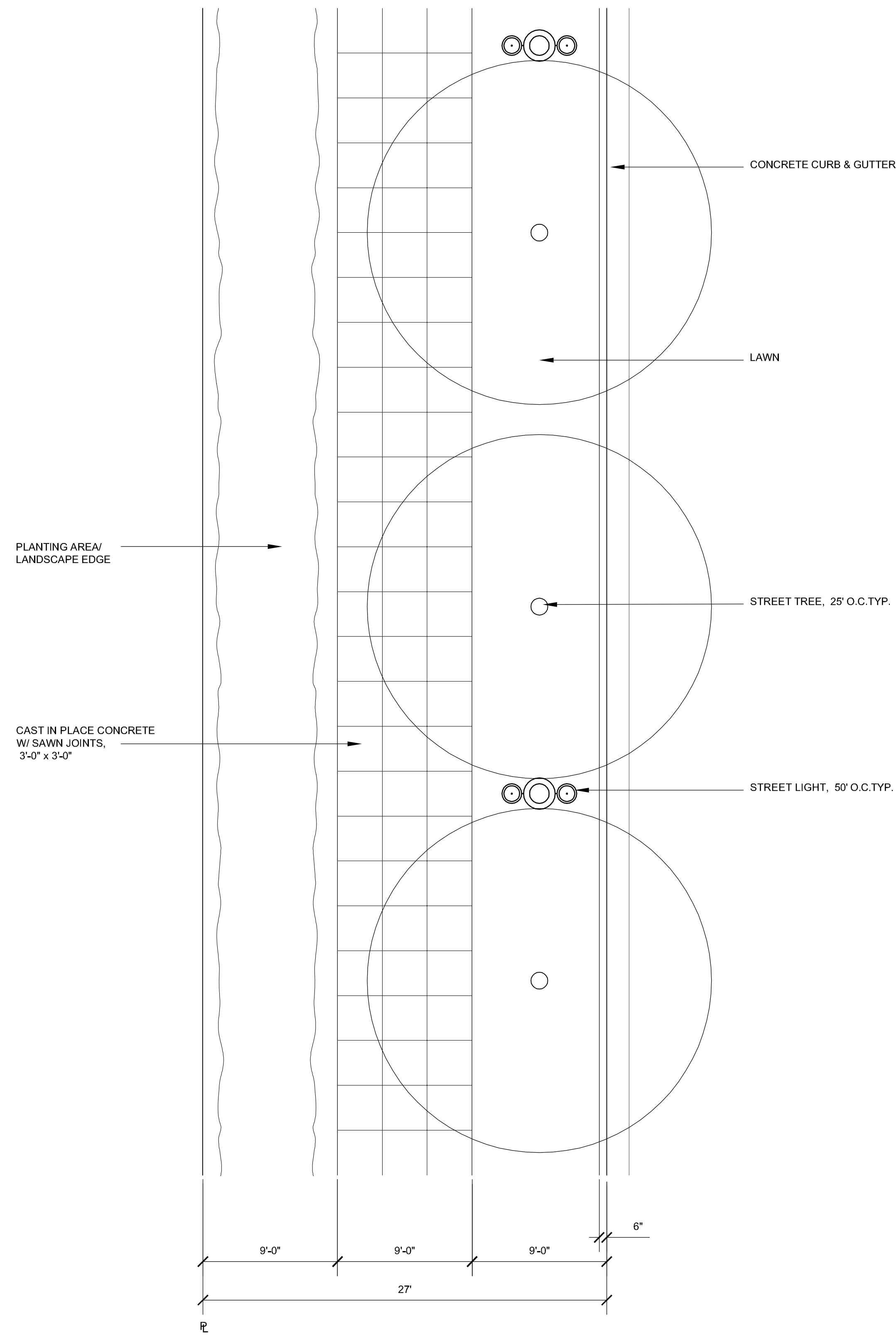
3 Typical Sidewalk Section at Street Tree - Retail Frontage
SCALE: 1/2" = 1'-0"

STREETSCAPE STANDARDS 90' RIGHT OF WAY- RETAIL FRONTAGE

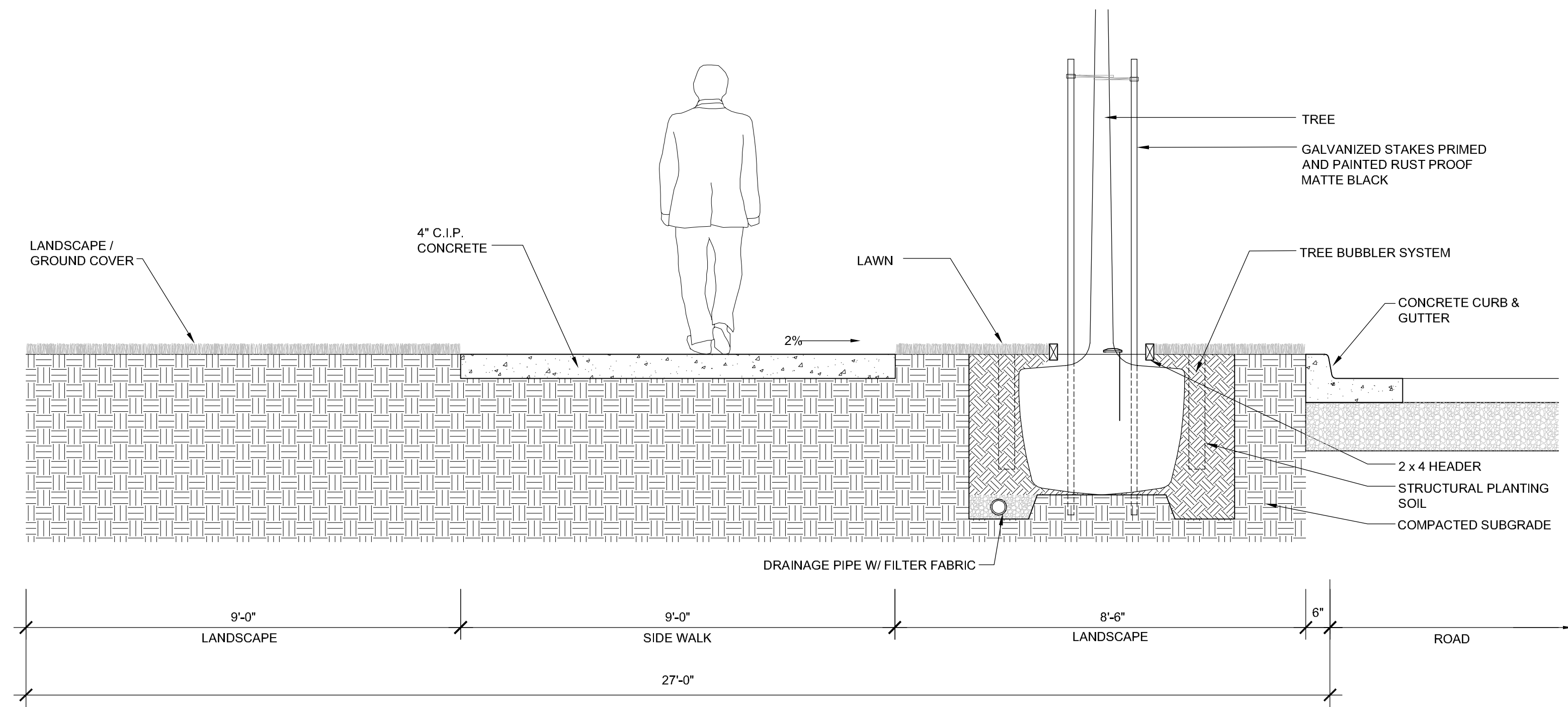
Brooklyn Basin - Oak to 9th Development Plan

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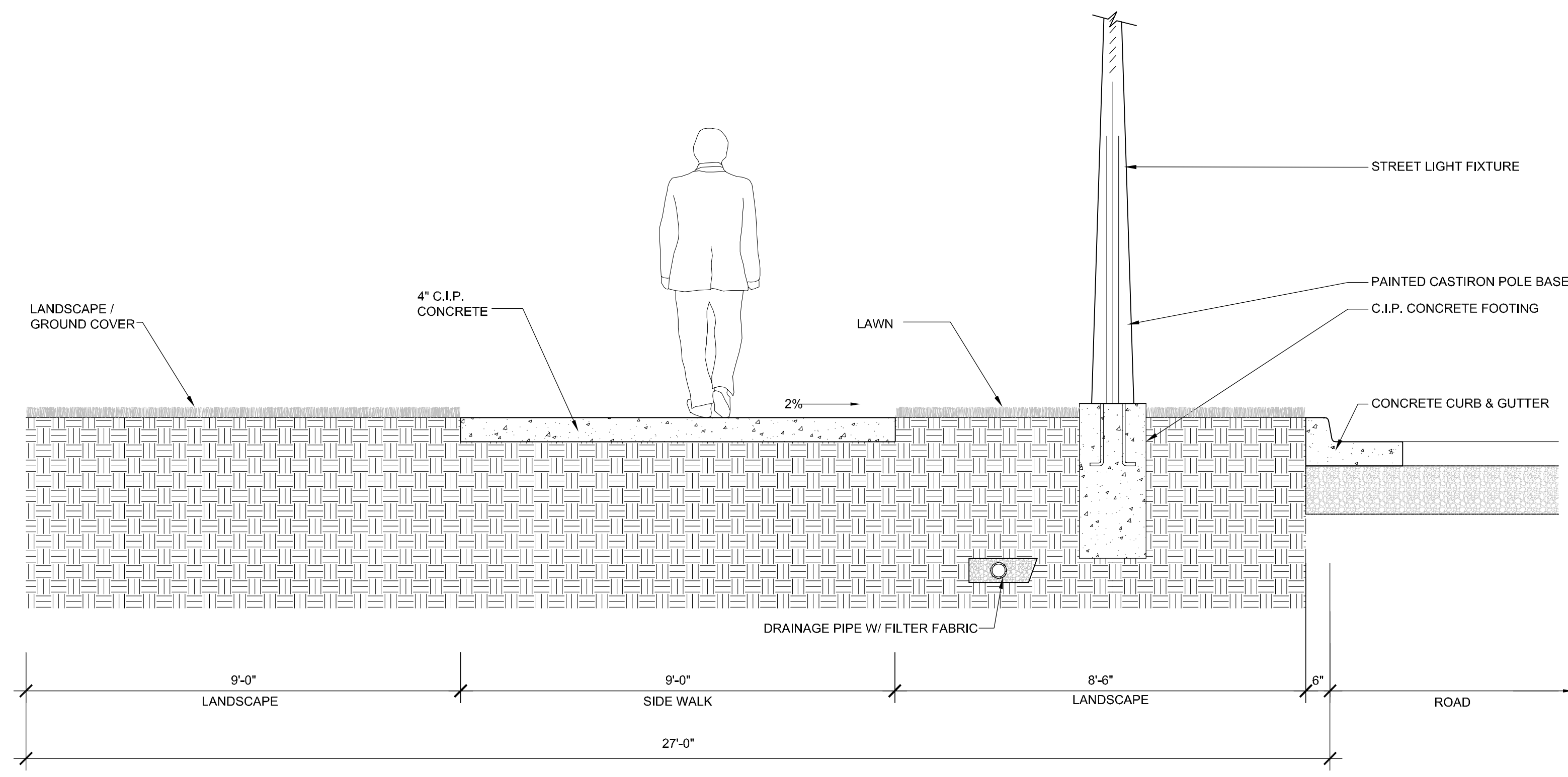
OCTOBER 2006



1 Typical Sidewalk Plan- Residential Frontage
SCALE: 3/16" = 1'-0"



2 Typical Sidewalk Section at Street Tree - Residential Frontage
SCALE: 1/2" = 1'-0"



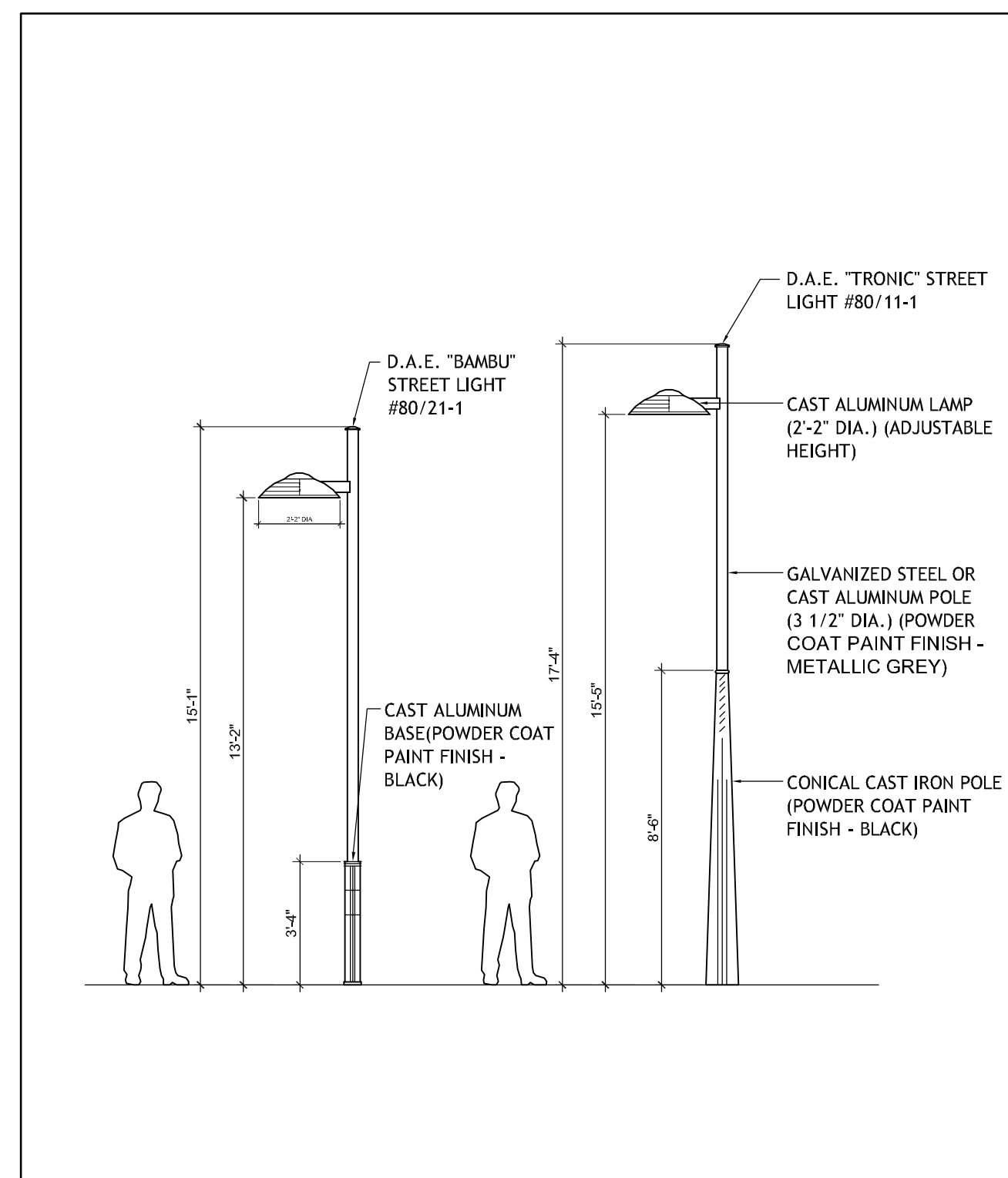
3 Typical Sidewalk Section at Light Pole - Residential Frontage
SCALE: 1/2" = 1'-0"

STREETSCAPE STANDARDS 90' RIGHT OF WAY- RESIDENTIAL FRONTAGE

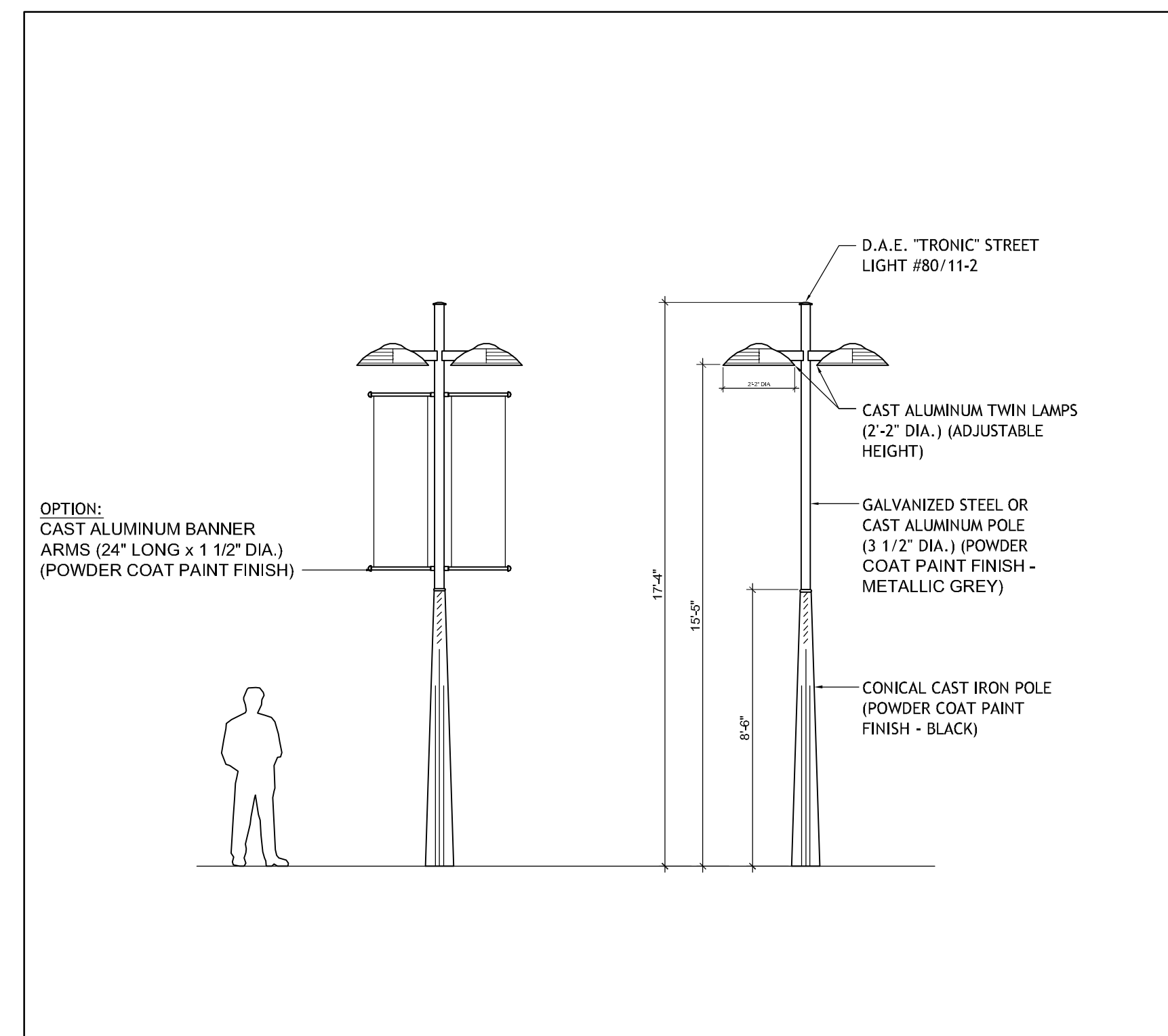
Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

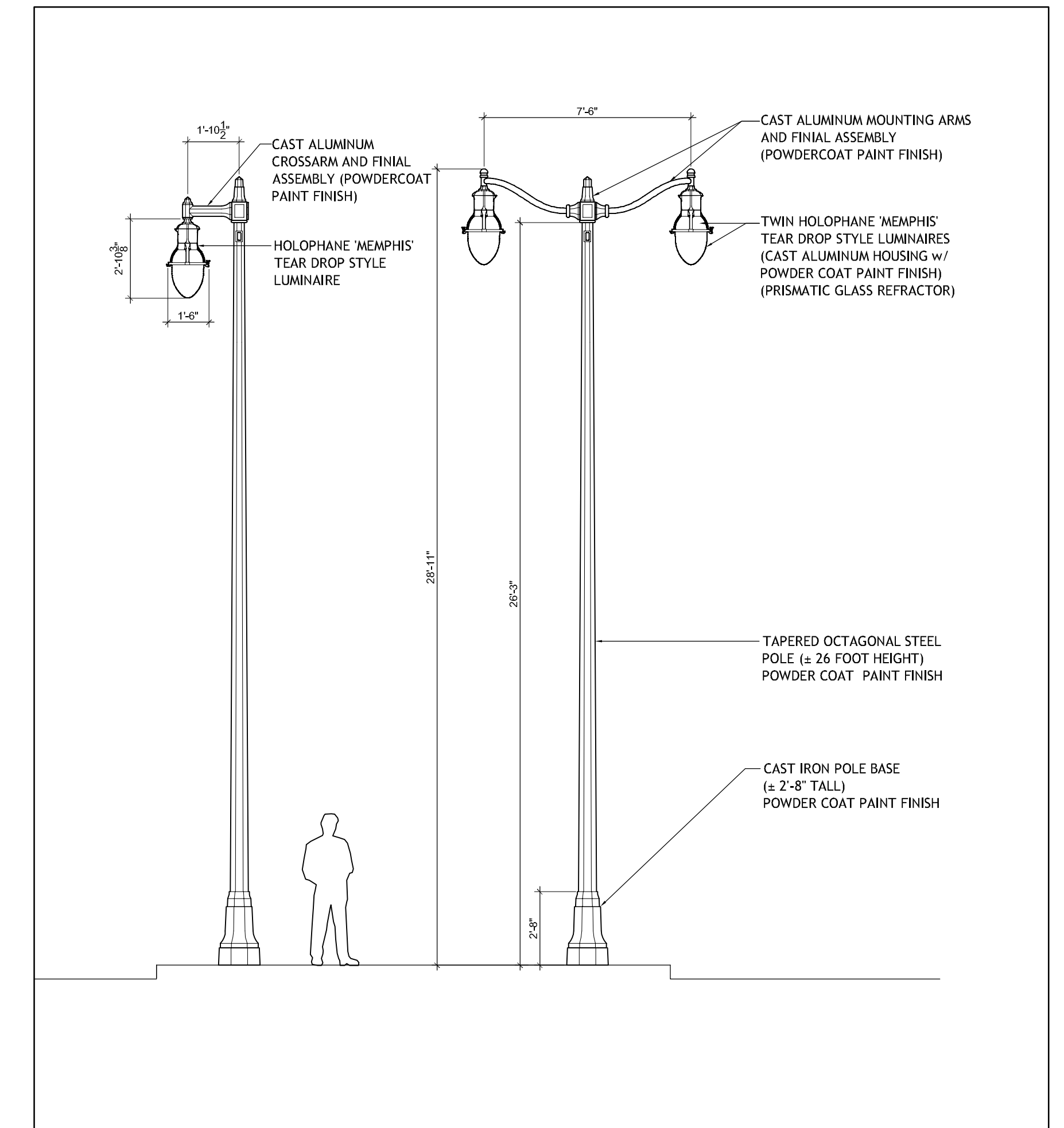
OCTOBER 2006



1B Pedestrian Light Pole & Street Light Pole - Single Luminaire
SCALE: 1/4"=1'-0"



2B Street Light Pole - Dual Luminaire
SCALE: 1/4"=1'-0"



3B The Embarcadero- Tall Pole Fixture
SCALE: 1/4"=1'-0"

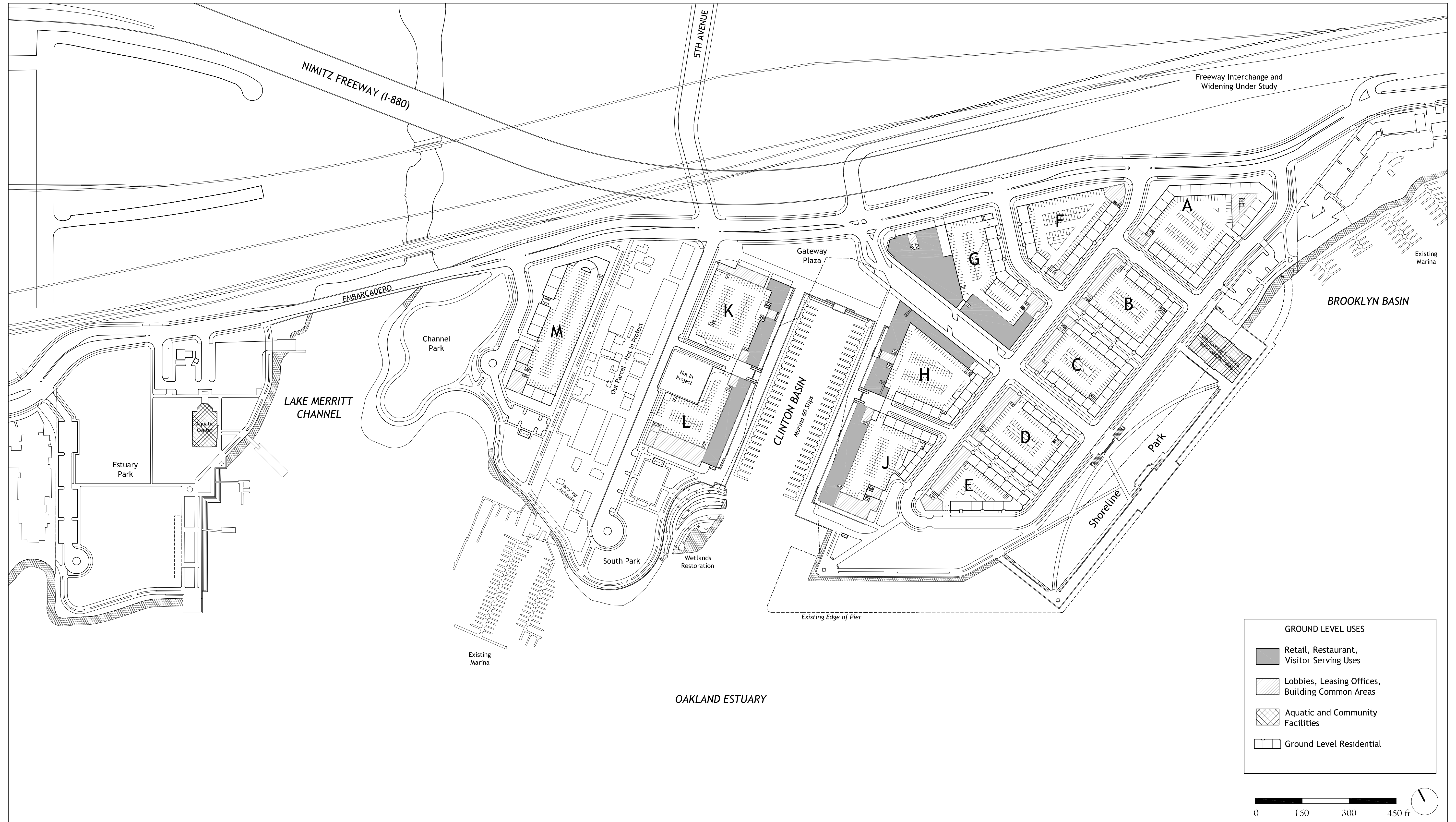
STREET LIGHTING STANDARDS

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4.8



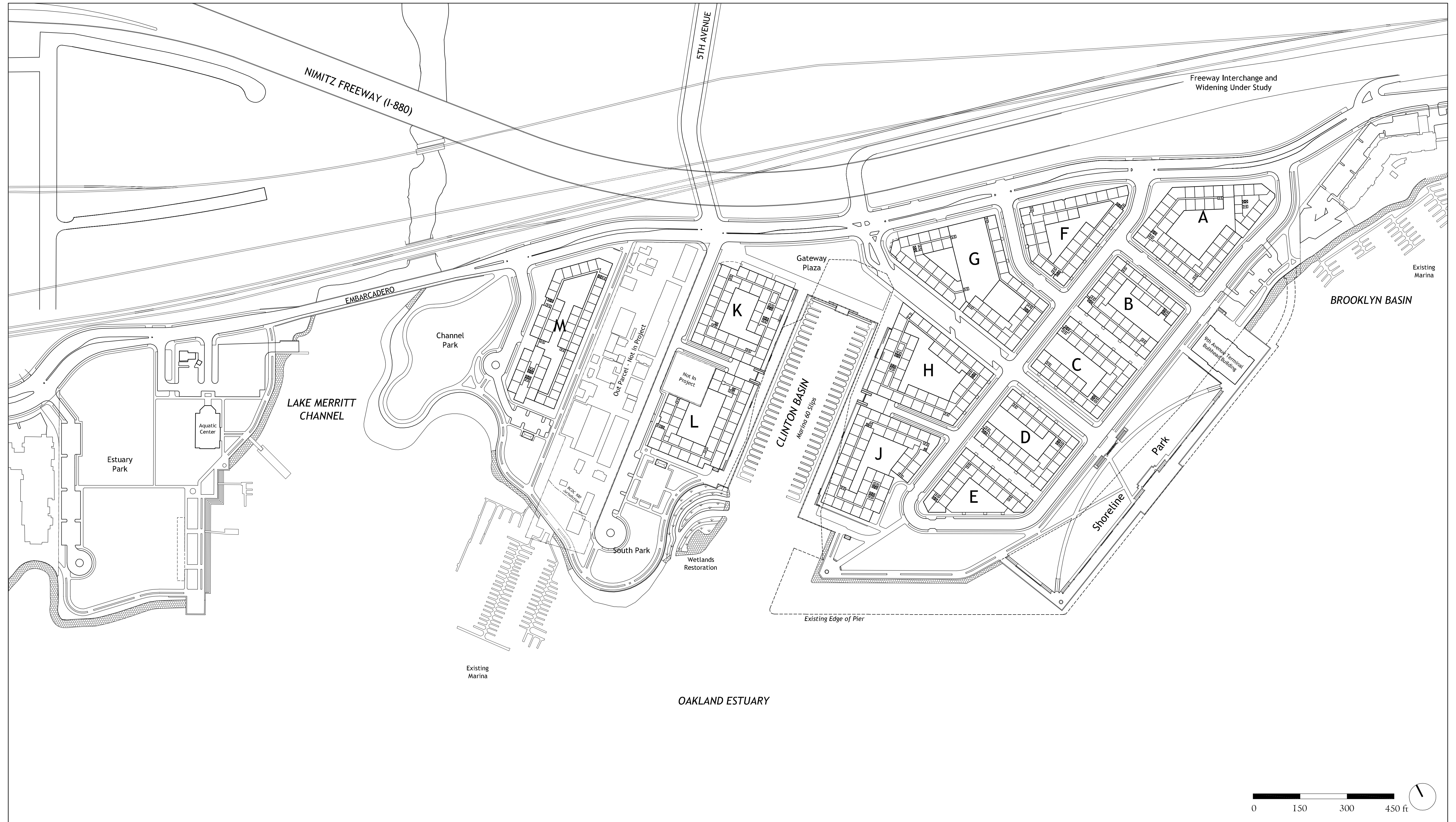
ILLUSTRATIVE GROUND LEVEL BUILDING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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SHEET NO.
5.1



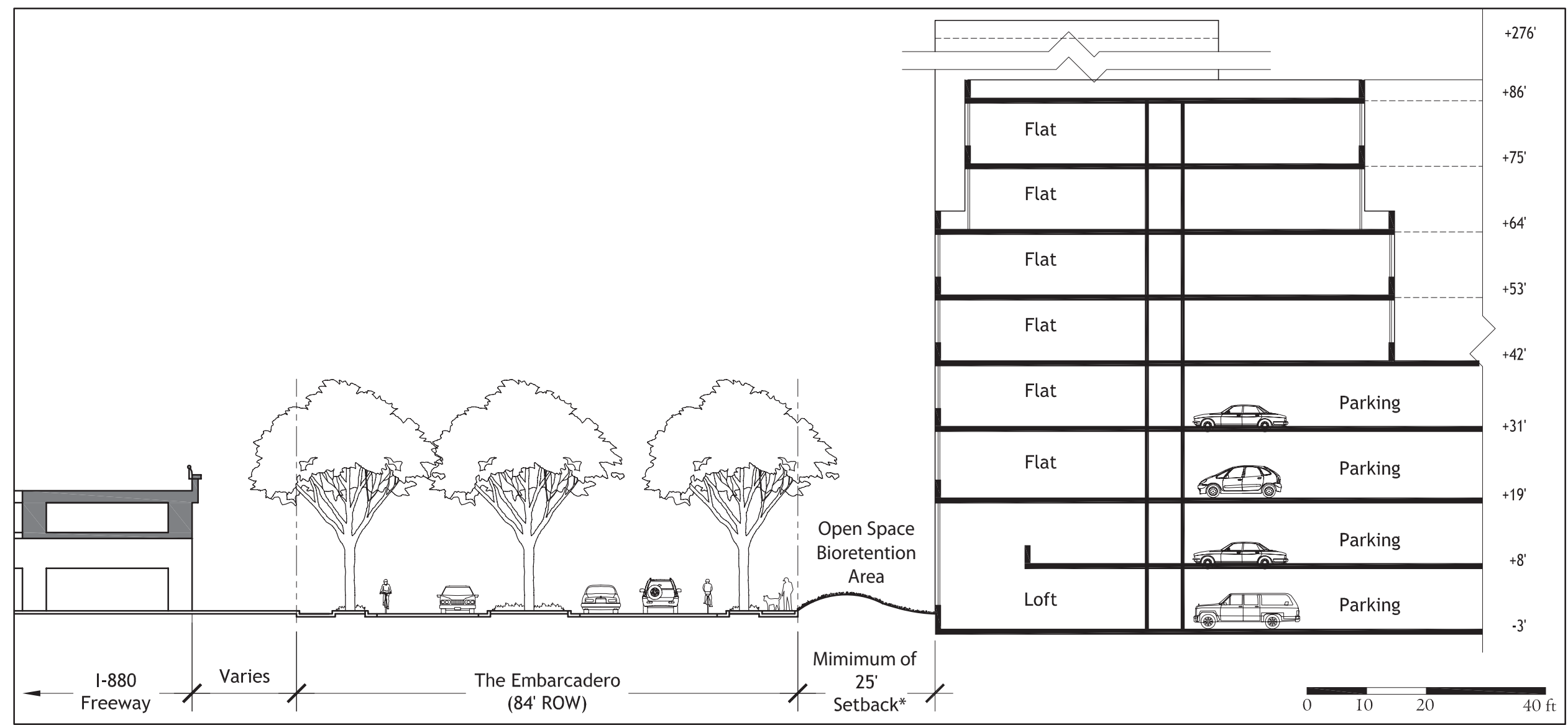
ILLUSTRATIVE UPPER LEVEL BUILDING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

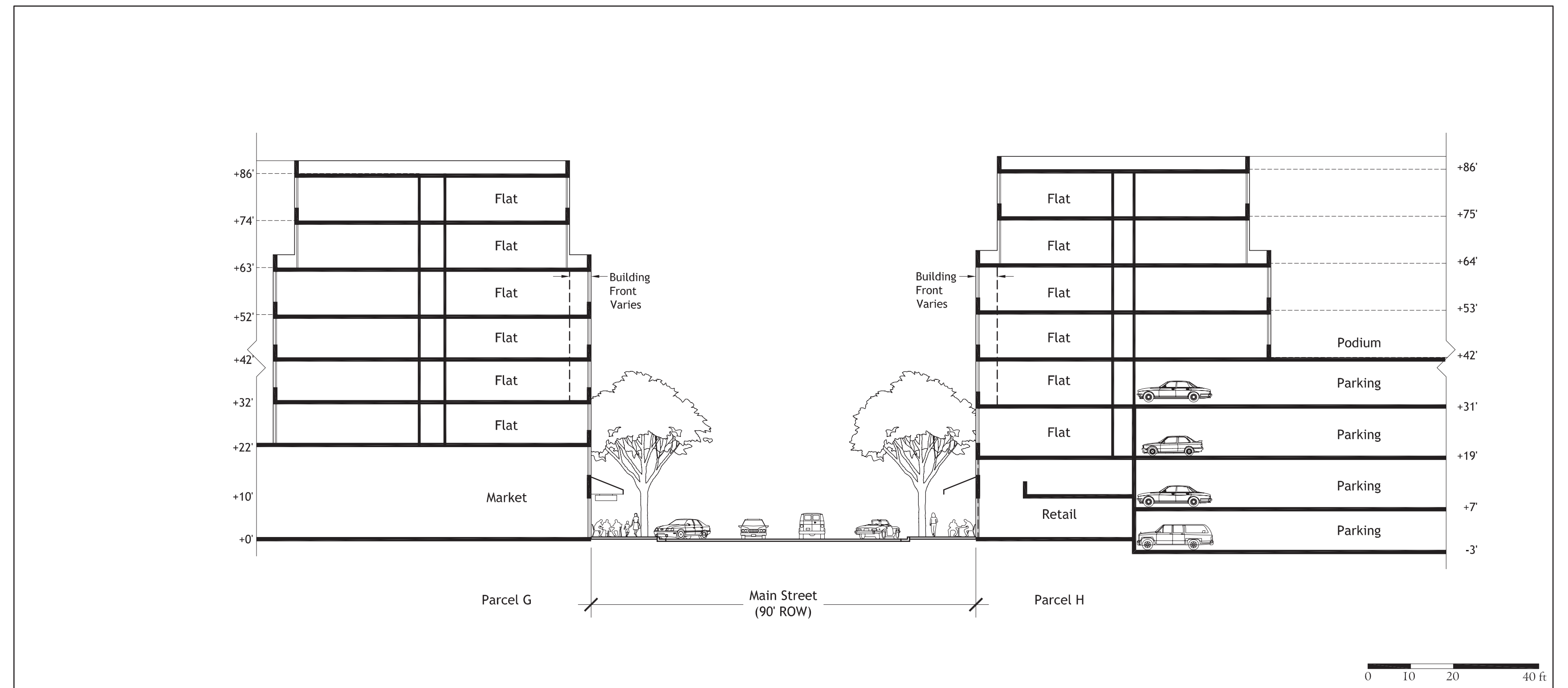
OCTOBER 2006

SHEET NO.
5.2

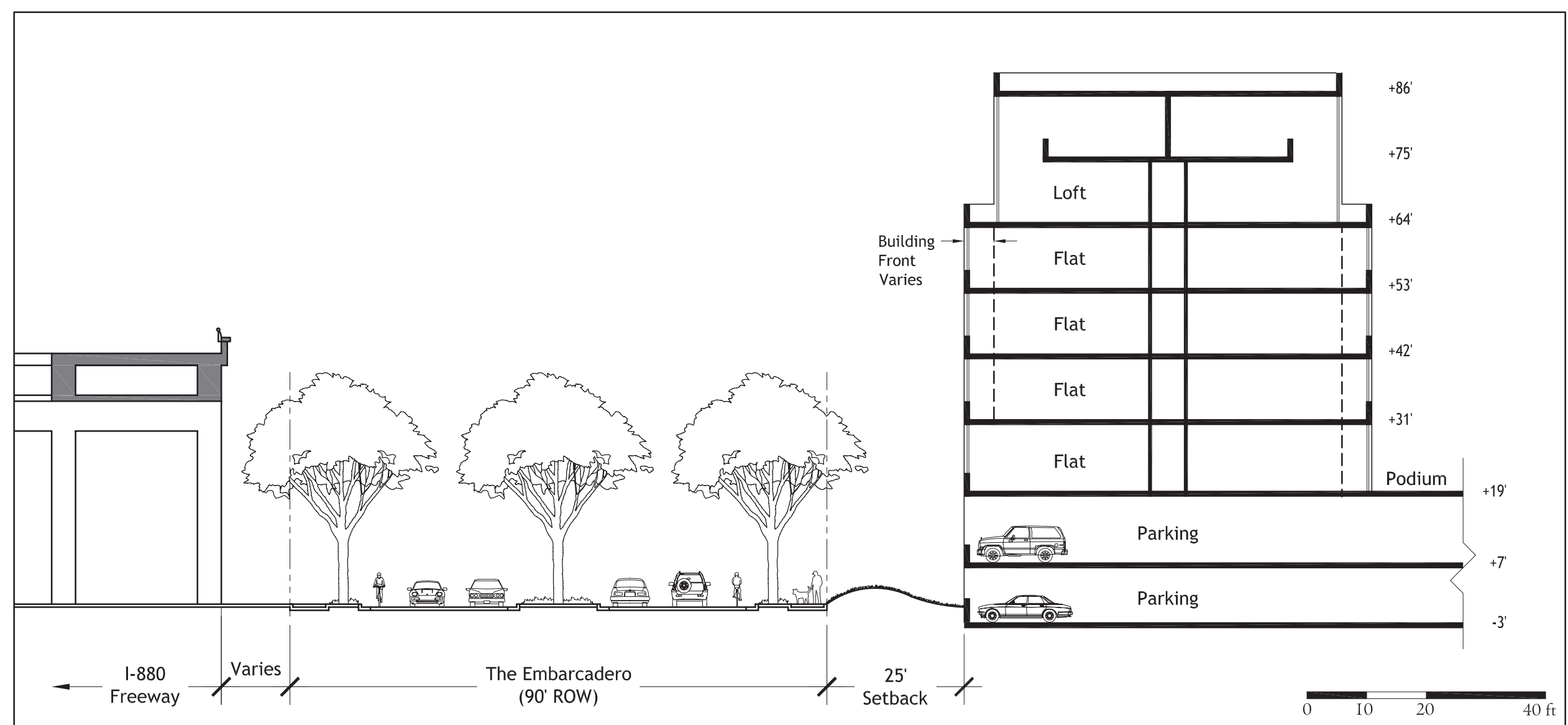


EMBARCADERO AT PARCEL A

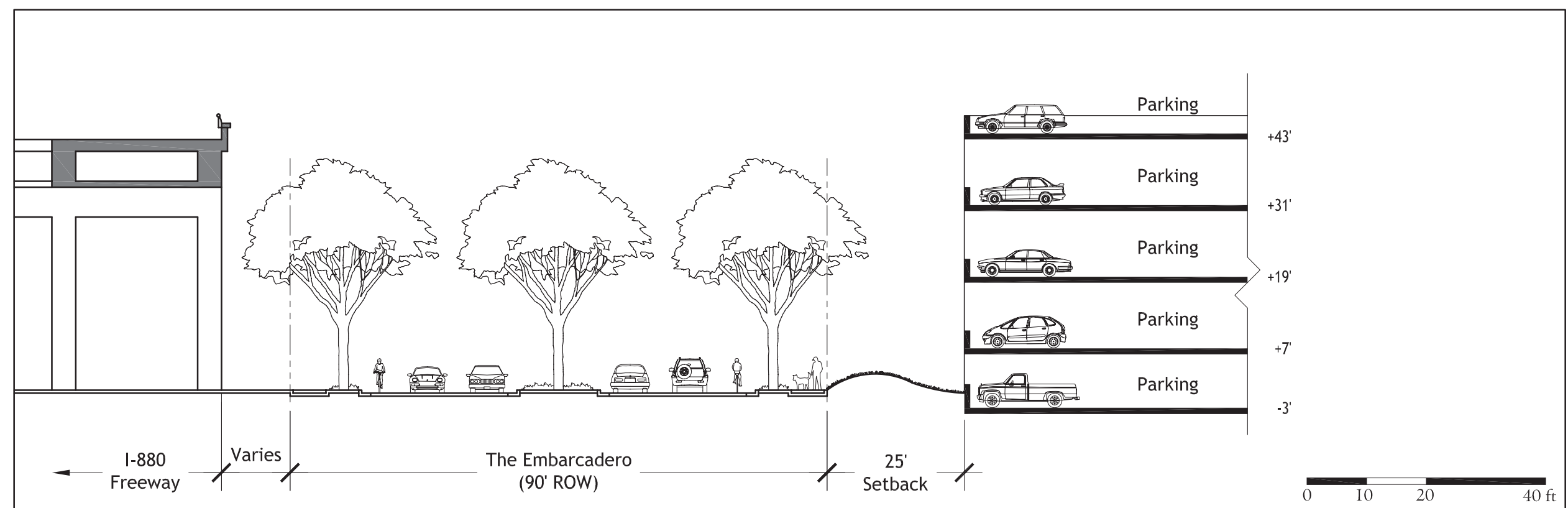
*Setback inclusive of bio-retention area.



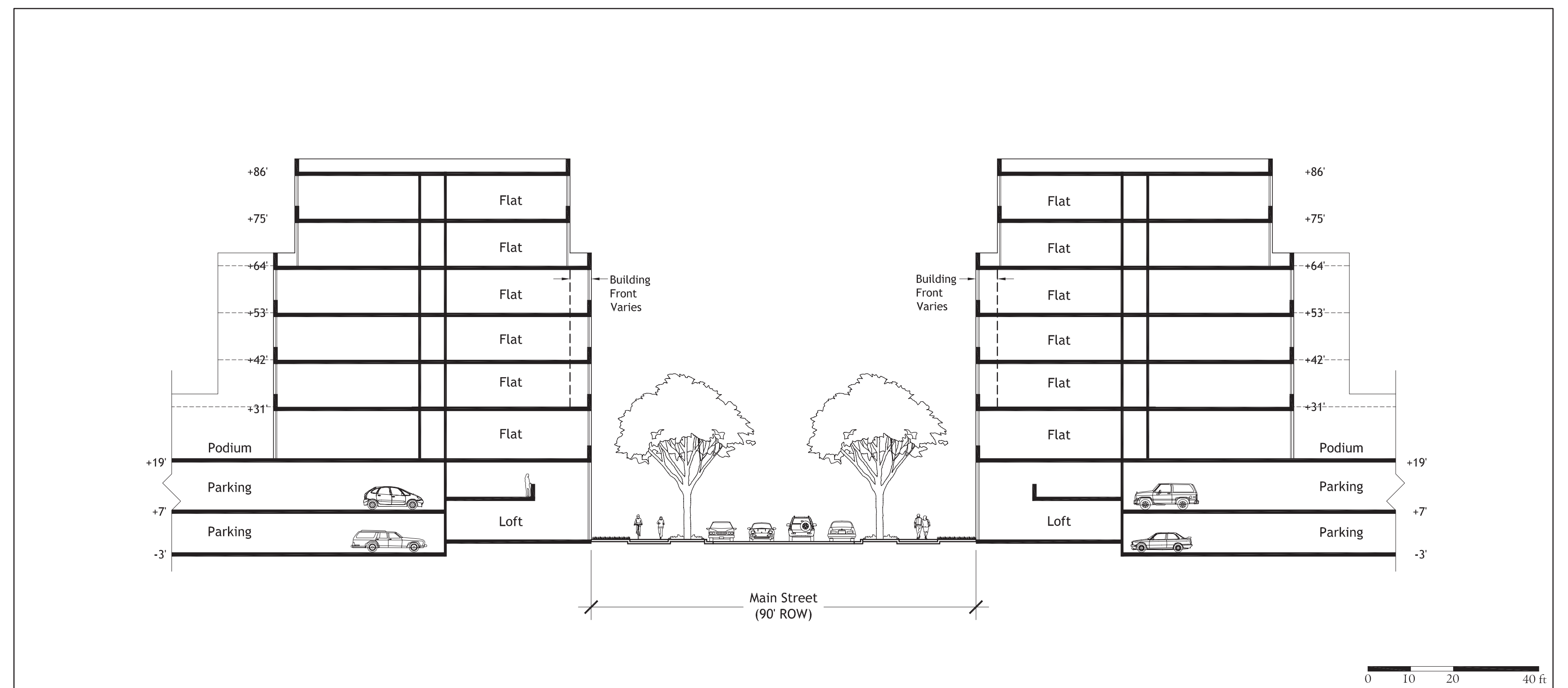
MAIN STREET AT PARCELS G & H



EMBARCADERO AT PARCEL F



EMBARCADERO AT PARCEL G



MAIN STREET AT PARCELS C & D

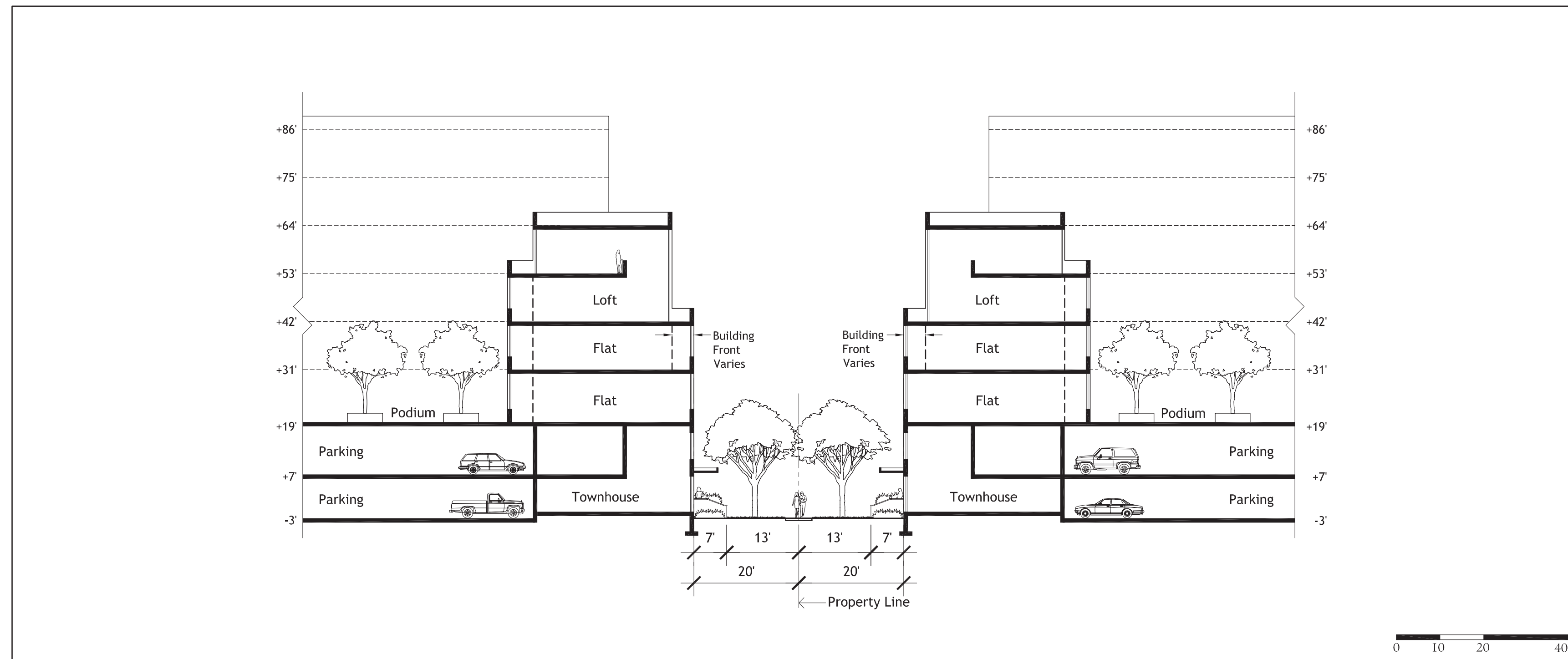
ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

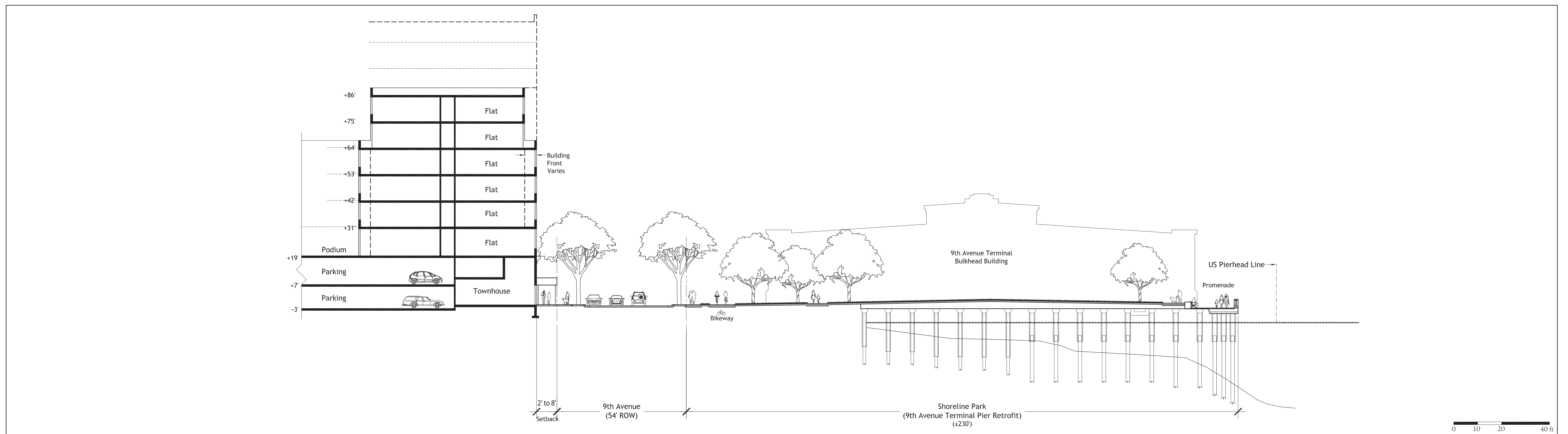
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SHEET NO.
5.3



PEDESTRIAN WAYS BETWEEN PARCELS B, C, D & E



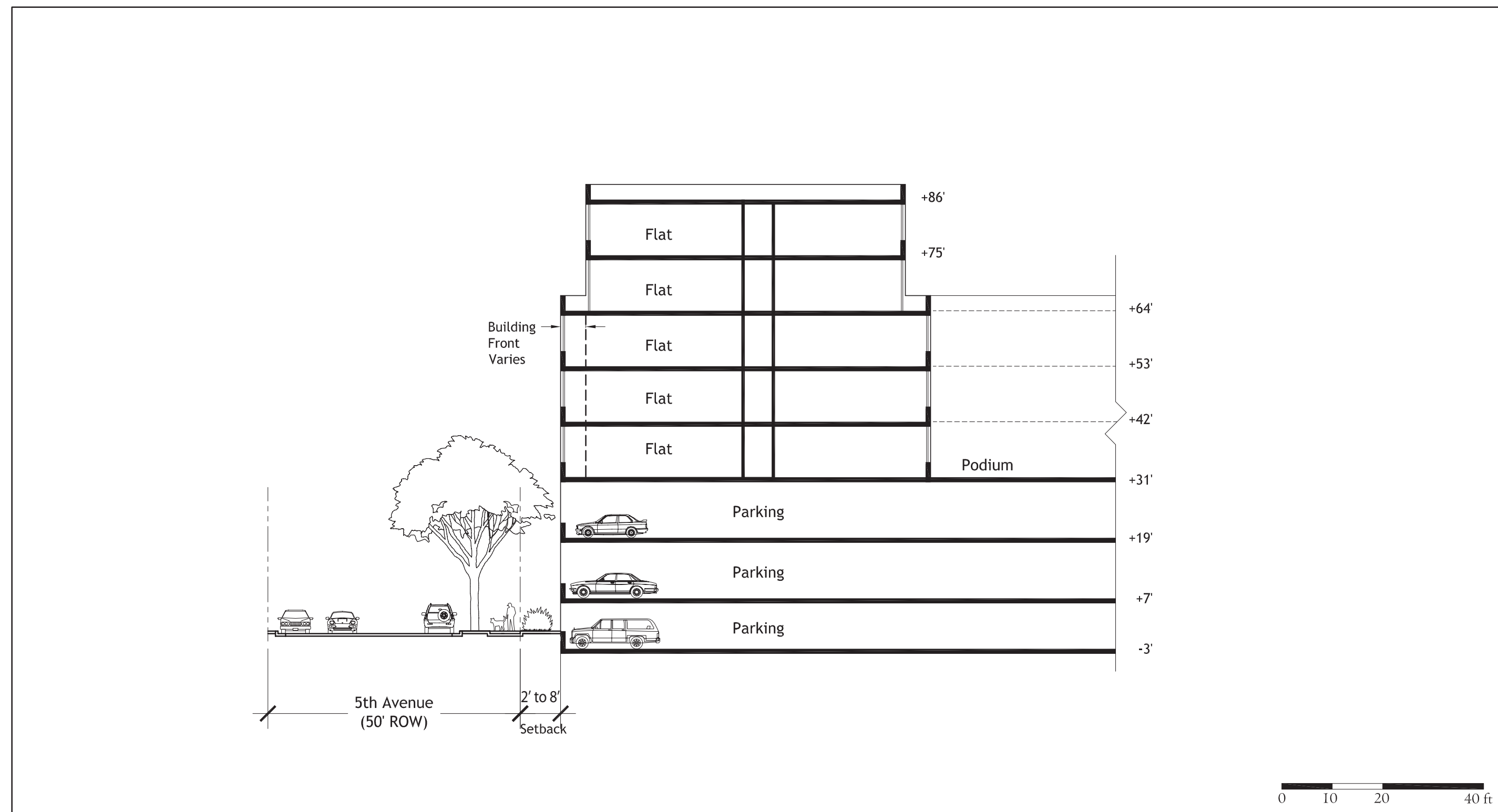
9th AVENUE AT PARCELS C, D, E & PIER RETROFIT

ILLUSTRATIVE BUILDING SECTIONS

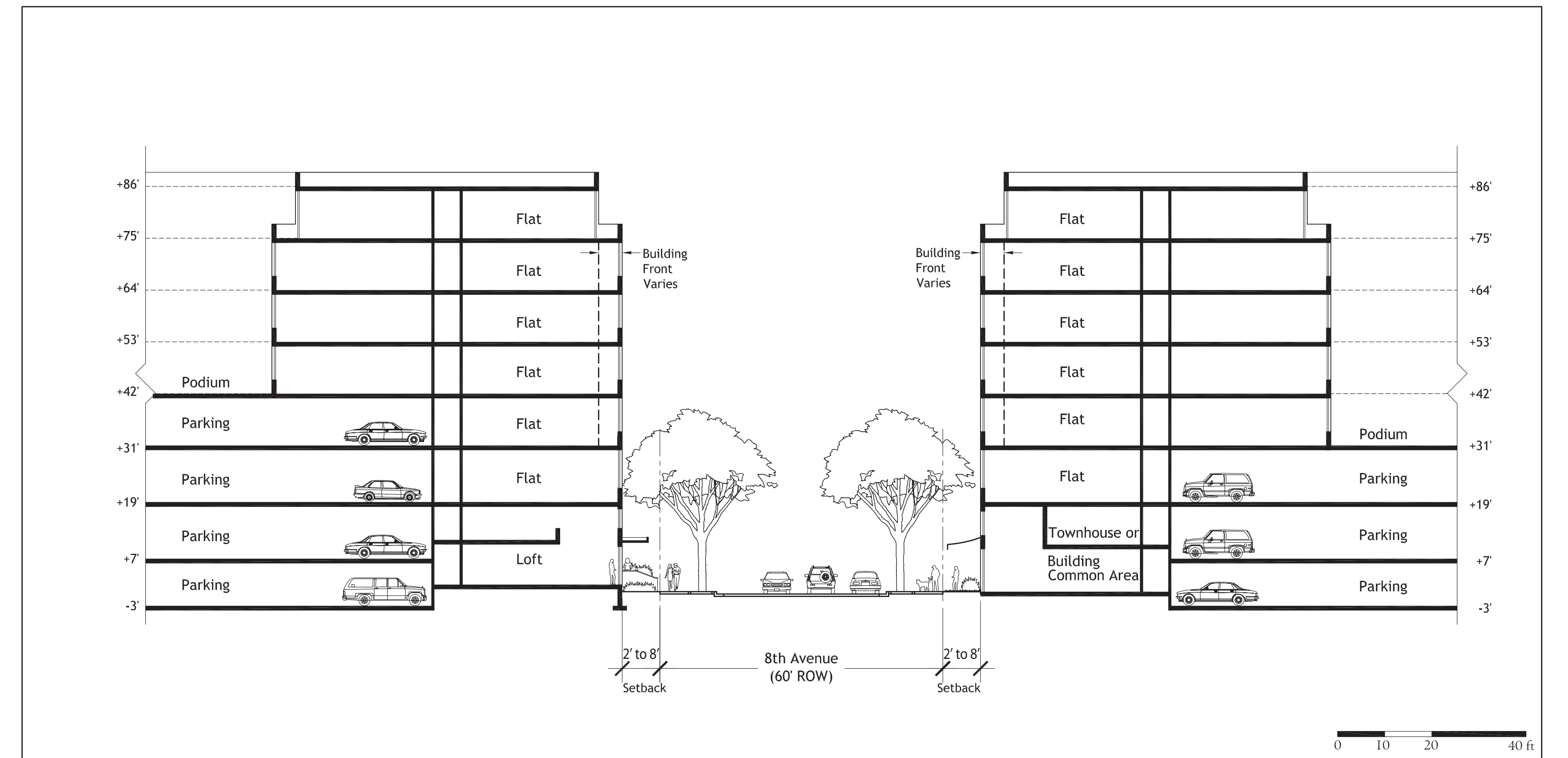
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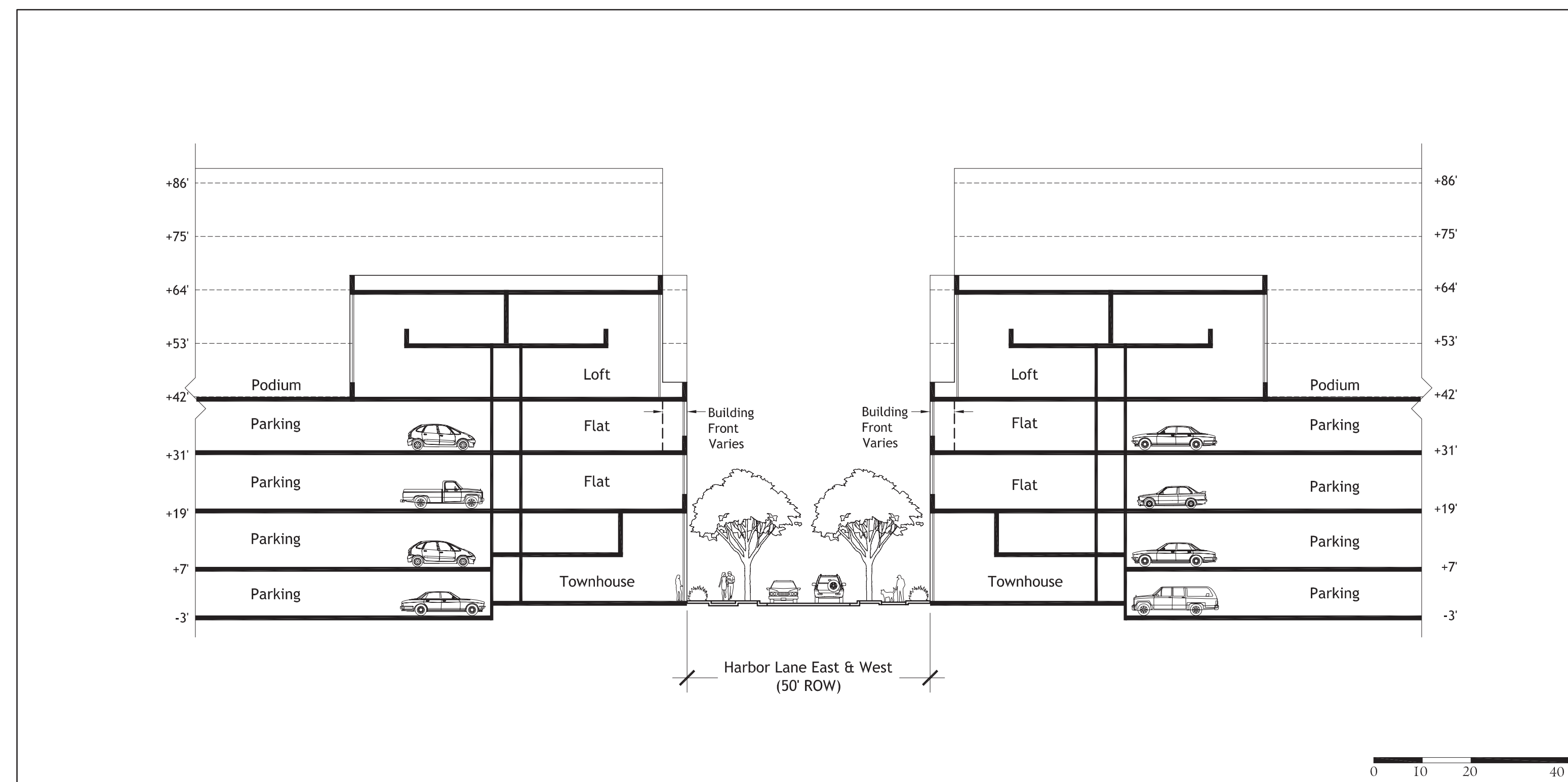
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5th AVENUE AT PARCELS K & L



8th AVENUE AT PARCELS B, F, C, G, D, H, E & J



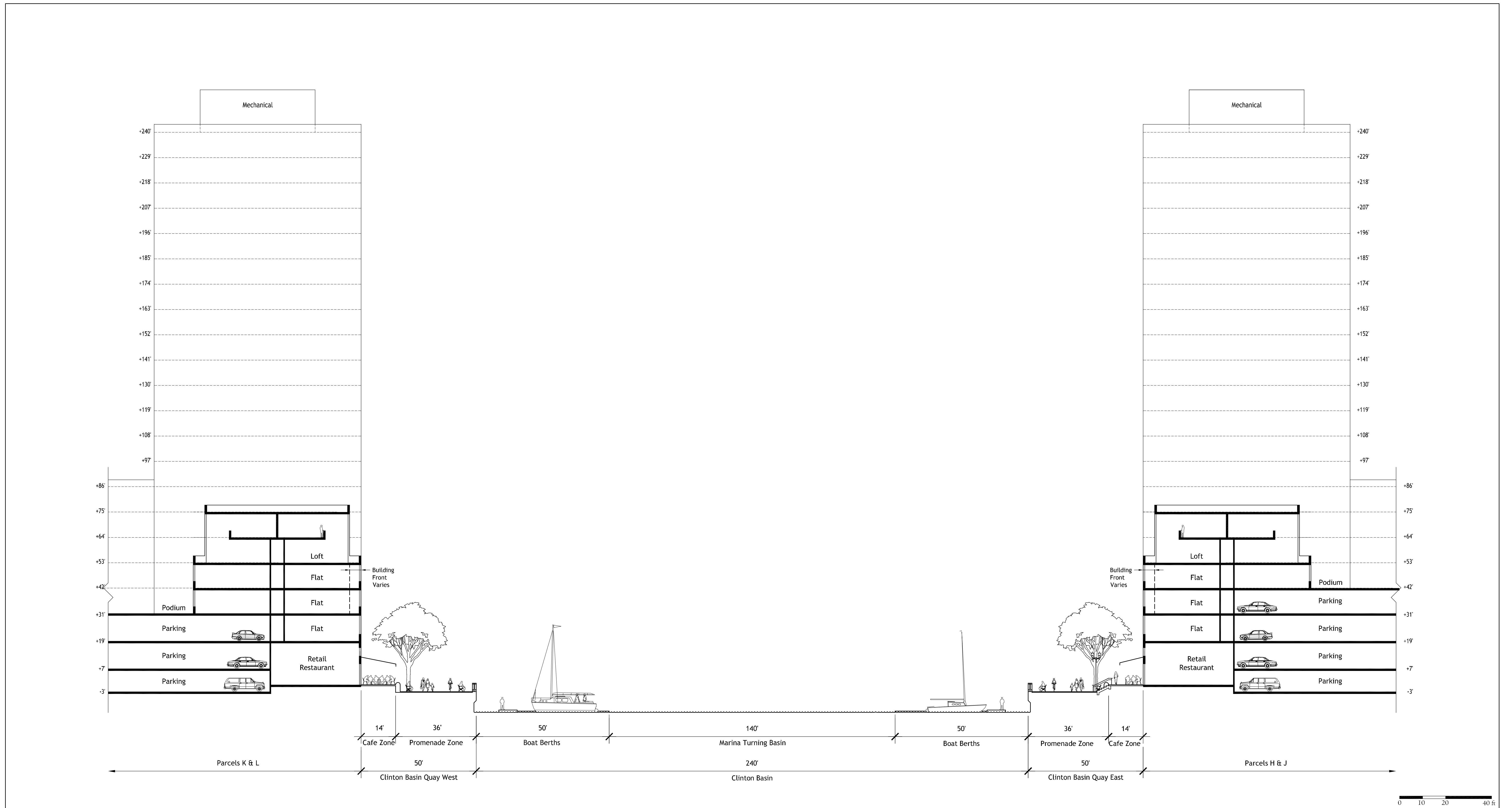
HARBOR LANE EAST & WEST AT PARCELS H, J, K & L

ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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CLINTON BASIN AT PARCELS H, K, J & L

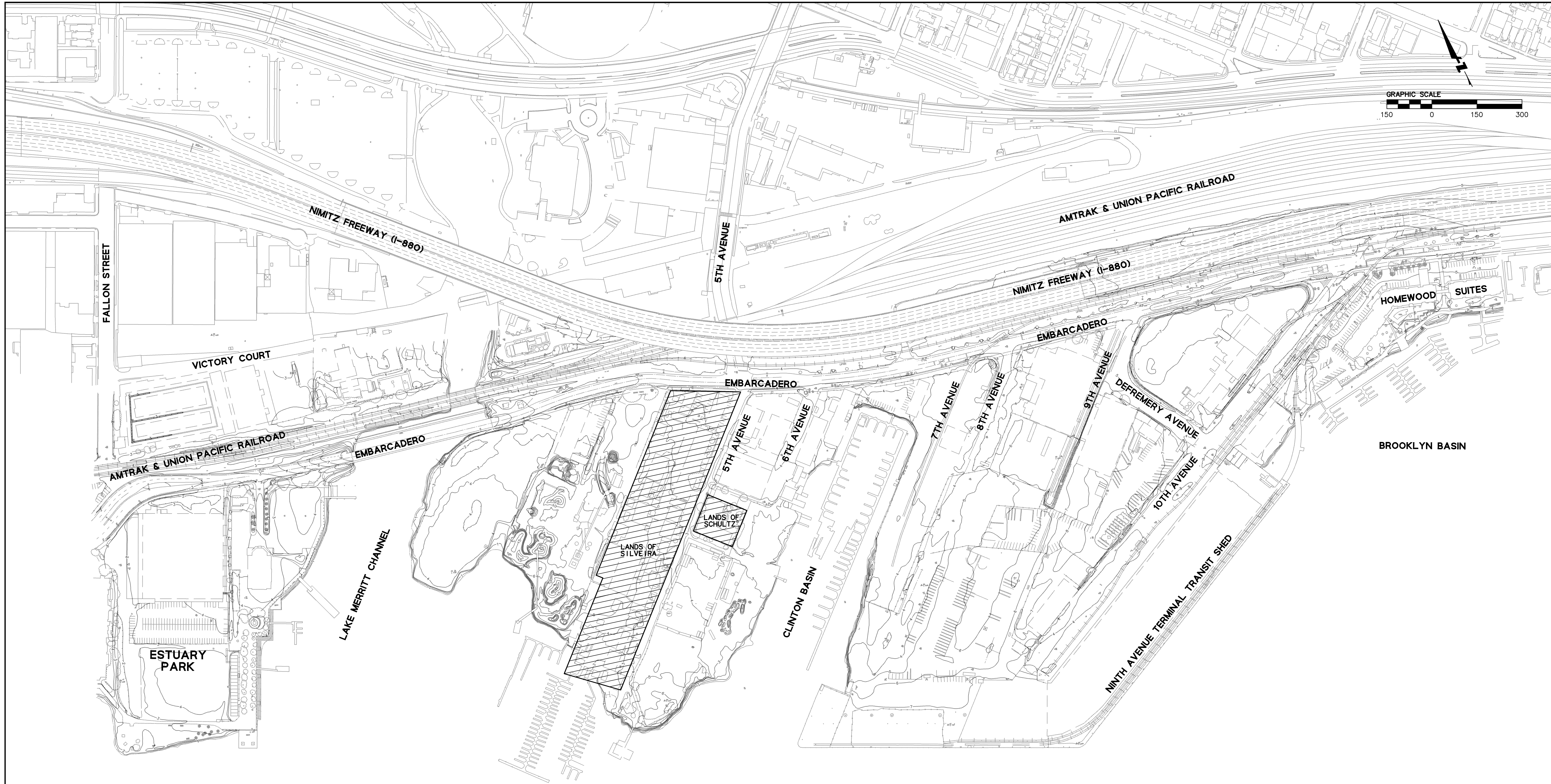
ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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OCTOBER 2006

SHEET NO.
5.6



OAKLAND ESTUARY

NOTES:

1) DATE OF AERIAL TOPOGRAPHIC SURVEY: 09-19-02 BY AERO GEODETIC CORP.

BENCHMARK:

2) ELEVATIONS SHOWN HEREIN ARE ON THE CITY OF OAKLAND VERTICAL DATUM AND BASED ON CITY OF OAKLAND BENCHMARK "CS 84". A FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTHBOUND LANDS OF THE 880 FREEWAY, SET IN THE NORTHERLY FACE OF A COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE, 4.4 FEET ABOVE GROUND.

ELEVATION = 9.164 FT, CITY OF OAKLAND DATUM

DRAWING NAME: 1527 STATION STREET, PART 1 OF 1

BROOKLYN BASIN
Oak to 9th Development Plan

CITY OF OAKLAND, CALIFORNIA

OAKLAND HARBOR PARTNERS

ROMA
URBAN DESIGN, MASTER PLANNING AND LANDSCAPE ARCHITECTURE

ROMA Design Group
1527 Station Street
San Francisco, California 94133
Telephone (415) 816-8900

CONSULTANT:
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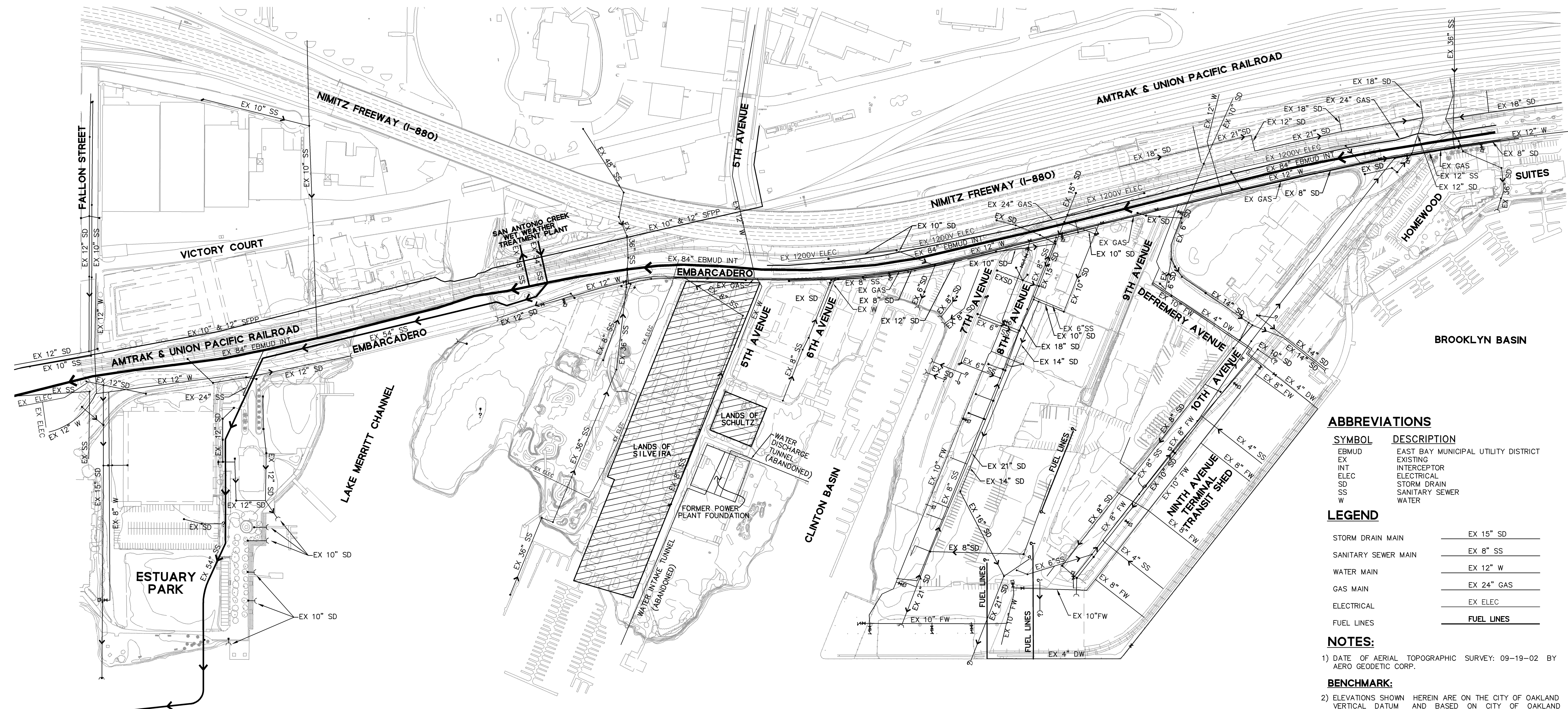
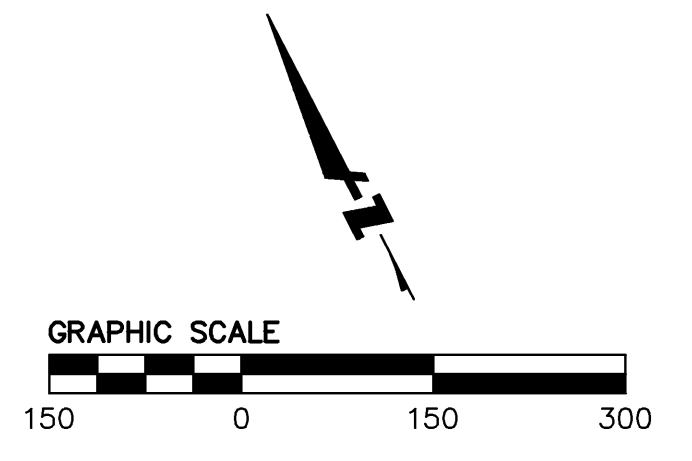
255 Shoreline Drive, Suite 200
Redwood City, CA 94065
650.482.6300 (TEL) 650.482.6399 (FAX)

REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-06-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-20-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE:
1"=150'
DATE:
October 16, 2006
NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36".

SHEET TITLE:
EXISTING TOPOGRAPHY

SHEET NO: C-1		
CASE	DRAWER	SET



ABBREVIATIONS

SYMBOL	DESCRIPTION
EBMUD	EAST BAY MUNICIPAL UTILITY DISTRICT
EX	EXISTING
INT	INTERCEPTOR
ELEC	ELECTRICAL
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER

LEGEND

STORM DRAIN MAIN	EX 15" SD
SANITARY SEWER MAIN	EX 8" SS
WATER MAIN	EX 12" W
GAS MAIN	EX 24" GAS
ELECTRICAL	EX ELEC
FUEL LINES	FUEL LINES

- NOTES:**
- DATE OF AERIAL TOPOGRAPHIC SURVEY: 09-19-02 BY AERO GEODETIC CORP.
 - BENCHMARK:**
ELEVATIONS SHOWN HEREIN ARE ON THE CITY OF OAKLAND VERTICAL DATUM AND BASED ON CITY OF OAKLAND BENCHMARK "CS 84".
A FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTHBOUND LANDS OF THE 880 FREEWAY, SET IN THE NORTHERLY FACE OF A COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE, 4.4 FEET ABOVE GROUND.
ELEVATION = 9.164 FT, CITY OF OAKLAND DATUM
 - UTILITIES**
THE UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM RECORD DATA/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION.

BROOKLYN BASIN
Oak to 9th Development Plan
CITY OF OAKLAND, CALIFORNIA

OAKLAND HARBOR PARTNERS

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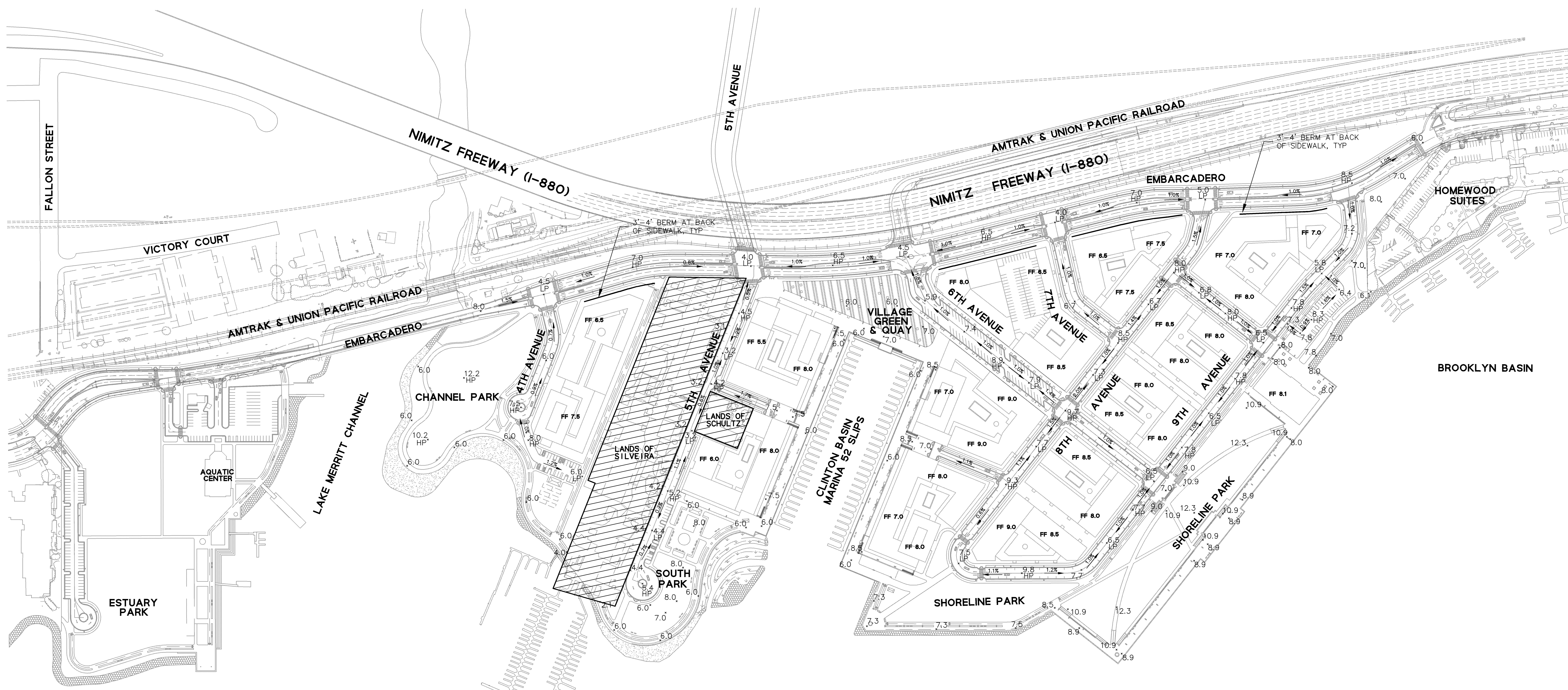
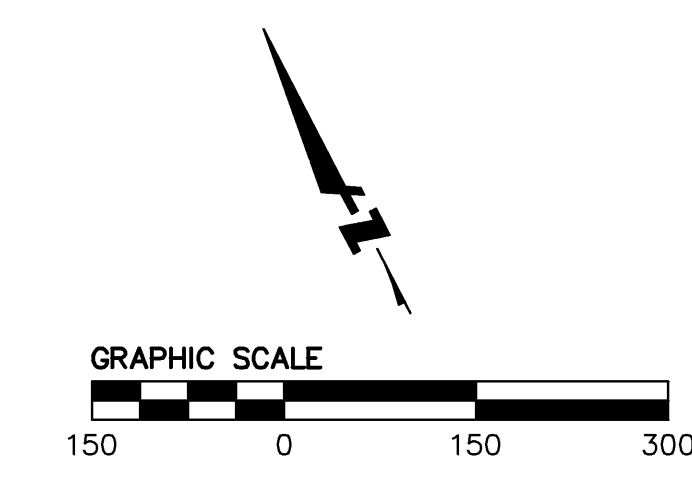
REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-06-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-20-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE:
1"=150'
DATE:
October 16, 2006
NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36".

SHEET TITLE:
EXISTING UTILITIES

SHEET NO:
C-2
CASE DRAWER SET

DRAWING NAME: BROOKLYN BASIN OAK TO 9TH DEVELOPMENT PLAN SHEET C-2 DATE: 10/16/06



ABBREVIATIONS

SYMBOL	DESCRIPTION
FF	FINISHED FLOOR
HP	HIGH POINT
LP	LOW POINT
TYP	TYPICAL

NOTES:
 1) REFER TO DETAILED GRADING CONCEPT PLAN, STREET SECTIONS AND SHORELINE SECTIONS FOR ADDITIONAL INFORMATION.

BROOKLYN BASIN
 Oak to 9th Development Plan
 CITY OF OAKLAND, CALIFORNIA

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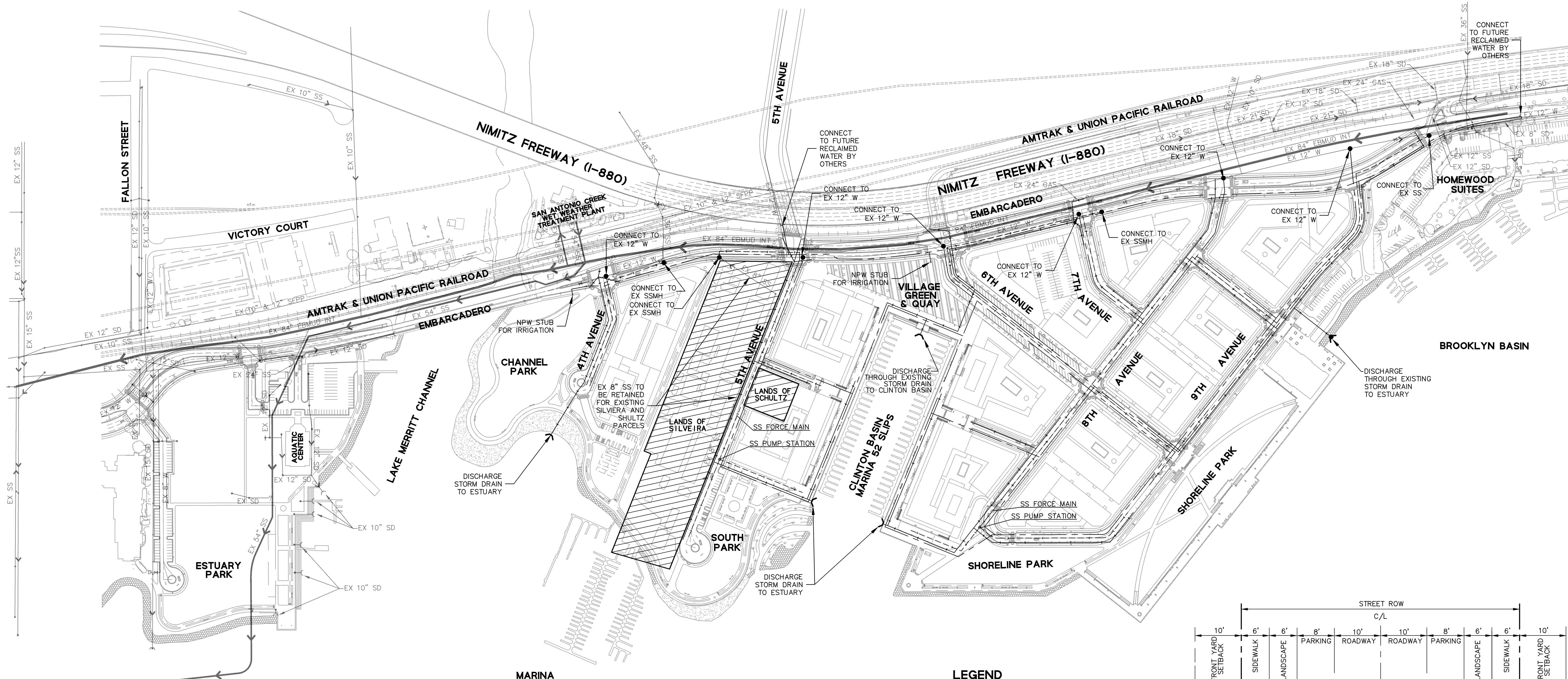
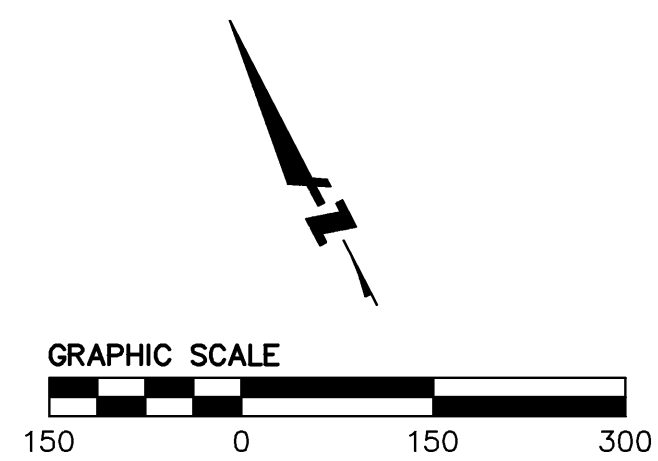
REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-06-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-20-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE:
 1"=150'
 DATE:
 October 16, 2006
 NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36".

SHEET TITLE:
PRELIMINARY GRADING CONCEPT PLAN

SHEET NO:
C-3
 CASE DRAWER SET

DRAWN BY: JAMES E. HARRIS
 CHECKED BY: JAMES E. HARRIS
 DATE: 10/16/06



OAKLAND ESTUARY

EXISTING UTILITIES

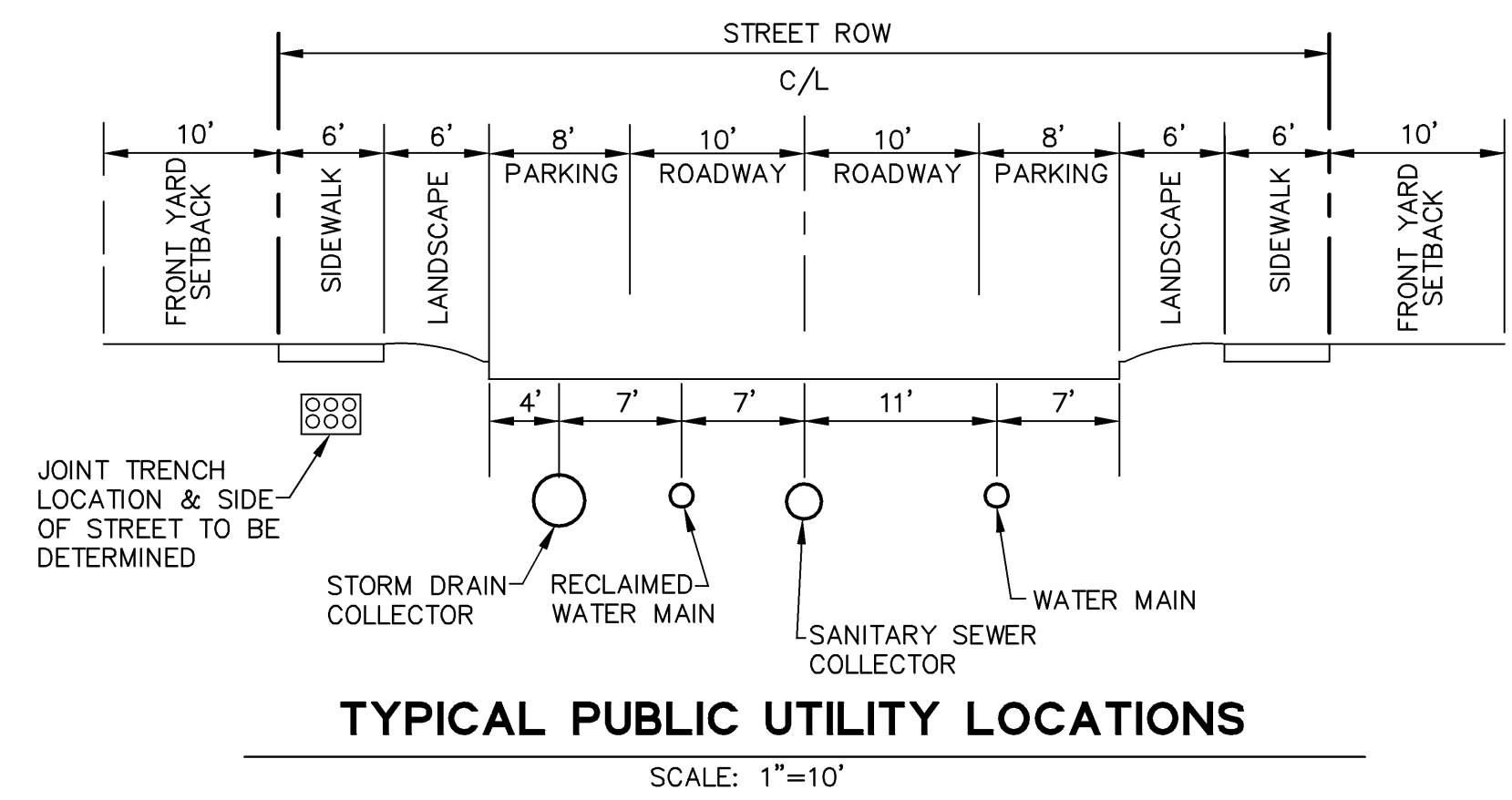
1) THE UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM RECORD DATA/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION.

ABBREVIATIONS

SYMBOL	DESCRIPTION
EBMUD	EAST BAY MUNICIPAL UTILITY DISTRICT
EX	EXISTING
INT	INTERCEPTOR
RW	RECLAIMED WATER
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER

LEGEND

	PROPOSED	EXISTING
STORM DRAIN MAIN	—————	EX 15" SD
SANITARY SEWER MAIN	-----	EX 8" SS
WATER MAIN	-----	EX 12" W
RECLAIMED WATER MAIN	-----	
POINT OF CONNECTION TO EXISTING UTILITY	•	
STORM DRAIN DISCHARGE	⤵	⤵



BROOKLYN BASIN
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PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE:
1"=150'
DATE:
October 16, 2006
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SHEET TITLE:
PRELIMINARY UTILITY CONCEPT PLAN

SHEET NO:
C-4
CASE DRAWER SET

DRAWING NAME: PRELIM UTILITY CONCEPT PLAN



OAK TO 9TH BROOKLYN BASIN

DESIGN GUIDELINES

APRIL 2015

OAK TO 9TH BROOKLYN BASIN

DESIGN GUIDELINES

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PREPARED BY ROMA DESIGN GROUP

APRIL 2015



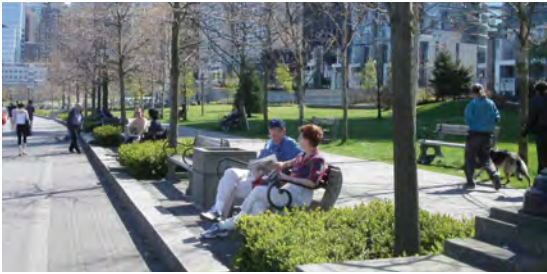
ILLUSTRATIVE PLAN

THE VISION FOR BROOKLYN BASIN



Brooklyn Basin will establish a vibrant new mixed-use neighborhood on the Oakland Estuary, reinforcing the public role and destination appeal of the waterfront as a civic destination of regional importance. With its extensive “necklace” of parks, promenades, quays and plazas, the new community will significantly extend and enliven Oakland’s waterfront eastward from Jack London Square, reconnecting the City with a significant portion of its shoreline. In addition

to its open space network, a rich offering of cultural, commercial and recreational activities will give Brooklyn Basin importance to Oakland and the Bay Area community. A diverse mix of residents will further enliven this part of the City and establish it as a viable neighborhood with sufficient critical mass to overcome the significant transportation infrastructure that now separates the waterfront from the downtown and the remainder of the community.



URBAN DESIGN PRINCIPLES

The goal for Brooklyn Basin is to create a vibrant mixed-use neighborhood that furthers Oakland's efforts to promote urban living and to reconnect the city with its waterfront. The following urban design principles are intended to support this goal:

1. Establish a continuous and diverse network of public open spaces, including parks, promenades and plazas along the Estuary shoreline.
2. Configure and design the open space system to serve as a city-wide and regional resource.
3. Create walkable and lively public streets, open spaces and pedestrian ways that provide strong visual and pedestrian linkages between the waterfront and inland areas.
4. Provide a range of cultural, recreational and commercial activities that reinforce the public destination appeal and civic role of the waterfront.
5. Introduce a mix of housing that supports a diverse population of residents and that promotes a day and nighttime environment along the waterfront.
6. Maintain and enhance public views to the waterfront.
7. Configure and design buildings to spatially define and reinforce the public character of streets and open spaces.
8. Introduce ground level activities that enliven streets and public spaces.
9. Develop a dynamic composition of taller and shorter buildings that reinforce the spatial characteristics of the waterfront and open space system, and that dramatize this unique shoreline setting.
10. Allow for a diversity of architectural expressions within the strong public framework of streets and open spaces.



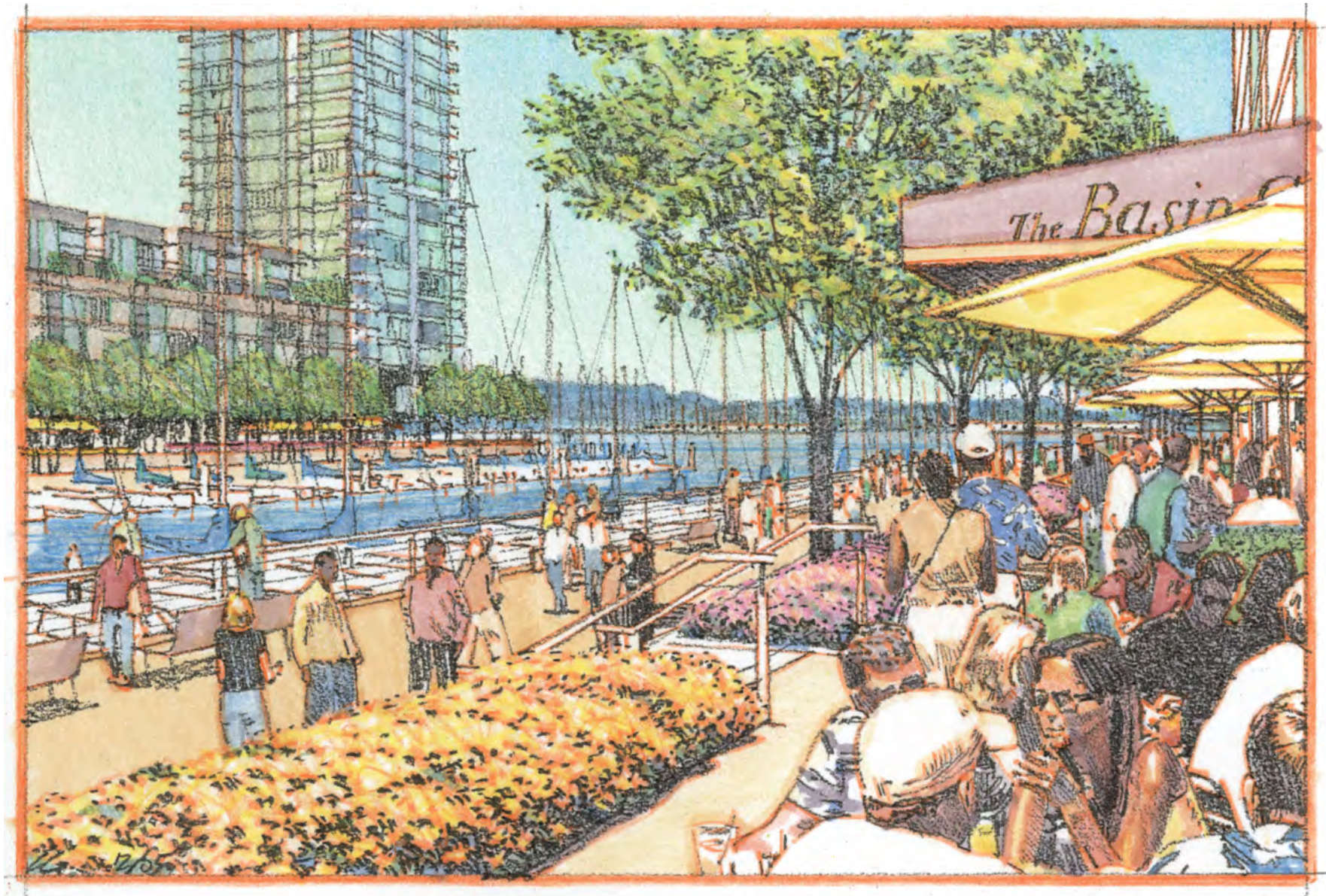
CONTINUOUS WATERFRONT OPEN SPACE

URBAN DESIGN CONCEPT

A Continuous Necklace of Waterfront Open Space

Brooklyn Basin will provide approximately 32 acres of public open space along the Estuary, linked by a continuous pedestrian and bicycle trail system that connects Jack London Square with Oakland's eastern waterfront. The open space system will include a restored wetland, four new parks, an expanded Estuary Park, and a wide public promenade along the perimeter of Clinton Basin. More specifically:

- **Estuary Park** will be expanded by approximately 2 acres to the north and east, and more strongly integrated with the Aquatic Center at the mouth of Lake Merritt Channel; public parking will be provided along the western edge of the open space and the large field space will be enhanced. The park will open up panoramic views to the Estuary from The Embarcadero.
- **Channel Park** across Lake Merritt Channel from Estuary Park will be designed as a large waterfront meadow with a new vegetated edge, suitable for passive recreation, picnicking and sunbathing. Bocce ball courts are incorporated in the southeastern portion of the open space, adjacent to a small public parking lot. A dog park is planned immediately south of the Lake Merritt Channel bridge along the Embarcadero. The park will be designed to accommodate future connections to Lake Merritt along the Channel.
- **South Park** at the southern terminus of Fifth Avenue will provide panoramic views up and down the Estuary. The park also overlooks a reclaimed wetland at the mouth of Clinton Basin, and features a children's playground.
- **Clinton Basin** forms the heart of the new community. The 3.6-acre water space will be a unique urban destination animated by recreational vessels and surrounded by a public esplanade lined with overlooking cafes and restaurants. The 50-foot wide public quay is organized in two stepped tiers, a 15-foot wide promenade with outdoor cafes providing overlook onto a 35-foot wide promenade at the water's edge with public seating and landscaping.
- **Gateway Park** offers dramatic views of Clinton Basin and the Estuary from the Embarcadero and I-880, and a direct visual and pedestrian connection between Fifth Avenue and the shoreline. The park will provide a stage for civic events as well as commercial (e.g., farmers market, arts/crafts fairs, etc.) and recreational activities oriented to both Clinton Basin and Main Street.



Clinton Basin forms the heart of the new community. It is defined by a public esplanade lined with overlooking cafés and restaurants.

- **Shoreline Park** along the southern and western edges of the community provides a grand civic space oriented to the open water of Brooklyn Basin. The park is designed to accommodate large celebrations, concerts, water festivals, as well as day-to-day activities, such as informal play and passive recreation. Much of the park is built on the existing pile-supported pier structure of the 9th Avenue Terminal, the maritime history of which will be celebrated through interpretive elements and displays.

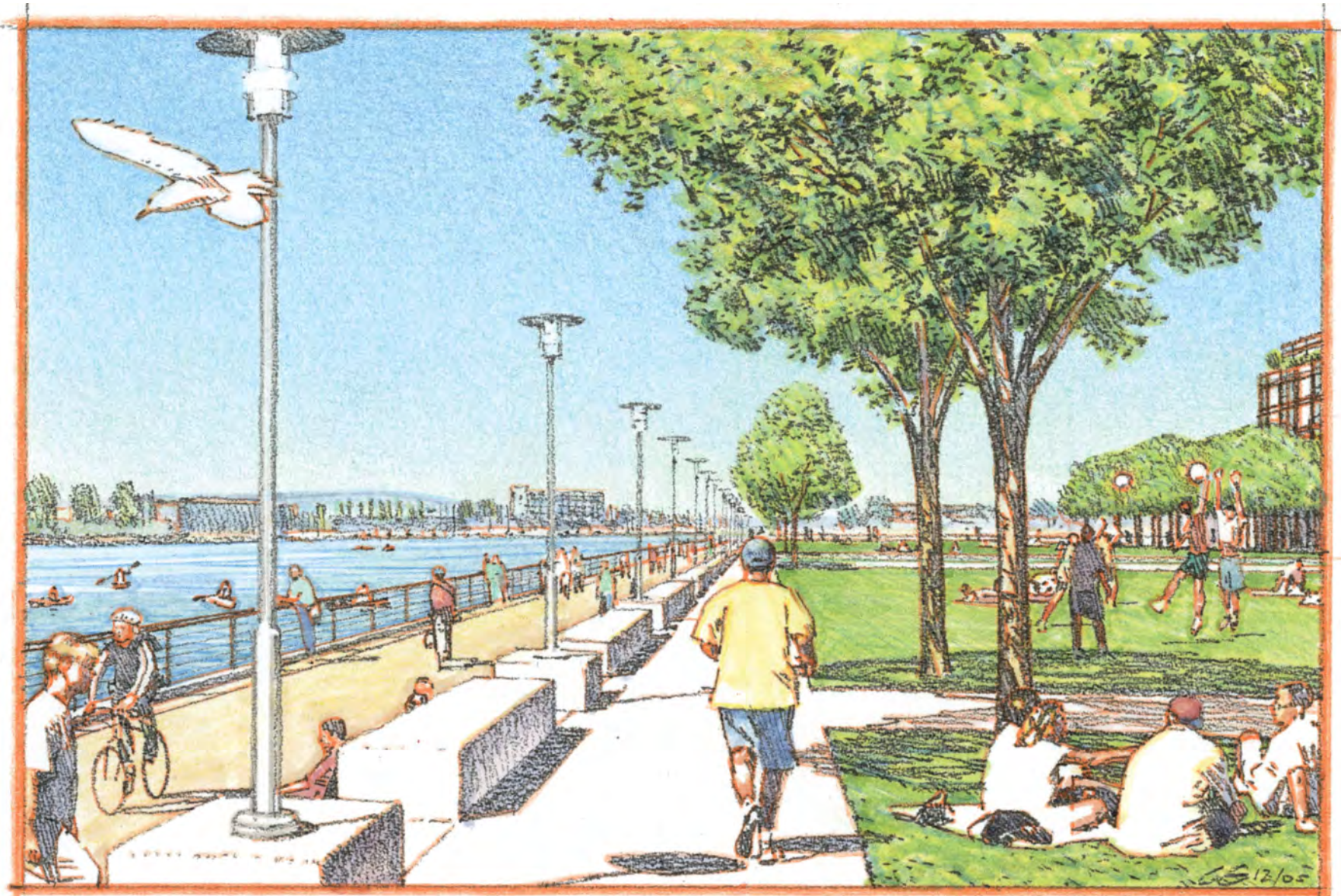
A Rich Pattern of Public Streets and Pedestrian Ways

Streets in the Brooklyn Basin community are configured and designed as an integral extension of the open space system, providing direct pedestrian and visual linkages between the city and the waterfront. The streets are aligned to offer direct views to the Estuary from the Embarcadero and oriented to ensure maximum exposure to the sun throughout the day and year. Each street is designed to create a unique urban and pedestrian experience with generous sidewalks and adjoining buildings that provide activities, eyes on the street and strong spatial definition. The pattern of blocks, at intervals of 300 to 400-feet, extends the grid pattern of the city and offers multiple and diverse routes between the Embarcadero and the shoreline. More specifically:

- **Main Street** joins the Embarcadero at the foot of Clinton Basin, and terminates at Shoreline Park. The wide street serves as a

commercial mixed-use spine and gathering place for the community. Between the Embarcadero and 8th Avenue, it is lined with neighborhood-serving shops that will benefit from the intensity of activity, the high levels of visibility, and convenient on-street diagonal parking. Between 8th and 9th Avenues, workshops, galleries and work-live lofts will extend the commercial character and activity of the street to Shoreline Park.

- **Ninth Avenue** forms a strong public edge to Shoreline Park, and a direct and welcoming entrance to the community from the Embarcadero. A wide bicycle and pedestrian promenade along the park edge of the street accommodates the significant volumes of waterfront visitors that are expected, and the street offers generous on-street curbside parking as well as access to a public parking lot just north of the 9th Avenue Terminal.
- **Eighth Avenue** is an urban residential street connecting the Embarcadero with the waterfront at the southeastern tip of the Brooklyn Basin community. The street will have an urban village character, with tree-lined sidewalks defined by ground level lobbies, townhouse and loft units.
- **Fifth Avenue:** As a major north-south corridor through Oakland, Fifth Avenue will be maintained and enhanced as a critical linking and gateway street in the Brooklyn Basin community. The street provides the principal address and



Shoreline Park provides a grand civic space oriented to the open water of Brooklyn Basin.

access for the existing artists' community, which will remain. Provision will be made for continuous pedestrian access along the western edge of the street, and the relatively light volumes of vehicular traffic will make the street a comfortable route for recreational cyclists destined for the waterfront.

- **Fourth Avenue** will provide public pedestrian, vehicular and bicycle access along the western edge of Channel Park from the Embarcadero. The street will include on-street public parking and provide access to a small public parking lot for park visitors.
- **Pedestrian Mews:** Complementing and extending the public street network, a series of more intimately scaled pedestrian streets will offer additional access through the community and to the waterfront. These include a pedestrian and bicycle way along the eastern edge of the Fifth Avenue artists' community, which will be lined with workshops and lofts, and two residential mews between Eighth and Ninth Avenues that connect Clinton Basin with Shoreline Park.

A Diverse Mix of Public-Oriented Activities

A program of cultural, recreational and commercial activities has been programmed to reinforce the public spiritedness of the Brooklyn Basin community and its appeal as a citywide resource and waterfront open space destination. More specifically:

- **Ninth Avenue Terminal:** A refurbished section of the Ninth Avenue Terminal will provide an opportunity for historical and interpretive exhibits that celebrate the maritime heritage of the site, a cultural center, community-gathering place, restaurant and retail opportunities.
- **Recreational Boating** will be further expanded in the area through the renovation of the Clinton Basin and Fifth Avenue Marina. The Aquatic Center at Estuary Park will be maintained and enhanced as an integral part of the new community.
- **Commercial Recreation:** Visitor-oriented shops and restaurants will further reinforce the public appeal of Clinton Basin, creating a vibrant urban place at the water's edge, and a waterfront destination unique in the region and indeed the country.



Main Street is envisioned as a commercial mixed-use spine connecting the Embarcadero with Shoreline Park.

- **Neighborhood Serving Commercial Use:** In addition, Main Street is planned with 75,000 square feet of ground level shops and a grocery store that will be attractive to both residents and visitors. The friendly pedestrian environment and the proximity to both Clinton Basin and Shoreline Park will make this a popular new activity center in Oakland.
- **Podium Units** in the mid-rise buildings of Brooklyn Basin will come in a full range of sizes and as such will serve a broad segment of the population including seniors, singles, and young couples. Many of these units will enjoy direct views to the waterfront and/or internal courtyard open spaces with resident serving amenities.

A Wide Range of Housing Opportunities

Brooklyn Basin is planned and designed as a new Oakland neighborhood, focused on livability and diversity in the spirit of the broader community. As such, the neighborhood includes a wide range of housing types that can meet the needs of families, seniors, young couples and singles. More specifically:

- **Live-Work Loft Units** capable of accommodating artist workshops or galleries and other small businesses are envisioned in a variety of locations in the Brooklyn Basin community, including along Main Street between 8th and 9th Avenues and along other internal streets of the community where they will contribute to a lively and interesting pedestrian environment.
- **Townhouse Style Units** will also activate sidewalks along the pedestrian mews near Shoreline Park and along the other internal streets of the community. With their direct proximity to the open space and trail system, these units will be particularly suitable for young families.

- **High Rise Tower Units:** As an urban neighborhood, Brooklyn Basin also offers high rise living with units that will have broad panoramic views of the Estuary, Bay and Oakland hills.

A Dynamic Composition of Building Forms and Expressions

Rather than a homogeneous or monolithic grouping of buildings, the Brooklyn Basin community is conceived as a diverse and varied skyline carefully composed to give form to the waterfront and to the public spaces and streets of the neighborhood. From a distance the community will appear as an extension of the city, with five distinctive towers spaced in a manner that maintains views to the water from the Oakland hills and upland areas. Along the Embarcadero and the I-880 freeway, the building wall will be varied in height and broken at regular intervals by streets and open spaces that provide views to the Estuary and shoreline parks. Within the community, the height and massing of buildings serve to dramatize the visual setting of the waterfront and open space, spatially define



Eighth Avenue will have an urban village character with tree-lined sidewalks defined by ground level lobbies, townhouses and loft units.

key public spaces, and lend diversity and interest to the public environment. The composition of buildings is predicated on the following principles:

- **Four-Sided Architecture:** Although Brooklyn Basin is a waterfront community with dramatic views up and down the Estuary, the waterfront edge is not given priority over any other edge. In order to ensure strong integration with the remainder of the city, a high quality of architectural treatment is planned on all sides, those facing the Embarcadero and I-880 freeway, internal streets and pedestrian ways, as well as the public open spaces and waterfront.
- **Multiplicity of Architectural Expressions:** Buildings within Brooklyn Basin are not restricted to any specific architectural style. Rather, a variety of architectural expressions are encouraged as a means of enhancing the diverse mixed-use, urban character of the community. Each development project will, by use of massing, articulation, materials and detail, contribute to a coherent form and structure within the new community.
- **Buildings that Provide Strong Spatial Definition:** Individual buildings are not conceived as isolated or stand-alone projects, but instrumental in shaping and defining the public spaces and streets of the community. Buildings will be generally built to

the property lines of streets and parks to provide such definition and overlook, but will be massed and articulated to avoid the creation of an undifferentiated and monolithic environment. Building walls will become lively and delightful edges to streets and open spaces through the variation of building materials and planes, and the introduction of architectural elements like balconies, loggias, moldings, setbacks, etc.

- **Towers that Punctuate the Urban Landscape:** The placement of tower buildings up to 240 feet in height has been carefully considered relative to the surrounding waterfront context and the overall skyline. Five towers are located where they will have minimal impact on the shading of public spaces, and where they will have a positive effect in creating gateways, defining major public places and in creating an exciting and dynamic urban environment. Three towers flanking Clinton Basin will accentuate the primary importance of this urban water space and create a dramatic gateway from both the water and the land. Two additional towers, one facing Channel Park and the other Shoreline Park provide a visual counterpoint to the horizontal plane of water and open space, and strong gateways along Embarcadero and I-880 Freeway. The spacing of the towers ensures that views from upland areas as well as from within the community are maintained.



 TOWER ZONE

DESIGN GUIDELINES

Building Height, Massing and Treatment

Design Intent

The massing of buildings should contribute to the overall form and structure of the community, to the spatial definition of public spaces and streets, and to the visual diversity and interest of the public realm. Taller buildings up to 240 feet in height should be designed and sited to accentuate the form and importance of Clinton Basin, and to mark the key gateways into the community. Mid-rise buildings up to 86 feet in height should be utilized to define internal streets, and building edges should step down to 55 feet along the remainder of the Clinton Basin and along more intimately-scaled residential mews. Portions of buildings should also be permitted to a height of 120 feet where such massing can be visually supported by the adjacent public open space. Within these overall massing envelopes, additional variation and articulation should be provided in both the horizontal plane and the vertical profile of buildings to break down their perceived mass and bulk, and to promote a finer increment of development. Building massing should provide additional variation and architectural interest that promotes a cohesive community scale and an attractive pedestrian environment.

- a. Building volumes should be articulated separately to break down the perceived scale and mass of the structure and to provide visual interest.
- b. Corner locations, visual termini, major entries and other visible building frontages should receive special emphasis and treatment.
- c. A varied building silhouette is encouraged through significant changes in massing at rooflines.

Tower Location and Massing

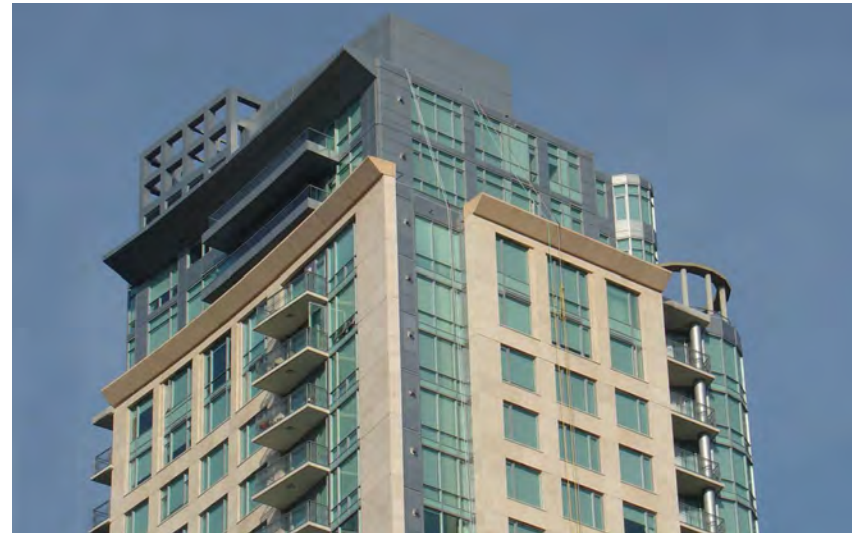
Buildings above 120 feet and up to 240 feet in height are limited to particular tower zones (see diagram) located in areas that will have less shadow impact, and that will reinforce the overall form and structure of the community. Tower zones are established: at the edges of Clinton Basin and Gateway Park, along the Embarcadero at Channel and Shoreline Parks, and near the foot of Eighth Avenue. Within each of these zones, one tower will be permitted, subject to the following guidelines:

1. The tower should be sited and shaped in a manner that reinforces the spatial characteristics of the public space and/or street on which it is located.



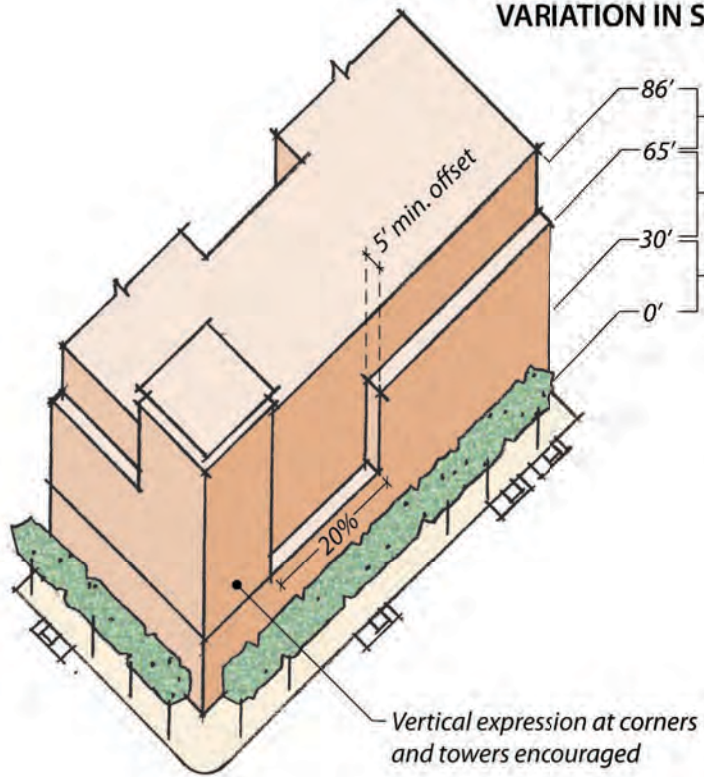
Special treatments (e.g. shaping, fenestration, materials, etc.) like these examples in Vancouver should be employed to accentuate the vertical proportion of towers.

2. The maximum floorplate of all towers should not exceed 15,000 square feet with the exception of the tower at the foot of 8th Avenue, which shall not exceed 12,000 square feet. Towers should have compact floorplates with no dimension exceeding 165 feet.
3. The tower should be spaced such that one tower is at least 200 feet away from another tower.
4. Architectural treatments should be employed to accentuate the vertical proportion of the towers through shaping, fenestration, materials, etc.
5. Special treatments should be introduced to vary and create interest across and enhance the skyline appeal and visual appearance of the structure (e.g., reduction of floorplate size and/or increase in floor-to-floor dimension on top floors, change in fenestration, spires, introduction of special materials or visual features, etc.).
6. The tower should be designed to provide an interesting silhouette, profile and volumetric form on the skyline through variation of building material, building shape, plane and setbacks.
7. The topmost floors of the building should be architecturally differentiated through the use of setbacks or changes in material and fenestration as appropriate to the overall architectural expression of the building.
8. The tower should be architecturally integrated with the perimeter block architecture at its base, differentiated by a change in plane, material and/or fenestration. While setbacks may be appropriate to create a building base, vertical expression of the tower is also encouraged; “wedding-cake” buildings are discouraged.
9. The use of mirrored or highly reflective glass is discouraged in favor of tower buildings that combine transparent curtain wall glazing with punctured wall treatments.
10. Placement and design of balconies should avoid repetitive egg-crate patterns, but rather be located and designed to reinforce the overall building form.



The topmost floors of towers should be architecturally differentiated through the use of setbacks, changes in material, building shape, etc.

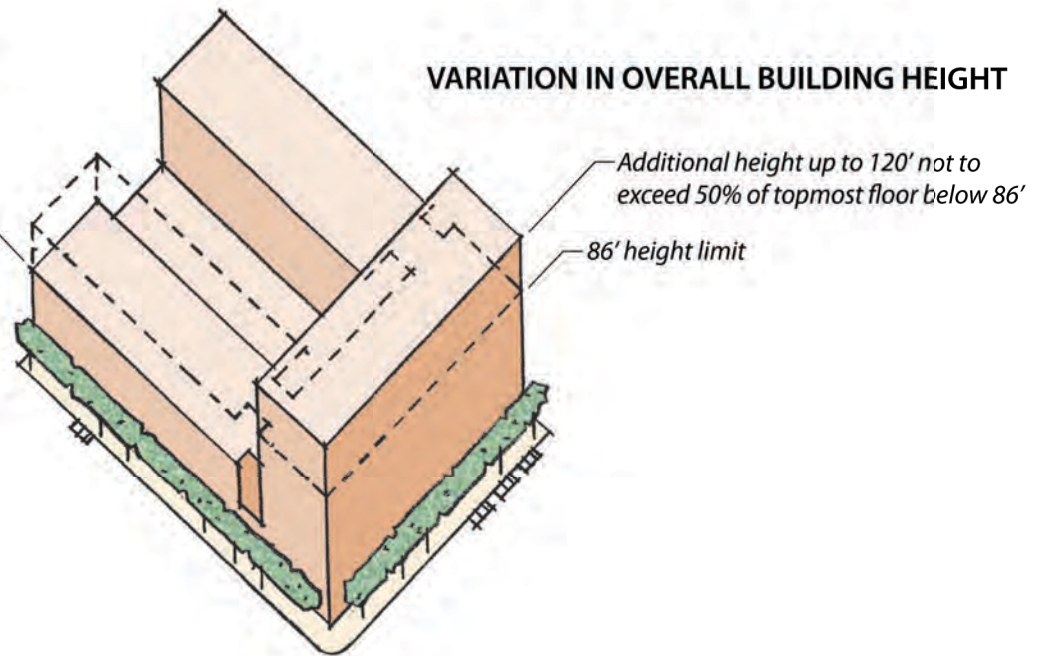
VARIATION IN STREET WALL BUILDING VOLUME AND PLANE



- 86' Differentiated architectural expression and/or 5' stepback above 65', except as noted
 - 65' Minimum offset of 5' at specified intervals* along 20% of building fronts
 - 30' Building base built to property or setback line
 - 0'
- * • 150' along Main Street, Clinton Basin, Shoreline Park, Embarcadero, Channel Park
 • 100' along all other streets
 • 60' along pedestrian mews

Equivalent height reduction encouraged to increase solar access to streets and mews

VARIATION IN OVERALL BUILDING HEIGHT



Variation in Overall Building Height

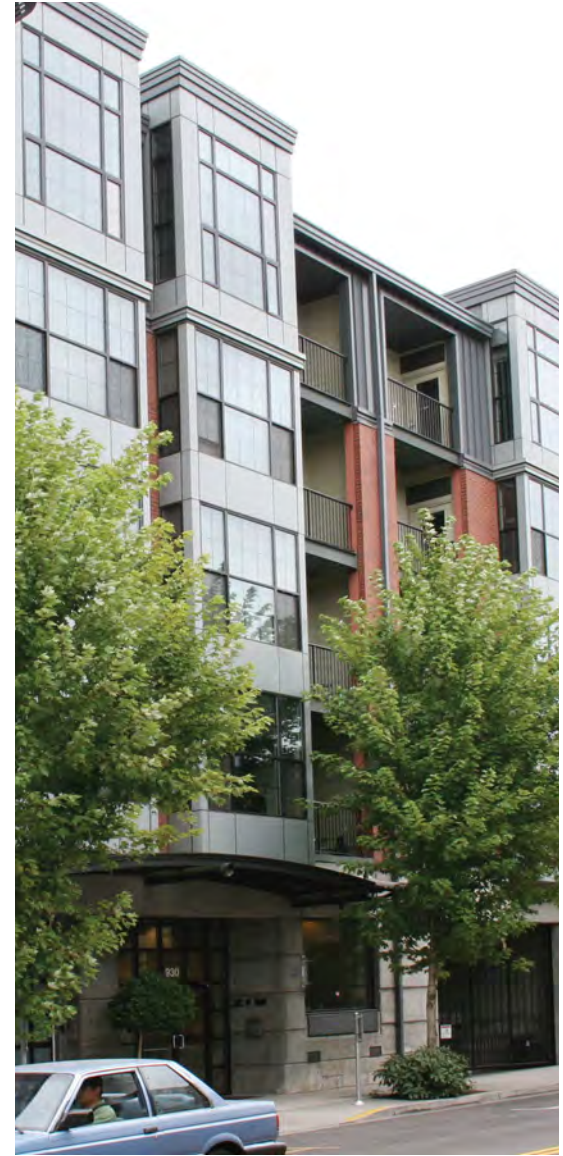
Apart from the tower zones, the predominant building height within the Brooklyn Basin community is 86 feet. To promote additional variation in building height and to avoid a “pancake” or benching effect on the skyline, buildings will be permitted additional height of up to 120 feet, subject to the following guidelines:

1. The additional height is located along edges that will not result in excessive shading of public and pedestrian-oriented spaces. Acceptable locations include the 9th Avenue/Shoreline Park edge, on Parcels B, C, D, and H of the Preliminary Development Package.
2. The additional height is employed in areas that articulate key intersections, gateways, and/or street and building geometries.
3. The additional height does not exceed 50% of the area of the topmost floor below the 86-foot height.
4. A reduction of building height is encouraged below 86 feet (equivalent to the total floor area of the additional height above 86 feet); these reduced height areas should be located in areas that will result in increased solar access to streets, mews, or other public spaces.

Variation in Street Wall Building Volume and Plane

Within a clear and coherent architectural composition, building facades should be articulated by means of recesses, changes in plane, bays, projecting elements, variations in exterior finishes or a combination thereof. Articulation strategies may include emphasis of groupings of dwelling units or occupied spaces, establishing vertical and horizontal rhythms, creating a varied building silhouette, adding visual accents and similar architectural strategies. Long unarticulated street walls should be avoided. The following guidelines apply to buildings of 86 feet in height or less:

1. Buildings should introduce a differentiated architectural expression and/or a step of at least 5 feet, above a height of 65 feet, to allow for the uppermost floors to be articulated, and to maintain a perceived street wall height roughly equivalent to, or less than, the building face-to-face dimension across the street. Along Clinton Basin, such expression should be provided above a height of 55 feet. (In order to encourage vertical expression, this stepback does not apply to tower buildings, corner elements, or to areas where additional height above 86 feet is permitted.)
2. Significant changes in building massing should be provided above a height of 30 feet. Such changes are defined as a building offset of not less than five (5) feet for 20% of the building frontage along a public street or open space, incorpo-



Buildings should introduce a differentiated architectural expression and/or a setback of at least 5 feet above a height of 65 feet. Varied fenestration, balconies, bay windows, loggia etc., are encouraged to promote variation and articulation along streetfronts.

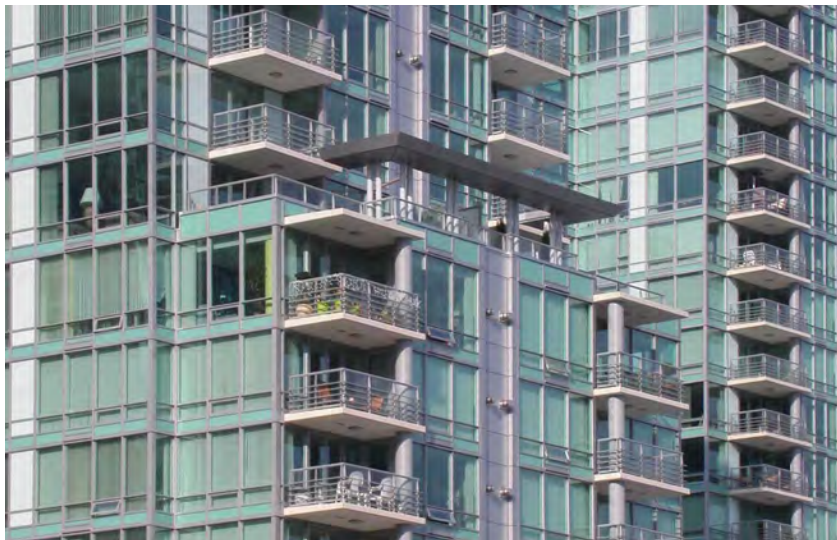
rated at particular intervals depending upon the frontage and the scale of the adjoining street or public space. These intervals are as follows:

- 150 feet along Main Street, Clinton Basin, Shoreline Park, the Embarcadero, and Channel Park;
 - 100 feet along all other internal streets; and
 - 60 feet along pedestrian mews.
3. To promote additional variation and articulation, changes in building materials are encouraged, consistent with a coherent volumetric approach to the overall massing and architectural expression. Varied fenestration, balconies, bay windows, loggia, etc. are also encouraged.

Parking Garage Facades

While parking garages are encouraged to be encapsulated within buildings, it is anticipated that some frontages may have portions of garages exposed to public street fronts. In such cases, special architectural treatments should be implemented to reduce their visual dominance and to integrate them into the overall form and character of the primary building, without masking the function of the structure for parking. Exposed parking garage facades should comply with the following guidelines:

1. The parking garage façade should be architecturally integrated with the façade of the occupied space served by the garage.
2. Patterns of openings at garage facades should be similar in rhythm and scale to other openings within the building.
3. Building materials should be the same as those utilized in the occupied portion of the building.
4. Awnings, canopies, sunscreens, planters, ornamental railings, and other elements should be utilized to provide visual richness.
5. Transparent glazed or unglazed openings should not exceed 50% of the wall area visible from any public street front.
6. Interior lighting of garages should be designed to prevent direct view of the light source from streets or public access areas to the greatest degree practicable.
7. Exposed parking garages are not permitted along Clinton Basin, Shoreline Park or Channel Park.



Roofs should be designed to be visually interesting, using non-reflective materials and colors.

Windows

The proportion and subdivision of typical windows should reflect the overall proportion and character of the building.

1. Window materials, trim (if any), and detailing should be of a good quality and consistent with the architectural character of the building.
2. Windows set flush with cement plaster (stucco) finish without provision of trim, projecting sills, or other perimeter detailing are discouraged unless it can be demonstrated that the detail is critical to the architectural expression of the building. A recess dimension of not less than 2.5 inches should be the applicable general rule with larger recess dimensions encouraged to provide shadow lines and visual interest.
3. Glazing should be transparent to the maximum extent practicable. Reflective glazing, except at special locations that are consistent with the overall architectural design, is discouraged.
4. Punctured windows inset within an opaque wall should predominate in the lower portions of the building, where they can help to give scale to the public realm. Curtain wall glazing should be primarily utilized on the upper portions of buildings where vertical expression is more desirable.

Rooftop Treatment

Since many roofs will be visible from surrounding structures, they should be designed to be visually interesting, using non-reflective materials and colors.

1. Terraces and open spaces for the use and enjoyment of residents are encouraged.
2. Appliance vents, exhaust fans, and similar roof penetrations should be located so as to not be visible from streets or open spaces. Exposed metal penetrations and roof accessories should be finished to match or blend with the roof color.
3. Any screening devices employed should be consistent with the architectural character and composition of the building.

Exterior Wall Materials

All exterior materials should be durable and of a high quality. Acceptable materials include: cement plaster (stucco), cement boards or pre-cast panels, concrete, metal panels, stone, brick and split face block. EIFS (Exterior Insulation and Finish Systems), unfinished concrete block, hardboard or plywood siding, vinyl or aluminum siding are not allowed.

Roofing Materials for Sloped Roofs

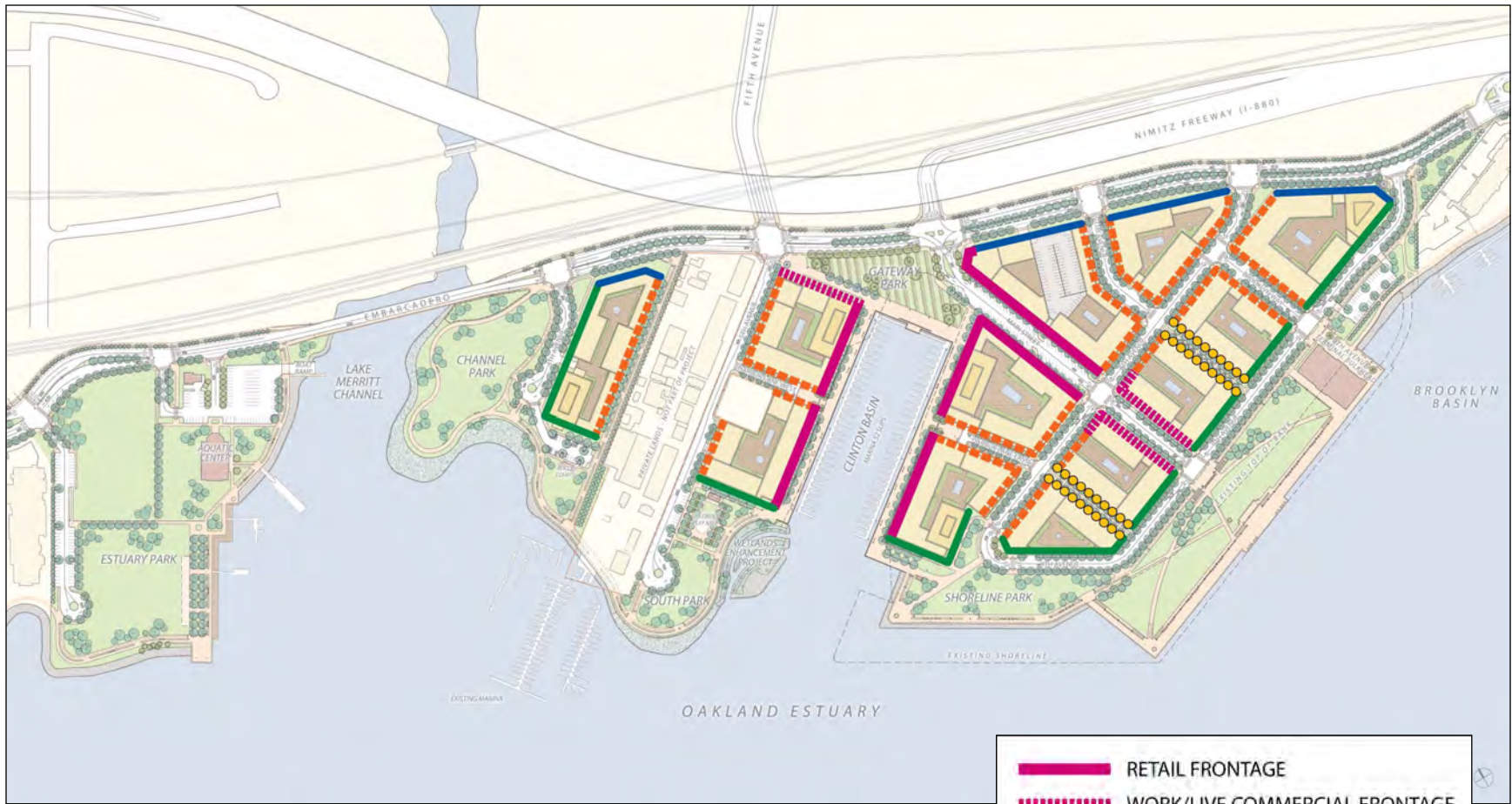
Concrete or clay tile, high quality composition shingles, slate, and standing seam metal roofing are permitted roof materials for slopes of 2:12 or greater. Sheet or roll roofing, synthetic shakes or shingles, high glaze tiles or glossy painted concrete tiles are discouraged.

Exterior Color

Each project should create a cohesive color palette that takes into consideration the finish of all exterior elements, and that complements the architectural character and composition of the building. Projects are encouraged to employ more than one body color to articulate the form, rhythm and scale of the building. Accent colors are encouraged where they enhance the architectural character of the development project.

Mechanical Penetrations at Facades

Mechanical penetrations at building facades, including kitchen and dryer vents, bath exhausts and other penetrations should be minimized to the maximum extent practicable. Where necessary they should be aligned horizontally and vertically with other penetrations, window openings and/or other architectural features to present an organized appearance, consistent with the architectural character and composition of the building.



BUILDING FAÇADE AND STREET FRONTAGE LINKAGE

- RETAIL FRONTAGE
- WORK/LIVE COMMERCIAL FRONTAGE
- MIXED USE STREET FRONTAGE
- MEWS FRONTAGE
- WATERFRONT PARK EDGE FRONTAGE
- EMBARCADERO FRONTAGE

Building Orientation and the Public Realm

Design Intent

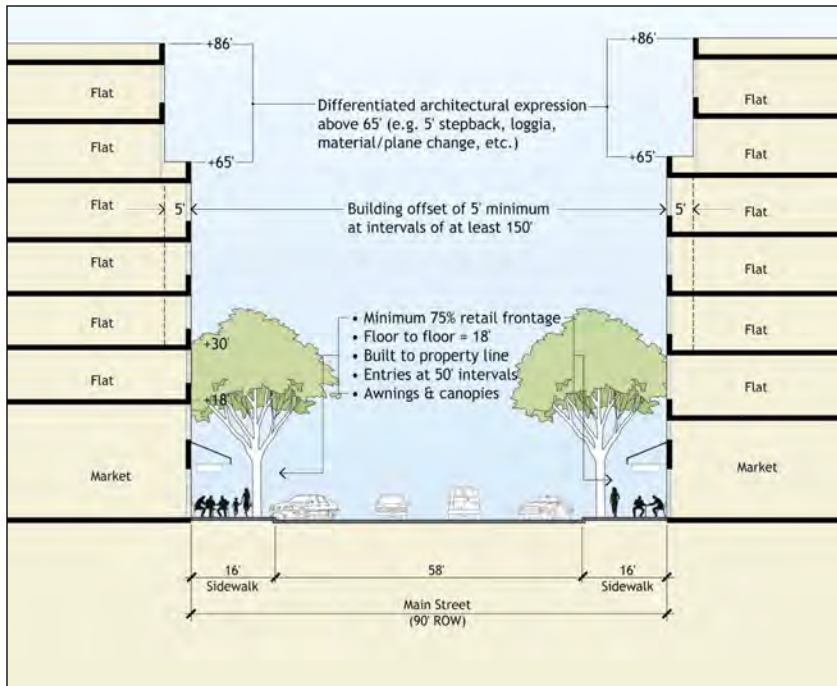
Buildings should contribute to the spatial definition and to the activation of public spaces and streets, through appropriate massing, orientation and treatment. A diversity of conditions should be established throughout the community, to create a rich pedestrian environment suitable to the particular location and to the spatial characteristics of the adjacent public space or street. Six predominant conditions are envisioned for the Brooklyn Basin community: retail edges, commercial and live/work edges, streets with a mixture of edge conditions; the mews edges; edges along the parks and waterfront; and the Embarcadero edges (see diagram). Treatment of blank walls, service areas, waste handling, etc. should also be carefully considered to minimize any negative effects on the public realm. More specifically:

Retail Edges

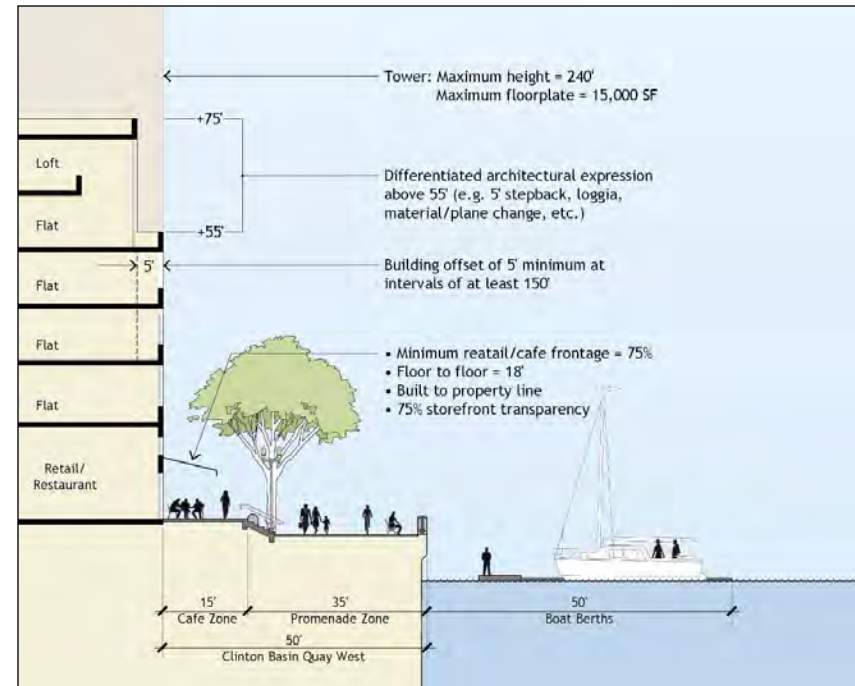
Along Main Street (between 8th Avenue and the Embarcadero), and along the Clinton Basin frontage, at least 75% of the building frontage should be in retail use including shops, restaurants, and cafes. These building frontages should adhere to the following guidelines:

1. The ground floor-to-floor dimension should promote viable retail uses that are welcoming and transparent in nature.
2. The minimum depth of retail space from storefront to rear should be at least 40 feet to promote viable uses.
3. The retail frontage should be built to the property line at the back of the sidewalk, except where an additional setback is required by zoning, or occupied by an outdoor café.





TYPICAL BUILDING SECTION: MAIN STREET RETAIL



CLINTON BASIN PROMENADE SECTION

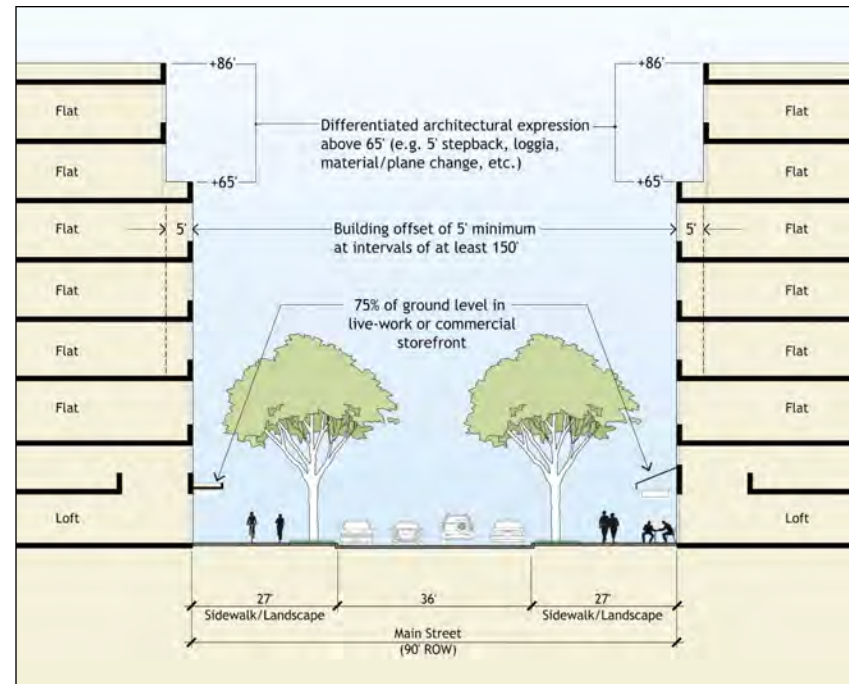
4. The interior finished floor elevation should be generally flush with the adjacent street or promenade frontage.
5. Building entries should be oriented to the street or promenade at intervals of approximately 50 feet, except for major anchor tenants such as grocery or drug stores, which could be a greater interval.

6. Shop fronts with a high level of transparency – at least 75% - should be established along these frontages.
7. The use of canvas awnings and metal canopies are encouraged to provide shelter and shade to the pedestrian, and color and life to the building façade (see awnings and canopies below).

Commercial and Work/Live Frontages

Along Main Street (between 8th and 9th Avenues, and along Gateway Park (see diagram), at least 75% of the building frontages should be developed with a retail frontage as described above, and/or with a commercial work/live frontage that includes ground floor work spaces (e.g., workshops, studios, galleries, offices, etc.) with a direct orientation to the street or public space. These building frontages should adhere to the following guidelines:

1. Ground floor uses should have their primary access from the street or public space.
2. The ground level use should be accessible to the public, and as such generally flush with the elevation of the adjacent sidewalk or promenade.
3. The commercial frontage should be built to the front yard setback or build-to line, except where an additional setback is occupied by a publicly accessible entry court that is visible from the street or promenade.
4. Building entries to ground level work-live or commercial space should be oriented to the street or promenade at intervals of approximately 50 feet or less.
5. Building fronts should include a moderate to high level of transparency – at least 50% - to promote pedestrian interest and security.
6. The use of canvas awnings and metal canopies are encouraged to provide shelter and shade to the pedestrian, and color and life to the building façade.



TYPICAL BUILDING SECTION: MAIN STREET LIVE/WORK COMMERCIAL



Patio or street front gardens are permitted along residential street frontages provided that they include landscaping, garden walls and frequent entries.

Streets with a Mixture of Conditions

Along 5th, 7th and 8th Avenues, and along Brooklyn Way and Harbor Lane East and West (see diagram), the ground level should be designed to provide an attractive building base, utilizing high quality materials (e.g., stone, precast masonry, etc.), detailing and treatments that complement the public environment. A variety of treatments are encouraged, including retail or commercial live/work frontages.

A two to eight foot building setback along the mixed use streets and along the waterfront/park edges is intended to encourage a variety of urban design features at the street level consistent with ground floor uses; the urban design features may be expressed in the form of lobby entrance setbacks, stoops, planters and landscape buffer, with a variety of design expressions and materials. In order to create a vibrant pedestrian experience, a continuous street wall at the minimum two foot setback line is strongly discouraged. Where the development setback averages less than three feet, ground floor articulation should be provided along non-commercial street frontages. Aside from retail/commercial uses, proposed live/work and street level loft unit should provide appropriate setback to glass line with landscape hedges or planter buffer to provide for privacy. Fifty percent of the setback area (up to eight feet if a deeper setback area is provided) should be softscape (i.e., vegetated) along non-commercial frontages. The fifty percent should be calculated on the total amount of setback area provided, up to eight feet in depth.

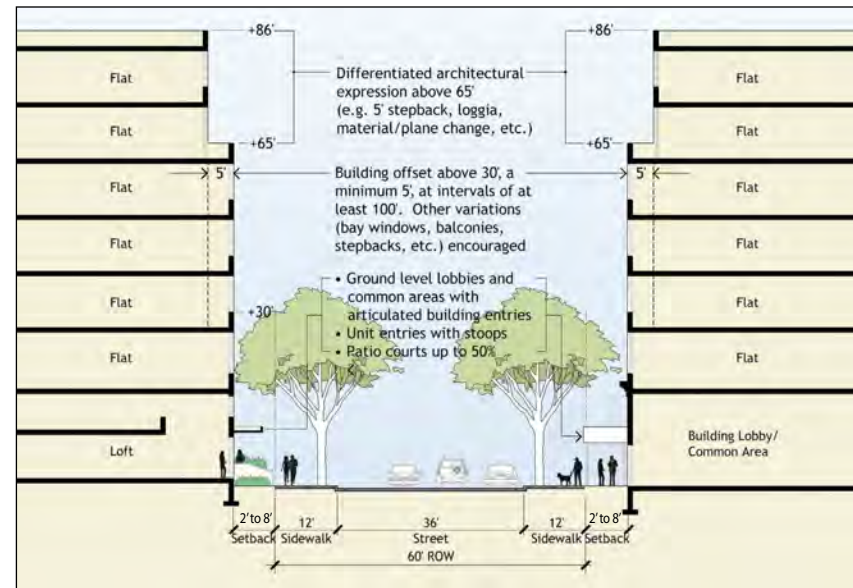
1. Frontages should include one or more of the following:

- Residential lobbies with articulated building entries that provide a welcoming gesture to the street;
- Common areas and/or sales or leasing offices generally flush with the elevation of the sidewalk; and
- Ground level residential units that are at grade or elevated above the adjacent sidewalk should include other devices that protect the privacy of the unit from the street. If the average setback is less than three feet from the property line along a non-commercial street, ground floor residential uses should be raised a minimum of three feet above grade. In addition, setback areas adjacent to residential units should provide separation from the public right-of-way with decorative low fences, vegetation or other attractive barriers.

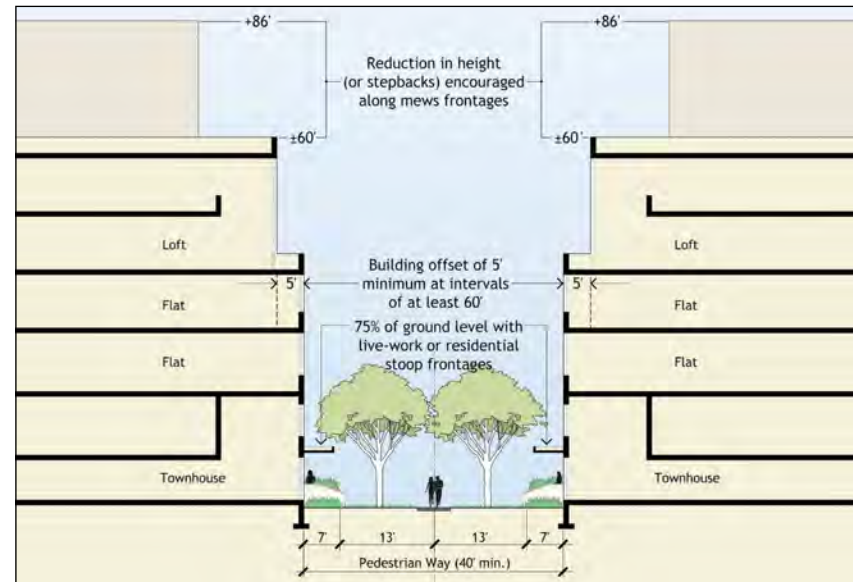
2. If stoops are used, they should become an attractive addition to the ambience of the street and provide another layer of positive activities to the streetscape environment.

3. Residential street fronts should incorporate landscaping in the front yard setback including planting beds, hedges, planters, etc.

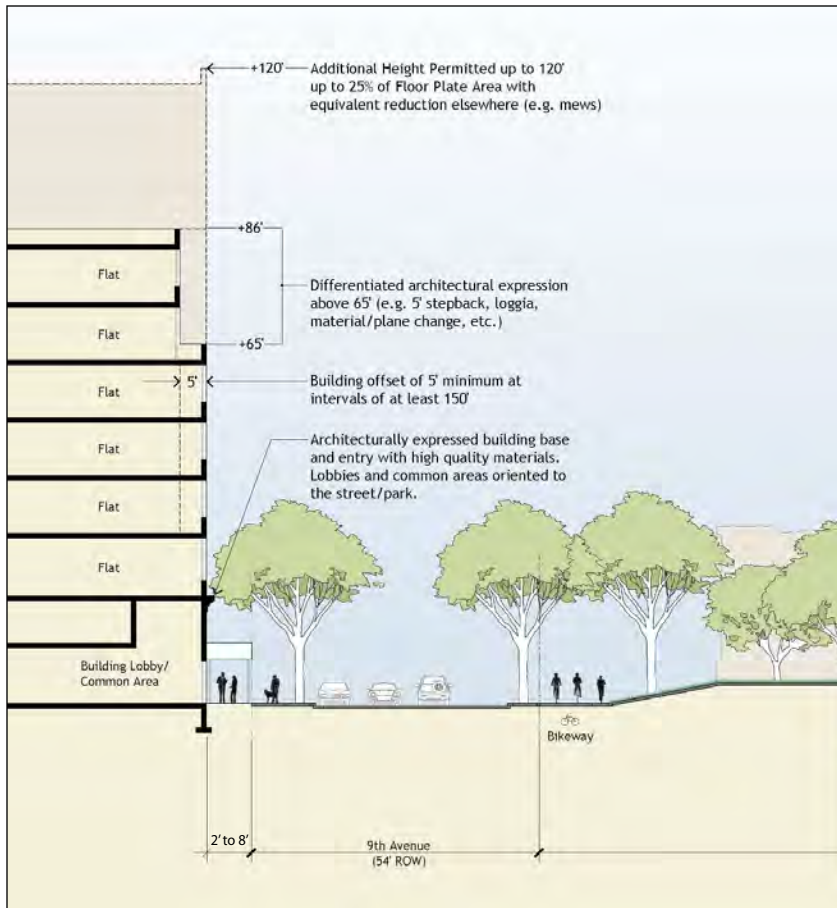
4. Ground level residential windows should generally be located at least 48 inches above the elevation of the sidewalk or include elements that protect privacy.



TYPICAL MIXED USE STREET SECTION



TYPICAL MEWS SECTION



TYPICAL BUILDING SECTION ADJACENT TO SHORELINE PARK

- Patio or street front gardens are also permitted within the setback area along residential street frontages, provided that they include attractive garden walls and landscaping to soften the edge, create a positive transition to the street and are well fitted to the scale and architectural character of the building.

Mews Edges

Two pedestrian streets providing public pedestrian and visual access between 8th Avenue and Shoreline Park should be designed as intimately scaled mews lined with residential stoops that provide primary access to individual units. The following guidelines should be followed for these frontages:

- Ground level residential or live/work units should be located along at least 75% of these frontages.
- If the ground level use is residential, it should be elevated above the grade of the adjacent sidewalk and/or incorporate devices that protect the privacy of the unit from the street.
- If the ground level use is live-work, it may be located generally flush with the sidewalk. However, provision should be made for appropriate privacy screening through low walls and landscaping.

4. If stoops are used, they should be an attractive addition to the ambience of the street and provide another layer of positive activities to the streetscape environment.
5. The mews should incorporate landscaping along the building fronts between entries and stoops, including planting beds, hedges, planters, etc.



Along park edges, buildings should introduce high quality architectural finishes and treatments to reinforce the public and civic nature of the open space. Ground level common spaces and second level terraces that overlook the open space are encouraged.

Waterfront/Park Edge

Ground level treatment of buildings facing waterfront open space including those along Shoreline Park (9th Avenue), South Park, Channel Park and Estuary Park should be designed to create a strong and visually attractive edge to the parks. While ground level activities are encouraged along these edges to the maximum extent practicable, it is particularly important for the buildings to introduce high quality architectural finishes and treatments that reinforce the public and civic nature of the open spaces. The following guidelines should be followed for these frontages:

1. Ground level common spaces such as courtyards or gardens that are accessible and visible from adjacent streets are encouraged.
2. Second level terraces and balconies that overlook the open space and provide a sense of security are also encouraged.
3. High quality materials (stone, masonry, terra cotta, architectural pre-cast, etc.), architectural and storefront detailing, and decorative elements, should be employed on the base of the building up to a height of at least 20 feet.
4. Articulated building entries should be provided wherever appropriate, at intervals of at least 200 feet or one per block face.

5. Entries should have a high level of architectural finish and detailing (e.g., moldings, canopies, etc.) that is in scale with the adjacent open space.
6. Landscaping (e.g., planting beds, hedges, etc.) should be incorporated in the setback area along public sidewalks and promenades.



Articulated building entries with a high level of architectural finish should be provided along each block face.

Embarcadero Frontage

Ground level treatment of buildings along the Embarcadero should provide an attractive visual edge to this important street, while offering a buffer from the adjacent freeway. Because of noise issues and the lack of on-street parking, significant street-oriented ground level uses are not anticipated. A greater setback of 25 feet from the back of sidewalk is established along the street, with generous provision for landscaping to create a suitable buffer.

1. High quality materials (stone, masonry, terra cotta, architectural pre-cast, etc.), architectural detailing, and decorative elements, should be employed on the base of the building up to a height of at least 20 feet to create a distinctive appearance that is suitable to this important boulevard.
2. Parking and service facilities should be architecturally screened with finishes that are an integral part of the building design, and that render all parking and service facilities invisible from public view.
3. Ground level uses are encouraged along the Embarcadero frontage (e.g., lobbies, common areas, retail display windows, etc.) to the maximum extent practicable.
4. For the purposes of measuring setback from the Embarcadero, the back of sidewalk shall be used.

Blank Walls

Blank walls are discouraged along public streets and open spaces, but where they are unavoidable should be treated with high quality materials that are integral with the remainder of the building.

Awnings and Canopies

Along ground level commercial street frontages, storefront awnings and/or canopies are encouraged to provide articulation and interest along the building façade, to avoid solar heat gain and glare within the buildings, and to provide sun and rain protection to pedestrians.

1. Awnings should be canvas or of a similar durable fabric designed for exterior use.
2. Retractable awnings are strongly encouraged and preferred over stretched framed awnings or awnings that are designed as signs.
3. Canopies should be of a lightweight material (e.g., metal) that is complementary with the overall design of the building.
4. Awnings and canopies should be divided into sections that relate to and emphasize the vertical elements and horizontal datum of the building façade.

Service Areas

Along street fronts and public access ways, service doors and gates should be designed as an integral element of the building design, and screened from predominant public view.

1. The aggregate width of service doors should not exceed fifteen (15) feet within 60 (sixty) feet of any frontage.
2. Doors exceeding thirty (30) square feet in area should be recessed a minimum of six (6) inches from the primary building plane.
3. Service doors or gates should not allow any views into spaces served. Louvers required for venting or ventilation purposes are acceptable provided that they do not allow visibility into service areas.

Equipment Screening

Mechanical equipment should be screened from predominant public view. All equipment within twenty (20) feet of a street front or setback line should be screened by one of the following means:

1. By enclosure entirely within the structure of the building with access provided by opaque service access doors, a portion of which may be exposed for meter reading;

2. By enclosure in a below grade vault or structure;
3. By provision of a fence or wall with a maximum average transparency of 50 percent. The top of the fence or wall should be at least equal in height to the equipment screened but not higher than eight (8) feet;
4. By combination of an open fence and adjoining planting that will reach a height sufficient to screen the equipment within three years.
5. Residential gas meters serving individual dwelling units in groups not exceeding four meters, individual commercial gas meters, and back flow preventers for irrigation systems not exceeding 2” nominal size, are excluded from the screening requirements.

Waste Handling Areas

All waste handling areas should be either enclosed in the structure of the building or screened by a wall or fence consistent with the architectural character of the building and adequate to prevent view of trash or recycling containers from the street, public access areas, common circulation areas, or open spaces.

EXHIBIT C TO ALL APPROVAL DOCUMENTS

CONDITIONS OF APPROVAL

PROJECT: OAK TO NINTH MIXED USE DEVELOPMENT

PROJECT SPONSORS: OAKLAND HARBOR PARTNERS

General Conditions and Compliance with Approved Plans

1. The project shall comply with the following plans and exhibits entitled “Brooklyn Basin - Oak to Ninth Development Project” (“the Project Plans”) dated February 2006 and the following other instruments:

- I. **Preliminary Development Plan including: Overview – Master Development Plan; Shoreline; Parks and Open Space; Streets; Buildings; Civil Engineering**
- II. **Estuary Policy Plan text and map amendments**
- III. **Planned Waterfront Zoning District-4 Zoning Regulations**
- IV. **Vesting Tentative Map No. 7621**
- V. **Design Guidelines for the Oak to Ninth Mixed Use Development Project**
- VI. **Development Agreement**

2. The Project Applicant and its agents, heirs, successors and assigns (collectively, the “Project Applicant”) shall be bound by these Conditions of Approval. The Project Applicant shall be responsible for assuring that the terms and conditions of this Approval are disclosed to any such successive owner or any of the Project Applicant’s agents, heirs, successors and assigns.

3. This action by the Planning Commission (“this Approval”) includes the approvals set forth in this Condition of Approval No. 3. Each of these individual approvals shall become effective upon the effective date of the City Council’s final approval of amendments to the *Estuary Policy Plan*, the PWD-4 Planned Waterfront Zoning District for the site, and the Development Agreement for the Project, consistent with the Project Plans (the “Effective Date”) and shall be subject to these Conditions of Approval. This Approval includes:

- a. Approval of a Planned Unit Development (“PUD”) including a preliminary development plan under the PWD-4 Planned Waterfront Zoning District for phased construction of up to 3,100 residential units; 220,000 square feet of retail and commercial space; and 29.9 acres of adjacent parks, open space, and segments of the Bay Trail illustrated in the Project Plans, as modified by these Conditions of Approval.

- b. Approval of amendments to the *Estuary Policy Plan* text and land use map
- c. Approval of the Planned Waterfront Zoning District– 4 Regulations
- d. Approval of Vesting Tentative Map No. 7621
- e. Approval of the Design Guidelines for the Oak to Ninth Mixed Use Development Project
- f. Approval of the Development Agreement between the City of Oakland, the Redevelopment Agency, and Oakland Harbor Partners, LLC

4. The plans approved as part of the PUD shall be amended to be consistent with the Conditions of Approval, the Planning Commission action on March 15, 2006 and the City Council action on June 20, 2006. These revised plans shall be submitted to the City Planning Department in the form of a “PUD Design and Specification Document for the Brooklyn Basin – Oak to Ninth Development Project” within one hundred twenty (120) days of this Approval or as soon thereafter of all other responsible and trustee agency actions concerning the project. This Design and Specification Document shall include but not be limited to:

- a. All detailed plans and specifications pertaining to Condition of Approval No. 40.
- b. The Revised Vesting Tentative Map No. 7621, containing all requirements set forth in Conditions of Approval 27-34.
- c. The approved Design Guidelines for the Oak to Ninth Mixed Use Development Project
- d. A compendium of all current, vested City regulations, ordinances and policies in effect as of the effective date of the Development Agreement for the project.
- e. Other information and details deemed necessary by the Development Director or the Development Director’s designee.
- f. Adjustments, as required, to conform to the final approvals by the Bay Conservation and Development Commission (BCDC), State Department of Toxic Substance Control (DTSC), U.S. Army Corps of Engineers (USACE), and State Lands Commission (SLC) concerning the project.

5. Final inspection and a certificate of occupancy for any unit or other structure within a phase shall not be issued (a) until all landscaping and on and off-site improvements for that Development Parcel are completed in accordance with this Approval, or (b) until cash, an acceptably rated bond, a certificate of deposit, an irrevocable standby letter of credit or other form of security (collectively “security”), acceptable to the City Attorney, has been posted to cover all costs of any unfinished work related to landscaping and public improvements plus 25 percent within that phase, unless already secured by a deferred improvement agreement approved by the City. Unless otherwise expressly provided to the contrary, each Condition of Approval (including, without limitation, the traffic improvements set forth in Conditions of Approval 18 and 19 and the off-site sewer mitigation measure set forth in Condition of Approval

No. 36 shall be completed no later than the time period in the Development Agreement and the Mitigation Monitoring and Reporting Program (Exhibit B) and shall not be permitted to be secured or bonded for unfinished work. In the event of a conflict between the deadline for performance under these Conditions of Approval and the Development Agreement, Mitigation Monitoring and Reporting Program or other applicable requirements, the City may apply the earlier deadline. For purposes of these Conditions of Approval, a certificate of occupancy shall mean a final certificate of occupancy, not temporary or conditional, except as the City determines may be necessary to test utilities and services prior to issuance of the final certificate of occupancy.

6. Except as otherwise provided with respect to City's issuance of a certificate of occupancy, each of the Conditions of Approval shall be enforceable as equitable servitudes and shall constitute covenants running with the land pursuant to California law, including without limitation, Civil Code Section 1468. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Development Parcels that are subject to this Approval, as appropriate, runs with the Development Parcels and is binding upon the owner of all or a portion of the Development Parcels and each successive owner. Within ninety (90) days of the Effective Date, the Project Applicant shall cause these Conditions of Approval to be recorded in the Official Records of the County of Alameda, California against all of the Development Parcels. Notice of these Conditions of Approval also shall be attached to each grading permit and each building permit for infrastructure work issued for each phase of construction on all Development Parcels. Upon City's issuance of a certificate of occupancy for any Development Parcel, these Conditions of Approval shall be released from the exceptions to title of the Development Parcel upon which the improvements are located, except the obligations specified in Conditions of Approval No. 11, 12, 13, and 14 (Indemnification Requirements), which obligations shall survive completion of the Project. Upon completion of the Project, as determined by the City, these Conditions of Approval shall be released from the all the Development Parcels, except Conditions of Approval No. 11, 12, 13, and 14 (Indemnification Requirements), which obligations shall survive completion of the Project.

7. For the duration of the project, the Development Director or his/her designee shall have the authority to determine whether the Project Applicant and the project comply with terms and conditions of this approval, including, without limitation, these Conditions of Approval, shall have the authority to suspend further Project approvals, including without limitation final subdivision maps, grading permits, building permits or certificates of occupancy for the duration of such noncompliance. The City shall take reasonable steps to promptly notify, in writing, the Project Applicant of any request (including a request by City staff or by the public) that the City Development Director make a determination of non-compliance, and shall provide the Project Applicant a copy of all documents associated with such requests and a reasonable amount of time to respond and to cure any such alleged non-compliance. The City shall further take reasonable steps to promptly notify, in writing, the Project Applicant of any noncompliance determination by the Development Director, and, as applicable, shall provide the project applicant a copy of all documents used or relied upon in making such determination. On or before June 30 of each year, the Project Applicant shall submit to the City Planning Director for review and approval a report demonstrating the Project Applicant's and the Project's compliance with the terms and conditions of the Approval, including, without limitation, these Conditions of Approval. This report may be used by the Development Director to evaluate the Project Applicant's and the Project's compliance with the terms and conditions of this Approval. Project

Applicant's obligation to submit this annual report shall terminate upon the City's written determination that the Project is complete. To the extent practicable, this review shall be conducted concurrently with the Annual Review conducted pursuant to the Development Agreement.

8. Any failure by the City to perform any action specified herein, or failure of any party timely to execute any agreement specified herein, shall not be construed to limit any right or obligation otherwise specified in these Conditions of Approval. Any failure by City to insist upon the strict or timely performance of any of the provisions of these Conditions of Approval, irrespective of the length of time for which such failure continues, shall not constitute a waiver of City's right to demand strict compliance with such provisions in the future. No waiver by City of any failure of performance of these Conditions of Approval shall be effective or binding upon City unless made in writing by City and no such waiver shall be implied from any omission by City to take any action with respect to such failure.

9. As used in these Conditions of Approval, references to "City" shall include the City of Oakland, its respective officials, officers, employees, agents, departments, subdivisions, agencies (including City's Redevelopment Agency), Boards and Commissions (and individual members of each of the foregoing) and all of respective heirs, legal representatives, successors and assigns of each of the foregoing.

Payment of Fees for Independent Technical Reviews and Project Coordination and Management

10. Within one year following the Effective Date, the Project Applicant shall enter into an agreement to specify how fees and deposits will be managed to implement the project. The City and the Project Applicant acknowledge that the Mitigation Monitoring and Reporting Program (MMRP) requires the Project Applicant to directly contract with a number of independent experts monitoring construction or operation activities, including but not limited to traffic, landscape, cultural resource experts, hazardous materials, geotechnical engineers, air quality and noise monitors, relocation experts, etc. In addition, the Project Applicant shall fund the full costs of all independent technical and other consultants the City reasonably deems necessary to comply with the Conditions of Approval and the mitigation monitoring requirements as set forth in the MMRP, as the final design and building permit plans for each Development Parcel are submitted. All work performed pursuant to this Condition of Approval shall be under the direct supervision of the City. Accordingly, the applicant shall deposit funds in amounts acceptable to the City in order to cover the full costs of independent technical and other types of review, monitoring and inspection, including, without limitation, third party plan check fees.

Indemnification Requirements

11. The Project Applicant shall be bound by the indemnity obligations ("Indemnity Obligations") of the "Developer" specified in the Development Agreement, which Indemnity Obligations are hereby incorporated by this reference as though set forth herein in full. The Indemnity Obligations are conditions of approval to each of the Project Approvals specified in Condition of Approval No. 3 and hereby are incorporated into the Planned Waterfront Zoning District-4. The Indemnity Obligations shall survive the expiration or any earlier termination of the term of the Development Agreement.

12. Notwithstanding any provision to the contrary in these Conditions of Approval, Project Applicant's obligations in Conditions No. 11, 12, 13, and 14 shall survive completion of the Project. A Project applicant may be released from the indemnity Obligations only as specified in the Development Agreement, which terms and conditions for release are incorporated by reference in these Conditions of Approval (including, without limitation, Transfers and Master Developer Obligations).

13. Within 90 days following the Effective Date, the Project Applicant shall enter into an Indemnification Agreement in a form acceptable to the City Attorney to establish in more specific detail the terms and conditions of the Indemnity Obligations. Any failure of any party to timely execute such Indemnification Agreement shall not be construed to limit any right or obligation otherwise specified in these Conditions of Approval or any other Project Approval, except that it shall not limit the authority of the Development Director as set forth in Condition of Approval No. 7 and 8.

14. The Indemnity Obligations are in addition to, and in no way shall be construed to limit or replace, any other obligations or liabilities that Developer may have to City including the obligations specified in the Development Agreement.

15. [Reserved]

Development Agreement Authority

16. Except as otherwise specified in these Conditions of Approval, to the extent any of these Conditions of Approval conflict with the Development Agreement, as adopted by the Oakland City Council in Ordinance ____, these Conditions of Approval shall be construed to be amended to conform to the Development Agreement, provided the Development Agreement remains in effect.

Mitigation Measures as part of the Conditions of Approval

17. All Mitigation Measures in the EIR as deemed to be required in the Environmental Findings shall be considered Conditions of Approval for the project, as may be further refined and/or clarified by this Approval, including the refinements and clarifications set forth in these Conditions of Approval. Implementation of the Mitigation Measures shall be adhered to in accordance with the MMRP. Implementation of the transportation measures that are not within the sole discretion of the City of Oakland may not be feasible, and therefore may not be able to be fully implemented. The MMRP identifies the time frame and responsible party for implementation and monitoring of each measure, as modified by this Approval. Overall monitoring compliance with the mitigation measures will be the responsibility of the Development Director or his or her designee. Each of the improvements identified in the MMRP shall be implemented at the Project Applicant's sole cost and expense (except where only a fair share contribution is required as set forth in the MMRP or these Conditions of Approval) or secured with an improvement agreement, or similar financial assurance, acceptable to the City.

Transportation and Circulation

18. The Project Applicant shall implement all of the mitigation measures described in “Section B. Transportation, Circulation and Parking” of the MMRP. The project Applicant shall have prepared, by a licensed traffic engineer, and shall submit to the City for its approval, a Schematic Master Traffic Improvement Plan for all traffic improvements that are to be funded by the Project Applicant pursuant to Mitigation Measures **B.1.a., B.1.c., B.1.d., B.1.e., B.2.a., B.2.b., B.2.d., B.2.f., B.2.g., B.2.i., B.2.j., B.2.l., B.2.m., B.2.n., B.2.o., B.2.p., B.2.q.**, as set forth in the MMRP. This plan shall be submitted prior to the issuance of the first building permit for a development parcel.

As set forth in the MMRP and refined below, the Schematic Master Traffic Improvement Plan shall include the following improvements:

- a. The schematic design of traffic signals at the unsignalized intersections of:
 - Embarcadero and Oak Street (**MM B.1.a.**)
 - Embarcadero and 5th Avenue (**MM B.1.d.**)
 - Embarcadero and I-880 Northbound Off-ramp – 6th Avenue (**MM B.1.e.**)
 - Embarcadero and Broadway (**MM B.2.b.**)
 - Embarcadero – I-880 Southbound On-ramp – 10th Avenue (**MM B.2.l.**)
- b. These schematic plans shall include fixed time controls with permitted left-turn phasing, traffic signal equipment, optimization of signal phasing and timing with the relative traffic volumes on those approaches and coordination with signal phasing and timing of adjacent intersections. Traffic signal equipment shall meet City of Oakland and Caltrans standards. The schematic design and general specifications for the traffic signals shall also include installation of optimization components such as interconnection hardware (modems, microwave antennas, video, etc.) for each intersection roadway approach and coordination with signal phasing and timing of adjacent intersections. In addition, each intersection and roadway approach shall include striping improvements, determination of locations for signal arms and other signal components and any work required to install them such as curb and sidewalk modifications, utility line relocation, etc.
- c. The schematic plans, equipment and specifications for optimization of the traffic signal timing at:
 - The signalized intersection of 6th and Jackson Streets at the I-880 Northbound On-ramp. (**MM B.1.c.**)
 - The signalized intersection of 5th and Oak Streets during the PM peak period at the I-880 Southbound On-ramp. (**MM B.2.d.**)
 - The signalized intersection of West Grand Avenue and Harrison Street during the AM peak period. (**MM B.2.f.**)

- The signalized intersection of Lakeshore Avenue and Foothill Boulevard during the AM peak period. **(MM B.2.g)**
- The signalized intersection of Lakeshore Avenue and Lake Park Avenue during the PM peak period. **(MM B.2.i)**
- The signalized intersection of 5th Avenue and 7th/8th Streets during the PM peak period. **(MM B.2.m)**
- The signalized intersection of 14th Avenue and 7th/12th Streets (Southbound - during the PM peak period). **(MM B.2.n)**
- The signalized intersection of Foothill Boulevard and 14th Avenue (Westbound - during the AM peak period.) **(MM B.2.o)**
- The signalized intersection of Foothill Boulevard and 14th Avenue (Eastbound - during the AM peak period.) **(MM B.2.p)**
- The signalized intersection of 16th Street and 23rd Avenue during the PM peak period. **(MM B.2.q)**

d. The optimization plan shall include the determination of allocation of green time for each intersection approach in tune with the relative projected traffic volumes on those approaches and coordination with signal phasing and timing of adjacent intersections. In addition, a determination of interconnection hardware (modems, microwave antennas, video, etc.) shall be incorporated along with any other physical improvements or modifications required to optimize the signal.

e. Each traffic improvement detailed in the plan shall include cost estimates and an estimated length of time for completion of each improvement.

19. An implementation and phasing plan shall be developed for the traffic improvements established in Condition of Approval No.18 and the MMRP, based on the following schedule for completion of the residential units:

Group 1 Traffic Improvements – to be completed no later than the issuance of an occupancy permit for the 1,000th unit: Installation of signals at Embarcadero and Oak; Embarcadero and 5th, Embarcadero – I-880 Northbound On-ramp and 6th Street and Embarcadero and Broadway. In addition, optimization of existing signals at 6th – Jackson-I-880 Northbound ramp and the 5th and Oak @ I-880 Southbound ramp.

Group 2 Traffic Improvements – to be completed no later than the issuance of an occupancy permit for the 2,500th unit: Installation of signals at Embarcadero – I-880 Southbound On-ramp and 10th Avenue. In addition, optimization of existing signals at 5th Avenue and 7th/8th Streets; 14th Avenue – 7th to 12th Streets; Foothill-14th Avenue (Eastbound and Westbound); 16th Street – 23rd Avenue. Fair share contributions for intersection improvements paid to City of Alameda.

Group 3 Traffic Improvements – to be completed no later than the issuance of an occupancy permit for the 3,100th unit: Optimization of the signalized intersections at West Grand and Harrison; Lakeshore and Foothill Boulevard; and Lakeshore and Park. As set forth in Condition of Approval 5, these traffic improvements must be completed by the issuance of a certificate of occupancy for the unit specified; no security, bonding or other financial assurances shall be used to defer completion.

20. At the City’s discretion, an independent traffic engineer shall be hired at the Project Applicant’s expense to assist the City in their review and approval process for both the Schematic Master Traffic Improvement Plan and subsequent final design plans for the improvements.

21. Prior to implementation of these improvements, the Project Applicant shall submit final design plans and other specifications to the City and any other responsible agency, for their review and approval, including a traffic management and detour plan to be implemented during construction of the improvements. The final design shall be based on the approved Schematic Master Traffic Improvement Plan.

Transportation Demand Management

22. The Project Applicant shall prepare a transportation demand management plan, following the recommendations included in the report entitled “Oak to Ninth Project, Transportation Demand Management Plan” by Nelson/Nygaard, dated January 2005, as well as the applicable mitigation measures set forth in the EIR (MM B.4.a, B.4.b, C.7.a, C.7.b, C.7.c, C.7.d, C.7.e., C.7.f, C.7.g, C.7.h, C.7.i). The plan shall include a written commitment from AC Transit concerning bus service to the site and a shuttle operations plan serving the project area. An implementation schedule shall be included in the plan, including a specific commitment of financial participation for peak hour service, routing, schedule and phased implementation according to the threshold established for the issuance of occupancy permits for the transportation improvements phasing plan set forth in Condition of Approval No.18. The shuttle service shall become operative within six months of the occupancy of the 1,000th unit. Thereafter, the implementation and service increase required for the shuttle shall be in accordance with the approved schedule. At the Project Applicant’s discretion and with the approval of the City, the shuttle program may be implemented through a provider such as AC Transit and may be coordinated with the service commitment required for the Jack London Square Development Project. In these events, the Project Applicant shall execute agreements with such providers or partners as part of the transportation demand management plan.

The final TDM plan shall specify that the management of on-street public parking shall be through two to four-hour time limits rather than charging for parking. The plan shall also include secure bicycle parking for residents.

The final TDM plan shall be reviewed by the Planning Commission and approved by the City Council. Each Final Development Plan submitted for individual development projects or phases shall demonstrate compliance with the approved TDM plan.

Hydrology and Drainage

23. The Project Applicant shall implement all of the mitigation measures described in “Section F. Hydrology and Water Quality” of the MMRP. Final grading and improvement plans for the Project shall include all information, analysis and requirements as set forth in the MMRP. **(MM # D.1., D.2., D.5., D.6.)** Prior to the issuance of a grading permit for any phase of the project, the Project Applicant shall submit a drainage, erosion control and Storm Water Pollution Prevention Plan (SWPPP) incorporating all City and other requirements, including the State General Permit for Construction. The applicant shall also submit the detailed design of the storm water control plan that complies with provision C.3 of the Alameda Countywide NPDES Municipal Stormwater Permit, NPDES Permit No. CAS0029831, Order R2-2003-0021, or any subsequent tentative order, revision, or new permit.

Geology, Soils and Seismicity

24. The Project Applicant shall implement all of the mitigation measures described in “Section F Geology, Soils and Seismicity” of the MMRP. All geotechnical reports and recommendations submitted in accordance with final grading and construction specifications shall incorporate the information, standards, and requirements required in that section. Prior to the issuance of a grading permit for the site, the plans, information and analysis required by this Condition of Approval shall be independently reviewed by a qualified geotechnical engineer hired by the City at the Project Applicant’s expense and approved by the City Engineer. **(MM # F.1., F.2., F.3., F.4., F.5.)**

Cultural Resources

25. The Project Applicant shall implement all of the mitigation measures described in “Section E. Cultural Resources” of the MMRP **(MM # E.1.a, E.1.b, E.1.c, E.1.d., E.2, E.3.a., E.3.b, E.8)**. The project shall also include the following additional measures and standards:

a. Within 90 days of final approval of the close of escrow with the Port of Oakland, the Project Applicant shall take measures to protect the Ninth Avenue Terminal Building, pending demolition of the approved portion of the facility. The building shall continue to be actively used, if feasible, with access for trucks to the site through any development or construction activities, to the greatest practical extent. Within 45 days of the final approval of the close of escrow with the Port of Oakland, the Project Applicant shall submit to the Development Director a description of the proposed measures. The Development Director shall review, and may approve, disapprove, or modify the measures intended to eliminate deterioration, minimize vandalism and assure protection of the building. These measures shall remain in place for the duration of the demolition, grading and other construction activities until building permits are issued for the restoration of the preserved portion of the building.

b. No less than 90 days from the date of scheduled demolition, the Project Applicant shall submit a restoration and reuse plan for the Ninth Avenue Terminal Building including but not limited to the following materials and information:

1) a finance and business plan that establishes a framework for restoring, preserving, and reusing the preserved portion of the building, including a commitment by the project applicant to seek additional public funding, private financing, and/or private philanthropic grants and the funding mechanisms and budget for the work;

- 2) a management plan demonstrating exemplary and continued stewardship of the preserved portion of the building, with recognition of its cultural and historical importance to the City of Oakland and which is accountable to the goals and policies of the *City of Oakland General Plan and the Estuary Policy Plan*;
- 3) a community participation plan providing for input by Oakland community members in decisions concerning the portion of the Ninth Avenue Terminal Building's preservation and reuse;
- 4) a development plan demonstrating that the proposed renovation and reuse of the portion of the Ninth Avenue Terminal Building is consistent with the design standards, policies, and goals of the PWD-4 Planned Waterfront Zoning District, the Design Guidelines for the Oak to Ninth Mixed Use Development Project, and with any other design criteria that the City determines is appropriate to meet said goals and policies up to and including the proposed design for Shoreline Park; and
- 5) a schedule for completing the work. In no case shall the time allotted for project completion exceed the time allotted in Exhibit C of the Development Agreement (issuance of a certificate of occupancy for the 1,000th unit or 5 years from the issuance of the first building permit for Phase I.)
- 6) an application to nominate the remaining portion of the building and the site as a City of Oakland Landmark.

The City Landmarks Preservation Advisory Board shall review this information and the plans and make recommendations to the City Council and the Planning Commission. The Planning Commission shall review and consider the information, plans and recommendations from the Landmarks Preservation Advisory Board and forward its recommendations to the City Council. The City Council shall review and approve the plans and schedule for work.

c. Notwithstanding that the City has fully established in the record that preserving more of the Ninth Avenue Terminal Building is not economically feasible based on the whole of the financial obligations for the project and on the administrative record, the City shall institute an independent process to ascertain whether there are alternative funding sources, whether there is an entity interested in taking a greater financial risk than has been deemed acceptable given standard market conditions and rates of return and whether factors other than economic feasibility can be combined to provide for another set of uses for the preserved portion of the building. This process is in full recognition of the fact that the significant and unavoidable impacts of demolishing a substantial portion of the Ninth Avenue Terminal Building cannot be mitigated to a less than significant level and that the City is not in a position to subsidize the operation, maintenance or rehabilitation of this structure given current capital project needs and current approved budgets for Redevelopment and other funding sources.

The process shall include the following major steps and timeframes:

- 1) By September 15, 2006 the City shall issue a Request for Proposals soliciting projects, uses and funding sources for the preservation of the Ninth Avenue

Terminal building in an amount greater than 40,000 square feet and no more than 90,000 square feet. The RFP shall indicate that uses must be Tideland Trust consistent, that the building shall be preserved and rehabilitated consistent with the Secretary of Interior Standards, and that the City does not have the financial capacity to contribute to this effort.

2) Proposals shall be received by February 15, 2007, and reviewed and a report prepared for the City Council's consideration of the options available based on specific criteria, including trust consistent purposes, timing of implementation, funding sources, financial capacity, etc.

3) City Council shall make a final determination regarding any option for the preservation of the Ninth Avenue Terminal building by June 30, 2007.

In the event the RFP does not result in the alternative re-use of a 40,000 to 90,000 square foot portion of the Terminal Shed building, the developer shall rehabilitate a 20,000 (rather than 15,000 originally proposed) square foot portion of the Terminal Shed building and the \$500,000 developer contribution to the general City-wide historic preservation efforts shall be dedicated to off-set the costs associated with the preservation of the additional 5,000 square feet.

26. Prior to the issuance of a demolition permit for the approved portion of the Ninth Avenue Terminal Building, the Project Applicant shall submit \$500,000 to the City for compensation for the loss of a significant historic resource. These funds shall be used in other historic preservation efforts including but not limited to funding Mills Act projects to offset the loss of property taxes, restoration projects for other landmarks or preservation districts as recommended by the Landmarks Preservation Advisory Board and as finally determined by the City Council.

Vested Tentative Map Conditions

27. The maximum number of residential units for the approved project is 3,100. Any minor revision of the internal circulation plan or lot layout shall be subject to the review and approval of the Development Director at least 45 days prior to filing each final map.

28. Multiple final maps may be filed subject to the Phasing Schedule set forth in Exhibit C of the Development Agreement. Modifications to the Phasing Schedule are subject to the review and approval of the Development Director, and at his/her sole discretion; any modifications may be subject to review of the Planning Commission.

29. Prior to the approval of each Final Map, a site plan and other information as may be required shall be submitted for the review and approval of the Development Director or his/her designee demonstrating substantial compliance with the approved VTM and the "Project Plans" as set forth in Condition of Approval 1, as well as any subsequent permit received from a responsible or other agency with authority over the project site.

30. Prior the submittal of the first Final Map for the project, the covenants, conditions and restrictions ("CC&Rs") for the VTM shall be submitted for review by the City. The CC&Rs shall provide for the establishment of a homeowners association for the maintenance and operation of all landscaping, common open space areas, all common area improvements and common structure

improvements that are not within the purview of the Community Facilities District/Community Services District (CFD/CSD) or similar entity.

31. At least 45 days prior to recording each Final Map, plans shall be submitted for review by the City Building Services Department to obtain addresses and for street name approval. Alternate street names should be submitted in the event of duplication and to avoid similarity with existing street names. Final Maps shall not be certified as ready for approval without the approved street names.

32. The Project Applicant shall revise the Vesting Tentative Map prior to approval becoming effective, as follows:

a. Revisions required to the General Note Section of the Map:

General Note 2: Multiple Parcel Maps may be filed on the lands shown on this map subject to all the Conditions of Approval, the PWD-4 Planned Waterfront Zoning District and Mitigation Monitoring and Reporting Program as set forth in the Preliminary Development Plan and Development Agreement approved by the Oakland City Council on June 20, 2006.

General Note 6: Phasing: This project is proposed to be constructed in Phases as set forth in the Development Agreement, Conditions of Approval and the Mitigation Monitoring and Reporting Program as approved by the Oakland City Council on June 20, 2006.

General Note 7: Street Names: Final street names shall be approved as set forth in the Conditions of Approval as approved by the Oakland City Council on June 20, 2006.

General Note 8: Dedications, Easements and Right of Entry: Additional and specified dedication of property rights and rights of entry as necessary to accommodate all drainage facilities, sewer facilities, public utility easements and other easements as may be necessary to properly serve the lots created shall be dedicated as part of the filing of future final maps.

General Note 9: All utilities shall be installed underground according to the standards and requirements of the City of Oakland and the applicable utility.

b. Other revisions to the Vesting Tentative Map plan set, absent alternative technical authority from a broadly recognized standard, are as follows:

- 1) At the intersection of Embarcadero and 5th Avenue, some mitigation needs to be proposed as the intersection skew does not meet City standards. Main Street needs to be designed to provide the necessary radius (100 feet).
- 2) Main Street shall be widened to provide the required depth perpendicular to the face of curb and travel lane, or the diagonal degree needs to be changed to 30 degrees.

- 3) 7th Avenue needs to be redesigned to have the necessary radius of 100 feet.
- 4) The Embarcadero/8th Avenue intersection needs to be redesigned to get the skew angle under 15 degrees.
- 5) The Oakland city standard radius for the curve on the relocated Embarcadero is 500 feet.
- 6) Redesign 9th Avenue to achieve the 50 foot tangent for reverse curves.
- 7) Rolled curbs details and specifications shall be replaced with concrete curb and gutter following standard City specifications.
- 8) On 9th Avenue, the potential for illegal parking must be reduced by pulling the inside curb and/or providing a “knuckle” to achieve the 100 foot minimum radius.
- 9) A 20 foot minimum travel way is acceptable where there is parking on both sides of the street. Where there is no parking the minimum travel way shall be 24 feet.
- 10) The radius for the 5th Avenue cul-de-sac for fire access must be redesigned to replace the rolled curb with another detail as acceptable to the Public Works Director and the Fire Marshall. The reduction of the 52 foot radius may be acceptable with a review of apparatus specifications and with the approval of the Fire Marshall.
- 11) Absent an alternative technical authority, the City requires a 50 foot tangent at the intersection of Main Street and the Embarcadero, and 9th Avenue and the Embarcadero.
- 12) Parcel corners at the intersections must be modified to provide rounded curbs to a radius of 15 feet.

33. Prior to the issuance of a grading permit for the site preparation (not including grading and excavation for soil remediation) of the first development area as set forth in Exhibit C of the Development Agreement, the applicant shall submit a schematic master improvement plan for the entire site prepared by a licensed Civil Engineer, with all conditions and requirements as set forth in these Conditions of Approval, the approved Preliminary Development Plan for the private property and the public rights of way, including but not limited to curbs, gutters, pedestrian ways, 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 required to comply with all applicable City standards, and the street tree locations and planting specifications.

34. This Schematic Master Improvement Plan shall be reviewed and approved by the City Engineer and used as the confirmation of compliance with subsequent phased improvement plans. Except with respect to Conditions of Approval No. 18, 19 and 36, final maps may be recorded upon the City's approval of a Subdivision Improvement Agreement and receipt of adequate security in accordance with the Subdivision Map Act and the City's Subdivision Ordinance.

Fire and Life Safety Requirements

35. Prior to the issuance of an occupancy permit for each Development Parcel, a Site Security and Management Plan shall be developed in conjunction with the Oakland Police Department, including parking garage security and lighting, building security features, security personnel staffing organization and management and emergency protocol procedures.

The following standards and requirements shall apply to the project and to each Development Parcel:

- a. Fire hydrants shall be incorporated, as required to attain a standard that achieves coverage so that a hydrant is accessible around a building perimeter with a hose reach of not less than 150 feet as per Oakland Fire Department or within 30 feet of any fire sprinkler or standpipe connection.
- b. All new fire hydrants shall meet East Bay Municipal Utility District (EBMUD) standards, 4.5 inch steamer by 2.5 inch outlet.
- c. A sprinkler system for each building including the capacity to annunciate by zone and tamper switches, as required by the Oakland Fire Department on a building-by-building basis, taking into account building square footage, occupancy limits, height and emergency access. Final building specific annunciation requirements shall be reviewed and approved by the Oakland Fire Department as part of the fire plan check.
- d. All entry gates with either key or push button Knox Box access shall include a minimum 8 inch by 10 inch Knox Box to store required maps, plans and up to five (5) sets of keys for building maintenance areas.
- e. Standpipes shall meet the following requirements:
 - 1) They shall be combined with the building sprinkler system with 2.5 inch NST outlets.
 - 2) Fire Department connections to sprinklers shall be shown as one 30 degree, 5 inch Stortz and two each 2.5 inch NST gated inlets.
 - 3) Final locations of standpipes for each Development Parcel shall be reviewed and approved by the Oakland Fire Department prior to the issuance of a building permit.

- f. Smoke detectors and related initiating and signaling devices shall be shown to be installed to annunciate fire by zone, mechanical (by location), electrical (by location) and other areas as may be required by the Oakland Fire Chief.
- g. A comprehensive fire alarm system for all Development Parcels meeting the following minimum specifications:
 - 1) Activation by water flow or other signaling device to annunciate at the alarm panels.
 - 2) Initiation of an audible and visual alarm in the building.
 - 3) Identification for zone locations on alarm panels for smoke or water flow alarms, as approved by the Oakland Fire Department.
 - 4) Ability for a private alarm company to relay an activated zone to the Oakland Fire Department.
 - 5) Button board or digital alarm panels shall show all smoke detectors by zone, individual or miscellaneous rooms and water flow zones.
 - 6) The communications system for all building sites shall include electrical shut-off, and a general alarm switch to shut off and activate the fire alarm manually for each designated area within the building. For all buildings higher than 86 feet, this requirement shall include a shut-off and reverse HVAC switch.
- h. For the residential towers (125 to 240 feet) an Emergency Response Protocol Plan shall be submitted to the Oakland Fire Department prior to the issuance of a building permit. This plan shall include but not be limited to:
 - 1) The provision of a Command Center at a minimum size of 8 feet by 10 feet, including alarm panels and large Knox Boxes at entry points as required by the Oakland Fire Department.
 - 2) Delineation of emergency evacuation routes, posting locations of emergency information, and the identification of safe zones in the building to accommodate non-ambulatory occupants and to provide staging areas for Fire Department operations.
 - 3) As required by the Oakland Fire Department, the buildings shall be designed so that areas can be shut down using magnetic or other acceptable closures with indicator signals on the enunciator panels or at the Command Center that doors have closed.

Off-Site Sewer Project Requirement

36. The Project Applicant will connect the Project sewer lines to the EBMUD interceptor in the Embarcadero. Although overall wastewater treatment capacity exists to serve the Project, the Public Works Department and EBMUD have determined that the Project

Applicant must complete an off-site Infiltration and Inflow rehabilitation project to increase wet weather sewer capacity. Based on an evaluation prepared by BKF (memo dated June , 2006), the following criteria shall be used to determine the sub-basins that will be selected for the Infiltration and Inflow rehabilitation project: (a) lowest unit cost to rehabilitate 1 gpd; (b) not already completed as part of the East Bay infiltration/inflow studies by the City of Oakland; (c) located within, or upstream of, the Project basins 54, 59, or 64; (d) rehabilitation required to mitigate base flow generated from the Project shall be approximately 95-100 percent of the sub-basin infiltration and inflow. The following basins have been preliminarily selected based on these criteria: basins 58 and 64 from north Oakland and basins 82 and 83 from south Oakland. The final selection of the sub-basins for this rehabilitation project will be made after further investigation of the scope of work based on existing sewer base maps and improvement plans and evaluation of this information in the context of the criteria listed above, with a maximum cost not to exceed \$1.0 million to be completed no later than the completion of Phase II as set forth in the Development Agreement, Exhibit C.

Construction Management and Phasing

37. As a requirement of each submittal of demolition, grading or building permit plans for a Development Parcel(s), the Project Applicant shall submit a Construction Phasing and Management Plan, incorporating all applicable mitigation measures in the MMRP including Air Quality (MM C.1a); Cultural Resources (MM E.1a, E.1.b, E.1.c., E.1.d., E.2, E.3); Hazardous Materials (MM H.1.a, H.1.b., H.1.c., H.1.d., H.1.e, H.2.a., H.2.b., H.2.c., H.2.d., H.3); Noise (MM G.1a, G.1.b., G.1.c., G.1.d., G.2); Traffic, Circulation and Parking (MM B.10) and Biological Resources and Wetlands (MM I.2.a., I.2.b, I.2.c., I.2.d., I.3.a., I.4.a, I.4.b, I.5). The plan shall also include the following additional measures and standards:

- a. A site security and safety plan to assure that grading and construction activities are adequately secured during off-work hours.
- b. A fire safety management plan for all phases of work, including provisions for access, water, and other protection measures during grading and construction activities.
- c. All parcels not under active construction shall be graded to drain to an approved runoff storm water treatment facility. Such facility may be located on the specific parcel not under active construction. Surfaces shall be treated with hydro-seed made up of a mix of native grasses and wildflowers. Slopes that are in excess of 2(h):1(v) shall also have a jute mesh blanket, or similar material, placed on the slope. The parcel shall have perimeter control to prevent either water or wind borne silt and pollutants from leaving the parcel. Access to the parcel shall be controlled by fencing approved by the Development Director.

Establishment of Community Facilities District and a Community Services District

38. Prior to and at the time of approval of the first final map for the project, a Community Facilities District (CFD) or other similar financing mechanism acceptable to the City, shall be fully operational, and all assessments, reserve funding and/or other long-term financing and other requirements necessary to fully fund, in perpetuity, the maintenance of the parks, open space and public right of way. In addition, a Community Services District (CSD) may be formed with the

responsibility for operation and maintenance of all parks, open spaces, shoreline trails, piers and public rights of way within the project, following the Minimum Maintenance Standards set forth in Exhibit F of the Development Agreement. If at any time the CSD is dissolved or is otherwise unable to adequately perform specified functions, the Development Director may exercise his or her authority under the Development Agreement and Condition of Approval No. 7. The CFD shall specify, without limitation, those obligations as set forth in Section 4.4.3, 4.4.4. a., b., c. d., e. and f. in the Development Agreement, along with the following other provisions:

- a. A reserve fund shall be established in the CSD budget to provide for restoration, maintenance, repair or other work associated with all improvements and areas within the jurisdiction of the CSD.
- b. The Project Applicant shall provide start-up funds for the CFD/CSD in an amount to be determined by the City Engineer in accordance with the approved capital development and maintenance plan, which shall be provided no later than recordation of the first final map for the Project. The Project Applicant shall also assume financial responsibility for all related work for a warranty period determined by the Public Works Director.
- c. The CFD/CSD shall include both on going maintenance activities as well as a plan for unexpected maintenance and events, including events or damages that could occur as the result of site improvements associated with geotechnical, drainage or related matters within the CFD/CSD jurisdiction. This work shall be based on the final grading, site soils conditions and specifications for improvements as set forth in Conditions of Approval No. 33 and 40.
- d. The CFD/CSD budget shall separately identify the projected costs associated with (1) standard annual operation, administration and maintenance work; (2) long-term operation and maintenance including life cycle costs of major features such as the Shoreline Park pier; (3) storm water quality maintenance and monitoring; (4) reserve fund and (5) debt service requirements.
- e. The CFD/CSD shall submit an annual report to the City Council detailing (1) compliance with the Minimum Maintenance Standards as set forth in Exhibit F of the Development Agreement and (2) budgetary and other financial information relevant to the CFD/CSD operations.
- f. The CFD/CSD shall obtain general liability insurance and directors' insurance for the Board of Directors to the extent that the CFD/CSD Board determines in its sole discretion that such insurance is available at commercially reasonable rates.
- g. Regardless of whether or when the CSD is formed, the assessments or taxes necessary to fund the above requirements must be determined following a thorough financial analysis and must include adequate funding for the indemnity and insurance obligations set forth in Section 4.4.4.e. of the Development Agreement. The City's attorney and Risk Manager shall also review the adequacy of the funding for the indemnity and insurance and may make recommendations regarding such funding.

h. The taxes or assessments shall be fully authorized and imposed on the project site prior to approval of the first final map.

39. The CSD, if formed, will be responsible for hiring its own staff (or contracting with non-City parties to perform such staff services), including all workers who will undertake operation, maintenance, replacement, repair and other activities of the CSD and no City employees shall perform such services for CSD facilities and improvements. Further, the City shall not fund or otherwise administer any of the operations of the CSD.

Landscaping, Open Space, Park and Trail Requirements

40. The Project Applicant shall prepare and implement a Landscape, Open Space, Park and Trail Plan substantially consistent with the Preliminary Development Plans dated February 2006. This plan shall be part of the Final Development Plan package for each phase of the Project set forth in the Phasing Schedule in Exhibit C of the Development Agreement. The plans shall be developed based on detailed surveys of existing site conditions and locations of major features including utility lines and other public improvements. This plan shall include a phasing and staging schedule showing how the landscaping for each phase of the project shall be implemented along with the detailed master improvement plan set forth in Condition of Approval No. 33 that must accompany and correlate with each Development Parcel. This plan must reference and incorporate all applicable conditions and requirements as set forth in these Conditions of Approval. This plan shall be submitted to the Development Director for review and approval prior to the issuance of the building permit for the first Development Parcel. This plan shall include:

- a. Complete soils information, including soil preparation and amendment specifications, soil particle size for existing site soils and imported soils, representative soils and water table tests confirming the suitability of the site for the plant materials selected.
- b. Plans for each park shall include paving materials, tree and plant materials, street furniture, lighting, major recreational and landscaping features, public art installations, play equipment, courts, plazas, sculptural features, etc.
- c. An evaluation of feasible modifications to the grading and overall elevations to improve views of the Estuary from the western portion of the site, particularly from 9th Avenue and Shoreline Park.
- d. Preservation of a significant portion of the Ninth Avenue Terminal building wharf/apron area on the waterfront side to the recommended 26 foot width and the ramp to the water, as a part of the Shoreline Park and building reuse plan, as practically feasible.
- e. Plans for all street sections including typical paving and materials cross sections, trees and plant materials,
- f. Plans and general specifications for other landscaping features and public art installations.

- g. Plans and general specifications for the segments of the Bay Trail through the site pathways throughout the site, including the boardwalk areas adjacent to the Estuary.
- h. Plans for the historic and interpretive elements in and around the area of the preserved portion of the Ninth Avenue Terminal Building and Shoreline Park, including the reinstallation of existing features honoring the history and use of the area as a breakbulk cargo terminal, with an overall physical theme and other unifying physical elements.
- i. All play surfaces and play structures throughout the development will comply with ADA standards.
- j. Prior to the issuance of the first building permit for each Development Area, a final landscape plan shall be submitted for that phase, based on the results, requirements, information and recommendations contained in the master schematic landscape plan, and including but not limited to the following:
- Detailed irrigation plans, consistent with water conservation and sustainability practices. Planting details such as location, number and sizes of the plant materials and the specifications for planting.
 - Street trees shown on the site plan.
 - Specifications for driveways, paving, entry and other surface treatments.
 - A detailed landscape maintenance plan for each phase, including short and long term plant and tree care, irrigation system maintenance and other information to assure that the landscape plan will be successfully established and maintained consistent with the Minimum Park Maintenance Standards specified in Exhibit F of the Development Agreement.
 - All applicable mitigation measures in the MMRP.

All landscape plans shall be independently reviewed and approved by a qualified landscape architect and other professional consultant, as deemed required by the Development Director, at the Project Applicant's expense.

The Project Applicant shall work with staff regarding the design of the open space such that, to the extent such uses are approved by the State Lands Commission (now or in the future), the Project Applicant shall engineer and design portions of the open space for active (sports) recreation opportunities.

40.a. Refer to Exhibit N of the Development Agreement

41. Prior to the issuance of the first occupancy permit within each Development Parcel, the Project Applicant shall enter into a two year landscape maintenance agreement with the City, subject to the review and approval of the City Attorney, running from the date the landscaping is deemed complete and in compliance with the approved landscape plan for each phase. The security posted shall be in the form of an acceptably rated bond, cash, an irrevocable letter of credit or a certificate of deposit, and the amount shall be determined based on the contract costs of plants and installation plus 25 percent. At the project applicant's option, a phased plan for securing the two year landscape maintenance agreement may be established, consistent with the

Phasing Plan set forth in Exhibit C of the Development Agreement so that the security required is concurrent with the overall phasing as planting becomes established.

42. The Project Applicant shall prepare and implement a Tree Protection Plan based on the Tree Report for the Oak to 9th Project prepared by HortScience, Inc. dated February, 2006. The City's Arborist has deemed this report consistent with the City's Tree Protection Ordinance and that a tree permit may be issued for the site, prior to soils remediation activities based on the completed review. Further review required to issue the tree removal permit shall be limited to substantial compliance with prior review and recommendations.

Design Requirements

43. *Lighting Standards and Requirements.*

a. The applicant shall submit a lighting plan for review and approval by the Planning and Zoning Division, with referral to other City departments as appropriate. The plan shall include the design and location of all lighting fixtures or standards. The plan shall indicate lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. All lighting shall be architecturally integrated into the site.

b. The applicant shall maintain all on-site lighting to meet the State Business and Professions Code Section 25612, providing enough illumination to identify loiterers standing in the immediate vicinity of accessways, parking lots, parking structures, the commercial areas and the parks and open spaces in the site. Such illumination shall remain on during all hours of darkness when the businesses, parking areas and open spaces and parks are open and shall be shielded to a point below the light bulb and reflector and not cast unnecessary glare onto adjacent residential properties.

c. The exterior lighting fixtures which serve the parking areas shall be equipped with daylight sensors that will automatically turn the lights on at dusk and off at sunrise, shall be adequately shielded to a point below the bulb and reflector, and shall prevent unnecessary glare onto adjacent properties.

44. Final Development Plans for Parcels K, L and M as identified in Vesting Tentative Map No. 7621 shall incorporate the mitigation measures set forth in "Section A – Land Use Plans and Policies" of the MMRP (MM # A.1., A.2.a., A.2.b., A.3.a., A.3.b.)

Administrative Review Standards for Commercial Uses

45. The following performance standards and review criteria shall be used to administratively review uses for the commercial and portions of the project, prior to the issuance of the first building permit for construction of a building including commercial and retail space on each Development Parcel, if applicable:

a. Review and written verification shall be provided to confirm that loading storage and equipment areas have been designed and designated to account for the needs of the

proposed use without interfering with parking, access or loading areas of adjacent commercial uses.

b. For food related uses such as cafes, delicatessens, restaurants, fast food establishments and similar activities, the following standards and conditions shall apply:

1) Adequate provisions have been made for trash disposal and recycling, including provision of standard City of Oakland containers within the public right of way, following the requirements and standards of the California Uniform Retail Food Facilities Law (Health and Safety Code Sections 37500 et. seq.), as reviewed and approved by the Planning Director or his/her designee.

2) Adequate ventilation, filtration and odor control systems shall be installed for any commercial hoods; along with submittal of provisions for maintenance and inspection of such a system should odor complaints be received.

c. For entertainment uses, live entertainment shall be subject to the cabaret permit review procedures under the Oakland Municipal Code.

Required Disclosure Statements Pertaining to Uses and Activities Associated with the Project

46. *Required Disclosures*

Live/Work Units: The owner of the property shall provide a Statement of Disclosure on the lease or title to all new tenants or owners of the live-work units acknowledging the commercial character of the district and acceptance of the potential for uses in the area to result in certain off-site impacts at higher levels than would be expected in residential areas. The statement of disclosure shall also state that the tenants may only engage in the activities allowed by the PWD-4 Planned Waterfront Zoning District. The statement of disclosure shall also state that at least one tenant of each unit shall apply for and maintain a City of Oakland Business Tax Certificate for a business at the project address. The statement described in this condition of approval shall also be provided to any new owners of the property or any of the new units before a unit or the property is sold.

47. *Mixed Use Character of the Project*

Adjacency of High Use Public Area and Rail Lines: The project applicant shall ensure that future residents sign a notice acknowledging that they are aware of and accept the potential noise levels related to the adjacent railroad lines, commercial activities, live/work activities and large open space and park areas adjacent to the Development Parcels.

Affordable Housing Provisions

48. Provisions for Affordable Housing

The developer's and Agency's responsibilities will be incorporated into the project Development Agreement, Exhibit L. Following is a summary of that agreement:

The Project would include a total of 465 affordable housing units to be located on Parcels F and G. These units are expected to be built in the following four phases:

Phase	Parcel	Units	Construction Type
I	F	150	Type V;
II	G (portion)	132	Type I (over retail);
III	G (portion)	77	Type I (over retail); and
IV	G (portion)	106	Type III (over retail).

a. Purchase of Lots

Developer will provide Lots F and G for sale to the Agency for the purpose of constructing affordable housing. The lots will be in remediated condition with all necessary utilities stubbed out at the lot line and access roads completed along the lot frontage to back of curb prior to construction (“Finished Lot”). The Agency shall close escrow on Lots F and G no later than the date that is 90 days after such lots are completed as Finished Lots (completion currently estimated at fourth quarter of 2009 to first quarter of 2010; therefore, closing is estimated to occur in first quarter of 2010 to second quarter of 2010).

b. Determination of Discounted Purchase Price

Value of the lots will be determined by an appraisal in consideration of the number of market rate residential units allowed to be built at the time the purchase transaction takes place (notwithstanding the affordability restriction contained in the Development Agreement/zoning), minus \$1 million for each lot; subject to a minimum purchase price described below. The initial purchase price for Parcel G will be based upon that portion of the land allocated to the residential component, which shall be determined by dividing the sum of the square footage of all residential units and residential parking by the total building and parking square footage for the entire Parcel G development.

c. Minimum Purchase Price

The purchase price for Parcels F and G would be subject to a possible adjustment based on the developer’s actual cost of providing the Finished Lot since the project has very slim margins of profit it cannot sustain losses which might occur if a parcel is sold significantly below the developers cost. Accordingly, a minimum purchase price is established that allows the purchase price to be adjusted upwards if the developer’s cost of the finished, ready-to-build lot is more than the appraised value. The discounted purchase price may be adjusted up to the higher of the developers cost (not including profit) or the fair market value at the time of completion or remediation, utilities, and access. However, in no event would the purchase price of the lot be adjusted higher than the fair market value.

d. Early Purchase

The Agency would have the right to purchase Lots F and G prior to their completion as Finished Lots (with the Developer remaining obligated to remediate the property and install the applicable

improvements) in return for a discount on the Purchase Price equal to a percentage discount rate multiplied by the number of years each lot is purchased prior to being completed as a Finished Lot. This discount would apply regardless of any adjustments made under the minimum purchase price provisions described above. The discount would be determined by taking a discount rate per year and multiplying it by the number of years the Agency purchases the lot before it is ready to build on. The discount rate for the lots will be a blend of Developer's preferred return and Developer's cost of financing reflecting the proportions of each in Phase I. For example, if the cost of financing is 8% and the preferred return on equity is 10% and the proportions of financing and equity are 75% financing and 25% equity, then the blended rate would be 8.5%. If the lots are then purchased two years early the discount would be 17%.

e. Additional Contribution

The Developer will make an additional contribution toward affordable housing equal to \$2,000,000, with \$1,000,000 payable at the time of building permit issuance on Parcel F and \$1,000,000 payable at the time of building permit issuance on Parcel G.

f. Commercial Shell and Parking Purchase Provision

Upon completion of the commercial shell and parking for Parcel G, the Developer will purchase the commercial shell and parking at the cost of construction to the Agency or affordable housing developer, including financing and equity costs and developer overhead.

g. Development Rights Transfer

The developer may propose to purchase the right to build market rate units from the pool of affordable units allocated to Parcel G, along with the land value then associated with the units to be sold. Such a purchase would not affect any other contribution toward affordable housing to which the developer would still be bound. The developer may transfer the development rights to any other area within the development and use the rights for development of market rate units.

h. Construction of Affordable Housing

The Agency will warrant that it will cause to be constructed affordable housing units when it is economically feasible for the Agency to do so, subject to bonding constraints, Oak to Ninth project build out schedule, anticipated State funding to cover part of the needed subsidy as such program exists in 2006, and anticipated growth in tax increment from the Central City East Redevelopment Area and other areas contributing to the city-wide housing tax increment pool. It is anticipated that the Agency will fund the construction of units based on the following schedule:

(1) Parcel F (Phase 1): No later than July 1, 2013 and when 1000 market rate units have been completed and are on the tax roll.

(2) Parcel G (Phase II): No later than July 1, 2016 and when 1800 market rate units have been completed and are on the tax roll.

(3) Parcel G (Phase III): No later than July 1, 2017 and when 2100 market rate units have been completed and are on the tax roll.

(4) Parcel G (Phase IV): No later than July 1, 2018 and when 2300 market rate units have been completed and are on the tax roll.

The Agency may elect to construct sooner provided sufficient funding is available. Further, the Agency shall covenant to limit the use of the Oak to Ninth project set aside funds to the acquisition and development of Lots F and G until the completion thereof.

i. Affordability Level

Units will be affordable to households at between 30% and 60% of Adjusted Median Income

j. Unit Types

Up to 25 percent of all units may be configured for seniors. At least 30 percent of all non-senior units will be three bedroom units and at least 20 percent of all non-senior units will be two bedroom units.

k. Environmental Remediation of Estuary Park

To the extent that the City Council may decide to provide funds for environmental remediation of Estuary Park, the developer has agreed to provide additional subsidy for affordable housing equal to the amount of any remediation the Council funds. This will cause the park to be built earlier than would otherwise be feasible. Additionally, this will cause two of the four phases of affordable housing to be funded one year earlier than would otherwise be feasible and would result in citywide affordable housing funds being available for use elsewhere in the City. The developer proposes to pay interest on any funding provided by the City for environmental remediation equal to the rate the Redevelopment Agency would otherwise get, until such time as the first phase of Oak to Ninth affordable housing is built, at which time the developer would provide funding equal to the environmental remediation contribution plus interest to the Agency for use in funding affordable housing within the Oak to Ninth Mixed Use Development Project.

Part 1: Standard Conditions of Approval – General Administrative Conditions

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, **October 19, 2016 Planning Commission staff report**, and the approved plans, as amended by the following conditions of approval and mitigation measures, if applicable (“Conditions of Approval” or “Conditions”).

2. Effective Date, Expiration, Extensions and Extinguishment

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **no later than expiration or termination of the “Development Agreement between City of Oakland, Redevelopment Agency of the City of Oakland, and Oakland Harbor Partners, LLC”** 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. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. Compliance with Other Requirements

The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Building, Fire Marshal, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition #4.

4. Minor and Major Changes

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

5. Compliance with Conditions of Approval

- a. The project applicant and property owner, including successors, (collectively referred to hereafter as the “project applicant” or “applicant”) shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.
- b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant’s expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.
- c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City’s Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.

6. Signed Copy of the Approval/Conditions

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

7. Blight/Nuisances

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

8. Indemnification

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

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

9. Severability

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

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

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

11. Public Improvements

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

12. Compliance Matrix

The project applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a sortable spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The project applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City.

13. Construction Management Plan

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

Part 2: Standard Conditions of Approval – Environmental Protection Measures

GENERAL

14. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

AESTHETICS

15. Graffiti Control

Requirement:

- a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:
 - i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.
 - ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.
 - iii. Use of paint with anti-graffiti coating.
 - iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).
 - v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.
- b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:

- i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.
- ii. Covering with new paint to match the color of the surrounding surface.
- iii. Replacing with new surfacing (with City permits if required).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

16. **Landscape Plan**

a. Landscape Plan Required

Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. Landscape Installation

Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.

When Required: Prior to building permit final

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

BIOLOGICAL RESOURCES

17. Tree Removal During Bird Breeding Season

Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

When Required: Prior to removal of trees

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

18. Tree Permit

a. Tree Permit Required

Requirement: Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.

When Required: Prior to approval of construction-related permit

Initial Approval: Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Tree Protection During Construction

Requirement: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:

- i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.

- ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.
- iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.
- iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.
- vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.

When Required: During construction

Initial Approval: Public Works Department, Tree Division

Monitoring/Inspection: Bureau of Building

c. *Tree Replacement Plantings*

Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:

- i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.
- ii. Replacement tree species shall consist of *Sequoia sempervirens* (Coast Redwood), *Quercus agrifolia* (Coast Live Oak), *Arbutus menziesii* (Madrone), *Aesculus californica*

- (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.
- iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.
 - iv. Minimum planting areas must be available on site as follows:
 - For Sequoia sempervirens, three hundred fifteen (315) square feet per tree;
 - For other species listed, seven hundred (700) square feet per tree.
 - v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.
 - vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.

When Required: Prior to building permit final

Initial Approval: Public Works Department, Tree Division

Monitoring/Inspection: Bureau of Building

GEOLOGY AND SOILS

19. Construction-Related Permit(s)

Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

HAZARDS AND HAZARDOUS MATERIALS

20. Hazardous Materials Related to Construction

Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:

- a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction;
- b. Avoid overtopping construction equipment fuel gas tanks;
- c. During routine maintenance of construction equipment, properly contain and remove grease and oils;
- d. Properly dispose of discarded containers of fuels and other chemicals;
- e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and
- f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

HYDROLOGY AND WATER QUALITY

21. Erosion and Sedimentation Control Measures for Construction

Requirement: The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

22. Erosion and Sedimentation Control Plan for Construction

a. Erosion and Sedimentation Control Plan Required

Requirement: The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. Erosion and Sedimentation Control During Construction

Requirement: The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

23. State Construction General Permit

Requirement: The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.

When Required: Prior to approval of construction-related permit

Initial Approval: State Water Resources Control Board; evidence of compliance submitted to Bureau of Building

Monitoring/Inspection: State Water Resources Control Board

24. Site Design Measures to Reduce Stormwater Runoff

Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following:

- a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas;
- b. Utilize permeable paving in place of impervious paving where appropriate;
- c. Cluster structures;
- d. Direct roof runoff to vegetated areas;
- e. Preserve quality open space; and
- f. Establish vegetated buffer areas.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

25. Source Control Measures to Limit Stormwater Pollution

Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant shall incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following:

- a. Stencil storm drain inlets “No Dumping – Drains to Bay;”
- b. Minimize the use of pesticides and fertilizers;
- c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas;
- d. Cover trash, food waste, and compactor enclosures; and
- e. Plumb the following discharges to the sanitary sewer system, subject to City approval:
- f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants;
- g. Dumpster drips from covered trash, food waste, and compactor enclosures;
- h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories;
- i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and
- j. Fire sprinkler test water, if discharge to on-site vegetated areas is not feasible.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

26. NPDES C.3 Stormwater Requirements for Regulated Projects***a. Post-Construction Stormwater Management Plan Required***

Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge

Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:

- i. Location and size of new and replaced impervious surface;
- ii. Directional surface flow of stormwater runoff;
- iii. Location of proposed on-site storm drain lines;
- iv. Site design measures to reduce the amount of impervious surface area;
- v. Source control measures to limit stormwater pollution;
- vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and
- vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Maintenance Agreement Required

Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:

- i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures and/or conveyance to off-site treatment facilities 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 and/or conveyance to off-site treatment facilities 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 maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

27. NPDES C.3 Stormwater Requirements for Small Projects

Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant shall incorporate one or more of the following site design measures into the project:

- a. Direct roof runoff into cisterns or rain barrels for reuse;
- b. Direct roof runoff onto vegetated areas;
- c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas;

- d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas;
- e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or
- f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.

The project drawings submitted for construction-related permits shall include the proposed site design measure(s) and the approved measure(s) shall be installed during construction. The design and installation of the measure(s) shall comply with all applicable City requirements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

28. Vegetation Management on Creekside Properties

Requirement: The project applicant shall comply with the following requirements when managing vegetation prior to, during, and after construction of the project:

- a. Identify and leave “islands” of vegetation in order to prevent erosion and landslides and protect habitat;
- b. Trim tree branches from the ground up (limbing up) and leave tree canopy intact;
- c. Leave stumps and roots from cut down trees to prevent erosion;
- d. Plant fire-appropriate, drought-tolerant, preferably native vegetation;
- e. Provide erosion and sediment control protection if cutting vegetation on a steep slope;
- f. Fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management;
- g. Obtain a Tree Permit before removing a Protected Tree (any tree 9 inches dbh or greater and any oak tree 4 inches dbh or greater, except eucalyptus and Monterey pine);
- h. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat;
- i. Do not remove vegetation within 20 feet of the top of the creek bank. If the top of bank cannot be identified, do not cut within 50 feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the development;
- j. Do not trim/prune branches that are larger than 4 inches in diameter;
- k. Do not remove tree canopy;
- l. Do not dump cut vegetation in the creek;
- m. Do not cut tall shrubbery to less than 3 feet high; and
- n. Do not cut short vegetation (e.g., grasses, ground-cover) to less than 6 inches high.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

29. Creek Protection Plan

a. *Creek Protection Plan Required*

Requirement: The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to

the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices (“BMPs”) during construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d).

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. Construction BMPs

Requirement: The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:

- i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.
- ii. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.
- iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.
- iv. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted.
- v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.
- vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.
- viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.

- ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- xi. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains.
- xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).
- xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

c. *Post-Construction BMPs*

Requirement: The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

d. *Creek Landscaping*

Requirement: The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season.

Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

e. Creek Protection Plan Implementation

Requirement: The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the project applicant. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.

When Required: During construction; ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

30. Creek Dewatering/Diversion

Requirement: The project applicant shall submit a Dewatering and Diversion Plan for review and approval by the City, and shall implement the approved Plan. The Plan shall comply, at a minimum, with the following:

- a. All dewatering and diversion activities shall comply with the requirements of all necessary regulatory permits and authorizations from other agencies (e.g., Regional Water Quality Control Board, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and Army Corps of Engineers).
- b. All native aquatic life (e.g., fish, amphibians, and turtles) within the work site shall be relocated by a qualified biologist prior to dewatering, in accordance with applicable regional, state, and federal requirements. Captured native aquatic life shall be moved to the nearest appropriate site on the stream channel downstream. The biologist shall check daily for stranded aquatic life as the water level in the dewatering area drops. All reasonable efforts shall be made to capture and move all stranded aquatic life observed in the dewatered areas. Capture methods may include fish landing nets, dip nets, buckets, and by hand. Captured aquatic life shall be released immediately in the nearest appropriate downstream site. This condition does not allow the take or disturbance of any state or federally listed species, nor state-listed species of special concern, unless the applicant obtains a project specific authorization from the California Department of Fish and Wildlife and/or the U.S. Fish and Wildlife Service, as applicable.
- c. If any dam or other artificial obstruction is constructed, maintained, or placed in operation within the stream channel, ensure that sufficient water is allowed to pass down channel at all times to maintain native aquatic life below the dam or other artificial obstruction.
- d. Construction and operation of dewatering/diversion devices shall meet the standards contained in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board.
- e. Cofferdams and/or water diversion system shall be constructed of a non-erodible material which will cause little or no siltation. Cofferdams and the water diversion system shall be maintained in place and functional throughout the construction period. If the cofferdams or

water diversion systems fail, they shall be repaired immediately based on the recommendations of a qualified environmental consultant. The devices shall be removed after construction is complete and the site is stabilized.

- f. Pumped water shall be passed through a sediment settling device before returning to the stream channel. Velocity dissipation measures are required at the outfall to prevent erosion.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

31. Structures in a Flood Zone

Requirement: The project shall be designed to ensure that new structures within a 100-year flood zone do not interfere with the flow of water or increase flooding. The project applicant shall submit plans and hydrological calculations for City review and approval with the construction-related drawings that show finished site grades and floor elevations elevated above the Base Flood Elevation (BFE).

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

32. Bay Conservation and Development Commission (BCDC) Approval

Requirement: The project applicant shall obtain the necessary permit/approval, if required, from the Bay Conservation and Development Commission (BCDC) for work within BCDC’s jurisdiction to address issues such as but not limited to shoreline public access and sea level rise. The project applicant shall submit evidence of the permit/approval to the City and comply with all requirements and conditions of the permit/approval.

When Required: Prior to activity requiring permit/approval from BCDC

Initial Approval: Approval by BCDC; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: BCDC

TRANSPORTATION/TRAFFIC

33. Construction Activity in the Public Right-of-Way

a. *Obstruction Permit Required*

Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. *Traffic Control Plan Required*

Requirement: In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.

When Required: Prior to approval of construction-related permit

Initial Approval Public Works Department, Transportation Services Division

Monitoring/Inspection: Bureau of Building

c. *Repair of City Streets*

Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

PROJECT-SPECIFIC CONDITIONS OF APPROVAL

34. **Additional Submittals Subject to Staff-Level Determination of Compliance**

Requirement: At the time of first construction permit application submittal for each parcel included in this permit, the Applicant shall submit the following documents for staff-level review and determination of compliance with this permit:

- Fee: Applicant shall submit payment to accommodate staff-level review of compliance with this condition of approval equivalent to the Category IV Creek Permit application fee at the time of a complete compliance review submittal on the subject parcel.
- Site Plan
- Creek Protection Plan
- Hydrology Report
- Demonstration of compliance with Oak to Ninth Avenue Project Environmental Impact Report (and technical studies)
- Final Development Permit Approval for affected site (including approval letter and stamped plans): If FDP is substantially different from PDP dated October 2006 and/or relies on a revision to the October 2006 PDP, then the affected construction-related permit is subject to a new and separate creek permit at the time of submittal.

If staff determines that there are substantive changes to the site plan for the affected parcel since approval of this Master Creek Permit, the construction-related permit shall be subject to the Creek Permit procedure in place at the time of application for said construction-related permit. Substantive changes include, but are not limited to: change in grading concept and change in building footprint.

When Required: Prior to approval of construction-related permit on any affected parcel

Initial Approval: Public Works Department, Environmental Services Division

Monitoring/Inspection: Public Works Department, Environmental Services Division

Applicant Statement

I have read and accept responsibility for the Conditions of Approval. I agree to abide by and conform to the Conditions of Approval, as well as to all provisions of the Oakland Planning Code and Oakland Municipal Code pertaining to the project.

Name of Project Applicant

Signature of Project Applicant

Date