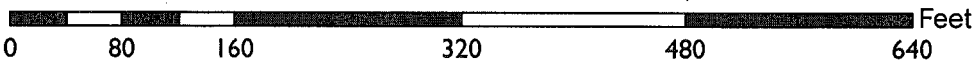


Project Location: Assessor's Parcel Numbers:	1431 Jefferson Street 003 007101801, 003 007101900
Development Proposal:	Demolition of an existing 1-story commercial structure and new construction of an 18-story, 276 room Marriott AC Hotel & Residence Inn, with a 1,960 square foot ground-floor commercial space and a five-level parking garage above grade.
Project Applicant / Phone Number:	Michael Stanton Architecture / (415) 865-9600
Property Owner:	Menlo Capital Group, LLC
Case File Number:	PLN17033
Planning Permits Required:	<ol style="list-style-type: none"> 1) Major Conditional Use Permit for new buildings with over 100,000 square feet of floor area in the CBD-P and CBD-X Zones; 2) Minor Conditional Use Permit for Transient Habitation (hotel) 3) Regular Design Review for new construction; 4) Minor Variance for commercial loading berth reduction where 2 spaces are required and 1 space is proposed on site; and 5) Minor Conditional Use Permit for a Master Sign Plan
General Plan:	Central Business District
Zoning District:	CBD-P and CBD-X / Central Business District – Pedestrian and Mix Commercial
Environmental Determination:	<p>A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA Guidelines: (1) 15332- Urban Infill Development; (2) 15183 - Projects Consistent with a Community Plan, General Plan, or Zoning; (3) 15183.3 - Tiering Program Level Analysis; and (4) 15168 and 15180 - Program EIRs and Redevelopment Projects. Each of the foregoing provides a separate and independent basis for CEQA compliance.</p> <p>The CEQA Analysis document may be reviewed at the Bureau of Planning offices, located at 250 Frank Ogawa Plaza, 2nd Floor or online. The CEQA Analysis document for the 1431 Jefferson Street Development Project can be viewed here:</p> <p>http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DO WD009157;</p> <p>The CEQA analysis relied upon in making the Environmental Determination and incorporated by reference within the CEQA Analysis document including the LUTE EIR, and the Central District Urban Renewal Plan EIR that can be viewed here:</p> <p>http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOW D009158</p>
Historic Status:	Non-Historic Property
City Council District:	3
Date Filed:	February 3, 2017
Action to be Taken:	Decision based on staff report
For Further Information:	Contact Project Case Planner: Mike Rivera at (510) 238-6417, or by email at mrivera@oaklandnet.com

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN17033
Applicant: Michael Stanton Architecture
Address: 1431 Jefferson Street
Zone: CBD-P and CBD-X

SUMMARY

The project proposes to demolish an existing one-story commercial structure and construct an 18-story "Marriott AC Hotel & Residence Inn" with 276 rooms, 1,960 square foot ground-floor retail/commercial space and a five-level parking garage to accommodate approximately 88 parking spaces for the hotel guests. The building will combine two types of hotel brand guest rooms. One is the Marriott's Residence Inn with 143 rooms and intended for extended stays (1-30 days). The other type of room is the Marriott's AC hotel concept with 133 rooms intended for shorter stays that provides a higher level of furniture finishes.

The property is in downtown at the corner of Jefferson Street and 14th and 15th Streets. The property has a surface parking lot and a one-story commercial building that will be removed. The proposal requires approval of the following Planning-related permits: a) Major Conditional Use Permit for new buildings with over 100,000 square feet of floor area; b) Minor Conditional Use Permit for Transient Habitation (hotel); c) Regular Design Review for new construction; d) Minor Variance for commercial loading berth reduction (two required, one proposed); and e) Minor Conditional Use Permit for a Master Sign Plan. There are two street trees within the sidewalk along Jefferson and 14th Street that will require a tree permit for tree removal as a result of construction activities.

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

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

PROJECT SITE AND SURROUNDINGS

The development site consists of a 0.40-acre (17,637 square foot) property and is occupied by a surface parking lot with a valet booth and a convenience market. The property is in downtown and west of Jefferson Street, between 14th and 15 Streets. A mix of commercial, civic and residential facilities surround the property. These properties are a combination of high-density residential (to the north), administrative offices (Federal and State buildings), cafes, consumer services, and hotels (to the east), cafes, high-density residential, and a public garage (to the south) and medium-density residential with commercial (Flax art supply store) uses (to the west). The existing parking lot has approximately 45 to 50 parking spaces and is partially surrounded by a chain-link fence to the south and west. The property has a total of four curb cuts (driveways) along Jefferson and 15th Streets. The property is also surrounded by a combination of one-lane (15th Street) and four-lane (Jefferson and 14th Street) roads. The 12th Street BART Station is located two blocks away on Broadway and AC transit bus lines, and the free "B" shuttle bus is in close proximity.

DESIGN REVIEW COMMITTEE-SUMMARY

The Design Review Committee, a subcommittee body of the Planning Commission reviewed preliminary design plans for the proposed project. On October 26, 2016, December 14, 2016 and February 22, 2017 and with public notifications made, the Design Review Committee held meetings to review the project design proposal and provided comments and direction to the applicant and staff. In general, the Committee believed that the design concept was reasonable, and recommended further development of the main building and garage façades to provide a cohesive and interesting design. The Committee suggested

further consideration be made to the building material finishes in order to enhance the architectural design and ensure durability and visual quality. Furthermore, staff recommended more refinements to the garage north and west sides, submission of design details for the storefront, awnings, garage doors, exterior lighting, landscaping and business signage including location and details of screened utility meters, and HVAC equipment within the property.

Based on revised design plans submitted and presented in this staff report, the proposal addresses the comments made by the Committee and staff by implementing interesting architectural features and quality materials. The proposal provides a more prominent front façade with two types of stone and siding materials, aluminum storefront with tempered glass, glass and aluminum louvered canopies, and recessed lobby entry doors. Also, the garage façade is more refined and includes on the north side three sets of bay windows with recessed dark louvers with reveal wall-joints and dark garage doors. The west side garage façade contains reveal wall-joints and three sets of colored siding panels. The building design includes canopy recessed lighting, wall-mounted downlight fixtures, illuminated wall and canopy business signage and new Sycamore street trees with metal grates around the building. All of the utility meters and HVAC equipment are screened and located within the building and on the rooftop.

GENERAL PLAN ANALYSIS

The intent of the Central Business District (CBD) is to encourage, support, and enhance downtown areas as a high density mixed-use urban center of regional importance and a hub for business, communications, office, government, high technology, retail, entertainment and transportation. The desired character and uses in the CBD include a mix of large-scale offices, commercial, urban high-rise residential, cultural, educational, arts, services, community facilities and visitor uses. The CBD classification also sets the goals and vision to enhance the identity of downtown and its distinctive districts by setting policies that are related to specific project developments. The project development is located in the CBD classification where a mix of urban residential living and a wide range of business operations exist. The focus for downtown should be high density and intensity activities that can take advantage of the existing transportation infrastructure and communication network. The project is consistent with the following General Plan Policies:

Policy D1.1: The defining characteristics that make downtown unique includes its strong core area; proximity to destinations such as the Jack London waterfront, Lake Merritt, historic areas, cultural, arts, housing stock and entertainment activities should be enhanced and used to strengthen the Downtown as a local and regional asset.

The proposal replaces a parking lot and a one-story convenience store with a high-rise hotel with a quality design that will create and serve new lodging service and provide new business opportunities in downtown. The proposal will enhance the urban setting by attracting more business or pleasure travelers thus improving hospitality services. The proposal will also create new commercial opportunities to serve the public, in an area that is close to businesses and major transportation services. The proposal will also provide the public with short commuting access to the nearby downtown and entertainment venues.

Policy D2.1: Enhance the visual quality of Downtown by encouraging new, high quality design development. New development should be visually interesting, harmonize with its surroundings, respect and enhance important views in and of the Downtown, respect the character, history and pedestrian-orientation of the Downtown and contribute to an attractive skyline.

The proposal provides a contemporary design with architectural features that will create and contribute to the visual urban character of downtown. The proposal will fit to the urban setting where similar buildings of such scale exist in the area, and will also enhance the City's skyline when viewed from streets and distant locations in the surrounding region.

Policy D4.2: Providing a positive business climate that encourages attraction of new businesses in downtown should be supported to promote downtown's locational transportation systems and other amenities.

The hotel proposal would contribute to the success of downtown and open opportunities to new businesses, thus improving the commercial climate. By increasing new transient activity in this section of the commercial district it would continue to support and benefit the nearby BART and AC Transit system. The proposal would also promote and make attractive the mix of entertainment amenities such as music venues, quality restaurants and bars located within the vicinity.

Policy D4.3: Attracting employment to Downtown to economic sectors that promote employment, are likely to grow or will diversify the economic base should be attracted to the Downtown.

The proposal will produce new job opportunities in the hospitality sector and would contribute to the economic success and business operation in downtown.

Policy D5.1: Encouraging 24-hour activities and amenities that encourage pedestrian traffic and enhance safety during the work week, evenings and weekends should be promoted in Downtown.

The proposal will increase foot traffic around this section of downtown as the hotel will operate 24-hours. The proposal includes new separate ground-floor commercial spaces that will provide additional amenities to serve the hotel patrons, general public and promote safety in the neighborhood by bringing more eyes to the street and removing the surface parking, a common loitering spot.

Policy D6.1: Development of vacant lots or replacement of surface parking lots should be encouraged throughout Downtown to eliminate blight caused by underutilized properties.

The proposal replaces a surface auto-fee parking lot that is mostly underutilized in the evenings and weekends. The hotel and the two separate storefront development will be a better use of the property by providing new lodging and commercial opportunities in this section of downtown.

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

The hotel development will provide new lodging, retail or food service opportunities in downtown as the growth of new businesses is expanding in downtown. Furthermore, given its close proximity to public transportation, the proposal will continue to promote and improve downtown as a destination place.

ZONING ANALYSIS

The project development is located in the Central Business District Mixed Commercial (CBD-X) and Pedestrian Retail (CBD-P) Zone. The purpose of the CBD-X zone is to designate areas of the Central Business District appropriate for a wide range of upper-story and ground-level residential, commercial and compatible light industrial activities. The purpose of the CBD-P zone is to create, maintain, and enhance areas for ground-level, pedestrian-oriented, active storefront uses, and for upper stories to be available for a wide range of office and residential uses.

The proposal is located in downtown where high density and intensity uses are essential and vital to the success of the commercial areas. The proposed mixed-uses that include lodging, retail and food related activities would support local and regional transportation infrastructure and communication networks, thus

contributing to the success of the central business district by creating new amenities that will serve local and regional patrons.

The CBD-X and CBD-P zones allow outright retail and restaurant uses on the ground-floor of commercial buildings, therefore the proposed uses in this application meets code. Furthermore, other uses such as cafes and consumer service businesses are also allowed by right. In contrast, other facilities like the proposed hotel requires a Major Conditional Use Permit due to the complexity of operation and/or building scale.

Based on project design plans submitted, the proposal requires Planning Commission approval of: 1) Major Conditional Use Permit for new buildings with over 100,000 square feet of floor area; 2) Minor Conditional Use Permit for transient habitation activity; 3) Regular Design Review for new construction; 4) Minor Variance for reduction of commercial loading berth; and 5) Minor Conditional Use Permit for a Master Sign Plan.¹ Staff has listed the applicable Findings in support of the project development in **Attachment A** of this staff report.

The following table summarizes the applicable development standards for the project.

Development Standards	Requirements	Proposed	Comments
Minimum Lot Area:	4,000 sq. ft.	17,637 sq. ft.	Meets Code
Minimum Lot Width Mean:	25 ft.	50 ft. / 120 ft.	
Minimum Frontage:	25 ft.	50 ft. / 120 ft. / 206 ft.	
Minimum Front Setback:	0 ft.	0 ft.	Meets Code
Maximum Front & Street Side Setbacks for the First Story:	5 ft. / 10 ft.	3 ft. / 6 ft.	
Maximum Front & Street Side Setbacks for the Second and Third Stories or 35 ft. whatever is lower:	5 ft.	3 ft. / 0 ft.	
Minimum Interior Side:	0 ft.	0 ft.	
Minimum Rear:	0 ft.	0 ft.	
Maximum Floor Area:	14.0	12.0	
Maximum Height- Building Base:	85 ft.	47 ft.	Meets Code
Maximum Building Height:	275 ft.	187 ft.	
Minimum Building Height:	45 ft.	47 ft.	
Minimum Off-Street Parking-Hotel:	0 spaces	88 spaces	Meets Code with Minor Variance
Minimum Commercial Loading Berth-Hotel:	2 berths	1 berth	
Design Regulations			
Minimum Ground-floor principal commercial facade transparency (Jefferson St)	65% (CBD-P) 55% (CBD-X)	75% 75%	Meets Code
Minimum height of the ground floor	15 ft.	15 ft.	Meets Code

KEY ISSUES

Buildings Over 100,000 Square Feet of New Floor Area

¹ In addition, a Parcel Map Waiver (ministerial review) to merge two lots into one lot is required, as well as a Tree Permit to remove two street trees, plus other construction-related permits. The tree permit will be reviewed and determined by the Public Works/Tree Division in a separate permit process.

The proposal is an 18-story mixed-use commercial project with ground-floor retail and/or food related facilities and hotel accommodation services of 276 rooms on the upper levels. The General Plan policies envision new growth and change in underutilized vacant properties or surface parking lots in downtown. The building measures approximately 213,000 square feet and meets the intent of the Central Business District for large-scale commercial facilities, which are encouraged to enhance and support the intensification of uses in downtown. The ground-floor includes two separate commercial spaces and each with its own entry on 14th and 15th Streets. The south building side contains approximately 1,334 square feet of retail/restaurant use. The north building side provides approximately 626 square feet of retail use. The remaining ground-floor area will be for hotel uses that include a lobby, lounge, bar, hotel service and circulation areas.

On the second floor, the building contains shared-common areas for the guests such as a fitness room, social, breakfast and bar areas including hotel services. Between the 3rd and 11th floors, the building provides a mix of studio and one-bedroom hotel residences (Residence Inn portion). And between the 12th and 18th floors, the building provides a mix of double-queen and king size bed hotel rooms (Marriott AC Hotel portion). The proposal meets the zoning development standards and also fits with the size and scale of similar buildings in the surrounding area.

Transient Habitation - Hotels

The development proposal for a hotel which is part of the Marriott hotel chain will contribute to the growth and success of a much stronger central business district. The addition of a new lodging facility will improve and support the infrastructure of the surrounding civic and commercial uses and transportation modes in downtown. The 276-room hotel will attract business travelers, tourist as well as local and regional patrons to the central business district area which is close to entertainment venues, Lake Merritt and Jack London Waterfront, as well as other downtown destinations. The proposal anticipates to create 50 new job opportunities for approximately 50 positions to the general public.

Commercial Loading Berth Reduction

The development proposal requires to provide two off-street commercial loading berths within the property. The applicant proposes one loading berth instead which will require a minor variance permit and is part of this application. The proposed single commercial berth will be located on the northeast side of the building with access off of 15th Street. Given that the proposal is expected to utilize this berth for loading of mostly hotel furniture, beds and related service equipment, staff believes that one proposed berth would be sufficient to meet loading demands that will also include deliveries for the small size retail/restaurant tenants. Staff also believes that by providing one loading berth it would prevent a wider curb cut allowing for additional on-street parking and installation of street trees on 15th Street.

Building Design-New Construction

The proposal contains design patterns of urban development which defines a vibrant urban context. The 18-story building provides scale and transparent storefront, good height and mass transition and compatible material and color finishes that result with an architectural expression that defines the setting of downtown. The property is in the Central Business District and located at two separate street intersections. The 15-foot high ground-floor provides storefront transparency, recessed entries and design features to provide pedestrian scale with the neighboring buildings. The project manages building mass through the use of different wall and roof planes, bay windows, symmetrical windows and materials/colors to create complexity, transition and visual interest and when seen from the surrounding area. Staff believes that it effectively manages the transition between the downtown core and the lower scale portion of downtown to the west.

Master Sign Program

The proposal requests a Master Sign Program to install business signage for three commercial tenants that include the hotel and two other retail/restaurant stores. Per Section 17.040.070, the project applicant seeks approval for a Master Sign Plan to exceed the maximum allowable base square footage of 200 square feet to install business signage of up to 344 square feet. The Master Sign Program is a process that gives flexibility on maximum sign square footage in exchange for a more unified design. The proposed signs would be located along the exterior ground-floor, center and top façade of the 18-story building. The attached design plans show further detail of the specific location, size and design of the wall and canopy mounted signage. Staff believes that based on the size and design of the building that the proposed business signage are in scale and contain visual appeal that would complement the setting of downtown and the City's skylight.

CEQA

A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA Guidelines:

(1) 15332- Urban Infill Development; (2) 15183 - Projects Consistent with a Community Plan, General Plan, or Zoning; (3) 15183.3 - Tiering Program Level Analysis; and (4) 15168 and 15180 - Program EIRs and Redevelopment Projects. Each of the foregoing provides a separate and independent basis for CEQA compliance. The CEQA Analysis document was published and made publically available on Friday, June 30, 2017 and separately furnished to the Planning Commission.

The CEQA Analysis document may be reviewed at the Bureau of Planning offices, located at 250 Frank Ogawa Plaza, 2nd Floor or online at: (Current Environmental Review Documents #63):
<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

The CEQA analyses relies upon and incorporates by reference the LUTE EIR and the Central District Urban Renewal Plan EIR, that can be viewed here (Completed Environmental Review Documents #1 and #26):

<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009158>

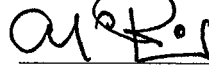
CONCLUSION

Staff believes that the development proposal meets the primary goal of providing and locating new hotels in downtown, with ground-floor retail, food and other related uses in an attractive design setting on an underutilized site that has been partially vacant for a long time. The current proposal conforms with the City's General Plan Policies and Central Business District-Pedestrian and-Mix Commercial Zone standards by creating and concentrating mixed-use facilities in downtown and that the concentration of these uses are critical to the success of the high-intensity urban character.

RECOMMENDATIONS

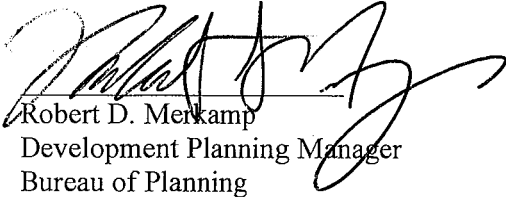
1. Affirm staff's Environmental Determination and adopt the attached CEQA Findings; and
2. Approve the Project, including Major Conditional Use Permit, Minor Conditional Use Permit, Regular Design Review, Minor Variance, subject to the attached findings and conditions (including the SCAMMRP).

Prepared by:



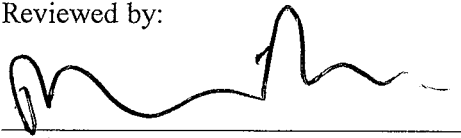
Mike Rivera
Planner II, Major Projects Development
Bureau of Planning

Reviewed by:



Robert D. Merkamp
Development Planning Manager
Bureau of Planning

Reviewed by:



Darin Ranelletti, Interim Director
Bureau of Planning

ATTACHMENTS

- A. Project Findings and CEQA Findings
- B. Conditions of Approval
- C. Standard Conditions of Approval Mitigation Monitoring & Reporting Program (SCAMMRP)
- D. Revised Design Plans, submitted on June 30, 2017

ATTACHMENT A

Findings for Approval

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

SECTION 17.134.050- GENERAL CONDITIONAL USE PERMIT PERMIT

Major CUP for buildings over 100,000 square feet of new floor area in the CBD-P and CBD-X Zone; and Minor CUP for a Master Business Sign Program for more than two commercial tenants.

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

The development proposal of the Transient Habitation Commercial Activity is compatible to the scale and use of the surrounding properties. The site is located in central business district and the project's design is in harmony with the mix of nearby high-rise buildings. While the building base covers the property, the main tower's narrow south and north elevations will reduce bulk. The transportation analysis prepared for this project shows no significant traffic impact in the surrounding area.

The proposal for a Master Sign Program for the three commercial tenants will be compatible and will not adversely affect the development in the surrounding neighborhood. Given the location, size and design of the wall and canopy mounted business signs on the 18-story building they will be in scale and provide design interest to the streetscape.

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

The project development is located in downtown, near several transit systems and commercial areas. The building design will provide a convenient and functional living and working environment to the hotel patrons and employees. The project provides amenities such as a fitness and laundry room and breakfast areas including a lounge bar, restaurant and retail on the ground-level. The hotel was designed to serve as a transition building between the central core and lower density neighborhoods to the west and the City believes it succeeds at this with good massing and an attractive design.

The development proposal for new business signage will be convenient and functional to the shopping experience as one of the proposed tenants will be for retail uses. The commercial signage is located around the storefront, mid-level and near the top façade of the building that would be appealing when viewed from nearby and distant locations from downtown.

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

The 276-room hotel with ground-floor retail and/or restaurant space will increase activity in the surrounding area and help to patronize existing and future commercial development in downtown. The project will also encourage the use and support public transportation such as BART, AC Transit and the free "B" shuttle bus that runs within the area. It will also add another hotel to downtown, which the City was identified as a need in order to make downtown a more attractive destination.

The development proposal for new business signage will enhance the operation in the commercial area by providing and identifying the hotel, retail and restaurant operation, thus enhancing the basic daily business operation in downtown.

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

The commercial mixed-use development and signage meet the Design Review Findings listed below in this report and hereby incorporated by reference as if fully set forth herein.

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

The project conforms to the policies of the General Plan by providing a new hotel and other commercial uses in high density and intensity areas in the central business district, as described within this report and hereby incorporated by reference as if fully set forth herein.

SECTION 17.104.070(B) ADDITIONAL CONDITIONAL USE PERMIT FINDINGS for MASTER SIGN PROGRAM

1. That the proposal will be of a quality and character appropriate to the commercial, industrial, mixed use building or complex.

The development proposal contains wall-mounted and canopy metal channel lettering signs on the exterior of the ground-floor that are internally-illuminated and/or back-lit. The hotel, retail and/or restaurant signs will have a white with a red colored "Marriott" livery that are proportioned with the building façade and provide visual appeal in the commercial corridor. The wall-mounted signs placed on the center and top building façade will have similar size, design, size and configuration that when viewed from the surrounding areas will be in character with the signs in the downtown.

2. That the building facade and other walls will be considered and treated as a whole, and in relationship to adjoining buildings;

The development proposal provides the wall signs around and along the bottom, center and top façade of the building. The hotel lobby contain the "Residence Inn Marriott" and "AC Hotel" signs mounted above the entry, attired to an aluminum metal cladding wall. The same signs are also mounted on the center and top façade of the building that creates visual appeal and is compatible to the similar buildings in the downtown.

3. That all signs will be harmonious with the architectural design of the building and adjacent buildings, and will not cover or detract from a building's significant architectural features.

The business sign proposal is designed to fit with the contemporary architecture of the

building. All business signs are in proportion to one another and provide visual interest to the building façade.

SECTION 17.103.050- TRANSIENT HABITATION COMMERCIAL USE PERMIT FINDINGS

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

The project proposal is for the construction of a Marriott AC Hotel and Residence Inn within the City Center in downtown. The hotel will be an attraction because it includes amenities such as a fitness room, bar lounge, self-served breakfast, guest laundry room, business center and private parking. The 276-room hotel will also provide hotel patrons within easy access to a mix of amenities such as cafes, restaurants, retail, parks and gyms around the area. It is also conveniently located to Lake Merritt and to multiple mass transit lines providing easy access to the City, region and other transit options such as airports.

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

The proposal will provide new employment and diversify the economic base of downtown by creating approximately 50 jobs to local or regional residents. The creation of new jobs would provide economic opportunities to employees and housing as new market rate and affordable residential development have been recently approved and others are being built in downtown and in the surrounding neighborhoods. The project will provide and serve employees with existing public transit system such as AC Transit and BART, located around and within two blocks of the site.

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

As described in the Design Review Findings within this report, the building has interesting architectural features typical of an urban setting. The hotel main entries are located on Jefferson Street. The retail and restaurant facilities have separate entries on 14th and 15th Streets, and will provide circulation and promote safety around the property.

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

The proposal includes 15-gallon size Maple street trees with steel grates around the building that will create interest and enhance the streetscape of downtown.

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

The proposal includes a new Master Sign Program, including business signage such as wall and canopy signs that have pedestrian scale. Additional hotel signage is also proposed along the top of the building to identify the business and provide visual interest to the City's skyline.

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

The proposal contains a parking garage, located on the rear-side of the property. The five-level garage is designed to be compatible with the architecture of the main building by using similar bay window shapes, material and colors, so that it integrates wholly with the development.

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

The proposal would provide internal ventilation system for the room units. No parking is required for the hotel development, but passenger loading zone curb is expected.

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

The project contains architectural features and a mix of material and colors to make the building base visually interesting. The use of wall recesses, cornices, bulkhead, stone siding with reveals, aluminum-glass canopies and glazing storefront make the building attractive to the urban setting.

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

The project includes exterior wall-mounted and recessed canopy light fixtures that are shielded to prevent glare. The parking garage contains bay windows with opaque glass that minimizes light exposure.

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

The proposal provides an enclosed loading area on the side street of the building.

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

The project sponsor or operator of the proposed facility is identified on the application materials, including the plans and related Planning permit documents, as Residence Inn Marriott / AC Hotel.

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

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

The project will create a storefront with 15-foot high wall plates, glazing surfaces with aluminum framing, "rocked" and "smooth" stone walls, fiber cement and aluminum panels, dryvit reflective siding with one-inch reveals and bold cornices and bulkhead to provide visual interest and façade articulation. The arrangement and use of design features and various materials around the exterior of the five-level parking podium will create interest and transition when seen from the surrounding area. The 18-story hotel provides a design that manages building mass and creates a compatible scale of development that is similar to the surrounding high-rises. The project also contains interesting architectural features such as building set backs on the north and south sides of the 12th floor, recessed wall planes, articulated window pattern with aluminum shades, and a mix of colored materials all of which create an interesting design that relates to the context and textures of the surrounding area. Staff, however, has reservations about the proposed dryvit reflective siding "salmon" color and recommends a condition for a more robust and rich color to provide visual interest to the building in the urban setting. (See Condition of Approval #17).

The project also includes the installation of new business signage through a Master Sign Program permit. The wall-mounted and canopy signs are placed above the storefront and the along the middle and top façade of the building. Each of the signs is placed to provide design balance and visual appeal when seen from different views. The selection of materials, colors and lighting of the signs create interest and provide visual appeal with the building design.

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

The project design is of high quality and will be in character and harmony with surrounding commercial and residential uses. As designed, the project protects and increases the value of private and public investment in downtown by creating a high-quality mixed-use high-rise building with active ground-floor uses.

The proposal for business signs contain quality and durable materials such as aluminum with internally-illuminated or back-lit lighting to create design interest and compliment the building.

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

As discussed earlier in this report, and hereby incorporated by reference, the design proposal conforms to the General Plan by creating an attractive commercial development in downtown and conforms to the design review criteria discussed in the applicable design review findings.

The proposal for business signs conforms to the General Plan for business development and criteria as discussed in the Master Sign Program section in this report, and hereby incorporated by reference.

SECTION 17.148.050- MINOR VARIANCE FINDINGS /Reduction of Commercial Loading Berth

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

The proposal to reduce the commercial loading berths from the required two spaces to the proposed one space would not result in a practical difficulty, and strict compliance with this requirement would preclude an effective design that would harm operational efficiency. A second curb cut for a commercial loading berth would require the removal of a much needed commercial/retail space, near the corner of 15th and Jefferson Streets. The installation of an additional loading dock door would minimize pedestrian scale and visual quality of the building façade and would reduce the amount of on-street parking. To limit the size of the curb cut and provide efficient maneuverability within the loading area, a single off-street loading space is proposed. This was deemed reasonable and the project will have one off-street loading berth. Given that the hotel and other retail /food related uses would have minor deliveries, restricted loading zone could also be accommodated on streets.

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

The proposal to reduce commercial loading berths where two are required and one is proposed would deprive the project applicant of privileges that other property owners have in the similar zoned properties. Some of the existing commercial buildings in the area do not have loading berths within buildings, and several recently approved high-rise projects were granted a similar variance. The project proposes a reasonable balance between the need for loading berths and other necessary ground-floor operation. The provision of access ramps and utilities to serve the hotel are more reasonably needed than an additional off-street loading berth. Strict compliance with the regulations would also impact the balanced architectural design at the ground floor and impact the ability for the project to achieve its design objectives.

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

The granting of a variance for reduction of a required commercial loading berth will not adversely affect the livability in the surrounding area. The central business district is envisioned as a pedestrian area, and a second loading dock would require a much larger garage door that would affect the design character of abutting properties. Given that the hotel provides its own laundry service and deliveries of hotel furnishing would not occur regularly, the proposed loading berth reduction is unlikely to be detrimental to the public welfare.

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

The granting of the variance for reduction of commercial loading berth will not constitute a grant of special privilege given that some existing and/or recently approved mix-use buildings in similarly zoned properties have received variances from the loading berth requirements. The project includes one on-site loading berth and additional loading ability around the area would be consistent with other high-density properties in downtown.

5. That the elements of the proposal requiring the variance (e.g. elements such as buildings, walls, fences, driveways, garages and carports, etc.) conform with the design review criteria set forth in the design review procedure at Section 17.136.070.

The granting of the variance to reduce the loading berth will allow the architectural façade to have a narrow garage door, shorter curb cut and new street trees along 15th Street. The proposal meets the Design Review Criteria for residential development as described above.

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

The proposed project will be consistent with the General Plan, design guidelines and zoning as discussed elsewhere in this report. and hereby incorporated by reference.

7. For proposals involving one or two residential dwelling units on a lot: That, if the variance would relax a regulation governing maximum height, minimum yards, maximum lot coverage or maximum floor area ratio, the proposal also conforms with at least one of the following additional criteria:
 - a. The proposal when viewed in its entirety will not adversely impact abutting residences to the side, rear, or directly across the street with respect to solar access, view blockage and privacy to a degree greater than that which would be possible if the residence were built according to the applicable regulation and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height; or
 - b. Over sixty (60) percent of the lots in the immediate vicinity are already developed and the proposal does not exceed the corresponding as-built condition on these lots and, for height variances, the proposal provides detailing, articulation or other design treatments that mitigate any bulk created by the additional height. The immediate context shall consist of the five closest lots on each side of the project site plus the ten closest lots on the opposite side of the street (see illustration I-4b); however, the Director of City Planning may make an alternative determination of immediate context based on specific site conditions. Such determination shall be in writing and included as part of any decision on any variance.

Not applicable, as the project development includes commercial uses.

CEQA COMPLIANCE FINDINGS

- I. **Introduction:** These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.; "CEQA Guidelines") by the Planning Commission in connection with the environmental analysis of the effects of implementation of the 1431 Jefferson Street project, as more fully described elsewhere in this Staff Report and in the City of Oakland ("City") CEQA Analysis document entitled "1431 Jefferson Street Project CEQA Analysis" dated June 2017 ("CEQA Analysis") (the "Project"). The City is the lead agency for purposes of compliance with the requirements of CEQA. These CEQA findings are attached and incorporated by reference into each

and every decision associated with approval of the Project and are based on substantial evidence in the entire administrative record.

II. Applicability/Adoption of Previous CEQA Documents

A. Adoption of General Plan Land Use and Transportation Element (LUTE) and Certification of 1998 LUTE EIR: The City finds and determines that (a) the Oakland City Council on March 24, 1998 adopted Resolution No. 74129 C.M.S. which adopted the General Plan Land Use and Transportation Element, made appropriate CEQA findings, including certification of the 1998 LUTE Environmental Impact Report ("EIR"); and (b) the LUTE satisfies the description of "Community Plan" set out in Public Resources Code section 21083.3(e) and in CEQA Guidelines section 15183, as well the description of "Planning Level Document" set out in Public Resources Code section 21094.5 and in CEQA Guidelines section 15183.3. The City Council, in adopting the LUTE following a public hearing, approved applicable mitigation measures which are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or as a part of newer Standard Conditions of Approval ("SCAs") which constitute uniformly applied development policies or standards (together with other City development regulations) and determined that the mitigation measures set out in the 1998 LUTE EIR, would substantially mitigate the impacts of the LUTE and future projects thereunder. While approved after certification of the 1998 LUTE EIR, growth and potential effects of the development of the Project would have been considered in the cumulative growth projections factored into the LUTE EIR analysis.

B. Adoption of the Central District Urban Renewal Plan and Amendments thereto and Certification of the Central District Urban Renewal Plan Amendments EIR (or "Redevelopment Plan Amendments EIR"): The City finds and determines that (a) the Oakland City Council on June 12, 1969 adopted Resolution No. 7987 C.M.S. which adopted the Central District Urban Renewal Plan for the Project Area; and (b) the Oakland City Council on March 20, 2012, adopted Resolution No. 83767 C.M.S. which adopted amendments to the Urban Renewal Plan and made appropriate CEQA findings including certification of the Central District Urban Renewal Plan Amendments EIR; and (c) the Redevelopment Plan Amendments EIR satisfies the designation of a "Program EIR" under CEQA guidelines Section 15180, as such subsequent activities are subject to requirements under CEQA Section 15168. The City Council, in adopting the Central District Urban Renewal Plan Amendments following a public hearing, approved applicable mitigation measures and standard conditions of approval and determined that the uniformly applicable development policies or standards, together with the mitigation measures set out in the Redevelopment Plan Amendments EIR would substantially mitigate the impacts of the Central District Urban Renewal Plan Amendments and future projects thereunder.

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

The City hereby finds that, as set forth below and in the checklist attached as part of the CEQA Analysis, the Project is exempt from any additional CEQA Analysis under the "Community Plan Exemption" of Public Resources Code section 21083.3 (CEQA Guidelines §15183) and/or the "Qualified Infill Exemption" under Public Resources section 21094.5 (CEQA Guidelines §15183.3) and/or the "Redevelopment Projects" under Public Resources Code section 21090 (CEQA Guidelines §15180) and/or the "Infill Exemption" under Public Resources section 21084 (CEQA Guidelines §15332), thus no additional environmental analysis beyond the CEQA Analysis

is necessary. The specific statutory exemptions and the categorical exemption are discussed below in more detail.

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

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

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

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

- C. Program EIRs and Redevelopment Projects (CEQA Guidelines §15168 and § 15180): The City finds and determines that for the reasons set forth below and in the CEQA Analysis, that the 2011

Redevelopment Plan Amendments EIR applies to the Project and no further environmental analysis is required since all the Project's effects on the environment were adequately analyzed and mitigation measures provided in the 2011 Redevelopment Plan Amendments EIR; the Project will cause no new specific effects not addressed in the 2011 Redevelopment Plan Amendments EIR that are specific to the Project or the Project Site; and there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the 2011 Redevelopment Plan Amendments EIR.

D. Infill Exemption under Public Resources Section 21084 (CEQA Guidelines §15332):

The City finds and determines that for the reasons set forth in the CEQA Analysis, that the Project is consistent with CEQA Guidelines section 15332 and that no exceptions apply to the Project (per CEQA Guidelines Section 15300.2). Specifically, the Project (a) is consistent with applicable general plan policies and zoning designations; (b) occurs within a project site smaller than five acres and is substantially surrounded by urban uses; (c) has no value as habitat for endangered, rare or threatened species; (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) is located on a site that can be adequately served by all required utilities and public services. In addition, none of the specific exceptions to CEQA categorical exemptions (CEQA Guidelines Section 15300.2) are applicable to the Project.

IV. Severability: The City finds that all four CEQA provisions discussed and determined to be applicable in Section III above are separately and independently applicable to the consideration of the Project and should any of the four be determined not to be so applicable, such determinations shall have no effect on the validity of these findings and the approval of the Project on any of the other grounds.

V. Incorporation by Reference of Statement of Overriding Considerations: Each of the Previous CEQA Documents identified significant and unavoidable impacts.² The 1998 LUTE EIR identified six areas of environmental effects of the LUTE that presented significant and unavoidable impacts; and the Redevelopment Plan Amendments EIR identified three areas of environmental effects of the Redevelopment Plan Amendments that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the Previous CEQA Documents identified above, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15163, 15164, 15168, 15180, 15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statements of Overriding Consideration for the 1998 LUTE EIR, adopted by the City Council on March 24, 1998, via Resolution No. 74129 C.M.S.; and for the Redevelopment Plan Amendments EIR, adopted by the City Council on March 20, 2012, via Resolution No. 83767 C.M.S, are all hereby incorporated by reference as if fully set forth herein.

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

ATTACHMENT B

CONDITIONS OF APPROVAL

1. **Approved Use**

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, and the revised and approved plans received on June 30, 2017, as amended by the following conditions of approval and mitigation measures, if applicable ("Conditions of Approval" or "Conditions").

2. **Effective Date, Expiration, Extensions and Extinguishment**

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire within two (2) years from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

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

4. **Minor and Major Changes**

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

5. **Compliance with Conditions of Approval**

- a. The project applicant and property owner, including successors, (collectively referred to hereafter as the "project applicant" or "applicant") shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.

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

6. Signed Copy of the Approval/Conditions

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

7. Blight/Nuisances

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

8. Indemnification

- d. 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.
- e. 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.

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9. Severability

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

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

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

11. Public Improvements

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

12. Compliance Matrix

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

13. Construction Management Plan

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

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specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.

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

- a. All mitigation measures identified in the 1431 Jefferson Street CEQA Analysis Document are included in the Standard Condition of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP) which is included in these Conditions of Approval and are incorporated herein by reference, as Attachment C, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the 1431 Jefferson Street CEQA Analysis Document are also included in the SCAMMRP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the 1431 Jefferson Street CEQA Analysis Document has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the 1431 Jefferson Street CEQA Analysis Document into the SCAMMRP by reference, and adopted as a Condition of Approval. The project applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning and the Bureau of Building, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.
- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule

Project Specific Conditions

15. Recommendations by Project Transportation Consultant. Incorporated as Conditions of Approval / Ongoing

Recommendation 1: Subject to City review and approval:

- Ensure that the project driveway would provide adequate sight distance between exiting motorist and pedestrians on the adjacent sidewalk. If adequate sight distance cannot be provided, provide audio/visual warning devices at the driveway
- Ensure that the loading driveway would provide adequate sight distance between exiting trucks and pedestrians, bicyclists, and motorists to the west and east, on the 15th Street frontage.

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- If the proposed garage is controlled by a gate, ensure that it would provide adequate queuing space for incoming vehicles and that queues would not block the adjacent sidewalk on 15th Street.
- Consider designating curb space near the hotel entrance for passenger loading. If determined feasible by the City, designate the curb space.

Recommendation 2: Subject to City review and approval:

- Explore the feasibility of installing directional curb ramps at all four corners at the Jefferson Street/14th Street and Martin Luther King Jr. Way/15th Street intersections and the west corners of Jefferson Street/15th Street intersection. Considering that fire hydrants, signal poles, and/or light poles are provided at all the corners, construction of curb extensions (bulbouts) may also be required to relocate to provide directional curb ramps. If determined feasible by the City, install the improvement.
- Complete the crosswalk network at the 15th Street/Martin Luther King Jr. Way intersection by adding a marked crosswalk along the east approach.
- Install pedestrian signal heads in both directions of all four pedestrian crossings at the Jefferson Street/14th Street intersection, if feasible, as determined by the City, without upgrading the entire signal equipment at the intersection.

16. New Street Trees in Front of the Property

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

Subject to City review and approval, the applicant shall install at least 10 new city street trees around the property. The plans shall indicate at least 15-gallon size trees and include tree metal grates. Said trees shall also meet the City's standard specifications for tree planting of the Public Works/Tree Division. In case that the street trees and wells can not be installed, the applicant shall consult with the City to install instead large trees with decorative vase planters above the sidewalk.

17. Building Color Replacement

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

The applicant shall submit a revised color sample for the building wall siding that replaces the proposed dryvit siding "salmon" color with a new color. The new color shall be reviewed and approved by staff.

18. Storefront Windows and Doors

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

The applicant shall submit construction plans, for City review and approval, that provide details for the new storefront windows and doors. All of the windows and door glass shall be clear. The applicant shall keep all of the façade windows and doors clear of visual obstruction including window/door coverage materials, except for the submittal of any future proposal of new business signage that meets Section 17.104.020 (k) of the Oakland Planning Code.

19. Parcel Map Subdivision for Lot Merge

Prior to the submittal of building permits for the project, the applicant shall file with the City a parcel map subdivision to merge the existing parcels.

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20. **Public Art for Private Development Condition of Approval**

Prior to issuance of Final Certificate of Occupancy and Ongoing

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

21. **New Business Signage**

Ongoing

Any new business signage on the property shall require a separate small project design review application and permit by the Planning and Building Service Divisions. All future proposed business signage shall meet the standards from the approved Master Sign Program.

22. **Garage, Loading Berth and Utility Doors**

Prior to issuance of a demolition, grading or building permit

The applicant shall submit to staff for review and approval plans that show design details for the garage, commercial loading and utility doors. The doors shall be designed to be inconspicuous and blend in with the building façade.

23. **Wall-Mounted Garage Louvers**

Prior to issuance of a demolition, grading or building permit

The applicant shall submit to staff for review and approval details of the garage louvers mounted on the north façade of the garage. The color of the louvers shall be dark.

24. **Screening of PG&E Transformers, Utility Meters, HVAC and other Equipment**

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

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

25. **Trash and Recyclable Containers Odor Control/Loading Area**

Ongoing

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

CONDITIONS OF APPROVAL

Applicant Statement

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

Name of Project Applicant

CONDITIONS OF APPROVAL

ATTACHMENT C

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCA/MMRP) is based on CEQA Analysis prepared for the 1431 Jefferson Street Project.

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

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

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

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

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

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

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

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
Aesthetics, Shadow and Wind			
<p>SCA-AES-1: Graffiti Control. (#16)</p> <p>a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 	Ongoing	N/A	Bureau of Building
<p>SCA-AES-2: Landscape Plan. (#17)</p> <p>a. <i>Landscape Plan Required</i></p> <p>The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.</p>	Prior to approval of construction-related permit	Bureau of Planning	N/A
<p>b. <i>Landscape Installation</i></p> <p>The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p>	Prior to building permit final	Bureau of Planning	Bureau of Building

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p><i>c. Landscape Maintenance</i> 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>	Ongoing	N/A	Bureau of Building
<p>SCA-AES-3: Lighting. (#18) 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>	Prior to building permit final	N/A	Bureau of Building
Air Quality			

CONDITIONS OF APPROVAL

<p>SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions). (#19)</p> <p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <ul style="list-style-type: none"> a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used. e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). f. Limit vehicle speeds on unpaved roads to 15 miles per hour. g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Planning</p>
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CONDITIONS OF APPROVAL

<ul style="list-style-type: none"> j. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas. k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity. q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time. s. All trucks and equipment, including tires, shall be washed off prior to leaving the site. t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met. v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). 			
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard.</p> <p>y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours.</p>			
<p>SCA-AIR-2: Stationary Sources of Air Pollution (Toxic Air Contaminants). (#21) The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p>SCA-AIR-3: Asbestos in Structures. (#23). 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.</p>	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction

Cultural Resources

CONDITIONS OF APPROVAL

<p>SCA-CULT-1: Archaeological and Paleontological Resources - Discovery During Construction. (#29)</p> <p>Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</p> <p>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Building</p>
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-CULT-2: Archaeologically Sensitive Areas—Pre-Construction Measures. (#30)</p> <p><u>Requirement:</u> The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Study.</p> <p>The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p>	<p>Prior to approval of construction-related permit; during construction</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-CULT-3: Human Remains - Discovery during Construction. (#31)</p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately 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	N/A	Bureau of Building
Geology and Soils			
<p>SCA-GEO-1: Construction-Related Permit(s). (#33) The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p>SCA-GEO-2: Soils Report. (#34) The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
Hazards and Hazardous Materials			

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>SCA-HAZ-1: Hazardous Materials Related to Construction. (#39)</p> <p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; Avoid overtopping construction equipment fuel gas tanks; During routine maintenance of construction equipment, properly contain and remove grease and oils; Properly dispose of discarded containers of fuels and other chemicals; 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>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>During construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

<p>SCA HAZ-2: Hazardous Building Materials and Site Contamination (#40)</p> <p>g. Hazardous Building Materials Assessment 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>h. Environmental Site Assessment Required 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 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 Sites 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> <p>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</p>	<p>a) Prior to approval of demolition, grading, or building permits</p> <p>b) Prior to approval of construction-related permit</p> <p>c) Prior to approval of construction-related permit</p> <p>d) During Construction</p>	<p>a) Bureau of Building</p> <p>b) Applicable regulatory agency with jurisdiction</p> <p>c) Bureau of Building</p> <p>d) N/A</p>	<p>a) Bureau of Building</p> <p>b) Applicable regulatory agency with jurisdiction</p> <p>c) Bureau of Building</p> <p>d) Bureau of Building</p>
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements.</p> <p>ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p>			
<p>SCA-HAZ-3: Hazardous Materials Business Plan. (#41)</p> <p>The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:</p> <ol style="list-style-type: none"> 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	Oakland Fire Department	Oakland Fire Department
Hydrology and Water Quality			

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction. (#45)</p> <p><i>a. Erosion and Sedimentation Control Plan Required</i></p> <p>The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building</p>	<p>N/A</p>
<p><i>b. Erosion and Sedimentation Control During Construction</i></p> <p>Requirement: The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (September 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects. (#50)</p> <p><i>a. Post-Construction Stormwater Management Plan Required</i></p> <p>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. 	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning; Bureau of Building</p>	<p>Bureau of Building</p>
<p><i>b. Maintenance Agreement Required</i></p> <p>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater 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 Building Permit Final</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
Noise			
<p>SCA-NOI-1: Construction Days/Hours. (#58) The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <p>a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.</p> <p>b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p> <p>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>	<p>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-NOI-2: Construction Noise. (#59) 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> <ul style="list-style-type: none"> a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. 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. c. Applicant shall use temporary power poles instead of generators where feasible. 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. 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>During Construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

CONDITIONS OF APPROVAL

<p>SCA-NOI-3: Extreme Construction Noise. (#60) <i>a. Construction Noise Management Plan Required</i> Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>Based on the potential noise impacts from construction equipment to nearby sensitive receptors, the following draft site-specific noise attenuation measures are additionally recommended for inclusion in the Construction Noise Management Plan:</p> <p>Temporary noise barriers will be placed between the proposed construction activities and nearby receptors. The noise barriers may be constructed from plywood and installed on top of a portable concrete K-Rail system to be able to move and/or adjust the wall location during construction activities. A sound blanket system hung on scaffolding, or other noise reduction materials that result in an equivalent or greater noise reduction than plywood, may also be used. Due to the proximity of the commercial and apartment buildings located at the northern and southern</p>	<p>Prior to Approval</p>	<p>Bureau of Building</p>	<p>Bureau of Building</p>
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>borders of project site, respectively, the use of Sound Transmission Class (STC) rated materials, or other materials that could similarly provide high levels of noise reduction above what plywood or sound blankets alone could provide, should be incorporated into the design of the noise barriers installed at these borders. An STC rating roughly equals the decibel reduction in noise volume that a wall, window, or door can provide. Therefore, using STC-rated materials could substantially increase the level of noise reduction provided by the barrier. The composition, location, height, and width of the barriers during different phases of construction will be determined by a qualified acoustical consultant and incorporated into the Construction Noise Management Plan for the project.</p> <p>Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) will be used for project equipment and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.</p> <p>Noise control blankets will be utilized on the building structure as the building is erected to reduce noise emission from the site. The use of noise control blankets will particularly be targeted to cover the levels of the building that have line of sight with the windows of adjacent receptors;</p> <p>Construction equipment will be positioned as far away from noise-sensitive receptors as possible. The project site is surrounded by hard surfaces, and therefore, for every doubling of the distance between a given receptor and construction equipment, noise will be reduced by approximately 6 dBA.</p> <p><i>b. Public Notification Required</i></p> <p>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating 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>			

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-NOI-4: Project-Specific Construction Noise Reduction Measures. (#61)</p> <p>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. The project applicant shall implement the approved Plan during construction.</p>	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building
<p>SCA-NOI-5: Construction Noise Complaints. (#62)</p> <p>The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> Designation of an on-site construction complaint and enforcement manager for the project; 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; Protocols for receiving, responding to, and tracking received complaints; and 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. 	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building
<p>SCA-NOI-6: Exposure to Community Noise. (#63)</p> <p>The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:</p> <ol style="list-style-type: none"> 45 dBA: Residential activities, civic activities, hotels. 50 dBA: Administrative offices; group assembly activities. 55 dBA: Commercial activities. 65 dBA: Industrial activities. 	Prior to Approval of Construction-Related Permit	Bureau of Planning	Bureau of Building

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>SCA-NOI-7: Operational Noise. (#64)</p> <p>Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.</p>	Ongoing	N/A	Bureau of Building
<p>SCA-NOI-8: Vibration Impacts on Adjacent Historic Structures or Vibration-Sensitive Activities. (#66)</p> <p>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 at the following properties located in an Area of Primary Importance:</p> <ul style="list-style-type: none"> • 619 15th Street • 627 15th Street • 1432 MLK, Jr. Way • 584-588 14th Street (the Hotel Sutter) • 1418-1422 Jefferson Street (former Hotel Savoy) • 1424 - 1430 Jefferson Street, 593 - 597 15th Street (Hotel Savoy) <p>The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. Design considerations may include operating heavy-construction equipment as far away from vibration-sensitive sites as possible and not performing demolition, earth-moving, and other ground-impacting operations simultaneously. The applicant shall implement the recommendations during construction.</p>	Prior to Construction	Bureau of Building	Bureau of Building
Transportation /Traffic			

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-TRANS-1: Construction Activity in the Public Right-of-Way. (#68) <i>a. Obstruction Permit Required</i> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.</p>	Prior to Approval of Construction Related Permit	Bureau of Building	Bureau of Building
<p><i>b. Traffic Control Plan Required</i> In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p>	Prior to Approval of Construction Related Permit	Public Works Department, Transportation Services Division	Bureau of Building
<p><i>c. Repair City Streets</i> 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>	Prior to Building Permit Final	N/A	Bureau of Building
<p>SCA-TRANS-2: Bicycle Parking. (#69) 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>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

CONDITIONS OF APPROVAL

<p>SCA-TRANS-3: Transportation and Parking Demand. (#71) <i>a. Transportation and Parking Demand Management (TDM) Plan Required</i> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City. i. The goals of the TDM Plan shall be the following: Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. Achieve the following project vehicle trip reductions (VTR): 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. ii. TDM strategies to consider include, but are not limited to, the following: Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy 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</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Planning</p>	<p>N/A</p>
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>residents use transit or commute by other alternative modes.</p> <p>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).</p> <p>Guaranteed ride home program for employees, either through 511.org or through separate program.</p> <p>Pre-tax commuter benefits (commuter checks) for employees.</p> <p>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.</p> <p>On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.</p> <p>Distribution of information concerning alternative transportation options.</p> <p>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.</p> <p>Parking management strategies including attendant/valet parking and shared parking spaces.</p> <p>Requiring tenants to provide opportunities and the ability to work off-site.</p> <p>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).</p> <p>Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.</p> <p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p>			

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p><i>b. TDM Implementation — Physical Improvements</i> 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>	Prior to Building Permit Final	Bureau of Building	Bureau of Building
<p><i>c. TDM Implementation — Operational Strategies</i> 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>	Ongoing	Bureau of Planning	Bureau of Planning
Utilities and Service Systems			
<p>SCA-UTIL-1: Construction and Demolition Waste Reduction and Recycling. (#74) 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.greenhalo.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	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
<p>SCA-UTIL-2: Underground Utilities. (#75)</p> <p>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>	During Construction	N/A	Bureau of Building
<p>SCA-UTIL-3: Recycling Collection and Storage Space. (#76)</p> <p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet.</p>	Prior to Approval of Construction-Related Permit	Bureau of Planning	Bureau of Building

CONDITIONS OF APPROVAL

<p>SCA-UTIL-4: Green Building Requirements. (#77) <i>a. Compliance with Green Building Requirements During Plan-Check</i></p> <p>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <p>Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.</p> <p>Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.</p> <p>Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.</p> <p>Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.</p> <p>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.</p> <p>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.</p> <p>Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p>li. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <p>CALGreen mandatory measures.</p> <p>All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.</p> <p>A minimum of 23 points (3 Community; 6 IAQ/Health; 6 Resources; 8 Water) as defined by the Green Building Ordinance for Residential New Construction.</p> <p>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.</p>	<p>Prior to Approval of Construction-Related Permit</p>	<p>Bureau of Building</p>	<p>N/A</p>
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CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
The required green building point minimums in the appropriate credit categories.			
<p><i>b. Compliance with Green Building Requirements During Construction</i></p> <p>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval:</p> <ul style="list-style-type: none"> i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. 	During Construction	N/A	Bureau of Building
<p><i>c. Compliance with Green Building Requirements After Construction</i></p> <p>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Build It Green and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.</p>	After Project Completion as Specified	Bureau of Planning	Bureau of Building
<p>SCA-UTIL-5: Sanitary Sewer System. (#79)</p> <p>The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.</p>	Prior to Approval of Construction-Related Permit	Public Works Department, Department of Engineering and Construction	N/A

CONDITIONS OF APPROVAL

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
SCA-UTIL-6: Storm Drain System. (#80) 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.	Prior to Approval of Construction-Related Permit	Bureau of Building	Bureau of Building

CONDITIONS OF APPROVAL

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 CALIFORNIA BUILDING CODE AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.

CONTACT INFORMATION

OWNER	ARCHITECT	GENERAL CONTRACTOR	STRUCTURAL ENGINEER	MER CONSULTING	ENVIRONMENTAL CONSULTING
WOLFF URBAN / MARIOTT AC/RI 1431 JEFFERSON STREET OAKLAND, CA 94612	STANTEC ARCHITECTURE 1000 PAVAN DRIVE SAN FRANCISCO, CA 94109	USA BUILT ENGINEERING INC. 1000 PAVAN DRIVE SAN FRANCISCO, CA 94109	WYATT CONSULTING ENGINEERS 1000 PAVAN DRIVE SAN FRANCISCO, CA 94109	RODRIGUEZ ENGINEERING INC. 1000 PAVAN DRIVE SAN FRANCISCO, CA 94109	ENVIRONMENTAL CONSULTING 1000 PAVAN DRIVE SAN FRANCISCO, CA 94109

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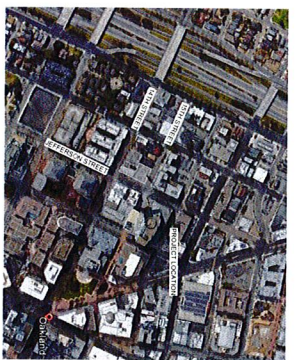
GENERAL	COVER SHEET	ARCHITECTURAL	ASSESSORS PARCEL MAP
CIVIL	ALTIMETERS/LAND TITLE SURVEY	SI	SITE PHOTOGRAPHS
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		A115	SECTION 115: SECTION 115: INTERIOR ELEVATIONS
		A116	SECTION 116: SECTION 116: GENERAL NOTES
		A117	SECTION 117: SECTION 117: FOUNDATION AND ELEVATIONS
		A118	SECTION 118: SECTION 118: ROOF PLAN
		A119	SECTION 119: SECTION 119: EXTERIOR ELEVATIONS
		A120	SECTION 120: SECTION 120: INTERIOR ELEVATIONS
		A121	SECTION 121: SECTION 121: GENERAL NOTES
		A122	SECTION 122: SECTION 122: FOUNDATION AND ELEVATIONS
		A123	SECTION 123: SECTION 123: ROOF PLAN
		A124	SECTION 124: SECTION 124: EXTERIOR ELEVATIONS
		A125	SECTION 125: SECTION 125: INTERIOR ELEVATIONS
		A126	SECTION 126: SECTION 126: GENERAL NOTES
		A127	SECTION 127: SECTION 127: FOUNDATION AND ELEVATIONS
		A128	SECTION 128: SECTION 128: ROOF PLAN
		A129	SECTION 129: SECTION 129: EXTERIOR ELEVATIONS
		A130	SECTION 130: SECTION 130: INTERIOR ELEVATIONS
		A131	SECTION 131: SECTION 131: GENERAL NOTES
		A132	SECTION 132: SECTION 132: FOUNDATION AND ELEVATIONS
		A133	SECTION 133: SECTION 133: ROOF PLAN
		A134	SECTION 134: SECTION 134: EXTERIOR ELEVATIONS
		A135	SECTION 135: SECTION 135: INTERIOR ELEVATIONS
		A136	SECTION 136: SECTION 136: GENERAL NOTES
		A137	SECTION 137: SECTION 137: FOUNDATION AND ELEVATIONS
		A138	SECTION 138: SECTION 138: ROOF PLAN
		A139	SECTION 139: SECTION 139: EXTERIOR ELEVATIONS
		A140	SECTION 140: SECTION 140: INTERIOR ELEVATIONS
		A141	SECTION 141: SECTION 141: GENERAL NOTES
		A142	SECTION 142: SECTION 142: FOUNDATION AND ELEVATIONS
		A143	SECTION 143: SECTION 143: ROOF PLAN
		A144	SECTION 144: SECTION 144: EXTERIOR ELEVATIONS
		A145	SECTION 145: SECTION 145: INTERIOR ELEVATIONS
		A146	SECTION 146: SECTION 146: GENERAL NOTES
		A147	SECTION 147: SECTION 147: FOUNDATION AND ELEVATIONS
		A148	SECTION 148: SECTION 148: ROOF PLAN
		A149	SECTION 149: SECTION 149: EXTERIOR ELEVATIONS
		A150	SECTION 150: SECTION 150: INTERIOR ELEVATIONS

PROPOSED OAKLAND MARIOTT AC HOTEL & RESIDENCE 1100
 1431 JEFFERSON STREET, OAKLAND, CA 94612



PROPOSED PROJECT

Attachment D



VICINITY MAP

PROJECT SUMMARY

PROPOSED 1100 AC HOTEL & RESIDENCE 1100
 1431 JEFFERSON STREET, OAKLAND, CA 94612

APPLICABLE CODES

- 2015 CALIFORNIA BUILDING CODE (CBC)
- 2015 CALIFORNIA ELECTRICAL CODE (CEC)
- 2015 CALIFORNIA MECHANICAL CODE (CMC)
- 2015 CALIFORNIA PLUMBING CODE (CPC)
- 2015 CALIFORNIA FIRE CODE (CFR)
- 2015 CALIFORNIA ENVIRONMENTAL CODE (CEC)
- 2015 CALIFORNIA LOCAL ORDINANCE

1. PROJECT ADDRESS: 1431 JEFFERSON STREET, OAKLAND, CA 94612
2. OWNER: WOLFF URBAN / MARIOTT AC/RI
3. ARCHITECT: STANTEC ARCHITECTURE
4. GENERAL CONTRACTOR: USA BUILT ENGINEERING INC.
5. STRUCTURAL ENGINEER: WYATT CONSULTING ENGINEERS
6. ENVIRONMENTAL CONSULTING: ENVIRONMENTAL CONSULTING
7. MER CONSULTING: MER CONSULTING

RECEIVED

JUN 30 2017

City of Oakland
Planning & Zoning Division

- REVISED SET -

- PLAN 17-033 -

DRAWING TITLE: COVER SHEET

JOB NO: 1504

DRAWN BY: EG SC CF

A000

FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/17

OAKLAND MARIOTT AC/RI
 1431 JEFFERSON STREET,
 OAKLAND, CA 94612

WOLFF URBAN /
 MARIOTT AC/RI

S/A

STANTONARCHITECTURE.COM

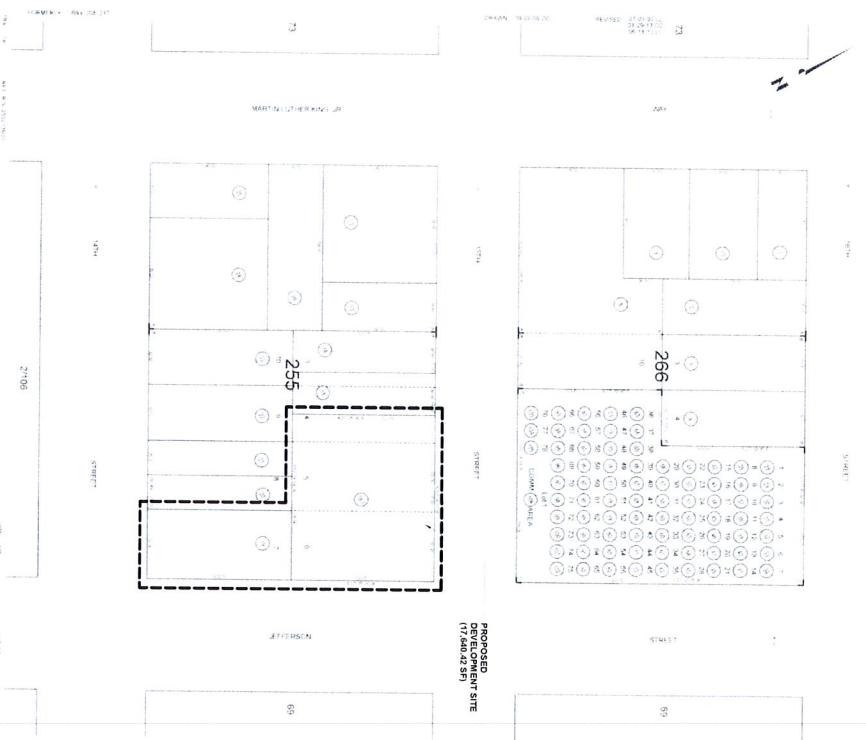
For Assessment Use Only

ASSESSOR'S MAP 3

71

OAK AND VICINITY
CASSERLY TRACT
S1

P.M. 8727



PROPOSED IMPROVEMENT SITE (7/16/02 & 8/1)

WOLFF URBAN /
1431 JEFFERSON LLC

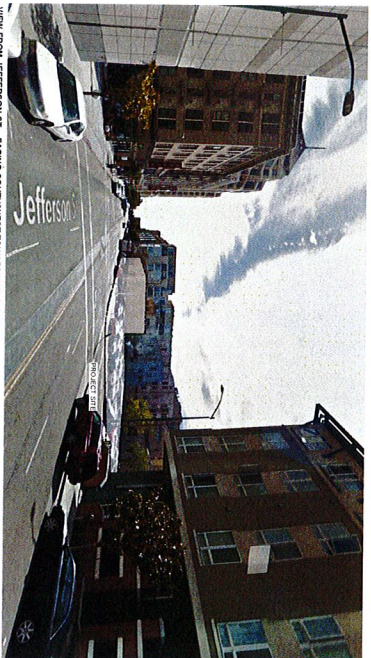
OAKLAND MARRIOTT AC/RI
1431 JEFFERSON STREET,
OAKLAND, CA 94612

2011 STANDARD CONTRACT FOR ARCHITECTURAL SERVICES
NO. DATE ISSUE

DRAWING TITLE
ASSESSOR'S PARCEL MAP
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 9/18/2017

JOB NO. 15024
DRAWN BY EG, MW, GP
SHEET NO.

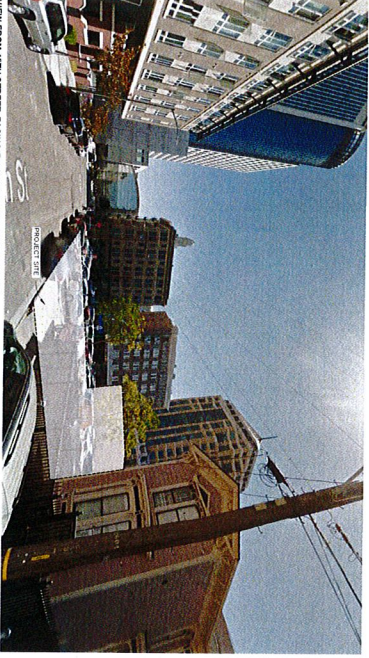
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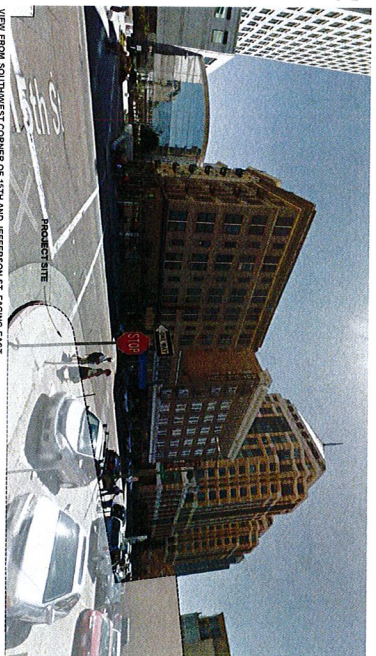
VIEW FROM JEFFERSON ST - FACING SOUTHWEST TOWARDS 15TH STREET



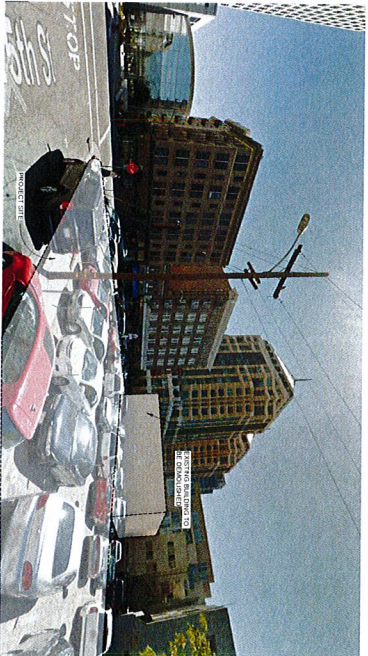
VIEW OF PROJECT SITE FROM JEFFERSON STREET FACING WEST



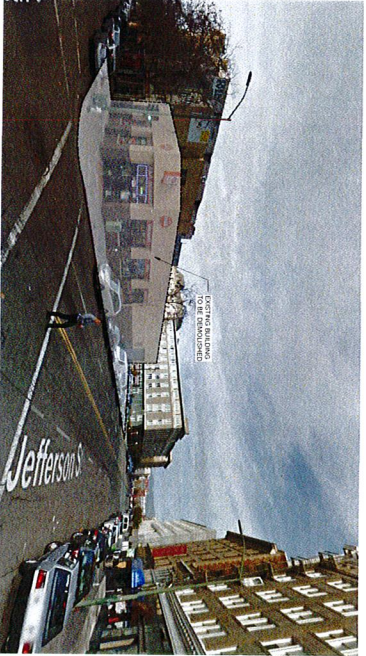
VIEW FROM 15TH STREET, FACING EAST TOWARDS JEFFERSON ST



VIEW FROM SOUTHWEST CORNER OF 15TH AND JEFFERSON ST FACING EAST



VIEW FROM SOUTHWEST CORNER OF 15TH AND JEFFERSON ST FACING EAST



VIEW FROM NORTH WEST CORNER OF JEFFERSON AND 14TH ST FACING NORTH EAST TOWARDS 15TH STREET



SITE PHOTOGRAPHS 2

VIEW KEY 1

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WOLFF URBAN /
1431 JEFFERSON LLC

**OAKLAND
MARRIOTT
AC/RI**

1431 JEFFERSON STREET,
OAKLAND, CA 94612



NO. DATE ISSUE
2017 11/13/2017 ARCHITECTURE ALL RIGHTS RESERVED

DRAWING TITLE
SITE PHOTOGRAPHS

STATUS
FOR PLANNING COMMISSION HEARING
CONTRACT #1704001

ISSUE NO. 1504
DRAWN BY EG
SHEET NO.

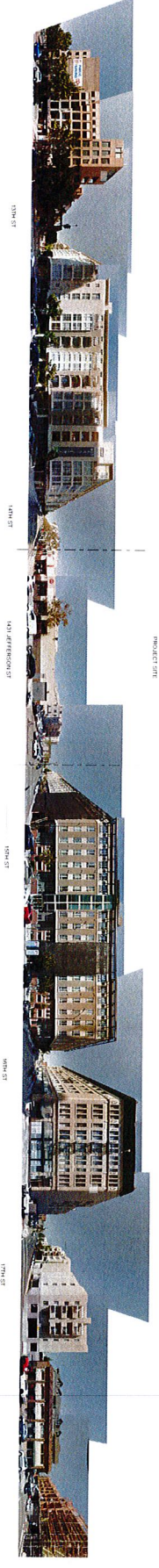
A021



140th ST BUILDINGS ELEVATION 3



141th ST BUILDINGS ELEVATION 2



JEFFERSON ST BUILDINGS ELEVATION 1



2017 EXHIBITION ARCHITECTURE - ALL RIGHTS RESERVED
NO DATE ISSUE

ISSUING TITLE:
SUBMITTING BUILDING
ELEVATIONS
STATUS:
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/18/2017

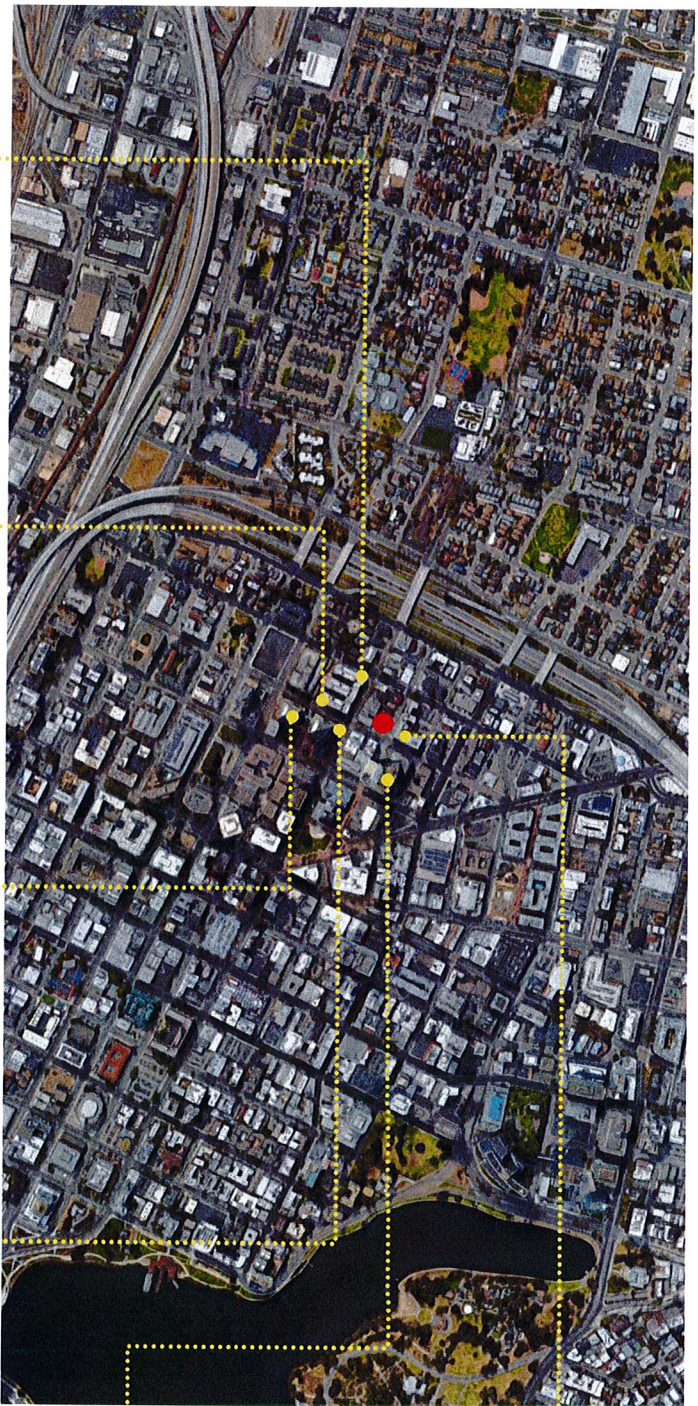
JOB NO: 15024
DRAWN BY: Aalder
SHEET NO:

A022



THE MAGE

WOLFF URBAN /
1431 JEFFERSON LLC



1515 CLAY ST OFFICE BUILDING

OAKLAND
MARRIOTT
AC/RI
1431 JEFFERSON STREET,
OAKLAND, CA 94612

2017 STANTONARCHITECTURE. ALL RIGHTS RESERVED
NO DATE ISSUE

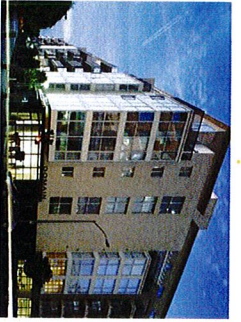
ISSUING TITLE
ADVANTAGE LOT PHOTOS
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO. 15024
DRAWN BY ALPINE
SHEET NO.

A023



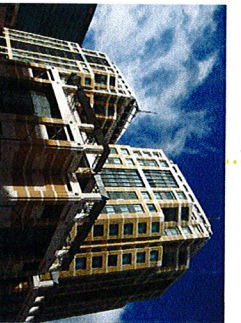
DOMAIN OAKLAND APARTMENT



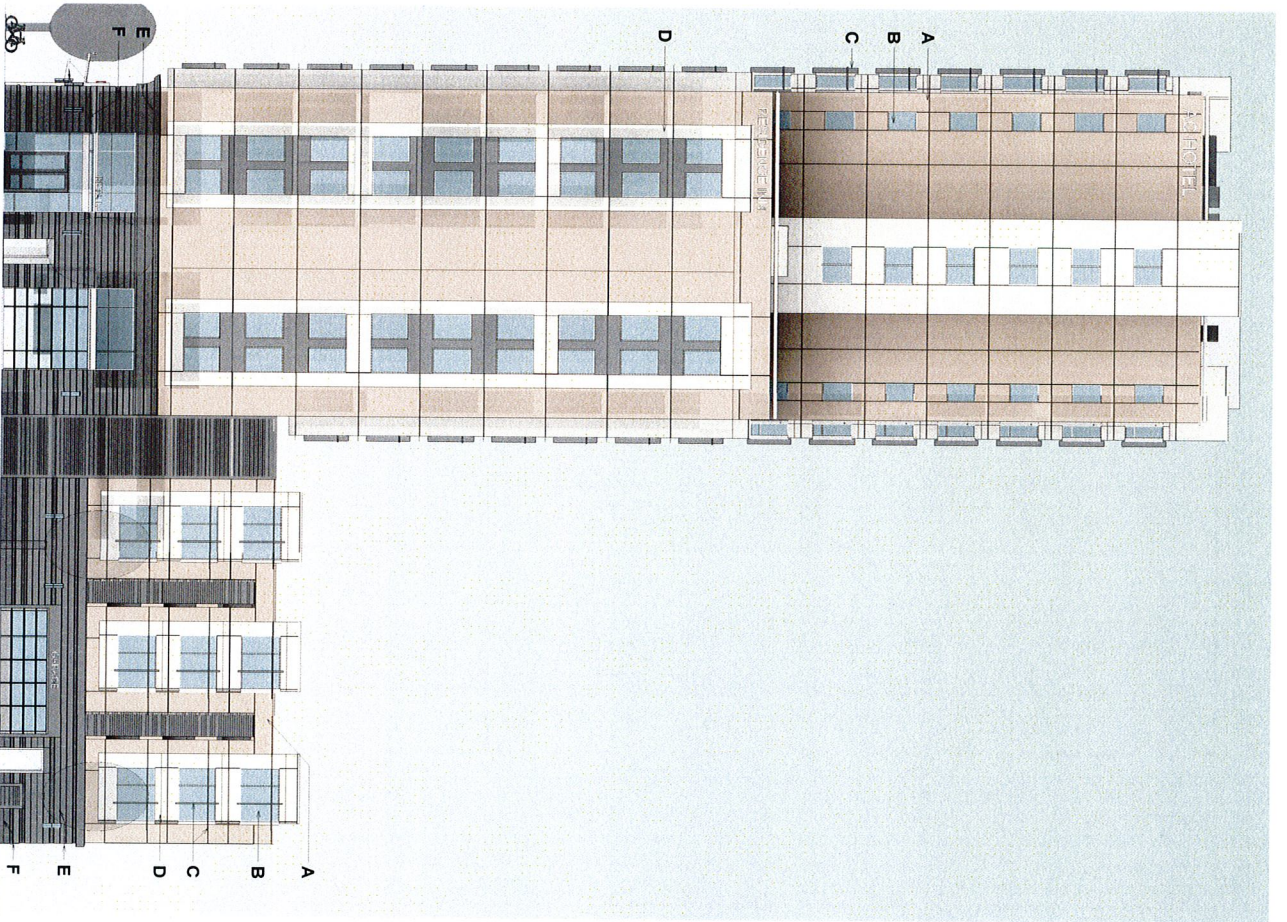
DOMAIN OAKLAND APARTMENT



1301 CLAY ST FEDERAL BUILDING



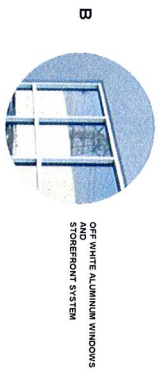
1301 CLAY FEDERAL BUILDING



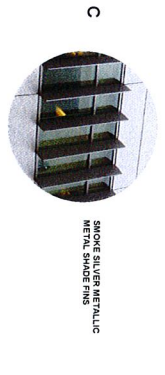
BUILDING ELEVATION @ 15TH STREET



A
REFLECTIVE ACRYLIC
METALLIC FINISH
BY DYMIT /
PANTONE 448C



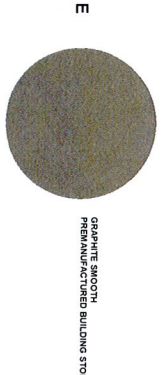
B
OFF WHITE ALUMINUM WINDOWS
STOREFRONT SYSTEM



C
SMOKE SILVER METALLIC
METAL SHADE FINIS



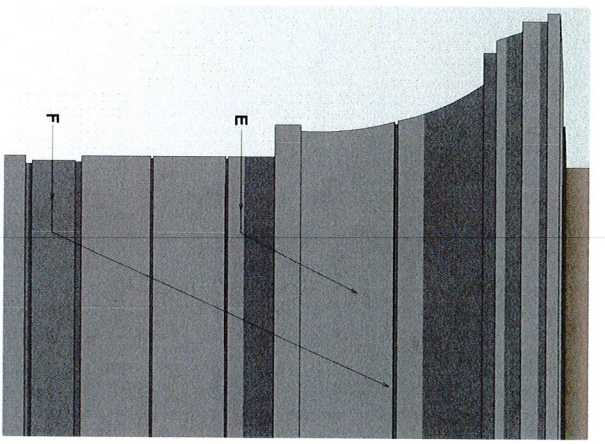
D
FIBER CEMENT PANELS
REFLECTIVE TERRA BY EQUITONE



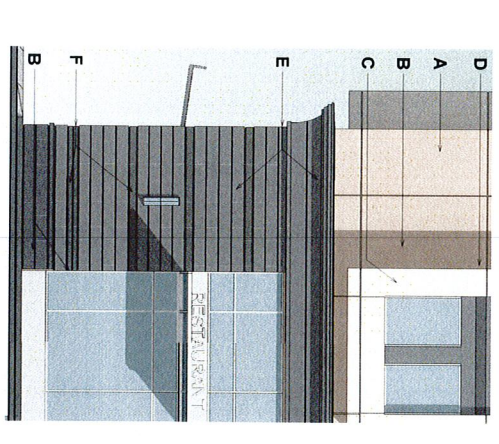
E
GRANITE SMOOTH
PREMANUFACTURED BUILDING STONE



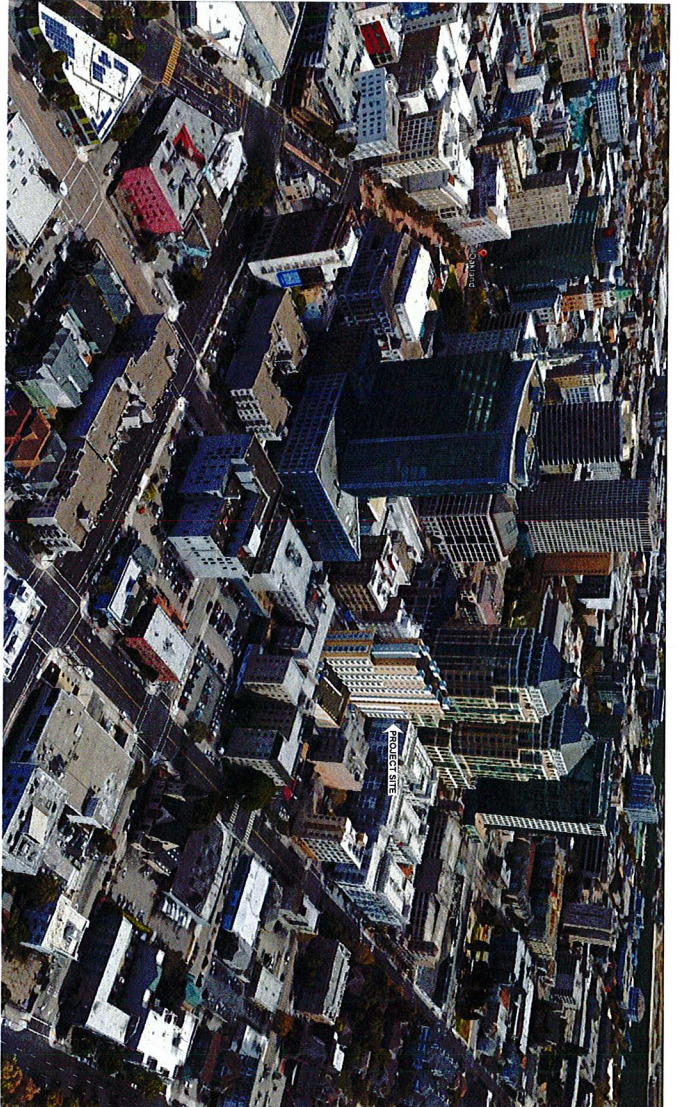
F
GRANITE ROCKED, INSET
PREMANUFACTURED BUILDING STONE



TYPICAL STRING COURSE



TYPICAL BUILDING ELEMENTS



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WOLFF URBAN /
1431 JEFFERSON LLC

**OAKLAND
MARRIOTT
AC/RI**

1431 JEFFERSON STREET,
OAKLAND, CA 94612

NO. DATE ISSUE

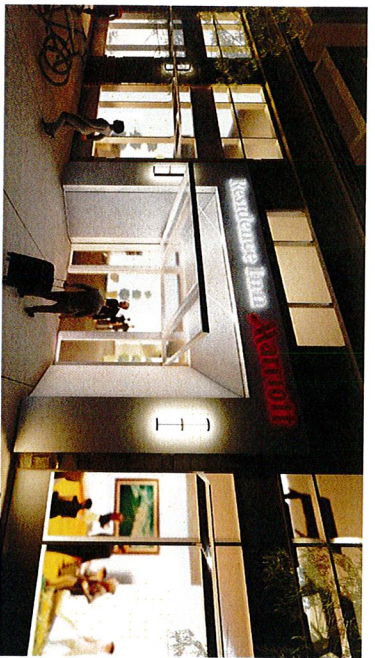
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RENDERING AERIAL

STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

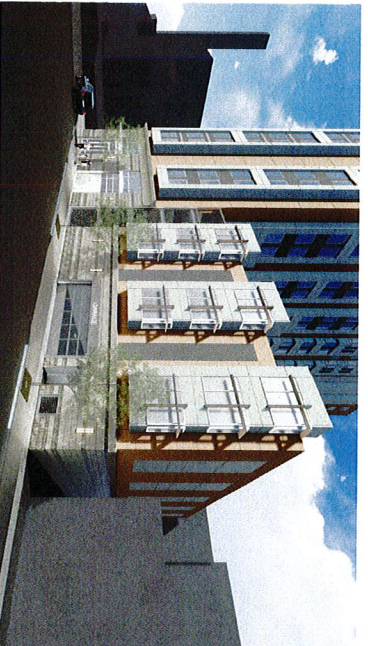
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DRAWN BY EC MW
SHEET NO.

A032

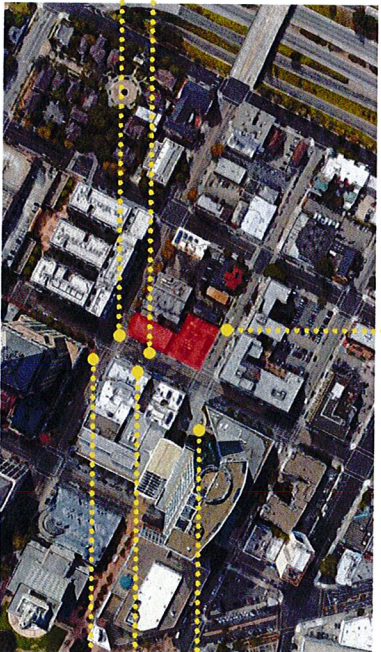
WOLFF URBAN /
1451 JEFFERSON LLC



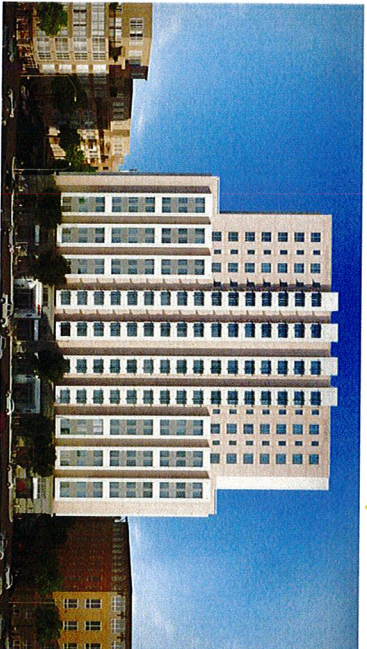
HOTEL ENTRANCE @ JEFFERSON STREET



PARKING GARAGE @ 15TH STREET



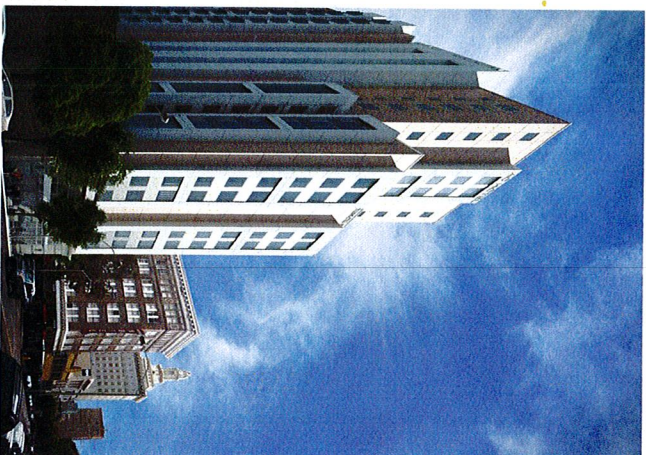
JEFFERSON STREET



JEFFERSON STREET



4TH STREET



CORNER OF JEFFERSON AND 15TH STREETS

OAKLAND
MARRIOTT
AC/RI

1431 JEFFERSON STREET,
OAKLAND, CA 94612



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NO DATE ISSUE

DRAWING TITLE
STREET PERSPECTIVES

STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/26/17

JOB NO. 1502
BY EC OR MW
SHEET NO.

A033

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1431 JEFFERSON LLC

**OAKLAND
MARRIOTT
AC/RI**
1431 JEFFERSON STREET,
OAKLAND, CA 94612

NO. DATE ISSUE

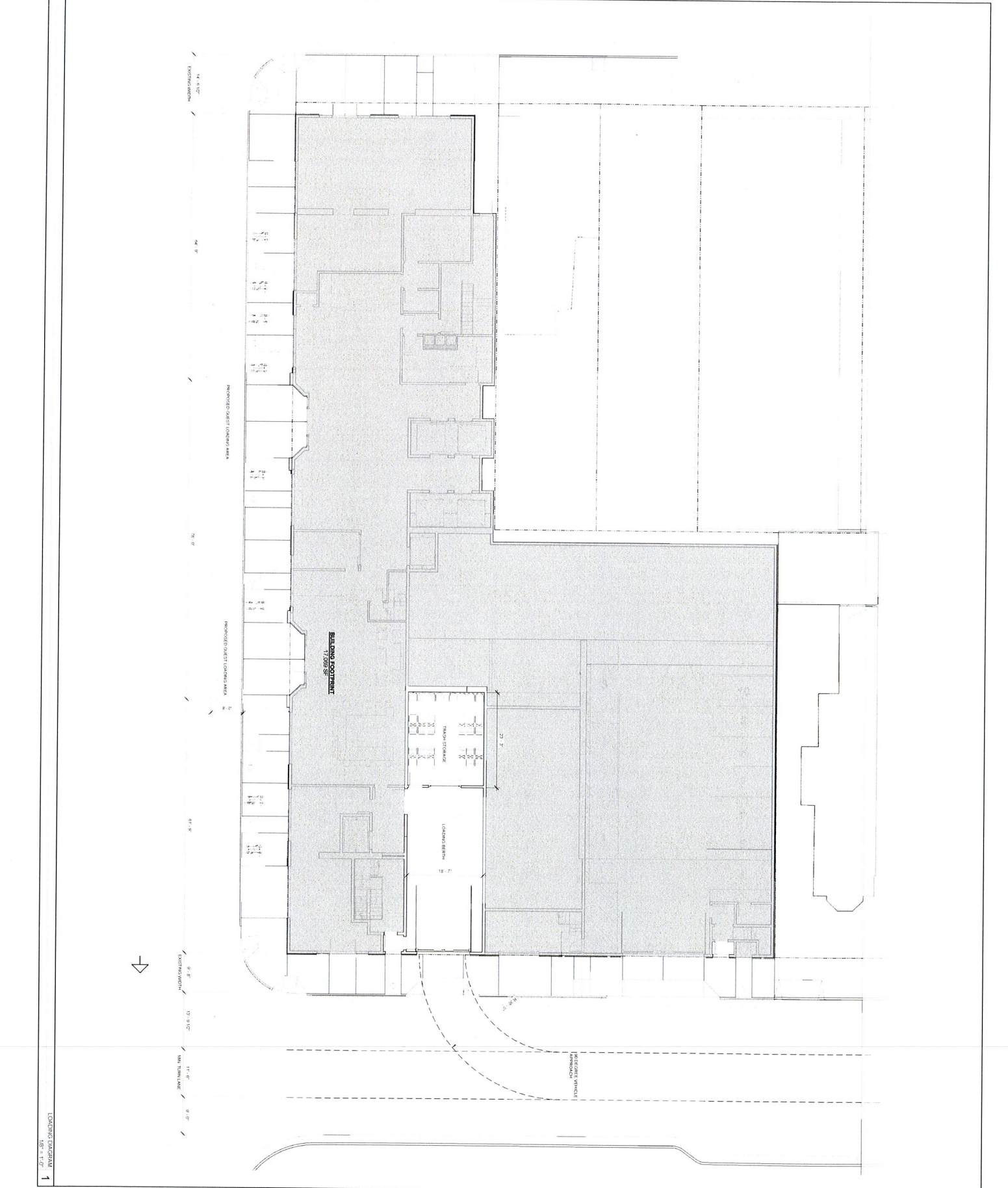
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LOADING DIAGRAM
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

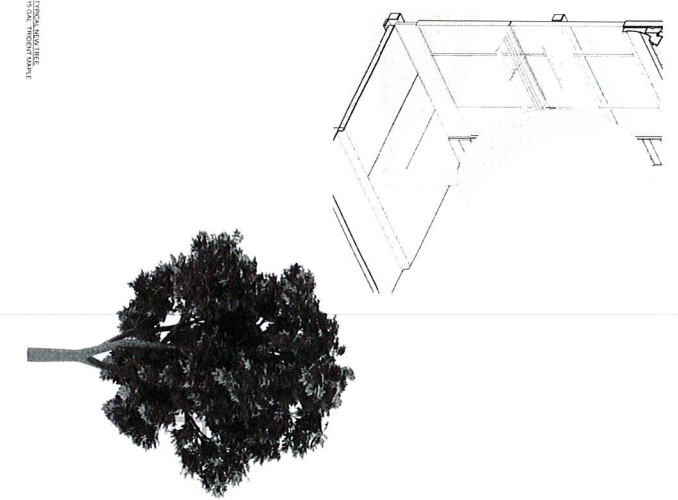
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DRAWN BY E.C. CF. MW
SHEET NO.

A102

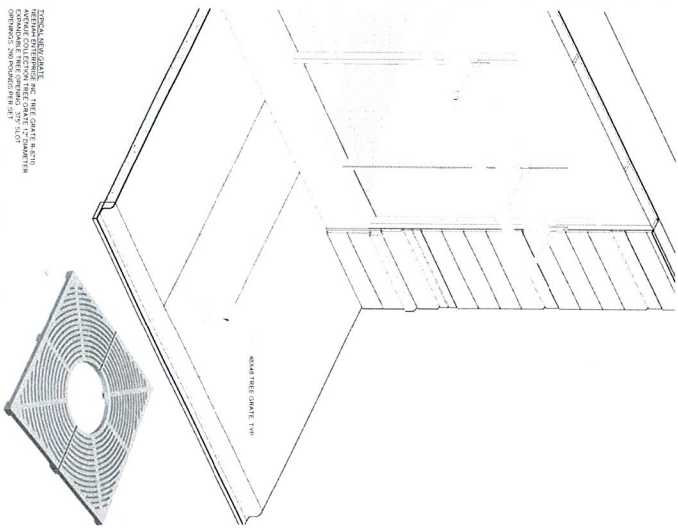
LOADING DIAGRAM
1

7/11/2017 10:22:23 AM

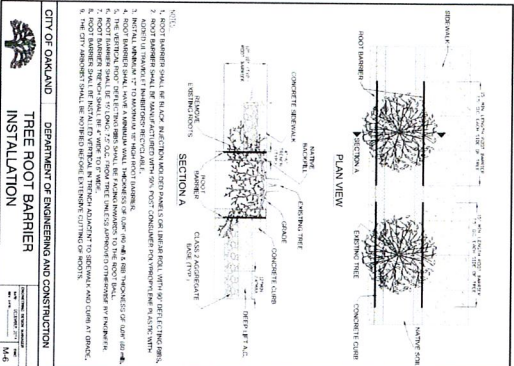




3D VIEW - MATURE TREE 2

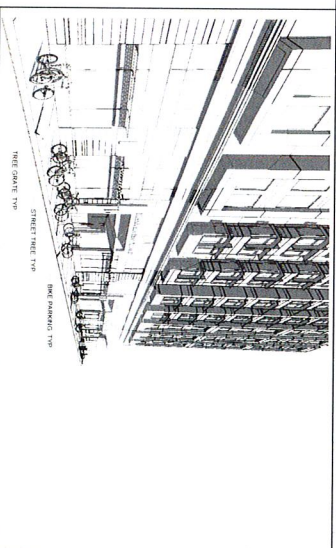


3D VIEW - TREE GATE 3

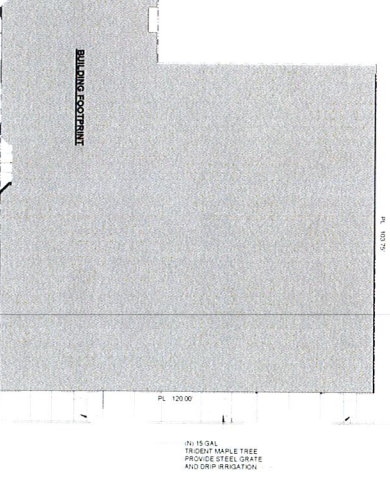
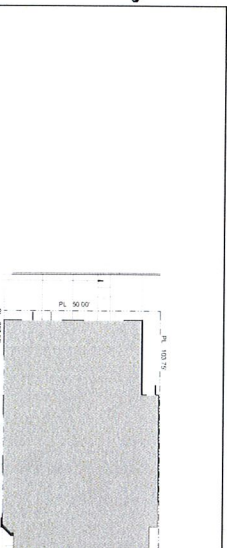


CITY OF OAKLAND DEPARTMENT OF ENGINEERING AND CONSTRUCTION
TREE ROOT BARRIER INSTALLATION
DATE: 07/19/2017
DRAWN BY: CF
SHEET NO.:

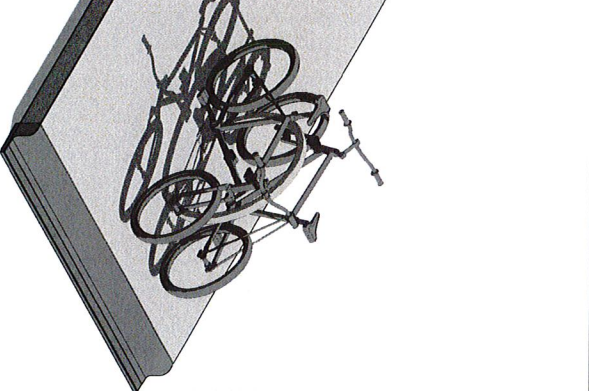
TREE ROOT BARRIER INSTALLATION 4



PERSPECTIVE VIEW WINDOW ENRICHMENTS 6



3D VIEW - BIKE RACK 5



3D VIEW - BIKE RACK 5

TECHNICAL NOTE: BIKE RACK SHALL BE INSTALLED AT THE PERIPHERY OF THE TREE'S ROOT SYSTEM.

3D VIEW - BIKE RACK 5

PROW WINDOW ENRICHMENT PLAN 1

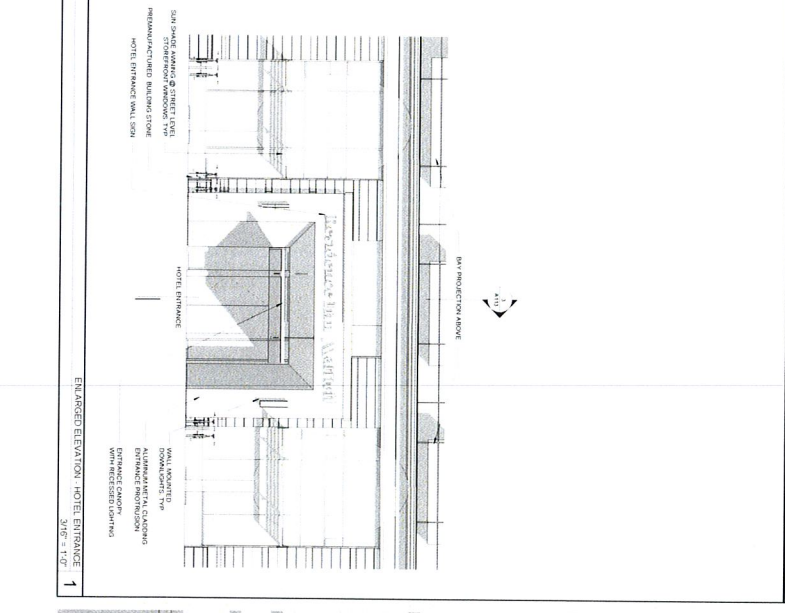
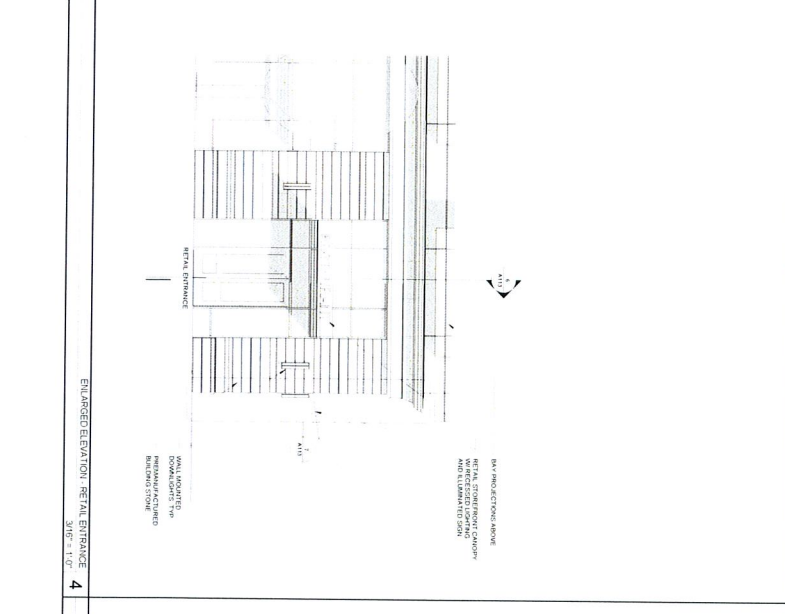
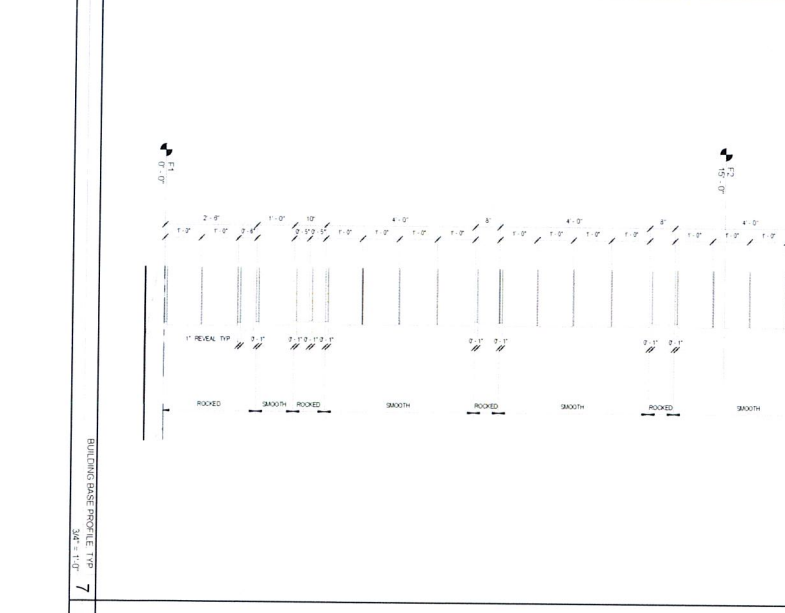
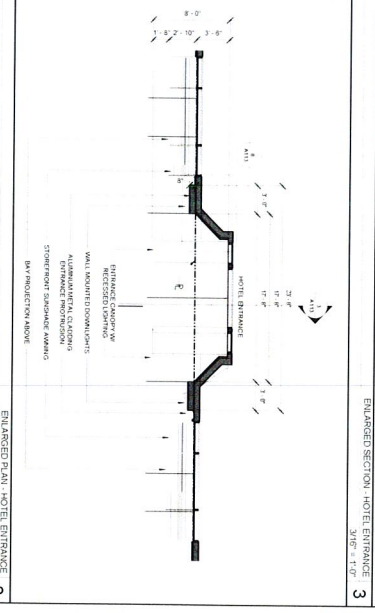
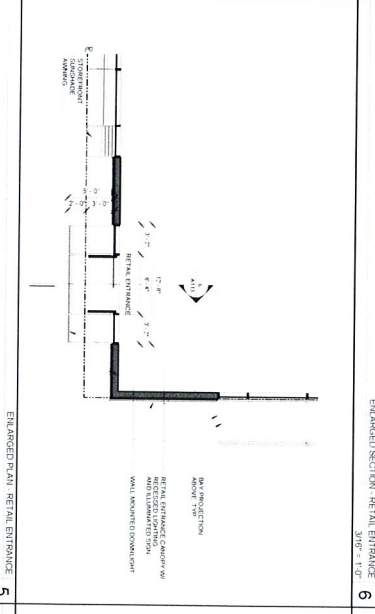
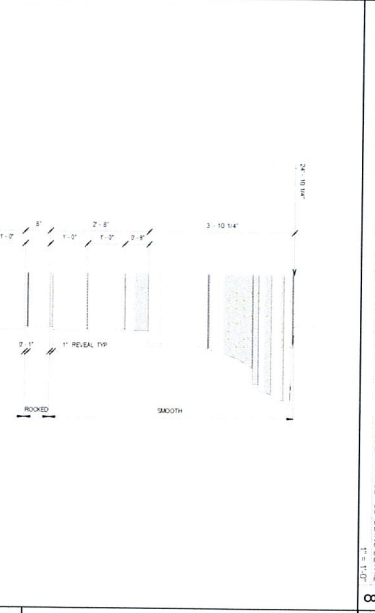
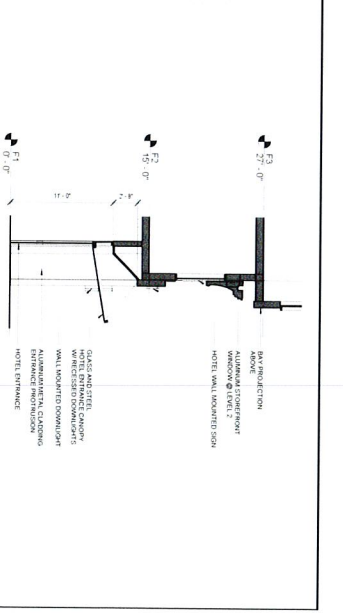
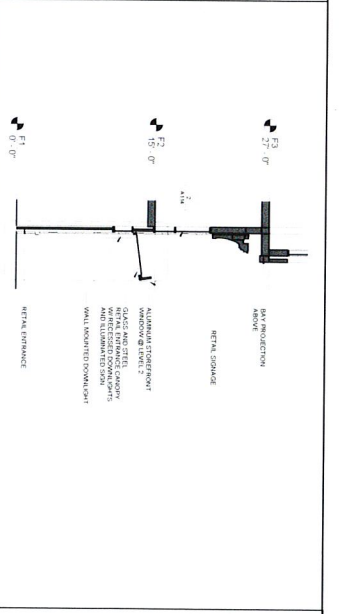
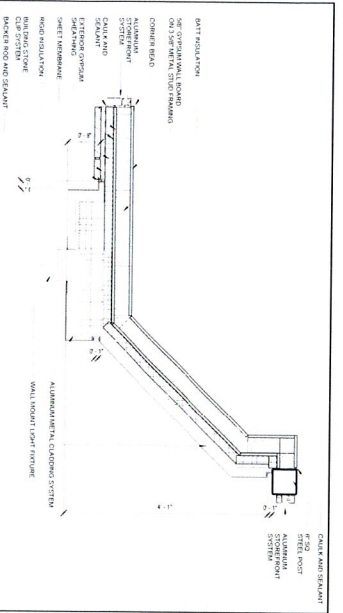


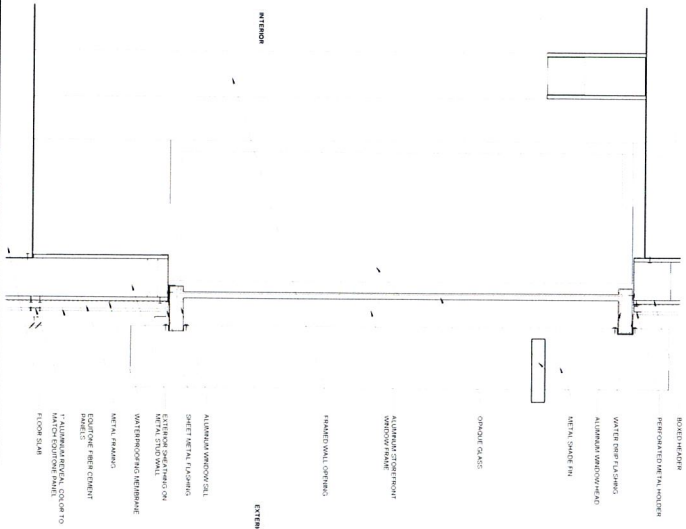
2017 CALIFORNIA ARCHITECTURE ACT, ALL RIGHTS RESERVED
NO. DATE ISSUE

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FROM ENLARGED RETAIL ENTRIES
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

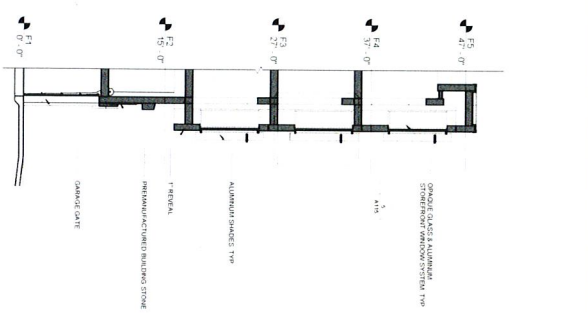
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CHECKED BY

A113

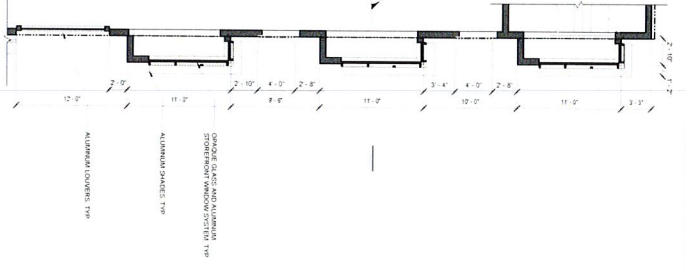




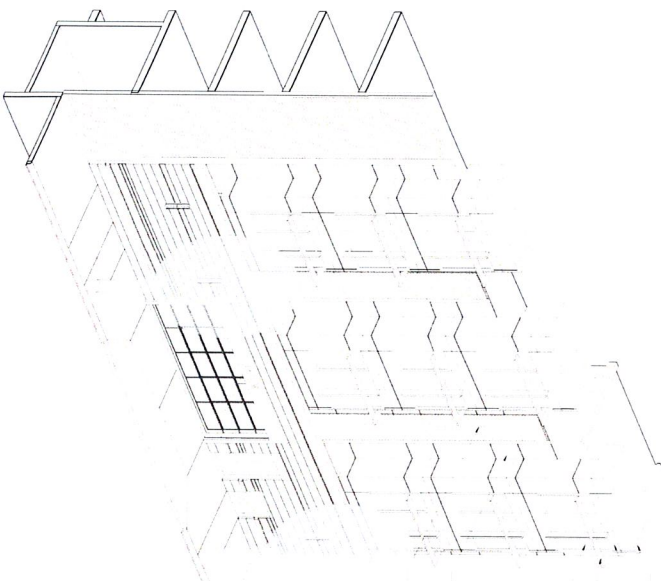
GARAGE BAY WINDOW DETAILS
1/16" = 1'-0"



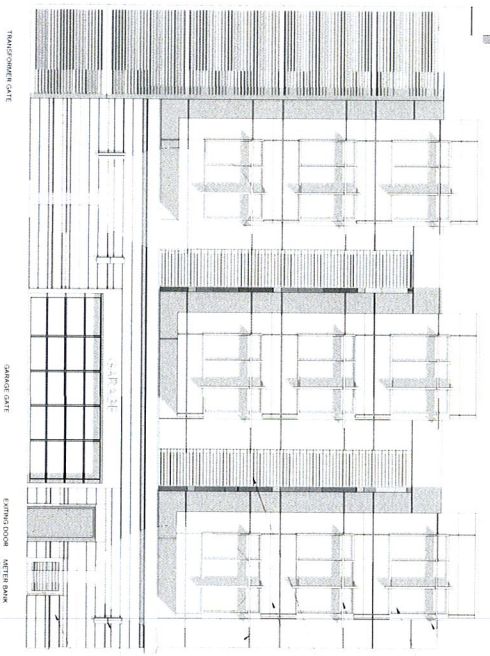
ENLARGED SECTION GARAGE 3
3/16" = 1'-0"



ENLARGED PLAN GARAGE BAY WINDOW 2
3/16" = 1'-0"



3D VIEW GARAGE 4
N.T.S.



ENLARGED ELEVATION GARAGE 1
3/16" = 1'-0"



HEIGHT: 12'
AREA: 12 SF MAX

HEIGHT: 12'
AREA: 20 SF

RESTAURANT CANOPY SIGN 11
SIGN = 1.0'

RI HOTEL CANOPY SIGN 12
SIGN = 1.0'

HEIGHT: 12'
AREA: 12 SF MAX

HEIGHT: 12'
AREA: 20 SF

RESTAURANT CANOPY SIGN 10
SIGN = 1.0'

RI HOTEL WALL SIGN 18
SIGN = 1.0'

HEIGHT: 12'
AREA: 8 SF

HEIGHT: 24'
AREA: 20 SF

GARAGE WALL SIGN 12
SIGN = 1.0'

RI HOTEL WALL SIGN 24
SIGN = 1.0'

HEIGHT: 12'
AREA: 20 SF MAX

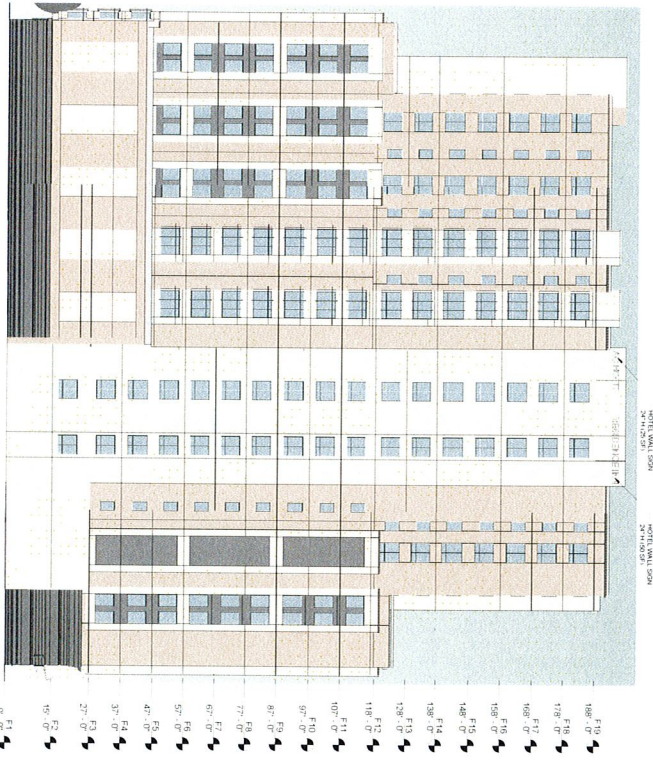
HEIGHT: 24'
AREA: 20 SF

AC HOTEL CANOPY SIGN 12
SIGN = 1.0'

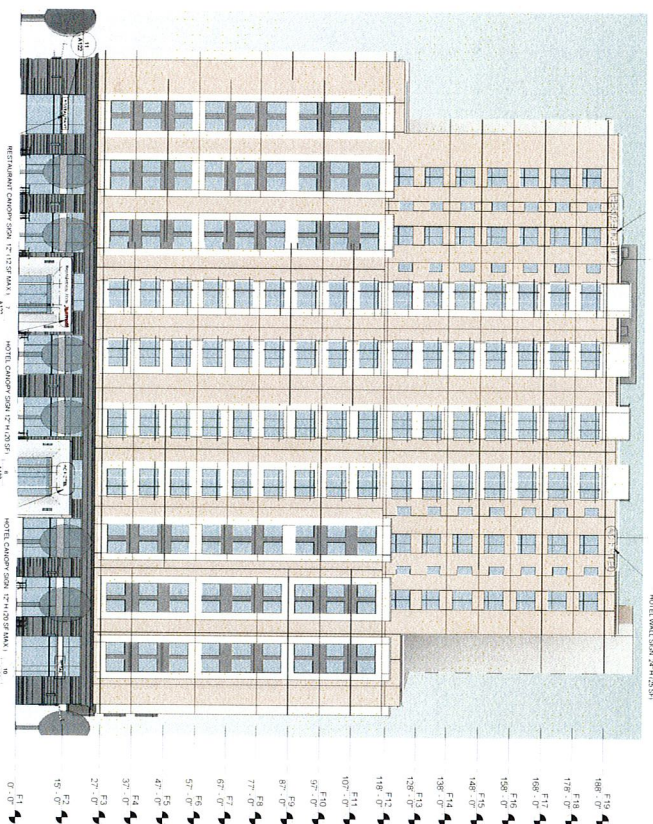
AC HOTEL WALL SIGN 24
SIGN = 1.0'

STORAGE AREA CALCULATION

	SOUTH FACADE 15TH STREET	NORTH FACADE 15TH STREET	EAST FACADE JEFFERSON STREET	WEST FACADE
AC HOTEL WALL SIGN 12 (20 SF)	0	0	1	0
AC HOTEL WALL SIGN 12 (20 SF)	0	0	0	0
AC HOTEL WALL SIGN 12 (20 SF)	1	1	0	0
AC HOTEL WALL SIGN 12 (20 SF)	0	0	1	0
AC HOTEL WALL SIGN 24 (20 SF)	0	1	1	1
GARAGE WALL SIGN 12 (20 SF)	0	1	0	0
RESTAURANT CANOPY SIGN 12 (12 SF MAX)	0	1	1	0
RESTAURANT CANOPY SIGN 12 (12 SF MAX)	1	0	1	0
SUBTOTAL AREA	1	0	139 SF	0
TOTAL AREA			344 SF	75 SF



WEST ELEVATION SIGN LOCATION
TYPE = 1.0'



EAST ELEVATION JEFFERSON ST SIGN LOCATION
TYPE = 1.0'

SLA

STANTONARCHITECTURE.COM

WOLFF URBAN /
1431 JEFFERSON LLC

**OAKLAND
MARRIOTT
AC/RI**

1431 JEFFERSON STREET,
OAKLAND, CA 94612

2017 NATIONAL ARCHITECTURE AIA AWARD RECIPIENT
NO DAME ISSUES

DRAWING TITLE:
AC/RI SIGNAGE PROGRAM - PLANS AND
ELEVATIONS
STATUS:
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO: 15024
DRAWN BY: AUBREY
SHEET NO:
A122

OAKLAND MARRIOTT AC/R1

1431 JEFFERSON STREET,
OAKLAND, CA 94612

NO. DATE: ISSUE

DRAWING TITLE
LEVEL 1 PLAN - GROUND FLOOR

DATE: 07/19/2017
SCHEDULED: 07/19/2017

JOB NO: 15024
DRAWN BY: CF
SHEET NO:
A201



- DEPARTMENT LEGEND
- CIRCULATION
 - DEPARTMENT
 - SHARED COMMONS
 - VENTILATION

GROUND FLOOR PLAN
1

Number	Name	Area
100	REG. COMMONS	222.57
101	REG. COMMONS	144.57
102	REG. COMMONS	144.57
103	REG. COMMONS	144.57
104	REG. COMMONS	144.57
105	REG. COMMONS	144.57
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156	REG. COMMONS	144.57
157	REG. COMMONS	144.57
158	REG. COMMONS	144.57
159	REG. COMMONS	144.57
160	REG. COMMONS	144.57



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NO DATE ISSUED

DRAWING TITLE
TYPICAL FLOOR PLAN LV 3-4
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/26/2017

JOB NO. 15024
SHEET NO. 03

A203



DEPARTMENT LEGEND
 ○ CIRCULATION
 ■ GR-RH-HBD
 ■ GR-RH-STD
 ■ VERTICALITY
 ○ Changing

Number	Name	Area
300	CORRIDOR	150.52
301	ROOM F	179.52
302	ROOM G	460.52
303	ROOM D	414.52
304	ROOM A	414.52
305	ROOM A	414.52
306	ROOM A	414.52
307	ROOM A	414.52
308	ROOM A	414.52
309	ROOM A	414.52
310	ROOM A	414.52
311	ROOM A	414.52
312	ROOM A	414.52
313	ROOM A	414.52
314	ROOM A	414.52
315	ROOM A	414.52
316	ROOM A	414.52
317	ROOM A	414.52
318	ROOM A	414.52
319	ROOM A	414.52
320	ROOM A	414.52
321	ROOM A	414.52
322	ROOM A	414.52
323	ROOM A	414.52
324	ROOM A	414.52
325	ROOM A	414.52
326	ROOM A	414.52
327	ROOM A	414.52
328	ROOM A	414.52
329	ROOM A	414.52
330	ROOM A	414.52
331	ROOM A	414.52
332	ROOM A	414.52
333	ROOM A	414.52
334	ROOM A	414.52
335	ROOM A	414.52
336	ROOM A	414.52
337	ROOM A	414.52
338	ROOM A	414.52
339	ROOM A	414.52
340	ROOM A	414.52
341	ROOM A	414.52
342	ROOM A	414.52
343	ROOM A	414.52
344	ROOM A	414.52
345	ROOM A	414.52
346	ROOM A	414.52
347	ROOM A	414.52
348	ROOM A	414.52
349	ROOM A	414.52
350	ROOM A	414.52
351	ROOM A	414.52
352	ROOM A	414.52
353	ROOM A	414.52
354	ROOM A	414.52
355	ROOM A	414.52
356	ROOM A	414.52
357	ROOM A	414.52
358	ROOM A	414.52
359	ROOM A	414.52
360	ROOM A	414.52
361	ROOM A	414.52
362	ROOM A	414.52
363	ROOM A	414.52
364	ROOM A	414.52
365	ROOM A	414.52
366	ROOM A	414.52
367	ROOM A	414.52
368	ROOM A	414.52
369	ROOM A	414.52
370	ROOM A	414.52
371	ROOM A	414.52
372	ROOM A	414.52
373	ROOM A	414.52
374	ROOM A	414.52
375	ROOM A	414.52
376	ROOM A	414.52
377	ROOM A	414.52
378	ROOM A	414.52
379	ROOM A	414.52
380	ROOM A	414.52
381	ROOM A	414.52
382	ROOM A	414.52
383	ROOM A	414.52
384	ROOM A	414.52
385	ROOM A	414.52
386	ROOM A	414.52
387	ROOM A	414.52
388	ROOM A	414.52
389	ROOM A	414.52
390	ROOM A	414.52
391	ROOM A	414.52
392	ROOM A	414.52
393	ROOM A	414.52
394	ROOM A	414.52
395	ROOM A	414.52
396	ROOM A	414.52
397	ROOM A	414.52
398	ROOM A	414.52
399	ROOM A	414.52
400	ROOM A	414.52

QUEST ROOM LEVEL 3-4
18' x 14' 1

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1431 JEFFERSON STREET,
OAKLAND, CA 94612

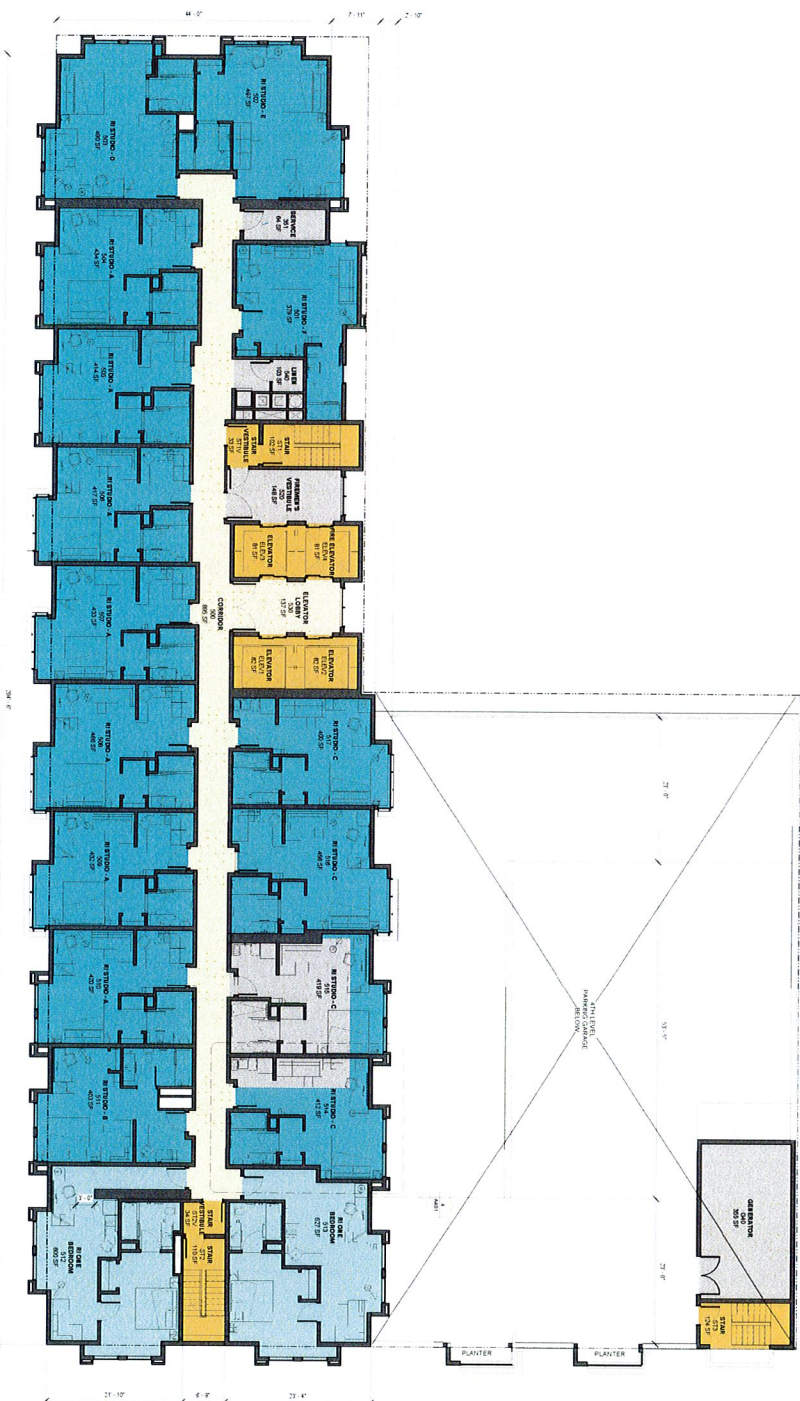


NO. DATE. ISSUE

DATE: 07/19/07
DRAWING TITLE: TYPICAL FLOOR PLAN LV 2-11
STATUS: PLANNING COMMISSION HEARING SCHEDULED 07/19/07

JOB NO. 1502
DRAWN BY: EG, MW, CF
SHEET NO. 31/37

A204



- 2.1. LEGISLATOR
- 15. STAFF
- 17. LAMPS FOR FLOOR AND LEVELS (L1)

- DEPARTMENT/LEGISLATOR
- GRN R1 BLD
- GRN R1 STD
- SERVICE
- VEHICLE

Number	Level 2 - Program Area	Area
201	STAIR	667 SF
202	COMMON	107 SF
203	STAIR	279 SF
204	STAIR	107 SF
205	STAIR	400 SF
206	STAIR	444 SF
207	STAIR	413 SF
208	STAIR	462 SF
209	STAIR	425 SF
210	STAIR	400 SF
211	STAIR	423 SF
212	STAIR	413 SF
213	STAIR	413 SF
214	STAIR	413 SF
215	STAIR	413 SF
216	STAIR	413 SF
217	STAIR	413 SF
218	STAIR	413 SF
219	STAIR	413 SF
220	STAIR	413 SF
221	STAIR	413 SF
222	STAIR	413 SF
223	STAIR	413 SF
224	STAIR	413 SF
225	STAIR	413 SF
226	STAIR	413 SF
227	STAIR	413 SF
228	STAIR	413 SF
229	STAIR	413 SF
230	STAIR	413 SF
231	STAIR	413 SF
232	STAIR	413 SF
233	STAIR	413 SF
234	STAIR	413 SF
235	STAIR	413 SF
236	STAIR	413 SF
237	STAIR	413 SF
238	STAIR	413 SF
239	STAIR	413 SF
240	STAIR	413 SF
241	STAIR	413 SF
242	STAIR	413 SF
243	STAIR	413 SF
244	STAIR	413 SF
245	STAIR	413 SF
246	STAIR	413 SF
247	STAIR	413 SF
248	STAIR	413 SF
249	STAIR	413 SF
250	STAIR	413 SF

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OAKLAND, CA 94612



NO DATE ISSUE

DRAWING TITLE
TYPICAL FLOOR PLAN LV 1518
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO. 15024
DRAWN BY E.O. MW/CF
CHECKED BY

A206



F13 TYPICAL LEVEL 1518
1/8" = 1'-0"

Number	Name	Area
1500	COMMON	460.5 SF
1501	AC-00	235.5 SF
1502	AC-01	235.5 SF
1503	AC-02	234.5 SF
1504	AC-03	281.5 SF
1505	AC-04	281.5 SF
1506	AC-05	281.5 SF
1507	AC-06	281.5 SF
1508	AC-07	281.5 SF
1509	AC-08	281.5 SF
1510	AC-09	281.5 SF
1511	AC-10	281.5 SF
1512	AC-11	281.5 SF
1513	AC-12	281.5 SF
1514	AC-13	281.5 SF
1515	AC-14	281.5 SF
1516	AC-15	281.5 SF
1517	AC-16	281.5 SF
1518	AC-17	281.5 SF
1519	AC-18	281.5 SF
1520	AC-19	281.5 SF
1521	AC-20	281.5 SF
1522	AC-21	281.5 SF
1523	AC-22	281.5 SF
1524	AC-23	281.5 SF
1525	AC-24	281.5 SF
1526	AC-25	281.5 SF
1527	AC-26	281.5 SF
1528	AC-27	281.5 SF
1529	AC-28	281.5 SF
1530	AC-29	281.5 SF
1531	AC-30	281.5 SF
1532	AC-31	281.5 SF
1533	AC-32	281.5 SF
1534	AC-33	281.5 SF
1535	AC-34	281.5 SF
1536	AC-35	281.5 SF
1537	AC-36	281.5 SF
1538	AC-37	281.5 SF
1539	AC-38	281.5 SF
1540	AC-39	281.5 SF
1541	AC-40	281.5 SF
1542	AC-41	281.5 SF
1543	AC-42	281.5 SF
1544	AC-43	281.5 SF
1545	AC-44	281.5 SF
1546	AC-45	281.5 SF
1547	AC-46	281.5 SF
1548	AC-47	281.5 SF
1549	AC-48	281.5 SF
1550	AC-49	281.5 SF
1551	AC-50	281.5 SF
1552	AC-51	281.5 SF
1553	AC-52	281.5 SF
1554	AC-53	281.5 SF
1555	AC-54	281.5 SF
1556	AC-55	281.5 SF
1557	AC-56	281.5 SF
1558	AC-57	281.5 SF
1559	AC-58	281.5 SF
1560	AC-59	281.5 SF
1561	AC-60	281.5 SF
1562	AC-61	281.5 SF
1563	AC-62	281.5 SF
1564	AC-63	281.5 SF
1565	AC-64	281.5 SF
1566	AC-65	281.5 SF
1567	AC-66	281.5 SF
1568	AC-67	281.5 SF
1569	AC-68	281.5 SF
1570	AC-69	281.5 SF
1571	AC-70	281.5 SF
1572	AC-71	281.5 SF
1573	AC-72	281.5 SF
1574	AC-73	281.5 SF
1575	AC-74	281.5 SF
1576	AC-75	281.5 SF
1577	AC-76	281.5 SF
1578	AC-77	281.5 SF
1579	AC-78	281.5 SF
1580	AC-79	281.5 SF
1581	AC-80	281.5 SF
1582	AC-81	281.5 SF
1583	AC-82	281.5 SF
1584	AC-83	281.5 SF
1585	AC-84	281.5 SF
1586	AC-85	281.5 SF
1587	AC-86	281.5 SF
1588	AC-87	281.5 SF
1589	AC-88	281.5 SF
1590	AC-89	281.5 SF
1591	AC-90	281.5 SF
1592	AC-91	281.5 SF
1593	AC-92	281.5 SF
1594	AC-93	281.5 SF
1595	AC-94	281.5 SF
1596	AC-95	281.5 SF
1597	AC-96	281.5 SF
1598	AC-97	281.5 SF
1599	AC-98	281.5 SF
1600	AC-99	281.5 SF
1601	AC-100	281.5 SF
1602	STAIR	281.5 SF
1603	ELEVATOR	281.5 SF
1604	ELECTRICAL	281.5 SF
1605	COMMON	281.5 SF
1606	STAIR	281.5 SF
1607	ELEVATOR	281.5 SF
1608	ELECTRICAL	281.5 SF
1609	COMMON	281.5 SF
1610	STAIR	281.5 SF
1611	ELEVATOR	281.5 SF
1612	ELECTRICAL	281.5 SF
1613	COMMON	281.5 SF
1614	STAIR	281.5 SF
1615	ELEVATOR	281.5 SF
1616	ELECTRICAL	281.5 SF
1617	COMMON	281.5 SF
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1620	ELECTRICAL	281.5 SF
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1622	STAIR	281.5 SF
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1628	ELECTRICAL	281.5 SF
1629	COMMON	281.5 SF
1630	STAIR	281.5 SF
1631	ELEVATOR	281.5 SF
1632	ELECTRICAL	281.5 SF
1633	COMMON	281.5 SF
1634	STAIR	281.5 SF
1635	ELEVATOR	281.5 SF
1636	ELECTRICAL	281.5 SF
1637	COMMON	281.5 SF
1638	STAIR	281.5 SF
1639	ELEVATOR	281.5 SF
1640	ELECTRICAL	281.5 SF
1641	COMMON	281.5 SF
1642	STAIR	281.5 SF
1643	ELEVATOR	281.5 SF
1644	ELECTRICAL	281.5 SF
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1651	ELEVATOR	281.5 SF
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1654	STAIR	281.5 SF
1655	ELEVATOR	281.5 SF
1656	ELECTRICAL	281.5 SF
1657	COMMON	281.5 SF
1658	STAIR	281.5 SF
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1661	COMMON	281.5 SF
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1668	ELECTRICAL	281.5 SF
1669	COMMON	281.5 SF
1670	STAIR	281.5 SF
1671	ELEVATOR	281.5 SF
1672	ELECTRICAL	281.5 SF
1673	COMMON	281.5 SF
1674	STAIR	281.5 SF
1675	ELEVATOR	281.5 SF
1676	ELECTRICAL	281.5 SF
1677	COMMON	281.5 SF
1678	STAIR	281.5 SF
1679	ELEVATOR	281.5 SF
1680	ELECTRICAL	281.5 SF
1681	COMMON	281.5 SF
1682	STAIR	281.5 SF
1683	ELEVATOR	281.5 SF
1684	ELECTRICAL	281.5 SF
1685	COMMON	281.5 SF
1686	STAIR	281.5 SF
1687	ELEVATOR	281.5 SF
1688	ELECTRICAL	281.5 SF
1689	COMMON	281.5 SF
1690	STAIR	281.5 SF
1691	ELEVATOR	281.5 SF
1692	ELECTRICAL	281.5 SF
1693	COMMON	281.5 SF
1694	STAIR	281.5 SF
1695	ELEVATOR	281.5 SF
1696	ELECTRICAL	281.5 SF
1697	COMMON	281.5 SF
1698	STAIR	281.5 SF
1699	ELEVATOR	281.5 SF
1700	ELECTRICAL	281.5 SF

SLA

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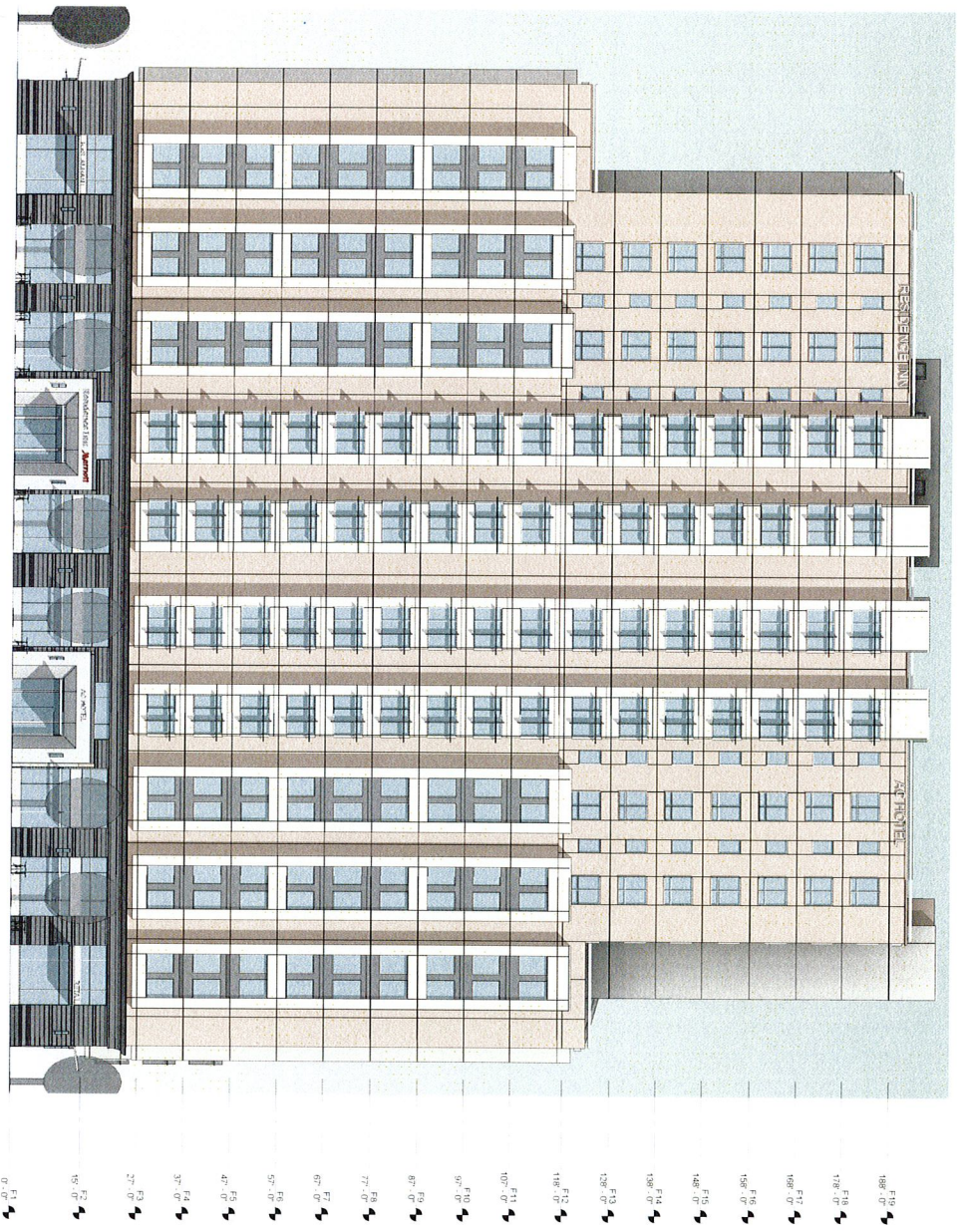
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1431 JEFFERSON STREET,
OAKLAND, CA 94612

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DRAWING TITLE
EXTRIOR ELEVATION - EAST
STATS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017
JOB NO. 1504
DRAWN BY EC OR MW
SHEET NO.

A301



EAST ELEVATION - JEFFERSON ST 1
3/22/17 1/8"

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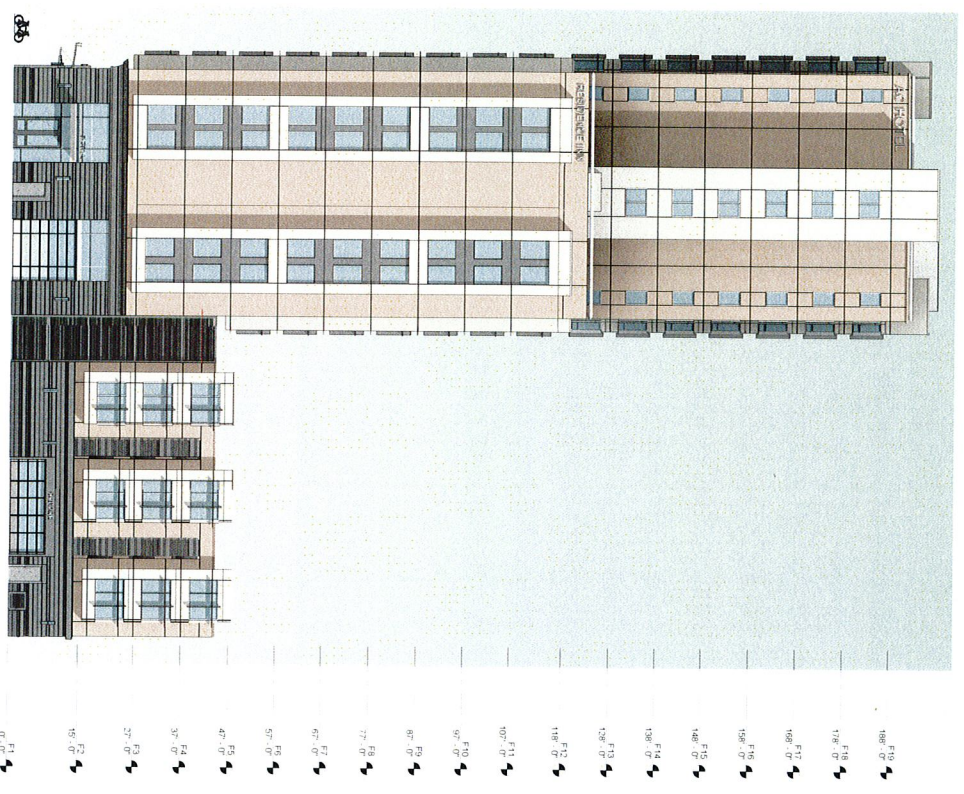
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EXTERIOR ELEVATIONS

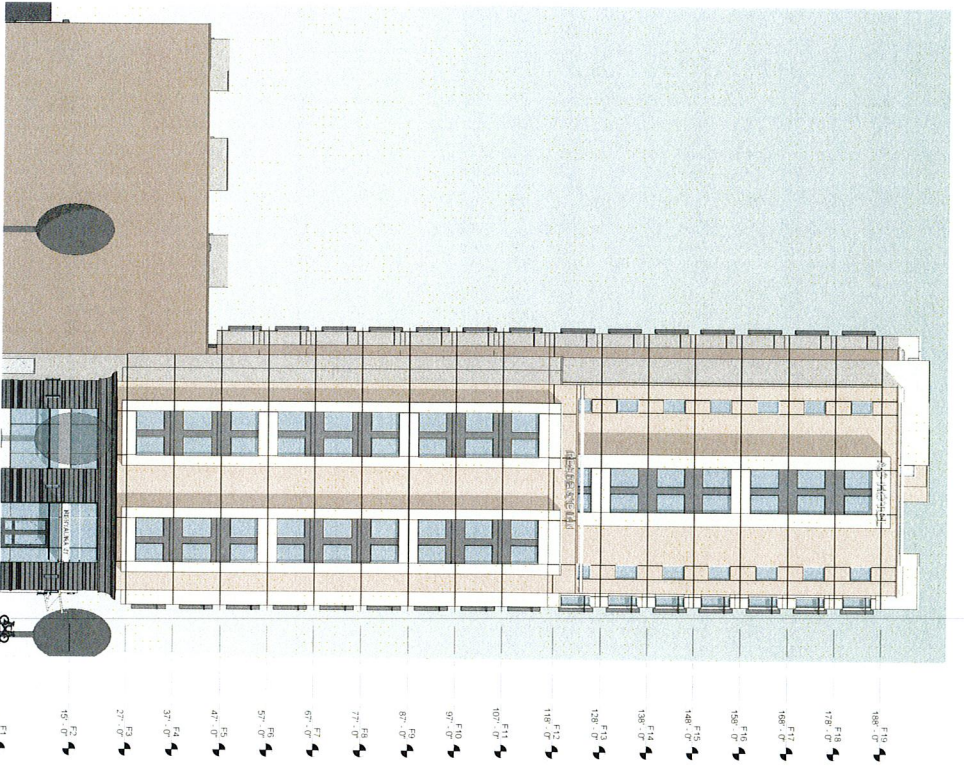
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO. 15024
DATE 03/14/17
SHEET NO.

A302



NORTH ELEVATION - 14TH ST
3/22/17 11:07 2



SOUTH ELEVATION - 14TH ST
3/22/17 11:07 1

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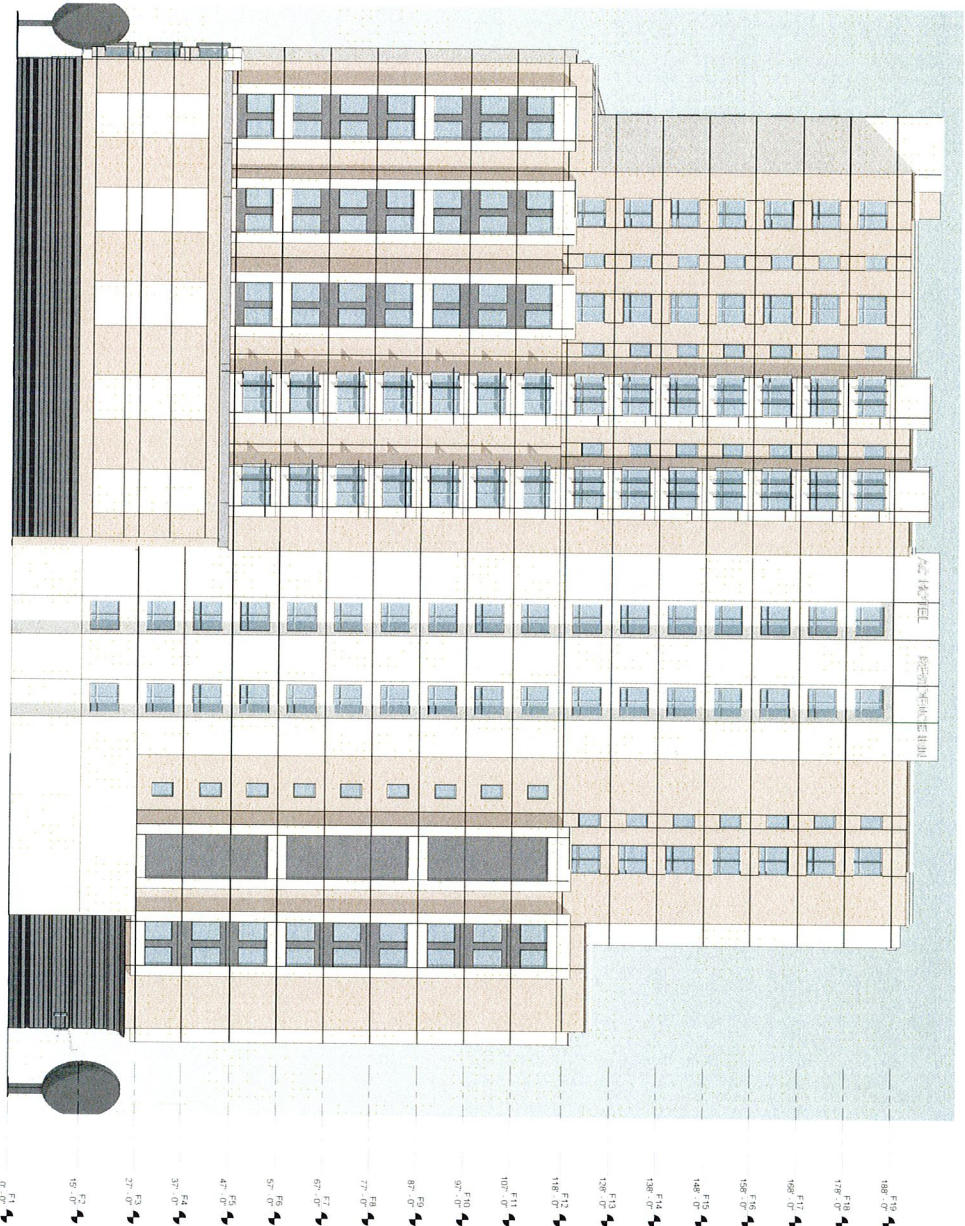
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NO. DATE ISSUE

DRAWING TITLE
EXTERIOR ELEVATION - WEST

STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/29/2011

DESIGNER
DRAWN BY
CHECKED BY
DATE
SHEET NO.

A303



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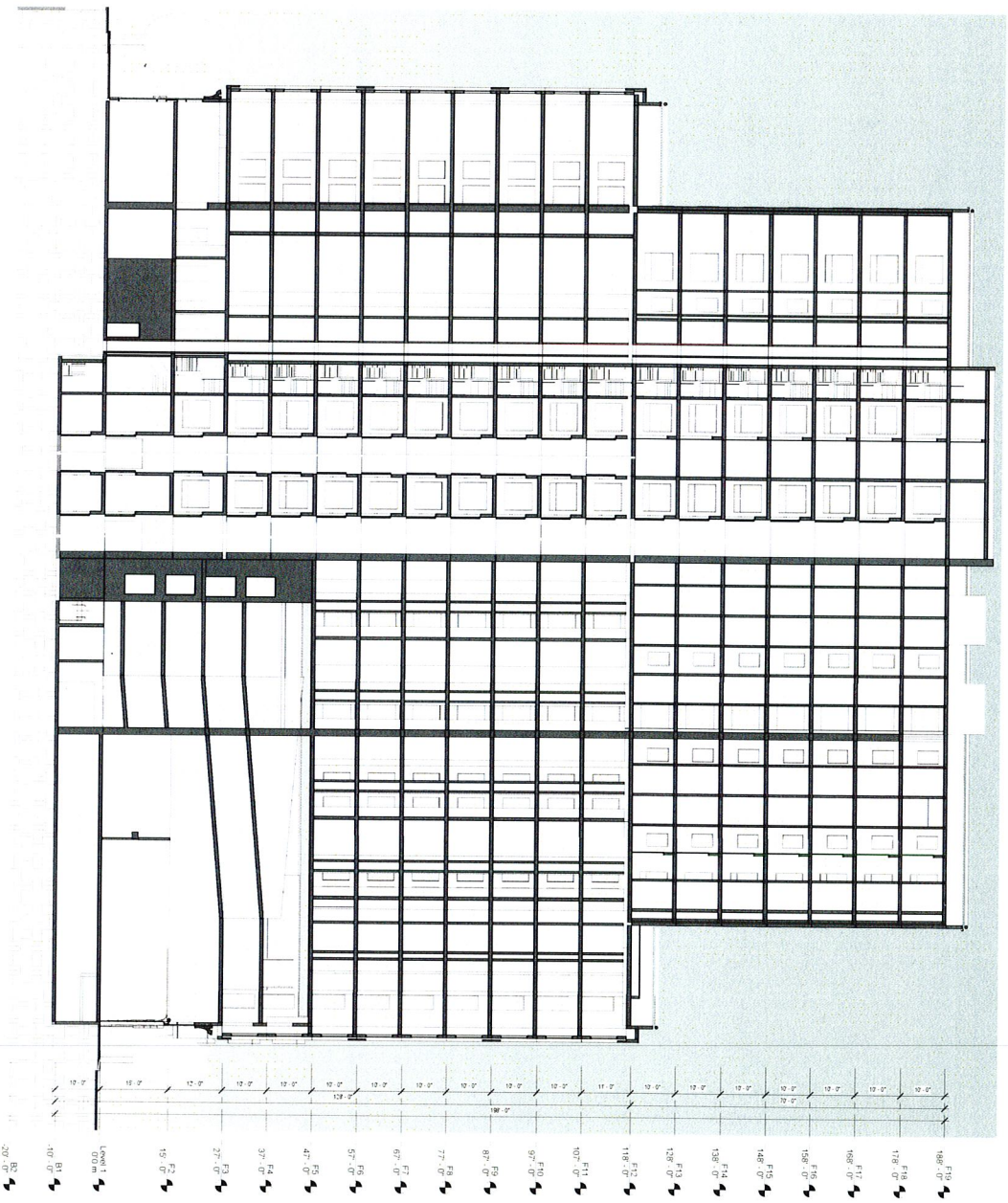
DRAWING TITLE
LONGITUDINAL BLDG SECTION

STATUS
PENDING COMMISSION HEARING

SCHEDULED 07/19/2011

JOB NO. 1431
DRAWN BY ES MW
SHEET NO.

A311



SECTION TAKING WEST

SLA

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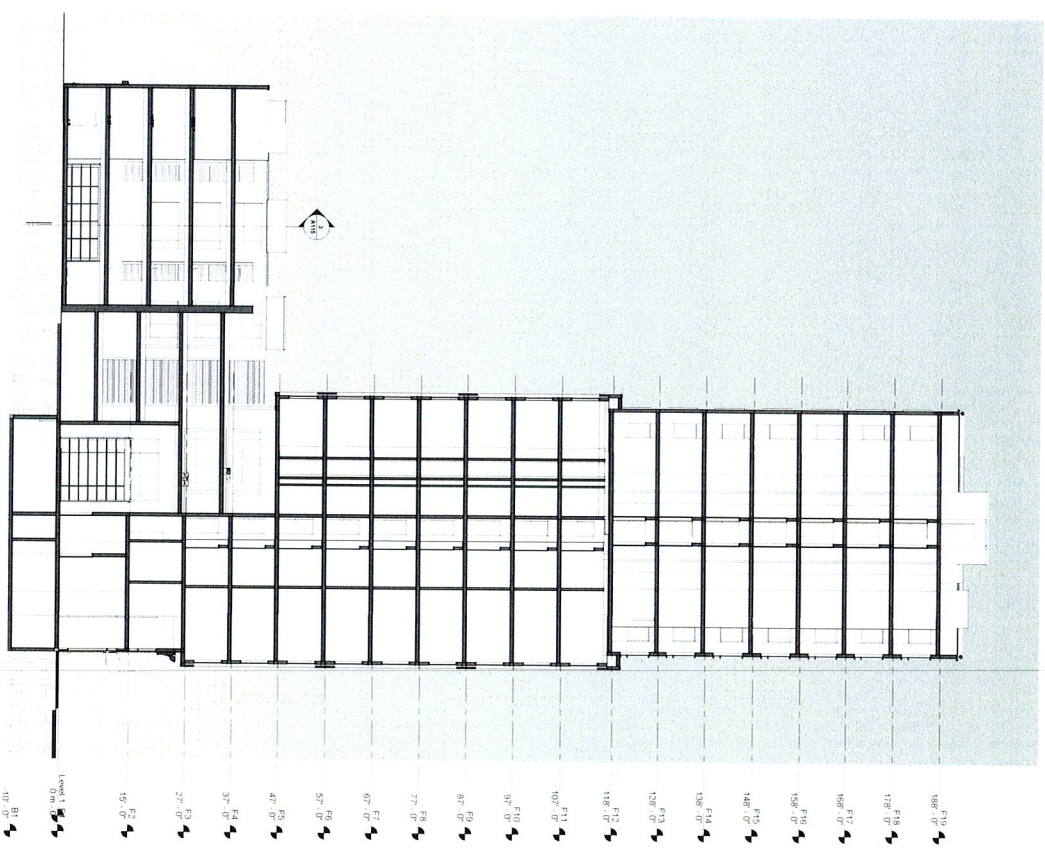
WOLFF URBAN /
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MARRIOTT
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OAKLAND, CA 94612

NO. DATE ISSUE

DRAWING TITLE
TRANSVERSE BLDG SECTION
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017
JOB NO. 14024
DRAWN BY EC MW
SHEET NO.

A312

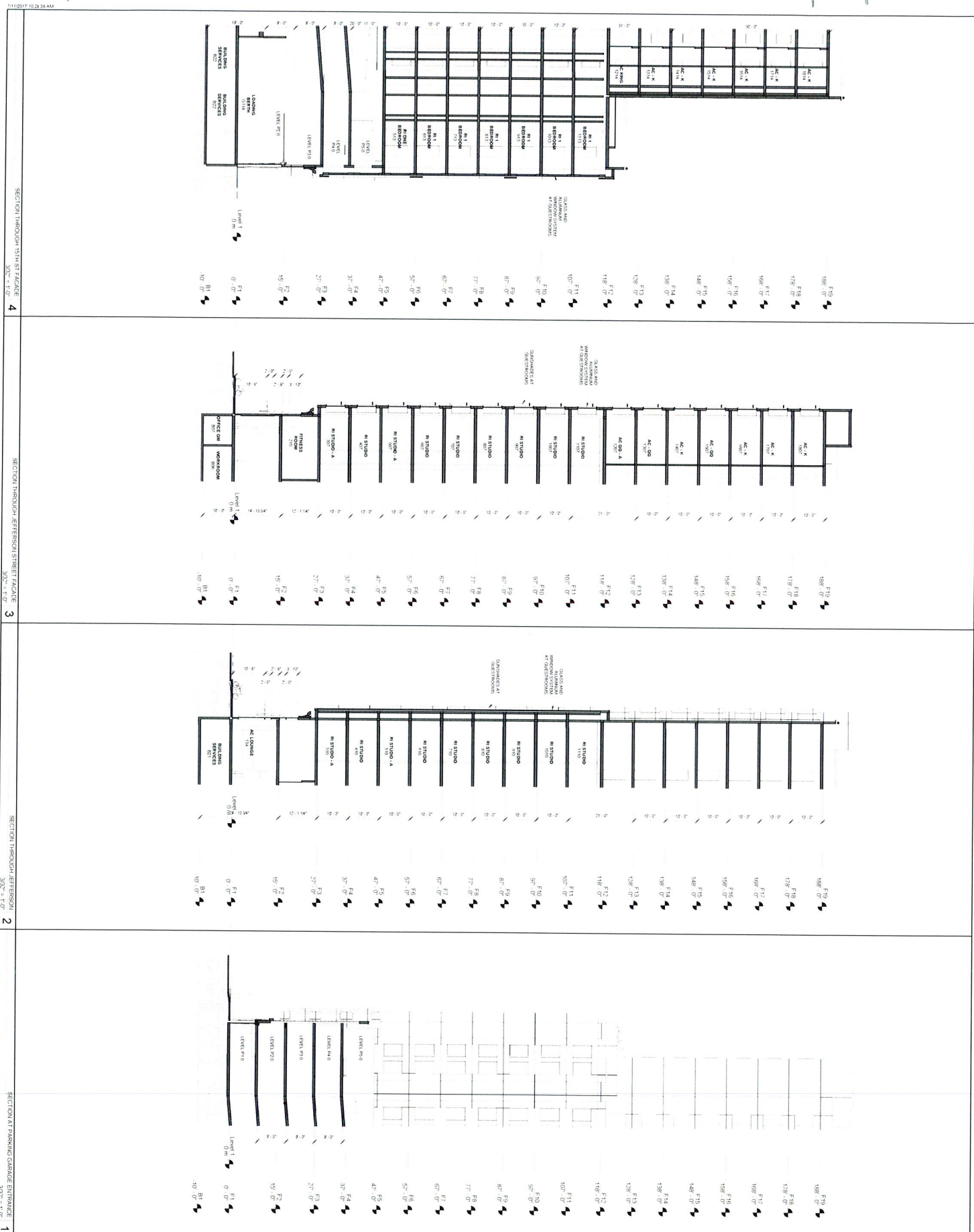


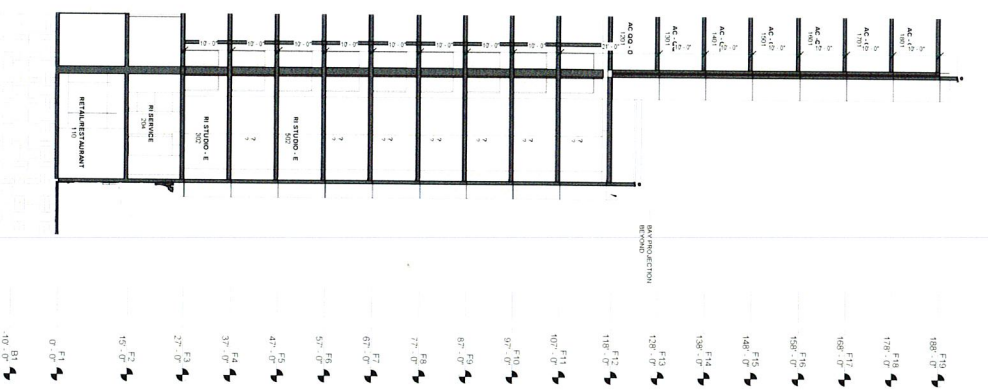
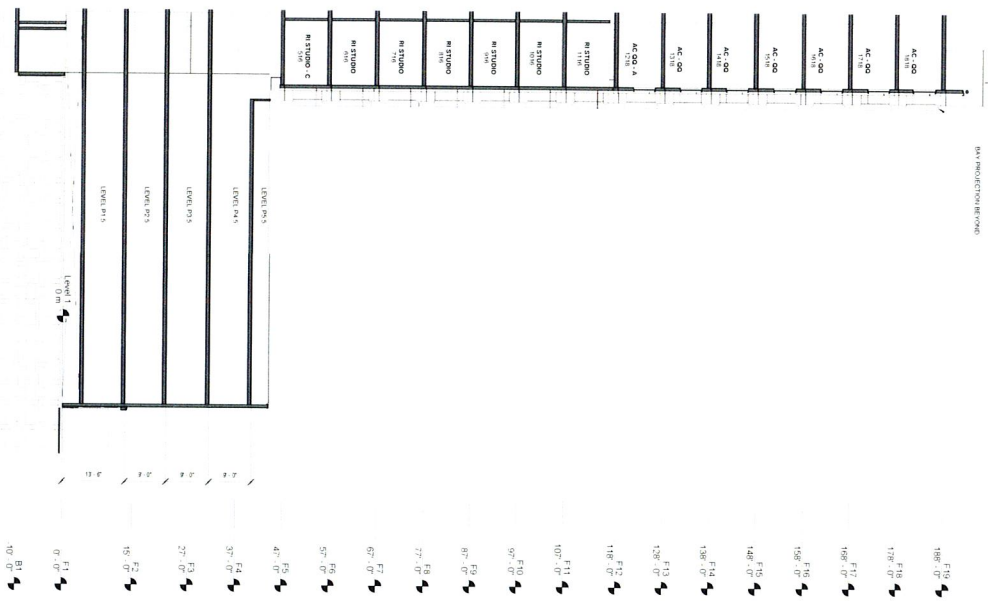
NO DATE ISSUE

DRAWING TITLE
ENLARGED DIMETER SECTIONS
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO. 15024
DRAWN BY ALPINE
CHECKED BY

A313





SECTION THROUGH WEST FACADE 2
SCALE: 1/8" = 1'-0"

SECTION THROUGH 14TH ST FACADE 1
SCALE: 1/8" = 1'-0"

SLA

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OAKLAND, CA 94612

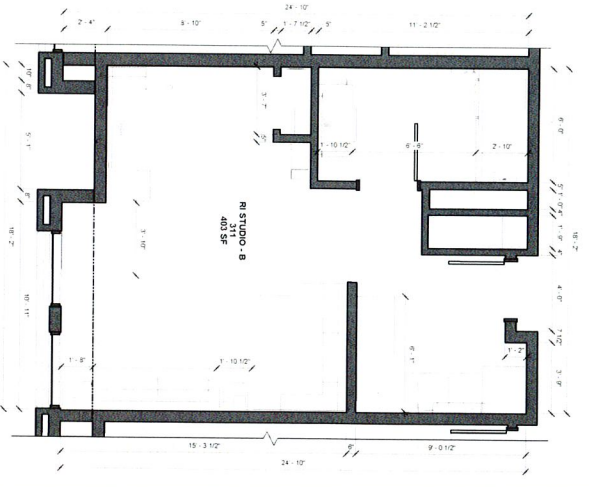


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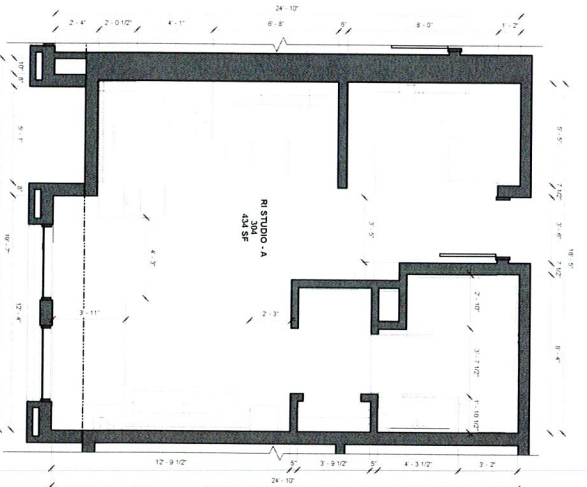
DRAWING TITLE
RI ENLARGED OUTSTROOM
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/19/2017

JOB NO. 15024
DRAWN BY: ECG CF MW
SHEET NO.

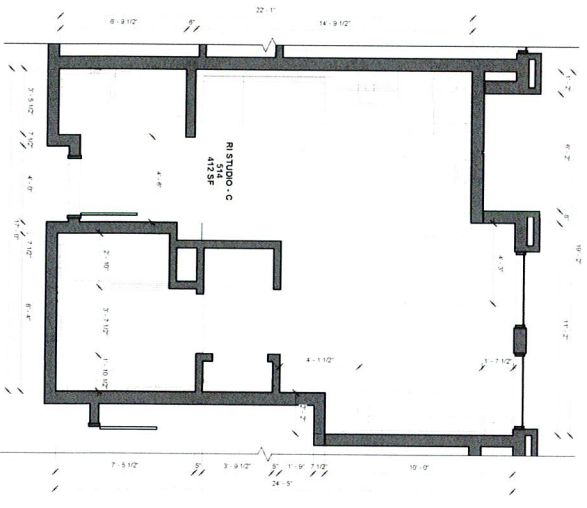
A401



ENLARGED PLAN: RI STUDIO - B
3/8" = 1'-0"



ENLARGED PLAN: RI STUDIO - A
3/8" = 1'-0"



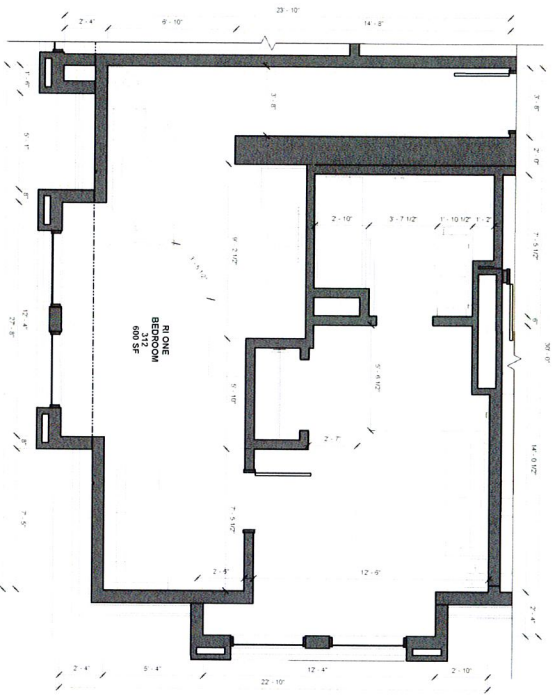
ENLARGED PLAN: RI STUDIO - C
3/8" = 1'-0"

NO. DATE ISSUE

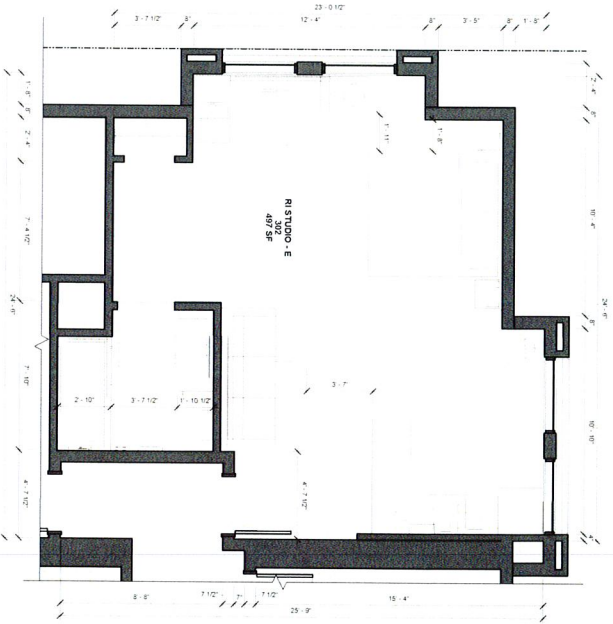
DRAWING TITLE
RI ENLARGED OVERSTROOM
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 07/18/2017

JOB NO. 14304
DRAWN BY ECG CF MW
CHECKED BY

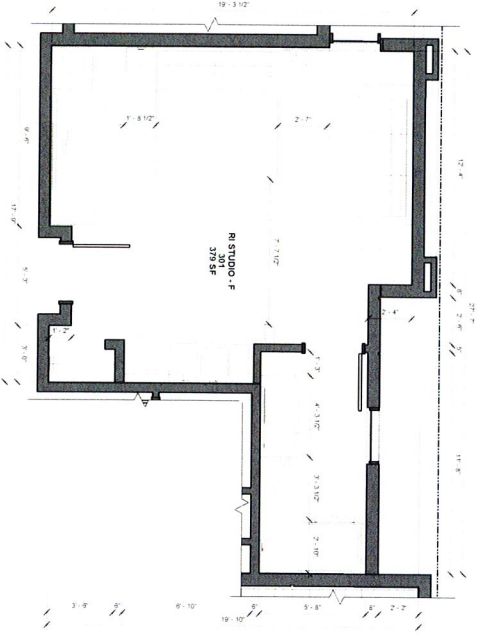
A402



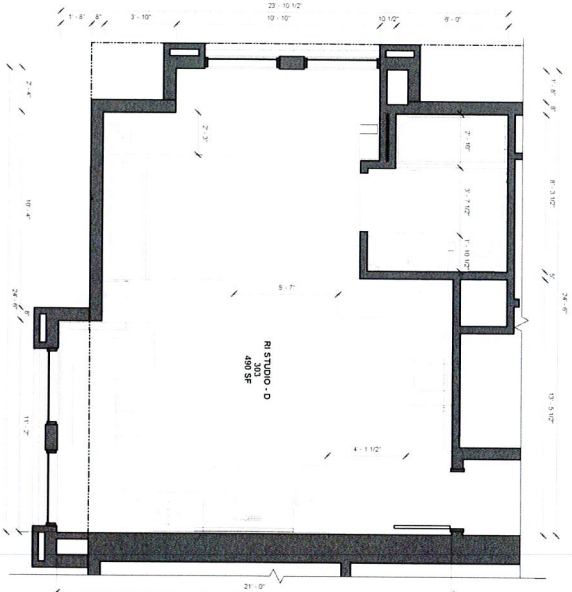
ENLARGED PLAN RI ONE BEDROOM
3/8" = 1'-0"



ENLARGED PLAN RI STUDIO - E
3/8" = 1'-0"

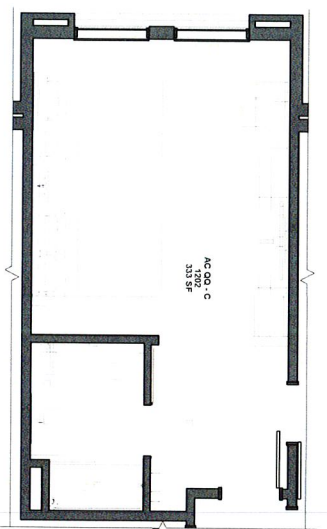
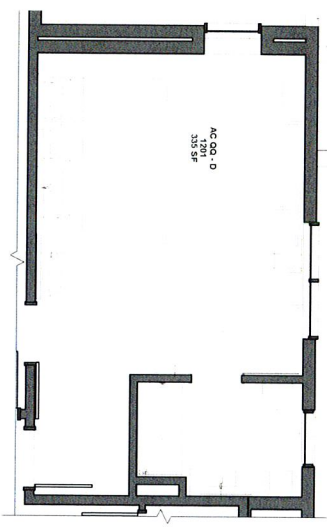


ENLARGED PLAN RI STUDIO - F
3/8" = 1'-0"



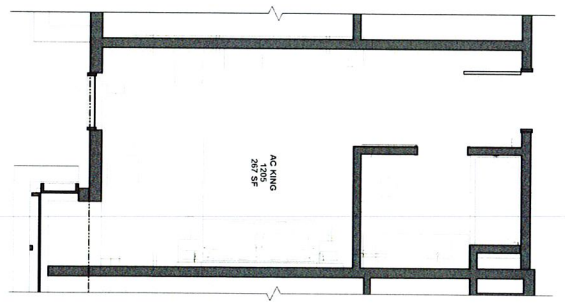
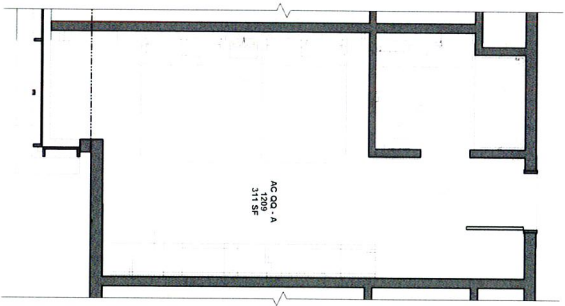
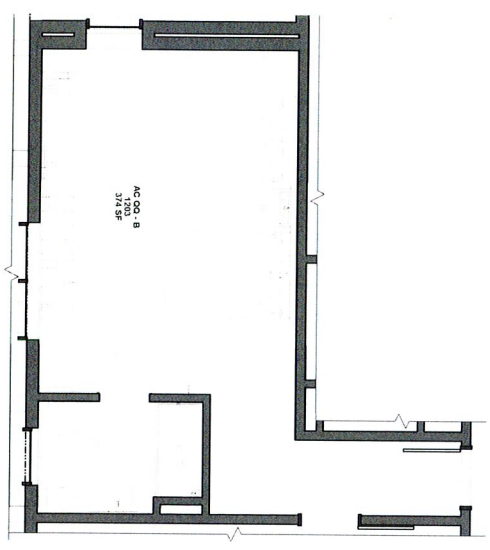
ENLARGED PLAN RI STUDIO - D
3/8" = 1'-0"

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ENLARGED PLAN - AC 00 - 0
SHEET 1 OF 3

ENLARGED PLAN - AC 00 - C
SHEET 1 OF 3



ENLARGED PLAN - AC 00 - B
SHEET 1 OF 3

ENLARGED PLAN - AC 00 - A
SHEET 1 OF 3

ENLARGED PLAN - AC KING
SHEET 1 OF 3

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OAKLAND, CA 94612

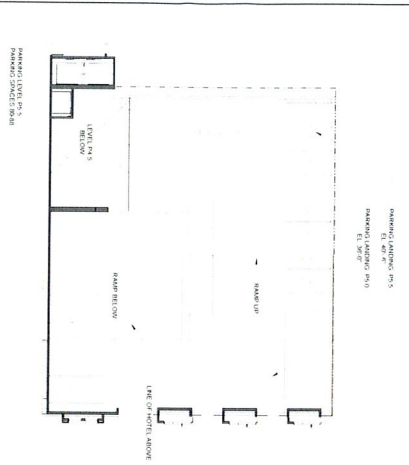


NO DATE ISSUE

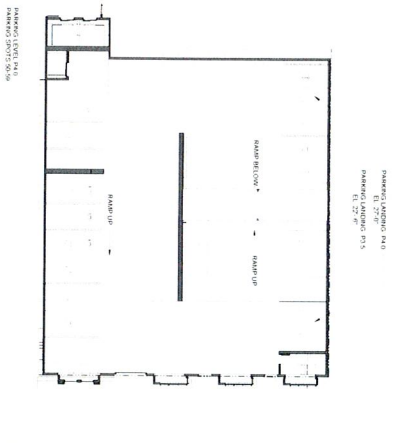
DRAWING TITLE
AC ENLARGED QUESTROOM
STATUS
FOR PLANNING COMMISSION HEARING
SCHEDULED 01/26/21

DESIGNED BY: WJW
DRAWN BY: EJC
SHEET NO.

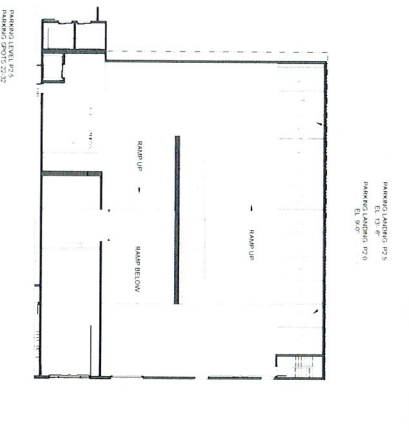
A403



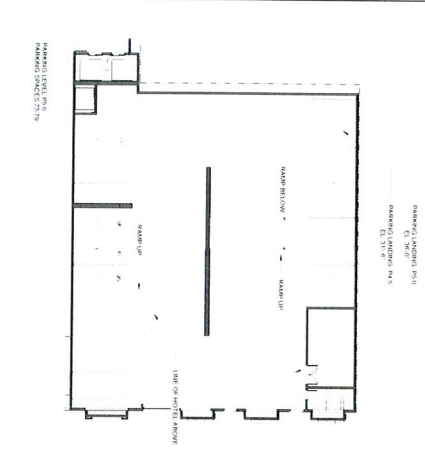
PARKING DIAGRAM - LEVEL P2.5
TYPE = 1.0'



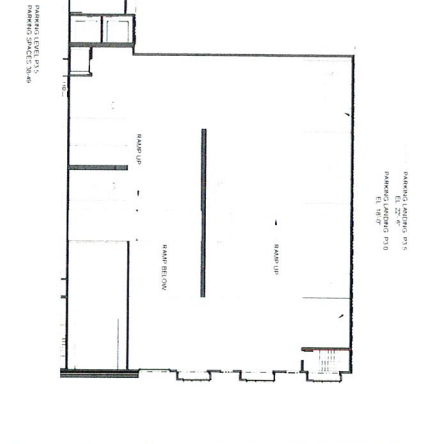
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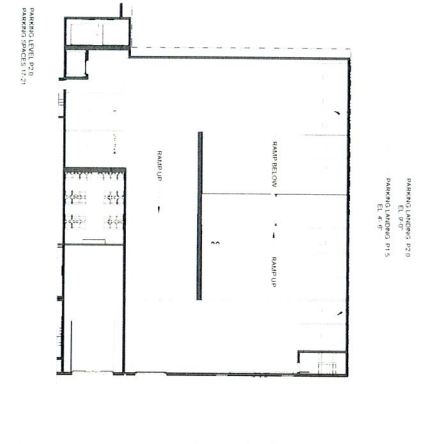
PARKING DIAGRAM - LEVEL P7.5
TYPE = 1.0'



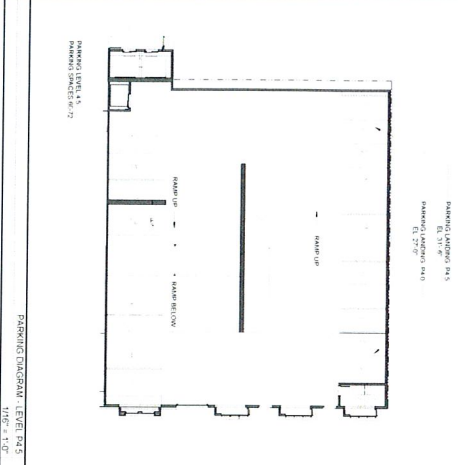
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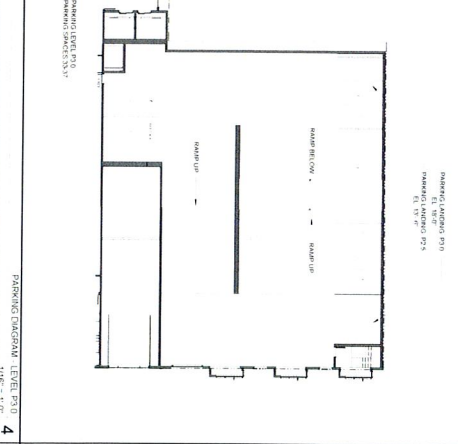
PARKING DIAGRAM - LEVEL P3.0
TYPE = 1.0'



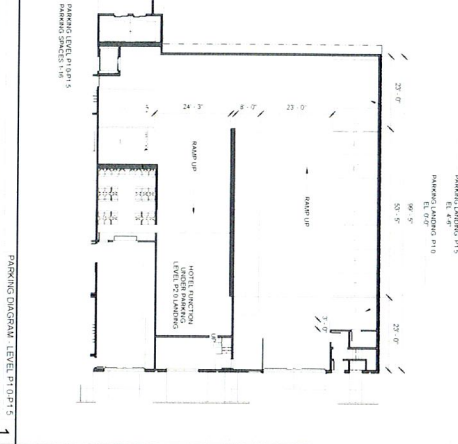
PARKING DIAGRAM - LEVEL P2.0
TYPE = 1.0'



PARKING DIAGRAM - LEVEL P4.5
TYPE = 1.0'



PARKING DIAGRAM - LEVEL P1.0
TYPE = 1.0'



PARKING DIAGRAM - LEVEL P1.5
TYPE = 1.0'

LEVEL	PARKING COUNT			PERCENTAGE	
	COMPACT	STANDARD	VANPOOL	ADA	TOTAL
P1.5	11	3	0	1	0
P2.0	5	0	0	0	0
P2.5	7	2	0	1	0
P3.0	9	0	0	0	0
P4.0	4	0	0	1	0
P4.5	8	2	0	1	0
P5.0	1	0	0	0	0
P7.5	1	0	0	0	0
TOTAL	50	11	0	3	0

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1431 JEFFERSON LLC

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AC/RI

1431 JEFFERSON STREET,
OAKLAND, CA 94612

NO. DATE: 1504
SHEET NO: 1504

DRAWING TITLE
PARKING DIAGRAMS
DATE: 07/19/2017
SCHEDULED: 07/19/2017

AS500