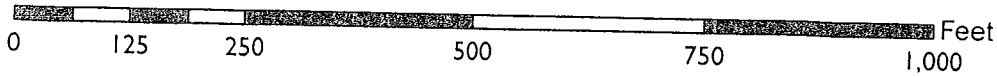
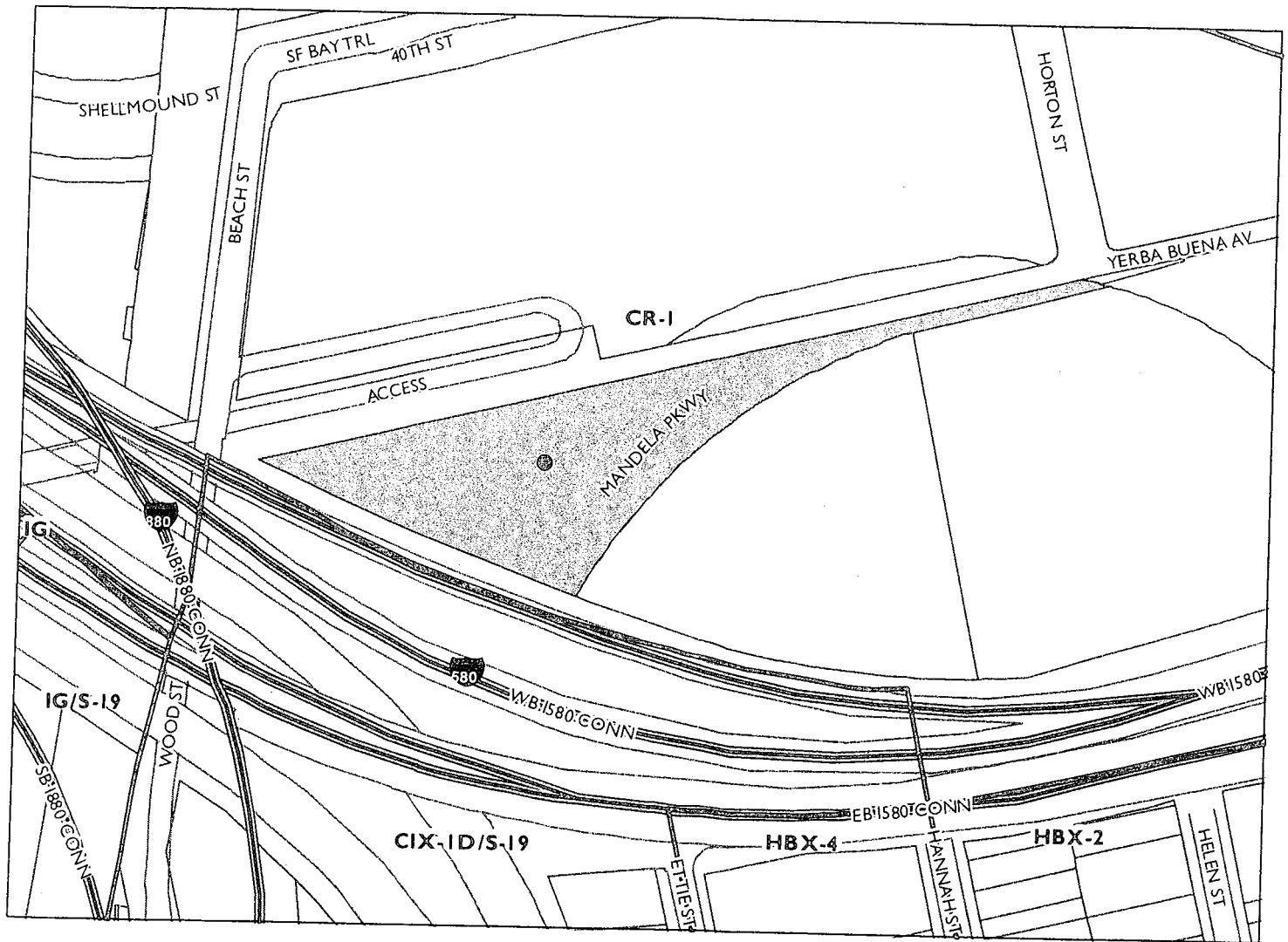


Project Location:	0 Mandela Parkway. The vacant parcel is located across from the neighboring property at 3650 Mandela Parkway and next to Beach Street and Target store.
Assessor's Parcel No:	007 061701405
Development Proposal:	To construct a six-story building "Mandela Hotel" consisting of 220 rooms measuring approximately 142,813 square feet of floor area with two-levels of underground parking garage and a small open parking area totaling 166 parking spaces.
Project Applicant / Phone Number:	Joanne Park, lead architect for Architectural Dimensions / (510) 463-8300
Hotel Operators:	Tulsee Nathu & Payal Nathu
Property Owner:	State of California
Case File Number:	PLN16394
Planning Permits Required:	<ol style="list-style-type: none"> 1) Major Conditional Use Permit for non-residential projects with more than 25,000 square feet of floor area; 2) Minor Conditional Use Permits for transient habitation (Hotels) and non-residential tandem parking; 3) Regular Design Review for new building construction; and 4) Minor Variance for front yard setback reduction.
General Plan: Specific Plan	Regional Commercial / West Oakland Specific Plan Area (WOSP)
Zoning District:	CR-1, Regional Commercial Zone
Environmental Determination:	<p>A detailed CEQA (California Environmental Quality Act) Analysis was prepared for this project which concluded that the proposed development satisfies each of the following CEQA Guidelines:</p> <p>(A) 15332- Urban Infill Development; (B) 15183 - Projects Consistent with a Community Plan, General Plan, or Zoning; (C) 15183.3 - Streamlining for Infill Projects; (D) 15164 - Addendum to EIRs; and (E) 15168 and 15180 - Program EIRs and Redevelopment Projects. Each of the foregoing provides a separate and independent basis for CEQA compliance.</p> <p>The CEQA Analysis document may be reviewed at the Bureau of Planning offices, located at 250 Frank Ogawa Plaza, 2nd Floor or online. The CEQA Analysis document for the 0 Mandela Parkway Project can be viewed in the links below:</p> <p>http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009157 (<i>Mandela Parkway CEQA Analysis / Item # 72</i>)</p> <p>The CEQA analysis relied upon in making the Environmental Determination and incorporated by reference within the CEQA Analysis document including the LUTE (Land Use Transportation Element), and West Oakland Redevelopment Plan EIRs that can be viewed here:</p> <p>http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009158 (<i>LUTE / Item #1</i>)</p> <p>http://www2.oaklandnet.com/oakcal/groups/ceda/documents/report/dowd007642.pdf (<i>West Oakland Redevelopment Plan</i>)</p>
Historic Status:	Non-Historic Property
City Council District:	3
Date Filed:	11/28/16 (revised design plans submitted 12/01/17)
Action to be Taken:	Decision based on staff report
For Further Information:	Contact Project Case Planner, Mike Rivera at (510) 238-6417 or by email at mriviera@oaklandnet.com

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN16394

Applicant: Joanne Park, Lead Architect, Architectural Dimensions

Address: 0 Mandela Parkway. Vacant parcel located across from the neighboring property at 3650 Mandela Parkway and next to Beach St and Target store.

Zone: CR-1

SUMMARY

At the January 10, 2018 Planning Commission meeting, staff summarized the project proposal for the construction of a 220-room hotel on a vacant site. The project applicant also presented the project and responded to the questions and comments from the Commission and the public. At the meeting, comments were also provided by the public, mostly related to labor and environmental issues raised by UNITEHERE Local 2850 with regards to the proposed hotel operation. Furthermore, the public raised issues about the proposed building design, arguing that the building is not in character with the setting of the neighborhood.

The Commission evaluated the project and provided comments to the project applicant. Overall, the Commission believes that there were some design issues that needed further review and provided recommendations to the applicant to address these issues and asked the application return to the Commission for further review. In addition, the Commission felt that additional community meetings were needed to be held to ensure adequate community outreach and communication with interested parties. The Planning Commission directed the applicant to:

- 1) Host at least one public community meeting;
- 2) Work with staff to address potential options for moving the stairwell;
- 3) Consider different building color palettes; and
- 4) Consider different mechanical shielding design.

The Planning Commission then continued the proposed application to the February 21, 2018 Planning Commission meeting.

PROJECT UPDATE

The following are the applicant's responses based on the comments provided by the Commission:

Host at least one public community meeting-

On February 9, 2018 staff received a response letter and documentation of the two different public community meetings that were held by the applicant and community members. See **Attachment I**. The applicant indicated that these meetings took place on January 31, 2018 and February 7, 2018 at 6:00pm at the Willie Keyes Recreation Center, located at 3131 Union Street.

The applicant indicated that a flyer and sign-in sheets were distributed. In addition, the applicant indicated that notices were sent to property owners within one-half mile of the project site and included neighborhood groups such as WOCA, Dogpatch, WON and other community members including Sean Sullivan, Richard Fuentes and other members of the public who spoke at the January 10, 2018 Planning Commission meeting.

At these meetings, the applicant indicated that the attendees focused on labor issues related to the project, rather than project design.

Work with staff to address potential options for moving the stair tower-

The applicant indicated that moving the stair tower back would eliminate distinctive design elements to the project such as the porte cochere, glass curtain wall connection and the landscaped feature to screen the commercial loading berths. In addition, the applicant believes that the stair tower

placement close to the street creates an interesting massing of the hotel which gives more visual interest to the building than a pure 20 foot setback line. The applicant also indicated that there are no adjoining buildings that the tower conflicts with and thus recommends keeping the tower per the last design iteration. The applicant states that staff had previously determined the building reconfiguration improved the overall design, as indicated in the staff report's variance findings.

Consider design alternatives for different building color palette-

The applicant responded that there was no specific direction provided by the Commission on this issue, therefore the project design team would prefer to retain the color palette as previously proposed.

Consider different mechanical shielding design-

The applicant indicated that the proposed mechanical equipment will be located on the rooftop and within a circular design feature to provide screening and will not be visible from the public right-of-way.

STAFF RECOMMENDATION

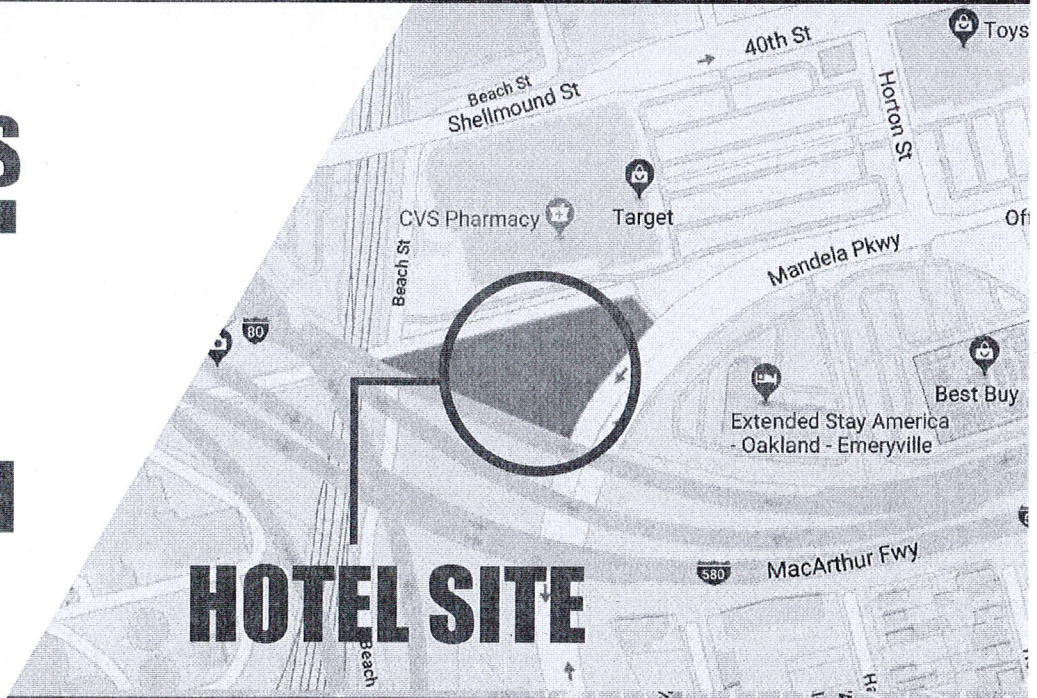
Staff believes that the applicant has shown an effort to respond to the comments from the Planning Commission by holding at least two community meetings and justifying the reasons for maintaining the stair tower, the building color palette and the screening of the mechanical equipment on the rooftop. Therefore, staff recommends that the Planning Commission consider the applicant's responses and approve the proposed project based on the original staff report, dated January 10, 2018 including design plans, originally submitted on December 1, 2018. See **Attachment II**.

ATTACHMENT I



WE WANT THE
COMMUNITY'S
INPUT
ON THE
HOTEL DESIGN

Hotel
Mandela



HOTEL SITE

JAN 31, 2018
FEB 07, 2018

6PM @
WILLIE KEYES (POPLAR)
RECREATION CENTER

3131 UNION STREET
OAKLAND, CA 94608

FOR MORE INFORMATION CONTACT
ARCHITECTURAL DIMENSIONS AT 510.463.8300
300 FRANK H. OGAWA PLAZA, SUITE 375, OAKLAND, CA

ARCHITECTURAL
DIMENSIONS

Mandela Parkway Hotel Community Meeting



January 31, 2018 / 6 p.m.
Willie Keyes Recreation Center
3131 Union Street, Oakland

No.	Name	Company	Email Address	Address	Phone No.	Initials
1	Debra King Rev. Tony de Grace Morris	West Side MDR	Kenehamberg1@yahoo.com	510-239-0969		
2	Rev. Tony de Grace Morris	BAD CRIPPS NCNC-UCJEWELAIR	panellouis.toy@gmail.com			
3	VIRIAN BOUZAR	oakland institute of architecture	VIRIANBOUZAR508@GMAIL.COM	510 926 952		VB
4	ART MATA		AMATE.KOTSON@GMAIL.COM	844 NORTHERN RD. CHICAGO	94610	
5	Debra King	Oakland Justice Coalition Justice House	d.r.avery@mac.com	477 44th St. 94607	94607	DK
6	JERVON GRAVES	Bay Area Black Worker Center	JERVON.GRAVES@GMAIL.COM	530 E 24th St Oakland, CA	913-747-9831	JG
7	Mr. Charles T. Reed	BA BWC	ctyrene.reed@gmail.com	8924 Seneca St Oakland	510-573-3523	CR,
8	Jacob Shilling	Starline Supply	Jacob@StarlineSupply.com	2461 Peralta Oakland 94607	510-843-7872	JS
9	Justin King	babwc	justin@bayareablackworkers.org	10820 Colerly Ave Oakland, CA	757-675-0200	JK

Mandela Parkway Hotel Community Meeting

ARCHITECTURAL
DIMENSIONS

January 31, 2018 / 6 p.m.
Willie Keyes Recreation Center
3131 Union Street, Oakland

10	Sandy Walker	Union St Studios	SandyWalker@sbglow.net	2822A Union St	4447215
11	Toni Zedd	32nd St	1TONIRZ@gmail.com		
12	S. P. P. P. P.	Creation Works	SP@creationworks.com	2471 Penalta 2471 Penalta	
13	Roy Peena	ORCA dakely	ppreena@dikol.com	2471 Penalta	
14	RAY KIDD	LV ON	KIDD@ART.NET	LOUISE ST	
15	GREGORY TUNE	WEST END COMMONS HOA	earltinger1@gmail.com	Falling Lane	
16					
17					
18					

Mandela Parkway Hotel Community Meeting

ARCHITECTURAL
DIMENSIONS

February 7, 2018 / 6 p.m.
Willie Keyes Recreation Center
3131 Union Street, Oakland

No.	Name	Company	Email Address	Address	Phone No.	Initials
1	Mary Stevens			3134 Maryland St		
2	Bruce Beards			322 Lewis St. 94607		
3	Sandra B	White Horse		1146 78 av OAKLAND 94621	510 705 3931	SB
4	Blanca Smith	None		1581 164th Ave 94578 San Leandro CA	510 938 7998	
5	Beatriz Franco	ABSO		6441 Sunnyvale Ave	50-5851035	BF
6	JERVEN GRAVES	Bay Area Black Workers Center		500 E 8th St Oakland, CA	913-749- 9831	JG
7	Sabir Lockett	BARWC		715 PERALTA ST. OAK. CA. 94607	510-987- 6987	SL
8						
9						

Mandela Parkway Hotel Community Meeting

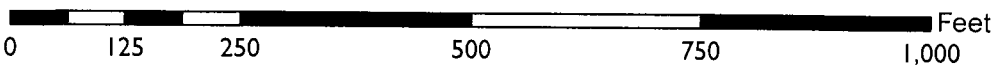
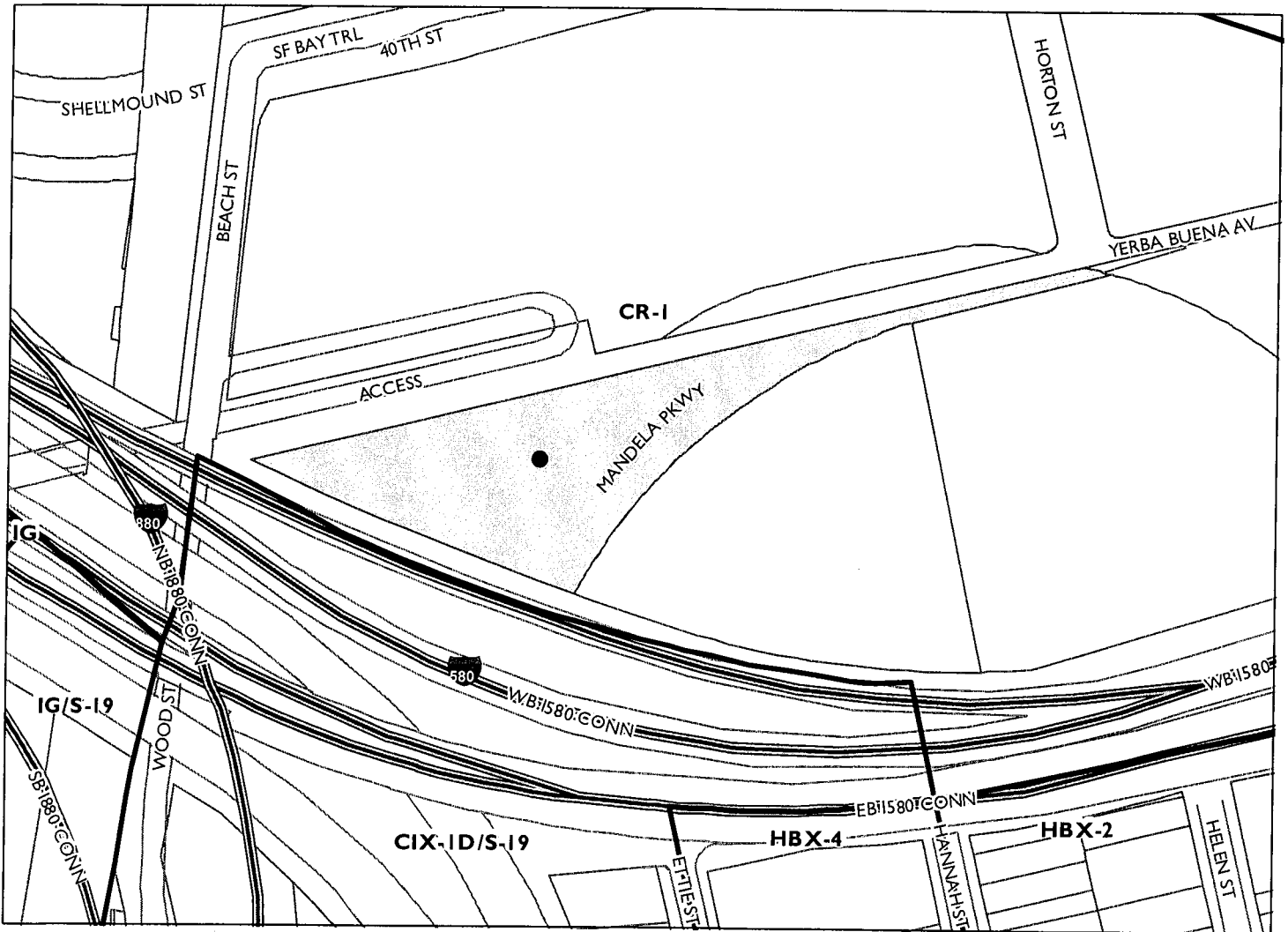
ARCHITECTURAL
DIMENSIONS

February 7, 2018 / 6 p.m.
Willie Keyes Recreation Center
3131 Union Street, Oakland

10	Yulisa Jones	un.tehere Local 2850	Yelene S @ un.tehere.org	1740 Suite 700 Racine Ave	510 259-1411	JF
11	RENE S.	SELF	RBRDF@AOL.COM			
12						
13						
14						
15						
16						
17						
18						

Project Location:	0 Mandela Parkway. The vacant parcel is located across from the neighboring property at 3650 Mandela Parkway and next to Beach Street and Target store.
Assessor's Parcel No:	007 061701405
Development Proposal:	To construct a six-story building "Mandela Hotel" consisting of 220 rooms measuring approximately 142,813 square feet of floor area with two-levels of underground parking garage and a small open parking area totaling 166 parking spaces.
Project Applicant / Phone Number:	Joanne Park, lead architect for Architectural Dimensions / (510) 463-8300
Hotel Operators:	Tulsee Nathu & Payal Nathu
Property Owner:	State of California
Case File Number:	PLN16394
Planning Permits Required:	<ol style="list-style-type: none"> 1) Major Conditional Use Permit for non-residential projects with more than 25,000 square feet of floor area; 2) Minor Conditional Use Permits for transient habitation (Hotels) and non-residential tandem parking; 3) Regular Design Review for new building construction; and 4) Minor Variance for front yard setback reduction
General Plan: Specific Plan	Regional Commercial / West Oakland Specific Plan Area (WOSP)
Zoning District:	CR-1, Regional Commercial Zone
Environmental Determination:	<p>A detailed CEQA (California Environmental Quality Act) Analysis was prepared for this project which concluded that the proposed development satisfies each of the following CEQA Guidelines:</p> <p>(A) 15332- Urban Infill Development; (B) 15183 - Projects Consistent with a Community Plan, General Plan, or Zoning; (C) 15183.3 - Streamlining for Infill Projects; (D) 15164 - Addendum to EIRs; and (E) 15168 and 15180 - Program EIRs and Redevelopment Projects. Each of the foregoing provides a separate and independent basis for CEQA compliance.</p> <p>The CEQA Analysis document may be reviewed at the Bureau of Planning offices, located at 250 Frank Ogawa Plaza, 2nd Floor or online. The CEQA Analysis document for the 0 Mandela Parkway Project can be viewed in the links below:</p> <p>http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009157 (<i>Mandela Parkway CEQA Analysis / Item # 72</i>)</p> <p>The CEQA analysis relied upon in making the Environmental Determination and incorporated by reference within the CEQA Analysis document including the LUTE (Land Use Transportation Element), and West Oakland Redevelopment Plan EIRs that can be viewed here:</p> <p>http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009158 (<i>LUTE / Item #1</i>)</p> <p>http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/dowd007642.pdf (<i>West Oakland Redevelopment Plan</i>)</p>
Historic Status:	Non-Historic Property
City Council District:	3
Date Filed:	11/28/16 (revised design plans submitted 12/01/17)
Action to be Taken:	Decision based on staff report
For Further Information:	Contact Project Case Planner, Mike Rivera at (510) 238-6417 or by email at mriviera@oaklandnet.com

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN16394

Applicant: Joanne Park, Lead Architect, Architectural Dimensions

Address: 0 Mandela Parkway. Vacant parcel located across from the neighboring property at 3650 Mandela Parkway and next to Beach St and Target store.

Zone: CR-1

SUMMARY

The development proposal is for the construction of a six-story hotel with 222 rooms and two-levels of underground garage with 166 parking spaces for hotel guests. The development site is located on a vacant Caltrans property surrounded by a chain-link fence off Mandela Parkway, between 34th Street and Horton Street. The hotel would be operated by Tulsee and Payal Nathu and is located near other regional business destinations such as the Extended Stay America hotel, Target, Granite Expo, Best Buy, Home Depot and Ikea.

The proposal requires approval of the following Planning-related permits: a) Major Conditional Use Permit for non-residential projects with over 25,000 square feet of floor area; b) Minor Conditional Use Permits for transient habitation (hotel) and non-residential tandem parking for dependent parking spaces; c) Regular Design Review for new building construction; d) Minor Variance for a partial front yard setback reduction (20 feet required, 1 foot proposed). There is one street tree within the sidewalk along Mandela Parkway that will require a tree permit for tree removal as a result of construction activities.

The project proposal is subject to the City's development Impact Fees for Transportation and Capital improvements at the time of filing for a building permit for new construction. Because this project does not include new housing, the impact fees for affordable housing do not apply; nor do the Jobs/Housing Balance fees apply because those fees only apply to office and warehouse space development.

For the reasons set forth in this Report, staff recommends that the Planning Commission (1) affirm staff's Environmental Determination and adopt the attached CEQA Findings; and (2) approve the Project, including Major and Minor Conditional Use Permit, Regular Design Review and Minor Variance, subject to the attached findings and conditions (including the SCAMMRP) contained in this report.

PROJECT SITE AND SURROUNDINGS

The triangle-shaped site is vacant and measures approximately 1.066-acres. The commercial property is located in West Oakland and is nearby the City of Emeryville. The unpaved project site has no landscaping and is enclosed by a 6 foot high chain-link fence. The property has an existing paved driveway off Mandela Parkway that traverses the property near the northeast and serves as an access easement to the Target retail store and East Bay Municipal Utility District (EBMUD) facility. The property is bounded by Mandela Parkway to the southeast, by Beach Street and the Mac Arthur Maze (I-880 & I-80) to the southwest and by Target to the north. The property is surrounded by a four-lane road (Mandela Parkway) that will be the main entry to the site and a two-way road (Beach Street) that has no direct access to the project site.

The project site is located near commercial-retail and hotel facilities with large surface parking lots. Some of the other neighboring properties to the north and south of the project site and along Mandela Parkway contain large commercial facilities such as Extended Stay America Hotel, Granite Expo, Target, Best-Buy, Office-Depot, Home-Depot, Michaels, Toys "R" Us including warehouses and service yards used for storage of road maintenance equipment and materials operated by Caltrans. The property can be accessed by public transit and is within walking distance to the AC bus lines on 40th Street and San Pablo Avenue.

DESIGN REVIEW COMMITTEE-SUMMARY COMMENTS

On January 25, 2017, the Design Review Committee reviewed preliminary design plans for the proposed project and provided comments and direction to the applicant and staff. The Committee considered the design concept, and recommended changes to the building to provide a cohesive and interesting design. The Committee suggested further consideration of the following:

- Provide transparency to the ground-floor of the building facing Mandela Parkway
- Make the hotel entry more prominent and include a pedestrian pathway from the street
- Include a porte-cochere and scale the size of the exterior building columns
- Develop the building colors and show window and exterior lighting details
- Screen utility equipment, commercial loading and trash/recyclable areas

Based on revised design plans provided and included in this staff report, the proposal addresses the comments made by the Design Review Committee by incorporating new changes that improve the design thus resulting in interesting architectural features. The proposal provides more transparency by including more glazing on the ground-floor lobby area and replacing the round-shaped cement plaster building columns with dark color oval-shaped aluminum-covered columns to provide scale and contrast. The plan shows changes to the footprint of the building by moving a section of the southeast wing closer to the main street. This section includes a new five-story glass curtain wall that connects the main hotel to the stair tower and a porte-cochere. In addition, the revisions include a new pedestrian pathway and a decorative metal fence along Mandela Parkway, thus making the project more inviting from public view. The revised plans include aluminum window and exterior lighting details, where the windows are recessed to provide articulation and visual perspective and the wall-mounted and light pole fixtures provide emphasis to create visual interest to the site and building. The proposal also provides decorative screening of the utility equipment on site and on the rooftop including the rear commercial loading area, trash and recyclables to minimize their visibility from public view.

GENERAL PLAN ANALYSIS

The proposal is located in the Regional Commercial classification of the Oakland General Plan Land Use and Transportation Element (LUTE). The intent of the Regional Commercial classification is to maintain, support and create areas of the City that serve as region-drawing centers of activity. The desired character and uses in the Regional Commercial are a mix of commercial, office, entertainment, arts, recreation, sports and visitor serving activities, residential, mixed-use development and other uses of similar character or supportive of regional drawing activities. The Regional Commercial classification also sets the goals to enhance and strengthen the City's job base and economic strength by creating and retaining jobs for Oakland residents working in sectors such as service and retail trade.

The project development is located in an area of mix urban uses such as large commercial retail stores, hotels, and residential facilities. By providing hospitality services such as the one being proposed, more jobs would be attractive in an area that has a diverse range of businesses. The project is consistent with the applicable City's General Plan-industry and neighborhood Policies. The policies below are shown in normal, and the reasons these satisfy the policies are shown in **bold**.

Policy I/C1.1: To attract and expand new businesses to Oakland which have potential economic benefits in terms of jobs and/or revenue generation. This effort is to identify future growth and target industries or activities for future growth in geographic areas for future use and development.

The proposed hotel will attract additional businesses in the hospitality sector, create new service jobs and would contribute to the economic success and business operation in this regional commercial district, thus providing future opportunities for similar development in West Oakland.

Policy I / C2.3: Development in older industrial areas should be encouraged through the provision of an adequate number of vacant or buildable sites designated for future development.

The proposed hotel will maximize the use of an underutilized vacant industrial site by developing a new hotel, located in a regional commercial area where a mix of retail, lodging, office and light-industrial businesses exist in the vicinity.

Policy I/C3.4: The vitality of existing neighborhood mixed use and community commercial areas should be strengthened and preserved.

The hotel proposal is located in a commercial area that will serve the needs of local residents, businesses and visitors. The project replaces an underutilized vacant lot and the hotel development will be a better use of the property by providing new lodging and commercial opportunities in an area that is close to commercial centers and transportation services.

Policy N1.7: The location of hotels in Downtown, Waterfront, Oakland airport and along I-880 corridor should be encouraged.

The development of the hotel will provide new additional lodging opportunities along the I-880 corridor. Given that accessibility is available from the corridor to the project site and is close to public transportation, the proposal will create and serve as a regional center for commercial activities in West Oakland.

ZONING ANALYSIS

The project development is located in the Regional Commercial (CR-1) Zone. The purpose of the CR-1 zone is to maintain, support and create areas of the City that serve as region-drawing centers of activity. Planning Code Section 17.37.030 allows permitted and conditionally permitted activities in the CR-1 Zone. The development proposal for a hotel requires a Conditional Use Permit for Transient Habitation activity.

The hotel proposal is a large scale commercial development that will maintain, support and continue to provide services in this section of the City, where similar hotels exist. The proposal is also located adjacent to a commercial center "East Bay Bridge Shopping Center", near regional transportation and has access and visibility to attract patrons within and outside the City. The proposal would support local infrastructure by creating new lodging amenities that will contribute to the success of the regional commercial district.

Based on project design plans and documents submitted, the proposal requires Planning Commission approval for the following permits:

- 1) Major Conditional Use Permit for non-residential projects with over 25,000 square feet of floor area in the CR-1 Zone;
- 2) Minor Conditional Use Permits for transient habitation activity (hotels) and non-residential tandem parking spaces (dependent parking);
- 3) Regular Design Review for new building construction; and
- 4) Minor Variance for a partial reduction of front yard setback.¹

Staff has included the applicable Conditional Use Permit, Design Review and Variance Findings in support of the project development in **Attachment A** of this staff report.

¹ In addition, a Tree Permit to remove one street tree, plus other construction-related permits. The tree permit will be reviewed and determined by the Public Works/Tree Division in a separate permit process.

The following table summarizes the applicable CR-1 Zone development standards for the project.

Development Standards	Requirements	Proposed	Comments
Minimum Lot Area	7,500 sq. ft.	1.066 acres / (46,445-sf)	Meets Code
Minimum Lot Width Mean	50 ft.	300 feet (+)	Meets Code
Minimum Frontage	50 ft.	300 feet (+)	Meets Code
Minimum Front Setback	20-feet	1-foot (partial)	Meets Code with minor variance
Minimum Rear Setback	0-feet	10 or 12 feet	Meets Code
Minimum Interior Side Setback	0-feet	3 to 26 feet	Meets Code
Maximum Height	90 feet	83.5 feet	Meets Code
Maximum Number of Stories	8-stories	6-stories	Meets Code
Maximum Non-Residential Floor Area	4.0	3.07	Meets Code
Off-Street Parking	155 spaces	166 spaces	Meets Code
Commercial Loading Berths	2 berths	2 berths	Meets Code
Bicycle Parking (long, short term)	11	11	Meets Code

WEST OAKLAND SPECIFIC PLAN (WOSP) - DESIGN GUIDELINES APPLICABLE TO ALL INDUSTRIAL/BUSINESS/COMMERCIAL OPPORTUNITY AREAS

Below are the design guidelines applicable throughout the West Oakland Specific Plan’s industrial/ business/ commercial Opportunity Areas. The applicable design guidelines are shown in normal type. The reasons this proposal satisfies these guidelines are shown in **bold**.

The development proposal is located in the Opportunity Area 1 of the Mandela/ West Grand area. In the four identified Opportunity Areas of the WOSP, new building construction and renovation should be designed to maintain continuity with West Oakland’s unique history and character.

SITE PLANNING / OPPORTUNITY AREA 1

SITE PLANNING-1

Pedestrian Circulation: Active street edges with entrances from city sidewalks should directly face streets, maximizing the utilization of city sidewalks by users of the buildings.

The project is located on a triangle-shaped parcel with its main entry on Mandela Parkway, where a pedestrian pathway will provide access from the sidewalk to the hotel lobby.

SITE PLANNING-2

Vehicular Circulation: Vehicular entrances and garages should be less prominent than pedestrian entrances.

The project development provides two separate vehicular entries to the site. The north entry is an existing shared driveway that will be improved with new landscaping on the sides of the property to soften the entry. The proposed south driveway that provides direct access to the underground parking garage will also have landscaping on the sides of the entry.

SITE PLANNING-3

Service Circulation: Service areas should be hidden from view from sidewalks whenever possible.

The project development depicts the hotel service circulation area on the northeast side of the building and is screened by hardscape from street view.

SITE PLANNING-4

Building Footprint: New construction should be built to the edge of sidewalks to maintain the continuity of the area's street walls. Small ground-level inset bays for entrances, outdoor seating, and special corner features are appropriate variations within the street wall. In addition, an occasional plaza may be also appropriate.

- Relate to existing buildings and utilitarian structures, which need to be rehabilitated and reused.
- Expansion of existing buildings is encouraged, with unique aspects of existing buildings respected, featured, and protected.
- Surface parking is strongly discouraged along frontages facing public streets.

The project shows a portion of the building footprint next to the sidewalk and includes courtyards facing Mandela Parkway. Although nearby buildings in the area were not constructed with wall continuity, the development site includes a variety of new landscaping to complement the building from the street line at Mandela Parkway.

SITE PLANNING-5

Open Space: West Oakland's public streetscapes along with its parks need to be embraced, improved, and enriched as public open space elements. Any new open space located in public view should not be walled from the street by dense planting or a tall fence.

The project development does not require open space, but its design includes new landscaping and low transparent fencing on this underutilized parcel which will improve the aesthetics of Mandela Parkway.

BUILDING DESIGN/ OPPORTUNITY AREA 1

BUILDING DESIGN-1

Massing: New buildings should be designed with major massing elements that are consistent with those found in existing desirable buildings located in the immediate vicinity.

The project provides massing design elements with its building footprint to relate to the site configuration of the site. The six-story building manages mass through façade and roof articulation that creates a contemporary style found in the neighboring buildings.

BUILDING DESIGN-2

Fenestration and Material: Fenestration elements, such as windows, doors, louvers, vents, wall panels, skylights, storefronts, curtain walls, and other glazed systems, can be either more historic or more contemporary depending on the context, and should be articulated to maintain the sense of scale found in the immediate context.

The project contains architectural features that provides articulation and interest which results in a contemporary building design that relates to the scale of the surrounding buildings.

DESIGN GUIDELINES SPECIFIC TO THE MANDELA/WEST GRAND & 3RD STREET OPPORTUNITY AREAS

The proposed project is located in the Opportunity Area 1 of the West Oakland Specific Plan (WOSP). This section of the design guidelines addresses the urban design strategies and guidelines that are particular to the Mandela/Grand and 3rd Street Opportunity Areas, industrial and commercial areas without housing or neighborhood commercial corridors. The applicable design guidelines are shown in normal type. The reasons this proposal satisfies these guidelines are shown in **bold**.

Under the guidelines, buildings facing Mandela Parkway should respect its civic prominence, quality of public landscaped areas, and unique history. The following design guidelines apply particularly to properties and buildings facing onto Mandela Parkway:

MANDELA PARKWAY-1

Site Planning: The most distinguished public features of a building should be oriented towards and visible from Mandela Parkway.

The project is a hotel that contains visually appealing architectural features such as a multi-level glass walkway bridge, narrow stairway tower, landscaping and transparent color metal fencing oriented towards Mandela Parkway.

MANDELA PARKWAY-2

Massing: Projects are encouraged to have dramatic architectural features visible along the Parkway.

The project development contains different wall planes with glazing, aluminum and cement siding and includes a large oval-shaped screen-wall on the rooftop which offers distinction to the building design.

MANDELA PARKWAY-3

Height: Taller buildings are encouraged along the Parkway.

The project development is a commercial building that measures up to 76 feet in height making the building one of the tallest buildings along Mandela Parkway and near the shopping center.

MANDELA PARKWAY-4

Fenestration and Materials: Incorporate large openings that create visual connections to Mandela Parkway.

The project development contains at least 13 feet of storefront glazing on the lobby and lounge area. The six-story building also has a glass curtain wall and a mixed proportion of windows that provides visual connectivity to Mandela Parkway.

MANDELA PARKWAY-5

Landscape: Landscaping should be coordinated with that of the public landscaped areas along Mandela Parkway, and the new planting and paving should be of a similarly high quality.

The project development includes the installation of new large trees within the site and along Mandela Parkway to improve and complement the streetscape. The project includes a separate new entry pedestrian pathway and a new driveway from the existing shared-driveway. To create a more distinctive paving material surface from the street to the hotel lobby, it is recommended that the project sponsor includes a paving surface material that contains high quality texture and interest to provide visual contrast and complement the landscaping and hardscape on development site.

KEY ISSUES

Commercial Buildings with Over 25,000 Square Feet of New Floor Area

The six-story commercial project is for hotel accommodation services of 220 rooms consisting of one-bed and two-bed rooms on the upper levels. The building measures approximately 142,813 square feet and will be located on a 46,445 square foot vacant parcel. The ground-floor will contain guest amenities from a lounge, breakfast and meeting rooms to a fitness and an indoor pool/spa area. The remaining ground-floor area will include a lobby, kitchen, laundry and other hotel service areas. The two-level underground parking garage will provide 166 off-street parking spaces and house other utility rooms. The General Plan policies envision the creation of new businesses that serve as regional locations for large commercial centers on underutilized vacant properties. The proposal meets the intent of the Regional Commercial area for large-scale commercial facilities because it will create a new lodging business that will support and maintain the mix of large size commercial facilities in the surrounding area. The project reflects approximately the size and scale of similar commercial buildings in the surrounding area including Extended Stay America Hotel, Granite Expo, Target, Office Depot and Best Buy stores.

Transient Habitation Activity- Hotels

The project development for a new hotel will create, maintain and contribute to the success of the regional commercial area as a destination center where a mix of businesses are concentrated and will continue to encourage growth in West Oakland. The proposal would be complementary to the similar uses in the area as the new lodging facility will add and meet the demand of hospitality services in the region. The 220-room "Mandela" hotel will attract business travelers, tourist and local and regional consumers to this regional commercial district area. The proposal is also located in close proximity to offices, the Bay Bridge East Span Trail and anticipates the creation of 44 new permanent jobs. The addition of a new lodging will improve and support the infrastructure of the surrounding commercial uses and transportation modes in the vicinity.

Non-Residential Tandem Parking Spaces-Dependent Parking Spaces

The proposal includes an underground, two-level parking garage for the hotel guest services. The development will provide the required number of off-street parking spaces. Approximately 102 parking spaces will be placed on an automatic parking lift system “stackers” on level 1 of the parking garage. Levels 1 and 2 of the parking garage will also accommodate 58 regular parking spaces. The project hotel operator will provide full-time parking valet attendants to move the vehicles in and out of the lift system. The double-deck lift system will allow vehicles to be stacked in rows and, therefore, will not impede the circulation of the regular independent parking spaces. Because the “stackers” are considered dependent parking spaces, a Minor Conditional Use Permit is required as part of this proposal. Typically, most hotels in urban setting use valet parking as part of their business operation and the use of valet parking will be practical and convenient to hotel customers here as well.

Front Yard Setback Reduction

The project proposal requires a front yard setback reduction for a small section of the northeast building wing, where the zoning code requires 20 feet and 1 foot is proposed pursuant to the objectives of the West Oakland Specific Plan. The encroachment in the front setback is for a section of the main building, the glass curtain wall and stair tower fronting the street. Although the project meets the front yard setback for the rest of the building, the section of the building where the minor variance is being requested is inconsequential given the constraints of the project site configuration. The proposal provides a design compatible with the West Oakland Specific Plan objectives that buildings directly abut the sidewalk. Furthermore, the street width on Mandela Parkway is more than 100 feet wide, the front property line is slightly curved and new landscaping including existing street trees would not make this section of the building out of scale with neighboring properties. Finally, there are a few existing commercial or light industrial buildings to the south of Mandela Parkway that have similar buildings near or along the front property line.

Building Design-New Construction

The proposal manages mass by breaking the linear configuration of the building envelope to relate to the shape of the three-sided parcel. The building wings stretch east to west and the center of the building stretches south and closer to the street to create different wall planes. The height of the six-story building also manages mass by creating emphasis on vertical and horizontal walls, the building includes a glass curtain wall between the hotel and stair tower to provide transition and design interest when viewed from the street. The building design contains different wall and roof planes, large and medium size window configurations, bay windows and perforated window metal awnings to reinforce architectural composition. The exterior building walls use different finishes such as glass, metal panels, cement plaster with reveal joints, spandrel panels and aluminum storefront system to create interest. The building also includes an oval-shaped wall to conceal rooftop equipment. The oval-shaped wall feature comprises of a perforated and corrugated orange color metal panel system that contributes to the contemporary style and urban expression in the vicinity. The project also contains a variety of new landscaping from trees, shrubs, vines and groundcover within and around the property to emphasize the building design theme and serve as a visual buffer. The proposal includes two separate illuminated business wall signs that are in scale with the building and provide visual appeal that complements the setting of the surrounding shopping district area.

CEQA

A CEQA Analysis was prepared for this project which details and concludes that the proposed project satisfies each of the following CEQA Guidelines: (A) 15332- Urban Infill Development; (B) 15183 - Projects Consistent with a Community Plan, General Plan, or Zoning; (C) 15183.3 - Streamlining for Infill Projects; (D) 15164 - Addendum to EIRs; and (E) 15168 and 15180 - Program EIRs and Redevelopment Projects. Each of the foregoing provides a separate and independent basis for CEQA compliance. The CEQA Analysis document was published and made publicly available on Friday, December 1, 2017 and separately furnished to the Planning Commission. The CEQA Analysis document for the Mandela Parkway Project can be reviewed at the Bureau of Planning offices, located at 250 Frank Ogawa Plaza, 2nd Floor or online at the following link here:

<http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009157>
(Current Environmental Review Documents #72)

The CEQA analysis relied upon in making the Environmental Determination and incorporated by reference within the CEQA Analysis document including the LUTE (Land Use Transportation Element), and West Oakland Redevelopment Plan EIRs that can be viewed at the following links here:

<http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009158>
(LUTE / Item #1)

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/dowd007642.pdf>
(West Oakland Redevelopment Plan)

CONCLUSION

Staff believes that the proposal meets the primary goal of providing and locating new hotels near and along I-880/I-80, and within the Regional Commercial area that is known as a destination for retail and service uses. The development project has an attractive design and provides new lodging services to meet the needs of local and regional customers. The addition of a new hotel fits within the context of the commercial and light-industrial properties and is an excellent use of this underutilized site which has been vacant for a long time. The proposal conforms with the City's General Plan Policies and Regional Commercial Zone standards by creating and concentrating a hotel in this regional shopping center where such uses are critical to the success of the high-intensity urban character of the City.

RECOMMENDATIONS

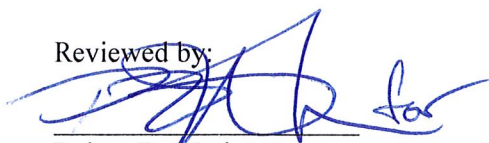
1. Affirm staff's Environmental Determination and adopt the attached CEQA Findings; and
2. Approve the Project, including Conditional Use Permit, Regular Design Review, Minor Variance, subject to the attached findings and conditions (including the SCAMMRP).

Prepared by:



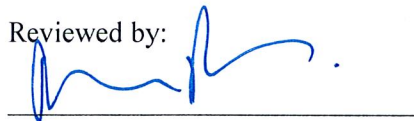
Mike Rivera
Planner II, Major Projects Development
Bureau of Planning

Reviewed by:



Robert D. Merkamp
Development Planning Manager
Bureau of Planning

Reviewed by:



Darin Ranelletti, Deputy Director
Bureau of Planning

ATTACHMENTS

- A. Project Findings and CEQA Findings
- B. Conditions of Approval
- C. Standard Conditions of Approval Mitigation Monitoring & Reporting Program (SCAMMRP)
- D. Revised Design Plans, submitted on December 1, 2017

ATTACHMENT A

Findings for Approval

The findings required for granting approval for this application for Conditional Use Permit, Regular Design Review and Minor Variance, are (shown in normal type) found in Sections 17.134.050, 17.116.240(D), 17.103.050, 17.136.050 (B), and 17.148.050 and the reasons this proposal satisfies these findings (shown in **bold**), are as follows (Note: the Project's conformance with the following findings is not limited to the discussion below, but is also included in all discussions in this report and elsewhere in the record):

SECTION 17.134.050- GENERAL CONDITIONAL USE PERMIT

Major CUP for for non-residential projects over 25,000 square feet of floor area in the CR-1 Zone; and Minor CUP for transient habitation activity-hotels.

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

The project is in a regional commercial shopping district and reflects the approximate size and scale of similar commercial buildings in the surrounding area such as the Extended Stay America Hotel, Granite Expo, Target, Office Depot and Best Buy. The building proposal measures 142,813 square feet and will be located on a 46, 445 square foot parcel. The project design is designed to reduce building mass and bulk and is compatible with the mix of nearby buildings. The hotel development is in character and fits with the intent of uses in this regional commercial area by creating new hotels and supporting similar hotels nearby. The transportation analysis prepared for this project shows no significant traffic impact to the surrounding area.

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

The project is located adjacent to the East Bay Bridge Shopping Center, next to I-880/I-80 and near public transit. The development site and design is compatible to the shape and size of the parcel. The project design will provide a convenient and functional living and working environment to the hotel patrons and employees. The building provides amenities such as a fitness room, pool/spa, office space, laundry, breakfast area, lounge bar and outdoor lounge on the ground-level. The hotel provides an interesting design that transitions between the retail area and mix of light-industrial and housing business-mix areas to the south along Mandela Parkway.

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

The project will provide a new development that is compatible with the size of nearby commercial buildings and is in scale with the site. The hotel proposal with its 220 rooms and

amenities will increase activity and help to support existing and future commercial development in this section of West Oakland. The addition will provide a new hotel that meets the City's intent for providing new lodging facilities in commercial areas and along I-880/I-80.

- D. That the proposal conforms to all applicable regular design review criteria set forth in the regular design review procedures at Section 17.136.050.

The commercial development for a new hotel meets the Design Review Findings listed below in this report which are hereby incorporated by reference as if fully set forth herein.

- E. 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 has been adopted by the Planning Commission or City Council.

The proposal conforms to the policies of the General Plan by providing a new hotel that helps to intensify the area designated for regional commercial uses, as described within this report which such findings are hereby incorporated by reference as if fully set forth herein.

SECTION 17.116.240(D) ADDITIONAL CONDITIONAL USE PERMIT FINDINGS for TANDEM PARKING FOR NON-RESIDENTIAL ACTIVITIES

1. That a full-time parking attendant supervises the parking arrangement at all times when the activities served are in active operation.

The project sponsor proposes full-time, 24-hour service parking attendants that will operate the automated parking system. The parking system "stackers" allows approximately 102 vehicles to be parked on an automatic two-level lift system. The "stackers" will be located on level one of the underground parking garage and will be reserved for use by the hotel patrons.

2. That there are a total of ten or fewer parking spaces on a lot, or within a separate parking area on a lot, which spaces are provided solely for employees.

This finding does not apply because is not part of the development proposal.

SECTION 17.103.050 -TRANSIENT HABITATION COMMERCIAL USE PERMIT FINDINGS

1. That the proposal is consistent with the goal of attracting first-class, luxury hotels in downtown, along the waterfront, near the airport, along the I-880 freeway, in a specific plan area, and/or in an area with a concentration of amenities for hotel patrons, including but not limited to restaurant, retail, recreation, open space and exercise facilities, and is well-served by public transit

The proposal is in a regional commercial area and along the I-880/I-80 freeway in West Oakland and is also within the West Oakland Specific Plan (WOSP). The development for a new 220-room hotel will be an attraction because it includes amenities such as a fitness room, indoor pool/spa, business center, laundry and lounge for guests. The project will provide hotel patrons with a mix of services within the immediate area that include retail, restaurants and parks (Mandela Park) including the Bay Bridge-East Bay Trail. Th project will also be served by transit lines that provide access to downtown Oakland, and other transit options such as Cal-trains.

by transit lines that provide access to downtown Oakland, and other transit options such as Cal-trains.

2. That the proposal considers the impact of the employees of the hotel or motel on the demand in the City for housing, public transit, and social services.

The hotel proposal will provide new employment and help to diversify the economic base of the City by creating approximately 44 permanent jobs. There are housing alternatives as new market rate and affordable residential development have been approved and others are being constructed in the City of Oakland for future residents. The project is located close to existing public transit with AC Transit bus lines running along 40th Street and San Pablo Avenue that will provide services to hotel employees. The proposal would not create social services impacts because the new jobs can provide economic opportunities to Oakland residents and help reduce unemployment rate. To help promote jobs and the hiring of local residents, staff recommends a condition of approval. See Condition of Approval # 15.

3. That the proposed development will be of an architectural and visual quality and character which harmonizes and enhances the surrounding area, and that such design includes:
 - a. Site planning that insures appropriate access and circulation, locates building entries which face the primary street, provides a consistent development pattern along the primary street, and insures a design that promotes safety for its users.

As discussed in the Design Review Findings in this staff report, the building proposal contains visually appealing architectural features that are typical of a commercial setting. The main entry and circulation for the hotel is located on Mandela Parkway. The project will provide adequate pedestrian and vehicular circulation to promote safety to the general public within and around the property.

- b. Landscaping that creates a pleasant visual corridor along the primary streets with a variety of local species and high quality landscape materials.

The development proposal includes a mix of 24-inch size Crape Myrtle and Brush Trees, 5-gallon shrubs, vines and groundcovers within the landscaped area to complement the new development, provide visual interest to the building design and also enhance the streetscape along Mandela Parkway.

- c. Signage that is integrated and consistent with the building design and promotes the building entry, is consistent with the desired character of the area, and does not detract from the overall streetscape.

The project includes two internally-illuminated business wall signage along the top face of the building stair towers identifying the hotel and creating visual interest to the City's skyline when viewed from the surrounding areas. The signage does not detract from the streetscape.

- d. The majority of the parking is located either to the side or rear of the site, or where appropriate, within a structured parking facility that is consistent, compatible and integrated into the overall development.

The project proposal provides an underground parking garage that is within the envelope of the building. The entry of the driveway is located along the side of the property and will be screened from view by new landscaping within the property and along the street line.

- e. Appropriate design treatment for ventilation of room units as well as structured parking areas; and prominent entry features that may include attractive porte-cocheres.

The project proposal would use a central ventilation system for the hotel rooms and the parking garage, and the entry door for the garage faces the uncovered access ramp. The development includes a porte-cochere that identifies the entry for the hotel lobby facing onto Mandela Parkway, thus creating design interest.

- f. Building design that enhances the building's quality with strong architectural statements, high quality materials particularly at the pedestrian level, and appropriate attention to detail.

The project provides architectural features to make the building base visually attractive. The use of fenestration on the hotel lobby, oval-shaped building columns, porte-cochere and landscaping provide transparency, prominence and visual appeal to the building.

- g. Lighting standards for hotel buildings, grounds and parking lots that are not overly bright and direct the downward placement of light.

The project includes recessed canopy and wall-mounted light fixtures including lamp posts along the driveway and parking lot that are designed to prevent glare.

- 4. That the proposed development provides adequately buffered loading areas and to the extent possible, are located on secondary streets.

The project site does not have a secondary street and the rear commercial loading areas are screened with hardscape and landscaping to minimize visibility from street view.

- 5. The proposed operator of the facility shall be identified as part of the project description at the time of application.

The project sponsor or operator for the Mandela Hotel is identified on the application materials and project design plans.

SECTION 17.136.050 (B) - DESIGN REVIEW CRITERIA / Non-Residential Facilities

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

The proposal provides a different wall and roof arrangements and materials and color treatments to provide a balanced design. The building envelope provides footprint variation to break up wall continuity, different roof and wall planes and uses a variety of exterior treatments

materials and colors to increase building articulation and reduce bulk. The building also contains design features such as a glass curtain wall and an oval-shaped screen wall on the roof to create an urban style expression in the commercial area. To create a more distinctive paving material surface from the street to the hotel lobby, it is recommended that the project sponsor includes a paving surface material that contains high quality texture and interest to provide visual contrast and complement the landscaping and hardscape on development site.

See Condition of Approval #20.

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

The proposal provides a contemporary building design of high quality and will be in character and harmony with surrounding commercial uses. The project will fill in an undeveloped site with a desirable hotel use that will serve the area as a destination location. The development will protect and increase the value of private and public investment in the regional commercial area by creating a high-quality building with lodging services.

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

The project design conforms to the General Plan and design criteria of the West Oakland Specific Plan by creating a quality development in a regional commercial area that conforms to the criteria discussed and incorporated by reference in the applicable design review findings.

SECTION 17.148.050- MINOR VARIANCE FINDINGS /Partial Front Yard Setback Reduction

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.

The strict compliance of setback requirements would result in a hardship given the project site configuration which could constrain a building from having an efficient and operational development. The setback reduction is for a small section of the building in the front yard, but improves the overall design by creating an effective solution for the operation of the hotel and appearance from the street. Such minor variance is also consistent with the West Oakland Specific Plan objective of having buildings directly abut the sidewalk.

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

The strict compliance of setback requirements would restrict the development where other properties in the same zone have buildings with similar front yard setbacks due to the shape and configuration of the property. The proposal would be compatible with some of the existing building to the south of the property along Mandela Parkway. The proposal is reasonable because it provides a balance as the required setback is met for the rest of the building and allows for a better operation of the hotel. The need for usable floor area and access to serve the hotel are more

reasonably needed than additional yard setback area. The project provides an effective design solution that still meets the front yard setback requirements for the rest of the main hotel and minimizes surface parking area. Strict compliance with the regulations would also impact the balanced architectural design of the building further impacts the ability for the project to achieve its design objectives.

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

The granting of a minor variance for reduction of a small section of the required front yard setback will not adversely affect the appropriate development of the surrounding area. The Mandela Parkway design guidelines for commercial opportunity areas envision new building construction to be built to the edge of sidewalks to maintain continuity of the area's street walls which the project provides. Given that the rest of the hotel will meet the setback, the proposal for a section of front yard setback reduction is not detrimental to the public welfare.

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 granting of the variance for the front yard setback reduction for a portion of the building will not constitute a grant of special privilege since the project will function practically for its required purpose, provide a design solution for a constrained and underutilized site and will limit impacts on neighboring commercial properties.

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 design review criteria set forth in the design review procedure at Section 17.136.070.

The granting of the variance to reduce a small area of the front yard setback will allow the building to provide better hotel operations. The proposal meets the Design Review Criteria for non-residential development as described above.

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 will be consistent with the General Plan, design guidelines and zoning as discussed elsewhere in this report, which such discussion is hereby incorporated by reference.

7. For proposals involving one or two 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:
 - a. 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
 - b. Over sixty (60) percent 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 closest lots on each side of the project site plus the ten 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.

Not applicable, as the project development includes commercial uses.

CEQA COMPLIANCE FINDINGS

- I. **Introduction:** These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.; “CEQA Guidelines”) by the Planning Commission in connection with the environmental analysis of the effects of implementation of the Mandela Parkway Hotel project, as more fully described elsewhere in this Staff Report and in the City of Oakland (“City”) CEQA Analysis document entitled “Mandela Parkway Hotel Project-CEQA Analysis” dated November 2017 (“CEQA Analysis”) (the “Project”). The City is the lead agency for purposes of compliance with the requirements of CEQA. These CEQA findings are attached and incorporated by reference into each and every decision associated with approval of the Project and are based on substantial evidence in the entire administrative record.
- II. **Applicability/Adoption of Previous CEQA Documents**
 - A. **Adoption of General Plan Land Use and Transportation Element (LUTE) and Certification of 1998 LUTE EIR:** The City finds and determines that (a) the Oakland City Council on March 24, 1998 adopted Resolution No. 74129 C.M.S. which adopted the General Plan Land Use and Transportation Element, made appropriate CEQA findings, including certification of the 1998 LUTE Environmental Impact Report (“EIR”); and (b) the LUTE satisfies the description of “Community Plan” set out in Public Resources Code section 21083.3(e) and in CEQA Guidelines section 15183, as well the description of “Planning Level Document” set out in Public Resources Code section 21094.5 and in CEQA Guidelines section 15183.3. The City Council, in adopting the LUTE following a public hearing, approved applicable mitigation measures which are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or as a part of newer Standard Conditions of Approval (“SCAs”) which constitute uniformly applied development policies or standards (together with other City development regulations) and determined that the mitigation measures set out in the 1998 LUTE EIR, would substantially mitigate the impacts of the LUTE and future projects thereunder. While approved after certification of the 1998 LUTE EIR, growth and potential effects of the development of the Project would have been considered in the cumulative growth projections factored into the LUTE EIR analysis.
 - B. **Adoption of the West Oakland Redevelopment Plan and Certification of the EIR:** The City finds and determines that (a) the Oakland City Council on November 8, 2003 adopted Resolution No. 2003-69 C.M.S. which adopted the West Oakland Redevelopment Plan for the Project Area and made appropriate CEQA findings including certification of the West Oakland Redevelopment Plan EIR; and (b) the West Oakland Redevelopment Plan EIR satisfies the designation of a “Program EIR” under CEQA guidelines Section 15180, as such subsequent activities are subject to requirements under CEQA Section 15168. The City Council, in adopting the West Oakland Redevelopment Plan following a public hearing, approved applicable mitigation measures and determined that the uniformly applicable development policies or standards, together with the

mitigation measures set out in the West Oakland Redevelopment Plan EIR would substantially mitigate the impacts of the West Oakland Redevelopment Plan and future projects thereunder.

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

The City hereby finds that, as set forth below and as part of the CEQA Analysis, the Project is exempt from any additional CEQA Analysis under the “Community Plan Exemption” of Public Resources Code section 21083.3 (CEQA Guidelines §15183) and/or the “Qualified Infill Exemption” under Public Resources section 21094.5 (CEQA Guidelines §15183.3) and/or the “Redevelopment Projects” under Public Resources Code section 21090 (CEQA Guidelines §15180) and/or the “Infill Exemption” under Public Resources section 21084 (CEQA Guidelines §15332), thus no additional environmental analysis beyond the CEQA Analysis is necessary. The specific statutory exemptions and the categorical exemption are discussed below in more detail.

- A. Community Plan Exemption; Public Resources Code Section 21083.3 (CEQA Guidelines §15183): The City finds and determines that, for the reasons set out below and in the CEQA Analysis, the Community Plan Exemption applies to the Project. Therefore, no further environmental analysis is required because all of the Project’s effects on the environment were adequately analyzed and mitigation measures provided in the 1998 LUTE EIR for the overall project (collectively called “Previous CEQA Documents”); there are no significant effects on the environment which are peculiar to the Project or to the parcel upon which it is located not addressed and mitigated in the Previous CEQA Documents; and there is no new information showing that any of the effects shall be more significant than described in the Previous CEQA Documents.

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

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

The City finds that, pursuant to CEQA Guidelines section 15183.3, the CEQA Analysis contains in Attachment C a written analysis consistent with Appendix M to the CEQA Guidelines examining

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

- C. Program EIRs and Redevelopment Projects (CEQA Guidelines §15168 and § 15180): The City finds and determines that for the reasons set forth below and in the CEQA Analysis, that the 2003 Redevelopment Plan EIR applies to the Project and no further environmental analysis is required since all the Project's effects on the environment were adequately analyzed and mitigation measures provided in the 2003 Redevelopment Plan EIR; the Project will cause no new specific effects not addressed in the 2003 Redevelopment Plan EIR that are specific to the Project or the Project Site; and there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the 2003 Redevelopment Plan EIR.
- D. CEQA Analysis-Addendum; Public Resources Code Section 21166 (CEQA Guidelines §15162 and §15164): The City finds and determines that the CEQA Analysis constitutes an Addendum to the 2014 WOSP (West Oakland Specific Plan) EIR and that no additional environmental analysis of the Project beyond that contained in the 2014 EIR is necessary. The City further finds that no substantial changes are proposed in the Project that would require major revisions to the 2014 EIR because of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes occur with respect to the circumstances under which the Project will be undertaken which will require major revisions of the 2014 EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and there is no new information of substantial importance not known and which could not have been known with the exercise of reasonable diligence as of the time of certification of the 2014 EIR showing that the Project will have one or more significant effects not discussed in the 2014 EIR; significant effects previously examined will be substantially more severe than shown in the 2014 EIR, mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or mitigation measures or alternatives which are considerably different from those analyzed in the 2014 EIR would substantially reduce one or more significant effects on the environment.

Based on these findings and determinations, the City further finds that no Subsequent or Supplemental EIR or additional environmental analysis shall be required because of the Project. The City has considered the CEQA Analysis along with the 2014 EIR prior to making its decision on the Project and a discussion is set out in the CEQA Analysis explaining the City's decision not to prepare a Subsequent or Supplemental EIR pursuant to Guidelines sections 15162 and/or 15163.

- E. Infill Exemption under Public Resources Section 21084 (CEQA Guidelines §15332): The City finds and determines that for the reasons set forth in the CEQA Analysis, that the Project is consistent with CEQA Guidelines section 15332 and that no exceptions apply to the Project (per

CEQA Guidelines Section 15300.2). Specifically, the Project (a) is consistent with applicable general plan policies and zoning designations; (b) occurs within a project site smaller than five acres and is substantially surrounded by urban uses; (c) has no value as habitat for endangered, rare or threatened species; (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) is located on a site that can be adequately served by all required utilities and public services. In addition, none of the specific exceptions to CEQA categorical exemptions (CEQA Guidelines Section 15300.2) are applicable to the Project.

- IV. Severability: The City finds that all five CEQA provisions discussed and determined to be applicable in Section III above are separately and independently applicable to the consideration of the Project and should any of the five be determined not to be so applicable, such determinations shall have no effect on the validity of these findings and the approval of the Project on any of the other grounds.
- V. Incorporation by Reference of Statement of Overriding Considerations: Each of the Previous CEQA Documents identified significant and unavoidable impacts.² The 1998 LUTE EIR identified six areas of environmental effects of the LUTE that presented significant and unavoidable impacts; and the Redevelopment Plan EIR identified four areas of environmental effects of the Redevelopment Plan that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the Previous CEQA Documents identified above, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15163, 15164, 15168, 15180, 15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statements of Overriding Consideration for the 1998 LUTE EIR, adopted by the City Council on March 24, 1998, via Resolution No. 74129 C.M.S; and for the Redevelopment Plan EIR, adopted by the City Council on November 8, 2003, via Resolution No. 2003-69 C.M.S are all hereby incorporated by reference as if fully set forth herein.

² If these or any other findings inaccurately identify or fail to list a significant and unavoidable impact identified in the analysis, findings and conclusions of the 1988 LUTE EIR or the Redevelopment Plan Amendments EIR or their administrative records as a whole, the identification of that impact and any mitigation measure or SCA required to be implemented as part of the Project is not affected.

ATTACHMENT B

CONDITIONS OF APPROVAL

1. **Approved Use**

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, and the revised and approved plans received on December 1, 2017, 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 within two (2) years from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

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

4. **Minor and Major Changes**

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

5. **Compliance with Conditions of Approval**

- a. The project applicant and property owner, including successors, (collectively referred to hereafter as the “project applicant” or “applicant”) shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved

technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.

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

6. **Signed Copy of the Approval/Conditions**

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

7. **Blight/Nuisances**

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

8. **Indemnification**

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

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

- a. All mitigation measures identified in the 0 Mandela Parkway project CEQA Analysis Document are included in the Standard Condition of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP) which is included in these Conditions of Approval and are incorporated herein by reference, as Attachment C, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the 0 Mandela Parkway project CEQA Analysis Document are also included in the SCAMMRP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the 0 Mandela Parkway project CEQA Analysis Document has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the 0 Mandela Parkway project CEQA Analysis Document into the SCAMMRP by reference, and adopted as a Condition of Approval. The project applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning and the Bureau of Building, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.
- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Project Specific Conditions

15. **Job Local Hiring Recruitment**

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

The applicant shall submit to the City Zoning Manager and Economic Development Manager a written proposal for review that reflects efforts to participate in a job fair that advertises job openings to local Oakland residents qualified for hotel hiring.

16. **Recommendations by Project Transportation Consultant and Incorporated as Conditions of Approval / Ongoing**

Recommendation 1 (Subject to City review and approval):

- If the parking garage would be accessible to the public, ensure adequate space is provided for turn-around at the end of the dead-end drive aisle on the second level.

Recommendation 2 (subject to City review and approval):

- Provide “KEEP CLEAR” pavement markings on the existing driveway to ensure motorists turning into and out of the project site do not conflict with vehicles queueing on the existing driveway to turn onto Mandela Parkway (See **Figure 1** of the November 29, 2017 Fehr & Peers analysis).
- Ensure landscaping in the median along Mandela Parkway is maintained to provide adequate sight lines for left turning vehicles.

Recommendation 3 (subject to City review and approval):

- Consider relocating long-term bicycle parking to a more convenient location on the ground level.

Recommendation 4 (subject to City review and approval):

- Ensure proposed landscaping at the two project driveways would not limit the sight distance between exiting motorists and pedestrians along Mandela Parkway.
- Provide truncated domes at the south side of the Mandela Parkway/Horton Street intersection.

Recommendation 5 (subject to City review and approval):

- Improve the crosswalk striping per City Standards.
- Improve all curb ramps to provide directional curb ramps (two per corner) per City Standards.
- Update traffic paving markings, signage, and others as needed per City Standards.
- Study the feasibility and if feasible, install a stop-sign on the northbound approach (Best Buy) of the intersection.

17. Public Art for Private Development Condition of Approval***Prior to issuance of Final Certificate of Occupancy and Ongoing***

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

18. Screening of PG&E Transformers, Utility Meters, HVAC and other Equipment***Prior to issuance of a demolition, grading or building permit/Ongoing***

The applicant shall submit plans for City review and approval that show within the property and not within the public right-of-way the placement and details for screening from public view all exterior PG&E transformers, utility meters, HVAC and related equipment.

19. Trash and Recyclable Containers Odor Control/Loading Area

Ongoing

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

20. Installation of New Paving Materials for Driveway

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

The applicant shall submit detail plans for City review and approval that shows the use of interesting and quality paving materials for the portion of the new driveway that leads to the hotel lobby and porte-cochere including the pedestrian entry pathway from the street.

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

ATTACHMENT C

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCA/MMRP) is based on CEQA Analysis prepared for the 0 Mandela Parkway Project.

These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCAs apply to a specific project. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project, and are not imposed as mitigation measures under CEQA.

All SCAs identified in the CEQA Analysis—which is consistent with the measures and conditions presented in the City of Oakland General Plan, Land Use and Transportation EIR (LUTE EIR, 1998)—are included herein. To the extent that any SCA identified in the CEQA Analysis was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

In addition to the SCAs identified and discussed in the CEQA Analysis, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., **SCA-AIR-1**, **SCA-AIR-2**, etc. The SCA title and the SCA number that corresponds to the City's master SCA list are also provided—i.e., **SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions) (#19)**.

Table 4. City of Oakland Standard SCAs Required for the Project

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<i>Aesthetics, Shadow, and Wind</i>			
<p>SCA-AES-1: Graffiti Control. (#16)</p> <p>a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 	Ongoing	N/A	Bureau of Building

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-AES-2: Landscape Plan. (#17)</p> <p><i>a. Landscape Plan Required</i></p> <p>The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.</p> <p><i>b. Landscape Installation</i></p> <p>The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p><i>c. Landscape Maintenance</i></p> <p>All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.</p>	<p>Prior to approval of construction-related permit</p> <p>Prior to building permit final</p> <p>Ongoing</p>	<p>Bureau of Planning</p> <p>Bureau of Planning</p> <p>N/A</p>	<p>N/A</p> <p>Bureau of Building</p> <p>Bureau of Building</p>
<p>SCA-AES-3: Lighting. (#18)</p> <p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.</p>	<p>Prior to building permit final</p>	<p>N/A</p>	<p>Bureau of Building</p>
<p>Air Quality</p>			
<p>SCA-AIR-1: Construction-Related Air</p>	<p>During</p>	<p>N/A</p>	<p>Bureau of</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>Pollution Controls (Dust and Equipment Emissions). (#19)</p> <p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <ul style="list-style-type: none"> a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used. e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). f. Limit vehicle speeds on unpaved roads to 15 miles per hour. g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, 	<p>construction</p>		<p>Planning</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”). i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. j. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas. k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). o. Designate a person or persons to monitor the 			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</p> <p>p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.</p> <p>q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time.</p> <p>s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p> <p>u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</p> <p>w. All construction equipment, diesel trucks, and</p>			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>x. Off-road heavy diesel engines shall meet the California Air Resources Board’s most recent certification standard.</p> <p>y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City’s Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours.</p>			
<p>SCA-AIR-2: Exposure to Air Pollution (Toxic Air Contaminants). (#20)</p> <p><i>a. Health Risk Reduction Measures</i></p> <p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

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

– or –

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

- Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building’s HVAC air filtration system shall be required.
- Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).
- Phasing of residential developments when proposed within 500 feet of

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<p>freeways such that homes nearest the freeway are built last, if feasible.</p> <ul style="list-style-type: none"> • The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods. • Sensitive receptors shall be located on the upper floors of buildings, if feasible. • Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>x Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids x trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>). • Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. • Existing and new diesel generators shall meet CARB’s Tier 4 emission standards, if feasible. • Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: <ul style="list-style-type: none"> • Installing electrical hook-ups for diesel trucks at loading docks. • Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. • Requiring truck-intensive projects to use 			

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<p>advanced exhaust technology (e.g., hybrid) or alternative fuels.</p> <ul style="list-style-type: none"> • Prohibiting trucks from idling for more than two minutes. • Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. 			
<p><i>b. Maintenance of Health Risk Reduction Measures</i></p> <p>The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</p>	Ongoing	N/A	Bureau of Building
<p>SCA-AIR-3: Stationary Sources of Air Pollution (Toxic Air Contaminants). (#21)</p> <p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants.</p> <p>The project applicant shall choose one of the following methods:</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

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<p>a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.</p> <p>- or -</p> <p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. 			
<i>Cultural Resources</i>			
<p>SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. (#29)</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric</p>	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

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<p>subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological</p>			

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<p>resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA-CUL-2: Archaeologically Sensitive Areas – Pre-construction Measures. (#30)</p> <p>The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p><i>Provision A: Intensive Pre-Construction Study.</i></p> <p>The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p>	<p>Prior to approval of construction-related permit; during construction</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

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<p>a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources.</p> <p>b. A report disseminating the results of this research.</p> <p>c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources.</p> <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p><i>Provision B: Construction ALERT Sheet.</i></p> <p>The project applicant shall prepare a construction “ALERT” sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a</p>			

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<p>minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project’s prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City’s Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.</p>			
<p>SCA-CUL-2: Human Remains – Discovery during Construction. (#31)</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

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<p>halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p>			
<p><i>Geology and Soils</i></p>			
<p>SCA-GEO-1: Construction-Related Permit(s). (#33) The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	<p>Prior to approval of construction-related permit</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>
<p>SCA-GEO-2: Soils Report. (#34) The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained</p>	<p>Prior to approval of construction-related permit</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

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in the approved report during project design and construction. <i>(See Next Page #46...)</i>			

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<i>Hazards and Hazardous Materials</i> <i>(See Next Page #47...)</i>			

<p>SCA-HAZ-1: Hazardous Materials Related to Construction. (#39)</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> 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 	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Building</p>
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<p>resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p>			
<p>SCA-HAZ-2: Hazardous Building Materials and Site Contamination. (#40)</p> <p><i>a. Erosion and Sedimentation Control Plan Required</i></p> <p>The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p><i>b. Environmental Site Assessment Required</i></p> <p>The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project</p>	<p>Prior to approval of demolition, grading, or building permits</p> <p>Prior to approval of construction-related permit</p>	<p>Bureau of Building</p> <p>Applicable regulatory agency with jurisdiction</p>	<p>Bureau of Building</p> <p>Applicable regulatory agency with jurisdiction</p>

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<p>applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.</p> <p><i>c. Health and Safety Plan Required</i></p> <p>The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.</p> <p><i>d. Best Management Practices (BMPs) Required for Contaminated Sites</i></p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. 	<p>Prior to approval of construction-related permit</p> <p>During construction</p>	<p>Bureau of Building</p> <p>N/A</p>	<p>Bureau of Building</p> <p>Bureau of Building</p>

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<p>SCA-HAZ-3: Hazardous Materials Business Plan. (#41)</p> <p>The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <ol style="list-style-type: none"> a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. c. An emergency response plan including employee training information. d. A plan that describes the manner in which these materials are handled, transported, and disposed. 	<p>Prior to building permit final</p>	<p>Oakland Fire Department</p>	<p>Oakland Fire Department</p>
<i>Hydrology and Water Quality</i>			
<p>SCA-HYD-2: Erosion and Sedimentation Control Plan for Construction. (#45)</p> <p><i>a. Erosion and Sedimentation Control Plan Required</i></p> <p>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</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building</p>	<p>N/A</p>

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<p>conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p> <p><i>b. Erosion and Sedimentation Control During Construction</i></p> <p>The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>
<p>SCA-HYD-1: State Construction General Permit. (#46)</p> <p>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.</p>	<p>Prior to approval of construction-related permit</p>	<p>State Water Resources Control Board; evidence of compliance submitted to Bureau of Building</p>	<p>State Water Resources Control Board</p>

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<p>SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects. (#50)</p> <p><i>a. Post-Construction Stormwater Management Plan Required</i></p> <p>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. 	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning; Bureau of Building</p>	<p>Bureau of Building</p>
<p><i>b. Maintenance Agreement Required</i></p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater</p>	<p>Prior to Building Permit Final</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

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<p>Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. <p>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</p>			
<i>Noise</i>			
<p>SCA-NOS-1: Construction Days/Hours. (#58)</p> <p>The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the 	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

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<p>doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>			
<p>SCA-NOS-2: Construction Noise. (#59)</p> <p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <p>a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

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<p>acoustically-attenuating shields or shrouds) wherever feasible.</p> <p>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p>			
<p>SCA-NOS-3: Extreme Construction Noise. (#60)</p> <p><i>a. Construction Noise Management Plan Required</i></p> <p>Prior to any extreme noise generating</p>	<p>Prior to Approval</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

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<p>construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p><i>b. Public Notification Required</i></p> <p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating</p>			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>			
<p>SCA-NOS-4: Construction Noise Complaints. (#62)</p> <p>The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. 	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-NOS-5: Operational Noise. (#64)</p> <p>Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.</p>	Ongoing	N/A	Bureau of Building
<p>Recommendation NOS-1</p> <p>Guest rooms shall be designed to achieve an interior L_{dn} of 45 dBA or less as required by California Building Code 1207.4. Detailed recommendations for window and exterior wall Sound Transmission Class ratings needed to meet the interior sound level requirement must be determined during the architectural design phase. Any required ventilation system must not compromise the noise reduction provided by the windows and exterior wall assembly.</p>	Prior to Approval of Construction Related Permit	Bureau of Building	Bureau of Building
<p>Recommendation NOS-2</p> <p>Non-guest rooms shall be designed to meet an hourly L_{eq} of 50 dBA as required by CalGreen 5.507.4.2. Detailed recommendations for window and exterior wall STC ratings needed to meet the interior sound level requirement must be determined during the architectural design phase. Any required ventilation system must not compromise the noise reduction provided by the windows and exterior wall assembly.</p>	Prior to Approval of Construction Related Permit	Bureau of Building	Bureau of Building
<p>Recommendation NOS-3</p> <p>A report prepared by an acoustical consultant should be submitted prior to issuance of building permit confirming that the Project has been designed to meet the required interior noise levels in California Building Code 1207.4 and CalGreen 5.507.4.2 as per recommendations NOS-1 and NOS-2.</p>	Prior to Approval of Construction Related Permit	Bureau of Building	Bureau of Building
<i>Transportation and Traffic</i>			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>			
<p>SCA-TRANS-3: Transportation Improvements. (#70)</p> <p>The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and pedestrian and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines 	<p>Prior to building permit final or as otherwise specified</p>	<p>Bureau of Building; Public Works Department, Transportation Services Division</p>	<p>Bureau of Building</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>with signals (audible and tactile)</p> <ul style="list-style-type: none"> d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group 			
<p>SCA-TRANS-2: Transportation and Parking Demand. (#71)</p> <p><i>a. Transportation and Parking Demand Management (TDM) Plan Required</i></p> <p>The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <ul style="list-style-type: none"> i. The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. • Achieve the following project vehicle trip 	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning</p>	<p>N/A</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>reductions (VTR):</p> <ul style="list-style-type: none"> • Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR • Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City’s transportation system, consistent with City policies and programs. <p>ii. TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy 			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>Pass or a similar program through another transit agency).</p> <ul style="list-style-type: none"> • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to 			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).</p> <ul style="list-style-type: none"> • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. <p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p> <p><i>b. TDM Implementation — Physical Improvements</i></p> <p>For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p>	<p>Prior to Building Permit Final</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>
<p><i>c. TDM Implementation — Operational Strategies</i></p> <p>For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary,</p>	<p>Ongoing</p>	<p>Bureau of Planning</p>	<p>Bureau of Planning</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p>			
<i>Utilities and Service Systems</i>			
<p>SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling. (#74)</p> <p>The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City’s Green Building Resource Center. Current standards, FAQs, and forms are available on the City’s website and in the Green Building Resource Center.</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Public Works Department, Environmental Services Division</p>	<p>Public Works Department, Environmental Services Division</p>
<p>SCA-UTIL-2: Underground Utilities. (#75)</p> <p>The project applicant shall place underground all new utilities serving the project and under the</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

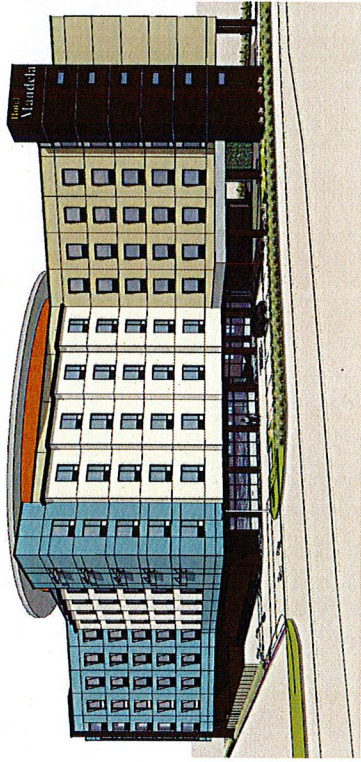
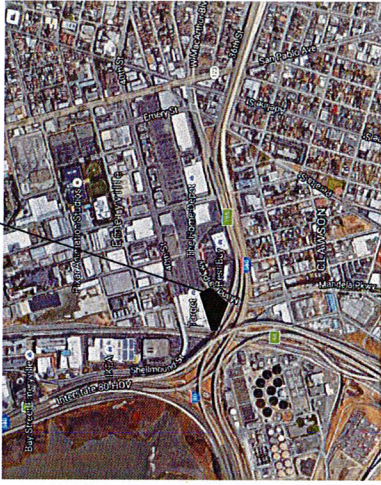
Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project’s street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>			
<p>SCA-UTIL-3: Recycling Collection and Storage Space. (#76)</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 sf of building floor area is required, with a minimum of ten cubic feet.</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
<p>SCA-UTIL-4: Green Building Requirements. (#77)</p> <p><i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p><i>i. The following information shall be submitted to the City for review and approval with the</i></p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building</p>	<p>N/A</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. • A minimum of 23 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Residential New Construction. • All green building points identified on the 			

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
<p>checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.</p> <ul style="list-style-type: none"> • The required green building point minimums in the appropriate credit categories. <p><i>b. Compliance with Green Building Requirements During Construction</i></p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ol style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. 	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>
<p><i>c. Compliance with Green Building Requirements After Construction</i></p> <p>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Build It Green and attain the minimum required certification/point level.</p> <p>Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating</p>	<p>After Project Completion as Specified</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>

Standard Conditions of Approval	When Required	Initial Approval	Monitoring/ Inspection
certification and compliance with the minimum point/certification level noted above.			
<p>SCA-UTIL-5: Sanitary Sewer System. (#79)</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	Prior to Approval of Construction-Related Permit	Public Works Department, Department of Engineering and Construction	N/A
<p>SCA-UTIL-6: Storm Drain System. (#80)</p> <p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p>	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building

Project Site
MANDELA PARKWAY, OAKLAND



MANDELA HOTEL

MANDELA PARKWAY
OAKLAND, CA 94608

DESIGN REVIEW

CLIENT:
TULSEE NATHU & PAYAL NATHU
P.O. BOX 52098
AMARILLO, TEXAS

ARCHITECT:
ARCHITECTURAL DIMENSIONS
300 FRANK H. OGAWA PLAZA, SUITE 375 OAKLAND, CA 94612
510.463.8300, FAX: 510.463.8395

DRAWING INDEX

- DR-1 COVER SHEET
- DR-2 SITE PLAN
- DR-3 GROUND FLOOR PLAN
- DR-4 2ND - 6TH FLOOR PLAN
- DR-5 GARAGE - LEVEL 1 PLAN
- DR-6 GARAGE - LEVEL 2 PLAN
- DR-7 BUILDING SECTION
- DR-8 ROOF PLAN & BUILDING ELEVATION-NORTH
- DR-9 BUILDING ELEVATIONS - SOUTH, EAST, WEST
- DR-10 PERSPECTIVES
- DR-11 MATERIAL FINISHES
- DR-12 CONTEXT STUDY PHOTOS
- DR-13 WINDOW TYPES & DETAILS
- DR-14 DETAILS
- DR-15 LIGHTING PLAN
- C-1 TOPOGRAPHIC SURVEY
- C-2 GRADING/DRAINAGE PLAN
- C-3 STORM WATER CONTROL PLAN
- L-1 LANDSCAPE PLANTING PLAN
- L-2 LANDSCAPE HYDROZONE PLAN
- L-3 LANDSCAPE PLANT PHOTO ALBUM

Attachment D



ARCHITECTURAL DIMENSIONS
300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL: 510.463.8300 FAX: 510.463.8395

MANDELA HOTEL
MANDELA PKWY
OAKLAND, CA 94608

JOB NO. TUL04
DATE 10.25.17
DRAWING NO. DR-1

PROJECT SUMMARY

6 STORY HOTEL (220 rooms)
 Site Area - 46,445 S.F. (1.066 Acres)
 Zoning Classification - CR-1
 Planning & Designation - Neighborhood Opportunity Area
 Type of Construction - 1A (Ground Floor), 2A (6th Floor)

Proposed Project Area:

BUILDING AREA	
Ground Floor	17,873 S.F.
2nd Floor	24,588 S.F.
4th Floor	24,588 S.F.
5th Floor	24,588 S.F.
6th Floor	24,588 S.F.
Total Building Area	142,813 S.F.

GARAGE 1 (including open ramp)
 GARAGE 2 (including covered ramp)
 TOTAL GARAGE AREA

56,569 S.F.	17,873 S.F. (38%)
24,493 S.F.	24,588 S.F. (100%)
56,991 S.F.	56,991 S.F.
SITE AREA FOOTPRINT - 17,873 S.F. (38%)	
PARKING - 8,577 S.F. (18%)	
LANDSCAPE - 19,086 S.F. (41%)	
TOTAL - 46,445 S.F.	

F.A.R.
 Permittee: Maximum of 4.0
 Provided: = 3.07

SETBACKS

BUILDING
 Required: 20ft (front)

Proposed: 20ft (front)
 1ft (front) for a length of 218 sq ft section of the building

LANDSCAPING

Required: 3 ft wide, 3.5 ft high landscape screening parking
 Proposed: 5 ft wide, 3.5 ft high landscape screening parking

Building Height

Proposed: 68 ft (6 Stories)
 Proposed: 83.5ft (6 Stories)

Parking

Required: 1 Space for 600sq.ft. of floor area on ground and
 1 space for 1000sq.ft. of floor area not on ground floor
 = 155 spaces (including 6 ADA & 10 EV)

Provided:

STANDARD	STICK	ADA	EV	EV/ADA	VP/CP	TOTAL
Garage 1	1	1	0	0	0	1
Garage 2	41	102	6	10	1	151
TOTAL	41	102	7	10	1	168

ADA Parking: 7 Spaces
 EV/CP Station: 10 Spaces + 1 EV/CP ADA
 Carpool/Vanpool: 5 Spaces

Parking Ratio: (Spaces / Rooms) 0.8

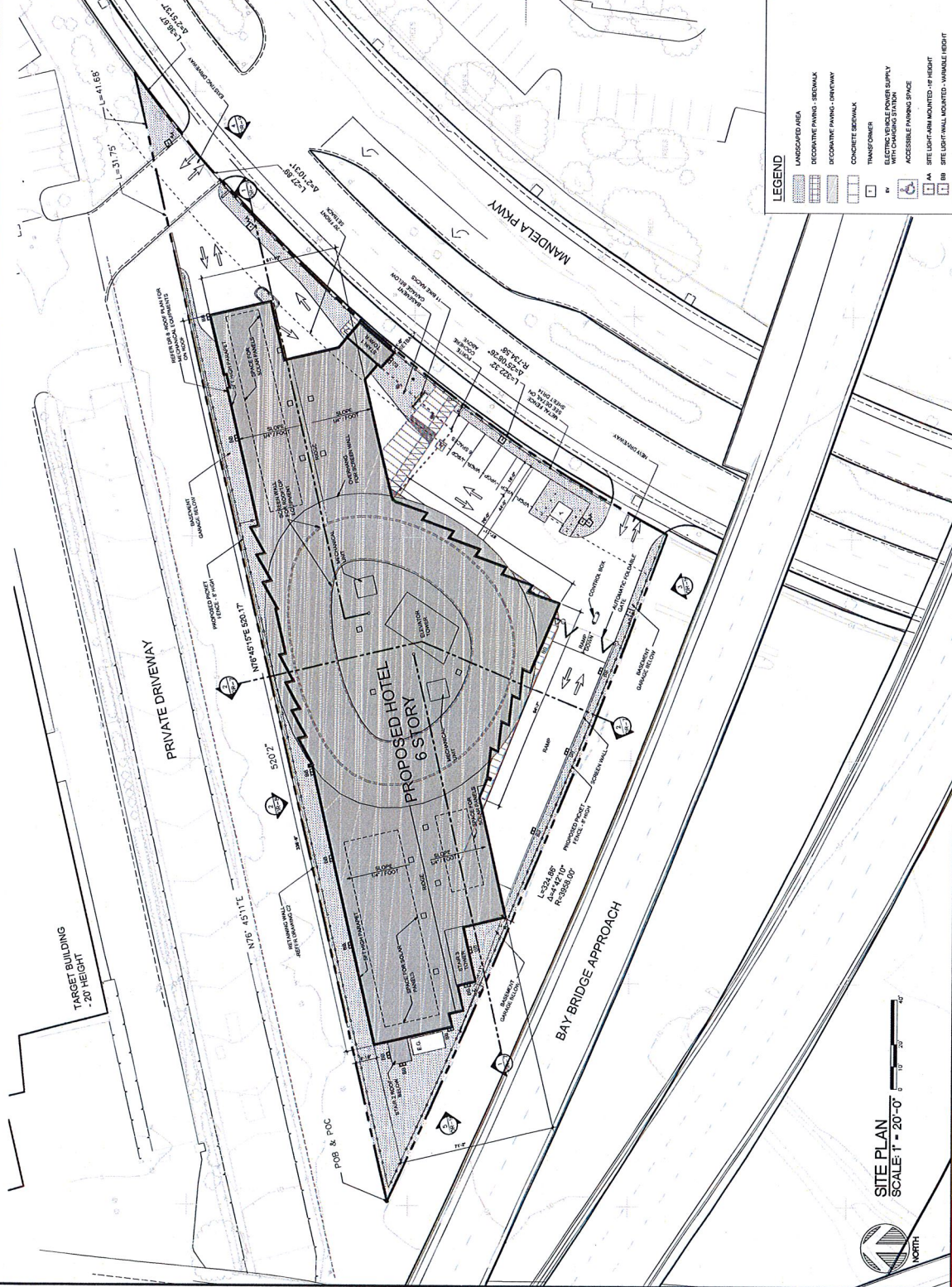
Space Dimension: 9 FT X 19 FT
 Required per City: 8.5 FT X 18 FT

Bike Parking
 Required: 11 Long Term, 11 Short Term
 Provided: 11 Long Term, 11 Short Term

Room Count

ROOMS	HOTEL 1	HOTEL 2	TOTAL
00	0	0	0
01	0	0	0
02	0	0	0
03	0	0	0
04	0	0	0
05	0	0	0
06	0	0	0
07	0	0	0
08	0	0	0
09	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
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15	0	0	0
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112	0	0	0
113	0	0	0
114	0	0	0
115	0	0	0
116	0	0	0
117	0	0	0
118	0	0	0
119	0	0	0
120	0	0	0

Grand Total: 110



LEGEND

- LANDSCAPED AREA
- RECREATIVE PAVING - SIDEWALK
- RECREATIVE PAVING - DRIVEWAY
- CONCRETE SIDEWALK
- TRANSFORMER
- ELECTRIC VEHICLE POWER SUPPLY WITH CHARGING STATION
- ACCESSIBLE PARKING SPACE
- ADA SEEL LIGHT ANCHOR MOUNTED - W/ HEIGHT
- BB SEEL LIGHT ANCHOR MOUNTED - VARIABLE HEIGHT

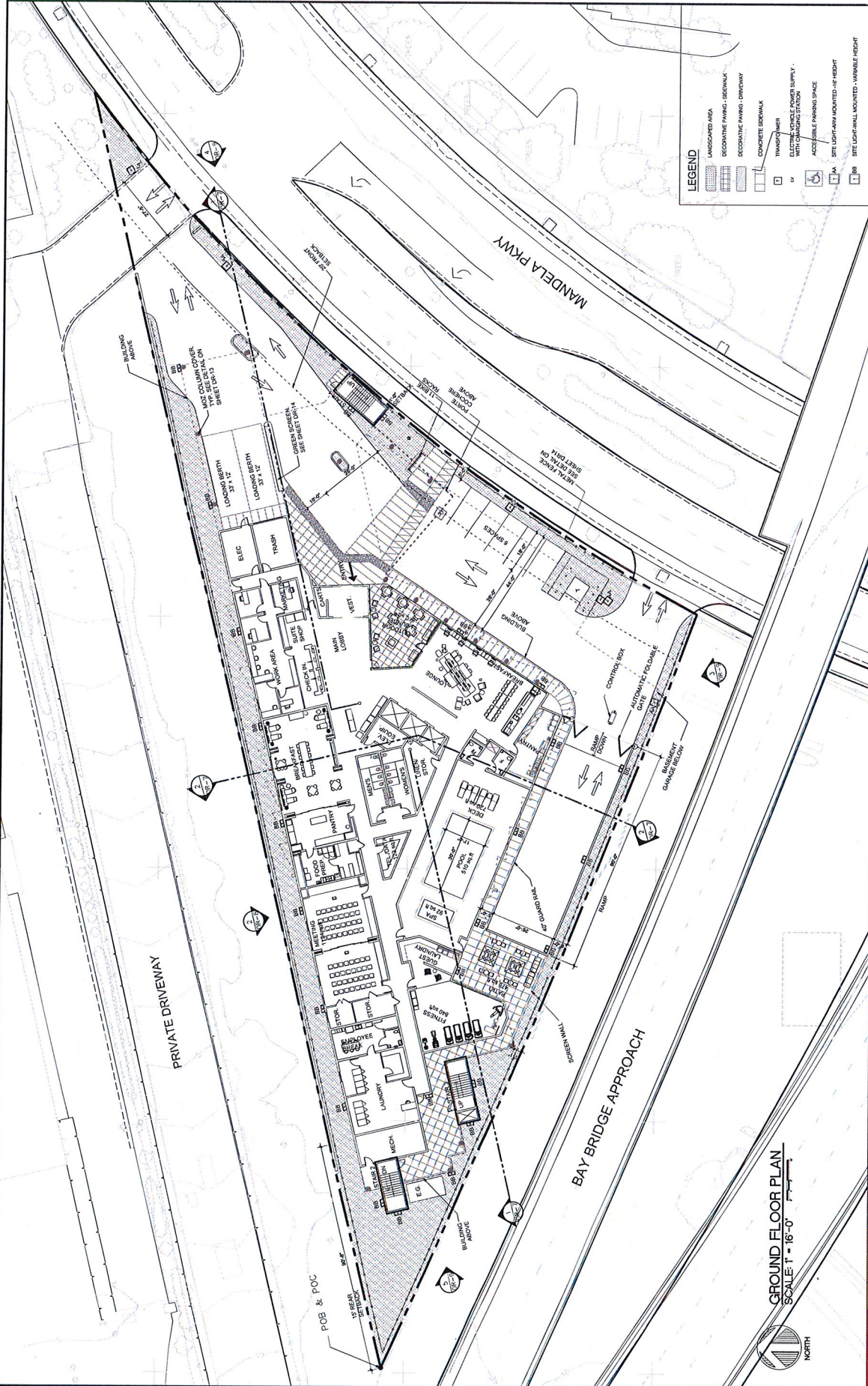
SITE PLAN
 SCALE: 1" = 20'-0"
 NORTH

JOB NO. DRAWING NO.
 TLU04 DR-2
 DATE: 10.25.17

MANDELA HOTEL
 MANDELA PKWY
 OAKLAND, CA 94608

PROJECT INFO:
 300 Frank H. Ogawa Plaza, Suite 975
 Oakland, CA 94612
 TEL. 510.443.8300 FAX. 510.443.8395

ARCHITECTURAL
DIMENSIONS



- LEGEND**
- UNDESIGNED AREA
 - DECORATIVE PAVING - SIDEWALK
 - DECORATIVE PAVING - DRIVEWAY
 - CONCRETE SIDEWALK
 - TRANSFORMER
 - ELECTRIC CYCLE POWER SUPPLY WITH CHARGING STATION
 - ACCESSIBLE PARKING SPACE
 - SITE LIGHTING MOUNTED 10' HEIGHT
 - SITE LIGHTING MOUNTED - VARIABLE HEIGHT

JOB NO. DR-3
 TULOD
 DATE. 12.25.17

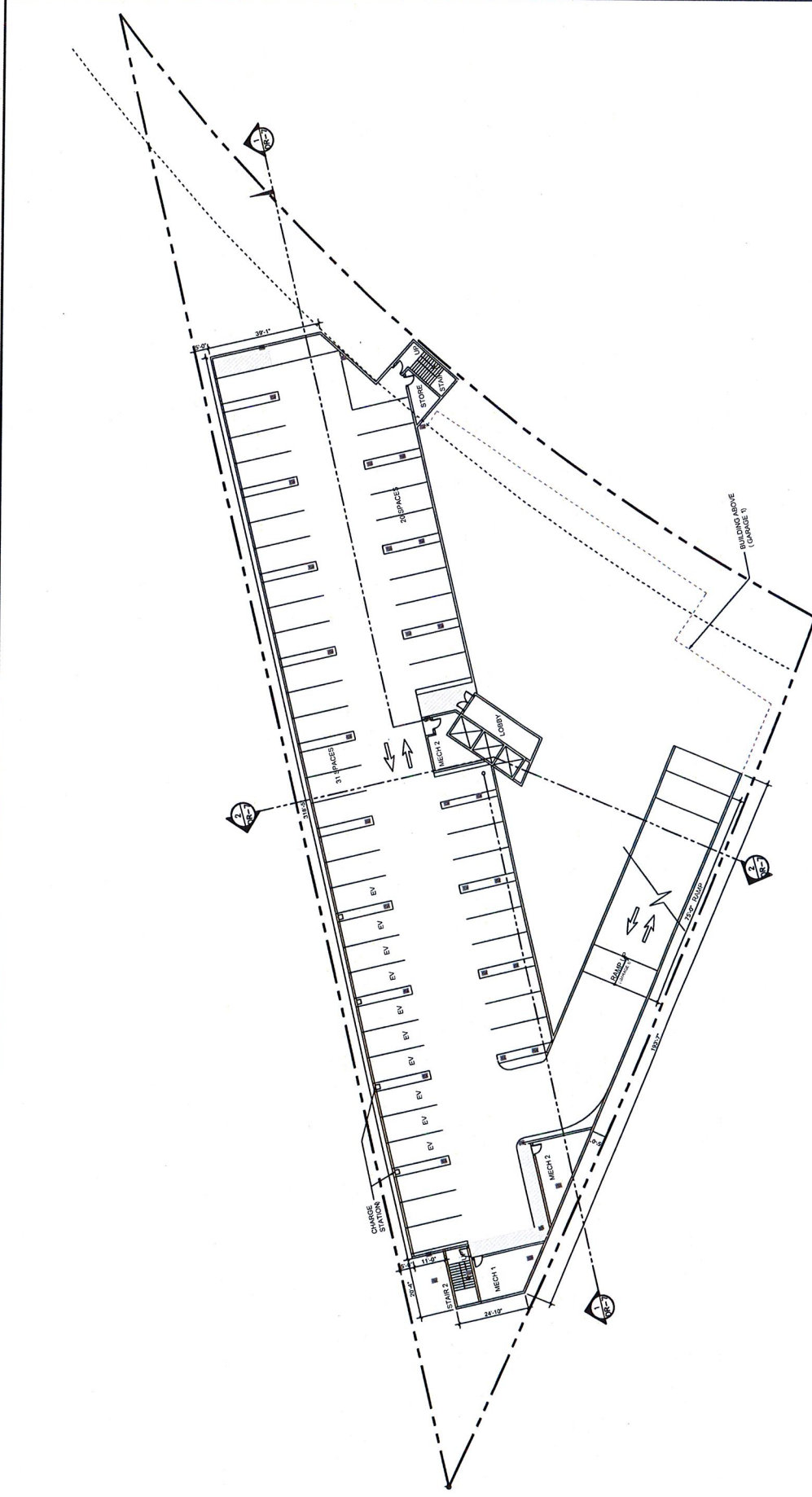
MANDELA HOTEL
 MANDELA PKWY
 OAKLAND, CA 94608

PROJECT INFO.
 300 Frank H. Ogawa Plaza, Suite 375
 Oakland, CA 94612
 TEL. 510.463.8300 FAX. 510.463.8395

ARCHITECTURAL
DIMENSIONS

GROUND FLOOR PLAN
 SCALE: 1" = 16'-0"





NOTE:
EMERGENCY SYSTEM FOR CO2 EXHAUST
TO BE PROVIDED PER CALIFORNIA
BUILDING CODE

LEGEND
EV ELECTRIC VEHICLE POWER SUPPLY
WITH CHARGING STATION
CONCRETE SIDEWALK

JOB NO.	TJ104	DRAWING NO.	DR-6
DATE	10.25.17		

GARAGE LEVEL-2 PLAN
SCALE: 1" = 18'-0"

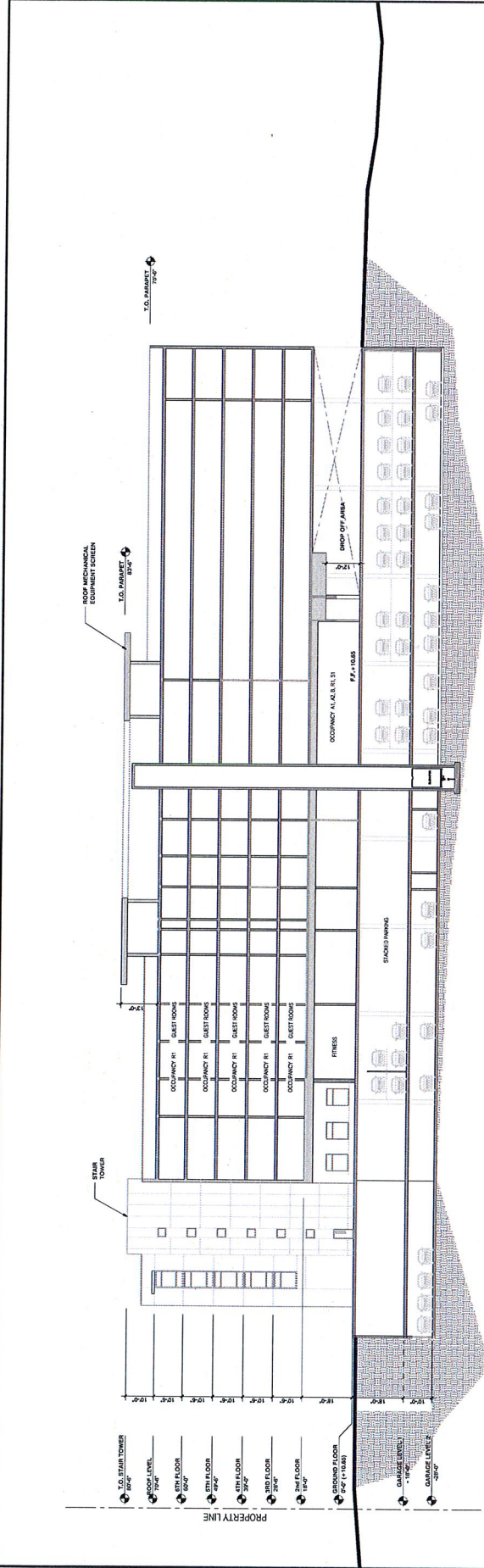


MANDELA HOTEL
MANDELA PKWY
OAKLAND, CA 94608

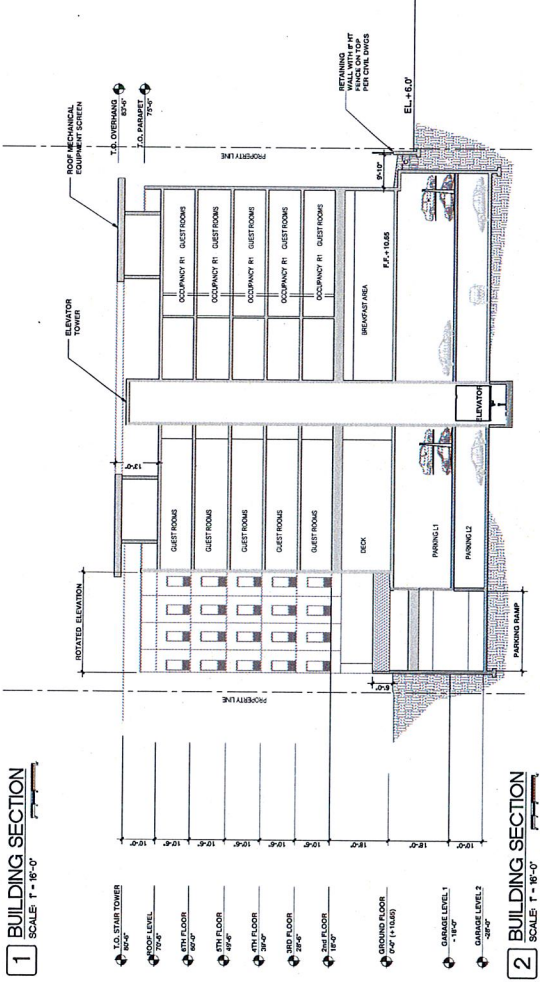
PROJECT INFO.

300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL. 510.463.8300 FAX. 510.463.8395

ARCHITECTURAL
DIMENSIONS



1 BUILDING SECTION
SCALE: 1" = 16'-0"



2 BUILDING SECTION
SCALE: 1" = 16'-0"

- T.O. STAR TOWER 85'-0"
- ROOF LEVEL 79'-0"
- 8TH FLOOR 75'-0"
- 7TH FLOOR 71'-0"
- 6TH FLOOR 67'-0"
- 5TH FLOOR 63'-0"
- 4TH FLOOR 59'-0"
- 3RD FLOOR 55'-0"
- 2ND FLOOR 51'-0"
- GROUND FLOOR (11.11.11.11) 47'-0"
- 1ST LEVEL 43'-0"
- 0'-0"
- GARAGE LEVEL 1 39'-0"
- 0'-0"

- T.O. STAR TOWER 85'-0"
- ROOF LEVEL 79'-0"
- 8TH FLOOR 75'-0"
- 7TH FLOOR 71'-0"
- 6TH FLOOR 67'-0"
- 5TH FLOOR 63'-0"
- 4TH FLOOR 59'-0"
- 3RD FLOOR 55'-0"
- 2ND FLOOR 51'-0"
- GROUND FLOOR (11.11.11.11) 47'-0"
- 1ST LEVEL 43'-0"
- 0'-0"
- GARAGE LEVEL 1 39'-0"
- 0'-0"
- GARAGE LEVEL 2 35'-0"
- 0'-0"

General Exterior Elevation Notes

- Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to Colors and Materials Boards for true representation of all proposed finishes.
- All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped areas. Refer to actual Landscape Plan for all proposed landscaping.

Material/Finish Legend

Refer to Colors and Materials Boards for true representation of all proposed finishes.

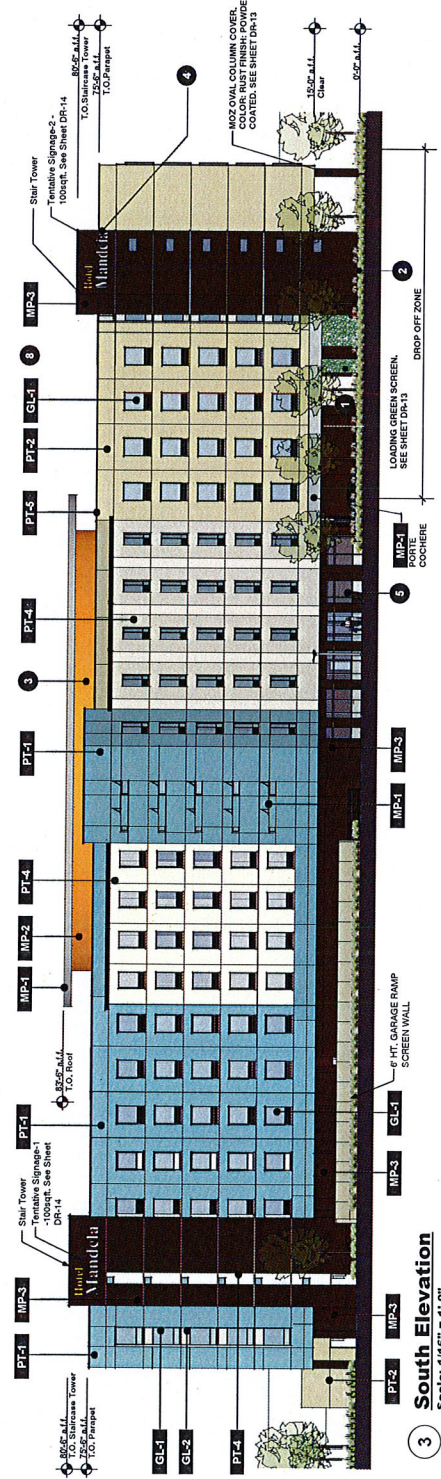
- AL-1 Aluminum Storefront
- GL-1 Vision Glass
- GL-2 Spandrel Panel
- MP-1 Metal Panel - Perforated
- MP-2 Metal Panel - Perforated & Corrugated
- MP-3 Metal Wall Panel
- PT-1 Paint - on Cement Plaster
- PT-2 Paint - on Cement Plaster
- PT-3 Paint - on Cement Plaster
- PT-4 Paint - on Cement Plaster
- PT-5 Painted Metal Coping

Keynotes

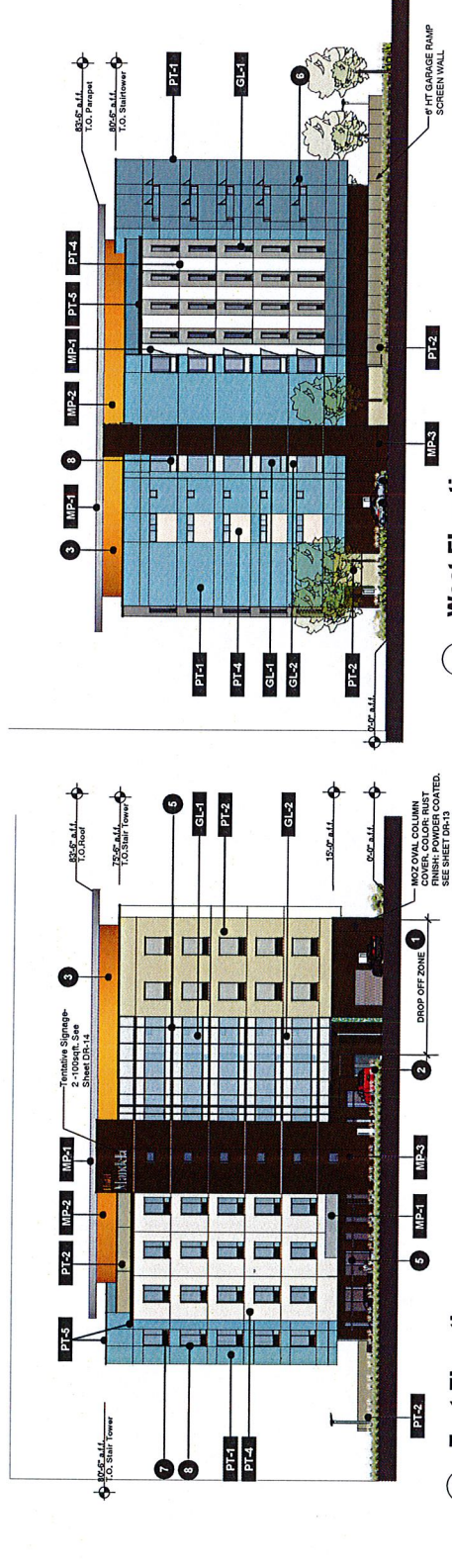
Note: Not all keynotes listed apply to this particular sheet.

- 1 Drop off Zone
- 2 Planter
- 3 Screenwall for Rooftop Equipment
- 4 Internally Illuminated Channel Letter Signage
- 5 Aluminum Storefront System
- 6 Metal Awning
- 7 Spandrel Glass
- 8 Aluminum Window System (Packaged Terminal Air Conditioning - PTAC unit integral to window system. Color and finish to match aluminum windows)

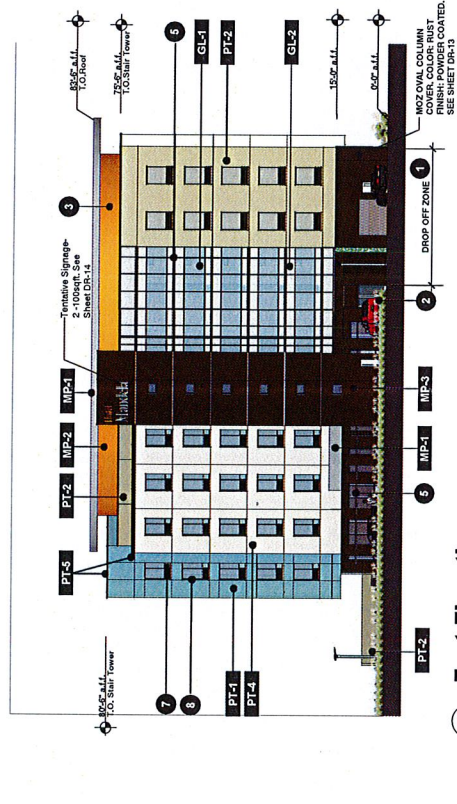
Allowable Aggregate Sign Area = 200 SqFt
 Total Aggregate Tentative Sign Area = 200 SqFt
 Signage under separate approval



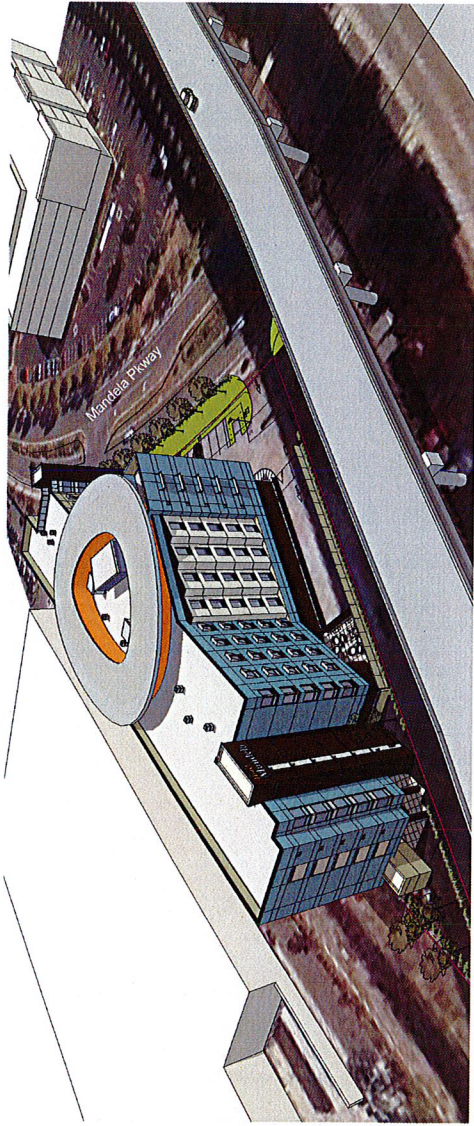
3 South Elevation
 Scale: 1/16" = 1'-0"



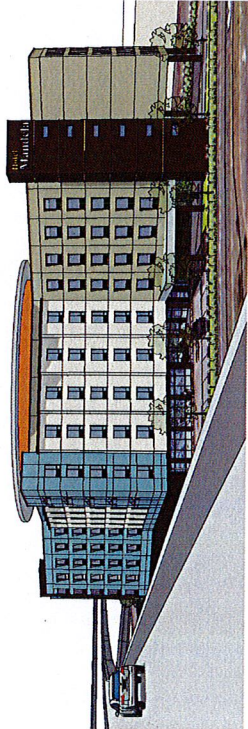
5 West Elevation
 Scale: 1/16" = 1'-0"



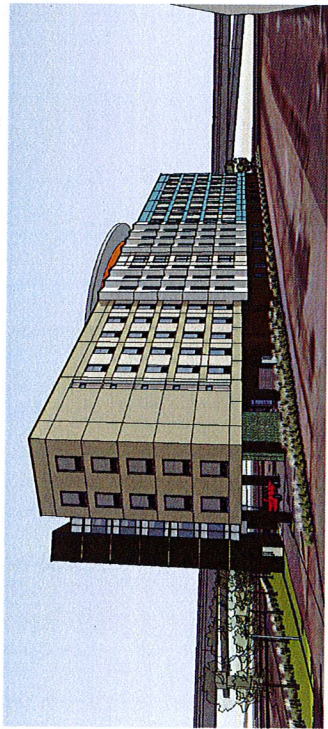
4 East Elevation
 Scale: 1/16" = 1'-0"



South-West Project Site Aerial View.



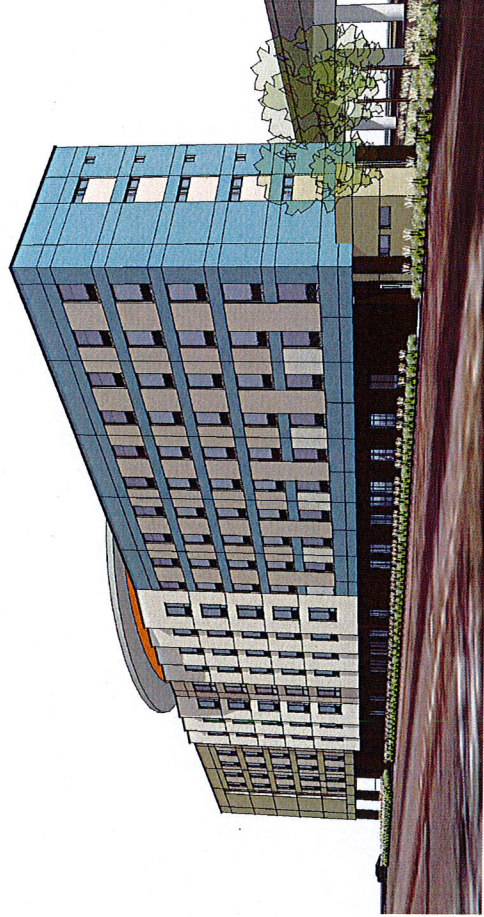
South East View - From Freeway Approach



North East View- Side



East View - Front



North-West View -Rear

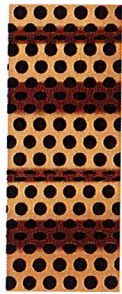
**ARCHITECTURAL
DIMENSIONS**

300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL: 510.463.8300 | FAX: 510.463.8355

**MANDELA HOTEL
MANDELA PKWY
OAKLAND, CALIFORNIA 94608**

JOB NO.
TUL 04
DATE
10.25.2017

DR-10



MP-2 METAL PANEL - CORRUGATED & PERFORATED
 CENTRIA
 Color: Sedona on Aluminum
 (Or Equivalent)



MP-3 METAL WALL PANEL
 Alucobond
 Color: Bistro Bronze Mica
 (Or Equivalent)



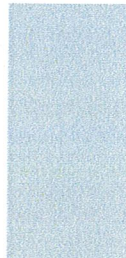
MP-1 METAL PANEL-PERFORATED
 No.2 DESIGN DECORATIVE METAL
 Color: Clear - Clouds - Polycast-Gloss
 Size: 1/2" Dia. Perforations 5/16" Spig
 Size (Or Equivalent)



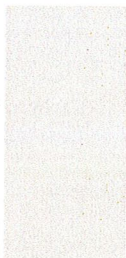
PT-1 PAINT ON CEMENT PLASTER
 Sherwin Williams
 Color: SW7811 - Tranquil Aqua
 (Or Equivalent)



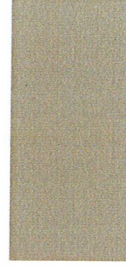
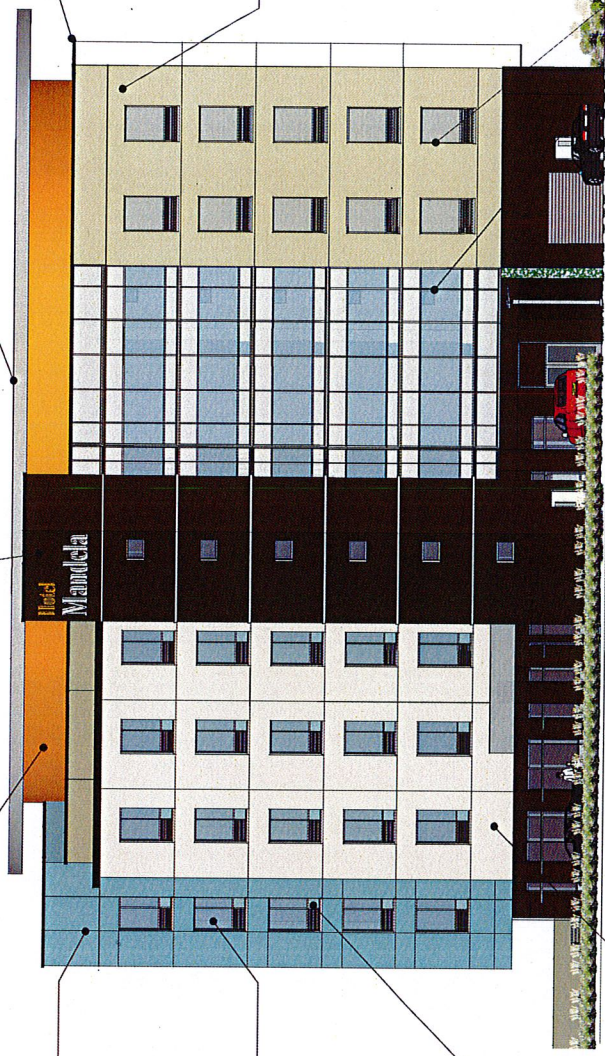
GL-1 VISION GLASS
 PPG - Solexa
 (Or Equivalent)



SP-2 SPANDEL PANEL
 ICD - High Performance Coating
 Opac Clear 300 (Or Equivalent)
 Color: P-198 - White



PT-3 PAINT ON CEMENT PLASTER
 Sherwin Williams
 Color: SW7637 - Oyster White
 (Or Equivalent)



PT-2 PAINT ON CEMENT PLASTER
 Sherwin Williams
 Color: SW7728 - Green Sprout
 (Or Equivalent)



PT-5 PAINTED METAL FASCIA
 Sherwin Williams
 Color: SW7041 - Van Dyke Brown
 (Or Equivalent)



AL-1 ALUMINUM WINDOWS
 KAWNEER
 Finish: Permanent Anodized
 (Or Equivalent)

**ARCHITECTURAL
 DIMENSIONS**

300 Frank H. Ogawa Plaza, Suite 375
 Oakland, CA 94612
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**MANDELA HOTEL
 MANDELA PKWY
 OAKLAND, CALIFORNIA 94608**

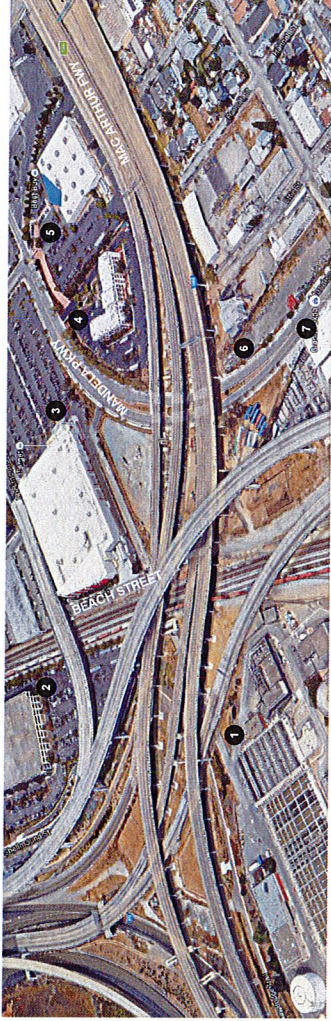
MATERIAL FINISHES

JOB NO.
 TUL 04
 DATE
 10.25.2017

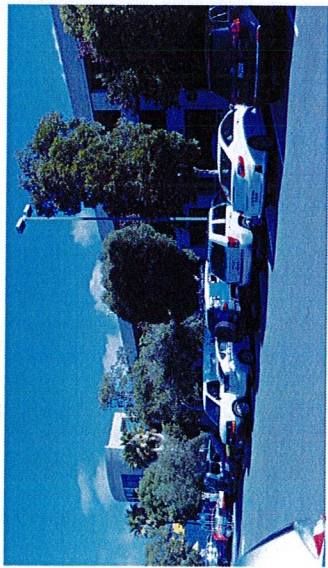
DR-11



1 East Bay MUD



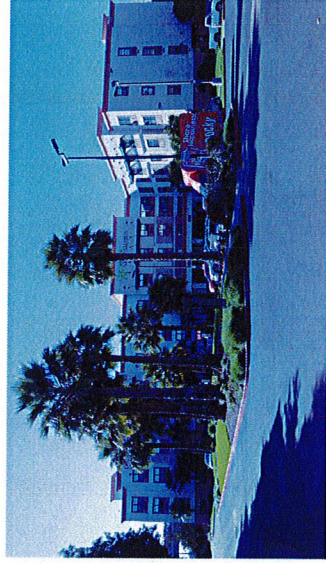
Key Plan (N.T.S.)



2 4400 Shellmound St.



3 1555 40th St.



4 3650 Mandela Pkwy



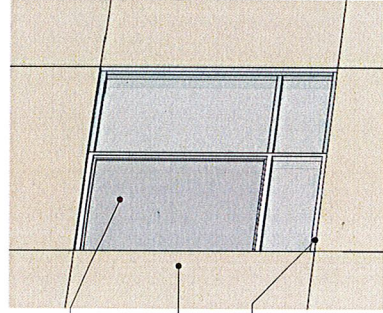
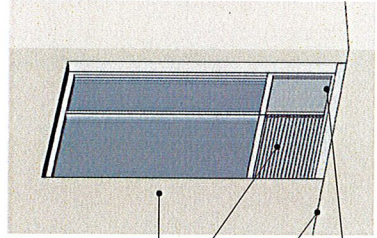
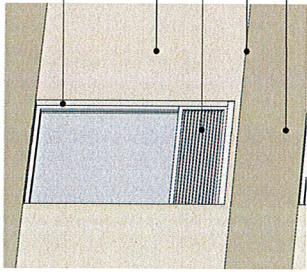
5 3700 Mandela Pkwy.



6 3465 Ettie St.



7 3401 Mandela Pkwy.



A

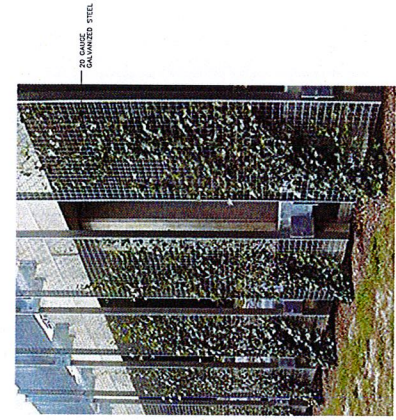
1 TYPICAL MEETING ROOM WINDOW - TYPE 1
(8'-0" X 7'-0")

B

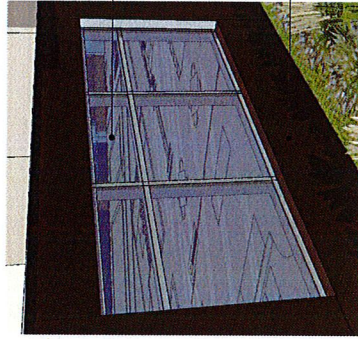
3 TYPICAL GUESTROOM WINDOW - TYPE 2
(8'-0" X 7'-0")

C

5 TYPICAL ADA GUESTROOM WINDOW
(8'-0" X 7'-0")



6 FREE STANDING VERTICAL GREEN SCREEN
SCALE: 1/8" = 1'-0"



ALUMINUM STOREFRONT
601/601T/601UT
CLEAR GLAZING
TYPICAL
METAL WALL PANEL
BRONZE
ALU/STAINLESS

UP - METAL WALL PANEL
BRONZE
ALU/STAINLESS

D

2 MEETING ROOM WINDOW
(14'-8 1/2" X 7'-0")

4 WINDOW SPECIFICATIONS
SCALE: 1/8" = 1'-0"

KAWNEER
ALUMINUM WINDOW SYSTEMS

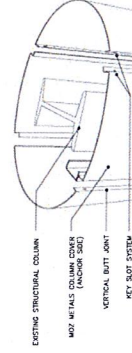
Trifab™ 601/601T/601UT Framing System

- 2" (80mm) legging
- Ultra-thin, high thermal performance
- On-site (P&H)
- Highly customizable

KAWNEER
ALUMINUM WINDOW SYSTEMS

NX-3800 Windows

- High thermal performance
- High thermal performance
- High thermal performance
- High thermal performance



EXISTING STRUCTURAL COLUMN
MOV. METALS COLUMN COVER (INCLUDE JOINT)
VERTICAL BUTT JOINT
KEY JOINT SYSTEM
METALS COLUMN COVER (INCLUDE JOINT)
MOV. METALS COLUMN COVER (INCLUDE JOINT)

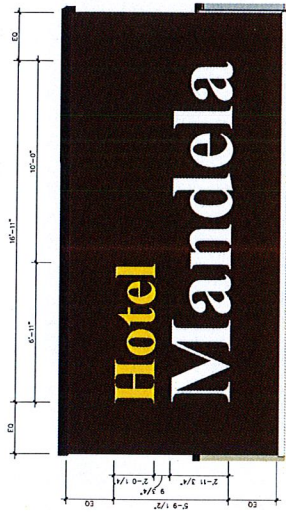
7 TYPICAL EXTERIOR COLUMN COVER DETAIL
SCALE: 1/8" = 1'-0"

ARCHITECTURAL DIMENSIONS

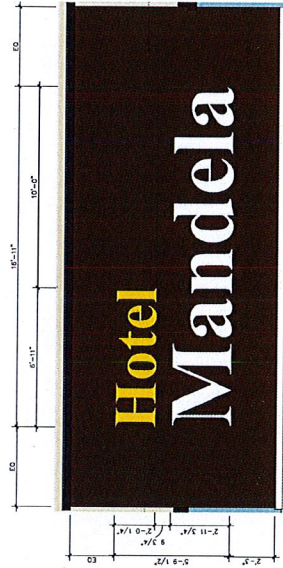
PROJECT INFO.
300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL. 510.453.8300 FAX. 510.453.8395

MANDELA HOTEL
MANDELA PKWY
OAKLAND, CA 94608

JOB NO. TUL04
DRAWING NO. DR-13
DATE: 10/25/17



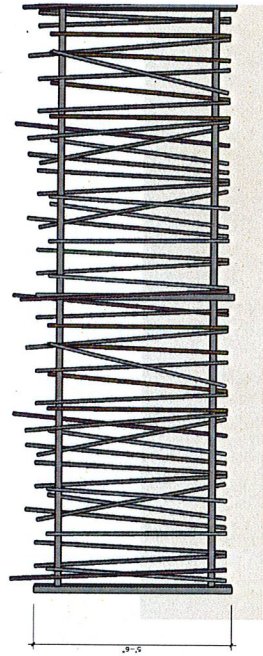
1 SIGNAGE DETAIL - STAIR 1 TOWER
SCALE: NTS



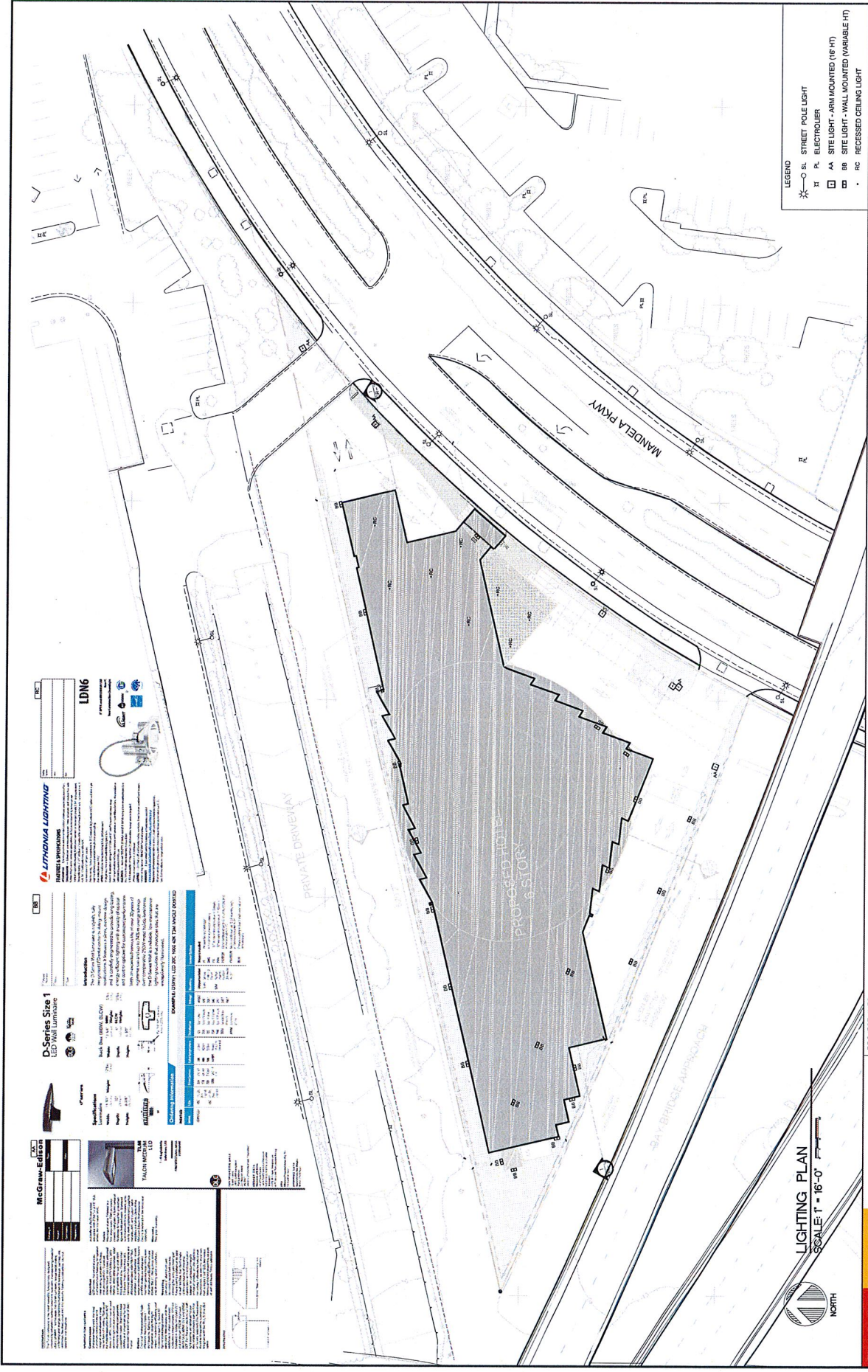
2 SIGNAGE DETAIL - STAIR 2 TOWER
SCALE: NTS



FINISH: POWDER COATED
COLOR: DARK GREY METALIC



3 DECORATIVE METAL FENCE ALONG MANDELA PARKWAY
SCALE: NTS



LEGEND

- STREET POLE LIGHT
- ELECTROPOLE
- SITE LIGHT - ARM MOUNTED (VAR. HT)
- SITE LIGHT - WALL MOUNTED (VAR. HT)
- RECESSED CEILING LIGHT

JOB NO.	DR-15
TITLE	DR-15
DATE	10.25.17

LITHONIA LIGHTING
MANDALA LUMINAIRES

LDN6

DESCRIPTION: The LDN6 is a modern, minimalist luminaire designed for both indoor and outdoor use. It features a sleek, cylindrical form and is available in multiple finishes and colors. The luminaire is designed to provide high-quality, energy-efficient lighting for a variety of applications, including residential, commercial, and public spaces.

FEATURES:

- Energy-efficient LED technology
- Available in multiple finishes and colors
- Modern, minimalist design
- Suitable for indoor and outdoor use

D-Series Size 1 LED Wall Luminaire

DESCRIPTION: The D-Series Size 1 LED Wall Luminaire is a modern, minimalist luminaire designed for wall mounting. It features a sleek, rectangular form and is available in multiple finishes and colors. The luminaire is designed to provide high-quality, energy-efficient lighting for a variety of applications, including residential, commercial, and public spaces.

FEATURES:

- Energy-efficient LED technology
- Available in multiple finishes and colors
- Modern, minimalist design
- Suitable for wall mounting

McGraw-Hill Construction

THE 2017 LED WALL LUMINAIRE

DESCRIPTION: The 2017 LED Wall Luminaire is a modern, minimalist luminaire designed for wall mounting. It features a sleek, rectangular form and is available in multiple finishes and colors. The luminaire is designed to provide high-quality, energy-efficient lighting for a variety of applications, including residential, commercial, and public spaces.

FEATURES:

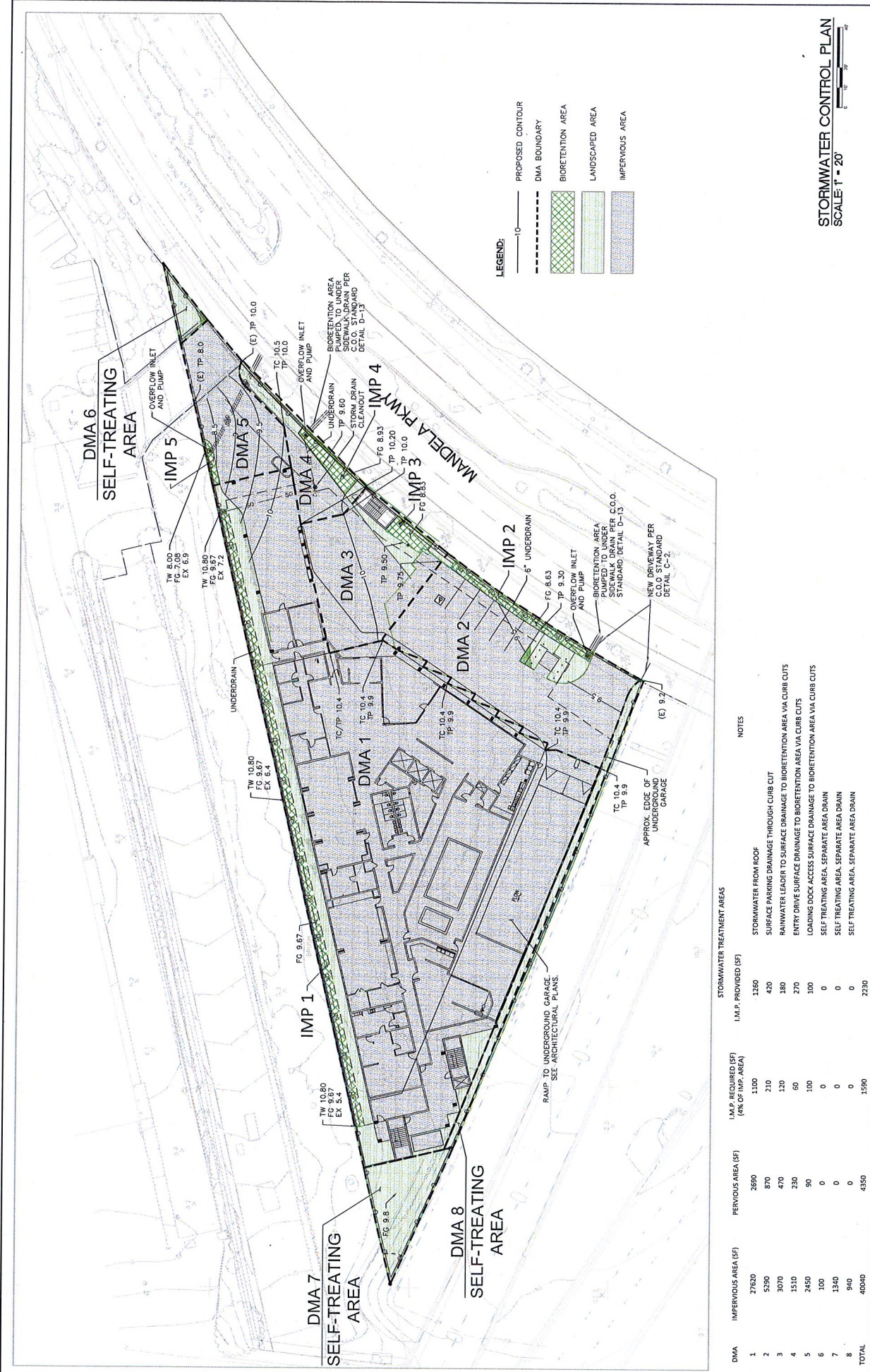
- Energy-efficient LED technology
- Available in multiple finishes and colors
- Modern, minimalist design
- Suitable for wall mounting

MANDELA HOTEL
 MANDELA PKWY
 OAKLAND, CA 94608

PROJECT INFO:
 300 Frank H. Ogden Plaza, Suite 375
 Oakland, CA 94612
 TEL: 510.443.8300 FAX: 510.443.8395

LIGHTING PLAN
 SCALE: 1" = 16'-0"

ARCHITECTURAL DIMENSIONS



STORMWATER CONTROL PLAN
SCALE: 1" = 20'

- LEGEND:**
- 10 — PROPOSED CONTOUR
 - - - - - DMA BOUNDARY
 - [Cross-hatched] BIORETENTION AREA
 - [Stippled] LANDSCAPED AREA
 - [Solid Grey] IMPERVIOUS AREA

NOTES

- STORMWATER FROM ROOF
- SURFACE PARKING DRAINAGE THROUGH CURB CUT
- RAINWATER LEADER TO SURFACE DRAINAGE TO BIORETENTION AREA VIA CURB CUTS
- ENTRY DRIVE SURFACE DRAINAGE TO BIORETENTION AREA VIA CURB CUTS
- LOADING DOCK ACCESS SURFACE DRAINAGE TO BIORETENTION AREA VIA CURB CUTS
- SELF TREATING AREA, SEPARATE AREA DRAIN
- SELF TREATING AREA, SEPARATE AREA DRAIN
- SELF TREATING AREA, SEPARATE AREA DRAIN

DMA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	I.M.P. REQUIRED (SF) (% OF IMP. AREA)	I.M.P. PROVIDED (SF)	STORMWATER TREATMENT AREAS
1	27620	2690	1100	1260	
2	5290	870	210	420	
3	3070	470	120	180	
4	1510	230	60	270	
5	2450	90	100	100	
6	100	0	0	0	
7	1340	0	0	0	
8	940	0	0	0	
TOTAL	40040	4350	1590	2230	

ARCHITECTURAL DIMENSIONS

300 Frank H. Ogawa Plaza, Suite 375
 Oakland, CA 94612
 TEL: 510.463.8300 FAX: 510.463.8395

PROJECT INFO:

MANDELA HOTEL
MANDELA PARKWAY
OAKLAND, CA 94608

JOB NO. TUL04
 DATE: 11.16.18

DRAWING NO.
C-3



T1. LAGERSTROEMIA L. 'MUSKOGEE'
MUSKOGEE CRAPE MYRTLE



T2. LOPHOSTEMON CONFERTUS
BRISEANE BOX



S1. RHAMPHOLIPIS L. 'MINOR'
YEDDA HAWTHORN



S2. PITTOSPORUM T. 'VARIEGATA'
MOCK ORANGE



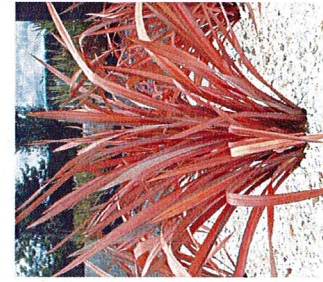
S3. CALLISTEMON V. 'LITTLE JOHN'
DWARF WEEPING BOTTLEBRUSH



S4. LANTANA 'RADIATION'
LANTANA



S5. HEMEROCALLIS 'EVERGREEN YELLOW'
DAYLILY



S6. PHORMIUM 'MARGARET JONES'
NEW ZEALAND FLAX



S7. AGAVE ATTENUATA
N.C.M.



G1. BULBINE FRUTESCENS 'HALLMARK'
ORANGE STALKED BULBINE



G2. ROSMARINUS O. 'HUNTINGTON BLUE'
PROSTRATE ROSEMARY



G3. EUONYMUS F. 'ACUTUS'
EUONYMUS



G4. PEA GRAVEL



G5. OPHIOPOGON 'JAPONICUS'
MONDO GRASS

