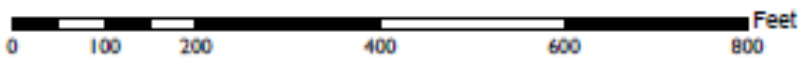
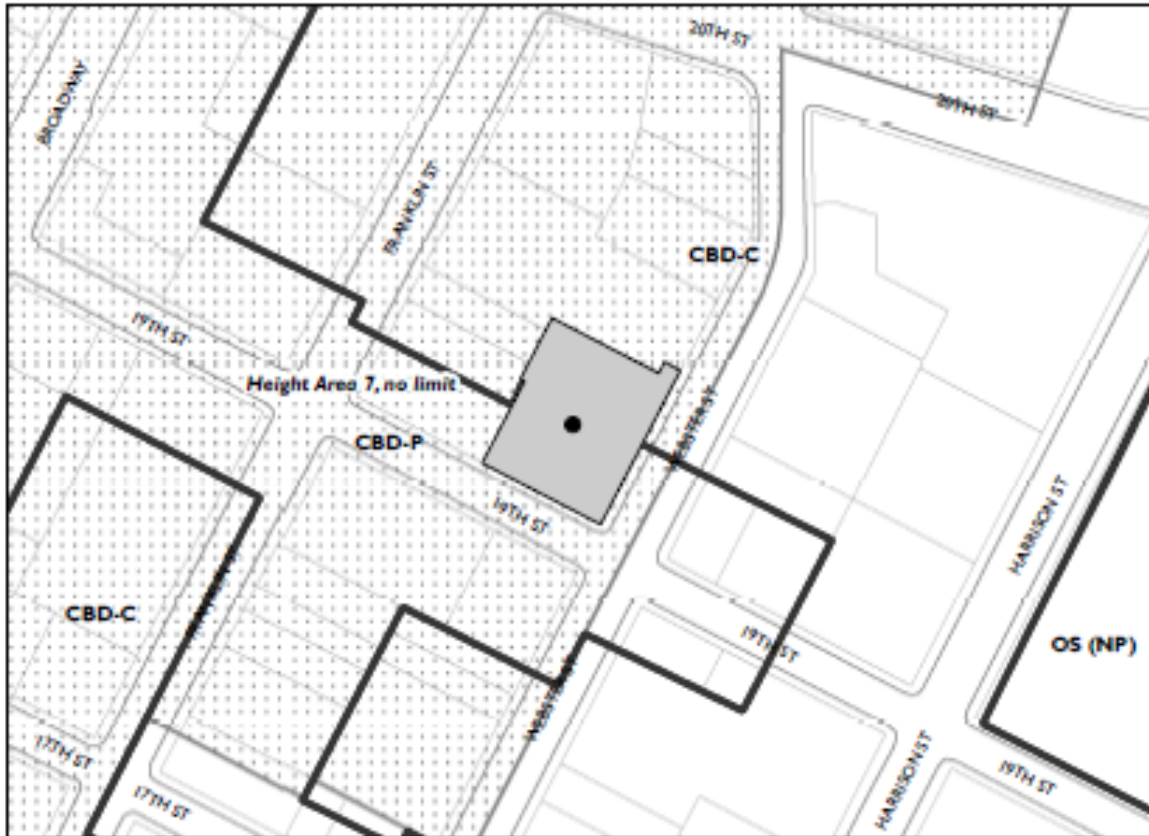


Location:	1919 Webster Street (See map on reverse)
Assessors Parcel Numbers:	008 063700808
Proposal:	To demolish the existing commercial building and surface parking lot and construct a new 17 story office building with ground floor commercial that includes a total of approximately 406,000 square feet of new floor area.
Applicant:	Matt Weber, Ellis Partners
Owner:	1919 Webster LLC
Planning Permits Required:	Regular Design Review for new construction; Major Conditional Use Permit for Large-Scale Development in the CBD Zone; Minor Conditional Use Permits for a Master Sign Program and Ground Floor Activities within the CBD-P Zone that include Financial and Consultative (bank) and Personal Instruction and Improvement (gym); Minor Variances for tower lot coverage, off-street loading, and bicycle parking. Vesting Tentative Parcel Map (VTPM11233) to merge two lots into one.
General Plan:	Central Business District
Zoning:	CBD-P CBD-C CBD Height Area 7
Environmental Determination:	A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA provisions: 15183 - Projects consistent with a community plan, general plan, or zoning; 15183.3 – Qualified Infill; 15168 and 15180 – Program EIRs. Each of the CEQA provisions provides a separate and independent basis for CEQA compliance.
Historic Status:	OCHS Rating: F3
City Council District:	3
Action to be Taken:	Decision on Application
Staff Recommendation:	Approve with the attached conditions.
Finality of Decision:	Appealable to City Council within 10 days
For Further Information:	Contact case planner Peterson Z. Vollmann at 510-238-6167 or by e-mail at pvollmann@oaklandca.gov .

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN22006
Applicant: Matt Weber / Ellis Partners
Address: 1919 Webster Street
Zone: CBD-P, CBD-C
Height Area: 7, No Limit

SUMMARY

Matt Weber on behalf of Ellis Partners has filed an application with the Bureau of Planning to develop a 17-story commercial building that would include approximately 406,000 square feet of new floor area. The proposal includes ground level lobby and commercial storefronts and 16 stories of office above the ground floor and one subterranean level of parking with access off of Webster Street. The proposal would include the demolition of the vacant commercial building and surface parking lot currently existing on the approximately 26,000 square foot property located at the northwest corner of Webster and 19th Streets within Downtown Oakland.

The proposal appeared before the Design Review Committee twice in 2022. The first DRC meeting occurred on May 25, 2022, in which two separate tower proposals were included. The first DRC meeting included the currently proposed 17 story tower as well as a taller 25 story version. The second DRC meeting occurred on October 26, 2022 in which only the current 17 story version was presented since the applicant had decided to not pursue the taller alternative design. Design recommendations from the October DRC meeting were incorporated into the revised project.

Staff recommends approval of the development application, subject to the attached findings and conditions of approval.

PROPERTY DESCRIPTION

The project site is comprised of two legal parcels (one APN) consisting of 26,017 square feet of lot area located at 1919 Webster Street, at the northwest corner of Webster and 19th Streets in downtown Oakland, two blocks east of Broadway and the 19th Street BART station. As previously noted, the site currently contains a vacant office building and surface asphalt parking lot that is void of any landscaping or trees. The majority of the surrounding uses in the area are commercial with a number of newer mixed use residential buildings that have been constructed over the past decade.

The project site is located within the Central Business District (CBD) as identified within the Land Use and Transportation Element (LUTE) of the Oakland General Plan and is also located within the Downtown Oakland Specific Plan (DOSP) area, which the draft plan was released in 2019 and is still under review and pending final adoption.

The surrounding area includes a number of historic buildings and historic districts, however the subject property itself is not a historic property, nor is it located within any of the surrounding historic districts.

PROJECT DESCRIPTION

The Project would demolish the existing vacant six story approximately 74,000 square foot office building that was constructed in the 1950's. The proposal would also remove the adjacent asphalt surface parking lot on the property, that includes approximately 50 parking stalls.

The replacement structure includes a new 17 story commercial building, the footprint of which would occupy nearly the entirety of the property and totaling approximately 406,000 square feet. The ground floor of the building would consist of a large lobby with primary entrances at each street frontage at the corner of Webster and 19th Streets and commercial storefront spaces that front onto the westerly portion of the building on 19th Street. The commercial storefronts could accommodate retail or food/beverage uses, or any other uses permitted within the CBD-P zoning district. The development application includes a request for a Conditional Use Permit to allow the flexibility of leasing of those spaces to include Personal Instruction Activities such as a small gym, or Financial and Consultative activities such as a branch bank. The Webster Street ground floor elevation would primarily consist of glazing with views into the ground level lobby towards the southern end of the building near the intersection, but the northernmost end of the frontage would include the access to the commercial loading berths and the garage doors to access the parking garage. The curb cut for both the loading and garage would be combined into one large curb cut to limit impacts onto the pedestrian streetscape and the bike lanes on Webster Street. The ground floor will also include other functions such as bike room, shower and locker rooms, and other utilities that would not include a visual presence on the pedestrian streetscape. Off-street automobile parking and other utilities would all be located within the basement of the building.

The second through 17th floors would all contain office space accessed off a central elevator core. Open terraces with a double floor ceiling height are included at the southeast corner of the building looking onto the 19th and Webster intersection would be provided at every other office floor throughout the building. In addition, a rooftop open space would be provided surrounding the mechanical penthouse on the roof that would be partially covered by a trellis feature that would double as a facility for a rooftop solar installation.

The exterior façade of the building largely consists of glass curtain walls that are accented by black metal panel mullions. The vertical mullions are off set from the ground level, the mid-section, and uppermost tower to provide a visual “shift” in the building façade to create architectural interest to the building. This visual “shift” in the building façade is further enhanced with the alternating orientation of the terraces between the midsection and uppermost portion of the tower. Visually the building is topped off with the roof top metal trellis structure that covers the entirety of the roof top but contains open segments within the framing to allow open access to the sky for portions of the roof deck.

GENERAL PLAN ANALYSIS

The General Plan’s LUTE classifies the project site as being located in the CBD General Plan area. This land use classification is intended to encourage, support, and enhance the downtown area as a high-density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, community facilities, and visitor uses. The CBD classification includes a mix of large-scale offices, commercial, urban high rise residential, institutional, open-space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses.

Among the General Plan Land Use and Transportation policies and objectives applicable to the proposed Project, and which the Project conforms with, are the following:

Policy D2.1 - Enhancing the Downtown – Downtown 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.

Objective D4 – Increase the economic vitality of downtown.

Policy D4.3 – Attracting employment to the downtown.

Objective D6 – Eliminate blight caused by underutilized properties.

Policy D6.1 – Construction on vacant land or to replace surface parking lots should be encouraged throughout downtown.

Objective D7 - Facilitate and promote downtown Oakland’s position as the primary office center for the region.

Objective D8 - Build on the current office nodes near the 12th and 19th Street BART stations to establish these locations as the principal centers for office development in the city.

Policy D8.1 – Locating office development: New large scale office development should be primarily located along the Broadway corridor south of Grand Avenue, with concentrations at the 12th Street and 19th Street BART stations.

The proposed Project is consistent/conforms with the above referenced policies and objectives and the general intent of the Central Business District land use designation by constructing a commercial office building that would replace an existing vacant office building and a surface parking lot, that can support additional downtown employment opportunities, including viable ground floor commercial on a major commercial street and within walking distance to the 19th Street BART station.

It is also important to note that the subject property was not identified as a Housing Opportunity site as part of the adoption of the Housing Element of the General Plan and is therefore not subject to the “no net loss findings” as required under California Government Code Section 65863 (b)(2).

Downtown Oakland Specific Plan

As previously noted, the project site is also located within the DOSP area. While the plan is still pending final adoption, the Draft DOSP identifies that site as being located within the Lake Merritt Office District of the plan. The vision statement for the district within the draft plan is as follows, *“The Lake Merritt Office District continues to grow with buildings of greater height, bulk, and office space area. Similar to the Central Core, this district contains the most intense development found in downtown, but with a greater focus on workplaces. “Office priority” sites designated in the Land Use Framework have ensured new office and employment space is maximized on key opportunity sites near transit while updated zoning and design guidelines*

requiring active street frontages and public space and street improvements make the district more welcoming and walkable.”

The project site is specifically identified as an office priority site within the DOSP, and as such the proposed development would be consistent with the general vision of the plan as currently drafted.

ZONING ANALYSIS

The project is located in downtown Oakland and is in both CBD-P Central Business District Pedestrian Retail Commercial Zone and CBD-C Commercial, Pedestrian & Commercial Zone. The CBD-P Zone intends to create, maintain, and enhance areas of the Central Business District for ground-level, pedestrian-oriented, active storefront uses. Upper story spaces are intended to be available for a wide range of office and residential activities. The CBD-C Zone intends to create, maintain, and enhance areas of the Central Business District appropriate for a wide range of ground-floor office and other commercial activities. Upper-story spaces are intended to be available for a wide range of residential and office or other commercial activities. The project site is located within the CBD Zone Height Area 7, which does not prescribe a maximum height and allows an FAR of 20.

Height Area 7 – Compliance with regulations

As noted above the CBD Height Area 7 allows a non-residential FAR of 20.0, and the proposal complies with the Planning Code regulations as illustrated in the table below.

Height Area 7 Requirements				
Lot Area	Max FAR	Max Floor Area	Proposed Floor Area	Compliance
26,017	20.0	520,340	406,606	Complies

The CBD Zone Height Areas also prescribe building envelope limitations such as height, lot coverage, and tower massing regulations. Compliance of the proposed project is illustrated in the table below.

	Height Area 7 Requirements	Proposed	Compliance
<u>Maximum Height</u>			
Maximum Height – Building base	120 ft.	Approx. 31 ft.	Complies
Maximum Height - Total	No height limit	Approx. 270 ft.	Complies
Minimum Height New principal buildings	45 ft.	Approx. 270 ft.	Complies
<u>Maximum Lot Coverage</u>			
Building base	100% of site area	Approx. 96%	Complies

Average per story lot coverage above the building base	85% of site area or 10,000 sf., whichever is greater	Approx. 87 %	Does not comply. A minor variance has been requested.
<u>Tower Regulations</u>			
Maximum average area of floor plates	No maximum	Approx. 22,650 sf	Complies
Maximum tower elevation length	No maximum	Approx. 170 ft.	Complies
Maximum diagonal length	No maximum	Approx. 215 ft.	Complies

Minor Variance for Average Per Story Lot Coverage

Section 17.58.060.C of the Planning Code includes lot coverage maximums for the portions of the building envelope above the building base levels, which is calculated on an average per story basis. Height Area 7 within the CBD Zones allows an 85% per story lot coverage above the building base, while the proposal project slightly exceeds this by proposing an 87% lot coverage. The intent of the maximum story lot coverage is to limit the bulk and visual mass of towers within the city skyline as well as providing measures to incorporate recesses to towers for visual interest. Staff is supportive of the request for a minor variance given that the project site is relatively small when compared to other properties that include office towers within the downtown area. As a result of the smaller property size, the proposed tower is smaller dimensionally speaking when viewed in comparison to other existing and recently approved office towers. In addition, the proposed tower steps back from the interior property lines as well as providing visual breaks of the façade as seen from the corner of the building at 19th and Webster Streets, which breaks are still considered within the footprint for coverage given that there are balconies extending outward below the roofline.

Parking

Automobile parking is not required within the CBD Zones. Nonetheless, the proposal includes 37 off-street parking stalls that would be located within a subterranean parking garage. The proposal may be altered in the future to include additional parking stalls if supported by demand by the inclusion of parking lifts.

Bike parking and associated facilities are required and proposed as set forth in the following table below.

Bike Parking		Long-Term	
Use	Amount	Required Bike Parking	Provided
Restaurant/Retail	2,900 sq.ft.	1:12,000 sq.ft. = 2 (minimum req.)	2
Office	403,706 sq.ft.	1:10,000 sq.ft. = 40	*42+
TOTAL		42	44 (Complies)
* Long-term bike parking will be provided in a secured room within the ground floor with direct access off of 19 th Street. The room is large enough to accommodate more than the 42 bike stalls proposed and may be increased as needed.			

Bike Parking Short-Term				
Use	Amount	Required Bike Parking		Provided
Restaurant/Retail	2,900 sq.ft.	1:2,000 sq.ft. = 2		**
Office	403,706 sq.ft.	1:20,000 sq.ft. = 20		**
TOTAL		22		**
** Short Term Commercial Bike Parking varies by use and can't exactly be determined until a tenant is identified. A high-end estimate is provided based upon the submittal. The proposal will be required to accommodate the short-term bike parking by installation of at least 11 bike racks in the sidewalk around the site. Given the amount of utilities required for the proposed building that would be located within the right of way the applicant has requested a Minor Variance for short term bike parking due to concerns that there would be limited area to provide bike racks in the right of way. Any deficit in short term bike racks would be made up with the addition of more long-term bike stalls within the secured bike room inside the building.				
Shower and Locker Facilities				
Use	Amount	Required Showers	Required Lockers	Provided
Commercial	406,606 sq.ft.	2 showers per gender plus 1 additional shower per gender for each 150,000 sf. above 150,000 sf. = 8 showers	4 per shower = 32 lockers	The proposal complies by providing 4 showers and 16 lockers per gender as required by Code.

Minor Variance for Short Term Bike Parking

As noted in the table above, the applicant has included a request for a Minor Variance for the required number of short-term bike parking stalls. The request has been made given that there will be a requirement for a significant amount of utilities that would be located beneath the sidewalk that may potentially limit the number of bike racks that can be provided around the site frontage in the right of way. In the event that the minimum number of 11 bike racks in the right of way can be provided, they will be in compliance with the Code requirements, thus making the variance request unnecessary. However, if the reduction is needed, an additional equivalent number of bike racks will be provided within the secured bike parking room within the building, which are classified as Long-term bike parking stalls. Staff is supportive of this variance request given the potential lack of right of way to accommodate the required spaces. In addition, an equivalent number of replacement spaces would still be provided within the secured bike parking room within the building leading to an effective design solution.

Minor Variance for Loading Berth

Section 17.116.140 of the Planning Code requires three loading berths for commercial activities that exceed 160,000 square feet of floor area. The proposal includes a loading area accessed off Webster Street that would accommodate two loading berths adjacent to the driveway entrance to the off-street parking garage. The applicant has requested a Minor Variance for the one additional required loading berth. Staff is supportive of the requested variance since full compliance would end up expanding the area along Webster Street dedicated to vehicular access to nearly 50% of the street frontage which would be undesirable from an aesthetic and operational point a view given the impact that it would have upon the pedestrian environment as well as the proximity of the bike lanes along Webster Street. In the past, Minor Variances have

routinely been granted to reduce off-street loading when the visual and operational impacts would outweigh the convenience of having the full code required amount provided.

Conditional Use Permits

CBD Zone – Large Scale Developments

Section 17.58.030 of the Oakland Planning Code requires that any large-scale development within the CBD Zones in excess of 200,000 square feet or 250 feet in height requires a Conditional Use Permit, which pursuant to Section 17.134.020 of the Planning Code is required to proceed to the Planning Commission as a Major Conditional Use Permit for decision on the application.

The granting of the conditional use permit for a large-scale development at this location is appropriate given its location within the core of the downtown office district and its close proximity to local and regional serving mass transit lines. In addition, the proposal is consistent with the general vision for the site’s land use being within the Central Business District land use classification of the General Plan LUTE, and the Lake Merritt Office District in the Draft DOSP.

Ground Floor Activities

As part of the development application filing the applicant has included a request for a Conditional Use permit to also allow certain ground floor commercial activities as a way of providing future flexibility for attracting commercial tenants. The applicant wishes to include in the project entitlements an allowance for either banks or small fitness gyms. The portion of the project site that fronts onto 19th Street where the ground floor commercial spaces are located is within the CBD-P zone which requires a Conditional Use Permit for Consultative and Financial activities (banks) as well as for Personal Instruction and Improvement activities (small fitness gym).

The granting of the conditional use permit to allow the requested ground floor activities is appropriate given that the proposed small fitness gym and branch bank uses are both active uses from a pedestrian point of view that would be complimentary to and would not detract from the commercial environment along 19th Street. In addition, the Planning Code updates that recently appeared before the Planning Commission in August 2023 and are pending adoption by the City Council actually propose to remove the Conditional Use requirement for both of these activity types within the CBD-P Zones.

Master Sign Program

The development application also includes a Conditional Use Permit for a Master Sign Program, which is required any time a proposal exceeds the baseline maximum of 200 square feet in signage area. This is typical and often encouraged for large scale multi-tenant buildings as a way of providing a comprehensive signage plan for the building with multiple tenants.

The plan provides locations for ground floor tenant signage within storefront bay openings and will allow a mix of sign styles that are required to relate to the overall building signage in quality. The anchor tenant and building naming signage have been located in a manner that is consistent with architectural design features on the proposed building, which will not detract from the architecture. All the proposed signs will be of a high quality that will enhance the area as a commercial district.

Design Review

In addition to the general Non-Residential Design Review Criteria set forth in Section 17.136.050.B of the Planning Code, Section 17.58.060.B within the CBD Zone includes specific design standards that projects are required to comply with, as summarized below.

1. **Entrance:** Newly constructed principal buildings shall have at least one prominent pedestrian entrance facing the principal street. Entrances at building corners facing the principal street may be used to satisfy this requirement. Building entrances include doors to one or more shops, businesses, lobbies, or living units. Entrances shall be made prominent through some combination of projecting or recessing the door area, change in material, an awning above a door, additional detailing, stairs leading to the door, and/or other features. The entrance for Nonresidential Facilities shall be at grade.

The proposed building includes the main building lobby entrance at the corner of 19th and Webster Streets with an entry door on each street frontage. The entryway is distinguished by including a double floor height ceiling of approximately 30 feet that would include the public art component for the project with visibility from the street. The entry doorways are also framed out with a projecting brushed metal paneling that differentiates it from the other commercial storefronts along 19th Street.

2. **Ground Floor Treatment:** All ground-floor building materials shall be durable, of high quality, and display a sense of permanence. Such materials include, but are not limited to stone, tile, brick, metal panel systems, glass, and/or other similar materials. Further, the ground level of a newly constructed building shall be designed to enhance the visual experience for pedestrians and distinguish it from upper stories... For buildings with nonresidential ground floor space, visual interest shall also be achieved through modulating the ground floor into a regular cadence of storefront sized windows and entrances.

The proposed ground floor of the building includes a mix of storefront glazing framed out with black metal pilasters that repeat in a pattern along the frontages, with the exception of the main lobby entrance that is differentiated as described above. Visual interest is provided with the ample glazing allowing pedestrians views into the building.

3. **Active Space Requirement:** For newly-constructed principal buildings, parking spaces, locker areas, mechanical rooms, and other non-active spaces shall not be located within thirty (30) feet from the front of the ground floor of the principal building except for incidental entrances to such activities elsewhere in the building. Driveways, garage entrances, or other access to parking and loading facilities may be located on the ground floor of this area as regulated by Subsection (B4).

All proposed “non-active” spaces are located more than 30 feet from the building frontage.

4. **Parking and Loading Location:** For newly constructed principal buildings, access to parking and loading facilities through driveways, garage doors, or other means shall not be from the principal street when alternative access is feasible from another location such as a

secondary frontage or an alley. Open parking areas shall not be located between the sidewalk and a principal building.

All parking would be located within the basement level of the building. The access to the parking and loading is off of Webster Street. While Webster is an important downtown street, it is considered the secondary street for this site given the property frontage along 19th Street, which is the primary pedestrian street in this area.

5. **Massing:** The mass of newly constructed principal buildings shall be broken up into smaller forms to reduce the scale and enhance the visual interest of the streetscape. The massing requirements contained in this note shall be applied on all visible facades and achieved through some coordinated combination of changes in plane, building articulation, varied materials, contrasting window patterns and treatments, varying roof heights, separating upper-story floor area into two or more towers, contrasting colors, a distinct base, middle, and top, or other methods.

The project design achieves a break down in the visual massing of the building with the incorporation of recessed balconies the corner of the building as well as incorporating alternating projecting metal panel systems that run along the glass curtain wall that work to create a visual “shift” to the building façade.

6. **Upper Story Windows:** An ample placement of windows above the ground floor is required at all street-fronting facades. To create visual interest, the placement and style of windows shall contribute to a coherent and appealing composition on the facade. Less window space is only permitted in exceptional cases if it contributes to a specific objective of the visual style and aesthetic effect of the building. Whenever possible, windows should be on all sides of a tower.

The upper building façade contains primarily glass curtain wall, and therefore complies with this requirement.

7. **Building Terminus:** The top of each newly constructed principal building shall include an element that provides a distinct visual terminus. The visual terminus shall be integrated into the design concept of the building. Examples include, but are not limited to, curvilinear or stepped forms that soften the truncated tops of buildings, cornices, and other architectural forms. These rooftop elements shall be sized, shaped, and sited to screen all rooftop mechanical equipment from view.

The proposed building would contain a rooftop trellis structure, the framing of which would cover the entirety of the rooftop space and creates a visual top to the building.

8. **Utility Storage:** For newly constructed buildings, areas housing trash, storage, or other utility services shall be located in the garage or be otherwise completely concealed from view of the public right-of-way. Backflow prevention devices shall be located in a building alcove, landscaped area, or utility room within the building, outside of the public right-of-way, and completely screened from view from the public right-of-way unless required otherwise by a department of the City.

The proposed trash and utility areas in the ground floor would be internal to the building and would be screened from public view. A condition of approval is included that requires the wall of the garbage area be inset from the street fronting storefront glazing on Webster Street to allow expansion of the lobby into the area between.

Design Review Committee

As previously mentioned, this item appeared before the Design Review Committee (DRC) on May 25, 2022, and October 26, 2022. The main points of discussion at the meetings were focused on the execution of the ground floor and primary entryway, the rooftop terminus, and the use of the “visual shift” to break down the building massing. After the DRC meetings the applicant refined the ground floor and made modifications to the lobby entry area at the corner by providing better differentiated entries as well as the double height ceiling with the public art display to address the outstanding issues. A large part of discussion was focused upon the use of the “visual shift” and if it was successfully providing a breakdown of the massing and resulting in a diminished building terminus. The applicant worked to refine the building shift concept by further emphasizing the vertical metal panel mullions by projecting them out further from the curtain wall and given them more architectural interest with beveled edges. In addition, more emphasis was given on the glazing returns from the main façade into the balcony areas so that the recess at the corner is more of a visual step back of the façade versus appearing somewhat unfinished in the prior plans. The applicant resolved the issue of the building terminus by expanding the rooftop canopy trellis across the entirety of the building to give a more substantial top to the structure versus the prior design where it only covered a portion of the building and appeared as more of a minor rooftop feature.

ENVIRONMENTAL DETERMINATION

For purposes of environmental review under the California Environmental Quality Act (CEQA), the project meets the Applicable CEQA streamlining and/or tiering code sections as described below, each of which, separately and independently, provide a basis for CEQA compliance.

- 1. Community Plan Exemption.** Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are “consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” Section 15183(c) specifies that “if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards..., then an EIR need not be prepared for the project solely on the basis of that impact.”
- 2. Qualified Infill Exemption.** Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 allow streamlining for certain qualified infill projects by limiting the topics subject to review at the project level, if the effects of infill development have been addressed in a planning level decision, or by uniformly applying development policies or standards. Infill projects are eligible if they are located in an urban area on a site

that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; satisfy the performance standards provided in CEQA Guidelines Appendix M; and are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy. No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects, or if uniformly applicable development policies or standards would substantially mitigate such effects.

- 3. Projects Consistent with a Redevelopment Program EIR.** Public Resources Code Section 21090 and CEQA Guidelines Section 15180 allow for subsequent activities within a Redevelopment Program EIR to be reviewed pursuant to CEQA Guidelines Section 15168, which states that an agency can approve an activity as being within the scope of the project covered by the Program EIR if no new effects could occur or no new mitigation measures would be required.

Note:

A detailed CEQA Analysis was prepared for the project and was provided under separate cover for review and consideration by the Planning Commission, and is available to the public on the City's website at:

<https://www.oaklandca.gov/resources/current-environmental-review-ceqa-eir-documents-2011-present>

CONCLUSION

Staff believes that the proposed office tower is appropriate for the area being located within the core of the downtown office district and the Lake Merritt Office District within the Draft DOSP. The site is located within very close walking distance of the 19th Street BART Station and nearby numerous AC Transit lines. Dense development around the City's valuable BART Stations is critical to maximize the benefits of this regional transportation system. The design of the proposed project is also consistent with the required Conditional Use Permit (CUP) criteria, Minor Variance findings and Design Review criteria and standards.

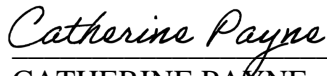
- RECOMMENDATIONS:**
1. Affirm staff’s environmental determination and adopt the attached CEQA Findings.
 2. Approve the Conditional Use Permits, Variances, Design Review and Vesting Tentative Parcel Map subject to the attached findings and conditions.

Prepared by:



PETERSON Z. VOLLMANN
Planner IV

Reviewed by:



CATHERINE PAYNE
Development Planning Manager
Bureau of Planning

Approved for Forwarding to the
City Planning Commission:

 Acting for

ED MANASSE
Deputy Director
Bureau of Planning

ATTACHMENTS:

- A. Findings for Approval
- B. Conditions of Approval
- C. SCA/RP from the 1919 Webster Street CEQA Analysis Checklist
- D. Project Plans
- E. Master Sign Program Plans

ATTACHMENT A

FINDINGS FOR APPROVAL

This proposal meets all the required Conditional Use Permit Findings (Sections 17.134.050, 17.58.040(L5), and 17.104.070), Design Review Criteria (Section 17.136.050.B) and Minor Variance Findings (Section 17.148.050) as set forth below and which are required to approve the application. This proposal does not contain characteristics that require denial pursuant to the Tentative Map Findings (Section 16.08.030) and is consistent with the Lot Design Standards (Section 16.24.040) of the Oakland Subdivision Regulations. Required findings are shown in **bold** type; reasons the proposal satisfies them are shown in normal type. (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 –CONDITIONAL USE PERMIT FINDINGS:

- 1. 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 proposed high-rise office building is appropriate for the site location. The proposed project will provide for a high-density development within the downtown core that is accessible to numerous local and regional mass transit options. The height of the tower will be consistent with other existing and proposed tall buildings in the immediate vicinity within a few blocks of the site. The development will be consistent with the intensity envisioned in the Central Business District and help to create a 24-hour neighborhood within the downtown area with an employment center in the office floors above the ground floor that will help activate the area during the day. The well-designed ground floor will contain tenant spaces that will service the daytime population as well as the numerous existing and future residents in the area during the evening and weekend hours. The proposed project will be required to pay Traffic Impact Fees to address any cumulative traffic concerns in the area, and will be required to incorporate a number of off-site improvements as conditions of approval for immediate benefit to the project and surrounding area.

- 2. 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 proposal will provide a functional working and shopping environment with well-designed pedestrian-oriented ground floor commercial spaces that will activate the streetscape and an employment center that is located in direct proximity to numerous local and regional transit options. The proposed tower meets the required design review criteria and the CBD Zone design requirements.

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

The development will help to enhance the area as a high intensity commercial center as it is located within the Central Business District and reintroduce active ground floor commercial activities along key commercial and

pedestrian corridors by replacing the existing surface parking lot with new active pedestrian-oriented ground floor commercial space.

- 4. That the proposal conforms to all applicable design review criteria set forth in the DESIGN REVIEW PROCEDURE of Chapter 17.136 of the Oakland Planning Code.**

See Design Review findings below.

- 5. That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable plan or development control map which has been adopted by the City Council.**

As detailed earlier in the report, and hereby incorporated by reference, the General Plan’s Land Use and Transportation Element (LUTE) classifies the project site as being located in the Central Business District (CBD) General Plan area. This land use classification is intended encourage, support, and enhance the downtown area as a high density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, community facilities, and visitor uses. The CBD classification includes a mix of large-scale offices, commercial, urban high-rise residential, institutional, open-space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses.

The proposed project meets the referenced policies and objectives and the general intent of the Central Business District (CBD) land use designation by constructing a new high intensity commercial building with active ground floor space on two major commercial streets within the downtown core and within direct proximity to numerous local and regional mass transportation options.

17.58.040 – GROUND FLOOR ACTIVITIES CRITERIA (Limitation L5):

- 1. The proposal will not impair a generally continuous wall of building facades;**

The proposal will replace an existing surface parking lot that currently fronts 19th Street with new commercial storefronts that will fit in with the established context down the rest of the block to the west. The proposed activities under the CUP for a gym or bank would still present an active space to the area.

- 2. The proposal will not weaken the concentration and continuity of retail facilities at ground-level, and will not impair the retention or creation of an important shopping frontage; and**

The proposal will enhance the continuity of retail facilities at the ground level by building new commercial storefronts in place of an existing surface parking lot.

- 3. The proposal will not interfere with the movement of people along an important pedestrian street.**

The proposal will not interfere with the movement of people along 19th Street, and will be an improvement over the existing condition by removing the surface parking lot.

17.104.070B – MASTER SIGN PROGRAM (ADDITIONAL CUP FINDINGS)

- 1. That the proposal will be of a quality and character appropriate to the Commercial, Industrial, mixed-use building or complex;**

The plan provides locations for ground floor tenant signage within storefront bay openings and will allow a mix of sign styles that are required to relate to the overall building signage in quality. The anchor tenant and building naming signage have been located in a manner that is consistent with architectural design features on the proposed building, and will not detract from the architecture. All the proposed signs will be of a high quality that will enhance the area as a commercial district.

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

The proposed ground level signage will be consistent across storefronts and will be compatible with other allowed signage along 19th Street. The upper level major tenant signs will be consistent with other upper level office tower signage within 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 Sign Program is being developed in conjunction with the new building, and all proposed signage is at appropriate locations intended for signage in the initial design for the building.

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

- 1. That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result 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.**

The proposed project will achieve a group of commercial facilities within the new high-rise that will be well-related within the design of the tower as it relates to the location of those commercial facilities. The ground floor commercial uses located along 19th Street is the appropriate location because it is the more pedestrian oriented street with many other existing businesses at the street level. The location of the parking and loading locations along Webster Street is appropriate because of the two frontages, it is the one with the lesser focus on a pedestrian commercial environment. The project is located in an area with no height limitations, but at approximately 270 feet, it will be within the range of other existing and proposed office and residential towers in the surrounding area within a few blocks, and consist of a similar bulk and massing of other office towers within the immediate area. The proposed exterior cladding of metal paneling and glass curtain wall is appropriate for office buildings and is also consistent with other existing approved buildings in the area as well.

- 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 proposed design will be that of an office tower that uses high quality exterior materials in a manner that creates visual interest in the skyline, as well as establishing an active ground floor setting to be more compatible with the surrounding area while replacing the incompatible surface parking lot.

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

The project site is consistent with the goals and policies of the LUTE as indicated in Findings in Sections 17.134.050 above and the City Planning Commission Report, hereby incorporated by reference.

SECTION 17.148.050 – MINOR VARIANCE FINDINGS :

- 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 proposed project requires a total of three off-street loading berths, but the applicant is requesting a reduction to two berths. Strict compliance with the requirement to provide all three loading berths would result in much of Webster Street being dedicated to loading dock and auto related doors. Reducing the loading berths to two allows for an effective design solution that improves the appearance of the building by allowing the ground floor lobby to further activate Webster Street while still providing an adequate loading facility for the office building and ground floor activities and limiting the impact of multiple driveways and curb cuts on the pedestrian environment and adjacent bike lanes.

The Planning Code includes dimensional and size limitations on towers in order to reduce visual bulk and mass. The applicant is requesting a variance to waive the maximum average floor lot coverage. The purpose of the zoning regulation is to create visual recesses in a building façade to break down the visual mass of the building. In this instance, the proposed building does include visual breaks in the façade at the corner by including balcony recesses, which while under the roof of the building are still counted towards building envelope (lot coverage) even though it is still providing the intended visual recess/step back to the building façade. In addition, the subject parcel is smaller than that of other office tower sites in the surrounding area and as a result will still have a much smaller building floor plate than many other recently approved office buildings.

The Planning Code requires a designated number of long- and short-term bike parking for new activities. The short-term bike parking is typically provided in bike racks within the public right of way or within close proximity to the lobby for the general public to access. The applicant has requested a minor variance to the short-term bike parking requirement since they are uncertain that there will be available space within the right of way upon completion of all of the required utility upgrades. If space is available, the code requirement will be complied with, but if not an equal number of bike racks that would have been required will be provided in the ground floor of the building within the long term bike parking area. This provides an effective design solution that will be operationally similar, versus not providing any at all given that there may be limitations on locations within the right of way.

- 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 basic intent of the off-street loading berth requirements is to allow an off-street location that can provide for loading and unloading that will not conflict with on-street pedestrian, bike and auto circulation. Strict compliance with the required three loading berths would preclude an effective design solution that improves the pedestrian environment and visual character of the building, while still providing two off-street loading berths that would be able to effectively serve the building. Office buildings of a similar size as the proposed building typically use 3 or fewer loading berths (ex: Kaiser Center Office Tower, Franklin Plaza, Ask Building, Ordway Building).

The basic intent of the tower bulk limitations (maximum lot coverage) is to provide a means of reducing the visual mass and bulk of towers as seen in the skyline. As noted in finding 1 above, the site area is smaller than that of other office tower sites in the surrounding area, and as such the tower will have a smaller footprint than other existing and recently approved buildings (ex: 300 Lakeside PUD, 1999 Harrison, 2 Kaiser Plaza, 415 20th Street). In addition, the proposed design does incorporate façade recesses into the building design for the balconies at the corner of the building that break down the visual mass of the building, but with the balconies being below a roofline, the area still counts toward the building footprint/lot coverage.

The intent of the short-term bike parking requirements is for bike racks to be available to visiting customers of an activity/business. The applicant's variance request to waive the short-term bike parking requirement in the event there is not available space in the right of way would still provide an equal number of spaces within the ground floor secured bike room, which will still meet the intent of having bike parking available for the visiting public.

- 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 the variance to reduce the loading berths to two will not adversely affect the character, livability, or appropriate development of the surrounding area as it will improve the overall street setting by reducing the amount of auto-oriented, non-active space that would be required along Webster Street.

The granting of the variance for the tower bulk regulations for average floor lot coverage, as stated above and in the staff report, will not adversely affect the character, livability or appropriate development of the area as the project design will incorporate elements that reduce the visual mass and bulk while still achieving the desired intensity at the site to allow for the high-rise office building that will bring jobs and active, pedestrian-oriented uses to the downtown core. The character of the tower would also be similar to the bulk of other towers in the City with even larger floor plates such as 1999 Harrison, 300 Lakeside PUD, 2 Kaiser Plaza, 415 20th Street.

The granting of the variance for short-term bike parking would not affect the character, livability, or appropriate development of the area as the number of bike parking stalls will still be provided, but within the long-term bike parking area within the building in the event that there is not enough room in the right of way to accommodate the required number of short-term stalls after inclusion of all required underground utilities.

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 loading berth and tower coverage limitations would not be a grant of special privilege with limitations imposed on similarly zoned properties since a number of other high-rise office towers in the immediate vicinity contain the same or less amount of loading berths and similar size and dimensions (generally larger) as noted in findings 2 and 3 above. The granting of the variance for short-term bike parking would not be a grant of special privilege since it would only be invoked in the event that there is not enough room to accommodate the bike racks in the right of way, and in which case the applicant would provide an equal number within the on-site long-term bike parking room.

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 regular design review criteria set forth in the design review procedure at Section 17.136.050.

See Design Review Findings above, hereby incorporated by reference.

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 Project is consistent with the goals and policies of the LUTE as indicated in Findings in Section 17.136.050 above, hereby incorporated by reference.

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

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

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

The proposal is consistent with the Central Business District General Plan designation by creating a commercial development with viable street fronting retail with upper level office uses within the downtown core. See additional General Plan Conformity findings above.

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

The proposal is consistent with the Central Business District General Plan designation by creating a commercial development with viable street fronting retail with upper level office uses within the downtown core. See additional General Plan Conformity findings above.

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

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

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

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

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

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

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

There should be no adverse health effects. This is in a commercial development containing office and retail uses located in the downtown area and it will introduce no new use classifications that are incompatible with the surrounding neighborhood.

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

There are no easements on this property at present to allow the public access to anything.

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

The project could to be set up for solar panels on the rooftop.

SECTION 16.24.040 – LOT DESIGN STANDARDS

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

The merged lot will contain frontage on Webster and 19th Streets.

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

The side lot lines will generally run at right angles from both Webster and 19th Streets.

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

The proposal will comply with the zoning regulations of the CBD Zones as outlined in this staff report.

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

The merged lot will be larger than the two smaller lots that currently exist and will be consistent with the lot sizes in the vicinity.

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

The site is previously developed and no such features exist.

CEQA 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 1919 Webster Street project, as more fully described elsewhere in this Staff Report and in the City of Oakland (“City”) CEQA Analysis document entitled “1919 Webster Street Project CEQA Analysis” dated July 2023 (“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 LUTE, 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 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), thus no additional environmental analysis beyond the CEQA Analysis is necessary. The specific statutory exemptions 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 “Program EIR’s”); 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 Program EIR’s; and there is no new information showing that any of the effects shall be more significant than described in the Program EIR’s.

As set out in detail in Attachment B to the 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 Program EIR’s 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 Program EIR’s, nor are there potentially significant off-site impacts and cumulative impacts not discussed in the Program EIR’s; 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 Program EIR’s, are now determined to present a more severe adverse impact than discussed in the Program EIR’s. 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 Program EIRs;

the Project will cause no new specific effects not addressed in the Program EIRs 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 Program EIRs.

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 Program EIRs; and indicates that the Project incorporates all applicable mitigation measures and SCAs from the Program EIRs. Attachment C also determines that the Project will cause no new specific effects not analyzed in the Program EIRs; determines that there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the Program EIRs, 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 .

IV. Severability: The City finds that all three 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 three 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.¹ 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 Program EIR's 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

¹ 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, the 2010 Housing Element and 2014 Addendum EIR, 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.

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.

ATTACHMENT B

CONDITIONS OF APPROVAL

STANDARD ADMINISTRATIVE CONDITIONS:

1. **Approved Use**

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, **staff report** and the approved plans **dated May 19, 2023** and Master Sign Program plans **dated May 23, 2023**, 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 **two years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

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

4. **Minor and Major Changes**

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

the procedures required for the original permit/approval. A new independent permit/approval shall be reviewed in accordance with the procedures required for the new permit/approval.

5. Compliance with Conditions of Approval

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

6. Signed Copy of the Approval/Conditions

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

7. Blight/Nuisances

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

8. Indemnification

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

(direct or indirect), action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

- b. Within ten (10) calendar days of the serving of any Action as specified in subsection (a) above on the City, the project applicant shall execute a Joint Defense Letter of Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Joint Defense Letter of Agreement shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

9. Severability

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

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

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

11. Public Improvements

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

12. Compliance Matrix

The project applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a sortable

spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The project applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City.

13. Construction Management Plan

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

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

- a. All mitigation measures identified in the 1919 Webster Street Project CEQA Analysis Document are included in the Standard Condition of Approval Reporting Program (SCA/RP) 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 1919 Webster Street Project CEQA Analysis Document are also included in the SCA/RP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCA/RP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval recommended in the 1919 Webster Street Project CEQA Analysis Document has been inadvertently omitted from the SCA/RP, that Standard Condition of Approval is adopted and incorporated from the 1919 Webster Street Project CEQA Analysis Document into the SCA/RP 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, 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 SCA/RP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval. Monitoring of compliance with the Standard Conditions of Approval 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 SCA/RP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.

- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City’s Master Fee Schedule.

OTHER STANDARD CONDITIONS:

15. Public Art for Private Development

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

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

Proof of installation of artwork, or other alternative requirement, is required prior to the City’s issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.

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

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

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

16. Neighborhood Retail Survey

Requirement: The project applicant shall conduct a survey of community members located within one-half mile of the project site to identify neighborhood needs and preferences for the proposed commercial space. The City strongly encourages the project applicant to seek tenants for the proposed commercial space that meet the needs and preferences of local community members. Please refer to the City’s Survey Guidelines for more information (contained in a separate document and available from the Oakland Planning Bureau).

When Required: Prior to commercial operations

Initial Approval: N/A

Monitoring/Inspection: N/A

17. Employee Rights

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

PROJECT SPECIFIC CONDITIONS:

18. Exterior Finishes

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes for city approval. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

19. Setback of Trash and Recycling Room

Requirement: The final building permit plan set shall include a setback of the trash and recycling room from the Webster Street façade and storefront to provide an expansion of the lobby area between the storefront glazing at the ground floor and the wall of the trash and recycling room so that there is clear transparency from the street into the lobby at said location.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

20. Short-term Bicycle Parking Monitoring

Requirement: As also required by the TDM Plan, monitor the usage of the short-term bicycle parking spaces and provide additional short-term bicycle parking if demand exceeds supply. Potential options may include:

- Additional bicycle racks along the sidewalks on Webster and/or 19th Streets.
- Additional bike racks near the entry alcove to the long-term bicycle storage room.
- Replacing one or more on-street parking spaces on Webster and/or 19th Streets with an in-street bicycle parking corral.

When Required: Ongoing

Initial Approval: Bureau of Planning/OakDOT

Monitoring/Inspection: Bureau of Planning/OakDOT

21. Miscellaneous Transportation Improvement Measures

Requirement #1: Provide one on-street ADA-accessible parking space within one block of the Project site.

Requirement #2: Install a bulb-out (curb-extension) with directional curb ramps at the northwest corner of the 19th Street/Webster Street intersection.

Requirement #3: Explore the feasibility and if deemed feasible by City staff and not in conflict with the planned bicycle improvements along Franklin Street, and not installed by the proposed 415 20th Street Project, complete Recommendation 6 from the 415 20th Street TIR at the 19th Street/Franklin Street intersection:

- Bulb-outs (curb extensions) at the northeast and southeast corners of the intersection to reduce pedestrian crossing distance.
- Directional curb-ramps with truncated domes on the northeast and southeast corners.

Requirement #4: As part of the p-job permit submittal include a proposal for review and approval by OakDOT to increase the yellow and/or red clearance intervals at the existing Franklin Street/19th Street intersection traffic signal.

When Required: Prior to issuance of p-job permit and ongoing

Initial Approval: Bureau of Planning/DOT

Monitoring/Inspection: Bureau of Planning/OakDOT

ATTACHMENT C

Standard Conditions of Approval Reporting Program

This Standard Conditions of Approval (SCAs) Reporting Program (SCARP) is based on the CEQA Checklist prepared for the 1919 Webster Street Project and applicable to both Scheme 1 and Alternative Scheme 2 of the Project.

This SCARP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCARP lists SCAs that apply to the Project. Specifically, on December 16, 2020, the City of Oakland released a revised set of all City of Oakland SCAs, which largely still include SCAs adopted by the City in 2008, along with supplemental, modified, and new SCAs. The SCAs are measures that would minimize potential adverse effects that could result from implementation of the Project, to ensure the conditions are implemented and monitored. The revised set of the City of Oakland SCAs includes new, modified, and reorganized SCAs; however, none of the revisions diminish or negate the ability of the SCAs considered “environmental protection measures” to minimize potential adverse environmental effects. As such, the SCAs identified in the SCARP reflect the current SCAs only. This SCARP also identifies the monitoring requirements for each SCA.

This CEQA Checklist is also based on the analysis in the following Program EIRs that apply to the 1919 Webster Project: Oakland’s 1998 General Plan Land Use and Transportation Element (LUTE) EIR (1998 LUTE EIR) and the 2011 Renewal Plan Amendments EIR. None of the mitigation measures or SCAs from these Program EIRs are included in this SCARP because they, or an updated or equally effective SCAs, are identified in this CEQA Checklist for the 1919 Webster Street Project.

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

- The first column of the SCARP table identifies the SCA applicable to that topic in the CEQA Checklist. While a mitigation measure or SCA can apply to more than one topic, it is listed in its entirety only under its primary topic (as indicated in the mitigation or SCA designator). The SCAs are numbered to specifically apply to the Project and this CEQA Checklist; however, the

SCAs as presented in the City's *Standard Conditions of Approval and Uniformly Applied Development Standards* document⁴⁴ are included in parenthesis for cross-reference purposes.⁴⁵

- 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.

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

⁴⁴ Dated December 16, 2020, as amended.

⁴⁵ This SCARP applies only to Scheme 1 for which a development application has been submitted to the City. Any future application of the SCARP to Alternative Scheme 2 would necessitate an updated SCARP.

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
General			
<p>SCA GEN-1 (Standard Condition Approval 15) Regulatory Permits and Authorizations from Other Agencies <u>Requirement:</u> The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p>		<p>Prior to activity requiring permit/authorization from regulatory agency.</p>	<p>City of Oakland Bureau of Planning and applicable regulatory agency with jurisdiction</p>
Aesthetics, Shadow, and Wind			
<p>SCA AES-1 (Standard Condition of Approval 16) Trash and Blight Removal The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.</p>		<p>Ongoing.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA AES-2 (Standard Condition of Approval 17) Graffiti Control</p> <p>a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ul style="list-style-type: none"> i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 		<p>Ongoing.</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Aesthetics, Shadow, and Wind (cont.)			
SCA AES-3 (Standard Condition of Approval 18) Landscape Plan			
<p>a. Landscape Plan Required</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. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.</p> <p>b. Landscape Installation</p> <p>The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p>c. Landscape Maintenance</p> <p>All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to building permit final.</p> <p>c. Ongoing</p>	<p>a. City of Oakland Bureau of Planning</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Building</p>	
SCA AES-4 (Standard Condition of Approval 19): Lighting			
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.		Prior to building permit final.	City of Oakland Bureau of Building
Air Quality			
SCA AIR-1 (Standard Condition of Approval 20) Dust Controls – Construction-Related			
The Project applicant shall implement all of the following applicable dust control measures during construction of the Project:		During construction.	City of Oakland Bureau of Building
<p>a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.</p> <p>b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).</p> <p>c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>d. Limit vehicle speeds on unpaved roads to 15 miles per hour.</p> <p>e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</p> <p>f. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6-to 12-inch compacted layer of wood chips, mulch, or gravel.</p>			

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Air Quality (cont.)			
Enhanced Controls			
<i>Applies to</i>			
<ul style="list-style-type: none"> • Extensive site preparation (i.e., the construction site is four acres or more in size); or • Extensive soil transport (i.e., 10,000 or more cubic yards of soil import/export). 		City of Oakland Bureau of Building	
<p>h. Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</p> <p>i. 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> <p>j. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity.</p> <p>k. 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>l. 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.</p>		During construction.	
<p>SCA AIR-2 (Standard Condition of Approval 21) Criteria Air Pollutant Controls – Construction Related</p> <p>Requirement: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:</p> <p>a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”).</p> <p>c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.</p> <p>d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and use propane or natural gas generators cannot meet the electrical demand.</p>		During construction.	
		City of Oakland Bureau of Building	

Standard Conditions of Approval – Project Scheme 1	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
<p>Air Quality (cont.)</p> <p>e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>f. 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”) and upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>SCA AIR-3 (Standard Condition of Approval 22) Diesel Particulate Matter Controls–Construction Related</p> <p>a. Diesel Particulate Matter Reduction Measures</p> <p><u>Requirement:</u> The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose one of the following methods:</p> <p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.</p> <p>ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.</p> <p>b. Construction Emissions Minimization Plan (if required by “a” above)</p> <p><u>Requirement:</u> The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:</p> <p>i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model/year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.</p> <p>ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.</p>	<p>a. Prior to issuance of a construction related permit (i), during construction (ii).</p> <p>b. Prior to issuance of a construction related permit.</p>	<p>a. City of Oakland Bureau of Planning and Bureau of Building.</p> <p>b. City of Oakland Bureau of Planning and Bureau of Building.</p>

- or -

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Air Quality (cont.)			
<p>SCA AIR-4 (Standard Condition of Approval 24) Stationary Sources of Air Pollution (Toxic Air Contaminants) <u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>- or -</p> <p>b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:</p> <ul style="list-style-type: none"> i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. 		Prior to approval of construction-related permit	City of Oakland Bureau of Planning and Bureau of Building.
<p>SCA AIR-5 (Standard Condition of Approval 26) Asbestos in Structures <u>Requirement:</u> 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
Biological Resources			
SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i> , below.			
SCA HYD-2, NPDES C.3 Stormwater Requirements for Regulated Projects. See <i>Hydrology and Water Quality</i> , below.			
SCA UTIL-7, Water Efficient Landscape Ordinance (WELO). See <i>Utilities and Service Systems, and Energy</i> , below.			

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Cultural Resources and Tribal Cultural Resources			
<p>SCA CUL-1 (Standard Condition of Approval 32): <i>Archaeological and Paleontological Resources – Discovery During Construction Requirement:</i> 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>City of Oakland Bureau of Building</p>
<p>SCA CUL-2 (Standard Condition of Approval 33): <i>Archaeologically Sensitive Areas – Pre-Construction Measures Requirement:</i> 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: <i>Intensive Pre-Construction Study.</i></p> <p>The Project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:</p> <ol style="list-style-type: none"> 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. A report disseminating the results of this research. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. 		<p>Prior to approval of construction-related permit; during construction.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
Cultural Resources and Tribal Cultural Resources (cont.)		Responsibility
Schedule		
	<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>Provision B: Construction ALERT Sheet.</p> <p>The Project applicant shall prepare a construction “ALERT” sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the Project’s prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil- disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City’s Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.</p>	<p>City of Oakland Bureau of Building</p>
	<p>SCA CUL-3 (Standard Condition of Approval SCA 34): Human Remains – Discovery During Construction</p> <p><u>Requirement:</u> 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>	<p>During construction.</p>
	<p>Also SCA NOI-7 Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities. See <i>Noise</i>, below.</p>	

Mitigation Implementation/Monitoring	
Schedule	Responsibility
Standard Conditions of Approval – Project Scheme 1	
Geology, Soils, and Geohazards, and Mineral Resources	
<p>SCA GEO-1 (Standard Condition of Approval 36): Construction-Related Permit(s) <u>Requirement:</u> The Project applicant shall obtain all required construction-related permits/approvals from the City. The Project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA GEO-2 (Standard Condition of Approval 37): Soils Report <u>Requirement:</u> 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>	<p>City of Oakland Bureau of Building</p>
<p>See SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i>, below.</p>	
Greenhouse Gases and Climate Change	
<p>SCA GHG-1 (Standard Condition of Approval 42): Greenhouse Gas Reduction Plan a. GHG Reduction Plan Implementation During Construction <u>Requirement:</u> The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan.</p> <p>The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO₂e per year or 4.6 metric tons of CO₂e per year per service population) to help implement the City's Energy and Climate Action Plan. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), and additional GHG reduction measures available to further reduce GHG emissions, and (c) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.</p> <p>Potential GHG reduction measures to be considered include, but are not limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.</p> <p>The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.</p>	<p>Prior to approval of construction-related permit.</p> <p>City of Oakland Bureau of Planning</p>

Standard Conditions of Approval – Project Scheme 1	
Greenhouse Gases and Climate Change (cont.)	
Mitigation Implementation/Monitoring	Responsibility
Schedule	Responsibility
<p>The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; (4) off-site within the State of California; then (5) elsewhere in the United States.</p> <p>As with preferred locations for the implementation of all GHG reductions measures, the preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; (3) within the State of California; then (4) elsewhere in the United States. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan.</p> <p>For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.</p>	<p>b. GHG Reduction Plan Implementation During Construction</p> <p>Requirement: The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects).</p>
<p>c. GHG Reduction Plan Implementation After Construction</p> <p>Requirement: The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis.</p> <p>The project applicant shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.</p> <p>Annual Report. Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant.</p> <p>The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan.</p>	<p>Ongoing.</p> <p>Ongoing.</p>
	<p>City of Oakland Bureau of Planning</p> <p>City of Oakland Bureau of Planning</p>

Mitigation Implementation/Monitoring	
Schedule	Responsibility
Standard Conditions of Approval – Project Scheme 1	
Greenhouse Gases and Climate Change (cont.)	
<p>The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City’s discretion, as discussed below.</p> <p><i>Corrective Procedure.</i> If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures (“Corrective GHG Action Plan”). The project applicant shall then implement the approved Corrective GHG Action Plan.</p> <p>If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project’s approvals should be revoked, altered or additional conditions of approval imposed.</p> <p>The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the “adjusted” baseline.</p> <p>In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan.</p> <p>The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan.</p> <p><i>Timeline Discretion and Summary.</i> The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.</p>	
See SCA AES-3, andscape Plan. See <i>Aesthetics, Wind, and Shadow</i> , above.	
See SCAs AIR-2, Criteria Air Pollutant Controls - Construction Related. See <i>Air Quality</i> , above.	
See SCA AIR-3, Diesel Particulate Matter Controls - Construction Related. See <i>Air Quality</i> , above.	
See SCA TRA-2, Bicycle Parking. See <i>Transportation and Circulation</i> , below.	
See SCA TRA-4, Transportation and Parking Demand Management. See <i>Transportation and Circulation</i> , below.	
See SCA UTIL-1, Construction and Demolition Waste Reduction and Recycling. See <i>Utilities and Service Systems, and Energy</i> , below.	
See SCA UTIL-4, Green Building Requirements. See <i>Utilities and Service Systems, and Energy</i> , below.	
See SCA UTIL-7, UTIL-7 Water Efficient Landscape Ordinance (WELO). See <i>Utilities and Service Systems, and Energy</i> , below.	

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
Hazards and Hazardous Materials		Schedule
		Responsibility
<p>SCA HAZ-1 (Standard Condition of Approval 43): Hazardous Materials Related to Construction</p> <p><u>Requirement:</u> 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> <ul style="list-style-type: none"> a. Follow manufacturer’s recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City’s Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. 	<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA HAZ-2 (Standard Condition of Approval 44): Hazardous Building Materials and Site Contamination</p> <ul style="list-style-type: none"> a. Hazardous Building Materials and Site Contamination <u>Requirement:</u> 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. b. Environmental Site Assessment Required <u>Requirement:</u> 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. 	<ul style="list-style-type: none"> a. Prior to approval of demolition, grading, or building permits b. Prior to approval of construction-related permit c. Prior to approval of construction-related permit d. During Construction 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building b. Applicable regulatory agency with jurisdiction c. City of Oakland Bureau of Building d. City of Oakland Bureau of Building

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Hazards and Hazardous Materials (cont.)			
<p>c. Health and Safety Plan Required <u>Requirement:</u> 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 <u>Requirement:</u> The Project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. 			
SCA AIR-5, Asbestos in Structures. See <i>Air Quality</i> , above.			
SCA TRA-1, Construction Activity in the Public Right-of-Way. See <i>Transportation and Traffic</i> , below.			
Hydrology and Water Quality			
SCA HYD-1 (Standard Condition of Approval 48): Erosion and Sedimentation Control Plan for Construction			
<p>a. Erosion and Sedimentation Control Plan Required <u>Requirement:</u> 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>b. Erosion and Sedimentation Control During Construction <u>Requirement:</u> The Project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. During construction. 	<p>City of Oakland Bureau of Building</p>	

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Hydrology and Water Quality (cont.)			
<p>SCA HYD-2 (Standard Condition of Approval 54): NPDES C.3 Stormwater Requirements for Regulated Projects</p> <p>a. Post-Construction Stormwater Management Plan Required</p> <p><u>Requirement:</u> The Project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-Project stormwater runoff flow and duration match pre-Project runoff. <p>b. Maintenance Agreement Required</p> <p><u>Requirement:</u> 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>			
		<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to building permit final. 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building b. City of Oakland Bureau of Building
<p>Also SCA GEO-1, Construction-Related Permit(s). See <i>Geology, Soils, and Geohazards</i>, and <i>Mineral Resources</i>, above.</p>			
<p>Also SCA UTIL-6, Storm Drain System. See <i>Utilities and Service Systems</i>, and <i>Energy</i>, below.</p>			

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Noise			
SCA NOI-1 (Standard Condition of Approval 62) Construction Days/Hours			
<p><u>Requirement:</u> 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>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>City of Oakland Bureau of Building</p>
SCA NOI-2 (Standard Condition of Approval 63) Construction Noise			
<p><u>Requirement:</u> The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p>			
<p>a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.</p> <p>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</p>	<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>	

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
Noise (cont.)	Schedule	Responsibility
<p>SCA NOI-3 (Standard Condition of Approval 64) Extreme Construction Noise</p> <p><i>a. Construction Noise Management Plan Required</i></p> <p><u>Requirement:</u> 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 <u>include, but are not limited to, the following:</u></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 <u>and implement such measure if such measures are feasible and would noticeably reduce noise impacts;</u> and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p><i>b. Public Notification Required</i></p> <p><u>Requirement:</u> 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>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. During construction. 	<p>City of Oakland Bureau of Building</p>
<p>SCA NOI-4 (Standard Condition of Approval 66) Construction Noise Complaints</p> <p><u>Requirement:</u> The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City’s request. 	<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Noise (cont.)			
<p>SCA NOI-5 (Standard Condition of Approval 67) Exposure to Community Noise <u>Requirement:</u> 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> <ul style="list-style-type: none"> a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities 		<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>
<p>SCA NOI-6 (Standard Condition of Approval 68) Operational Noise <u>Requirement:</u> 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>		<p>Ongoing.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA NOI-7 (Standard Condition of Approval 70) Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities <u>Requirement:</u> 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 at 1904 Franklin Street (local historic resource). The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p>		<p>Prior to construction</p>	<p>City of Oakland Bureau of Building</p>
Population and Housing			
<p>SCA POP-1 (Standard Condition of Approval 70) Jobs/Housing Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).</p>		<p>Prior to issuance of building permit; subsequent milestones pursuant to ordinance.</p>	<p>City of Oakland Bureau of Building</p>
Public Services, Parks, and Recreation Facilities			
<p>SCA PUB-1 (Standard Condition of Approval 73) Capital Improvements Impact Fee <u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>		<p>Prior to issuance of building permit</p>	<p>City of Oakland Bureau of Building</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
Transportation and Circulation		Schedule	Responsibility
<p>SCA TRA-1 (Standard Condition of Approval 75) Construction Activity in the Public Right-of-Way</p> <p>a. Obstruction Permit Required <u>Requirement:</u> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.</p> <p>b. Traffic Control Plan Required <u>Requirement:</u> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or Detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets <u>Requirement:</u> The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>		<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to approval of construction-related permit.</p> <p>c. Prior to building permit final.</p>	<p>City of Oakland Department of Transportation</p>
<p>SCA TRA-2 (Standard Condition of Approval 76) Bicycle Parking</p> <p><u>Requirement:</u> The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.</p>		<p>Prior to approval of construction-related permit.</p>	<p>City of Oakland Bureau of Planning and Bureau of Building</p>
<p>SCA TRA-3 (Standard Condition of Approval 77): Transportation Improvements.</p> <p>The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <p>a. 2070L Type Controller with cabinet accessory</p> <p>b. GPS communication (clock)</p>		<p>Prior to building permit final or as otherwise specified</p>	<p>City of Oakland Bureau of Building and City of Oakland Department of Transportation</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring			
		Schedule	Responsibility		
Transportation and Circulation (cont.)					
<ul style="list-style-type: none"> c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner) 					
<p>SCA TRA-4 (Standard Condition of Approval 78) Transportation and Parking Demand Management</p> <p>a. Transportation and Parking Demand Management (TDM) Plan Required</p> <p><u>Requirement:</u> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <ul style="list-style-type: none"> i. The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> – Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR – Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate • Enhance the City’s transportation system, consistent with City policies and programs. ii. The TDM Plan should include the following: <ul style="list-style-type: none"> • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. 				<ul style="list-style-type: none"> a. Prior to approval of planning application. b. Prior to building permit final c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning b. City of Oakland Bureau of Building c. City of Oakland Department of Transportation

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring															
Transportation and Circulation (cont.)		Schedule															
		Responsibility															
<ul style="list-style-type: none"> Proposed TDM strategies to achieve VTR goals (see below). <p>iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program.</p> <p>iv. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR</p>																	
<table border="1"> <thead> <tr> <th>Improvement</th> <th>Required by code or when...</th> </tr> </thead> <tbody> <tr> <td>Bus boarding bulbs or islands</td> <td> <ul style="list-style-type: none"> A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb </td> </tr> <tr> <td>Bus shelter</td> <td> <ul style="list-style-type: none"> A stop with no shelter is located within the project frontage, or The project is located within 0.10 miles of a flag stop with 25 or more boardings per day </td> </tr> <tr> <td>Concrete bus pad</td> <td> <ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist </td> </tr> <tr> <td>Curb extensions or bulb-outs</td> <td> <ul style="list-style-type: none"> Identified as an improvement within site analysis </td> </tr> <tr> <td>Implementation of a corridor-level bikeway improvement</td> <td> <ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips </td> </tr> <tr> <td>Implementation of a corridor-level transit capital improvement</td> <td> <ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips </td> </tr> <tr> <td>Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.</td> <td> <ul style="list-style-type: none"> Always required </td> </tr> </tbody> </table>	Improvement	Required by code or when...	Bus boarding bulbs or islands	<ul style="list-style-type: none"> A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb 	Bus shelter	<ul style="list-style-type: none"> A stop with no shelter is located within the project frontage, or The project is located within 0.10 miles of a flag stop with 25 or more boardings per day 	Concrete bus pad	<ul style="list-style-type: none"> A bus stop is located along the project frontage and a concrete bus pad does not already exist 	Curb extensions or bulb-outs	<ul style="list-style-type: none"> Identified as an improvement within site analysis 	Implementation of a corridor-level bikeway improvement	<ul style="list-style-type: none"> A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and The project would generate 500 or more daily bicycle trips 	Implementation of a corridor-level transit capital improvement	<ul style="list-style-type: none"> A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and The project would generate 400 or more peak period transit trips 	Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	<ul style="list-style-type: none"> Always required 	
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Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
		Schedule
Transportation and Circulation (cont.)		Responsibility
Improvement	Required by code or when...	
In-street bicycle corral	<ul style="list-style-type: none"> A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages. 	
Intersection improvements ⁴⁶	<ul style="list-style-type: none"> Identified as an improvement within site analysis 	
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	<ul style="list-style-type: none"> Always required 	
No monthly permits and establish minimum price floor for public parking ⁴⁷	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1000 sf. (commercial) 	
Parking garage is designed with retrofit capability	<ul style="list-style-type: none"> Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial) 	
Parking space reserved for car share	<ul style="list-style-type: none"> If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units. Typically required 	
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	<ul style="list-style-type: none"> Typically required 	
Pedestrian crossing improvements	<ul style="list-style-type: none"> Identified as an improvement within site analysis 	
Pedestrian-supportive signal changes ⁴⁸	<ul style="list-style-type: none"> Identified as an improvement within operations analysis 	
Real-time transit information system	<ul style="list-style-type: none"> A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better 	
Relocating bus stops to far side	<ul style="list-style-type: none"> A project is located within 0.10 mile of any active bus stop that is currently near-side 	

⁴⁶ Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

⁴⁷ May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

⁴⁸ Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a “scramble” signal phase where appropriate.

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
Transportation and Circulation (cont.)		Schedule
		Responsibility

Improvement	Required by code or when...
Signal upgrades ⁴⁹	<ul style="list-style-type: none"> Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years
Transit queue jumps	<ul style="list-style-type: none"> Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Trenching and placement of conduit for providing traffic signal interconnect	<ul style="list-style-type: none"> Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and A major transit improvement is identified within operations analysis requiring traffic signal interconnect
Unbundled parking	<ul style="list-style-type: none"> If proposed parking ratio exceeds 1:1.25 (residential)

- v. Other 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, the Master Street Tree List, Tree Planting Guidelines (which can be viewed at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf> and <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf>, respectively), and any applicable streetscape plan.

⁴⁹ Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

Mitigation Implementation/Monitoring	Schedule	Responsibility
<p>Standard Conditions of Approval – Project Scheme 1</p>		
<p>Transportation and Circulation (cont.)</p>		
<ul style="list-style-type: none"> • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. <p>The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.</p>	<p>b. TDM Implementation – Physical Improvements</p> <p><u>Requirement:</u> 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>	

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring	
		Schedule	Responsibility
Transportation and Circulation (cont.)			
<p>c. TDM Implementation – Operational Strategies</p> <p><u>Requirement:</u> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.</p>			
<p>SCA TRA-5 (Standard Condition of Approval 79) Transportation Impact Fee</p> <p><u>Requirement:</u> The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>		<p>Prior to issuance of building permit.</p>	<p>City of Oakland Bureau of Building</p>
<p>SCA-TRA-6 Plug-In Electric Vehicle (PEV) Charging Infrastructure</p> <p>a. PEV-Ready Parking Spaces</p> <p><u>Requirement:</u> The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. “PEV-Ready”) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.</p>		<p>Prior to issuance of building permit.</p>	<p>City of Oakland Bureau of Building</p>
Utilities and Service Systems, and Energy			
<p>SCA UTIL-1 (Standard Condition of Approval 82) Construction and Demolition Waste Reduction and Recycling</p> <p><u>Requirement:</u> The Project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the Project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City’s Green Building Resource Center. Current standards, FAQs, and forms are available on the City’s website and in the Green Building Resource Center.</p>		<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Public Works Department, Environmental Services Division</p>
<p>SCA UTIL-2 (Standard Condition of Approval 83) Underground Utilities</p> <p><u>Requirement:</u> The Project applicant shall place underground all new utilities serving the Project and under the control of the Project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the Project’s street frontage and from the Project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>		<p>During construction.</p>	<p>City of Oakland Bureau of Building</p>

Mitigation Implementation/Monitoring	
Schedule	Responsibility
Standard Conditions of Approval – Project Scheme 1	
Utilities and Service Systems, and Energy (cont.)	
<p>SCA UTIL-3 (Standard Condition of Approval 84) Recycling Collection and Storage Space Requirement: The Project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The Project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two 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>	<p>Prior to approval of construction-related permit.</p>
<p>SCA UTIL-4 (Standard Condition of Approval 85) Green Building Requirements a. Compliance with Green Building Requirements During Plan-Check Requirement: The Project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • Compliance with the appropriate and applicable checklist approved during the Planning entitlement process: LEED Silver. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories. <p>b. Compliance with Green Building Requirements During Construction Requirement: The Project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the Project.</p>	<p>a. City of Oakland Bureau of Building</p> <p>b. City of Oakland Bureau of Building</p> <p>c. City of Oakland Bureau of Planning and Bureau of Building</p>

Standard Conditions of Approval – Project Scheme 1		Mitigation Implementation/Monitoring
Utilities and Service Systems, and Energy (cont.)		Schedule
		Responsibility
<p>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. <p>c. Compliance with Green Building Requirements After Construction <u>Requirement:</u> Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>	<p>SCA UTIL-5 (Standard Condition of Approval 87) Sanitary Sewer System <u>Requirement:</u> The Project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-Project and post-Project wastewater flow from the Project site. In the event that the Impact Analysis indicates that the net increase in Project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the Project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City’s Master Fee Schedule for funding improvements to the sanitary sewer system.</p> <p>SCA UTIL-6 (Standard Condition of Approval 88) Storm Drain System <u>Requirement:</u> The Project storm drainage system shall be designed in accordance with the City of Oakland’s Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-Project condition.</p>	<p>Prior to approval of construction-related permit.</p> <p>Prior to approval of construction-related permit.</p> <p>Prior to approval of construction-related permit.</p>
<p>SCA UTIL-7 (Standard Condition of Approval 90) Water Efficient Landscape Ordinance (WELO) <u>Requirement:</u> The project applicant shall comply with California’s Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California’s Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. <u>Prescriptive Measures:</u> Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California’s Model Water Efficient Landscape Ordinance (see website below starting on page 23): http://www.water.ca.gov/wateruseefficiency/landscapeordnance/docs/Title%202023%20extract%20-%20Official%20CCR%20pages.pdf <u>Performance Measures:</u> Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following:</p> <ul style="list-style-type: none"> a. Project Information: <ul style="list-style-type: none"> i. Date, ii. Applicant and property owner name, iii. Project address, 	<p>Prior to approval of construction-related permit.</p>	<p>Prior to approval of construction-related permit.</p>

Standard Conditions of Approval – Project Scheme 1	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
Utilities and Service Systems, and Energy (cont.)		
<ul style="list-style-type: none"> iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." <ul style="list-style-type: none"> b. Water Efficient Landscape Worksheet <ul style="list-style-type: none"> i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan <p>Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee.</p> <ul style="list-style-type: none"> i. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below. Effective May 1, 2018 Page 77 http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf 		
Also SCA AIR-2, Criteria Air Pollutant Controls - Construction Related. See <i>Air Quality</i> , above.		
Also SCA HYD-1, Erosion and Sedimentation Control Plan for Construction. See <i>Hydrology and Water Quality</i> , above.		
Also SCA HYD-2 NPDES C.3 Stormwater Requirements for Regulated Projects. See <i>Hydrology and Water Quality</i> , above.		
Wildfire		
SCA TRA-1, Construction Activity in the Public Right-of-Way. See <i>Transportation and Circulation</i> , above.		

ATTACHMENT D



1919 WEBSTER Application for Development Review

MAY 19TH, 2023

Owner/Applicant:
1919 Webster Street Owner, LLC
c/o Ellis Partners
1 Sansome Street, Suite 1550,
San Francisco, CA 94104

Architect:
Gensler
2101 Webster Street, Suite 2000
Oakland, CA 94612

Landscape Architect:
Surface Design
Pier 33 North, The Embarcadero, Suite 200
San Francisco, CA 94111

Vertical Transportation:
GVK Elevator Consulting Services
50 California Street, Suite 3510
San Francisco, CA 94111

Civil Engineer:
BKF Engineers
255 Shoreline Drive, Suite 200,
Redwood City, CA 94065

MEP:
Meyers+ Engineers
98 Battery St #500,
San Francisco, CA 94111

Structural Engineer:
Magnusson Klemencic Associates
1301 Fifth Avenue, Suite 3200
Seattle, WA 98101-2699

Parking:
Watry Design
2099 Gateway Pl Suite 550,
San Jose, CA 95110

Fire and Life Safety:
The Fire Consultants
1981 N. Broadway, Suite 400
Walnut Creek, CA 94596

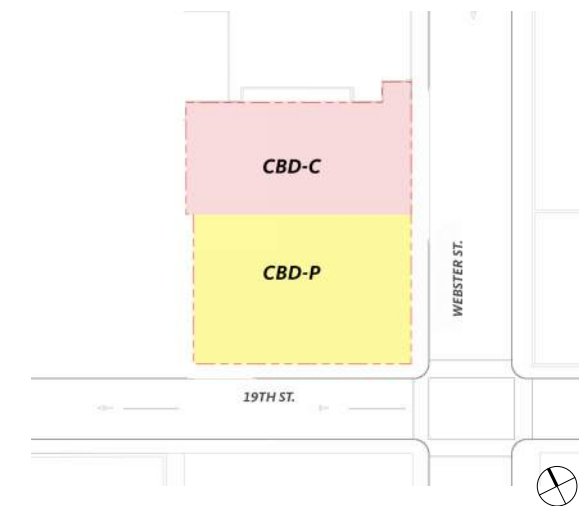
LOCATION MAP



ASSESSOR'S PARCEL MAP



ZONING DISTRICT



PROJECT DESCRIPTION

The proposed project at 1919 Webster is a 17-floor high rise office building measuring 270 feet to the top of the optional photovoltaic array, with parking below-grade. The project as proposed would build approximately 407,000 sf of floor area which on our approximately 26,000 sf site will yield an FAR of 15.6, therefore below the allowable FAR of 20. The typical office floor plate will enclose approximately 22,500 sf and have a 13' 9" floor-to-floor height.

A series of terraces will be integrated into the building at the office floors, and a larger rooftop deck with associated trellis may be provided at the owner's election. Photovoltaics are under consideration as well.

As part of this project, the existing building of approximately 74,000 sf will be demolished, in addition to a surface parking lot on the site.

The development team proposes to submit the building permit applications in a phased sequence.

Additional elements that are part of this Entitlement are: (1) a Vesting Parcel Map to merge the existing lots, (2) A Master Sign Program.

*Variances for Tower Lot Coverage, Loading, and Short Term Bike Parking are proposed. CUP for Conditional Ground Floor Uses is also proposed.

PROJECT & ZONING SUMMARY

Address: 1919 Webster, Oakland, CA 94612
 Parcel Number: 008-0637-008-08
 Development Standard Zone: CBD-P & CBD-C
 Height Area: 7 (No height limit, 120' max building base height)
 Proposed Total Building Height: 269' - 9" to top of optional PV array
 Proposed Building Base Height: 31' - 6"
 Max FAR: 20
 Proposed FAR: 15.6
 Maximum Allowable Floor Area: 520,335 SF
 Proposed Floor Area: 406,606 SF
 Total Lot Area: 26,017 SF
 Total Building Footprint: 24,997 SF
 Max Lot Coverage: 100% 26,017 SF
 Max Average Lot Coverage Above Building Base: 22,114 SF
 Proposed Average Lot Coverage Above Building Base: < 86.5% 22,500 SF
 Max Average Area of Floor Plates: No max
 Max Tower Elevation Length: No Max
 Max Diagonal Length: No Max

HEIGHT / BULK / INTENSITY AREA SUMMARY TABLE

1919 Webster Street Proposed Areas									
FLOOR NUMBER	FL-FL HEIGHT	FL-FL HEIGHT	FLOOR ELEVATION FROM LOBBY DATUM	RETAIL AREA** <small>(Retail, Restaurant, Bar, Office Amenity Area)</small>	GROSS OFFICE / AMENITY AREA	TOTAL FAR AREA	NON-FAR AREA	GROSS AREA	EXTERIOR SPACE
OPTIONAL PV ARRAY			269.75						
ROOF CANOPY	2'-0"	2.00	267.75						
PENTHOUSE HIGH ROOF	8'-0"	8.00	259.75						
PENTHOUSE LOW ROOF	9'-0"	9.00	250.75		5,529	5,529		5,529	
MAIN ROOF	13'-0"	13.00	237.75		7,484	7,484		7,484	8,800
17	13'-9"	13.75	224.00		22,452	22,452		22,452	650
16	13'-9"	13.75	210.25		22,452	22,452		22,452	
15	13'-9"	13.75	196.50		22,452	22,452		22,452	650
14	13'-9"	13.75	182.75		22,452	22,452		22,452	
13	13'-9"	13.75	169.00		22,452	22,452		22,452	650
12	13'-9"	13.75	155.25		22,452	22,452		22,452	
11	13'-9"	13.75	141.50		22,452	22,452		22,452	650
10	13'-9"	13.75	127.75		22,452	22,452		22,452	
9	13'-9"	13.75	114.00		22,452	22,452		22,452	650
8	13'-9"	13.75	100.25		22,492	22,492		22,492	
7	13'-9"	13.75	86.50		22,492	22,492		22,492	612
6	13'-9"	13.75	72.75		22,492	22,492		22,492	
5	13'-9"	13.75	59.00		22,492	22,492		22,492	612
4	13'-9"	13.75	45.25		22,492	22,492		22,492	
3	13'-9"	13.75	31.50		22,492	22,492		22,492	612
2	13'-9"	13.75	17.75		22,633	22,633		22,633	
(LOBBY) 1	17'-9"	17.75	0.00	2,900	19,172	22,072	2,925	24,997	
B1	17'-2"	17.17	-17.17		11,868	11,868	15,452	27,320	
				2,900	403,706	406,606	18,377	424,983	13,886

*All areas are shown in Square Feet (SF)
 ** See sheet A1.02.2 for office lobby portion that could be retail/restaurant/bar/office amenity space.
 Floor plates may extend to property lines pending city's approval of submitted alternate means and methods request.

BICYCLE PARKING, SHOWER, AND LOCKER REQUIREMENTS

BICYCLE PARKING REQUIREMENTS PER SECTION 17.117.110

Program	Area	Long Term Ratio	Long Term Spaces	Short Term Ratio	Short Term Spaces
Commercial - Office	403,706	1:10,000 SF (Min 2)	40	1:20,000 SF (Min 2)	20
Commercial - Retail	2,900	1:12,000 SF (Min 2)	2	1:2,000 SF (Min 2)	2
Total			42		22

17.117.080 - Calculation Rules. A. If after calculating the number of required bicycle parking spaces a quotient is obtained containing a fraction of one-half (1/2) or more, an additional space shall be required. If such fraction is less than one-half (1/2), it may be disregarded.

SHOWER AND LOCKER FACILITY REQUIREMENTS PER 17.117.130

Program	Area	Male Showers	Female Showers	Male Lockers	Female Lockers
Commercial - Office + Retail	406,606	4	4	16	16

A minimum of two (2) showers per gender plus one (1) shower per gender for each 150,000 sf. above 150,000 sf. Four (4) lockers per shower

PARKING INFORMATION

Parking Required: None In CBD Zone

Parking Provided:

Total Basement Stalls: 37

As no parking is required, plans represent the approximate number of proposed parking floors; mechanical parking may also increase/adjust the number of parking stalls. Final parking at Owner's election, subject to ADA and EV regulations.

DRAWING INDEX

- ARCHITECTURAL
- A0.00.2 COVER SHEET
 - A0.01.2 PROJECT INFORMATION
 - A0.02.2 EXISTING SITE PHOTOGRAPHS
 - A0.03.2 DESIGN INSPIRATION
 - A0.04.2 CONTEXT ELEVATION 19TH STREET
 - A0.05.2 CONTEXT ELEVATION WEBSTER STREET
 - A0.06.2 TOWER CONTEXT PERSPECTIVE
 - A0.07.2 HEALTHY, SUSTAINABLE, CONNECTED
 - A0.08.2 DESIGN DIAGRAMS
 - A0.09.2 19TH ST. & WEBSTER ST. PEDESTRIAN EXPERIENCE
 - A0.10.2 19TH ST. PEDESTRIAN EXPERIENCE
 - A0.10A.2 19TH ST. PEDESTRIAN EXPERIENCE
 - A0.11.2 FACADE DETAILING - PEDESTRIAN EXPERIENCE
 - A0.12.2 FACADE DETAILING - TOWER
 - A0.13.2 PERSPECTIVE RENDERINGS
 - A0.14.2 PERSPECTIVE RENDERINGS
 - A0.15.2 PERSPECTIVE RENDERINGS
 - A0.16.2 PERSPECTIVE RENDERINGS
 - A0.17.2 PERSPECTIVE RENDERINGS
 - A1.00.2 SITE PLAN
 - A1.01.2 FLOOR PLAN - BASEMENT
 - A1.02.2 FLOOR PLAN - GROUND FLOOR
 - A1.03.2 FLOOR PLAN - 2ND FLOOR
 - A1.04.2 FLOOR PLAN - LOW RISE (FL3-8)
 - A1.05.2 FLOOR PLAN - LOW RISE (FL9-10)
 - A1.06.2 FLOOR PLAN - HIGH RISE (FL11-17)
 - A1.07.2 FLOOR PLAN - LOW ROOF & PENTHOUSE 01
 - A1.08.2 FLOOR PLAN - PENTHOUSE 02
 - A1.09.2 FLOOR PLAN - HIGH ROOF PLAN
 - A2.00.2 MATERIAL PHOTOS
 - A2.01.2 MATERIAL BOARD
 - A2.02.2 BUILDING ELEVATIONS AND MATERIALS
 - A2.03.2 BUILDING ELEVATIONS AND MATERIALS
 - A3.00.2 BUILDING SECTION
 - A4.00.2 PROPERTY LINE ENCROACHMENT
 - A4.01.2 PROPERTY LINE ENCROACHMENT
- LANDSCAPE
- L1.01.2 LANDSCAPE SITE PLAN - L1
 - L1.02.2 LANDSCAPE SITE PLAN - L3
 - L1.03.2 LANDSCAPE SITE PLAN - L11
 - L1.04.2 LANDSCAPE SITE PLAN - L18
- CIVIL
- 201304 ALTA SURVEY
 - TM-1.0 TITLE SHEET
 - TM-2.0 EXISTING PLAN
 - TM-3.0 DEMOLITION PLAN
 - TM-4.0 EXISTING PARCELIZATION PLAN
 - TM-4.1 PROPOSED PARCELIZATION PLAN
 - TM-5.0 PROPOSED SITE PLAN
 - TM-6.0 PROPOSED GRADING PLAN
 - TM-7.0 PROPOSED UTILITY PLAN
 - TM-8.0 PROPOSED STORMWATER MANAGEMENT PLAN
 - TM-9.0 EROSION CONTROL PLAN



(1) 1935 Webster St



(2) 1951 Webster St



(3) 1940 Webster St



(4) 1956 Webster St



(5) 1999 Harrison St



(6) 1970 Franklin St



(7) 1950 Franklin St



(8) 1924 Franklin St



(9) 1900 Franklin St



(10) 415 Thomas L Berkley Way



(11) 414 19th St



(12) 440 19th St



(13) 1776 Broadway



(14) 1731 Franklin St



(15) 1834 Franklin St



(16) 355 19th St



(17) 1900 Webster St



(18) 1901 Harrison St



(19) 1830 Webster St



(20) 1889 Harrison St



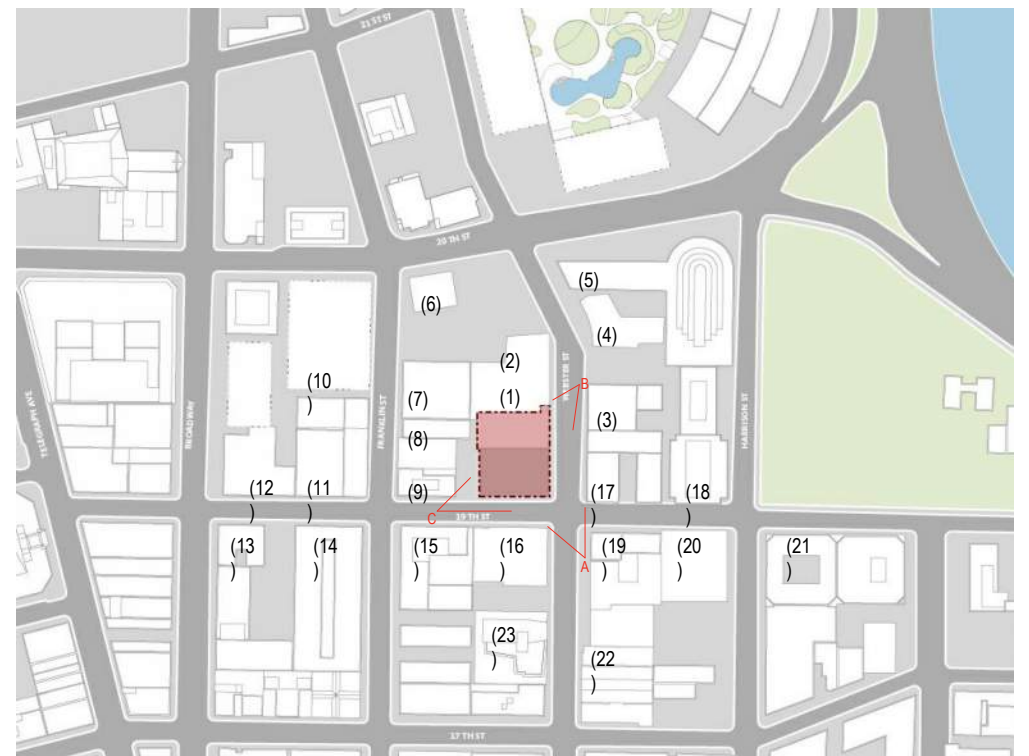
(21) 1800 Harrison St



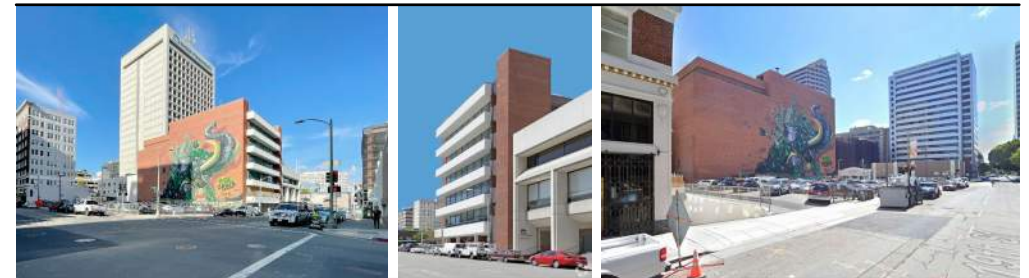
(22) 1700 Webster St



(23) 1717 Webster St



SITE PHOTOS



A

B

C

CONNECTING TO OAKLAND'S CLASSIC MODERN ARCHITECTURE:

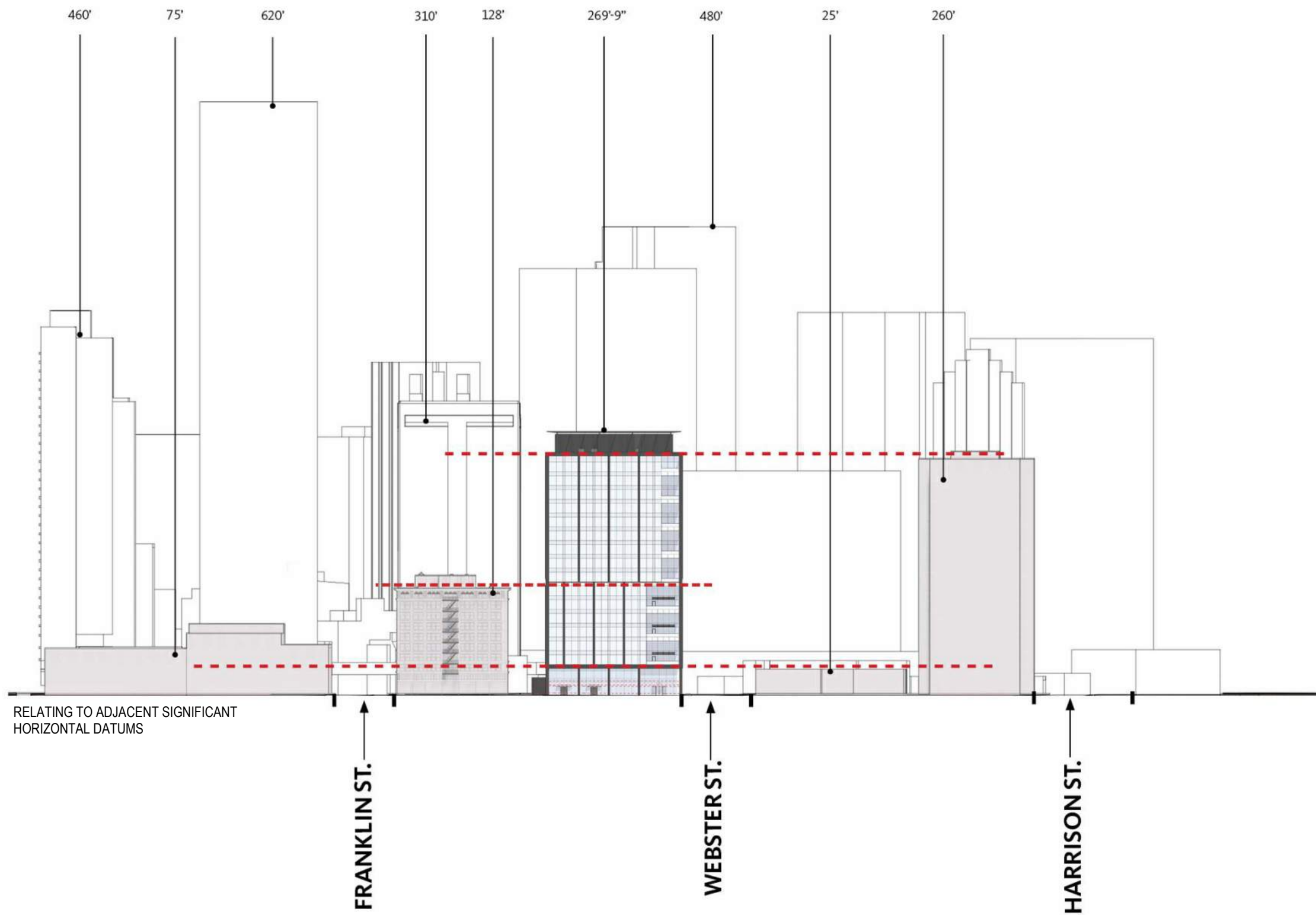
- SIMPLE ABSTRACT FORMS AND VOLUMES
- MODERN HIGH PERFORMANCE MATERIALS
- MAXIMIZING GLASS TO MAXIMIZE DAYLIGHT

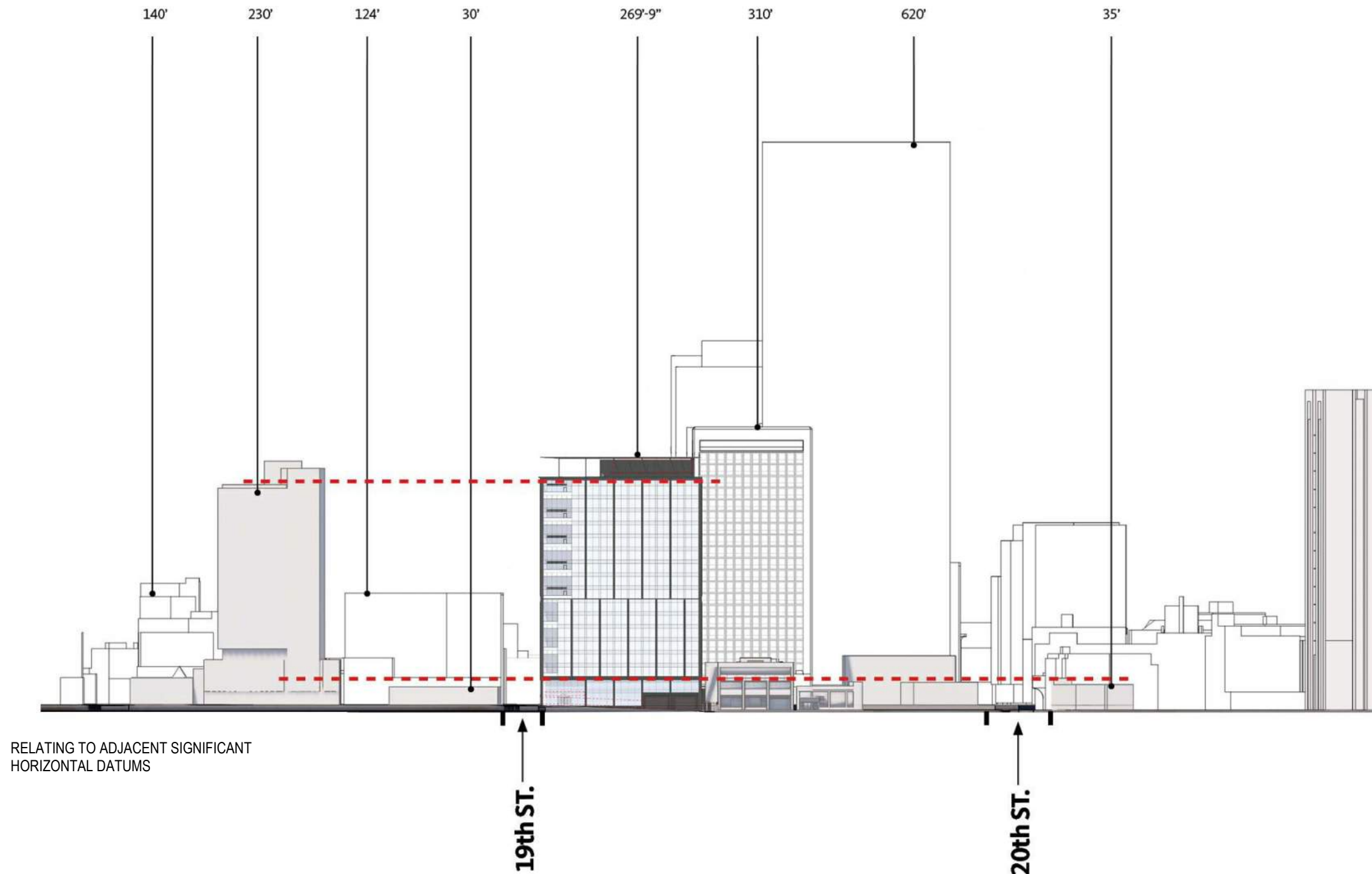


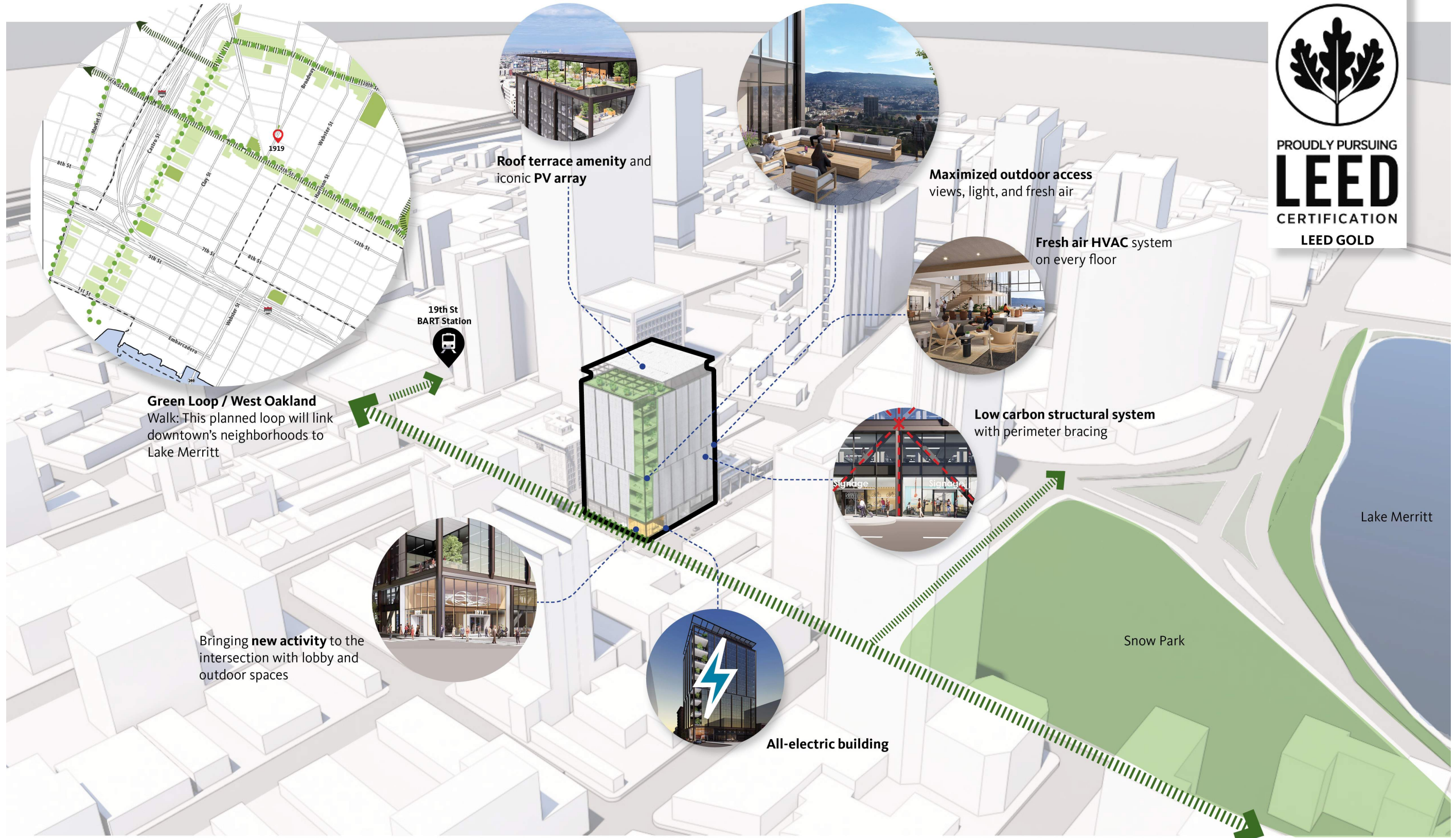
CONNECTING TO OAKLAND'S HISTORIC ARCHITECTURE:

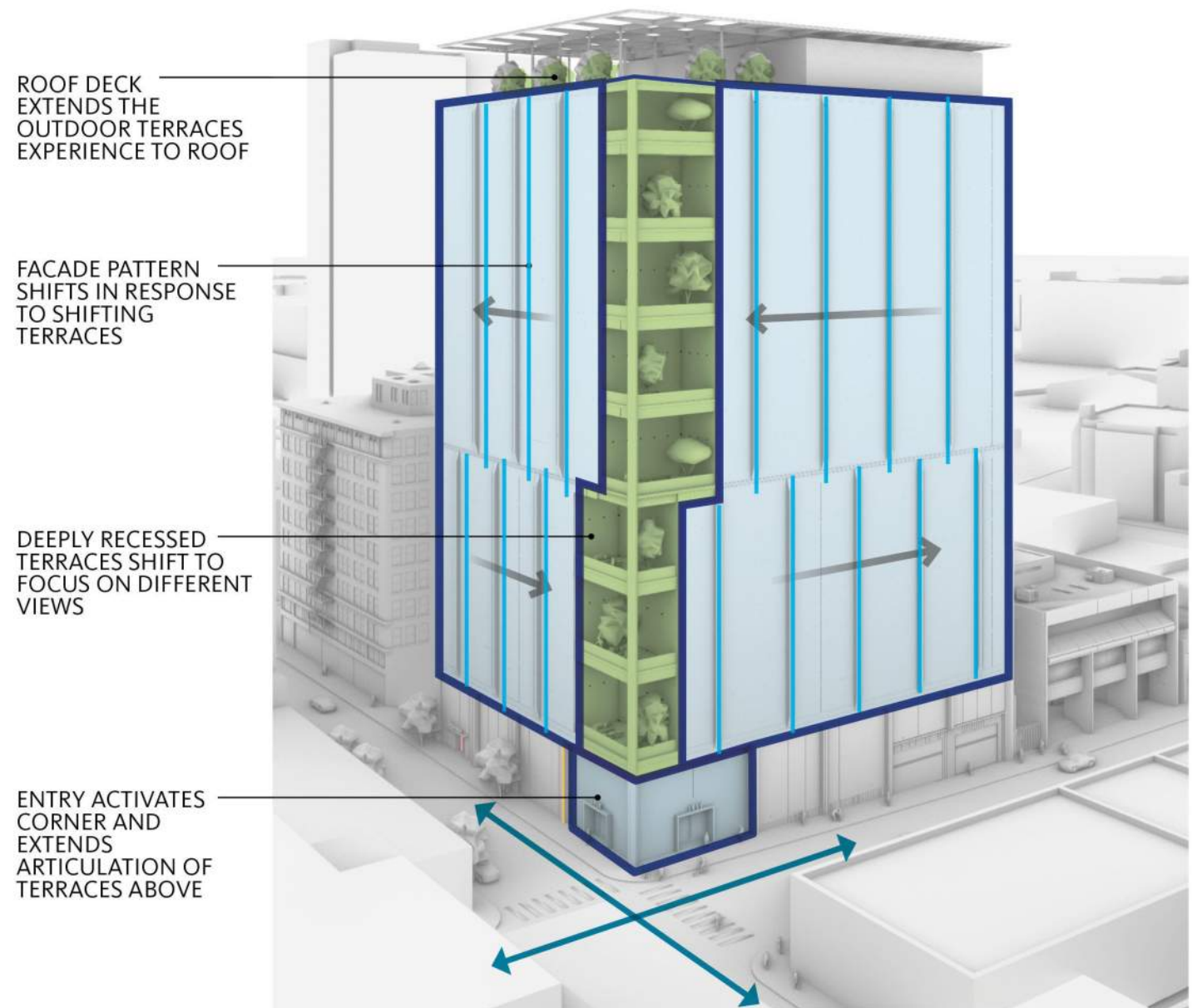
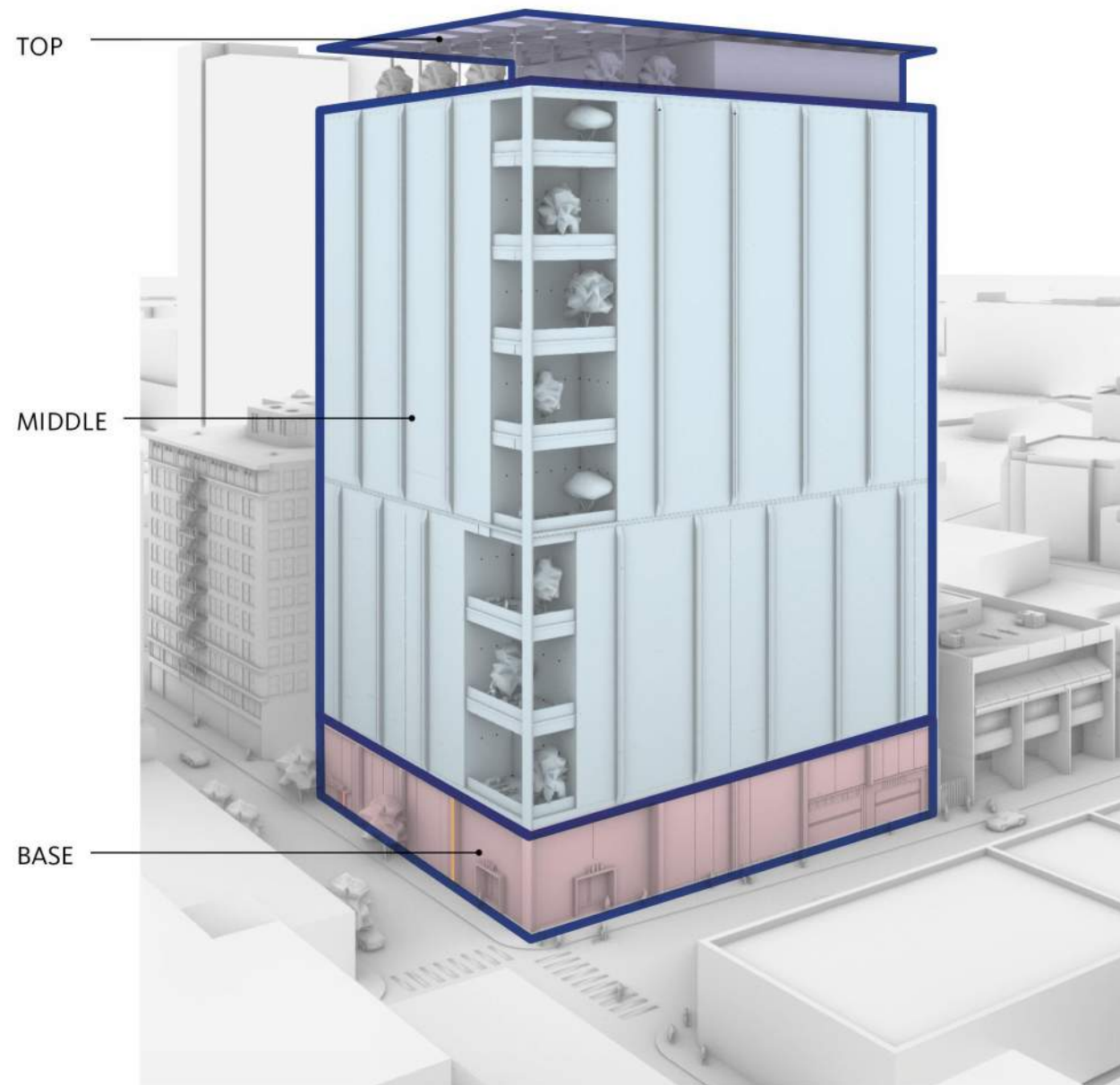
- VARIATION OF FACADE MATERIALS
- PLAY OF SHIFTING FENESTRATION PATTERNS
- STRONG HORIZONTALS AND BUILDING TOP







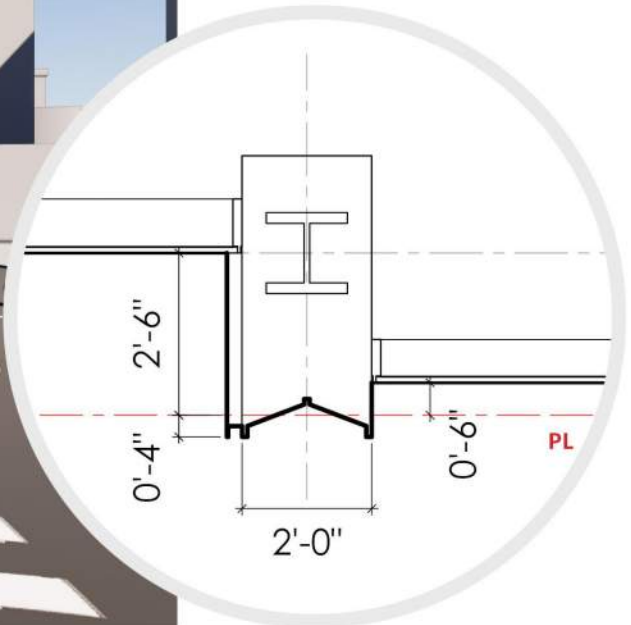
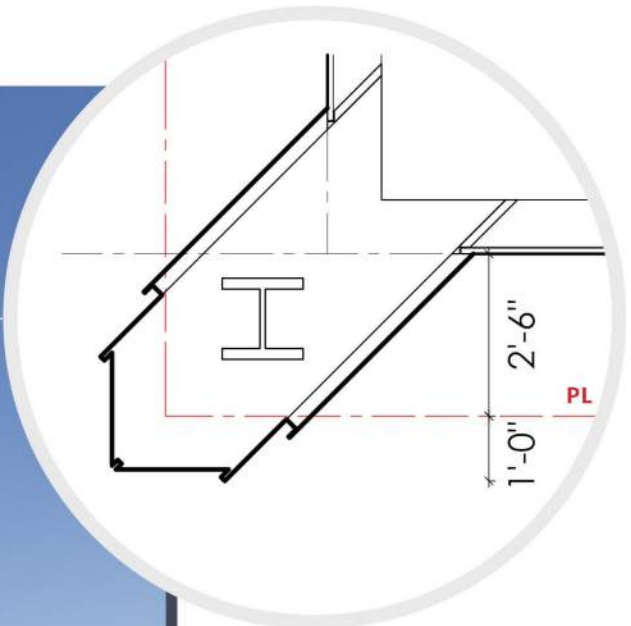
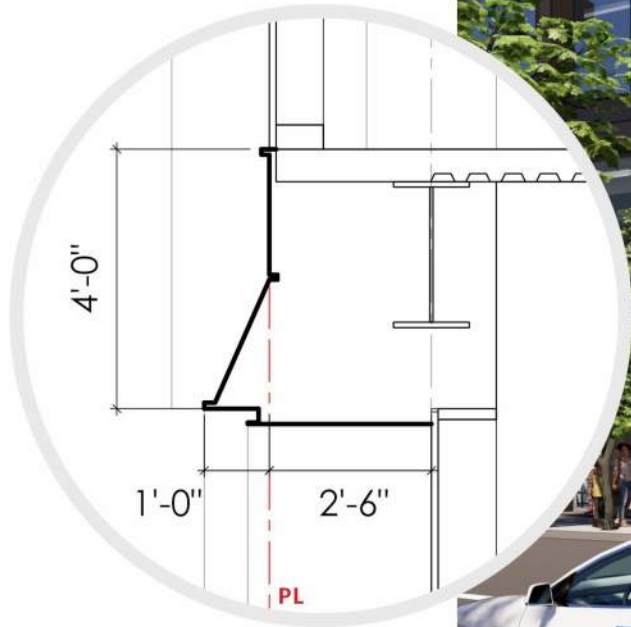


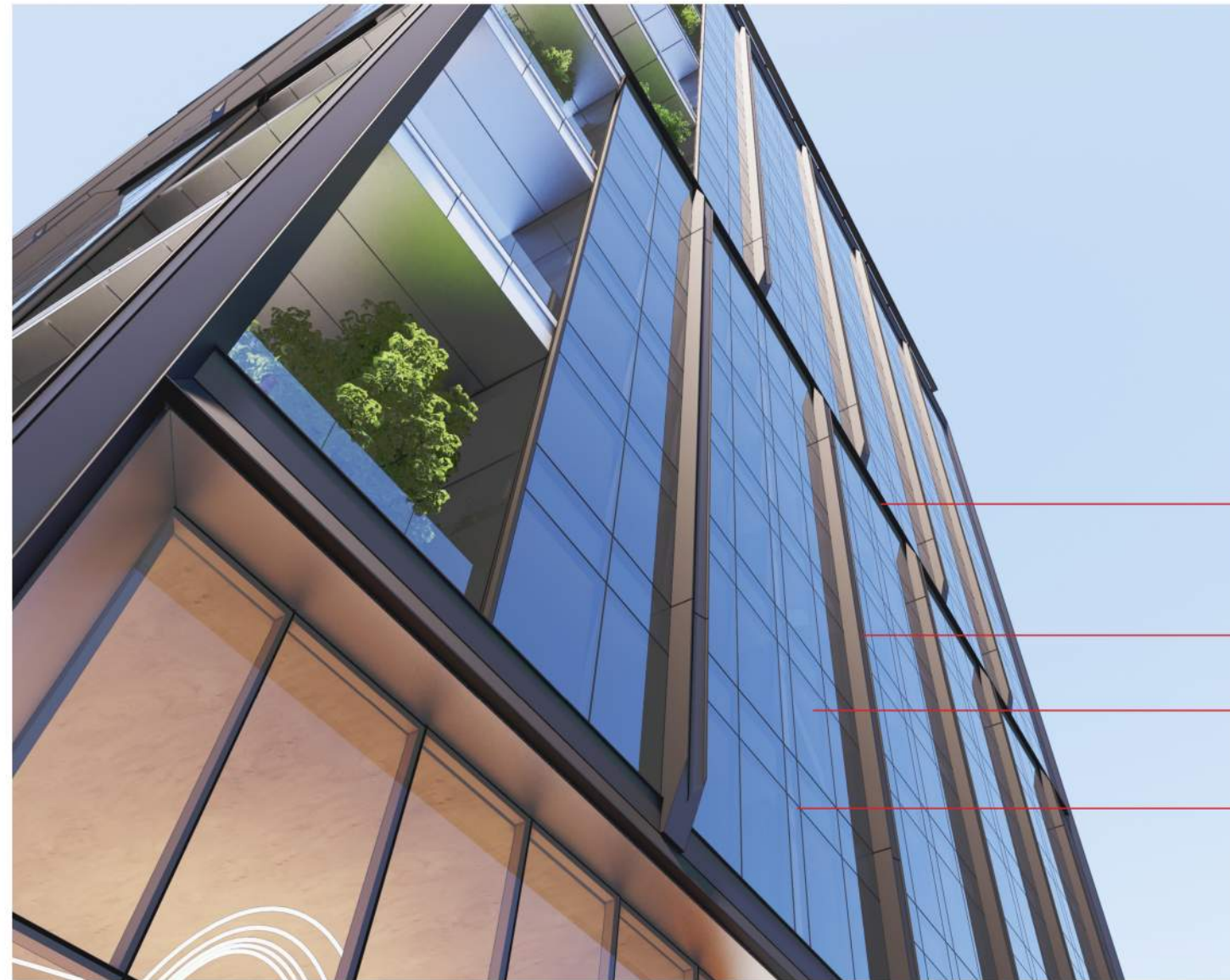
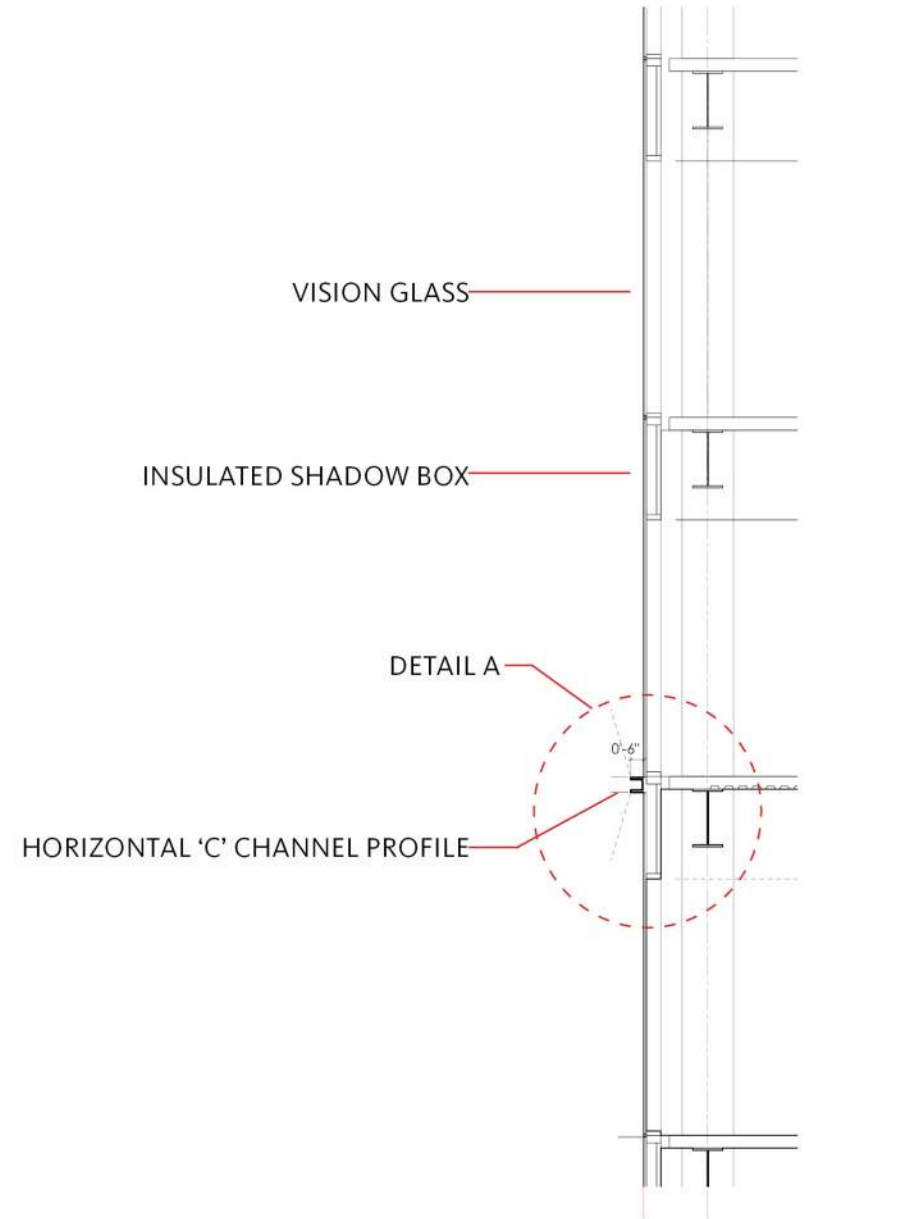




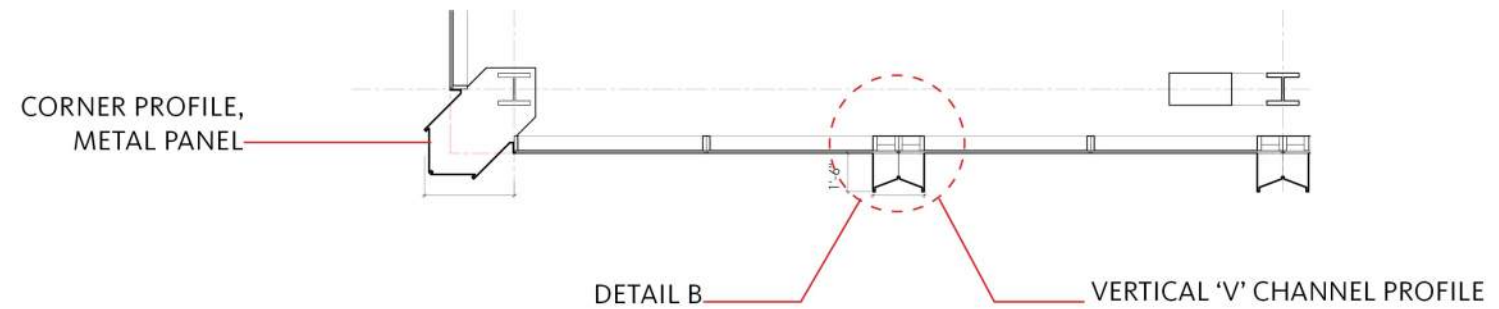
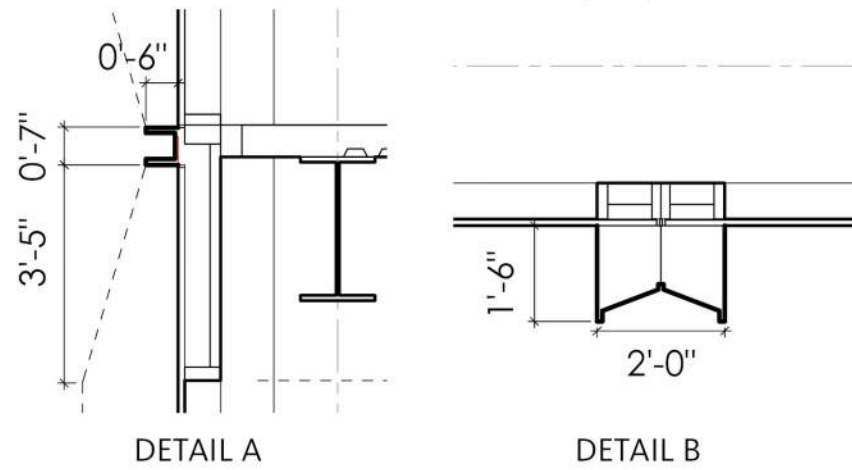








- HORIZONTAL 'C' CHANNEL PROFILE, METAL PANEL
- VERTICAL 'V' CHANNEL PROFILE, METAL PANEL
- VISION GLASS
- INSULATED SHADOW BOX









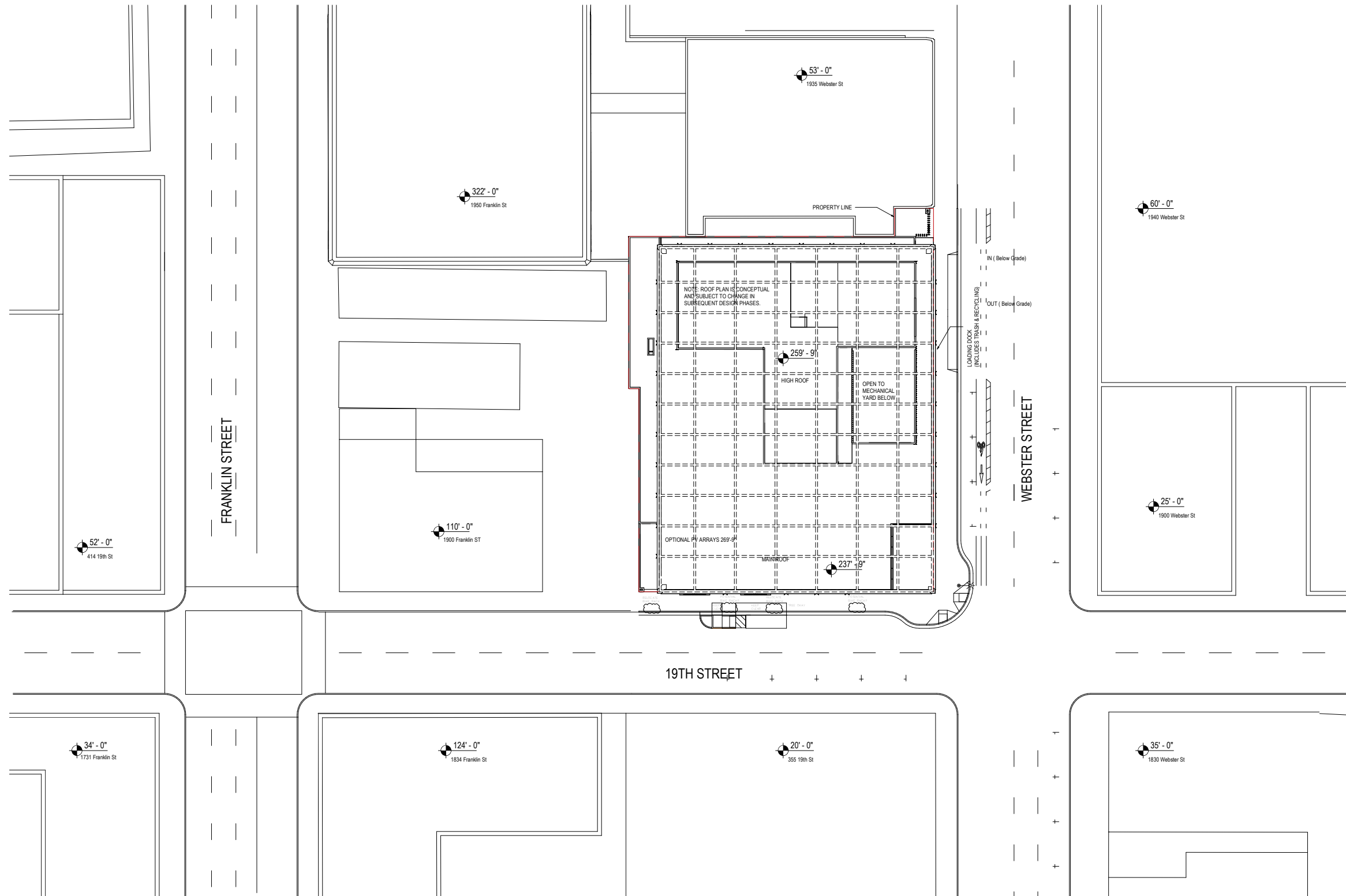


INTERIOR RENDERING

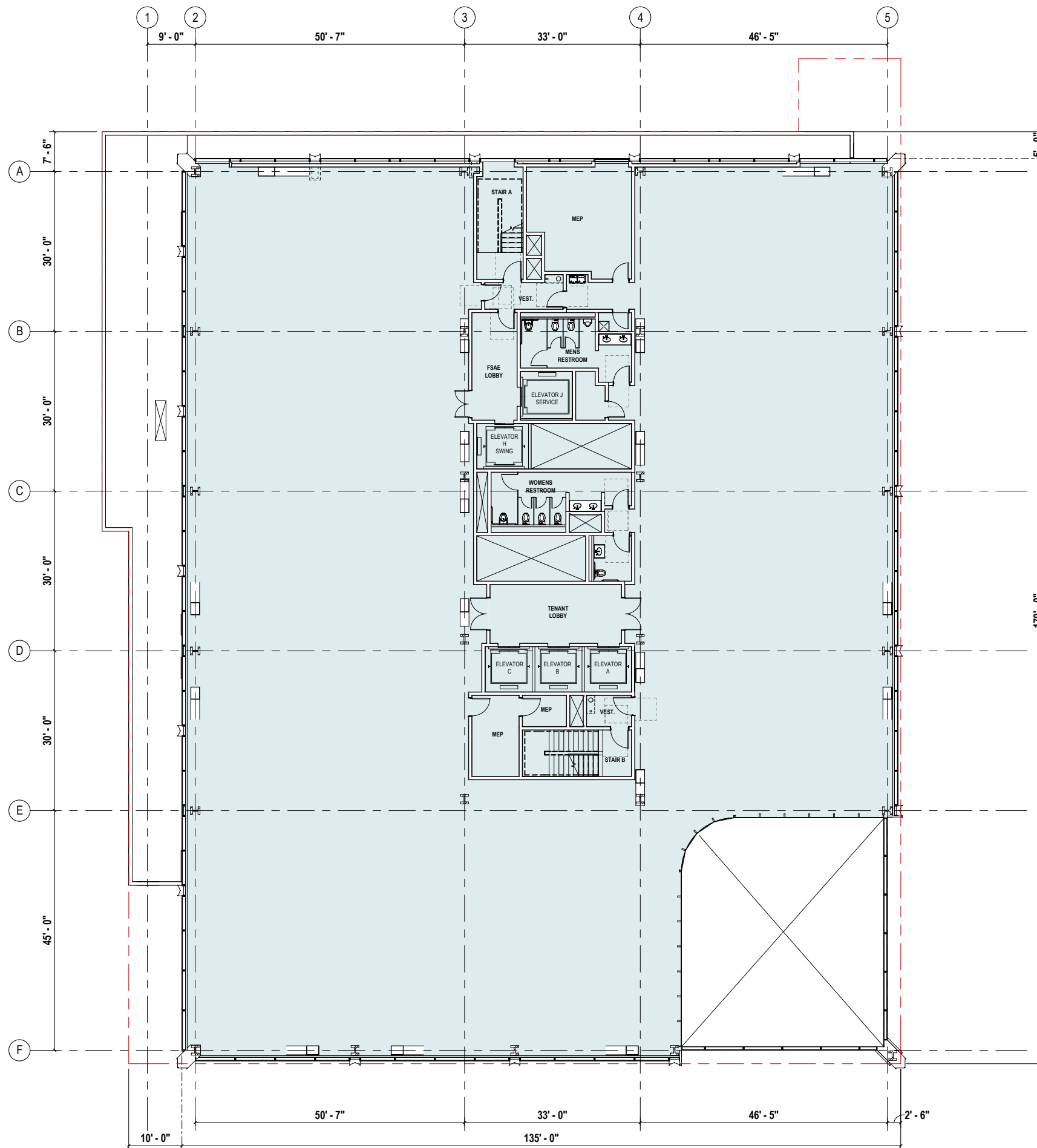


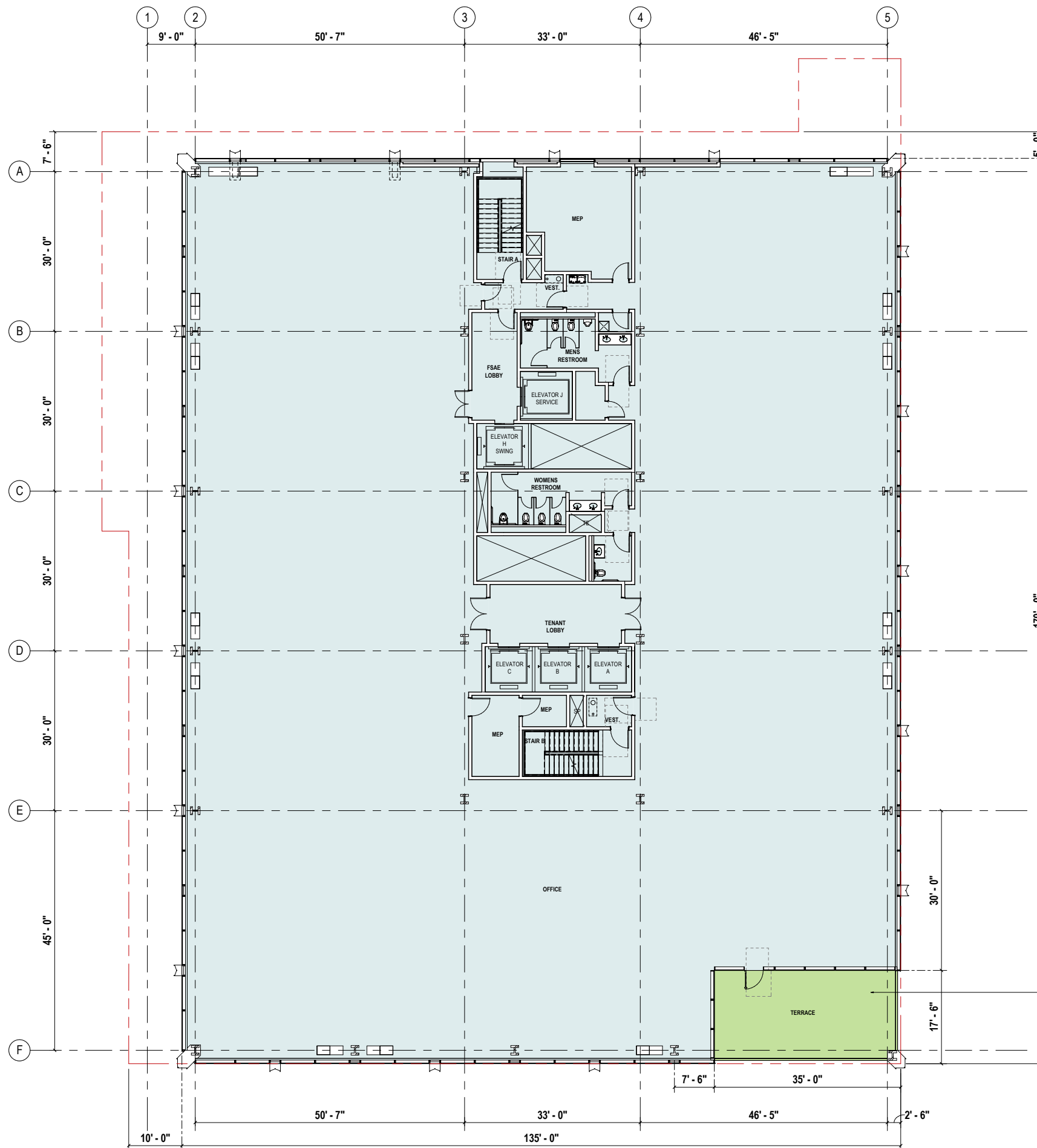
TERRACE RENDERING



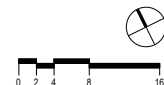


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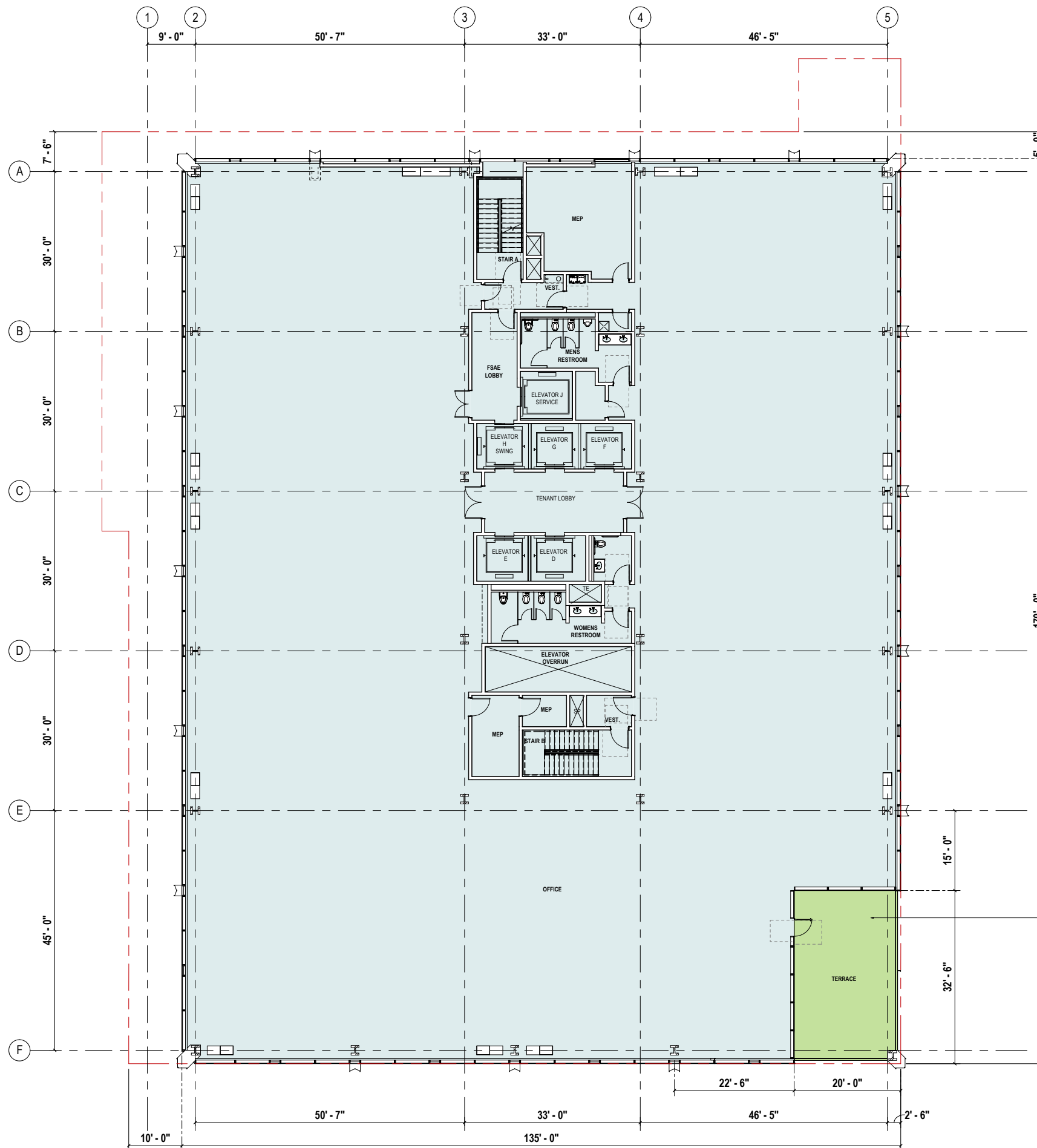




UNFURNISHED EXTERIOR
TERRACE, OCCURS ONLY
AT LEVELS 3, 5, AND 7.
LEVELS 4, 6, AND 8 OPEN
TO BELOW



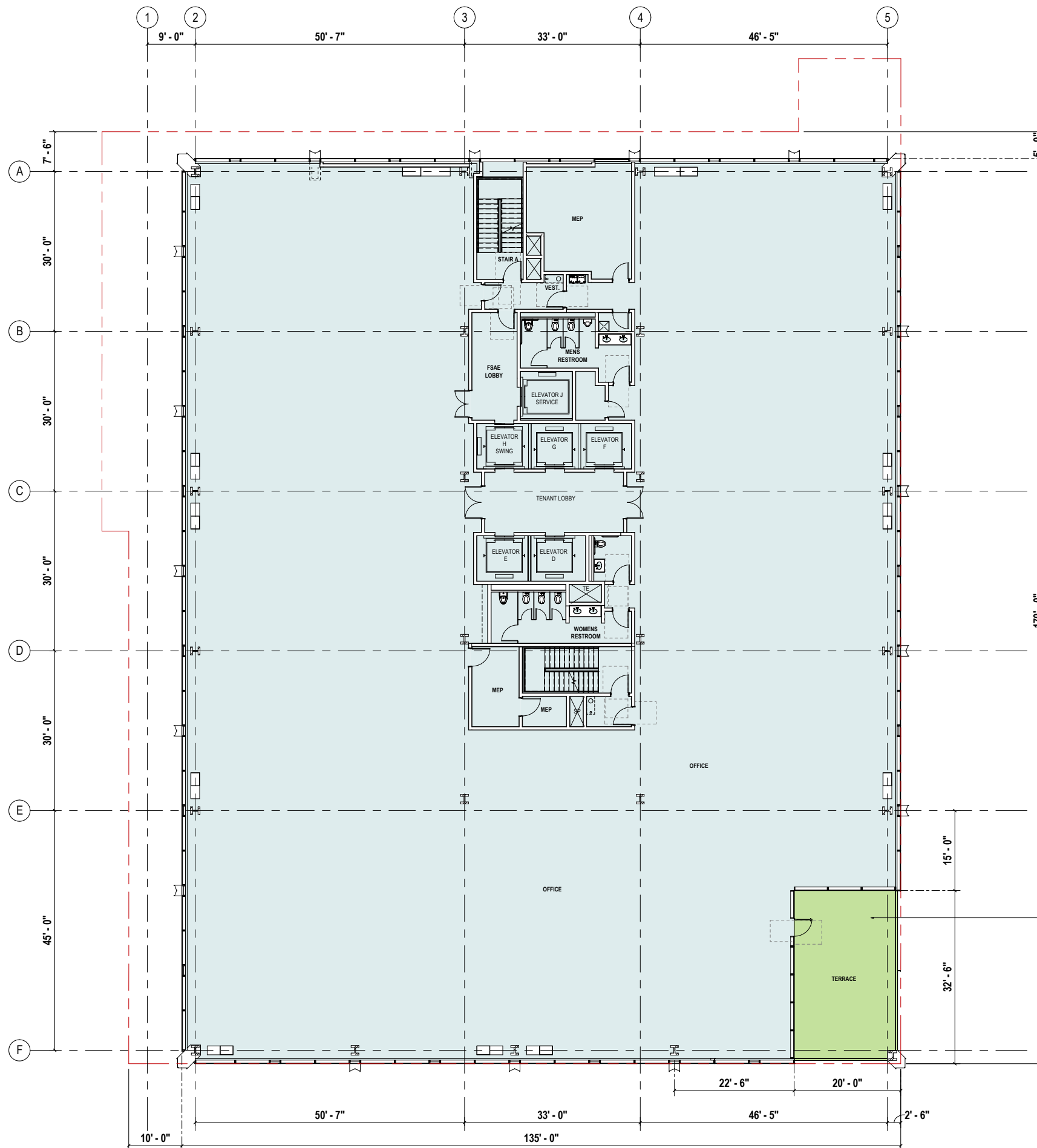
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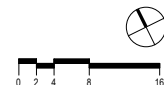
UNFURNISHED EXTERIOR
TERRACE , OCCURS ONLY
AT LEVELS 9, 11,13, 15, AND
17. LEVELS 10, 12, 14, AND
16 OPEN TO BELOW



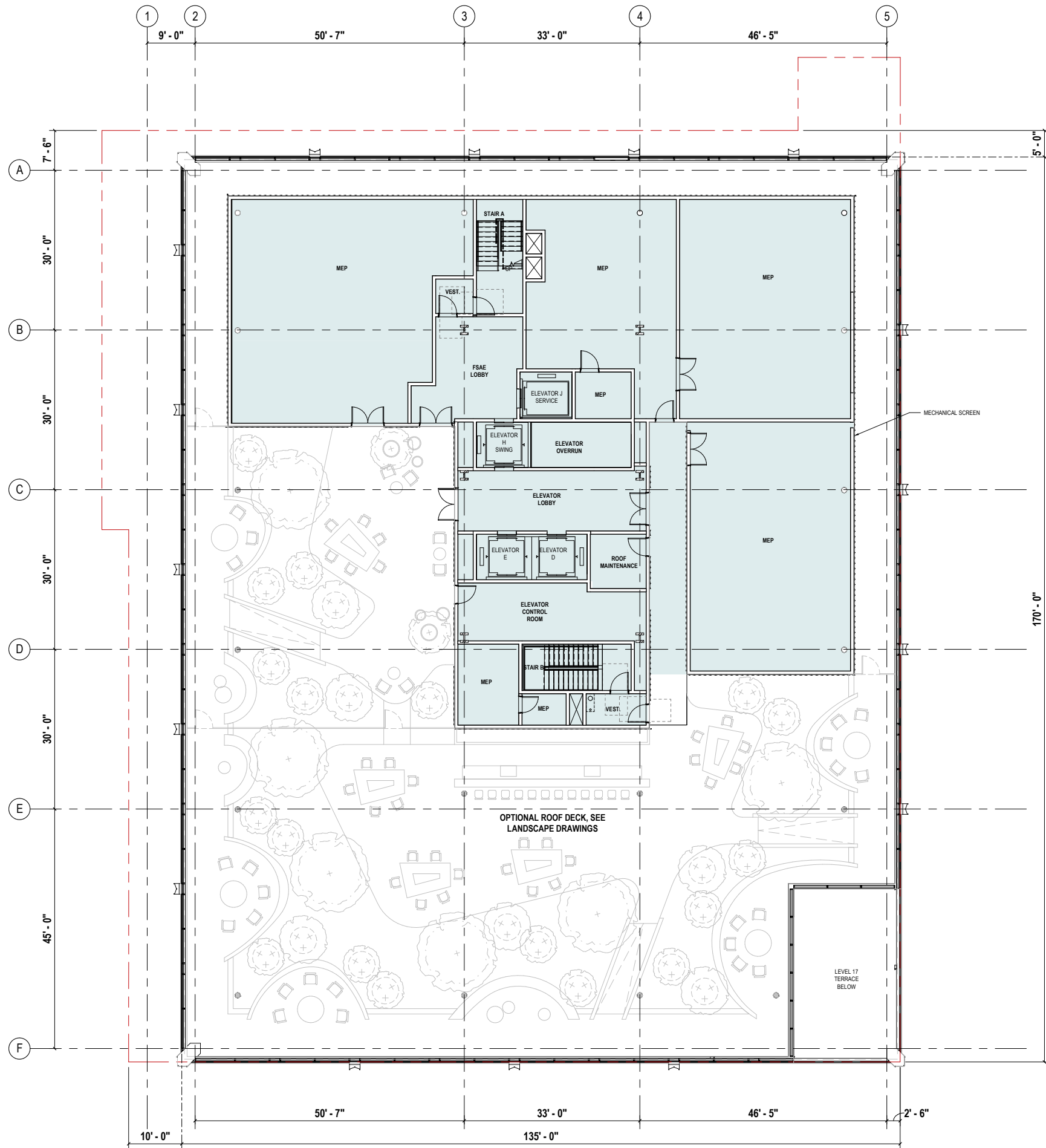
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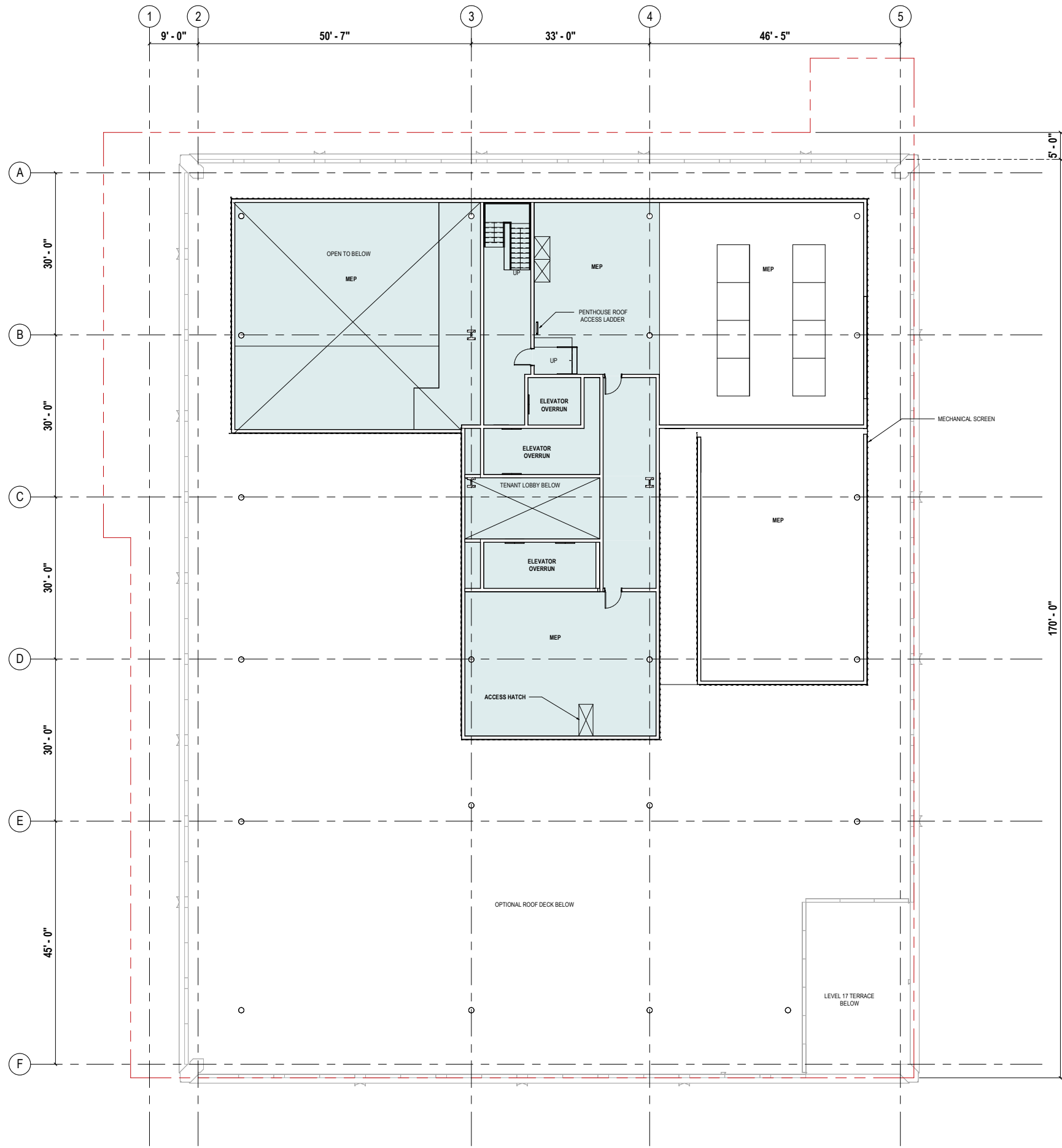


UNFURNISHED EXTERIOR TERRACE, OCCURS ONLY AT LEVELS 9, 11, 13, 15, AND 17. LEVELS 10, 12, 14, AND 16 OPEN TO BELOW



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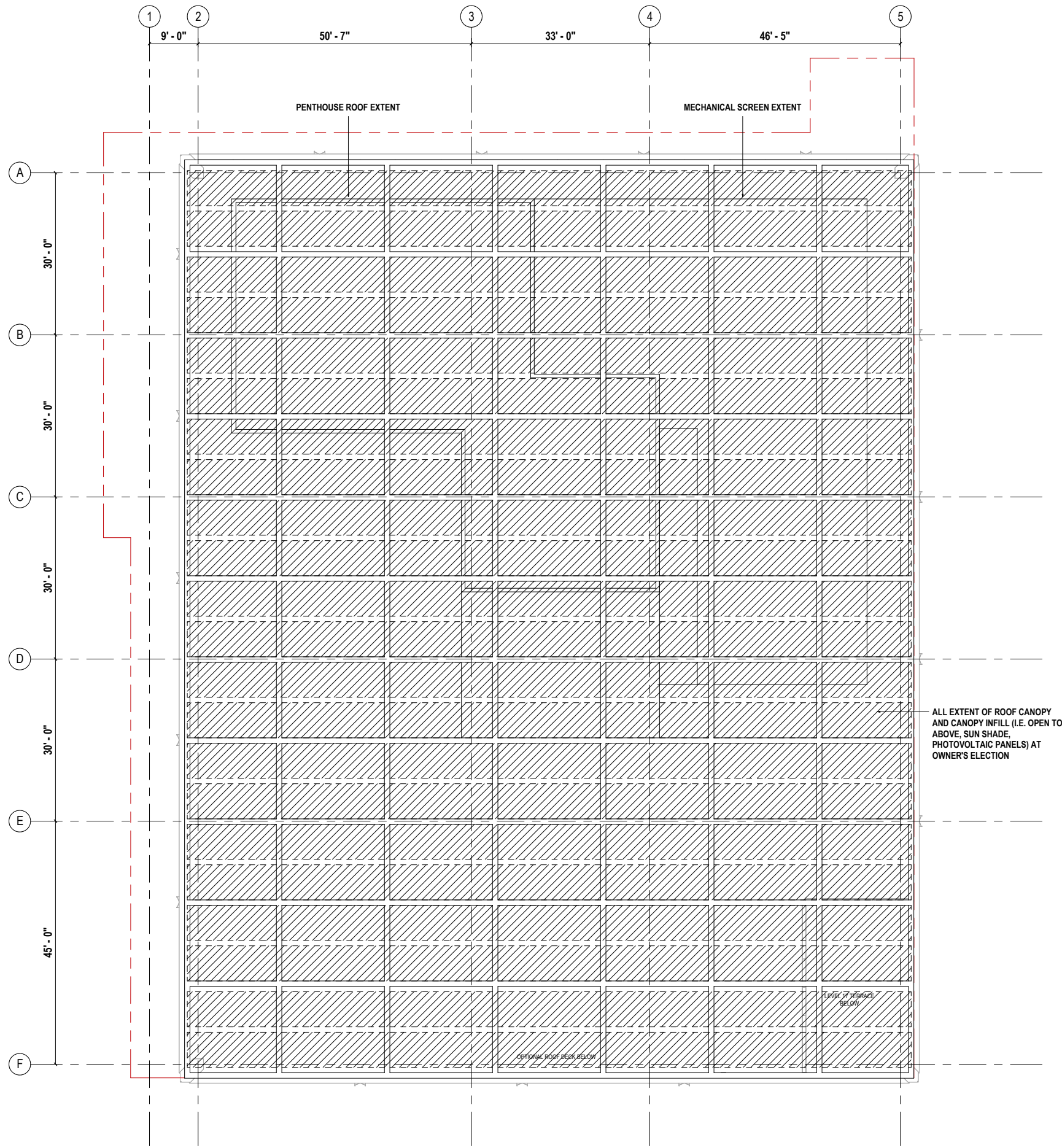




- RETAIL
- OFFICE / AMENITY
- NON-FAR

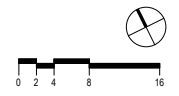


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- RETAIL
- OFFICE / AMENITY
- NON-FAR

ALL EXTENT OF ROOF CANOPY AND CANOPY INFILL (I.E. OPEN TO ABOVE, SUN SHADE, PHOTOVOLTAIC PANELS) AT OWNER'S ELECTION



1/8" = 1' - 0" PRINTED ON 30X42 PAPER



MT-01
DARK PAINTED METAL PANEL



GL-01
INSULATED INCREASED REFLECTANCE GLASS UNIT
WITH HIGH PERFORMANCE LOW-E COATING



BALCONY FASCIA AND SOFFIT
METAL PANEL



LOBBY AND RETAIL GLASS



BRUSHED GRAY METAL





MT-01
DARK PAINTED METAL PANEL



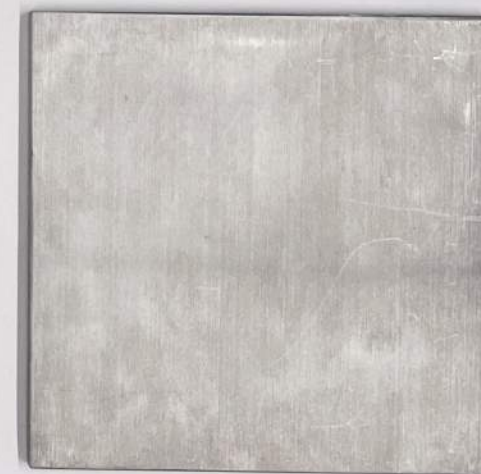
BALCONY FASCIA AND SOFFIT
METAL PANEL



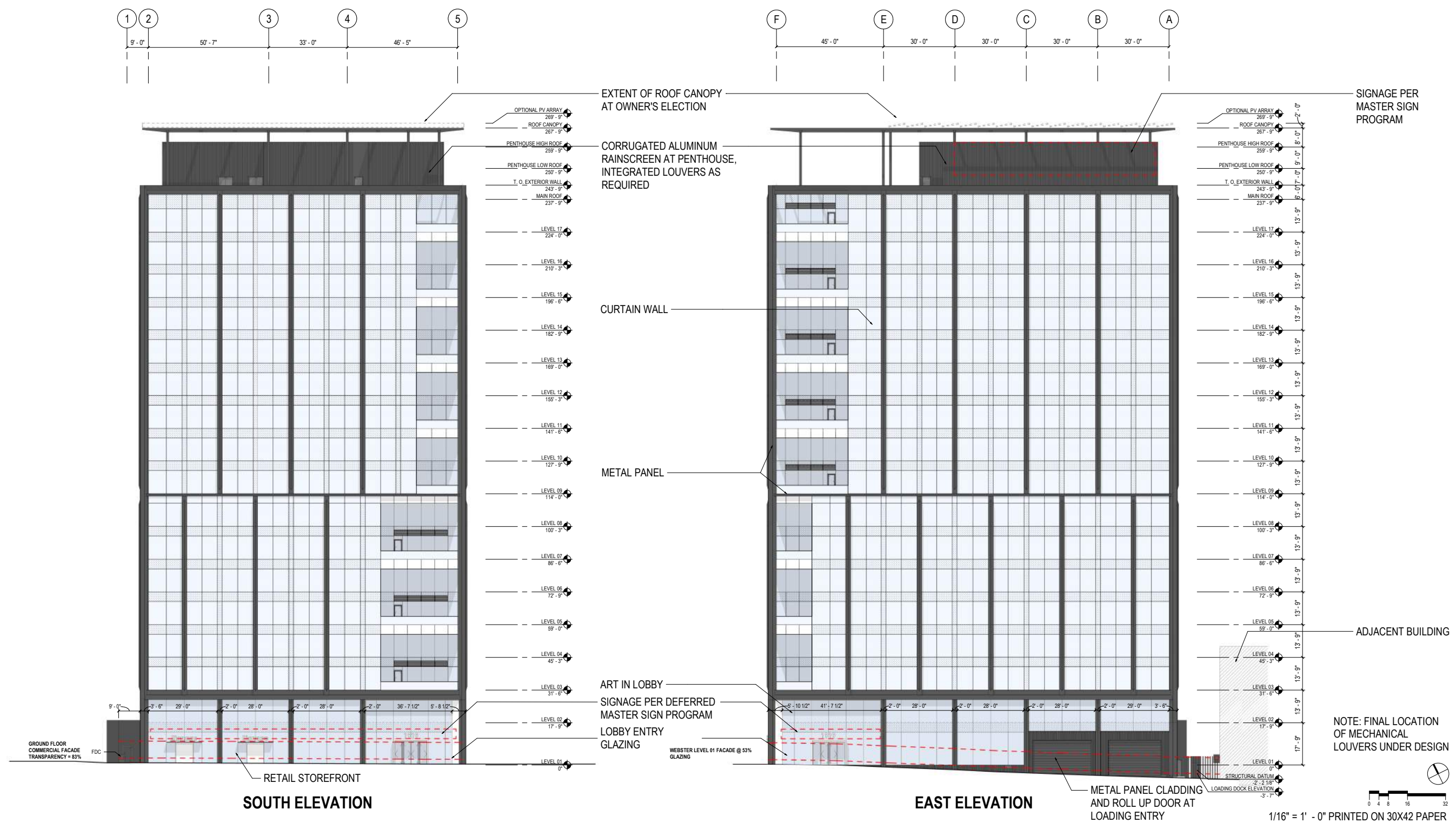
GL-01
INSULATED INCREASED REFLECTANCE
GLASS UNIT WITH HIGH PERFORMANCE
LOW-E COATING

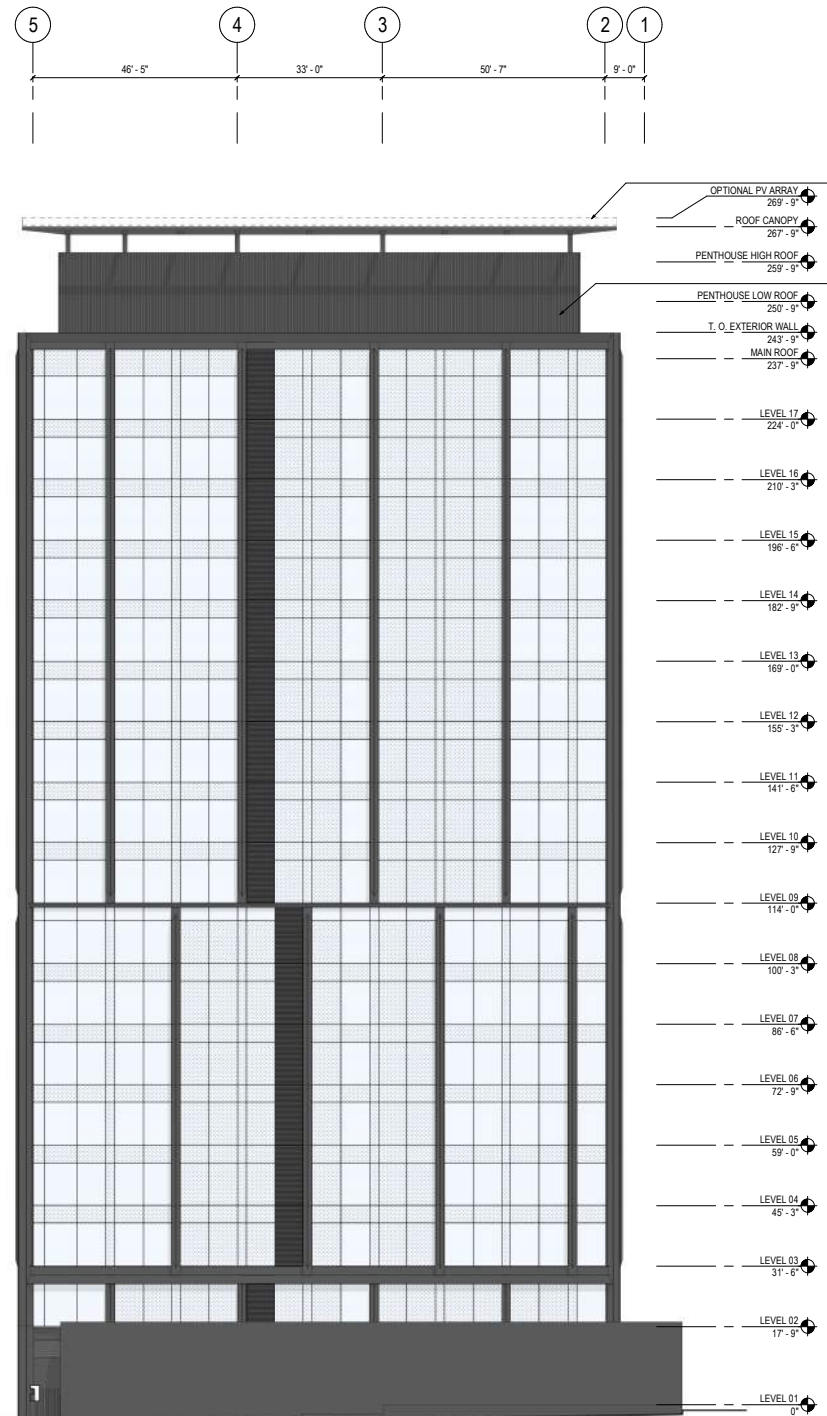


LOBBY AND RETAIL GLASS

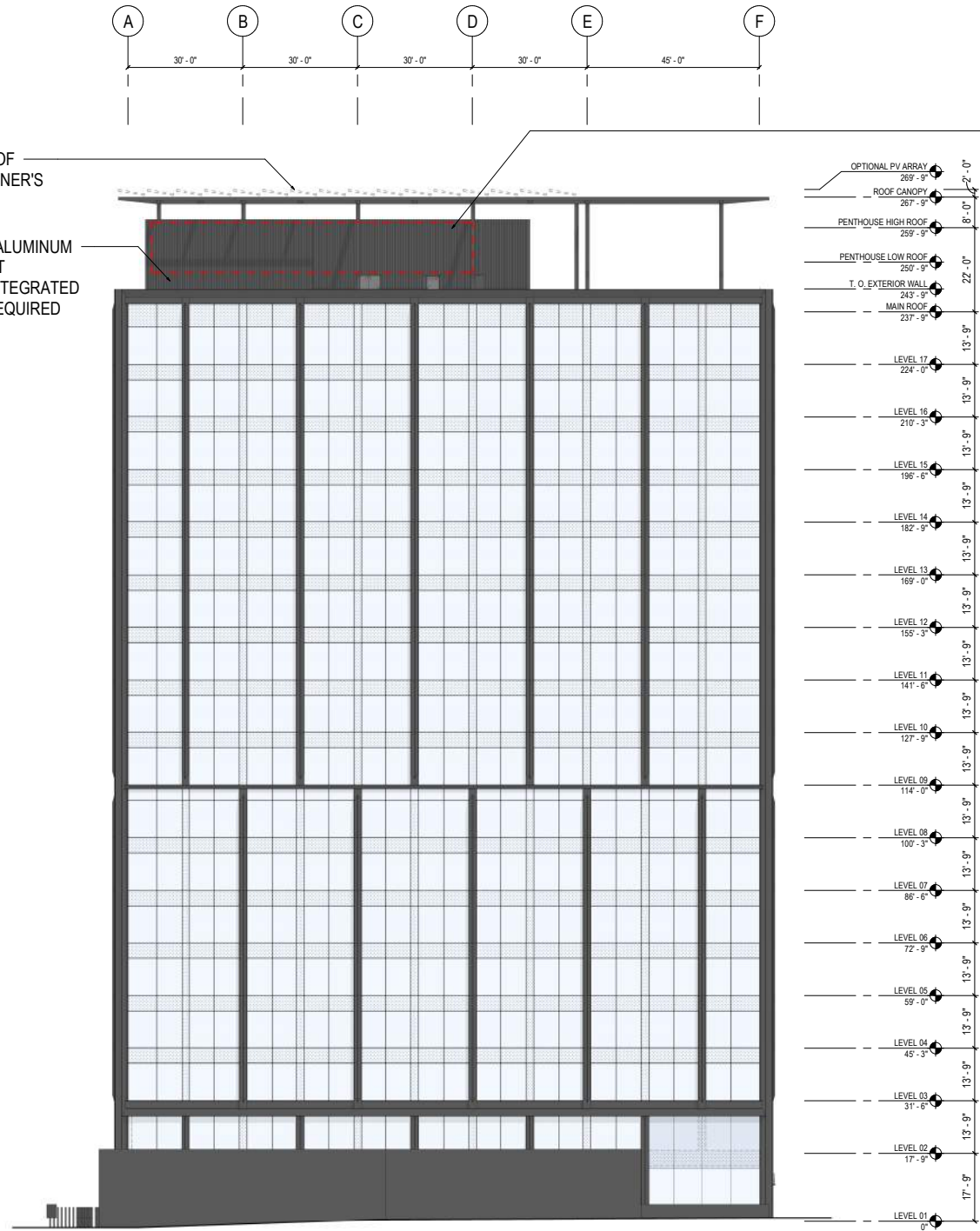


BRUSHED GRAY METAL





NORTH ELEVATION



WEST ELEVATION

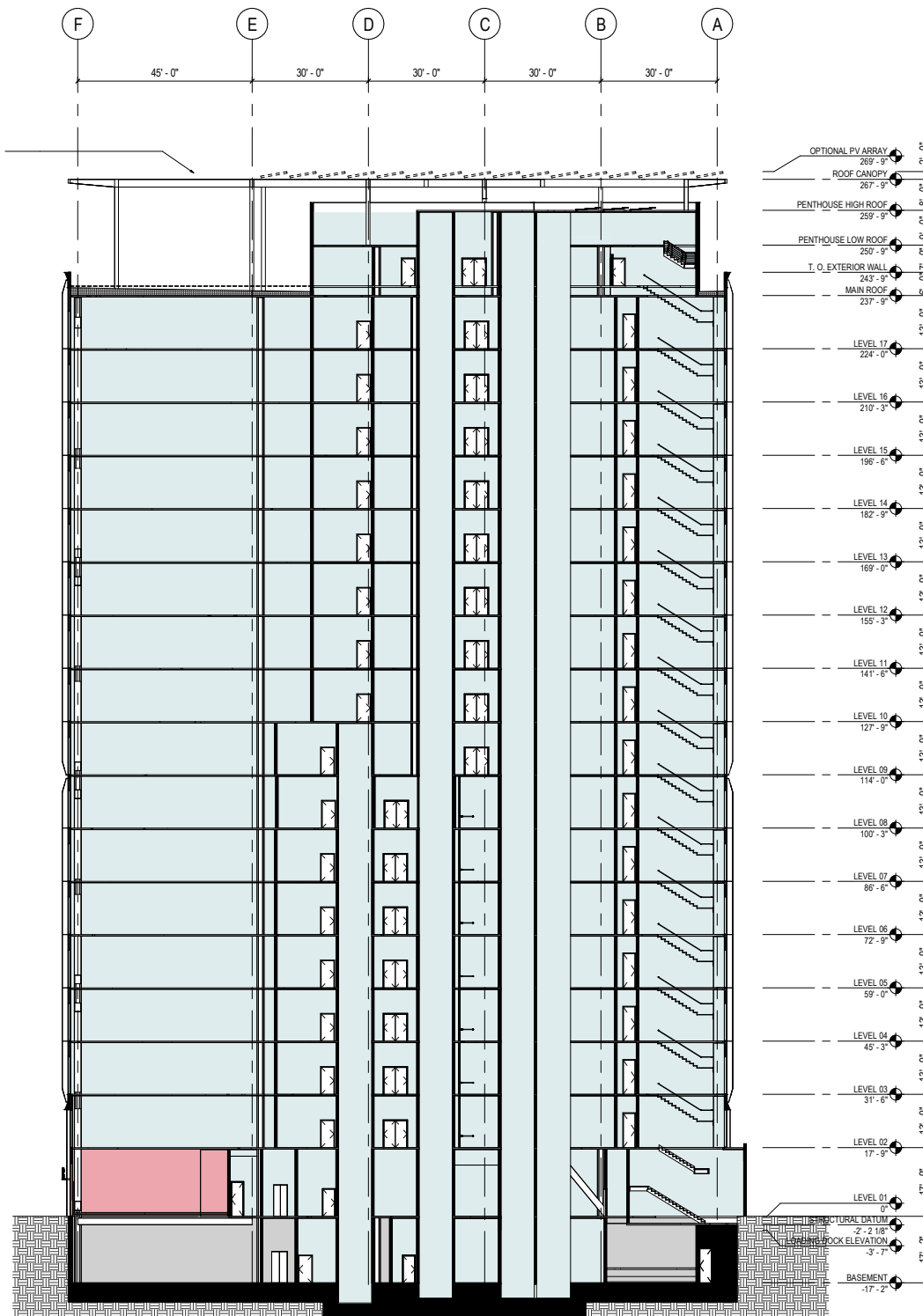
SIGNAGE PER MASTER SIGN PROGRAM

NOTE: FINAL LOCATION OF MECHANICAL LOUVERS UNDER DESIGN

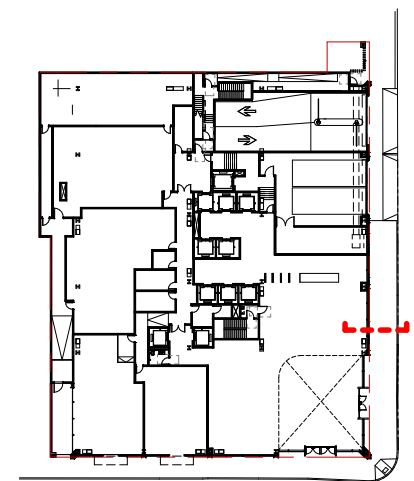
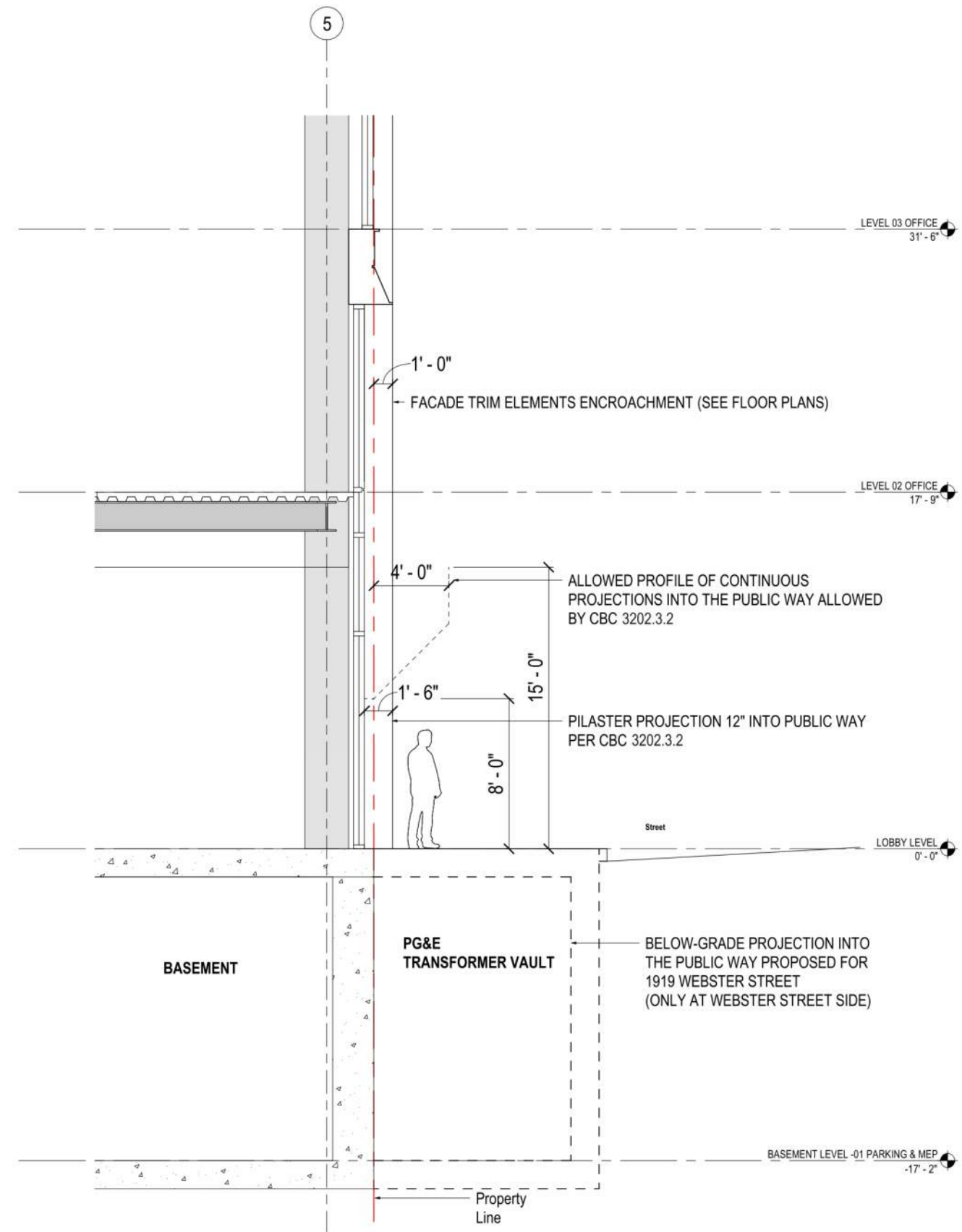


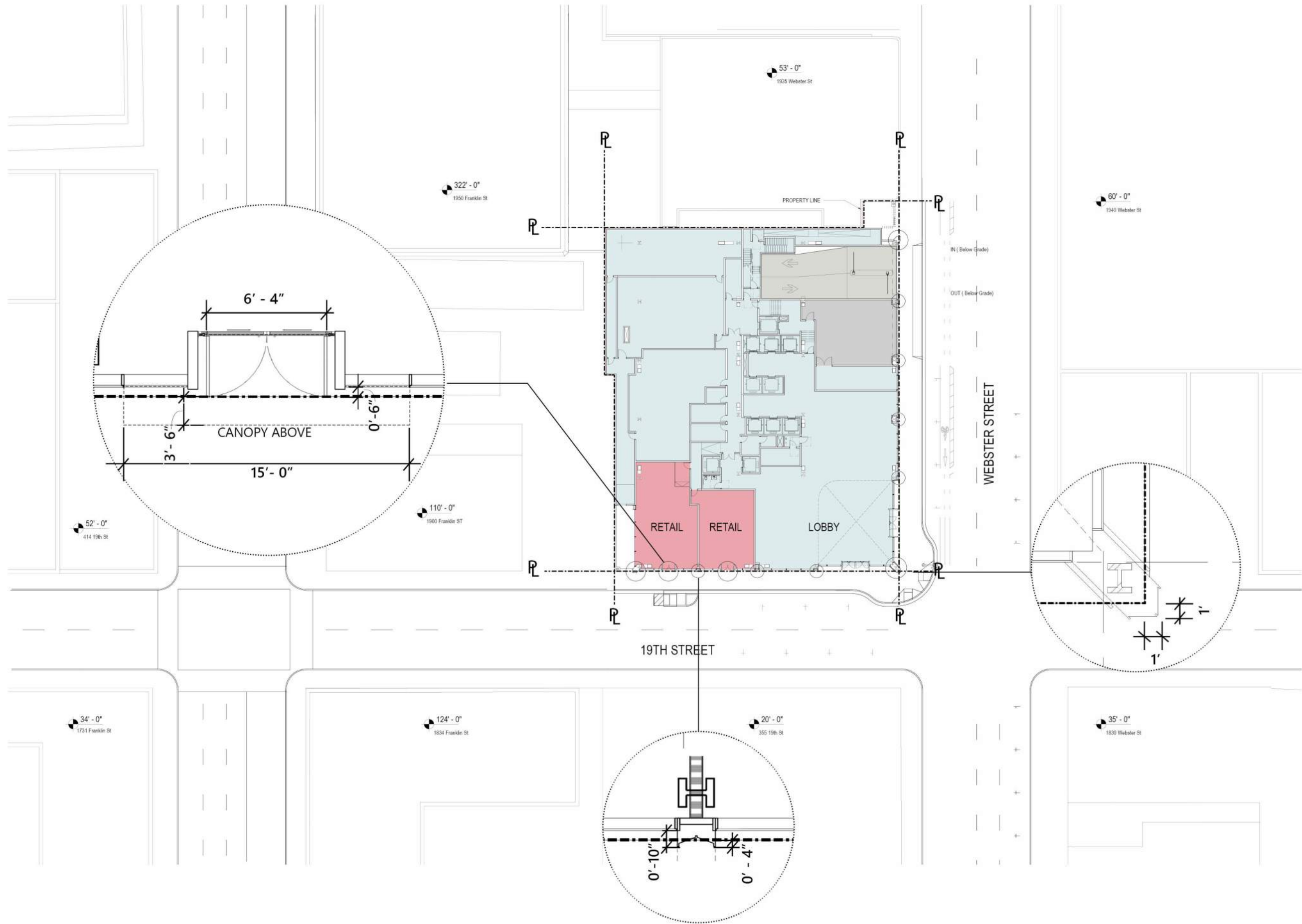
1/16" = 1' - 0" PRINTED ON 30X42 PAPER

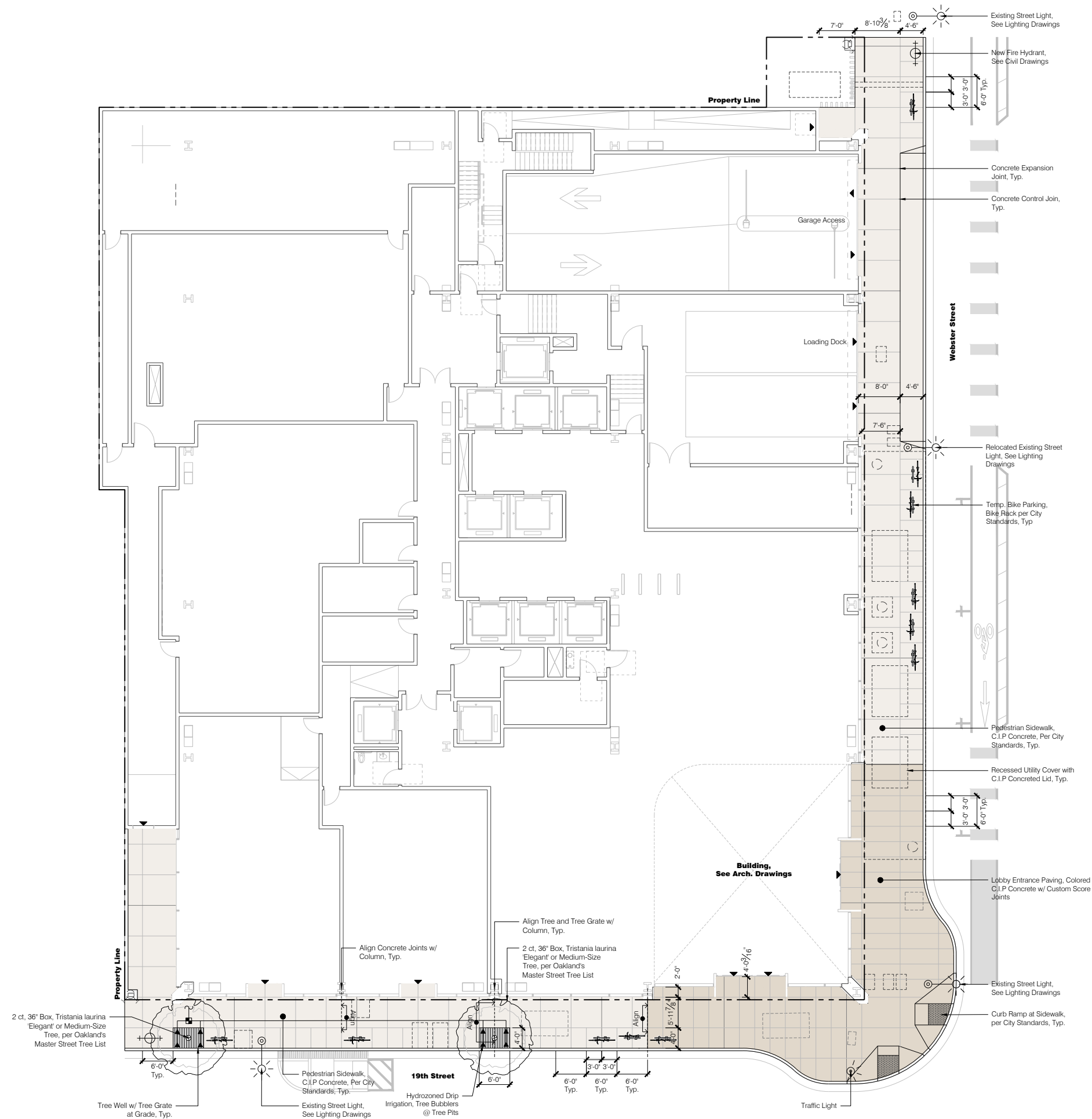
EXTENT OF ROOF CANOPY AND CANOPY INFILL (I.E. OPEN TO ABOVE, SUN SHADE, PHOTOVOLTAIC PANELS) AT OWNER'S ELECTION



- RETAIL
- OFFICE / AMENITY
- NON-FAR







Landscape Design Notes

- No landscape exists in present condition. Refer to Civil Drawings for Survey.
- Street Trees shall be installed in compliance with the City's Standard Specifications for Street Tree Planting.

Irrigation Notes

- Landscape Design shall be compliant with the California Model Water Efficient Landscape Ordinance (MWELO).
- Drip Irrigation will be provided for all planting areas and hydrozoned for optimal plant maintenance and water efficiency.
- Tree bubblers will be provided for all proposed trees.

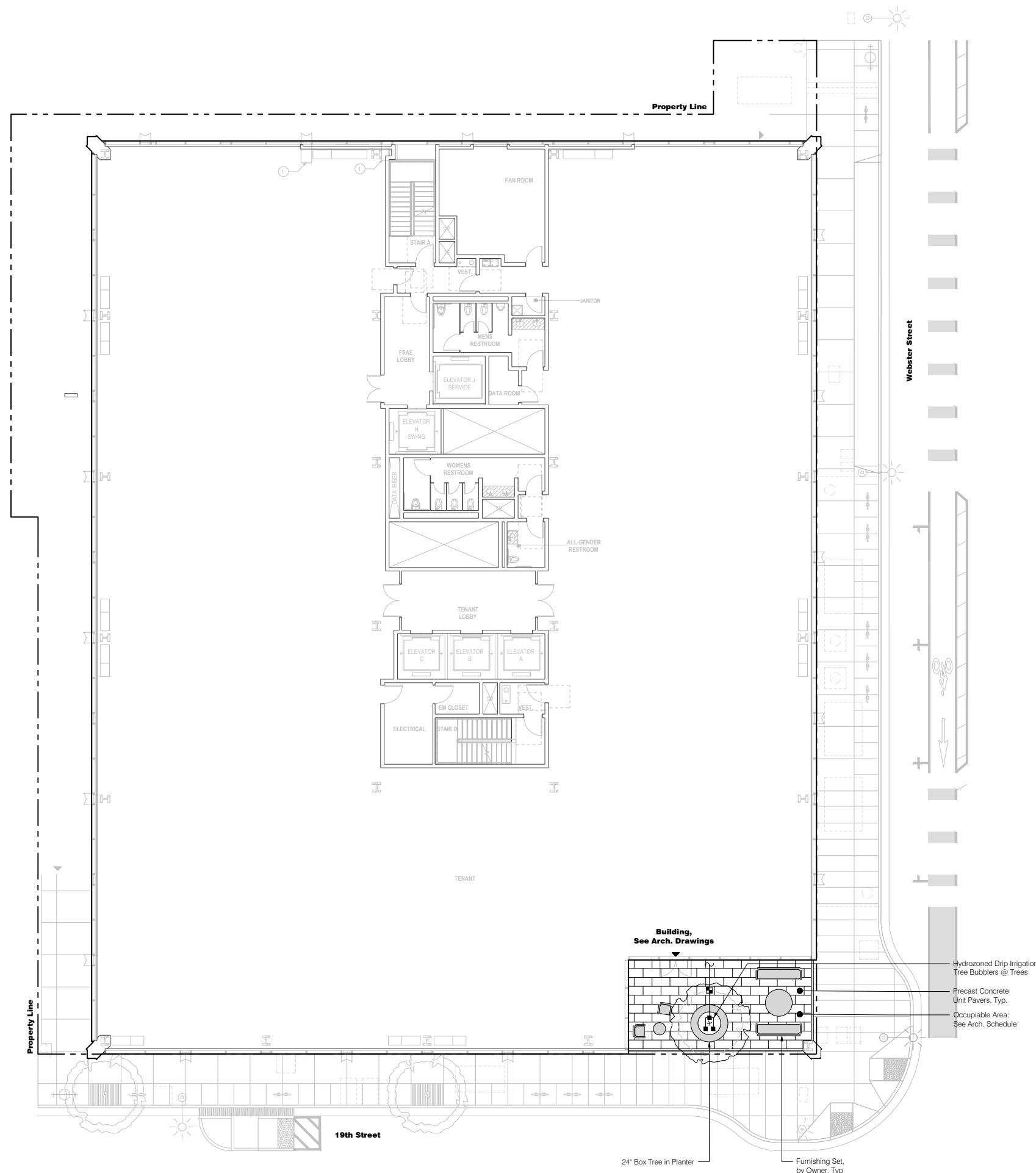
General Notes

- Final short term bike parking shall be subject to approval by utility companies given numerous existing & required new utilities. Any reduction in short term bike parking from required amount shall be offset 1:1 by long term bike parking within the building.

Legend

- - - - - Property Line
- - - - - Structure Above
- ▶ Egress from Building
- ☀ Streetlight
- 🚲 Proposed Bike Rack
- 🌳 Proposed Tree
- 🌿 Proposed Shrub





Landscape Design Notes

- No landscape exists in present condition. Refer to Civil Drawings for Survey.
- Street Trees shall be installed in compliance with the City's Standard Specifications for Street Tree Planting.

Irrigation Notes

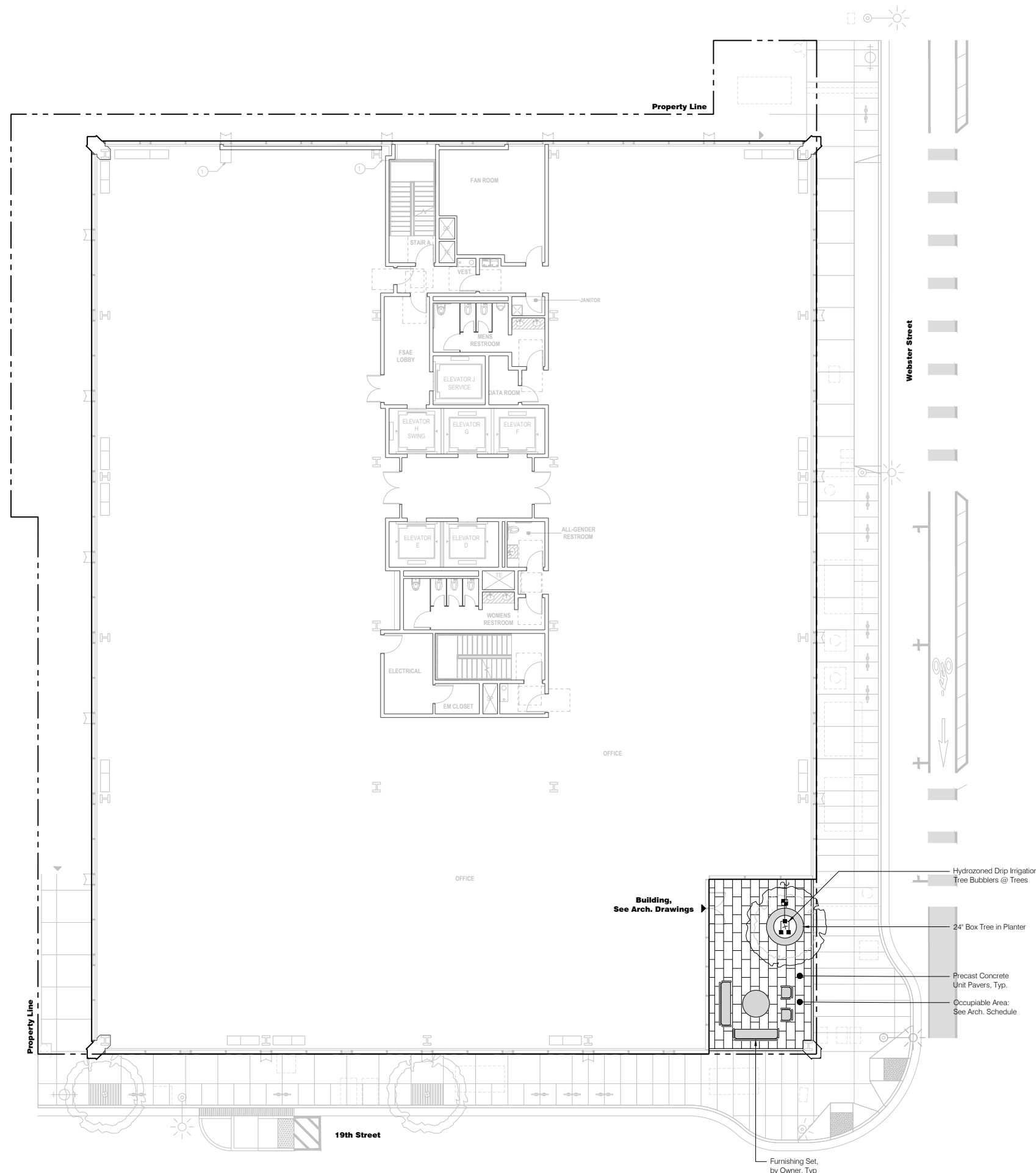
- Landscape Design shall be compliant with the California Model Water Efficient Landscape Ordinance (MWELO).
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Legend

- - - - - Property Line
- - - - - Structure Above
- ▶ Egress from Building
- ☀ Streetlight
- 🚲 Proposed Bike Rack
- 🌳 Proposed Tree
- 🌿 Proposed Shrub

- Hydrozoned Drip Irrigation, Tree Bubblers @ Trees
- Precast Concrete Unit Pavers, Typ.
- Occupiable Area: See Arch. Schedule





Landscape Design Notes

- No landscape exists in present condition. Refer to Civil Drawings for Survey.
- Street Trees shall be installed in compliance with the City's Standard Specifications for Street Tree Planting.

Irrigation Notes

- Landscape Design shall be compliant with the California Model Water Efficient Landscape Ordinance (MWELO).
- Drip irrigation will be provided for all planting areas and hydrozoned for optimal plant maintenance and water efficiency.
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Legend

- - - - - Property Line
- - - - - Structure Above
- ▶ Egress from Building
- ☀ Streetlight
- 🚲 Proposed Bike Rack
- 🌳 Proposed Tree
- 🌿 Proposed Shrub



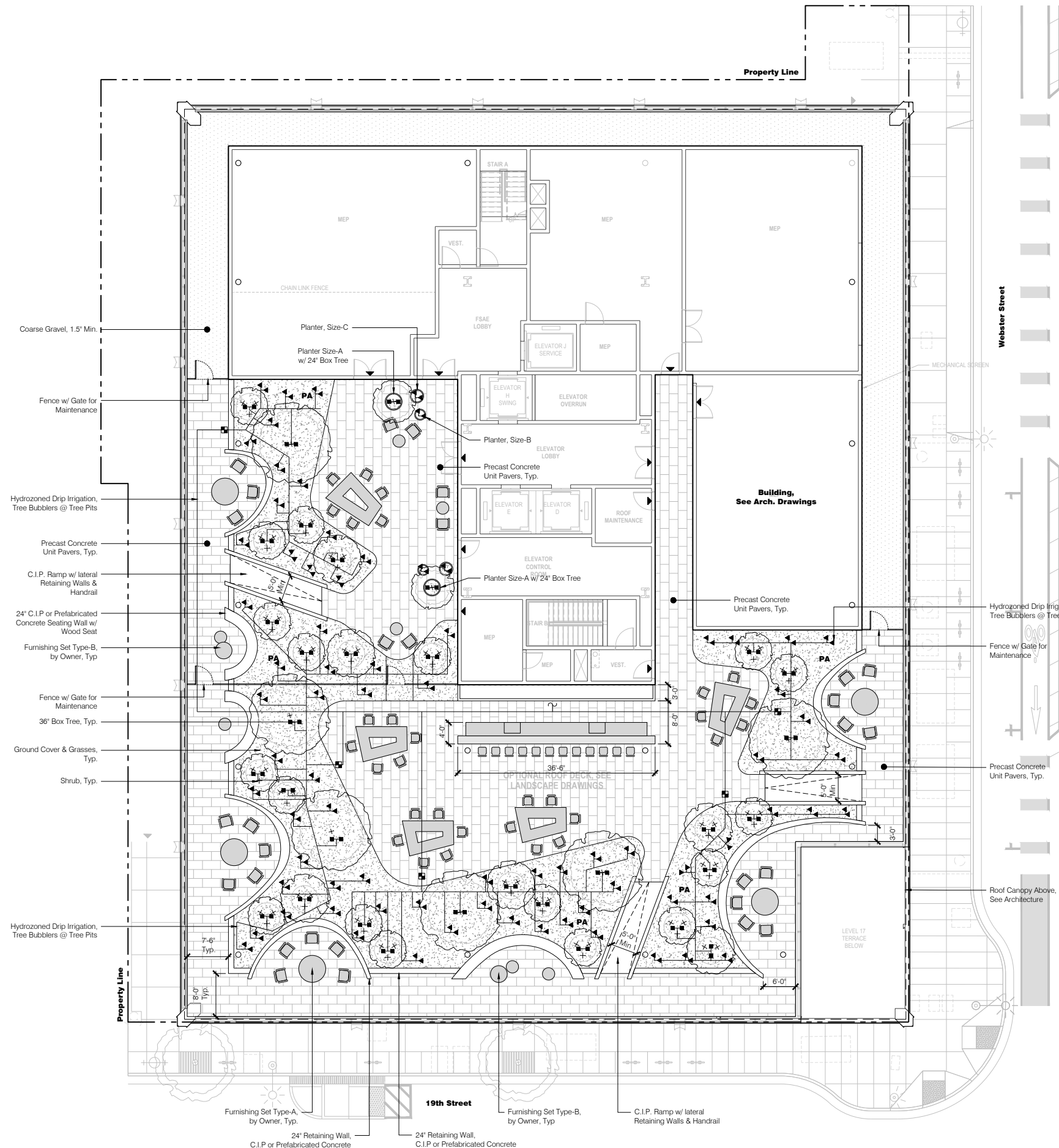
Reference Images



Skyline Apartments, Oakland, CA - Surfacedesign, Inc.



Manhattan Loft Gardens, London, UK - Martha Schwartz and Randle Siddeley



Landscape Design Notes

- No landscape exists in present condition. Refer to Civil Drawings for Survey.
- Street Trees shall be installed in compliance with the City's Standard Specifications for Street Tree Planting.

Irrigation Notes

- Landscape Design shall be compliant with the California Model Water Efficient Landscape Ordinance (MWELO).
- Drip Irrigation will be provided for all planting areas and hydrozoned for optimal plant maintenance and water efficiency.
- Tree bubblers will be provided for all proposed trees.

General Notes

- The roof deck is optional and at the owner's election.

Legend

- - - - - Property Line
- - - - - Structure Above
- - - - - Egress from Building
- ☀ Streetlight
- 🚲 Proposed Bike Rack
- 🌳 Proposed Tree
- 🌿 Proposed Shrub



GENERAL NOTES AND TABLE A NOTES

TITLE COMPANY: CHICAGO TITLE COMPANY
 ONE EMBARCADERO CENTER CENTER, SUITE 250
 SAN FRANCISCO, CA 94111
 PHONE: 415-291-5100

TITLE ORDER NO.: 1560662-156-JL1-JM

TITLE REPORT DATE: JUNE 10, 2020

TITLE OFFICER: JEFF MARTIN

NATURE OF TITLE: FEE

TITLE VESTED IN: PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION

PROPERTY ADDRESS: 1919 WEBSTER STREET, OAKLAND, CA

ASSESSOR'S PARCEL NO.: 008-0637-008-08

FLOOD ZONE: ZONE X, AREA OF MINIMAL FLOOD HAZARD

AREA: 26,016.75 SQUARE FEET, MORE OR LESS.

ZONING: CBD-P: CENTRAL BUSINESS DISTRICT PEDESTRIAN RETAIL COMMERCIAL ZONE
 CBD-C: CENTRAL BUSINESS DISTRICT GENERAL COMMERCIAL ZONE

ZONING SET BACKS: MINIMUM LOT DIMENSION
 WIDTH: 25'
 FRONTAGES: 25'
 LOT AREA: 4,000 SQ. FT.

MINIMUM/MAXIMUM SETBACKS
 MINIMUM FRONT: 0'
 MAXIMUM FRONT AND STREET SIDE FOR THE FIRST STORY: 5'
 MAXIMUM FRONT AND STREET SIDE FOR THE SECOND AND THIRD STORIES OR 35 FT, WHATEVER IS LOWER: 5'
 MINIMUM INTERIOR SIDE: 0'
 MINIMUM CORNER SIDE: 0'
 REAR: 0'

PROPERTY DESCRIPTION; ORDER NO. 1560662-156-JL1-JM

PARCEL ONE:
 BEGINNING AT A POINT ON THE WESTERN LINE OF WEBSTER STREET, DISTANT THEREON 100 FEET NORTHERLY FROM THE INTERSECTION THEREOF WITH THE NORTHERN LINE OF THE 19TH (FORMERLY DURANT) STREET; THENCE RUNNING NORTHERLY, ALONG SAID LINE OF WEBSTER STREET, 88.73 FEET; THENCE AT RIGHT ANGLES, WESTERLY 18.21 FEET; THENCE AT RIGHT ANGLES, SOUTHERLY 13.73 FEET; THENCE AT RIGHT ANGLES, WESTERLY 130.83 FEET; THENCE AT RIGHT ANGLES, SOUTHERLY 75.00 FEET; THENCE AT RIGHT ANGLES, EASTERLY 150.04 FEET (FORMERLY CALLED 150.00 FEET OF RECORD), TO THE POINT OF BEGINNING.

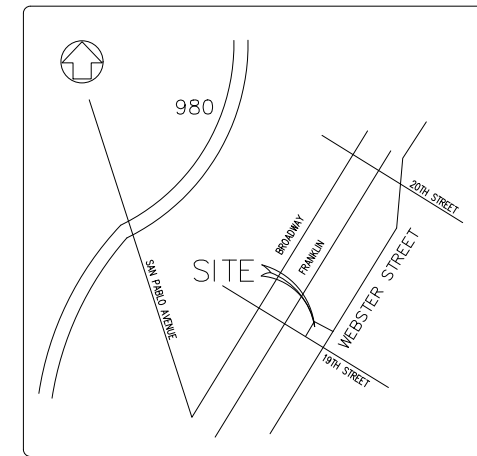
PARCEL TWO:
 THE RIGHTS OF WAY AND EASEMENTS GRANTED BY BLUE CROSS OF NORTHERN CALIFORNIA, A CALIFORNIA CORPORATION, FORMERLY KNOWN AS HOSPITAL SERVICE OF CALIFORNIA, A CALIFORNIA CORPORATION, TO YUBA ROVER LUMBER CO., INC., A CALIFORNIA CORPORATION, BY DEED DATED OCTOBER 17, 1975, AND THEREIN DESCRIBED AS FOLLOWS:

a. AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY FACE OF THE SMOKE TOWER WESTERLY 20.5 FEET AND LYING ABOVE A PLANE WHICH IS 57 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.

b. AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY BOUNDARY LINE OF THE AREA HEREINBEFORE DESCRIBED AND DESIGNATED 1 WESTERLY 76 FEET AND LYING ABOVE A PLANE WHICH IS 17 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.

c. AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY BOUNDARY LINE OF THE AREA HEREINBEFORE DESCRIBED AND DESIGNATED 2 WESTERLY APPROXIMATELY 32 FEET TO THE NORTHERLY PROLONGATION OF THE WESTERLY FACE OF SAID BUILDING AND LYING ABOVE A PLANE WHICH IS 57 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.

PARCEL THREE:
 BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF WEBSTER STREET WITH THE NORTHEASTERLY LINE OF 19TH STREET; THENCE ALONG SAID LINE OF 19TH STREET NORTHWESTERLY 145 FEET; THENCE PARALLEL WITH SAID LINE OF WEBSTER STREET NORTHEASTERLY 100 FEET; THENCE PARALLEL WITH SAID LINE OF 19TH STREET SOUTHEASTERLY 145 FEET TO SAID LINE OF WEBSTER STREET; AND THENCE ALONG THE LAST NAMED LINE SOUTHWESTERLY 100 FEET TO THE POINT OF BEGINNING.



VICINITY MAP
 NOT TO SCALE

LEGEND:	ABBREVIATIONS:
--- SUBJECT PROPERTY LINE	CLF CHAIN LINK FENCE
--- EASEMENT LINE	CONC. CONCRETE
--- CENTER LINE	FH FIRE HYDRANT
--- FENCE LINE	WV WATER VALVE
--- BUILDING WALL	PG&E PACIFIC GAS AND ELECTRIC
○ FOUND CITY MONUMENT	HV HIGH VOLTAGE
★ STREET LIGHT	W WEST / WATER
★ SITE LIGHT	E EAST / ELECTRICAL
★ SIGNAL POLE	SSMH SANITARY SEWER MANHOLE
● MANHOLE	CTV CABLE TV
○ WV WATER VALVE	U UTILITY
	FDC FIRE DEPARTMENT CONNECTION
	BLD BUILDING
	DIA DIAMETER
	SIG SIGNAL
	BLRD BOLLARD
	GEN GENERATOR
	ELEC. ELECTRICAL
	TYP TYPICAL
	MH1 STEAM MANHOLE
	MH2 MANHOLE
	MH3 BELL SYSTEM MANHOLE
	MH4 SANITARY SEWER MANHOLE
	MH5 PG&E MANHOLE
	MH6 PG&E STEAM MANHOLE
	HC ACCESSIBLE PARKING STALL
	10 PAINTED STALL NUMBER

TITLE EXCEPTIONS; ORDER NO. 1560662-156-JL1-JM

AT THE DATE HEREOF, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

- PROPERTY TAXES, WHICH ARE A LIEN NOT YET DUE AND PAYABLE, INCLUDING ANY ASSESSMENTS COLLECTED WITH TAXES TO BE LEVIED FOR THE FISCAL YEAR 2020-2021. **(NOT PLOTTED)**
- THE LAND LIES WITHIN THE BOUNDARIES OF THE MELLO-ROOS COMMUNITY FACILITIES AS FOLLOWS: **(NOT PLOTTED)**
 CFD NO.: 2014-1
 COUNTY OF ALAMEDA CALIFORNIA HOME FINANCE AUTHORITY COMMUNITY FACILITIES DISTRICT (CLEAN ENERGY)
 DISCLOSED BY: MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS IN MAP BOOK 18, PAGE 65
 FILING DATE: AUGUST 24, 2015
 RECORDING DATE: AUGUST 24, 2015
 RECORDING NO.: 2015235594, OFFICIAL RECORDS
- THE HEREIN DESCRIBED PROPERTY LIES WITHIN THE BOUNDARIES OF A MELLO-ROOS COMMUNITY FACILITIES DISTRICT (CFD) AS FOLLOWS: **(NOT PLOTTED)**
 CFD NO.: 2014-1
 COUNTY OF ALAMEDA CALIFORNIA HOME FINANCE AUTHORITY COMMUNITY FACILITIES DISTRICT (CLEAN ENERGY)
 DISCLOSED BY: MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS IN MAP BOOK 18, PAGE 65
 FILING DATE: AUGUST 24, 2015
 RECORDING DATE: AUGUST 24, 2015
 RECORDING NO.: 2015235594, OFFICIAL RECORDS

THIS PROPERTY, ALONG WITH ALL OTHER PARCELS IN THE CFD, IS LIABLE FOR AN ANNUAL SPECIAL TAX. THIS SPECIAL TAX IS INCLUDED WITH AND PAYABLE WITH THE GENERAL PROPERTY TAXES OF THE CITY OF OAKLAND, COUNTY OF ALAMEDA. THE TAX MAY NOT BE PREPAID.

FURTHER INFORMATION MAY BE OBTAINED BY CONTACTING: EAST BAY REGIONAL PARK DISTRICT
 2950 PERALTA OAKS COURT OAKLAND, CA 94605
 ATTENTION: CHIEF FINANCIAL OFFICER

BEFORE CLOSURE OF ESCROW, PLEASE CONTACT THE TAX COLLECTOR'S OFFICE TO CONFIRM ALL AMOUNTS OWING, INCLUDING CURRENT FISCAL YEAR TAXES, SUPPLEMENTAL TAXES, ESCAPED ASSESSMENTS AND ANY DELINQUENCIES. **(NOT PLOTTED)**

THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES, IF ANY, MADE PURSUANT TO THE PROVISIONS OF CHAPTER 3.5 (COMMENCING WITH SECTION 75) OR PART 2, CHAPTER 3, ARTICLES 3 AND 4, RESPECTIVELY, OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA AS A RESULT OF THE TRANSFER OF TITLE TO THE VESTEE NAMED IN SCHEDULE A OR AS A RESULT OF CHANGES IN OWNERSHIP OR NEW CONSTRUCTION OCCURRING PRIOR TO DATE OF POLICY. **(NOT PLOTTED)**

MATTERS CONTAINED IN THAT CERTAIN DOCUMENT **(PLOTTED)**
 ENTITLED: AUTOMATIC SPRINKLER SYSTEM MAINTENANCE, RECONSTRUCTION, AND REPLACEMENT
 DATED: OCTOBER 17, 1975
 EXECUTED BY: BLUE CROSS OF NORTHERN CALIFORNIA, A CALIFORNIA CORPORATION AND YUBA RIVER LUMBER CO., INC., A CALIFORNIA CORPORATION
 RECORDING DATE: OCTOBER 21, 1975
 RECORDING NO.: REEL 4138, IMAGE 375, OF OFFICIAL RECORDS
 REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

A NOTICE THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT PLAN (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT. **(NOT PLOTTED)**
 RECORDING DATE: DECEMBER 3, 2007
 RECORDING NO.: 2007-409569, OF OFFICIAL RECORDS
 REDEVELOPMENT AGENCY: REVISED STATEMENT OF INSTITUTION OF REDEVELOPMENT FOR THE CENTRAL DISTRICT REDEVELOPMENT PROJECT

PLEASE BE ADVISED THAT OUR SEARCH DID NOT DISCLOSE ANY OPEN DEEDS OF TRUST OF RECORD. IF YOU SHOULD HAVE KNOWLEDGE OF ANY OUTSTANDING OBLIGATION, PLEASE CONTACT THE TITLE DEPARTMENT IMMEDIATELY FOR FURTHER REVIEW PRIOR TO CLOSING. **(NOT PLOTTED)**

THE COMPANY WILL REQUIRE THE FOLLOWING DOCUMENTS FOR REVIEW PRIOR TO THE ISSUANCE OF ANY TITLE INSURANCE PREDICATED UPON A CONVEYANCE OR ENCUMBRANCE BY THE CORPORATION NAMED BELOW: **(NOT PLOTTED)**

- NAME OF CORPORATION: PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION
- A COPY OF THE CORPORATION BY-LAWS AND ARTICLES OF INCORPORATION
 - AN ORIGINAL OR CERTIFIED COPY OF A RESOLUTION AUTHORIZING THE TRANSACTION CONTEMPLATED HEREIN
 - IF THE ARTICLES AND/OR BY-LAWS REQUIRE APPROVAL BY A 'PARENT' ORGANIZATION, A COPY OF THE ARTICLES AND BY-LAWS OF THE PARENT
- THE COMPANY RESERVES THE RIGHT TO ADD ADDITIONAL ITEMS OR MAKE FURTHER REQUIREMENTS AFTER REVIEW OF THE REQUESTED DOCUMENTATION.

LEGEND:

- SUBJECT PROPERTY LINE
- EASEMENT LINE
- CENTER LINE
- FENCE LINE
- BUILDING WALL
- FOUND CITY MONUMENT
- ★ STREET LIGHT
- ★ SITE LIGHT
- ★ SIGNAL POLE
- MANHOLE
- WV WATER VALVE

ABBREVIATIONS:

- CLF CHAIN LINK FENCE
- CONC. CONCRETE
- FH FIRE HYDRANT
- WV WATER VALVE
- PG&E PACIFIC GAS AND ELECTRIC
- HV HIGH VOLTAGE
- W WEST / WATER
- E EAST / ELECTRICAL
- SSMH SANITARY SEWER MANHOLE
- CTV CABLE TV
- U UTILITY
- FDC FIRE DEPARTMENT CONNECTION
- BLD BUILDING
- DIA DIAMETER
- SIG SIGNAL
- BLRD BOLLARD
- GEN GENERATOR
- ELEC. ELECTRICAL
- TYP TYPICAL
- MH1 STEAM MANHOLE
- MH2 MANHOLE
- MH3 BELL SYSTEM MANHOLE
- MH4 SANITARY SEWER MANHOLE
- MH5 PG&E MANHOLE
- MH6 PG&E STEAM MANHOLE
- HC ACCESSIBLE PARKING STALL
- 10 PAINTED STALL NUMBER

NOTES:

- THE **BOLD TYPE** FOR THE NOTES REGARDING TITLE EXCEPTIONS ARE COMMENTS MADE BY THE PROFESSIONAL SURVEYOR PREPARING THIS ALTA/ACSM LAND TITLE SURVEY AND FOR CLARITY AND EMPHASIS OF THEIR EFFECT.
- ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
- ENCROACHMENTS SHOWN ON THIS SURVEY ARE MARKED TO THE NEAREST ONE-TENTH (0.1) OF A FOOT AND LABELED IN OR OUT, INDICATING THE ENCROACHMENT LIMIT INSIDE OR OUTSIDE OF SUBJECT BOUNDARY.
- ZONING INFORMATION OBTAINED FROM THE CITY OF OAKLAND WEB SITE.
- FIELD CREWS SURVEYED AN IN-GROUND 'VAULT' DOCUMENTS PROVIDED BY PG&E, IN AN EMAIL TO BKF, DATED DECEMBER 21, 2015, SHOW AN ELEVATOR LEADING TO THE BASEMENT LEVEL OF THE BUILDING.
- EXTENTS OF BASEMENT LEVEL INFORMATION SHOWN IS BASED ON AS-BUILT DOCUMENTS AND NOT A FIELD SURVEY.
- SIDE OF THE BUILDING COULD NOT BE VERIFIED BY FIELD SURVEY DUE TO CLOSE PROXIMITY AND HEIGHT OF ADJACENT BUILDING. BUILDING IS SHOWN BASED ON DOCUMENTS PROVIDED BY PG&E, IN AN EMAIL TO BKF, DATED DECEMBER 21, 2015.
- CITY OF OAKLAND MONUMENT MAP NO. 1488B 480, ON FILE IN THE PUBLIC WORKS DEPARTMENT.
- PARKING: (2) ACCESSIBLE PARKING STALLS, (46) STANDARD STALLS, (1) NO PARKING / ACCESS STALL.
- AT THE TIME OF FIELD SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
- NO EVIDENCE EXISTS OF ANY WETLANDS
- NO CHANGES IN STREET RIGHT OF WAY LINES WERE NOTED BY THE CITY OF OAKLAND.
- THE DIMENSIONS LISTED WITH 'IN' OR 'OUT' ARE A REFERENCE TO THE PROPERTY BOUNDARY AND CORRESPOND TO WHETHER A DELINEATED ITEM ON THE SURVEY IS IN OR OUT OF THE PROPERTY BOUNDARY.
- INTERIOR BASEMENT WALL DIMENSIONS ARE APPROXIMATE. DIMENSIONS SHOWN WERE CREATED BY AN OVERLAY OF THE DOCUMENT PROVIDED BY PG&E, IN EMAIL TO BKF, DATED DECEMBER 21, 2015. NO EXTERIOR DIMENSION NOR WALL THICKNESS ARE SHOWN ON SAID DOCUMENTS.

BASIS OF BEARINGS:

THE BEARING OF N 261°5'00" E, AS SHOWN AS THE MONUMENT LINE OF FRANKLIN STREET, SHOWN CITY OF OAKLAND MONUMENT MAP 1488B 480.

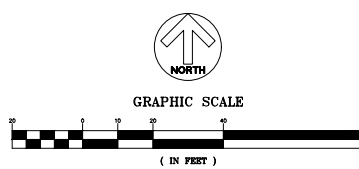
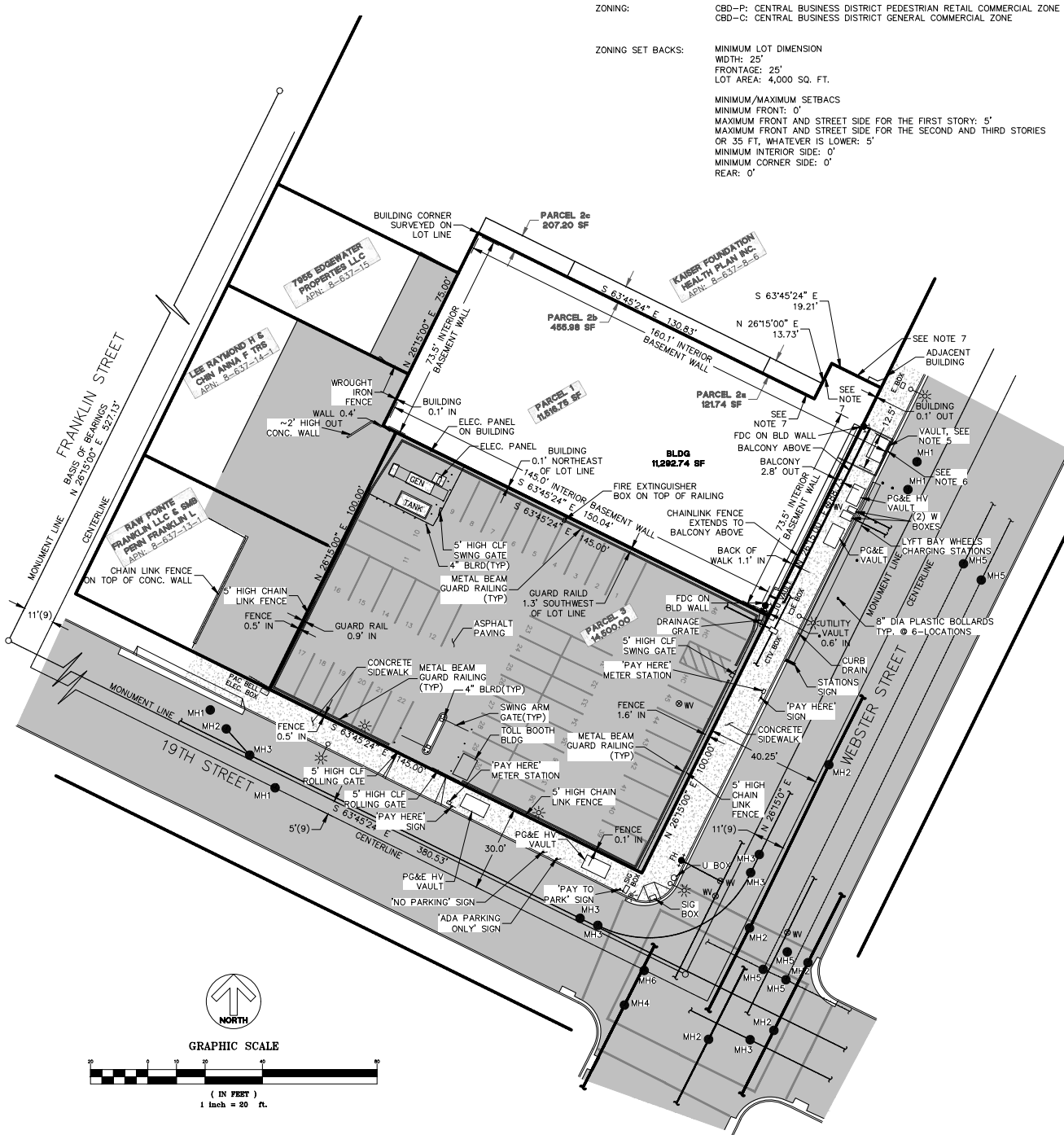
SURVEYOR'S CERTIFICATION:

TO PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION, 1919 WEBSTER STREET OWNERS, LLC AND CHICAGO TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 13, 15, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 17, 2020.

FOR BKF ENGINEERS:

JONATHAN P. SHATTUCK, P.L.S. NO. 8940
 LICENSE EXPIRES: 09/30/22
 DATE: 3-15-2021



980 9TH ST
 SUITE 2300
 SACRAMENTO, CA 95814
 (916) 442-9000
 916-256-5898 (FAX)



CALIFORNIA

A.L.T.A./A.C.S.M. LAND TITLE SURVEY
APN: 008-0637-008-08
1919 WEBSTER STREET
 ALAMEDA COUNTY

CITY OF OAKLAND

Revision	No.	Date	Description
	1	03/01/2021	Issue for Record

Drawing Number: **201304**
 1 OF 1

1919 WEBSTER STREET VESTING TENTATIVE PARCEL MAP FOR LOT MERGER NO. 11233 OAKLAND, ALAMEDA COUNTY, CA

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



CALIFORNIA

PROJECT DATA

OWNER:
1919 WEBSTER OWNER LLC
1 SANSOME STREET, SUITE 1550
SAN FRANCISCO, CA 94104
TEL: (415) 391-9800

ARCHITECT:
GENSLER
2101 WEBSTER STREET, SUITE 2000
OAKLAND, CA 94612
TEL: (510) 625-7400

CIVIL ENGINEER:
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
TEL: (650) 482-6300
CONTACT: PATRICK CONNORS, PE

LANDSCAPE ARCHITECT:
SURFACE DESIGN INC.
PIER 33 NORTH, THE EMBARCADERO, SUITE 200
SAN FRANCISCO, CA 94111
TEL: (415) 621-5522

SURVEYOR:
BKF ENGINEERS
980 9TH STREET, SUITE 2300
SACRAMENTO, CA 95814
TEL (916) 556-5800
CONTACT: JONATHAN SHATTUCK, PE, PLS

SITE ADDRESS:
1919 WEBSTER STREET, OAKLAND, CA 94612

TENTATIVE PARCEL MAP NO.:
11233

ASSESSOR PARCEL NO.:
008-0637-008-08

EXISTING ZONING:
CBD-P (CENTRAL BUSINESS DISTRICT PEDESTRIAN RETAIL COMMERCIAL ZONE)
CBD-C (CENTRAL BUSINESS DISTRICT GENERAL COMMERCIAL ZONE)

EXISTING LAND USE:
6-STORY OFFICE BUILDING, SURFACE PARKING LOT

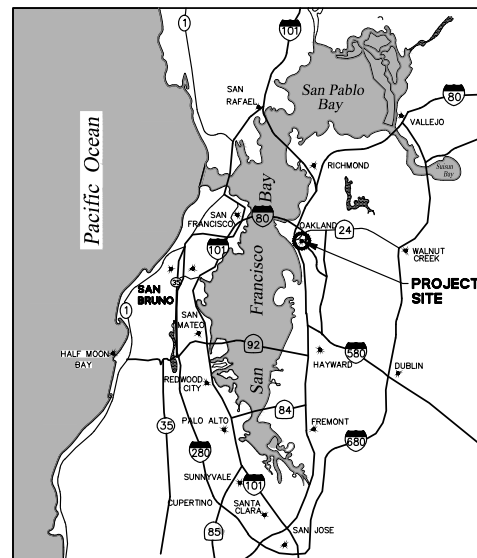
PROPOSED ZONING:
CBD-P (CENTRAL BUSINESS DISTRICT PEDESTRIAN RETAIL COMMERCIAL ZONE)
CBD-C (CENTRAL BUSINESS DISTRICT GENERAL COMMERCIAL ZONE)

PROPOSED LAND USE:
OFFICE & RETAIL

PROPOSED PROJECT AREA:
0.60± ACRES

UTILITIES:
WATER SUPPLY: EAST BAY MUNICIPAL UTILITY DISTRICT
FIRE PROTECTION: CITY OF OAKLAND
SEWAGE DISPOSAL: CITY OF OAKLAND
STORM DRAIN: CITY OF OAKLAND
GAS: PACIFIC GAS & ELECTRIC
ELECTRIC: PACIFIC GAS & ELECTRIC
COMMUNICATION: COMCAST, AT&T, CENTURYLINK

PUBLIC DEDICATIONS:
NONE



VICINITY MAP
NTS

MAPPING STATEMENT:

THIS PROJECT WILL BE A MERGER OF 2 PARCELS INTO 1 DEVELOPMENT PARCEL. SEE SHEETS TM-4.0 AND TM-4.1 FOR A SUMMARY OF THE EXISTING AND PROPOSED PARCELIZATION.

GENERAL NOTES

VESTING TENTATIVE PARCEL MAP:
THIS TENTATIVE PARCEL MAP IS BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 OF THE SUBDIVISION MAP ACT.

LOT MERGER:
ALL EXISTING INTERIOR LOTS WILL BE MERGED INTO ONE LOT.

BOUNDARY:
BOUNDARY INFORMATION IS BASED ON AN ALTA/ACSM LAND TITLE SURVEY COMPLETED BY BKF ENGINEERS, DATED MARCH 15, 2021

SOURCE OF TOPOGRAPHY:
EXISTING TOPOGRAPHY SHOWN IS BASED ON A TOPOGRAPHIC SURVEY PERFORMED BY BKF ENGINEERS, DATED SEPTEMBER 29, 2021

UTILITIES:
UNDERGROUND UTILITIES PLOTTED HEREON WERE PLOTTED FROM A COMBINATION OF FIELD SURVEY, OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZE, HORIZONTAL, AND VERTICAL LOCATIONS BY THE CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER FOR THE LOCATION AND CAPACITY OF SAID UTILITIES. ALL UTILITIES SHALL BE INSTALLED ACCORDING TO THE APPLICABLE STANDARDS AND REQUIREMENTS OF THE CITY OF OAKLAND. PROPOSED UTILITY SIZING AND LOCATIONS ARE SUBJECT TO FINAL ENGINEERING DESIGN.

SITE GRADES:
SITE GRADES, INCLUDING PADS AND STREETS, AND LOT DIMENSIONS ARE SUBJECT TO FINAL ENGINEERING DESIGN.

LIMITS OF WORK: PROPOSED WORK WILL INCLUDE CONSTRUCTION OF AN OFFICE BUILDING WITH UNDERGROUND PARKING AND STREET IMPROVEMENTS ALONG THE FRONTAGE.

FEMA ZONE:
ZONE X: 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE ZONE X; AND AREA OF MINIMAL FLOOD HAZARD (ZONE X)

PER FEMA FIRM NO. 06001C0067H

EFFECTIVE DATE DECEMBER 20, 2018

INFORMATION AS OBTAINED FROM THE FEMA WEBSITE
WWW.MSC.FEMA.GOV ON OCTOBER 19, 2021



LOCATION MAPS
NTS



LEGEND

ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
ABD	ABANDONED	HV	HIGH VOLTAGE	RW	RECLAIMED WATER
AC	ASPHALT CONCRETE	INV	INVERT	ROW, R/W	RIGHT OF WAY
APN	ASSESSOR PARCEL NUMBER	JT	JOINT TRENCH	S	SOUTH
CL, L	CENTERLINE	LP/S	LANDSCAPING	SD	STORM DRAIN
COD	CITY OF OAKLAND	LP	LOW POINT	SDMH	STORM DRAIN MANHOLE
E	EAST	M	MANHOLE	SDE	STORM DRAIN EASEMENT
E, EL, ELEC	ELECTRICAL	MON	MONUMENT	SF	SQUARE FEET
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT	N	NORTH	SL	STREETLIGHT
EX	EXISTING	NAD	NORTH AMERICAN DATUM	SP	STANDPIPE
FDC	FEDERAL AGENCY MANAGEMENT AGENCY	NAVD	NORTH AMERICAN VERTICAL DATUM	SS	SIDEWALK
FF	FINISHED FLOOR	NO.	NUMBER	SS	SANITARY SEWER
FG	FINISHED GRADE	OC	ON CENTER	SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT	OH	OVERHEAD	TC	TOP OF CURB
FS	FIRE SERVICE	PAE	PUBLIC ACCESS EASEMENT	TEL	TELEPHONE
FW	FIRE WATER	PCL	PARCEL	TYP	TYPICAL
G	GAS	PL, P	PROPERTY LINE	W	WEST
GB	GRADE BREAK	PUE	PUBLIC UTILITY EASEMENT	W, DW	DOMESTIC WATER
HP	HIGH POINT	POB	POINT OF BEGINNING	WM	WATER METER
		PR	PROPOSED	WV	WATER VALVE
		RIM	RIM ELEVATION		

SCOPE OF WORK:

THE SITE IS LOCATED AT 1919 WEBSTER STREET IN OAKLAND. THE EXISTING SITE CONSISTS OF A 6-STORY OFFICE BUILDING AND A SURFACE PARKING LOT. THE PROJECT IS PROPOSING TO CONSTRUCT A NEW HIGH-RISE OFFICE DEVELOPMENT WITH UNDERGROUND PARKING. SITE IMPROVEMENTS WILL INCLUDE DEMOLITION ACTIVITIES, GRADING AND DRAINAGE, STORMWATER TREATMENT DESIGN, UTILITIES, PAVING, EXCAVATION & SHORING, AND BUILDING CONSTRUCTION.

BASIS OF BEARING

THE BEARING OF NORTH 26°15'00" EAST, AS SHOWN AS THE MONUMENT LINE OF FRANKLIN STREET, SHOWN CITY OF OAKLAND MONUMENT MAP 1488B 480.

BENCHMARK STATEMENT

"K-7-08", CITY OF OAKLAND AND BART GEODIMETER TRAVERSE CONTROL, LOCATED NORTHEAST OF THE CENTERLINE INTERSECTIONS OF BROADWAY AVENUE AND 21ST STREET, IN THE CITY OF OAKLAND. THE ELEVATION OF 14.243' (CITY OF OAKLAND VERTICAL DATUM).

DATUM SUMMARY

PROJECT DATUM: CITY OF OAKLAND
BENCHMARK ELEVATION = 14.243' (CITY OF OAKLAND)

SHEET INDEX

Sheet Number	Sheet Title
TM-1.0	TITLE SHEET
TM-2.0	EXISTING PLAN
TM-3.0	DEMOLITION PLAN
TM-4.0	EXISTING PARCELIZATION PLAN
TM-4.1	PROPOSED PARCELIZATION PLAN
TM-5.0	PROPOSED SITE PLAN
TM-6.0	PROPOSED GRADING PLAN
TM-7.0	PROPOSED UTILITY PLAN
TM-8.0	PROPOSED STORMWATER MANAGEMENT PLAN
TM-9.0	EROSION CONTROL PLAN

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT.

Jonathan P. Shattuck
JONATHAN SHATTUCK, P.L.S. 8940
ASSOCIATE
BKF ENGINEERS



05/19/23
DATE

ENGINEER'S STATEMENT

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

Simon R. North
SIMON R. NORTH, PE
PRINCIPAL
P.E. #64657 EXP 06/30/23
BKF ENGINEERS



05/19/23
DATE

DRAWING PLANS: K:\2023\107054_1919WEBSTER\11233\11233.TM SHEETS C1.0 - TITLE SHEET.dwg
PLOT DATE: 05-19-23 PLOTTED BY: CHD

1919 WEBSTER
VESTING TENTATIVE PARCEL MAP NO. 11233
TITLE SHEET
ALAMEDA COUNTY

OAKLAND

Date:	Scale:	Design:	Drawn:	Approved:	Job No.:
05/19/23	AS SHOWN	JHD	JHD	PC	C20201304

Drawing Number:
TM-1.0
1 OF 10

TENTATIVE MAP SUBMITTAL - NOT FOR CONSTRUCTION



Date:	Scale:	Design:	Drawn:	Approved:	Job No:
05/19/23	AS SHOWN	JHD	JHD	PC	C20201304

Revisions

No.	Description

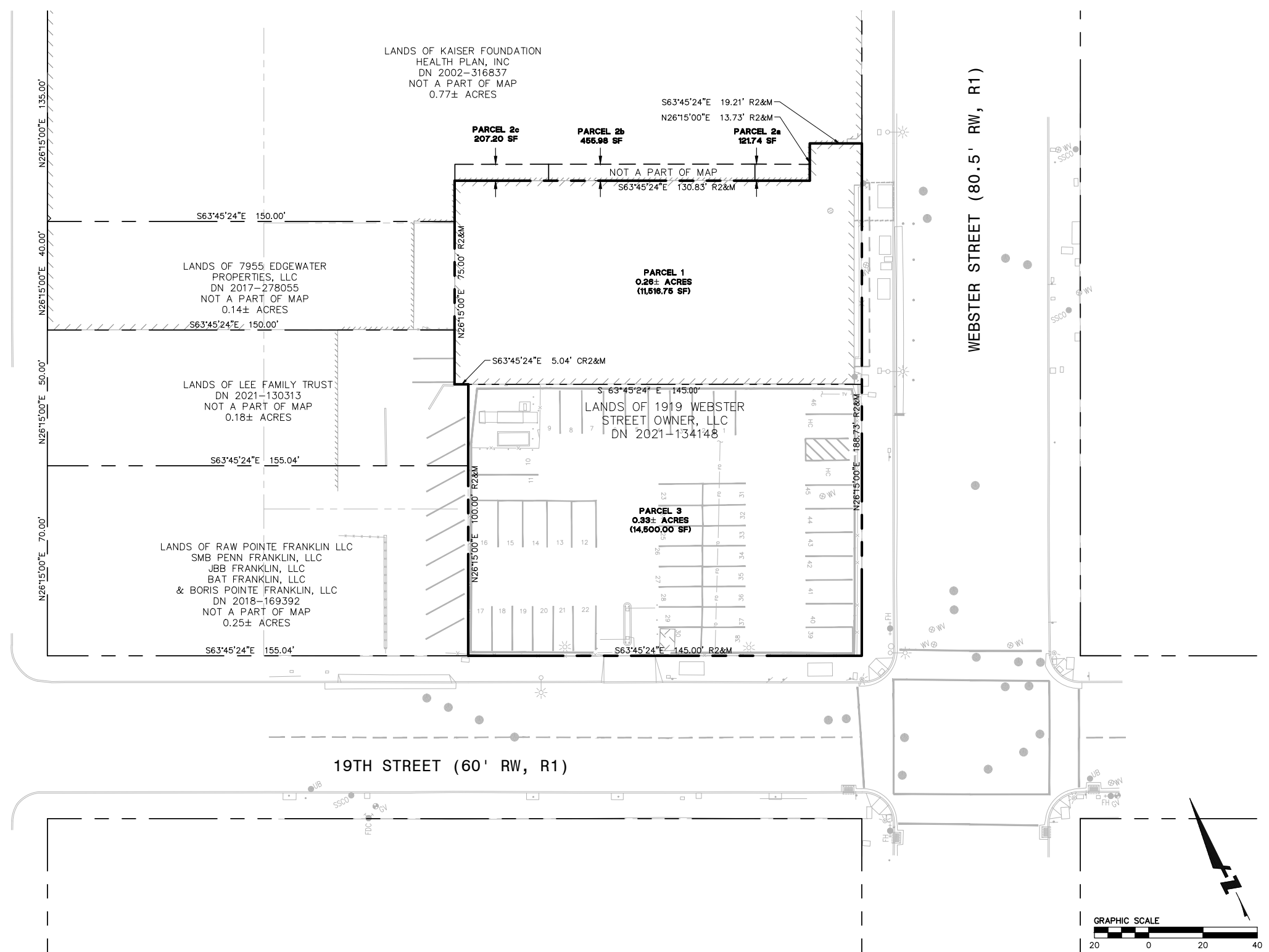
Drawing Number: **TM-4.0**

TENTATIVE MAP SUBMITTAL - NOT FOR CONSTRUCTION

FRANKLIN STREET (80.5' RW, R1)

WEBSTER STREET (80.5' RW, R1)

19TH STREET (60' RW, R1)



NOTES:

- VESTING TENTATIVE PARCEL MAP:** THIS VESTING TENTATIVE PARCEL MAP IS BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 OF THE SUBDIVISION MAP ACT.
- LOT MERGER:** ALL EXISTING INTERIOR LOTS (PARCELS 1 AND 3) WILL BE MERGED INTO ONE DEVELOPMENT PARCEL.
- BOUNDARY:** BOUNDARY INFORMATION IS BASED ON AN ALTA/ACSM LAND TITLE SURVEY COMPLETED BY BKF ENGINEERS, DATED MARCH 15, 2021..

PROPERTY DESCRIPTION: ORDER NO. 15606662-156-JL1-JM

PARCEL ONE:
BEGINNING AT A POINT ON THE WESTERN LINE OF WEBSTER STREET, DISTANT THEREON 100 FEET NORTHERLY FROM THE INTERSECTION THEREOF WITH THE NORTHERN LINE OF THE 19TH (FORMERLY DURANT) STREET; THENCE RUNNING NORTHERLY, ALONG SAID LINE OF WEBSTER STREET, 88.73 FEET; THENCE AT RIGHT ANGLES, WESTERLY 130.83 FEET; THENCE AT RIGHT ANGLES, SOUTHERLY 75.00 FEET; THENCE AT RIGHT ANGLES, EASTERLY 150.04 FEET (FORMERLY CALLED 150.00 FEET OF RECORD), TO THE POINT OF THE BEGINNING.

PARCEL TWO:
THE RIGHTS OF WAY AND EASEMENTS GRANTED BY BLUE CROSS OF NORTHERN CALIFORNIA, A CALIFORNIA CORPORATION, FORMERLY KNOWN AS HOSPITAL SERVICE OF CALIFORNIA, A CALIFORNIA CORPORATION, TO YUBA ROVER LUMBER CO., INC., A CALIFORNIA CORPORATION, BY DEED DATED OCTOBER 17, 1975, AND THEREIN DESCRIBED AS FOLLOWS:

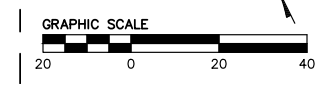
- AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY FACE OF THE SMOKE TOWER WESTERLY 20.5 FEET AND LYING ABOVE A PLANE WHICH IS 57 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.

- AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY BOUNDARY LINE OF THE AREA HEREINBEFORE DESCRIBED AND DESIGNATED 1 WESTERLY 76 FEET AND LYING ABOVE A PLANE WHICH IS 17 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.
- AN AREA OF THE UNIFORM WIDTH OF 6 FEET LYING CONTIGUOUS TO AND NORTHERLY OF THE NORTHERLY FACE OF SAID BUILDING AND EXTENDING FROM THE WESTERLY BOUNDARY LINE OF THE AREA HEREINBEFORE DESCRIBED AND DESIGNATED 2 WESTERLY APPROXIMATELY 32 FEET TO THE NORTHERLY PROLONGATION OF THE WESTERLY FACE OF SAID BUILDING AND LYING ABOVE A PLANE WHICH IS 57 FEET ABOVE THE FLOOR OF THE STREET LEVEL FLOOR OF SAID BUILDING.

PARCEL THREE:
BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF WEBSTER STREET WITH THE NORTHEASTERLY LINE OF 19TH STREET; THENCE ALONG SAID LINE OF 19TH STREET, NORTHWESTERLY 145 FEET; THENCE PARALLEL WITH SAID LINE OF WEBSTER STREET, NORTHWESTERLY 100 FEET; THENCE PARALLEL WITH SAID LINE OF 19TH STREET SOUTHEASTERLY 145 FEET TO SAID LINE OF WEBSTER STREET; AND THENCE ALONG THE LAST NAMES LINE SOUTHWESTERLY 100 FEET TO THE POINT OF BEGINNING.

LINE LEGEND

- PROJECT PROPERTY LINE
- OFFSITE PROPERTY LINE
- OFFSITE PARCEL AND EASEMENT SEE TITLE REPORT



DRAWING NAME: K:\2023\05\19\15606662-156-JL1-JM\15606662-156-JL1-JM-EXISTING PARCELIZATION PLAN.dwg
PLOT DATE: 05-19-23 10:52:23 AM



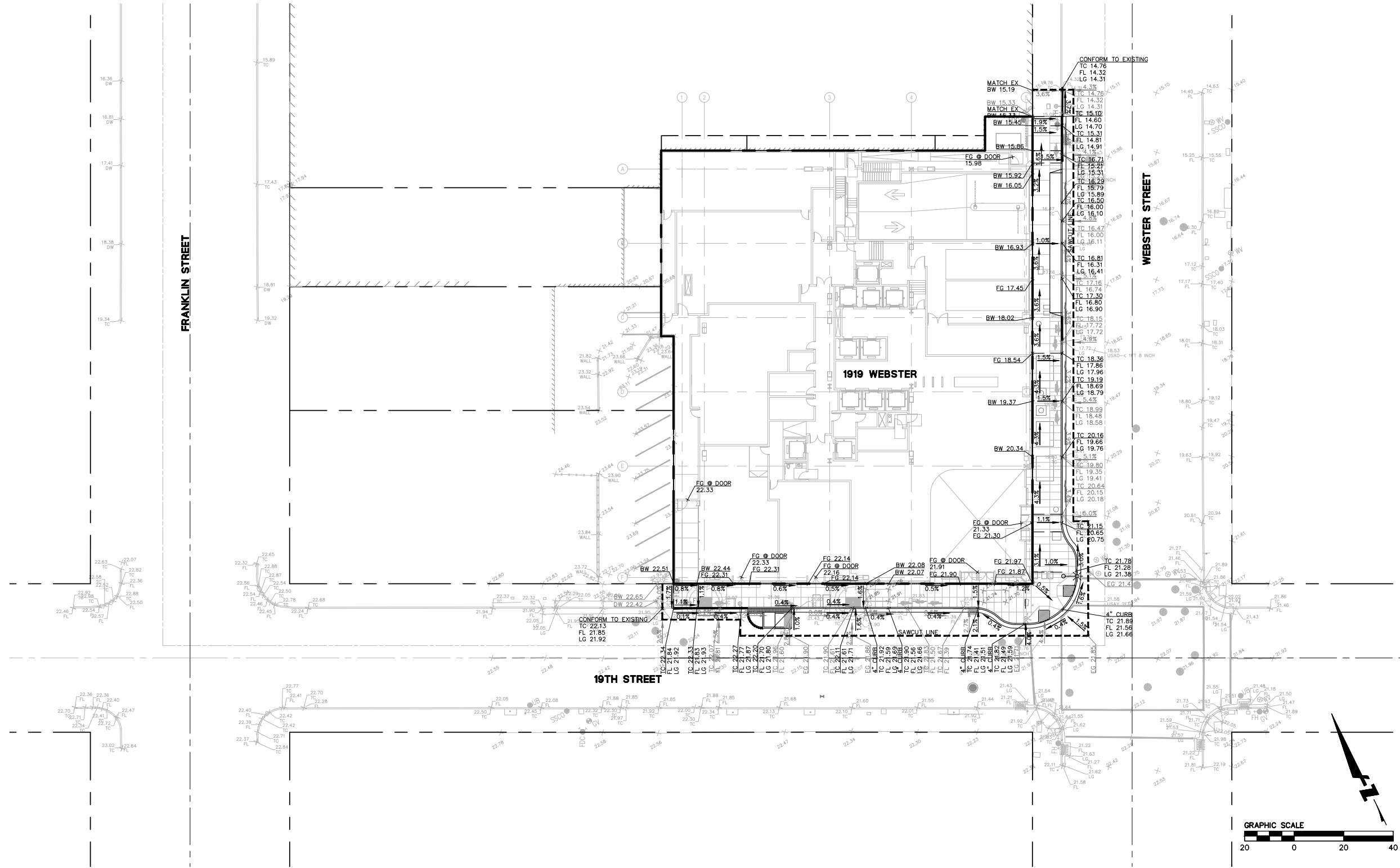
1919 WEBSTER
VESTING TENTATIVE PARCEL MAP NO. 11233
PROPOSED GRADING PLAN
ALAMEDA COUNTY

OAKLAND

Date:	05/19/23	No.	Revisions
Scale:	AS SHOWN	JHD	
Design:	JHD		
Drawn:	JHD		
Approved:	PC		
Job No.:	C20201304		

Drawing Number:
TM-6.0
7 OF 10

TENTATIVE MAP SUBMITTAL - NOT FOR CONSTRUCTION



LEGEND

- BW BACK OF WALK
- FFE FINISHED FLOOR ELEVATION
- FG FINISHED GRADE
- FL FLOWLINE
- LG LIP OF GUTTER
- SW SIDEWALK
- TC TOP OF CURB
- X.X% EXISTING SLOPE
- FG XXXX EXISTING ELEVATION
- X.X% PROPOSED SLOPE
- FG XXXX PROPOSED ELEVATION
- GRADE BREAK
- SAWCUT/LIMIT OF WORK

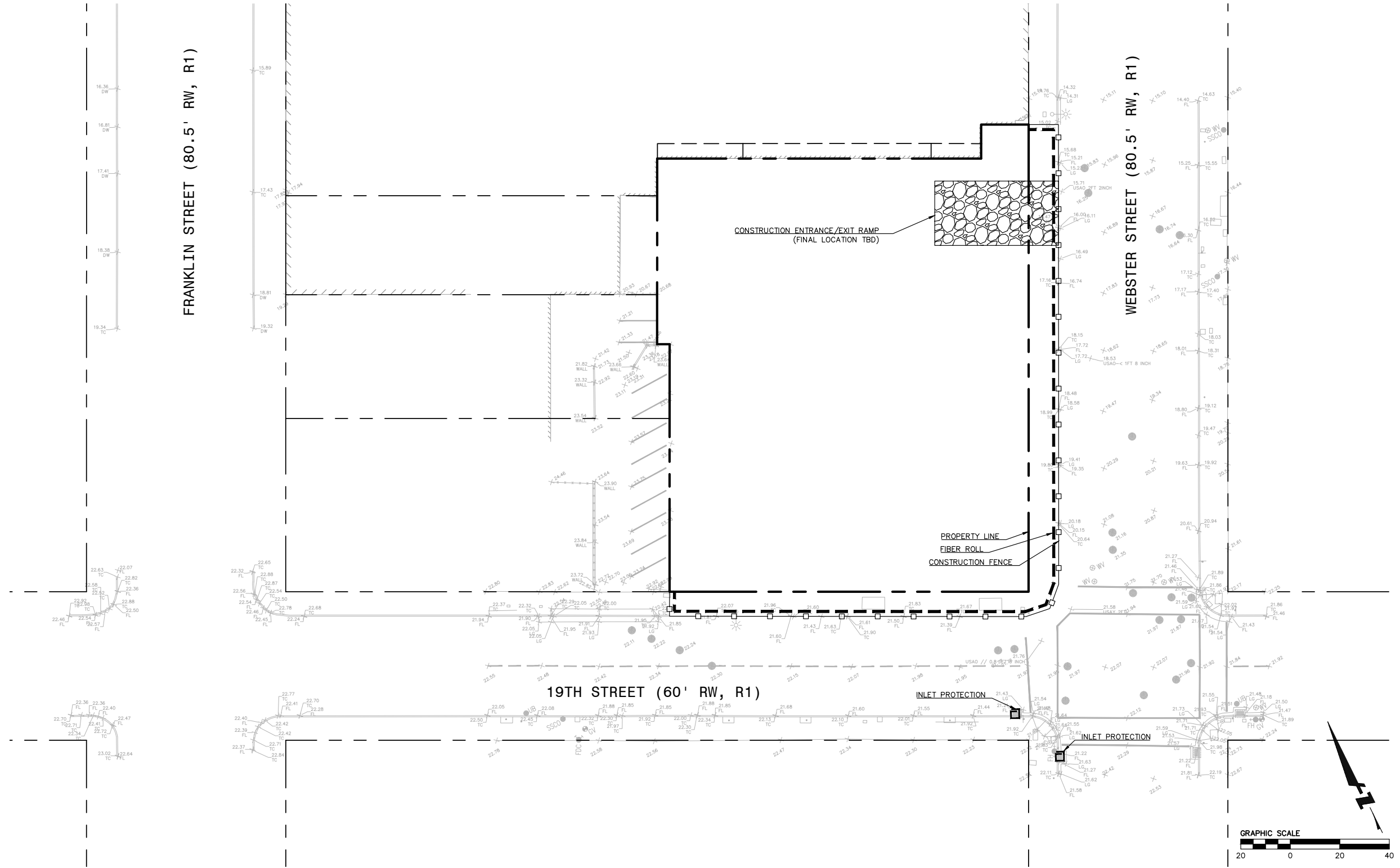
LINE LEGEND

- PROJECT PROPERTY LINE
- OFFSITE PROPERTY LINE
- OFFSITE PARCEL AND EASEMENT
- SEE TITLE REPORT

EARTHWORK ESTIMATE:

CUT: 13,500± CY
FILL: 0 CY
DELTA: 13,500± CY (CUT)

DRAWING NUMBER: TM-6.0, SHEETS: 01-1919-01, 02-1919-02, 03-1919-03, 04-1919-04, 05-1919-05, 06-1919-06, 07-1919-07, 08-1919-08, 09-1919-09, 10-1919-10, 11-1919-11, 12-1919-12, 13-1919-13, 14-1919-14, 15-1919-15, 16-1919-16, 17-1919-17, 18-1919-18, 19-1919-19, 20-1919-20, 21-1919-21, 22-1919-22, 23-1919-23, 24-1919-24, 25-1919-25, 26-1919-26, 27-1919-27, 28-1919-28, 29-1919-29, 30-1919-30, 31-1919-31, 32-1919-32, 33-1919-33, 34-1919-34, 35-1919-35, 36-1919-36, 37-1919-37, 38-1919-38, 39-1919-39, 40-1919-40, 41-1919-41, 42-1919-42, 43-1919-43, 44-1919-44, 45-1919-45, 46-1919-46, 47-1919-47, 48-1919-48, 49-1919-49, 50-1919-50, 51-1919-51, 52-1919-52, 53-1919-53, 54-1919-54, 55-1919-55, 56-1919-56, 57-1919-57, 58-1919-58, 59-1919-59, 60-1919-60, 61-1919-61, 62-1919-62, 63-1919-63, 64-1919-64, 65-1919-65, 66-1919-66, 67-1919-67, 68-1919-68, 69-1919-69, 70-1919-70, 71-1919-71, 72-1919-72, 73-1919-73, 74-1919-74, 75-1919-75, 76-1919-76, 77-1919-77, 78-1919-78, 79-1919-79, 80-1919-80, 81-1919-81, 82-1919-82, 83-1919-83, 84-1919-84, 85-1919-85, 86-1919-86, 87-1919-87, 88-1919-88, 89-1919-89, 90-1919-90, 91-1919-91, 92-1919-92, 93-1919-93, 94-1919-94, 95-1919-95, 96-1919-96, 97-1919-97, 98-1919-98, 99-1919-99, 100-1919-100



EROSION CONTROL LEGEND:

- FIBER ROLL
- STABILIZED CONSTRUCTION ENTRANCE/EXIT
- CONSTRUCTION FENCE
- INLET PROTECTION

LINE LEGEND

- PROJECT PROPERTY LINE
- OFFSITE PROPERTY LINE
- OFFSITE PARCEL AND EASEMENT
SEE TITLE REPORT

EROSION CONTROL NOTES:

1. PROTECT DOWNSTREAM INLETS ON WEBSTER STREET (INLETS NOT SHOWN ON PLAN).



Date:	Scale:	Design:	Drawn:	Approved:	Job No.:
05/19/23	AS SHOWN	JHD	JHD	PC	C20201304

ATTACHMENT E

1919 Webster Street
Oakland, California

Master Sign Program
Planning Review

May 23, 2023

Gensler | 1919 Webster Owner, LLC. c/o Ellis Partners



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1.0 - OVERVIEW

1.0 Intent and Purpose

1.1 Intent:

This Master Signage Program (MSP) is established for the purpose of assuring high quality building, office, and retail signage at 1919 Webster in Oakland, California. Once approved by the City of Oakland Planning Dept., this document will serve to define all allowable exterior signage for the project.

This document describes the acceptable types of signs, materials, locations, sizes, and illumination methods. Renderings, drawings, and details contained in these guidelines are included for illustrative purposes and to guide future signage design.

1.2 Interpretation and Compliance:

The City of Oakland (City) is the final arbitrator of compliance. All signage must receive appropriate City-issued signage permits before being installed.

If ownership should change for all or part of the project, the guidelines herein established shall remain applicable and in force under the new ownership.

2.0 General Criteria For All Signage

2.1 Code Compliance

All signage shall comply with local building codes and this Master Sign Program.

2.2 Maintenance

Installed signs shall be maintained in good and functional condition. Damaged or deteriorated signs or non-functioning signage lighting will be repaired promptly and restored to a like-new condition.

2.3 Allowable Sign Types

The sign types outlined in these guidelines are the only exterior signs permitted on the building or property.

2.4 Lighting

When sign lighting is permitted, low voltage, LED, and other high efficiency lighting is required. Up-lighting is only permitted if the lit area covers sign area only and it is shielded per City regulations.

2.5 Installation Detailing

Applicant to provide drawings showing all signage fabrication detailing, graphics, lettering and colors, attachment methods, waterproofing details, and electrical connections.

2.6 Sign Removal

When removing a sign, tenant and/or owner shall remove all related hardware, patch and repair all damage, and leave the building's surfaces in as-new condition.

3.0 Regulations by Use/Tenant Type

3.1 Building Identification Sign Type A - Building Identity & Address

3.2 Office Tenant Projecting Identification Signage

3.3 Retail Tenant Wall Signage

3.4 Retail Tenant Projecting Signage

3.5 Base Building Parking Sign

3.6 Office Tenant Wall Sign - Skyline - F.1/F.2 - Major office tenants may install wall signage at the top of the building as described

3.7 Base Building Bike Room Entry

3.8 Base Building Parking Blade Sign

3.9 Loading Dock Sign

3.10 Building Dedication Sign

3.11 Temporary Sign Type T - For temporary construction/leasing sign. Other temporary signs may be permitted subject to City approval and shall conform to the City of Oakland's sign ordinance Sec. 17.104.020.J.

3.12 Window Signs

Purpose:

Signs attached to or applied to the interior surface of a window or glass door of a building intended for viewing from the exterior. Window signs shall comply with the City of Oakland's sign regulations Sec. 17.104.020.K and as amended by this MSP.

Location:

Permitted only on first floor windows. Suite numbers shall be located on glass immediately above entry doors.

Number of Signs Allowed:

One per entry.

Design & Materials:

Window signs shall be digitally cut adhesive vinyl applied to storefront glass and shall not include solid backers or frames that reduce transparency. Signs may be white or custom colors

Lighting:

Non-illuminated

Typeface or Graphics:

Custom per the individual tenant's standards, except suite number or building entry regulatory information (No Smoking, Prop 65, etc.) which shall be the building standard typestyle.

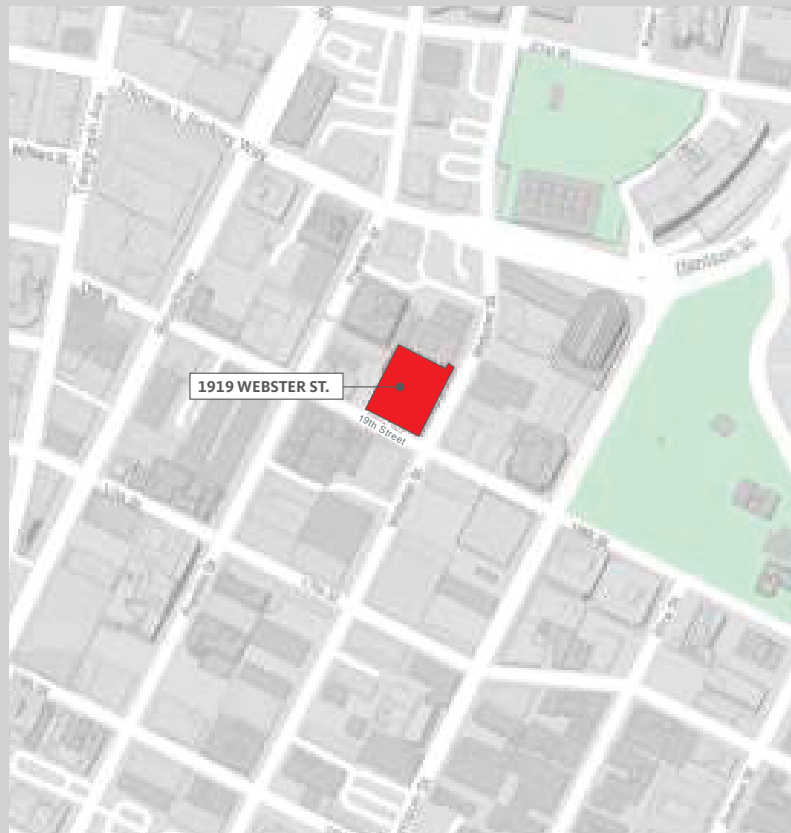
Maximum Size:

Not to exceed 25% of any one window area. Courtesy displays (hours, credit cards etc.) shall not exceed 1 sq. ft.

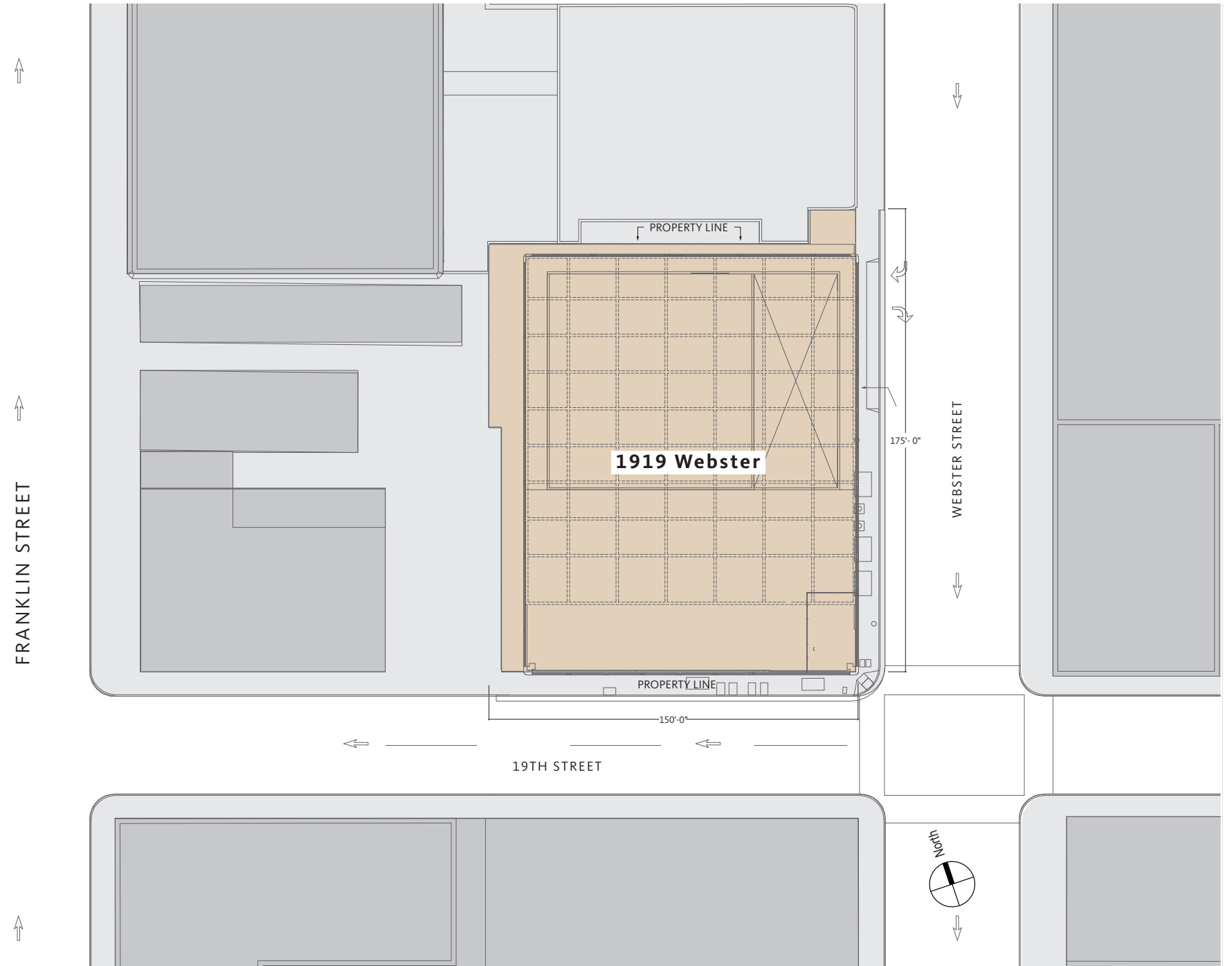
OVERVIEW

DOWNTOWN OAKLAND PLANNING DISTRICT

Address: 1919 Webster Street
Zoning District: CBD-P (Southern Parcel) and CBD-C (Northern Parcel)
Parcel Number: 088-0637-008-08

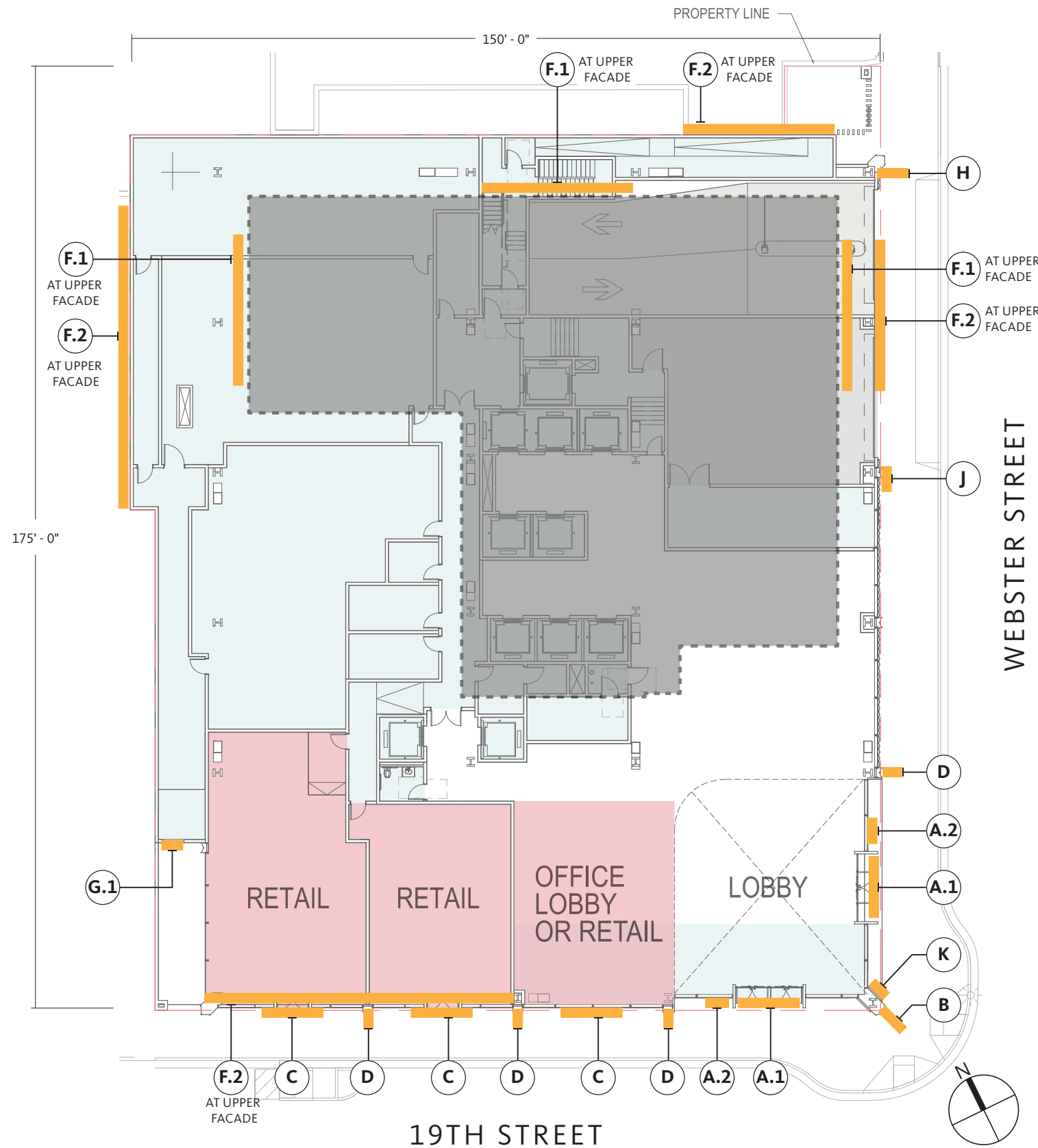


VICINITY MAP



2.0 - SIGN LOCATIONS AND QUANTITIES

POTENTIAL SIGN LOCATIONS PER STREET ELEVATION



SIGN TYPE	QTY ALLOWED	AREA EA. (SQ.FT.)	TOTAL AREA (SQ.FT.)
A.1 - BUILDING IDENTITY	2	106	212
A.2 - ADDRESS	2	8	16
B - OFFICE TENANT PROJECTING SIGNAGE	1	52	52
C - RETAIL TENANT IDENTIFICATION SIGNAGE	3	48	144
D - OFFICE RETAIL TENANT PROJECTING SIGNAGE	4	4	16
E - PARKING SIGN	1	87	87
F.1/F.2 - OFFICE TENANT WALL SIGN - SKYLINE	4	F.1-624 / F.2 - 480	2352
G - BIKE ROOM ENTRY SIGNAGE	1	2	2
H - PARKING PROJECTING SIGN	1	10	10
J - LOADING DOCK SIGNAGE	1	6	6
K - BUILDING DEDICATION SIGN	1	3	3
TOTAL PROPOSED AGGREGATE MAX. SIGN AREA			2900 SQ.FT.

**SIGN TYPE "T" IS A TEMPORARY SIGN THUS NOT INCLUDED IN AREA CALCULATIONS

CITY OF OAKLAND PLANNING CODE

Selected sections from the City of Oakland Planning Code that define allowable signage square footage and locations for this project location include:

Chapter 17.104 GENERAL LIMITATIONS ON SIGNS

17.104.020 General limitations on Signs—RU-4 and RU-5 Zones, and all Commercial and Industrial Zones.

B. Permitted Aggregate Sign Area.

1. In the RU-4 and RU-5 Zones and all Commercial Zones, the maximum aggregate area of display surface of all Business, Civic, and Residential Signs on any one lot shall be one (1) square foot for each one (1) foot of lot frontage in the case of an interior lot, or one-half (0.5) square feet for each one (1) foot of lot frontage in the case of a corner lot. The aggregate shall include only one (1) face of a double-faced sign. The total amount of aggregate sign area shall not exceed two hundred (200) square feet on any one property. Exceptions to the total amount of aggregate sign area normally allowed on any one property may be approved pursuant to the regulations in Subsection B.3. and to the Small project design review procedure in Chapter 17.136. 2.

3. Exception to Aggregate Sign Area Limits. The following exceptions to the aggregate sign area limits may be approved:

Signs conforming to a Master Sign Program approved pursuant to Section 17.104.070.

17.104.070 Master Sign Programs.

A. Submittal Requirements. In all Commercial and Industrial Zones, as well as the RU-4, RU-5, S-1, S-2, S-3, and S-15 Zones, any Commercial, Industrial, or mixed use building or complex containing two (2) or more tenant spaces on site may apply for a Master Sign Program which specifies the overall design, configuration, and permitted sizes of Signs for that building or complex.

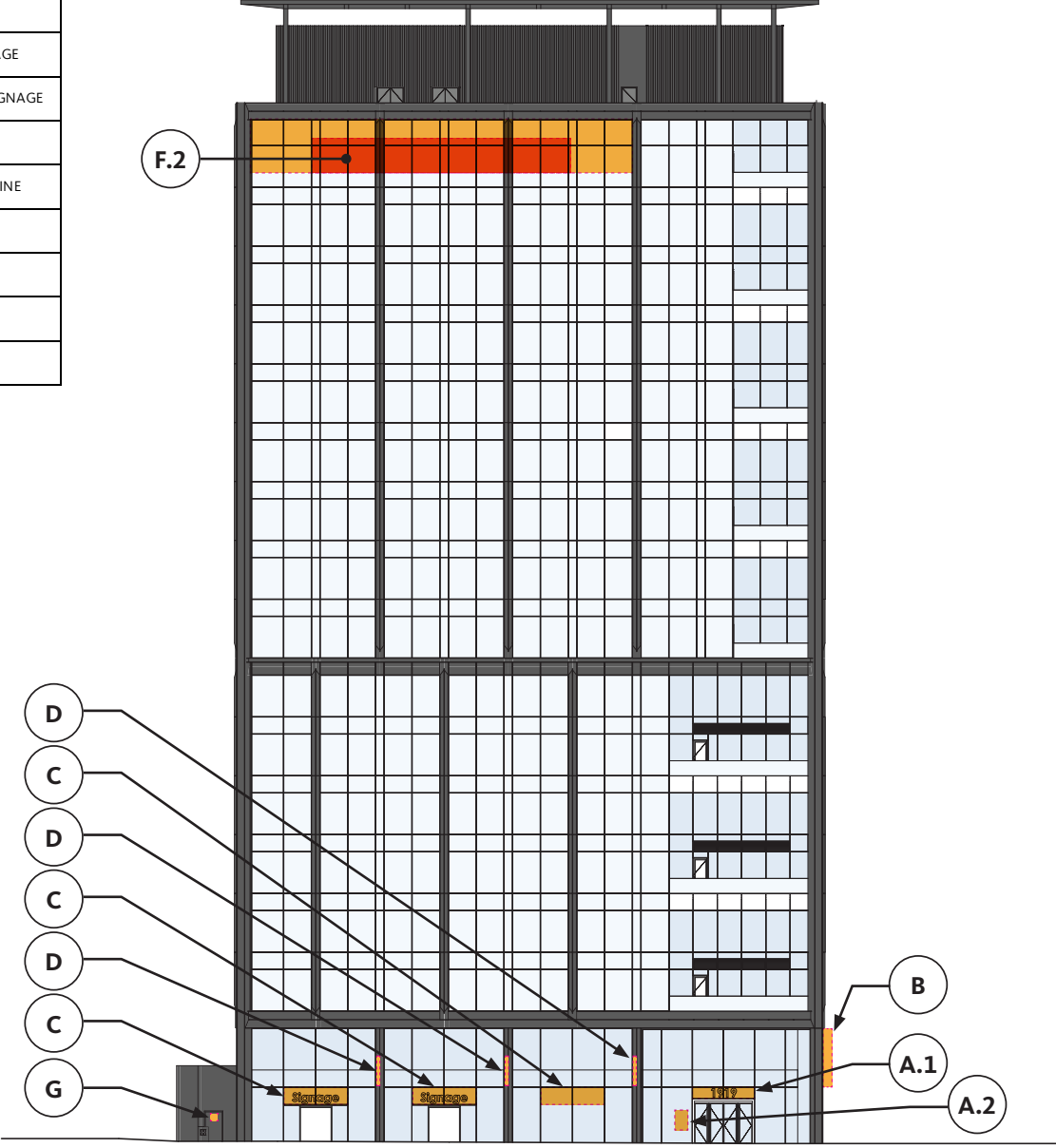
Applications for a Master Sign Program shall identify, at a minimum, the permitted sign sizes, materials, colors, placement, construction, method of lighting, and other related sign requirements for the applicable Commercial, Industrial, or mixed use building or complex. Drawings shall indicate the exterior surface details of all buildings on the site; the typical sign locations, designs, colors, and faces; and the methods of sign construction, installation, and lighting.

B. Use Permit Criteria. A Master Sign Program may be allowed to deviate from the normally required sign standards in this Chapter, including but not limited to, total aggregate sign area. A Master Sign Program application which would deviate from the normally required sign standards shall be processed as a conditional use permit under the provisions of Chapter 17.134. A conditional use permit for a Master Sign Program may only be granted upon determination that the proposed sign program conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and to all of the following additional use permit criteria:

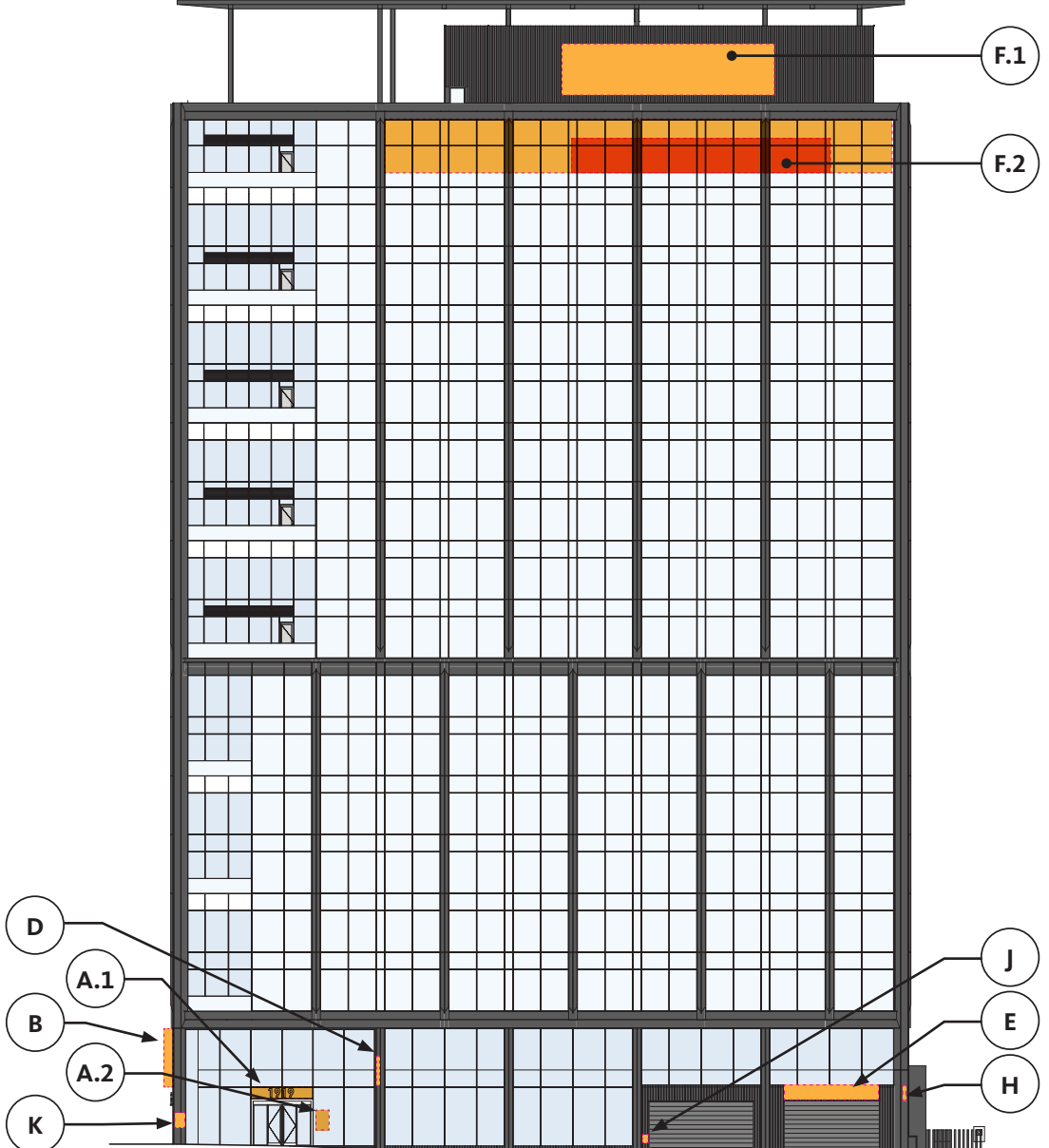
1. That the proposal will be of a quality and character appropriate to the Commercial, Industrial, mixed use building or complex;
2. That the building facade and other walls will be considered and treated as a whole, and in relationship to adjoining buildings;
3. That all Signs will be harmonious with the architectural design of the building and adjacent buildings, and will not cover or detract from a building's significant architectural features.

SIGN LOCATIONS AND QUANTITIES

SIGN TYPE KEY
A.1 - BUILDING IDENTITY
A.1 - BUILDING IDENTITY
B - OFFICE TENANT PROJECTING SIGNAGE
C - RETAIL TENANT IDENTIFICATION SIGNAGE
D - OFFICE RETAIL TENANT PROJECTING SIGNAGE
E - PARKING SIGN
F1/F2 - OFFICE TENANT WALL SIGN - SKYLINE
G - BIKE ROOM ENTRY SIGNAGE
H - PARKING PROJECTING SIGN
J - LOADING DOCK SIGNAGE
K - BUILDING DEDICATION SIGN



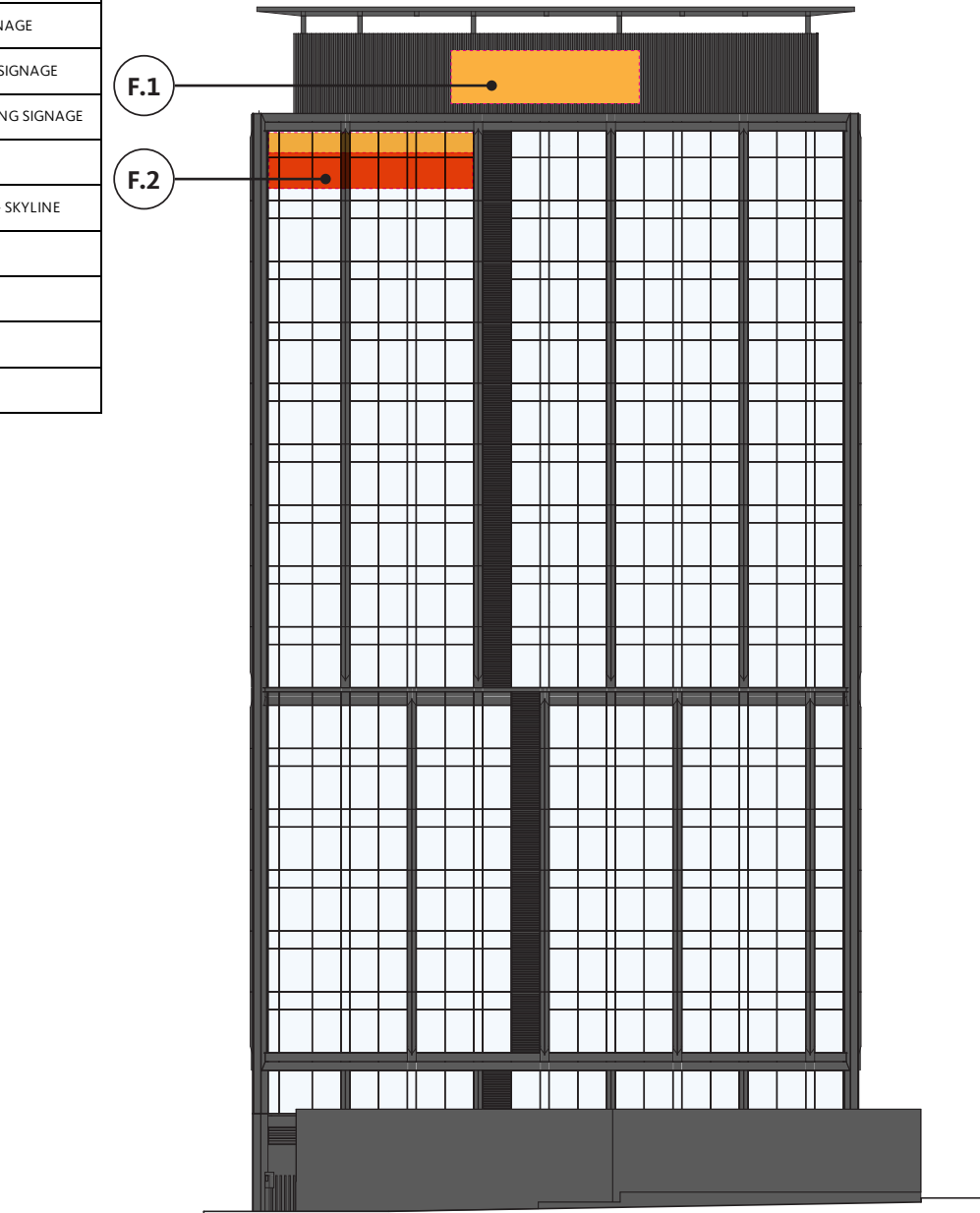
SOUTH ELEVATION
Scale: NTS



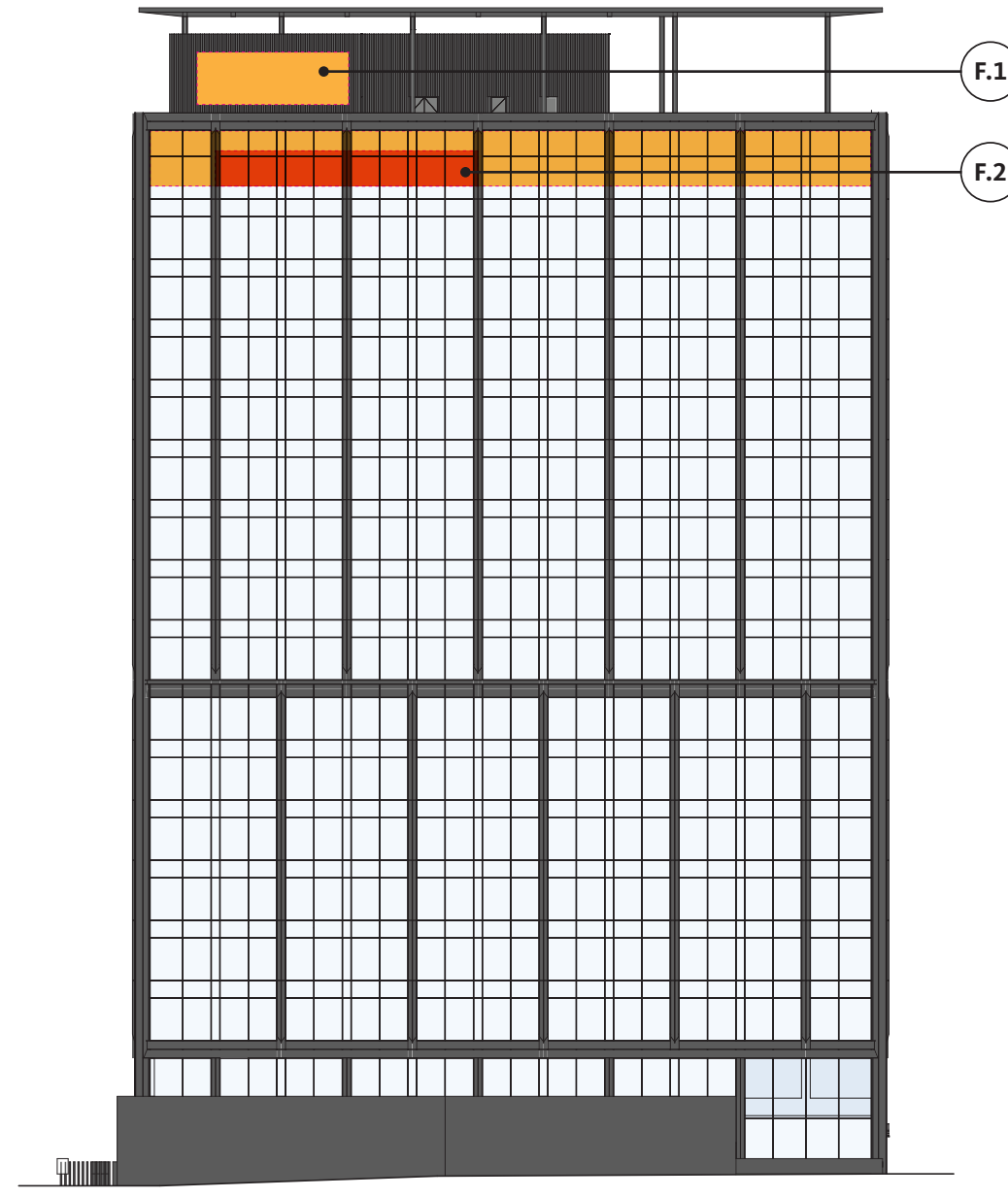
SOUTH ELEVATION
Scale: NTS

SIGN LOCATIONS AND QUANTITIES

SIGN TYPE KEY
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G - BIKE ROOM ENTRY SIGNAGE
H - PARKING PROJECTING SIGN
J - LOADING DOCK SIGNAGE
K - BUILDING DEDICATION SIGN



NORTH ELEVATION
Scale: NTS



WEST ELEVATION
Scale: NTS

3.0 - SIGN DETAILS

LOOK AND FEEL

Shown here are examples of sign types that are representative of the quality of fabrication and illumination appropriate for the character of the building and the City of Oakland Downtown district. Tenants are encouraged to explore innovative ways to represent their brands and their integration with the building.

All sign components shall be of durable high quality materials such as stainless steel, glass, wood, vinyl, acrylic, aluminum with appropriate finishes such as paint, powder coating, or clear coating to ensure longevity and aesthetic preservation of the sign. LED light source shall be used to reduce depth of signage and provide even, consistent illumination. Highly reflective materials are not permitted.

The City of Oakland Planning Department requires the submittal of a sign permit application. The Planning Department has approved this Master Sign Program and thus any individual tenant sign proposal that is consistent with this MSP will result in shorter review times that would otherwise be required for signs in the Downtown district.

Subject to landlord's approval, a tenant may submit a sign proposal that is inconsistent with this MSP. Such proposals that deviate from this MSP are reviewed on a case-by-case basis and approval is at the discretion of the Planning Department.

Proposals that are consistent with this MSP require compliance with the following guidelines:

- Electrical conduits and transformers shall be remotely located and concealed from view. Upon sign removal all abandoned conduit, outlets, attachment structures and related equipment is to be removed.
- No moving or flashing signs.
- All signs, except individual letter signs or window-applied signs, need to have an opaque background. Sign elements such as letterforms or logo components, when illuminated, shall be self-illuminated.
- Signs shall not extend above the building's roof line.

The following elements are prohibited by the landlord: animated signs, flashing signs, glaring elements, hazardous signs, Signs made from prohibited materials. Landlord may impose additional restrictions beyond those listed here.

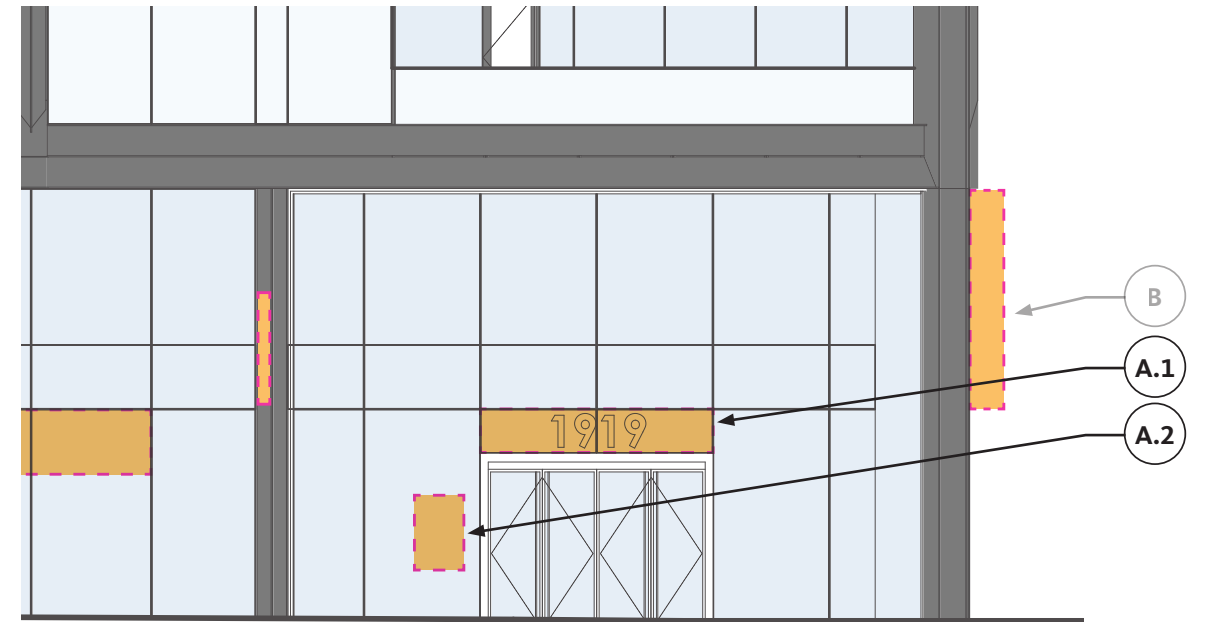


A - BUILDING IDENTIFICATION SIGNAGE

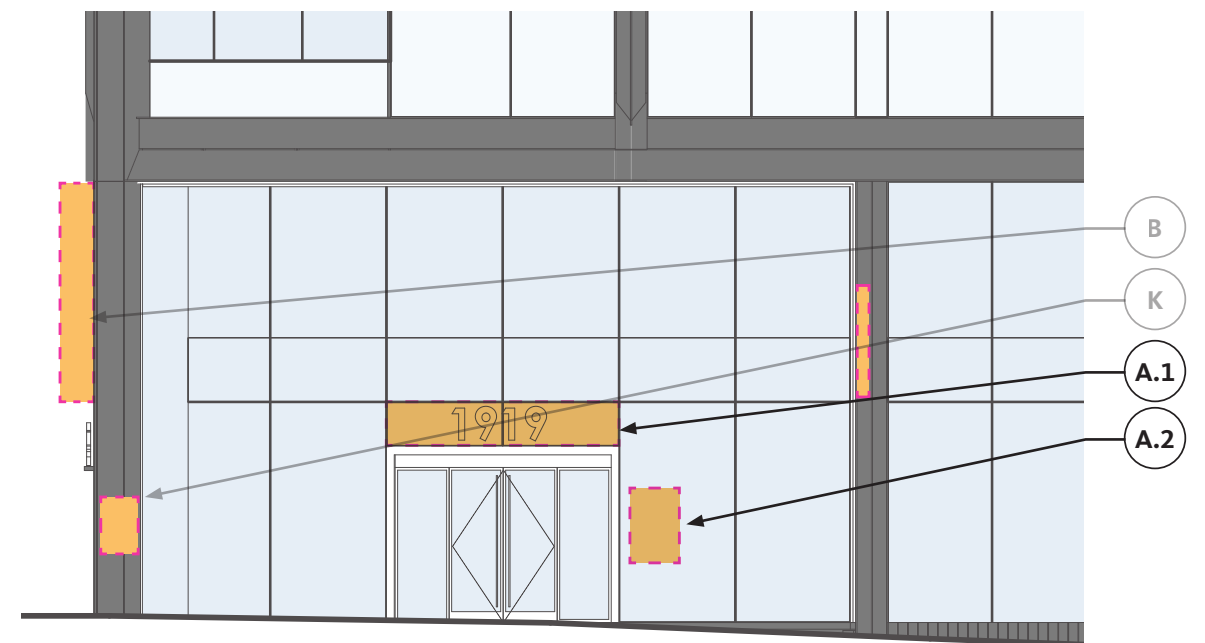
A1. - BUILDING IDENTITY & A.2 - ADDRESS

Purpose: Signage for the purpose of identifying the entire building using the building identity and address number.

Location: Located at the two exterior street elevations at each building lobby entry.



2 | SOUTH ENTRY LOBBY - 19TH STREET
Scale: NTS



1 | EAST ENTRY LOBBY - WEBSTER STREET
Scale: NTS

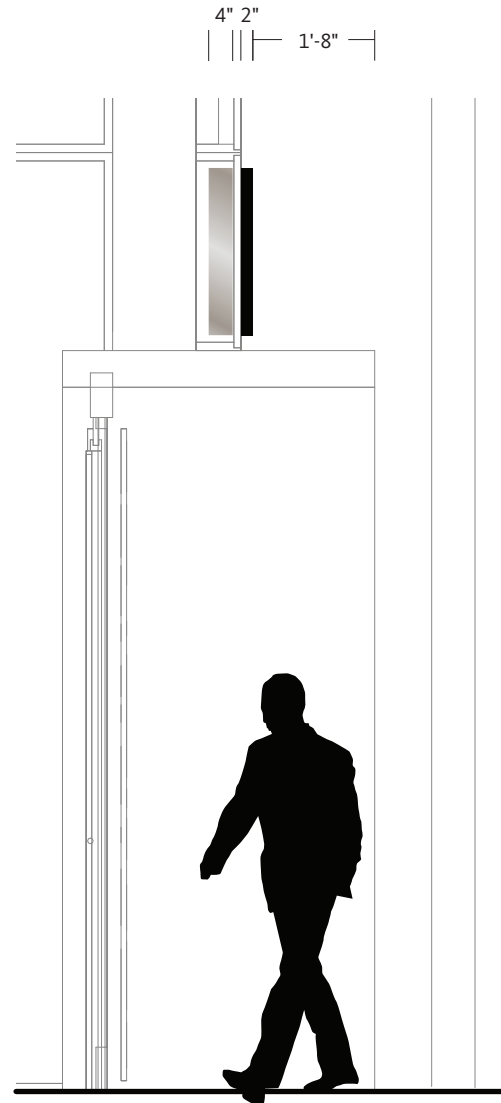
A - BUILDING IDENTIFICATION SIGNAGE

A1. - BUILDING IDENTITY

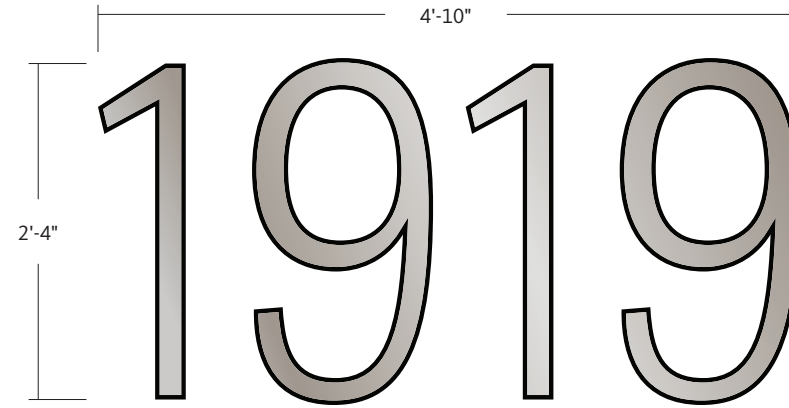
Purpose: Signage for the purpose of identifying the building by address number.

Design & Materials: Address numerals may make creative use of various metals, glass, paint, acrylics and other artisan materials, finishes, and lighting techniques. Signs may utilize custom colors, materials, and finishes. Regulatory entry messages (No Smoking, Prop 65) and glass markings are building standard silver vinyl to match 3M Light Silver Metallic, applied to interior glass surface, to be viewed from the exterior.

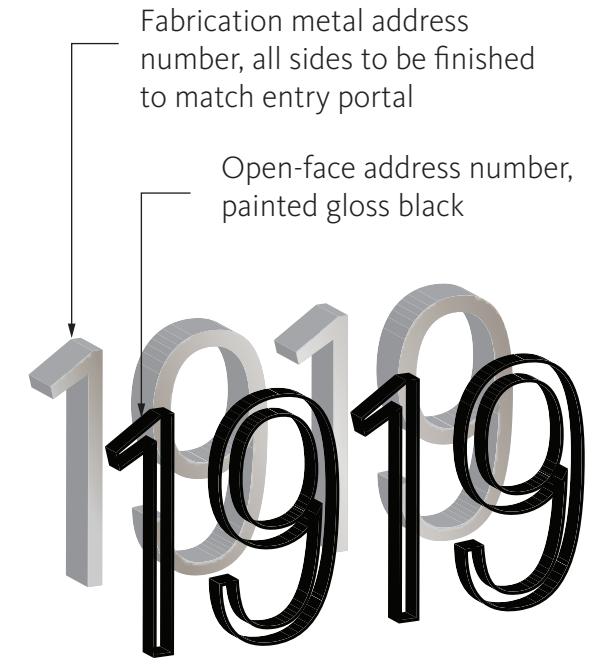
Lighting: Address numerals may be internally illuminated or non-illuminated and may make use of creative lighting techniques.



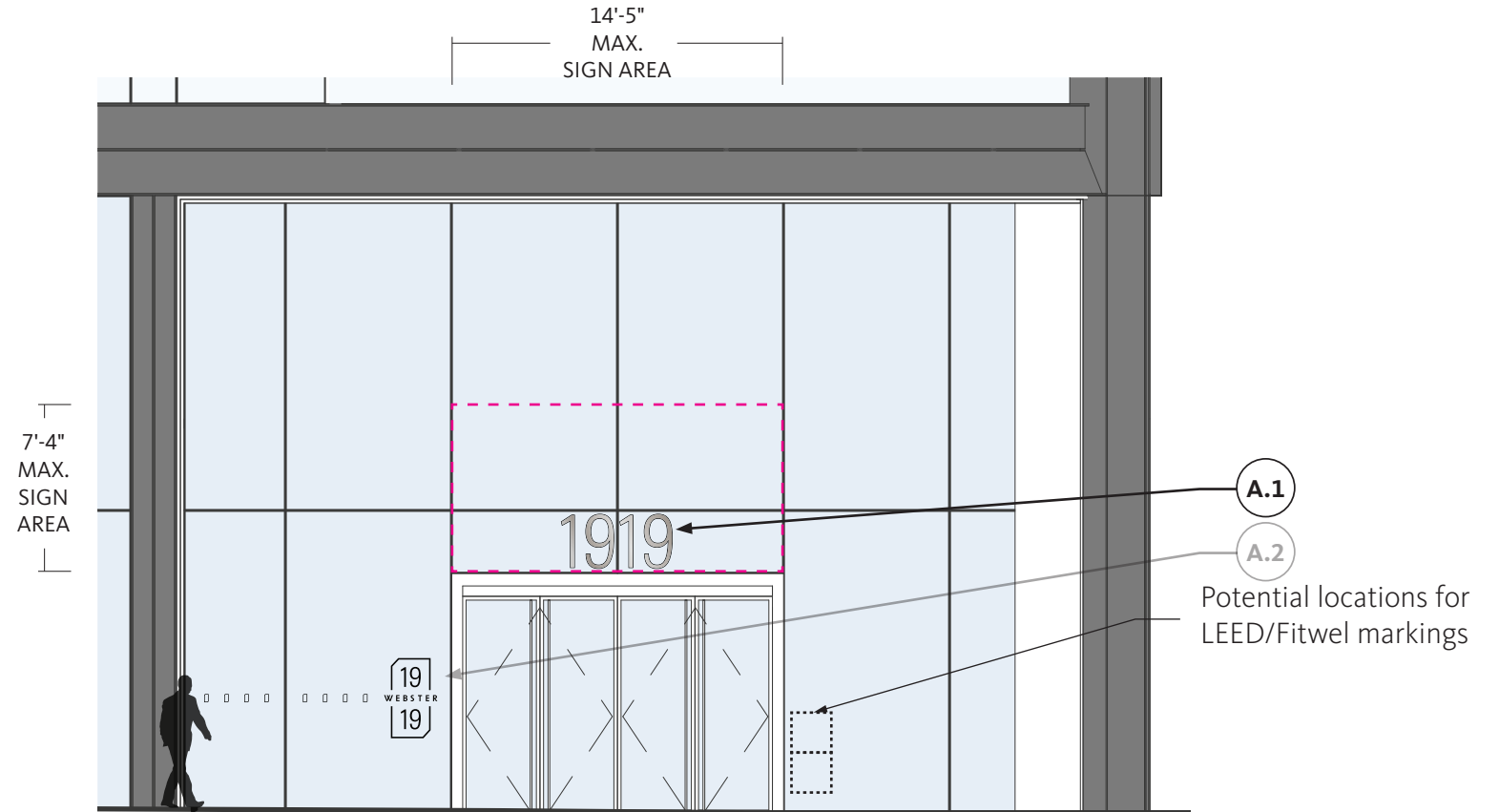
2 | SECTION EXAMPLE
Scale: 3/8"=1'



3 | DETAIL EXAMPLE
Scale: 3/4"=1'



4 | ISO EXAMPLE
Scale: NTS



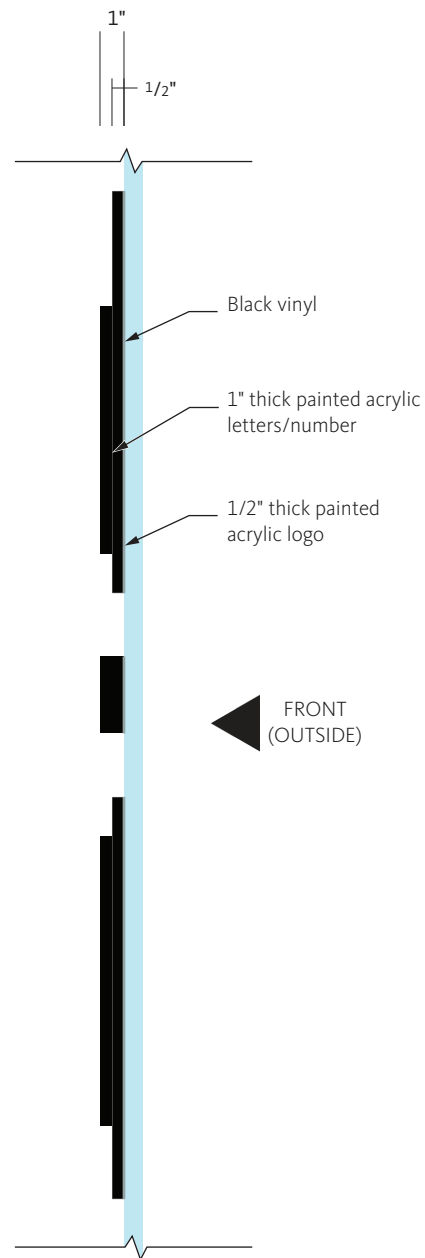
1 | ENTRY ELEVATION - 19th STREET
Scale: 1/8"=1'

A - BUILDING IDENTIFICATION SIGNAGE

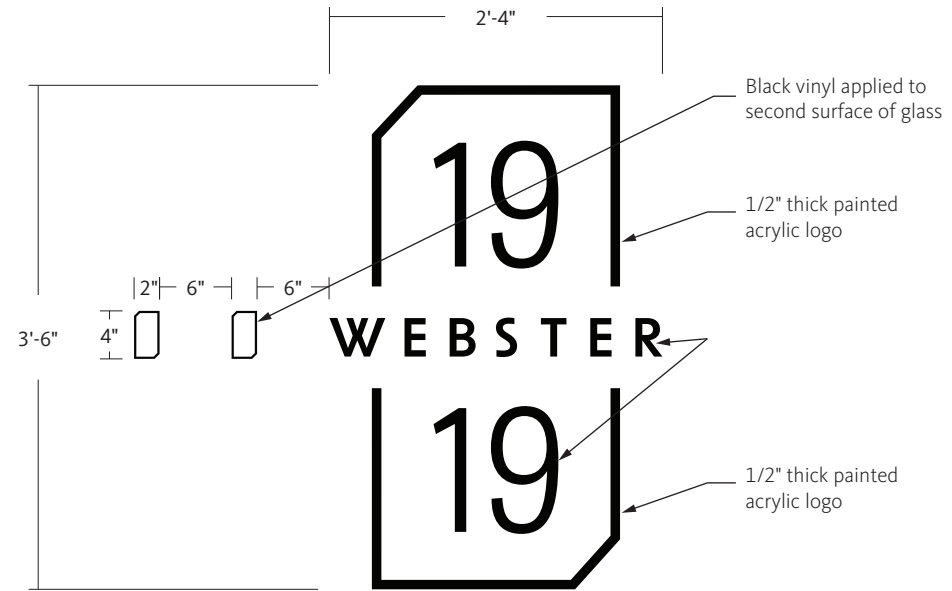
A.2 - ADDRESS

Purpose: Signage for the purpose of identifying the building by address number.

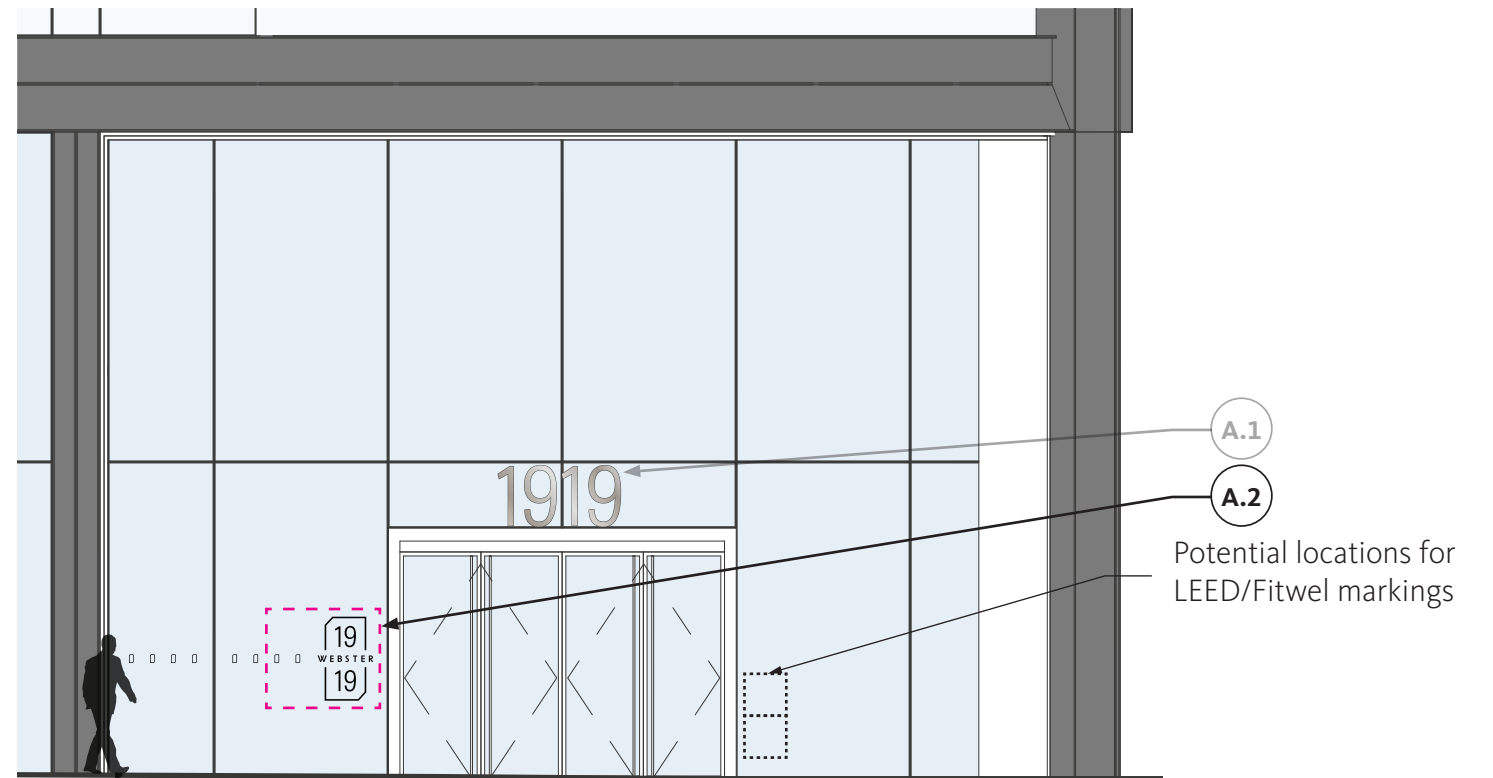
Design & Materials: Address numerals may make creative use of various metals, glass, paint, acrylics, and other artisan materials, finishes, and lighting techniques. Signs may utilize custom colors, materials, and finishes.



2 SECTION EXAMPLE
Scale: 1 1/2"=1'



3 DETAIL EXAMPLE
Scale: 3/4"=1'



1 ENTRY ELEVATION - 19th STREET
Scale: 1/8"=1'

B - OFFICE TENANT PROJECTING SIGNAGE

Purpose: Projecting signage for identifying one major building tenant using the office tenant's business name or identity, intended for side visibility.

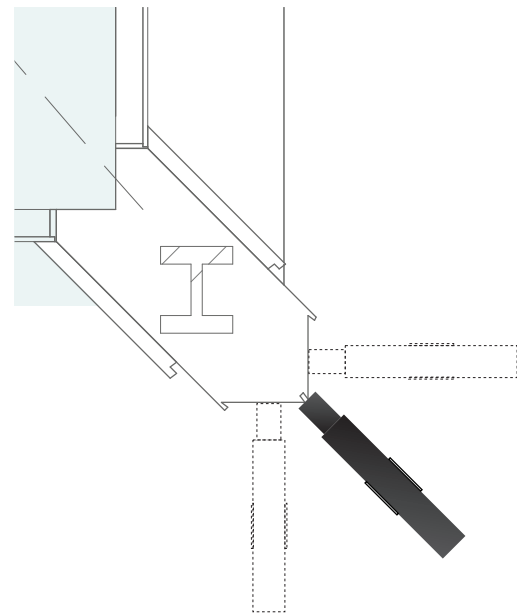
Location: Projecting sign mounted to the building corner in one of three configurations, as shown on this detail page.

Maximum Sign Area and Dimensions: Only one side is included in total sign area calculations.

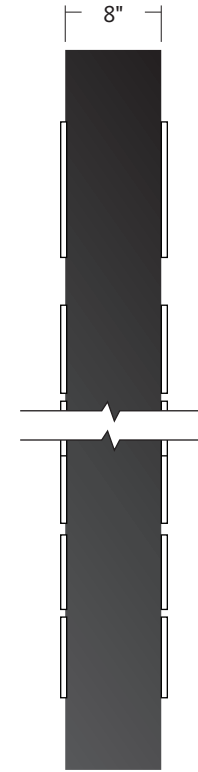
Design & Materials: Fabricated metal sign cabinet or dimensional material and mounting bracket attached to building corner. Tenant name graphics or identity are push-thru translucent or surface-applied acrylic, both sides.

Lighting: Sign to be internally illuminated, halo or face illuminated. However, only the type and/or logo are permitted to be lit.

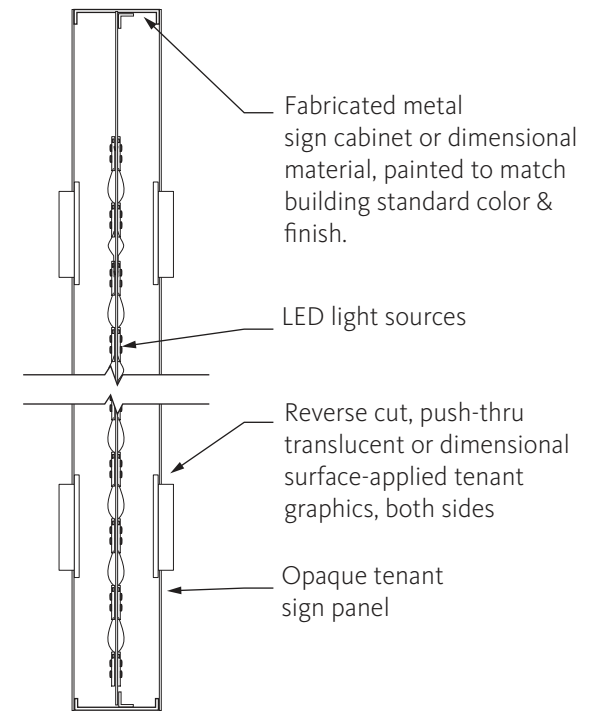
Typeface: Sign may utilize custom graphics and/or branded typography.



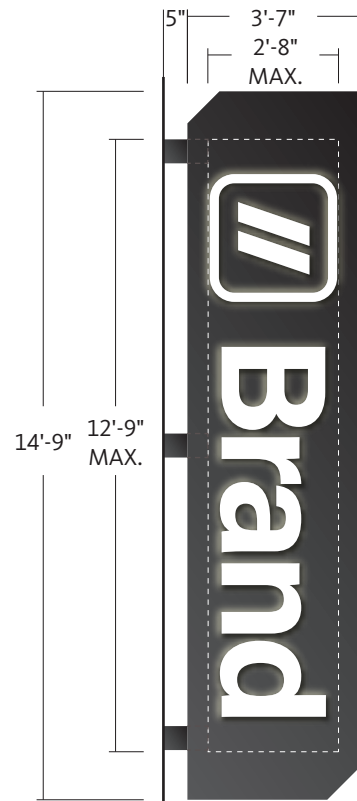
3 | TOP VIEW EXAMPLE OPTIONS
Scale: 1/4"=1'



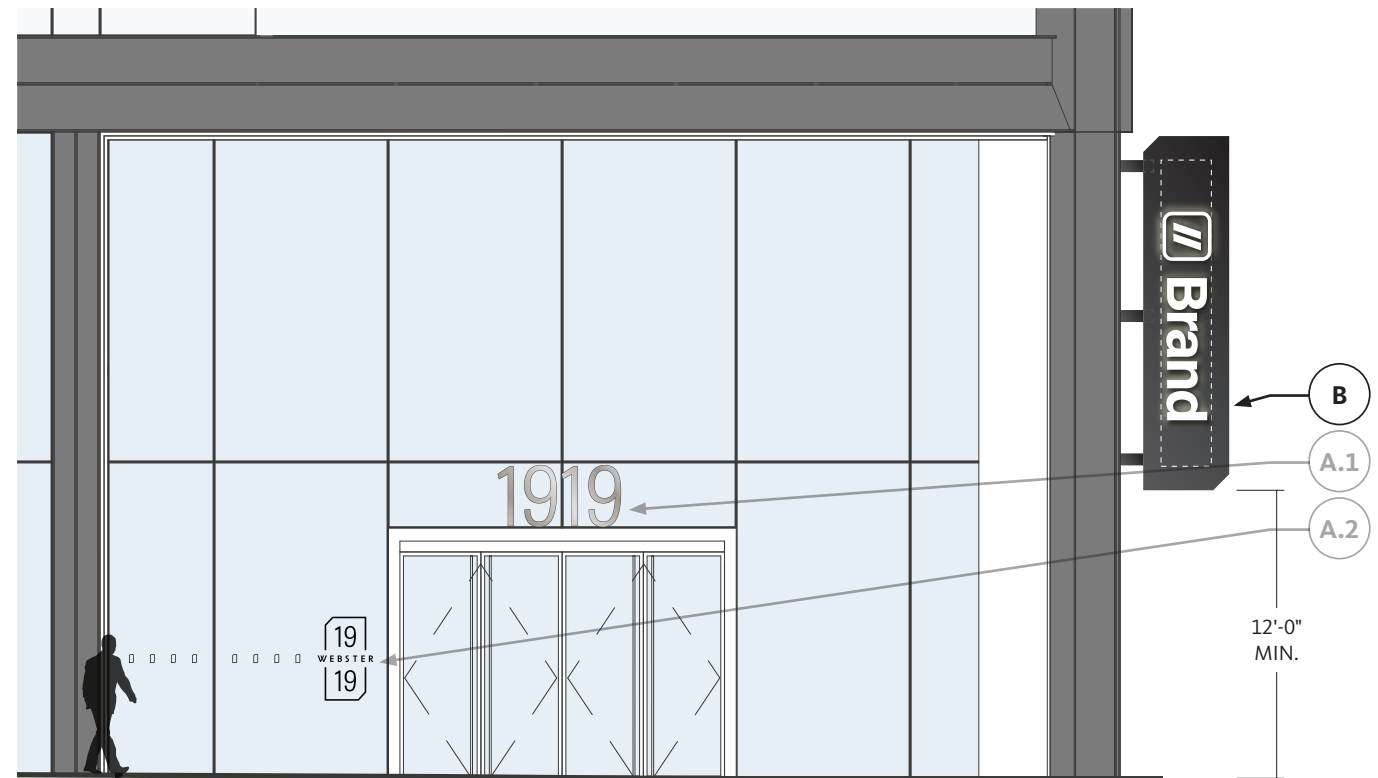
4 | SIDE VIEW EXAMPLE
Scale: 3/4"=1'



5 | SECTION EXAMPLE
Scale: 3/4"=1'



2 | DETAIL EXAMPLE
Scale: 1/4"=1'



1 | ENTRY ELEVATION - 19th STREET
Scale: 1/8"=1'

C - RETAIL TENANT IDENTIFICATION SIGNAGE

Purpose: Signage for the purpose of identifying retail tenants at their building ground floor storefronts.

Location: Wall sign mounted on top of the architectural projection, parallel to the building wall. Signs shall be centered on the storefront.

Number of Signs Allowed: One (1) sign per storefront entrance; maximum of three(3) tenant signs on 19th Street frontage.

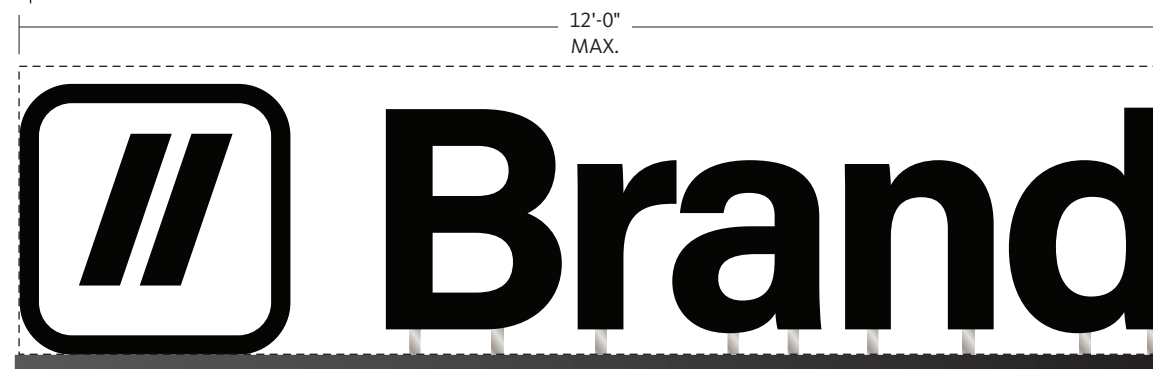
Design & Materials: Sign faces may utilize custom colors and finishes, except that sign returns and backs must be finished to match building standard metal color & finish. Tenants are encouraged to make creative use of various metals, glass, paint, acrylics and other artisan materials and finishes for sign faces.

Lighting: Signage may be internally illuminated or non-illuminated.

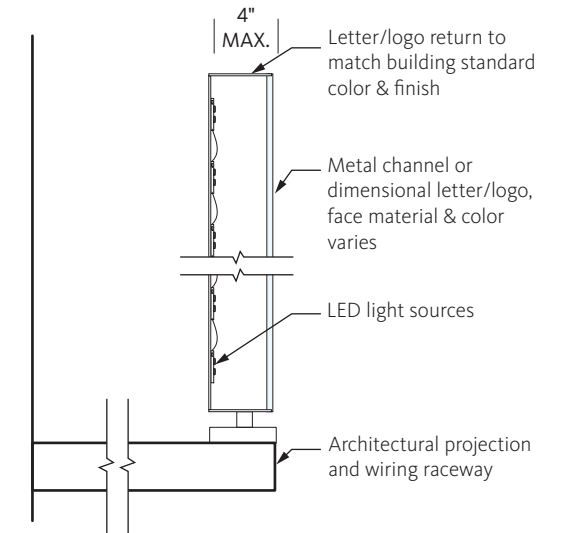
Typeface: Signs may utilize tenant's custom brand graphics and/or branded typography.



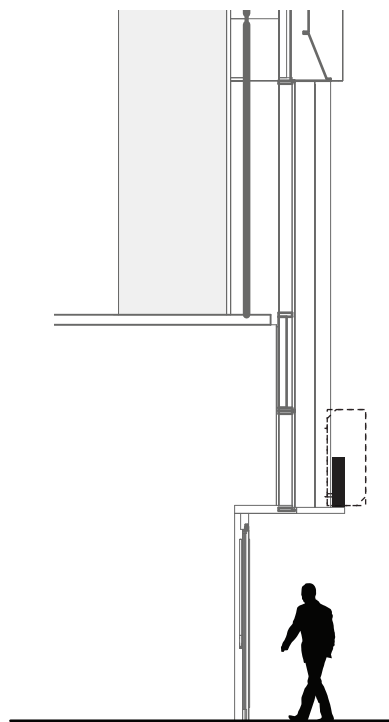
4 | **DETAIL - LOGO EXAMPLE**
Scale: 1/2"=1'



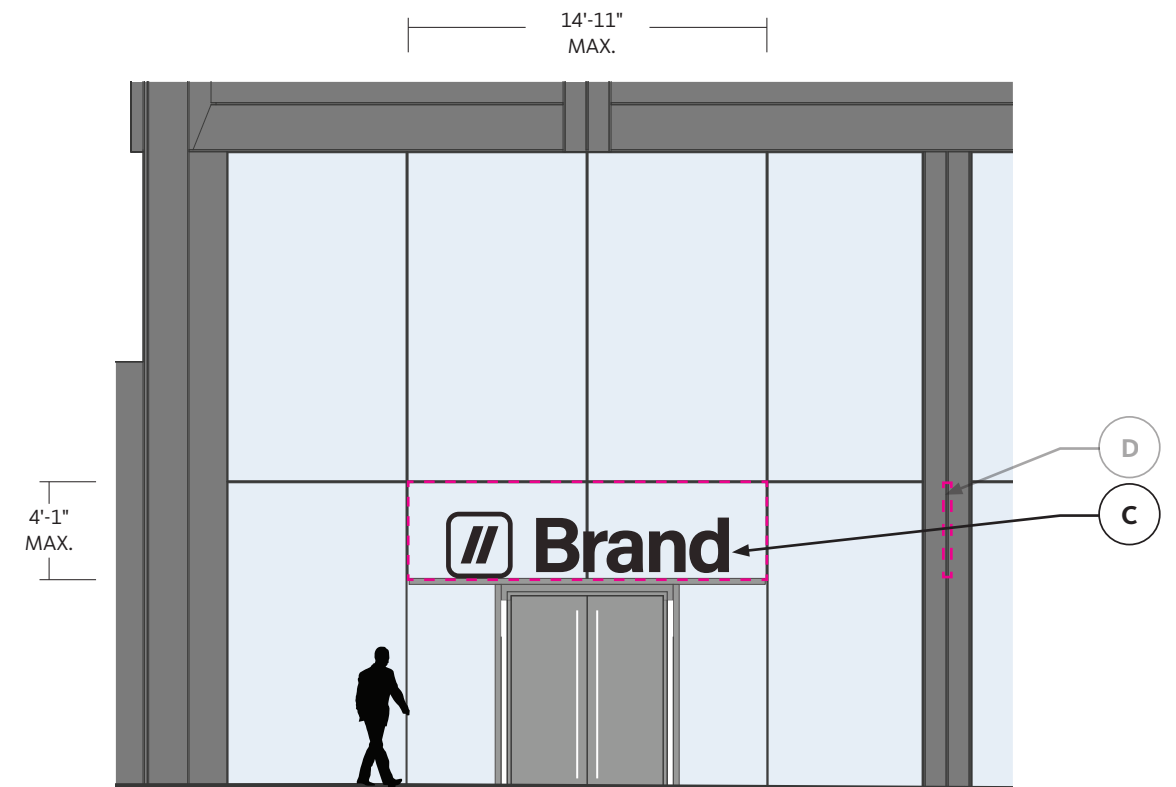
3 | **DETAIL - LOGO TYPE EXAMPLE**
Scale: 1/2"=1'



5 | **SECTION EXAMPLE**
Scale: 1"=1'



2 | **SECTION EXAMPLE**
Scale: 1/8"=1'



1 | **TENANT ENTRY ELEVATION - TYPICAL**
Scale: 1/8"=1'

D - OFFICE RETAIL TENANT PROJECTING SIGNAGE

Purpose: Signage for the purpose of identifying retail tenants at building storefronts, intended for side visibility.

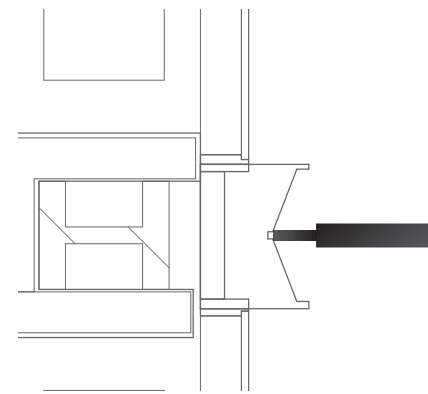
Location: Projecting signs attached to architectural column adjacent to the tenants' storefronts, perpendicular to the building wall.

Number of Signs Allowed: One (1) sign per storefront entrance; maximum of three (3) on 19th Street frontage and one (1) on Webster frontage. Only one side is included in total sign area calculations

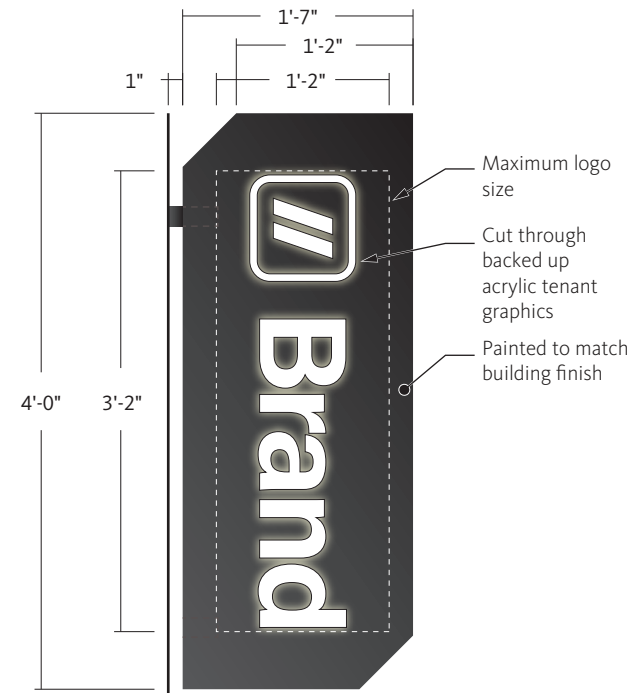
Design & Materials: Fabricated metal sign cabinet and mounting bracket attached to the building. Tenant graphics are push-thru translucent acrylic, or surface-applied material both sides.

Lighting: Signage may be internally illuminated or non-illuminated and may make use of creative lighting techniques.

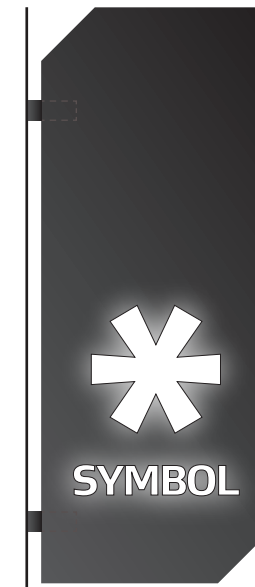
Typeface: Signs may utilize custom brand graphics and/or branded typography.



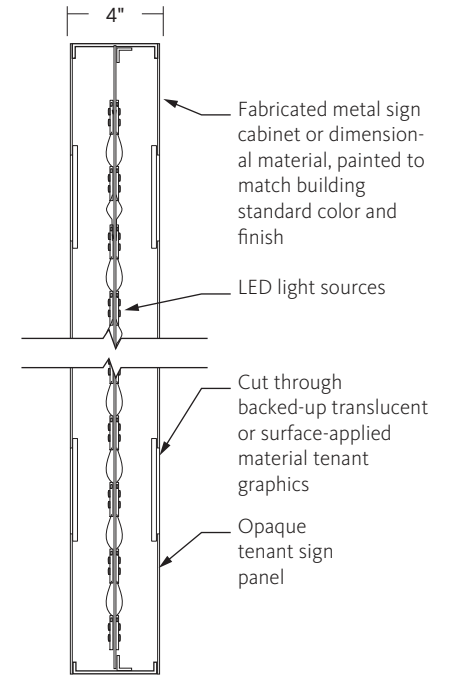
3 | TOP VIEW EXAMPLE
Scale: 3/8"=1'



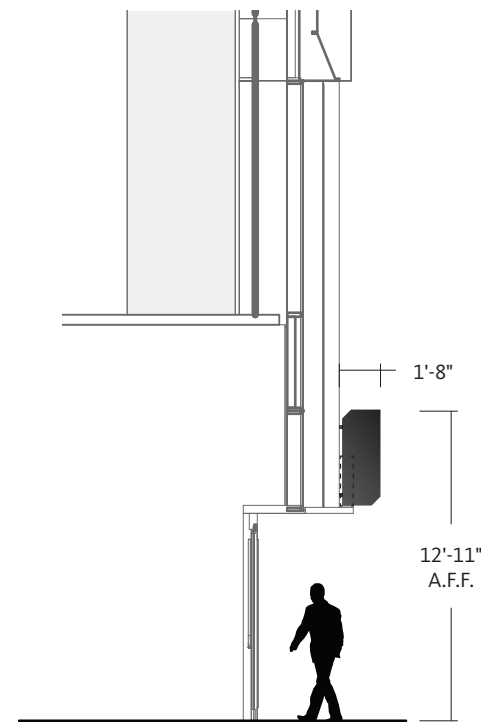
4 | DETAIL EXAMPLE - LOGO/TYPE LAYOUT
Scale: 3/4"=1'



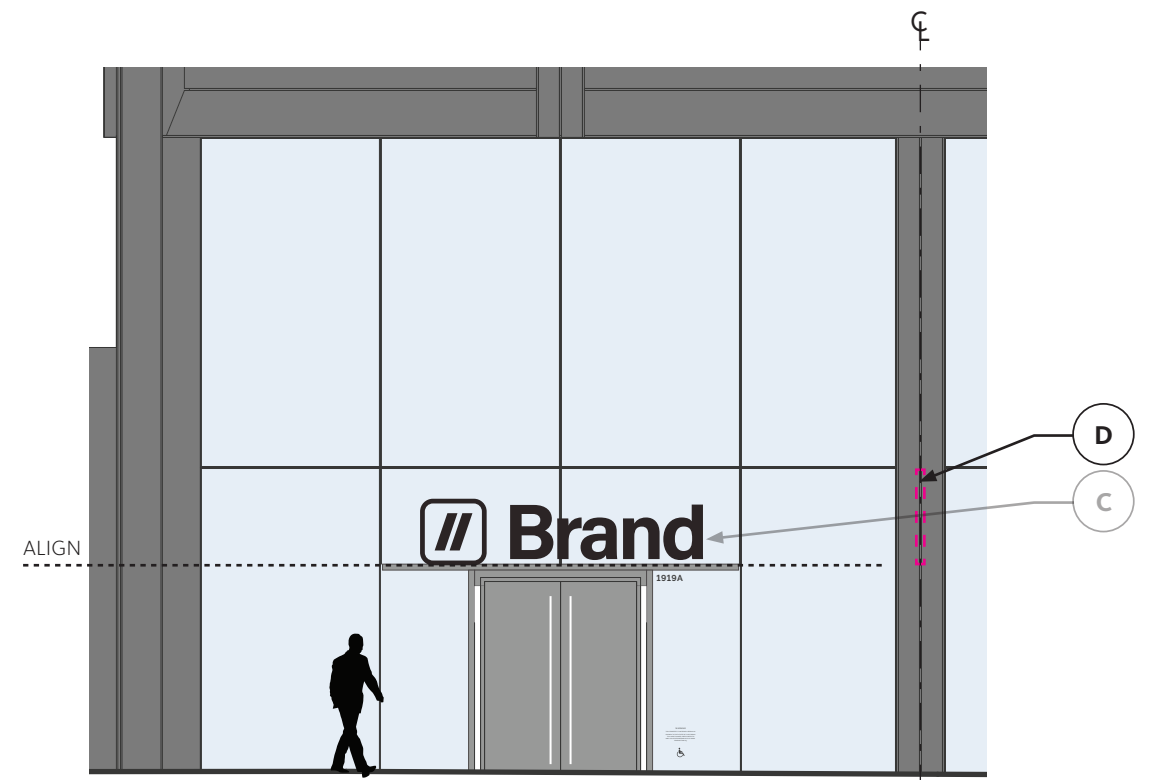
5 | DETAIL EXAMPLE - LOGO LAYOUT
Scale: NTS



6 | SECTION EXAMPLE
Scale: 1 1/2"=1'



2 | SECTION EXAMPLE
Scale: 1/8"=1'



1 | TENANT ENTRY ELEVATION - TYPICAL
Scale: 1/8"=1'

E - PARKING SIGN

Purpose: Signage for the purpose of identifying the tenant parking garage on the building's ground floor.

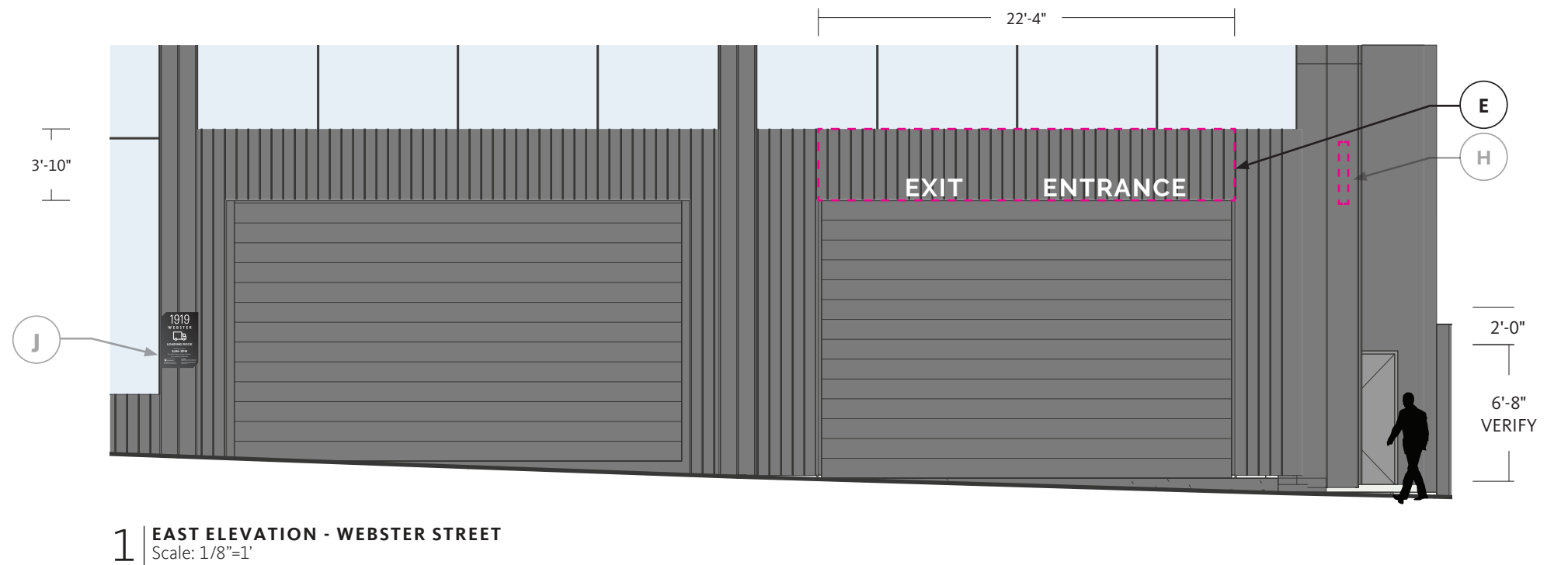
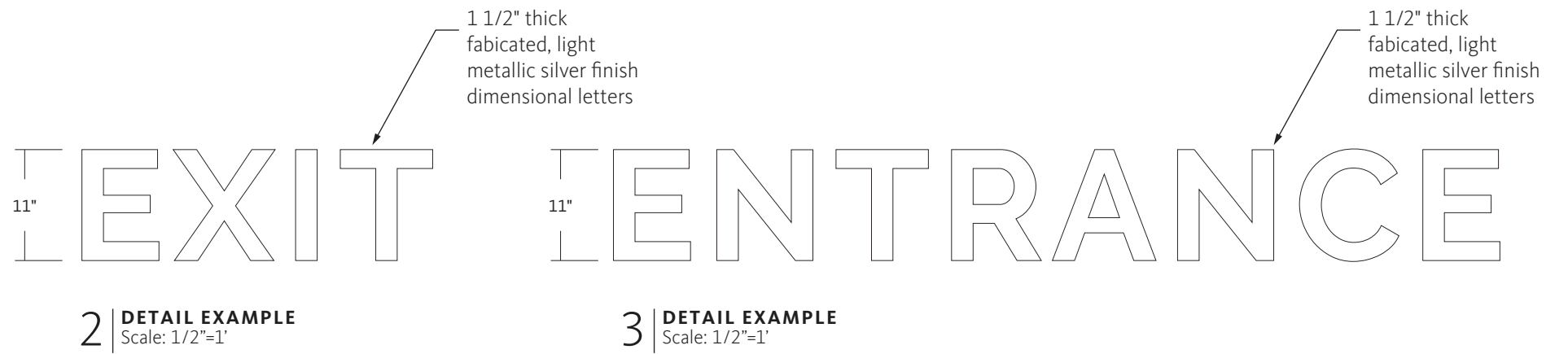
Location: Wall sign lettering mounted to the face of the architectural grillwork over the vehicle entry/exit, parallel to the building wall. Sign shall be centered over the vehicle lanes.

Number of Signs Allowed: One (1) sign comprised of lettering over the two drive lanes.

Maximum Sign Area and Dimensions: 87 sq.ft. max, 11" letter height.

Design & Materials: Fabricated 1-1/2" thick aluminum letters finished light metallic silver, mounted with concealed fasteners.

Lighting: Non-illuminated letters.



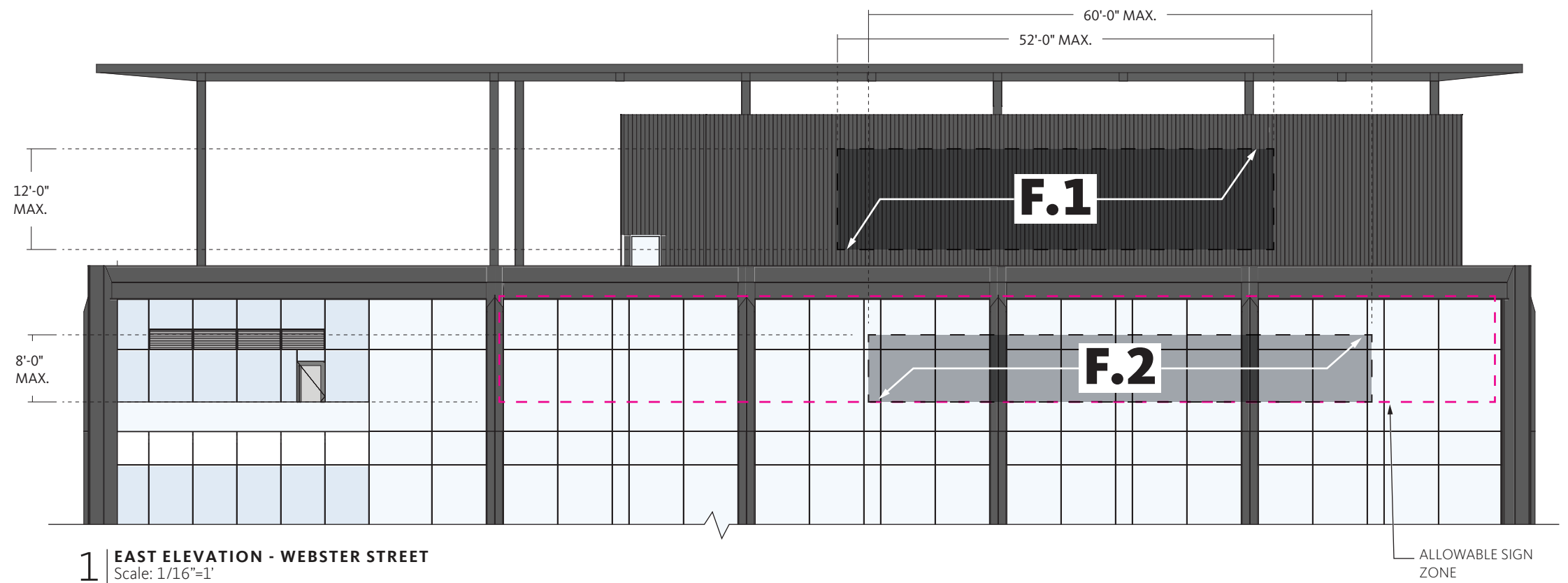
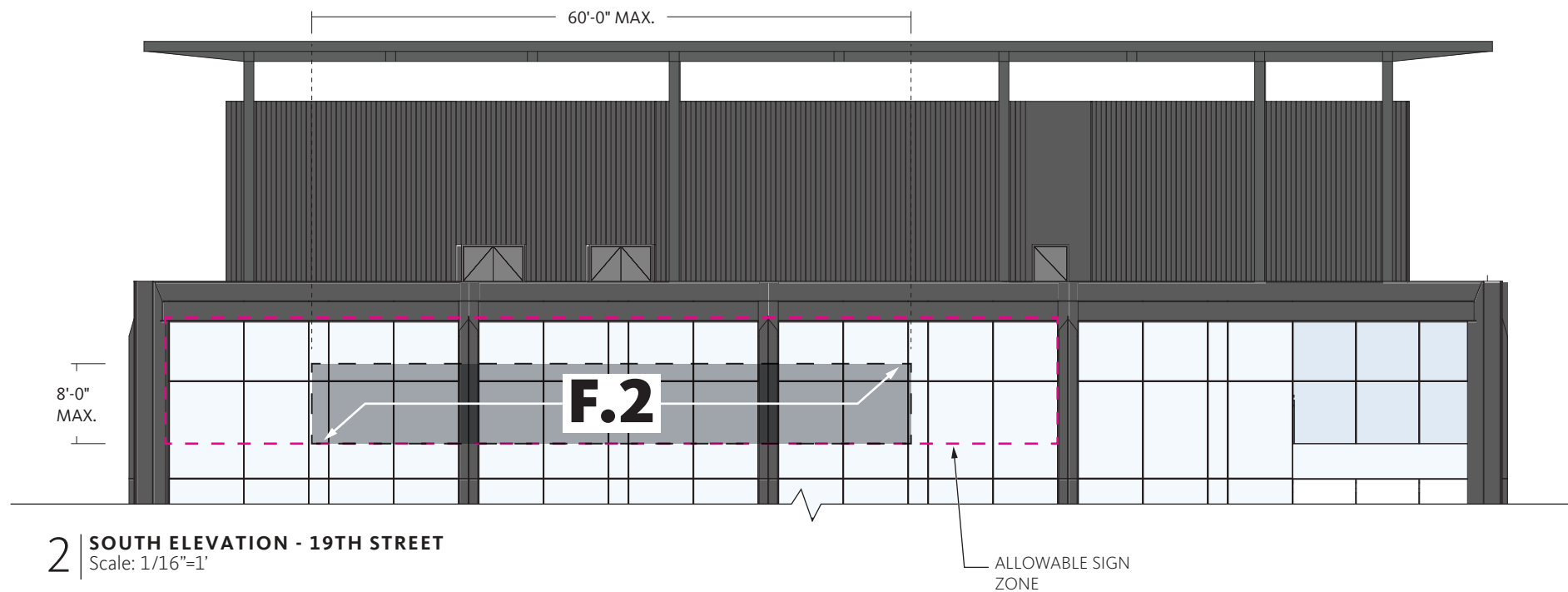
F - OFFICE TENANT WALL SIGNAGE – SKYLINE

F.1 PENTHOUSE OPTION/ F.2 FACADE OPTION

Purpose: Signage for the purpose of identifying major office tenants at the upper area of the building's penthouse or building's top office floor facade. Signs may not project above the roofline of the building.

Location: Limited to one (1) sign on each building frontage as indicated, signs may be mounted to the penthouse mechanical screen in Location F.1 or on the building anywhere within horizontal sign zone indicated at the F.2 locations.

Number of Signs Allowed: One (1) skyline sign, maximum per frontage. Up to two (2) F1s and two (2) F2s (on opposite frontages) - i.e. F1's on east & west frontage and F2's on north & south frontage.



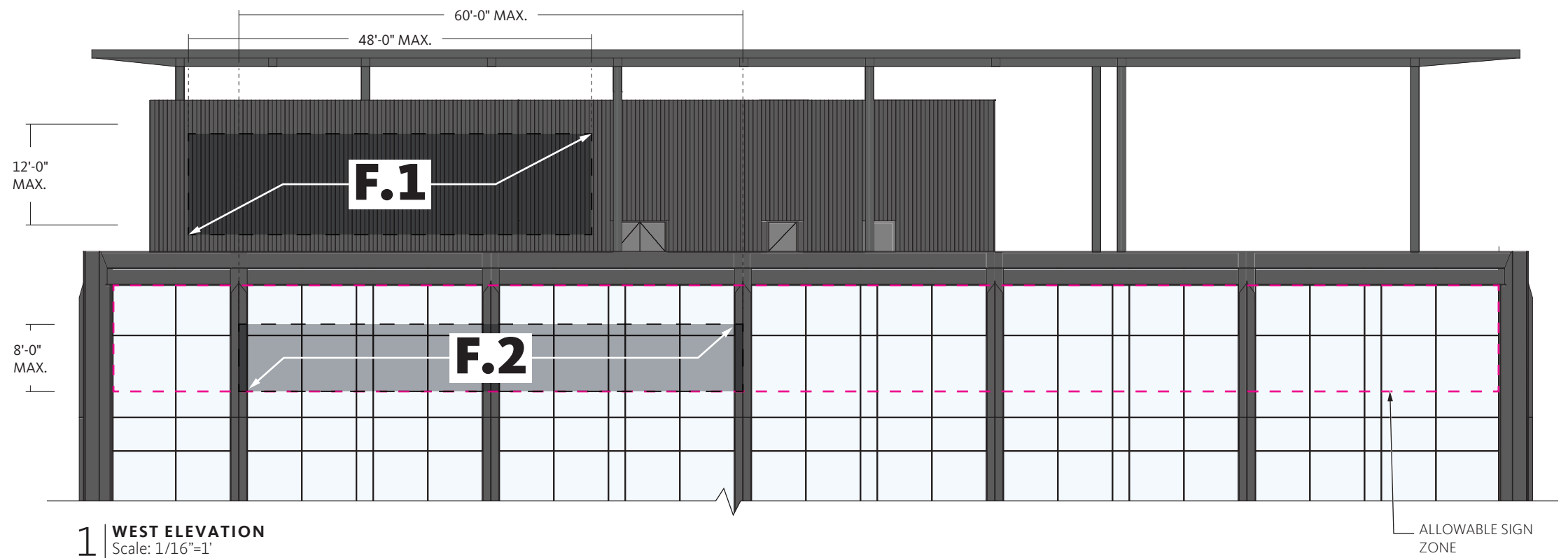
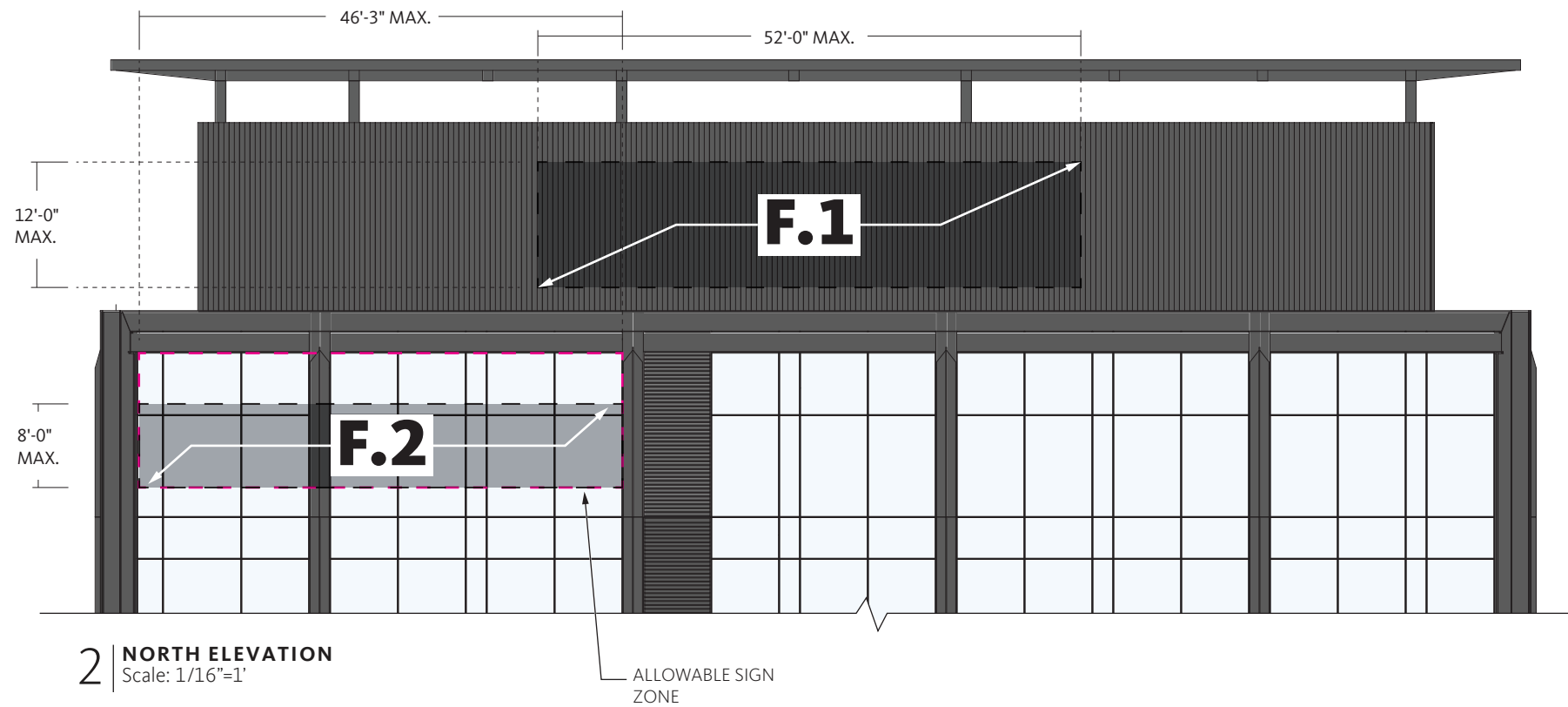
F - OFFICE TENANT WALL SIGNAGE – SKYLINE

F.1 PENTHOUSE OPTION/ F.2 FACADE OPTION

Purpose: Signage for the purpose of identifying major office tenants at the upper area of the building's penthouse or building's top office floor facade. Signs may not project above the roofline of the building.

Location: Limited to one (1) sign on each building frontage as indicated, signs may be mounted to the penthouse mechanical screen in Location F.1 or on the building anywhere within horizontal sign zone indicated at the F.2 locations.

Number of Signs Allowed: One (1) skyline sign, maximum per frontage. Up to two (2) F1s and two (2) F2s (on opposite frontages) - i.e. F1's on east & west frontage and F2's on north & south frontage.



F - OFFICE TENANT WALL SIGNAGE – DETAIL EXAMPLE

F.1 PENTHOUSE OPTION/ F.2 FACADE OPTION

Design & Materials: Fabricated metal channel letters and/or shapes attached to the penthouse mechanical screen in location F.1 or to the building top floor facade with a supporting armature in F.2 locations. Signs may utilize custom colors, materials, and finishes.

Lighting: Sign may be internally face lit (see detail A), halo lit (see detail B) or unlit. However, no halo lighting is permitted for an F.2 sign mounted in front of the building’s top floor facade glass.

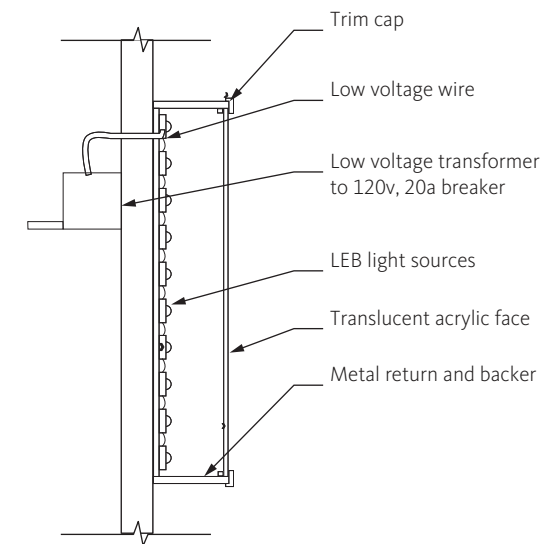
Typeface: Signs may utilize custom brand graphics and/or branded typography.

Location F.1 - Additional Regulations

- Signs shall be centered on the mechanical screen.
- Location F.1 messages may be different on each frontage.

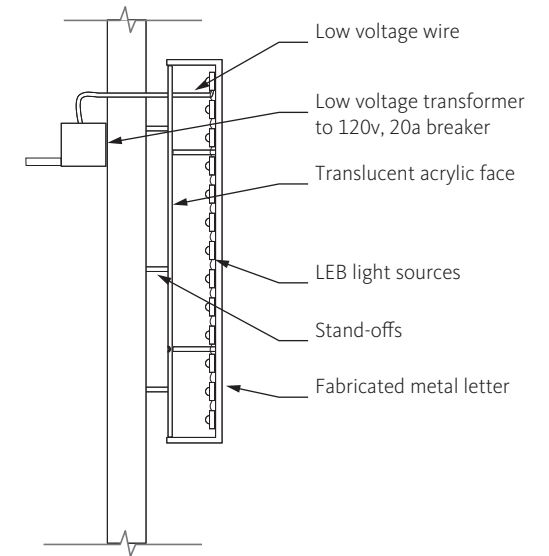
Location F.2 - Additional Regulations

- Signs may be attached to the building facade to an armature that is attached to the building curtain wall or suspended from the parapet above.



A | DETAIL EXAMPLE FACE ILLUMINATED
Scale: NTS

Permitted on F.1 or F.2 Locations



B | DETAIL EXAMPLE HALO ILLUMINATED
Scale: NTS

Permitted on F.1 Locations ONLY



2 | FACE ILLUMINATED CHANNEL LETTER/LOGO EXAMPLE
Scale: NTS



1 | HALO ILLUMINATED CHANNEL LETTER/LOGO EXAMPLE
Scale: NTS

G - BIKE ROOM ENTRY SIGNAGE

Purpose: Signage for the purpose of identifying the entry to the bike room.

Location: Sign plaque graphic mounted on front side of entry door.

Number of Signs Allowed: One (1) sign plaque at door entry.

Design & Materials: 1/8" thick metal sign plaque with silkscreened graphics, mounted with concealed fasteners or vinyl applied to surface of door.

Typeface: Building standard typestyle or custom typography.



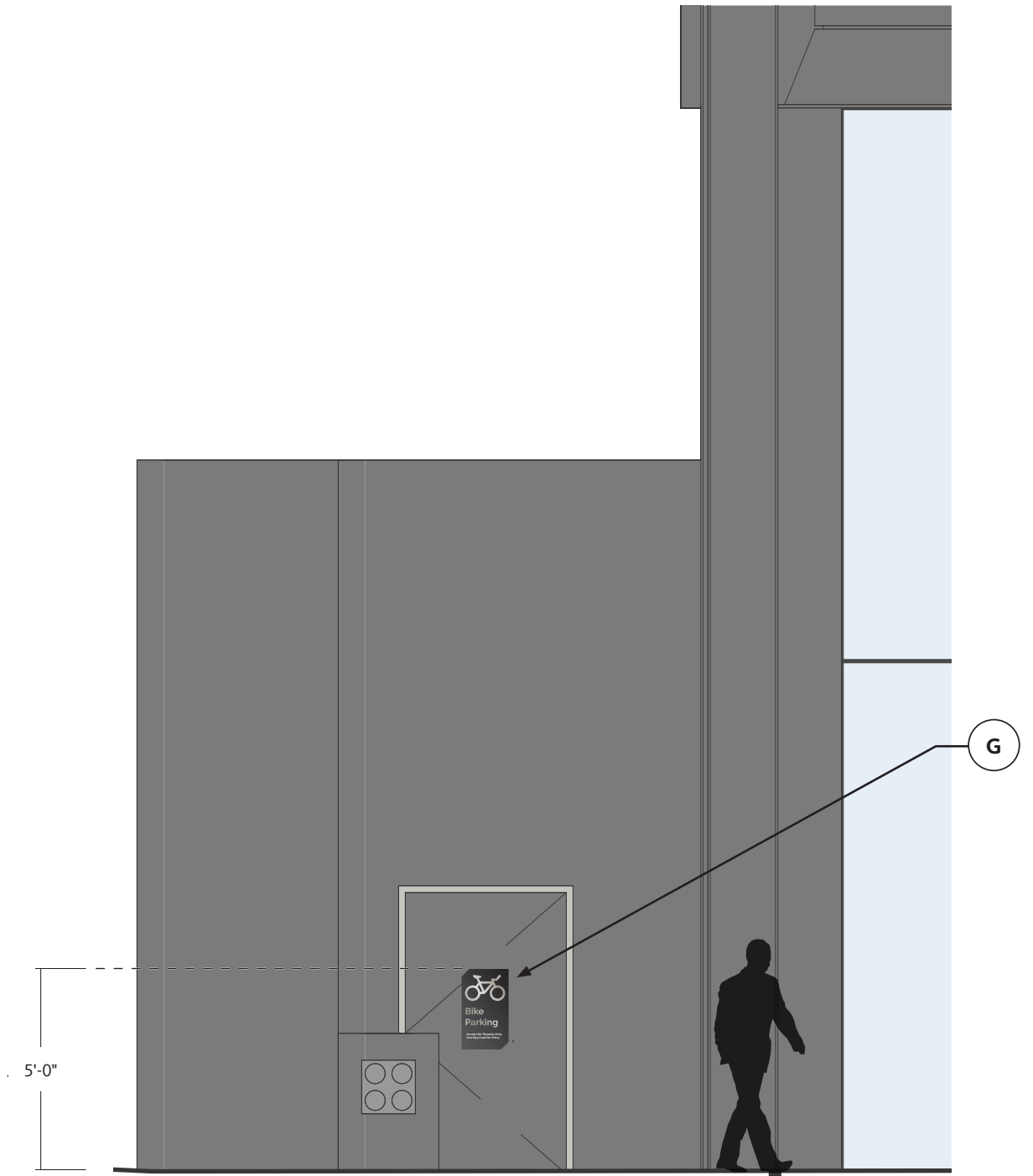
Bike Parking

Access for Tenants Only
Use Key Card for Entry

3 | VINYL DETAIL EXAMPLE
Scale: 1 1/2"=1'



2 | PLAQUE DETAIL EXAMPLE
Scale: 3"=1'



1 | BIKE ENTRY ELEVATION - 19th STREET
Scale: 1/4"=1'

H - PARKING PROJECTING SIGN

Purpose: Signage for the purpose of identifying the vehicle entry to the tenant parking garage, intended for side visibility.

Location: Projecting sign attached to architectural column adjacent to the entry, perpendicular to the building wall.

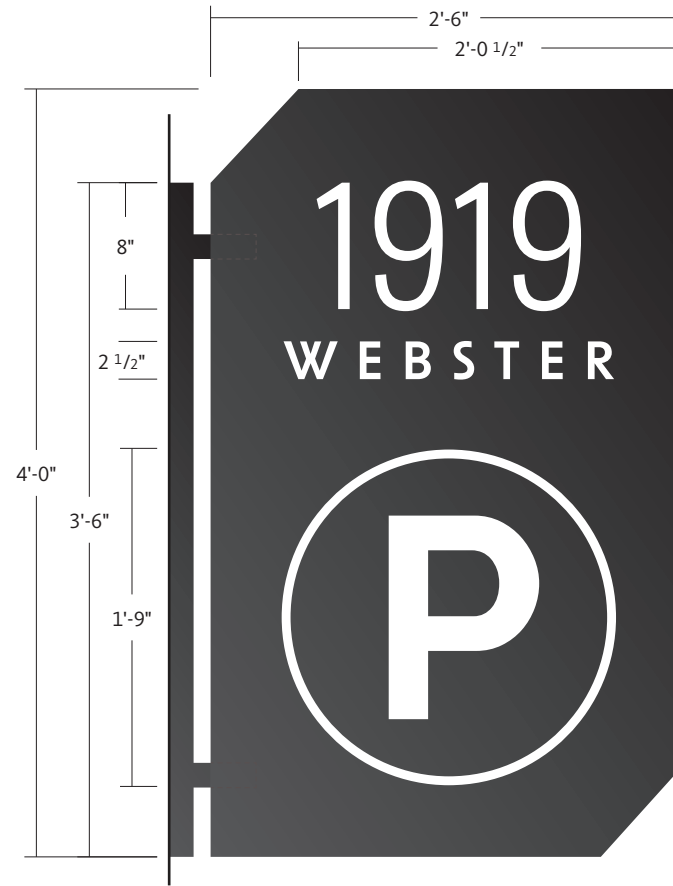
Number of Signs Allowed: One (1) projecting sign on Webster Street frontage.

Maximum Sign Area and Dimensions: Only one side of projecting sign is included in total sign area calculations. Sign dimensions shall be as shown on this detail page.

Design & Materials: Fabricated metal sign cabinet and mounting bracket attached to the building, Tenant graphics are push-thru translucent or surface-applied acrylic, both sides.

Lighting: Signage may be internally illuminated or non-illuminated.

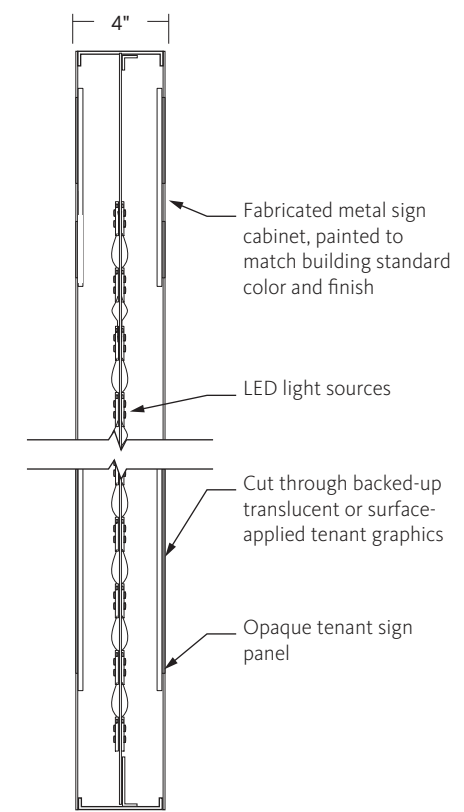
Typeface: Building standard typestyle or custom typography; color to be white, or as needed for maximum contrast.



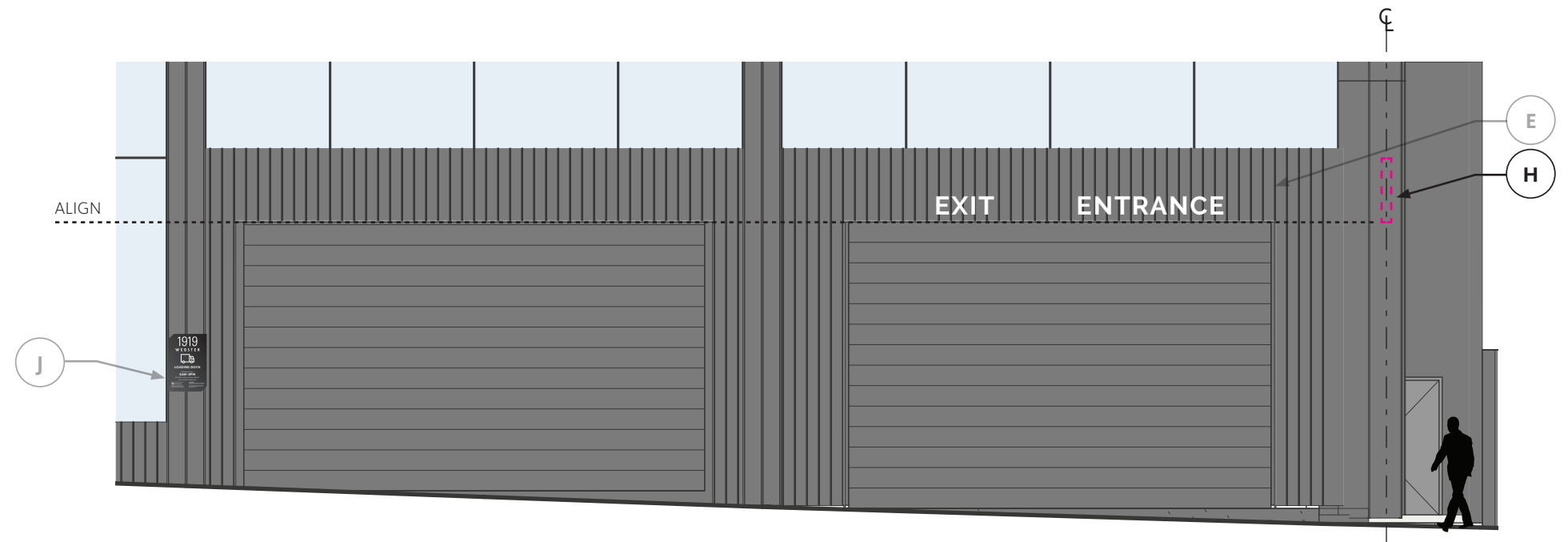
2 | DETAIL EXAMPLE
Scale: 1"=1'



3 | SIDE VIEW EXAMPLE
Scale: 1"=1'



4 | SECTION EXAMPLE
Scale: 1 1/2"=1'



1 | EAST ELEVATION - WEBSTER STREET
Scale: 1/8"=1'

J - LOADING DOCK SIGN

Purpose: Signage for the purpose of identifying the loading dock entry at the building's ground floor.

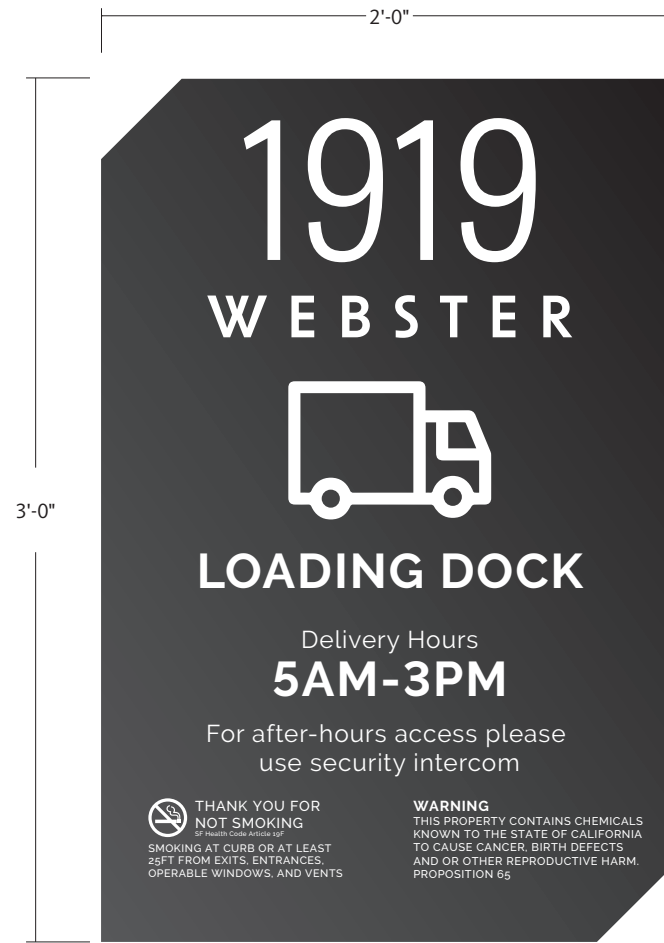
Location: Sign plaque mounted to building column to the left of dock entry.

Number of Signs Allowed: One (1) sign plaque at dock entry.

Design & Materials: Metal sign plaque with white silkscreened message, mounted with concealed fasteners.

Lighting: Non-illuminated.

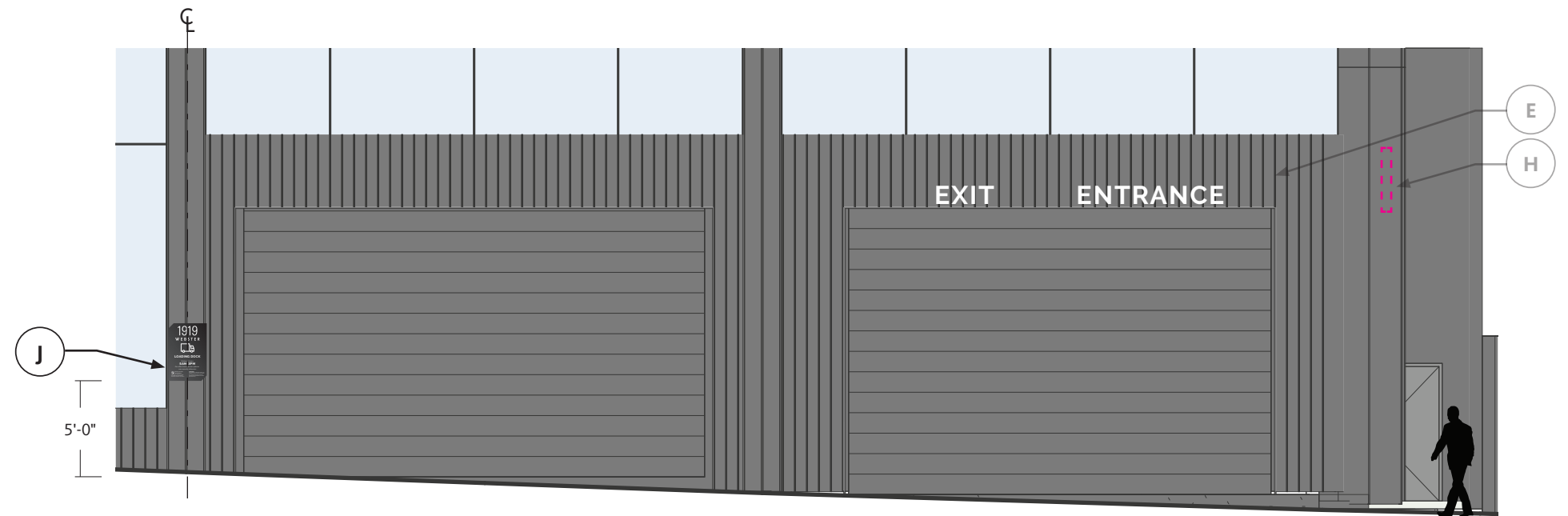
Typeface: Building standard typestyle or custom typography.



2 | **DETAIL EXAMPLE**
Scale: 1 1/2"=1'



3 | **SIDE VIEW EXAMPLE**
Scale: 1 1/2"=1'



1 | **EAST ELEVATION - WEBSTER STREET**
Scale: 1/8"=1'

K - BUILDING DEDICATION SIGN

Purpose: Signage for the purpose of identifying the building dedication sign at the building's ground floor.

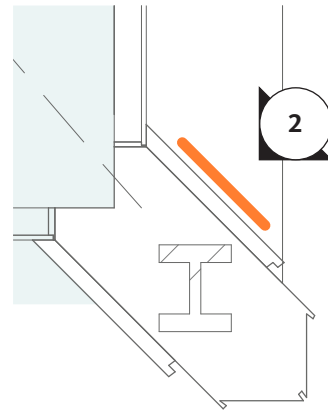
Location: Sign plaque mounted inset flush to building column cladding at the entry way.

Number of Signs Allowed: One (1) sign plaque at entry way.

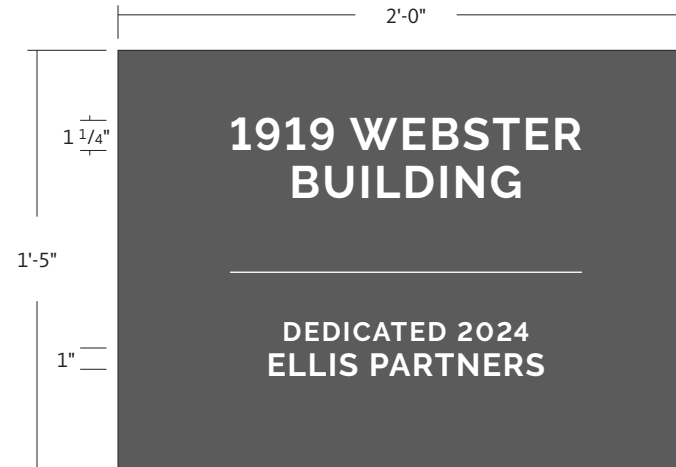
Design & Materials: Metal sign plaque to match material surroundings with etched graphics, white infill painted.

Lighting: Non-illuminated.

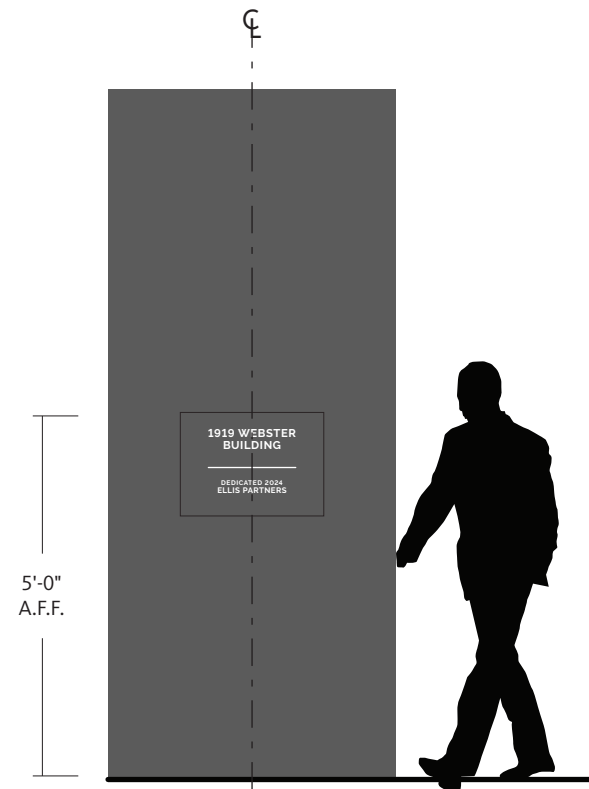
Typeface: Building standard typestyle or custom typography.



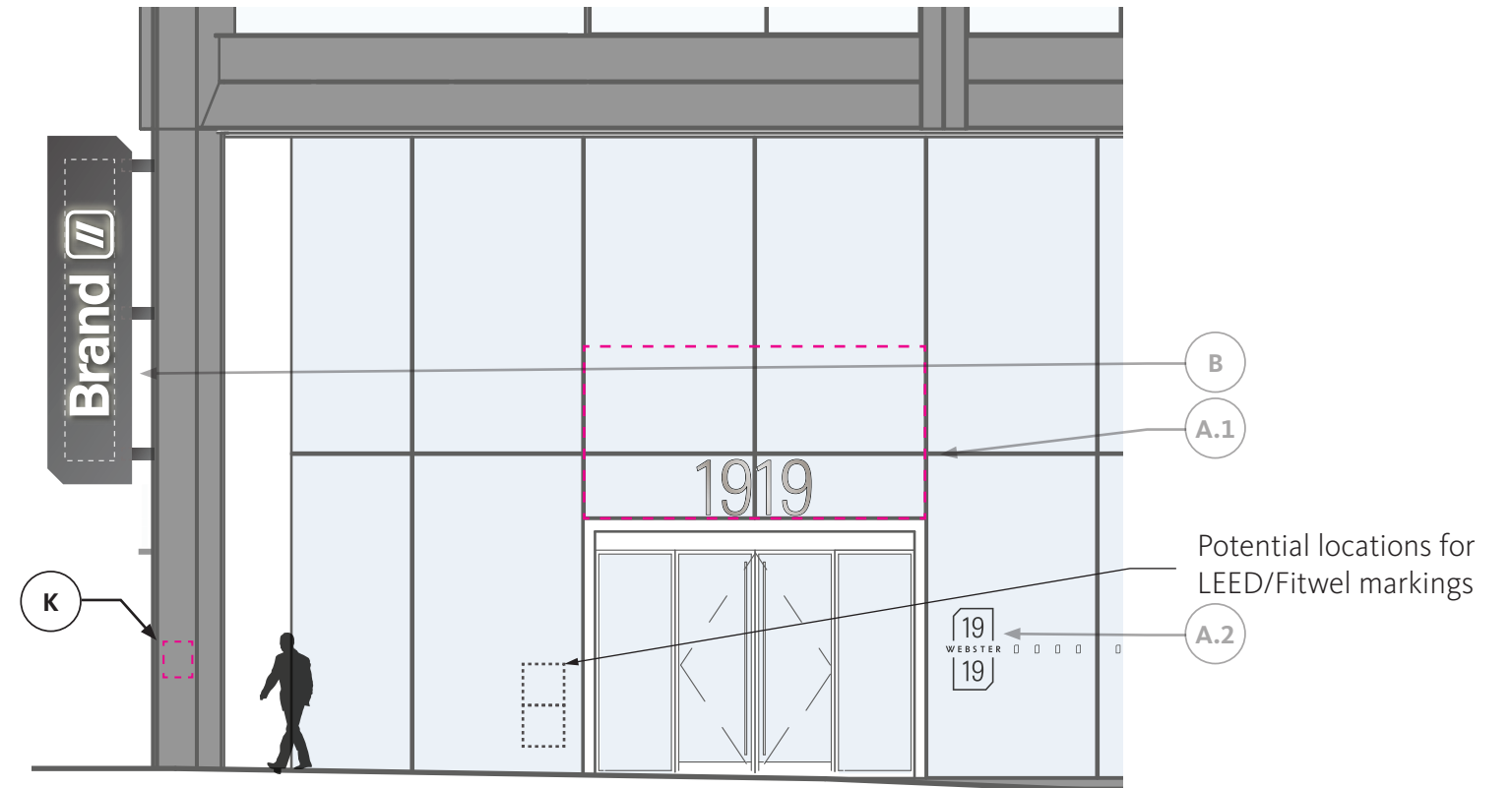
3 | TOP VIEW EXAMPLE OPTIONS
Scale: 1/4"=1'



4 | DETAIL EXAMPLE
Scale: 1 1/2"=1'



2 | SECTION EXAMPLE
Scale: 3/8"=1'



1 | ENTRY ELEVATION - WEBSTER STREET
Scale: 1/8"=1'

T - TEMPORARY SIGNAGE

Purpose: Signage for the purpose of promoting leasing efforts and tenant-related events.

Location: Signs are allowed on private property only. Signs shall not be placed in public rights-of-way or at off-site locations. With the exception of construction signage which may be attached to fencing or scaffolding, temporary signs must be affixed to a permanent structure.

Time Limits:

Initial Leasing Signs: From Receipt of Entitlements to Completion of Initial Leasing.

Grand Opening Signs: Maximum of thirty (30) days

Special Event Signs: A maximum of four (4) times per calendar year and a maximum of five (5) consecutive days per event.

Maximum Sign Area and Dimensions: The size of the temporary signs may not exceed the allowed square footage for permanent signs.

Design & Materials: Signs shall be constructed of durable, rigid material suitable to the location and purpose. Only interior window signs maybe made of nonrigid (e.g. paper).

Lighting: Non-Illuminated.

Typeface: Signs may utilize custom brand graphics and/or branded typography.

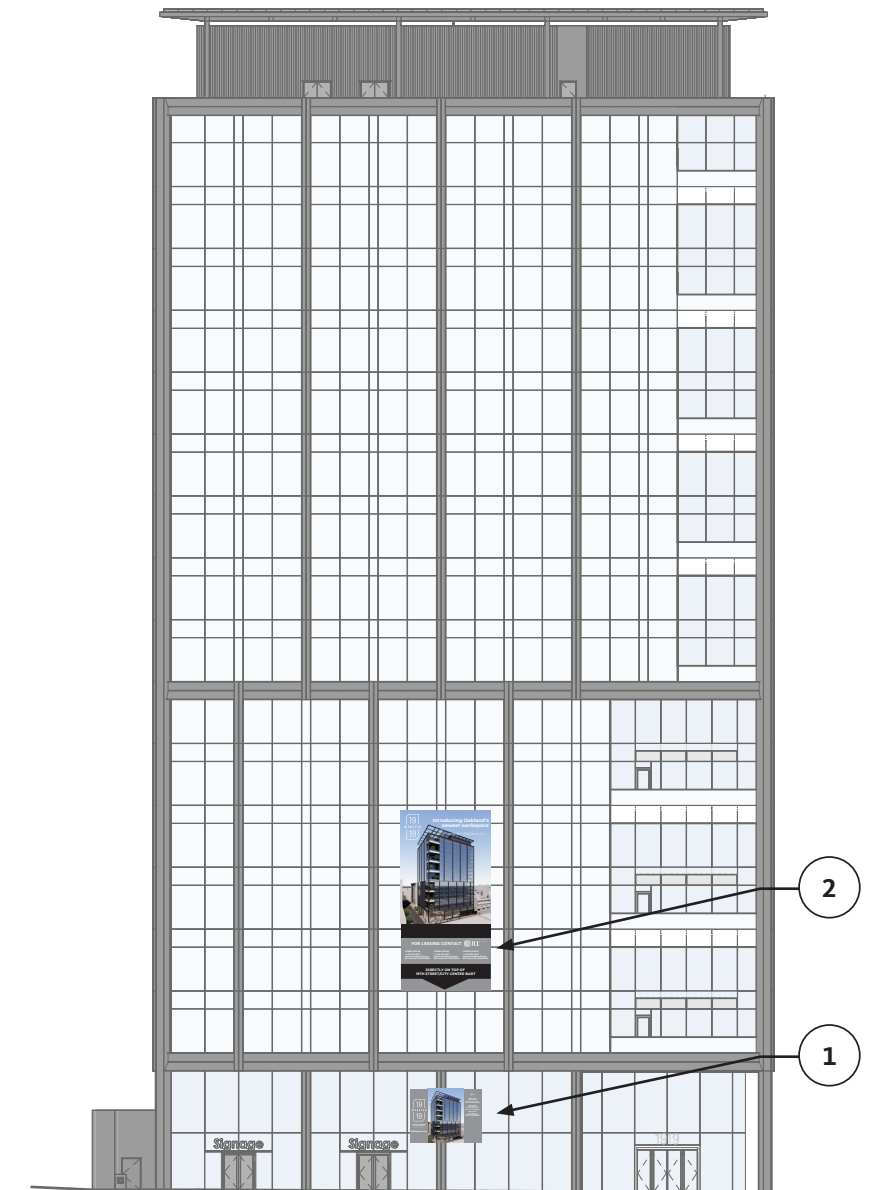
Removal: Temporary Signs and their components shall be promptly removed at the expiration of the time limits set forth above.



1 | **TEMPORARY CONSTRUCTION SIGNAGE - EXAMPLE 1**
Scale: NTS



2 | **TEMPORARY CONSTRUCTION SIGNAGE - EXAMPLE 2**
Scale: NTS



3 | **SOUTH ELEVATION**
Scale: NTS