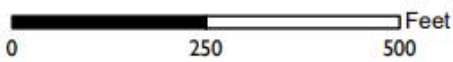


Location:	Lake Merritt BART Transit-Oriented Development (TOD) at 51 9th Street (Block 1) and 107 8th Street (Block 2).
Assessor's Parcel Number(s):	APNs: 001 016900100 and 001 017100200.
Proposal:	1. Amend the Conditions of Approval to allow for phased submittal of the PX and PZ Permit for Phase I of development. 2. Amend the Tentative Tract Map to create a vertical division of the Paseo resulting in a subterranean parcel containing the BART tunnel.
Applicant:	East Bay Asian Local Development Corporation (EBALDC)
Contact Person/ Phone Number:	James Perez /510-512-2444
Owner:	San Francisco Bay Area Rapid Transit District (BART)
Case File Number:	PLN20108-R01
Planning Permits Required:	Revision to existing entitlements for Planned Urban Development (PUD), the Phase I Horizontal Final Development Plan (FDP and Tentative Tract Map).
General Plan:	Central Business District (CBD)
Zoning:	D-LM-2, D-LM-4, Height Area LM-275
Proposed Environmental Determination:	Prior Environmental Determination since the amendments are within the scope of the prior environmental review for the Project.
Historic Status:	Not an Historic Rated Property
City Council District:	District 2.
Finality of Decision:	Appealable to City Council.
For Further Information:	Contact case planner Rebecca Lind at 510-672-1474 or by e-mail at rlind@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



- Site Boundary
- S-13 Combining Zone

Case File: PLN20108-RO1
Applicant: James Perez
Address: 51 9th St & 107 8th St
Base Zones: D-LM-2, D-LM-4
Combining Zones: S-13, S-14
Height Area: LM-275

SUMMARY

The proposal would make three changes to the existing Lake Merritt BART Transit-Oriented Development (TOD) project entitlements (case file PLN20108).

1. Amend the existing Conditions of Approval for the Preliminary Development Permit (PDP) and Final Development Permit (FDP) to allow submittal and approval of the PX and PZ Permits for Phase I of the development prior to Certificate of Occupancy rather than at the filing of the Building Permit.
2. Amend the Tentative Tract Map to create a vertical subdivision of the Paseo (Parcel 3).
3. Amend the Tentative Tract Map to conform lot lines and parcel sizes with the lot configuration approved by the Planning Commission during FDP review.

These amendments would not change the design of the project, the proposed housing and office uses, or the affordability of the new units. The Revised Findings justifying these amendments are attached hereto at **Attachment A**.

BACKGROUND

The site has the following existing entitlements.

- Preliminary Development Plan (PDP) was approved May 19, 2021, for 557 residential units, approximately 500,000 square feet of administrative office commercial activity, approximately 16,500 sf of ground floor commercial, 2,000 square feet of custom manufacturing commercial kitchen activity, 6,200 square feet of Community Education Civic Activity daycare, and a total of 408 parking spaces.
- Vertical and Horizontal Final Development Permits (FDP) for Phase I of the project were approved in June 2022 and include 233 affordable units.
- Vesting Tentative Tract Maps No. 8560 and 8577 were approved for five new lots and one remainder parcel. The project includes a public paseo between Buildings A and B in Block 1.

PROPERTY DESCRIPTION

The project area consists of two non-contiguous blocks both owned by BART at 51 9th Street (Block 1) and 107 8th Street (Block 2). Block 1 is bounded by 9th St to the north, Fallon St to the east, 8th St to the south, and Oak St to the west. The block currently contains BART parking, BART station head houses, and a small BART plaza. The block is surrounded by Laney College to the east, the BART plaza to the west, small scale commercial buildings to the south, and a pair of historic Colonial Revival rowhouses to the north.

Block 2 is bounded by 8th St to the north, Oak St to the east, 7th St to the south, and Madison St to the west. The site is a few blocks from the Oakland Auditorium, the Oakland Museum of California, and Lake Merritt.

GENERAL PLAN ANALYSIS

The General Plan land use designation for this site is Central Business District (CBD). The classification is intended to “encourage, support, and enhance the downtown area as a high density, mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California.”

The site is also within the Lake Merritt Station Area Plan and Lake Merritt BART Station Area District. The Lake Merritt Station Area Plan provides land use policies for the plan area and for the Lake Merritt BART Station Area District.

- Lake Merritt Station Area Policies support
 - LU-2 High intensity development potential. LU-3 Ground floor commercial uses. LU-4 Active ground floor uses. LU-6 New office and business development. U-7 Diverse housing types.
- Lake Merritt BART Station Area District policies support
 - LU-26 High intensity development. LU-27 Community benefit. LU-28 Community involvement. LU-29 Catalyst development.

The proposed project revisions are consistent with adopted policies for the site as they would not change the design of the project and will facilitate delivery of a high intensity mixed use transit-oriented development on BART property.

ENVIRONMENTAL DETERMINATION

The potential environmental impacts associated with the Lake Merritt BART Station Redevelopment PDP, FDP and Tentative Map Revisions have been adequately analyzed and covered in the 2014 Lake Merritt Area Specific Plan (LMASP) EIR and other previous CEQA Documents. No further environmental review is required pursuant to Public Resources Code section 21166 and California Environmental Quality Act (CEQA) Guidelines section 15162 and 15164 since the changes are within the scope of the prior program EIR and its Addendum analyzing the project.

KEY ISSUES AND IMPACTS

The proposed amendments to the approved project do not affect commitments of the entitlements to the City or delivery of the approved design and land uses. Rather, the three proposed amendments resolve issues that would otherwise impact project delivery. The three amendments are discussed more fully below.

1. *Amend the existing Conditions of Approval (COA) for the Preliminary Development Permit (PDP) and Final Development Permit (FDP).*

The proposal would amend the PUD COA #21 to allow submittal and approval of the off-site and on-site infrastructure permits (PX and PZ Permits) for Phase 1.1 development prior to Certificate of Occupancy rather than at building permit. The text changes to these COAs are shown in **Attachment B**.

The request to modify the timing requirement for the PX and PZ Permit will impact Condition #21 of the FDP by allowing application of construction-related permits for only Sub-Phase 1.1 for Block One, rather than the entirety of the Horizontal FDP for Block One. See attached tracked changes. The rationale behind this request is that Building A (the anchor for Sub-Phase 1.2) has not yet proceeded with their Vertical FDP. As such, there remains the possibility that material design changes will impact the Horizontal Sub-Phase 1.2 plan – including ingress/egress, curb and street/sidewalk dimensions. The Horizontal improvements for Sub-Phase 1.1 would be delivered prior to Certificate of Occupancy for Building B, and the applicant will plan to enter into an Improvement Agreement and security for the improvements of Sub-Phase 1.1 as authorized in PUD COA #22.

This change would also give the applicant increased flexibility in preparing the detailed submittals required for the public on-site and off-site improvements that this development is providing.

2. Amend the Tentative Tract Map (TTM) to create a vertical subdivision of the Paseo (Parcel 3).

The Paseo is located above a portion of BART's subway tunnel system. Typically, a parcel of land includes rights to all air space above the surface and all land below the surface. However, in this case BART requires sole control over the portion of the property (subterranean) in which the tunnel is located. BART requested that the property leased to the developer be subdivided to create one parcel for the Paseo and a second (subterranean) parcel containing the tunnel and the subsurface below the paseo that would be retained by BART. The revised map shows a 24' height to the remainder parcel where it abuts Lot 3, the Paseo, effectively creating the proposed vertical subdivision. **Attachment C** includes the amended Tentative Tract Map.

3. Amend the Tentative Tract Map (TTM) to conform lot lines and parcel sizes with the lot configuration approved by the Planning Commission during FDP review.

After approval of the TTM as part of the PUD review, BART further analyzed existing site conditions and determined that the lot configurations on the tentative map resulted in BART substructures projecting into the future residential properties. BART requested adjustment of the FDP map to eliminate this projection. The change to the map resulted in a reconfiguration between Lots 1, 2 and 3 and the remainder parcel. The change in the parcel configuration is shown in **Attachment D**, which compares the PUD map and the FDP version. The FDP was approved with this correction, however the TTM itself was not amended concurrently so the approved TTM still has the configuration shown on the PUD map. The proposed TTM shows the conformed lot lines and parcel sizes and as amended would resolve this conflict.

RECOMMENDATIONS

1. Affirm staff's environmental determination.
2. Approve the revisions to the PUD, FDP and TTM for the Lake Merritt BART Transit Oriented Development project as proposed in application PLN20108-R01 subject to the attached Revised Findings at **Attachment A** and conditions.

Prepared by:

Rebecca Lind

Rebecca Lind

Planner IV

Reviewed by:

Catherine Payne

Catherine Payne

Development Planning Manager

Bureau of Planning

Approved for forwarding to the Planning Commission:

Ed Manasse

Ed Manasse Deputy Director

Bureau of Planning

ATTACHMENTS:

- A. Revised Findings
- B. Amended Conditions of Approval for the PUD and FDP
- C. Amended Tentative Tract Map
- D. Changes in Parcel Configuration Comparing PUD and FDP Maps

ATTACHMENT A



CITY OF OAKLAND TENTATIVE PARCEL MAP & TENTATIVE TRACT MAP FINDINGS FOR APPROVAL

Tentative Parcel Maps are required for subdivisions (land divisions) that create a total of up to four new lots (parcels). Tentative Tract Maps are required for subdivisions that create a total of five or more new lots. Newly created lots must meet the City's Lot Design Standards, and must also be shown to be capable of supporting the type and density of development that is permitted by the applicable zoning regulations for the zone that the property is located within. Tentative Parcel Map or Tentative Tract Map approval can only be granted if all of the following findings can be made.

Please indicate the way in which the proposal meets the following required criteria. Attach additional sheets if necessary.

Lot Design Standards (Section 16.24.040 O.M.C.):

1. No lot shall be created without frontage on a public street, as defined by Section 16.04.030, except:
 - a. Lots created in conjunction with approved private access easements;
 - b. A single lot with frontage on a public street by means of a vehicular access corridor provided that in all cases the corridor shall have a minimum width of twenty (20) feet and shall not exceed three hundred (300) feet in length. Provided further, the corridor shall be a portion of the lot it serves, except that its area (square footage) shall not be included in computing the minimum lot area requirements of the zoning district:

All proposed lots have been created with frontage on a public street as follows.

Lot 1 (9th Street), Lot 2 (8th Street), Lot 3 (Fallon Street), Lot 4 (8th Street, Fallon Street, 9th Street)

Lot 5 (7th Street, Oak Street, 8th Street), Lot 6 (7th Street, Madison Street, 8th Street)

2. 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:

All side lines of proposed lots run at right angles to the street, with the exception of the lots

fronting Fallon Street. Lot 3 follows the existing limits of the subsurface BART tunnel/station,

which is not perpendicular to Fallon Street, and therefore does not have lot side lines that are

perpendicular to Fallon Street.

3. All applicable requirements of the zoning regulations shall be met:

Confirmed, please see Sheets A1.8 & A1.9 for substantial conformance to zoning.

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

With the exception of Caroline Square lot (bound by 8th, Madison, 9th, and Oak Streets) that comprises one city block, the Proposed Lots 1-6 are equal or larger in measure than the prevalent size of existing lots in the surrounding area. APN maps of adjacent lots have been attached/included.

5. 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 existing site does not contain natural out-croppings of rock, notable specimen trees or groups of trees, creeks, or other amenities. However, proposed trees will be planted as part of the proposed design.

Tentative Map Findings (Section 16.08.030 O.M.C. & California Government Code §66474):

6. The proposed map is consistent with applicable general and specific plans as specified in the State Government Code Section 65451:

Yes, the Tentative Tract Map is consistent with State Government Code Section 65451.

7. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans:

Confirmed, please see Sheets A1.8 & A1.9 for substantial conformance to zoning.

8. The site is physically suitable for the type of development:

Yes, the site is physically suitable for the type of development proposed on the plans.

9. The site is physically suitable for the proposed density of development:
Confirmed, please see Sheets A1.8 & A1.9 for substantial conformance to zoning density

10. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat:
Confirmed, the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

11. The design of the subdivision or type of improvements is not likely to cause serious public health problems:
Confirmed, the proposed improvements are not likely to cause serious public health concerns.

12. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. (This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction):
Proposed Lot 3 (for Paseo) and Lot 4 (Remainder Parcel) will allow for access through, or use of, the property. Access to the Paseo will be provided as well as access to the BART headhouses that provide access to the subsurface BART tunnel/station.

The revised map shows a 24' height to the remainder parcel where it abuts lot 3. There are no applicable easements.

13. The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision:
Confirmed there is the potential for future passive or natural heating or cooling opportunities such as solar panels; to be confirmed at later stage of design.

ATTACHMENT B

Conditions of Approval #21 and #22 for Preliminary Development Plan

21. Submittal and Approval of PX/PZ permit for horizontal improvements.

Requirement: The project applicant shall apply for the PX/PZ permit for all horizontal improvements and receive approval from all relevant departments and agencies before any ~~Certificates of Occupancy is building permit will be~~ approved. Horizontal improvements include, but are not limited to: the publicly accessible paseo, public plazas, public walkways, sidewalks improvements, bikeways, crosswalks, curb extensions, bus stops, intersection improvements, etc. If the applicant requests to implement the public improvements in phases, the PX/PZ permits shall be submitted consistent with the desired phases. In addition, the following phasing criteria shall be met:

- All improvements for Block 1 shall be operational and functional prior to the issuance of the Certificate of Occupancy for the final building constructed in Phase 1.
- All improvements for Block 2 shall be operational and functional prior to the issuance of the Certificate of Occupancy for the final building constructed in Phase 2.

When Required: Prior to approval of any ~~building permit~~ Certificate of Occupancy.

Initial Approval: Bureau of Building and OakDOT

Monitoring/Inspection: N/A

22. 17.142.070 Performance bonds.

Requirement: The City Planning Commission or, on appeal the City Council, may, as a condition of approval of any development for which a permit is required by Section 17.142.030, require a cash bond or surety bond for the completion of all or specified parts of the development deemed to be essential to the achievement of the purposes set forth in Section 17.142.010. The bond shall be in a form approved by the City Attorney, in a sum of one hundred percent (100%) of the estimated cost of the work, and conditioned upon the faithful performance of the work specified within the time specified.

Conditions of Approval For Horizontal FDP And Phasing Plan

1. **Requirement:** The project applicant shall revise Design sheets to make phasing more transparent and easily understood for future review of project requirements for later phased P-jobs and FDPs according to the following:
 - On design sheet L4.01B, include dimensions of site plan features delivered as temporary hard landscaping delivered with the completion of Sub-Phase 1.1. This includes the ADA ramp and fence. To be provided upon submission of PZ Permit with Horizontal Sub-Phase 1.1
 - On design sheet L4.01B, add conceptual sketch of connection between new landscaping of Paseo to the Oak Street side of the Paseo that is not included with Sub-Phase 1.1, i.e., the later phased “West Plaza” or Remainder Parcel. To be provided upon submission of PZ Permit with Horizontal Sub-Phase 1.1
 - Specify how this “West Plaza” or Remainder Parcel area will be used by the public during the construction of Building A. To be provided upon submission of PZ Permit with Horizontal Sub-Phase 1.2
 - Create three new design sheets that mirror focus of deliverables of sub-phases akin to L4.01B. E.g., Sub-Phase 1.2, Sub-Phase 1.3, and Sub-Phase 1.4. To be provided upon submission of PZ Permit with Horizontal Sub-Phase 1.2, Sub-Phase 1.2, and Sub-

Phase 1.4

- Given that a section of the Block One Paseo is temporary and will need to be demolished for Sub-Phase 1.2, create a design sheet identifying the Sub-Phase 1.2 Demolition plan of the horizontal improvements completed in Sub-Phase 1.1. To be provided upon submission of PZ Permit with Horizontal Sub-Phase 1.2.
- Consistently employ subheading titles “Sub-Phase 1.2, Sub-Phase 1.3, or Sub-Phase 1.4 indicating the applicable phase on all design sheets. To be provided upon submission of requisite Horizontal PZ/PX Permit Applications.

When Required: Prior to application for construction-related permit for corresponding Sub-Phase

Initial Approval: N/A

Monitoring/Inspection: Planning and Building Department

2. Requirement: The applicant shall abide by the following phasing plan in adhere to 2021-LMB-PUD COA:

A. Phase 1: Block One: Applicant shall apply for construction-related permits **for the respective Sub-Phases of the entirety of** horizontal FDP for Block One. The applicant may elect to delay delivery of Sub- Phase 1.2 until after Certificate of Occupancy for Building B, subject to an Improvement Agreement and appropriate security acceptable to the City of Oakland so that the improvements are guaranteed by the applicant. The applicant shall apply for consideration for the Improvement Agreement and security to the satisfaction of the City of Oakland prior to, or contemporaneous with, applying for any construction-related permit for Phase 1: Block One. In any event, Sub-Phase 1.2 shall be delivered prior to Certificate of Occupancy being issued for Building A.

- Sub-Phase 1.1: Sub-Phase 1.1 shall be delivered prior to Certificate of Occupancy for Building B.
- Sub-Phase 1.2: As noted above, Sub-Phase 1.2 shall be delivered prior to Certificate of Occupancy for Building A. The applicant may delay

delivery of the improvements to after the construction of Building B by entering into an Improvement Agreement that guarantees delivery of improvements prior to issuance of the Certificate of Occupancy for Building A. The applicant shall apply for the Improvement Agreement and security to the satisfaction of the City of Oakland for Sub-Phase 1.2 prior to, or while applying for any construction-related permit for Block 1.

B. Phase 2: Block Two: The project applicant agrees that the design of the buildings for Phase 2 (Block Two) is conceptual to allow for future schematic design of the buildings planned for that block and for further development of right-of-way improvement plans by the City of Oakland. The design for Phase 2 will be considered at the time of approval of the FDP for Phase 2. Therefore, the Phase 2 horizontal improvements of this FDP shall be refined to schematic design level and subject to review by the Design Review Committee of the Planning Commission and approval by Bureau of Planning/OakDOT staff prior to approval of the first vertical FDP for Block Two.

- Sub-Phase 1.3: Sub-Phase 1.3 shall be delivered prior to Certificate of Occupancy for Building C (or whichever building is constructed first on Block 2).
- Sub-Phase 1.4: Sub-Phase 1.4 shall be delivered prior to Certificate of Occupancy for Building C, unless the applicant enters into an Improvement Agreement that guarantees delivery of improvements prior to issuance of the Certificate of Occupancy for Building D (or whichever building is constructed last on Block 2).

When Required: Prior to construction-related permit and ongoing

Initial Approval: N/A

Monitoring/Inspection: Department of Planning and Building and Department of Transportation

3. Requirement: The project applicant shall expand the scope of horizontal improvements included in Sub-Phase 1.1 to include the horizontal improvements along all of Building B's street fronting public right-of-way and all of Paseo through to Oak Street; with attention to the "bulb-out" on the corner of 8th and Oak Street.

When Required: Prior to application for construction-related permit

Initial Approval: N/A

Monitoring/Inspection: Planning and Building Department

4. Requirement: The project applicant is required to submit Sub-Phases 1.2, 1.3, and 1.4 to return to the Design Review Committee at time of P-Job submittal, with Bureau of Planning and Department of Transportation approval authority to review and approve the revisions. The project applicant may bundle to the Design Review Committee Sub-Phase 1.2, 1.3, or 1.4 with the corresponding building FDP. If the Sub-Phase is considered with the corresponding Building, it shall return to Planning Commission (rather than Planning/OakDOT Staff) with the corresponding Building for final approval.

When Required: Prior to application for construction-related permit

Initial Approval: N/A

Monitoring/Inspection: Planning and Building Department

ATTACHMENT C LAKE MERRITT BART DEVELOPMENT

REVISED VESTING TENTATIVE TRACT MAP NO. 8560 (BLOCK 1) AND 8577 (BLOCK 2) TRACT MAP NO. 8560, A 3 LOT SUBDIVISION AND REMAINDER LOT (2 RESIDENTIAL UNITS, 2 COMMERCIAL UNITS, AND 2 NON-CONDOMINIUM PARCELS) TRACT MAP NO. 8577, A 2 LOT SUBDIVISION (1 RESIDENTIAL UNIT AND 5 COMMERCIAL UNITS) CITY OF OAKLAND ALAMEDA COUNTY STATE OF CALIFORNIA

PROJECT DESCRIPTION

BLOCK 1 (TRACT MAP NO. 8560)

THE PROJECT IS PROPOSING TO DEMOLISH THE EXISTING PAVEMENT AND STRUCTURES ON BLOCK 1, BOUND BY 8TH STREET, FALLON STREET, 9TH STREET, AND OAK STREET. A NEW MARKET RATE RESIDENTIAL BUILDING (BUILDING A), A NEW SENIOR HOUSING BUILDING (BUILDING B), AND A NEW PEDESTRIAN PASEO WILL BE CONSTRUCTED ON THE PROPERTY SITE AND WILL MAINTAIN AND IMPROVE ACCESS TO THE EXISTING LAKE MERRITT BART STATION. THE PROJECT WILL REMOVE THE 11 EXISTING LOTS AND WILL BE SUBDIVIDED INTO 3 NEW LOTS AND 1 REMAINDER PARCEL.

BLOCK 2 (TRACT MAP NO. 8577)

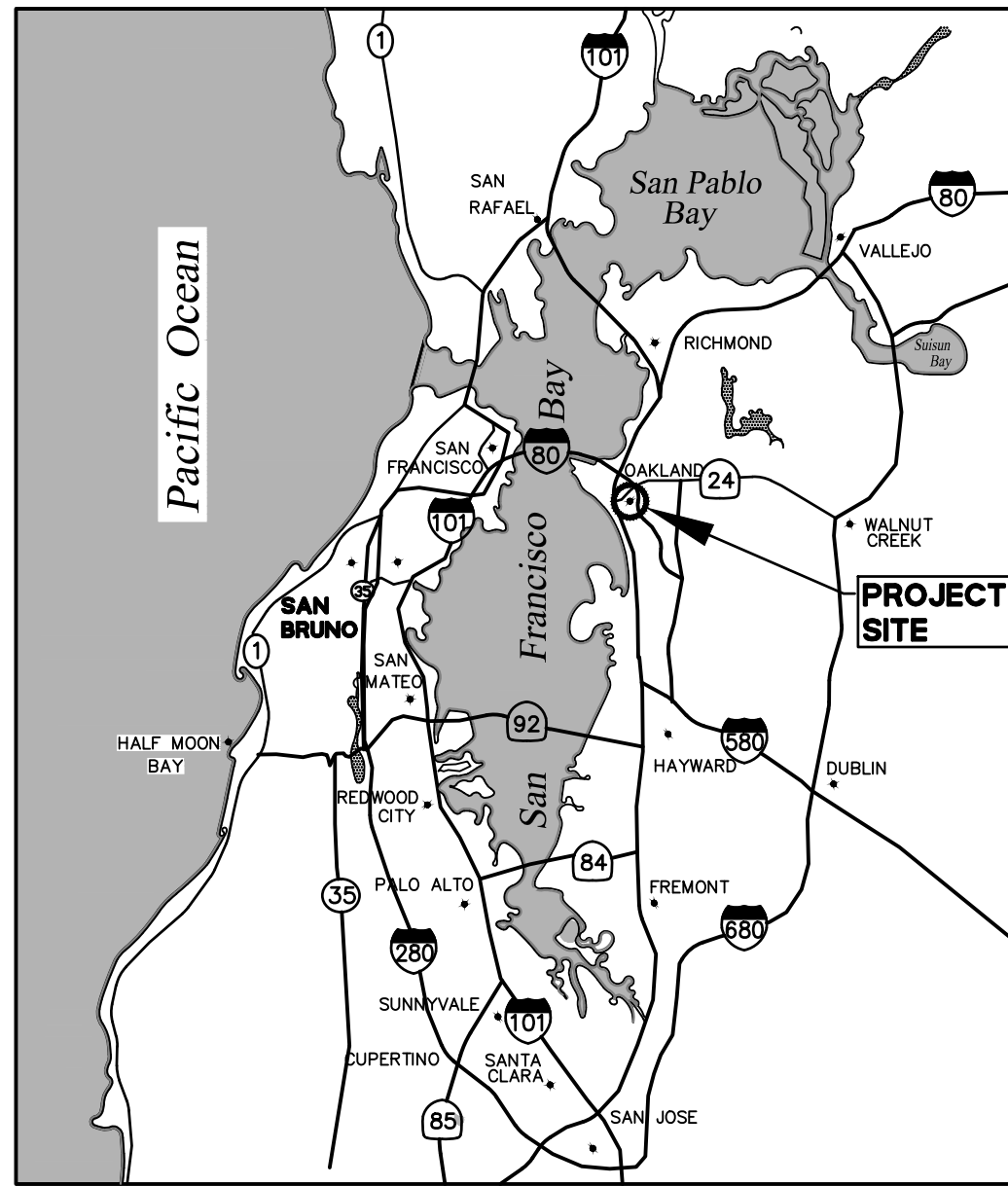
THE PROJECT IS PROPOSING TO DEMOLISH THE EXISTING PAVEMENT AND STRUCTURES ON BLOCK 2, BOUND BY 7TH STREET, OAK STREET, 8TH STREET, AND MADISON STREET. A NEW OFFICE BUILDING (BUILDING C) AND A NEW AFFORDABLE HOUSING BUILDING (BUILDING D) WILL BE CONSTRUCTED ON THE PROPERTY SITE. THE PROJECT WILL SUBDIVIDE THE EXISTING LOT INTO 2 NEW LOTS.

GENERAL NOTES

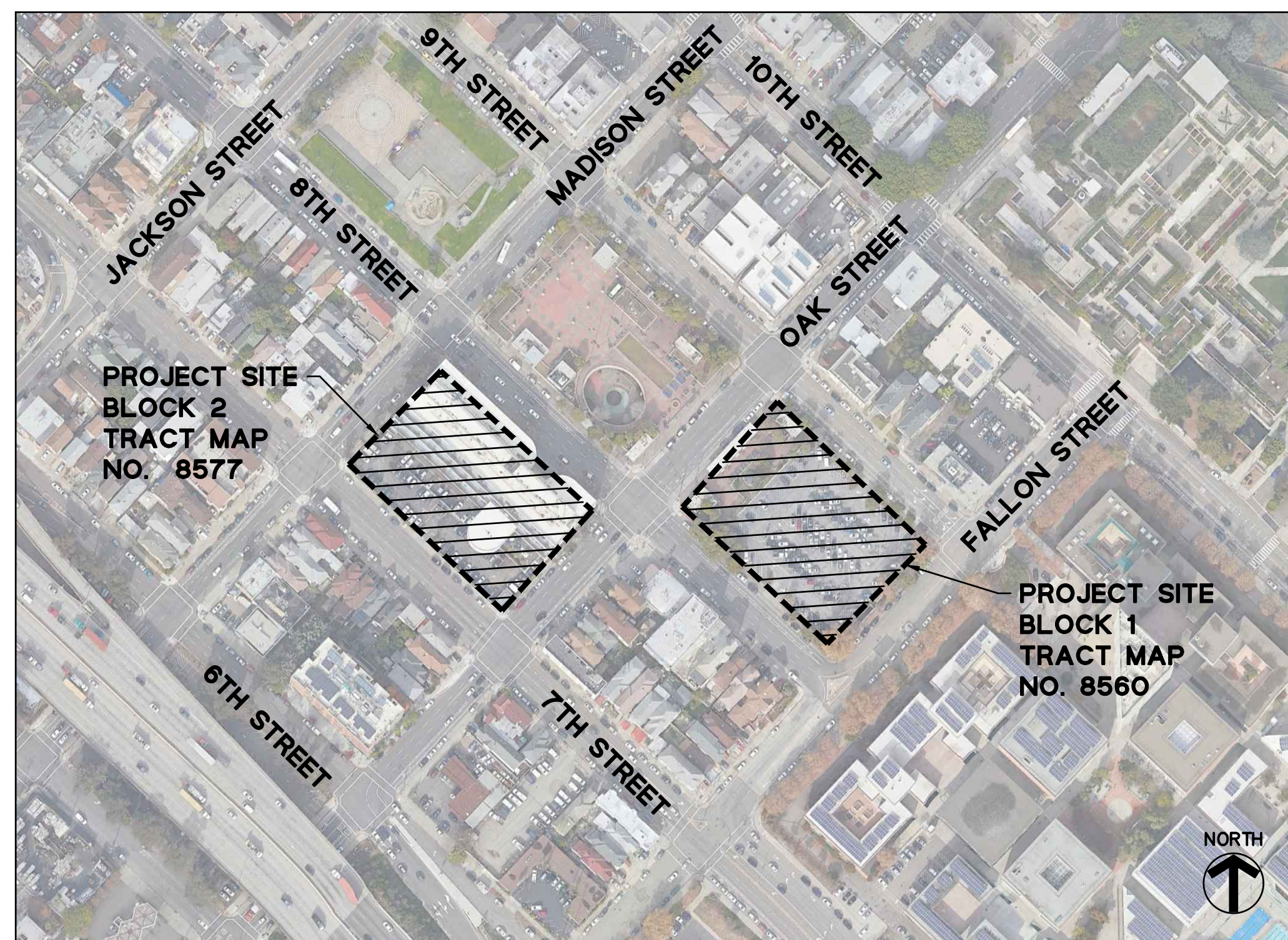
- VESTING TENTATIVE TRACT MAP:** THESE VESTING TENTATIVE TRACT MAPS ARE BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 AND WITH CHAPTER 2, ARTICLE 1, SECTION 66426 OF THE SUBDIVISION MAP ACT.
 - CONDOMINIUM UNITS AND NON-CONDOMINIUM PARCELS:**
 - VESTING TRACT MAP NO. 8560 (BLOCK 1) - A 3 LOT SUBDIVISION WITH 1 REMAINDER PARCEL BEING: 1 RESIDENTIAL CONDOMINIUM UNIT AND 1 COMMERCIAL CONDOMINIUM UNIT AS TO LOT 1, 1 RESIDENTIAL CONDOMINIUM UNIT AND COMMERCIAL CONDOMINIUM UNIT AS TO LOT 2, AND 2 NON-CONDOMINIUM PARCELS AS TO LOT 3 AND A REMAINDER PARCEL.
 - VESTING TRACT MAP NO. 8577 (BLOCK 2) - A 2 LOT SUBDIVISION BEING: 4 COMMERCIAL CONDOMINIUM UNITS AS TO LOT 1, AND 1 RESIDENTIAL CONDOMINIUM UNIT AND 1 COMMERCIAL CONDOMINIUM UNIT AS TO LOT 2.
 - MULTIPLE TRACT MAPS:** THE DEVELOPER INTENDS TO FILE TWO TRACT MAPS PURSUANT TO CHAPTER 3, ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
 - SOURCE OF TOPOGRAPHY:** EXISTING TOPOGRAPHIC INFORMATION SHOWN IS BASED ON A SURVEY UNDER THE SUPERVISION OF DAVIS THRESH, PLS #6868, PERFORMED ON MAY 13TH, MAY 15TH, AND MAY 22ND, 2019. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 - FEMA DESIGNATED FLOOD ZONE:** PURSUANT TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, COMMUNITY NO. 06001C0067H, EFFECTIVE DATE DECEMBER 21, 2018, THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE 'X' - AREAS DETERMINED OF MINIMAL FLOOD HAZARD.
 - UTILITIES:** UNDERGROUND UTILITIES PLOTTED HEREON WERE PLOTTED FROM A COMBINATION OF FIELD SURVEY, OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZE, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.
 - BOUNDARY:** THE PROPERTY BOUNDARY SHOWN HERON IS BASED UPON RESOLUTIONS OF RECORD STREET AND LOT DIMENSIONS AND COLLECTED STREET MONUMENT LOCATIONS WITHIN THE SURROUNDING STREETS. MONUMENT COLLECTION WAS CONDUCTED ON APRIL 19, 2019. NO CURRENT MAP OR RECORD OF SURVEY CURRENTLY EXISTS FOR THE MAPPED BLOCKS; DEEDS MAKE REFERENCE TO KELLERSBERGER'S MAP OF OAKLAND FILED IN BOOK 7 OF MISCELLANEOUS MAPS AT PAGE 3, ALAMEDA COUNTY RECORDS.
 - HORIZONTAL CONTROL:** HORIZONTAL COORDINATES ARE BASED OFF OF CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), EPOCH 2017.00.
 - BENCHMARK:** FOUND BRASS PIN IN MONUMENT WELL ON MEDIAN ISLAND AT THE CENTERLINE OF FALLON STREET AND 8TH STREET. ELEVATION = 23.062 (NAVD88)
- ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COOVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COOVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COOVD ELEVATIONS. (ALL FUTURE IMPROVEMENT PERMIT PLANS WILL REFERENCE THE CITY OF OAKLAND VERTICAL DATUM)**

PROJECT DATA

OWNERS:	STRADA INVESTMENT GROUP 101 MISSION STREET, SUITE 420 SAN FRANCISCO, CA 94105 PHONE: (415) 263-9151 CONTACT: WILLIAM GOODMAN	EAST BAY ASIAN LOCAL DEVELOPMENT CORP 1825 SAN PABLO AVENUE, SUITE 200 OAKLAND, CA 94612 PHONE: (510) 512-2444 CONTACT: JAMES PEREZ
ARCHITECTS:	SOLOMON CORDWELL BUENZ ARCHITECTS 255 CALIFORNIA STREET, 3RD FLOOR SAN FRANCISCO, CA 94111 PHONE: (415) 216-2450 CONTACT: CYRIL CHONG	PYATOK ARCHITECTS 1611 TELEGRAPH AVENUE, SUITE 200 OAKLAND, CA 94612 PHONE: (510) 465-7010 CONTACT: PETER WALLER
CIVIL ENGINEER:	BKF ENGINEERS 255 SHORELINE DRIVE, SUITE 200 REDWOOD CITY, CA 94065 PHONE: (650) 482-6377 CONTACT: SIMON NORTH	
LANDSCAPE ARCHITECT:	EINWILLERKUEHL LANDSCAPE ARCHITECTURE 318 HARRISON STREET, SUITE 301 OAKLAND, CA 94607 PHONE: (510) 891-1696 CONTACT: SARAH KUEHL	
ASSESSOR PARCEL NO.:	001-0169-001 (BLOCK 1) 001-0171-002 (BLOCK 2)	
EXISTING LAND USE:	COMMERCIAL	
PROPOSED LAND USE:	MIXED USE	
LAND AREA:	BLOCK 1: 60,031 SF (1.378 ACRES) BLOCK 2: 60,028 SF (1.378 ACRES)	
UTILITY INFORMATION:	WATER SUPPLY: EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD) FIRE PROTECTION: CITY OF OAKLAND / EBMUD SEWAGE DISPOSAL: CITY OF OAKLAND STORM DRAIN: CITY OF OAKLAND GAS: PACIFIC GAS & ELECTRIC (PG&E) ELECTRIC: PACIFIC GAS & ELECTRIC (PG&E) TELEPHONE: AT&T CABLE TELEVISION: COMCAST	



LOCATION MAP
NTS



VICINITY MAP
NTS

ABBREVIATIONS

AD	=	AREA DRAIN
B	=	BOLLARD
BFP	=	BACKFLOW PREVENTOR
BR	=	BIKE RACK
BW	=	BACK OF WALK
CLDR	=	CENTERLINE OF DOOR
CMH	=	COMMUNICATION MANHOLE
COL	=	COLUMN
COMM	=	COMMUNICATION
CONC	=	CONCRETE
CTV	=	CABLE TELEVISION
DW	=	DRIVEWAY
EB	=	ELECTRICAL BOX
EMH	=	ELECTRICAL MANHOLE
EP	=	EDGE OF PAVEMENT
EV	=	ELECTRICAL VAULT
FDC	=	FIRE DEPARTMENT CONNECTION
FL	=	FLOWLINE
HCR	=	HANDICAP RAMP
LG	=	LIP OF GUTTER
MB	=	MAIL BOX
MH	=	MANHOLE
P	=	POST
PKM	=	PARKING METER
SDCO	=	STORM DRAIN CLEANOUT
SDDI	=	STORM DRAIN DROP INLET
SDMH	=	STORM DRAIN MANHOLE
SLB	=	STREET LIGHTING BOX
SSCO	=	SANITARY SEWER CLEANOUT
SSMH	=	SANITARY SEWER MANHOLE
TB	=	TELEPHONE BOX
TC	=	TOP OF CURB
TR	=	TREE
TSB	=	TRAFFIC SIGNAL BOX
TW	=	TOP OF WALL
UB	=	UTILITY BOX
UV	=	UTILITY VAULT
WM	=	WATER METER
WP	=	WATER PIPE

LEGEND

EXISTING	PROPOSED	DESCRIPTION
---	---	PROJECT BOUNDARY
---	---	LOT LINE
---	---	EASEMENT LINE
---	---	RECORD LOT LINE TO BE REMOVED
---	---	CURB AND GUTTER
---	---	CONTOUR LINE
---	---	LIMIT OF WORK
---	---	SAWCUT
---	---	STORM DRAIN LINE
---	---	SANITARY SEWER LINE
---	---	FIRE WATER LINE
---	---	DOMESTIC WATER LINE
---	---	UNKNOWN UTILITY LINE
---	---	ELECTRICAL LINE
---	---	GAS LINE
---	---	CATCH BASIN
---	---	SSMH
---	---	SDMH
---	---	SDDI
---	---	WATER VALVE
---	---	GAS VALVE
---	---	FIRE HYDRANT
---	---	FDC
---	---	RPBFP
---	---	PARKING LIGHT
---	---	DDDA
---	---	SANITARY SEWER CLEANOUT
---	---	POWER POLE
---	---	WATER METER
---	---	WATER VALVE
---	---	STREET LIGHT
---	---	CATV BOX
---	---	SPOT GRADE
---	---	SIGN
---	---	SIGN WITH PUSH BUTTON
---	---	SHRUB
---	---	TREE

SHEET INDEX

SHEET NO	DESCRIPTION
C1.0	TITLE SHEET
C2.1	EXISTING PARCELIZATION (BLOCK 1)
C2.2	EXISTING PARCELIZATION (BLOCK 2)
C3.1	PROPOSED PARCELIZATION PLAN (BLOCK 1)
C3.2	PROPOSED PARCELIZATION PLAN (BLOCK 2)
C4.1	PROPOSED GRADING PLAN (BLOCK 1)
C4.2	PROPOSED GRADING PLAN (BLOCK 2)
C5.1	PROPOSED UTILITY PLAN (BLOCK 1)
C5.2	PROPOSED UTILITY PLAN (BLOCK 2)

ENGINEER'S STATEMENT

THIS TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

Simon North
SIMON R. NORTH, P.E. CA 64657
VICE PRESIDENT
BKF ENGINEERS

3/20/2024
DATE

SURVEYOR'S STATEMENT

THIS TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD SURVEY PRACTICE.

Davis Thresh
DAVIS R. THRESH, P.L.S. CA 6868
PRINCIPAL
BKF ENGINEERS

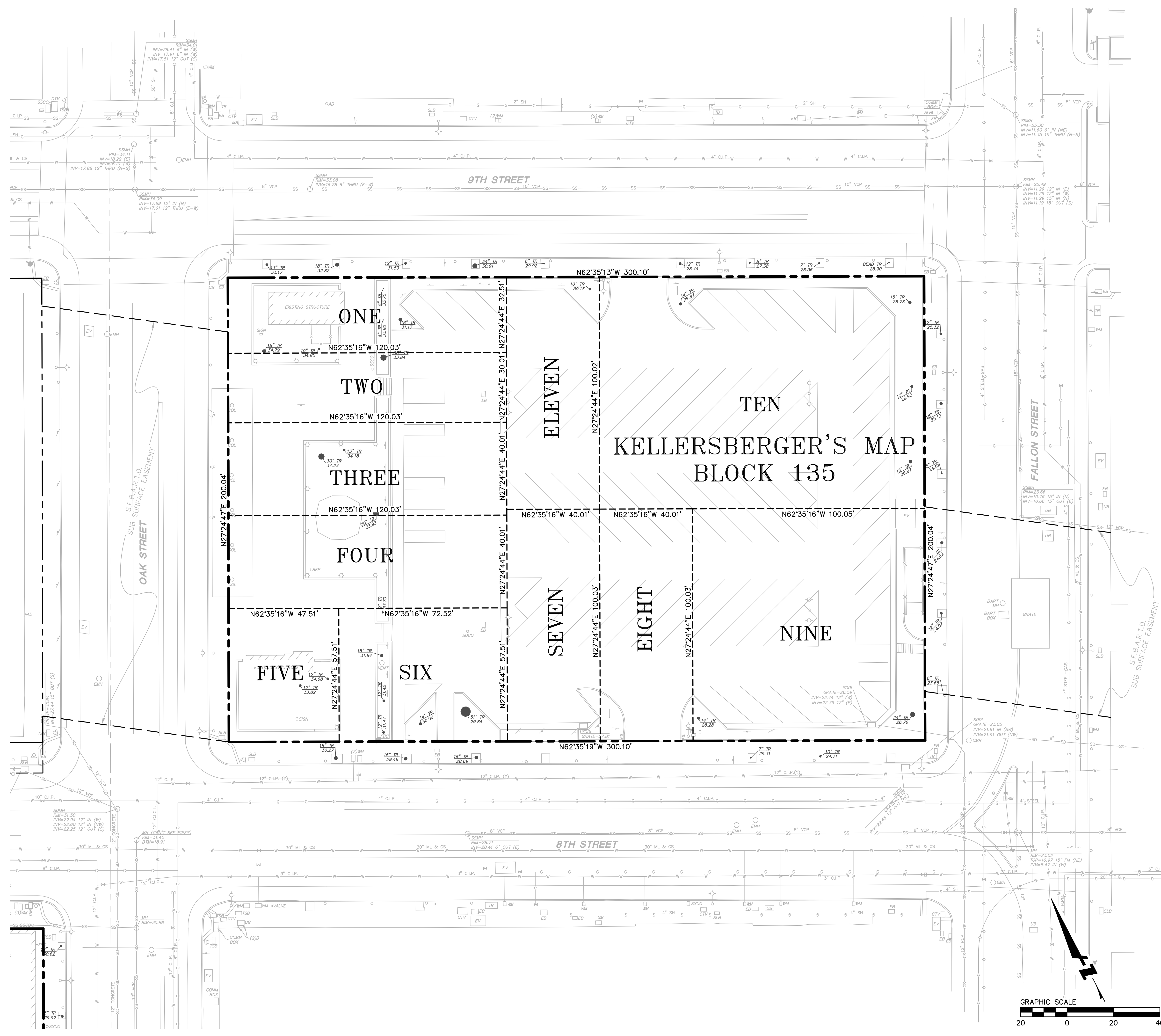
3/20/2024
DATE

LAKE MERRITT BART DEVELOPMENT
 REVISED VESTING TENTATIVE TRACT MAP NO. 8560/8577
 TITLE SHEET
 ALAMEDA COUNTY
 CITY OF OAKLAND
 CALIFORNIA

BKF100
 YEARS
 ENGINEERS . SURVEYORS . PLANNERS
 255 SHORELINE DR.,
 SUITE 200
 REDWOOD CITY, CA 94065
 (650) 482-6300
 www.bkf.com

Date	03/20/2024	No.	
Scale	AS NOTED	Design	DFS
Drawn	DFS	Approved	SRN
Job No	20190110	Drawing Number:	C1.0
		1 OF 9	

DRAWING NAME: \\bkf-cv\190110.BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C2.1-C2.2_ExistingParcelization.dwg
 PLOT DATE: 03-20-24
 PLOTTED BY: roth



ANNOTATION & LEGEND

- AD = AREA DRAIN
- B = BOLLARD
- BFP = BACKFLOW PREVENTOR
- BR = BIKE RACK
- BW = BACK OF WALK
- CLDR = CENTERLINE OF DOOR
- CMH = COMMUNICATION MANHOLE
- COL = COLUMN
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- SLB = STREET LIGHTING BOX
- SSCO = SANITARY SEWER CLEANOUT
- SSMH = SANITARY SEWER MANHOLE
- TB = TELEPHONE BOX
- TC = TOP OF CURB
- TR = TREE
- TSB = TRAFFIC SIGNAL BOX
- TW = TOP OF WALL
- UB = UTILITY BOX
- UV = UTILITY VAULT
- WM = WATER METER
- WP = WATER PIPE
- ☆ = AREA/YARD LIGHT
- ⊕ = FIRE HYDRANT
- ⊙ = SIGN
- ⊙ = STREET LIGHT
- ⊙ = GAS VALVE
- ⊙ = WATER VALVE
- ⊙ = SIGNAL LIGHT
- E—E— = ELECTRICAL LINE
- G—G— = GAS LINE
- SD—SD— = STORM DRAIN LINE
- SS—SS— = SANITARY SEWER LINE
- UN—UN— = UNKNOWN UTILITY LINE
- W—W— = DOMESTIC WATER LINE
- — — — = BOUNDARY LINE
- - - - - = RECORD LOT LINE TO BE REMOVED
- - - - - = EASEMENT LINE

NOTES

FIELD DATES OF TOPOGRAPHIC SURVEY WERE MAY 13, 15, AND 22 2019
 ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF

HORIZONTAL CONTROL

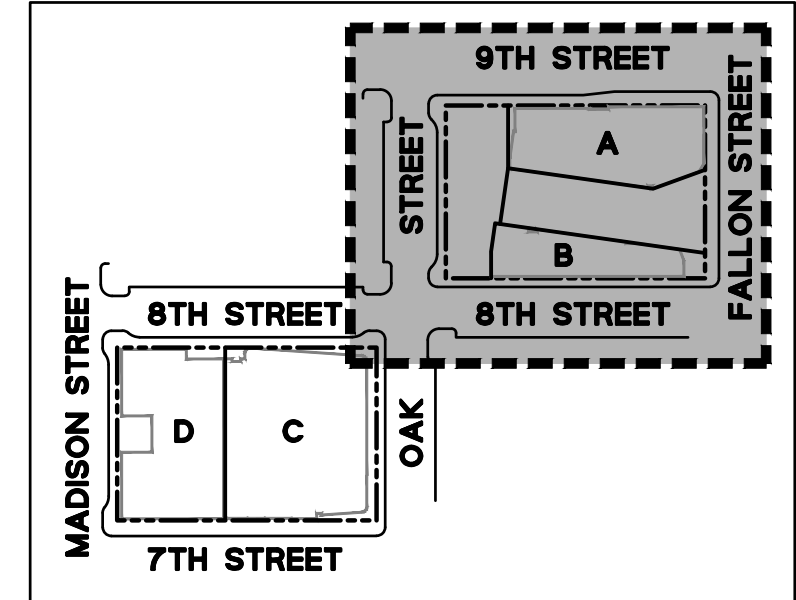
HORIZONTAL COORDINATES ARE BASED OFF OF CALIFORNIA STATE PLAN COORDINATE SYSTEM (CCS83), EPOCH 2017.00

BENCHMARK

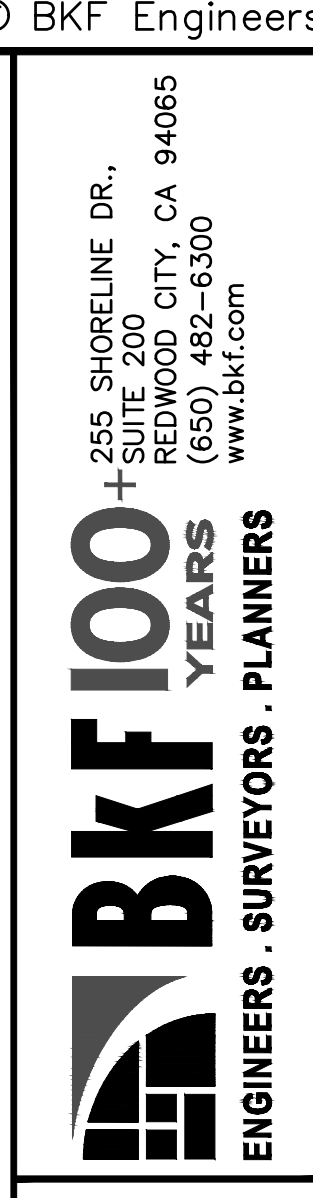
FOUND BRASS PIN IN MONUMENT WELL ON MEDIAN ISLAND AT THE CENTERLINE OF FALLON STREET AND 8TH STREET.
 ELEVATION = 23.062 (NAVD88)

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COVD ELEVATIONS.

PARCEL AREA			
EXISTING PARCELS	NEW PARCELS	AREA	ACREAGE
BLOCK 135		60,032 SQ. FT.±	1.378 AC.

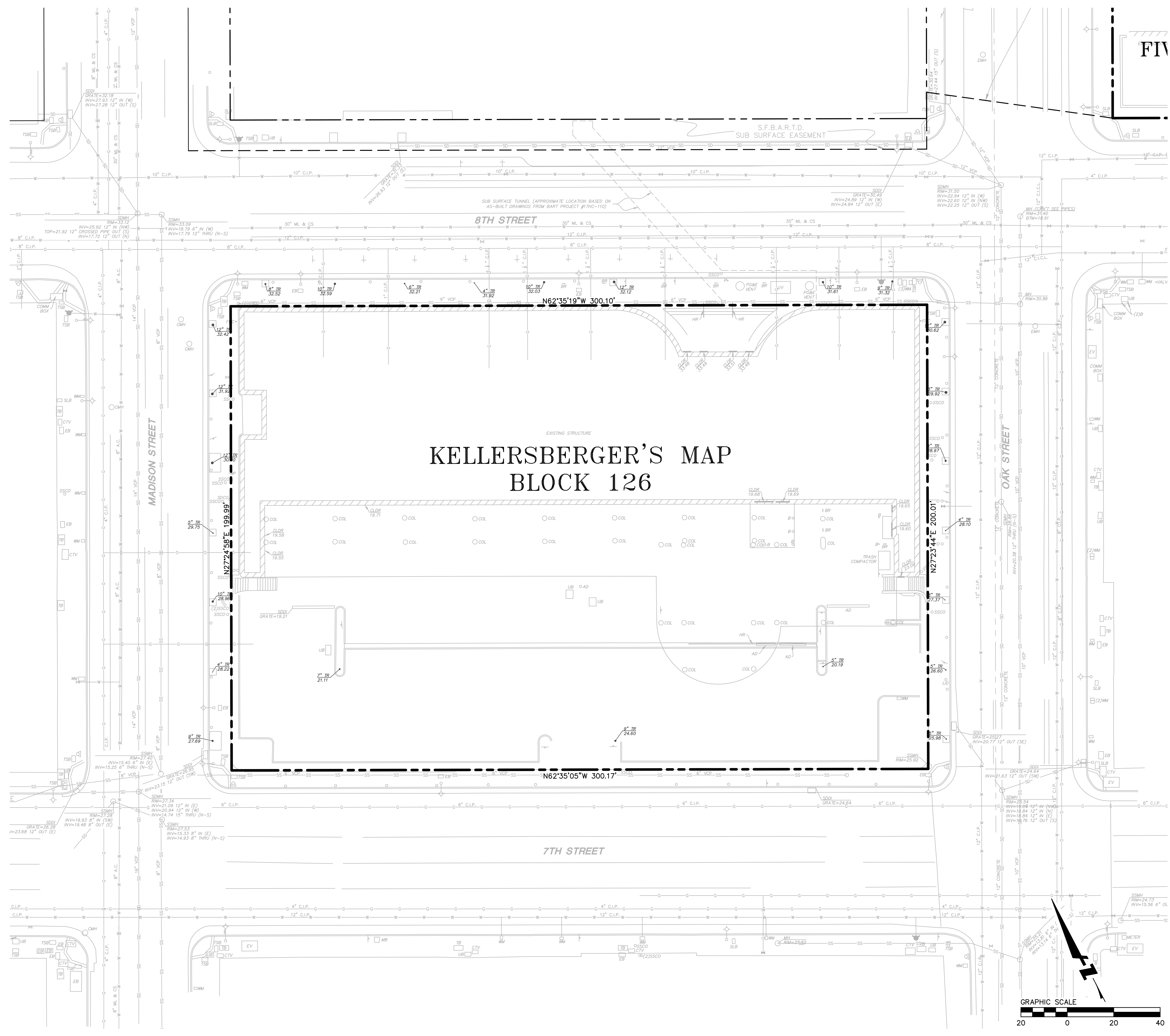


LAKE MERRITT BART DEVELOPMENT (BLOCK 1)
REVISED VESTING TENTATIVE TRACT MAP NO. 8560
EXISTING PARCELIZATION (BLOCK 1)
 ALAMEDA COUNTY
 CITY OF OAKLAND
 CALIFORNIA



Date	03/20/2024	No.	
Scale	1" = 20'	Design	DFS
Drawn	DFS	Approved SRN	
Drawing Number:	C2.1		
	2	OF	9

DRAWING NAME: \\bkf-r\vol14\2019\190110_BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C2.1-C2.2_ExistingParcelization.dwg
PLOT DATE: 03-20-24
PLOTTED BY: roth



ANNOTATION & LEGEND

- AD = AREA DRAIN
- B = BOLLARD
- BFP = BACKFLOW PREVENTOR
- BR = BIKE RACK
- BW = BACK OF WALK
- CLDR = CENTERLINE OF DOOR
- CMH = COMMUNICATION MANHOLE
- COL = COLUMN
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- CTV = CABLE TELEVISION
- DW = DRIVEWAY
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- FL = FLOWLINE
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- SDCO = STORM DRAIN CLEANOUT
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- UN—UN— = UNKNOWN UTILITY LINE
- W—W— = DOMESTIC WATER LINE
- — — — = BOUNDARY LINE
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NOTES

FIELD DATES OF TOPOGRAPHIC SURVEY WERE MAY 13, 15, AND 22 2019
ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF

HORIZONTAL CONTROL

HORIZONTAL COORDINATES ARE BASED OFF OF CALIFORNIA STATE PLAN COORDINATE SYSTEM (CCS83), EPOCH 2017.00

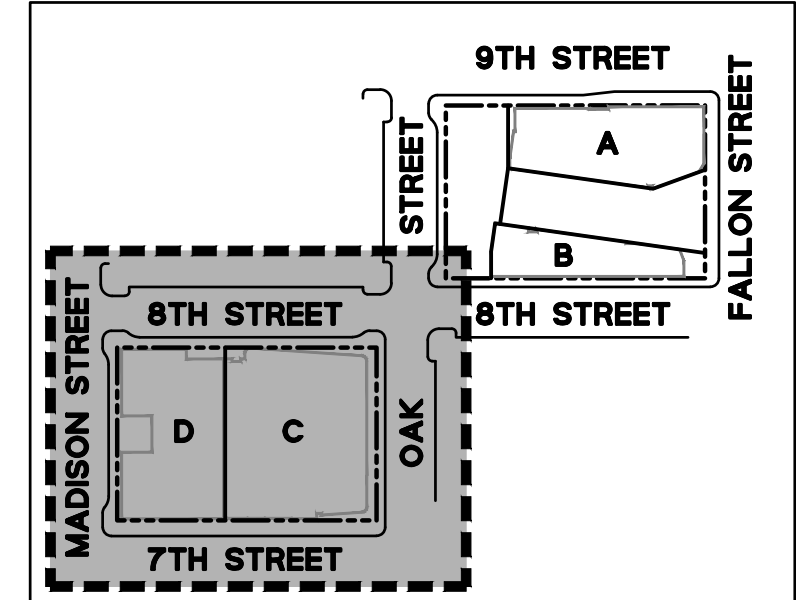
BENCHMARK

FOUND BRASS PIN IN MONUMENT WELL ON MEDIAN ISLAND AT THE CENTERLINE OF FALLON STREET AND 8TH STREET.

ELEVATION = 23.062 (NAVD88)

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COVD ELEVATIONS.

PARCEL AREA			
EXISTING PARCELS	NEW PARCELS	AREA	ACREAGE
BLOCK 126		60,028 SQ. FT.±	1.378 AC.



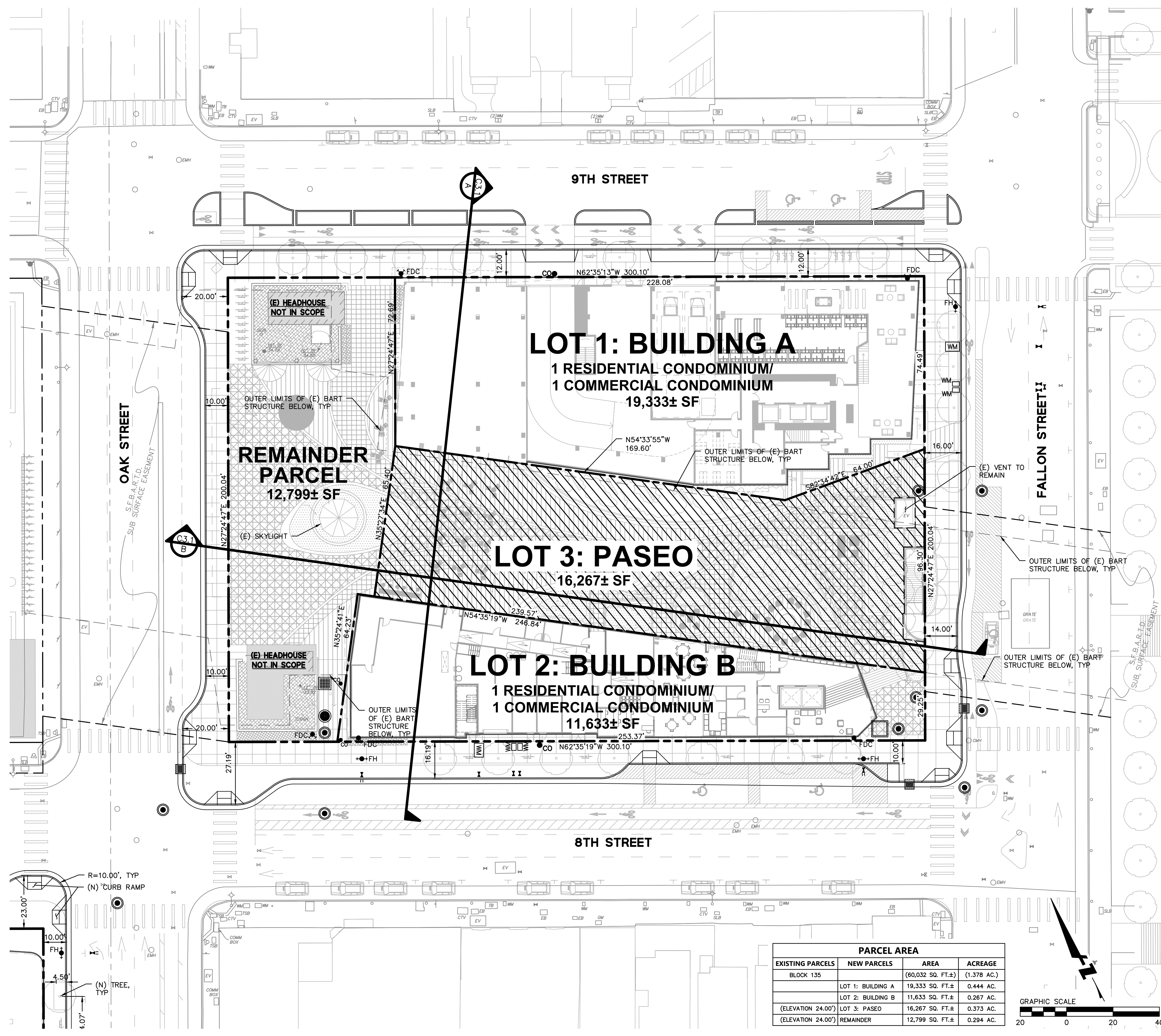
Date	Revisions
03/20/2024	No.

Scale 1" = 20'
Design DFS
Drawn DFS
Approved SRN
Job No 20190110

Drawing Number: **C2.2**

3 OF 9

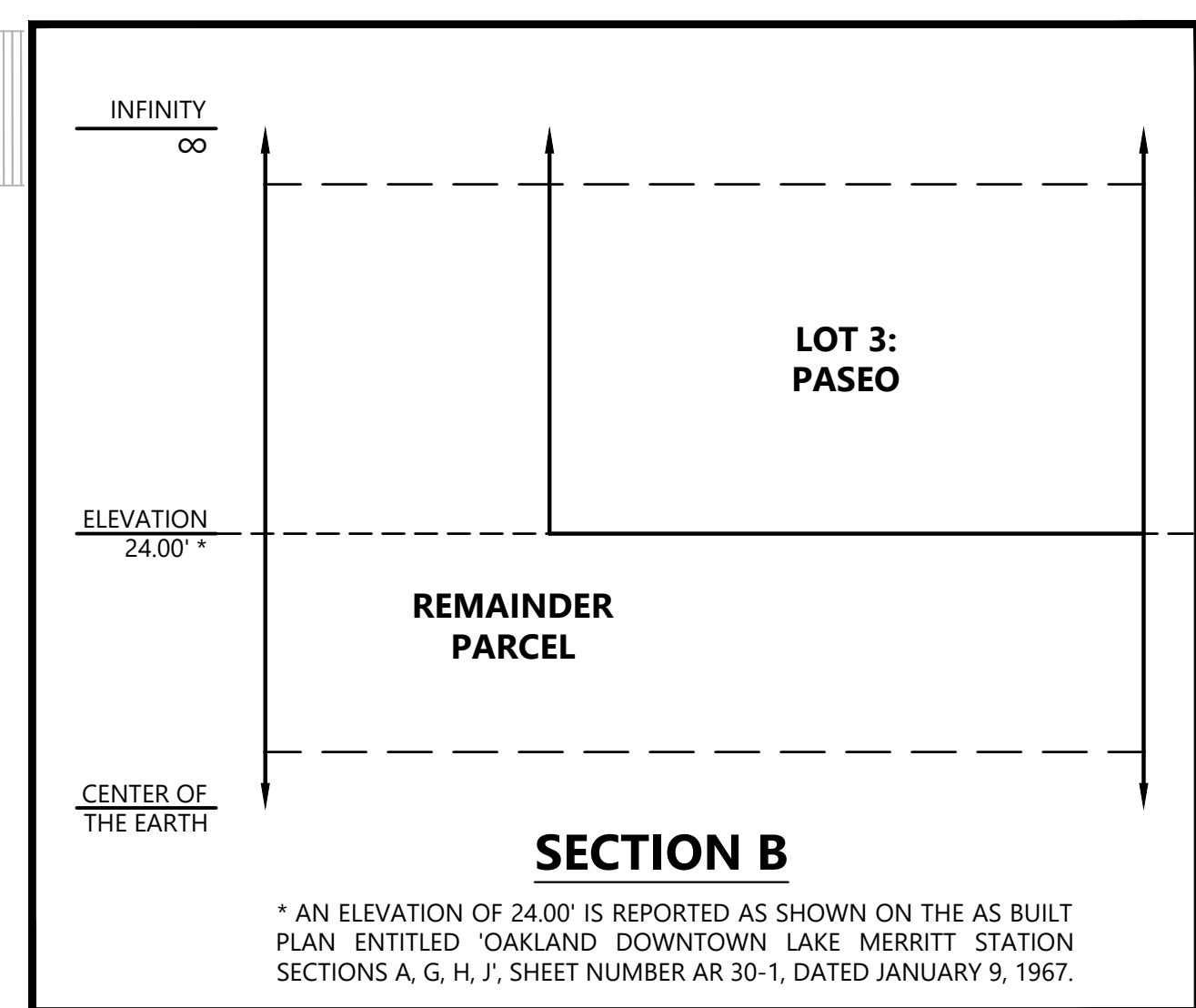
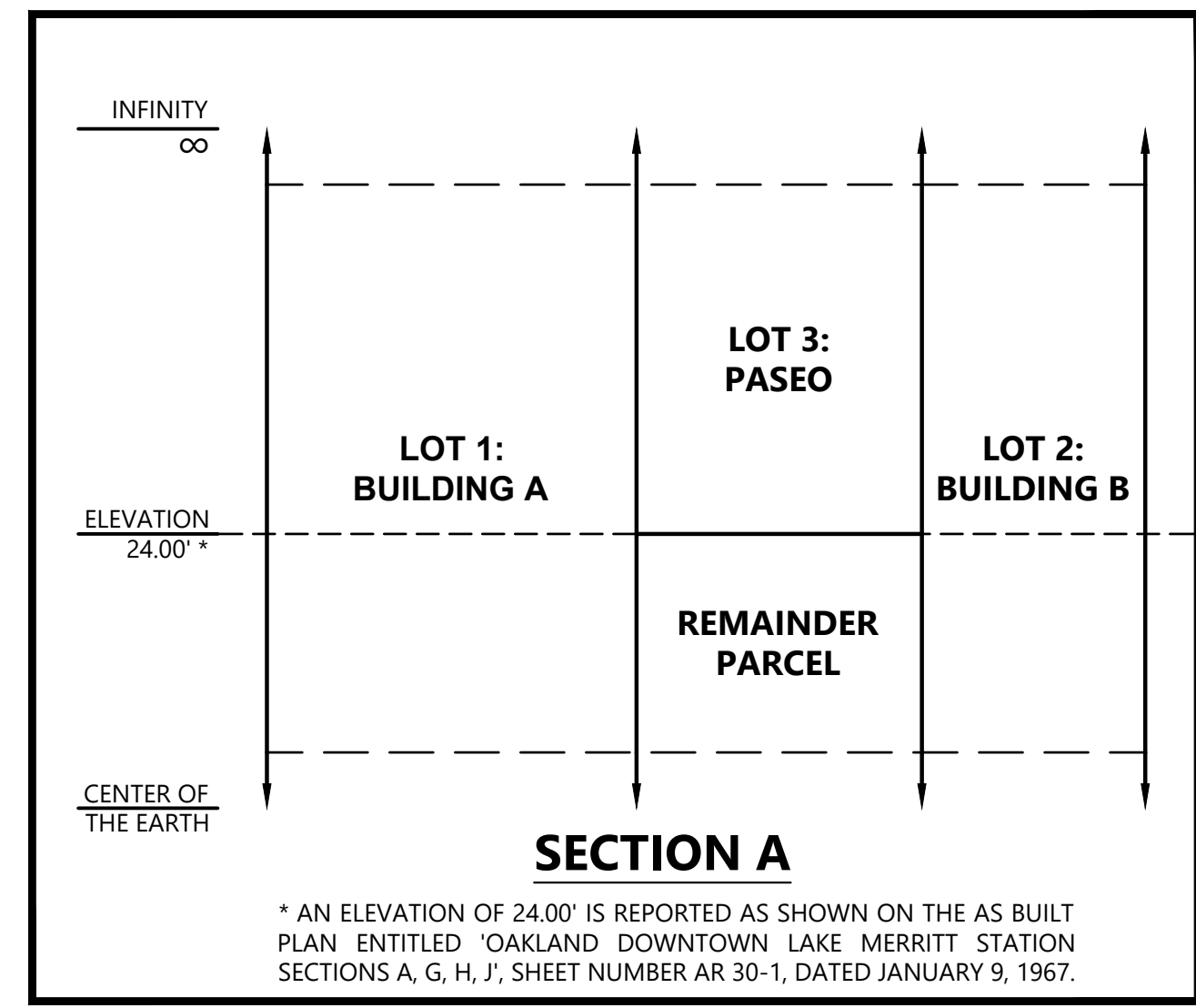
DRAWING NAME: \\bkf-c\vo\14\2019\190110_BART_Lake_Merritt\03-1-C3_2_ProposedParcelization.dwg PLOT DATE: 03-20-24 PLOTTED BY: roth



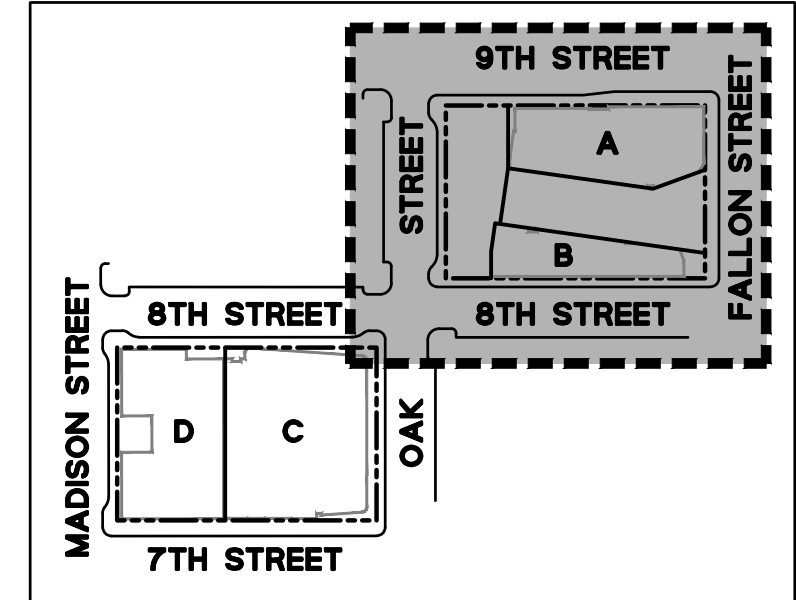
- HORIZONTAL NOTES:**
- ALL DIMENSIONS ON THE PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES
 - SEE GEOTECHNICAL REPORT FOR ALL FLATWORK AND VEHICULAR PAVEMENT SECTIONS AND BASE REQUIREMENTS.
 - COLOR AND FINISH OF CONCRETE TO BE SPECIFIED BY LANDSCAPE ARCHITECT.
 - SEE LANDSCAPE PLANS FOR ALL SIDEWALK FINISHES AND MATERIALS.
 - FUTURE STRIPING AND MEDIAN ISLANDS SHOWN FOR REFERENCE ONLY.

- LEGEND:**
- BOUNDARY LINE
 - LOT LINE
 - EASEMENT LINE
 - OUTER LIMITS OF (E) BART STRUCTURE BELOW
 - PUBLIC ACCESS EASEMENT, 23 FEET ABOVE FINISH SURFACE

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COVD BENCHMARKS RESULT IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COVD ELEVATIONS.



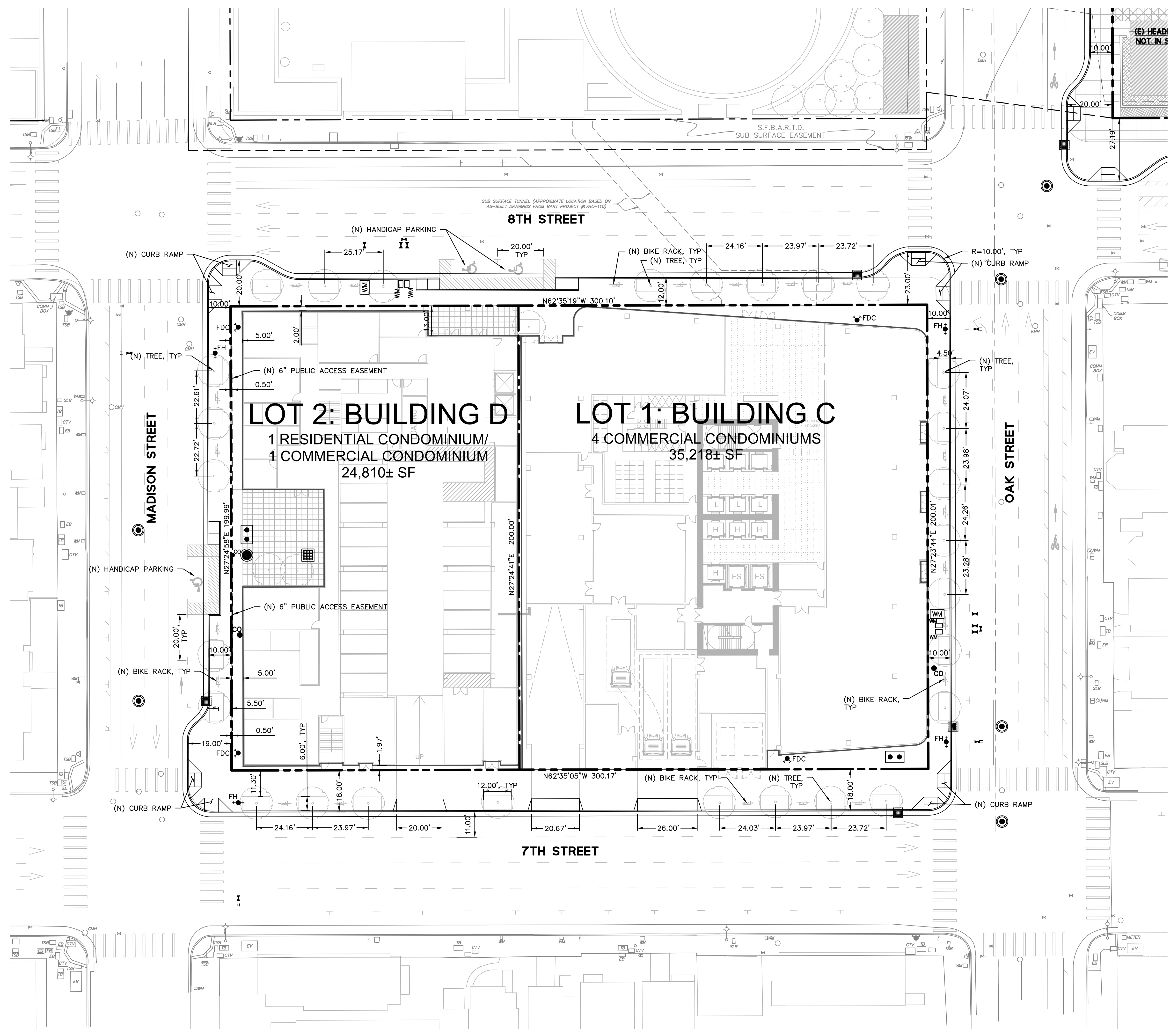
PARCEL AREA			
EXISTING PARCELS	NEW PARCELS	AREA	ACREAGE
BLOCK 135		(60,032 SQ. FT.±)	(1.378 AC.)
	LOT 1: BUILDING A	19,333 SQ. FT.±	0.444 AC.
	LOT 2: BUILDING B	11,633 SQ. FT.±	0.267 AC.
(ELEVATION 24.00')	LOT 3: PASEO	16,267 SQ. FT.±	0.373 AC.
(ELEVATION 24.00')	REMAINDER	12,799 SQ. FT.±	0.294 AC.



LAKE MERRITT BART DEVELOPMENT (BLOCK 1)
REVISED VESTING TENTATIVE TRACT MAP NO. 8560
PROPOSED PARCELIZATION PLAN (BLOCK 1)
 ALAMEDA COUNTY CALIFORNIA
 CITY OF OAKLAND

Date	03/20/2024	No.	1
Scale	1" = 20'	Revisions TO PARCEL GEOMETRIES AND AREAS:	
Design	DFS	VERTICAL SUBDIVISION DEFINED	
Drawn	DFS		
Approved SRN			
Job No	201910110		

DRAWING NAME: \\bkf-r\vo\14\2019\190110_BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C3.1-C3.2_ProposedParcelization.dwg
PLOT DATE: 03-20-24
PLOTTED BY: roth

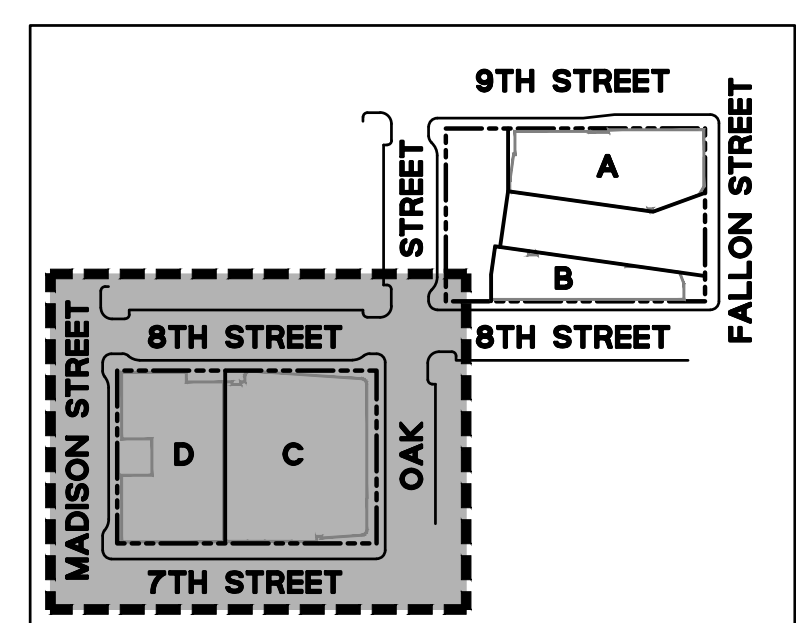
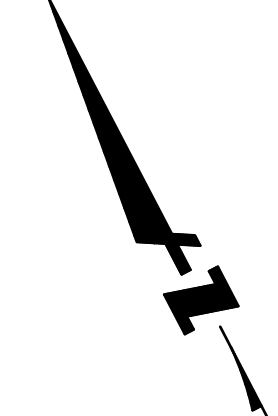
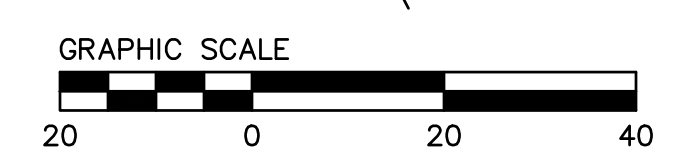


- HORIZONTAL NOTES:**
- ALL DIMENSIONS ON THE PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES
 - SEE GEOTECHNICAL REPORT FOR ALL FLATWORK AND VEHICULAR PAVEMENT SECTIONS AND BASE REQUIREMENTS.
 - COLOR AND FINISH OF CONCRETE TO BE SPECIFIED BY LANDSCAPE ARCHITECT.
 - SEE LANDSCAPE PLANS FOR ALL SIDEWALK FINISHES AND MATERIALS.
 - FUTURE STRIPING AND MEDIAN ISLANDS SHOWN FOR REFERENCE ONLY.

- LEGEND:**
- BOUNDARY LINE
 - LOT LINE
 - - - EASEMENT LINE
 - - - - - OUTER LIMITS OF (E) BART STRUCTURE BELOW

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON OAKLAND VERTICAL DATUM (COVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COVD ELEVATIONS.

PARCEL AREA			
EXISTING PARCELS	NEW PARCELS	AREA	ACREAGE
BLOCK 126		(60,028 SQ. FT.±)	(1.378 AC.)
	LOT 1: BUILDING C	35,218 SQ. FT.±	0.808 AC.
	LOT 2: BUILDING D	24,810 SQ. FT.±	0.570 AC.

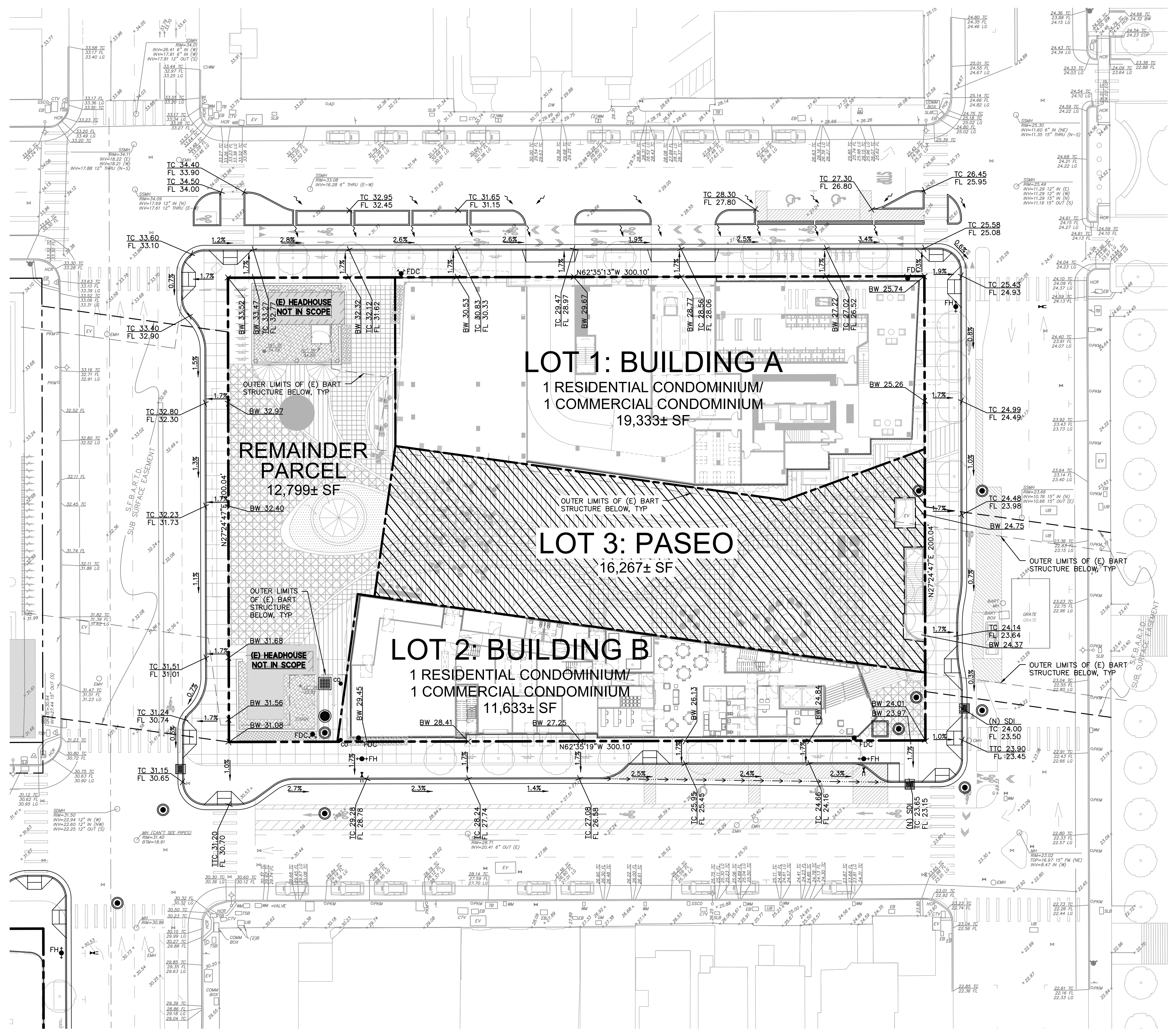


LAKE MERRITT BART DEVELOPMENT (BLOCK 2)
REVISED VESTING TENTATIVE TRACT MAP NO. 8577
PROPOSED PARCELIZATION PLAN (BLOCK 2)
 ALAMEDA COUNTY
 CITY OF OAKLAND
 CALIFORNIA

BKF100
 255 SHORELINE DR.,
 SUITE 200
 REDWOOD CITY, CA 94065
 (650) 482-6300
 www.bkf.com
YEARS
 ENGINEERS . SURVEYORS . PLANNERS

Revisions	Date	03/20/2024	No.	
	Scale	1" = 20'		
	Design	DFS		
	Drawn	DFS		
	Approved SRN			
	Job No	201910110		
Drawing Number:		C3.2		
		5 OF 9		

DRAWING NAME: \\bkf-c\vo\190110_BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C4_1-C4_2_GradingPlan.dwg
PLOT DATE: 03-20-24
PLOTTED BY: roth



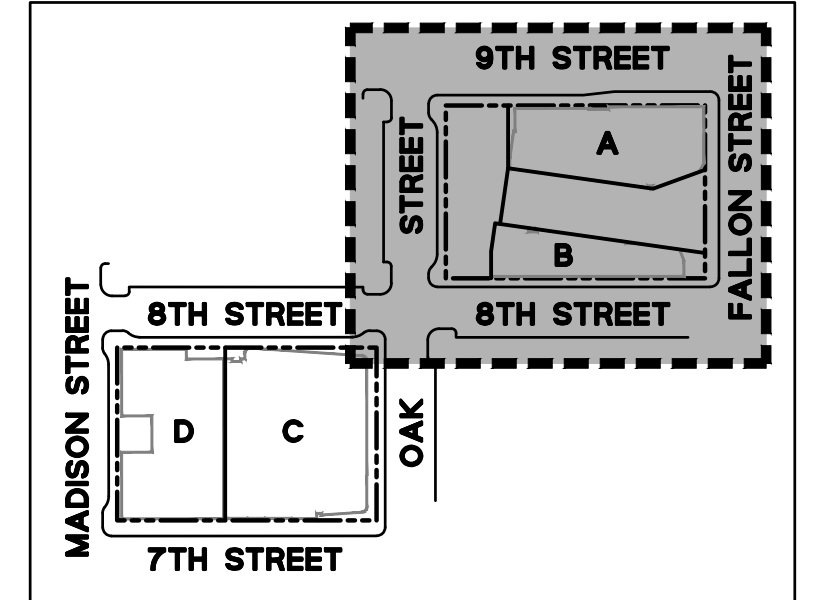
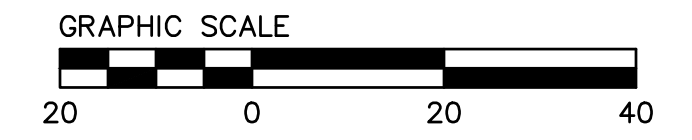
GRADING NOTES:

1. PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING THE FINISHED GROUND SURFACE AT LEAST 2%, UNLESS OTHERWISE NOTED ON THE PLANS. SLOPE PORCHES, LANDINGS AND TERRACES 2% (1/4" PER FOOT) AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
2. CONTRACTOR TO VERIFY ALL CONTROLLING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. CONTRACTOR SHALL DETERMINE EARTHWORK QUANTITIES BASED ON THE TOPOGRAPHIC SURVEY, THE GEOTECHNICAL INVESTIGATION AND THE PROPOSED SURFACE THICKNESS AND BASE THE BID ACCORDINGLY. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM IF A SEPARATE DEMOLITION CONTRACT HAS BEEN ISSUED TO TAKE THE SITE FROM THE WAY IT IS AT THE TIME OF THE BID TO THE CONDITIONS DESCRIBED IN THESE DOCUMENTS. ANY DIFFERENCES BETWEEN THE STATE IN WHICH THE SITE IS DELIVERED TO THE CONTRACTOR AND THESE DOCUMENTS SHOULD BE NOTED TO THE ENGINEER/ARCHITECT.
4. ALL FILL SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT, OR CITY OF OAKLAND STANDARDS, WHICHEVER IS MORE STRINGENT, AND THE CONTRACTOR SHALL COORDINATE AND COMPLY WITH THE CLIENT'S GEOTECHNICAL ENGINEER TO TAKE THE APPROPRIATE TESTS TO VERIFY COMPACTION VALUES.
5. IMPORT SOILS SHOULD MEET THE REQUIREMENTS OF THE SOILS REPORT AND SPECIFICATIONS.
6. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
7. ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05'. HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1.
8. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE-TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE GROUND ELEVATIONS AND OVERALL TOPOGRAPHY OF THE SITE PRIOR TO THE START OF CONSTRUCTION AS TO THE ACCURACY BETWEEN THE WORK SET FORTH ON THESE PLANS AND THE WORK IN THE FIELD. ANY DISCREPANCIES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER AND CIVIL ENGINEER IN WRITING PRIOR TO START OF CONSTRUCTION WHICH MAY REQUIRE CHANGES IN DESIGN AND/OR AFFECT THE EARTHWORK QUANTITIES.
10. TRENCHES SHALL NOT BE LEFT OPEN OVERNIGHT IN EXISTING PUBLIC STREET AREAS. CONTRACTOR SHALL BACKFILL TRENCHES, OR PLACE STEEL PLATING WITH ADEQUATE CUTBACK TO PREVENT SHIFTING OF STEEL PLATE AND/OR HOT-MIX ASPHALT REQUIRED TO PROTECT OPEN TRENCHES AT THE END OF THE WORKING DAY.

LEGEND:

- BOUNDARY LINE
- - - LOT LINE
- - - EASEMENT LINE
- ▨ PUBLIC ACCESS EASEMENT, 23 FEET ABOVE FINISH SURFACE

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COVD ELEVATIONS.

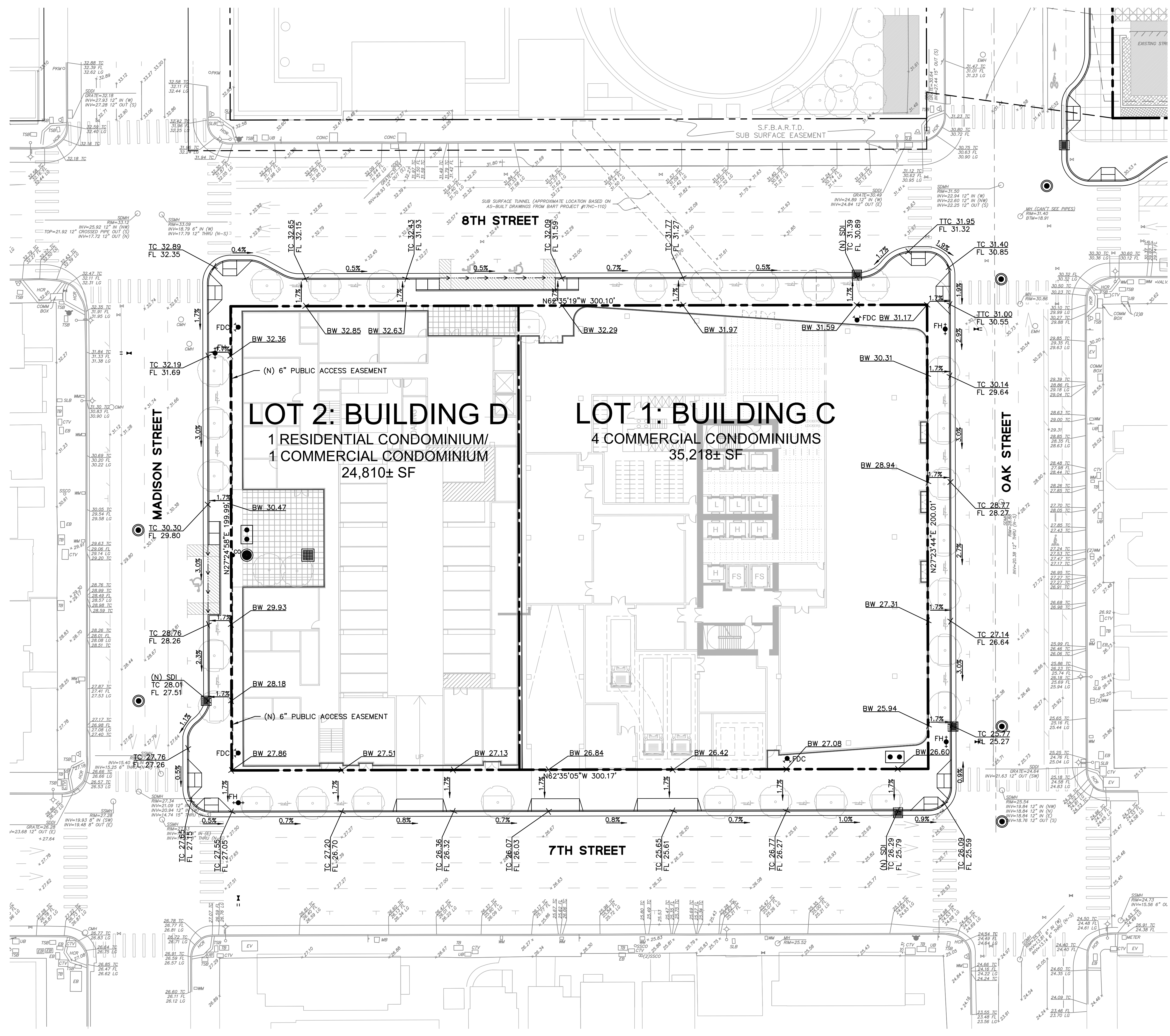


LAKE MERRITT BART DEVELOPMENT (BLOCK 1)
 REVISED VESTING TENTATIVE TRACT MAP NO. 8560
PROPOSED GRADING PLAN (BLOCK 1)
 CITY OF OAKLAND
 ALAMEDA COUNTY CALIFORNIA

BKF100
 YEARS
 ENGINEERS · SURVEYORS · PLANNERS
 255 SHORELINE DR.,
 REDWOOD CITY, CA 94065
 (650) 482-6300
 www.bkf.com

Date	03/20/2024	No.	
Scale	1" = 20'	Design	DFS
Drawn	DFS	Approved SRN	
Drawing Number:	C4.1		
Job No	20190110		
6 OF 9			

DRAWING NAME: \\bkf-c\vo\14\2019\190110.BART_Lake_Merritt_TOD\ENC\01-TPM\PLOTTED_SHEETS\C4.1-C4.2_GradingPlan.dwg
PLOT DATE: 03-20-24
PLOTTED BY: roth



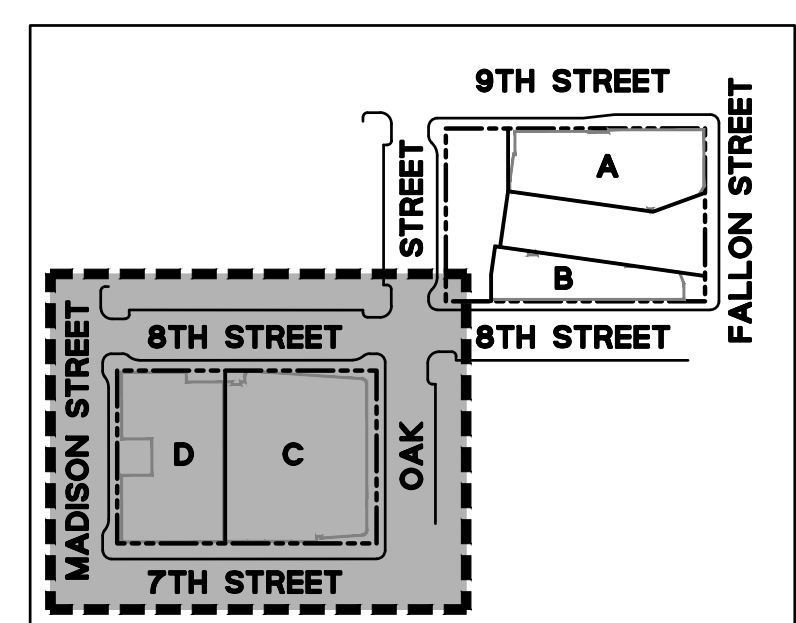
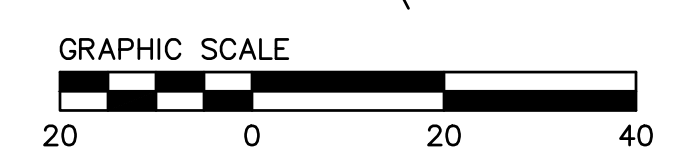
GRADING NOTES:

1. PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING THE FINISHED GROUND SURFACE AT LEAST 2%, UNLESS OTHERWISE NOTED ON THE PLANS. SLOPE PORCHES, LANDINGS AND TERRACES 2% (1/4" PER FOOT) AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
2. CONTRACTOR TO VERIFY ALL CONTROLLING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. CONTRACTOR SHALL DETERMINE EARTHWORK QUANTITIES BASED ON THE TOPOGRAPHIC SURVEY, THE GEOTECHNICAL INVESTIGATION AND THE PROPOSED SURFACE THICKNESS AND BASE THE BID ACCORDINGLY. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM IF A SEPARATE DEMOLITION CONTRACT HAS BEEN ISSUED TO TAKE THE SITE FROM THE WAY IT IS AT THE TIME OF THE BID TO THE CONDITIONS DESCRIBED IN THESE DOCUMENTS. ANY DIFFERENCES BETWEEN THE STATE IN WHICH THE SITE IS DELIVERED TO THE CONTRACTOR AND THESE DOCUMENTS SHOULD BE NOTED TO THE ENGINEER/ARCHITECT.
4. ALL FILL SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT, OR CITY OF OAKLAND STANDARDS, WHICHEVER IS MORE STRINGENT, AND THE CONTRACTOR SHALL COORDINATE AND COMPLY WITH THE CLIENT'S GEOTECHNICAL ENGINEER TO TAKE THE APPROPRIATE TESTS TO VERIFY COMPACTION VALUES.
5. IMPORT SOILS SHOULD MEET THE REQUIREMENTS OF THE SOILS REPORT AND SPECIFICATIONS.
6. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
7. ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05', HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1.
8. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE-TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE GROUND ELEVATIONS AND OVERALL TOPOGRAPHY OF THE SITE PRIOR TO THE START OF CONSTRUCTION AS TO THE ACCURACY BETWEEN THE WORK SET FORTH ON THESE PLANS AND THE WORK IN THE FIELD. ANY DISCREPANCIES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER AND CIVIL ENGINEER IN WRITING PRIOR TO START OF CONSTRUCTION WHICH MAY REQUIRE CHANGES IN DESIGN AND/OR AFFECT THE EARTHWORK QUANTITIES.
10. TRENCHES SHALL NOT BE LEFT OPEN OVERNIGHT IN EXISTING PUBLIC STREET AREAS. CONTRACTOR SHALL BACKFILL TRENCHES, OR PLACE STEEL PLATING WITH ADEQUATE CUTBACK TO PREVENT SHIFTING OF STEEL PLATE AND/OR HOT-MIX ASPHALT REQUIRED TO PROTECT OPEN TRENCHES AT THE END OF THE WORKING DAY.

LEGEND:

- BOUNDARY LINE
- LOT LINE
- EASEMENT LINE
- PUBLIC ACCESS EASEMENT, 23 FEET ABOVE FINISH SURFACE

ELEVATIONS SHOWN ARE ON NAVD88, NOT ON CITY OF OAKLAND VERTICAL DATUM (COOVD). A COMPARISON BETWEEN COLLECTED INFORMATION ON NAVD88 AND COOVD BENCHMARKS RESULTED IN AN OBSERVED DIFFERENCE OF 5.68 FT; SUBTRACTING SHOWN NAVD88 ELEVATIONS BY 5.68 WILL RESULT IN COOVD ELEVATIONS.

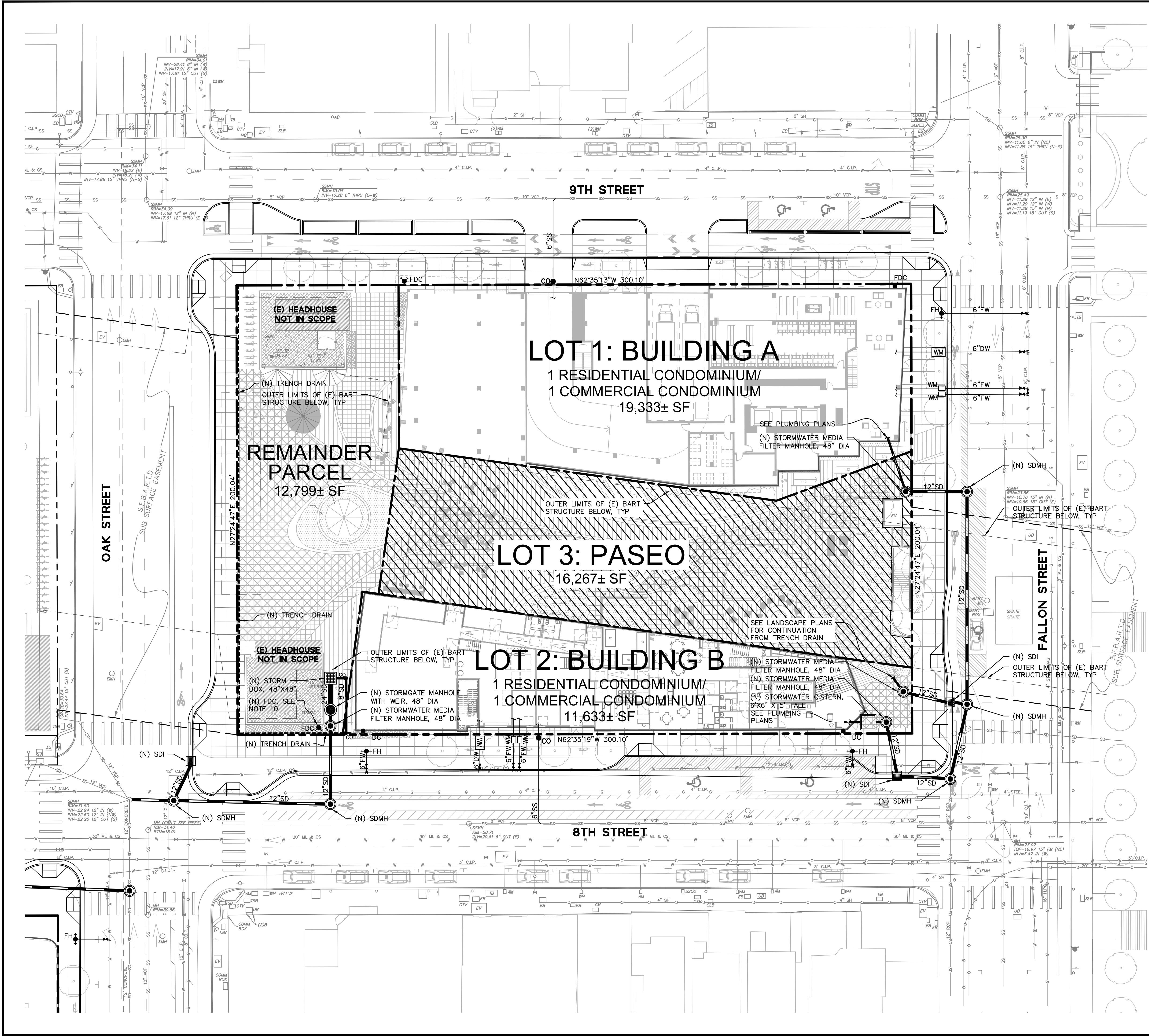


LAKE MERRITT BART DEVELOPMENT (BLOCK 2)
 REVISED VESTING TENTATIVE TRACT MAP NO. 8577
PROPOSED GRADING PLAN (BLOCK 2)
 CITY OF OAKLAND
 ALAMEDA COUNTY CALIFORNIA

BKF100
 YEARS
 ENGINEERS . SURVEYORS . PLANNERS
 255 SHORELINE DR.,
 REDWOOD CITY, CA 94065
 (650) 482-6300
 www.bkf.com

Revisions	Date	03/20/2024	No.	
Scale	1" = 20'	Design	DFS	
		Drawn	DFS	
		Approved SRN		
Drawing Number:	C4.2			
	7 OF 9			

DRAWING NAME: \\bkf-c\vo\14\2019\190110_BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C5.1-CS.2_UtilityPlan.dwg
 PLOT DATE: 03-20-24
 PLOTTED BY: roth



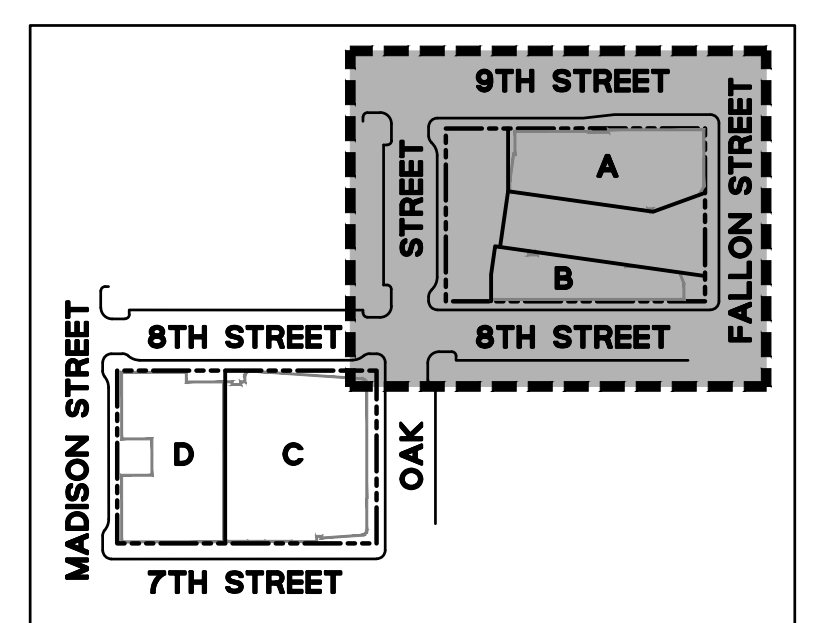
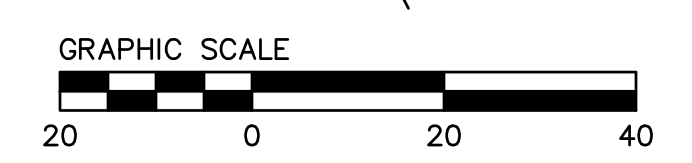
UTILITY NOTES:

1. INFORMATION REGARDING EXISTING SUBSURFACE IMPROVEMENTS AND UTILITIES SHOWN ON THESE PLANS WAS TAKEN FROM RECORD DATA AND IS NOT MEANT TO BE A FULL CATALOG OF EXISTING CONDITIONS. CONTRACTOR SHALL CONDUCT FIELD INVESTIGATIONS, SUCH AS POTHOLES, AS REQUIRED TO VERIFY THE LOCATIONS, ELEVATIONS, AND CONNECTION POINTS OF ALL EXISTING SUBSURFACE IMPROVEMENTS AND UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT, PRIOR TO THE COMMENCEMENT OF WORK AND UPON DISCOVERY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS IN THE FIELD AND INFORMATION SHOWN ON THESE PLANS.
2. DOMESTIC WATER, FIRE WATER, AND SANITARY SEWER LATERAL SIZES TO BE CONFIRMED DURING THE DETAILED DESIGN PHASE.
3. CONTRACTOR SHALL COORDINATE GRAVITY UTILITY WORK WITH ALL JOINT TRENCH/RULE 20 UNDERGROUNDING WORK. IF JOINT TRENCH SCOPE OF WORK IS TO BE PERFORMED FIRST, CONTRACTOR SHALL STAKE LOCATIONS AND ELEVATIONS OF ALL PROPOSED GRAVITY UTILITY CROSSINGS. JOINT TRENCH TO BE INSTALLED WITH MINIMUM 12" VERTICAL CLEARANCE TO PROPOSED GRAVITY UTILITY AT ALL CROSSINGS.
4. ALL GRAVITY UTILITY INSTALLATION SHALL BEGIN AT THE FURTHEST DOWNSTREAM POINT OF THE SYSTEM AND PROCEED UPSTREAM.
5. ALL AREA DRAIN AND LANDSCAPE DRAIN GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
6. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
7. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
8. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS. PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT OR CIVIL ENGINEER.
9. THE LOCATION OF THE 12" WATER LINE IN 8TH STREET HAS BEEN SHOWN BASED ON RECORD INFORMATION PROVIDED BY EAST BAY MUD. EXACT LOCATION TO BE VERIFIED AND CONFIRMED PRIOR TO INSTALLATION OF THE PROPOSED DOMESTIC AND FIRE WATER SERVICES TO BUILDING B.
10. THE RELOCATION OF THE EXISTING FDC THAT CURRENTLY SERVES THE BART PROPERTY IS SHOWN SCHEMATICALLY. FINAL LOCATION AND PIPING SHALL BE DESIGNED AND VERIFIED BY A SEPARATE PLUMBING ENGINEER AND/OR FIRE ENGINEER.

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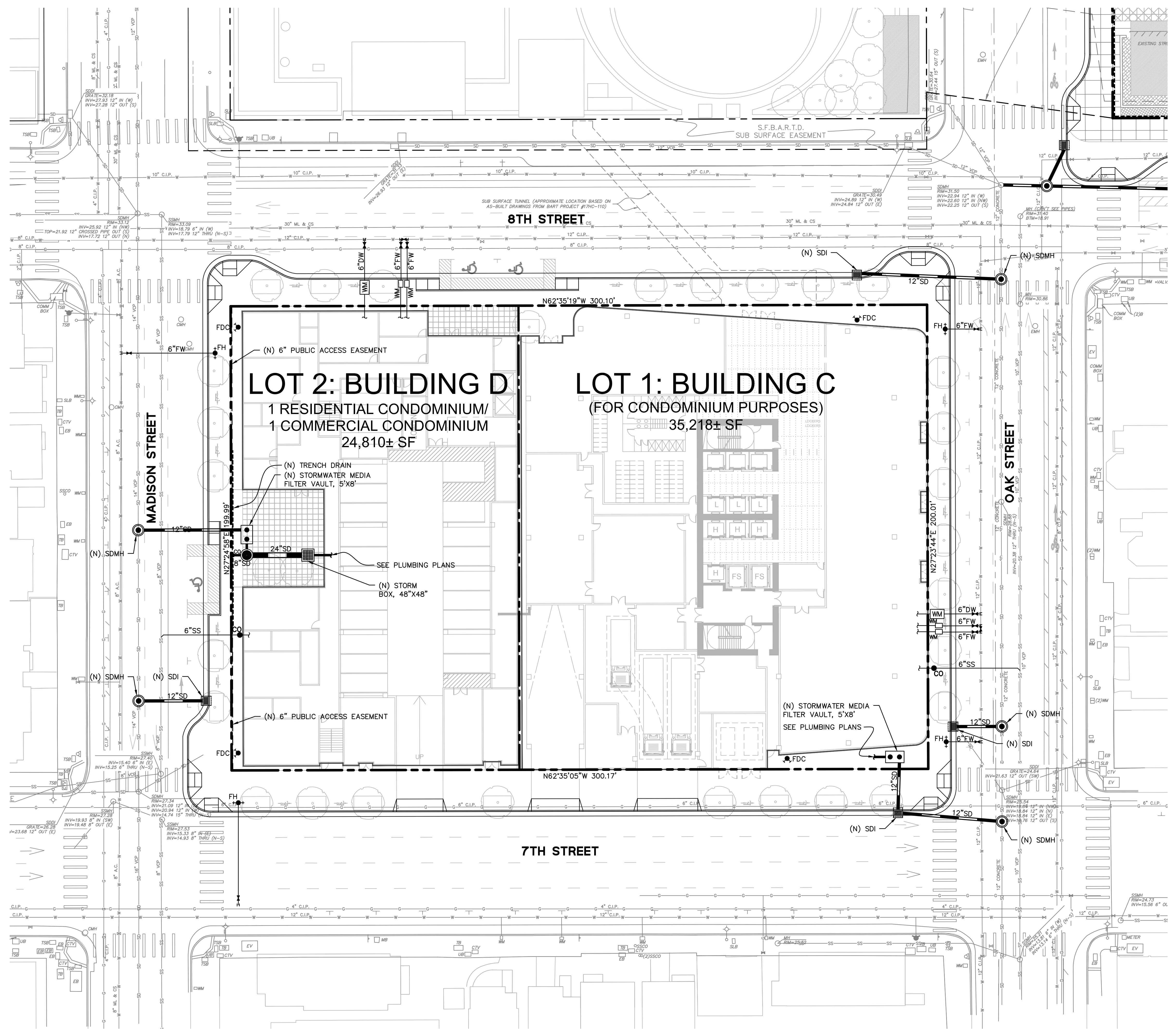


LAKE MERRITT BART DEVELOPMENT (BLOCK 1)
REVISED VESTING TENTATIVE TRACT MAP NO. 8560
PROPOSED UTILITY PLAN (BLOCK 1)
 ALAMEDA COUNTY
 CITY OF OAKLAND
 CALIFORNIA

BKF100
YEARS
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 255 SHORELINE DR.,
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Revisions	
Date	03/20/2024
Scale	1" = 20'
Design	DFS
Drawn	DFS
Approved SRN	
Job No	20190110
Drawing Number:	C5.1
	8 OF 9

DRAWING NAME: \\bkf-r\cvo\14\2019\190110_BART_Lake_Merritt_TOD\ENG\01-TPM\PLOTTED_SHEETS\C5.1-C5.2_UtilityPlan.dwg
PLOT DATE: 03-20-24
PLOTTED BY: roth



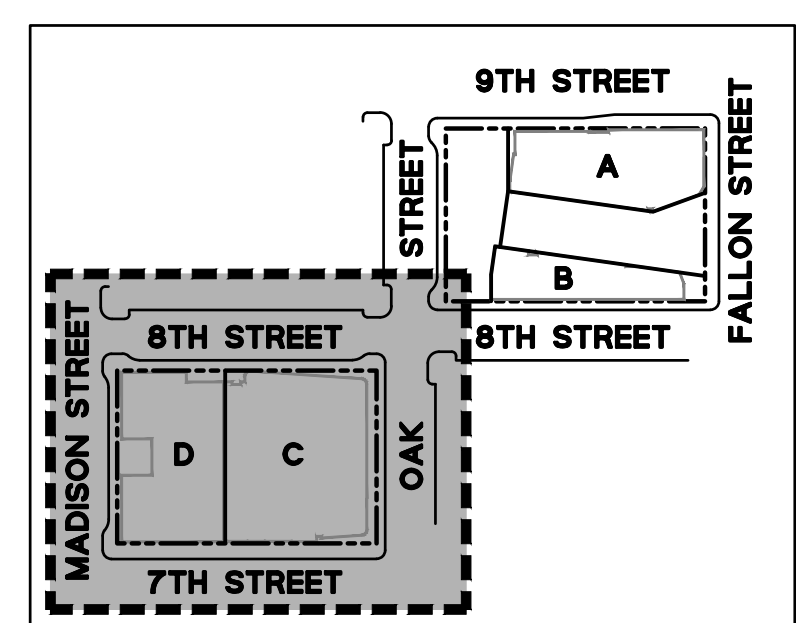
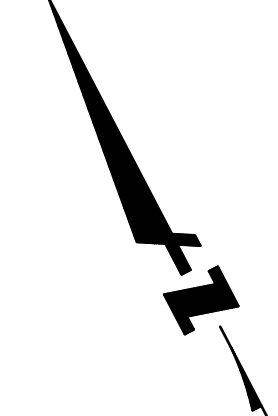
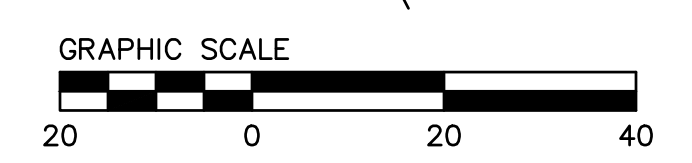
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PROPOSED UTILITY PLAN (BLOCK 2)
 CITY OF OAKLAND
 ALAMEDA COUNTY
 CALIFORNIA

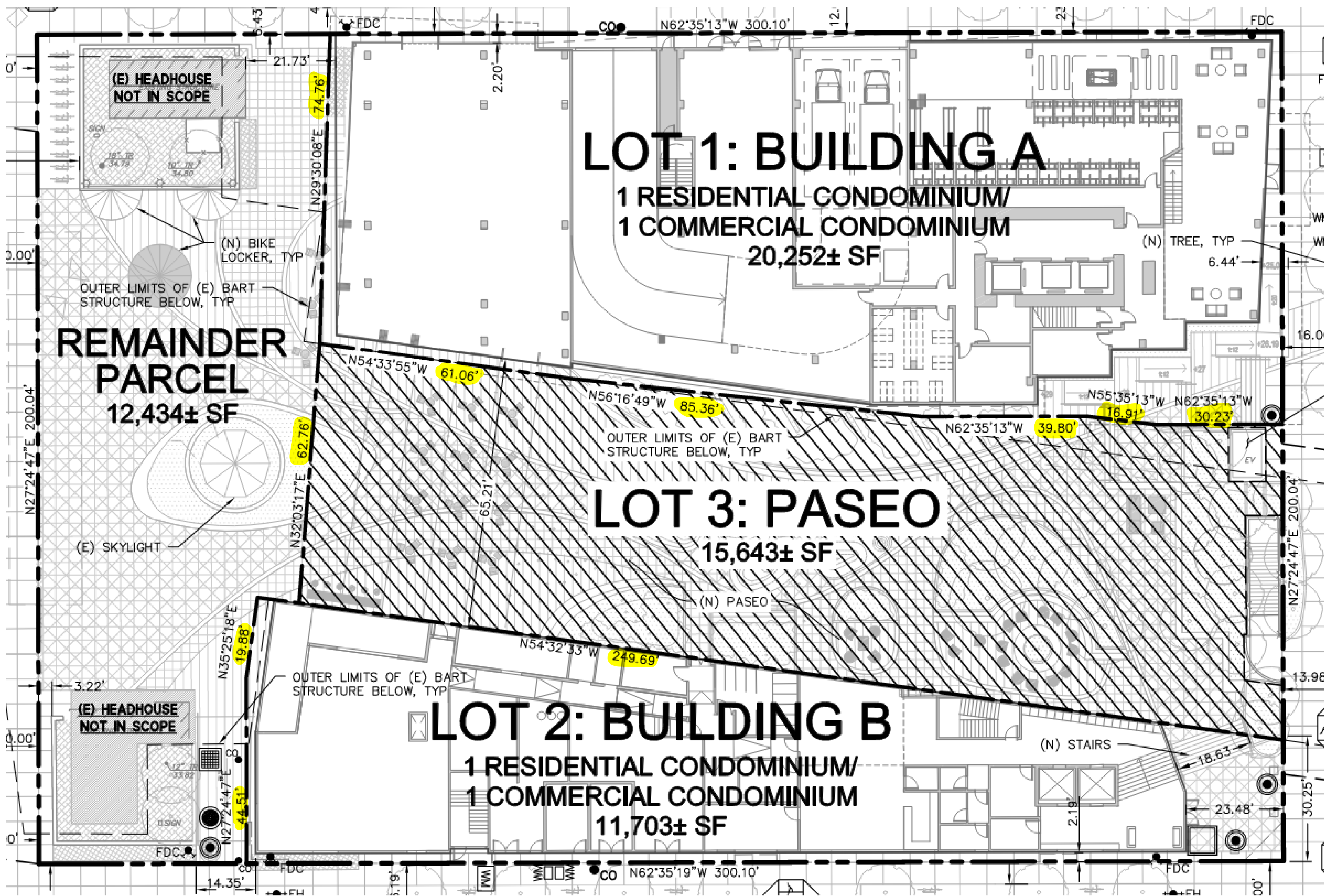
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Revisions	Date	Scale	Design	Drawn	Approved	Job No
	03/20/2024	1" = 20'	DFS	DFS	SRN	201910110

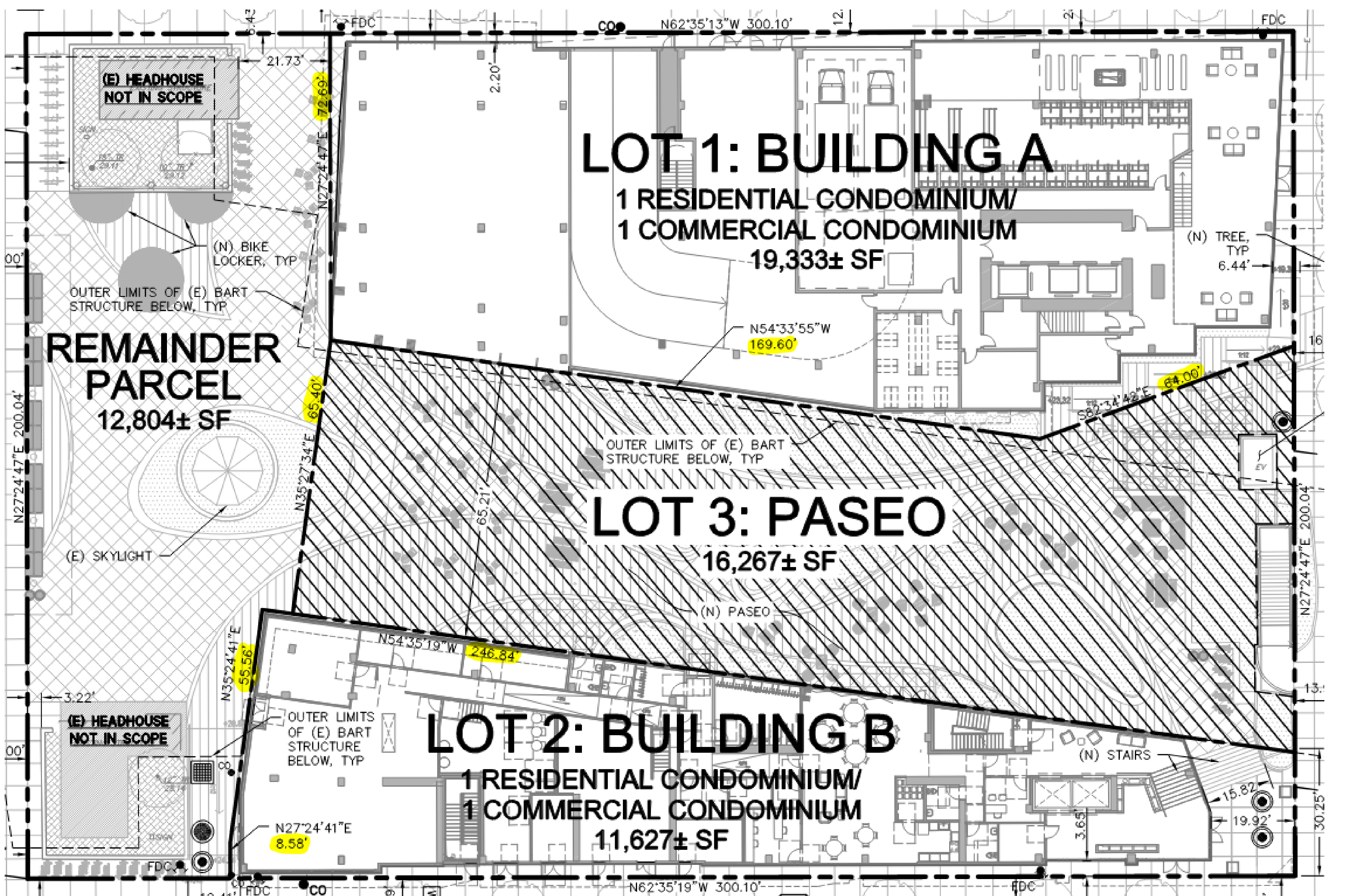
Drawing Number: **C5.2**

9 OF 9

ATTACHMENT D



PPD, dated 4/26/2021



FDP, dated 12/10/2021