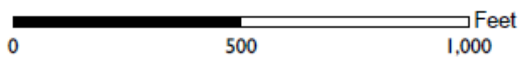
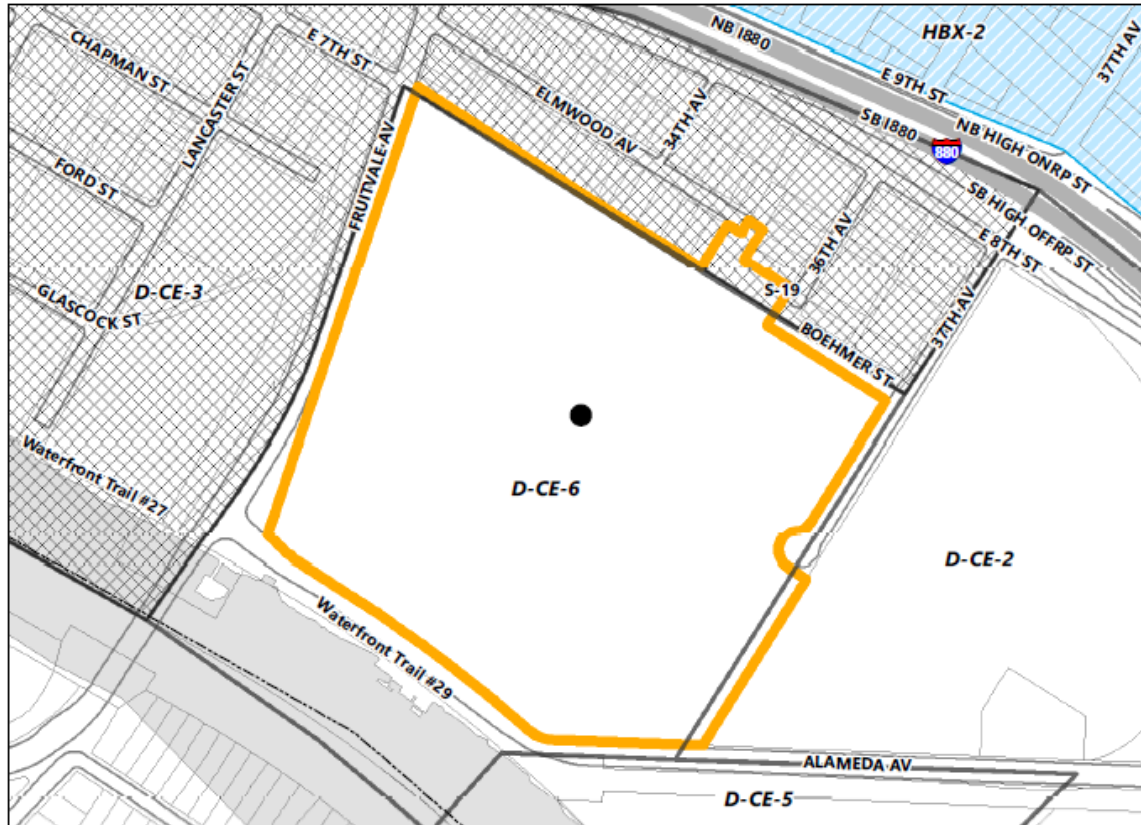




Location:	3600 Alameda Avenue
Assessor's Parcel Number:	033 -2250-011-04 & 033-2202-001; -002; -005; -006; -007
Proposal:	Proposal to demolish all existing structures on the approximately 23.9-acre site and construct an approximately 430,000 square foot industrial warehouse including approximately 30,000 square feet of accessory office. The site would include an employee parking lot on the northern side of the proposed building and truck loading docks and parking on the southern side of the building. The proposal includes extending 37 th Avenue to connect to Alameda Avenue, and a realignment of Alameda Avenue to provide expanded open space adjacent to the estuary shoreline.
Applicant:	Prologis, Blair Rushing
Phone Number:	510-661-4019
Owner:	Duke Realty Alameda Ave LP
Planning Permits Required:	Regular Design Review for new construction, Vesting Tentative Parcel Map and Creek Protection Permit.
General Plan:	EPP – Heavy Industry EPP – Residential Mixed Use (For subdivision application only)
Zoning:	D-CE-6 D-CE-3/S-19 (For subdivision application only)
Proposed Environmental Determination:	Draft Environmental Impact Report was published for a 45-day review period from July 10, 2023 to August 24, 2023. The Final EIR/ RTC was published/recirculated on March 29, 2024. EIR Documents may be viewed online at: https://www.oaklandca.gov/documents/3600-alameda-avenue-eir-documents
Historic Status:	Potentially Designated Historic Property (PDHP); OCHS Rating: Cb+3
City Council District:	5
Action to be Taken:	Consideration of the Certification of the Environmental Impact Report and a decision on the development applications.
Staff Recommendation:	Certify the EIR and approve the development applications subject to conditions and mitigations.
Finality of Decision:	Appealable to City Council
For further information:	Contact case planner Peterson Z. Vollmann at (510) 238-6167 or by email: pvollmann@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



-  Site Boundary
-  S-13 Combining Zone

Case File: PLN21223 & PLN21223-ER01 & CP22068
Applicant: Prologis / Blair Rushing
Address: 3600 Alameda Ave
Base Zone: D-CE-6

SUMMARY

In November 2021, Duke Realty Limited Partnership (since acquired by Prologis) filed a request for environmental review to begin review and consideration of a proposal to redevelop the former Owens-Brockway glass plant property.

The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on April 4, 2022. A scoping session was held before the Oakland Planning Commission on April 20, 2022.

The Notice of Availability for the Draft EIR was prepared and released on July 10, 2023 beginning a 45-day public comment period. The public comment period ended on August 24, 2023. A public hearing on the Draft EIR was held before the Planning Commission on August 2, 2023.

The purpose of this meeting is to receive any remaining public testimony concerning the Project and to consider the application submitted for the Project summarized in the Project Description section. Staff has prepared recommended actions for the Planning Commission to review and consider. These actions are listed below:

- (1) Adoption of the enclosed CEQA findings, including Certification of the EIR, and rejection of alternatives as infeasible.
- (2) Approval of the Project as described in the Project Description section of this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

SITE DESCRIPTION

The project site is an approximately 23.9-acre lot located at 3600 Alameda Avenue generally between Fruitvale Avenue to the west and 37th Avenue to the east in Oakland. The site is bordered by Alameda Avenue and the Oakland Estuary to the south, Fruitvale Avenue and commercial/industrial uses to the west, a Home Depot with associated surface parking to the east, and a mixed-use residential neighborhood and I-880 to the north. The project site is currently occupied by Plant 20 of the Oakland Owens-Brockway, formerly Owens-Illinois Pacific Coast Company, a container glass and cardboard packaging material manufacturing facility, which ceased operations and has been vacant since 2015. The site contains multiple vacant manufacturing structures totaling approximately 1.24 million square feet. The project site is predominantly flat and is mostly covered by existing structures and paving with little existing vegetation.

Site Contamination

The project site is included in the list of Hazardous Waste and Substances sites in the Department of Toxic Substances Control (DTSC) EnviroStor database. The applicant has entered into a Voluntary Remedial Action Agreement with Alameda County Department of Environmental Health (ACDEH). In addition, the site is subject to the Toxics and Substance Control Act (TSCA) with oversight by the US Environmental Protection Agency (EPA).

Historic Status

The site was reviewed by Oakland Cultural Heritage Survey (OCHS) and was identified as a Potentially Designated Historic Property (PDHP), and was given a survey rating of Cb, which represents a property of secondary importance (“C”), with a contingency rating (“b”) that the property could be of Major Importance if restored. A “B” rating would also qualify the property as a local register property and thus a historic resource under CEQA. Given the contingency rating, staff required the preparation of a Historic Resource Evaluation (HRE), which was prepared by Page & Turnbull, and peer reviewed by the City’s CEQA consultant and OCHS staff for acceptance.

The HRE evaluated the property for eligibility for listing in the California Register and for designation as a historical resource at the local level. In summary, while the property was found to be significant as a district for its design as an industrial facility, comprising 11 contributing buildings built between 1936 and 1938, the buildings lack sufficient integrity of setting, design, materials, workmanship, feeling, and association to be eligible for listing in the California Register. Further, the property does not retain the level of integrity necessary for designation as a City of Oakland Landmark. The HRE also advised that the current OCHS rating of Cb was appropriate. The subject property is therefore not a historical resource for the purposes of CEQA. However, the property is subject to the Category III Demolition Findings pursuant to Section 17.136 of the Planning Code.

PROJECT DESCRIPTION

The Project would demolish all existing structures and surface parking lots and construct a new 424,320 square foot industrial facility that would be able to accommodate a warehousing and distribution industrial activity.¹ The new facility would include up to 30,000 square feet of accessory office space within the building envelope. The Project would have a 42-foot clear height with a floor area ratio (FAR) of 0.42.

In addition to the new industrial building, the Project would include 295 parking spaces in an employee parking lot north and east of the building and a landscaped buffer between the parking

¹ The analysis presented in the EIR assumes an approximately 430,000 square foot project building.

lot and the northern Project site boundary. To the south of the industrial building, the Project would construct a loading dock with 48 dock doors and 228 trailer parking stalls. The Project would also include an outdoor break/eating area for use by project employees adjacent to the main pedestrian entry off Fruitvale Avenue. The proposal would reserve a parcel in the southeastern corner of the site which could be developed as either restaurant or retail uses in the future. For the purposes of a conservative analyses in the EIR, Project operations was assumed to include an approximately 10,000 square-foot café/restaurant at that location. However, no specific proposal is included in the current development application for that portion of the site.

The Project would also make improvements to the site including reconstruction of all sidewalks surrounding the property, minus those already improved as part of the Fruitvale Alive project implemented by the City. The project would realign Alameda Avenue to enhance shoreline and Bay Trail access, re-open Boehmer Street to create a new connection between 36th and 37th Avenues, and extend 37th Avenue to Alameda Avenue, creating a new intersection at Alameda and 37th Avenues. The application includes measures for a potential future extension of East 7th Street by creating a new public right-of-way from Fruitvale Avenue to Boehmer Street for a connection through to 37th Avenue. The future connection is analyzed as a variant to the Project within the EIR. This Project variant was initially part of the Project development application but was amended to be analyzed as a variant in the EIR due to the infeasibility of its implementation at this time to establish an intersection at East 7th Street and Fruitvale Avenue since the intersection would trigger upgrades to the Union Pacific Railroad (UPRR) line, which would require a taking of private property rights from an adjacent property on East 7th Street. The Project includes a right of way dedication to the City, so that the City may create this extension of E. 7th Street if so desired and as feasible in the future. In the interim the area of dedication will become a landscaped area owned and maintained by the property owner.

GENERAL PLAN

The General Plan's Estuary Policy Plan (EPP) classifies the project site as located in the Heavy Industrial General Plan land use designation. Two of the proposed lots that are part of the Tentative Parcel Map are located within the EPP Residential Mixed-Use designation to the north of the development site, however, no development is proposed on either of the two proposed lots that are just having lot lines redesignated for existing vacant land, and the EPP Residential Mixed-Use classification is not applicable to the development proposal under this application. The Heavy Industrial General Plan land use designation identifies the continued heavy industrial character of the area, and the EPP sets forth the following specific policies regarding the Owens-Brockway site.

EPP Policy SAF5: Retain the existing industrial use of the Owens-Brockway site.

SAF5.1: Improve the compatibility between industrial and residential uses and enhance the relationship of the plant with the waterfront.

While the proposal does not retain the previously existing heavy industrial use of the prior glass manufacturing plant, the proposed reuse of the site as a distribution warehouse operation is an industrial land use that is outright permitted within the area. The site does include the creation of a separate parcel near the waterfront edge of the site at Alameda Avenue and (the proposed) 37th Avenue intersection, which under the Draft EIR is analyzed as a commercial use. However, this is a minor component to the overall industrial reuse of the site and is meant to be more of an amenity to the business area by establishing restaurant/cafes uses near the water, which would enhance the relationship of the site with the waterfront.

The redevelopment of the site will include landscaped perimeters near the residential neighborhood to the north of the site and will locate all truck loading docks on the opposite side of the proposed building furthest from the residential uses, which will improve the compatibility of the industrial activity in such close proximity.

Central Estuary Area Plan

The site is also located within the Central Estuary Area Plan (CEAP), which recites the specific policy statements regarding the subject property as in the EPP. The CEAP also includes recommendations for long term transportation infrastructure improvement goals for better connecting the areas along the waterfront by making additional street connections as larger sites redevelop. The connections include the extension of 37th Avenue to Alameda Avenue, as proposed by the project. Also included in the plan is an enhanced east-west connection across Fruitvale Avenue, identified in the Plan by extending Ford Street east to and across Fruitvale Avenue and through the subject property to connect to 37th Avenue. As noted earlier, the Project initially proposed that east-west connection instead at E.7th Street due to the fact that it already intersects with Fruitvale Avenue on the west side whereas Ford Street does not and acquisition and demolition of other private properties not under the applicant or City's control would be necessary in order to extend Ford Street eastward to intersect with Fruitvale Avenue. The E. 7th Street extension has been removed from the proposal due to feasibility issues and is now studied within Chapter 5 of Draft EIR as a Project Variant.

Environmental Justice Element

In September 2023, the City adopted an Environmental Justice element as part of Phase 1 of the General Plan update (EJ Element). The EJ Element “serves as the foundation for achieving equity and environmental justice when planning for future growth and development in Oakland.” The EJ Element identifies communities that are disproportionately impacted by environmental justice issues and proposes goals, policies, and objectives to reduce the unique or compounded health risks in these communities. It also contains a comprehensive table of actions to achieve those goals and objectives, many of which have already been implemented.

The Project was already deemed complete at the time that the EJ Element was adopted, but nonetheless, the Project would be consistent with goals and policies outlined in the EJ Element including, but not limited to, the following:

EJ-1.2 Truck Emissions and Pollution Exposure. Minimize air pollution and exposure of sensitive land uses to truck pollution, particularly in EJ Communities and other areas most burdened by air pollution, while recognizing the Port of Oakland's role as the highest-volume shipping port in Northern California.

EJ-1.3 Industrial Uses Near Sensitive Land Uses. Ensure that heavy industrial uses are adequately buffered from residential areas, schools, and other sensitive land uses. In new industrial developments, require adequate mitigation of air contaminant exposure and vegetative barriers near large stationary and mobile sources of air pollution. Prioritize nature-based mitigation solutions such as vegetative barriers wherever feasible and align with other greening opportunities such as canopy need, green stormwater infrastructure, and high heat areas to plan for multiple benefits.

EJ-1.7 Truck-Related Impacts. For new warehouses and truck-related businesses, reduce impacts from truck loading and delivery including noise/vibration, odors, air pollution, and greenhouse gas emissions.

The Project is consistent with these policies by locating the truck staging areas as far as practically possible from the closest residential receptor uses to the north by locating all truck activities on the southern side of the proposed building. In addition, the project site will contain a perimeter landscape buffer to screen the site, including a setback of the proposed building on the northern end of the site adjacent to residential uses in excess of 100 feet. Truck traffic in and out of the site will also use Alameda Avenue to High Street to access I-880 so that trucks will travel through the industrial areas and not primarily through areas with a high number of residential uses. Furthermore, the EIR analysis demonstrated that the proposal will not result in any significant impacts on the environment.

ZONING AND CODE ANALYSIS

The project site is in the CEAP Area's Central Estuary Industrial Zone-6 (D-CE-6) zoning district. The D-CE-6 Zone is intended to create, preserve, and enhance areas of the Central Estuary that are appropriate for a wide variety of businesses and related commercial and industrial establishments that may have the potential to generate off-site impacts, such as noise, light/glare, odor, and traffic. This zone allows industrial and manufacturing uses, transportation facilities, warehousing and distribution, and similar related supporting uses. Uses that may inhibit such uses, or the expansion thereof, are prohibited. This district is applied to areas with good freeway, rail, seaport, and/or airport access.

The D-CE-6 Zone permits the proposed warehousing and distribution industrial activities proposed by the project and allows a floor area ratio (FAR) of 2.0, of which the proposed facility falls within at an FAR of approximately 0.42.

The project also includes a Tentative Parcel Map for a subdivision which includes two new lots that would be created that are not part of the development site. Those parcels to the north of the development site are located within the D-CE-3 and S-19 Zones. However, those zoning regulations are not applicable to the development project and only to the subdivision as it pertains to minimum lot size and dimensions within the D-CE-3 Zone.

Parking and Driveways

Automobile Parking

At the time that the development application was filed for the project, Section 17.116 of the Planning Code required one parking stall for every 3,500 square feet of floor area for industrial activities in excess of 25,000 square feet, requiring a total of 122 parking stalls for the Project. However, the Planning Code was recently amended to comply with AB 2097 which limits parking requirements on projects located within .5 miles from a “Major Transit Stop”, and as such no parking is required given that the site is within .5 miles of the Fruitvale BART station. Nonetheless the project is still proposing a total of 295 off-street parking stalls in order to meet demand and to not burden on-street parking in the surrounding neighborhood.

Bike Parking

Section 17.117 of the Planning Code requires one long-term bike parking stall per 40,000 square feet of floor area for a total of 11 long-term stalls required. No short-term parking stalls are required. The project complies by providing 16 long-term stalls to be located internally in the building and 16 short-term stalls provided in bike corrals at the main entry plaza off Fruitvale Avenue.

Driveway Width

The D-CE-6 Zone allows a maximum driveway width of 35 feet, unless a driveway appeal is granted by Engineering Services. The proposal includes a 40-foot-wide driveway on Alameda Avenue which is the main exit and entry point for trucks and the width is warranted to handle the necessary turning movements. OakDOT staff has reviewed the application and a driveway appeal must be approved prior to any construction permits being issued. In the event that the appeal is not granted, the driveway would need to be revised to not exceed the maximum 35 feet.

Height & Setbacks

The D-CE -6 Zone requires a front setback and street side setback minimum of five feet and no other setbacks are prescribed. The proposal includes a setback of at least 25 feet along the Fruitvale frontage, and the side street frontages along Alameda and 37th Avenue are in excess of

this far-exceeding the minimum of five feet. No maximum height is prescribed within the D-CE-6 Zone.

Design Review

Compliance with Design Standards and Design Guidelines

The D-CE Zones include a number of design standards for developments that address site landscaping requirements as well as façade standards depending upon what “Frontage Type” is designated for the property. The D-CE Frontage Types are Public, Semi-Public, Private, and Service. The D-CE Zones also apply the Central Estuary Area Plan Design Guidelines to development projects. The project site is unique for the D-CE Zones as no Frontage Type was mapped for the property. This is likely due to the fact that the Specific Plan called out the intent for the property to remain as a large industrial facility. However, given that no Frontage Type is applied to the property most of the development standards for facades and frontages in both the zoning regulations and the design guidelines are not applicable. The proposal is consistent with the applicable design guidelines and the proposal complies with the landscaping percentages and tree planting as required in the D-CE-6 zone.

Demolition Findings

Pursuant to Planning Code Section 17.136.075.C, the proposed project is also subject to the Category III Demolition Findings since the project includes the demolition of all buildings on site, which contains an Oakland Cultural Heritage Survey (OCHS) rating of Cb. Under the Category III Demolition Findings the applicant needs to make one of three findings which are as follows:

1. *The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or*
2. *The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood; or*
3. *The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.*

The applicant chose to approach the demolition findings under finding #1 based upon the design quality of the replacement project being of equal design quality with that of the existing structure and being compatible with the industrial buildings in the neighborhood. Staff supports this approach as the existing buildings on-site are minimal in design quality as seen from the public as most building facades are large blank walls, with the exception of brick detailing on an

existing interior building that is barely visible from the public right of way. The replacement project includes a significant amount of brick façade and material changes incorporated with building recesses, changes in plane and glazing that provides for a quality of design that is not typically seen in industrial warehouse developments. Landscaping improvements further contribute to the design quality of this project with the landscaping buffer along Fruitvale Avenue and the site perimeter significantly increasing the quality of design above the existing conditions.

Tentative Parcel Map

The proposal includes a Tentative Parcel Map for a four-lot subdivision. The subdivision would merge a number of parcels that were all previously under the ownership of the Owen Illinois glass plant. The proposal includes the project site (parcel 1) along with the new lot at the corner of Alameda and 37th Avenues that would be available for future commercial development (parcel 2). Also included are the remaining portions of the site as new consolidated parcels that are not part of this development application located north of the project site along Elmwood Avenue (parcel 3 & 4). Parcels 1 and 2 meet the minimum lot size of the D-CE-6 zone of 10,000 square feet and the minimum width and frontage of 35 feet as well, and parcels 3 and 4 meet the minimum lot size of 2,500 square feet and lot width and frontage of 25 feet within the D-CE-3 Zone. The Map also includes the right of way dedications to the City for the realignment of Alameda Avenue, extension of 37th Avenue and future dedication to the City for the expansion of E. 7th Street in the event the City decides to pursue it.

Creek Protection Permit

The proposed project site is located across Alameda Avenue from the Oakland Estuary Tidal Canal and is subject to the Creek Protection Permit requirements in Section 13.16 of the Oakland Municipal Code. The project site itself does not require a Creek Protection permit, but the portion of the proposal that would realign Alameda Avenue is since it is located directly adjacent to the waterway. Since work would take place within 20 feet of the top of the bank, a Category IV creek permit is required. As part of the review of the proposal with the Watershed Division and the Building Official, It was determined that a reclassification to a Category III creek permit was appropriate given that no adverse impacts would occur to the waterway as a result of the proposed work given that the proposal will not include any work within the bank and will just be adding additional landscape area at the creek edge and would also now be treating stormwater from the roadway prior to it entering the storm drain system that flows into the waterway.

ENVIRONMENTAL REVIEW PROCESS

Publication and Distribution of the Draft EIR

As stated earlier in this report the City published the NOP April 4, 2022. A scoping session was held before the Oakland Planning Commission on April 20, 2022. The Draft EIR was made

available for public review on July 10, 2023 beginning a 45-day public comment period which ended on August 24, 2023. The Notice of Availability for the Draft EIR was mailed to property owners within 300 feet of the Project area, distributed to State and local agencies, posted on the City's website, and mailed to Interested Parties. A public hearing on the Draft EIR was held before the Planning Commission on August 2, 2023.

CEQA Guidelines Section 15128, *Effects Not Found to Be Significant*, allows environmental issues for which there is no likelihood of significant impact to be "scoped out," and not analyzed further in an EIR. Section 4.7 within Chapter 4 of the Draft EIR presents the analysis of all topics in the CEQA Environmental Checklist (Appendix G of the CEQA Guidelines) with the exception of the following environmental topics which were addressed in detail within the Draft EIR:

- A. Air Quality
- B. Biological Resources
- C. Greenhouse Gas Emissions
- D. Hazards and Hazardous Materials
- E. Noise
- F. Transportation and Circulation.

Potentially Significant Impacts Identified in the Draft EIR

All impacts, City Standard Conditions of Approval and Mitigation Measures identified in the Draft EIR are summarized in Table 2-1 at the end of Chapter 2 (Summary) of the Draft EIR. Table 2-1 also identifies the level of significance of the impact after City Standard Conditions of Approval and recommended Mitigation Measures are implemented. All of the environmental effects of the Project can be reduced to less than significant levels through implementation of Standard Conditions of Approval or recommended Mitigation Measures. The only identified significant impacts requiring Mitigation Measures to reduce impacts to Less than Significant were those related to Biological Resources (nesting birds & roosting bats). The Draft EIR did not identify any Significant and Unavoidable environmental impacts.

Project Alternatives

Chapter 6 of the Draft EIR includes the analysis of two alternatives, including the required "*No Project Alternative*", and a second alternative to the Project that meets the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, and avoid or substantially lessen many of the Project's significant environmental effects. The CEQA alternatives analyzed in Chapter 6 include:

Alternative 1 - No Project Alternative – Under the No Project Alternative, the Project would not be built, and the site would remain in the same state as its current condition. The existing vacant Owens-Brockway Glass manufacturing facility would remain in place and the new 430,000-

square-foot industrial building would not be constructed at the site. Any demolition or refurbishment and reuse of the existing facility would likely require remediation activities resulting in an impact on biological resources similar to the effects of the Project. Therefore, this alternative assumes the project site will remain vacant. In addition, the upgrades to pedestrian and bicycle facilities, as well as roadway improvements, would not be constructed and the transportation infrastructure surrounding the site would remain the same. This alternative would avoid the significant and mitigable Project impact to nesting birds and roosting bats. However, this alternative would not meet any of the objectives of the Project.

Alternative 2 - No Street Extension Alternative—The No Street Extension Alternative was developed in response to requests made through public comments on the NOP. Several commenters asked not to extend East 7th Street (now evaluated as a Project Variant) or 37th Avenue, not to open Boehmer Street, and to leave surrounding residential streets unchanged. Therefore, the No Street Extension Alternative, assumes the Project would remediate and develop the Project site with the same 430,000-square-foot industrial building, but with minimal off-site improvements along the northern and eastern boundaries of the Project site. Unlike the proposed Project, under this alternative the Project Applicant would not dedicate rights-of-way on 37th Avenue and East 7th Street (under the Project Variant) or provide new north-south and east-west street network connections along the Project site and no construction activity would occur in these areas. With the additional distance between the closest sensitive receptor to the north and the extent of the construction activity, less-than-significant impacts related to construction noise and construction related health risk associated with toxic air contaminants would be reduced. With a reduced overall construction footprint, other construction-related air quality and greenhouse gas emissions less-than-significant impacts may be reduced although by a negligible amount. This alternative would not avoid or substantially reduce any other impacts studied in the Draft EIR. This alternative would meet most of the objectives of the Project although it would not provide the same easy access to freeways, rails, airports, and seaports when compared with the Project and it would not help achieve the goals of the CEAP through creating network connections. Specifically, the CEAP envisions providing additional east-west and north-south connections in this area and includes policy-level recommendations for enhancing the local street network as discussed earlier in this report under General Plan Analysis.

The Draft EIR concluded that the No Project Alternative is the environmentally superior alternative since it would result in the fewest environmental impacts. In instances where the No Project Alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. This EIR presents only the No Project and the No Street Extension alternatives as no other scenario was deemed reasonable and feasible, no significant and unavoidable impacts were identified, and the only impact requiring mitigation was related to Biological Resources related to nesting birds and roosting bats, which impact would occur with any redevelopment of the site.

For the purposes of this EIR, the City has identified the Project and Project with the Project Variant as the environmentally superior alternative because feasible mitigation measures have been determined to be available to reduce all potentially significant environmental impacts to less-than-significant levels. The No Street Extension Alternative could be considered environmentally superior because, relative to the Project, it would result in incrementally reduced construction impacts from slightly reduced construction activity in a location slightly more removed from the closest sensitive receptors, even though the impact conclusions would be the same as the Project. However, while the No Street Extension Alternative would result in slightly reduced construction-related impacts, it would not be as supportive of CEAP goals for providing east-west and north-south connections in this area as would be provided for under the Project and the Project with the Project Variant

Response to Comments Document

The Response to Comments Document (which together with the DEIR make up the Final EIR) was initially published on March 1, 2024. However, one comment letter received during the DEIR comment period was inadvertently omitted from the document, necessitating the document to be republished/recirculated, which was done on March 29, 2024. The Response to Comments Document includes written responses to all comments received during the public review period on the DEIR and at the public hearings on the DEIR held by the Planning Commission. The FEIR was provided under separate cover for review and consideration by the Planning Commission, and notice of availability was sent to all who commented and is available to the public on the City of Oakland website and can be accessed via the link below:

<https://www.oaklandca.gov/documents/3600-alameda-avenue-eir-documents>

CONCLUSION

The project site is a large industrial site that has been vacant and underutilized for numerous years. The proposed project will remediate the site and allow it to be put back into an active economic use. The redevelopment and reactivation of the property will put the property back into use as an industrial warehousing facility that will address years of ongoing Code Compliance violations related to blight and create jobs in the area with good access to public transit with the Fruitvale BART station nearby. Staff recommends that the Planning Commission support the proposed development with the attached Conditions and Mitigations.

RECOMMENDATION

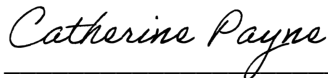
- 1) Adopt the attached CEQA findings, including Certification of the EIR, rejection of alternatives as infeasible, and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP).
- 2) Approve the Design Review, Tentative Parcel Map and Creek Permit as described in this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

Prepared by:



PETERSON Z. VOLLMANN
Planner IV

Approved by:



CATHERINE PAYNE
Development Planning Manager
Bureau of Planning

Approved for Forwarding to the City Planning Commission:



Acting for Ed Manasse

ED MANASSE
Deputy Director
Bureau of Planning

Attachments:

- A. Findings, including CEQA Findings
- B. Conditions of Approval
- C. SCAMMRP
- D. Project Plans
- E. Creek Protection Plan
- F. Vesting Tentative Parcel Map

ATTACHMENT A

FINDINGS FOR APPROVAL

This proposal meets all the required Design Review Criteria (Sections 17.136.050 & 17.136.075) and Creek Permit Criteria (Sections 1316.130 & 13.16.200) .as set forth below and which are required to approve the application. This proposal does not contain characteristics that require denial pursuant to the Tentative Map Findings (Section 16.08.030) and is consistent with the Lot Design Standards (Section 16.24.040) of the Oakland Subdivision Regulations. Required findings are shown in **bold** type; reasons the proposal satisfies them are shown in normal type. In addition, findings have been developed pursuant to the California Environmental Quality Act (Pub. Res. Code, § 21000 et seq.; “CEQA”) and the CEQA Guidelines (Cal. Code Regs. Title 14, § 15000 et seq.). The basis to approve the Project and related permits are not limited to the findings contained herein, but also includes the information contained in the April 17, 2024 Staff Report to the Planning Commission, the conditions of approval and the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP).

17.136.050(B) - NON-RESIDENTIAL DESIGN REVIEW CRITERIA:

- 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 on 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 as seen from key points in the surrounding area.**

The proposed project includes a large distribution warehouse facility on a large approximately 23-acre parcel. The proposed building includes a comprehensive design quality to the façade that includes rhythmic material changes along with building recesses and roofline modulation to help break down the visual mass of the building and provide for an attractive façade as seen from the surrounding neighborhood. The proposed building includes a much higher level of detailing than that of other older industrial buildings in the surrounding area that largely consist of vast blank walls. In addition, the project will incorporate large areas of perimeter landscaping that will improve the overall appearance of the project site as seen in the neighborhood.

- 2. 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 proposed design will include quality beyond that of what is typical for an industrial warehouse facility as well when compared to other industrial buildings in the immediate area that largely consist of utilitarian buildings with large areas of blank exterior walls. The project will also provide large, landscaped areas along the site perimeter to enhance the visual presence of the property as well as make enhancements in the public right of way by moving Alameda Avenue inboard into the site to expand the Bay Trail along the waterfront.

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

As detailed earlier in the report, and hereby incorporated by reference, the General Plan's Estuary Policy Plan (EPP) classifies the project site as located in the Heavy Industrial General Plan land use designation which identifies the continued heavy industrial character of the area, and the EPP sets forth the following specific policies regarding the Owens-Brockway site.

EPP Policy SAF5: Retain the existing industrial use of the Owens-Brockway site.

SAF5.1: Improve the compatibility between industrial and residential uses and enhance the relationship of the plant with the waterfront.

While the proposal does not retain the previously existing heavy industrial use of the prior glass manufacturing plant, the proposed reuse of the site as a distribution warehouse operation is an industrial land use that is outright permitted within the area.

The redevelopment of the site will include landscaped perimeters near the residential neighborhood to the north of the site and will locate all truck loading docks on the opposite side of the proposed building furthest from the residential uses, which will improve the compatibility of the industrial activity in such close proximity.

The site is also located within the Central Estuary Area Plan (CEAP), which recites the specific policy statements regarding the subject property as in the EPP. The CEAP also includes recommendations for long term transportation infrastructure improvement goals for better connecting the areas along the waterfront by making additional street connections as larger sites redevelop. The connections include the extension of 37th Avenue to Alameda Avenue, as proposed by the project. Also included in the plan is an enhanced east-west connection across Fruitvale Avenue and through the subject property to connect to 37th Avenue. The proposal includes a right of way dedication for potential future expansion of E. 7th Street through to 37th Avenue, as such improvements are not currently feasible as discussed in the staff report.

The proposed project is also consistent with the Central Estuary Design Guidelines that are applicable to the project site.

SECTION 17.136.075.C – CATEGORY III DEMOLITION FINDINGS:

- 1. The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood.**

The existing buildings on-site are minimal in design quality as seen from the public as most building facades are large blank walls, with the exception of brick detailing on an existing interior building that is barely visible from the public right of way. The replacement project includes a significant amount of brick façade and material changes incorporated with building recesses, changes in plane and glazing that provides for a quality of design that is not typically seen in industrial warehouse developments. Landscaping improvements further contribute to the design quality of this project with the landscaping buffer along Fruitvale Avenue and the site perimeter significantly increasing the quality of design above the existing conditions.

SECTION 13.16.200 CREEK PROTECTION PERMIT CRITERIA:

- A. Will the proposed activity (during construction and after project is complete) (directly or indirectly) cause a substantial adverse impact on the creek?**

Yes/ No

The Project will not cause a substantial adverse impact for the following reasons:

1. The proposal will not result in alterations to the creek channel, riparian corridor, or wildlife habitat.
2. Construction staging will take place on the project site across the street from the creek.
3. The roadway grading and construction is located within an flat area already occupied by the existing roadway and no work in the bank is proposed.
4. The project includes straw wattle rolls around the area of work and sediment filters on all storm drains.
5. The impervious surface created by the proposal will drain to vegetative areas to treat storm water after completion of the roadway work.

In making the above finding, the Director of Building Services must, at a minimum, consider the following factors:

- 1. Will the proposed activity discharge a substantial amount of pollutants into the creek?**

Yes/ No

With adherence to Best Management Practices, conformance with the Standard Conditions of Approval, and protective measures in the creek protection plan to be implemented prior to, during,

and post construction, the project will not discharge a substantial amount of pollutants into the creek.

2. Will the proposed activity result in substantial modifications to the natural flow of water in the creek?

Yes/ No

The proposal will not involve modifications within the creek channel that could alter the natural capacity of the channel. The proposed construction and grading disturbance would be limited to the existing roadway area above the creek bank, and water from the impervious surfaces shall be directed to vegetative areas to treat water before entering storm drains.

3. Will the proposed activity deposit a substantial amount of new material into the creek or cause substantial bank erosion or instability?

Yes/ No

The proposed construction and grading disturbance subject to the creek protection permit would be limited to the existing roadway above the creek bank, and creek protection measures such as the sediment filters will prevent material from entering into the creek.

4. Will the proposed activity result in substantial alteration of the capacity of the creek?

Yes/ No

The proposal will not involve modifications within the creek channel that could alter capacity of the channel. The proposed construction and grading disturbance would be limited to the area of the existing roadway above the creek bank and the waterway in question is the Tidal Canal of the Oakland Estuary contiguous with the San Francisco Bay. The amount of drainage will remain consistent but will now be treated in landscape areas prior to entering storm drains.

5. Are there any other factors which would indicate that the proposed activity will adversely affect the creek?

Yes/ No

See findings above.

5. Will the proposed activity substantially adversely affect the riparian corridor, including riparian vegetation, animal wildlife or result in loss of wildlife habitat?

Yes/ No

The proposed construction and grading disturbance would be restricted to the existing roadway above the creek bank. This separation would ensure avoidance of direct and indirect impacts to the aquatic habitat associated with the drainage. No riparian vegetation, wildlife habitat or trees of any kind would be affected, and any function the drainage serves for wildlife movement would not be interrupted.

A. Will the proposed activity substantially degrade the visual quality and natural appearance of the riparian corridor?

Yes/ No

See above findings.

B. Is the proposed activity inconsistent with the intent and purposes of OMC Chapter 13.16?

Yes/ No

The scope of the proposed work for creek protection complies in all significant elements to the Creek Protection Ordinance, Chapter 13.16. Additionally, all elements of the proposal conform with the Oakland General Plan and its policies regarding creek protection elements in the Open Space, Conservation, and Recreation (OSCAR) General Plan Element, e.g., Objective CO-6 Surface Waters - Ecology Protection, Benefits Promotion, and Policy CO-6.1, Creek Management.

C. Will the proposed activity substantially endanger public or private property?

Yes/ No

This project is a private work within the public right of way and will be limited to work within the existing roadway adjacent to the creek and include new landscaping along the water edge for enhancement of the Bay Trail. All work will be overseen by OakDOT as is typical with any roadway work.

D. Will the proposed activity (directly or indirectly) substantially threaten the public's health or safety?

Yes/ No

This project is private work within the public right of way and will be limited to work within the existing roadway adjacent to the creek and include new landscaping along the water edge for enhancement of the Bay Trail. All work will be overseen by OakDOT as is typical with any roadway work.

SECTION 13.16.130 RECLASSIFICATION OF CATEGORY:

The Chief of Building Services may, in order to further the purpose and intent of the chapter, reclassify an application in accordance with the following:

If the applicant can demonstrate to the reasonable satisfaction of the Chief of Building Services that development or work shall not cause adverse impacts to the creek (including without limitation: erosion, bank failure, increased runoff, sediment loading, transfer or pollutants, or damage to the natural habitat, riparian vegetation or wildlife), then an application for Categories II, III or IV may be reclassified.

The proposed project is unlikely to have a significant adverse impact to the Estuary, based on the project design and protection measures outlined in the Creek Protection Plan, including installation of a fiber roll and ongoing sediment and erosion control measures during construction. Upon completion, the project will increase overall permeability of the roadway with incorporate of LID treatment areas. For the reasons and findings stated above, the application is reclassified as a Category III Creek Protection Permit.

Based on the forgoing, the Creek Protection Permit for the above-described project is hereby **☑GRANTED**.

16.08.030 - TENTATIVE MAP FINDINGS (Pursuant also to California Government Code §66474 (Chapter 4, Subdivision Map Act))

The Advisory Agency shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:

A. That the proposed map is not consistent with applicable general and specific plans as specified in the State Government Code Section 65451.

The proposed subdivision is consistent with the EPP Heavy Industry and EPP Residential Mixed Use enabling the redevelopment of the industrial site as envisioned in the CEAP as a large industrial operation, and establishing new parcels that can be redeveloped at future dates with lower intensity residential type uses more compatible with the surrounding neighborhood.

B. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The proposed subdivision is consistent with the EPP Heavy Industry and EPP Residential Mixed Use enabling the redevelopment of the industrial site as envisioned in the CEAP as a large industrial operation, and establishing new parcels that can be redeveloped at future dates with lower intensity residential type uses more compatible with the surrounding neighborhood.

C. That the site is not physically suitable for the type of development.

The site is suitable for the proposed development as it is located close to public utilities, transit, and other civic facilities.

D. That the site is not physically suitable for the proposed density of development.

The proposed intensity is consistent with the General Plan and Specific Plan intensity envisioned for the area.

- E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

This site has been previously developed and does not contain any wildlife habitat.

- F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.**

The EIR prepared for the project did not identify any adverse health effects to the public caused by the proposed development.

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

There are no easements on this property at present that create any conflict. The proposal will provide for new right of way dedications for public access through new public street extensions.

- H. That the design of the subdivision does not provide to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision**

The project will include solar panels on the rooftop.

SECTION 16.24.040 – LOT DESIGN STANDARDS

- A. No lot shall be created without frontage on a public street, except lots created in conjunction with approved private access easements.**

All lots will have frontage on public streets.

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

The side lot lines will generally run at right angles from each parcels street frontages.

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

The proposal will comply with the zoning regulations of the D-CE-6 and D-CE-3 Zones as outlined in this staff report by meeting the minimum lots sizes and minimum lot widths and frontages.

D. Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area.

All of the proposed lots will be significantly larger than that of the typical prevalent lot size of 3,000 to 6,000 square feet of lots in the surrounding area, as all of the proposed lots will be in excess of 14,000 square feet.

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

The site is previously developed and no such features exist.

CEQA FINDINGS, INCLUDING CERTIFICATION OF THE EIR, REJECTION OF ALTERNATIVES AS INFEASIBLE

I. INTRODUCTION

1. These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code section 21000 et seq (CEQA)) and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.) by the City of Oakland Planning Commission in connection with the Environmental Impact Report (EIR) prepared for the redevelopment project at 3600 Alameda Avenue in Oakland, California (Project, Case Numbers PLN21223-ER01), SCH# 2022040061.
2. These CEQA findings are included as part of Attachment A and attached and incorporated by reference into each and every staff report, resolution and ordinance associated with approval of the Project. Attachment B contains conditions of approval, which includes as reference Attachment C, the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP). All Attachments are incorporated by reference into each other and into the ordinance or resolution to which the Attachment is attached.
3. These findings are based on substantial evidence in the entire administrative record, and references to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.

II. PROJECT DESCRIPTION

The Project would construct an approximately 430,000 square foot industrial facility that would be able to accommodate a variety of uses that may consist of manufacturing, research and development, warehousing, or industrial uses. The new facility would include up to 30,000 square feet of accessory office space, 25,000 of which would be split between the northwest corner of the building at the main entrance, the central-northern portion of the building, and the northeastern corner of the building depending on the number of tenants occupying the building. An additional 5,000 square feet of accessory office space would be provided at a mezzanine level. The Project would have a 42-foot clear height with a floor area ratio (FAR) of 0.42.

In addition to the industrial building, the Project would include 295 parking spaces in an employee parking lot north and east of the building and a landscaped buffer between the parking lot and the northern Project site boundary. To the south of the industrial building, the Project would construct a loading dock with 48 dock doors and 228 trailer parking stalls. The Project would also include an outdoor eating area adjacent to Fruitvale Avenue for use by project employees and would reserve a parcel in the southeastern corner of the site that could be developed as either restaurant or retail uses in the future. For the purposes of a conservative analyses, Project operations is assumed to include an approximately 10,000 square-foot café/restaurant at that location.

The Project would also make improvements to the site including reconstruction of all sidewalks surrounding the property, realign Alameda Avenue to enhance shoreline and Bay Trail access, re-open Boehmer Street to create a new connection between 36th and 37th Avenues, and extend 37th Avenue to Alameda Avenue. The Project would create an intersection at Alameda Avenue and 37th Avenue and improve the Fruitvale Avenue corridor to improve pedestrian safety. The potential future extension of East 7th Street by creating a new public right-of-way from Fruitvale Avenue to Boehmer Street for a connection through to 37th Avenue, is analyzed as a variant to the Project in the EIR. This Project variant was initially part of the Project but was amended to be analyzed as a variant due to the infeasibility of its implementation at this time.

Project construction would demolish all existing structures and surface parking lots. Construction activities would also include excavation and shoring, foundation and below-grade construction and building construction including finishing interiors. Project construction is expected to commence in the first quarter of 2024 and occur over approximately 17 months.

III. ENVIRONMENTAL REVIEW OF THE PROJECT

4. Pursuant to CEQA and the CEQA Guidelines, a Notice of Preparation (“NOP”) of an EIR was published on April 4, 2020. The following topics analyzed in the EIR were found to have no Project impacts: Mineral Resources; Wildfire; Aesthetics (wind); Agriculture and Forestry Resources; Air Quality (health risk to new receptors); Biological Resources (riparian habitat or other sensitive natural communities, conflict with a habitat conservation plan); Geological Resources (fault rupture, landslides, landfills, wastewater disposal); Hydrology (flood hazards); Land Use (conflict with a natural communities conservation plan); Noise (state and regulatory agency noise standards, operational vibration, airport related noise); and Population and Housing (displacement). The City has adopted uniformly applied development policies and/or standards (the "Standard Conditions of Approval" (SCA)) that apply to all projects in the City and substantially mitigate or eliminate environmental impacts. Factors studied in the EIR with less-than- significant impacts because of the requirements contained in the City’s Standard Conditions of Approval include: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Energy; Greenhouse Gas Emissions; Geology, Soils, and Paleontological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use; Noise and Vibration; Population and Housing; Public Services; Recreation; Transportation and Circulation; Tribal Cultural Resources; and Utilities and Service Systems. The topics studied in the EIR with less than- significant impacts after the implementation of mitigation measures and Standard Conditions of Approval include: Biological Resources (nesting birds and roosting bats). No significant and unavoidable impacts were identified for the Project. The NOP was distributed to state and local agencies, posted at the Project site, and mailed to property owners within 300 feet of the Project site. Additionally, the NOP was sent to the State Clearinghouse. Scoping sessions were held for the Project on April 20, 2022 before the City Planning Commission concerning the scope of the EIR. The public comment period on the NOP ended on May 3, 2022.
5. A Draft EIR (DEIR) was prepared for the Project to analyze its environmental impacts. Pursuant to CEQA and the CEQA Guidelines, a Notice of Availability/Notice of Release and the DEIR were published on July 10, 2023. The Notice of Availability/Notice of Release of the DEIR was distributed to appropriate state and local agencies, posted at the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Copies of the DEIR

were also distributed to appropriate federal, state and local agencies, City officials including the Planning Commission, and made available for public review at the City of Oakland's Department of Planning and Building, Planning and Zoning Division (250 Frank H. Ogawa Plaza, Suite 2214) and on the City's website. A duly noticed Public Hearing on the DEIR was held before the City of Oakland Planning Commission on August 2, 2023. The DEIR was properly circulated for a 45-day public review period ending on August 24, 2023.

6. The City received written and oral comments on the DEIR. The City prepared responses to comments on environmental issues and made clarifying changes to the DEIR. The responses to comments, changes to the DEIR, and additional information were published in a Final EIR ("FEIR") on March 29, 2024. The DEIR, the FEIR and all appendices thereto constitute the "EIR" referenced in these findings. The FEIR was made available for public review on March 29, 2024, 19 days prior to the duly noticed April 17, 2024 Planning Commission public hearing. Notice of and access to the FEIR was provided to those state and local agencies who commented on the NOP and DEIR, submitted electronically to the State Clearinghouse CEQAnet web portal, posted on the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Notice of and access to the FEIR was also provided to City officials including the Planning Commission and made available for public review on the City's website. Pursuant to CEQA Guidelines, responses to public agency comments on the Draft EIR have been published and made available to all commenting agencies at least 10 days prior to the final certification hearing. The Planning Commission has had an opportunity to review all comments and responses thereto prior to consideration of certification of the EIR and prior to taking any action on the proposed Project.

IV. THE ADMINISTRATIVE RECORD

7. The record, upon which all findings and determinations related to the approval of the Project are based, includes the following:
 - a. The EIR and all documents referenced in or relied upon by the EIR.
 - b. All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the

- EIR, the approvals, and the Project.
- c. All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and sub-consultants who prepared the EIR or incorporated into reports presented to the Planning Commission.
 - d. All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.
 - e. All final applications, letters, testimony, reports, studies, memoranda, maps, and presentations presented by the Project sponsor and its consultants to the City in connection with the Project.
 - f. All final information (including written evidence and testimony) presented at any City public hearing or City workshop related to the Project and the EIR.
 - g. For documentary and information purposes, all City-adopted land use plans and ordinances, including without limitation general plans, specific plans and ordinances, together with environmental review documents, all documents referenced in and relied upon in such environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
 - h. The Standard Conditions of Approval for the Project and Mitigation Monitoring and Reporting Program for the Project (the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)).
 - i. All other documents composing the record pursuant to Public Resources Code section 21167.6(e).
8. The City has relied on all of the documents listed above in reaching its decisions on the proposed Project even if not every document was formally presented to City decision-making bodies or City Staff as part

of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City decision-making bodies were aware in approving the Project. (*See City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City decision-making bodies for the Project. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to approval of the Project. (*See Pub. Resources Code, § 21167.6, subd. (e)(10); Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866.).

9. The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Director of City Planning, Department of Planning and Building, Bureau of Planning, or his/her designee. Such documents and other materials are located at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California, 94612.

V. CERTIFICATION OF THE EIR

10. In accordance with CEQA, the Planning Commission certifies that the EIR has been completed in compliance with CEQA. The Planning Commission has independently reviewed the record and the EIR prior to certifying the EIR and approving the Project. By these findings, the Planning Commission confirms, ratifies, and adopts the findings and conclusions of the EIR as supplemented and modified by these findings. The EIR and these findings represent the independent judgment and analysis of the City and the Planning Commission.
11. The Planning Commission recognizes that the EIR may contain clerical errors. The Planning Commission reviewed the entirety of the EIR and bases its determination on the substance of the information it contains.
12. The Planning Commission certifies that the EIR is adequate to support all actions in connection with the approval of the Project and all other actions and recommendations as described in the April 17, 2024 Planning

Commission staff report. The Planning Commission certifies that the EIR is adequate to support approval of the Project, including the East 7th Street Extension Project Variant described in the EIR, and any minor modifications to the Project or to the East 7th Street Extension Project Variant described in the EIR.

VI. ABSENCE OF SIGNIFICANT NEW INFORMATION

13. The Planning Commission recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains additions, clarifications, and modifications. The Planning Commission has reviewed and considered the FEIR and all of this information. The new information added in the FEIR merely clarifies and makes insignificant changes to an adequate DEIR, and does not add significant new information to the DEIR that would require recirculation of the EIR under CEQA. The new information added to the EIR does not involve a new significant environmental impact, a substantial increase in the severity of a previously identified significant environmental impact, or a feasible mitigation measure or alternative considerably different from others previously analyzed that the Project sponsor declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR. Thus, recirculation of the EIR is not required.
14. The Planning Commission finds that the changes and modifications made to the EIR after the DEIR was circulated for public review and comment do not individually or collectively constitute significant new information within the meaning of Public Resources Code section 21092.1 or CEQA Guidelines section 15088.5.

VII. STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

15. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring and reporting program to ensure that the mitigation measures and revisions to the Project identified in the EIR are implemented. The SCAMMRP is attached and incorporated by reference into the April 17, 2024 Planning Commission

staff report prepared for the approval of the Project, is included in the conditions of approval for the Project, and is adopted by the Planning Commission. The SCAMMRP satisfies the requirements of CEQA.

16. The standard conditions of approval (“SCA”) and mitigation measures set forth in the SCAMMRP are specific and enforceable and are capable of being fully implemented by the efforts of the City of Oakland, the applicant, and/or other identified public agencies of responsibility. As appropriate, some standard conditions of approval and mitigation measures define performance standards to ensure no significant environmental impacts will result. The SCAMMRP adequately describes implementation procedures and monitoring responsibility in order to ensure that the Project complies with the adopted standard conditions of approval and mitigation measures.
17. The Planning Commission will adopt and impose the feasible standard conditions of approval and mitigation measures as set forth in the SCAMMRP as enforceable conditions of approval. The City has adopted measures to substantially lessen or eliminate all significant effects where feasible.
18. The SCAs and mitigation measures incorporated into and imposed upon the Project approval will not themselves have new significant environmental impacts or cause a substantial increase in the severity of a previously identified significant environmental impact that were not analyzed in the EIR. In the event a standard condition of approval or mitigation measure recommended in the EIR has been inadvertently omitted from the conditions of approval or the SCAMMRP, that standard condition of approval or mitigation measure is adopted and incorporated from the EIR into the SCAMMRP by reference and adopted as a condition of approval.

VIII. FINDINGS REGARDING IMPACTS

19. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the Planning Commission adopts the findings and conclusions regarding impacts, standard conditions of approval and mitigation measures that are set forth in the EIR and summarized in the SCAMMRP. These findings do not repeat the full discussions of environmental impacts, mitigation measures, standard conditions of approval, and related explanations contained in the EIR. The

Planning Commission ratifies, adopts, and incorporates, as though fully set forth herein, the analysis, explanations, findings, responses to comments and conclusions of the EIR. The Planning Commission adopts the reasoning of the EIR, staff reports, and presentations provided by the staff and the Project sponsor as may be modified by these findings.

20. The Planning Commission recognizes that the environmental analysis of the Project raises controversial environmental issues, and that a range of technical and scientific opinion exists with respect to those issues. The Planning Commission acknowledges that there are differing and potentially conflicting expert and other opinions regarding the Project. The Planning Commission has, through review of the evidence and analysis presented in the record, acquired a better understanding of the breadth of this technical and scientific opinion and of the full scope of the environmental issues presented. In turn, this understanding has enabled the Planning Commission to make fully informed, thoroughly considered decisions after taking account of the various viewpoints on these important issues and reviewing the record. These findings are based on a full appraisal of all viewpoints expressed in the EIR and in the record, as well as other relevant information in the record of the proceedings for the Project.

IX. POTENTIALLY SIGNIFICANT BUT MITIGABLE IMPACTS

21. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the EIR, the SCAMMRP, mitigation measures and the City's Standard Conditions of Approval, the Planning Commission finds that changes or alterations have been required in, or incorporated into, the components of the Project that mitigate to a less than significant level or avoid the Project's potentially significant effects on the environment as identified in the EIR. These changes and/or alterations required in, or incorporated into, the components of the Project are discussed below in Sections IX.A through F.
22. The following potentially significant impacts of the Project will be reduced to a less-than-significant level through the implementation of Project mitigation measures, or where indicated, through the implementation of the City's Standard Conditions of Approval, referenced in the EIR (which are an integral part of the SCAMMRP); some of the Standard Conditions of Approval are not CEQA-related but

are nevertheless included for convenience and additional information provided to the decision-makers:

A. AIR QUALITY

23. Project construction would not generate daily emissions in excess of 54 pounds per day of ROG, NO_x, or PM_{2.5} or 82 pounds per day of PM₁₀. Project-related construction activities would generate air pollutant emissions from the use of heavy-duty construction equipment, truck trips transporting materials and equipment, and from construction workers traveling to and from the Project site. Mobile source emissions, primarily NO_x, would be generated from the use of equipment such as excavators, bulldozers, wheeled loaders, scrapers, and cranes during the demolition, grading, and site prep construction phases. During the finishing phases, paving operations and the application of asphalt, architectural coatings (i.e., paints) and other building materials would release ROG. Project-related demolition, excavation, grading, and other construction activities may also cause wind-blown dust that could contribute particulate matter into the local atmosphere. Implementation of SCA AIR-1: Dust Controls – Construction Related (#20) would ensure compliance with the Bay Area Air Quality Management District’s (“BAAQMD”) requirements for dust control and result in less than significant fugitive dust emissions. In addition, the Project would be required to comply with SCA AIR-2: Criteria Air Pollutants – Construction Related (#21) which includes BMPs to reduce criteria air pollutants from construction equipment and vehicles. Therefore, criteria air pollutant impacts from Project construction would be less than significant.

24. The Project would not create new sources of TACs during Project construction or operation that would expose existing sensitive receptors in the vicinity to health risk levels in excess of the City’s project-level thresholds. The Project would generate toxic air contaminants (“TACs”) primarily in the form of diesel particulate matter (“DPM”), during both construction and operation. In addition, exposure to asbestos in the existing structures during demolition activities could also expose workers and nearby residents to health risks. Asbestos is designated as a TAC by CARB. SCA AIR-3: Diesel Particulate Matter Controls – Construction Related (#22) would require a variety of DPM reduction measures and preparation of and compliance with a Construction Emissions Minimization Plan. Impacts from asbestos exposure during demolition activities would be reduced to a less than significant level with the required implementation of SCA AIR-6, Asbestos in Structures (#26) as part of the Project would ensure compliance with CARB and BAAQMD requirements regarding demolition of existing structures that could contain asbestos materials and to

provide evidence of compliance to the City upon request. and result in a less-than-significant impact. Although operational TAC emissions would be less than significant even in the absence of mitigation, various SCAs would further reduce TAC emissions associated with Project operations. The Project has complied with SCA AIR-4: Stationary Sources of Air Pollution – Toxic Air Contaminants (#23) by preparing a health risk assessment, which demonstrated that health risks from Project operations will not exceed the relevant thresholds. SCA AIR-5: Truck-Related Risk Reduction Measures – Toxic Air Contaminants (#25) would require that truck loading docks are located as far from sensitive receptors as is feasible and compliance with all applicable California Air Resources Board requirements to control emissions from diesel engines and a demonstration of compliance to the satisfaction of the City.

25. Construction and operation of the Project would not conflict with or obstruct implementation of the applicable air quality plan. The most recently adopted air quality plan for the SFBAAB is the 2017 Clean Action Plan (“CAP”). The 2017 CAP is a road map that demonstrates how the Bay Area will implement all feasible measures to attain ambient air quality standards in accordance with the requirements of the California CAA. It also provides a control strategy to reduce ozone, PM, air toxics, and GHGs. BAAQMD recommends consistency of a project with the applicable air quality plan be determined with respect to the following considerations: 1) Support the primary goals of the CAP, 2) Include applicable control measures from the CAP, and 3) Avoid disrupting or hindering implementation of control measures in the CAP. The Project would not result in emissions exceeding the applicable BAAQMD thresholds either during construction or operation. Therefore, the Project would be considered to support the primary goals of the 2017 CAP. With the required implementation of SCAs, the Project would be consistent with all applicable control measures in the 2017 CAP. The Project involves development to the existing site that is zone for industrial uses and would not cause the disruption, delay, or otherwise hinder the implementation of any air quality plan control measure. Thus, impacts associated with implementation of the applicable air quality plan would be less than significant.
26. Construction and operational activities associated with the Project would not result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or State ambient air quality standard. The San Francisco Bay Area Air Basin is a non-attainment area for ozone, PM₁₀ and PM_{2.5} under federal and state air quality standards. Therefore, a significant cumulative air quality impact exists. The

BAAQMD's thresholds of significance for both construction and operation adopted by the City were developed with consideration of individual project emission levels that would be cumulatively considerable. If a project exceeds the identified project significance levels, then its emissions would also be cumulatively considerable. As discussed above, with implementation of SCAs AIR-1 and AIR-2, the Project's construction emissions would not exceed the City and BAAQMD's project-level emission thresholds for ROG, NOX, PM₁₀ or PM_{2.5}. Likewise, the Project's operational emissions would not exceed emission thresholds for ROG, NOX, PM₁₀ or PM_{2.5}. Therefore, the Project's contribution to the cumulative air quality impact of the area would be less than significant during both construction and operation.

27. Construction and operational activities associated with the Project would not contribute considerably to cumulative emissions of TACs and PM_{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks above the City's cumulative thresholds. Implementation of SCAs AIR-3: Diesel Particulate Matter Controls – Construction Related, AIR-4: Stationary Sources of Air Pollution – Toxic Air Contaminants, AIR-5: Truck-Related Risk Reduction Measures – Toxic Air Contaminants, and AIR-6: Asbestos in Structures, would further reduce any health risks to sensitive receptors. The City requires evaluation of the potential cumulative health risks to existing sensitive receptors from existing and reasonably foreseeable future sources of TACs in addition to health risks from the Project. As the Project does not include sensitive receptors, a cumulative screening analysis was conducted for the residential maximally exposed individual resident identified in the construction HRA for the Project. The screening analysis demonstrated that health risks to the receptors in the Project vicinity would be less than the City's cumulative thresholds and, therefore, less than significant.

B. BIOLOGICAL RESOURCES

28. Implementation of the Project would not have a substantial adverse effect, either directly, indirectly, or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by CDFW or USFWS (nesting birds and roosting bats). Construction of the Project would involve infill development located in a highly urbanized area with ongoing baseline disturbance, including busy road and bridge traffic, unhoused people living in recreational vehicles along Alameda Avenue, and boating on the Oakland Estuary. Although species present in the study area are likely to have adapted to fairly high levels of disturbance in this developed portion

of the City, construction within the Project area could result in direct or indirect impacts on one or two special-status birds, and nesting birds protected by the MBTA and CFGC Section 3503. The existing vacant structures on the project site provide significant nesting opportunities due to the complexity and dilapidation of the structures and access to interiors. Birds protected by the MBTA could nest on the building roof, under eaves, on flat surfaces associated with the stacks and lattice work and inside the building if there is ingress and egress, as well as in trees and shrubs. Direct impacts on nesting birds could result from the removal of trees and vegetation and/or demolition of buildings while an active bird nest is present. In addition, earth moving, building demolition, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance that could indirectly result in nest failure (disturbance, avoidance, or abandonment that leads to unsuccessful reproduction), or could cause flight behavior that would expose an adult or its young to predators. These activities could cause birds that have established a nest before the start of construction to change their behavior or even abandon an active nest, putting their eggs and nestlings at risk for mortality. All tree removal would be done in accordance with the conditions of SCA BIO-2: Tree Removal During Breeding Season (#29), which requires surveys to be conducted for any tree removal that must occur during the breeding season and appropriate buffers to be established if the surveys demonstrate the potential for presence of nesting birds. Implementation of Mitigation Measure BIO-1: Worker Environmental Awareness Program Training, would require training to be conducted by a qualified biologist and provided to all Project personnel prior to the start of Project demolition/construction or tree removal work. Mitigation Measure BIO-2: Avoid and Minimize Impacts on Nesting Birds would require that adequate measures are taken to avoid inadvertent take of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. Implementation of SCA BIO-2 and Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts on nesting birds to less than significant. Construction activities could result in direct impacts on roosting bats if they were disturbed, killed, or injured by demolition of a structure in which they were roosting. If roosting bats are present, construction or demolition noise could result in disturbance, avoidance, or abandonment of roosts resulting in unsuccessful reproduction. If building demolition were to occur during periods of winter torpor or maternity roosting, any bats present would likely not survive the disturbance. Disturbance of special-status bat species would be a potentially significant impact. Mitigation Measure BIO-3: Avoid and Minimize Impacts on Roosting Bats, would require a qualified biologist to perform a pre-construction assessment of the Project area to identify any potentially

active roost sites and would require the imposition of various control measures should any such sites be identified. With the imposition of Mitigation Measures BIO-3, this impact would be less than significant.

29. Implementation of the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The Oakland Estuary, located between the cities of Oakland and Alameda and hydrologically connected to the San Francisco Estuary, is approximately 20 feet southwest of Alameda Avenue. The Oakland Estuary and the San Francisco Estuary are waters of the U.S. The Project would control stormwater on-site and would not include any non-stormwater discharges to the storm drain system. Implementation of SCA HYD-1: State Construction General Permit, SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects, and SCA UTIL-5: Storm Drain System, would ensure that stormwater that could affect receiving waters is managed during Project construction and operation. The Oakland Estuary is also considered a waterway under the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16). Because Project construction for the realignment of Alameda Avenue would occur within 20 feet of the top of bank of the Oakland Estuary. SCA HYD-4: Creek Protection Plan, would require preparation of a Category IV Creek Protection Permit (downgraded to a Category III Creek Protection Permit). The Project would also be subject to SCA HYD-3: Vegetation Management of Creekside Properties, requiring vegetation management prior to, during, and after the construction, further protecting against sedimentation and erosion. With implementation of SCA HYD-1, SCA HYD-2, SCA HYD-3, SCA HYD-4, and SCA UTIL-5, the Project impact on state or federally protected wetlands and waters would be less than significant.
30. Implementation of the Project would not interfere substantially with movement of a native resident of migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Although the Project is not anticipated to result in significant impacts with respect to animal movement, wildlife corridors, or use of native wildlife nursery sites, the City's SCA BIO-1, Bird Collision Reduction Measures, applies to all projects which include glass as part of the building's exterior and are located immediately adjacent to a substantial water body (e.g., Oakland Estuary). In the absence of specific design details of the possible future retail space, the Project is considered to be immediately adjacent to the Oakland Estuary Tidal Canal. As such, SCA BIO-1: Bird Collision Reduction Measures, requiring the

Project Applicant to prepare and submit a Bird Collision Reduction Plan for City review and approval, would apply to the southeastern portion of the building with south-facing glazing. SCA BIO-1 would also apply to any south-facing glazing proposed for the possible future retail/restaurant space. The Bird Collision Reduction Plan shall include mandatory measures and best management practice strategies to reduce bird strike impacts. With implementation of the City's SCAs, the Project impacts related to sensitive or special status species would be less than significant.

31. Implementation of the Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The Project would involve removal of seven trees located in the Project site interior, at the intersection of Alameda Avenue and Fruitvale Avenue, and at the existing entrance at Alameda Avenue, which would be subject to SCA BIO-3, Tree Permit. Implementation of this SCA would ensure that tree removal and tree replacement plantings would be conducted in accordance with the requirements of the City's Protected Tree Ordinance. Therefore, with implementation of the City's SCAs, the Project would not conflict with the City's Tree Protection Ordinance, and the impact would be less than significant.

32. The Project, combined with cumulative development in the Project vicinity and citywide, would not result in significant cumulative impacts on biological resources. The potential impacts of the Project on biological resources are largely site-specific, and the overall cumulative effects would be dependent on the degree to which significant vegetation and wildlife resources are present on a particular development site and, if present, the degree to which they are avoided, or potential impacts are addressed through various forms of mitigation. As discussed above, the Project would result in less-than-significant impacts on biological resources including special-status species. In addition, all other cumulative development has been, or will be, subject to the same City SCAs related to biology, hydrology, and water quality and would be required to comply with the same provisions of the City's Protected Tree Ordinance and Creek Protection Ordinance. Based on compliance with these requirements and Mitigation Measures BIO-1 and BIO-2, the incremental impacts of the Project, combined with impacts of other projects in the area, would not combine to cause a significant cumulative impact on biological resources to which the Project could considerably contribute. The impact would be less than significant.

C. GREENHOUSE GAS EMISSIONS

33. The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Project Applicant prepared an Equitable Climate Action Plan Consistency Checklist (ECAP Checklist) for the Project. The purpose of the ECAP Checklist is to determine, for purposes of compliance with CEQA, whether a development project complies with the ECAP and the City's GHG emissions reduction targets. According to the Project's ECAP Checklist, the Project has not committed to all applicable GHG emissions reduction strategies, and would, therefore, be required to comply with SCA GHG-1: GHG Reduction Plan (#42), that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Checklist. According to the ECAP Checklist, the Project complies with all applicable ECAP Checklist items, with the exception of Checklist Item #2. Therefore, a GHG Reduction Plan (GHGRP, see Appendix G) has been prepared for the Project consistent with SCA GHG-1, that would reduce Project GHG emissions through alternative reduction measures to meet the requirements of SCA GHG-1 and achieve the same or greater emissions reductions than would be achieved by meeting the ECAP Checklist Item #2. Although not required to mitigate a significant impact related to GHG emissions, the Project would be required to implement several other City of Oakland SCAs that would contribute to minimizing potential GHG emissions from Project construction and operations. These include SCA AIR-2: Criteria Air Pollutant Controls - Construction Related, SCA AIR-3: Diesel Particulate Matter Controls - Construction Related, SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling, SCA AES-3: Landscape Plan, SCA TRANS-2: Bicycle Parking, SCA TRANS-3: Transportation and Parking Demand Management Plan, SCA TRANS-4: Plug-In Electric Vehicle (PEV) Charging Infrastructure, and SCA UTIL-3: Green Building Requirements. With implementation of the City's SCAs, the Project impacts related to sensitive or special status species would be less than significant.
34. The Project would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. The Project would be consistent with the state's 2017 Climate Change Scoping Plan and the City of Oakland's ECAP in that it has prepared a GHG Reduction Plan pursuant to SCA GHG-1: GHG Reduction Plan (#42) that would reduce Project GHG emissions the same or greater than would be achieved by meeting all of the ECAP Checklist items. On December 15, 2020, the Oakland City Council adopted an Ordinance, adding to the Oakland Municipal Code Chapter 15.37, "All-Electric

Construction in Newly Constructed Buildings.” These new regulations require all newly constructed buildings to meet the definition of an All Electric Building, as defined therein. As a result, the Project would be designed to use a permanent supply of electricity as the source of energy for all space heating, water heating, appliances, and clothes drying appliances, and would be prohibited from having natural gas or propane plumbing installed in the building. This would lower the estimated annual operational greenhouse gas emissions from energy emission sources of the Project. The Project would seek LEED Silver level certification consistent with the City’s green building requirements, and would comply with the CALGreen Code, and Title 24 building energy and water efficiency requirements. The Project would also meet the most recently implemented Building Energy Efficiency Standards. SSCA UTIL-3: Green Building Requirements would ensure implementation of all mandatory City green building requirements and CALGreen measures. Furthermore, compliance with the plans, policies, and regulations discussed above would limit the Project’s contribution to climate change, thereby reducing the Project’s contribution to the hazards of interest discussed in the City’s Hazard Mitigation Plan. Therefore, the Project would also be consistent with the Hazard Mitigation Plan. The Project would be consistent with all applicable goals, policies and regulations adopted to reduce GHG emissions and this impact would be less than significant.

D. HAZARDS AND HAZARDOUS MATERIALS

35. The Project would not create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. The Project site is located in a site that is on Government Code Section 65962.5. The Project would include the demolition of approximately 1,240,000 square feet of existing structures on the Project site. Due to the past land uses and contamination encountered on the Project site, demolition activities will encounter building materials, soil, and soil gas, and potentially groundwater with concentrations of chemicals above regulatory action levels. The removal of the hazardous materials will require oversight and approval of the Alameda County Department of Environmental Health (“ACDEH”) Certified Unified Program Agency (“CUPA”) and other regulatory agencies (e.g., ACDEH Local Oversight Program [“LOP”] and the U.S. Environmental Protection Agency [“USEPA”], particularly for Polychlorinated Biphenyls [“PCB”] cleanup). The closure activities to address residual hazardous materials at the site, as described in the 2020 Facility Closure Plan, will consist of selectively removing hazardous materials associated with oil cans, gear boxes, batteries, and universal waste. Other facility closure activities that

will be implemented include 1) implementation of the Application for Cleanup of Polychlorinated Biphenyls (PCB Cleanup Plan completed on October 25, 2022 (Apex, 2022) and conditionally approved by USEPA on December 15, 2022 (USEPA, 2022), 2) completion of any additional investigations, as required, and 3) work with the City of Oakland on redevelopment planning and demolition permitting. The Project Applicant will prepare and submit an application for a demolition permit and start the demolition process which will include hazardous building materials remedial activities as described in the PCB Cleanup Plan. All reporting and regulatory oversight related to facility closure under the CUPA and USEPA is targeted to be completed approximately eight months after all demolition activities are completed. The schedule elements may vary depending on site conditions and can be modified if needed by submitting a request to the CUPA and with CUPA concurrence. Prior to initiation of demolition activities, the contractor will prepare and implement a dust control plan to control and collect dust generated during demolition and excavation activities. If this measure is insufficient to control dust, or if the application of water creates excessive ponding of water (leading to potential migration of contaminants by surface runoff or intrusion), then a foam or other more effective dust suppression product will be applied. The Project is required to implement SCA HAZ-2: Hazardous Building Materials and Site Contamination (#43), which obligates the Project Applicant to submit the Phase I and II environmental site assessments to ACDEH for approval; these assessments have already been completed and submitted. Once approved, SCA HAZ-2 requires the Project Applicant to submit to the City evidence of approval by the ACDEH for any proposed remedial action (PCB Cleanup Plan (completed on October 25, 2022; Apex 2022); Corrective Action Plan and Corrective Action Implementation Plan to be submitted), including potential site mitigation and contingency plan (SMPs) and vapor intrusion mitigation systems (to be prepared), and required clearances by the applicable local, state, or federal regulatory agency. As such, compliance with SCA HAZ-2 would ensure that the recommendations of the Phase I and II environmental site assessments and requirements for remediation by the lead environmental regulatory agencies (i.e., ACDEH LOP and USEPA) are implemented. SCA HAZ-2 would also ensure that hazardous materials are encapsulated onsite or removed from the site in a secure and safe manner to ensure environmental and health issues are resolved pursuant to applicable laws and policies, subject to applicable regulatory agency oversight. Numerous existing regulations require that demolition and construction activities that may disturb or require the removal of hazardous building materials must be inspected and/or tested for the presence of hazardous materials, which has been completed. Hazardous building materials must be managed and disposed of

in accordance with applicable laws and regulations. The Project would also be subject to SCA AIR-7: Asbestos in Structures, and SCA HAZ-1: Hazardous Materials Related to Construction (#42), pertaining to the removal of ACM from structures and implementation of best management practices for hazardous materials during construction, respectively. The Project site property is listed on the Cortese List (i.e., Government Code Section 65962.5 5) due to the release of hazardous materials. With completion of the cleanup activities summarized above, the property will remain on the Cortese List due to the encapsulation of PCBs, petroleum hydrocarbons, and select metals (e.g., lead and arsenic) in soil and installation of a vapor intrusion mitigation system, if necessary and required by ACDEH LOP. The encapsulation will eliminate the direct contact human health exposure and soil to groundwater leaching pathways. If necessary, a vapor intrusion mitigation system would protect future site users from exposure to petroleum hydrocarbon and VOC-impacted soil vapor. The land use covenant or deed restriction will ensure that the encapsulated materials are not disturbed and remain isolated from people and the environment. As discussed above, the development of the Project would be subject to ACDEH LOP, ACDEH CUPA, USEPA, Department of Toxics and Substances Control (“DTSC”), and SCA regulatory requirements pertaining to the transportation, use, handling, and disposal of hazardous materials, which would address the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials, resulting in impacts that would be less than significant. During the construction phase, construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. The routine use or an accidental spill of hazardous materials used in construction could result in inadvertent releases, which could adversely affect construction workers, the public, and the environment. Construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies, including San Francisco Bay. Contractors would be required to prepare and implement Hazardous Materials Business Plans (HMBPs) that would require that hazardous materials used for construction would be used properly and stored in appropriate containers with secondary containment, as needed, to contain a potential release. The California Fire Code would also require measures for the safe storage and handling of hazardous materials. The

Project Applicant would be required to implement SCA HAZ-1: Hazardous Materials Related to Construction, to ensure best management practices are followed during construction activities including those related to the use, storage, and disposal of chemical products used in construction. construction contractors would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for construction activities according to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements in compliance with SCA HYD-1: State Construction General Permit. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment and fuel storage; describe protocols for responding immediately to spills; and describe Best Management Practices (BMPs) for controlling site run-on and runoff. In addition, the transportation of hazardous materials would be regulated by the U.S. Department of Transportation (USDOT), the California Department of Transportation (Caltrans), and the California Highway Patrol (CHP). Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of an accidental release. Finally, in the event of a spill that releases hazardous materials at the Project site, a coordinated response would occur at the federal, state, and local levels, including the City of Oakland. The Oakland Fire Department is the local hazardous materials response team. In the event of a hazardous materials spill, the Oakland Police and Fire departments would be simultaneously notified and sent to the scene to respond and assess the situation. Since development of the Project would be subject to the SCAs pertaining to the handling of hazardous materials related to construction activities and the remedial actions required when site contamination is encountered, and required compliance with the numerous laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous materials would limit the potential for creation of hazardous conditions due to the use or accidental release of hazardous materials, this impact would be less than significant. Once constructed, the warehouse space and offices would use and store small quantities of chemicals typical in an office and warehouse storage setting, such as office cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and forklifts). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). The warehouse operations may store and transport hazardous materials as products for distribution. However, products that contain hazardous materials would be contained within packaging designed to prevent leakage during storage and transportation. At a minimum, the land uses may involve the use of hazardous materials and waste such as solvents

or oil-based paints. SCA HAZ-3: Hazardous Materials Business Plan (#44), would ensure that employees are adequately trained to handle hazardous materials in accordance with all applicable local, state, and federal requirements. Therefore, with implementation of SCA HAZ-1, HAZ-2, and HAZ-3, the potential impacts associated with emitting and handling hazardous substance within 0.25-mile of schools, hospitals, and daycare facilities would be appropriately managed, and the impact would be less than significant.

36. The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, hospital, or daycare center resulting in a significant impact. Demolition and construction activities would involve the handling and transportation hazardous materials, substances, and waste. The remediation and transportation of hazardous materials would be regulated by the USEPA, DTSC, ACDEH, USDOT, Caltrans, and the CHP, along with City of Oakland SCAs. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of an accidental release. The SCAs specific to hazardous materials, described in Impact HAZ-1, are relevant here. Implementation of SCA HAZ-1, SCA HAZ-2, and SCA AIR-7 would ensure best management practices are followed during demolition and construction activities pertaining to any potentially contaminated materials, and the impact would be less than significant. Once constructed, the warehouse space and offices would use and store small quantities of chemicals typical in an office and warehouse storage setting, such as office cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and forklifts). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small, generally less than 5 gallons. The warehouse operations may store and transport hazardous materials as products for distribution. However, products that contain hazardous materials would be contained within packaging designed to prevent leakage during storage and transportation. At a minimum, the land uses may involve the use of hazardous materials and waste such as cleaning solvents or oil-based paints. SCA HAZ-3: Hazardous Materials Business Plan, would ensure that employees are adequately trained to handle hazardous materials in accordance with all applicable local, state, and federal requirements. Therefore, with implementation to SCA HAZ-1, HAZ-2, and HAZ-3, the potential impacts associated with emitting and handling hazardous substance within 0.25-mile of schools, hospitals, and daycare facilities would be appropriately managed, and the impact would be less than significant.

37. The Project would provide adequate emergency access and would not fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Project construction may result in temporary road and lane closures as equipment, materials, and workers enter and exit the Project site. The temporary increases in construction traffic and potential temporary closures of nearby roads could interfere with emergency services traffic in the Project vicinity. The construction phase of the Project would require a traffic control plan to ensure at least two emergency access routes are available for streets exceeding 600 feet in length, per the City of Oakland's Ordinances and General Plan Policies. Construction equipment and materials would enter and exit the Project site through existing access roads. During demolition and construction activities, primary access would be from Alameda Avenue and Fruitvale Avenue, along the south and west sides of the site, respectively. The access from Fruitvale Avenue along the western side of the site has two lanes in this location and thus access would not require the closure or restriction of lanes on Fruitvale Avenue. Alameda Avenue has one lane in both directions but does have parking along the north side that could be used to assist in accessing the site. In any case, the Project Applicant would be required to implement of SCA TRANS-1: Construction Activity in the Public Right-of-Way (#75), which would require that the Project Applicant obtain an obstruction permit prior to any temporary construction-related obstructions in the public right-of-way and prepare and submit a traffic control plan prior to construction. The traffic control plan would describe measures to control construction traffic such that emergency vehicles will continue to be able to use Fruitvale and Alameda Avenues. With implementation of the required traffic control plan and compliance with SCA TRANS-1, the impact would be less than significant.
38. The Project, combined with cumulative development in the Project vicinity, would not result in significant cumulative impacts relative to hazards and hazardous materials. Cumulative projects would be subject to the same regulatory requirements discussed above for the Project, including the implementation of health and safety plans and soil management plans, as needed. Therefore, cumulative projects involving releases of or encountering hazardous materials also would be required to remediate their respective sites to the same established regulatory standards. This would be the case regardless of the number, frequency, or size of the release(s), or the residual amount of chemicals present in the soil from previous spills. While it is possible that the Project and cumulative projects could result in releases of hazardous materials at the same time and in overlapping locations, the responsible party associated

with each spill would be required to remediate site conditions to the same established regulatory standards. The residual less-than-significant effects of the Project (with SCAs) that would remain after remediation would not combine with the potential residual effects of cumulative projects to cause a potential significant cumulative impact because residual impacts would be highly site-specific. Accordingly, no significant cumulative impact with respect to the use or release of hazardous materials would result. For the above reasons, the combined effects of the construction of the Project in combination with cumulative projects would not have a cumulatively considerable contribution to a cumulative impact. In addition, both the Project and cumulative projects would be required to provide appropriate traffic control and emergency access for their projects during construction and would be required to implement the applicable City's SCAs pertaining to hazards and hazardous materials. Therefore, no significant cumulative impact related to hazards and hazardous materials is identified for Project construction. Similar to hazardous materials during construction, compliance with the laws and regulations regarding the safe transport, use, storage, and disposal of hazardous materials would reduce the Project-specific incremental impact to a less-than-significant level (with SCAs). The cumulative project components involving the handling, storage, and disposal of hazardous materials would also be required to prepare and implement HMBPs and comply with the same applicable laws and regulations, including those governing containment, site layout, and emergency response and notification procedures in the event of a spill or release. Transportation and disposal of wastes, such as spent cleaning solutions, would also be subject to regulations for the safe handling, transportation, and disposal of chemicals and wastes. As noted previously, such regulations include standards to which parties responsible for hazardous materials releases must return spill sites, regardless of location, frequency, or size of release, or existing background contaminant concentrations, to their original conditions. Therefore, compliance with existing laws and regulations and the City's SCAs regarding hazardous materials would reduce the risk of environmental or human exposure to such materials. For the above reasons, the combined effects of the Project and cumulative projects would not have a cumulatively considerable contribution to a cumulative impact. No significant cumulative impact is identified. Site review for individual building projects and existing emergency response requirements are sufficient to ensure that a project's potential impairment of or effect on implementation of any emergency response or evacuation plans would be considered a less-than-significant impact (with SCAs). However, cumulative development in the surrounding area could increase the number of people and structures that could interfere with emergency evacuation or emergency response plans. Similar to the

Project, cumulative development would be designed to comply with the most up-to-date building and fire codes and include fire safety measures and equipment, including the provision of adequate emergency access to the Project site for emergency vehicles and personnel. Cumulative development project plans would be subject to review and approval by the Oakland Fire Department. Therefore, with implementation of SCA TRANS-1: Hazardous Materials Related to Construction, the Project and cumulative projects would not fundamentally impair implementation of or physically interfere with an adopted emergency response or evacuation plan and the impact would be less than significant. In addition, all cumulative projects would be required to comply with the same regulations and City SCAs. Therefore, the effects of the Project would not combine with cumulative development in the surrounding area to become cumulatively considerable.

E. NOISE AND VIBRATION

39. Construction of the Project would not generate noise in violation of the noise ordinances of the Cities of Oakland or Alameda. Construction of the Project would intermittently generate high noise levels in the vicinity of the Project site. Demolition of the existing buildings, grading and excavation, and building construction would involve the use of construction equipment that generate substantial noise. Although construction noise would cause temporary impacts to nearby residents, adherence to the City's SCAs would reduce this impact to a less-than-significant level. Required implementation of applicable City of Oakland SCAs would minimize construction noise by limiting hours of construction activities, requiring best available noise control technology and notification of any local residents of construction activities, and by tracking and responding to noise complaints. Specifically, Project construction would comply with the following SCAs: SCA NOI-1: Construction Days/Hours (#62), which limits construction hours mirroring Noise Ordinance requirements; SCA NOI-2: Construction Noise (#63), which requires projects to implement construction noise reduction measures; SCA NOI-3: Extreme Construction Noise (#64), which requires the preparation of a Construction Noise Management Plan (CNMP); SCA NOI-4: Project Specific Construction Noise Reduction Measures (#65), which requires City approval of site-specific noise attenuation measures to reduce impacts to specific receptors; and SCA NOI-5: Construction Noise Complaints (#66), which sets a protocol for receiving and addressing construction noise complaints from the public. With adherence to SCAs NOI-1 through NOI-5, construction of the Project would not generate noise in violation of the City of Oakland Noise Ordinance and impacts would be less than significant.

40. Stationary Sources associated with the operation of the Project would not generate noise in violation of the City of Oakland Noise Ordinance. Once operational, the Project would include stationary sources such as heating, ventilating, and air conditioning (HVAC) mechanical equipment and the operation of the proposed emergency generator as part of routine testing and maintenance. Such equipment would be operated within the restrictions of the City's Noise Ordinance. Chapter 17.120.050 of the City of Oakland Planning Code specifies the maximum sound level received at residential, public open spaces, and commercial land uses. Development of the Project would be required to comply with SCA NOI-6: Operational Noise, which ensures compliance with operational noise limits in the City's Noise Ordinance and would result in a less-than-significant impact with respect to noise from operational stationary sources on the Project site.
41. Project construction would not expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration. Off-site structures are located as close as 10 feet from the northern boundary of the Project site. These structures could be affected by vibration generated by the Project during construction activities. The Project would be subject to SCA NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70), which would require a vibration analysis for the Project. With the required implementation of this measure, vibration impacts from Project construction to adjacent structures would be reduced to a less-than-significant level.
42. The Project, combined with cumulative development in the Project vicinity, would not result in a cumulatively considerable temporary or permanent increase in ambient noise levels in the Project vicinity. The Project's impacts in combination with construction noise and vibration impacts from other projects in the vicinity of the Project site could lead to a cumulative increase in noise at the nearby receptors. According to the May 2022 map of current projects (Appendix B), the only cumulative project within 1,000 feet of the Project site is a sound wall at 3927 Wattling Street. This minor project, which would construct a new 904-foot long, 16-foot-tall sound wall separating a new residential development from the railroad, was approved in October 2019. Further, all projects would be required to implement applicable SCAs to reduce their construction-related noise and vibration impacts to less-than-significant levels. Also, cumulative projects in Alameda would be far enough from the Project site not to affect noise and vibration levels at receptors in the vicinity of the Project site. Cumulative construction noise and vibration impacts would be less than significant with the implementation of applicable SCAs. Project traffic, in combination with

traffic generated by other projects proposed in the area, would lead to a cumulative increase in roadside noise levels. the increase in cumulative traffic noise with the Project when compared to the existing traffic noise levels would be less than the City's incremental threshold of 5 dBA along all analyzed intersections. Therefore, the cumulative impact of operational traffic noise would be less than significant.

F. TRANSPORTATION AND CIRCULATION

43. The Project would not conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. As required by SCA TRANS-3: Transportation and Parking Demand Management (#78), the Project is required to implement a Transportation Demand Management ("TDM") Plan, which consists of physical improvements and operational measures that would encourage the use of non-single occupant automobile travel modes and reduce the passenger vehicle trips generated by the Project. The TDM Plan is estimated to reduce the Project generated passenger vehicle trips by about eight to 20 percent, which is consistent with the City's SCA TRANS-3, Land Use and Transportation Element, and Equitable Climate Action Plan. As stated in SCA TRANS-3, The Project is required to implement all the measures included in the TDM Plan, which consists of all feasible measures that would reduce the vehicle traffic generated by the Project; however, the Project will not be considered in violation of the SCA if all the mandatory measures in the TDM Plan are implemented but the VTR goal is not achieved. The Project is consistent with all other plans, ordinances, or policies addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. Therefore, this impact is less than significant impact.

44. The Project, combined with cumulative development in the Project vicinity, would not result in a cumulatively considerable transportation impact. Project-generated home-work VMT per worker in 2040 would be below the established threshold, and would also be a less-than-significant impact under cumulative conditions. In addition, the Project would not result in a significant transportation impact by conflicting with a plan, ordinance, or policy addressing the safety or performance of the circulation system, or substantially inducing additional automobile travel by increasing capacity. Thus, the Project would not contribute to significant adverse cumulative transportation impacts when considered together with past, present, and reasonably foreseeable development.

X. FINDINGS REGARDING ALTERNATIVES

45. The Planning Commission finds that specific economic, social, environmental, technological, legal or other considerations make infeasible the alternatives to the Project described in the EIR for the reasons stated below, and that the Project should nevertheless be approved.
46. The EIR evaluated a reasonable range of alternatives to the Project that were described in the EIR (DEIR Chapter 5.0) which are hereby incorporated by reference. The two alternatives analyzed in detail in the EIR represent a reasonable range of potentially feasible alternatives that reduce one or more significant impacts of the Project and/or provide decision makers with additional information about Project alternatives. The Project alternatives include: (a) No Project Alternative, and (b) No Street Extension Alternative. The EIR also identified an environmentally superior alternative that was considered to have the least number of environmental impacts if implemented. The Project and Project with Project Variant was identified as the environmentally superior alternative.
47. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment as to alternatives. The Planning Commission finds that the Project provides the best balance between the Project sponsor's objectives, the City's goals and objectives, and the Project's benefits as described in the Staff Report. The alternatives and environmentally superior alternative proposed and evaluated in the EIR are rejected for the following reasons. Each individual reason presented below constitutes a separate and independent basis to reject the Project alternative as being infeasible, and, when the reasons are viewed collectively, provide an overall basis for rejecting the alternative as being infeasible.
48. No Project Alternative: Under the No Project Alternative, the Project would not be built, and the site would remain in the same state as its current condition. The existing vacant Owens-Brockway Glass manufacturing facility would remain in place and the new 430,000-square-foot industrial building would not be constructed at the site. This Alternative assumes the Project site will remain vacant. In addition, the upgrades to pedestrian and bicycle facilities, as well as roadway improvements, would not be constructed and the transportation infrastructure surrounding the site would

remain the same. this alternative would have reduced impacts compared to the Project with respect to aesthetics; air quality; biological resources; cultural resources; energy; geology, soils, and paleontological resources; greenhouse gas (GHG) emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise and vibration; population and housing; public services; recreation; transportation and circulation; tribal cultural resources; and utilities and service systems. However, the site would not be remediated and would remain unsafe for development. The underutilized site would not be repurposed into productive larger-scale heavy industrial use consistent with the goals of the CEAP. There would be no new permanent employment in the industrial sector nor increased economic benefit from the site. There would be no upgrade to the Bay Trail network along the Project site boundary. This alternative would avoid the significant and mitigable Project impact to nesting birds and roosting bats. However, this alternative would not meet any of the objectives of the Project.

49. No Street Extension Alternative: Under Alternative 2, No Street Extension Alternative, the Project would remediate and develop the Project site with the same 430,000-square-foot industrial building, but with minimal off-site improvements along the northern and eastern boundaries of the Project site. Specifically, this alternative would relocate Alameda Avenue approximately 100 feet to the north and provide a 5.5-foot landscape buffer and 5.5-foot sidewalk on the north side of the street. It would provide an 8-foot landscape buffer, 8-foot sidewalk, up to 28-foot landscape area, and a 12-foot Class I shared-used path on the south side of the street adjacent to the estuary, which would be part of the San Francisco Bay Trail. Along the Project southern frontage, the roadway would accommodate two westbound travel lanes and one eastbound travel lane. The roadway would also provide Class 2B buffered bicycle lanes in both directions. Unlike the proposed Project, under this alternative the Project Applicant would not dedicate rights-of-way on 37th Avenue and East 7th Street (under the Project Variant) or provide new north-south and east-west street network connections along the Project site and no construction activity would occur in this area. With the additional distance between the closest sensitive receptor to the north and the extent of the construction activity, less-than-significant impacts related to construction noise and construction-related health risk associated with toxic air contaminants would be reduced. With a reduced overall construction footprint, other construction-related air quality and greenhouse gas emissions less-than-significant impacts may be reduced although by a negligible amount. This alternative would not avoid or substantially reduce any impacts related to Biological Resources, Hazards and Hazardous Materials, or any other resource areas. This alternative

would meet most of the objectives of the Project although it would not provide the same easy access to freeways, rails, airports, and seaports when compared with the Project and it would not help achieve the goals of the CEAP through creating network connections. Without the proposed street extensions, Alternative 2 would be considered inconsistent with the CEAP. These specific CEAP policies were not adopted for the purposes of protecting the environment and conflicts would not be considered a significant land use impact under CEQA.

50. Environmentally Superior Alternative: The EIR identified an environmentally superior alternative that was considered to have the least number of environmental impacts if implemented. The EIR presented only the No Project and the No Street Extension alternatives as no other scenario was deemed reasonable and feasible. While the No Street Extension Alternative would result in slightly reduced construction-related impacts, it would not be as supportive of CEAP goals for providing east-west and north-south connections in this area and, therefore, was not identified as the environmentally superior alternative. The EIR, therefore, identified the Project and Project with the Project Variant as the environmentally superior alternative because feasible mitigation measures have been determined to be available to reduce all potentially significant environmental impacts to less-than-significant levels, and it would support CEAP goals for providing east-west and north-south connections in the Project vicinity.

ATTACHMENT B
CONDITIONS OF APPROVAL

STANDARD ADMINISTRATIVE CONDITIONS

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, and the approved plans **dated 1/5/24** 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 (10) calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **two years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete building permit application has been filed with the Bureau of Building and diligently pursued towards completion, 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 up to 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, Department of Transportation, 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 sixty (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 Engineering Services and/or the Bureau of Building, if directed by the Director of Public Works, Building Official, Director of City Planning, Director of Transportation, 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, Engineering Services, Department of Transportation, 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, Department of Transportation, 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 standard conditions identified in the **3600 Alameda Avenue Project EIR** are included in the Standard Condition of Approval / 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 **3600 Alameda Avenue Project EIR** 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 SCA/MMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval recommended in the **3600 Alameda Avenue Project EIR** has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval is adopted and incorporated from the **3600 Alameda Avenue Project EIR** 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 Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific 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. Unless otherwise specified, monitoring of compliance with the Standard Conditions of Approval will be the responsibility of the Bureau of Planning, 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.

OTHER STANDARD CONDITIONS

15. Employee Rights

Requirement: The project applicant and business owners in the project shall comply with all state and federal laws regarding employees' right to organize and bargain collectively with employers and shall comply with the City of Oakland Minimum Wage Ordinance (chapter 5.92 of the Oakland Municipal Code).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

16. Public Art for Private Development

Requirement: The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs.

The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.

Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a

separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.

When Required: Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit

Installation of art/cultural space – Prior to Issuance of a Certificate of Occupancy.

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

PROEJCT SPECIFIC CONDITIONS OF APPROVAL

17. Exterior Building Finishes and Site Lighting

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes for city approval. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager. The building permit plans shall also include details of all lighting fixtures on the building, within the surface parking lots, and shall include pedestrian scale lighting for all walkways within the project site.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

18. Additional Environmental Measures Voluntarily Proposed by the Applicant

Requirement: As voluntarily agreed to by the applicant in their letter dated February 28, 2024, the applicant will include the following additional measures as part of project construction and operations to provide for further reductions of GHG and DPM emissions. These measures are as follows:

- a) All diesel-fueled off-road construction equipment will be equipped with EPA Tier 4 Final compliant engines or better as a condition of contract and will include this requirement in bid documents, purchase orders, and contracts with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities. This measure shall be incorporated into the required Construction Management Plan.
- b) If it is not possible to use grid electric power for construction activities, Prologis will use alternative power such as battery storage, hydrogen fuel cells, or renewable fuels. If none of these options are available, Final Tier 4 diesel backup generators will be used. This measure shall be incorporated into the required Construction Management Plan.

- c) Applicant shall install all associated charging stations including outdoor electrical receptacles for charging forklifts and yard tractors or powering of electric landscape equipment and leases will require tenants to exclusively use electric forklifts on site. The building permit plan sets shall include signage text for proposed signage listing these requirements. The plans shall also identify where such sign(s) will be posted to be readily viewable by employees.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning/ Bureau of Building

19. On-site Truck Signage

Requirement: Consistent with the truck route diagram included in the approved project plans, the project site shall include on-site signage near the Alameda Avenue and 37th Avenue exits directing truck drivers to use Alameda Avenue to High Street as the means to access Interstate 880 in order to limit truck traffic in areas with residential uses. The location and detail of the signage shall be included in the building permit plans set for construction.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning/ Bureau of Building

20. Miscellaneous Transportation Related Measures

Requirement #1: The p-job permit plans for off-site improvements for the project shall include the following measures, subject to review and approval by OakDOT:

- a) Install a stop-sign on the southbound 37th Avenue approach at Alameda Avenue.
- b) To improve sight distance, prohibit on-street parking for at least 50 feet on the north side of Alameda Avenue just east of the 37th Avenue extension via signage and design elements as approved by the City of Oakland.
- c) Redesign the realigned segment of Alameda Avenue along the Project frontage to accommodate Class 4 separated bikeways in both directions of Alameda Avenue.
- d) Coordinate the design of the Project driveway entrance and exit on Fruitvale Avenue with OakDOT Traffic Engineering and Bike/Ped teams to ensure that the design is coordinated with the new Class 4 separated bikeway on Fruitvale Avenue and with the bicycle movements and pedestrian crossings at this location.
- e) Install a pedestrian continental crosswalk with an RRFB across the south approach of the East 7th Street/Fruitvale Avenue intersection.

- f) Install a pedestrian continental crosswalk with an RRFB across the north approach of the East 7th Street/Fruitvale Avenue intersection and coordinate with OakDOT on the intersection design to facilitate the bicycle and pedestrian crossing movements.
- g) Ensure that the sidewalks along the Project frontage and along the new streets proposal by the Project would provide a minimum width of six feet where feasible.
- h) Per City of Oakland requirements, ensure that the Project driveways and new intersections proposed by the Project provide dual directional curb ramps at the intersection corners where appropriate.
- i) Install rapid rectangular flashing beacons (RRFB) at the marked pedestrian crossing across the east approach of the Alameda Avenue/Project Driveway intersection.

Requirement #2: Reduce the width of the Project driveways on Boehmer Street and the north end of 37th Avenue from 26-feet to 24-feet. To be consistent with the City of Oakland Municipal Code Section either reduce the width of the driveway on Alameda Avenue to no more than 35 feet or if a high volume of large trucks, such as WB-67, is expected, then coordinate with the City of Oakland Driveway Appeals Board to allow a 40-foot driveway.

Requirement #3: To reduce potential for cut-through traffic on East 8th Street and Elmwood Avenue east of Fruitvale Avenue, on 36th Avenue, and on 37th Avenue north of Alameda Avenue, implement one or more of the following:

- a) Implement traffic calming measures on East 8th Street and Elmwood Avenue east of Fruitvale Avenue, on 36th Avenue, and on 37th Avenue north of Alameda Avenue. One option is the installation of speed bumps. The city of Oakland requires a petition signed by 2/3 of the addresses on each block to install speed bumps on the block. If the petition is submitted by 2/3 of the addresses on each of the blocks listed above, the Project shall install speed bumps on these blocks consistent with the City's requirements.
- b) Narrow 37th Avenue between the south Project driveway and Boehmer Avenue to discourage trucks from using the local streets north of the Project site.
- c) Explore installing signage that limits and/or discourages truck access on East 8th Street and Elmwood Avenue and install the signage as approved by OakDOT.

Requirement #4: To enhance transit and bicycle trips include the following as part of the final building permit plan set:

- a) Provide direct pedestrian access between the Project building and the proposed bus stops to be located on Fruitvale Avenue north of Alameda Avenue as part of the *Fruitvale Alive!* Project, including an entrance at the southwest corner of the Project building.

- b) Consolidate the long-term bicycle parking spaces in a secure bicycle room or cage within the Project building near the main building entrance.
- c) Provide at least two showers per gender and four lockers per shower to encourage bicycling.

Requirement #5: Ensure that the Project provides a minimum of 29 PEV-ready and an additional 29 PEV-capable parking spaces.

When Required: Prior to issuance of p-job permit and/or building permit (as applicable)

Initial Approval: Bureau of Planning/DOT

Monitoring/Inspection: Bureau of Planning/OakDOT/Bureau of Building

ATTACHMENT C

Appendix A

Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP)

APPENDIX A

Standard Conditions of Approval and Mitigation Monitoring and Reporting Program

This Standard Conditions of Approval (SCAs) and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the EIR prepared for the 3600 Alameda Avenue Project. Since publication of the Draft EIR on July 10, 2023, the City adopted revised SCAs. This SCAMMRP presents the SCA-specific language and numbering to reflect the updated SCAs adopted in February 2024. These revisions, shown below in underline and ~~striketrough~~, do not result in a significant change and do not have the potential to result in any further significant impacts.

This SCAMMRP complies with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures and SCAs that apply to the Project. SCAs are measures that would minimize potential adverse effects that could result from implementation of the Project, to ensure the conditions are implemented and monitored. The SCAs are considered “environmental protection measures” to minimize potential adverse environmental effects. This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

To the extent that there is any inconsistency between any mitigation measures and/or SCAs, the more restrictive conditions shall govern. To the extent any mitigation measure and/or SCA identified in the EIR were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column of the SCAMMRP table identifies the mitigation measure or SCA applicable to that topic in the CEQA Checklist. While a mitigation measure or SCA can apply to more than one topic, it is listed in its entirety only under its primary topic (as indicated in the mitigation or SCA designator). The SCAs are numbered to specifically apply to the Project and this EIR; however, the SCAs as presented in the City’s *Standard Conditions of Approval and Uniformly Applied Development Standards* document are included in parenthesis for cross-reference purposes.¹
- 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.

¹ December 16, 2020, as amended.

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

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility
<p>4.1 Air Quality</p> <p>SCA AIR-1: Dust Controls – Construction Related (Standard Condition of Approval 22f)</p> <p>Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>d) Limit vehicle speeds on unpaved roads to 15 miles per hour.</p> <p>e) All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</p> <p>f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>g) Unpaved roads providing access to sites located Site-accesses-to-a distance of 100 feet or further from the <u>a</u> paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</p> <p>h) <u>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</u></p> <p>[Enhanced Controls: All "Basic" controls listed above plus the following controls if the project involves:</p> <ul style="list-style-type: none"> • <u>Extensive site preparation (i.e., the construction site is four acres or more in size); or</u> • <u>Extensive soil transport (i.e., 10,000 or more cubic yards of soil import/export).]</u> <p>i) <u>Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.</u></p> <p>j) <u>Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month 10 days. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</u></p> <p>k) <u>Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</u></p> <p>l) <u>When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity.</u></p> <p>m) <u>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.</u></p> <p>n) <u>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.</u></p> <p>o) <u>Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.</u></p> <p>p) <u>Plant vegetation in areas designated for landscaping as soon as possible and water appropriately until vegetation is established.</u></p>		<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
<p>4.1 Air Quality (cont.)</p>	<p>SCA AIR-2: Criteria Air Pollutants – Construction and Operation Related (<i>Standard Condition of Approval 2-123</i>)</p> <p>Requirement: The project applicant shall implement all of the following applicable basic and enhanced control measures for criteria air pollutants during construction of the project as applicable:</p> <ol style="list-style-type: none"> 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 two minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”). All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. Low-VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met. <p>Enhanced Controls: All “Basic” controls listed above plus the following controls if the project involves:</p> <ul style="list-style-type: none"> Construction activities with average daily emissions exceeding the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NO_x, or PM_{2.5} or 82 pounds per day of PM₁₀. <p>ENHANCED CONTROLS: The following measures apply to projects that fail to meet BAAQMD construction or operational screening criteria for Criteria Air Pollutants and Precursors as identified in Chapter 4 of the BAAQMD 2022 CEQA Guidelines (https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines), as amended by the City and described here.</p> <p>Construction Screening Criteria - the following measures apply if project construction meets any of the following criteria:</p> <ol style="list-style-type: none"> The project size exceeds the applicable construction screening level size shown in Table 4-1 of the BAAQMD 2022 CEQA Guidelines. The project’s construction-related activities overlap with operational activities. The project’s construction-related activities include any of the following (a) demolition exceeding 100,000 square feet of building floor space, (b) simultaneous occurrence of two or more construction phases (e.g., paving and building construction would occur simultaneously), (c) extensive site preparation (e.g., grading, cut and fill, or earth movement on a construction site that is four acres or more in size); (d) extensive material transport (i.e. 10,000 or more cubic yards of soil import/export), or (e) stationary sources (e.g. backup generators) subject to BAAQMD air quality rules and regulations. 	<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring Schedule	Responsibility
<p>4.1 Air Quality (cont.)</p> <p><u>Operational Screening Criteria - the following measures apply if project operations meet any of the following criteria:</u></p> <ol style="list-style-type: none"> 1. <u>The project's size exceeds the applicable operation screening level size shown in Table 4-1 of the BAAQMD 2022 CEQA Guidelines.</u> 2. <u>The project's operational activities overlap with construction-related activities.</u> 3. <u>The project's operational activities include stationary engines (e.g., backup generators) or industrial sources subject to BAAQMD rules and regulations.</u> <p>g) Criteria Air Pollutant Reduction Measures</p> <p>Requirement: <u>The project applicant shall retain a qualified air quality consultant to prepare a project-level criteria air pollutant assessment of construction and operational emissions at the time the project is proposed. The project-level assessment shall either include a comparison of the project with other similar projects where a quantitative analysis has been conducted or shall provide a project-specific criteria air pollutant analysis to determine whether the project exceeds the City's criteria air pollutant thresholds.</u></p> <p>In the event that a project-specific analysis finds that the project could result in criteria air pollutant emissions that exceed City significance thresholds (54 pounds per day of ROG, NO_x, or PM_{2.5} or 82 pounds per day of PM₁₀), the project applicant shall identify criteria air pollutant reduction measures to reduce the project's average daily emissions below these thresholds. The following emission reduction measures shall be implemented to the degree necessary to reduce emissions to levels below the significance thresholds. Additional measures shall be implemented if necessary: 54 pounds-per-day of ROG, NO_x, or PM_{2.5} or 82 pounds-per-day of PM₁₀. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.</p> <ol style="list-style-type: none"> i. <u>Clean Construction Equipment</u> <ol style="list-style-type: none"> a) <u>Where access to grid-powered electricity is reasonably available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps.</u> b) <u>Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of BAAQMD CEQA Guidelines (BAAQMD 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) type of equipment; (2) engine year and age; (3) number of years since rebuild of engine (if applicable); (4) type of fuel used; (5) engine HP; (6) engine certification (tier rating); (7) verified diesel emission control strategy (VDECS) information if applicable, and other related equipment data. A Certification Statement is also required to be made by the Contractor as documentation of compliance and for future review by the air district as necessary. The Certification Statement must state that the Contractor agrees to comply and acknowledges that a violation of this requirement shall constitute a material breach of contract.</u> c) <u>Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g. alternative fuel sources, etc.).</u> 		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring Schedule	Responsibility
<p>4.1 Air Quality (cont.)</p> <p>d) <u>Exceptions to requirements a), b), and c) above may be granted if the project sponsor has submitted information providing evidence that meeting the requirement (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, or (3) there is a compelling emergency need to use equipment that do not meet the engine standards and the sponsor has submitted documentation that the requirements of this exception provision apply. In seeking an exception, the project sponsor shall demonstrate that the project will use the cleanest piece of construction equipment available and feasible and strive to meet a performance standard of average construction emissions of ROG, NO_x, PM_{2.5} below 54 lbs/day, and PM₁₀ emissions below 82 lbs/day.</u></p> <p>ii. <u>Super-Compliant VOC Architectural Coatings during Construction.</u> The Project sponsor shall use super-compliant VOC architectural coatings during construction for all interior and exterior spaces and shall include this requirement on plans submitted for review by the City's building official. "Super-Compliant" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113 which requires a limit of 10 grams VOC per liter.</p> <p>iii. <u>Use Low and Super-Compliant VOC Architectural Coatings in Maintaining Buildings.</u> Subsequent projects shall use super-compliant VOC architectural coatings in maintaining buildings. "Super-Compliant" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District rule 1113, which requires a limit of 10 grams VOC per liter.</p> <p>iv. <u>Promote Use of Green Consumer Products.</u> To reduce ROG emissions associated with the Project, the Project Sponsor and/or future developer(s) shall provide education for residential tenants concerning green consumer products. The Project sponsor and/or future developer(s) shall develop electronic correspondence to be distributed by email annually and upon any new lease signing to residential tenants of each building on the Project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing.</p> <p>v. <u>Best Available Control Technology for Projects with Diesel Backup Generators and Fire Pumps.</u> The Project sponsor shall implement the following measures. 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> <p>a) <u>Pursuant to SCA 24, non-diesel fueled generators shall be installed to replace diesel-fueled generators if feasible. Alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other nondiesel emergency power systems, must be demonstrated to reduce criteria pollutant emissions compared to diesel fuel.</u></p> <p>b) <u>Pursuant to SCA 24, all new diesel backup generators shall have engines that meet or exceed CARB Tier 4 off-road Compression Ignition Engine Standards (title 13, CCR, section 2423). If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest criteria pollutant emissions shall apply.</u></p> <p>c) <u>All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process.</u></p> <p>d) <u>For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the</u></p>		

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility
4.1 Air Quality (cont.)			
<p>facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p> <p>vi. <u>Electric Vehicle Charging</u> Prior to the issuance of the building's final certificate of occupancy, the project applicant shall demonstrate that the project is designed to comply with EV requirements in the most recently adopted version of CALGreen Tier 2 at the time of project-specific CEQA review. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the City.</p> <p>vii. <u>Additional Operational Emissions Reduction Measures</u> The project sponsor shall implement the following additional measures to reduce operational criteria air pollutant emissions:</p> <p>a) <u>Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit.</u></p> <p>b) <u>All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading.</u></p> <p>c) <u>Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 2040. This would be a condition of all leases at the project site.</u></p> <p>d) <u>Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions.</u></p> <p>h) <u>Construction Emissions Minimization Plan</u> Requirement: For projects that involve construction activities with average daily emissions exceeding the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NO_x, of PM_{2.5} or 82 pounds per day of PM₁₀, the project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the B if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p>		<p>a. Prior to issuance of a construction related permit and during construction..</p> <p>b. Prior to issuance of a construction related permit.</p>	<p>a. City of Oakland Bureau of Planning and Bureau of Building.</p> <p>b. City of Oakland Bureau of Planning and Bureau of Building.</p>
<p>SCA AIR-3: Diesel-Particulate-Matter-Toxic Air Contaminant Controls – Construction Related (Standard Condition of Approval 2224)</p> <p>a. Diesel Particulate Matter Reduction Measures Requirement: The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) and particulate matter less than 2.5 microns in diameter (PM_{2.5}) in exhaust and fugitive emissions from construction emissions activities. The project applicant shall choose one of the following methods:</p>			

	Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring Schedule	Responsibility
<p>4.1 Air Quality (cont.)</p>	<p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB), the and Office of Environmental Health and Hazard Assessment, and the Bay Area Air Quality Management District (BAAQMD) to determine the health risk to sensitive receptors exposed to DPM and PM_{2.5} from exhaust and fugitive emissions from project construction emissions. The HRA shall be based on project-specific construction schedule, equipment, and activity data. <u>Estimated project-level health risks shall be compared to the City's health risk significance thresholds for projects. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below the City's health risk significance thresholds for projects, acceptable levels, then DPM and PM_{2.5} reduction measures are not required. If the HRA concludes that the health risk exceeds the City's health risk significance thresholds for projects, acceptable levels, DPM and PM_{2.5} reduction measures shall be identified to reduce the health risk to the City's health risk significance thresholds for projects, acceptable levels as set forth under subsection b below. Identified DPM and PM_{2.5} reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM and PM_{2.5} reduction measures shall be implemented during construction.</u></p> <p>- or -</p> <p>ii. <u>The project applicant shall incorporate the following health risk reduction measures into the project to reduce TAC emissions from construction equipment. 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: All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</u></p> <ul style="list-style-type: none"> • <u>All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</u> • <u>Where access to grid-powered electricity is available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps.</u> • <u>Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g., alternative fuel sources, etc.).</u> <p>iii. <u>The project applicant shall implement all enhanced control measures included in SCA 20 (Dust Controls – Construction Related).</u></p> <p>b. <u>Construction Emissions Minimization Plan (if required by a above)</u> Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality [Management] District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p>		

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
<p>4.1 Air Quality (cont.)</p>	<ul style="list-style-type: none"> i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. 	<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>
<p>SCA AIR-4: Stationary Sources of Air Pollution - Toxic Air Contaminants (Standard Condition of Approval 2426)</p>	<p>Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <ul style="list-style-type: none"> 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 and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for 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 the City's health risk significance thresholds for projects at acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds the City's health risk significance thresholds for projects at acceptable levels, health risk reduction measures shall be identified to reduce the health risk to the City's health risk significance thresholds for projects at 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. The approved risk reduction measures shall be implemented during construction and/or operations as applicable. 	<p>- or -</p> <ul style="list-style-type: none"> 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. <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. If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest DPM emission shall apply. iii. All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process. iv. All diesel backup generator exhaust shall be vented on the rooftops of each building where the generators are located. This could be achieved by either placing the diesel backup generators themselves on the rooftops, or by constructing exhaust stacks from the diesel backup generator locations to the rooftops. Alternatively, the generators or exhaust stacks could be located in areas where the Project sponsor can quantitatively demonstrate that these locations would not result in health risks that exceed those associated with rooftop placement for both existing offsite and future onsite sensitive receptors. v. For each new diesel backup generator permit submitted to BAAQMD for the Project, the Project sponsor shall submit the anticipated location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators 	

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility
<p>4.1 Air Quality (cont.)</p> <p>shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p>			
<p>SCA AIR-5: Truck-Related Risk Reduction Measures – Toxic Air Contaminants (Standard Condition of Approval 252Z)</p> <p>a. Truck Loading Docks Requirement: The project applicant shall locate proposed truck loading docks as far from nearby sensitive receptors as feasible.</p> <p>b. Truck Fleet Emission Standards Requirement: The project applicant shall comply with all applicable California Air Resources Board (CARB) requirements to control emissions from diesel engines and demonstrate compliance to the satisfaction of the City. Methods to comply include, but are not limited to, new clean diesel trucks, higher-tier diesel engine trucks with added Particulate Matter (PM) filters, hybrid trucks, alternative energy trucks, or other methods that achieve the applicable CARB emission standard. Compliance with this requirement shall be verified through CARB's Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines.</p> <p>c. Diesel Truck Emission Reduction Measures Requirement: The Project sponsor shall incorporate the following health risk reduction measures into the Project design and construction contracts (as applicable) in order to reduce the potential health risk due to exposure to toxic air contaminants. 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. Emissions from Project-related diesel trucks shall be reduced through implementing the following measures, if feasible:</p> <ul style="list-style-type: none"> i. Prohibit TRUs from operating at loading docks for more than 30 minutes by posting signs at each loading dock presenting this TRU limit. ii. All newly constructed loading docks that can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading. iii. Require that all future tenants have a plan to convert their vehicle fleet(s) to zero emission vehicles (ZEVs) no later than 2040. This would be a condition of all leases at the project site. iv. Requiring truck-intensive tenants to use advanced exhaust technology (e.g., hybrid) or alternative fuels. v. Other measures that become available and are shown to effectively reduce criteria air pollutant emissions on site or off site if emission reductions are realized within the air basin. Measures to reduce emissions on site are preferable to off-site emissions reductions. vi. The project sponsor shall develop a Truck Route Plan that establishes operational truck routes to avoid sensitive receptors as identified in the environmental review analysis completed for the project. The purpose of the Truck Route Plan is to route trucks on streets that are located as far from offsite sensitive receptors as possible, while still maintaining the operational goals of the project. The Truck Route Plan must include route restrictions, truck calming, truck parking, and truck delivery restrictions to minimize exposure of nearby sensitive receptors to truck exhaust and fugitive particulate emissions. Prior to the commencement of operational activities, the project sponsor shall certify (1) compliance with the Truck Route Plan, and (2) all applicable requirements of the Truck Route Plan have been incorporated into tenant contract specifications. 		<p>Prior to approval of construction-related building permit final and ongoing. Note: Requirement SCA AIR-5a has been addressed as part of the site plan design of the Project. No further action is required.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring
		Schedule
		Responsibility
4.1 Air Quality (cont.)		
SCA AIR-6: Asbestos in Structures (<i>Standard Condition of Approval 262B</i>) Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.		
		Prior to approval of construction-related permit.
		City of Oakland Bureau of Planning and Bureau of Building; both to verify initial approval and monitoring/inspections by applicable regulatory agency with jurisdiction
4.2 Biological Resources		
SCA BIO-1: Bird Collision Reduction Measures. (<i>Standard Condition of Approval 283D</i>) Requirement: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following:		
<ul style="list-style-type: none"> i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below. vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: <ul style="list-style-type: none"> • Use opaque glass in windowpanes instead of reflective glass. • Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. • Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since both most birds can see ultraviolet light, which is invisible to humans. • Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). 		Prior to approval of construction-related permit. Note: This requirement applies to the southeastern portion of the building with south-facing glazing. SCA BIO-1 would also apply to any south-facing glazing proposed for the possible future retail/restaurant space.
		City of Oakland Bureau of Planning and Bureau of Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
4.2 Biological Resources (cont.)			
<ul style="list-style-type: none"> • Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. • Install opaque window film with a pattern/design which also adheres to the "two-by-four" rule for coverage. <p>vii. Reduce light pollution. Examples include the following:</p> <ul style="list-style-type: none"> • Extinguish nighttime architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). • Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. • Reduce perimeter lighting whenever possible. • Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. • Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. <p>viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:</p> <ul style="list-style-type: none"> • Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. • Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. • Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day. • Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&R. • Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible. 	<p>SCA BIO-2: Tree Removal During Bird Breeding Season. (<i>Standard Condition of Approval 3429</i>)</p> <p>Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>	<p>Prior to removal of trees</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.2 Biological Resources (cont.)			
SCA BIO-3: Tree Permit. (Standard Condition of Approval 350)			
<p>a. Tree Permit Required. Requirement: Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.</p> <p>b. Tree Protection During Construction. Requirement: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ul style="list-style-type: none"> i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations. 	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit b. During construction c. Prior to building permit final 	<ul style="list-style-type: none"> a. Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building b. Initial approval: Public Works Department, Tree Division; Monitoring/Inspection: Bureau of Building c. City of Oakland Bureau of Building 	

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility
4.2 Biological Resources (cont.)			
c. Tree Replacement Plantings.			
<p>Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <ul style="list-style-type: none"> i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: <ul style="list-style-type: none"> • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in City parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense. 			
<p>Mitigation Measure BIO-1: Worker Environmental Awareness Program Training. Project-specific Worker Environmental Awareness Program (WEAP) training shall be developed by a qualified biologist and provided to all Project personnel prior to the start of Project demolition/construction or tree removal work. The training can be provided in a brochure or as a video. The WEAP training shall generally include, but not be limited to, education about the following:</p> <ul style="list-style-type: none"> a) Environmental rules and regulations, and penalties for non-compliance. b) Avoidance measures and a protocol to follow, including a communication chain, if nesting birds or roosting bats are encountered. 		Prior to the start of Project demolition/construction or tree removal work	City of Oakland Bureau of Planning and Bureau of Building
<p>Mitigation Measure BIO-2: Avoid and Minimize Impacts on Nesting Birds. The Project Applicant shall take adequate measures to avoid inadvertent take of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. This shall be accomplished by taking the following steps.</p> <ul style="list-style-type: none"> a) If vegetation removal and/or construction is proposed during the nesting season (February 15 to August 31), a pre-construction survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of vegetation removal and/or construction, to identify any active nests in the Project area and in the vicinity of proposed construction. Surveys shall be performed for the Project area, vehicle and equipment staging areas, and suitable habitat within 150 feet of the Project area boundary to locate any active passerine (e.g., songbird) nests and within 250 feet of the Project area boundary to locate any active raptor (bird of prey) nests. b) If no active nests are identified during the survey period, or if development is initiated during the non-breeding season (September 1 to February 14), construction may proceed with no restrictions. 		Prior to demolition or building relocation activities and throughout construction.	City of Oakland Bureau of Planning and Bureau of Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
4.2 Biological Resources (cont.)			
<p>c) If bird nests are found, the qualified biologist shall establish an adequate no-disturbance buffer zone around the nest location. Construction activities and/or vegetation removal shall be restricted within the no-disturbance buffer zone until the qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer zone shall be established by the qualified biologist and may vary depending on species, line-of-sight between the nest and the construction activity, and the birds' sensitivity to disturbance. Buffer sizes shall initially be 200 feet for raptors and 50 feet for other birds, but may be modified, as appropriate, by the qualified biologist based on site conditions. As deemed necessary by the qualified biologist, the no-disturbance buffer zone shall be fenced with temporary orange construction fencing.</p> <p>d) Any birds that begin nesting within the Project area and survey buffers amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no work exclusion zones shall be established around active nests in these cases; however, should birds nesting nearby begin to show disturbance associated with construction activities, no-disturbance buffer zones shall be established as determined by the qualified wildlife biologist.</p> <p>e) Any work that must occur within established no-disturbance buffer zones around active nests shall be monitored by a qualified biologist. If adverse effects in response to Project work within the buffer are observed and could compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged.</p> <p>f) A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of construction within any no-disturbance buffer zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone and construction can proceed.</p>	<p>Prior to demolition or building relocation activities and throughout construction.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>	
<p>Mitigation Measure BIO-3: Avoid and Minimize Impacts on Roosting Bats. A qualified biologist who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or building relocation activities to conduct a pre-construction habitat assessment of the Project area (focusing on buildings to be demolished or relocated) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify potential bat roosting habitat or signs of potentially active bat roosts within the Project area (e.g., guano, urine staining, dead bats, etc.).</p> <p>The following measures shall be implemented should potential bat roosting habitat or potentially active bat roosts be identified during the habitat assessment in buildings to be demolished within the study area:</p> <p>a) In areas identified as potential roosting habitat during the habitat assessment, initial building demolition shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These periods avoid the bat maternity roosting season and period of winter torpor.²</p> <p>b) Buildings with potential bat roosting habitat or active (outside of maternity and winter torpor seasons) roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit.</p> <p>c) The demolition or relocation of buildings containing or suspected of containing potential bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings shall be partially dismantled to</p>			

2. Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.2 Biological Resources (cont.)			
<p>significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.</p> <p>d) If avoidance of the bat maternity roosting season and period of winter torpor, defined under a), above, is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition.</p> <p>e) If active bat roosts or evidence of roosting is identified during pre-construction surveys for building demolition, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the start of the seasonal windows identified above, or until the qualified biologist determines roost sites are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.</p>			
4.3 Greenhouse Gas Emissions			
SCA GHG-1: Greenhouse Gas (GHG) Reduction Plan. (Standard Condition of Approval 482)			
<p>a. Greenhouse Gas (GHG) Reduction Plan Required</p> <p>Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan.</p> <p>The goal of the GHG Reduction Plan shall be to increase energy efficiency and to reduce GHG emissions to at least the amount that would be achieved by committing to all of the emissions reductions strategies identified on the ECAP Consistency Checklist as the City's project-level implementation of its Equitable Climate Action Plan (adopted in 2020), which calls for reducing city-wide GHG emissions by 56 percent below 2005 levels by 2030 and 83 percent by 2050. The GHG Reduction Plan shall include, at a minimum, (a) a detailed quantified GHG emissions inventory for the project taking into consideration energy efficiencies included as part of the project (including proposed mitigation measures, project design features, those strategies being implemented and other City requirements), (b) for each ECAP Consistency Checklist strategy that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had it implemented the GHG emissions reduction measure consistent with the ECAP Consistency Checklist, (c) a quantified strategy for achieving an GHG emission reduction equivalent to the reduction that would have resulted from complying with the ECAP Consistency Checklist strategy, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented.</p> <p>If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.</p> <p>Potential additional GHG reduction measures to be considered include, but are not limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.</p>		<p>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p> <p>c. Ongoing.</p>	<p>a. City of Oakland Bureau of Planning</p> <p>b. City of Oakland Bureau of Planning and Bureau of Building</p> <p>c. City of Oakland Bureau of Planning</p>

	Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
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4.3 Greenhouse Gas Emissions (cont.)	<p>The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; then (4) off-site within the State of California.</p> <p>As with preferred locations for the implementation of all GHG reductions measures, the preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; then (3) within the State of California. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's net difference operational emissions estimated in the GHG Reduction Plan for the project as compared to the Checklist baseline.</p> <p>For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.</p>			
b.	<p>GHG Reduction Plan Implementation During Construction</p> <p>Requirement: The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects).</p>			
c.	<p>GHG Reduction Plan Implementation After Construction</p> <p>Requirement: The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis.</p> <p>The project applicant shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.</p> <p>Annual Report. Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant.</p> <p>The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the Checklist baseline emissions reported in the GHG Plan.</p>			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring
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4.3 Greenhouse Gas Emissions (cont.)		
<p>The GHG Reduction Plan shall be considered fully attained when project emissions are less than the Checklist baseline, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.</p> <p>Corrective Procedure. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan.</p> <p>If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed.</p> <p>The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved compared to the applicable numeric significance thresholds described in the GHG Reduction Plan.</p> <p>In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan.</p> <p>The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the Equitable Climate Action Plan.</p> <p>Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.</p>		
4.4 Hazards and Hazardous Materials		
<p>SCA HAZ-1: Hazardous Materials Related to Construction. (Standard Condition of Approval 493)</p> <p>Requirement: The Project Applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> a. Follow manufacturer's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and 		<p>During construction.</p> <p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.4 Hazards and Hazardous Materials (cont.)			
<p>f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the Project Applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.</p>			
<p>SCA HAZ-2: Hazardous Building Materials and Site Contamination. (Standard Condition of Approval 4450)</p>			
<p>a. Hazardous Building Materials Assessment Requirement: 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>a. Prior to approval of demolition, grading, or building permits. b. Prior to approval of construction-related permit. c. Prior to approval of construction-related permit. d. During construction.</p>	<p>a. City of Oakland Bureau of Building b. Applicable regulatory agency with jurisdiction c. City of Oakland Bureau of Building d. City of Oakland Bureau of Building</p>	
<p>b. Environmental Site Assessment Required Requirement: 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 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>c. Health and Safety Plan Required Requirement: 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>d. Best Management Practices (BMPs) Required for Contaminated Site Requirement: 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. 			

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4.4 Hazards and Hazardous Materials (cont.)			
SCA HAZ-3: Hazardous Materials Business Plan. (Standard Condition of Approval 4951)			
<p>Requirement: 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"> The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. The location of such hazardous materials. An emergency response plan including employee training information. A plan that describes the manner in which these materials are handled, transported, and disposed. 		Prior to building permit final.	City of Oakland Fire Department
4.5 Noise on Vibration			
SCA NOI-1: Construction Days/Hours. (Standard Condition of Approval 692)			
<p>Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ol style="list-style-type: none"> 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. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. No construction is allowed on Sunday or federal holidays. <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>		During construction.	City of Oakland Bureau of Building
SCA NOI-2: Construction Noise. (Standard Condition of Approval 637D)			
<p>Requirement: 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> <ol style="list-style-type: none"> Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. 		During construction.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
4.5 Noise on Vibration (cont.)			
<p>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p>	<p>a. City of Oakland Bureau of Building</p> <p>b. City of Oakland Bureau of Building</p>	
SCA NOI-3: Extreme Construction Noise. (Standard Condition of Approval 6471)			
<p>a. Construction Noise Management Plan Required</p> <p>Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90 dBA), 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>b. Public Notification Required</p> <p>Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>	<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Building</p>	
SCA NOI-4: Project-Specific Construction Noise Reduction Measures. (Standard Condition of Approval Z265)			
<p>Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on adjacent receptors along Elimwood Avenue. The project applicant shall implement the approved Plan during construction.</p>			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
4.5 Noise on Vibration (cont.)			
<p>SCA NOI-5: Construction Noise Complaints. (<i>Standard Condition of Approval 7366</i>)</p> <p>Requirement: 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. 		Ongoing.	City of Oakland Bureau of Building
<p>SCA NOI-6: Operational Noise (<i>Standard Condition of Approval 7568</i>)</p> <p>Requirement: 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>		Prior to construction.	City of Oakland Bureau of Building
<p>SCA NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities. (<i>Standard Condition of Approval 769</i>)</p> <p>Requirement: The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located adjacent to Elmwood Avenue. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p>			
4.6 Transportation and Circulation			
<p>SCA TRANS-1: Construction Activity in the Public Right-of-Way (<i>Standard Condition of Approval 8275</i>)</p> <p>a. Obstruction Permit Required</p> <p>Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.</p> <p>b. Traffic Control Plan Required</p> <p>Requirement: In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.</p>		<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to approval of construction-related permit. c. Prior to building permit final. 	<ul style="list-style-type: none"> a. City of Oakland Department of Transportation. b. City of Oakland Department of Transportation c. City of Oakland Department of Transportation

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring					
		Schedule	Responsibility				
4.6 Transportation and Circulation (cont.)							
<p>c. Repair of City Streets Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>							
<p>SCA TRANS-2: Bicycle Parking (Standard Condition of Approval 8376) Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>		<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>				
<p>SCA TRANS-3: Transportation and Parking Demand Management (Standard Condition of Approval 785) Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): <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. The TDM Plan should include the following:</p> <ul style="list-style-type: none"> • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). <p>iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program</p> <p>The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.</p>	<p>a. Prior to approval of planning application.</p> <p>b. Prior to building permit final.</p> <p>c. Ongoing.</p>	<p>a. City of Oakland Bureau of Planning</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Department of Transportation</p>					
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Improvement</td> <td style="width: 50%;">Required by code or when...</td> </tr> <tr> <td>Bus boarding bulbs or islands</td> <td> <ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb </td> </tr> </table>		Improvement	Required by code or when...	Bus boarding bulbs or islands	<ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb 		
Improvement	Required by code or when...						
Bus boarding bulbs or islands	<ul style="list-style-type: none"> • A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb 						

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring
		Schedule
		Responsibility

4.6 Transportation and Circulation (cont.)

Improvement	Required by code or when...
Bus shelter	<ul style="list-style-type: none"> A stop with no shelter is located within the project frontage, or The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
Concrete bus pad	<ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	<ul style="list-style-type: none"> Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips
Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> Always required
In-street bicycle corral	<ul style="list-style-type: none"> A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.
Intersection improvements³	<ul style="list-style-type: none"> Identified as an improvement within site analysis
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> Always required
No monthly permits and establish minimum price floor for public parking⁴	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1000 sf. (commercial)

³ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁴ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility
4.6 Transportation and Circulation (cont.)			
Improvement	Required by code or when...		
Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial) 		
Parking space reserved for car share	<ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units. Typically required 		
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	<ul style="list-style-type: none"> Identified as an improvement within site analysis 		
Pedestrian crossing improvements	<ul style="list-style-type: none"> Identified as an improvement within operations analysis 		
Pedestrian-supportive signal changes⁵	<ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 		
Real-time transit information system	<ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side 		
Relocating bus stops to far side	<ul style="list-style-type: none"> Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years 		
Signal upgrades⁶	<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 		
Transit queue jumps			

⁵ Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a “scramble” signal phase where appropriate.

⁶ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring Schedule	Responsibility		
4.6 Transportation and Circulation (cont.)					
Improvement	Required by code or when...				
Trenching and placement of conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and A major transit improvement is identified within operations analysis requiring traffic signal interconnect 				
Unbundled parking	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1.25 (residential) 				
<p>iv. Other 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, the Master Street Tree List, Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), 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 Pass or a similar program through another transit agency). 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. 					

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring		
		Schedule		
		Responsibility		
4.6 Transportation and Circulation (cont.)				
<ul style="list-style-type: none"> • 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 reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. • The 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>b. TDM Implementation – Physical Improvements Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.</p> <p>c. TDM Implementation – Operational Strategies Requirement: For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p>				
<p>SCA TRANS-4: Plug-In Electric Vehicle (PEV) Charging Infrastructure (Standard Condition of Approval 88f)</p> <p>a. PEV-Ready Parking Spaces Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p>				

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.6 Transportation and Circulation (cont.)			
<p>b. PEV-Capable Parking Spaces Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.</p> <p>c. ADA-Accessible Spaces Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).</p>		Prior to issuance of building permit	City of Oakland Bureau of Building
<p>SCA TRANS-5: Transportation Impact Fee (Standard Condition of Approval 864) Requirement: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>		Prior to issuance of building permit	City of Oakland Bureau of Building
4.7.2 Aesthetics, Shadow, and Wind			
<p>SCA AES-1: Trash and Blight Removal (Standard Condition of Approval 186) Requirement: The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.</p>		Ongoing.	City of Oakland Bureau of Building
<p>SCA AES-2: Graffiti Control (Standard Condition of Approval 197) Requirement:</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 the following:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 		Ongoing.	City of Oakland Bureau of Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.7.2 Aesthetics, Shadow, and Wind (cont.)			
SCA AES-3: Landscape Plan (Standard Condition of Approval 2048)			
<p>a. Landscape Plan Required</p> <p>Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to building permit final.</p> <p>c. Ongoing</p>	<p>a. City of Oakland Bureau of Planning</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Building</p>	
<p>b. Landscape Installation</p> <p>Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p>			
<p>c. Landscape Maintenance</p> <p>Requirement: 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>			
SCA AES-4: Lighting (Standard Condition of Approval 19)			
<p>Requirement: 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>City of Oakland Bureau of Building</p>
4.7.4 Cultural Resources			
SCA CUL-1: Archaeological and Paleontological Resources – Discovery During Construction. (Standard Condition of Approval 382)			
<p>Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. 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 the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive</p>		<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.7.4 Cultural Resources (cont.)			
<p>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>SCA CUL-2: Human Remains – Discovery During Construction. (Standard Condition of Approval <u>4034</u>) Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.</p>		During construction.	City of Oakland Bureau of Building
4.7.6 Geology, Soils, and Paleontological Resources			
<p>SCA GEO-1: Construction-Related Permit(s). (Standard Condition of Approval <u>4236</u>) Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Building
<p>SCA GEO-2: Seismic Hazards Zone (Landslide/Liquefaction). (Standard Condition of Approval <u>4539</u>) Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 177 (As amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Building
4.7.7 Hydrology and Water Quality			
<p>SCA HYD-1: State Construction General Permit (Standard Condition of Approval <u>560</u>) Requirement: The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.</p>		Prior to approval of construction-related permit.	State Water Resources Control Board

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
<p>4.7.7 Hydrology and Water Quality (cont.)</p> <p>SCA HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (Standard Condition of Approval 6054)</p> <p>a. Post-Construction Stormwater Management Plan Required</p> <p>Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. <p>b. Maintenance Agreement Required</p> <p>Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <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>		<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>
<p>SCA HYD-3: Vegetation Management on Creekside Properties. (Standard Condition of Approval 6357)</p> <p>Requirement: The project applicant shall comply with the following requirements when managing vegetation prior to, during, and after construction of the project:</p> <ul style="list-style-type: none"> a. Identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect habitat; b. Trim tree branches from the ground up (limbing up) and leave tree canopy intact; c. Leave stumps and roots from cut down trees to prevent erosion; d. Plant fire-appropriate, drought-tolerant, preferably native vegetation; e. Provide erosion and sediment control protection if cutting vegetation on a steep slope; f. Fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management; 			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring
		Schedule
		Responsibility
4.7.7 Hydrology and Water Quality (cont.)		
<p>g. Obtain a Tree Permit before removing a Protected Tree (any tree 9 inches diameter at breast height or dbh or greater and any oak tree 4 inches dbh or greater, except eucalyptus and Monterey pine);</p> <p>h. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat;</p> <p>i. Do not remove vegetation within 20 feet of the top of the creek bank. If the top of bank cannot be identified, do not cut within 50 feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the development;</p> <p>j. Do not trim/prune branches that are larger than 4 inches in diameter;</p> <p>k. Do not remove tree canopy;</p> <p>l. Do not dump cut vegetation in the creek;</p> <p>m. Do not cut tall shrubbery to less than 3 feet high; and</p> <p>n. Do not cut short vegetation (e.g., grasses, ground-cover) to less than 6 inches high.</p>	<p>a. through d. Prior to approval of construction-related permit.</p> <p>e. During construction; ongoing.</p>	<p>a. through d. City of Oakland Bureau of Planning</p> <p>e. City of Oakland Bureau of Building</p>
<p>SCA HYD-4: Creek Protection Plan. (Standard Condition of Approval <u>6458</u>)</p>		
<p>a. Creek Protection Plan Required</p> <p>Requirement: The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices (“BMPs”) during construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d).</p>		
<p>b. Construction BMPs</p> <p>Requirement: The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:</p> <ol style="list-style-type: none"> i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek. ii. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected. iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. iv. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted. v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains. vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek. 		

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring
		Schedule
		Responsibility
4.7.7 Hydrology and Water Quality (cont.)		
<p>viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.</p> <p>ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.</p> <p>x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.</p> <p>xi. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains.</p> <p>xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).</p> <p>xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City.</p> <p>c. Post-Construction BMPs Requirement: The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.</p> <p>d. Creek Landscaping Requirement: The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.</p> <p>e. Creek Protection Plan Implementation Requirement: The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the project applicant. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.</p>		

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.7.7 Hydrology and Water Quality (cont.)			
<p>SCA HYD-5: Bay Conservation and Development Commission (BCDC) Approval. (Standard Condition of Approval 674) Requirement: The project applicant shall obtain the necessary permit/approval, if required, from the Bay Conservation and Development Commission (BCDC) for work within BCDC's jurisdiction to address issues such as but not limited to shoreline public access and sea level rise. The project applicant shall submit evidence of the permit/approval to the City and comply with all requirements and conditions of the permit/approval.</p>		Prior to activity requiring permit/approval from BCDC	Approval by BCDC; evidence of approval submitted to City of Oakland Bureau of Planning
4.7.10 Population and Housing			
<p>SCA POP-1: Jobs/Housing Impact Fee. (Standard Condition of Approval 784) Requirement: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).</p>		Prior to issuance of building permit; subsequent milestones pursuant to ordinance.	City of Oakland Bureau of Building
4.7.11 Public Services			
<p>SCA PUB-1: Capital Improvements Impact Fee. (Standard Condition of Approval 7803) Requirement: The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>		Prior to issuance of building permit.	City of Oakland Bureau of Building
4.7.12 Recreation			
<p>SCA REC-1: Access to Parks and Open Space. (Standard Condition of Approval 8174) Requirement: The project applicant shall submit a plan for City review and approval to enhance bicycle and pedestrian access from the project site and adjacent areas to Fruitvale Bridge Park. Examples of enhancements may include, but are not limited to, new or improved bikeways, bike parking, traffic control devices, sidewalks, pathways, bulb-outs, and signage. The project sponsor shall install the approved enhancements during construction and prior to completion of the project.</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Department of Transportation
4.7.14 Utilities and Service Systems			
<p>SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling. (Standard Condition of Approval 892) Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>		Prior to approval of construction-related permit.	City of Oakland Public Works Department, Environmental Services Division
<p>SCA UTIL-2: Recycling Collection and Storage Space (Standard Condition of Approval 9184) Requirement: 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 (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.</p>		Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Bureau of Building

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	Responsibility
		Schedule	
4.7.14 Utilities and Service Systems (cont.)			
SCA UTIL-3: Green Building Requirements (Standard Condition of Approval <u>9265</u>)			
<p>a. Compliance with Green Building Requirements During Plan-Check</p> <p>Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • At least LEED Silver per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories. 		<p>a. Prior to approval of construction-related permit.</p> <p>b. During construction.</p> <p>c. Prior to Final Approval.</p>	<p>a. City of Oakland Bureau of Building</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Planning and Bureau of Building</p>
<p>b. Compliance with Green Building Requirements During Construction</p> <p>Requirement: 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> <p>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.</p> <p>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.</p> <p>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p>			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.7.14 Utilities and Service Systems (cont.)			
<p>c. Compliance with Green Building Requirements After Construction Requirement: Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>			
<p>SCA UTIL-4: Sanitary Sewer System (Standard Condition of Approval 9487) Requirement: 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>	<p>Prior to approval of construction-related permit.</p>	<p>Public Works Department, Department of Engineering and Construction</p>	
<p>SCA UTIL-5: Storm Drain System (Standard Condition of Approval 9588) Requirement: 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>	<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Building</p>	
<p>SCA UTIL-6: Underground Utilities (Standard Condition of Approval 9088) Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>	<p>During construction</p>	<p>City of Oakland Bureau of Building</p>	
<p>SCA UTIL-7: Water Efficient Landscape Ordinance (WELO) (Standard Condition of Approval 978) Requirement: The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCCR%20pages.pdf For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less, the project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prescriptive Measures: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above). Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p>	<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>	
<p>a. Project Information:</p> <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, 			

Standard Conditions of Approval/Mitigation Measures		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
4.7.14 Utilities and Service Systems (cont.)			
<ul style="list-style-type: none"> v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Project contacts ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." 			
<ul style="list-style-type: none"> b. Water Efficient Landscape Worksheet <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.</p>			

3600 ALAMEDA AVE OAKLAND, CA

ATTACHMENT D

NON-CONDITIONED SHELL BUILDING

ARCHITECTURAL

- DAB-A0.1 TITLE SHEET
- DAB-A1.1 OVERALL SITE PLAN
- DAB-A1.2 SITE SIGNAGE PLAN
- DAB-A2.1 OVERALL AND ENLARGED FLOOR PLANS
- DAB-A3.1 ELEVATIONS
- DAB-A4.1 GATE AND FENCE DETAILS
- DAB-A5.1 COLOR ELEVATIONS
- DAB-A6.1 MATERIAL BOARD
- DAB-A7.1 PERSPECTIVE - E, 7TH & FRUITVALE
- DAB-A8.1 PERSPECTIVE - ALAMEDA & 37TH
- DAB-A9.1 PERSPECTIVE - ALAMEDA
- DAB-A10.1 PERSPECTIVE - AERIAL VIEW

CIVIL

- C1.0 COVER SHEET
- C2.0 SECTIONS
- C3.0 TOPOGRAPHIC SURVEY
- C3.1 TOPOGRAPHIC SURVEY
- C3.2 TREE SURVEY PLAN
- C3.3 TREE SURVEY PLAN
- C3.4 DEMOLITION PLAN
- C3.5 DEMOLITION PLAN
- C4.0 PRELIMINARY GRADING & DRAINAGE PLAN
- C4.1 PRELIMINARY GRADING & DRAINAGE PLAN
- C5.0 PRELIMINARY UTILITY PLAN
- C5.1 PRELIMINARY UTILITY PLAN
- C6.0 PRELIMINARY EROSION CONTROL PLAN
- C7.0 PRELIMINARY STORMWATER QUALITY CONTROL PLAN
- C8.0 TRUCK TURNING EXHIBIT - ENTRY
- C8.1 TRUCK TURNING EXHIBIT - EXIT
- C8.2 TRUCK EXIT
- C8.3 TRUCK ENTRY
- C8.4 HAUL ROUTE ENTRY
- C8.5 HAUL ROUTE EXIT

LANDSCAPE

- SHEET 1 LANDSCAPE PLAN
- SHEET 2 LANDSCAPE PLAN
- SHEET 3 LANDSCAPE PLAN
- SHEET 4 LANDSCAPE PLAN
- SHEET 5 BAY TRAIL OFFSITES LANDSCAPE PLAN

SHEET INDEX



VICINITY MAP



hpa, inc.
600 grand ave, suite 302
oakland, ca
94610
tel: 949-862-2113
email: hpa@hparchis.com



PIER 1, BAY 1
SAN FRANCISCO
CA 94111

Project:

3600 Alameda Ave
SIGNAGE
CONCEPTUAL
DESIGN ONLY
OAKLAND, CA

Consultants:

- CIVIL
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Title: TITLE SHEET

Project Number: 20387

Drawn by: TSP

Date: 10/25/2021

Revision:

1ST CITY SUBMITAL	08/19/21
2ND CITY SUBMITAL	06/09/22
3RD CITY SUBMITAL	03/08/23
4TH CITY SUBMITAL	10/06/23
5TH CITY SUBMITAL	01/05/24

Sheet:

DAB-A0.1

PROPERTY OWNER

PROLOGIS
3353 GATEWAY BLVD
FREMONT, CA 94538
(510) 661-4019
CONTACT: BLAIR RUSHING, DEVELOPMENT MANAGER
E-MAIL: BRUSHING@PROLOGIS.COM

APPLICANT'S REPRESENTATIVE

HPA, INC.
600 GRAND AVE., STE. 302
OAKLAND, CA 94610
PHONE: (949) 862-2175
CONTACT: TYNEISE BEYER
E-MAIL: TYNEISE.BEYER@HPARCHIS.COM

PROJECT REPRESENTATIVES

BUILDING & PLANNING DEPT.
PLANNING : PLN 21223
BUILDING PLAN CHECK NO.

CODE ANALYSIS:
BUILDING OCCUPANCY: B & S-1

APPLICANT'S REPRESENTATIVE :

HPA, INC.
600 GRAND AVE., STE. # 302
OAKLAND, CA 94610
PHONE: (949) 862.2175
CONTACT:TYNEISE BEYER

ASSESSOR'S PARCEL NO. :
PARCEL NO. SEE CIVL

BUILDING ADDRESS :
3600 ALAMEDA AVENUE
OAKLAND, CA

GOVERNING CODE :
2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS

ZONING :
ZONED: ZONING - D-CE-6
GENERAL PLAN/ESTUARY POLICY PLAN - EPP HEAVY INDUSTRY
IMPACTY FEE ZONE - FEE_ZONE 3

PLANNING NOTES:

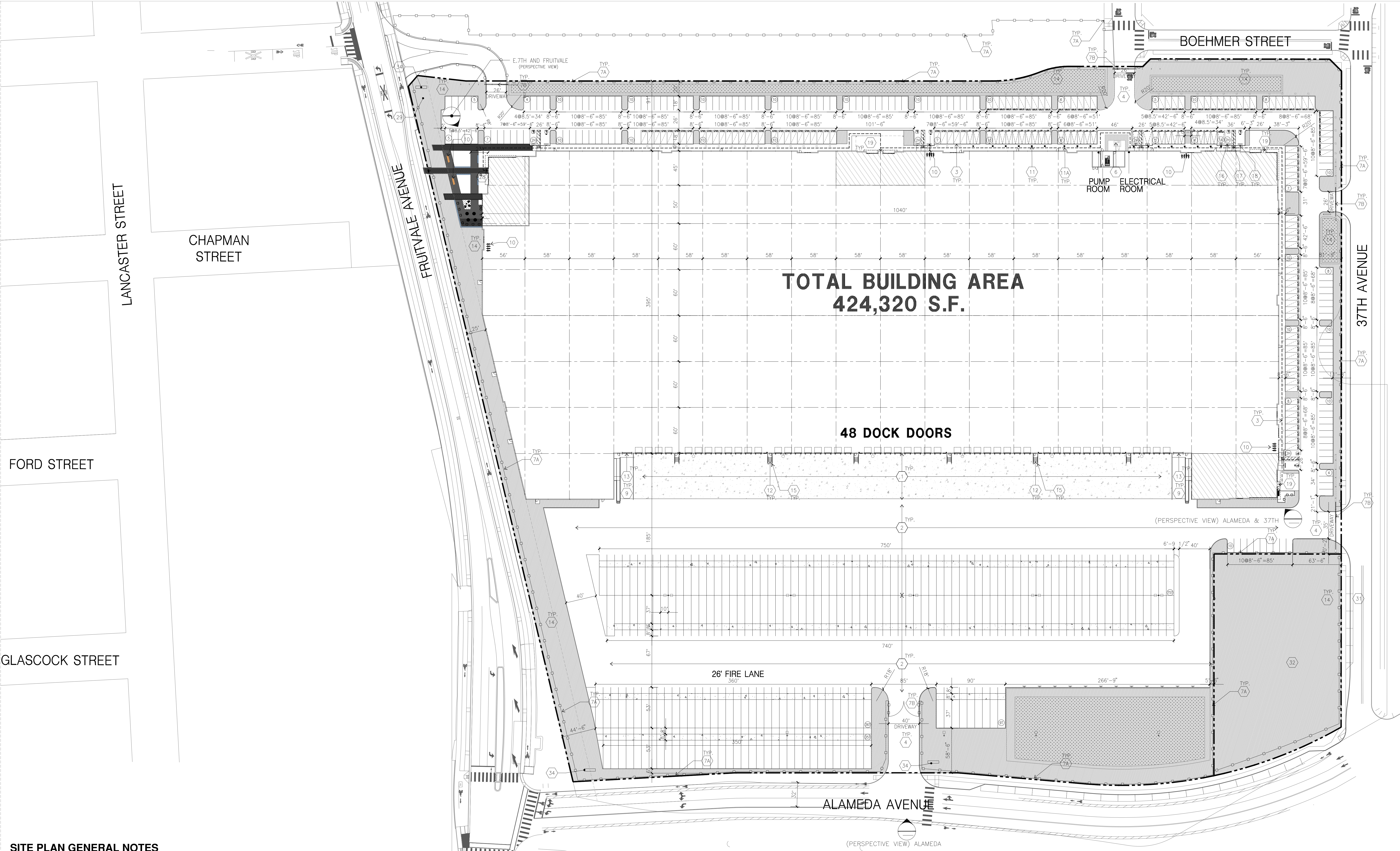
1. AUTOMATIC FIRE SPRINKLER SYSTEM FOR THIS PROJECT SHALL BE INSTALLED IN ACCORDANCE TO NFPA 13 CONSTRUCTION STANDARD. THE SYSTEM MUST BE SUBMITTED TO THE LATHROP FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS.

2. AN APPROVED (MANUAL AND AUTOMATIC) FIRE ALARM IS REQUIRED FOR THIS PROJECT IN ACCORDANCE TO NFPA 72 (2016 EDITION). PLANS SPECIFICATIONS AND OTHER INFORMATION PERTINENT TO THE SYSTEM MUST BE SUBMITTED TO THE RICHMOND FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS. FIRE ALARM SYSTEMS SHALL BE I.L. CERTIFICATED, CERTIFICATE OF COMPLETION AND OTHER DOCUMENTATION LISTED THE NATIONAL FIRE ALARM CODE SHALL BE PROVIDED FOR ALL NEW FIRE ALARM SYSTEM INSTALLATIONS.

PROJECT DATA

SITE AREA	BUILDING FUTURE RETAIL	TOTAL
In s.f.	998,365	43,560
In acres	22.9	1.0
BUILDING AREA		1,041,925 sf
Office-1st floor	25,000	sf
Office-mezzanine	5,000	sf
Warehouse	394,320	sf
TOTAL	424,320	sf
BUILDING FOOTPRINT:	419,320	sf
FLOOR AREA RATIO (2.0 MAX. NON-RESIDENTIAL)		
Maximum	2.0	
Actual	0.43	
AUTO PARKING REQUIRED		
Office: 1600 s.f.	42	stalls
Wholesale: 125,500 s.f.	112	stalls
TOTAL	155	stalls
AUTO PARKING PROVIDED		
Standard (8'-6" x 18')	140	stalls
Accessible parking (9' x 20')	4	stalls
Accessible Van (9' x 20') + 8' aisle	4	stalls
EV AUTO PARKING PROVIDED		
EV Capable (50% of total parking)		
EV Capable without EVSE (40% of total) (Clean Air/Vanpool/EV)	118	stalls
EV Capable with EVSE (10% of total) (EV Charging Only)	27	stalls
*EV Capable with EVSE ADA parking	1	stalls
*EV Capable with EVSE ADA Van parking	1	stalls
*EV Capable with EVSE Ambulatory parking	1	stalls
TOTAL	256	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x 53')	228	stalls
BICYCLE PARKING REQUIRED		
Short Term (5% of total stalls)	15	stalls
Long Term (5% of total stalls)	15	stalls
BICYCLE PARKING PROVIDED		
Short Term	16	stalls
Long Term	16	stalls
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - NA		
EXISTING ZONING DESIGNATION		
Zoning - D-CE-6		
General Plan/Estuary Policy Plan - EPP Heavy Industry		
Impacty Fee Zone - Fee Zone 3		
SETBACKS		
Minimum Front - 5 ft.		
Minimum Minor Side - 0 ft.		
Minimum Street Side of a Corner Lot - 5 ft.		
Rear (Residential Facilities) - NA		

OFFICIAL USE ONLY



SITE PLAN GENERAL NOTES

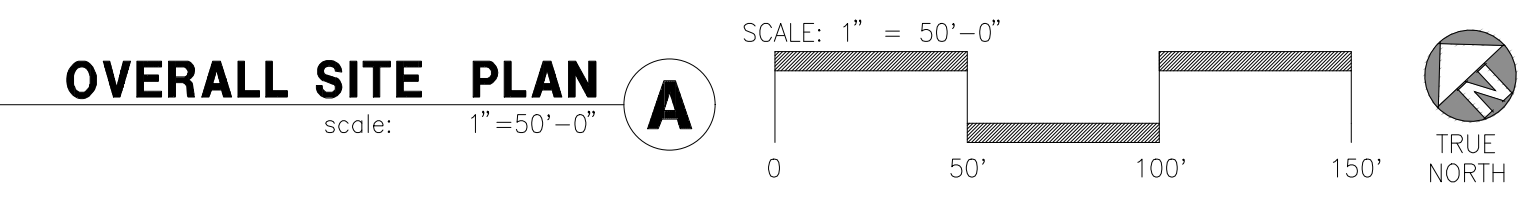
1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN KEYNOTES

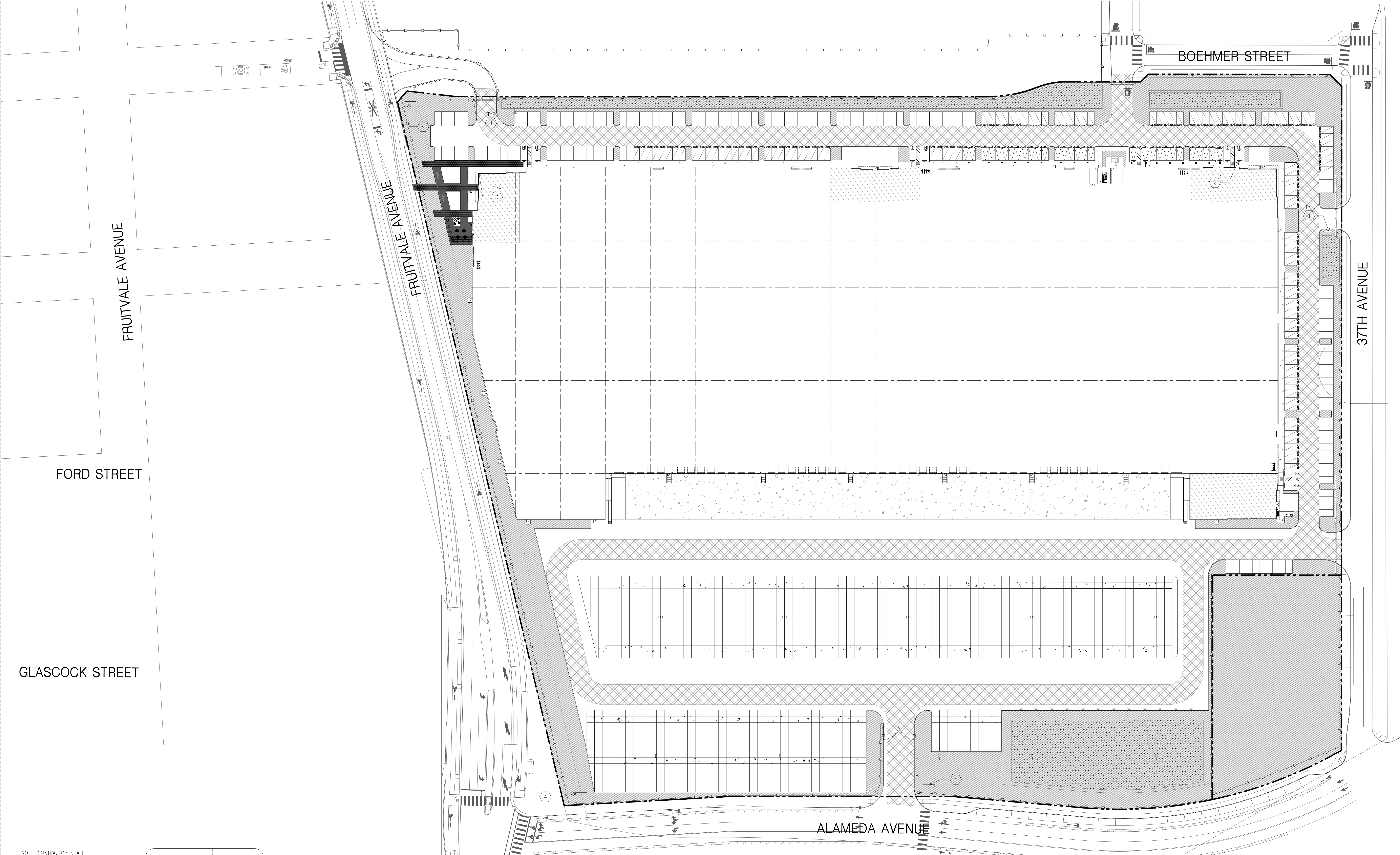
- | | |
|--|--|
| 1) HEAVY BROOM FINISH CONCRETE PAVEMENT. | 18) ACCESSIBLE PARKING STALL SIGN. |
| 2) ASPHALT CONCRETE (AC) PAVING | 19) HARDSCAPE AT ENTRANCE. |
| 3) ACCESSIBLE PATH OF TRAVEL | 20) ACCESSIBLE ENTRY SIGN. |
| 4) DRIVEWAY APRONS | 21) PUMP ROOM. |
| 5) 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX. | 22) AREA DEDICATED FOR FUTURE ALAMEDA STREET REALIGNMENT AND/OR PUBLIC PARK/WATERFRONT USE |
| 6) APPROXIMATE LOCATION OF TRANSFORMER. | 23) ELECTRICAL ROOM. |
| 7A) 6" HIGH BLACK METAL TUBULAR STEEL SECURITY FENCE. REFER TO DETAIL 1/DAB-44.1 | 24) EXTERIOR SEATING AREA. |
| 7B) 6" HIGH BLACK METAL TUBULAR STEEL SECURITY GATE. FOR SLIDING GATE REFER TO DETAIL 5/DAB-44.1. FOR SWING GATES REFER TO DETAIL 6/DAB-44.1. | 25) CONCRETE DOLLY PAD. |
| 8) CONCRETE WALKWAY, MEDIUM BROOM FINISH. | 26) METAL POST |
| 9) CONCRETE RAMP WITH CONCRETE GUARD WALL. | 27) NOT USED |
| 10) BIKE RACK. | 28) PLAZA AND PRIMARY OFFICE ENTRY |
| 11) ELECTRIC VEHICLE CAPABLE FUTURE CHARGERS. | 29) FUTURE PUBLIC ART |
| 11A) ELECTRIC VEHICLE CHARGERS. | 30) FOOD TRUCK |
| 12) EXTERIOR METAL STEEL STAIR. | 31) DEDICATED RIGHT OF WAY |
| 13) 12' x 14" DRIVE-IN DOOR | 32) FUTURE RETAIL |
| 14) LANDSCAPE. | 33) OFF SITE LANDSCAPING TO BE PROVIDED |
| 15) CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H. | 34) POTENTIAL MONUMENT SIGN |
| 16) PRE-CAST CONC. WHEEL STOP. | 35) POLE MOUNTED LED LIGHT FIXTURE |
| 17) TRUNCATED DOMES. | 36) BUILDING MOUNTED LED LIGHT FIXTURE |

SITE PLAN GENERAL NOTES

- | | |
|--|--|
| CONCRETE PAVING, SEE "C" DRWS. FOR THICKNESS | AMBULATORY PARKING STALL (10' X 20') |
| STANDARD PARKING STALL 8'-6" X 18' | ACCESSIBLE PARKING STALL (9' X 20') ACCESSIBLE AISLE |
| CLEAN AIR/VANPOOL/EV WITH CHARGER | ACCESSIBLE PARKING (VAN) STALL (12' X 20') + 5' W/ ACCESSIBLE AISLE |
| CLEAN AIR/ VANPOOL/EV WITHOUT CHARGER | PATH OF TRAVEL, MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL FOR GRADING PLAN |
| TRAILER PARKING (10' X 53') | METAL TUBULAR STEEL SECURITY FENCE |
| NUMBER OF PARKING STALLS | POTENTIAL OFFICE |
| LANDSCAPED AREA | |
| EXISTING PROPERTY LINE | |
| ULTIMATE PROPERTY LINE | |



NOTE: SITE LIGHTING LOCATIONS INDICATED ON SITE PLAN. SEE EXTERIOR ELEVATIONS AND FRUITVALE MAIN ENTRANCE EXHIBIT FOR PROPOSED EXTERIOR WALL LIGHTING, IMAGE OF PROPOSED PEDESTRIAN LIGHT CAN ALSO BE FOUND ON FRUITVALE MAIN ENTRANCE EXHIBIT.



NOTE: CONTRACTOR SHALL CONTACT GOVERNING AGENCY TO OBTAIN REQUIRED INFORMATION AND SHALL COMPLETE SIGN TEXT.



1 1/2" DIAMETER STEEL PIPE POST IN CONCRETE FOOTING

- NOTES:
1. MIN. 17"x22" SIGN AT EACH ENTRANCE TO OFF STREET PARKING FACILITY PER CBC 11B-502.8 WITH MIN. 1" HIGH TEXT. SIGNS SHALL BE PERMANENTLY AFFIXED REFLECTORIZED SIGN OF PORCELAIN ON STEEL WITH BEADED TEXT OR EQUAL MOUNTED AT A HEIGHT OF 80" ABOVE FINISHED GRADE, TO BOTTOM OF SIGN.
 2. SIGNAGE SHALL CONFORM TO SEC. 4.30 OF THE AMERICANS WITH DISABILITIES ACT.
 3. BLANK SPACES SHALL BE FILLED WITH APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.
 4. PROVIDE REFLECTORIZED FINISH.
 5. SHALL BE POSTED AT ALL ENTRANCE TO THE PARKING.

ACCESSIBLE ENTRY SIGN

SCALE: N.T.S.

DHC-0003

1

70 SQUARE INCH PAINTED METAL SIGN AT INTERIOR END OF PARKING SPACE PER TITLE 24 SECTION 2-7102(a) WITH WHITE INTERNATIONAL SYMBOL OF ACCESSIBILITY ON BLUE BACKGROUND.

NOTE: LOCATE AT END OF STALL AT CENTERLINE. IF POST-MOUNTED, HEIGHT TO BE 80" AFG. TO BOTTOM OF SIGN. IF WALL MOUNTED, OR LOCATED IN PLANTER, HEIGHT TO BE 60" AFG. TO BOTTOM OF SIGN.

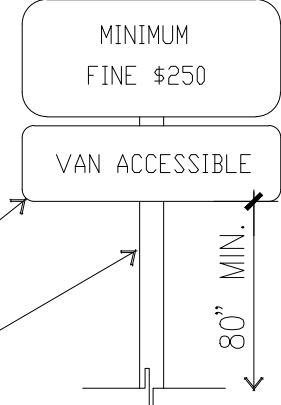
PROVIDE @ VAN PARKING ACCESSIBLE PARKING. SEE SITE PLAN

1 1/2" DIA. GALV. STEEL PIPE IN CONCRETE FOOTING

- NOTES:
1. SEE SITE PLAN FOR ACCESSIBLE PARKING LOCATIONS.

ACCESSIBLE PARKING STALL

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

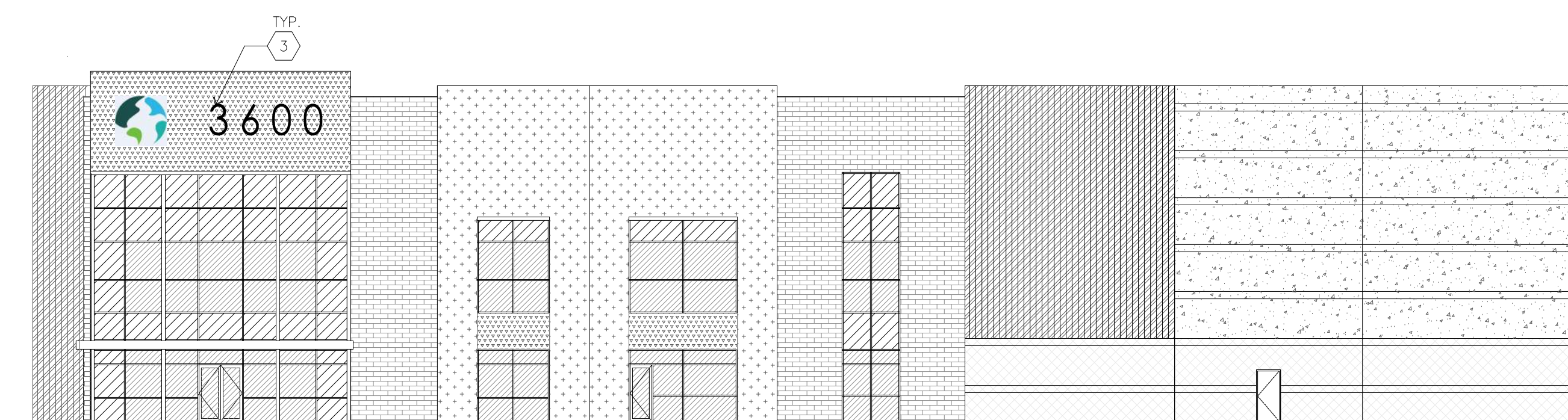


HC-PARK4

2

SITE PLAN KEYNOTES

1. ACCESSIBLE ENTRY SIGN. SEE 1/-.
2. ACCESSIBLE PARKING STALL SIGN. SEE 2/-.
3. APPROXIMATE LOCATION OF BUILDING ADDRESS SIGN.
4. POTENTIAL MONUMENT SIGN.



ENLARGED WEST ELEVATION

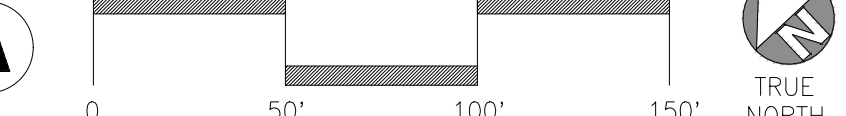
SCALE: 1/16"=1'-0"

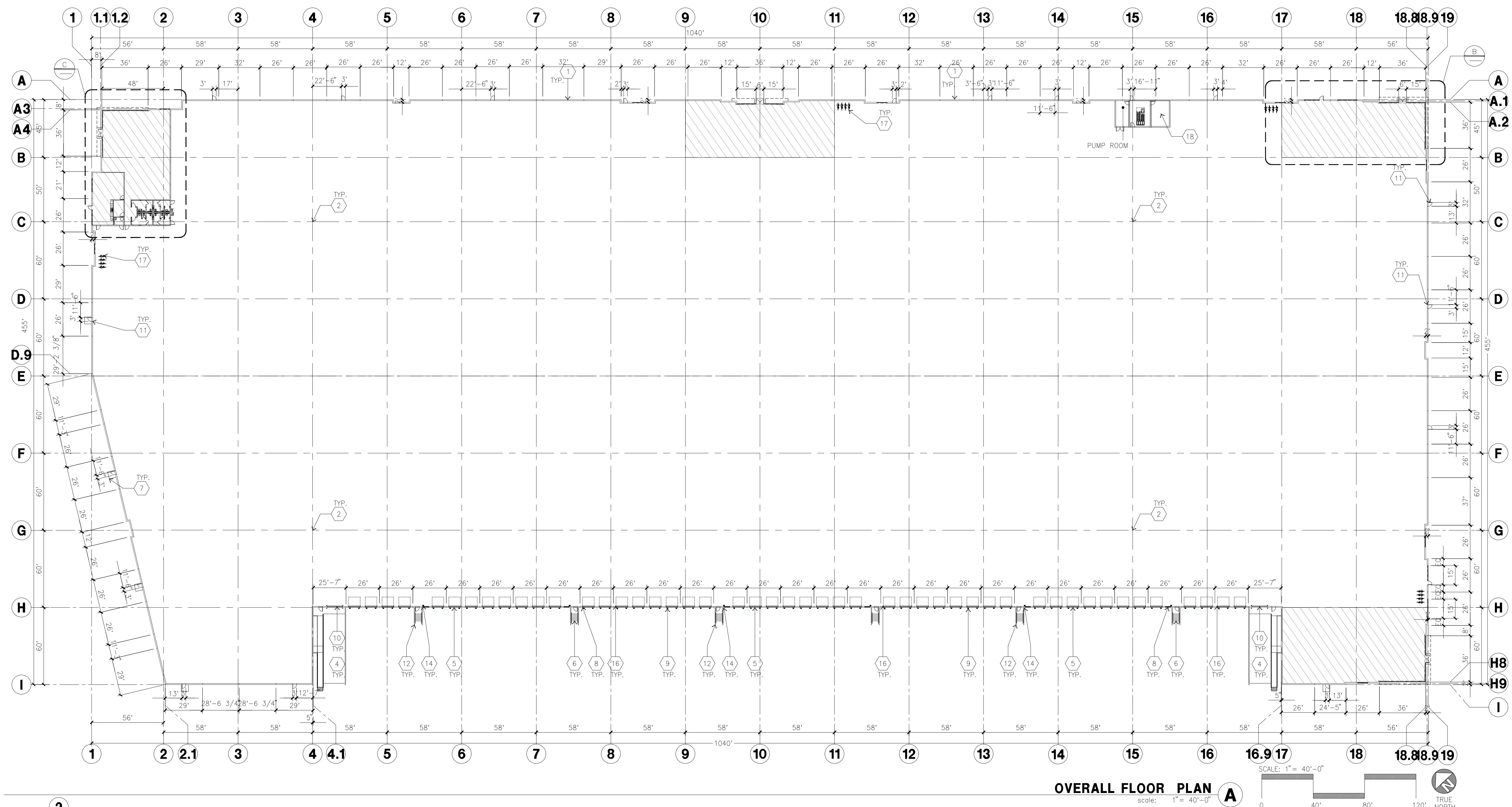
3

OVERALL SITE PLAN

SCALE: 1"=50'-0"

SCALE: 1" = 50'-0"



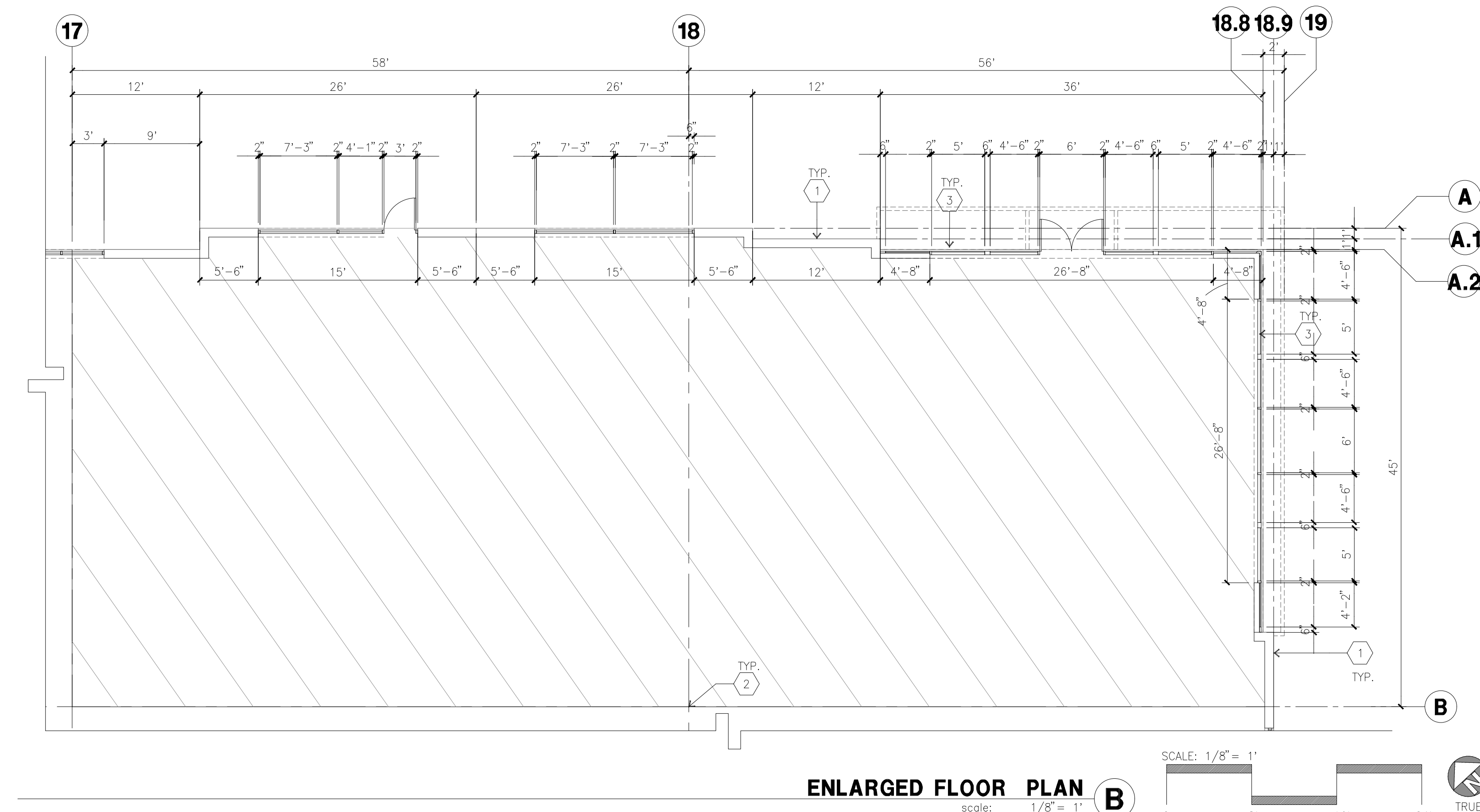
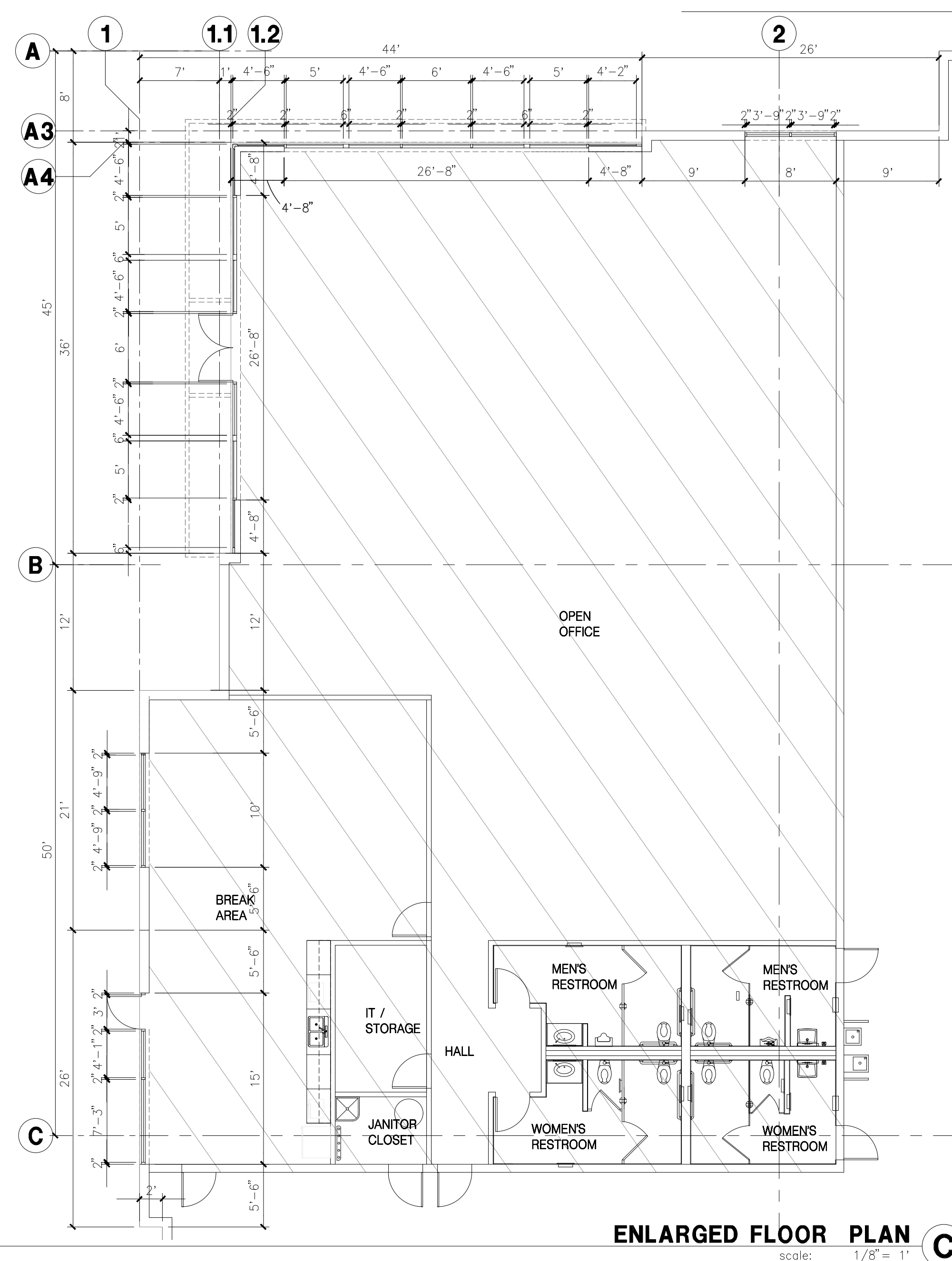


KEYNOTES - FLOOR PLAN

- (1) CONCRETE TILT-UP PANEL.
- (2) STRUCTURAL STEEL COLUMN.
- (3) TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- (4) CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- (5) 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE.
- (6) DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
- (7) EXTERIOR METAL STEEL STAIR.
- (8) 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- (9) 4'X8' METAL LOUVER.
- (10) DOCK DOOR BUMPER.
- (11) 12" X 14" DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
- (12) 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
- (13) CONC. FILLED GUARD POST. 6" DIA. U.N.O. 48"H.
- (14) NOT USED.
- (15) INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
- (16) INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.
- (17) Z GUARD.
- (18) INTERIOR BIKE RACK.
- (19) ELECTRICAL ROOM.

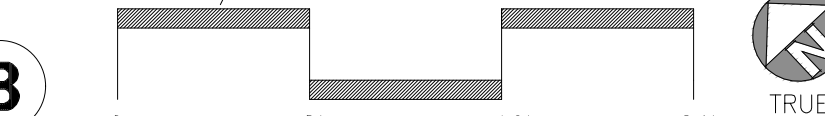
GENERAL NOTES - FLOOR PLAN

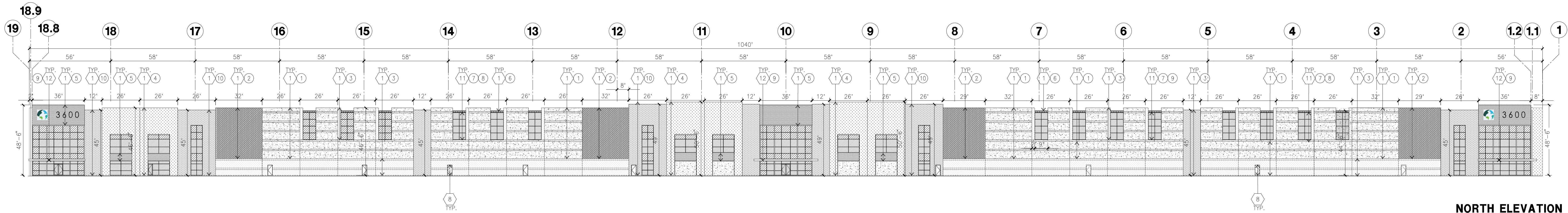
1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/- . A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CYP. ED. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED. SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES. SEE DETAIL SHEET AS.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6.
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE.



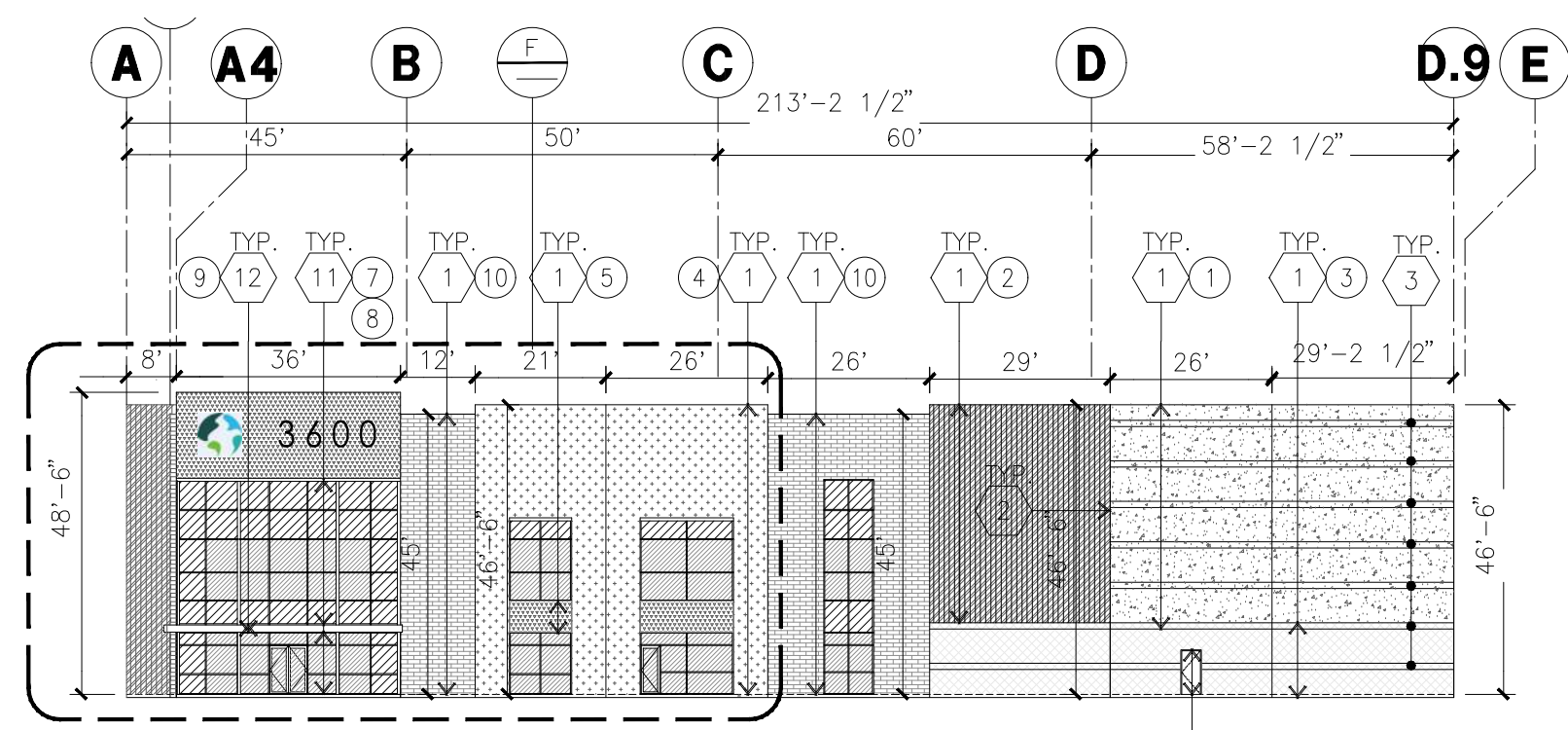
ENLARGED FLOOR PLAN

scale: 1/8" = 1'

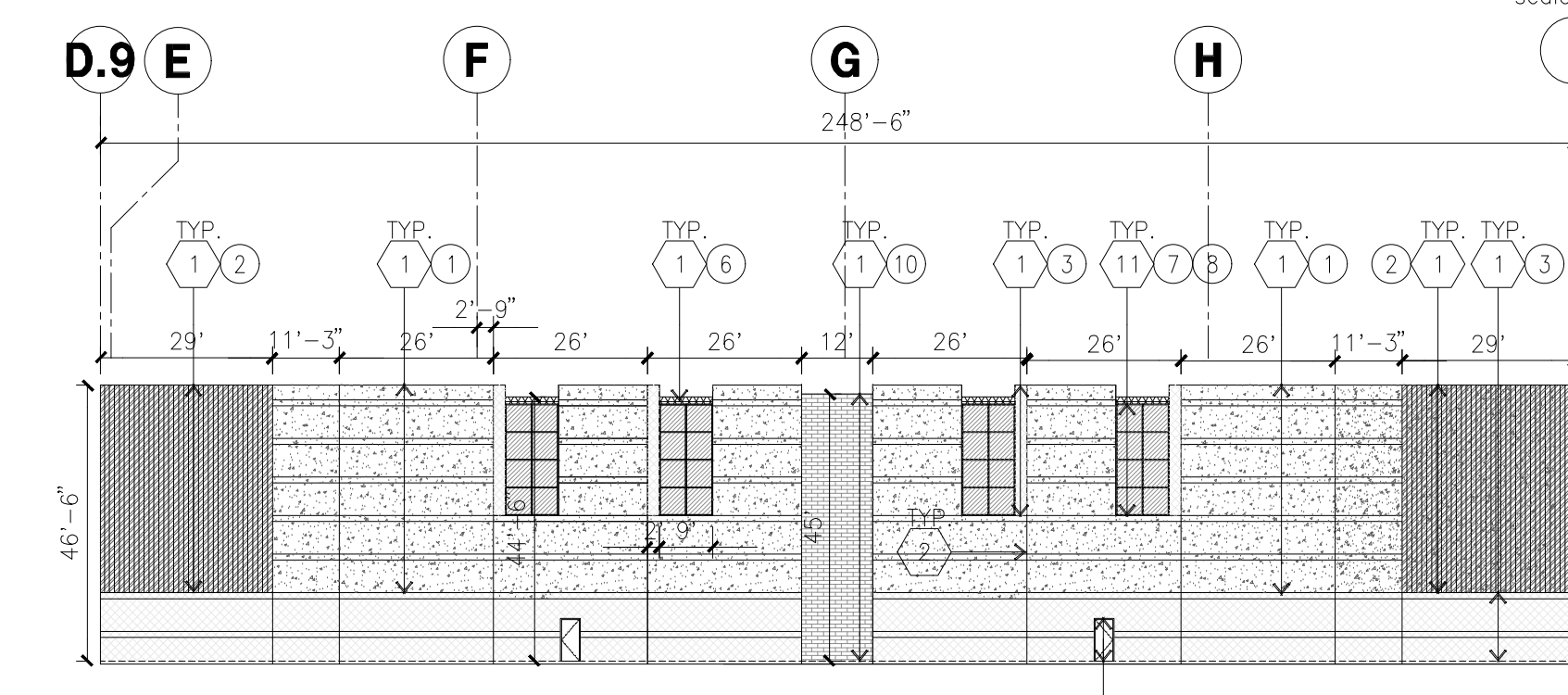




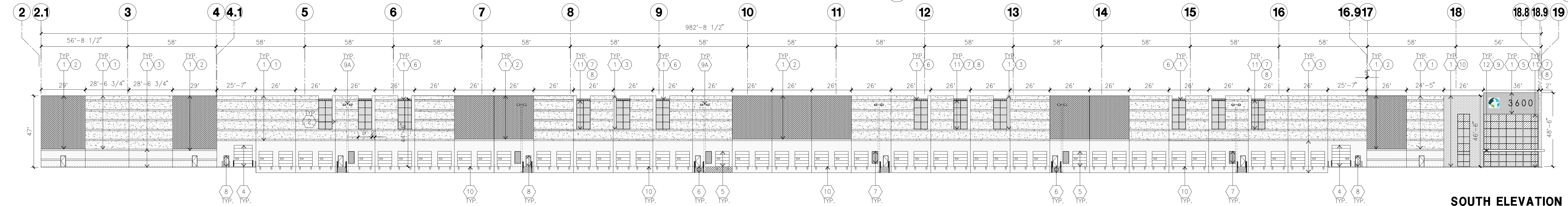
NORTH ELEVATION
scale: 1"=30'-0"



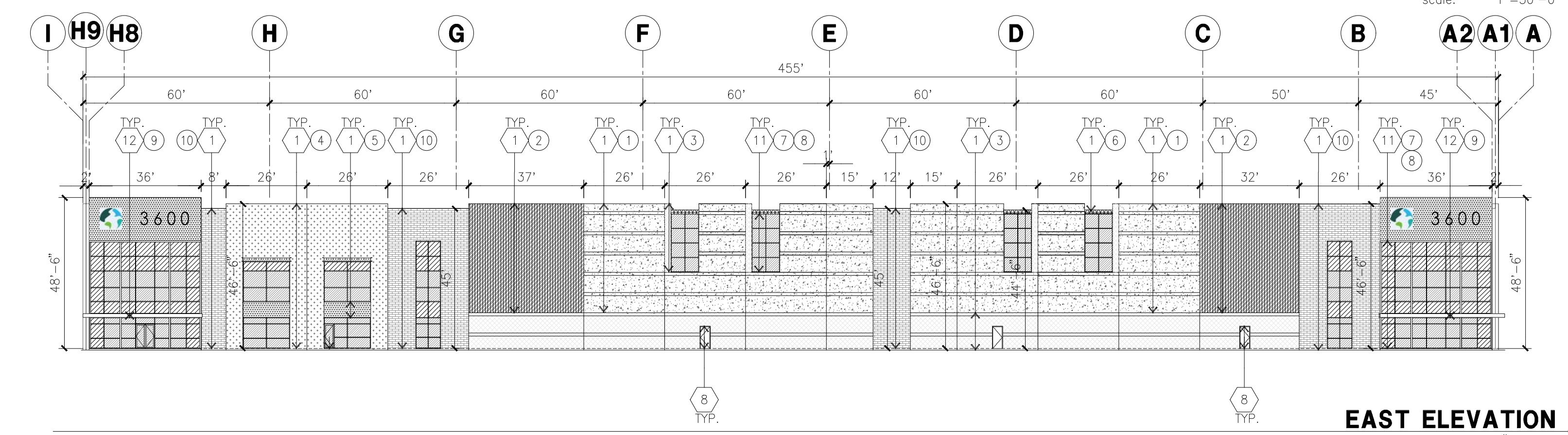
WEST ELEVATION
scale: 1"=30'-0"



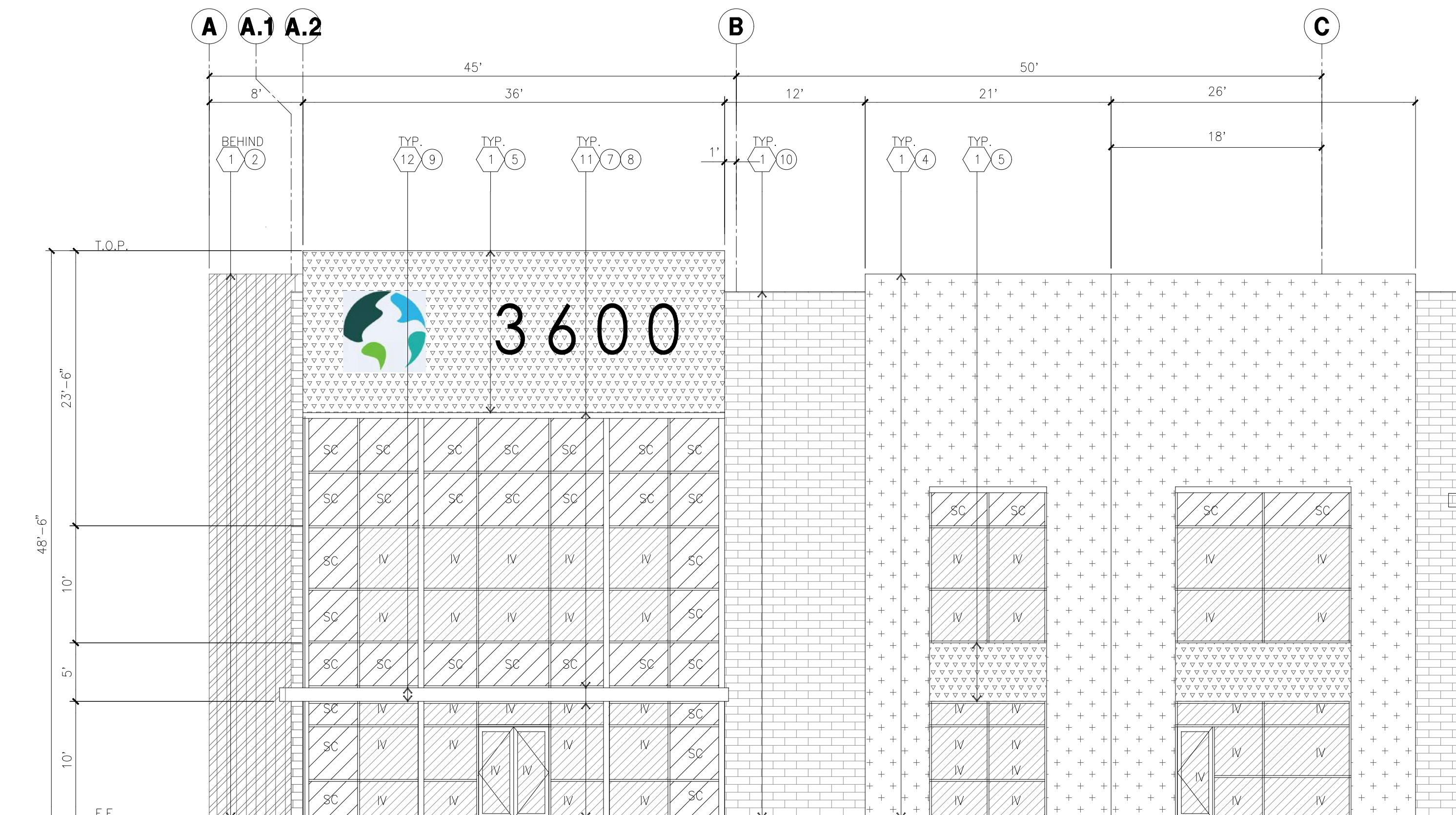
SOUTHWEST ELEVATION
scale: 1"=30'-0"



SOUTH ELEVATION
scale: 1"=30'-0"



EAST ELEVATION
scale: 1"=30'-0"



ENLARGED WEST ELEVATION
scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE 'C' DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAWLIGHT TO CURB OR TAKE TO STORM DRAIN.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
- 4 OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 EXTERIOR METAL STEEL STAIR.
- 7 METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
- 9A EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
- 9B INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- 9C INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.
- 10 DOCK BUMPER.
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
- 12 PAINTED TUBE STEEL CANOPY.
- 13 NOT USED.
- 14 ROOF LINE BEYOND.

GENERAL NOTES - ELEVATIONS

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE SLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F.= FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

ELEVATION COLOR LEGEND/SCHED.

- ALL MOCK UP PAINT AND EXTERIOR MATERIAL TO BE APPROVED PRIOR TO FULL APPLICATION ON BUILDING. SEE ENLARGED MOCK UP PLAN.
- 1 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-9 PURE WHITE. NT 3/32, 1/64, 1/128 R3 1/32, 1/128
 - 2 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-10 FIRST STAR B1 1/12, 1/128 R2 1/32, 1/128 Y3 6/32, 1/128
 - 3 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-6 SABLE R2 2/32, 1/64 Y3 28/32, 1/64, 1/128
 - 4 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-7 LIQUORICE TINT B1 2/41/32 R2 8/32, 1/64, 1/128 Y3 2/23/32, 1/64 W1 4/32/32
 - 5 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-8 DRAKE W1 2/30/32, 1/64 B1 10/18/32, 1/64, 1/128 R2 23/32, 1/64, 1/128 Y3 4/47/32
 - 6 CONCRETE TILT-UP PANEL. SHERWIN-WILLIAMS, COMPLEX SHERLASTIC ELASTOMERIC COATING. COLOR : PLD-5 NEW DARK GREEN W1 8/4/32 G2 34/33/32, 1/128 L1 8/7/32, 1/64, 1/128 Y3 4/48/32, 1/128
 - 7 BLACK ANODIZED ALUMINUM MULLION
 - 8 GLAZING COLOR : GREEN GLAZING
 - 9 PAINTED TUBE STEEL CANOPY: SHERWIN-WILLIAMS. COLOR : BLACK
 - 10 FORMLINER 16947 8" USED BRICK - RUNNING BOND BRICK
- DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.
- | | | | |
|--|--------------------------|--|-------------------------------------|
| | INSULATED VISION GLASS | | SPANDREL GLASS WITH CONCRETE BEHIND |
| | SINGLE LITE VISION GLASS | | SPANDREL GLASS |
- IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGLATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.23 SHGC: 0.35 VLT: 98%
MINIMUM V TO BE 0.42 PER 2016 CEC TABLE 140.3-B
- SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.
- V : VISION GLASS
1/4" ATLANTICA
- S : SPANDREL
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON OPENINGS.
- MULLIONS : ANODIZED BLACK
- NOTE: GLASS PROPOSED ON THE BUILDING FRONTAGE WILL BE TRANSPARENT HIGHER THAN 80 PERCENT AND WILL HAVE AN EXTERNAL REFLECTANCE OF LESS THAN 15 PERCENT.



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Project:

3600 Alameda Ave

SIGNAGE
CONCEPTUAL
DESIGN ONLY
OAKLAND, CA

Consultants:

- CIVIL
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Title: ELEVATIONS

Project Number: 20387
Drawn by: TSP
Date: 10/25/2021

Revision:

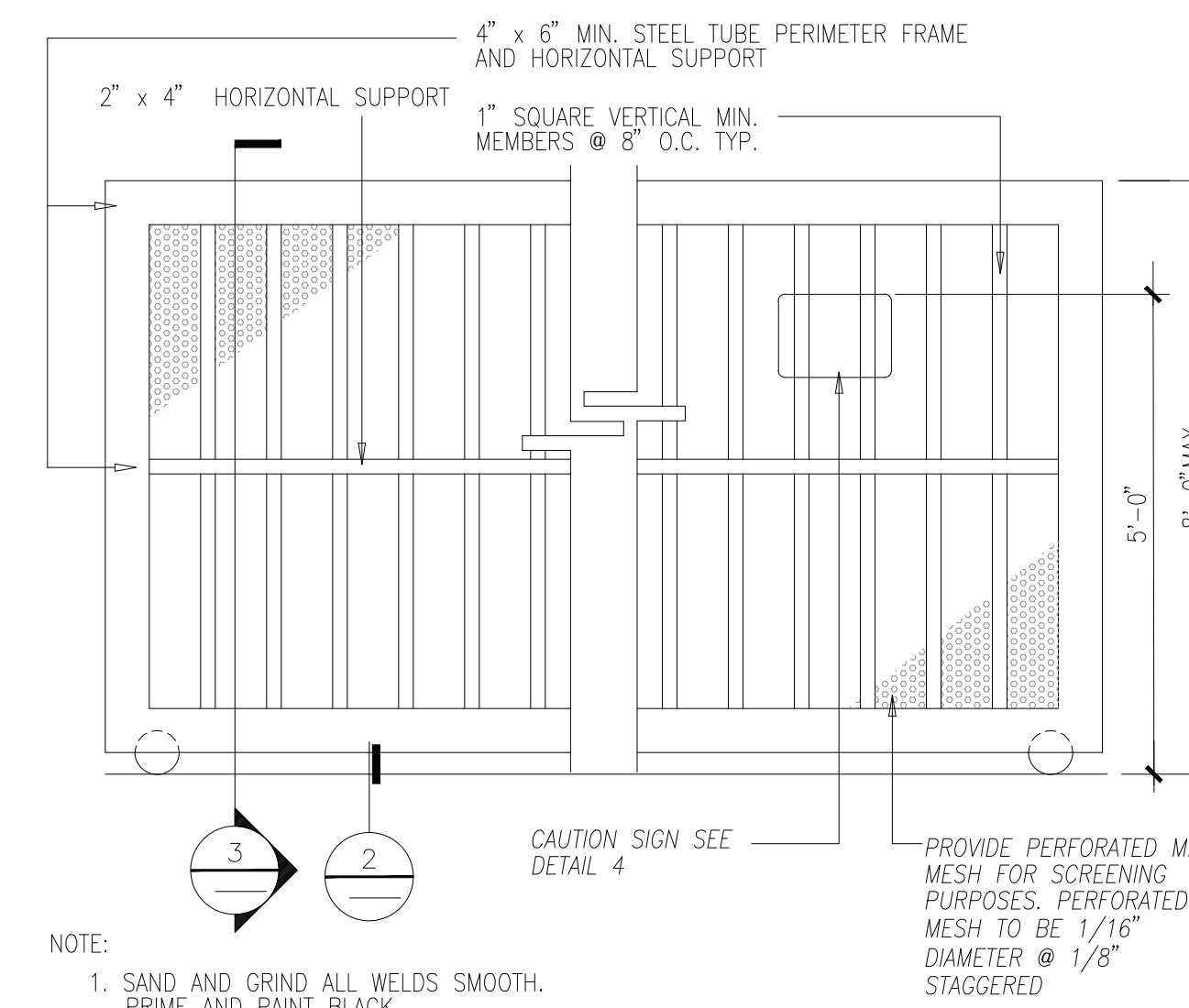
1ST CITY SUBMITAL	08/19/21
2ND CITY SUBMITAL	06/09/22
3RD CITY SUBMITAL	03/08/23
4TH CITY SUBMITAL	10/06/23
5TH CITY SUBMITAL	01/05/24

Sheet:

DAB-A3.1

- CIVIL
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Revision:	
1ST CITY SUBMITTAL	08/19/21
2ND CITY SUBMITTAL	06/09/22
3RD CITY SUBMITTAL	03/08/23
4TH CITY SUBMITTAL	10/06/23
5TH CITY SUBMITTAL	01/05/24



NOTE: CONTRACTOR SHALL CONTACT GOVERNING AGENCY TO OBTAIN REQUIRED INFORMATION AND SHALL COMPLETE SIGN TEXT.

CAUTION

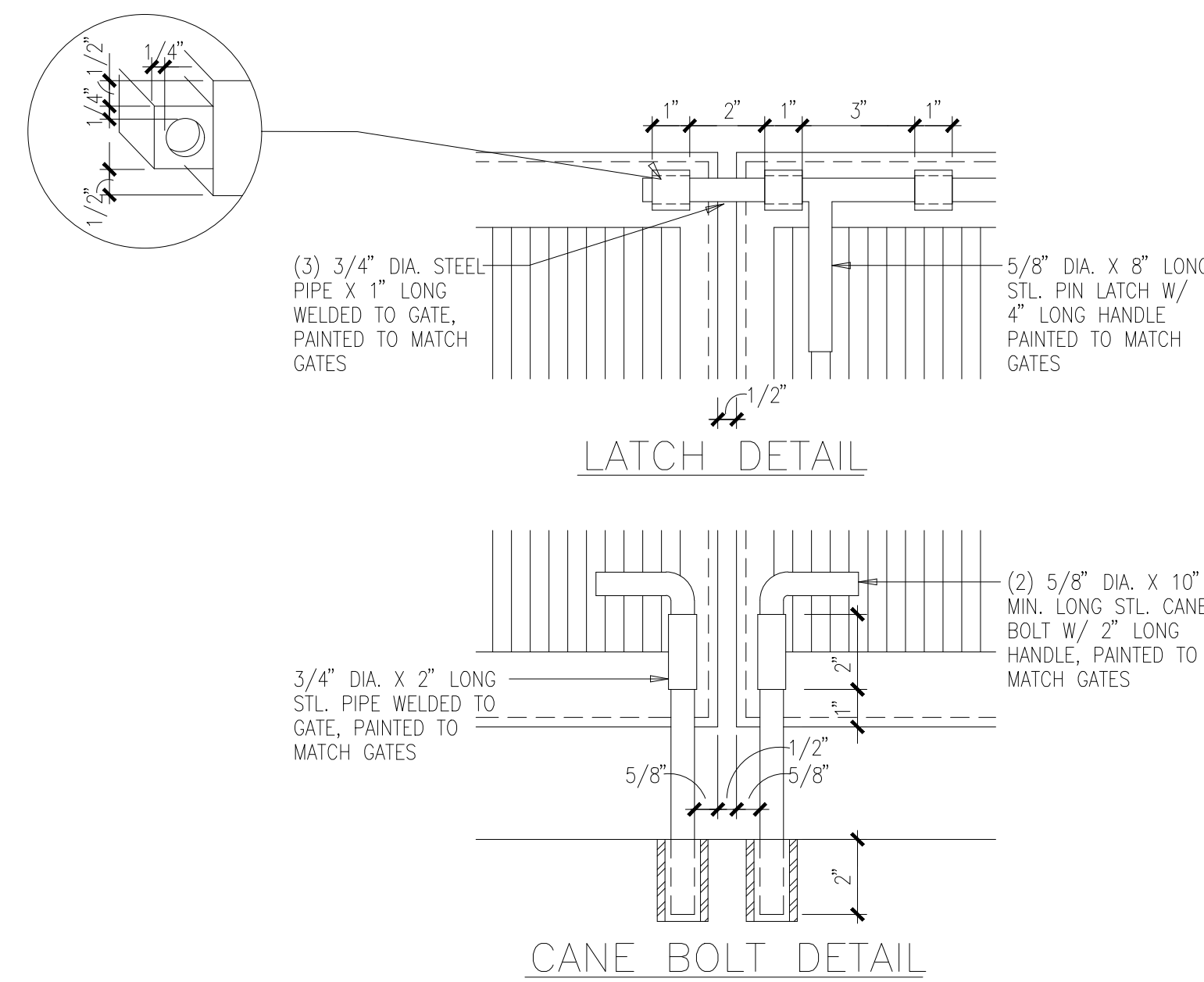
USE OF GATE UNDER WINDY CONDITIONS IS PROHIBITED
LEAVE GATE LOCKED OPEN OR LOCKED CLOSED

NOTES:

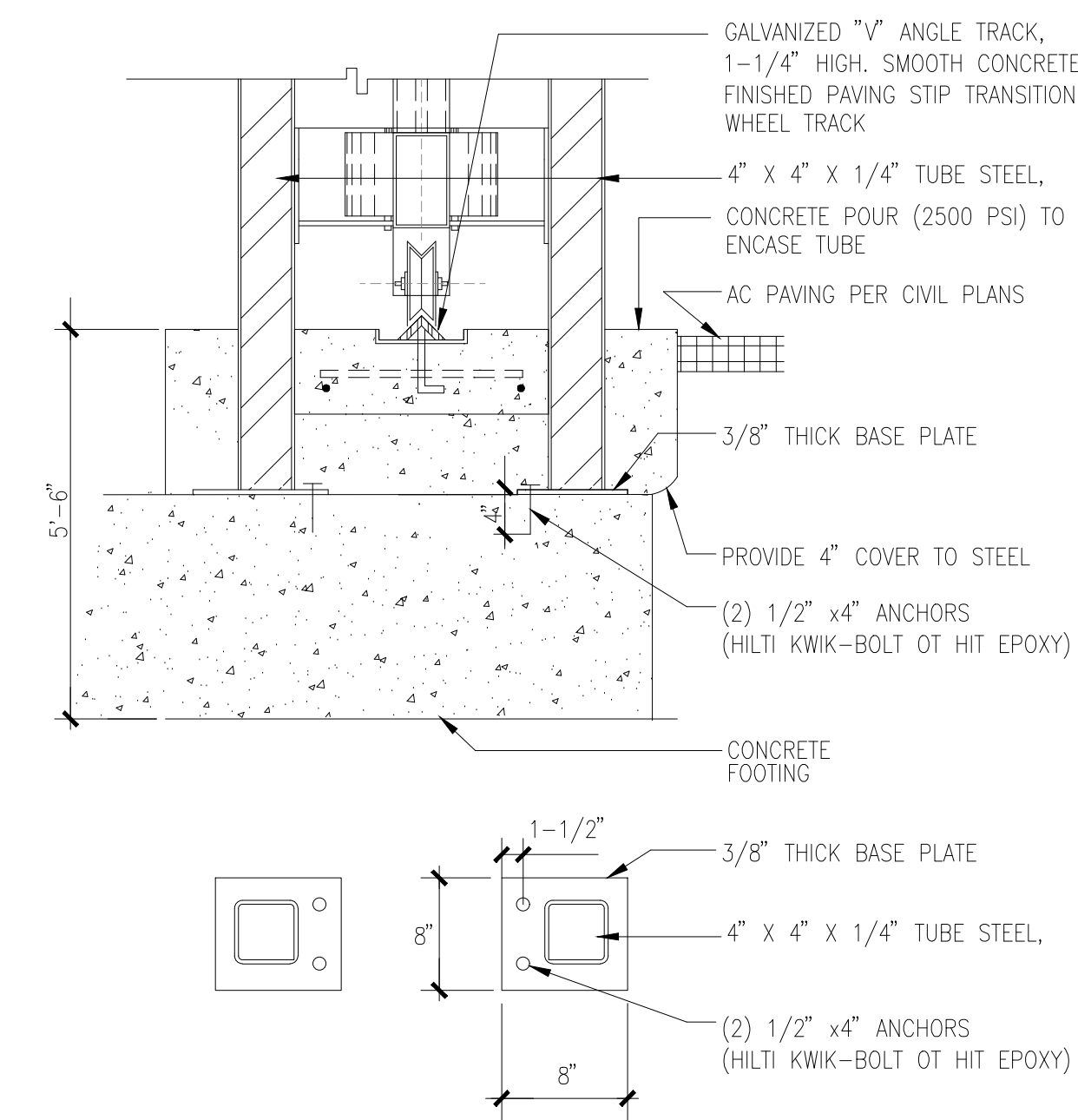
- SIGNS SHALL BE PERMANENTLY AFFIXED REFLECTORIZED SIGN OF PORCELAIN ON STEEL WITH BEADED TEXT OR EAQUAL MOUNTED AT A HEIGHT OF 60" ABOVE FINISHED GRADE, TO TOP OF SIGN.
- SINAGE SHALL CONFORM TO SEC. 4.30 OF THE AMERICANS WITH DISABILITIES ACT.
- THIS SIGN IS TO BE POSTED ON BOTH SIDES OF EACH GATE OR PAIR OF GATES.

METAL GATE 5
scale: N.T.S.

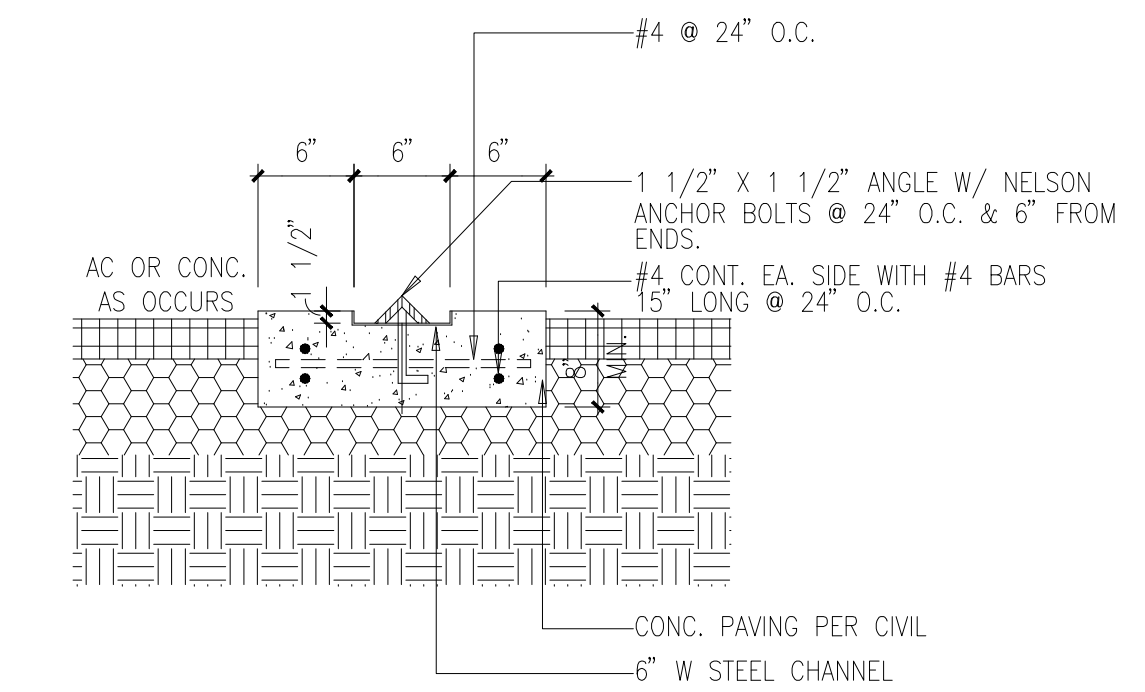
W.I. GATE SAFETY SIGN 4
scale: N.T.S.



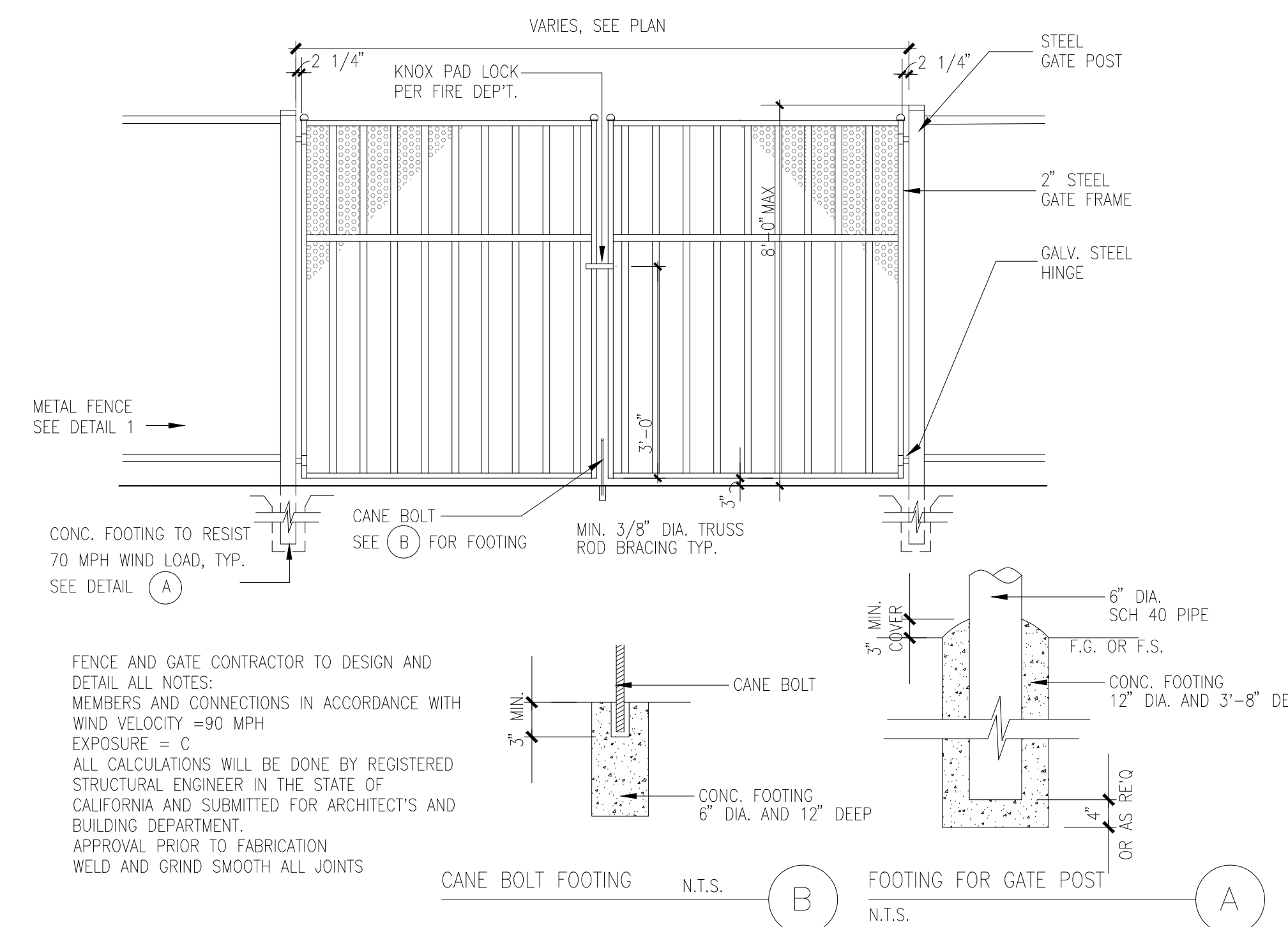
METAL GATE LATCHES 7
scale: N.T.S.



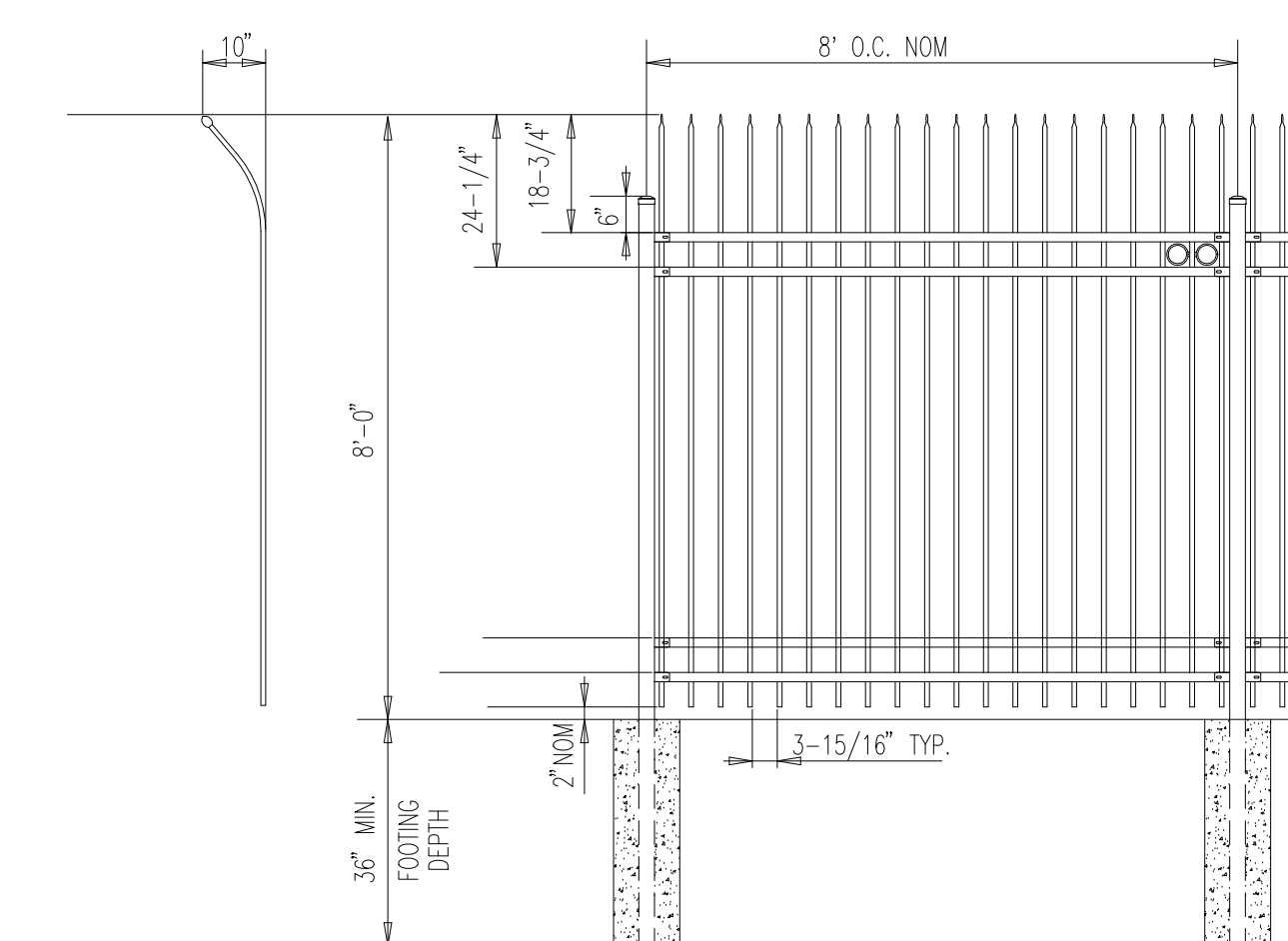
GATE FOOTING @ FENCE CONDITION 3
scale: N.T.S.



GATE TRACK @ DRIVE SINGLE SLIDING 2
scale: N.T.S.

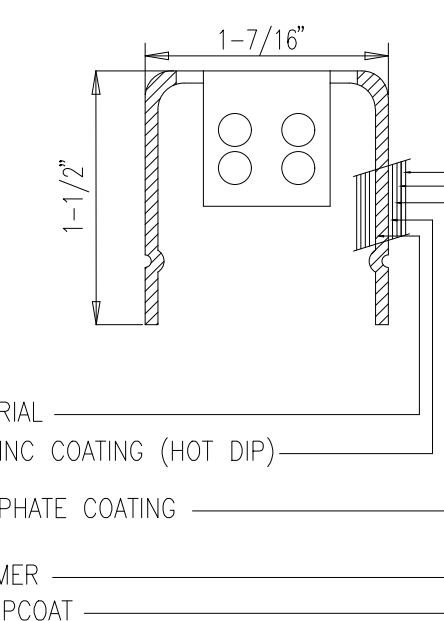


TUBULAR STEEL DOUBLE SWING VEHICULAR GATES 6
scale: N.T.S.



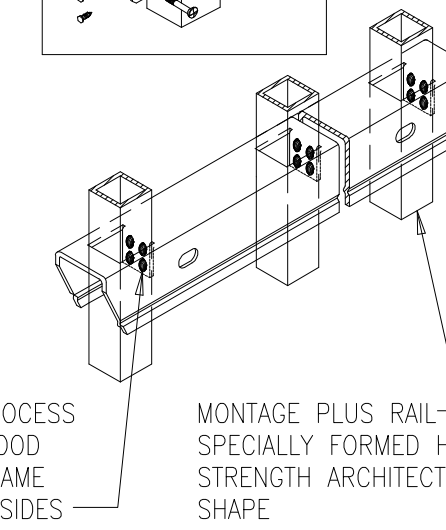
NOTES:

- POST SIZE DEPENDS ON FENCE HEIGHT AND WIND LOAD. SEE MONTAGE PLUS SPECIFICATION FOR POST SIZING CHART.
- FORTH RAIL OPTIONAL.
- PICKET AND POSTS ARE 14GA.



BASE MATERIAL
UNIFORM ZINC COATING (HOT DIP)
ZINC PHOSPHATE COATING
EPOXY PRIMER
ACRYLIC TOPCOAT

PROFUSION WELDING PROCESS
NO EXPOSED WELDS, GOOD NEIGHBOR PROFILE - SAME APPEARANCE ON BOTH SIDES

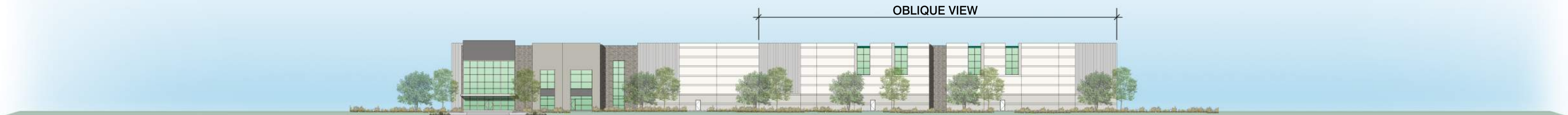


VALUES SHOWN ARE NOMINAL AND NOT TO BE USED FOR INSTALLATION PURPOSES. SEE PRODUCT SPECIFICATIONS FOR INSTALLATION REQUIREMENTS.

METAL FENCE 1
scale: N.T.S.



E. 7th Street/Boehmer Street Elevation - North Elevation



West Elevation



South Elevation



37th Avenue Elevation - East Elevation



Conceptual Colored Elevations - 42' clear

3600 ALAMEDA AVENUE

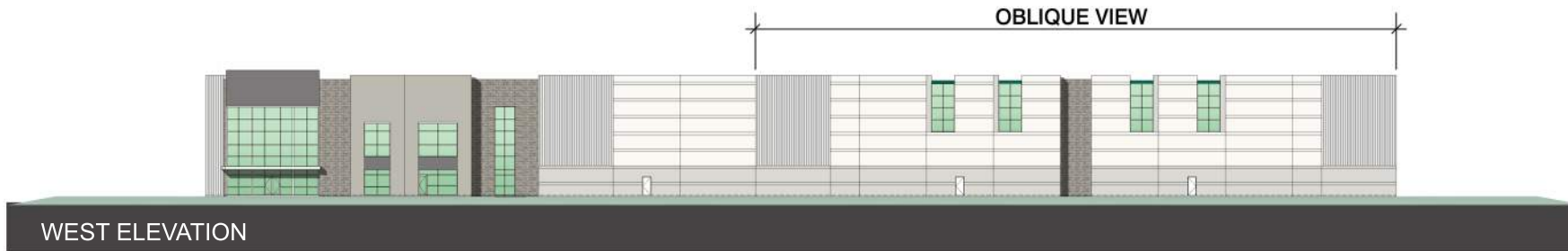
Oakland, CA

#20387 | 10.06.2023




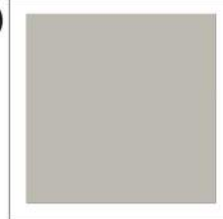

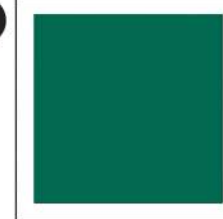

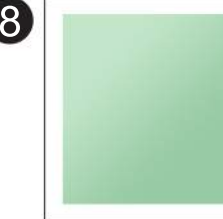
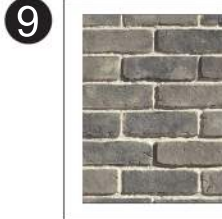


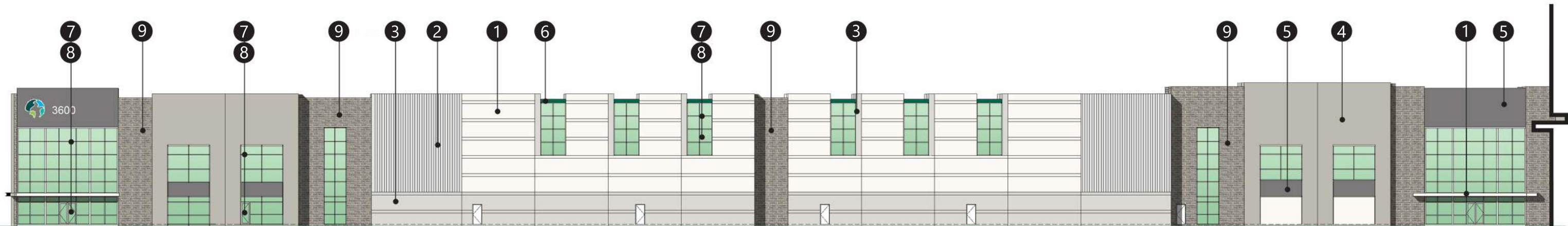


E. 7TH AVENUE/BOEHMER STREET ELEVATION - NORTH ELEVATION



WEST ELEVATION

- | | | | | | | | | |
|--|---|--|--|---|--|--|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|  |  |  |  |  |  |  |  |  |
| PLD-9
PURE WHITE
N1 3/32, 1/64, 1/128
R3 1/32, 1, 128 | PLD-10
FIRST STAR
B1 11/32, 1/128
R2 1/32, 1/128
Y3 6/32, 1/128 | PLD-6
STABLE
B1 41/32, 1/128
R2 2/32, 1/64
Y3 28/32, 1/64, 1/128 | PLD-7
LIQUORICE TINT
B1 2Y 61/32
R2 8/32, 1/64, 1/128
Y3 2Y 23/32, 1/64
W1 4Y 32/32 | PLD-8
DRAKE
(FOR USE UNDER
DOCK DOORS ONLY)
W1 2Y 30/32, 1/64
B1 10Y 18/32, 1/64, 1/128
R2 23/32, 1/64 1/128
Y3 4Y 47/32 | PLD-5
NEW DARK GREEN
(COLOR INTENDED TO BE USED
MINIMALLY AS AN ACCENT COLOR.)
W1 8Y 4/32
G2 34Y 33/32, 1/128
L1 8Y 7/32, 1/64 1/128
Y3 4Y 48/32, 1/128 | BLACK
MULLIONS | GREEN
GLAZING | CORONADO STONE
STYLE: SILICAN BRICK
COLORS: FERRARA BLEND |



ENLARGED VIEW OF E. 7TH AVENUE/BOEHMER STREET ELEVATION - NORTH ELEVATION



Conceptual Colored Elevations & Material Board - 42' clear
3600 ALAMEDA AVENUE
 Oakland, CA #20387 | 10.06.2023





Conceptual Rendering - Perspective E.7th & Fruitvale perspective

3600 ALAMEDA AVENUE

Oakland, CA

#20387 | 10.06.2023





Conceptual Rendering - Perspective Alameda & 37th
3600 ALAMEDA AVENUE
Oakland, CA #20387 | 10.06.2023





Conceptual Rendering - Perspective Alameda

3600 ALAMEDA AVENUE

Oakland, CA

#20387 | 10.06.2023





18831 BARDEEN AVE. - STE. #100 IRVINE, CA 92612
TEL: 949.863.1770 FAX: 949.863.0851 EMAIL: HPA@HPARCHS.COM

3600 ALAMEDA AVENUE

Oakland, CA

#20387
10. 06. 2023

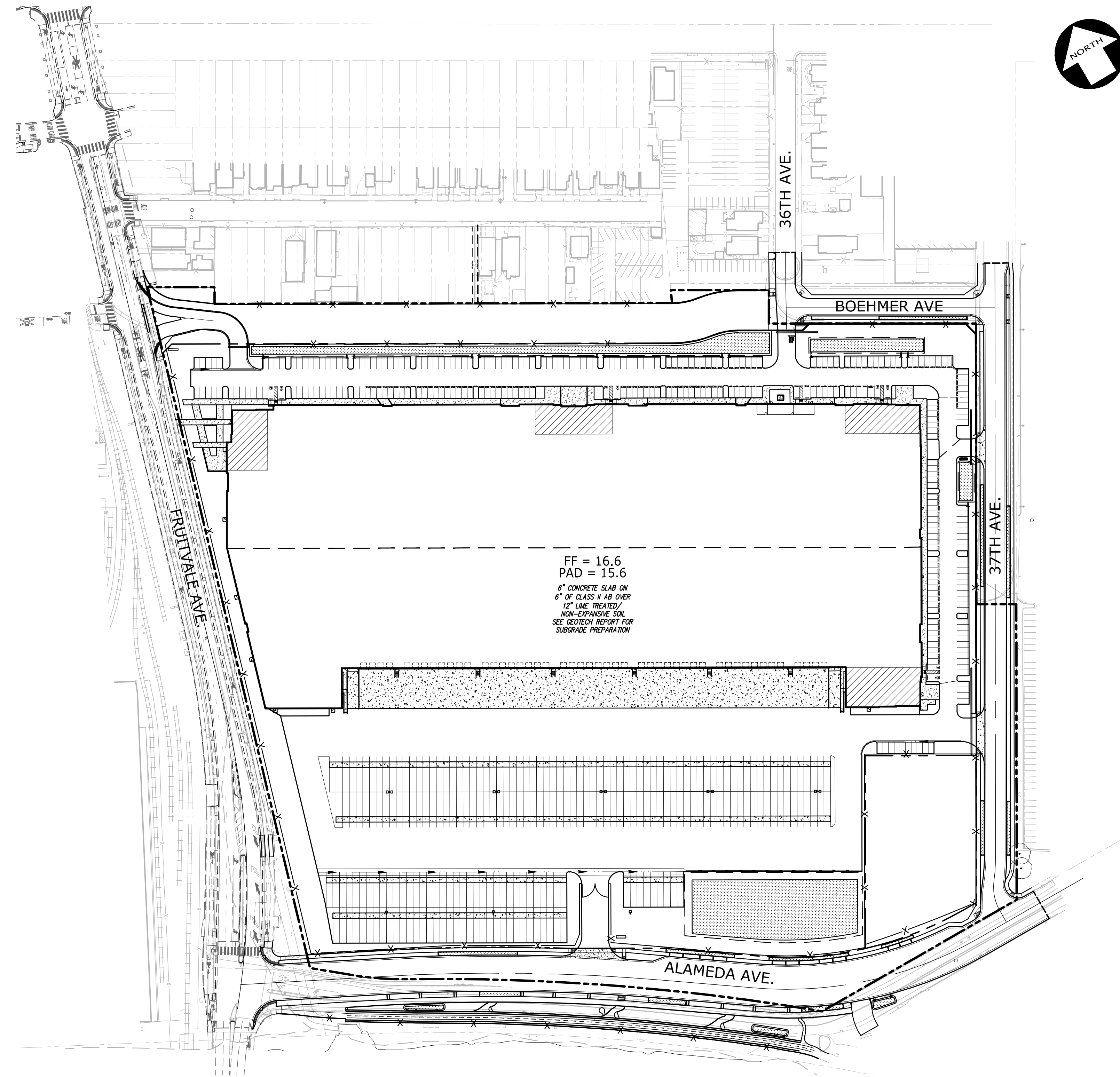


PRELIMINARY SITE IMPROVEMENT PLANS

OF 3600 ALAMEDA AVE. FOR PROLOGIS

OAKLAND,

CALIFORNIA



PROJECT SITE MAP
1" = 100'

OWNER

PROLOGIS
ATTN: BLAIR RUSHING
PIER 1, BAY 1
SAN FRANCISCO, CA 94111
510-461-4010
JRUSHING@PROLOGIS.COM

ARCHITECT

HPA, INC.
ATTN: TERESA GOODWIN
650 GRAND AVENUE, STE 302
OAKLAND, CA 94612
949-862-2111

CIVIL ENGINEER

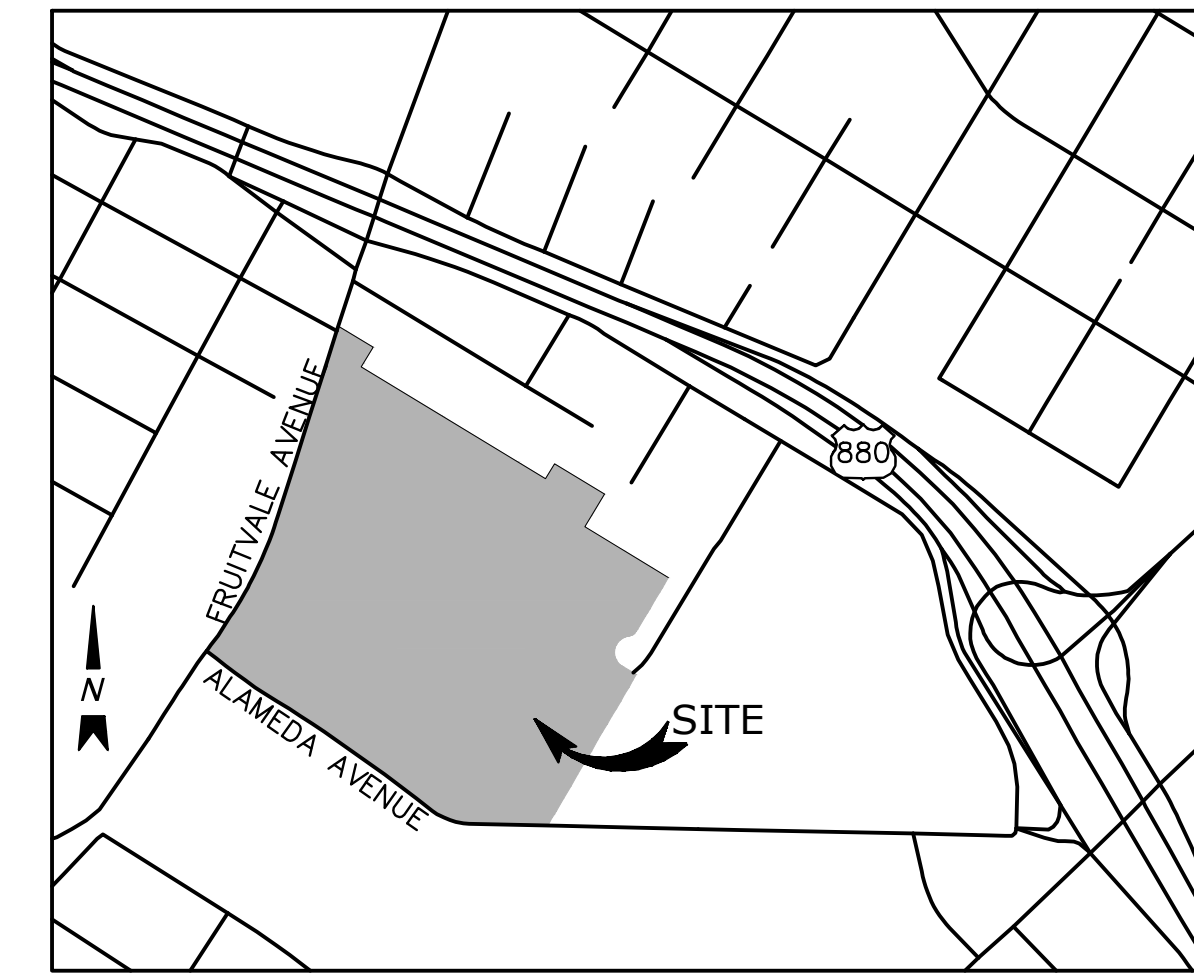
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
ATTN: KRISTINA FLORES
10395 OLD PLACERVILLE RD, STE 100
SACRAMENTO, CA 95827
916-338-1926

LANDSCAPE ARCHITECT

HMH LANDSCAPE ARCHITECTURE
ATTN: SHAWN TAYLOR
1570 OAKLAND ROAD
SAN JOSE, CA 95131
669-295-2303

SOIL ENGINEER

KLEINFELDER, INC.
ATTN: BRIAN O'NEILL
1512 FRANKLIN ST, STE 100
OAKLAND, CA 94612
510-628-9000



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET	DESCRIPTION
CIVIL	
C1.0	COVER SHEET
C2.0	SECTIONS
C3.0	TOPOGRAPHIC SURVEY
C3.1	TOPOGRAPHIC SURVEY
C3.2	TREE SURVEY PLAN
C3.3	TREE SURVEY PLAN
C3.4	DEMOLITION PLAN
C3.5	DEMOLITION PLAN
C4.0	PRELIMINARY GRADING & DRAINAGE PLAN
C4.1	PRELIMINARY GRADING & DRAINAGE PLAN
C5.0	PRELIMINARY UTILITY PLAN
C5.1	PRELIMINARY UTILITY PLAN
C6.0	PRELIMINARY EROSION CONTROL PLAN
C7.0	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
C8.0	TRUCK TURNING EXHIBIT - ENTRY
C8.1	TRUCK TURNING EXHIBIT - EXIT
C8.2	TRUCK EXIT
C8.3	TRUCK ENTRY
C8.4	HAUL ROUTE ENTRY
C8.5	HAUL ROUTE ENTRY

NO.	BY	REVISION
08.19.2021		1ST CITY SUBMITTAL
06.09.2022		2ND CITY SUBMITTAL
03.08.2023		3RD CITY SUBMITTAL
10.06.2023		4TH CITY SUBMITTAL
01.05.2024		5TH CITY SUBMITTAL

KIER+WRIGHT

 2850 Collier Canyon Road
 Livermore, CA 94551
 Phone: (925) 245-8788
 www.kierwright.com

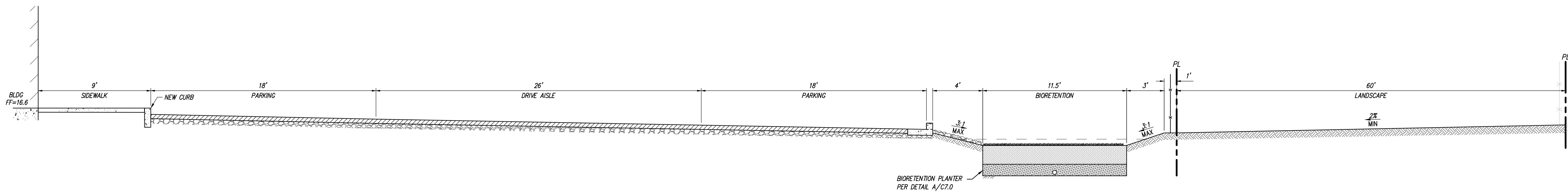
COVER SHEET
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C1.0
OF	20 SHEETS

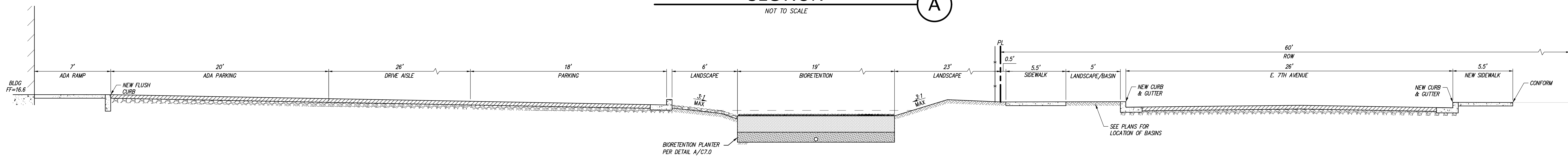


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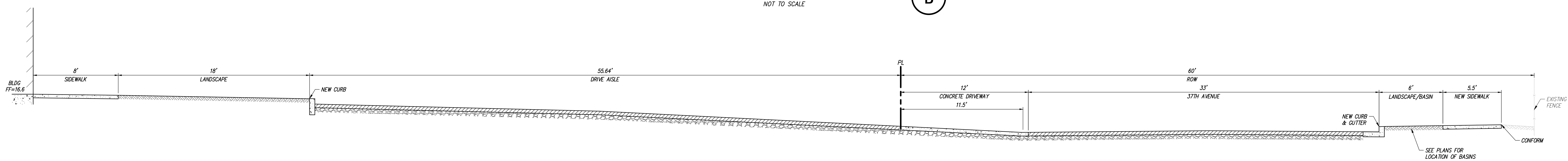
SEE SHEETS C4.0 AND C4.1 FOR SECTION LOCATIONS



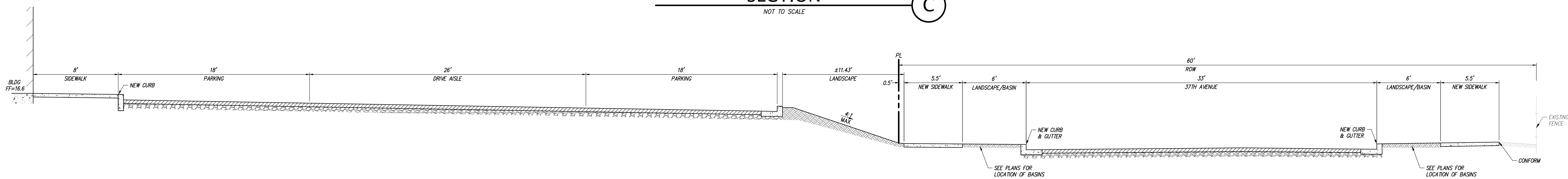
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SECTION B
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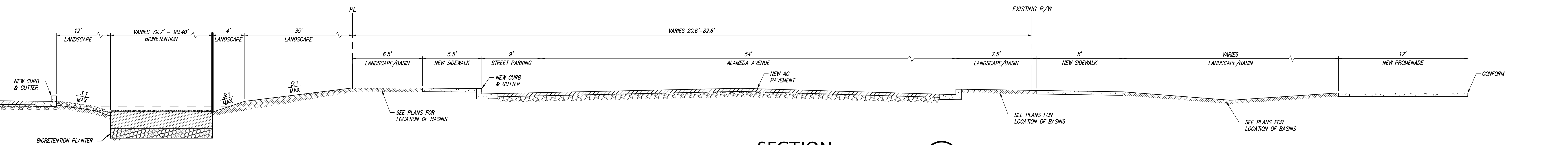
SECTION C
NOT TO SCALE



SECTION D
NOT TO SCALE



SECTION E
NOT TO SCALE



SECTION F
NOT TO SCALE

NO.	BY	REVISION
1		08.19.2021 - 1ST CITY SUBMITTAL
2		06.09.2022 - 2ND CITY SUBMITTAL
3		03.08.2023 - 3RD CITY SUBMITTAL
4		10.06.2023 - 4TH CITY SUBMITTAL
5		01.05.2024 - 5TH CITY SUBMITTAL

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 Livermore, CA 94551
 Phone: (925) 245-8788
 www.kierwright.com

CALIFORNIA

SECTIONS OF
 3600 ALAMEDA AVENUE
 FOR
 PROLOGIS

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C2.0
OF	20 SHEETS

OAKLAND,

Z:\2015\A15642-6\DWG\ENR\DWG\ENR\PERMIT\A15642-6_PL.dwg 1-05-24 03:06:06 PM oasakabuf

LEGEND

ABBREVIATIONS

NOTES

NOTES (CONTINUED)

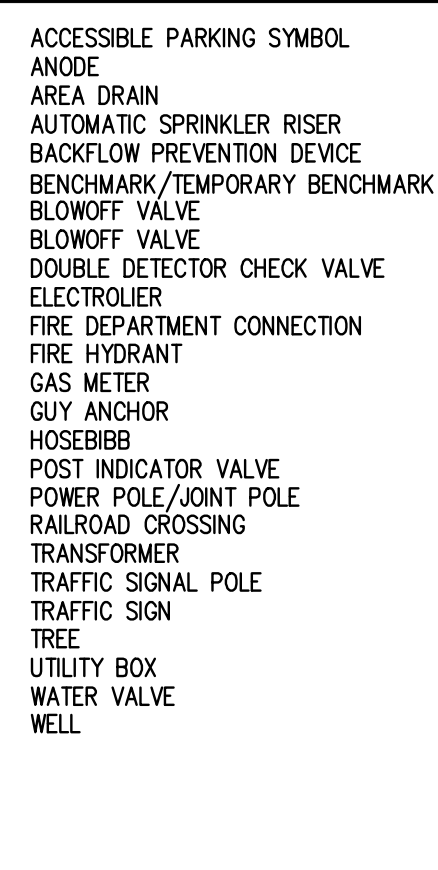
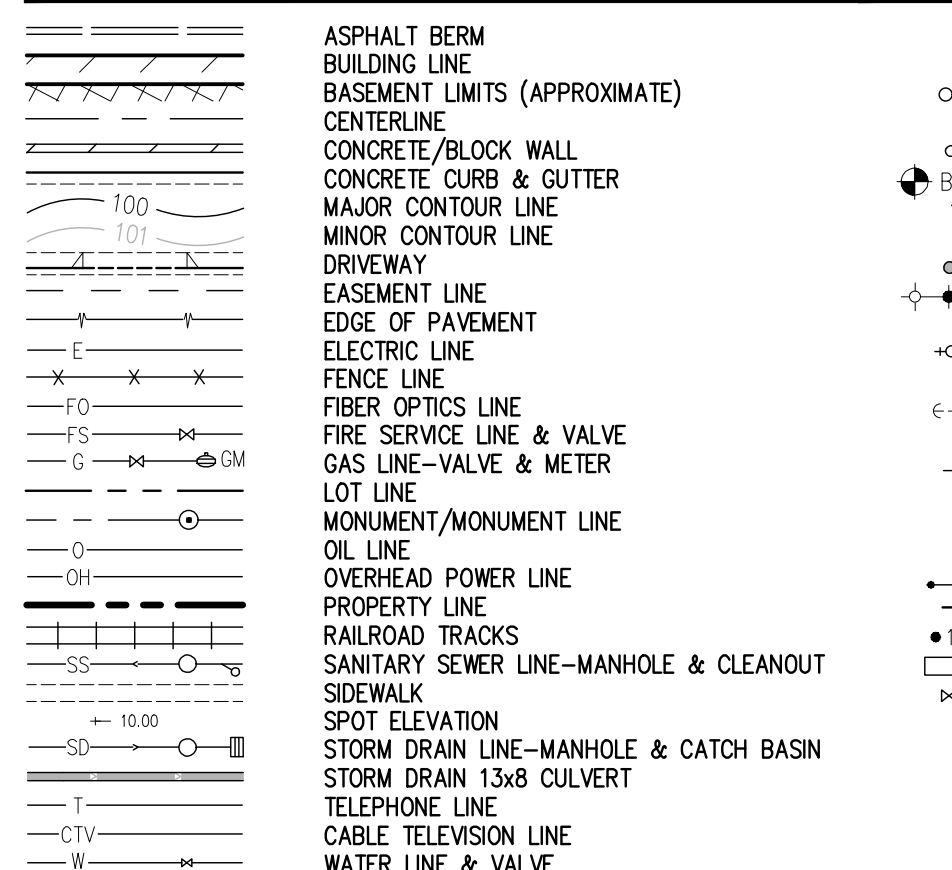
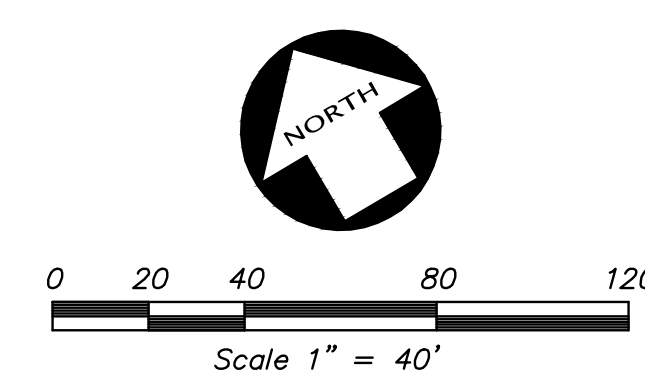


Table of abbreviations for symbols used in the survey, including AC for asphalt concrete, ASR for area drain, and various utility line codes.

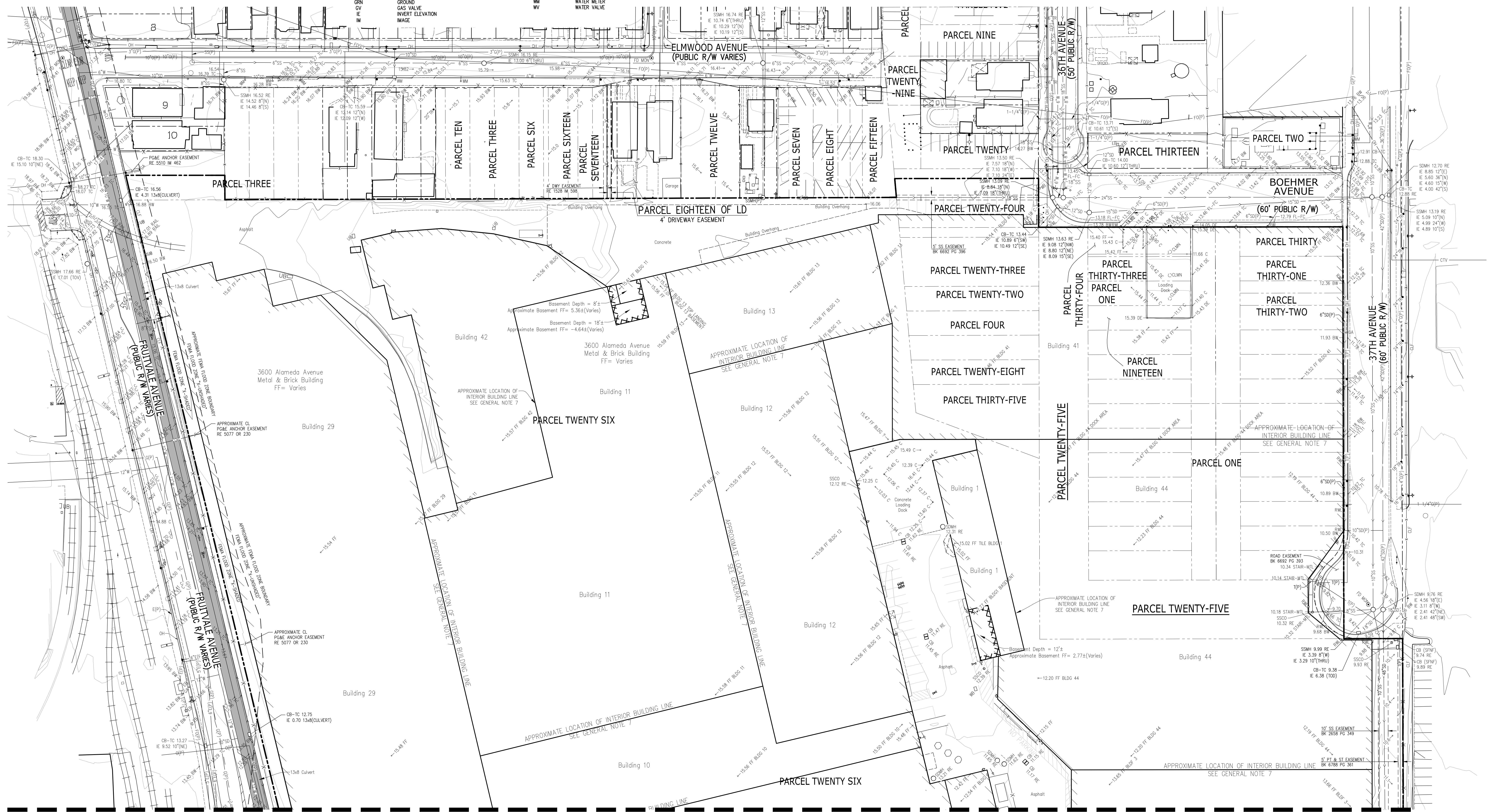
Table of abbreviations for symbols used in the survey, including INW for injection well system, JWP for joint power pole, and various utility line codes.

Notes detailing the survey process, including information on title insurance, FEMA flood insurance rate maps, and the basis of bearings for the monument line.

Continuation of notes from the previous page, providing further details on the survey methodology and data sources.



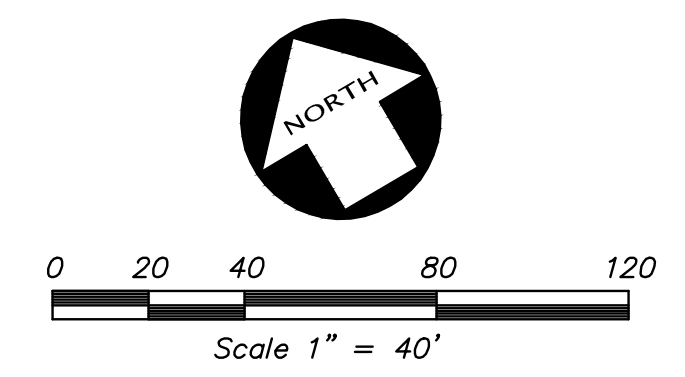
Signature of J.R. Vigil, dated 4/13/2024, prepared by or under the supervision of the surveyor.



SEE SHEET C3.1

Project information table including title 'TOPOGRAPHIC SURVEY OF 3600 ALAMEDA AVENUE FOR PROLOGIS', date 'JANUARY, 2024', scale 'AS SHOWN', designer 'DGR', and sheet number 'C3.0'.

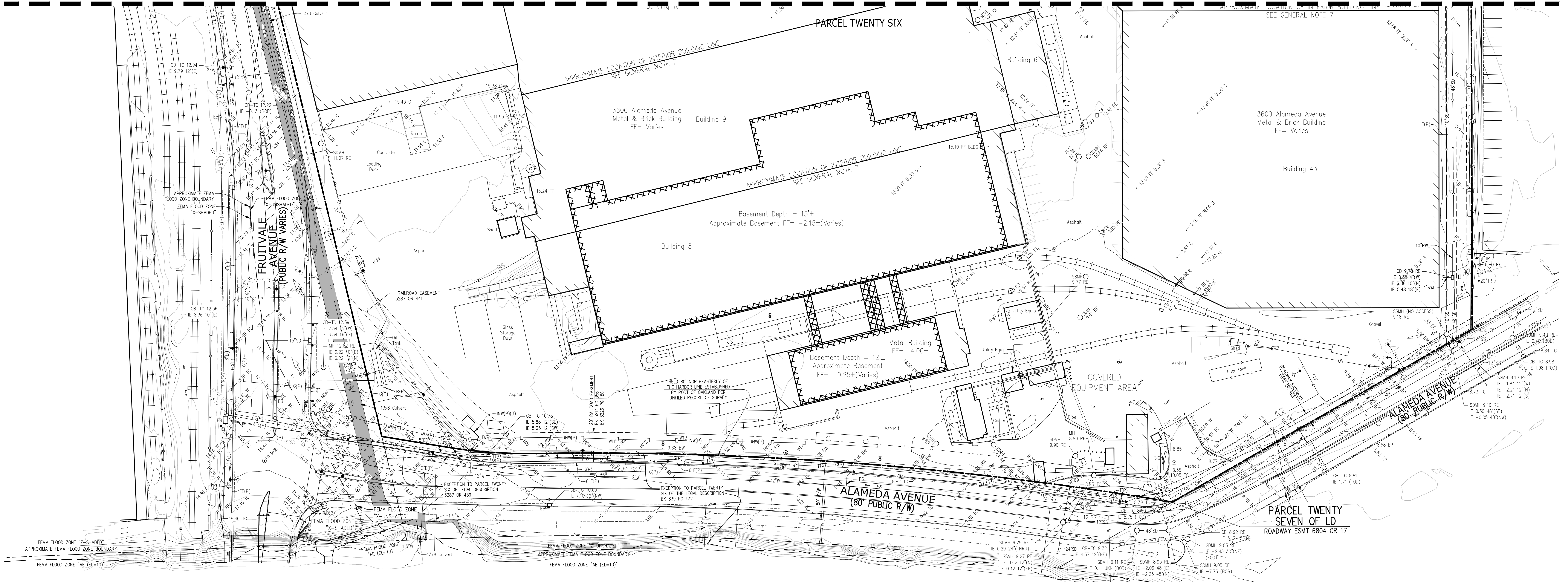
Vertical text on the left margin: 2:\2025\145642-6\DWG\ENR\DWG\TOP SURVEY\145642-6_PG_46.dwg 1-05-24 03:06:12 PM enkwahoff



LEGEND

SEE SHEET C3.0 FOR LEGEND AND NOTES

SEE SHEET C3.0



NO.	REVISION	NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL	1	08.19.2021 - 1ST CITY SUBMITTAL
2	06.09.2022 - 2ND CITY SUBMITTAL	2	06.09.2022 - 2ND CITY SUBMITTAL
3	03.08.2023 - 3RD CITY SUBMITTAL	3	03.08.2023 - 3RD CITY SUBMITTAL
4	10.06.2023 - 4TH CITY SUBMITTAL	4	10.06.2023 - 4TH CITY SUBMITTAL
5	01.05.2024 - 5TH CITY SUBMITTAL	5	01.05.2024 - 5TH CITY SUBMITTAL

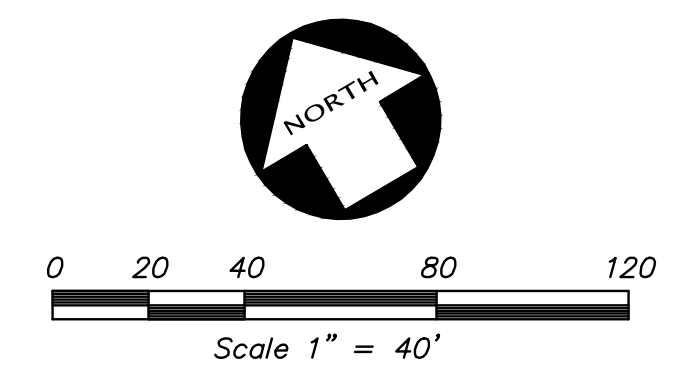
KIER+WRIGHT
 2850 Collier Canyon Road
 Livermore, CA 94551
 Phone: (925) 245-8788
 www.kierwright.com

CALIFORNIA

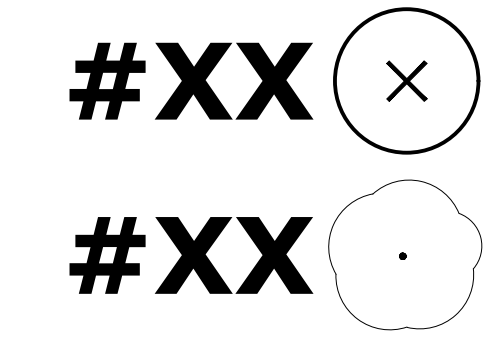
TOPOGRAPHIC SURVEY
 OF
3600 ALAMEDA AVENUE
 FOR
PROLOGIS

DATE JANUARY, 2024
 SCALE AS SHOWN
 DESIGNER DGR
 DRAWN BY REE
 JOB NO. A15642-6
 SHEET **C3.1**
 OF 20 SHEETS

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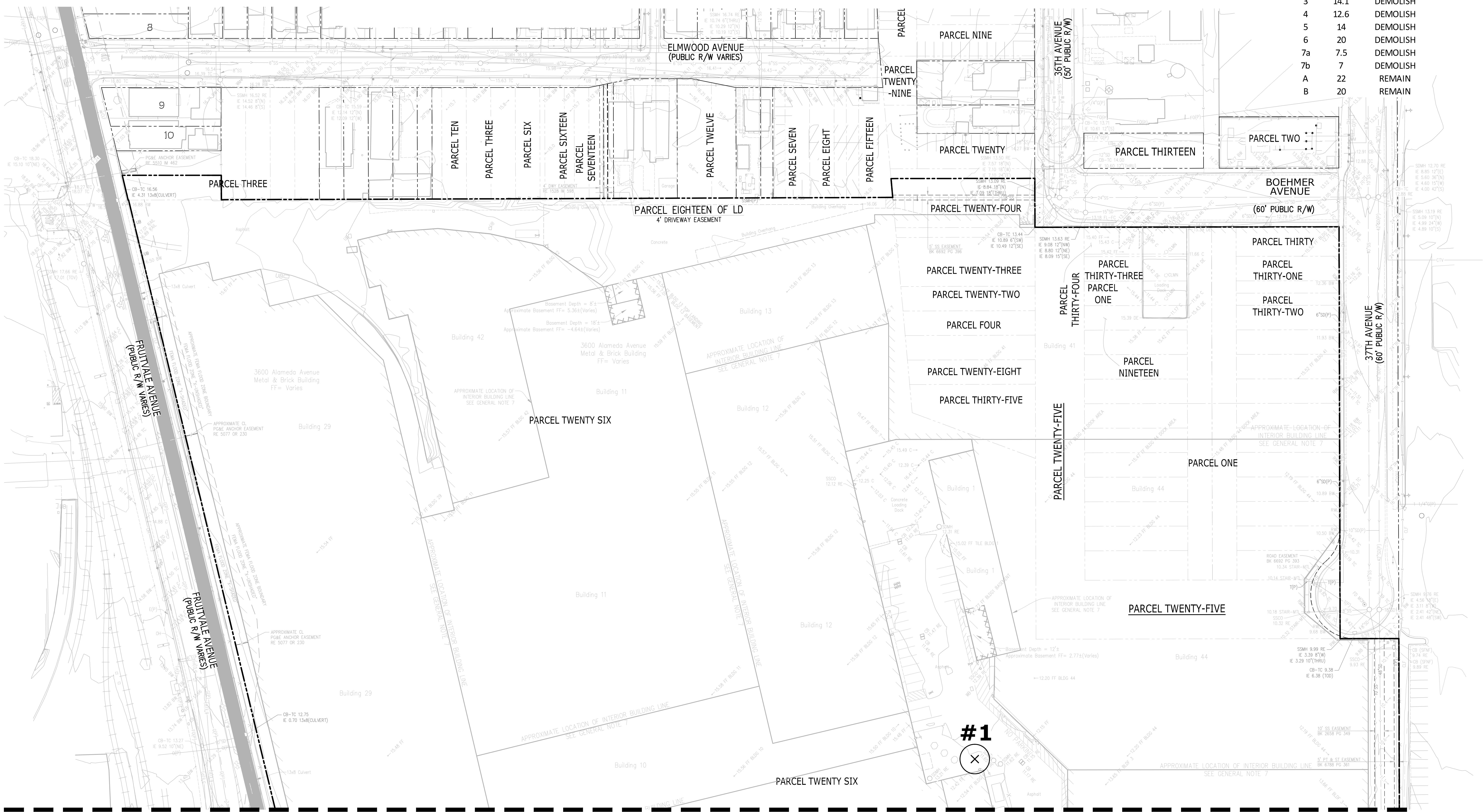


LEGEND



EXISTING TREE TO BE REMOVED
 EXISTING TREE TO BE PROTECTED IN PLACE

TREE NO.	TRUNK DIAMETER (in.)	DEMOLISH OR REMAIN
1	25	DEMOLISH
2	11	DEMOLISH
3	14.1	DEMOLISH
4	12.6	DEMOLISH
5	14	DEMOLISH
7a	7.5	DEMOLISH
7b	7	DEMOLISH
A	22	REMAIN
B	20	REMAIN



SEE SHEET C3.3

NO.	NO.	NO.	NO.	NO.	NO.
BT	BT	BT	BT	BT	BT
REVISION	REVISION	REVISION	REVISION	REVISION	REVISION
08.19.2021 - 1ST CITY SUBMITTAL	06.09.2022 - 2ND CITY SUBMITTAL	03.08.2023 - 3RD CITY SUBMITTAL	10.06.2023 - 4TH CITY SUBMITTAL	01.05.2024 - 5TH CITY SUBMITTAL	
08.19.2021 - 1ST CITY SUBMITTAL	06.09.2022 - 2ND CITY SUBMITTAL	03.08.2023 - 3RD CITY SUBMITTAL	10.06.2023 - 4TH CITY SUBMITTAL	01.05.2024 - 5TH CITY SUBMITTAL	

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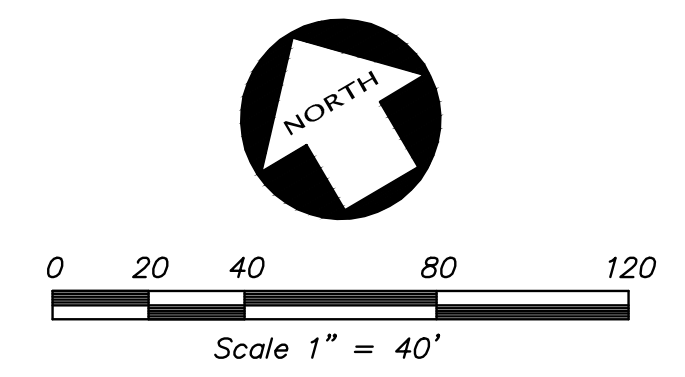
CALIFORNIA

TREE SURVEY PLAN
 OF
3600 ALAMEDA AVENUE
 FOR
PROLOGIS

OAKLAND, CALIFORNIA

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C3.2
OF	20 SHEETS

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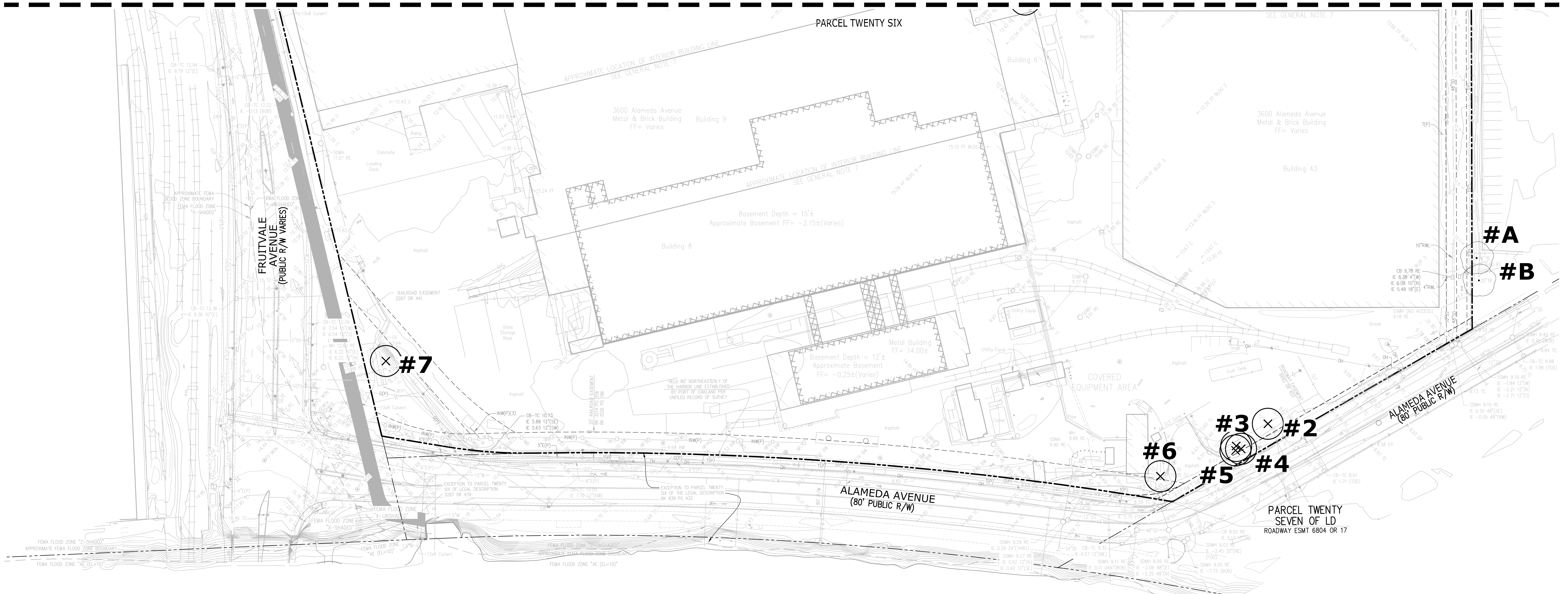


LEGEND

- #XX (X in circle) EXISTING TREE TO BE REMOVED
- #XX (O in circle) EXISTING TREE TO BE PROTECTED IN PLACE

TREE NO.	TRUNK DIAMETER (in.)	DEMOLISH OR REMAIN
1	25	DEMOLISH
2	11	DEMOLISH
3	14.1	DEMOLISH
4	12.6	DEMOLISH
5	14	DEMOLISH
6	20	DEMOLISH
7a	7.5	DEMOLISH
7b	7	DEMOLISH
A	22	REMAIN
B	20	REMAIN

SEE SHEET C3.2



NO.	BY	REVISION
1	LD	08.19.2021 - 1ST CITY SUBMITTAL
2	LD	06.09.2022 - 2ND CITY SUBMITTAL
3	LD	03.08.2023 - 3RD CITY SUBMITTAL
4	LD	10.06.2023 - 4TH CITY SUBMITTAL
5	LD	01.05.2024 - 5TH CITY SUBMITTAL

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 Livermore, CA 94551
 Phone: (925) 245-8788
 www.kierwright.com

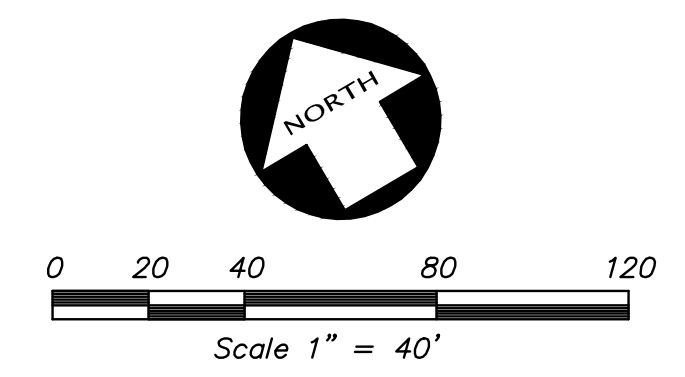
CALIFORNIA

TREE SURVEY PLAN
 OF
 3600 ALAMEDA AVENUE
 FOR
 PROLOGIS

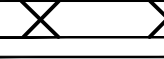
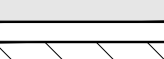




















OAKLAND,

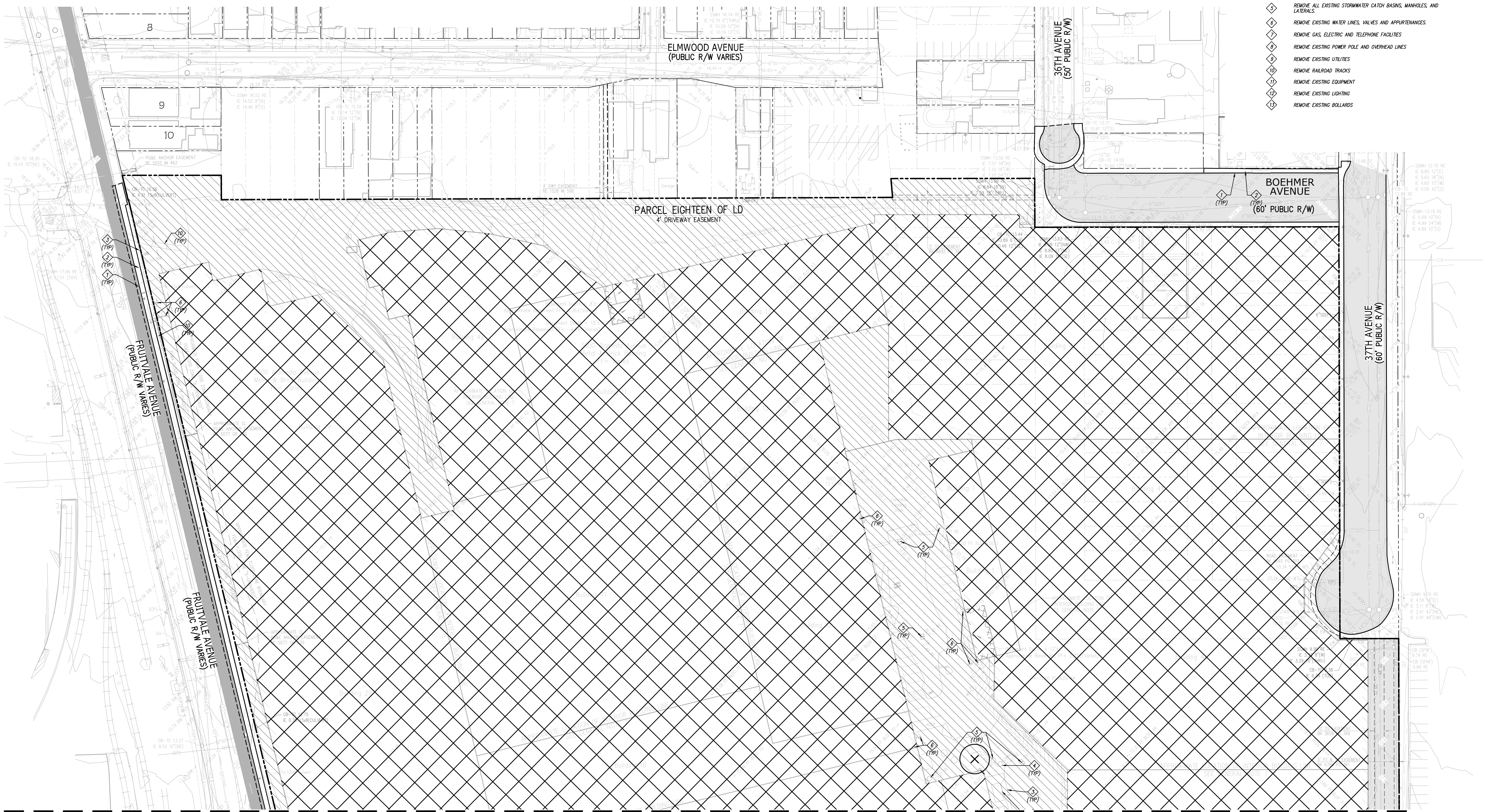
DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C3.3
OF	20 SHEETS

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LEGEND

-  EXISTING BUILDING TO BE DEMOLISHED
-  EXISTING AC PAVEMENT AND AGGREGATE BASE TO BE REMOVED
-  EXISTING CONCRETE AND AGGREGATE BASE TO BE REMOVED
-  EXISTING LANDSCAPING AND TO BE REMOVED
-  SAWCUT LINE
-  EXISTING TREE TO BE REMOVED
-  UNDERGROUND UTILITIES TO BE REMOVED
-  UNDERGROUND UTILITIES TO BE ABANDONED
-  PLUG AND CAP END
-  REMOVE CONCRETE CURB
-  REMOVE CONCRETE SIDEWALK
-  REMOVE EXISTING FENCE
-  REMOVE ALL EXISTING SANITARY SEWER CLEANOUTS (SSCO), MAN HOLES, AND SEWER LATERALS
-  REMOVE ALL EXISTING STORMWATER CATCH BASINS, MANHOLES, AND LATERALS
-  REMOVE EXISTING WATER LINES, VALVES AND APPURTENANCES
-  REMOVE GAS, ELECTRIC AND TELEPHONE FACILITIES
-  REMOVE EXISTING POWER POLE AND OVERHEAD LINES
-  REMOVE EXISTING UTILITIES
-  REMOVE RAILROAD TRACKS
-  REMOVE EXISTING EQUIPMENT
-  REMOVE EXISTING LIGHTING
-  REMOVE EXISTING BOLLARDS



NO.	REVISION	BY	DATE
1	08.19.2021 - 1ST CITY SUBMITTAL	BT	
2	06.09.2022 - 2ND CITY SUBMITTAL	BT	
3	03.08.2023 - 3RD CITY SUBMITTAL	BT	
4	10.06.2023 - 4TH CITY SUBMITTAL	BT	
5	01.05.2024 - 5TH CITY SUBMITTAL	BT	

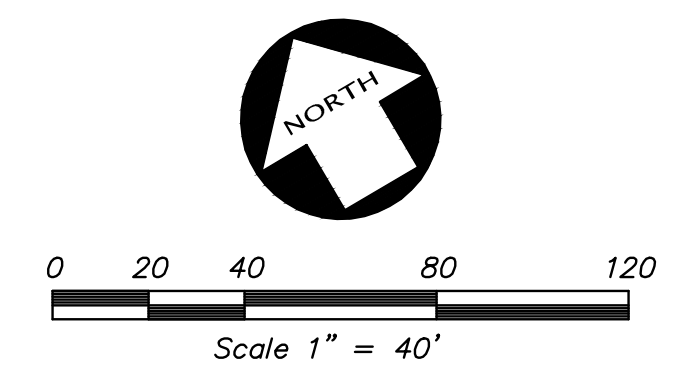
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DEMOLITION PLAN
 OF
3600 ALAMEDA AVENUE
 FOR
PROLOGIS
 OAKLAND, CALIFORNIA

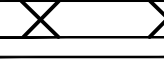
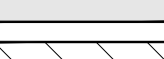




















DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C3.4
OF	20 SHEETS

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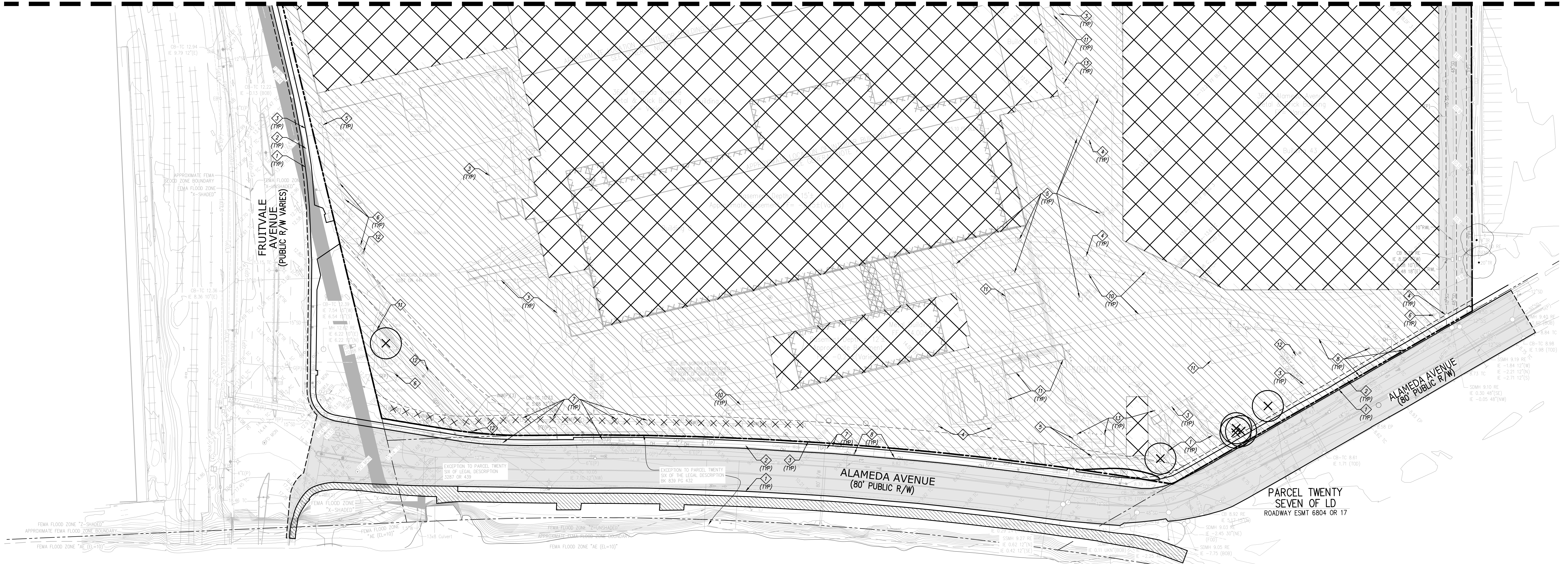
SEE SHEET C3.5



LEGEND

-  EXISTING BUILDING TO BE DEMOLISHED
-  EXISTING AC PAVEMENT AND AGGREGATE BASE TO BE REMOVED
-  EXISTING CONCRETE AND AGGREGATE BASE TO BE REMOVED
-  EXISTING LANDSCAPING AND TO BE REMOVED
-  SAWCUT LINE
-  EXISTING TREE TO BE REMOVED
-  UNDERGROUND UTILITIES TO BE REMOVED
-  UNDERGROUND UTILITIES TO BE ABANDONED
-  PLUG AND CAP END
-  REMOVE CONCRETE CURB
-  REMOVE CONCRETE SIDEWALK
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-  REMOVE EXISTING UTILITIES
-  REMOVE RAILROAD TRACKS
-  REMOVE EXISTING EQUIPMENT
-  REMOVE EXISTING LIGHTING
-  REMOVE EXISTING BOLLARDS

SEE SHEET C3.4



NO.	BY	REVISION							
1	BT	NO. 08.19.2021	1ST CITY SUBMITTAL	NO. 06.09.2022	2ND CITY SUBMITTAL	NO. 03.08.2023	3RD CITY SUBMITTAL	NO. 10.06.2023	4TH CITY SUBMITTAL
2	BT	NO. 01.05.2024	5TH CITY SUBMITTAL	NO. 08.19.2021	1ST CITY SUBMITTAL	NO. 06.09.2022	2ND CITY SUBMITTAL	NO. 03.08.2023	3RD CITY SUBMITTAL
3	BT	NO. 10.06.2023	4TH CITY SUBMITTAL	NO. 03.08.2023	3RD CITY SUBMITTAL	NO. 06.09.2022	2ND CITY SUBMITTAL	NO. 08.19.2021	1ST CITY SUBMITTAL
4	BT	NO. 01.05.2024	5TH CITY SUBMITTAL	NO. 10.06.2023	4TH CITY SUBMITTAL	NO. 03.08.2023	3RD CITY SUBMITTAL	NO. 06.09.2022	2ND CITY SUBMITTAL



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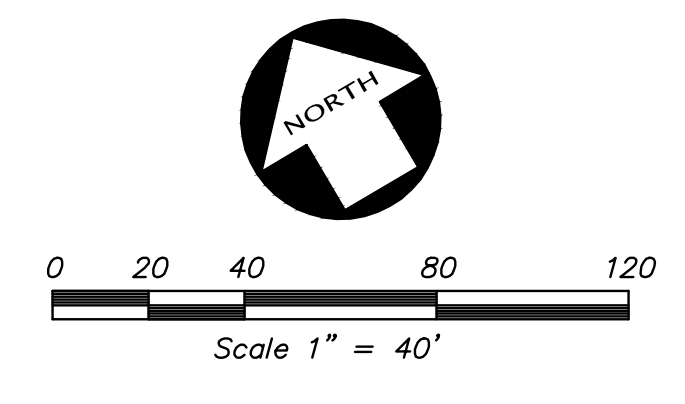
CALIFORNIA

DEMOLITION PLAN
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

OAKLAND,

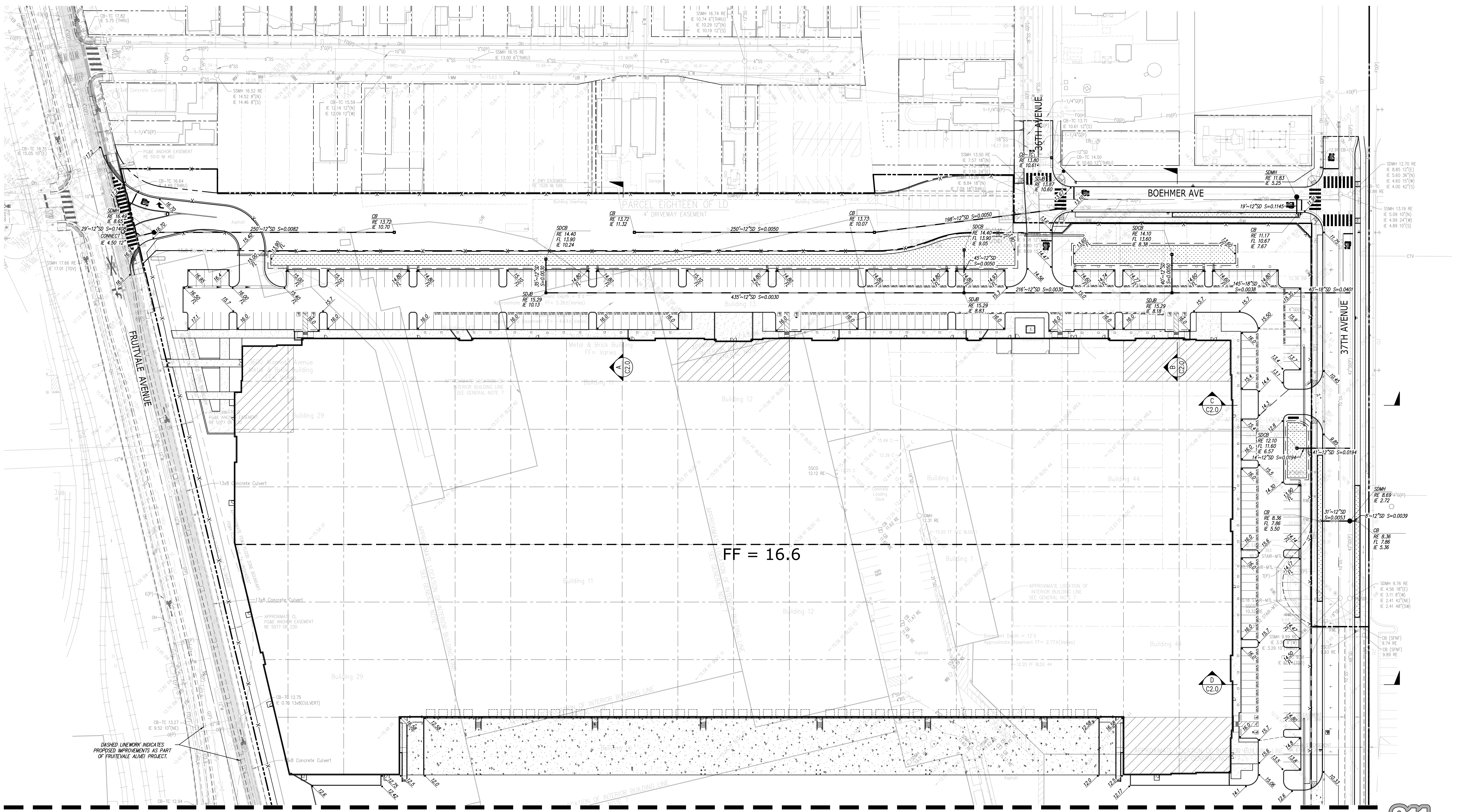
DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C3.5
OF	20 SHEETS

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LEGEND

	AREA DRAIN
	STORM DRAIN CATCH BASIN
	STORM DRAIN JUNCTION BOX
	STORM DRAIN MANHOLE
	FLOW LINE
	FINISH FLOOR
	PAVEMENT
	RIM ELEVATION
	SPOT ELEVATION
	STORM DRAIN LINE
	TOP OF CURB
	FENCE



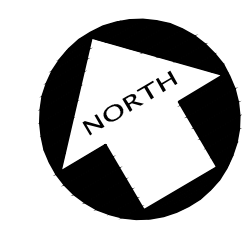
SEE SHEET C4.1

NO.	REVISION	NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL	1	08.19.2021 - 1ST CITY SUBMITTAL
2	06.09.2022 - 2ND CITY SUBMITTAL	2	06.09.2022 - 2ND CITY SUBMITTAL
3	03.08.2023 - 3RD CITY SUBMITTAL	3	03.08.2023 - 3RD CITY SUBMITTAL
4	10.06.2023 - 4TH CITY SUBMITTAL	4	10.06.2023 - 4TH CITY SUBMITTAL
5	01.05.2024 - 5TH CITY SUBMITTAL	5	01.05.2024 - 5TH CITY SUBMITTAL

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CALIFORNIA	
PRELIMINARY GRADING & DRAINAGE PLAN OF 3600 ALAMEDA AVENUE FOR PROLOGIS	
OAKLAND,	
DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C4.0
OF	20 SHEETS



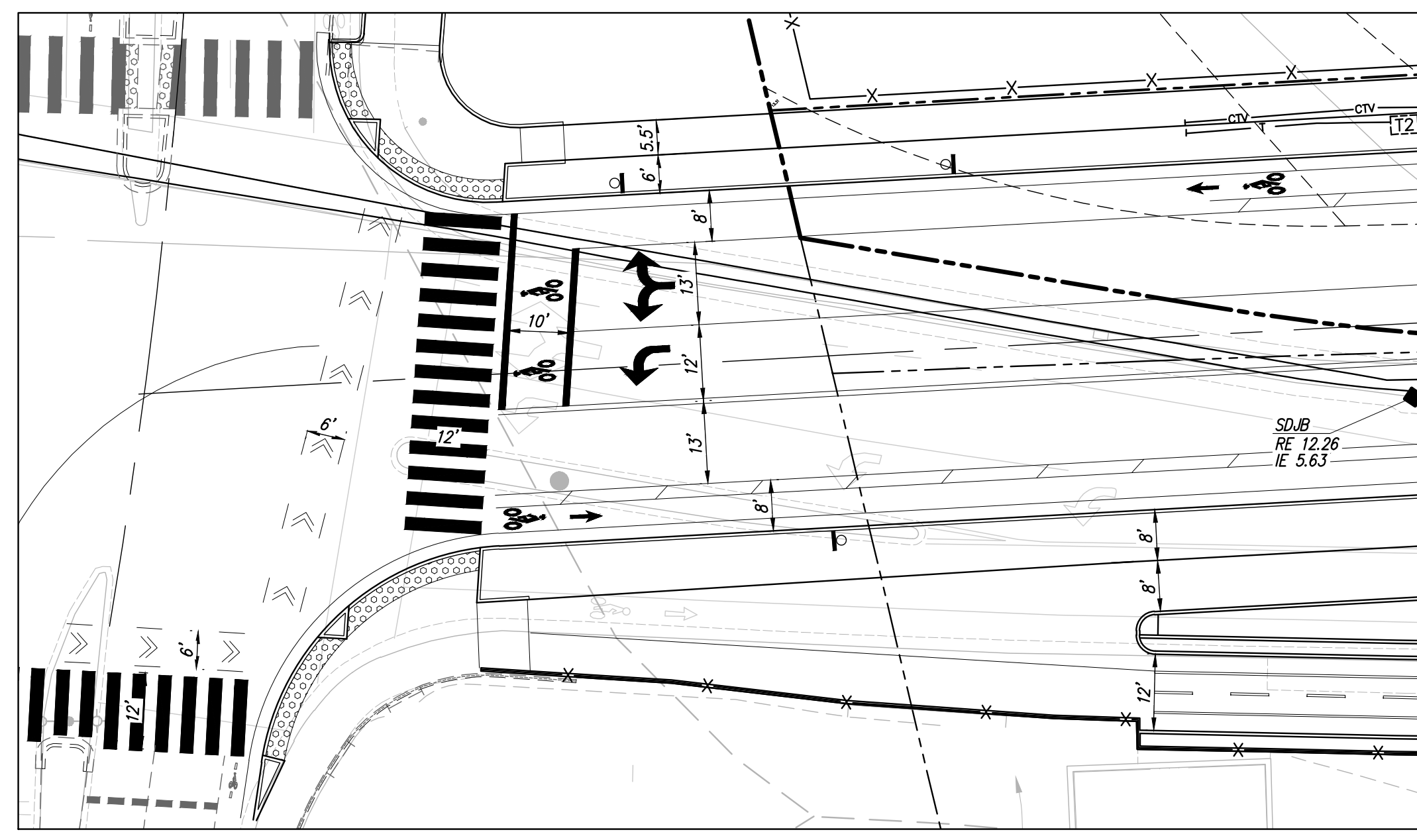
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0 20 40 80 120
Scale 1" = 40'

LEGEND

- ▲ AREA DRAIN
- ▣ SDCB STORM DRAIN CATCH BASIN
- SDB STORM DRAIN JUNCTION BOX
- SDMH STORM DRAIN MANHOLE
- FL FLOW LINE
- FF FINISH FLOOR
- PV PAVEMENT
- RE RIM ELEVATION
- 23.8 SPOT ELEVATION
- XSD STORM DRAIN LINE
- TC TOP OF CURB
- * * * FENCE

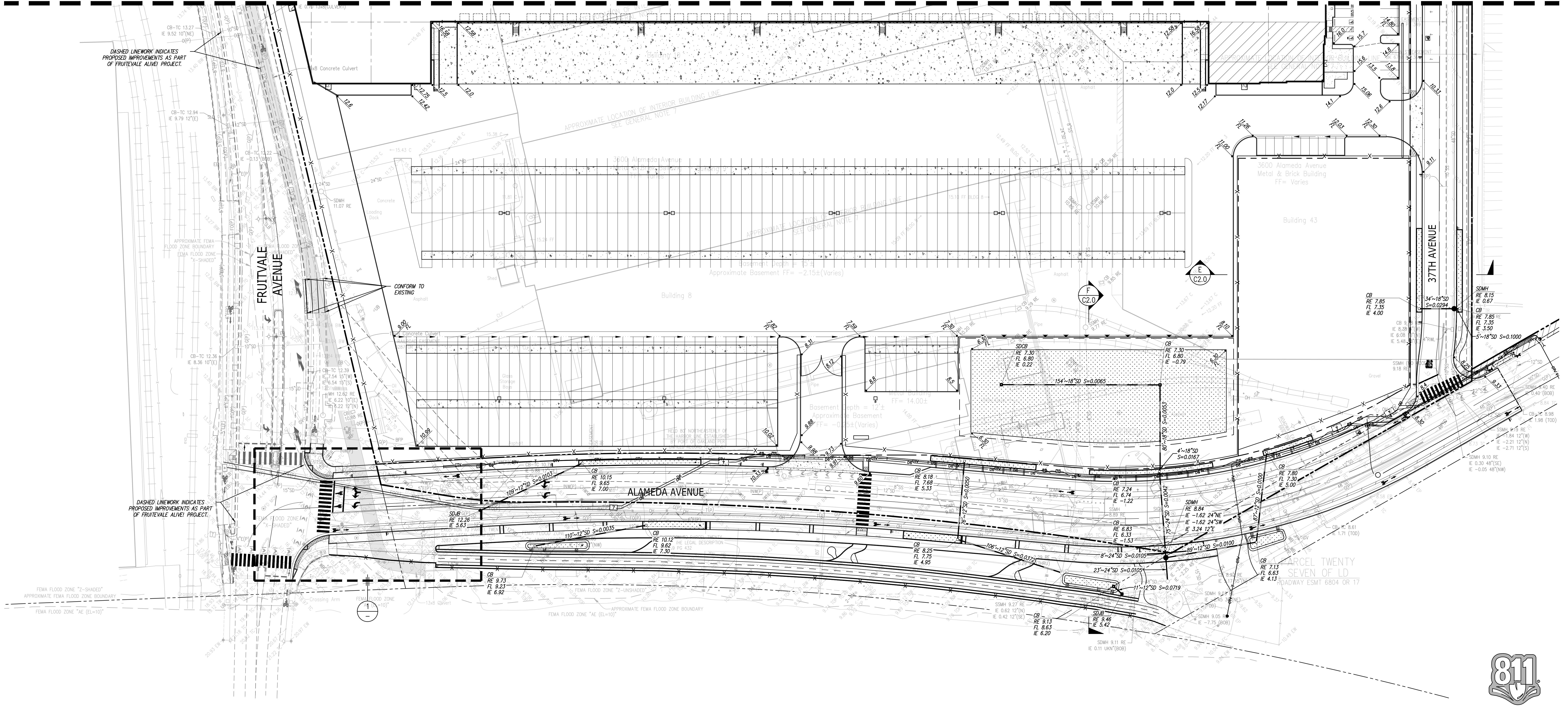


STRIPING DETAIL

SCALE : 1" = 20'

1

SEE SHEET C4.0



NO.	REVISION	NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL	1	08.19.2021 - 1ST CITY SUBMITTAL
2	06.09.2022 - 2ND CITY SUBMITTAL	2	06.09.2022 - 2ND CITY SUBMITTAL
3	03.08.2023 - 3RD CITY SUBMITTAL	3	03.08.2023 - 3RD CITY SUBMITTAL
4	10.06.2023 - 4TH CITY SUBMITTAL	4	10.06.2023 - 4TH CITY SUBMITTAL
5	01.05.2024 - 5TH CITY SUBMITTAL	5	01.05.2024 - 5TH CITY SUBMITTAL

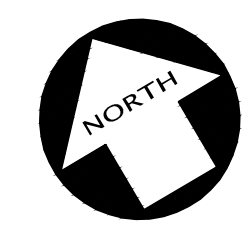
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PRELIMINARY GRADING & DRAINAGE PLAN
 OF
3600 ALAMEDA AVENUE
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PROLOGIS

DATE	JANUARY, 2024
SCALE	AS SHOWN
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DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C4.1
OF	20 SHEETS



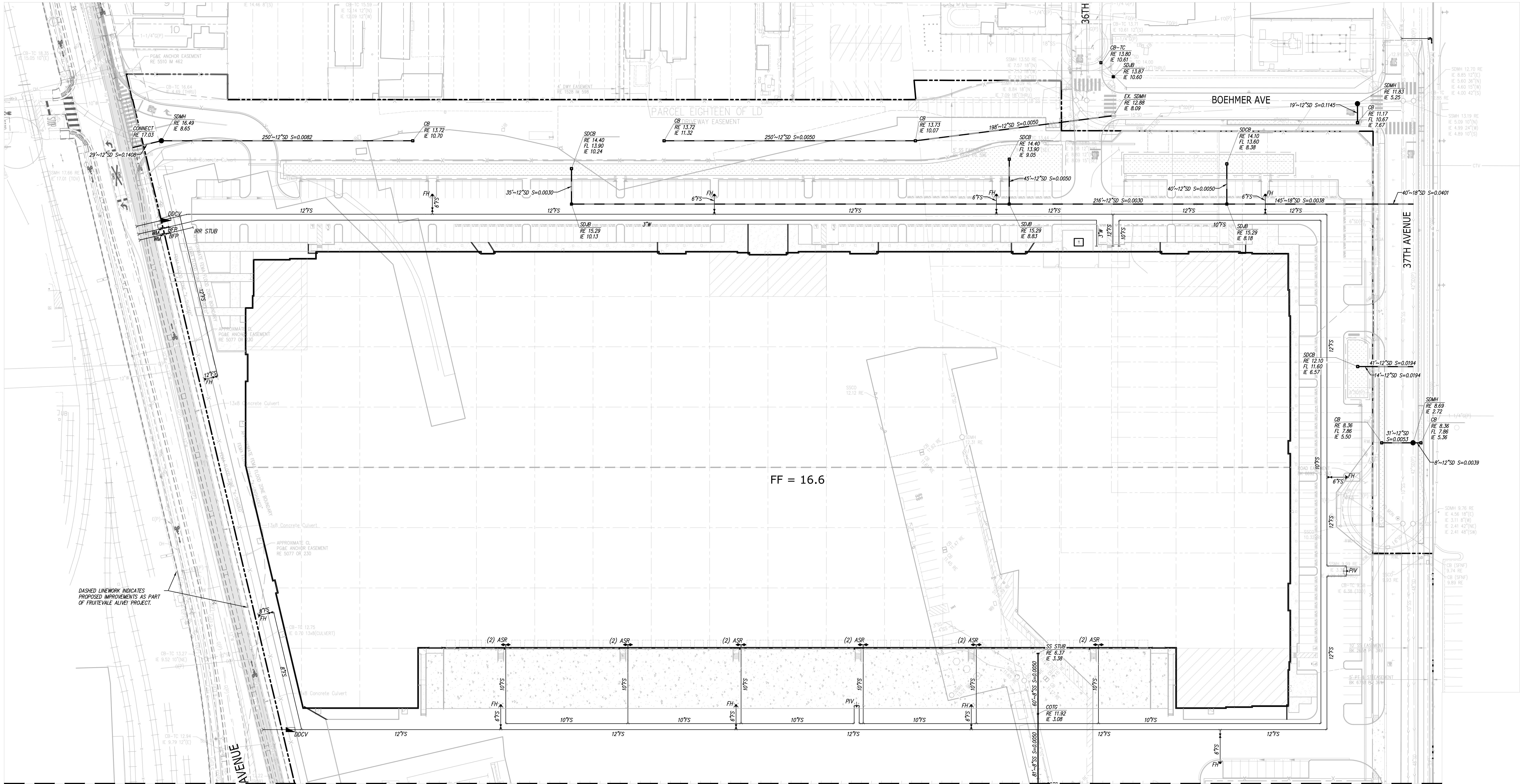
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0 20 40 80 120
Scale 1" = 40'

LEGEND

- ASR AUTOMATIC SPRINKLER RISER
- DOM DOMESTIC WATER LINE
- RE RIM ELEVATION
- TC TOP OF CURB
- WS WATER SERVICE
- EXISTING UTILITY TO BE ABANDONED BY REMOVAL
- FS FIRE SERVICE
- SS SANITARY SEWER
- COTG CLEANOUT TO GRADE
- STORM DRAIN LINE
- SDCB STORM DRAIN CATCH BASIN
- SDJB STORM DRAIN JUNCTION BOX
- SMH STORM DRAIN MANHOLE
- BACK FLOW PREVENTION DEVICE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT & VALVE
- POST INDICATOR VALVE
- SMH SANITARY SEWER MANHOLE
- DDCV DOUBLE DETECTOR CHECK VALVE
- WM WATER METER



SEE SHEET C5.1

NO.	REVISION	NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL	1	08.19.2021 - 1ST CITY SUBMITTAL
2	06.09.2022 - 2ND CITY SUBMITTAL	2	06.09.2022 - 2ND CITY SUBMITTAL
3	03.08.2023 - 3RD CITY SUBMITTAL	3	03.08.2023 - 3RD CITY SUBMITTAL
4	10.06.2023 - 4TH CITY SUBMITTAL	4	10.06.2023 - 4TH CITY SUBMITTAL
5	01.05.2024 - 5TH CITY SUBMITTAL	5	01.05.2024 - 5TH CITY SUBMITTAL

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 FOR
PROLOGIS

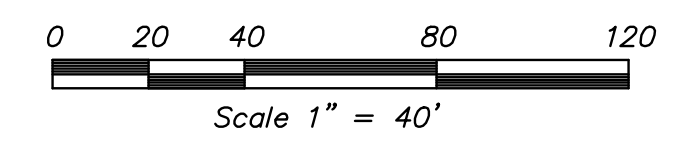
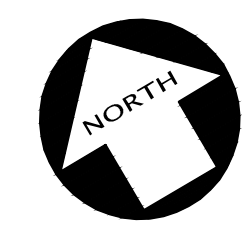
OAKLAND,

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C5.0
OF	20 SHEETS



Know what's below.
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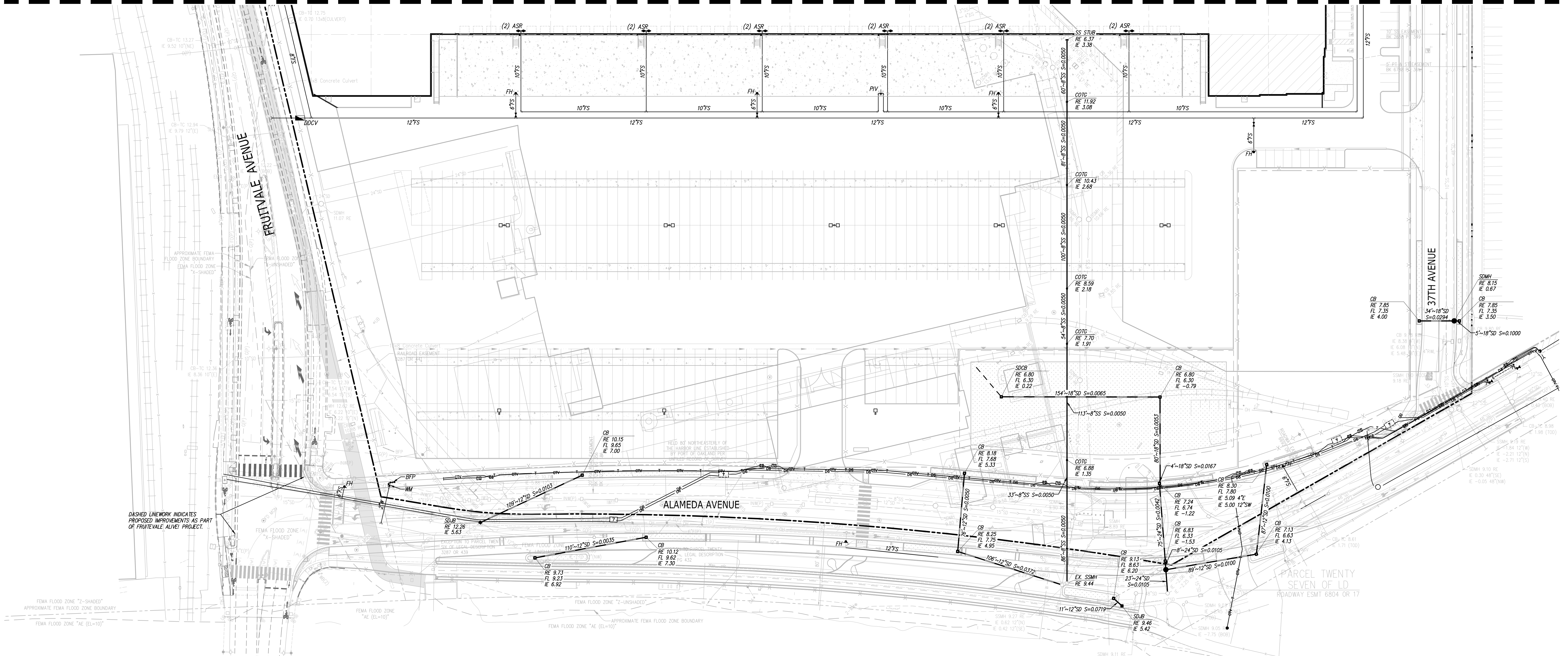
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LEGEND

- ASR AUTOMATIC SPRINKLER RISER
- DOM DOMESTIC WATER LINE
- RE RIM ELEVATION
- TC TOP OF CURB
- WS WATER SERVICE
- EXISTING UTILITY TO BE ABANDONED BY REMOVAL
- FS FIRE SERVICE
- SS SANITARY SEWER
- COTG CLEANOUT TO GRADE
- SDM STORM DRAIN LINE
- ▲ STORM DRAIN CATCH BASIN
- SDJ STORM DRAIN JUNCTION BOX
- SMH STORM DRAIN MANHOLE
- BACK FLOW PREVENTION DEVICE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT & VALVE
- POST INDICATOR VALVE
- SSMH SANITARY SEWER MANHOLE
- DDCV DOUBLE DETECTOR CHECK VALVE
- WATER METER

SEE SHEET C5.0



NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL
2	06.09.2022 - 2ND CITY SUBMITTAL
3	03.08.2023 - 3RD CITY SUBMITTAL
4	10.06.2023 - 4TH CITY SUBMITTAL
5	01.05.2024 - 5TH CITY SUBMITTAL

NO.	REVISION
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5	01.05.2024 - 5TH CITY SUBMITTAL

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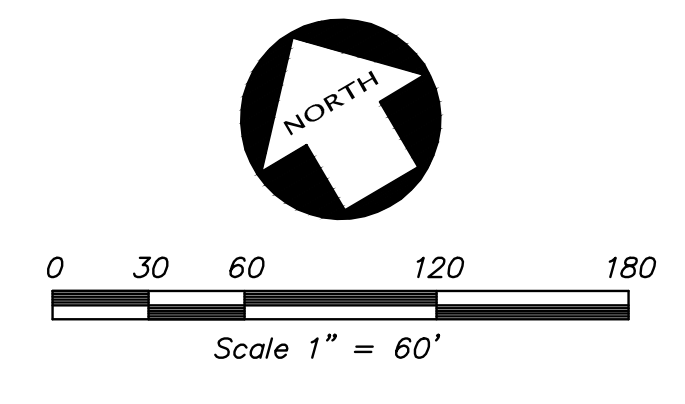
CALIFORNIA
 PRELIMINARY UTILITY PLAN
 OF
 3600 ALAMEDA AVENUE
 FOR
 PROLOGIS

OAKLAND,
 DATE JANUARY, 2024
 SCALE AS SHOWN
 DESIGNER DGR
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 JOB NO. A15642-6
 SHEET C5.1
 OF 20 SHEETS



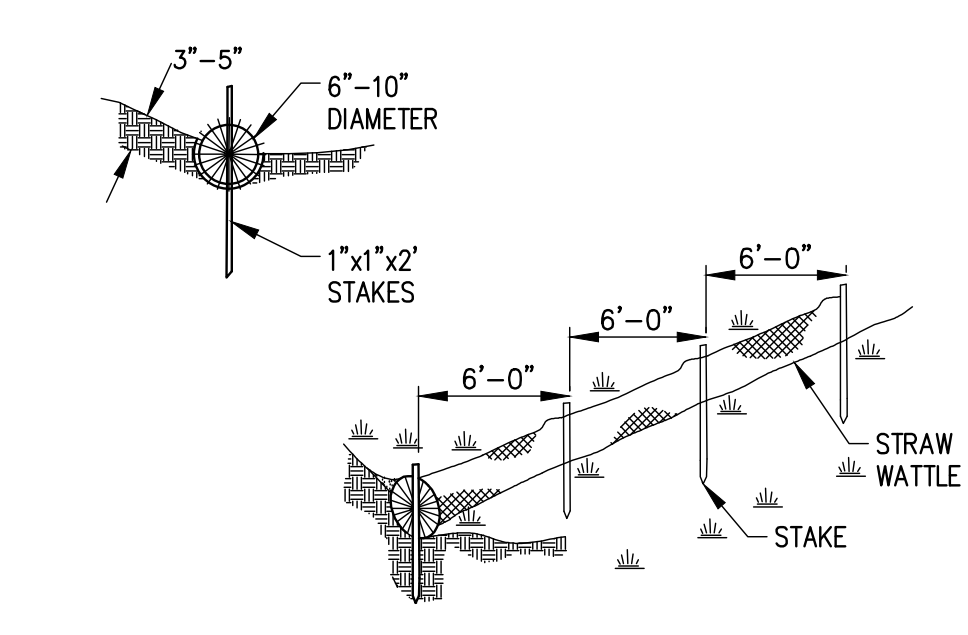
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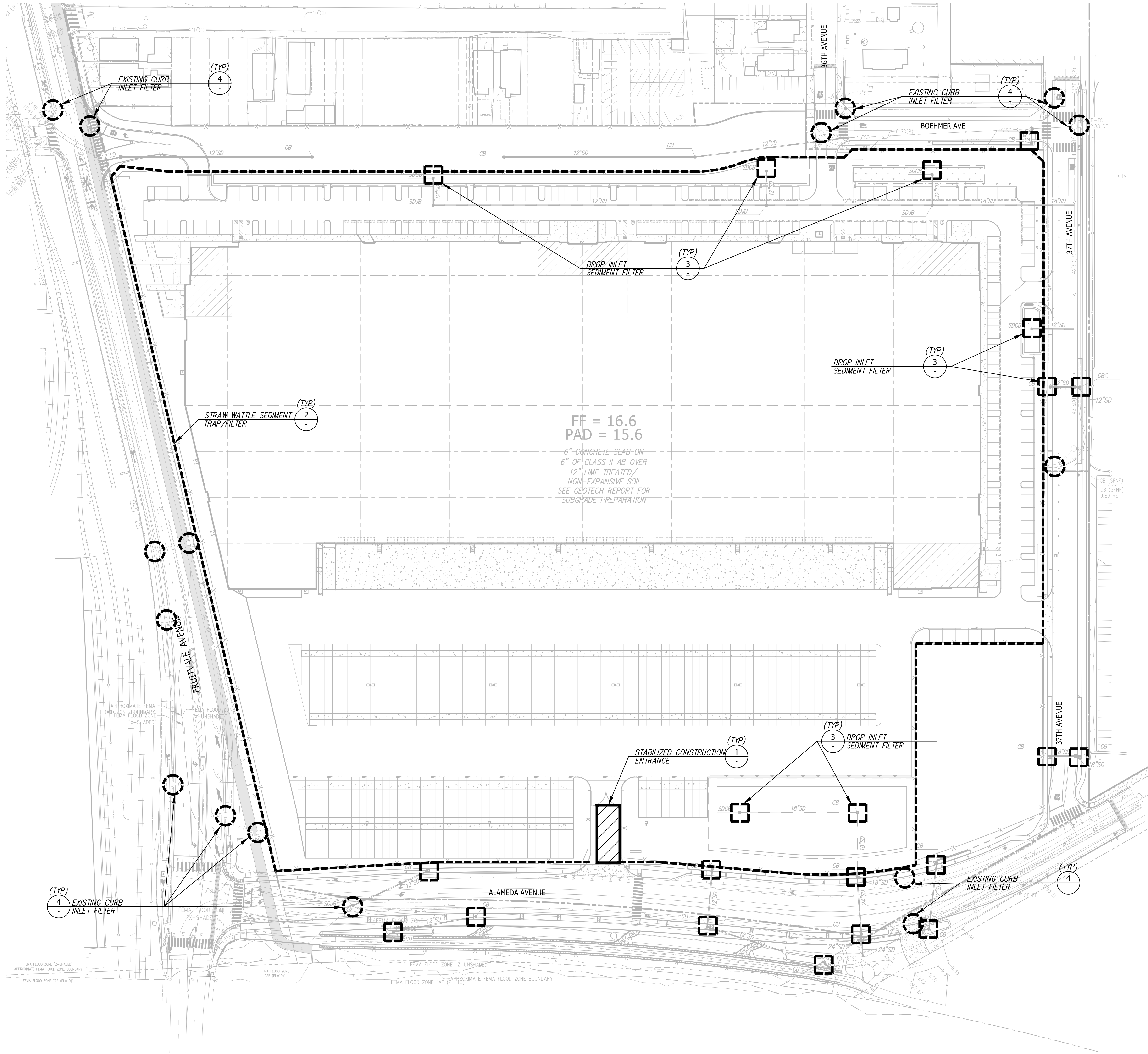
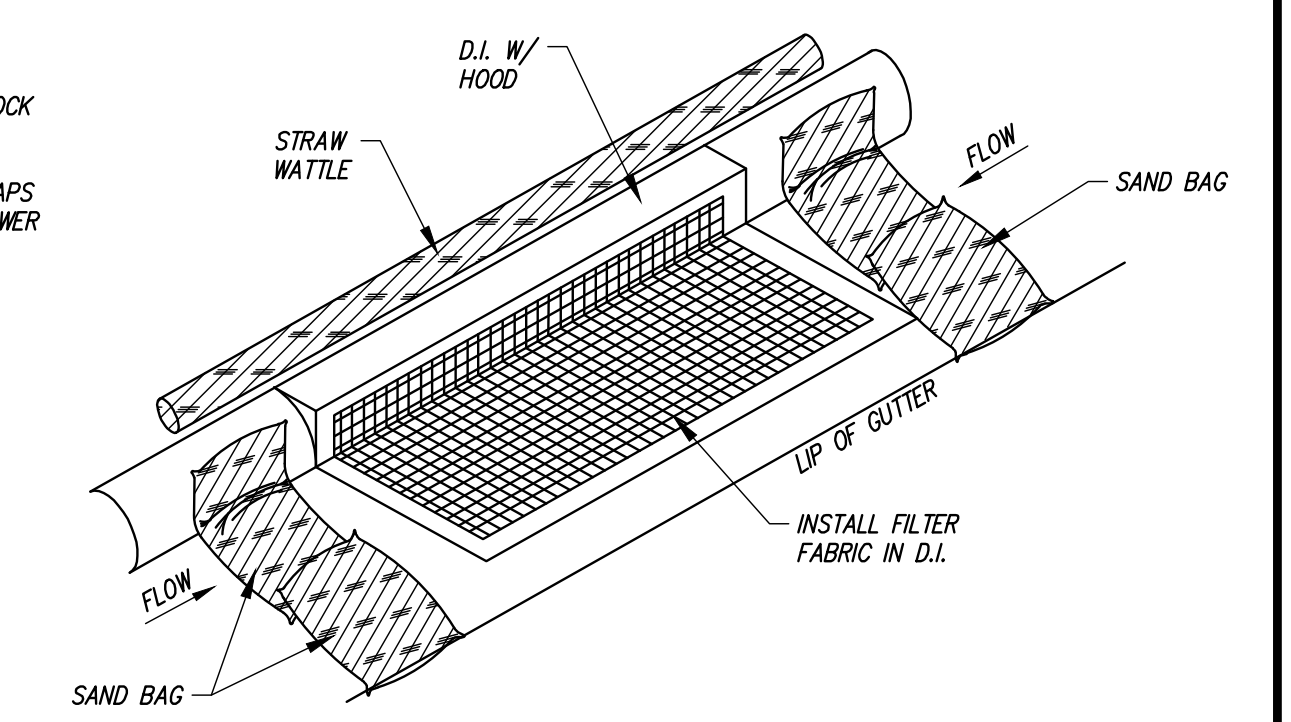
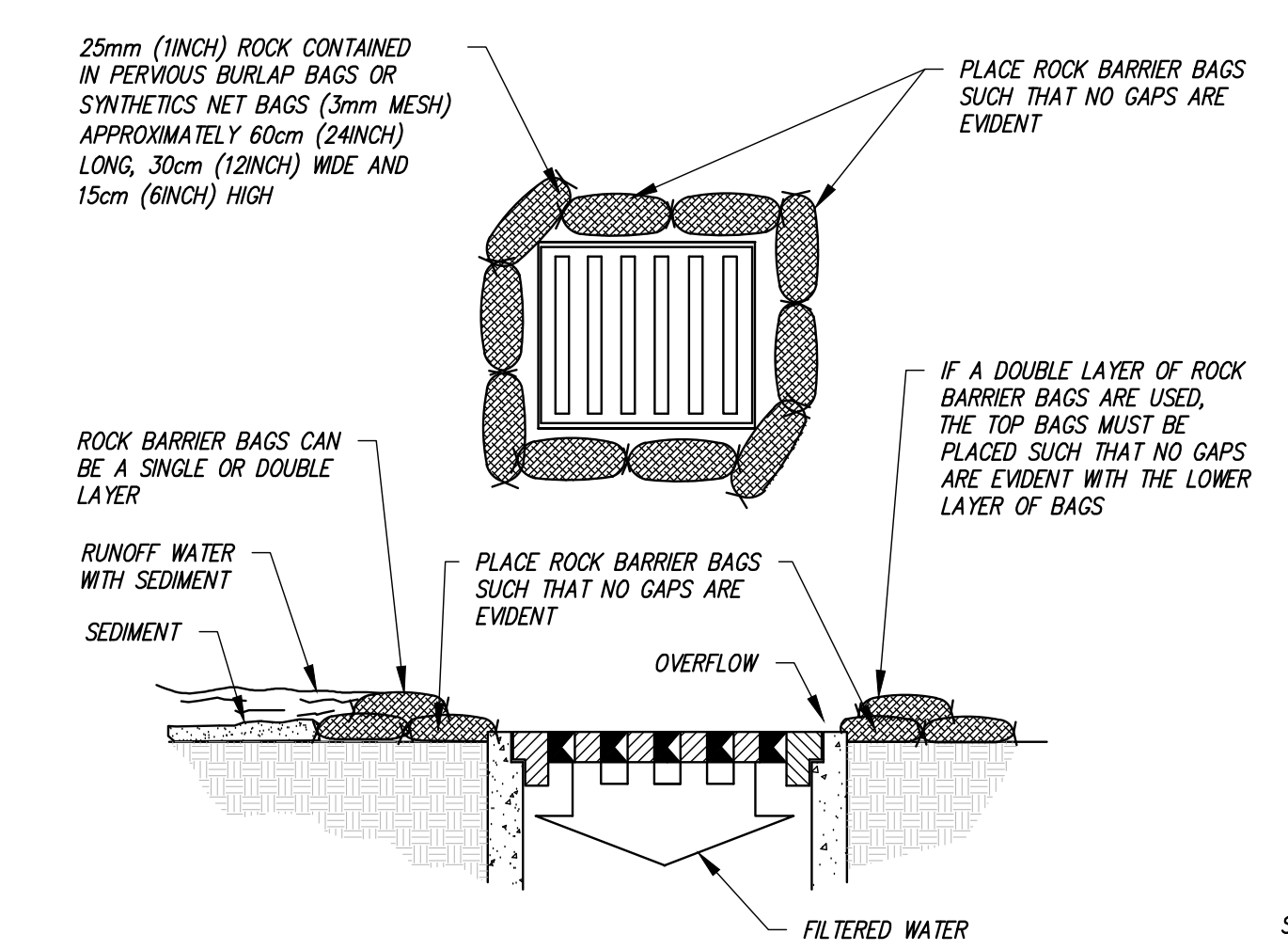
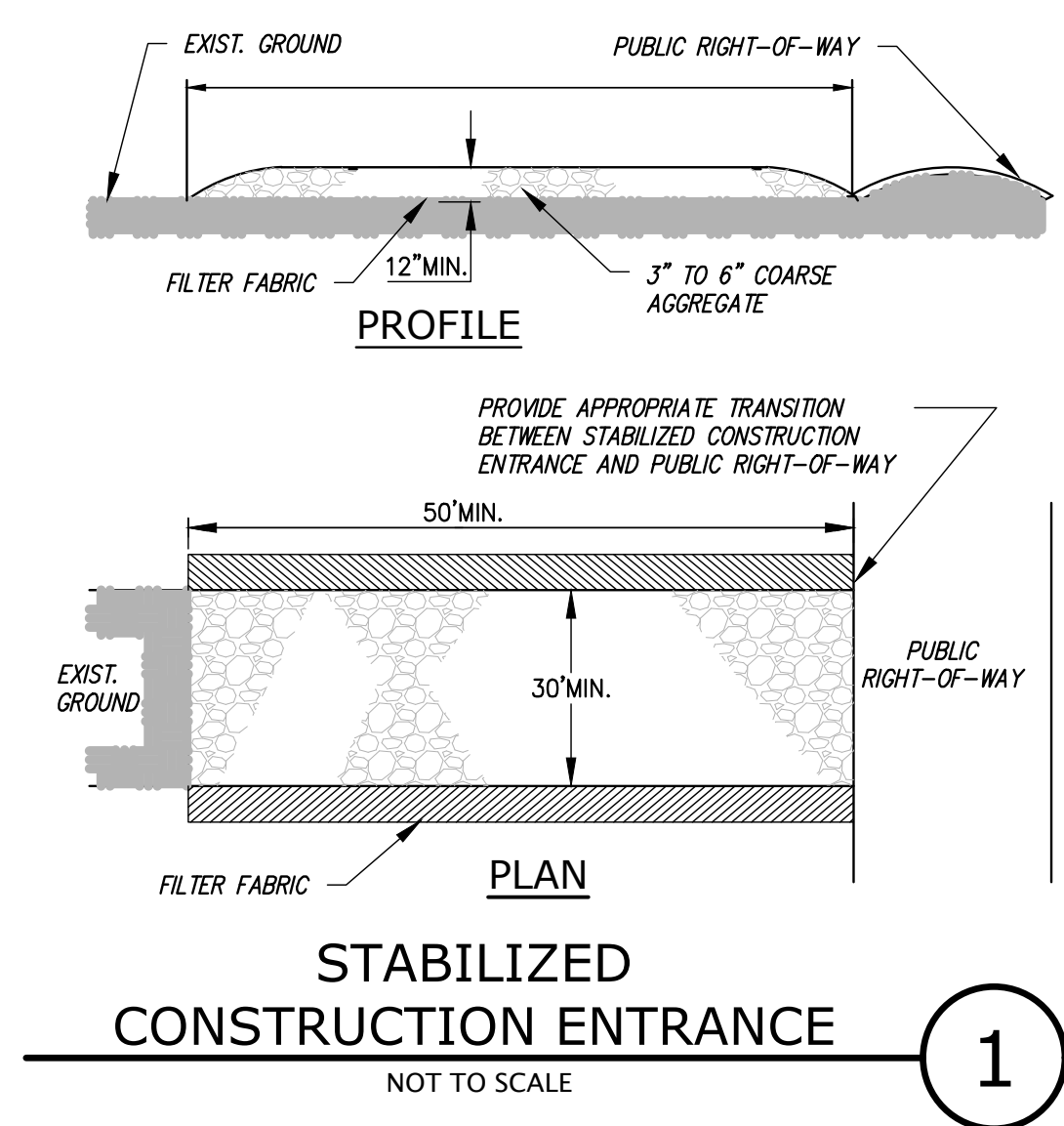


LEGEND

	1	STABILIZED CONSTRUCTION ENTRANCE
	2	STRAW WATTLE SEDIMENT TRAP/FILTER
	3	DROP INLET SEDIMENT FILTER
	4	EXISTING CURB INLET FILTER



- NOTE:**
- STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/BIO-DEGRADABLE NETTING. THEY ARE APPROX. 6"-10" DIA AND 20-30 FT LONG.
 - STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET AND HILL EROSION BY REDUCING SLOPE GRADIENT, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
 - STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH 3'-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.



DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C6.0
OF	20 SHEETS

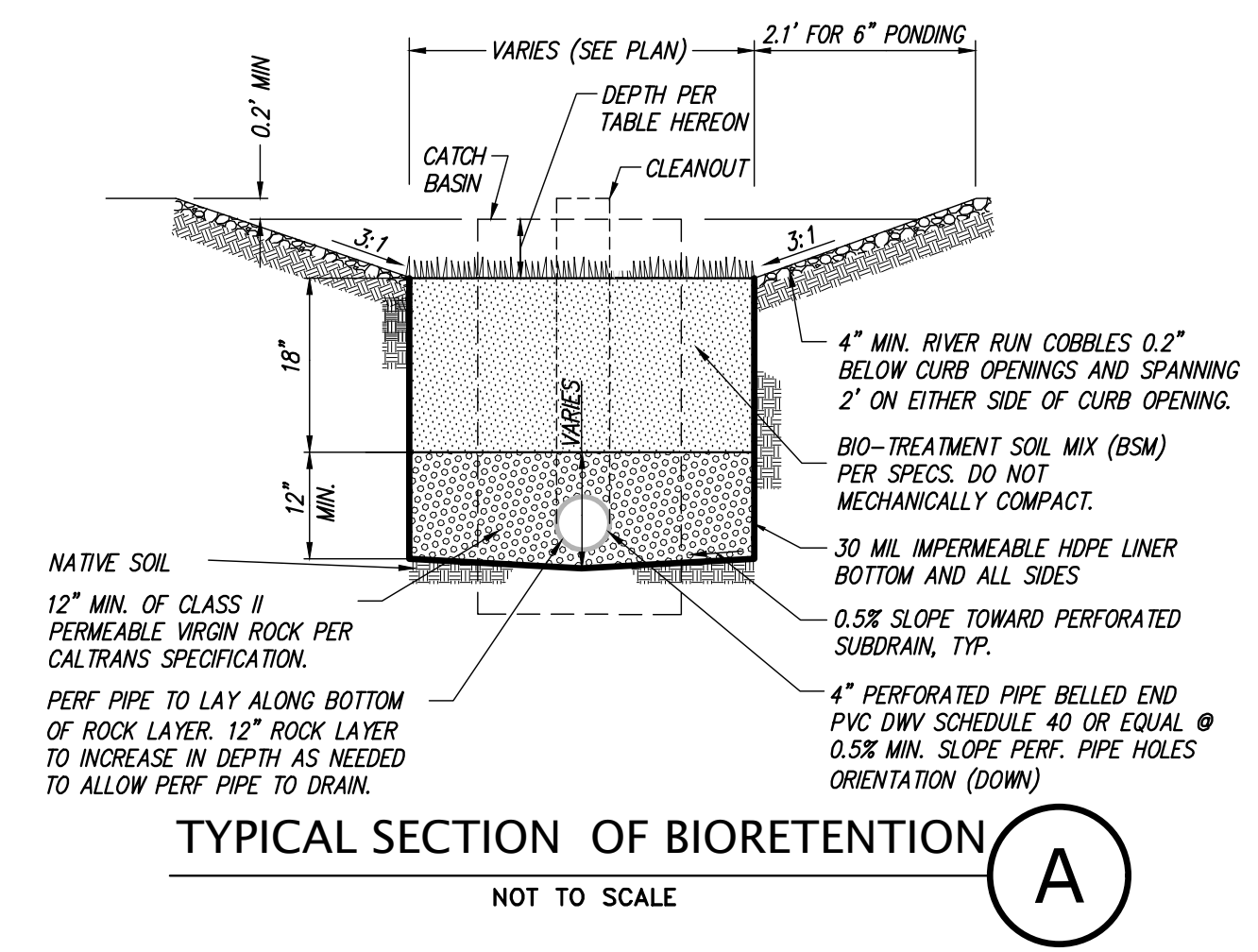
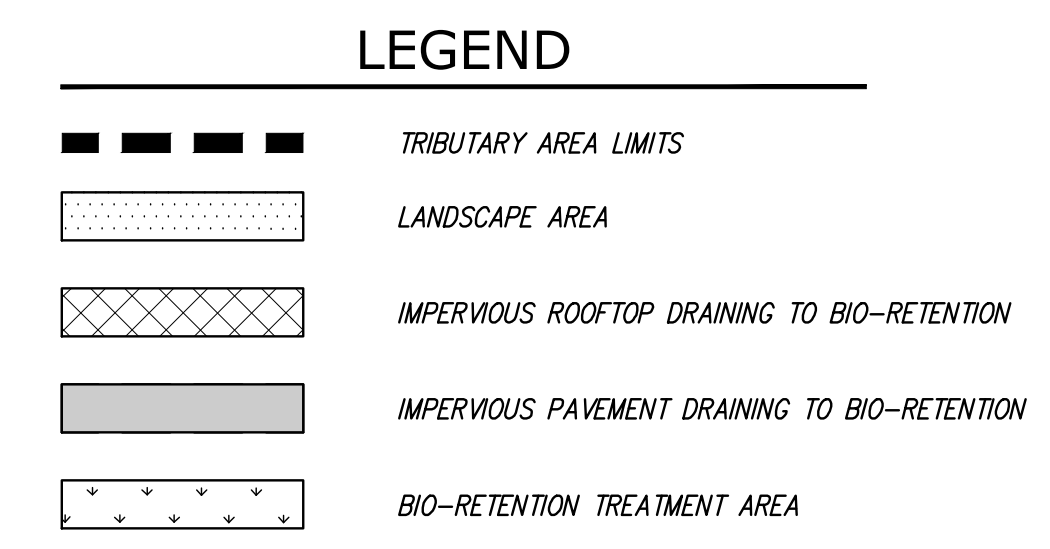
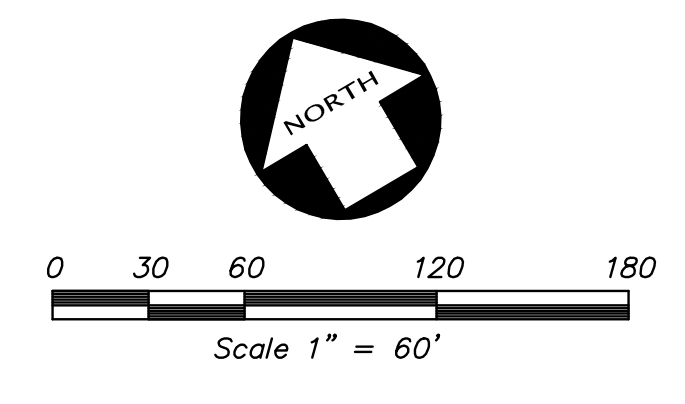
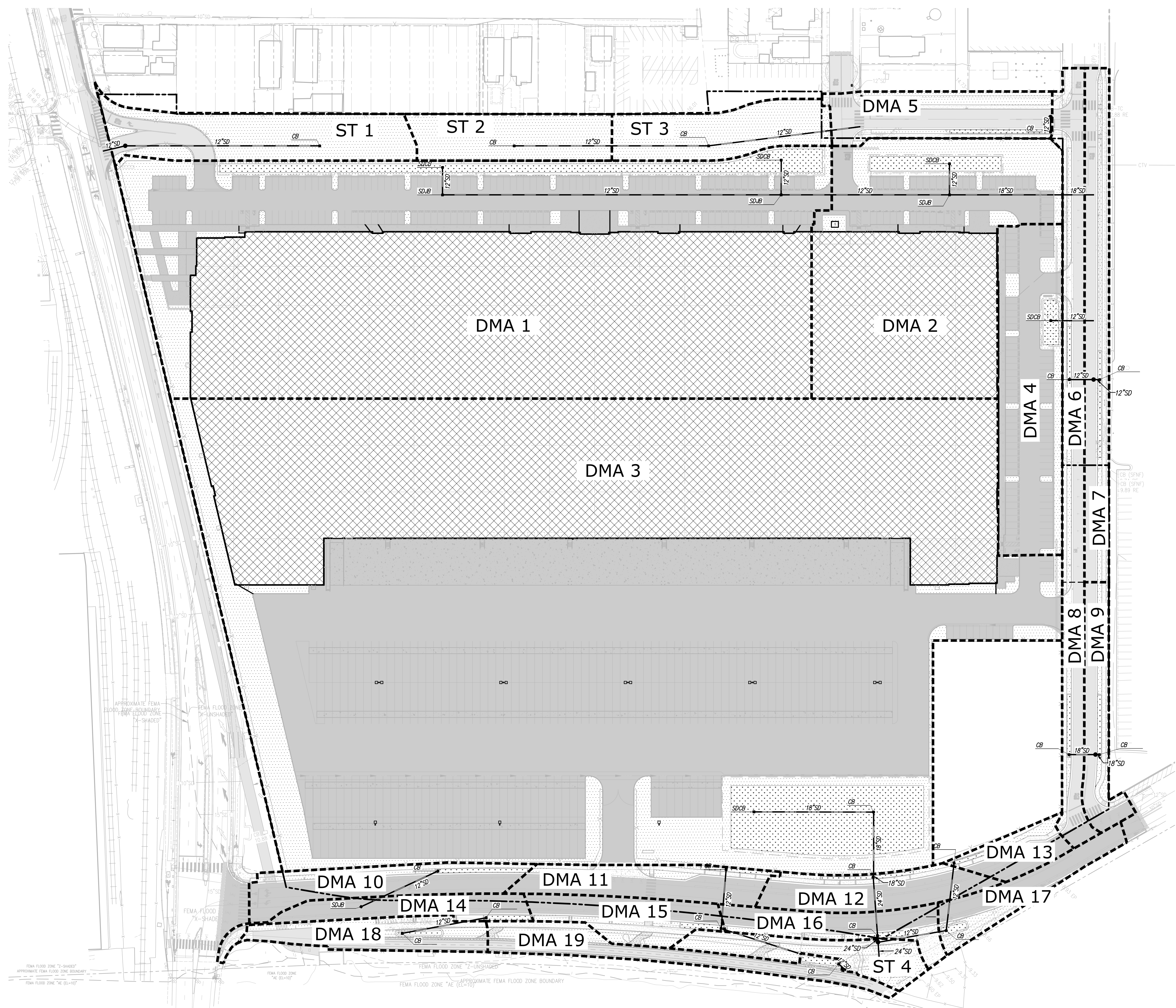
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2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

REVISION	NO.	DATE	DESCRIPTION
1	1	08.19.2021	1ST CITY SUBMITTAL
2	2	06.09.2022	2ND CITY SUBMITTAL
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STORMWATER TREATMENT MEASURES SUMMARY TABLE

Drainage Management Area (DMA)	Treatment Control Measures (TCM)	Total Drainage Area (SF)	Total Drainage Area (AC)	Pervious Area (SF)	Pervious Area (AC)	Impervious Area (SF)	Impervious Area (AC)	Effective Impervious Area* (SF)	4% Rule (SF)	BMP Provided (SF)	Sizing Ratio	Treatment Type	Sizing Method	Depth of Ponding
1	1	267,268	6.14	22,476	0.52	234,127	5.37	236,374	9,455	10,665	4.51%	Bio-retention Area	4% Method	6"
2	2	86,888	1.99	12,499	0.29	71,177	1.63	72,427	2,897	3,212	4.43%	Bio-retention Area	4% Method	6"
3	3	583,277	13.39	53,095	1.22	508,762	11.68	514,072	20,563	21,420	4.17%	Bio-retention Area	Combination Flow & Volume	6"
4	4	34,701	0.80	6,056	0.14	27,499	0.63	28,105	1,124	1,146	4.08%	Bio-retention Area	4% Method	6"
5	5	17,837	0.41	4,967	0.11	12,350	0.28	12,847	514	520	4.05%	Bio-retention Area	4% Method	6"
6	6	19,788	0.45	2,340	0.05	16,749	0.38	16,983	679	700	4.12%	Bio-retention Area	4% Method	6"
7	7	20,814	0.48	5,379	0.12	14,815	0.34	15,353	614	620	4.04%	Bio-retention Area	4% Method	6"
8	8	9,960	0.23	716	0.02	8,884	0.20	9,955	358	360	4.02%	Bio-retention Area	4% Method	6"
9	9	11,005	0.25	2,343	0.05	8,312	0.19	8,546	342	350	4.10%	Bio-retention Area	4% Method	6"
10	10	14,635	0.34	1,397	0.03	12,706	0.29	12,846	514	531	4.13%	Bio-retention Area	4% Method	6"
11	11	13,637	0.31	1,271	0.03	11,882	0.27	12,009	480	484	4.03%	Bio-retention Area	4% Method	6"
12	12	13,131	0.30	820	0.02	11,832	0.27	11,914	477	479	4.02%	Bio-retention Area	4% Method	6"
13	13	5,922	0.14	987	0.02	4,739	0.11	4,838	194	196	4.05%	Bio-retention Area	4% Method	6"
14	14	10,132	0.23	421	0.01	9,320	0.21	9,362	374	391	4.18%	Bio-retention Area	4% Method	6"
15	15	11,567	0.27	3,130	0.07	8,097	0.19	8,410	336	340	4.04%	Bio-retention Area	4% Method	6"
16	16	11,195	0.26	1,448	0.03	9,345	0.21	9,490	380	402	4.24%	Bio-retention Area	4% Method	6"
17	17	10,212	0.23	2,736	0.06	7,174	0.16	7,448	298	302	4.06%	Bio-retention Area	4% Method	6"
18	18	11,434	0.26	4,496	0.10	6,641	0.15	7,091	284	297	4.19%	Bio-retention Area	4% Method	6"
19	19	13,614	0.31	4,536	0.10	8,698	0.20	9,152	366	379	4.14%	Bio-retention Area	4% Method	6"
ST 1	ST 1	24,739	0.57	20,190	0.46	4,548	0.10	6,567	263	0	0.00%	Self Retaining		
ST 2	ST 2	15,347	0.35	15,347	0.35	0	0.00	1,535	61	0	0.00%	Self Treating		
ST 3	ST 3	17,064	0.39	17,064	0.39	0	0.00	1,706	68	0	0.00%	Self Treating		
ST 4	ST 4	10,988	0.25	8,441	0.19	2,547	0.06	3,391	136	0	0.00%	Self Retaining		
Total:		972,134	22.32	94,126	2.16	841,565	19.32			36,442				

* Effective Impervious Area is equal to Impervious Area plus 10% of the Pervious Area.

NO.	BY	REVISION	NO.	BY	REVISION	NO.	BY	REVISION
1	AW	08.19.2021 - 1ST CITY SUBMITTAL	2	AW	06.09.2022 - 2ND CITY SUBMITTAL	3	AW	03.08.2023 - 3RD CITY SUBMITTAL
4	AW	10.06.2023 - 4TH CITY SUBMITTAL	5	AW	01.05.2024 - 5TH CITY SUBMITTAL			

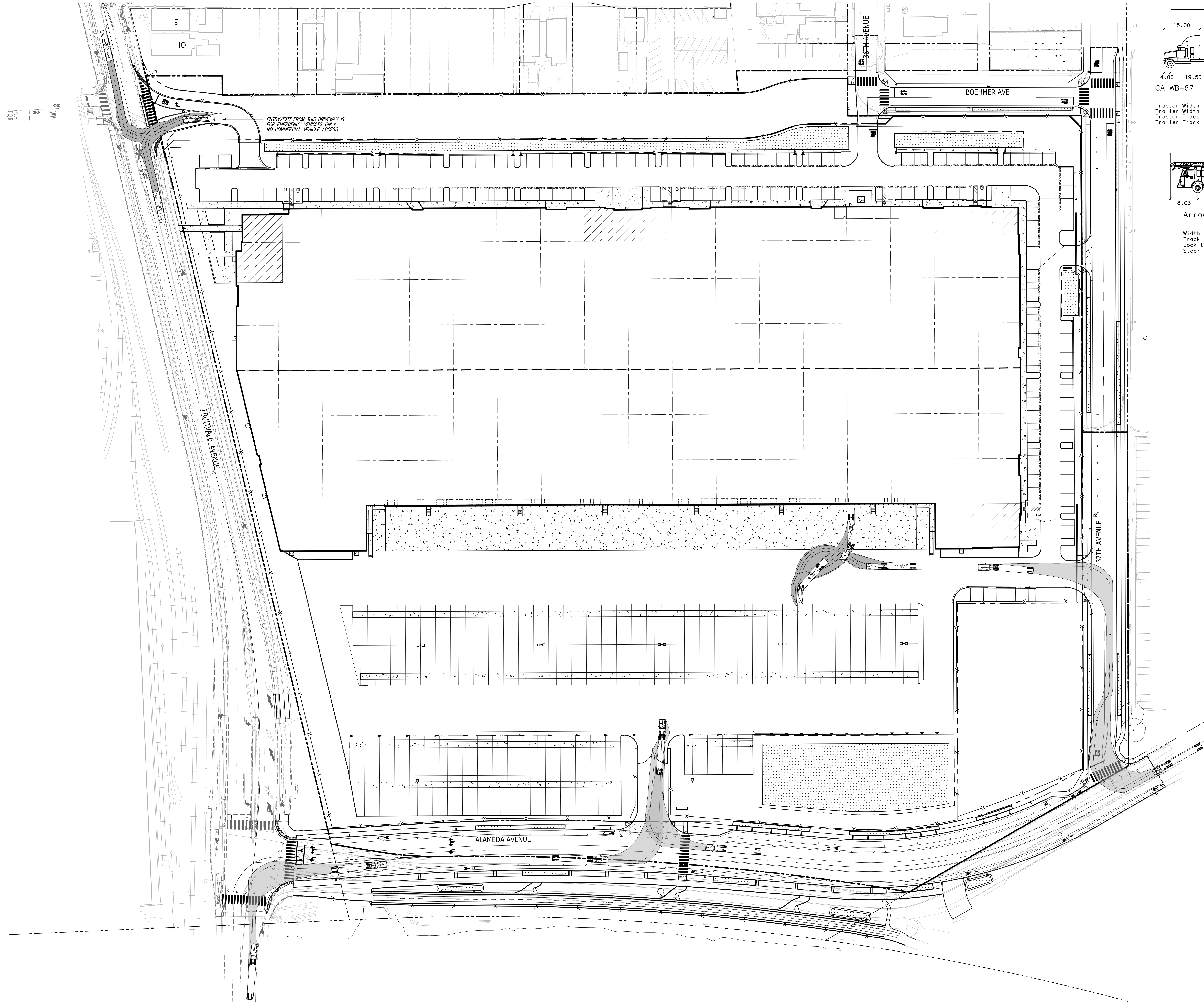
PRELIMINARY STORMWATER QUALITY CONTROL PLAN
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

OAKLAND, CALIFORNIA

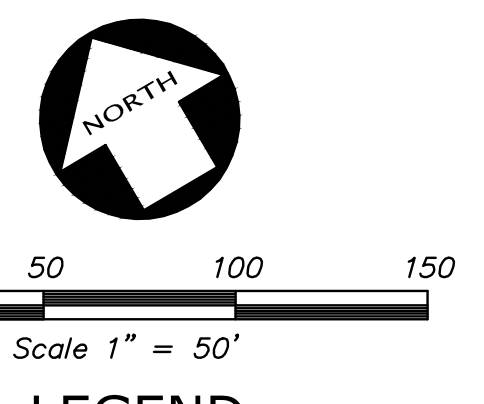
KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C7.0
OF	20 SHEETS

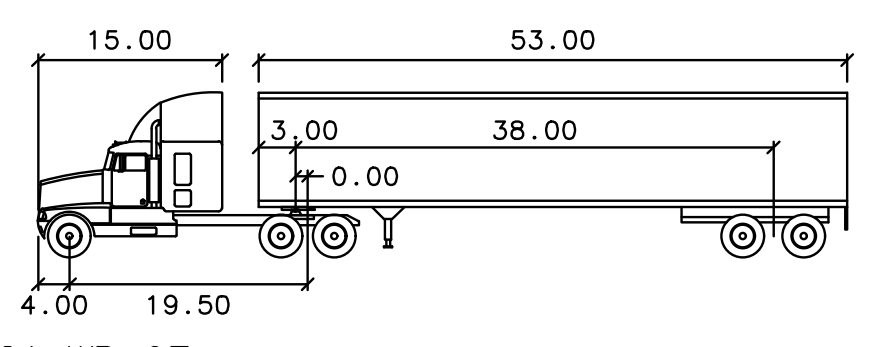
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ENTRY/EXIT FROM THIS DRIVEWAY IS FOR EMERGENCY VEHICLES ONLY. NO COMMERCIAL VEHICLE ACCESS.

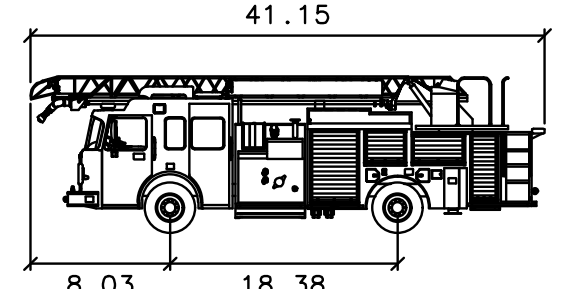


LEGEND



CA WB-67

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

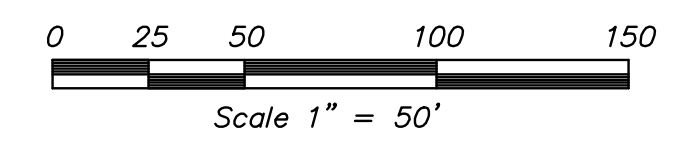
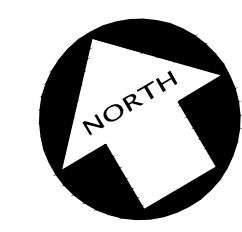
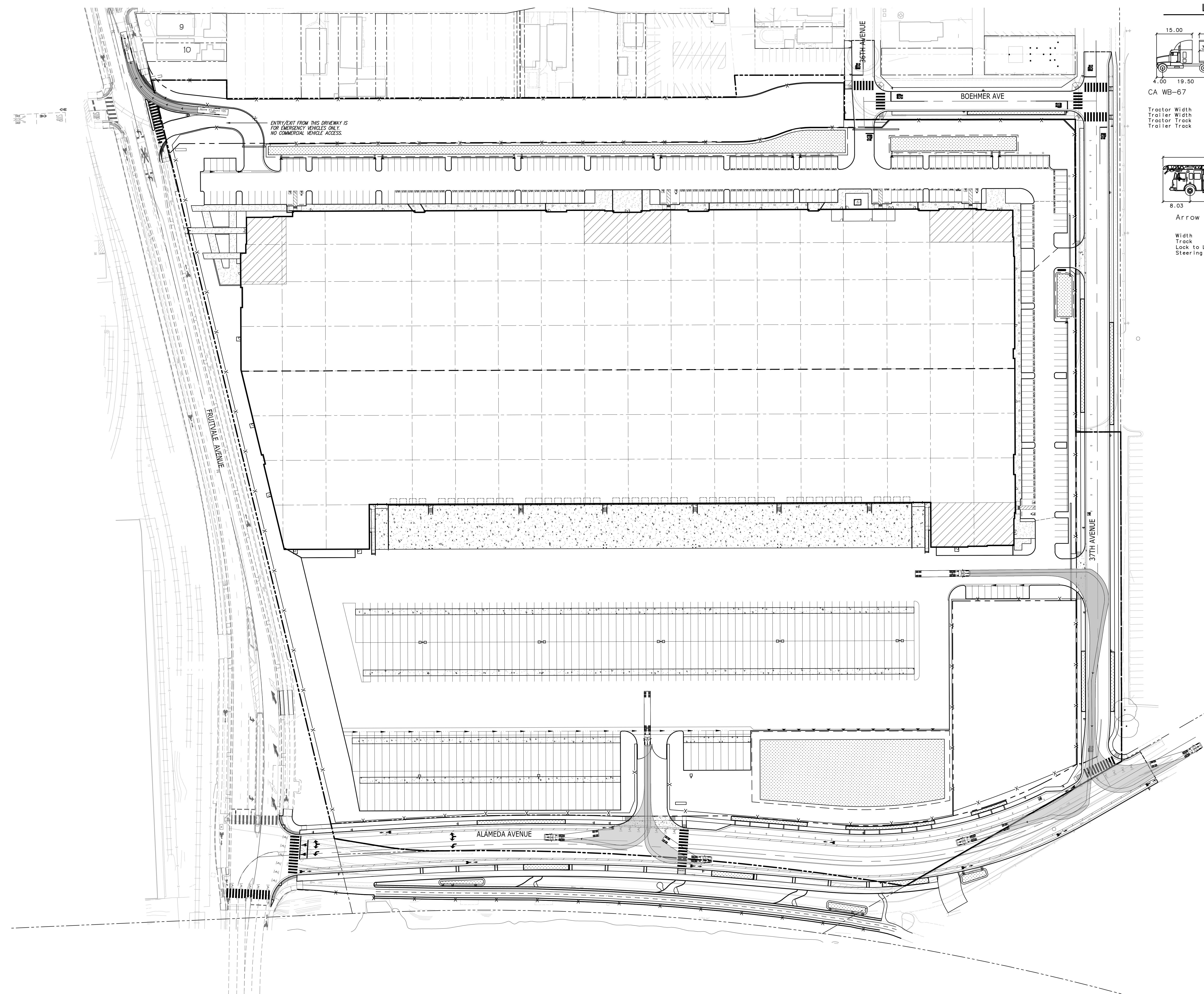


Arrow XT Quint 105

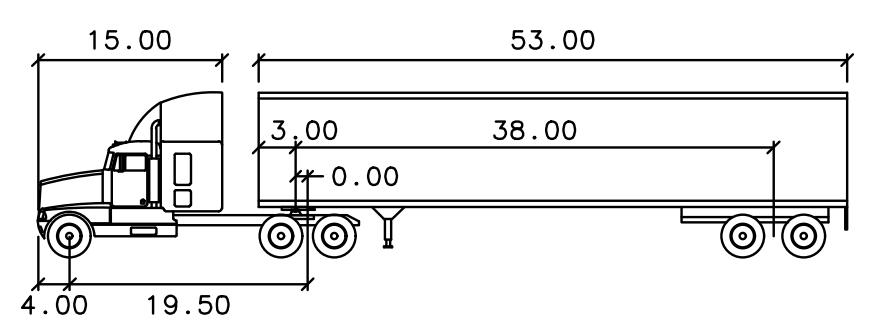
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DATE		JANUARY, 2024	
SCALE		AS SHOWN	
DESIGNER		DGR	
DRAWN BY		REE	
JOB NO.		A15642-6	
SHEET		C8.0	
OF		20 SHEETS	
TRUCK TURNING EXHIBIT - ENTRY OF 3600 ALAMEDA AVENUE FOR PROLOGIS			
		KIER+WRIGHT 2850 Collier Canyon Road Livermore, CA 94551 Phone: (925) 245-8788 www.kierwright.com	
OAKLAND,		CALIFORNIA	
NO.	REVISION	NO.	REVISION
1	08.19.2021 - 1ST CITY SUBMITTAL	1	
2	06.09.2022 - 2ND CITY SUBMITTAL	2	
3	03.08.2023 - 3RD CITY SUBMITTAL	3	
4	10.06.2023 - 4TH CITY SUBMITTAL	4	
5	01.05.2024 - 5TH CITY SUBMITTAL	5	

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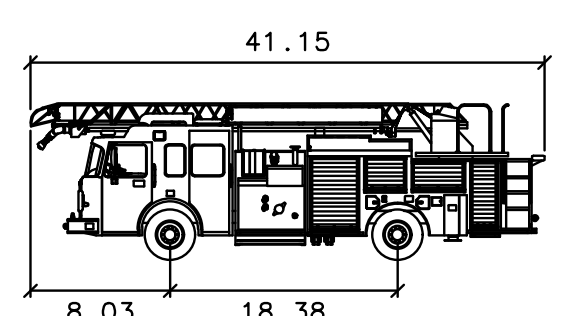


LEGEND



CA WB-67

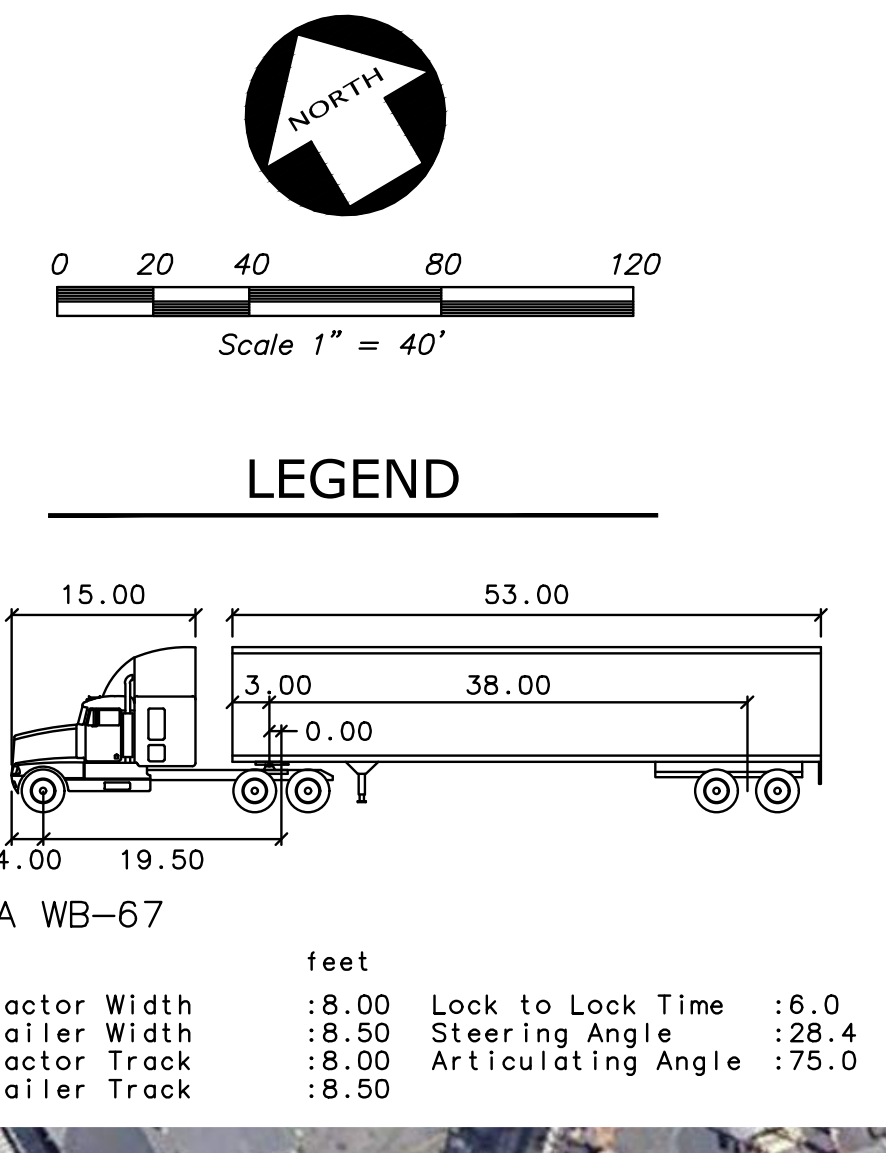
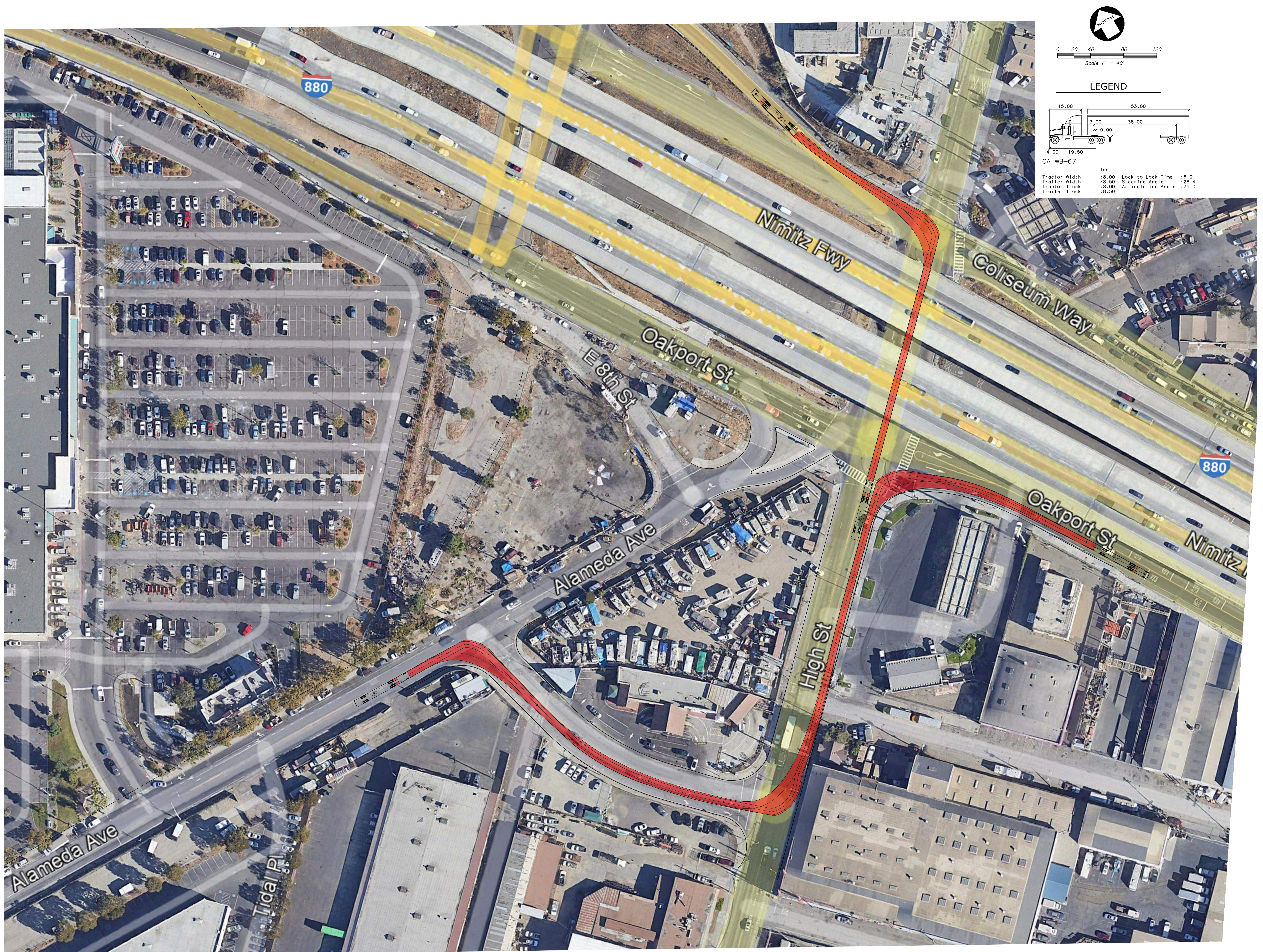
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Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



Arrow XT Quint 105

Width	: 8.00
Track	: 9.07
Lock to Lock Time	: 4.9
Steering Angle	: 33.3

DATE		JANUARY, 2024	
SCALE		AS SHOWN	
DESIGNER		DGR	
DRAWN BY		REE	
JOB NO.		A15642-6	
SHEET		C8.1	
OF		20 SHEETS	
TRUCK TURNING EXHIBIT - EXIT OF 3600 ALAMEDA AVENUE FOR PROLOGIS			
 KIER+WRIGHT 2850 Collier Canyon Road Livermore, CA 94551 Phone: (925) 245-8788 www.kierwright.com		CALIFORNIA	
OAKLAND,		CALIFORNIA	
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NO.	BY	NO.	BY	NO.	BY	NO.	BY
REVISION	NO.	REVISION	NO.	REVISION	NO.	REVISION	NO.
	△	08.19.2021 - 1ST CITY SUBMITTAL	△	06.09.2022 - 2ND CITY SUBMITTAL	△	03.08.2023 - 3RD CITY SUBMITTAL	△
	△	10.06.2023 - 4TH CITY SUBMITTAL	△	01.05.2024 - 5TH CITY SUBMITTAL	△		△

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

CALIFORNIA

TRUCK EXIT
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C8.2
OF	20 SHEETS

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NORTH

0 20 40 80 120
Scale 1" = 40'

LEGEND

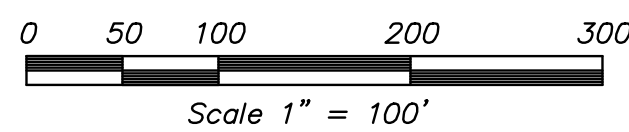
CA WB-67

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Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

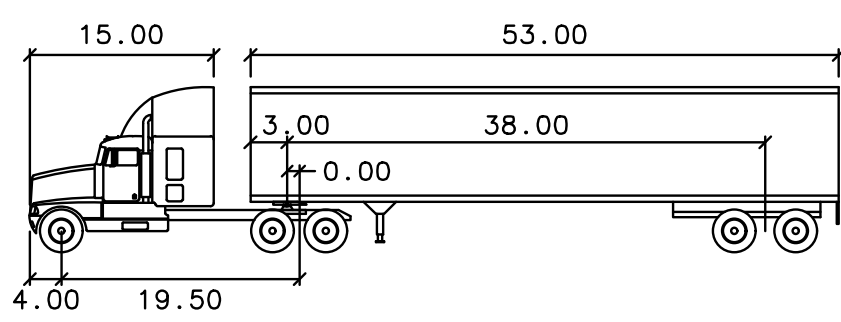
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		2		06.09.2022 - 2ND CITY SUBMITTAL
		3		03.08.2023 - 3RD CITY SUBMITTAL
		4		10.06.2023 - 4TH CITY SUBMITTAL
		5		01.05.2024 - 5TH CITY SUBMITTAL

 KIER+WRIGHT 2850 Collier Canyon Road Livermore, CA 94551 Phone: (925) 245-8788 www.kierwright.com	CALIFORNIA TRUCK ENTRY OF 3600 ALAMEDA AVENUE FOR PROLOGIS
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DATE: JANUARY, 2024 SCALE: AS SHOWN DESIGNER: DGR DRAWN BY: REE JOB NO.: A15642-6	SHEET C8.3 OF 20 SHEETS
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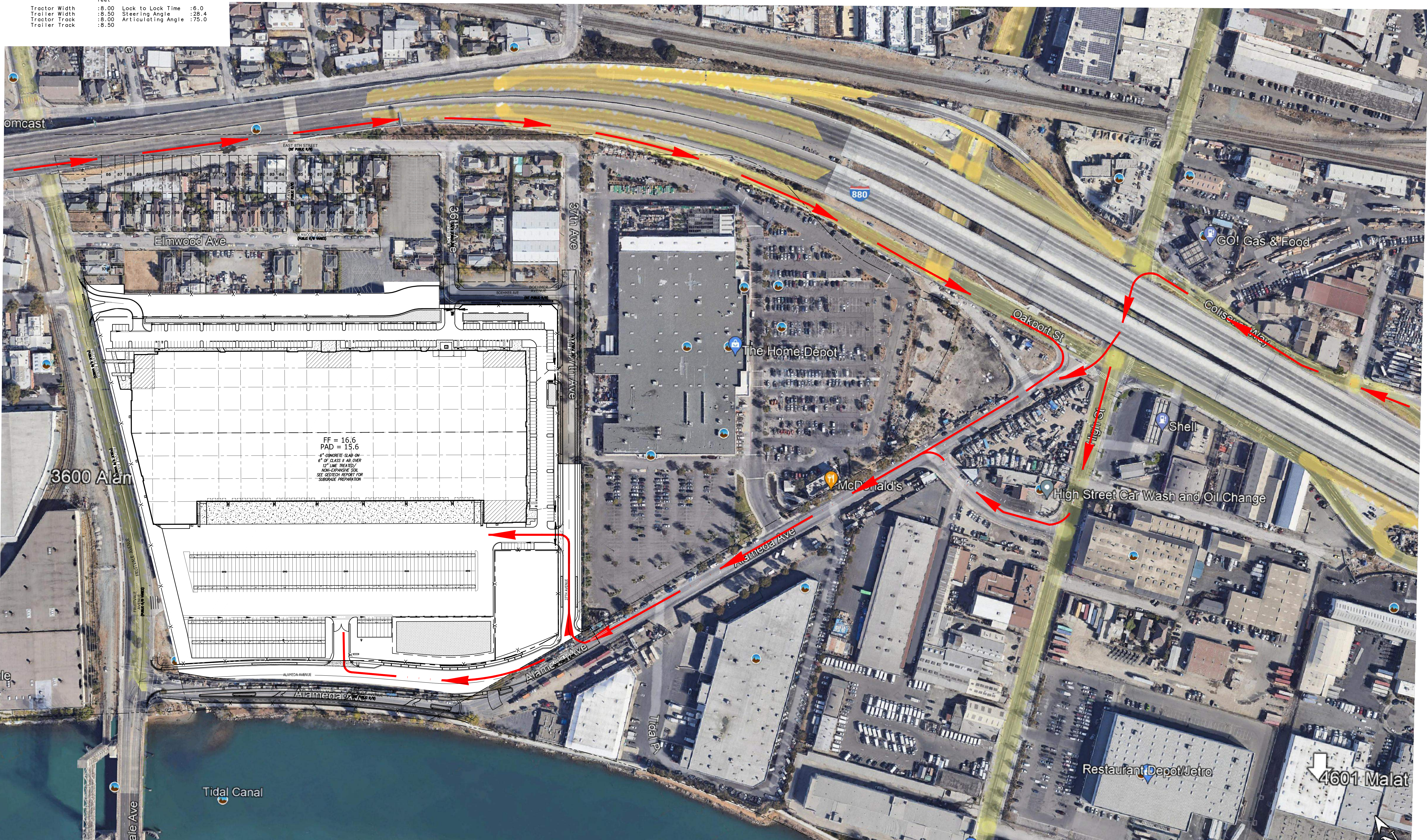


LEGEND



CA WB-67

feet	
Tractor Width	:8.00
Tractor Length	:8.50
Tractor Track	:8.00
Trailer Track	:8.50
Lock to Lock Time	:6.0
Steering Angle	:28.4
Articulating Angle	:75.0



NO.	BY	REVISION

NO.	BY	REVISION

NO.	BY	REVISION

NO.	BY	REVISION

KIER+WRIGHT
 2850 Collier Canyon Road
 Livermore, CA 94551
 Phone: (925) 245-8788
 www.kierwright.com

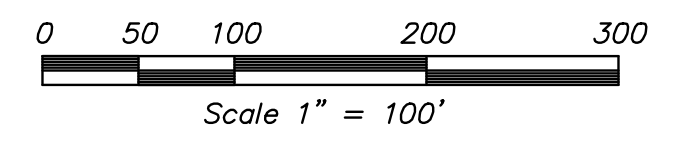
CALIFORNIA

HAUL ROUTE ENTRY
 OF
3600 ALAMEDA AVENUE
 FOR
PROLOGIS

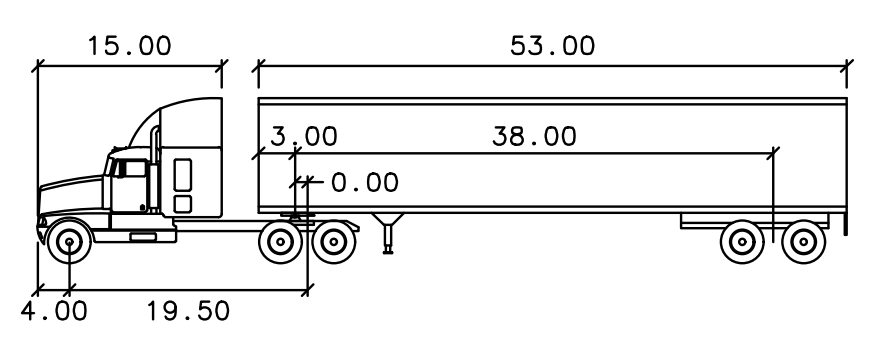
OAKLAND,

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C8.4
OF	20 SHEETS

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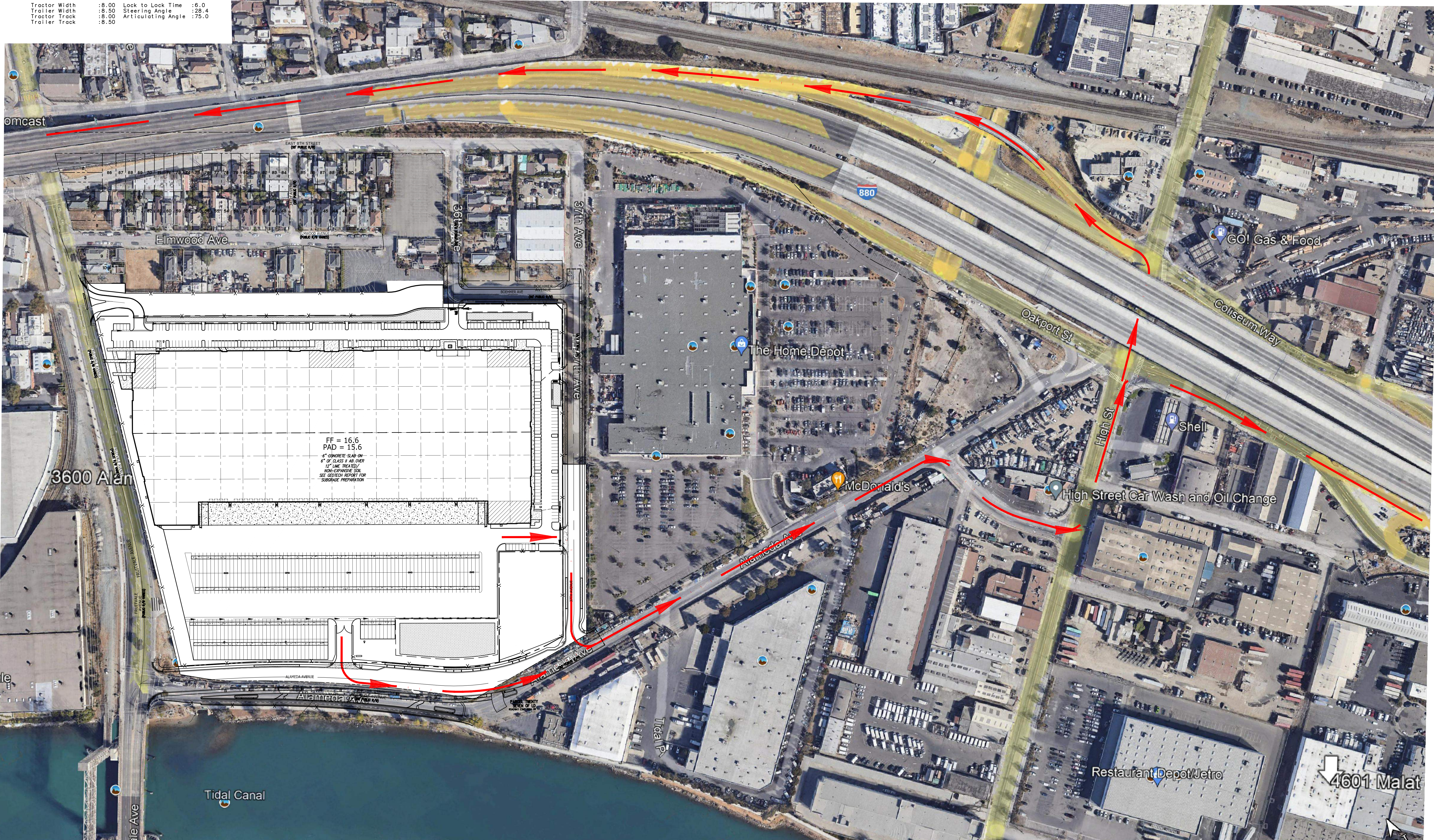


LEGEND



CA WB-67

feet	
Tractor Width	:8.00
Tractor Length	:18.50
Tractor Track	:8.00
Trailer Track	:8.50
Lock to Lock Time	:6.0
Steering Angle	:28.4
Articulating Angle	:75.0



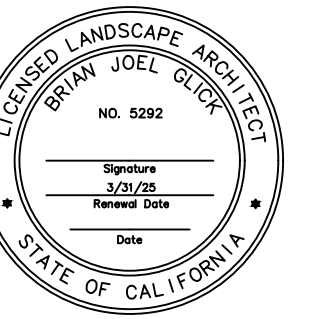
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REVISION		NO.	BY
08.19.2021	1ST CITY SUBMITTAL	1	△
06.09.2022	2ND CITY SUBMITTAL	2	△
03.08.2023	3RD CITY SUBMITTAL	3	△
10.06.2023	4TH CITY SUBMITTAL	4	△
01.05.2024	5TH CITY SUBMITTAL	5	△

 2850 Collier Canyon Road Livermore, CA 94551 Phone: (925) 245-8788 www.kierwright.com		CALIFORNIA
		OAKLAND,

DATE	JANUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C8.5
OF	20 SHEETS

HAUL ROUTE EXIT
 OF
3600 ALAMEDA AVENUE
 FOR
PROLOGIS



Owner:



PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

Project:

3600 Alameda Ave

3600 ALAMEDA AVE.
 OAKLAND, CA

Consultants:

CIVIL	KIER & WRIGHT
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	HMH
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

LANDSCAPE PLAN

Project Number: 20387

Drawn by: TSP

Date: 5/2/2023

Revision:

08.19.2021 - 1ST CITY SUBMITTAL

06.09.2022 - 2ND CITY SUBMITTAL

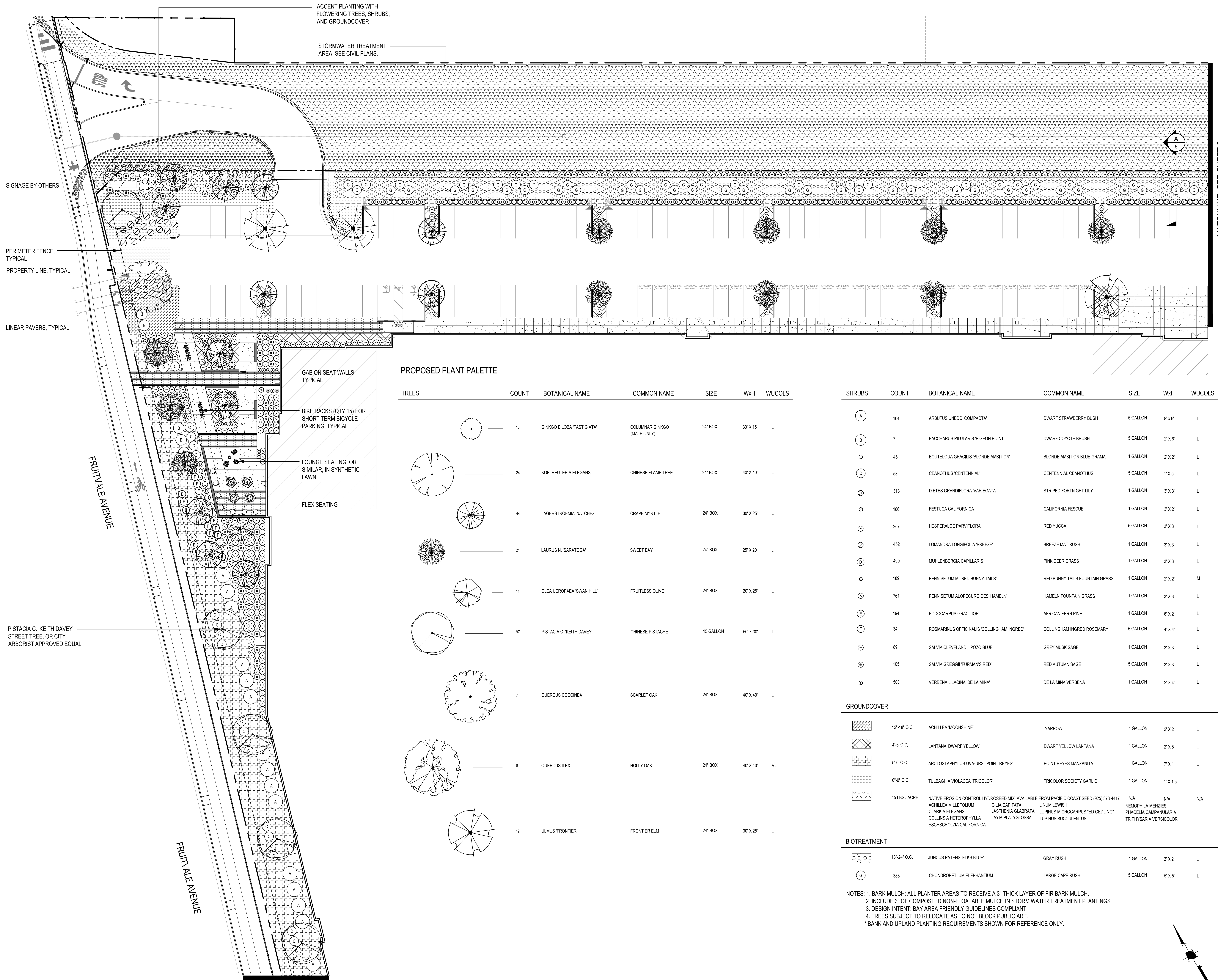
03.08.2023 - 3RD CITY SUBMITTAL

10.06.2023 - 4TH CITY SUBMITTAL

01.05.2024 - 5TH CITY SUBMITTAL

Sheet:

SHEET 1



PROPOSED PLANT PALETTE

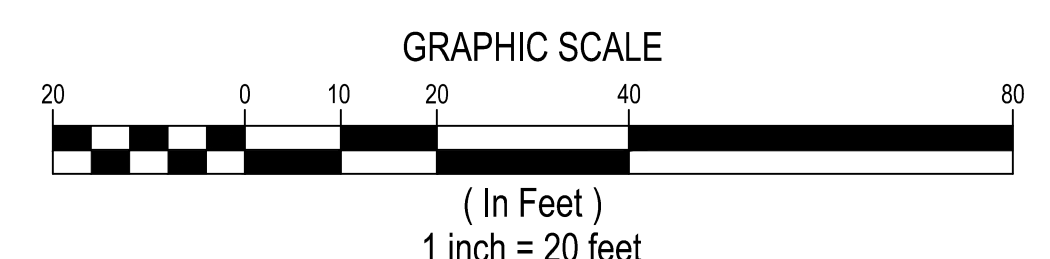
TREES	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	13	GINKGO BILOBA 'FASTIGIATA'	COLUMNAR GINKGO (MALE ONLY)	24" BOX	30' X 15'	L
	24	KOELREUTERIA ELEGANS	CHINESE FLAME TREE	24" BOX	40' X 40'	L
	44	LAGERSTROEMIA 'NATCHEZ'	GRAPE MYRTLE	24" BOX	30' X 25'	L
	24	LAURUS N. 'SARATOGA'	SWEET BAY	24" BOX	25' X 20'	L
	11	OLEA UEROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	20' X 25'	L
	97	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	15 GALLON	50' X 30'	L
	7	QUERCUS COCCINEA	SCARLET OAK	24" BOX	40' X 40'	L
	6	QUERCUS ILEX	HOLLY OAK	24" BOX	40' X 40'	VL
	12	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX	30' X 25'	L

SHRUBS	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	104	ARBUS UNEDO 'COMPACTA'	DWARF STRAWBERRY BUSH	5 GALLON	8' x 6'	L
	7	BACCHARUS PILLULARIS 'PIGEON POINT'	DWARF COYOTE BRUSH	5 GALLON	2' X 6'	L
	461	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GALLON	2' X 2'	L
	53	CEANOTHUS 'CENTENNIAL'	CENTENNIAL CEANOTHUS	5 GALLON	1' X 5'	L
	318	DIETES GRANDIFLORA 'VARIEGATA'	STRIPED FORTNIGHT LILY	1 GALLON	3' X 3'	L
	186	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GALLON	3' X 2'	L
	267	HESPERALOE PARVIFLORA	RED YUCCA	5 GALLON	3' X 3'	L
	452	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE MAT RUSH	1 GALLON	3' X 3'	L
	400	MUHLENBERGIA CAPILLARIS	PINK DEER GRASS	1 GALLON	3' X 3'	L
	189	PENNISETUM M. 'RED BUNNY TAILS'	RED BUNNY TAILS FOUNTAIN GRASS	1 GALLON	2' X 2'	M
	761	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GALLON	3' X 3'	L
	194	PODOCARPUS GRACILIOR	AFRICAN FERN PINE	1 GALLON	6' X 2'	L
	34	ROSMARINUS OFFICINALIS 'COLLINGHAM INGRED'	COLLINGHAM INGRED ROSEMARY	5 GALLON	4' X 4'	L
	89	SALVIA CLEVELANDII 'POZO BLUE'	GREY MUSK SAGE	1 GALLON	3' X 3'	L
	105	SALVIA GREGGII 'FURMAN'S RED'	RED AUTUMN SAGE	5 GALLON	3' X 3'	L
	500	VERBENA LILACINA 'DE LA MINA'	DE LA MINA VERBENA	1 GALLON	2' X 4'	L

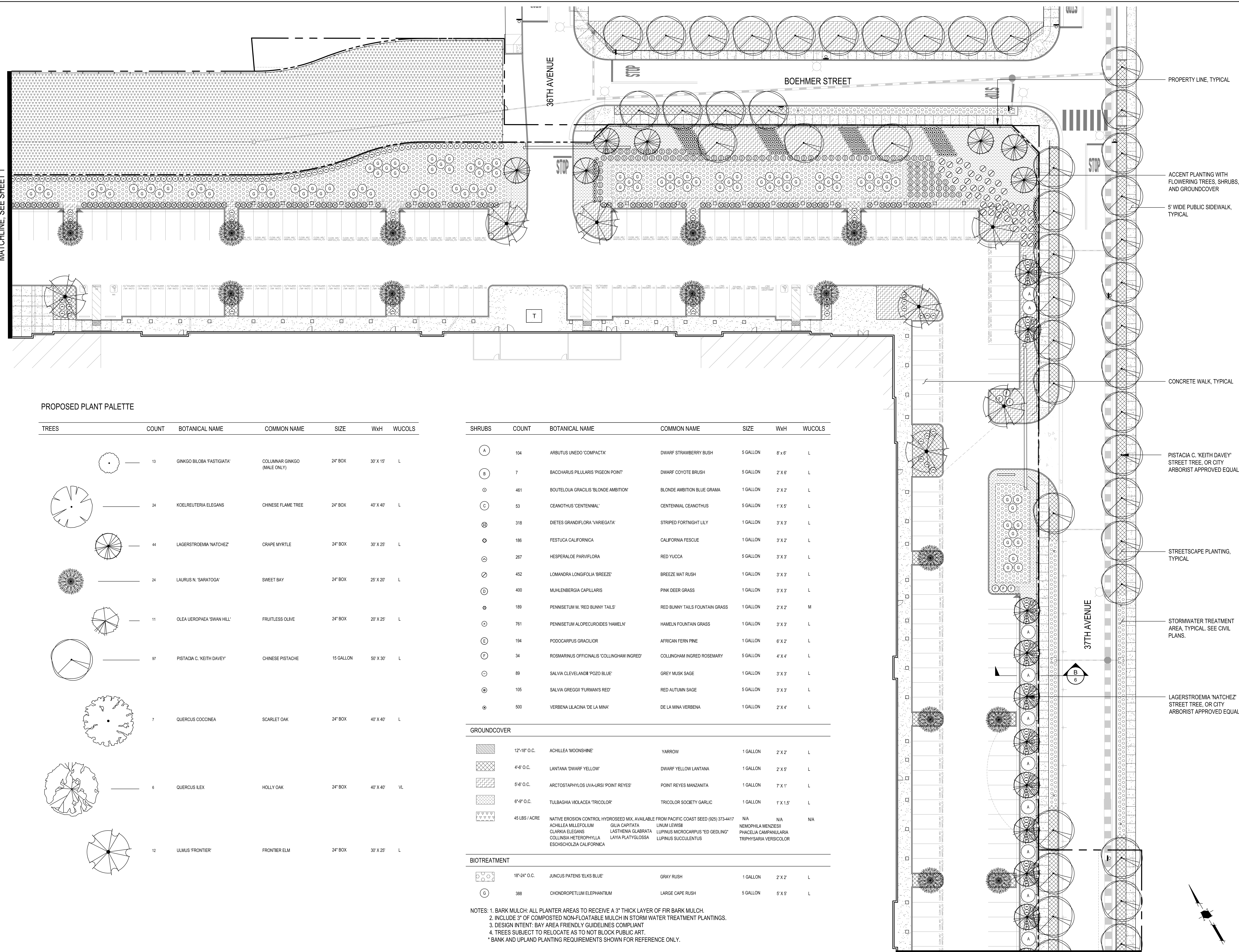
GROUND COVER	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	12'-18" O.C.	ACHILLEA 'MOONSHINE'	YARROW	1 GALLON	2' X 2'	L
	4'-6" O.C.	LANTANA 'DWARF YELLOW'	DWARF YELLOW LANTANA	1 GALLON	2' X 5'	L
	5'-6" O.C.	ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	POINT REYES MANZANITA	1 GALLON	7' X 1'	L
	6'-8" O.C.	TULBAGHIA VIOLACEA 'TRICOLOR'	TRICOLOR SOCIETY GARLIC	1 GALLON	1' X 1.5'	L
	45 LBS / ACRE	NATIVE EROSION CONTROL HYDROSEED MIX, AVAILABLE FROM PACIFIC COAST SEED (925) 373-4417		N/A	N/A	N/A
		ACHILLEA MILLEFOLIUM	GILIA CAPITATA			
		CLARKIA ELEGANS	LASTHENIA GLABRATA			
		COLLINSIA HETEROPHYLLA	LAYIA PLATYGLOSSA			
		ESCHSCHOLZIA CALIFORNICA	LUPINUS MICROCARPUS 'ED GEDLING'			
			LUPINUS SUCCULENTUS			
			LIUM LEWISII			
			LUPINUS MICROCARPUS 'ED GEDLING'			
			PHACELIA CAMPANULARIA			
			TRIPHYSARIA VIRGICOLOR			

BIOTREATMENT	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	18'-24" O.C.	JUNCUS PATENS 'ELKS BLUE'	GRAY RUSH	1 GALLON	2' X 2'	L
	388	CHONDRPETLUM ELEPHANTIUM	LARGE CAPE RUSH	5 GALLON	5' X 5'	L

NOTES: 1. BARK MULCH: ALL PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH.
 2. INCLUDE 3" OF COMPOSTED NON-FLOATABLE MULCH IN STORM WATER TREATMENT PLANTINGS.
 3. DESIGN INTENT: BAY AREA FRIENDLY GUIDELINES COMPLIANT.
 4. TREES SUBJECT TO RELOCATE AS TO NOT BLOCK PUBLIC ART.
 * BANK AND UPLAND PLANTING REQUIREMENTS SHOWN FOR REFERENCE ONLY.



MATCHLINE, SEE SHEET 1



PROPERTY LINE, TYPICAL

ACCENT PLANTING WITH FLOWERING TREES, SHRUBS, AND GROUNDCOVER

5' WIDE PUBLIC SIDEWALK, TYPICAL

CONCRETE WALK, TYPICAL

PISTACIA C. 'KEITH DAVEY' STREET TREE, OR CITY ARBORIST APPROVED EQUAL.

STREETSCAPE PLANTING, TYPICAL

STORMWATER TREATMENT AREA, TYPICAL. SEE CIVIL PLANS.

LAGERSTROEMIA 'NATCHEZ' STREET TREE, OR CITY ARBORIST APPROVED EQUAL.

PROPOSED PLANT PALETTE

TREES	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	13	GINKGO BILOBA 'FASTIGIATA'	COLUMNAR GINKGO (MALE ONLY)	24" BOX	30' X 15'	L
	24	KOELREUTERIA ELEGANS	CHINESE FLAME TREE	24" BOX	40' X 40'	L
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	7	QUERCUS COCCINEA	SCARLET OAK	24" BOX	40' X 40'	L
	6	QUERCUS ILEX	HOLLY OAK	24" BOX	40' X 40'	VL
	12	ULMUS FRONTIER	FRONTIER ELM	24" BOX	30' X 25'	L

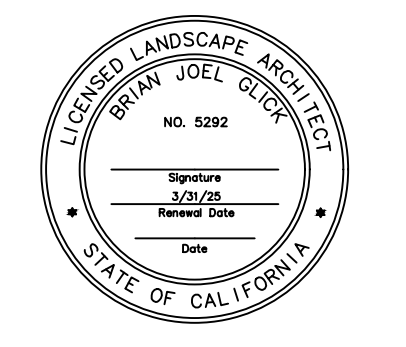
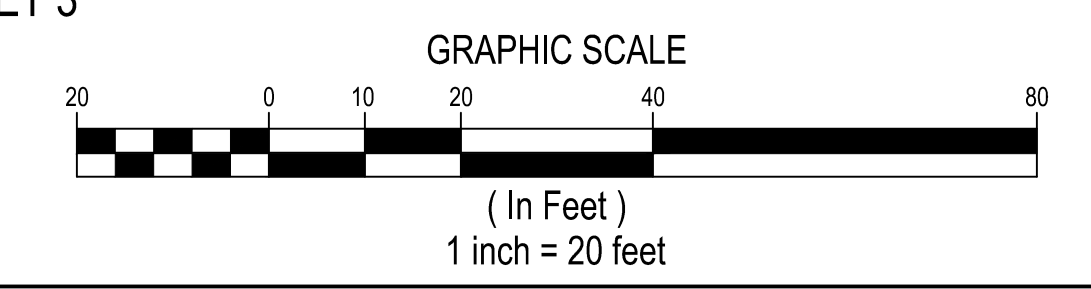
SHRUBS	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	104	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY BUSH	5 GALLON	6' X 6'	L
	7	BACCHARIS PILULARIS 'PIGEON POINT'	DWARF COYOTE BRUSH	5 GALLON	2' X 6'	L
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	105	SALVIA GREGGII 'FURMAN'S RED'	RED AUTUMN SAGE	5 GALLON	3' X 3'	L
	500	VERBENA LILACINA 'DE LA MINA'	DE LA MINA VERBENA	1 GALLON	2' X 4'	L

GROUNDCOVER	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	12'-18" O.C.	ACHILLEA 'MOONSHINE'	YARROW	1 GALLON	2' X 2'	L
	4'-6" O.C.	LANTANA 'DWARF YELLOW'	DWARF YELLOW LANTANA	1 GALLON	2' X 5'	L
	5'-6" O.C.	ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	POINT REYES MANZANITA	1 GALLON	7' X 1'	L
	6'-9" O.C.	TULBAGHIA VIOLACEA 'TRICOLOR'	TRICOLOR SOCIETY GARLIC	1 GALLON	1' X 1.5'	L
	45 LBS / ACRE	NATIVE EROSION CONTROL HYDROSEED MIX, AVAILABLE FROM PACIFIC COAST SEED (925) 373-4417	N/A	N/A	N/A	N/A
		ACHILLEA MILLEFOLIUM	GILIA CAPITATA	LINUM LEWISII	NEMOPHILA MENZIESII	
		CLARIGIA ELEGANS	LASTHENIA GLABRATA	LUPINUS MICROCARPUS 'EED GEDLING'	PHACELIA CAMPANULARIA	
		COLLINSIA HETEROPHYLLA	LAYIA PLATYGLOSSA	LUPINUS SUCCULENTUS	TRIPHYSARIA VERSICOLOR	
		ESCHSCHOLZIA CALIFORNICA				

BIOTREATMENT	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	18"-24" O.C.	JUNCUS PATENS 'ELKS BLUE'	GRAY RUSH	1 GALLON	2' X 2'	L
	388	CHONDROPETIUM ELEPHANTIUM	LARGE CAPE RUSH	5 GALLON	5' X 5'	L

NOTES: 1. BARK MULCH: ALL PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH.
 2. INCLUDE 3" OF COMPOSTED NON-FLOATABLE MULCH IN STORM WATER TREATMENT PLANTINGS.
 3. DESIGN INTENT: BAY AREA FRIENDLY GUIDELINES COMPLIANT
 4. TREES SUBJECT TO RELOCATE AS TO NOT BLOCK PUBLIC ART.
 * BANK AND UPLAND PLANTING REQUIREMENTS SHOWN FOR REFERENCE ONLY.

MATCHLINE, SEE SHEET 3



Owner:
PROLOGIS
 PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

Project:
3600 Alameda Ave
 3600 ALAMEDA AVE.
 OAKLAND, CA

Consultants:
 CIVIL KIER & WRIGHT
 STRUCTURAL
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE HMH
 FIRE PROTECTION
 SOILS ENGINEER

Title:
LANDSCAPE PLAN
 Project Number: 20387
 Drawn by: TSP
 Date: 5/2/2023
 Revision:
 08.19.2021 - 1ST CITY SUBMITTAL
 06.09.2022 - 2ND CITY SUBMITTAL
 03.08.2023 - 3RD CITY SUBMITTAL
 10.06.2023 - 4TH CITY SUBMITTAL
 01.05.2024 - 5TH CITY SUBMITTAL

PROPOSED PLANT PALETTE

TREES	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	11	GINKGO BILOBA 'FASTIGIATA'	COLUNAR GINKGO (MALE ONLY)	24" BOX	30' X 15'	L
	6	KOELREUTERIA ELEGANS	CHINESE FLAME TREE	24" BOX	40' X 30'	L
	43	LAGERSTROEMIA 'NATCHEZ'	CRAPE MYRTLE	24" BOX	30' X 25'	L
	24	LAURUS N. 'SARATOGA'	SWEET BAY	24" BOX	25' X 20'	L
	13	OLEA UEROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	20' X 25'	L
	27	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	15 GALLON	50' X 30'	L
	7	QUERCUS COCCINEA	SCARLET OAK	24" BOX	50' X 40'	L
	8	QUERCUS ILEX	HOLLY OAK	24" BOX	40' X 40'	VL
	12	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX	30' X 40'	L

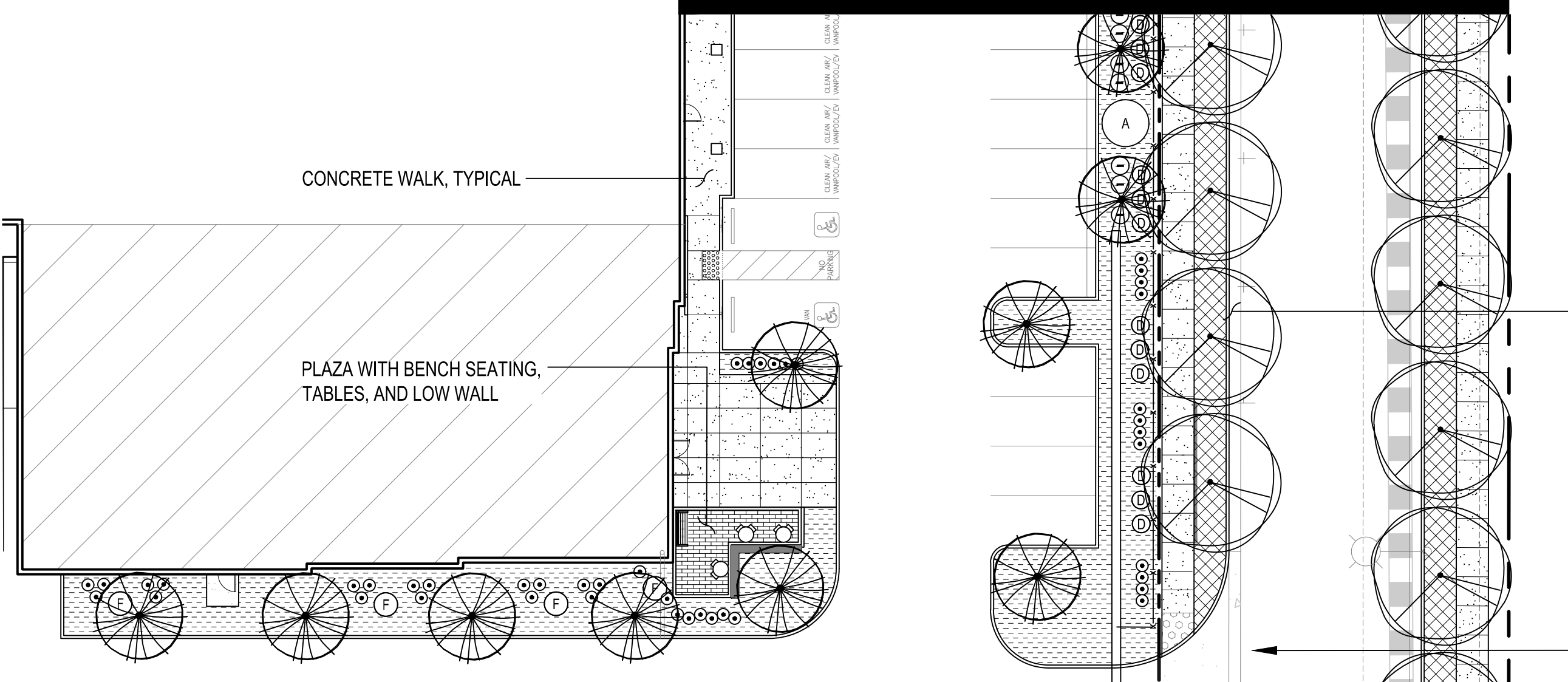
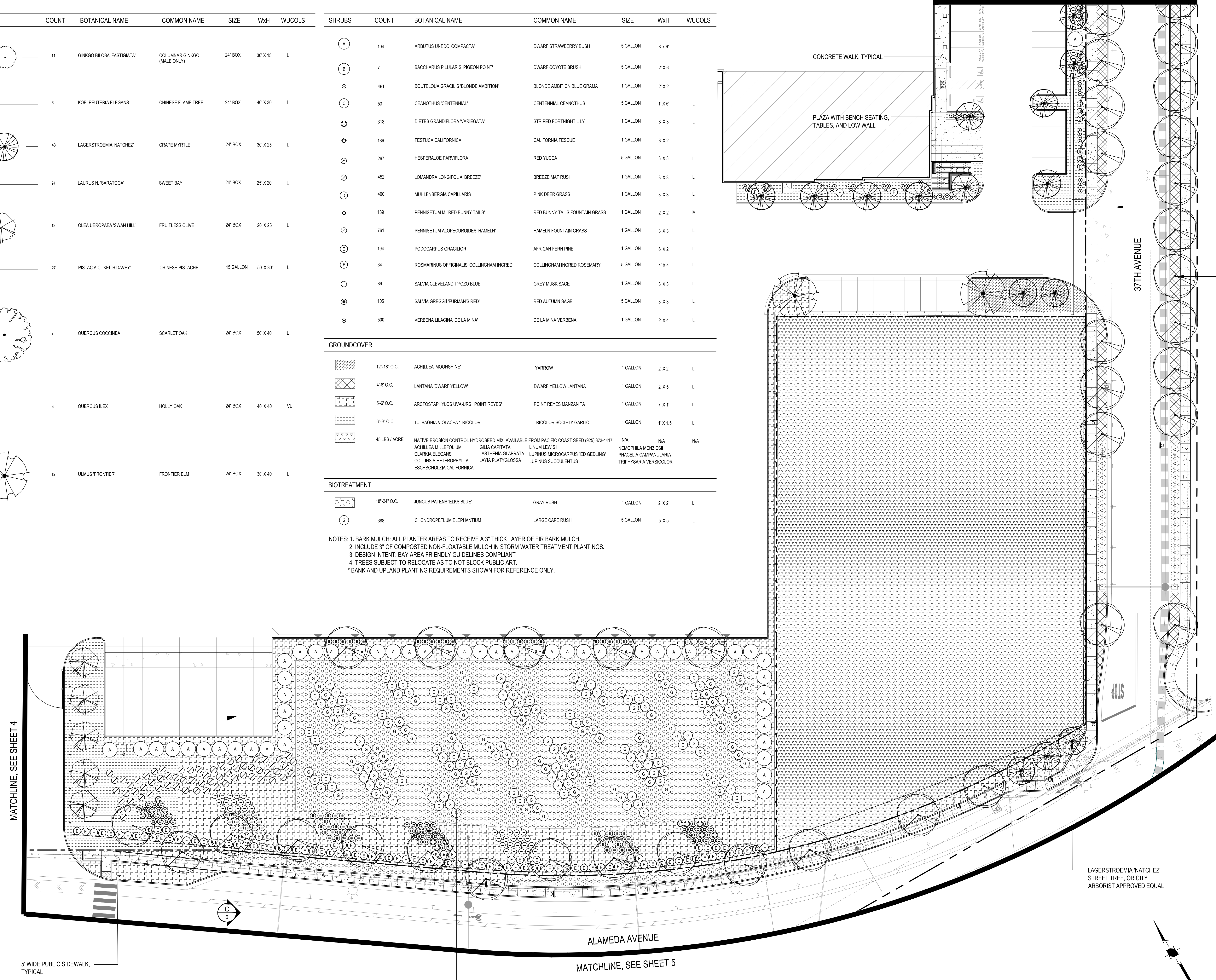
SHRUBS	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WxH	WUCOLS
	104	ARBUS UNEDO 'COMPACTA'	DWARF STRAWBERRY BUSH	5 GALLON	8' X 6'	L
	7	BACCHARUS PILLULARIS 'PIGEON POINT'	DWARF COYOTE BRUSH	5 GALLON	2' X 6'	L
	461	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GALLON	2' X 2'	L
	53	CEANOTHUS 'CENTENNIAL'	CENTENNIAL CEANOTHUS	5 GALLON	1' X 5'	L
	318	DIETES GRANDIFLORA 'VARIEGATA'	STRIPED FORTNIGHT LILY	1 GALLON	3' X 3'	L
	186	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GALLON	3' X 2'	L
	267	HESPERALOE PARVIFLORA	RED YUCCA	5 GALLON	3' X 3'	L
	452	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE MAT RUSH	1 GALLON	3' X 3'	L
	400	MUHLENBERGIA CAPILLARIS	PINK DEER GRASS	1 GALLON	3' X 3'	L
	189	PENNISETUM M. 'RED BUNNY TAILS'	RED BUNNY TAILS FOUNTAIN GRASS	1 GALLON	2' X 2'	M
	761	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GALLON	3' X 3'	L
	194	PODOCARPUS GRACILIOR	AFRICAN FERN PINE	1 GALLON	6' X 2'	L
	34	ROSMARINUS OFFICINALIS 'COLLINGHAM INGRED'	COLLINGHAM INGRED ROSEMARY	5 GALLON	4' X 4'	L
	89	SALVIA CLEVELANDII 'POZO BLUE'	GREY MUSK SAGE	1 GALLON	3' X 3'	L
	105	SALVIA GREGGII 'FURMAN'S RED'	RED AUTUMN SAGE	5 GALLON	3' X 3'	L
	500	VERBENA LILACINA 'DE LA MINA'	DE LA MINA VERBENA	1 GALLON	2' X 4'	L

GROUNDCOVER						
	12"-18" O.C.	ACHILLEA 'MOONSHINE'	YARROW	1 GALLON	2' X 2'	L
	4"-6" O.C.	LANTANA 'DWARF YELLOW'	DWARF YELLOW LANTANA	1 GALLON	2' X 5'	L
	5"-6" O.C.	ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	POINT REYES MANZANITA	1 GALLON	7' X 1'	L
	6"-8" O.C.	TULBAGHIA VIOLACEA 'TRICOLOR'	TRICOLOR SOCIETY GARLIC	1 GALLON	1' X 1.5'	L
	45 LBS / ACRE	NATIVE EROSION CONTROL HYDROSEED MIX, AVAILABLE FROM PACIFIC COAST SEED (925) 373-4417		N/A	N/A	N/A
		ACHILLEA MILLEFOLIUM	GILIA CAPITATA	LINUM LEWISII	NEMOPHILA MENZIESII	
		CLARKIA ELEGANS	LATHRAEA CLARATA	LUPINUS MICROCARPUS 'ED GEDLING'	PHACELIA CAMPANULARIA	
		COLLINSIA HETEROPHYLLA	LAYIA PLATYGLOSSA	LUPINUS SUCCULENTUS	TRIPHYSIARIA VERSICOLOR	
		ESCHSCHOLZIA CALIFORNICA				

BIOTREATMENT						
	18"-24" O.C.	JUNCUS PATENS 'ELKS BLUE'	GRAY RUSH	1 GALLON	2' X 2'	L
	388	CHONDROPETLUM ELEPHANTIUM	LARGE CAPE RUSH	5 GALLON	5' X 5'	L

NOTES: 1. BARK MULCH: ALL PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH.
 2. INCLUDE 3" OF COMPOSTED NON-FLOATABLE MULCH IN STORM WATER TREATMENT PLANTINGS.
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 4. TREES SUBJECT TO RELOCATE AS TO NOT BLOCK PUBLIC ART.
 * BANK AND UPLAND PLANTING REQUIREMENTS SHOWN FOR REFERENCE ONLY.

MATCHLINE, SEE SHEET 2



STREETSCAPE PLANTING, TYPICAL

PROPERTY LINE, TYPICAL

PISTACIA C. 'KEITH DAVEY' STREET TREE, OR CITY ARBORIST APPROVED EQUAL.

MATCHLINE, SEE SHEET 4

ALAMEDA AVENUE

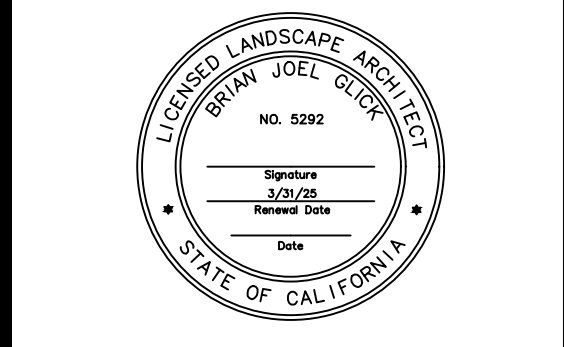
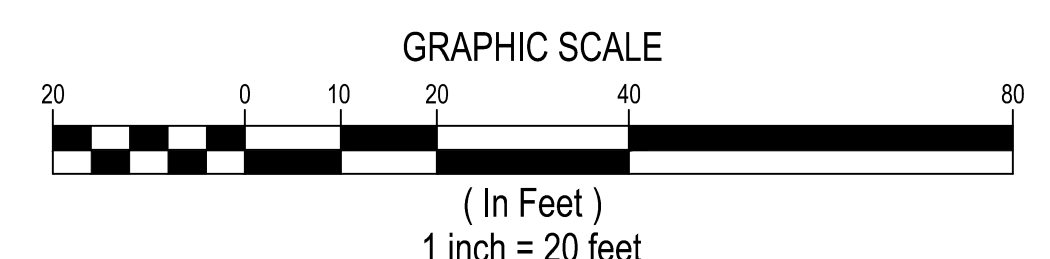
MATCHLINE, SEE SHEET 5

5' WIDE PUBLIC SIDEWALK, TYPICAL

PISTACIA C. 'KEITH DAVEY' STREET TREE, OR CITY ARBORIST APPROVED EQUAL.

STORMWATER TREATMENT AREA, TYPICAL. SEE CIVIL PLANS.

LAGERSTROEMIA 'NATCHEZ' STREET TREE, OR CITY ARBORIST APPROVED EQUAL



Owner:
PROLOGIS
 PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

Project:
3600 Alameda Ave
 3600 ALAMEDA AVE.
 OAKLAND, CA

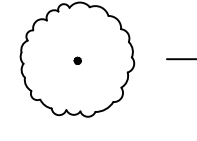
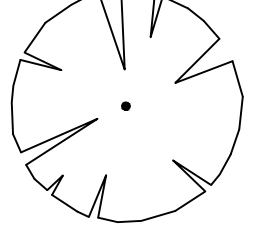
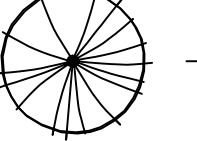


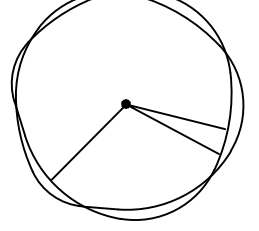
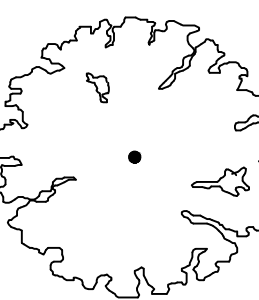
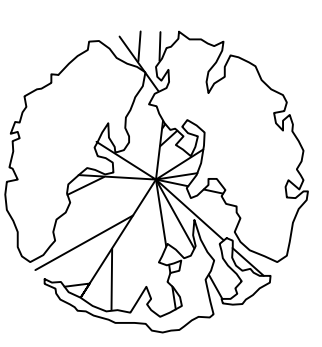
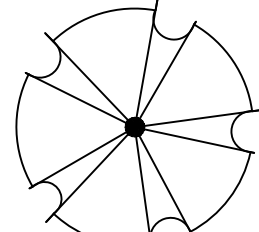
Consultants:
 CIVIL KIER & WRIGHT
 STRUCTURAL
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE HMH
 FIRE PROTECTION
 SOILS ENGINEER


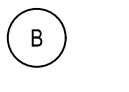
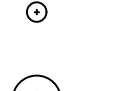
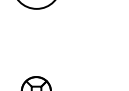






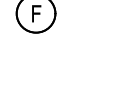
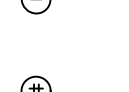



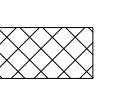
Title:
LANDSCAPE PLAN
 Project Number: 20387
 Drawn by: TSP
 Date: 5/2/2023
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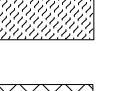
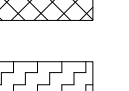

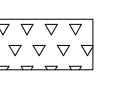

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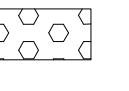

MATCHLINE,
SEE SHEET 1

PROPOSED PLANT PALETTE

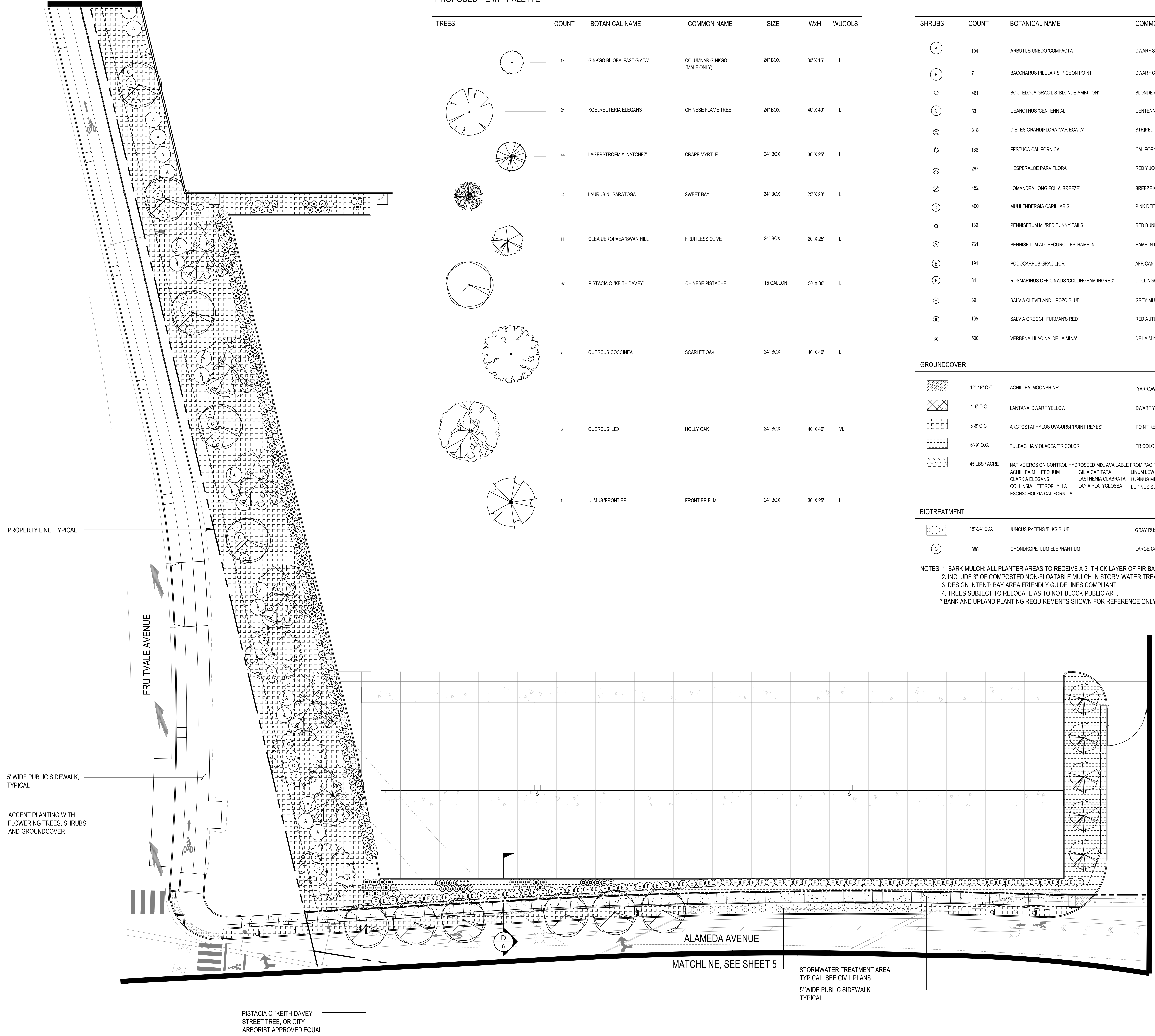
TREES	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WH	WUCOLS
	13	GINKGO BILOBA 'FASTIGIATA'	COLUMNAR GINKGO (MALE ONLY)	24" BOX	30' X 15'	L
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	44	LAGERSTROEMIA 'NATCHEZ'	GRAPE MYRTLE	24" BOX	30' X 25'	L
	24	LAURUS N. 'SARATOGA'	SWEET BAY	24" BOX	25' X 20'	L
	11	OLEA UEROPEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	20' X 25'	L
	97	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	15 GALLON	50' X 30'	L
	7	QUERCUS COCCINEA	SCARLET OAK	24" BOX	40' X 40'	L
	6	QUERCUS ILEX	HOLLY OAK	24" BOX	40' X 40'	VL
	12	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX	30' X 25'	L

SHRUBS	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WH	WUCOLS
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	189	PENNISETUM M. 'RED BUNNY TAILS'	RED BUNNY TAILS FOUNTAIN GRASS	1 GALLON	2' X 2'	M
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	89	SALVIA CLEVELANDII 'POZO BLUE'	GREY MUSK SAGE	1 GALLON	3' X 3'	L
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GROUNDCOVER	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WH	WUCOLS
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	5'-6" O.C.	ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	POINT REYES MANZANITA	1 GALLON	7' X 1'	L
	6'-9" O.C.	TULBAGHIA VIOLACEA 'TRICOLOR'	TRICOLOR SOCIETY GARLIC	1 GALLON	1' X 1.5'	L
	45 LBS / ACRE	NATIVE EROSION CONTROL HYDROSEED MIX, AVAILABLE FROM PACIFIC COAST SEED (925) 373-4417		N/A	N/A	N/A

BIOTREATMENT	COUNT	BOTANICAL NAME	COMMON NAME	SIZE	WH	WUCOLS
	18'-24" O.C.	JUNCUS PATENS 'ELKS BLUE'	GRAY RUSH	1 GALLON	2' X 2'	L
	388	CHONDROPETIUM ELEPHANTIUM	LARGE CAPE RUSH	5 GALLON	5' X 5'	L

NOTES: 1. BARK MULCH: ALL PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH.
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 4. TREES SUBJECT TO RELOCATE AS TO NOT BLOCK PUBLIC ART.
 * BANK AND UPLAND PLANTING REQUIREMENTS SHOWN FOR REFERENCE ONLY.



PROPERTY LINE, TYPICAL

FRUITVALE AVENUE

5' WIDE PUBLIC SIDEWALK, TYPICAL

ACCENT PLANTING WITH FLOWERING TREES, SHRUBS, AND GROUNDCOVER

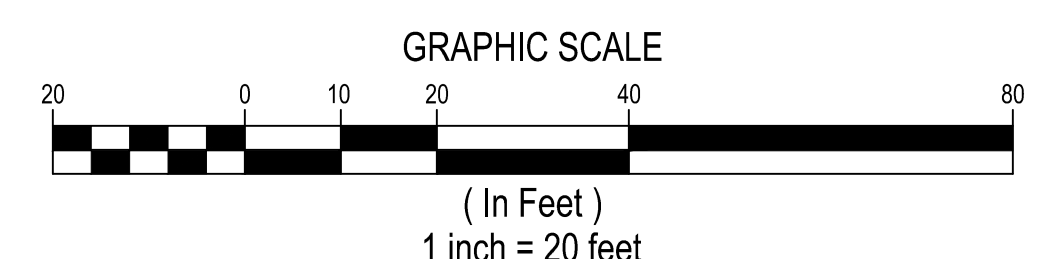
ALAMEDA AVENUE

MATCHLINE, SEE SHEET 5

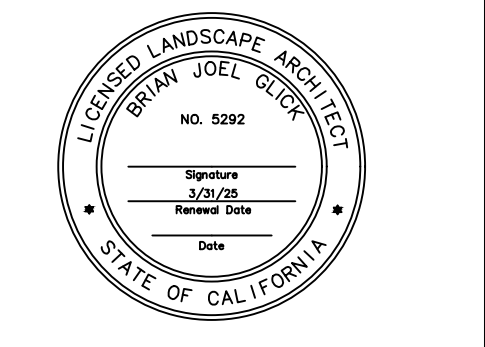
STORMWATER TREATMENT AREA, TYPICAL. SEE CIVIL PLANS.
5' WIDE PUBLIC SIDEWALK, TYPICAL

PISTACIA C. 'KEITH DAVEY' STREET TREE, OR CITY ARBORIST APPROVED EQUAL.

MATCHLINE, SEE SHEET 3



HMH
 Land Use Entitlements
 Land Planning
 Landscape Architecture
 Civil Engineering
 Utility Design
 Land Surveying
 Stormwater Compliance
 1570 Oakland Road (408) 487-2200
 San Jose, CA 95131 HMH.ca.com



Owner:

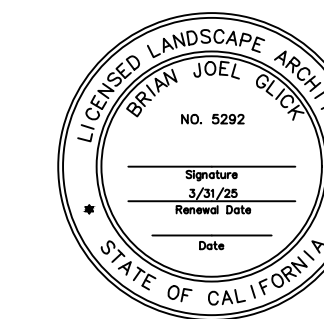
 PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

Project:
 3600 Alameda Ave
 3600 ALAMEDA AVE.
 OAKLAND, CA

Consultants:
 CIVIL KIER & WRIGHT
 STRUCTURAL
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE HMH
 FIRE PROTECTION
 SOILS ENGINEER

Title:
LANDSCAPE PLAN
 Project Number: 20387
 Drawn by: TSP
 Date: 5/2/2023
 Revision:
 08.19.2021 - 1ST CITY SUBMITTAL
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 03.08.2023 - 3RD CITY SUBMITTAL
 10.06.2023 - 4TH CITY SUBMITTAL
 01.05.2024 - 5TH CITY SUBMITTAL

Sheet:
SHEET 4



Owner:



PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

Project:

3600 Alameda Ave

3600 ALAMEDA AVE.
 OAKLAND, CA

Consultants:

CIVIL	KIER & WRIGHT
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	HMH
FIRE PROTECTION	-
SOILS ENGINEER	-

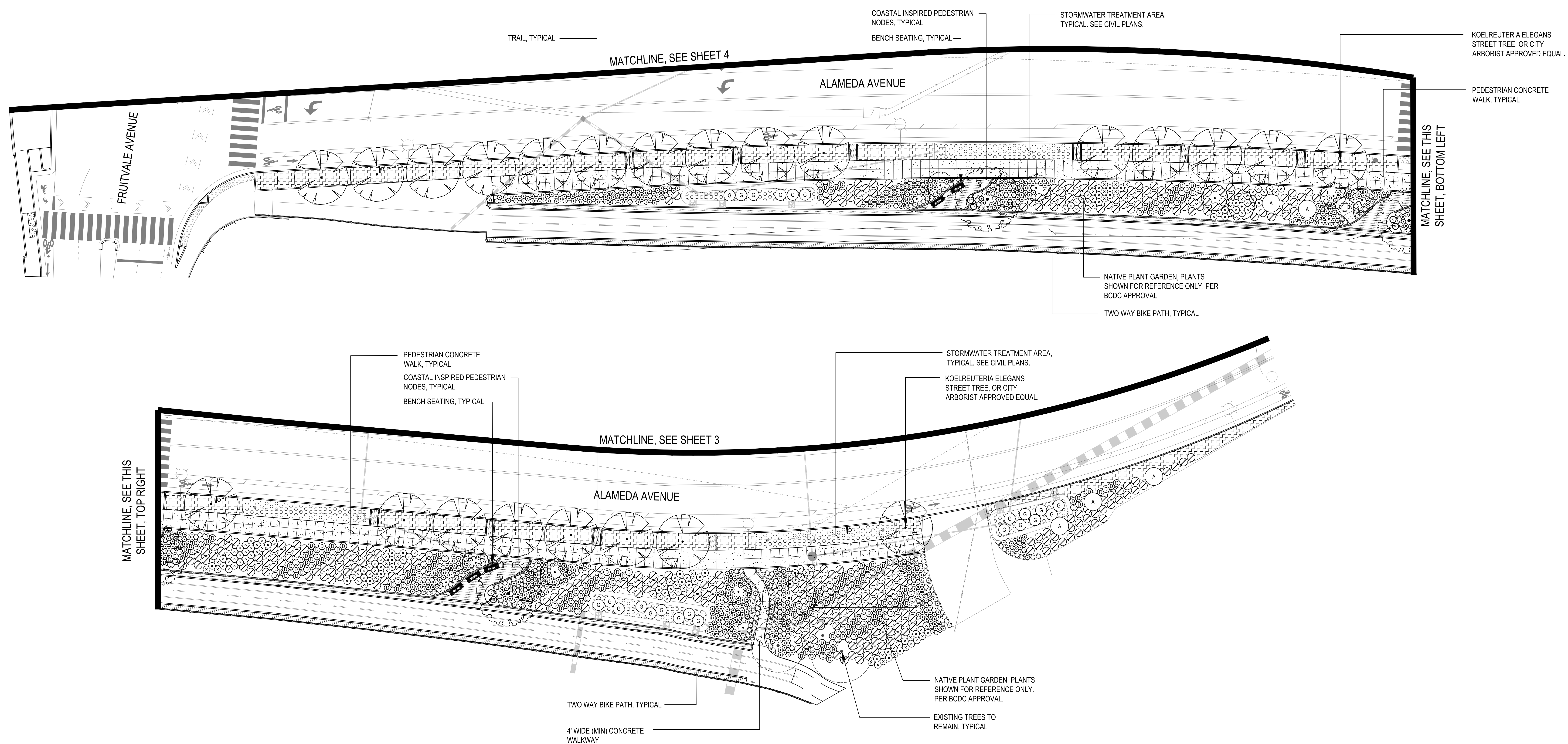
Title:
**BAY TRAIL OFFITES
 LANDSCAPE PLAN**

Project Number: 20387
 Drawn by: TSP
 Date: 5/2/2023

Revision:
 08.19.2021 - 1ST CITY SUBMITTAL
 06.09.2022 - 2ND CITY SUBMITTAL
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 01.05.2024 - 5TH CITY SUBMITTAL

Sheet:

SHEET 5



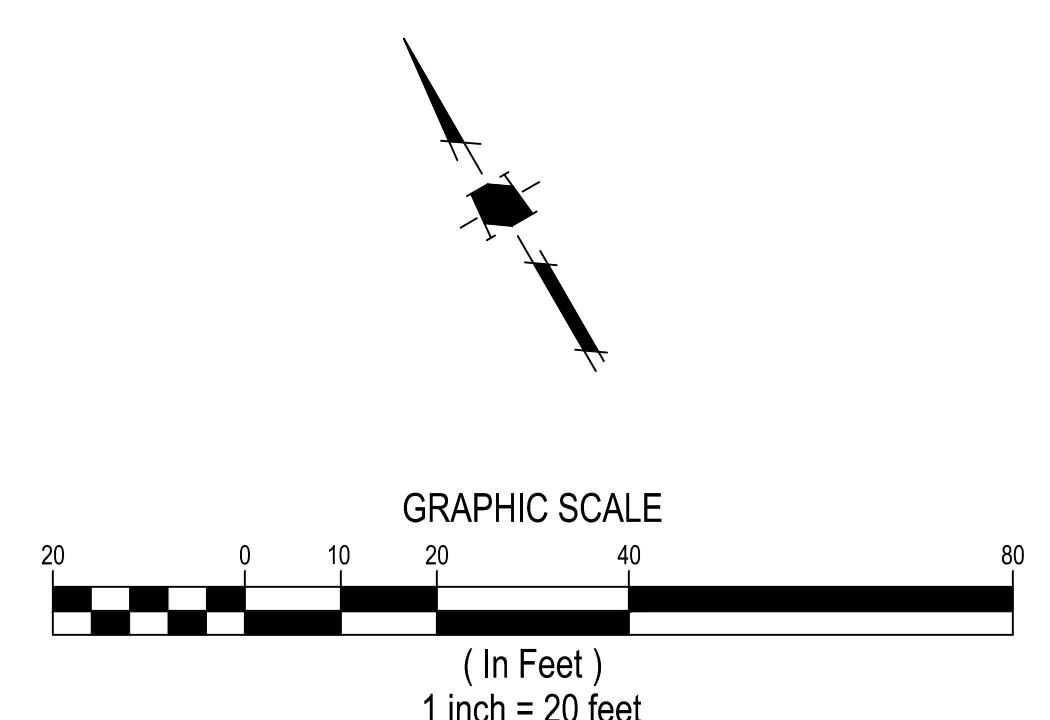
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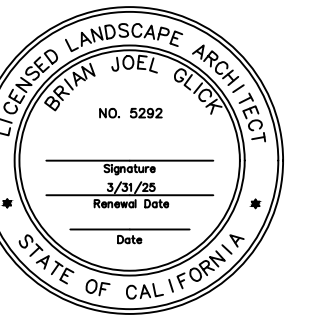
- FINAL DESIGN SHALL CONFORM TO AB1881 OR CITY ADOPTED WATER EFFICIENT LANDSCAPE ORDINANCE.
- ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
- IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING.
- ALL TURF, TREE, SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL SPRAY AREAS WILL BE IRRIGATED BY HIGH EFFICIENCY MATCHED PRECIPITATION RATE POP-UP SPRAY HEADS. TURF, TREE, SHRUB, AND GROUND COVER AREAS SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
- ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
- ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS TO THE MAXIMUM EXTENT POSSIBLE.
- THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
 - LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
 - LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, RAIN SWITCHES, AND QUICK COUPLERS.
 - STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
 - FLOW RATE (GALLONS PER MINUTE), REMOTE CONTROL VALVE SIZE, AND DESIGN OPERATING PRESSURE (PSI) FOR EACH STATION.
 - HYDROZONE INFORMATION TABLE.
 - WATER USE CALCULATIONS.
- A NEW IRRIGATION WATER METER SHALL BE INSTALLED AS PART OF LANDSCAPE IMPROVEMENTS, LOCATION TO BE DETERMINED.
- THIS PROJECT IS NOT A PART OF THE EAST BAY MUNICIPAL UTILITY DISTRICT. POTABLE WATER WILL BE USED FOR IRRIGATION.
- THIS PROJECT DOES NOT UTILIZE SPRAY IRRIGATION

THE FINAL IRRIGATION DESIGN FOR THIS PROJECT SHALL COMPLY TO THE FOLLOWING MWEO REQUIREMENTS:

- A DEDICATED IRRIGATION METER OR SUBMETER.
- AN AUTOMATIC IRRIGATION CONTROLLER(S) UTILIZING EITHER EVAPOTRANSPIRATION OR SOIL MOISTURE SENSOR DATA UTILIZING NON-VOLATILE MEMORY SHALL BE REQUIRED FOR IRRIGATION SCHEDULING IN ALL IRRIGATION SYSTEMS.
- IF THE STATIC PRESSURE IS ABOVE OR BELOW THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM, PRESSURE-REGULATING DEVICES SUCH AS INLINE PRESSURE REGULATORS, BOOSTER PUMPS, OR OTHER DEVICES SHALL BE INSTALLED TO MEET THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM.
- STATIC WATER PRESSURE, DYNAMIC OR OPERATING PRESSURE, AND FLOW READING OF THE WATER SUPPLY SHALL BE MEASURED AT THE POINT OF CONNECTION, THESE PRESSURE AND FLOW MEASUREMENTS SHALL BE CONDUCTED AT THE DESIGN STAGE, IF THE MEASUREMENTS ARE NOT AVAILABLE AT THE DESIGN STAGE, THE MEASUREMENTS SHALL BE CONDUCTED AT INSTALLATION.
- SENSORS (RAIN, FREEZE, WIND, ETC.), EITHER INTEGRAL OR AUXILIARY, THAT SUSPEND OR ALTER IRRIGATION OPERATION DURING UNFAVORABLE WEATHER CONDITIONS SHALL BE REQUIRED ON ALL IRRIGATION SYSTEMS, AS APPROPRIATE FOR LOCAL CLIMATIC CONDITIONS, IRRIGATION SHOULD BE AVOIDED DURING WINDY OR FREEZING WEATHER OR DURING RAIN.
- MANUAL SHUT-OFF VALVES (SUCH AS A GATE VALVE, BALL VALVE, OR BUTTERFLY VALVE) SHALL BE REQUIRED, AS CLOSE AS POSSIBLE TO THE POINT OF CONNECTION OF THE WATER SUPPLY, TO MINIMIZE WATER LOSS IN CASE OF AN EMERGENCY (SUCH AS A MAIN LINE BREAK) OR ROUTINE REPAIR.
- BACKFLOW PREVENTION DEVICES SHALL BE REQUIRED TO PROTECT THE WATER SUPPLY FROM CONTAMINATION BY THE IRRIGATION SYSTEM. A PROJECT APPLICANT SHALL REFER TO THE APPLICABLE LOCAL AGENCY CODE (I.E., PUBLIC HEALTH) FOR ADDITIONAL BACKFLOW PREVENTION REQUIREMENTS.
- FLOW SENSORS THAT DETECT HIGH FLOW CONDITIONS CREATED BY SYSTEM DAMAGE OR MALFUNCTION ARE REQUIRED FOR ALL ON NON-RESIDENTIAL LANDSCAPES AND RESIDENTIAL LANDSCAPES OF 5000 SQ. FT. OR LARGER.
- MASTER SHUT-OFF VALVES ARE REQUIRED ON ALL PROJECTS EXCEPT LANDSCAPES THAT MAKE USE OF TECHNOLOGIES THAT ALLOW FOR THE INDIVIDUAL CONTROL OF SPRINKLERS THAT ARE INDIVIDUALLY PRESSURIZED IN A SYSTEM EQUIPPED WITH LOW PRESSURE SHUT DOWN FEATURES.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PREVENT RUNOFF, LOW HEAD DRAINAGE, OVERSPRAY, OR OTHER SIMILAR CONDITIONS WHERE IRRIGATION WATER FLOWS ONTO NON-TARGETED AREAS, SUCH AS ADJACENT PROPERTY, NON-IRRIGATED AREAS, HARDSCAPES, ROADWAYS, OR STRUCTURES.
- RELEVANT INFORMATION FROM THE SOIL MANAGEMENT PLAN, SUCH AS SOIL TYPE AND INFILTRATION RATE, SHALL BE UTILIZED WHEN DESIGNING IRRIGATION SYSTEMS.
- THE DESIGN OF THE IRRIGATION SYSTEM SHALL CONFORM TO THE HYDROZONES OF THE LANDSCAPE DESIGN PLAN.
- THE IRRIGATION SYSTEM MUST BE DESIGNED AND INSTALLED TO MEET, AT A MINIMUM, THE IRRIGATION EFFICIENCY CRITERIA AS DESCRIBED IN SECTION 492.4 REGARDING THE MAXIMUM APPLIED WATER ALLOWANCE.
- ALL IRRIGATION EMISSION DEVICES MUST MEET THE REQUIREMENTS SET IN THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) STANDARD, AMERICAN SOCIETY OF AGRICULTURAL AND BIOLOGICAL ENGINEERS/INTERNATIONAL CODE COUNCIL'S (ASABE/ICC) 802-2014 "LANDSCAPE IRRIGATION SPRINKLER AND EMITTER STANDARD, ALL SPRINKLER HEADS INSTALLED IN THE LANDSCAPE MUST DOCUMENT A DISTRIBUTION UNIFORMITY LOW QUARTER OF 0.65 OR HIGHER USING THE PROTOCOL DEFINED IN ASABE/ICC 802-2014.
- (O) IN MULCHED PLANTING AREAS, THE USE OF LOW VOLUME IRRIGATION IS REQUIRED TO MAXIMIZE WATER INFILTRATION INTO THE ROOT ZONE.

- SPRINKLER HEADS AND OTHER EMISSION DEVICES SHALL HAVE MATCHED PRECIPITATION RATES, UNLESS OTHERWISE DIRECTED BY THE MANUFACTURER'S RECOMMENDATIONS.
- (V) SLOPES GREATER THAN 25% SHALL NOT BE IRRIGATED WITH AN IRRIGATION SYSTEM WITH AN APPLICATION RATE EXCEEDING 0.75 INCHES PER HOUR. THIS RESTRICTION MAY BE MODIFIED IF THE LANDSCAPE DESIGNER SPECIFIES AN ALTERNATIVE DESIGN OR TECHNOLOGY, AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE, AND CLEARLY DEMONSTRATES NO RUNOFF OR EROSION WILL OCCUR. PREVENTION OF RUNOFF AND EROSION MUST BE CONFIRMED DURING THE IRRIGATION AUDIT.
- EACH VALVE SHALL IRRIGATE A HYDROZONE WITH SIMILAR SITE, SLOPE, SUN EXPOSURE, SOIL CONDITIONS, AND PLANT MATERIALS WITH SIMILAR WATER USE.
- SPRINKLER HEADS AND OTHER EMISSION DEVICES SHALL BE SELECTED BASED ON WHAT IS APPROPRIATE FOR THE PLANT TYPE WITHIN THAT HYDROZONE.
- WHERE FEASIBLE, TREES SHALL BE PLACED ON SEPARATE VALVES FROM SHRUBS, GROUNDCOVERS, AND TURF TO FACILITATE THE APPROPRIATE IRRIGATION OF TREES. THE MATURE SIZE AND EXTENT OF THE ROOT ZONE SHALL BE CONSIDERED WHEN DESIGNING IRRIGATION FOR THE TREE.
- INDIVIDUAL HYDROZONES THAT MIX PLANTS OF MODERATE AND LOW WATER USE, OR MODERATE AND HIGH WATER USE, MAY BE ALLOWED IF:
 - PLANT FACTOR CALCULATION IS BASED ON THE PROPORTIONS OF THE RESPECTIVE PLANT WATER USES AND THEIR PLANT FACTOR; OR
 - THE PLANT FACTOR OF THE HIGHER WATER USING PLANT IS USED FOR CALCULATIONS.
- INDIVIDUAL HYDROZONES THAT MIX HIGH AND LOW WATER USE PLANTS SHALL NOT BE PERMITTED.
- ON THE LANDSCAPE DESIGN PLAN AND IRRIGATION DESIGN PLAN, HYDROZONE AREAS SHALL BE DESIGNATED BY NUMBER, LETTER, OR OTHER DESIGNATION. ON THE IRRIGATION DESIGN PLAN, DESIGNATE THE AREAS IRRIGATED BY EACH VALVE, AND ASSIGN A NUMBER TO EACH VALVE. USE THIS VALVE NUMBER IN THE HYDROZONE INFORMATION TABLE (SEE APPENDIX B SECTION A). THIS TABLE CAN ALSO ASSIST WITH THE IRRIGATION AUDIT AND PROGRAMMING THE CONTROLLER.
- THE IRRIGATION DESIGN PLAN, AT A MINIMUM, SHALL CONTAIN:
 - LOCATION AND SIZE OF SEPARATE WATER METERS FOR LANDSCAPE;
 - LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, MOISTURE SENSING DEVICES, RAIN SWITCHES, QUICK COUPLERS, PRESSURE REGULATORS, AND BACKFLOW PREVENTION DEVICES;
 - STATIC WATER PRESSURE AT THE POINT OF CONNECTION TO THE PUBLIC WATER SUPPLY; FLOW RATE (GALLONS PER MINUTE), APPLICATION RATE (INCHES PER HOUR), AND DESIGN OPERATING PRESSURE (PRESSURE PER SQUARE INCH) FOR EACH STATION;
 - RECYCLED WATER IRRIGATION SYSTEMS AS SPECIFIED IN SECTION 492.14;
 - THE FOLLOWING STATEMENT: "I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN"; AND THE SIGNATURE OF A LICENSED LANDSCAPE ARCHITECT, CERTIFIED IRRIGATION DESIGNER, LICENSED LANDSCAPE CONTRACTOR, OR ANY OTHER PERSON AUTHORIZED TO DESIGN AN IRRIGATION SYSTEM. (SEE SECTIONS 5500.1, 5615, 5641, 5641.1, 5641.2, 5641.3, 5641.4, 5641.5, 5641.6, 6701, 7027.5 OF THE BUSINESS AND PROFESSIONS CODE, SECTION 832.27 OF TITLE 16 OF THE CALIFORNIA CODE OF REGULATIONS, AND SECTION 6721 OF THE FOOD AND AGRICULTURAL CODE.)





Owner:
PROLOGIS
 PIER 1, BAY 1
 SAN FRANCISCO
 CA 94111

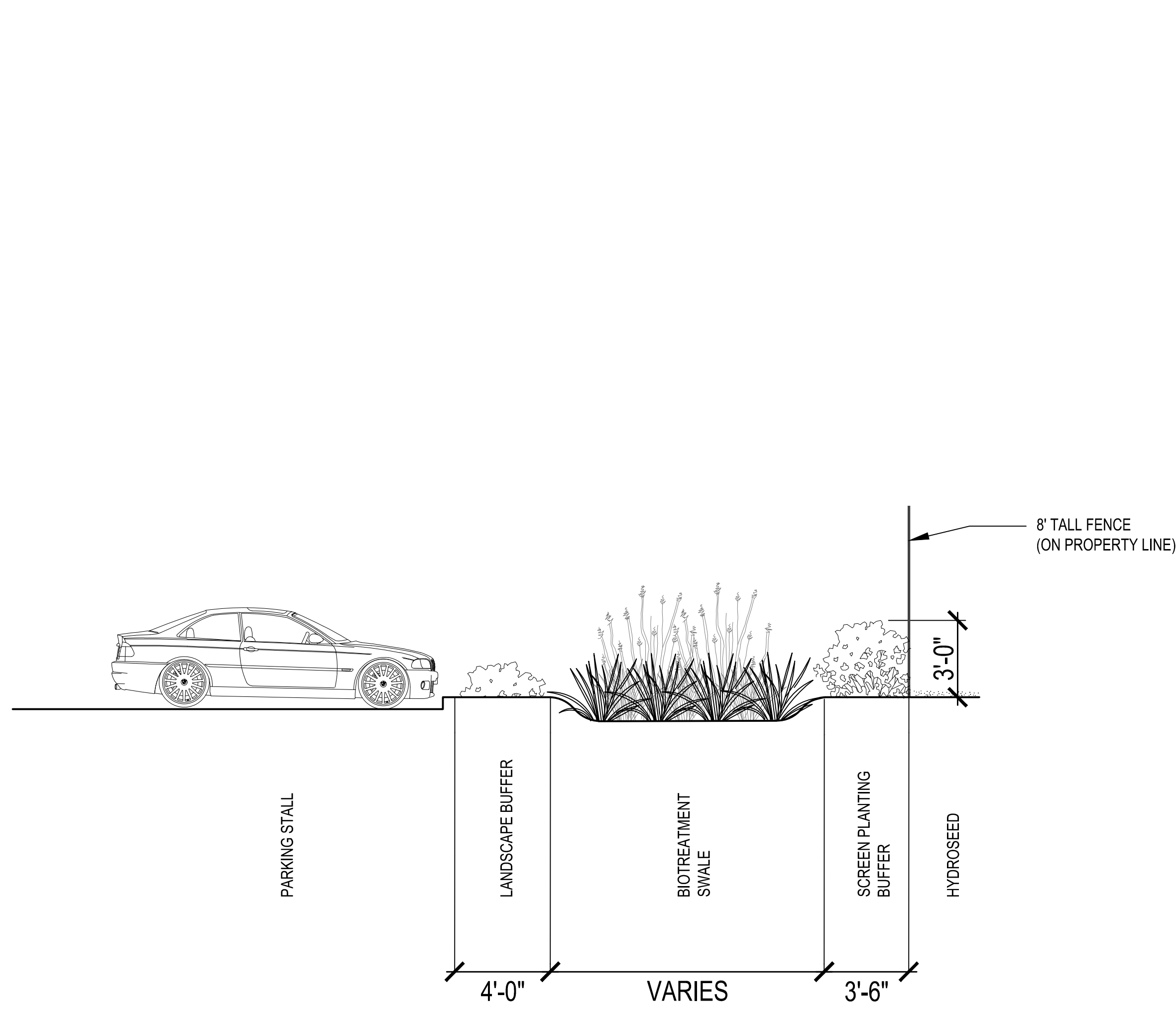
Project:
3600 Alameda Ave

3600 ALAMEDA AVE.
 OAKLAND, CA

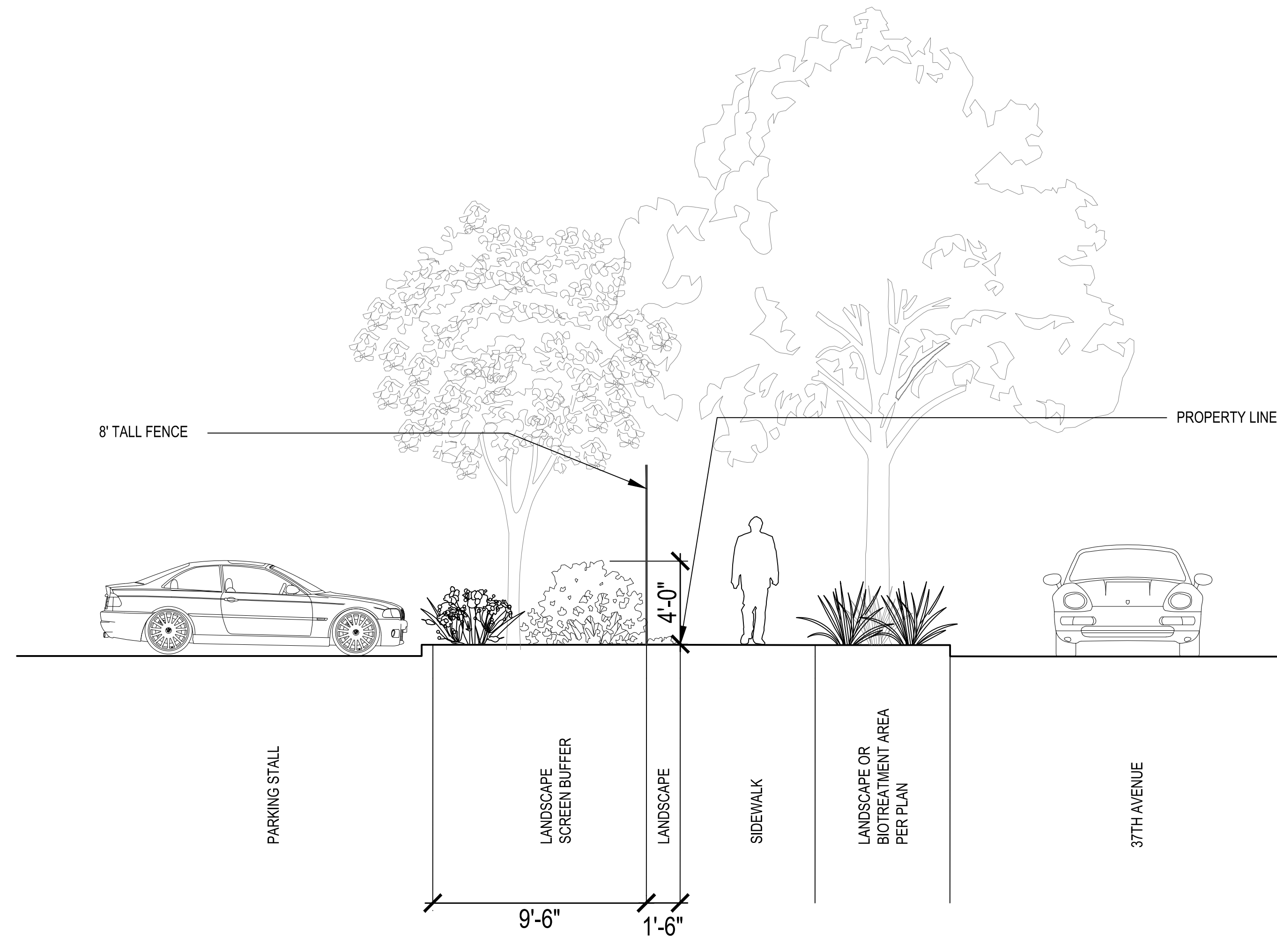
Consultants:
 CIVIL KIER & WRIGHT
 STRUCTURAL
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE HMH
 FIRE PROTECTION
 SOILS ENGINEER

Title:
SECTIONS
 Project Number: 20387
 Drawn by: TSP
 Date: 5/2/2023
 Revision:
 08.19.2021 - 1ST CITY SUBMITTAL
 06.09.2022 - 2ND CITY SUBMITTAL
 03.08.2023 - 3RD CITY SUBMITTAL
 10.06.2023 - 4TH CITY SUBMITTAL
 01.05.2024 - 5TH CITY SUBMITTAL

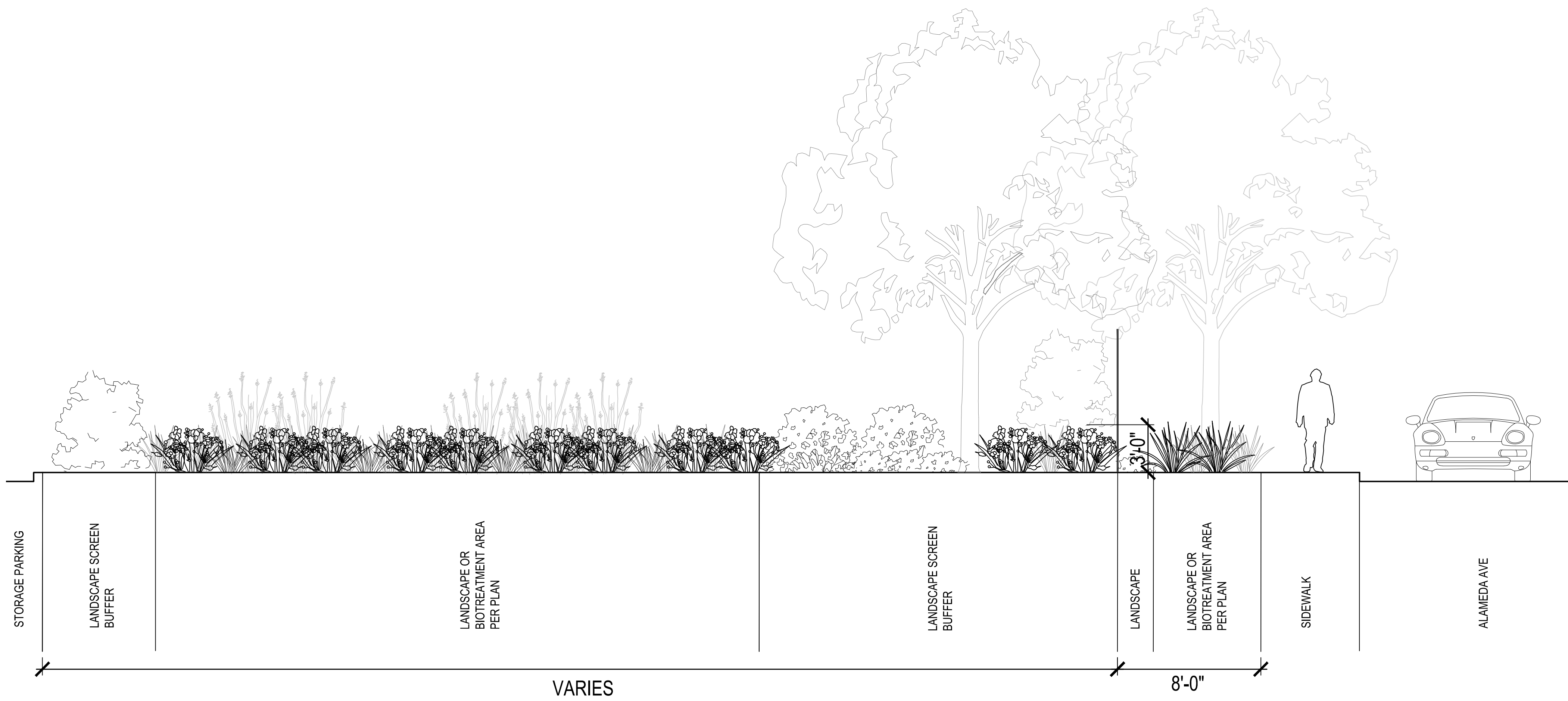
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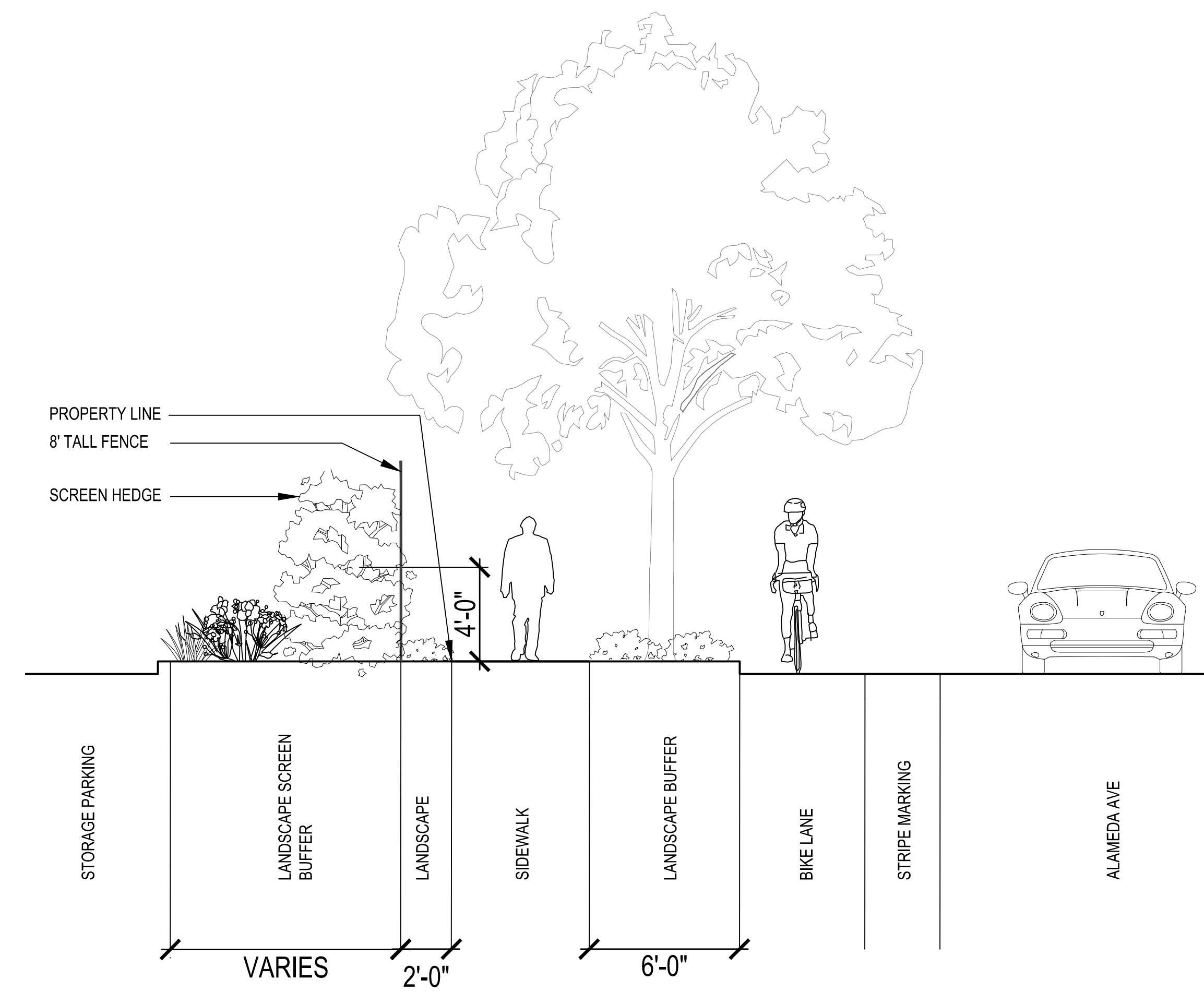
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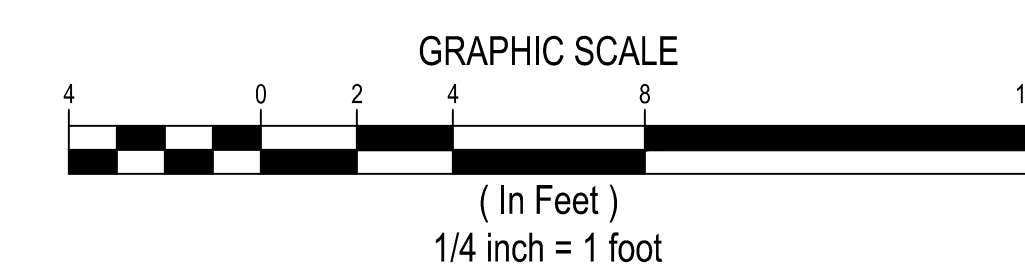
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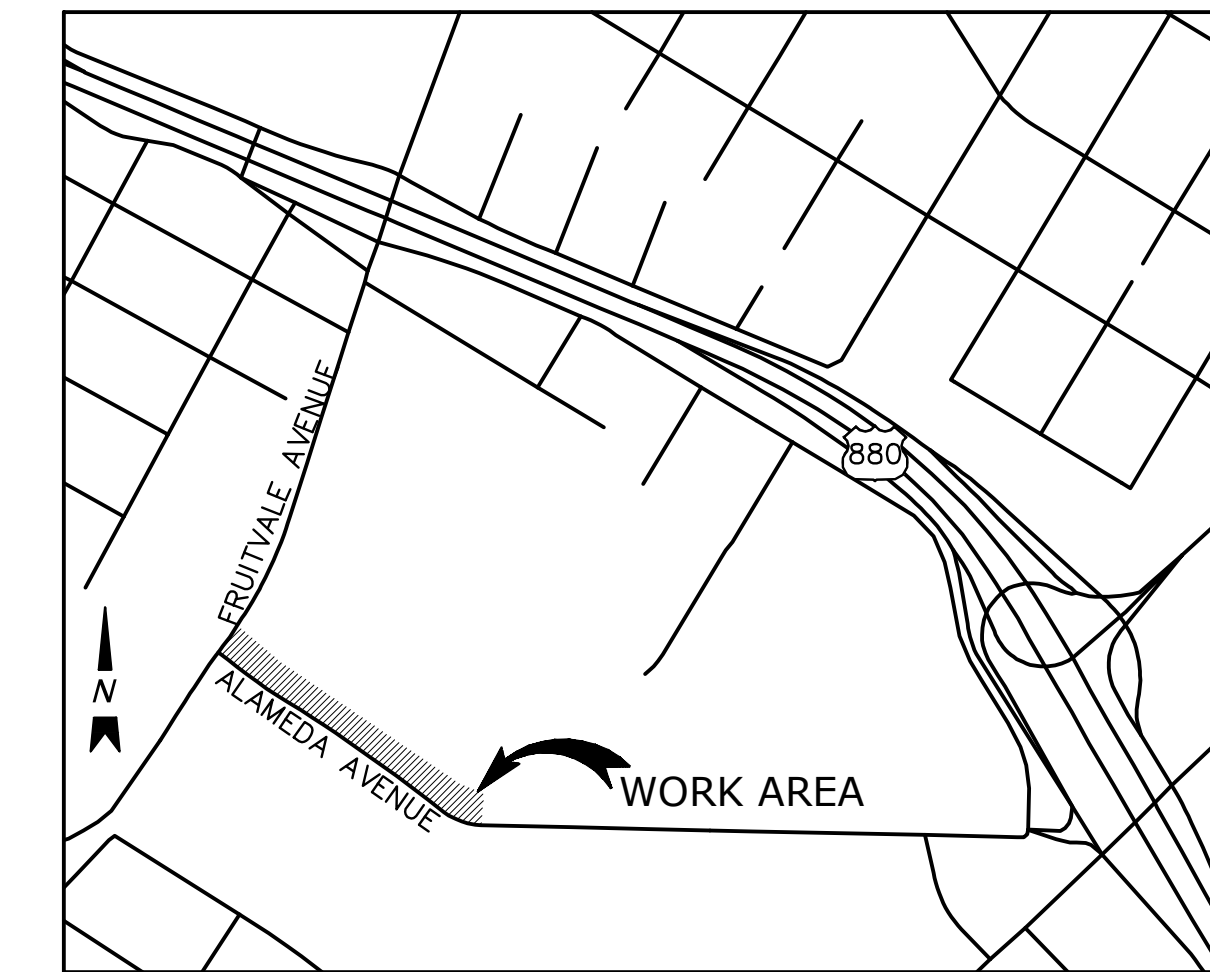
C SECTION C
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D SECTION D
 SCALE: 1/4"=1'-0"



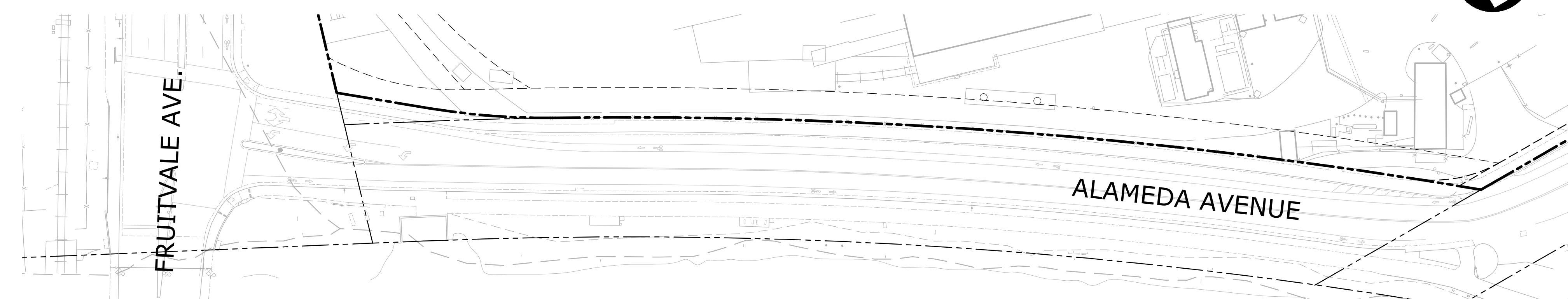
CREEK PROTECTION PLAN OF 3600 ALAMEDA AVE. FOR PROLOGIS OAKLAND, CALIFORNIA



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET	DESCRIPTION
CIVIL	
C1.0	COVER SHEET
C2.0	TOPOGRAPHIC MAP
C3.0	PRELIMINARY GRADING PLAN
C4.0	EROSION CONTROL PLAN
C5.0	CLEAN BAY BLUE PRINT
L1.1	BAY TRAIL OFFSITES LANDSCAPE CONCEPT
L1.2	BAY TRAIL OFFSITES PLANT PALLETTE
L1.3	BAY TRAIL OFFSITES LANDSCAPE CONCEPT



PROJECT SITE MAP
1" = 50'

- ### GENERAL NOTES
- ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY OF OAKLAND DEPARTMENT OF PUBLIC WORKS' STANDARD SPECIFICATIONS AND DETAILS. ALL WORK SHALL BE SUBJECT TO APPROVAL OF AND INSPECTION BY THE CITY ENGINEER.
 - AT LEAST ONE SET OF APPROVED PLANS SHALL BE ON THE SITE AT ALL TIMES FOR INSPECTION. ANY DEVIATION FROM THE APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE 48 HOURS PRIOR NOTICE AND APPROVAL OF THE CITY ENGINEER.
 - THE PERMITTEE/CONTRACTOR SHALL NOTIFY THE CITY OF OAKLAND ENGINEERING DIVISION TWO (2) BUSINESS DAYS PRIOR TO THE START OF ANY WORK.
 - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE EXISTENCE OF ANY AND ALL UNDERGROUND FACILITIES, WHICH MAY BE SUBJECT TO DAMAGE BY REASON OF HIS OPERATIONS. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811, 48 HOURS PRIOR TO ANY EXCAVATION. WORK SHALL START WITHIN 5 DAYS AFTER THE ISSUANCE OF A USA INQUIRY IDENTIFICATION NUMBER. COMPLETE REMOVAL OF THE USA MARKINGS SHALL BE WITHIN 2 WORKING DAYS AFTER COMPLETION OF THE EXCAVATION, BACKFILL AND SURFACE REPLACEMENT OR FOURTEEN (14) CALENDAR DAYS FOLLOWING THE ISSUANCE OF THE INQUIRY IDENTIFICATION NUMBER WHICHEVER IS EARLIER.
 - CONTACTING USA DOES NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO DETERMINE LOCATION AND DEPTH OF BURIED UTILITIES OR REPAIR OF BURIED UTILITIES DAMAGED BY HIS OPERATION.
 - ALL GRADING, SITE PREPARATION, PLACING AND COMPACTION OF FILL SHALL BE DONE IN ACCORDANCE WITH THE CITY OF OAKLAND STANDARDS, SPECIFICATIONS, SPECIFIC NOTES, DETAIL DRAWINGS AND PER THE RECOMMENDATIONS SPECIFIED IN THE "GEOTECHNICAL INVESTIGATION" BY KLEINFELDER, DATED MAY 09, 2021, DATED MAY 26, 2021, FILE NO. 202114267.001A.
 - A GRADING PERMIT IS REQUIRED PRIOR TO COMMENCEMENT OF GRADING. A COPY OF THE GRADING PERMIT IS REQUIRED TO BE ON SITE AT ALL TIMES.
 - GRADING OPERATIONS SHALL BE CONDUCTED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS INVESTIGATION REPORT. THE SOILS ENGINEER WILL BE RESPONSIBLE FOR THE ON SITE INSPECTION AND QUALITY CONTROL FOR THE GRADING OPERATION. PLAN REQUIREMENTS AND CONSTRUCTION CONTROL WITH RESPECT TO EARTHWORK, SLOPE STABILITY, SETTLEMENT, COMPACTION, ETC., AS SHOWN HEREIN ARE PROVIDED BY THE SOILS ENGINEER. THE CONTRACTOR SHALL READ AND BE FULLY AWARE OF THE SOILS REPORT BEFORE STARTING WORK. ALL WORK SHALL MEET THE APPROVAL OF THE CITY OF OAKLAND.
 - SUBSEQUENT TO THE COMPLETION OF THE WORK, THE SOILS/GEOTECHNICAL ENGINEER SHALL SUBMIT A REPORT TO THE CITY ENGINEER STATING THAT ALL WORK HAS BEEN DONE IN ACCORDANCE WITH THE "GEOTECHNICAL INVESTIGATION" PREPARED BY KLEINFELDER, DATED MAY 26, 2021, FILE NO. 202114267.001A.
 - NOISE-PRODUCING CONSTRUCTION AND GRADING OPERATIONS SHALL BE LIMITED TO WEEKDAYS (MONDAY THROUGH FRIDAY) EXCEPT CITY HOLIDAYS AND FROM THE HOURS OF 7:30 A.M. TO 6:00 P.M. ALL EQUIPMENT SHALL BE ADEQUATELY MUFFLED AND MAINTAINED. NO CHANGES SHALL BE ALLOWED WITHOUT PRIOR WRITTEN CONSENT OF THE CITY. ALL REQUESTS FOR CHANGE MUST BE MADE A MINIMUM OF 72 HOURS PRIOR TO THE REQUEST FOR CHANGE.
 - IT SHALL BE UNDERSTOOD THAT THE TERM "CITY ENGINEER" AS USED HEREIN IS THE CITY ENGINEER OF THE CITY OF OAKLAND OR HIS AUTHORIZED REPRESENTATIVE.
 - A PRE-CONSTRUCTION CONFERENCE SHALL BE SCHEDULED AT LEAST TWO WORKING DAYS IN ADVANCE OF COMMENCEMENT OF ANY CONSTRUCTION WORK FOR THE IMPROVEMENTS DELINEATED WITHIN THIS SET OF PLANS. THE FOLLOWING INDIVIDUALS SHALL BE IN ATTENDANCE: OWNER/DEVELOPER, CONTRACTOR (S), CITY ENGINEER, ENGINEER, SOILS ENGINEER, CONSTRUCTION INSPECTOR, OR THEIR AUTHORIZED REPRESENTATIVES.
 - THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF ALL GRADING OPERATIONS AND RECEIVE APPROVAL OF SAID SCHEDULE FROM THE CITY ENGINEER PRIOR TO OR THE DAY OF THE PRE-CONSTRUCTION CONFERENCE.
 - THE CONSTRUCTION CONTRACTOR AGREES, THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
 - THE CONTRACTOR SHALL PROVIDE EMERGENCY TELEPHONE NUMBERS FOR PUBLIC WORKS, AMBULANCE, POLICE, AND FIRE DEPARTMENTS AT THE JOB SITE.
 - THE CONTRACTOR SHALL NOT DISTURB OR DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE CONSENT OF THE CITY ENGINEER. IN THE EVENT IT BECOMES NECESSARY TO REMOVE OR DISTURB A MONUMENT, THE PERSON SO DOING SHALL FIRST OBTAIN PERMISSION, IN WRITING, FROM THE CITY ENGINEER AND SHALL DEPOSIT WITH THE CITY ENGINEER A SUFFICIENT AMOUNT, BASED UPON THE CITY ENGINEER'S ESTIMATE, TO COVER THE COST OF PRELIMINARY REFERENCING AND FINAL RELOCATION OF THE MONUMENTS.
 - ALL CONSTRUCTION STAKING SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. UPON COMPLETION OF GRADING, THE CONTRACTOR SHALL REQUEST THE LICENSED LAND SURVEYOR TO CHECK THE GRADES AND CERTIFY THAT THE PADS ARE GRADED TO WITHIN ± 0.10 FOOT OF FINISH PAD GRADE.
 - THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK AREA THROUGHOUT THE PERIOD OF CONSTRUCTION.
 - THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS, WITH A SMOOTH TRANSITION IN GRADE AVOIDING ANY ABRUPT OR APPARENT CHANGES IN GRADE OR CROSS SLOPE, LOW SPOTS OR HAZARDOUS CONDITIONS.
 - EXISTING CURB AND SIDEWALK WITHIN THE PROJECT LIMITS THAT ARE DAMAGED OR DISPLACED, EVEN THOUGH THEY WERE NOT TO BE REMOVED, SHALL BE REPAIRED OR REPLACED, EVEN IF THE DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR. CONTRACTOR SHALL DOCUMENT CONDITION VIA PHOTOGRAPHS PRIOR TO START OF CONSTRUCTION.
 - THE CONTRACTOR SHALL CONTROL DUST BY WATERING EXPOSED SURFACES AS NEEDED. INCREASED WATERING SHALL BE REQUIRED WHEN WIND SPEEDS EXCEED TO MPH OR WHEN DIRECTED BY THE CITY.
 - NO PERSON SHALL, WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER, OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREETS OR OTHER PUBLIC PLACE, ALLOW MATERIAL TO BLOW OR SPILL OVER AND UPON SAID PUBLIC OR ADJACENT PRIVATE PROPERTY. ALL LOADS LEAVING THE SITE SHALL BE COVERED.
 - THE CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE TO PREVENT THE TRACKING OF SOIL, DUST, MUD, OR CONSTRUCTION DEBRIS ON PUBLIC STREETS.
 - MUD TRACKED ONTO STREETS OR ADJACENT PROPERTIES SHALL BE REMOVED IMMEDIATELY. STREET SHALL BE SWEEPED WITH A POWER SWEEPER (NOT PRESSURE WASHED) AS DIRECTED BY THE CITY.
 - A DISPOSAL SITE FOR ANY OFF-SITE HAUL OF DIRT MATERIALS SHALL BE APPROVED BY THE CITY PRIOR TO APPROVAL OF THE GRADING PERMIT. THE OFF-SITE HAUL ROUTE FOR EXCESS DIRT OR CONSTRUCTION DEBRIS IS SUBJECT TO APPROVAL OF THE CITY ENGINEER.
 - EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM A LACK OF ADEQUATE SHORING, BRACING AND SHEETING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THE CONTRACTOR SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A TRENCH, STRUCTURE AND/OR BORING OR JACKING PIT IS FIVE FEET OR MORE IN DEPTH THE CONTRACTOR SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA.
 - ALL TRENCHES IN EXISTING CITY STREETS SHALL BE BACKFILLED AND PAVED WITHIN 24 HOURS OF EXCAVATION. STEEL PLATES MAY BE PLACED OVER UNBACKFILLED TRENCHES BEYOND THE 24 HOUR PERIOD WITH THE SPECIFIC APPROVAL OF THE CITY ENGINEER.
 - ALL REINFORCED CONCRETE PIPE SHALL BE CLASS III OR BETTER, UNLESS OTHERWISE NOTED.
 - OPERATION OF VALVES ON THE OAKLAND WATER SYSTEM SHALL BE PERFORMED BY EBMUD PERSONNEL ONLY.

OWNER

PROLOGIS
ATTN: BAY 1
SAN FRANCISCO, CA 94111
415-733-9522

CIVIL ENGINEER

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
ATTN: KRISTINA FLORES
10396 OLD PLACERVILLE RD, STE 100
SACRAMENTO, CA 95827
916-538-1905

SOIL ENGINEER

KLEINFELDER, INC.
ATTN: BRIAN O'NEILL
1512 FRANKLIN ST, STE 100
OAKLAND, CA 94612
510-628-9000

ARCHITECT

HPA, INC.
ATTN: TERESA GOODWIN
600 GRAND AVENUE, STE 302
OAKLAND, CA 94610
949-862-2111

LANDSCAPE ARCHITECT

IMH LANDSCAPE ARCHITECTURE
ATTN: SHAWN TAYLOR
1570 OAKLAND ROAD
SAN JOSE, CA 95131
669-295-2303

ATTACHMENT E



Know what's below.
Call before you dig.

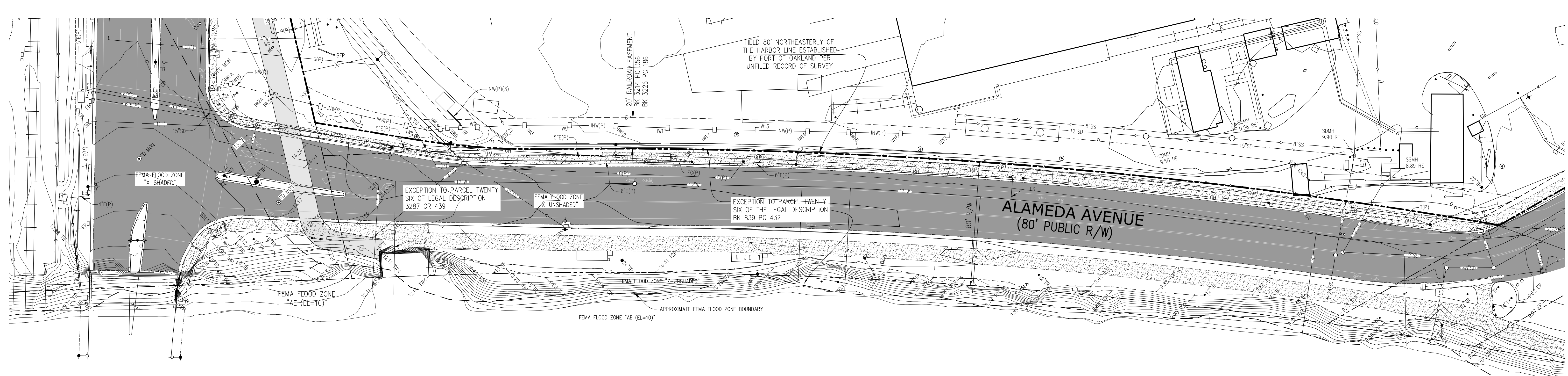
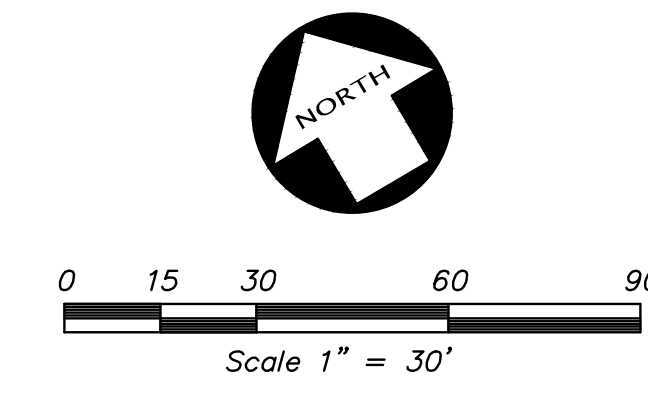
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DATE	FEBRUARY, 2024				
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JOB NO.	A15642-6				
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OF	8				
SHEETS					

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-9788
www.kierwright.com

CALIFORNIA

COVER SHEET
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

OAKLAND,



LEGEND

	ASPHALT BERM
	BUILDING LINE
	BASEMENT LIMITS (APPROXIMATE)
	CENTERLINE
	CONCRETE/BLOCK WALL
	CONCRETE CURB & GUTTER
	MAJOR CONTOUR LINE
	MINOR CONTOUR LINE
	DRIVEWAY
	EASEMENT LINE
	EDGE OF PAVEMENT
	ELECTRIC LINE
	FENCE LINE
	FIBER OPTICS LINE
	FIRE SERVICE LINE & VALVE
	GAS LINE - VALVE & METER
	LOT LINE
	MONUMENT/MONUMENT LINE
	OIL LINE
	OVERHEAD POWER LINE
	PROPERTY LINE
	RAILROAD TRACKS
	SANITARY SEWER LINE - MANHOLE & CLEANOUT
	SIDEWALK
	SPOT ELEVATION
	STORM DRAIN LINE - MANHOLE & CATCH BASIN
	STORM DRAIN 15x8 CULVERT
	TELEPHONE LINE
	CABLE TELEVISION LINE
	WATER LINE & VALVE

ABBREVIATIONS

AC	ASPHALT CONCRETE	INW	INJECTION WELL SYSTEM
AP	ANGLE POINT	IW#	INJECTION WELL NUMBER
ASR	AUTO SPRINKLER RISER	LD	LEGAL DESCRIPTION
BC	BACK OF CURB	MH	MANHOLE
BEG	BEGIN	MON	MONUMENT
BFP	BACK FLOW PREVENTER	NW	NORTH WEST
BK	BOOK	N	NORTH
BL	BUILDING LINE	NE	NORTH EAST
BLDG	BUILDING	NW	NORTH WEST
BLRD	BOLLARD	OH	OVERHEAD
BOB	BOTTOM OF BOX	P-FC	PAVEMENT AT FACE OF CURB
BOL	BOLLARD	PC	PAGE
BOV	BLOWOFF VALVE	PG&E	PACIFIC GAS & ELECTRIC
BW	BACK OF WALK	PIV	POST INDICATOR VALVE
C-F-C	CONCRETE AT FACE OF CURB	PP	POWER POLE
C	CONCRETE	R/W	RIGHT OF WAY
CB	CATCH BASIN	RE	RIM ELEVATION
CL	CENTER LINE	RWL	RAIN WATER LEADER
CJF	CHAIN LINK FENCE	S	SOUTH
DOCV	DOUBLE DETECTOR CHECK VALVE	SDMH	STORM DRAIN MANHOLE
DE	DOCK EDGE	SE	SOUTH EAST
DWY	DRIVEWAY	SFNF	SEARCHED FOR AND NOT FOUND
EB	ELECTRIC BOX	SL	STREET LIGHT
EL	EDGE OF CONCRETE	SLB	STREET LIGHT BOX
EL	ELEVATION	SS	SANITARY SEWER CLEAN OUT
ES	EDGE OF PAVEMENT	SSCO	SANITARY SEWER CLEAN OUT
EP	EDGE OF PAVEMENT	SSWH	SANITARY SEWER MANHOLE
ES	SPARE ELECTRICAL LINE	SW	SOUTH WEST
EASEMENT	EASEMENT	TB	TELEPHONE BOX
EV	ELECTRICAL VAULT	TC	TOP OF CURB
EW	EDGE OF WALK	TD	TOP OF DEBRIS
FD	FOUND	TOP	TOP OF GRADE BREAK LINE
FC	FIRE DEPARTMENT CONNECTION	TOV	TOP OF VERTICAL PIPE
FH	FINISH FLOOR	TRN	TRANSFORMER
FI	FIRE HYDRANT	TSB	TRAFFIC SIGNAL BOX
FOD	FULL OF DEBRIS	TSP	TRAFFIC SIGNAL POLE
FW	FACE OF WALL	UB	UNKNOWN UTILITY BOX
GA	GUY ANCHOR	UNKT	UNKNOWN PIPE SIZE
GAS	GAS LINE	W	WEST
GB	GRADE BREAK	WB	WATER BOX
GM	GAS MARKER/METER	WM	WATER METER
GRN	GROUND	WV	WATER VALVE
GV	GAS VALVE		
IE	INVERT ELEVATION		
IM	IMAGE		

NOTES

- THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A COMMITMENT FOR TITLE INSURANCE. PREPARED BY FIRST AMERICAN TITLE INSURANCE, DATED MARCH 9, 2021, NUMBER NCS-1056575-CH2. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID COMMITMENT FOR TITLE INSURANCE THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
- ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES). HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR ALAMEDA COUNTY, CALIFORNIA, MAP NUMBER 06010008H FOR COMMUNITY NUMBER 065049 (CITY OF OAKLAND), WITH AN EFFECTIVE DATE OF DECEMBER 21, 2018, AS BEING LOCATED IN FLOOD ZONE "X-UNSHADED", "X-SHADED".

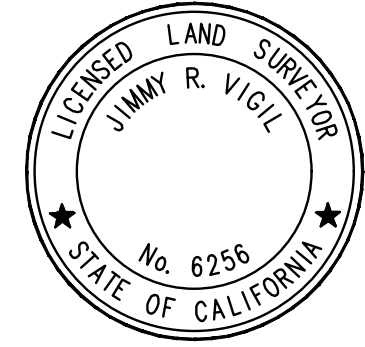
ACCORDING TO FEMA THE DEFINITION OF ZONE "X-UNSHADED" IS: AREA OF MINIMAL FLOOD HAZARD

ACCORDING TO FEMA THE DEFINITION OF ZONE "X-SHADED" IS: 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE.
- BENCHMARK: USC & GS BRASS BOLT #CS 73 AT THE "T" JUNCTION OF ALAMEDA AND FRUITVALE AVENUES, AT A STORM SEWER DRAINAGE INTO A CHANNEL, IN TOP OF THE NORTHWEST END OF THE SOUTHWEST CONCRETE HEADWALL, 27 FEET SOUTHWEST OF THE CENTERLINE OF ALAMEDA AVENUE, 1.8 FEET NORTHEAST OF BENCHMARK OAKLAND 7, AND ABOUT 1.5 FEET HIGHER THAN THE AVENUE. ELEVATION=12.018 (1956) CITY OF OAKLAND DATUM

NOTES (CONTINUED)

- BASES OF BEARINGS: THE BEARING OF NORTH 17° 04' 00" EAST TAKEN ON THE MONUMENT LINE OF FRUITVALE WAY AS SHOWN ON THAT CERTAIN RECORD OF SURVEY, FILED FOR RECORD ON FEBRUARY 19, 1953, IN BOOK 3 OF RECORDS OF SURVEY AT PAGE 38, ALAMEDA COUNTY RECORDS WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
- THE LIMITS OF THE INTERIOR BUILDING LINES SHOWN HEREON ARE BASED SOLELY UPON THE INFORMATION CONTAINED IN THE PROVIDED SCHEMATIC. THE PLACEMENT OF THE INTERIOR BUILDING LINES HAVE NOT BEEN LOCATED IN FIELD OR SURVEYED IN ANY WAY. NO LIABILITY IS ASSUMED, BY KIER & WRIGHT, FOR THE ACCURACY OF THE LIMITS SHOWN SCHEMATICALLY HEREON.

PREPARED BY OR UNDER THE SUPERVISION OF DATE
JIMMY R. VIGIL P.L.S. 6256



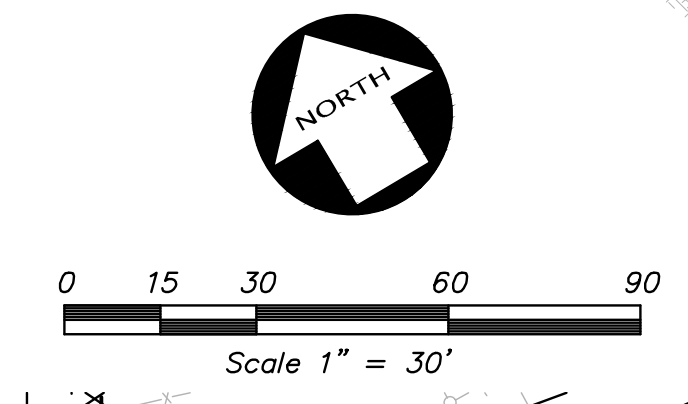
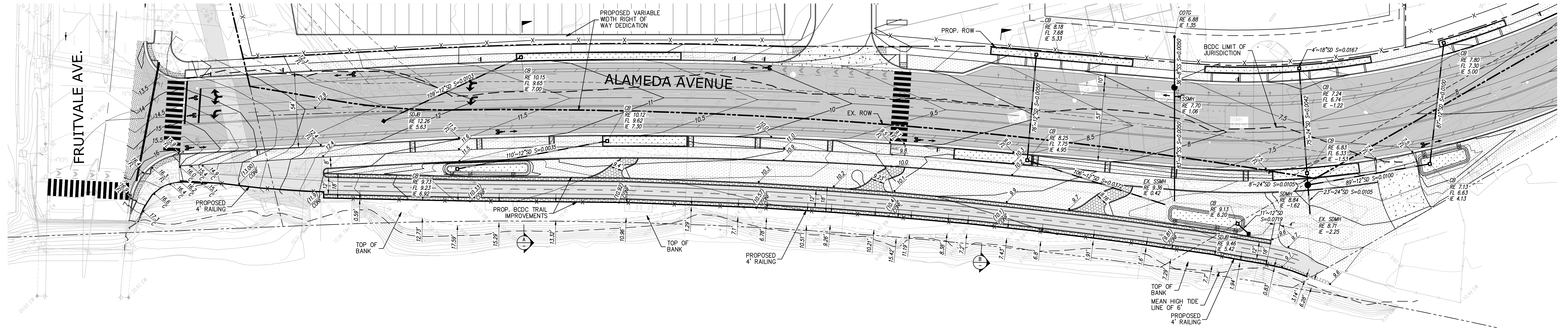
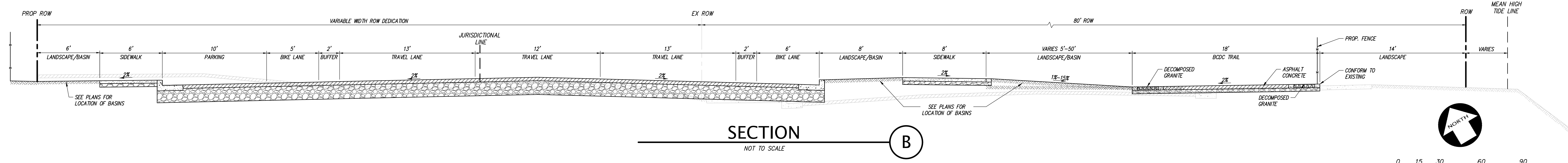
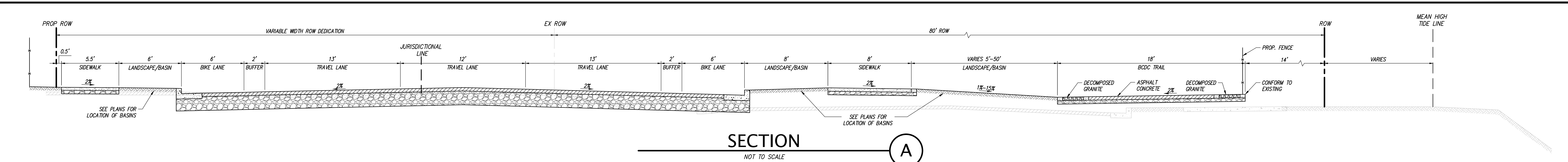
DATE	FEBRUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C2.0
OF	8 SHEETS

TOPOGRAPHIC SURVEY
OF
3600 ALAMEDA AVENUE
FOR
PROLOGIS

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-9788
www.kierwright.com

CALIFORNIA

OAKLAND,



LEGEND

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	ASPHALT BERM
[Symbol]	[Symbol]	BUILDING LINE
[Symbol]	[Symbol]	CENTER LINE
[Symbol]	[Symbol]	CONCRETE CURB
[Symbol]	[Symbol]	CONCRETE CURB CUT
[Symbol]	[Symbol]	CONCRETE CURB & GUTTER
[Symbol]	[Symbol]	CONTOUR LINE
[Symbol]	[Symbol]	DRIVEWAY
[Symbol]	[Symbol]	EDGE OF PAVEMENT
[Symbol]	[Symbol]	ELECTRIC LINE
[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	FIRE SERVICE & VALVE
[Symbol]	[Symbol]	FIBER OPTICS LINE
[Symbol]	[Symbol]	FLUSH CONCRETE CURB
[Symbol]	[Symbol]	GAS LINE-VALVE & METER
[Symbol]	[Symbol]	GUARD RAIL
[Symbol]	[Symbol]	LOT LINE
[Symbol]	[Symbol]	MONUMENT/MONUMENT LINE
[Symbol]	[Symbol]	OVERHEAD POWER LINE
[Symbol]	[Symbol]	JOINT TRENCH LINE
[Symbol]	[Symbol]	PERFORATED STORM DRAIN PIPE
[Symbol]	[Symbol]	PROPERTY LINE
[Symbol]	[Symbol]	RAINWATER LEADER
[Symbol]	[Symbol]	RIDGE LINE
[Symbol]	[Symbol]	SANITARY SEWER-MANHOLE & CLEANOUT
[Symbol]	[Symbol]	SIDEWALK
[Symbol]	[Symbol]	SPOT ELEVATION
[Symbol]	[Symbol]	STORM DRAIN-MANHOLE & CATCH BASIN
[Symbol]	[Symbol]	THRU CURB DRAIN
[Symbol]	[Symbol]	TELEPHONE LINE
[Symbol]	[Symbol]	WATER LINE & VALVE
[Symbol]	[Symbol]	BACKFLOW PREVENTION DEVICE
[Symbol]	[Symbol]	ELECTROLIER
[Symbol]	[Symbol]	WALK-BOLLARD LIGHT
[Symbol]	[Symbol]	FIRE HYDRANT
[Symbol]	[Symbol]	POST INDICATOR VALVE
[Symbol]	[Symbol]	POWER POLE/JOINT POLE
[Symbol]	[Symbol]	TRANSFORMER
[Symbol]	[Symbol]	TRAFFIC SIGN
[Symbol]	[Symbol]	TREE
[Symbol]	[Symbol]	UTILITY BOX
[Symbol]	[Symbol]	AREA DRAIN
[Symbol]	[Symbol]	AIR RELEASE VALVE
[Symbol]	[Symbol]	AUTOMATIC SPRINKLER RISER
[Symbol]	[Symbol]	AIR VALVE POST
[Symbol]	[Symbol]	BACKFLOW PREVENTION DEVICE
[Symbol]	[Symbol]	BLOWOFF VALVE
[Symbol]	[Symbol]	BUILDING LINE
[Symbol]	[Symbol]	BUILDING
[Symbol]	[Symbol]	BACK OF WALK
[Symbol]	[Symbol]	CABLE TELEVISION BOX
[Symbol]	[Symbol]	CALTRANS BOX
[Symbol]	[Symbol]	CATCH BASIN
[Symbol]	[Symbol]	CLEANOUT TO GRADE
[Symbol]	[Symbol]	CONCRETE
[Symbol]	[Symbol]	DOUBLE DETECTOR CHECK VALVE
[Symbol]	[Symbol]	DUCTILE IRON PIPE
[Symbol]	[Symbol]	DOWN SPOUT
[Symbol]	[Symbol]	ELECTRIC BOX
[Symbol]	[Symbol]	EASEMENT
[Symbol]	[Symbol]	EDGE OF WALK
[Symbol]	[Symbol]	ELECTROLYSIS TEST STATION
[Symbol]	[Symbol]	FACE OF BERM
[Symbol]	[Symbol]	FACE OF CURB
[Symbol]	[Symbol]	FACE OF WALL
[Symbol]	[Symbol]	FINISHED FLOOR
[Symbol]	[Symbol]	FLOWLINE
[Symbol]	[Symbol]	FIRE HYDRANT
[Symbol]	[Symbol]	FIBER OPTICS MARKER
[Symbol]	[Symbol]	GAS LINE MARKER
[Symbol]	[Symbol]	GAS METER
[Symbol]	[Symbol]	GAS VALVE
[Symbol]	[Symbol]	GUY ANCHOR
[Symbol]	[Symbol]	HIGH POINT
[Symbol]	[Symbol]	IRRIGATION BOX
[Symbol]	[Symbol]	INVERT ELEVATION
[Symbol]	[Symbol]	IRRIGATION BOX
[Symbol]	[Symbol]	JOINT POWER POLE
[Symbol]	[Symbol]	LOW POINT
[Symbol]	[Symbol]	LIGHT
[Symbol]	[Symbol]	OVERFLOW
[Symbol]	[Symbol]	OVERFLOW DRAIN
[Symbol]	[Symbol]	PAC BELL MANHOLE
[Symbol]	[Symbol]	PAVEMENT
[Symbol]	[Symbol]	POINT OF CONNECTION
[Symbol]	[Symbol]	POST INDICATOR VALVE
[Symbol]	[Symbol]	POWER POLE
[Symbol]	[Symbol]	RAIN WATER LEADER
[Symbol]	[Symbol]	RELEASE VALVE POST
[Symbol]	[Symbol]	RIM ELEVATION
[Symbol]	[Symbol]	ROOF DRAIN
[Symbol]	[Symbol]	SANITARY SEWER CLEANOUT
[Symbol]	[Symbol]	SANITARY SEWER MANHOLE
[Symbol]	[Symbol]	SPRINT MANHOLE
[Symbol]	[Symbol]	SPRINT MARKER
[Symbol]	[Symbol]	STORM DRAIN MANHOLE
[Symbol]	[Symbol]	STORM DRAIN JUNCTION BOX
[Symbol]	[Symbol]	STREET LIGHT
[Symbol]	[Symbol]	TRANSFORMER
[Symbol]	[Symbol]	TELEPHONE BOX
[Symbol]	[Symbol]	TOP OF CURB
[Symbol]	[Symbol]	TELEPHONE
[Symbol]	[Symbol]	TRASH ENCLOSURE
[Symbol]	[Symbol]	TELEPHONE MANHOLE
[Symbol]	[Symbol]	TRAFFIC SIGNAL BOX
[Symbol]	[Symbol]	TRAFFIC SIGNAL POLE
[Symbol]	[Symbol]	TOP OF WALL
[Symbol]	[Symbol]	WATER BOX
[Symbol]	[Symbol]	WATER METER
[Symbol]	[Symbol]	WATER VALVE
[Symbol]	[Symbol]	ASPHALT CONCRETE PAVEMENT: 5" AC OVER 14" CLASS II AB ON 30% R.C. SUBGRADE
[Symbol]	[Symbol]	PLANTER
[Symbol]	[Symbol]	CONCRETE SIDEWALK: 4" PCC OVER 4" CLASS II AB
[Symbol]	[Symbol]	DECOMPOSED GRANITE

GRADING NOTES

- ALL GRADING SHALL BE DONE IN ACCORDANCE WITH RECOMMENDATIONS IN THE GEOTECHNICAL AND FOUNDATION INVESTIGATION PREPARED FOR THIS SITE BY KLEINFELDER, DATED MAY 26, 2021, FILE NO. 202114267-001A.
- CONTRACTOR SHALL DETERMINE HIS OWN EARTH QUANTITIES AND BASE HIS BID ACCORDINGLY.
- TOP OF CURB ELEVATION IS 0.5' ABOVE THE A.C. PAVING AND SPOT ELEVATIONS ARE TO FINISHED SURFACE (UNLESS OTHERWISE NOTED).
- COMPACTION TO BE DETERMINED USING ASTM D1557, LATEST EDITION LABORATORY TEST PROCEDURE.
- STORM DRAIN DESIGNATED AS "SD" SHALL BE CLASS III RCP, SDR 35 PVC OR HDPE AS STATED BELOW. PVC AND HDPE PIPES SHALL ONLY BE USED WHEN MINIMUM COVER REQUIREMENTS ARE MET AS SPECIFIED IN THE PVC PIPE BEDDING DETAIL AS SHOWN ON THESE PLANS. SUBSTITUTIONS FOR ANY PIPE WITH A PARTICULAR MATERIAL SPECIFIED ON THIS PLAN SHALL ONLY BE MADE WITH THE WRITTEN APPROVAL OF THE ENGINEER.
- STORM DRAIN PIPE SHALL BE: 10" DIAMETER AND SMALLER SDR 35 PVC OR HDPE WITH RUBBER GASKETS MEETING ASTM F477, 12" DIAMETER TO BE SDR 35 PVC, CLASS III RCP OR BLUE SEAL HDPE AS MANUFACTURED BY HANCOB WITH WATER TIGHT JOINTS MEETING ASTM F477 AND ASTM D3212. 15" THROUGH 24" DIAMETERS, PIPE TO BE CLASS III RCP OR BLUE SEAL HDPE AS SPECIFIED ABOVE. PIPES LARGER THAN 24" IN DIAMETER SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED. NO MATERIAL SUBSTITUTION SHALL BE ALLOWED FOR DUCTILE IRON PIPE (DIP).
- ALL UTILITY STRUCTURES INCLUDING, BUT NOT LIMITED TO, MANHOLES, CATCH BASINS, WATER VALVES, FIRE HYDRANTS, TELEPHONE AND ELECTRIC VAULTS, AND PULL BOXES, THAT LIE WITHIN THE PUBLIC RIGHT-OF-WAY EASEMENTS OR AREAS AFFECTED BY WORK ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR OR THE RESPECTIVE UTILITY COMPANY FOR WHICH THE CONTRACTOR IS RESPONSIBLE TO AFFECT COORDINATION.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN NOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THEIR DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT ARE NOT SHOWN ON THESE DRAWINGS.
- CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY AND SEWER LINES WHERE THEY ARE TO BE CROSSED, ABOVE OR BELOW, BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. PIPE SHALL NOT BE STRUNG NOR TRENCHING COMMENCED UNTIL ALL CROSSINGS HAVE BEEN VERIFIED FOR CLEARANCE. IF THE CONTRACTOR FAILS TO FOLLOW THIS PROCEDURE, HE WILL BE SOLELY RESPONSIBLE FOR ANY EXTRA WORK OR MATERIAL REQUIRED IF MODIFICATIONS TO THE DESIGN ARE NECESSARY.
- THE CONTRACTOR SHALL SET HIS STRING OR WIRE THROUGH AT LEAST THREE GRADE STAKES TO VERIFY GRADE. IF THE STAKES DO NOT PRODUCE A UNIFORM GRADE, NOTIFY THE ENGINEER IMMEDIATELY AND HAVE THE GRADES CHECKED PRIOR TO TRENCHING OR PLACEMENT OF CONCRETE.
- ADJUSTMENTS TO BUILDING PAD ELEVATIONS OR PARKING LOT GRADES TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.
- ALL WORK, ON-SITE AND IN THE PUBLIC RIGHT-OF-WAY, SHALL CONFORM TO THE CITY OF OAKLAND STANDARDS AND REQUIREMENTS.

BY	NO.	REVISION

GRADING PLAN OF 3600 ALAMEDA AVENUE FOR PROLOGIS

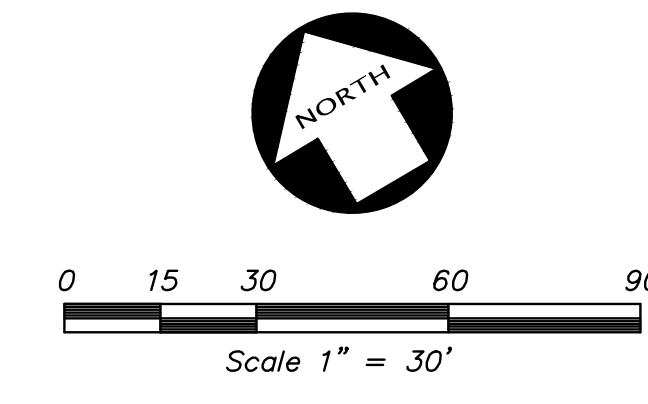
OAKLAND, CALIFORNIA

811
 Know what's below.
 Call before you dig.

DATE	FEBRUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET NO.	C3.0
TOTAL SHEETS	8

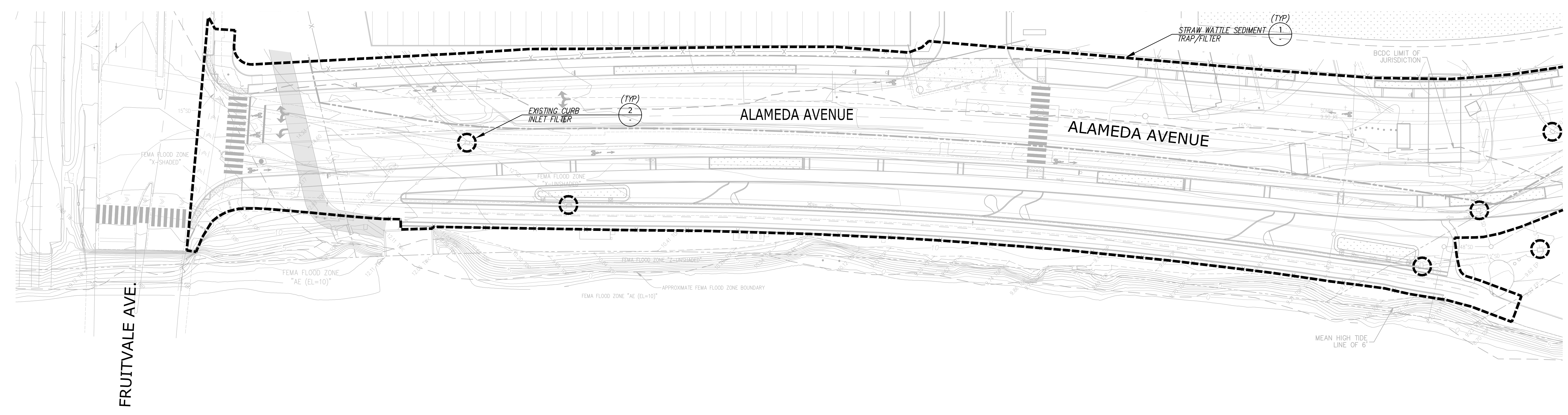
KIER+WRIGHT
 2850 Collier Canyon Road
 Livermore, CA 94551
 Phone: (925) 245-5188
 www.kierwright.com

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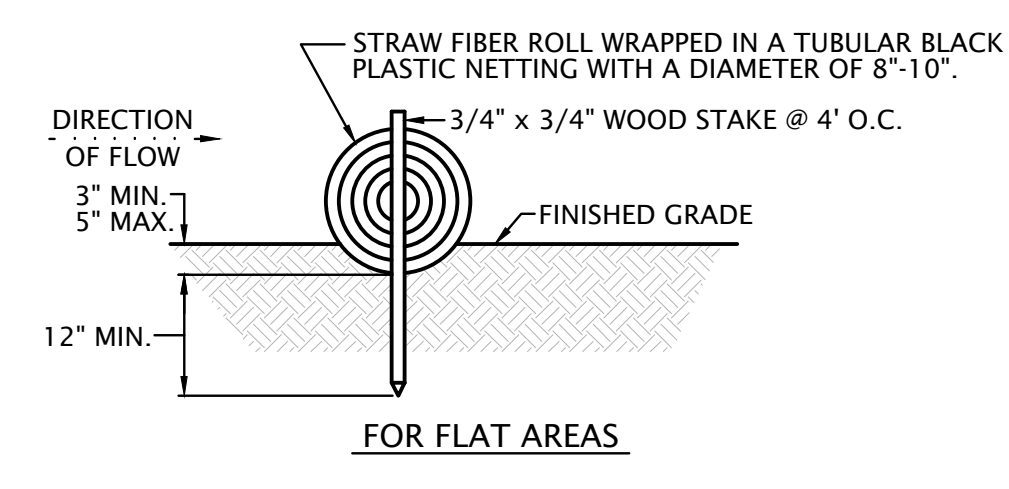
LEGEND

	1	STRAW WATTLE SEDIMENT TRAP/FILTER
	2	EXISTING CURB INLET FILTER

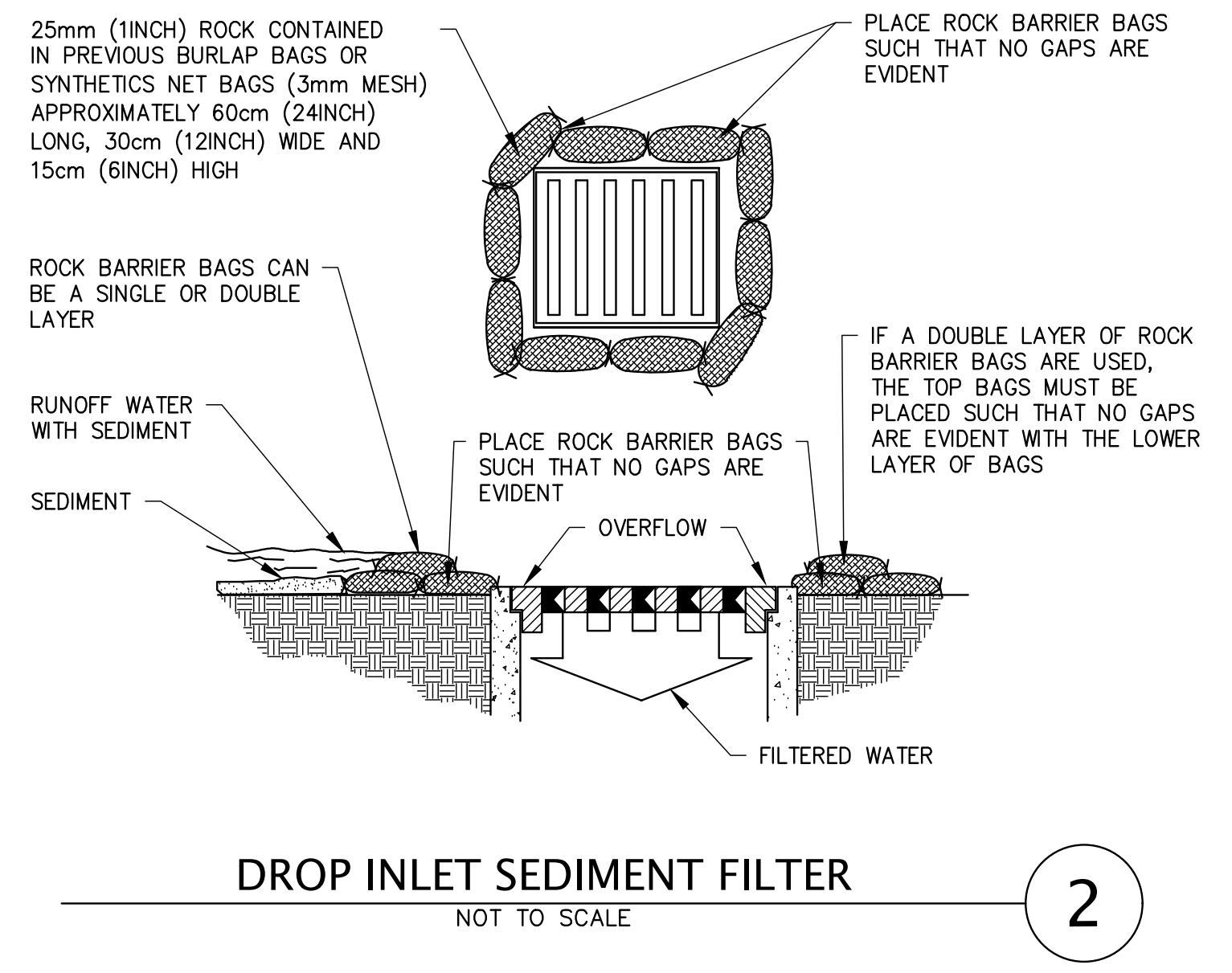


EROSION & SEDIMENT CONTROL MEASURES

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE EFFECTIVE FOR THE DURATION OF CONSTRUCTION.
2. AFTER THE UNDERGROUND STORM DRAIN SYSTEM IS INSTALLED, THE CATCH BASINS WILL BE INSTALLED (AS SOON AS PRACTICAL) AND ROCK BARRIER BAGS WILL BE PLACED AROUND THOSE CATCH BASINS AS SHOWN ON THIS PLAN UNTIL THIS SITE IS PAVED.
3. SHOULD THE ON-SITE STORM DRAINS NOT BE INSTALLED COMPLETELY BY OCTOBER 15, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT BASINS AT THE EXISTING STORM PIPES STUBBED TO THE SITE.
4. PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION PLAN.
NAME: TBD
ADDRESS: TBD
TELEPHONE: TBD
5. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY ENGINEER.
6. ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUN-OFF TO ANY STORM DRAINAGE SYSTEM.
7. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO THE SEPTEMBER FIRST OF EACH SUBSEQUENT YEAR UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
8. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY.
9. SEDIMENT BASINS SHALL BE CLEANED OUT WHENEVER SEDIMENT REACHES THE SEDIMENT CLEANOUT LEVEL INDICATED ON THE PLANS.
10. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
11. ALL CUT AND FILL SLOPES ARE TO BE PROTECTED TO PREVENT OVERBANK FLOW.
12. INLETS WHICH ARE NOT USED IN CONJUNCTION WITH ROCK BARRIER BAGS OR SEDIMENT BASINS SHOULD BE COVERED OR OTHERWISE ADJUSTED TO PREVENT INFLOW, UNLESS THE AREA DRAINED IS UNDISTURBED OR STABILIZED.
13. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF THE ENGINEER.
14. DETAILS FOR THE CONSTRUCTION OF FACILITIES ARE SHOWN ON THESE PLANS.
15. THIS PLAN IS INTENDED TO BE USED FOR EROSION CONTROL ONLY. OTHER INFORMATION SHOWN HEREIN MAY NOT BE THE MOST CURRENT.



- NOTES:**
1. FIBER ROLL COMPOSED OF BIO-DEGRADABLE FIBERS STUFFED INTO A PHOTO-DEGRADABLE OPEN WEAVE NETTING.
 2. FIBER ROLL EROSION BARRIER TRAPS SEDIMENT AND REDUCES SHEET AND HILL SIDE EROSION BY REDUCING SLOPE GRADIENT, IT INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
 3. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH 3"-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.
- STRAW WATTLE SEDIMENT TRAP/FILTER** 1
NOT TO SCALE

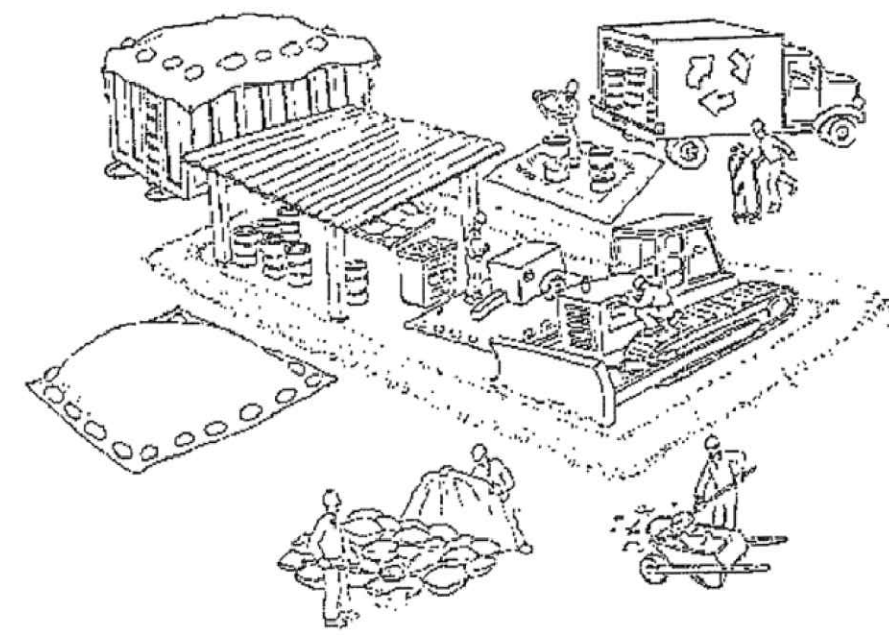


BY									
REVISION									
NO	1	2	3	4	5	6	7	8	9
BY									
REVISION									
NO	1	2	3	4	5	6	7	8	9
 KIER+WRIGHT 2850 Collier Canyon Road Livermore, CA 94551 Phone: (925) 245-5188 www.kierwright.com									
CREEK PROTECTION PLAN OF 3600 ALAMEDA AVENUE FOR PROLOGIS OAKLAND, CALIFORNIA									
DATE	FEBRUARY, 2024								
SCALE	AS SHOWN								
DESIGNER	DGR								
DRAWN BY	REE								
JOB NO.	A15642-6								
SHEET	C4.0								
OF	8 SHEETS								



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Clean Bay Blue Print



Make sure your crews and subs do the job right!

Runoff from streets and other paved areas is a major source of pollution and damage to creeks and the San Francisco Bay. Construction activities can directly affect the health of creeks and the Bay unless contractors and crews plan ahead to keep dirt, debris, and other construction waste away from storm drains and local creeks. Following these guidelines and the project specifications will ensure your compliance with City of Fremont requirements.

Materials storage & spill cleanup

Non-hazardous materials management

- ✓ Sand, dirt, and similar materials must be stored at least 10 feet (3 meters) from catch basins. All construction material must be covered with a tarp and contained with a perimeter control during wet weather or when rain is forecasted or when not actively being used within 14 days.
- ✓ Use (but don't overuse) reclaimed water for dust control as needed.
- ✓ Sweep or vacuum streets and other paved areas daily. Do not wash down streets or work areas with water!
- ✓ Recycle all asphalt, concrete, and aggregate base material from demolition activities. Comply with City of Fremont Ordinances for recycling construction materials, wood, gyp board, pipe, etc.
- ✓ Check dumpsters regularly for leaks and to make sure they are not overfilled. Repair or replace leaking dumpsters promptly.
- ✓ Cover all dumpsters with a tarp at the end of every work day or during wet weather.

Hazardous materials management

- ✓ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state, and federal regulations.
- ✓ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecasted.
- ✓ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecasted within 24 hours.
- ✓ Be sure to arrange for appropriate disposal of all hazardous wastes.

Spill prevention and control

- ✓ Keep a stockpile of spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- ✓ When spills or leaks occur, contain them immediately and be particularly careful to prevent leaks and spills from reaching the gutter, street, or storm drain. Never wash spilled material into a gutter, street, storm drain, or creek!
- ✓ Dispose of all containment and cleanup materials properly.
- ✓ Report any hazardous materials spills immediately! Dial 911

Construction Entrances and Perimeter

- ✓ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ✓ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking.

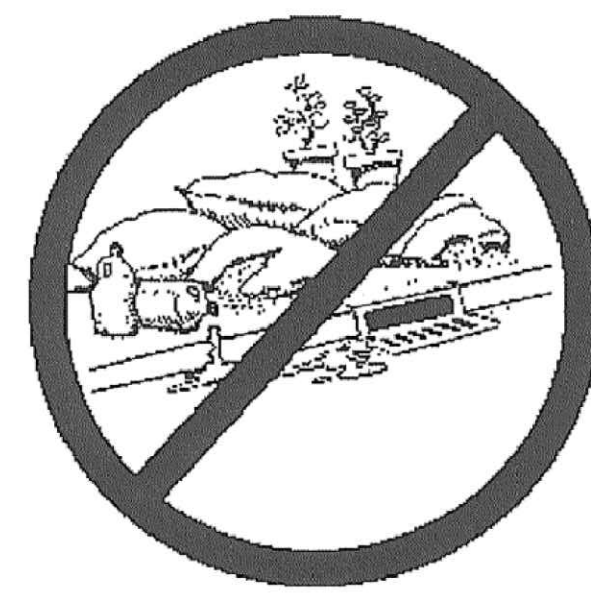
Vehicle and equipment maintenance & cleaning

- ✓ Inspect vehicles and equipment for leaks frequently. Use drip pans to catch leaks until repairs are made; repair leaks promptly.
- ✓ Fuel and maintain vehicles on site only in a bermed area or over a drip pan that is big enough to prevent runoff.
- ✓ If you must clean vehicles or equipment on site, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or creeks.
- ✓ Do not clean vehicles or equipment on-site using soaps, solvents, degreasers, steam cleaning equipment, etc.



Earthwork & contaminated soils

- ✓ Keep excavated soil on the site where it will not collect in the street.
- ✓ Transfer to dump trucks should take place on the site, not in the street.
- ✓ Use fiber rolls, silt fences, or other control measures to minimize the flow of silt off the site.



- ✓ Earth moving activities are only allowed during dry weather by permit and as approved by the City Inspector in the Field.
- ✓ Mature vegetation is the best form of erosion control. Minimize disturbance to existing vegetation whenever possible.
- ✓ If you disturb a slope during construction, prevent erosion by securing the soil with erosion control fabric, or seed with fast-growing grasses as soon as possible. Place fiber rolls down-slope until soil is secure.

- ✓ If you suspect contamination (from site history, discoloration, odor, texture, abandoned underground tanks or pipes, or buried debris), call the Engineer for help in determining what should be done, and manage disposal of contaminated soil according to their instructions.

Dewatering operations

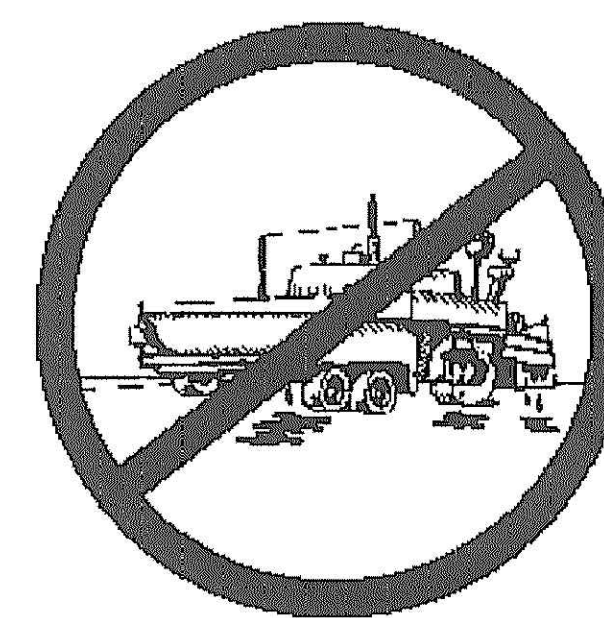
- ✓ Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Run-on from off site shall be directed away from all disturbed areas or shall collectively be in compliance.
- ✓ Reuse water for dust control, irrigation, or another on-site purpose to the greatest extent possible.
- ✓ Be sure to notify and obtain approval from the Engineer before discharging water to a street, gutter, or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ✓ In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine what testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.



Saw cutting

- ✓ Always completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or sand/gravel bags to keep slurry out of the storm drain system.
- ✓ Shovel, absorb, or vacuum saw-cut slurry and pick up all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ✓ If saw cut slurry enters a catch basin, clean it up immediately.

Paving/asphalt work



- ✓ Always cover storm drain inlets and manholes when paving or applying seal coat, tack coat, slurry seal, or fog seal.
- ✓ Protect gutters, ditches, and drainage courses with sand/gravel bags, or earthen berms.
- ✓ Do not sweep or wash down excess sand from sand sealing into gutters, storm drains, or creeks. Collect sand and return it to the stockpile, or dispose of it as trash.
- ✓ Do not use water to wash down fresh asphalt concrete pavement.

Concrete, grout, and mortar storage & waste disposal

- ✓ Store concrete, grout, and mortar under cover, on pallets, and away from drainage areas. These materials must never reach a storm drain.
- ✓ Wash out concrete equipment/trucks off-site or into contained washout areas that will not allow discharge of wash water onto the underlying soil or onto the surrounding areas.
- ✓ Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal off site.



Painting

- ✓ Never rinse paint brushes or materials in a gutter or street!
- ✓ Paint out excess water-based paint before rinsing brushes, rollers, or containers in a sink.
- ✓ Paint out excess oil-based paint before cleaning brushes in thinner.
- ✓ Filter paint thinners and solvents for reuse whenever possible. Dispose of oil-based paint sludge and unusable thinner as hazardous waste.



Landscape Materials

- ✓ Contain, cover, and store on pallets all stockpiled landscape materials (mulch, compost, fertilizers, etc.) during wet weather or when rain is forecasted or when not actively being used within 14 days.
- ✓ Discontinue the application of any erodible landscape material within 2 days of forecasted rain and during wet weather.

NO.	DESCRIPTION	BY	DATE	APPROV'D

NO.	DESCRIPTION	BY	DATE	APPROV'D

DATE	ADV. DATE

WORK ORDER NO.	
SPECIFICATION NO.	
SHEET NO.	
FILE NO.	

Storm drain polluters may be liable for fines of \$10,000 or more per day!

For references and more detailed information:
www.cleanwaterprogram.org
www.cabmphandbooks.com



Know what's below.
Call before you dig.

CLEAN BAY BLUE PRINT
OF
3600 ALAMEDA AVENUE
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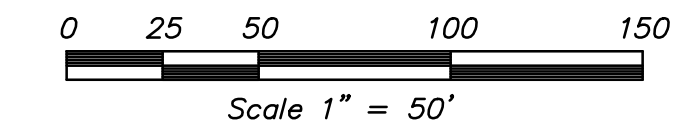
KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
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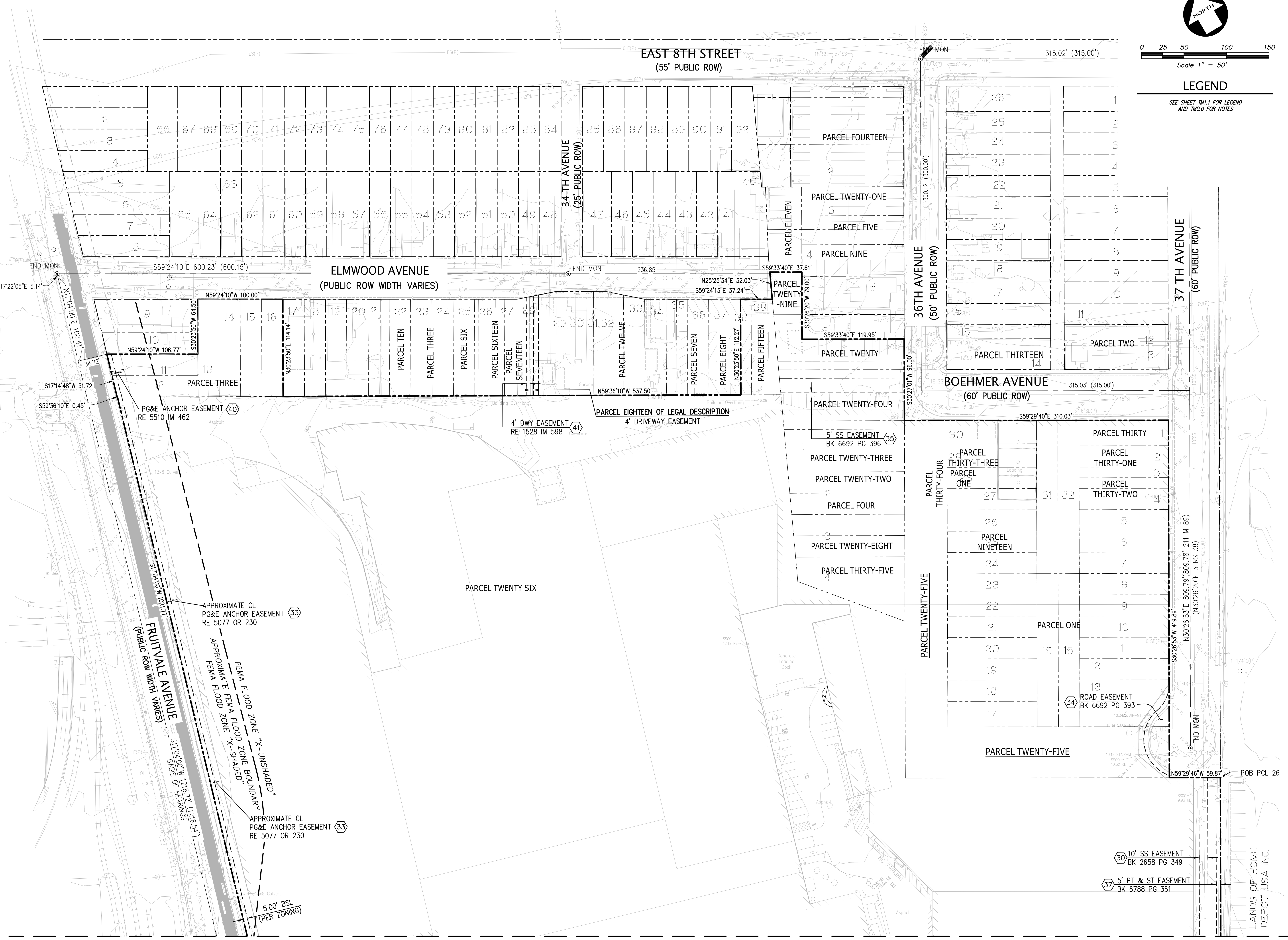
OAKLAND,

DATE	FEBRUARY, 2024
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	C5.0
OF	8 SHEETS

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LEGEND
SEE SHEET TM1.1 FOR LEGEND
AND TM0.0 FOR NOTES



SEE SHEET TM1.1

BY	
REVISION	
NO.	1
BY	
REVISION	
NO.	2
BY	
REVISION	
NO.	3
BY	
REVISION	
NO.	4

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EXISTING CONDITIONS
 OF
3600 ALAMEDA AVENUE
 FOR
DUKE REALTY
 OAKLAND, CALIFORNIA

DATE	JULY, 2023
SCALE	AS SHOWN
DESIGNER	DCR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	TM1.0
OF	5 SHEETS

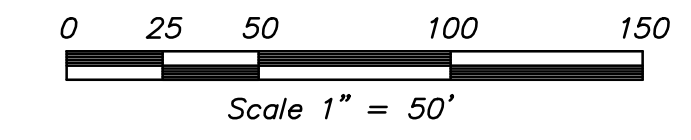
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LEGEND

- ASPHALT BERM
- BUILDING LINE
- BASEMENT LIMITS (APPROXIMATE)
- CENTERLINE
- CONCRETE/BLOCK WALL
- CONCRETE CURB & GUTTER
- MAJOR CONTOUR LINE
- MINOR CONTOUR LINE
- DRIVEWAY
- EASEMENT LINE
- EDGE OF PAVEMENT
- ELECTRIC LINE
- FENCE LINE
- FIBER OPTICS LINE
- FIRE SERVICE LINE & VALVE
- GAS LINE-VALVE & METER
- LOT LINE
- MONUMENT/MONUMENT LINE
- OIL LINE
- OVERHEAD POWER LINE
- PROPERTY LINE
- RAILROAD TRACKS
- SANITARY SEWER LINE-MANHOLE & CLEANOUT
- SIDEWALK
- SPOT ELEVATION
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- STORM DRAIN 13x8 CULVERT
- TELEPHONE LINE
- CABLE TELEVISION LINE
- WATER LINE & VALVE

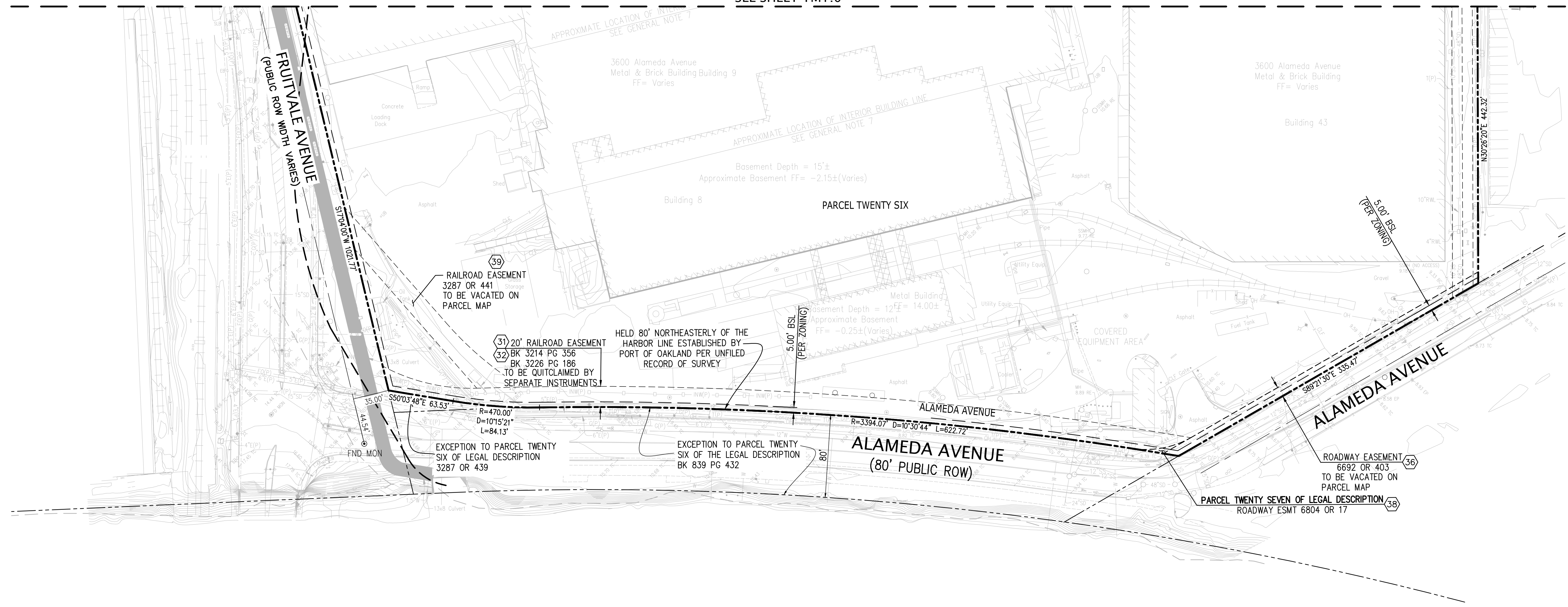
- ACCESSIBLE PARKING SYMBOL
- ANODE
- AREA DRAIN
- AUTOMATIC SPRINKLER RISER
- BACKFLOW PREVENTION DEVICE
- BENCHMARK/TEMPORARY BENCHMARK
- BLOWOFF VALVE
- BLOWOFF VALVE
- DOUBLE DETECTOR CHECK VALVE
- ELECTROLIER
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GAS METER
- GUY ANCHOR
- HOSEBIB
- POST INDICATOR VALVE
- POWER POLE/JOINT POLE
- RAILROAD CROSSING
- TRANSFORMER
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGN
- TREE
- UTILITY BOX
- WATER VALVE
- WELL

- ABBREVIATIONS**
- AC ASPHALT CONCRETE
 - AP ANGLE POINT
 - ASR AREA DRAIN
 - BC BACK OF CURB
 - BEG BEGIN
 - BFP BACK FLOW PREVENTER
 - BK BOOK
 - BL BUILDING LINE
 - BLDG BUILDING
 - BOLLRD BOLLARD
 - BOB BOTTOM OF BOX
 - BOLLRD BOLLARD
 - BOV BLOWOFF VALVE
 - BW BACK OF WALK
 - C-FC CONCRETE AT FACE OF CURB
 - C CONCRETE
 - CB CATCH BASIN
 - CL CENTER LINE
 - CLF CHAIN LINK FENCE
 - DDCV DOUBLE DETECTOR CHECK VALVE
 - DE DOCK EDGE
 - DWY DRIVEWAY
 - E EAST
 - EB ELECTRIC BOX
 - EC EDGE OF CONCRETE
 - EL ELEVATION
 - EP EDGE OF PAVEMENT
 - ES SPARE ELECTRICAL LINE
 - ESMT EASEMENT
 - EV ELECTRICAL VAULT
 - EW EDGE OF WALK
 - FD FOUND
 - FDC FIRE DEPARTMENT CONNECTION
 - FF FINISH FLOOR
 - FH FIRE HYDRANT
 - FOO FULL OF DEBRIS
 - FW FACE OF WALL
 - GA GUY ANCHOR
 - GAS GAS LINE
 - GB GRADE BREAK
 - GM GAS MARKER/METER
 - GRN GROUND
 - GV GAS VALVE
 - IE INVERT ELEVATION
 - IM IMAGE
 - INW INJECTION WELL SYSTEM
 - IW# INJECTION WELL NUMBER
 - JP JOINT POWER POLE
 - LD LEGAL DESCRIPTION
 - MH MANHOLE
 - MON MONUMENT
 - MW MONITORING WELL
 - N NORTH
 - NE NORTH EAST
 - NW NORTH WEST
 - OH OVERHEAD
 - P-FC PAVEMENT AT FACE OF CURB
 - PG PAGE
 - PG&E PACIFIC GAS & ELECTRIC
 - PIV POST INDICATOR VALVE
 - PP POWER POLE
 - R/W RIGHT OF WAY
 - RE RIM ELEVATION
 - RWL RAIN WATER LEADER
 - S SOUTH
 - SDMH STORM DRAIN MANHOLE
 - SE SOUTH EAST
 - SFNF SEARCHED FOR AND NOT FOUND
 - SL STREET LIGHT
 - SLB STREET LIGHT BOX
 - SS SANITARY SEWER
 - SSCO SANITARY SEWER CLEAN OUT
 - SSMH SANITARY SEWER MANHOLE
 - SW SOUTH WEST
 - TB TELEPHONE BOX
 - TC TOP OF CURB
 - TOD TOP OF DEBRIS
 - TOP GRADE BREAK LINE TOP
 - TOV TOP OF VERTICAL PIPE
 - TRN TRANSFORMER
 - TSB TRAFFIC SIGNAL BOX
 - TSP TRAFFIC SIGNAL POLE
 - UB UNKNOWN UTILITY BOX
 - UKN* UNKNOWN PIPE SIZE
 - W WEST
 - WB WATER BOX
 - WM WATER METER
 - WV WATER VALVE



NOTES
SEE SHEET TM0.0 FOR NOTES

SEE SHEET TM1.0



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EXISTING CONDITIONS OF 3600 ALAMEDA AVENUE FOR DUKE REALTY
CALIFORNIA
OAKLAND, CALIFORNIA

DATE	JULY, 2023
SCALE	AS SHOWN
DESIGNER	DGR
DRAWN BY	REE
JOB NO.	A15642-6
SHEET	TM1.1
OF	5 SHEETS

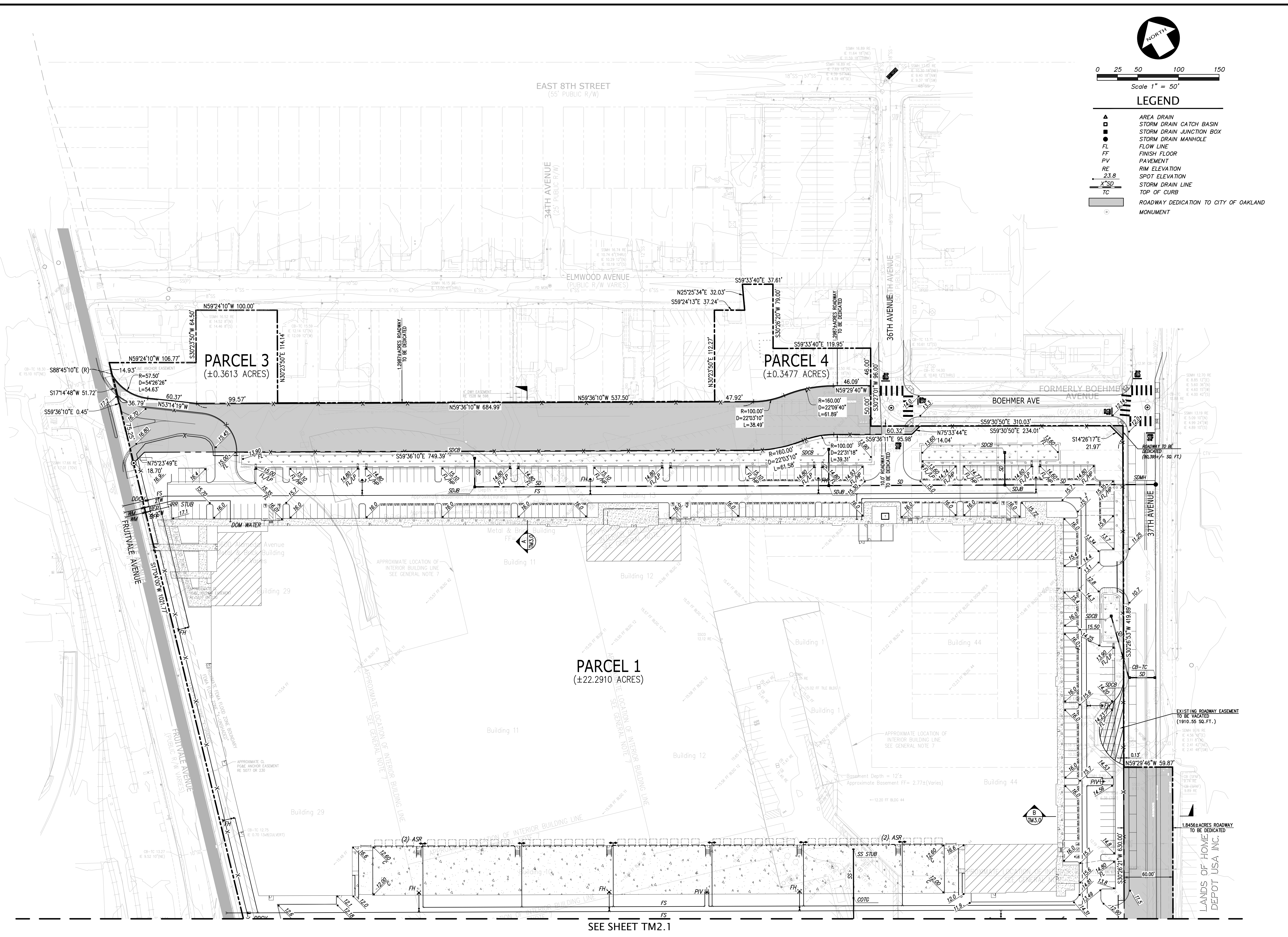
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Scale 1" = 50'

LEGEND

- ▲ AREA DRAIN
- STORM DRAIN CATCH BASIN
- STORM DRAIN JUNCTION BOX
- STORM DRAIN MANHOLE
- FL FLOW LINE
- FF FINISH FLOOR
- PV PAVEMENT
- RE RIM ELEVATION
- 23.8 SPOT ELEVATION
- X"SD STORM DRAIN LINE
- TC TOP OF CURB
- ROADWAY DEDICATION TO CITY OF OAKLAND MONUMENT



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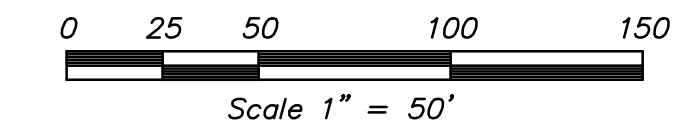
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**PROPOSED IMPROVEMENTS
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OF	5 SHEETS

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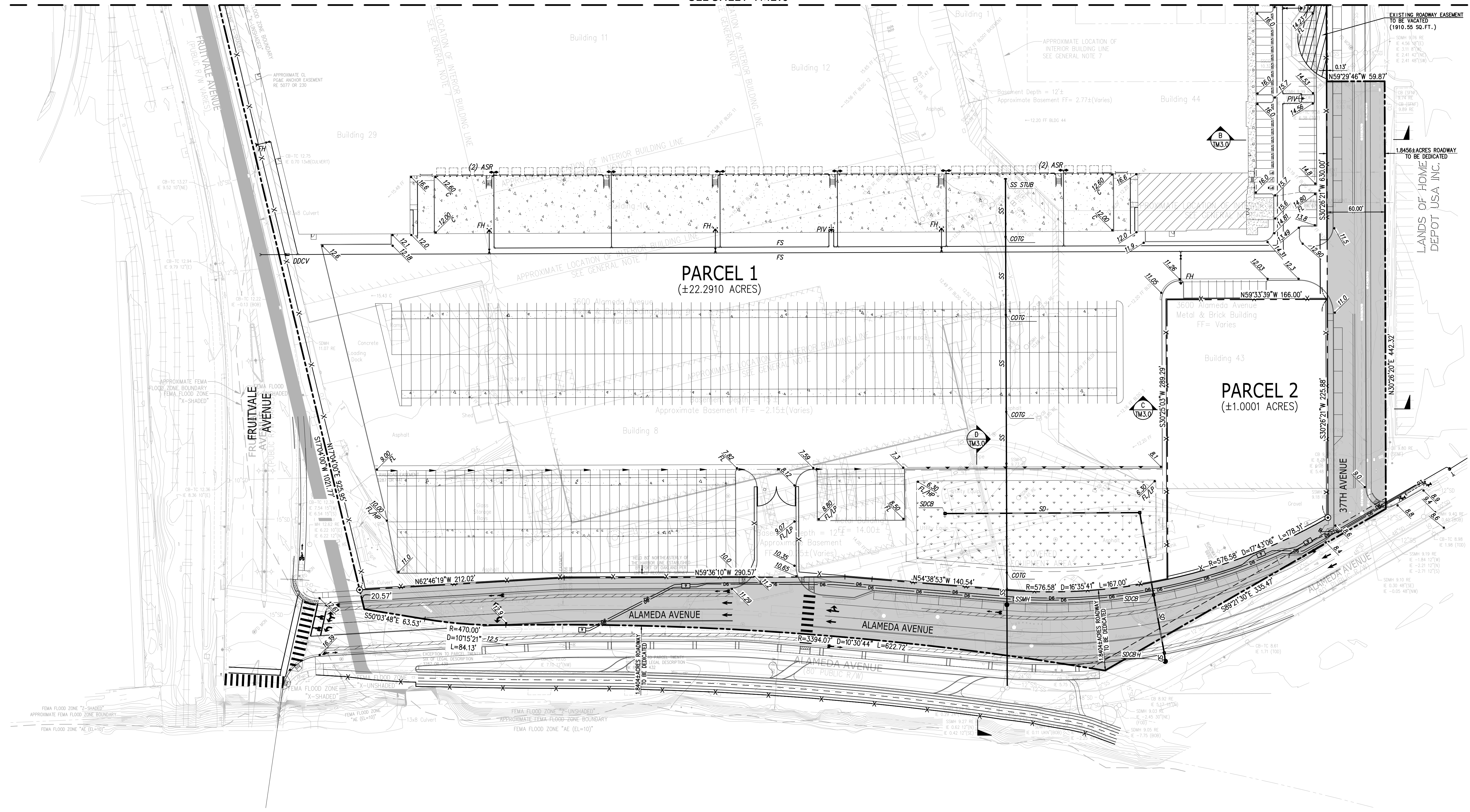
SEE SHEET TM2.1



LEGEND

SEE SHEET TM2.0 FOR LEGEND AND NOTES

SEE SHEET TM2.0



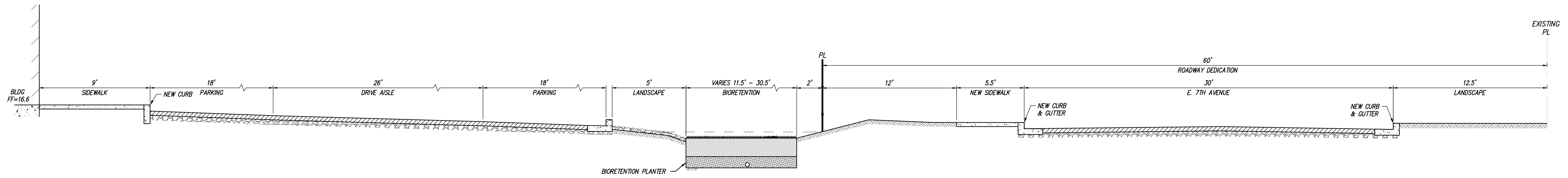
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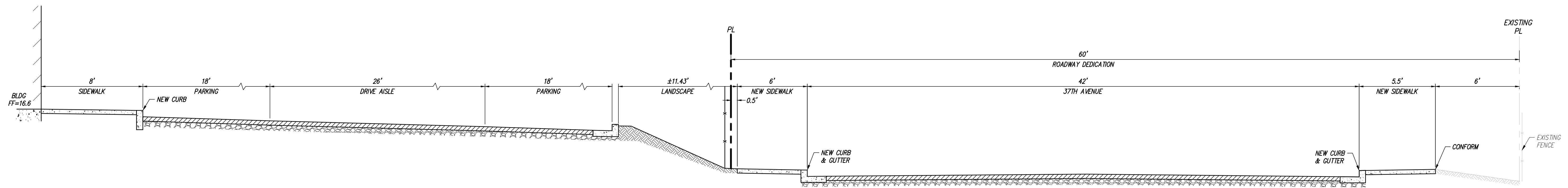
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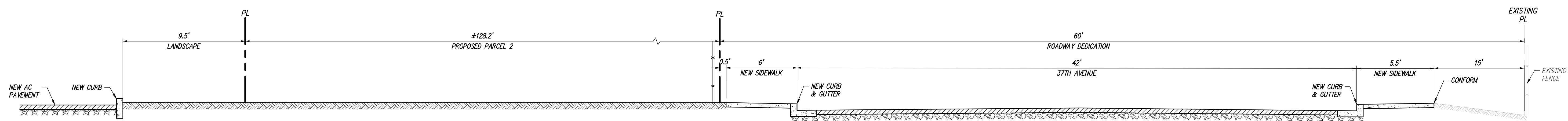
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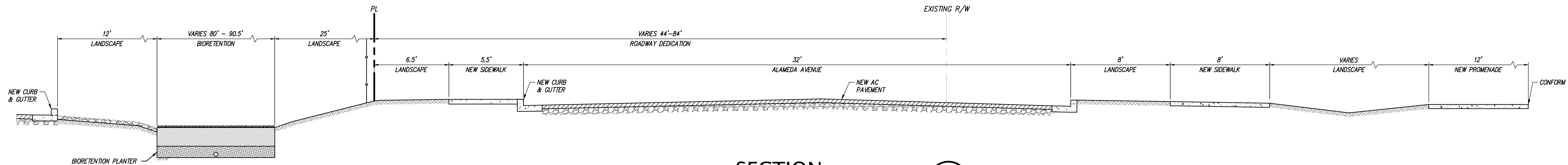
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SECTION B
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SECTION C
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SECTION D
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SHEET	TM3.0
OF	5 SHEETS

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