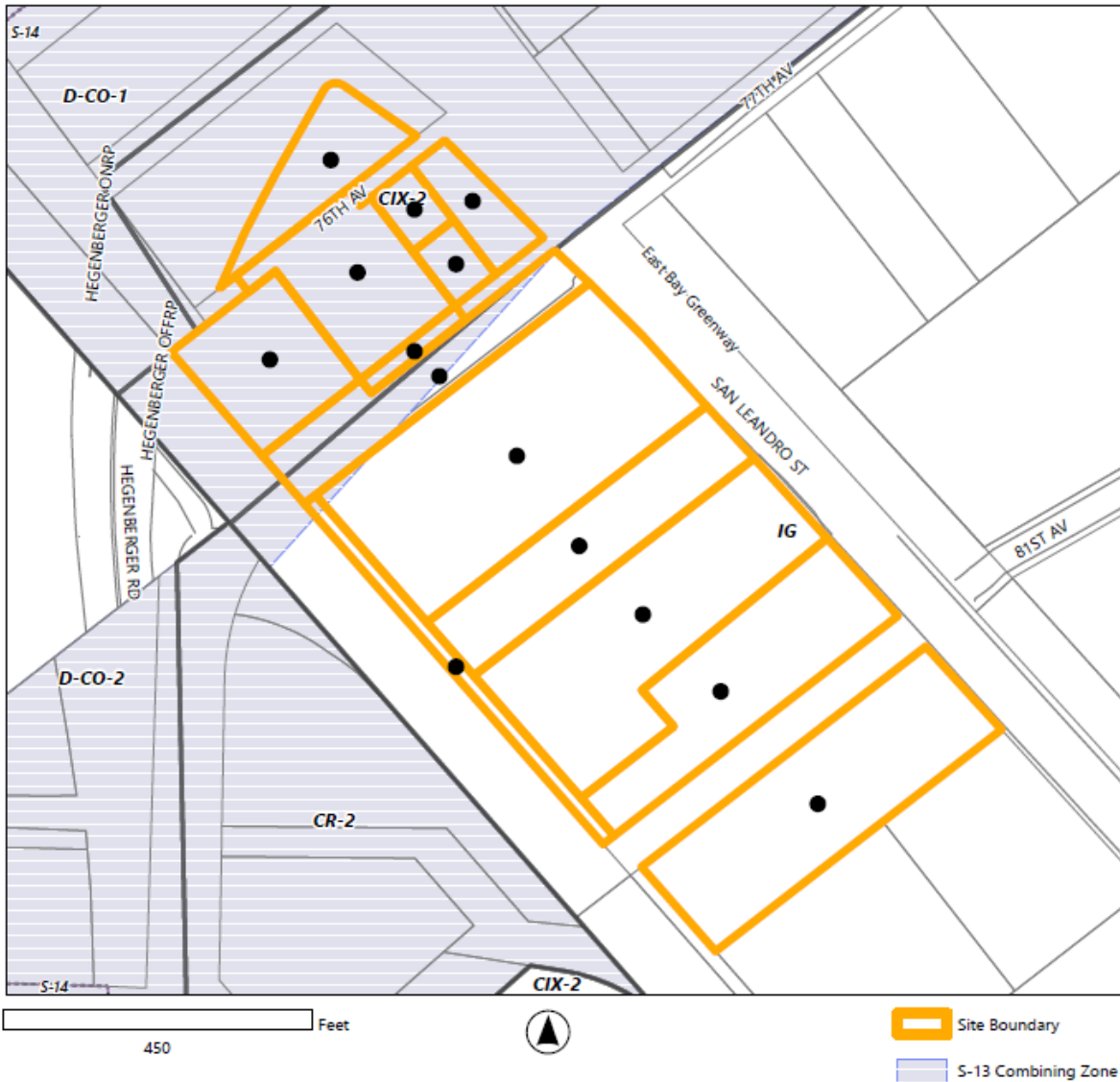


Location:	7825 San Leandro Avenue
Assessor's Parcel Number:	041 417500302, 041 417501800, 041 417501600, 041 417501000, 041 417500600, 041 417500500, 041 417501700, 041 417501900, 041 420900102, 041 420900700, 041 420900101, 041 420900302, 041 420800100, and 041 420900801
Proposal:	Scoping session for an Environmental Impact Report (EIR) to study a proposal to construct an approximately 311,000 square foot industrial warehouse facility including approximately 25,000 square feet of accessory office on an existing vacant approximately 14.9-acre industrial site that was previously used by the AB&I Foundry. Other proposed site improvements would include a new parking lot for employees, truck parking, and landscaping.
Applicant:	Blair Rushing, Prologis
Phone Number:	510-661-4019
Owner:	Duke Realty Foundry LP (Prologis LP)
Planning Permits Required:	Request for Environmental Review. Separate development applications have been filed under case file number PLN24086 and will be reviewed concurrently with the required environmental review application.
General Plan:	General Industrial Business Mix
Zoning:	IG CIX-2 S-13
Environmental Determination:	Staff has determined that an EIR will be prepared for this project. A NOP to prepare the EIR was published on August 30, 2024. The comment period for the NOP ends on September 30, 2024. This Planning Commission Scoping Session provides an opportunity for the public to provide public testimony and written comments directly to the Commission, and for the Commission to provide their own feedback on the scope of the EIR.
Historic Status:	Not a historic property
City Council District:	7
Status:	Environmental and development applications are currently under review.
Staff Recommendation:	Receive public and Commission comments about what information and analysis should be included in the EIR.
Finality of Decision:	N/A – No decision to be made at the hearing on any applications.
For further information:	Contact case planner Peterson Z. Vollmann at (510) 238-6167 or by email: pvollmann@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN24086-ER01
Applicant: Prologis
Address: 7825 San Leandro Street
Base Zone(s): CIX-2, IG
Combining Zone(s): S-13

Date Exported: 8/14/2024

SUMMARY

Prologis Inc. has filed a request for environmental review to begin review and consideration of a proposal to redevelop the former AB&I Foundry property located at 7825 San Leandro Street.

The City has determined that project impacts may be significant and an Environmental Impact Report (EIR) will be prepared. The City will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA). As such, the City has the responsibility to prepare an EIR for the project. The City has not prepared an Initial Study.

The Notice of Preparation (NOP) was published on August 30, 2024. This scoping session is being held to solicit public and Planning Commission comments on what information and analysis should be contained in the EIR. Specifically, comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors. In addition to the oral and written comments received at the scoping meeting, written comments will be accepted until September 30, 2024 at 4 PM. Written comments are encouraged in order to provide an accurate record of public comments and the City prefers written comments to be submitted electronically via e-mail to the case planner at pvollmann@oaklandca.gov. If necessary, written comments may also be mailed to: Peterson Vollmann, Planner IV, City of Oakland Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, CA 94612.

SITE DESCRIPTION

The Project site consists of several parcels that make up a 14.9-acre industrial property that is currently vacant. The site was the former location of the AB&I Foundry, that manufactured cast iron and pipe fittings from 1940 until October 2022. While currently vacant, the Project site still retains some existing impervious surfaces that served as parking for the previous on-site uses and associated lighting standards. There are existing connections for water and electricity to the Project site from previous, recently demolished structures. The Project site is relatively flat, with existing vegetation limited to three (3) trees on-site and street trees along San Leandro Street frontage. The Project vicinity consists primarily of commercial and industrial uses and is surrounded by roadway and transit infrastructure including active rail lines and the BART aerial across San Leandro Street from the Project site. The Project site fronts onto San Leandro Street, which is a major truck route within the City and access to I-880 is available via Hegenberger Road, which is located directly north of the site. The Coliseum BART Station is located approximately 400 feet north of the site.

The project site is included in the list of Hazardous Waste and Substances sites in the Regional Water Quality Control Board's Geotracker database. There is one open record of a site assessment for a site cleanup program requirement case currently investigating non potable water contamination on the Project site. The applicant has entered into a Voluntary Remedial Action Agreement with Alameda County Department of Environmental Health (ACDEH) to oversee the investigation and cleanup of hazardous materials releases to the environment, and the Project site

is under Case # RO0003535. The demolition of the prior buildings on-site occurred within this case with oversight by ACDEH.

PROJECT DESCRIPTION

The Project Applicant is proposing construct an approximately 311,000 square foot warehouse on the Project site. The applicant proposes the Project on a speculative basis and the specific tenant(s) has not yet been identified at this time. However, for the purposes of conservative analysis in the EIR, the use is assumed to be a distribution warehouse to account for higher trip generation.

The warehouse would comprise floor space with two potential two-story accessory office space locations on the northeast or southeast corners of the interior of the warehouse. The first-floor office space would comprise approximately 20,000 square feet and the second story office space would comprise approximately 5,000 square feet. The proposed floor area ratio (FAR) is 0.48. The maximum height of the proposed warehouse is 51 feet. The eastern elevation of the warehouse (fronting onto San Leandro Street) would include 43 loading dock doors.

The Project site would be accessed by three (3) driveways on the east side of the site from San Leandro Street. Two (2) driveways will be 40 feet wide, and one driveway will be 30 feet wide. On-site parking will be accessed by internal drive aisles at least 26 feet wide and illuminated. Approximately 228 parking stalls would be provided on-site, including approximately 116 electric vehicle (“EV”) capable stalls. Forty-six (46) trailer parking stalls would also be provided on-site. The Project would be supplied electricity by Pacific Gas and Electric (“PG&E”) and water and wastewater services by East Bay Municipal Utility District (“EBMUD”). Waste disposal services would be supplied by Waste Management.

The on-site trees would be removed while the existing street trees would be preserved in place. Approximately one hundred and thirty (130) new trees would be planted throughout the Project site along the site boundaries and within the proposed parking areas. Additional landscaping would also be installed along the Project site boundaries, including bioretention basins for stormwater treatment. The proposed landscaped portion of the site is approximately 12% of the total Project site area.

GENERAL PLAN

The General Plan’s Land Use and Transportation Element (LUTE) classifies the project site as being located in both the General Industry and Transportation and Business Mix General Plan land use designations. The General Industry and Transportation classification is intended to recognize, preserve, and enhance areas of the City for a wide variety of businesses and related establishments that may have the potential to create off-site impacts such as noise, light/glare, truck traffic and odor. These areas are characterized by sites that have good freeway, rail, seaport, and/or airport access. The Business Mix classification is intended to create, preserve,

and enhance areas of the City that are appropriate for a wide variety of business and related commercial and industrial establishments. High impact industrial uses including those that have hazardous materials on-site may be allowed provided they are adequately buffered from residential uses. High impact or large-scale commercial retail uses should be limited to sites with direct access to the regional transportation system.

The proposed truck related distribution warehouse is an activity type that is identified as being appropriate for both of the General Plan land use classifications that the site is located within. The proposal is also within the allowable intensity as the proposed floor area ratio (FAR) is below 2.0.

The following Objectives of the LUTE are applicable to the Project Site:

- Objective I/C 1 – Expand and retail Oakland’s job base and economic strength.
- Objective I/C 2 – Maximize the usefulness of existing abandoned or underutilized industrial buildings and land.
- Objective I/C 4 – Minimize land use compatibility conflicts in commercial and industrial areas through achieving a balance between economic development values and community values.
- Objective W 7 – Capitalize on the Seaport and Airport for increased economic activity and jobs in Oakland.
- Objective N 5 – Minimize conflicts between residential and non-residential activities while providing opportunities for residents to live and work at the same location.

ZONING DISTRICT

The majority of the subject property is located within the IG zone (General Industrial Zone) with the approximately one third of the northernmost portion of the site being located within the CIX-2 and S-13 Zones.

The IG Zone is intended to create, preserve and enhance areas of the City 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 heavy industrial and manufacturing uses, transportation facilities, warehousing and distribution, and similar and 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 IG zoned portion of the site is limited to an FAR of 2.0.

The intent of the CIX-2 Zone is to create, preserve, and enhance industrial areas that are appropriate for a wide variety of commercial and industrial establishments. Uses with greater off-

site impacts may be permitted provided they meet specific performance standards and are buffered from residential areas. The portion of the site within the CIX-2 Zone allows for a maximum FAR of 4.0.

The approximately 311,000 square feet of development on the 14.9-acre site is below an FAR of 1.0 and will be within the allowable intensity within both the IG and CIX-2 zones.

The S-13 overlay zone is related to bonuses to and streamlining of affordable housing development projects, which is not applicable to the proposed development project. Furthermore, residential activities are prohibited within both the IG and CIX-2 zones.

ENVIRONMENTAL REVIEW PROCESS

Staff has determined that an EIR is required. The main purpose of this scoping session is to solicit comments from both the Planning Commission and the public on what types of information and analysis should be considered in the EIR. Specifically, comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors. Comments related to policy considerations and the merits of the project will be the subject of future, duly noticed public meetings.

Staff published the Notice of Preparation (NOP) on August 30, 2024. The public comment period lasts until September 30, 2024. Staff expects the Draft EIR (DEIR) will be available by mid-year of 2025. Once the DEIR is published, staff will continue to work with the project sponsor to refine their project, respond to the information and analysis contained in the DEIR, and move ahead toward the final consideration of the project once the Final EIR (FEIR) is completed. As with previous projects, and as permitted by CEQA (Section 15004), the EIR process and project review, to the maximum extent feasible, should be coordinated and run concurrently. The EIR will address potential environmental impacts associated with construction and operation of the project including construction of the proposed project and obtainment of all necessary zoning, grading and building permits, and any other discretionary actions required by the City of Oakland and other governmental agencies.

It is anticipated that the project may have the potential for significant environmental impacts related to the following environmental topic areas, which will be evaluated in the Draft EIR: **air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and tribal cultural resources.** The project is not anticipated to have significant environmental impacts related to **aesthetics, wind and shadow, agriculture and forestry resources, energy, geology and soils, land use and planning, mineral resources, population and housing, public services and recreation facilities, tribal resources, utilities and service systems, and wildfire.** A brief discussion of these topics, and documentation as to why impacts related to this topic will not be significant, will be provided in the Draft EIR. The level of analysis and

discussion for these topics is anticipated to be similar to what would typically be included in an Initial Study. The City's Standard Conditions of Approval will be referenced where applicable.

The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable or reducing or avoiding potential environmental effects.

CONCLUSION

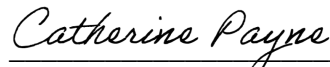
Staff requests the public and the Planning Commission provide comments on what types of information and analysis, including alternatives, should be considered in the Draft EIR.

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:



ED MANASSE
Deputy Director
Bureau of Planning

Attachments:

- A. Notice of Preparation (NOP)
- B. Preliminary Site Plan

ATTACHMENT A



CITY OF OAKLAND

Bureau of Planning

250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

NOTICE OF PREPARATION (“NOP”) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (“DEIR”) AND EIR SCOPING MEETING FOR THE 7825 SAN LEANDRO STREET PROJECT

The City of Oakland (“City”) Bureau of Planning is preparing an Environmental Impact Report (“EIR”) for the 7825 San Leandro Street Project (“Project”). The City is requesting comments on the scope and content of the EIR. A description of the Project and its location, together with a summary of the probable environmental effects that will be addressed in the EIR are included herein. Pursuant to California Environmental Quality Act (“CEQA”) Guidelines §15063(a), the City has **not** prepared an Initial Study, nor is it required to if it elects to prepare an EIR for the Project.

The EIR for the Project is being prepared in compliance with CEQA (California Public Resources Code §§21000 et. seq.) and the State CEQA Guidelines (“CEQA Guidelines”) (California Code of Regulations, Title 14, Division 6, Chapter 3, §§15000 et. seq.). The City is the Lead Agency for the Project and is the public agency with the greatest responsibility for considering approval of the Project and/or carrying it out. Pursuant to Guidelines §15082(a), upon deciding to prepare an EIR, the City as the lead agency must issue a Notice of Preparation (“NOP”) to inform the Governor’s Office of Planning and Research (“OPR”), trustee and responsible agencies, and the public of that decision.

The purpose of the NOP is to provide information describing the Project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. This notice is being sent to responsible or trustee agencies and other interested parties. Responsible and trustee agencies are those public agencies, besides the City, that may also have a role in considering approval and/or carrying out the Project. The City encourages responsible and trustee agencies and OPR to provide this information to the City so that the City can ensure that the EIR meets the needs of those agencies. Once the DEIR is published, it will be sent to all responsible or trustee agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy.

SUBMITTING COMMENTS IN RESPONSE TO THIS NOP: Comments may be submitted in writing or made at the public scoping meeting described below. **The City encourages written comments to be submitted electronically via e-mail to Peterson Vollmann, the Case Planner, at pvollmann@oaklandca.gov.** Written comments may also be mailed to: Peterson Vollmann, Planner IV, City of Oakland Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612. Comments should be received via the above e-mail address or mailing address by 4:00 p.m. on **September 30, 2024**. Please reference Case File Number **PLN24086-ER01** in all correspondence.

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties and should focus on the potential physical environmental impacts of the Project.

Commenters are encouraged to identify ways that potential adverse effects resulting from the Project might be minimized and to identify reasonable mitigation measures and alternatives to the Project.

EIR SCOPING MEETING:

The **City of Oakland Planning Commission** will conduct a public scoping meeting on the EIR for the 7825 San Leandro Street Project on **Wednesday, September 18, 2024 at 3pm** in the Council Chambers in City Hall, 1 Frank H. Ogawa Plaza Oakland, CA 94612. For more information about how to participate in this meeting, please visit:

<https://www.oaklandca.gov/boards-commissions/planning-commission>

PROJECT TITLE: 7825 San Leandro Street Project (Case File No. **PLN24086-ER01**)

PROJECT LOCATION: The Project site is an approximately 14.9-acre lot located at 7825 San Leandro Street [Assessor’s Parcel Numbers 041 417500302, 041 417501800, 041 417501600, 041 417501000, 041 417500600, 041 417500500, 041 417501700, 041 417501900, 041 420900102, 041 420900700, 041 420900101, 041 420900302, 041 420800100, and 041 420900801]. The Project site is in the General Industrial (“IG”) and Commercial Industrial Mix - 2 (“CIX-2”) zoning districts and has General Plan land use designations of Business Mix and General Industrial and Transportation. The Project site is bound by Hegenberger Road to the north, San Leandro Street to the east, existing commercial uses and a canal to the south, and train tracks to the west.

PROJECT SPONSOR: Prologis

EXISTING CONDITIONS: The Project site was the former location of the AB&I Foundry, a 14.9-acre commercial and industrial land use that manufactured cast iron and pipe fittings from 1940 until October 2022. The Project vicinity is dominated by roadway and transit, commercial, and industrial uses. The Project site is currently vacant with some existing impervious surfaces that served as parking for the previous on-site uses and associated lighting standards. There are existing connections for water and electricity to the Project site from previous, now demolished uses. The Project site is relatively flat. There is limited existing vegetation on the Project site comprised of three (3) trees on-site and street trees along the eastern side of the Project site along San Leandro Street. A records search of the Regional Water Quality Control Board’s Geotracker database found one open record of a site assessment for a site cleanup program requirement case currently investigating non potable water contamination on the Project site.¹ The Alameda County Department of Environmental Health (ACDEH) Local Oversight Program (LOP) oversees the investigation and cleanup of hazardous materials releases to the environment, and the Project site is under ACDEH LOP oversight via Case # RO0003535.

¹ https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000019792

PROJECT DESCRIPTION: The Project Applicant is proposing construct an approximately 311,000 square foot warehouse on the Project site. The applicant proposes the Project on a speculative basis as the end-user and nature of the use are unknown at this time. However, for the purposes of conservative analysis, the end use is assumed to be a distribution warehouse.

The warehouse would comprise floor space with two potential two-story accessory office space locations on the northeast or southeast corners of the interior of the warehouse. The first-floor office space would comprise approximately 20,000 square feet and the second story office space would comprise approximately 5,000 square feet. The proposed floor area ratio (FAR) is 0.48. The maximum height of the proposed warehouse is 51 feet. The eastern elevation of the warehouse would include 43 loading dock doors.

The Project site would be accessed by three (3) driveways on the east side of the site from San Leandro Street. Two (2) driveways will be 40 feet wide, and one driveway will be 30 feet wide. On-site parking will be accessed by internal drive aisles at least 26 feet wide and illuminated. Approximately 228 parking stalls would be provided on-site, including approximately 116 electric vehicle (“EV”) capable stalls. Forty-six (46) trailer parking stalls would also be provided on-site. The Project would be supplied electricity by Pacific Gas and Electric (“PG&E”) and water and wastewater services by East Bay Municipal Utility District (“EBMUD”). Waste disposal services would be supplied by Waste Management.

The on-site trees would be removed while the existing street trees would be preserved in place. Approximately one hundred and thirty (130) new trees would be planted throughout the Project site along the site boundaries and within the proposed parking areas. Additional landscaping would also be installed along the Project site boundaries, including bioretention basins for stormwater treatment. The proposed landscaped portion of the site is approximately 12% of the total Project site area.

Construction of the Project is expected to commence in 2026 and last for approximately eighteen (18) months. Construction is expected to consist of two phases: 1) demolition, remediation, grading and utility relocation (6 months), and 2) building and onsite improvements (12 months).

PROBABLE ENVIRONMENTAL EFFECTS AND PROPOSED SCOPE OF THE EIR:

Probable environmental effects to be addressed and evaluated in the EIR include: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources.

Environmental factors that are expected to have no impact or a less-than-significant impact will be discussed in the EIR, and are expected to include: aesthetics, wind and shadow; agriculture and forestry resources; energy; geology and soils; hydrology and water quality; land use and planning; mineral resources; population and housing; public services; recreation; utilities and service systems; and wildfire.

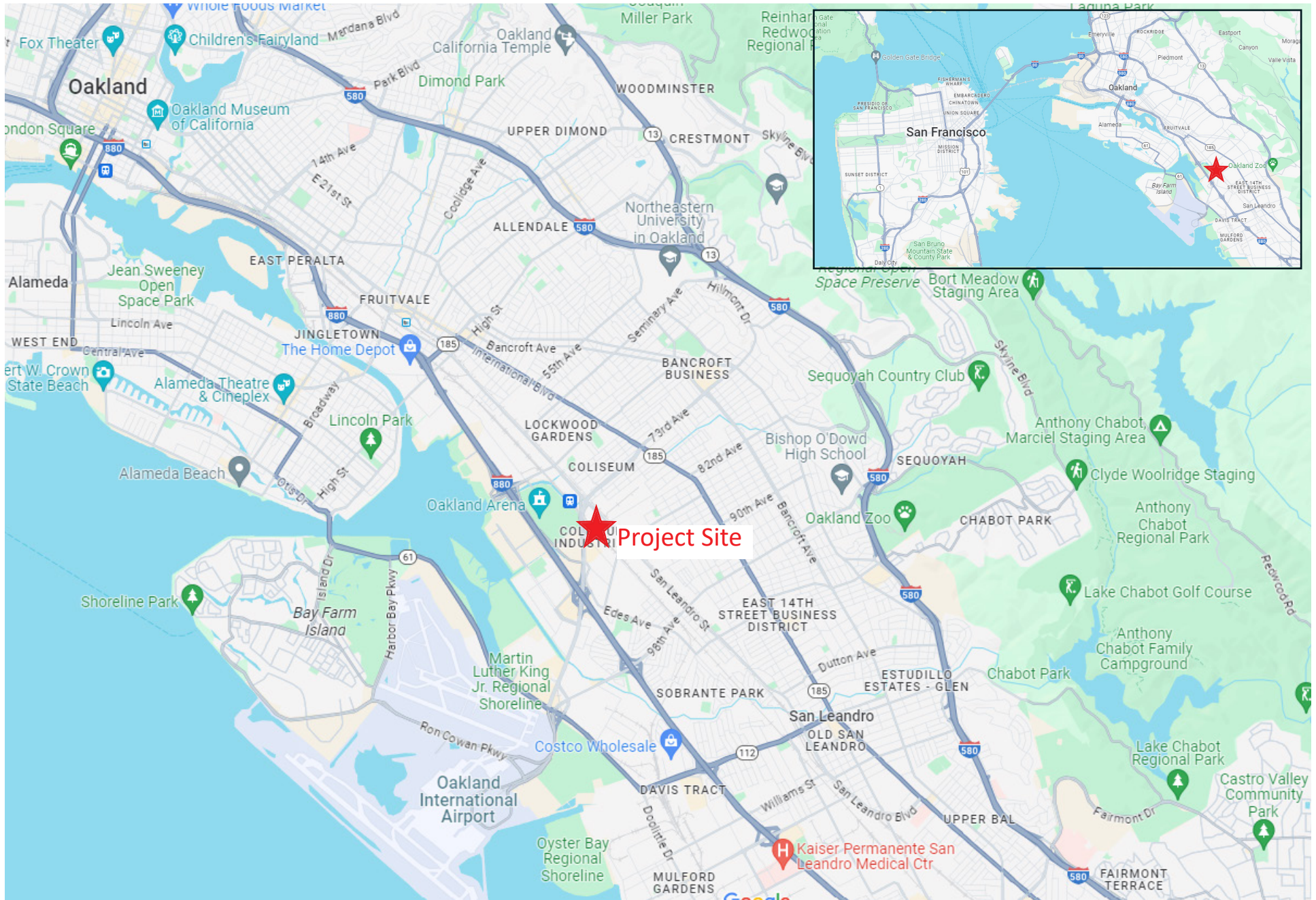
The DEIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, and other potential alternatives capable of reducing or avoiding potential significant environmental effects.



Ed Manasse
Environmental Review Officer
Planning and Building Department

August 30, 2024
Case File Number: PLN24086-ER01

Attachments:
Figure 1, Regional Map
Figure 2, Project Vicinity Map



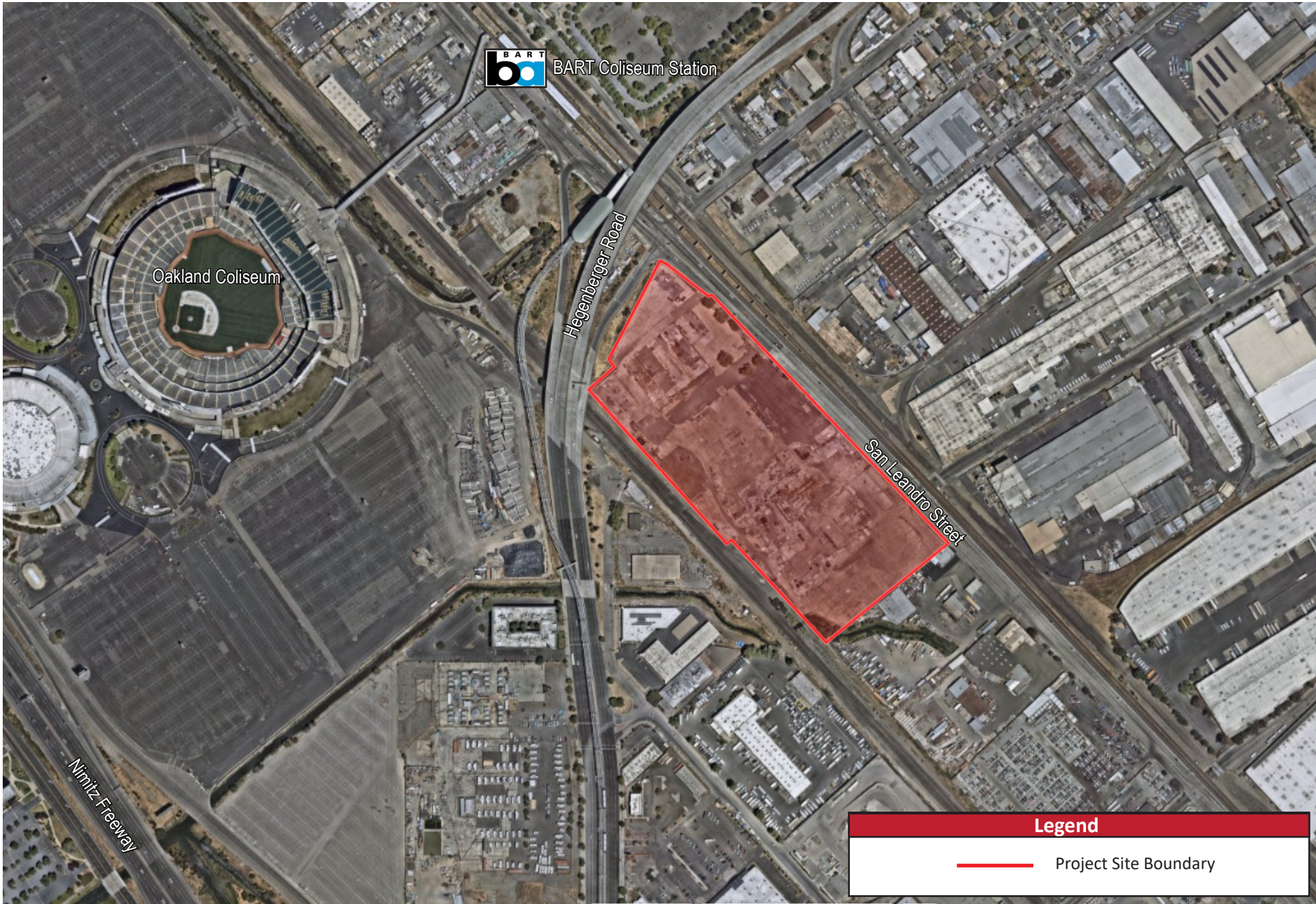
Source: Google Earth, 2024

Figure 1: Regional Map

7825 San Leandro Street
 Notice of Preparation



Not to scale



Source: Nearmap, 2024

Figure 2: Project Vicinity Map

7825 San Leandro Street
Notice of Preparation

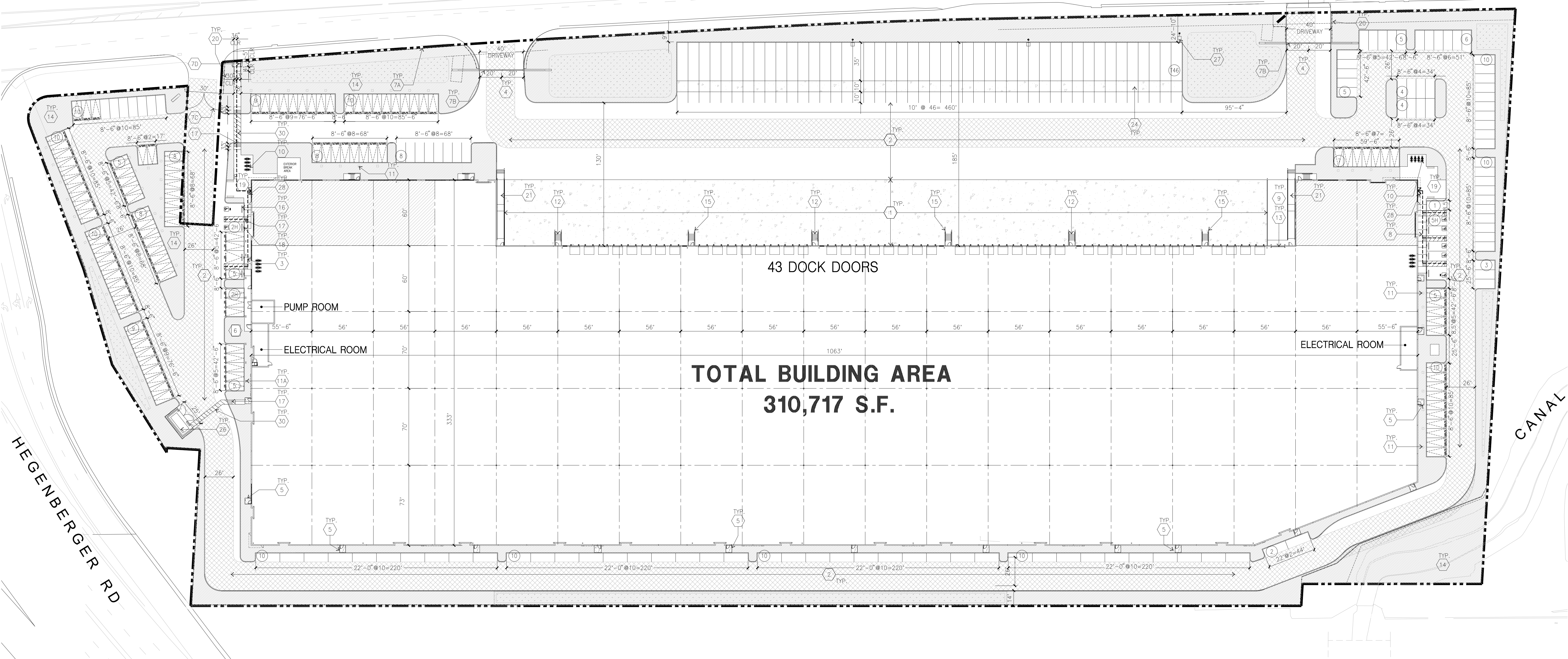


Not to scale

Kimley»Horn

ATTACHMENT B

SAN LEANDRO ST



43 DOCK DOORS

TOTAL BUILDING AREA
310,717 S.F.

ELECTRICAL ROOM

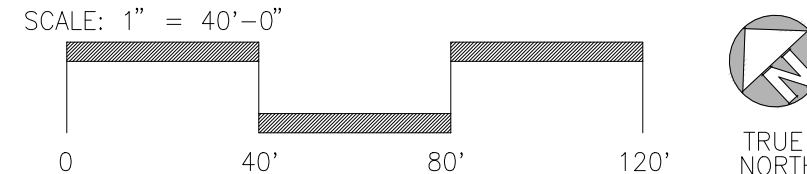
PUMP ROOM

ELECTRICAL ROOM

HEGENBERGER RD

CANAL

OVERALL SITE PLAN
SCALE: 1" = 40'-0"



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING
- 3 ACCESSIBLE PATH OF TRAVEL
- 4 DRIVEWAY APRONS
- 5 5'-6" X 5'-6" X 4" 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.
- 6 APPROXIMATE LOCATION OF TRANSFORMER.
- 7A 6" HIGH BLACK METAL TUBULAR STEEL SECURITY FENCE.
- 7B 6" HIGH BLACK METAL TUBULAR STEEL SLIDING SECURITY GATES.
- 7C 6" HIGH BLACK METAL TUBULAR STEEL DOUBLE SWING SECURITY GATE.
- 7D 6" HIGH GATE CONNECTED WITH PERIMETER SECURITY FENCE. OPERABLE LEVER COMPLY WITH SECTION 11B-309.4 AND 11B-404.2.7. CROSS SLOPE OF AREA LANDING NOT EXCEED 2% IN ANY DIRECTION.
- 8 CONCRETE WALKWAY, MEDIUM BROOM FINISH. SEE "L" DRAWINGS.
- 9 CONCRETE RAMP WITH CONCRETE GUARD WALL. SEE "C" DRAWINGS.
- 10 SHORT TERM BIKE RACK.
- 11 FUTURE ELECTRIC VEHICLE CHARGER.
- 11A ELECTRIC VEHICLE CHARGER.
- 12 EXTERIOR METAL STEEL STAIR.
- 13 12' x 14' DRIVE-IN DOOR
- 14 LANDSCAPE.
- 15 CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
- 16 PRE-CAST CONC. WHEEL STOP.
- 17 TRUNCATED DOMES.
- 18 ACCESSIBLE PARKING STALL SIGN.
- 19 HARDSCAPE AT ENTRANCE.
- 20 ACCESSIBLE ENTRY SIGN.
- 21 PUMP ROOM.
- 22 PEDESTRIAN RAMP
- 23 ELECTRICAL ROOM.
- 24 CONCRETE DOLLY PAD. SEE SITE PLAN FOR WIDTH AND "C" DRAWINGS.
- 25 LONG TERM BIKE RACK.
- 26 TRASH ENCLOSURE LOCATION
- 27 EXTERIOR PARKING LIGHT POLE.
- 28 NO SMOKING SIGNAGE
- 29 APPROXIMATE LOCATION OF FIRE HYDRANT. SEE "C" AND "FP" DRAWINGS. PROVIDE CONCRETE BOLLARD PROTECTION AS REQUIRED.
- 30 4' MIN ACCESSIBLE PEDESTRIAN ROUTE. ROUTES SHALL BE STRIPED WITH THE SAME CONFIGURATION AND COLORS AS THE ACCESSIBLE AISLE.

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 6' 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 U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
13. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
14. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
15. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL LEGEND

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (8'-6" X 18')
- CLEAN AIR/ VANPOOL/EV WITH CHARGER
- CLEAN AIR/ VANPOOL/EV WITH CONDUIT STUB FOR FUTURE EV WITHOUT CHARGER
- TRAILER PARKING (10' X 53')
- NUMBER OF PARKING STALLS
- LANDSCAPED AREA
- ACCESSIBLE PARKING STALL (9' X 18') ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18') + 5' W/ ACCESSIBLE AISLE
- 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
- POTENTIAL OFFICE



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

Owner:



PIER 1, BAY 1
SAN FRANCISCO
CA 94111

Project:

7825
San Leandro St.

OAKLAND, CA

Consultants:

- CIVIL Kier & Wright
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE Yamasaki
- FIRE PROTECTION
- SOILS ENGINEER

Title: OVERALL SITE PLAN

Project Number: 22036
Drawn by: ST
Date: 02/20/2023
Revision:
1st PLANNING SUBMITTAL 04/05/2024

Sheet:

DAB-A1.1

OFFICIAL USE ONLY