Oakland City Planning Commission STAFF REPORT

Case File Number: PLN19-215 **September 18, 2019**

Location: **Assessors Parcel Number:**	**101 E. 12th Street (see map on reverse)** **019-0027-014-00**
Proposal:	Construction of two buildings. The northern building is a 26-story residential tower that contains 252 market rate units and 18 "work force" units. The southern building is five stories and contains 90 affordable housing units. The project also includes 327 square feet of commercial space, a cultural space, and 221 parking spaces. Off-site improvements are also proposed to the existing stormwater treatment basin/park located adjacent to the site.
Applicant:	Michael Johnson
Owner:	City of Oakland
Planning Permits Required:	Design Review for new construction; Conditional Use Permits to be subject to the requirements of Height Area LM-275 instead of Height Area LM-85; for increased building base height; for reduced loading birth dimensions; for construction over 100,000 square feet, and for improvements to a stormwater treatment facility. Variance for a storefront depth of 25 feet instead of the required 50 feet; All permits are Major because the proposed construction is greater than 100,000 square feet in a D-LM zone.
General Plan:	Urban Residential
Zoning:	D-LM-1 Lake Merritt Station Area District Mixed Residential Zone – 1
Environmental Determination:	The anticipated environmental effects of the project have been evaluated by the Lake Merritt Station Area Plan Final Environmental Impact Report (Final EIR) (certified November 2014). The project is also Categorically Exempt under Section 15332 of the State CEQA Guidelines: In-Fill Development Projects; Section 15183 of the State CEQA Guidelines: Projects consistent with a Community Plan, General Plan or Zoning; and 15183.3 (Streamlining for Infill Projects). These analyses and exemptions satisfy CEQA requirements on a separate and independent basis.
Historic Status:	Empty lot; no historic properties.
Decision to be taken	Decision on proposal based on staff's recommendation
Status	Appealable to the City Council within ten days.
Service Delivery District:	4
City Council District:	2
For further information:	Contact case planner **Neil Gray** at **510-238-3878** or by email: ngray@oaklandnet.com

SUMMARY

The proposal is to construct two buildings, a midrise building containing affordable units and a residential tower, on a City-owned site created after the reconfiguration of E. 12th Street adjacent to Lake Merritt. Off-site improvements are also proposed to the existing stormwater treatment basin/park located adjacent to the site.

This proposal was originally approved at the June 15, 2016 Planning Commission meeting; this approval was extended by staff to June 22, 2019. The applicant did not apply for another extension prior to the June 22, 2019 deadline, and is now returning to the Planning Commission for a second approval.

4

BACKGROUND

The proposal would develop two buildings on a City-owned site created after the reconfiguration of E. 12th Street adjacent to Lake Merritt. The northern building would be a 26-story apartment tower with 270 market rate dwelling units, a 327 square-foot café, and a cultural space. An attached five-story building would include 90 affordable housing units. The proposal includes a total of 221 parking spaces and two stories of underground parking spaces. Off-site improvements are also proposed to the existing stormwater treatment basin/park located adjacent to the site.

The proposal was originally approved at the June 15, 2016 Planning Commission meeting; this approval was extended by staff to June 22, 2019. Unfortunately, the applicant did not apply for another extension prior to the June 22, 2019 deadline, and is now returning to the Planning Commission for a second approval. Since the June 15, 2016 approval, the applicant has significantly refined the design after two hearings in front of the Design Review Committee on October 25, 2017 and February 28, 2018, respectively (see Project Description, below). Attachment A contains the updated plans.

Attachment B is the June 15, 2016 Planning Commission staff report, which contains information about the project, including the environmental analysis, and is incorporated herein. Attachment C contains an updated transportation impact analysis for CEQA purposes. The transportation impact analysis required updating because the City now analyzes traffic impacts using trip generation instead of the level of service of intersections. The updated traffic analysis shows no significant impacts from the proposal. Staff has also updated the Standard Conditions of Approval to those currently applied to projects.

PROPERTY DESCRIPTION

The site consists of two adjacent parcels: the parcel proposed for new construction ("project site") and a neighboring vegetated area with a bioswale ("passive open space area") proposed for landscape improvements and maintenance. Both sites are currently owned by the City and are on the southeastern edge of the Lake Merritt Specific Plan Area.

The approximately 0.92-acre project site is triangular and generally bounded by Lake Merritt Boulevard to the north, 2nd Avenue, a parcel with an empty building formerly occupied by the Oakland Unified School District (OUSD) to the west, E. 12th Street to the east, and the passive open space area to the north. Lake Merritt is located to the northeast of the project site across Lake Merritt Boulevard. Current uses on the project site include soil stockpiling and staging for nearby construction projects.

The passive open space area is a recently re-vegetated 0.91-acre City stormwater basin installed as part of the East 12th Street Reconstruction Project. It is adjacent to Lake Merritt Boulevard to the northwest, the school site and Lake Merritt Channel to the west, and the project site to the east. This parcel is significantly sloped toward the Channel.

The entire site was uncovered after East 12th Street was realigned as part of the East 12th Street Reconstruction Project, which was funded by Measure DD.

NEIGHBORHOOD DESCRIPTION

The site vicinity consists of public, institutional, residential, and commercial uses. Public and institutional uses, including the Kaiser Center and the Alameda County Courthouse, are among the most visible land uses in the area and are largely concentrated along the Lake Merritt Channel and 13th Street. The Dewey High School campus and the former OUSD administrative offices, which are also planned for redevelopment, are located at the southern border of the project site. This site is also near Laney College campus and sports fields, the Peralta Community College District Administration buildings, the Oakland Museum of California, the Kaiser Auditorium, the County Court and Offices, and the Main Oakland Public Library.

There are several multi-unit apartment buildings ranging from 2 to 23 stories in the neighborhood. These buildings have a variety of architectural styles: The 1200 Lakeshore Apartments, a 23-story residential building on the shore of Lake Merritt, has a post-modern style; the 18-story "Merritt on 3rd" residential building located southeast of the project site has a contemporary style; and the five-story Lakemount Apartment Building across 2nd Avenue from the project site has a traditional architectural style.

PROJECT DESCRIPTION

The project consists of the construction of two buildings connected by a shared entrance and central commons. The northern building is a 26-story, 267-foot tall (286 feet to the top of the elevator tower) residential tower, which contains 252 market rate and 18 "work force" housing units. The southern building is five stories and 76 feet tall and contains 90 affordable housing units. The project also contains a 327 square-foot commercial space. The project site includes 31,103 square feet of open, cultural, and recreational space; and other amenities and improvements, not including the passive open space area.

Off-site landscaping improvements are also proposed to the existing passive open space area located adjacent to the site. The passive open space area would be a visual amenity but not a recreational facility, and would not contain paths or benches.

The project, including a breakdown of affordable and workforce units, is described in more detail below. Architectural plans are contained in Attachment A.

Site Plan

At approximately 123 feet long, and 100 feet wide, the northern building has a small footprint relative to the size of the site and other towers that have been approved in Downtown Oakland. The small footprint of this 275-foot tall tower will accommodate views of Lake Merritt and Downtown from southern portions of the City.

A group open space area defined by the space between the two buildings on a second story

podium would contain landscaping, a play area for kids, and seating. Other open space amenities on the northern side of the side would surround the tower on the podium level and be located at rooftop terraces.

At approximately 8,800 square feet, the five-story southern building would have a larger footprint than the northern tower. An open space area with an outdoor kitchen and lounge would be defined by the U-shape of the building.

The ground floor façade at E. 12th Street contains "commons", where all residents would enter the development. A café would be located at the intersection of E. 12th and 2nd Ave. Stairs adjacent to the passive open space area would connect the sidewalk to a terrace and another entrance into the commons.

A garage entrance would face 2nd Street and lead to parking behind the café and commons space. The application proposes two underground floors of car parking containing an automated puzzle car stacking system, bicycle parking, and utilities. The parking garage would include a total of 221 spaces for cars and 216 spaces for bikes. Two loading berths would be located near the 2nd Street entrance.

Elevations

Building Base. Double story windows on bottom floor of the E. 12th Street façade allow views from the street into the commons, lobbies, and café, and create a prominent building base. The E. 12th Street and northern façades are unified through double story window systems. Ground floor columns on the E. 12th Street Elevation relate to the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library.

Northern tower design. As mentioned, the 26-story northern building would have a relatively small footprint for a tower of its height. Its northern façade is rounded to allow better views of the East Bay Hills, Downtown Oakland, and Lake Merritt and to create a visually interesting shape. Each floor of this northern elevation would contain glazing with a blue-gray tint above curved, horizontal panels. These panels would be articulated to provide depth and visual interest to the façade. A metal trim "pop-out" surrounding 20th story windows breaks up the verticality of the façade. The elevations of the other sides of the building include patterns of brown concrete panels and glazing that create a vertical composition to contrast with the northern elevation.

Southern midrise building design. The most visible elevation of this building would be the east (E. 12th Street) side of the building because the rear of the building faces the OUSD future development site. The E. 12th Street elevation contains a three-story bay projection that reduces the scale of the building and relates to a similar projection at the base of the tower. Hardiboard and metal panels create a pixelated pattern that provides visual interest and relates to a pattern at the base of the tower. A fenestrated corner tower feature with horizontal fins at the intersection of E. 12th Street and 2nd Avenue reduces the scale and punctuates the corner of the building.

Landscaping

Street trees and other plantings would be located at the ground level where the site borders E. 12th Street and within the podium open space area. Off-site landscaping improvements are proposed to the passive open space located adjacent to the project site. These improvements would include the installation of natural landscaping to the area north and northwest of the project site. The land would function as a passive open space consisting mostly of native plantings, groundcover, shrubs and trees. The groundcover would be low maintenance grasses and wildflowers requiring mowing once or twice a year. Irrigation would be used for two or three years to establish the trees and shrubs. All plantings would adhere to Bay friendly practices and to the State's Water Efficient Landscape Ordinance and the area would continue to function as a stormwater treatment basin. All improvements and maintenance would be funded by the developer. As mentioned, this space would be a visual, not a recreational, amenity.

Design Changes Since June 15, 2016 Meeting

In collaboration with the Design Review Committee, the applicant has made the following changes to the project since the approval of the project at the June 15, 2016 Planning Commission meeting:

- The 20th floor "pop out" architectural feature has been refined on the east elevation of the tower;
- The exteriors of the tower and the midrise have been integrated through similar articulation patterns, related bays, and metal panels with a pixelated pattern on the eastern façades of both buildings;
- The mid-rise building was lowered by one story, but preserved the originally approved number of affordable units;
- A horizontal trellis at the roofline of the mid-rise building was removed;
- The retail area was reduced in size;
- All of the amenities in the midrise have been moved to the ground floor;
- Parking has been reduced to 221 spaces from 236 spaces; and
- All pedestrian access has been moved to the main entry at the east elevation.

GENERAL PLAN ANALYSIS

The intent of the Urban Residential classification is to "create, maintain, and enhance areas of the City that are appropriate for multi-unit, mid-rise, or high-rise residential structures in locations with good access to transportation and other services." A high-rise apartment building clearly meets the intent of this designation. The project is also consistent with the following policies (the policies are in **bold** text; description of how the project conforms to a policy is in *italic*):

Policy D1.9: Planning for the Channel Park Residential Area. The area between the Channel Park Arts, Educational, and Cultural Center and the waterfront should be developed as a walkable urban residential district, incorporating commercial development and open space as appropriate to take advantage of the cultural and recreational amenities

provided by the center and the channel to the estuary, and easy transportation by BART. *The proposal is in the location described by this policy and provides residential development, open space, and ground floor commercial space.*

Policy N3.4: Encouraging Infill Development. In order to facilitate the construction of needed housing unit, infill development that is consistent with the General Plan should take place throughout the City of Oakland. *The project is near Downtown Oakland and would be considered a significant infill development.*

Policy N3.9 Orienting Residential Development. Residential development should be encouraged to face the street and to orient their units to desirable sunlight and views, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure. *The tower has dimensions that maximize views of Lake Merritt from buildings to the southeast and reduce shadow impacts. Open space is conveniently located on the podium level and ground level townhomes will face an attractive passive open space area. Most upper story units are facing the street.*

LAKE MERRITT STATION AREA SPECIFIC PLAN ANALYSIS

Staff believes that the project is consistent with the Lake Merritt Station Area Specific Plan for the following reasons.

The proposal meets the following policies in the Lake Merritt Station Area Specific Plan:

LU-40 City Owned Remainder Site. Redevelop the City-owned remainder site on Lake Merritt Boulevard with landmark quality design, high density residential, and active ground floor uses that complement the waterfront. *Staff believes that this high density residential project will have a landmark quality design. The narrow, rounded tower design will be unique in Oakland and be a distinctive element of the skyline. The proposed cultural space in the central commons will be a significant amenity for the neighborhood and the nearby school.*

OS-15 Lake Merritt Channel Edge Setback. Require a 100-foot setback along the eastern edge of the Lake Merritt Channel to promote new publicly accessible open space. This requirement would impact in particular the new remainder site at the corner of Lake Merritt Boulevard and 12th Street (site 44) and the OUSD administrative buildings (site 43) if they are redeveloped. *The proposed 192-foot distance from the Lake Merritt Channel to the development is consistent with Policy OS-15. The open space improvements are a first step to eventually create a path that runs through a development at the OUSD site.*

LU-2 High intensity development potential. Support transit-oriented development and accommodate regional growth projections by promoting high intensity and high density development in the Planning Area. *The proposal maximizes the residential density allowed under the LM-1/275 zoning designation.*

<u>LU-4 Active ground floor uses.</u> Encourage active uses in new buildings on key streets in neighborhood hubs in order to transform key streets into activated pedestrian connections over time and expand the vibrancy and activity that already exists in some areas, as shown in Figure 4.2. These active ground floor uses should be located at the street edge, or at the edge of parks, plazas, or other public spaces. Activated neighborhood hubs include:

- **Chinatown Commercial Core: key streets through this hub include 8th Street, 9th Street, Webster Street, Harrison Street, and portions of Franklin Street, 7th Street, and 10th Street.**
- **Lake Merritt BART Station Area: key streets through this hub include Oak Street, Madison Street (excluding Madison Square Park), 8th Street, and 9th Street**
- **14th Street Corridor: 14th Street**
- **Eastlake Gateway: key streets through this hub include 1st Avenue, East 12th Street, and International Boulevard.**

The proposal includes an active cultural space in the central commons and a café on the edge of E. 12th Street.

<u>LU-39 New Lake Merritt Channel improvements.</u> Establish an improved greenway along the Lake Merritt Channel, in part by obtaining public easements and requiring new buildings to be set back from the Channel edge in order to establish public access along the eastern edge of the Lake Merritt Channel. *The proposed 192-foot distance from the Lake Merritt Channel and improvements to the adjacent open space are consistent with this policy.*

The project is also consistent with the Design Guidelines document that was adopted with the Specific Plan. As described in the Guidelines, the tower will be stepped back and balconies, recesses, windows, reveals, and bay windows will articulate the façade. The apparent building bulk is reduced by segmenting it into smaller masses. The commercial space will have a high ceiling and significant transparency as recommended by the Guidelines.

ZONING ANALYSIS

The following highlights relevant zoning standards from the LM-1 zone.

<u>Zoning Intent</u>

The intent of the D-LM-1 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for high-density residential development with compatible commercial activities.

<u>Ground Floor Facade Requirements</u>

The following table contains the ground floor façade requirements contained in Chapter 17.101G of the Planning Code.

	Requirement	Proposed	Notes
Average minimum setback from the Lake Merritt Estuary Channel	60 ft	192 ft	
Minimum ground floor commercial facade transparency	55%	81%	
Minimum height of the ground floor	15 ft	22 ft	
Minimum width of storefronts	15 ft	25 ft	
Minimum depth of storefront bay	50 ft	25 ft for cafe space;	Variance required
Minimum separation between the grade and ground floor living space	2.5 ft	2.5 feet for all units.	

The project is in Height Area LM-85 but the applicant has applied for a Conditional Use Permit to be subject to the requirements of Height Area LM-275, as allowed in Table 17.101G.04 of the Planning Code. This Table states that one application in the LM-85 height area can apply for a height area upgrade to LM-275 and that these applications are reviewed on a first come, first serve basis; the subject property was the first to apply for this upgrade.

Staff recommends approval of this Conditional Use Permit (CUP) for the reasons described in the Key Issues and Impacts section of the June 15, 2016 report (see Attachment B). Staff also recommends approval of a CUP required under Section 17.101G.070 for all projects over 100,000 square feet (the project is a total of 251,939 square feet). The following table lists the relevant requirements of Height Area LM-275 and how the project complies with these requirements:

Regulation	Requirement	Proposed	Notes
Building Intensity Requirements			
Maximum density	364 units	360 units	
Maximum Floor Area Ratio (floor area/site area)	12.0	10.6	
Minimum group open space	75 sf per unit	120 sf per unit	
Conditional Use Permit Required	100,000	426,736 (Conditional Use Permit Required)	
Building Base Requirements			
Average minimum setback from the Lake Merritt Estuary Channel	60 ft	192 feet	
Tower Requirements			
Maximum total height	275 ft	272 ft	1

Maximum average per story lot coverage above the base	65 percent (30,203 sf)	31.5 percent (12,679 sf)	1
Maximum building length	150 ft	123'-7"	1, 2
Maximum diagonal length	180 ft	166 sf	1, 3
Parking and Loading Requirements			
Minimum parking spaces	0	221	4
Minimum bike spaces	• 19 short term (one per 20 units) • 90 long term spaces (one per four units)	• 19 short term • 91 long term	
Minimum loading births	Two loading births	Two loading births	

Notes:

1. The tower is defined by Section 17.09.040 and 17.101G.050 of the Planning Code as the area above 85 feet.
2. The building length is the length of the longest frontage of a building
3. The diagonal length is the distance between the two most separated points on a floor
4. AB744 states that a local jurisdiction cannot require more than .5 spaces per each affordable housing unit that is within one-half a mile from a transit stop, such as a BART Station. The project is approximately one-third of a mile from the Lake Merritt BART Station.

ENVIRONMENTAL DETERMINATION

The environmental determination and associated environmental analysis contained in the June 15, 2016, staff report applies to this Attachment B applies to this project and is incorporated herein. An updated transportation study has been prepared and is contained in Attachment C. It does not show significant transportation impacts related to the proposal.

KEY ISSUES AND IMPACTS

Staff does not see any Key Issues and Impacts related to the project because it has been previously approved by the Planning Commission and refined by the Design Review Committee. Please see Attachment A for a discussion of Key Issues and Impacts identified for the Planning Commission at their June 15, 2016, meeting.

RECOMMENDATION

(1) Accept staff's environmental determination and findings that (a) anticipated environmental effects of the project have been evaluated by the Lake Merritt Station Area Plan Final Environmental Impact Report (Final EIR) (certified November 2014) and, for the reasons discussed in the June 15, 2016 report and Attachment C, no further environmental review is required; and (b) that the project is also exempt from CEQA and further CEQA review as discussed in the June 15, 2016, staff report to the Planning Commission.

(2) Approve the project based upon the attached findings and subject to the attached conditions of approval.

Prepared by:

NEIL GRAY
Planner IV

Reviewed by:

Robert Merkamp
Zoning Manager
Bureau of Planning

Reviewed by:

ED MANASSE
Deputy Director
Bureau of Planning

ATTACHMENTS:

A. Updated Project Plans
B. June 15, 2016 Planning Commission staff report
C. Transportation Impact Analysis

FINDINGS FOR APPROVAL

This proposal meets the required findings under Sections 17.136.050 -- General Design Review Criteria, 17.134.050 -- General Use Permit Criteria, 17.148.050 – General Variance Criteria, Table 17.101G.04, Note 10 -- Use Permit Criteria for Exceptions to Height/Bulk/Intensity Area Standards in the LM Zones. Required findings are shown in **bold** type; explanations as to why these findings can be made are in *italic*.

Section 17.136.050 Regular design review criteria.

A. For Residential Facilities.

1. **That the proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures.**

   There are several multi-unit apartment buildings ranging from 2 to 23 stories in the neighborhood. These buildings have a variety of architectural styles: The 1200 Lakeshore Apartments, a 23-story residential building on the shore of Lake Merritt, has a post-modern style; the 18-story "Merritt on 3rd" residential building located southeast of the project site has a contemporary style; and the five-story Lakemount Apartment Building across 2nd Avenue from the project site has a traditional architectural style.

   The E. 12th Street elevation of the southern building is articulated to a scale that relate to other buildings in the neighborhood. The proposed setback of the northern building from a two-story podium will also relate to smaller scale buildings in the neighborhood. The tall ground floor columns will relate the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library.

2. **That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;**

   The proposal will protect views of the Lake, which is the neighborhood's most valuable natural asset. Further, improvement of the detention basin will improve the water quality of the lake and provide an attractive landscaped area. The ground floor commons will build upon existing cultural amenities in the nearby high school, Oakland Museum of California, and the Main Branch of the Oakland Public Library. A ground floor café will provide an important gathering place for the neighborhood. Finally, the development will provide residential units in a predominantly residential neighborhood.

1. **That the proposed design will be sensitive to the topography and landscape.**

   There is no significant topography or landscape on the building site. The native plantings and large native trees in the passive open space area have been carefully chosen to be compatible with the lakeside environment and the existing bioswale.

2. **That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill;**

   There is a small upslope along East 12th Street that creates a separation between the grade and ground floor commercial space at the corner of East 12th Street and Lake Merritt Blvd. The design of the building takes advantage of this by creating an outdoor seating area with a view of the Channel and an attractive entrance feature for the north commons.

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

   The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

B. For Nonresidential Facilities and Signs.

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

   A double height ceiling on the ground floor will create a successful café and cultural space environment. Significant window transparency, awnings, and transom windows will contribute to a visually pleasing ground floor design. The café will be conveniently situated near pedestrian activity.

   The E. 12th Street and northern commercial façades are unified through double story columns and large window systems. The ground floor columns also relate the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library.

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 proposal will protect the value of investments in the area by providing an attractive café and cultural space to the neighborhood.

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

The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report

17.134.050 General Use Permit criteria.

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

The project fulfills this finding for the following reasons:

- *The relatively small tower footprint will minimize view and solar impacts on the lake from surrounding properties.*
- *The southern building is articulated with a corner feature and a bay to reduce the scale of the building. The podium and tower design of the proposal further reduces the perceived bulk of the development.*
- *As conditioned, the proposal will fund stormwater, sidewalk, and other improvements surrounding the development.*
- *A CEQA analysis contained in Attachment B demonstrates that the project, as conditioned, will not have significant impacts on the surrounding streets.*
- *The reduction in the size of the loading berths will not adversely affect the neighborhood because they will be of sufficient size to park a medium sized moving van.*
- *Improvement of the detention basin will improve the water quality of the Lake and provide an attractive open space area.*

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

The open space and commons area on the podium will be conveniently accessed by residents and the development will be located near Lake Merritt recreational facilities. Bike and automobile parking will be conveniently located underground and visually buffered behind active spaces. Elevators to the dwelling units will also be conveniently accessed through the pedestrian entrance and two lobbies. The loading dock will be easily accessed adjacent to the entrance of the building

C. 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 proposal will contribute high quality market rate and affordable residential units to a successful residential neighborhood. The proposed café and cultural space will be valuable amenities to the neighborhood.

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

See Design Review Findings, above.

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

The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

17.148.050 Variance Findings required.

A. 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.

A variance is required because the proposed depth of the café space bay is approximately 25 feet and the cultural space would be 25 feet, while 50 feet is required. Approval of the variance would meet this finding because:

- *25 feet is sufficient depth for a café, which is the intended use for the commercial space;*
- *Space on the site is confined because of the location of the required parking behind the central commons and the relatively small, wedge shaped lot.*
- *As designed, the central commons would seat approximately 230 people, which is large enough to accommodate the scale of performances and events envisioned by EBALDC, which will be managing the space and the affordable housing units. For performances, the seating would be on either side of a stage that would be located in the middle of the room.*

B. 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 applicable regulation is to create a viable and flexible storefront space. As discussed, the proposed depths are sufficient to accommodate the proposed uses and deeper spaces would preclude an effective parking design.

C. 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.

Increasing the storefront depth will adversely affect the livability of the area by reducing the number of parking spaces in the development.

D. 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.

Many commercial facilities in high density residential zones have been constructed with a depth of 25 feet or less.

E. 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.

The element requiring the variance will not affect the exterior of the building and, therefore, conforms to the Regular Design Review Criteria.

F. 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 conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

Table 17.101G.04 -- Note 10: Findings required for the granting of a Conditional Use Permit for Exceptions to Height/Bulk/Intensity Area Standards.

A. The proposal is consistent with the intent and desired land use character identified in the Lake Merritt Station Area Plan and its associated policies;

As described in the Lake Merritt Specific Plan Analysis section, above, a residential tower with a ground floor commercial use is consistent with policies in the plan and its accompanying Design Guidelines.

B. The proposal will promote implementation of the Lake Merritt Station Area Plan;

New construction that is consistent with the policies identified in (a) directly implements the intent of the Plan.

C. The proposal is consistent with the desired visual character described in the Lake Merritt Station Area Plan and Lake Merritt Station Area Design Guidelines, with consideration given to the existing character of the site and surrounding area.

As described in the Lake Merritt Specific Plan Analysis section, above, a residential development with a ground floor commercial use is consistent with the Plan's Design Guidelines. The building is not in a historic district and the design context of the surrounding area is a mix of varying styles and building heights.

STANDARD CONDITIONS OF APPROVAL

1. **Approved Use**
   Ongoing
   a) The project shall be constructed and operated in accordance with the authorized use as described in the application materials, staff report, and the plans dated 8/27/19 and submitted on 8/27/19, and as amended by the following conditions. Any additional uses or facilities other than those approved with this permit, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall require prior written approval from the Director of City Planning or designee.
   b) This action by the City Planning Commission ("this Approval") includes the approvals set forth below. This Approval includes: Approval of Conditional Use Permits, Variance, and Design Review for the construction of a Construction of two buildings over a two-story podium and off-site improvements to an existing stormwater treatment basin/park.

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

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten (10) calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **TWO YEARS** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete building permit application has been filed with the Bureau of Building and diligently pursued towards completion, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant 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.

2. **Compliance with Other Requirements**

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

3. **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.

4. 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.

5. **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.

6. **Blight/Nuisances**

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

7. **Indemnification**

a. To the maximum extent permitted by law, the project applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the Oakland Redevelopment Successor Agency, the Oakland City Planning Commission, and their respective agents, officers, employees, and volunteers (hereafter collectively called "City") from any liability, damages, claim, judgment, loss (direct or indirect), action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

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

8. **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.

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

The project applicant may be required to cover the full costs of independent third-party technical review and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan-check review or construction, and inspections of potential violations of the Conditions of Approval. The

project applicant shall establish a deposit with Engineering Services and/or the Bureau of Building, if directed by the Director of Public Works, Building Official, Director of City Planning, Director of Transportation, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

10. Public Improvements

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

11. 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.

12. Construction Management Plan

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

13. Trash and Blight Removal

Requirement: The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

14. Graffiti Control

Requirement:

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:
   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.
b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:
   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).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

15. Landscape Plan

a. Landscape Plan Required

- Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. Landscape Installation

Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.

When Required: Prior to building permit final

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. Landscape Maintenance

Requirement: All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

16. Lighting

Requirement: Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

17. 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

18. Dust Controls – Construction Related

Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project:

a) Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.

b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d) Limit vehicle speeds on unpaved roads to 15 miles per hour.

e) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.

f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.

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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

19. Criteria Air Pollutant Controls - Construction Related

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:

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.

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").

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.

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 propane or natural gas generators cannot meet the electrical demand.

e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.

f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

g) Criteria Air Pollutant Reduction Measures

Requirement: The project applicant shall retain a qualified air quality consultant to identify criteria air pollutant reduction measures to reduce the project's average daily emissions below 54 pounds per day of ROG, NOx, or PM2.5 or 82 pounds per day of PM10. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits and the approved criteria air pollutant reduction measures shall be implemented during construction.

h) Construction Emissions Minimization Plan

Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified criteria air pollutant reduction measures. The Emissions Plan shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:

i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all Verified Diesel Emissions Control Strategies (VDECS), the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.

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.

When Required: Prior to issuance of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

20. Diesel Particulate Matter Controls-Construction Related

a. Diesel Particulate Matter Reduction Measures

Requirement: The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose **one** of the following methods:

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.

-or-

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.

When Required: Prior to issuance of a construction related permit (i), during construction (ii)

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

b. Construction Emissions Minimization Plan (if required by a above)

Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:

i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.

ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.

When Required: Prior to issuance of a construction related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

21. Exposure to Air Pollution (Toxic Air Contaminants)

a. Health Risk Reduction Measures

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose **one** of the following methods:

i. 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 of exposure of project residents/occupants/users to air pollutants. 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 that 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.

- or -

ii. 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:

- Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
- Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).
- Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
- The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.
- Sensitive receptors shall be located on the upper floors of buildings, if feasible.
- Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted,

including one or more of the following: Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwood *(Sequoia sempervirens*).

- Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
- Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
- Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
  - Installing electrical hook-ups for diesel trucks at loading docks.
  - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  - Prohibiting trucks from idling for more than two minutes.
  - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

b. Maintenance of Health Risk Reduction Measures

Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

22. Stationary Sources of Air Pollution (Toxic Air Contaminants)

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose **one** of the following methods:

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.

- or -

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:
   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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

23. Bird Collision Reduction Measures

Requirement: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following:

i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights.
ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.
iii. Monopole structures or antennas shall not include guy wires.
iv. Avoid the use of mirrors in landscape design.
v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below.
vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following:
   - Use opaque glass in window panes instead of reflective glass.

- Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.
- Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans.
- Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides.
- Install opaque window film or window film with a pattern/design which also adheres to the "two-by-four" rule for coverage.

vi. Reduce light pollution. Examples include the following:

- Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30).
- Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise.
- Reduce perimeter lighting whenever possible.
- Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass.
- Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration.

vii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:

- Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws.
- Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials.
- Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day.
- Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs.

- Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

24. Archaeological and Paleontological Resources – Discovery During Construction

Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions 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.

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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

25. Human Remains – Discovery During Construction

Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

26. Construction-Related Permit(s)

Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

27. Soils Report

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

28. Greenhouse Gas (GHG) Reduction Plan

a. Greenhouse Gas (GHG) Reduction Plan Required

Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan.

The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO_2e per year or 4.6 metric tons of CO_2e per year per service population). 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.

Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.

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.

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.

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.

When Required: Prior to approval of construction-related permit.

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. GHG Reduction Plan Implementation During Construction

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).

When Required: During construction

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. GHG Reduction Plan Implementation After Construction

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.

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.

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.

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.

The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds. Monitoring and reporting activities will continue at the City's discretion, as discussed below.

Corrective Procedure. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan.

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.

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.

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.

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.

Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.

When Required: Ongoing

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

29. Hazardous Materials Related to Construction

Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:

a. Follow manufacture'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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

30. Erosion and Sedimentation Control Measures for Construction

Requirement: The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

31. Erosion and Sedimentation Control Plan for Construction

a. Erosion and Sedimentation Control Plan Required

Requirement: 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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. Erosion and Sedimentation Control During Construction

Requirement: 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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

32. NPDES C.3 Stormwater Requirements for Regulated Projects

a. Post-Construction Stormwater Management Plan Required

Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:

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.

When Required: Prior to approval of construction-related permit
Initial Approval: Bureau of Planning; Bureau of Building
Monitoring/Inspection: Bureau of Building

b. Maintenance Agreement Required

Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:

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.

The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

33. Construction Days/Hours

Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:

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.

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.

c. No construction is allowed on Sunday or federal holidays.

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.

Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

34. Construction Noise

Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:

a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.

b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

c. Applicant shall use temporary power poles instead of generators where feasible.

d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

35. Extreme Construction Noise

a. Construction Noise Management Plan Required

Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:

i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;

ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;

iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and

v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Public Notification Required

Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.

When Required: During construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

36. Construction Noise Complaints

Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:

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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

37. Operational Noise

Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

38. Construction Activity in the Public Right-of-Way

*c. **Obstruction Permit Required***

Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.

When Required: Prior to approval of construction-related permit

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

*d. **Traffic Control Plan Required***

Requirement: In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall

submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction.

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

e. ***Repair of City Streets***

Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Department of Transportation

39. Bicycle Parking

Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

40. Transportation and Parking Demand Management

a. ***Transportation and Parking Demand Management (TDM) Plan Required***

Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.

i. The goals of the TDM Plan shall be the following:

- Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable.
- Achieve the following project vehicle trip reductions (VTR):
  - Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR

- Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR
- Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.
- Enhance the City's transportation system, consistent with City policies and programs.

ii. The TDM Plan should include the following:

- Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable.
- Proposed TDM strategies to achieve VTR goals (see below).

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.

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.

Improvement	Required by code or when…
Bus boarding bulbs or islands	• 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	• 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	• A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	• Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	• 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

Improvement	Required by code or when…
Implementation of a corridor-level transit capital improvement	• 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.	• Always required
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection
In-street bicycle corral	• 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[1]	• Identified as an improvement within site analysis
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	• Always required
No monthly permits and establish minimum price floor for public parking[2]	• If proposed parking ratio exceeds 1:1000 sf. (commercial)
Parking garage is designed with retrofit capability	• Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)
Parking space reserved for car share	• 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

[1] Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.
[2] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

Improvement	Required by code or when…
	200 units.
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	• Typically required
Pedestrian crossing improvements	• Identified as an improvement within site analysis
Pedestrian-supportive signal changes[3]	• Identified as an improvement within operations analysis
Real-time transit information system	• 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	• A project is located within 0.10 mile of any active bus stop that is currently near-side
Signal upgrades[4]	• 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	• 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	• 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	• If proposed parking ratio exceeds 1:1.25 (residential)

[3] Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.
[4] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals

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 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 any applicable streetscape plan.

- Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.
- Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).
- Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes.
- Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).
- Guaranteed ride home program for employees, either through 511.org or through separate program.
- Pre-tax commuter benefits (commuter checks) for employees.
- Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.

- On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools.
- Distribution of information concerning alternative transportation options.
- Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.
- Parking management strategies including attendant/valet parking and shared parking spaces.
- Requiring tenants to provide opportunities and the ability to work off-site.
- Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).
- Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.

The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.

When Required: Prior to approval of planning application.

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. TDM Implementation – Physical Improvements

Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

c. TDM Implementation – Operational Strategies

Requirement: For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual

reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.

When Required: Ongoing

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

41. Transportation Impact Fee

Requirement: The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

42. Plug-In Electric Vehicle (PEV) Charging Infrastructure

a. PEV-Ready Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. PEV-Capable Parking Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

c. ADA-Accessible Spaces

Requirement: The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all

future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

43. Construction and Demolition Waste Reduction and Recycling

Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (Chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Environmental Services Division

Monitoring/Inspection: Public Works Department, Environmental Services Division

44. Underground Utilities

Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

45. 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 (2) cubic feet

of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

46. 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).

i. The following information shall be submitted to the City for review and approval with the application for a building permit:
   - 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.

ii. The set of plans in subsection (i) shall demonstrate compliance with the following:
   - CALGreen mandatory measures.
   - Green building point level/certification requirement per the appropriate checklist approved during the Planning entitlement process.
   - All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check

application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.

- The required green building point minimums in the appropriate credit categories.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

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.

The following information shall be submitted to the City for review and approval:

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.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

c. Compliance with Green Building Requirements After Construction

Requirement: Prior to the finaling the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.

When Required: Prior to Final Approval

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

47. Sanitary Sewer System

Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Department of Engineering and Construction
Monitoring/Inspection: N/A

48. Storm Drain System

Requirement: The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

49. Water Efficient Landscape Ordinance (WELO)

Requirement: 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.

Prescriptive Measures: 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/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf

Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following

a. Project Information:

i. Date,

ii. Applicant and property owner name,

iii. Project address,

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."

b. Water Efficient Landscape Worksheet

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

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.

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.

http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

50. 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

Applicant Statement

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

_____

Name of Project Applicant

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

2019.08.27 - ENTITLEMENT PACKAGE

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

SYMBOLS

- GRIDLINE
- ELEVATION TAG (Name / Elevation)
- DOOR TAG (##.X)
- WINDOW TAG (##)
- CEILING HEIGHT TAG
- ROOM TAG (NAME / XXXX / XXX SF)
- WALL TAG (2M100T)
- ELEVATION KEYNOTE (?)
- SECTION (SIM / 1 / A101)
- ELEVATION (1 / A101)
- REVISION TAG (1)

ABBREVIATIONS

A.C.T.	ACOUSTICAL CLG TILE	JAN.	JANITOR
ALUM.	ALUMINUM		
ALT.	ALTERNATE	LAM.	LAMINATE
A.P.	ACCESS PANEL	L.L.H.	LONG LEG HORIZONTAL
ARCH.	ARCHITECT	L.L.V.	LONG LEG VERTICAL
		LT. WT.	LIGHT WEIGHT
BD.	BOARD		
BLDG.	BUILDING	MAX.	MAXIMUM
BLK'G.	BLOCKING	MECH.	MECHANICAL
BM.	BEAM	MIN.	MINIMUM
BOT.	BOTTOM	MISC.	MISCELLANEOUS
CAB.	CABINET	N.I.C.	NOT IN CONTRACT
CPT.	CARPET	NO.	NUMBER
CEM.	CEMENT	N.T.S.	NOT TO SCALE
℄	CENTERLINE		
CLG.	CEILING	O/	OVER
CLR.	CLEAR	O.C.	ON CENTER
CT	CERAMIC TILE	O.D.	OUTSIDE DIAMETER
CTR	COUNTER	O.F.C.I.	OWNER FURNISHED, CONTRACTOR INSTALLED
COL.	COLUMN		
CONST.	CONSTRUCTION	OPNG.	OPENING
CONT.	CONTINUOUS	OPP.	OPPOSITE
CORR.	CORRIDOR		
		℘	PROPERTY LINE
DBL.	DOUBLE	PLAM.	PLASTIC LAMINATE
DEPT.	DEPARTMENT	PLWD.	PLYWOOD
D.F.	DRINKING FOUNTAIN	POL.	POLISHED
DIA.	DIAMETER	PR.	PAIR
DIM.	DIMENSION	P.T.	PRESSURE TREATED
DISP.	DISPENSER	PNT., PTD.	PAINTED
DN.	DOWN		
DTL.	DETAIL	QTY.	QUANTITY
DWG.	DRAWING		
		R.	RADIUS
EA.	EACH	RD.	ROOF DRAIN
E.J.	EXPANSION JOINT	REF.	REFERENCE
ELEC.	ELECTRICAL JOINT	REINF	REINFORCING
ENCL.	ENCLOSURE	R.O.	ROUGH OPENING
EQ.	EQUAL	RUB.	RUBBER
E.W.	EACH WAY		
EXIST., (E)	EXISTING	S.C.	SOLID CORE
EXT.	EXTERIOR	SCHED.	SCHEDULE
		SHT.	SHEET
F.D.	FLOOR DRAIN	SIM.	SIMILAR
F.D.C.	FIRE DEPT. CONNECTION	SPEC.	SPECIFICATIONS
FEC	FIRE EXTINGUISHER CABINET	SQ.	SQUARE
FHC	FIRE HOSE CABINET	S.S.	STAINLESS STEEL
FIN.	FINISH	STD.	STANDARD
FIXT	FIXTURE	STOR.	STORAGE
FLR.	FLOOR	STL.	STEEL
FT.	FOOT	STRUCT.	STRUCTURE
FURR.	FURRING	SUSP.	SUSPENDED
GA.	GAUGE	TEL.	TELPHONE
GALV.	GALVANIZED	TEMP.	TEMPORARY
G.B.	GRAB BAR	THK.	THICK
GL.	GLASS	TYP.	TYPICAL
G.S.M.	GALVINIZED SHEET METAL		
GYP.	GYPSUM BAORD	U.O.N.	UNLESS OTHERWISE NOTED
HDR.	HEADER	V.C.T.	VINYL COMPOSITION TILE
HDWD.	HARDWOOD	VERT.	VERTICAL
HDWR.	HARDWARE	VEST.	VESTIBULE
HT.	HEIGHT	V.I.F.	VERIFY IN FIELD
HORIZ.	HORIZONTAL		
		W/	WITH
I.D.	INSIDE DIMENSION	WD.	WOOD
INSUL.	INSULATION	W/O	WITHOUT
INT.	INTERIOR		

VICINITY MAP

ZONING CODE SUMMARY

CASE NUMBER	
PROJECT SITE AREA	+/- 40,276 SF (0.92 ACRES)
PROJECT TYPE	PERMANENT RESIDENTIAL ACTIVITY, MULTI-FAMILY DWELLING COMMERCIAL ACTIVITY ACCESSORY OFF-STREET PARKING
ZONING	
PARCEL NO.	APM 15-271-14 BOUND BY EAST 12TH STREET, SECOND AVENUE AND LAKE MERRITT BOULEVARD
ADDRESS	111 & 121 E. 12TH STREET - OAKLAND, CA 94612
ZONE	DLM-1 (MIXED RESIDENTIAL) LAKE MERRITT STATION AREA PLAN
HEIGHT LIMIT	PER TABLE 17.101C.04 85 FT. (MID-HIGH) / 275 FT. (TOWER FOR 3 BLDGS.) CUP 45 FT. BASE
PROPOSED CONSTRUCTION	PODIUM BUILDING - TYPE I-A CONSTRUCTION (3 STORIES - 2 BELOW GRADE & ONE ABOVE NORTH (TOWER) - TYPE I-A CONSTRUCTION (25 STORIES ABOVE PODIUM) SOUTH (MID-RISE) - TYPE I-B CONSTRUCTION (5 STORIES ABOVE PODIUM)

BUILDING CODE DATA

TYPE OF CONSTRUCTION:	PODIUM - TYPE 1-A NORTH (TOWER) - TYPE 1-A SOUTH (MIDRISE) - TYPE 3-A
OCCUPANCY CLASSIFICATION(S):	MIXED USE: RESIDENTIAL, COMMERCIAL, PARKING
SPRINKLERED:	[X] YES [ ] NO
NUMBER OF STORIES:	PODIUM - 3 STORIES - 2 BELOW GRADE NORTH (TOWER) - 25 STORIES ABOVE THE PODIUM SOUTH (MID-RISE) - 5 STORIES ABOVE PODIUM
BUILDING HEIGHT:	PER TABLE 1710IC.04 85 FT. (MID-HIGH) / 275 FT (TOWER FOR 3 BLDGS) CUP 45 FT. BASE
GOVERNING CODES:	2016 EDITIONS WITH CITY OF OAKLAND AMENDMENTS OF THE FOLLOWING: CBC, CFC, CMC, CPC, CEC NFPA 13 "INSTALLATION OF SPRINKLER SYSTEMS" NFPA 72 "NATIONAL FIRE ALARM CODE"

PROJECT DATA

THE PROJECT SPONSORS, URBANCORE AND EBALDC, PROPOSE TO CONSTRUCT TWO BUILDINGS SITTING ON A CONCRETE PODIUM. THE PODIUM INCLUDES 1 LEVEL ABOVE GRADE AND 2 LEVELS BELOW GRADE, CONTAINING PARKING AT ALL LEVELS AND COMMUNITY AND RETAIL FUNCTIONS AT GRADE FACING EAST 12TH STREET. ONE BUILDING IS A 26-STORY RESIDENTIAL TOWER THAT IS APPROXIMATELY 267' TO THE ROOF ABOVE THE AVERAGE GRADE OF THE SITE WHICH IS 21' ABOVE SEA LEVEL; THE OTHER BUILDING IS A 7-STORY MID-RISE THAT IS APPROXIMATELY 79' TO ITS ROOF ABOVE GRADE.

THE SITE (.92 ACRES) IS ON THE WEST SIDE OF EAST 12TH STREET, BETWEEN SECOND AVENUE AND LAKE MERRITT BOULEVARD.

THE PROPOSED PROJECT WILL INCLUDE:
- 361 DWELLING UNITS, INCLUDING 270 FLATS IN THE MARKET RATE LAKEHOUSE NORTH TOWER (252 MARKET RATE UNITS AND 18 WORKFORCE UNITS) AND 91 FLATS IN THE AFFORDABLE LAKEHOUSE SOUTH MID-RISE.
- THERE IS A 3-LEVEL PARKING GARAGE (TWO BELOW GRADE) TOTALLING 86,804 SF WITH 198 CAR PARKING STALLS AND BICYCLE STORAGE.
- OFF-SITE IMPROVEMENTS INCLUDE ENHANCEMENT OF A CITY PARK FRONTING LAKEHOUSE NORTH AND STREETSCAPE IMPROVEMENTS PER THE LMSP.

THE PROPOSED PROJECT WILL ALSO INCLUDE THE FOLLOWING USES, SHOWN AS TABULATED WITH THEIR PROPOSED FLOOR AREAS:

Area Schedule - By Area Description Copy 1	
AMENITIES	
AMENITY SPACE - NORTH	2,959 SF
AMENITY SPACE - SOUTH	1,331 SF
BIKE ROOM	1,161 SF
BUSINESS CENTER - NORTH	3,259 SF
CENTRAL COMMONS	820 SF
LEVEL 20 LOUNGE	2,553 SF
PACKAGE ROOM	550 SF
STORAGE	633 SF
WORKSHOP	357 SF
CIRCULATION & BUILDING SERVICES	
SERVICE/CIRCULATION - NORTH	61,048 SF
SERVICE/CIRCULATION - SOUTH	11,954 SF
COMMERCIAL	
RETAIL - SOUTH	327 SF
GARAGE	
GARAGE	79,733 SF
LOBBY	
LOBBY - NORTH	3,794 SF
LOBBY - SOUTH	2,187 SF
RESIDENTIAL	
RESIDENTIAL - NORTH	256,297 SF
RESIDENTIAL - SOUTH	56,579 SF
	485,543 SF
COURTYARDS	
COURTYARD - CENTRAL	5,158 SF
COURTYARD - NORTH	4,958 SF
COURTYARD - SOUTH	1,931 SF
PRIVATE BALCONIES	
BALCONIES - NORTH	7,540 SF
ROOF DECKS	
LEVEL 20 TERRACE	389 SF
	19,976 SF
CIRCULATION & BUILDING SERVICES	
SERVICE/CIRCULATION - SOUTH	96 SF
	96 SF

CAR AND BICYCLE PARKING COUNTS

RESIDENTIAL PARKING

ACCESSIBLE	10
REGULAR	50
INTERMEDIATE	40
COMPACT	73
STACKERS	48
GRAND TOTAL PROVIDED:	**221***

*The parking design includes the option of mechanical "puzzle" stackers at Level B2 which increases the total parking count to **221** spaces.

RETAIL PARKING
NO RETAIL PARKING PROVIDED

LOADING BERTHS
2 OFF-STREET LOADING BERTHS PROVIDED FOR RESIDENTIAL USES

RESIDENTIAL BIKE PARKING

LAKEHOUSE NORTH (LONG TERM)	
PER 17.101G.080.B / CHAPTER 17.117:	
1 PER 4 UNITS =	68
LAKEHOUSE SOUTH (LONG TERM)	
PER FUNDING REQUIREMENTS:	
1 PER 2 UNITS =	46
COMBINED (SHORT TERM)	
1 PER 20 UNITS =	19
TOTAL REQUIRED:	133
TOTAL BIKE SPACES PROVIDED:	**133**

ADDITIONAL INFORMATION

CHECK EACH APPLICABLE OVERLAY ZONE:

[ ] AIRPORT APPROACH	[ ] COASTAL	[ ] MOBILE HOME PARK
[ ] AIRPORT ENVIRONS	[ ] COASTAL HEIGHT LIMIT	[ ] PARKING IMPACT
[ ] AIRPORT INFLUENCE AREAS	[ ] SENSITIVE COASTAL	[ ] RESIDENTIAL TANDEM PARKING
[ ] TRANSIT AREA	[ ] URBAN VILLAGE	[ ] COMMUNITY PLAN IMPLEMENTATION

CHECK IF PROPOSEED SITE IS ON OR ADJACENT TO:

[ ] SENSITIVE BIOLOGICAL RESOURCES	[ ] STEEP HILLSIDES	[ ] COASTAL BEACHES
[ ] SENSITIVE COASTAL BLUFFS	[ ] 100 YEAR FLOODPLAIN	

SHEET INDEX

SHEET #	SHEET NAME
TITLE SHEETS	
T0.00E	ENTITLEMENT PACKAGE COVER SHEET
T0.02	COVER SHEET
T6.50	GREEN BUILDING APPLICATION
T6.51	GREEN BUILDING APPLICATION
T6.52	GREEN BUILDING APPLICATION - CHECKLIST
T10.00	RENDERINGS
T10.01	SITE CONTEXT
ARCHITECTURAL	
AP1.00	SITE PLAN
AP1.01	PODIUM OVERALL PLAN - LEVEL B2
AP1.02	PODIUM OVERALL PLAN - LEVEL B1
AP1.03	PODIUM OVERALL PLAN - LEVEL 1
AP2.01	PODIUM BUILDING PLAN - LEVEL B2 NORTH
AP2.02	PODIUM BUILDING PLAN - LEVEL B2 SOUTH
AP2.03	PODIUM BUILDING PLAN - LEVEL B1 NORTH
AP2.04	PODIUM BUILDING PLAN - LEVEL B1 SOUTH
AP2.05	PODIUM BUILDING PLAN - LEVEL 1 NORTH
AP2.06	PODIUM BUILDING PLAN - LEVEL 1 SOUTH
AT2.07	TOWER BUILDING PLAN - LEVEL 2
AT2.08	TOWER BUILDING PLAN - LEVELS 3-5
AT2.09	TOWER BUILDING PLAN - LEVELS 6-15
AT2.10	TOWER BUILDING PLAN - LEVELS 16-19
AT2.11	TOWER BUILDING PLAN - LEVELS 21-26
AT2.12	TOWER BUILDING PLAN - LEVEL 20
AT2.13	TOWER BUILDING PLAN - ROOF LEVEL
AM2.14	MIDRISE BUILDING PLAN - LEVEL 2
AM2.15	MIDRISE BUILDING PLAN - LEVEL 3
AM2.16	MIDRISE BUILDING PLAN - LEVEL 4
AM2.17	MIDRISE BUILDING PLAN - LEVEL 5
AM2.18	MIDRISE BUILDING PLAN - LEVEL 6
AM2.19	MIDRISE BUILDING PLAN - ROOF PENTHOUSE & ELEVATOR MACHINE
AM2.20	MIDRISE BUILDING PLAN - OVERALL ROOF
A6.01	BUILDING ELEVATIONS
A6.02	BUILDING ELEVATIONS
A6.03	BUILDING ELEVATIONS
A7.01	BUILDING SECTION
A7.02	BUILDING SECTION
INTERIOR DESIGN	
IDP2.01	FLOOR PLAN - LEVEL 1
IDP3.01	ENLARGED FINISH PLAN - LEVEL 1 CENTRAL
IDP3.02A	ENLARGED FINISH PLAN - LEVEL 1 LOBBY NORTH
IDP3.03A	ENLARGED FINISH PLAN - LEVEL 1 BUSINESS CENTER NORTH
IDP3.09B	ENLARGED FINISH PLAN - LEVEL 1 LOBBY SOUTH

PROJECT TEAM

PROJECT SPONSORS
LAKEHOUSE COMMONS, LLC
c/o **URBAN CORE DEVELOPMENT, LLC**
405 14th STREET, SUITE 800
OAKLAND, CA 94611
CONTACT: Michael Johnson
PHONE: (415) 748-2300
EMAIL: mjohnson@urbancorellc.com

c/o **NATIONAL REAL ESTATE ADVISORS**
900 SEVENTH STREET, NW SUITE 600
WASHINGTON, DC 20001
CONTACT: Brian Dylus
PHONE: (202) 378-1050
EMAIL: bdylus@natrealestatedevelopment.com

EAST BAY ASIAN LOCAL DEVELOPMENT CO.
1825 SAN PABLO AVE., SUITE 200
OAKLAND, CA 94612
CONTACT: Ener Chiu
PHONE: (510) 287-5353 x 338
EMAIL: echiu@ebaldc.org

CONSTRUCTION MANAGEMENT
EMERALD FUND
703 16TH STREET, SUITE 200
SAN DIEGO, CA 92101
CONTACT: Shane Harris
PHONE: (415) 489-1323
EMAIL: shane@emeraldfund.com

ARCHITECT OF RECORD
AVRP SKYPORT, INC.
703 16TH STREET, SUITE 200
SAN DIEGO, CA 92101
CONTACT: Douglas Austin
PHONE: (619) 704-2700
EMAIL: dhaustin@avrpstudios.com

ASSOCIATE ARCHITECT
PYATOK ARCHITECTURE + URBAN DESIGN
1611 TELEGRAPH AVE., SUITE 200
OAKLAND, CA 94612
CONTACT: Michael Pyatok
PHONE: (510) 465-7010
EMAIL: mpyatok@pyatok.com

STRUCTURAL
DCI ENGINEERS
ONE POST, SUITE 1050
SAN FRANCISCO, CA 94104
CONTACT: Jeff Brink
PHONE: (415) 781-1505
EMAIL: jbrink@dci-engineers.com

INTERIORS
DE+
1066 HOWARD STREET
SAN FRANCISCO, CA 94103
CONTACT: Amy Eliot
PHONE: (415) 255-9740
EMAIL: amy@dilworthteliot.com

NOMADIKA DESIGN STUDIO
1524 62ND STREET
EMERYVILLE, CA 94608
CONTACT: Shirin Richens
PHONE: (415) 297-0749
EMAIL: shirin@nomadika.com

CIVIL ENGINEER
SANDIS
636 9TH ST
OAKLAND, CA 94607
CONTACT: Jeff Setera
PHONE: (510) 873-8866
EMAIL: jsetera@sandis.net

DRY UTILITIES
URBAN DESIGN CONSULTING ENGINEERS
350 TOWNSEND STREET, SUITE 409
SAN FRANCISCO, CA 94107
CONTACT: Jason J. Ling
PHONE: (415) 658-5850
EMAIL: jasonling@UrbanDesignCE.com

SHORING
AVAR CONSTRUCTION, INC.
47375 FREMONT BLVD
FREMONT, CA 94538
CONTACT: Carrick Pierce
PHONE: (510) 354-2000
EMAIL: cp@avarconstruction.com

LANDSCAPE ARCHITECT
PGADESIGN
444 17TH STREET
OAKLAND, CA 94612
CONTACT: Chris Kent
PHONE: (510) 550-6851
EMAIL: kent@pgadesign.com

JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218
ORINDA, CA 94563
CONTACT: Bruce Jett
PHONE: (925) 254-5422 x101
EMAIL: bruce@jett.land

MECHANICAL
PRAGMATIC
540 MANAWAI STREET #301
KAPOLEI, HA 96707
CONTACT: Fabian Serkis
PHONE: (808) 691-9916
EMAIL: Fabian.Serkis@pragmaticpe.com

MHC
150 8TH STREET
SAN FRANCISCO, CA 94103
CONTACT: Meng-Hsiu Chen
PHONE: (415) 512-7141 x 11
EMAIL: mhc@mhcengr.com

PLUMBING
PRAGMATIC
1885 CONCOURSE DRIVE
SAN JOSE, CA 95131
CONTACT: Haruo Yamamato
PHONE: (408) 326-0815
EMAIL: haruo@pragmaticpe.com

MHC
150 8TH STREET
SAN FRANCISCO, CA 94103
CONTACT: Evan Kim
PHONE: (415) 512-7141 x 37
EMAIL: evankim@mhcengr.com

ELECTRICAL
MORE CONSULTING
555 WEST MAIN AVENUE
MORGAN HILL, CA 95037
CONTACT: Michael Orosco
PHONE: (408) 778-4860
EMAIL: morosco@getmoreengineering.com

ACG ENGINEERS, INC.
7347 MISSION STREET
DALY CITY, CA 94014
CONTACT: Tony Jakosalem
PHONE: (650) 994-4906
EMAIL: tony@acgeng.com

LIGHTING
RON NEAL LIGHTING DESIGN
527 N HIGHWAY 101, SUITE A
SOLANA BEACH, CA 92075
CONTACT: Ron Neal
PHONE: (760) 942-4240
EMAIL: ron@rnld.com

LOW VOLTAGE
THE ENGINEERING ENTERPRISE
1305 MARINA VILLAGE PARKWAY
ALAMEDA, CA 94501
CONTACT: Deryle Rowe
PHONE: (510) 769-7600 x 109
EMAIL: deryle@engent.com

SIGNAGE
DEBRA NICHOLS DESIGN
468 JACKSON STREET
SAN FRANCISCO, CA 94111
CONTACT: Bill Comstock
PHONE: (415) 788-0766
EMAIL: debranicholsdesign@gmail.com

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
ENTITLEMENT PACKAGE
COVER SHEET

SHEET NUMBER.:

T0.00E

9/9/2019 3:07:36 PM
ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

GENERAL NOTES

1. THE SPECIFICATIONS, INCLUDED HEREWITH, ARE AN INTEGRAL PART OF THESE CONTRACT DOCUMENTS AND ALL CONDITIONS MENTIONED IN EITHER SHALL BE EXECUTED AS THOUGH SPECIFICALLY MENTIONED IN BOTH.

2. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE LOCAL FIRE MARSHAL, THE APPLICABLE CITY OF OAKLAND BUILDING OFFICIALS AND UTILITY COMPANIES FURNISHING SERVICES. NOTHING IN THE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED AS PERMITTING WORK THAT IS NOT IN CONFORMANCE WITH APPLICABLE CODES OR REGULATIONS. CODES GOVERNING THIS WORK INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:
   2016 CALIFORNIA ADMINISTRATIVE CODE (CAC) PART 1, TITLE 24, CALIFORNIA CODE OF REGULATIONS (CCR)
   2016 CALIFORNIA BUILDING CODE (CBC) VOLUMES 1 & 2 PART 2, TITLE 24, CCR BASED ON THE 2016 CALIFORNIA BUILDING CODE (IBC)
   2016 CALIFORNIA ELECTRICAL CODE (CEC) PART 3, TITLE 24, CCR BASED ON THE 2011 NATIONAL ELECTRICAL CODE (NEC)
   2016 CALIFORNIA MECHANICAL CODE (CMC) PART 4, TITLE 24, CCR BASED ON THE UNIFORM MECHANICAL CODE (UMC)
   2016 CALIFORNIA PLUMBING CODE (CPC) PART 5, TITLE 24, CCR BASED ON THE 2012 UNIFORM PLUMBING CODE (UPC)
   2016 CALIFORNIA FIRE CODE (CFC) PART 9, TITLE 24, CCR BASED ON THE 2012 INTERNATIONAL FIRE CODE (IFC)

3. THESE PLANS AND ALL NEW WORK SHALL COMPLY WITH THE CALIFORNIA BUILDING STANDARDS CODE FOUND IN THE STATE OF CALIFORNIA - TITLE 24 CCR AS AMENDED AND ADOPTED BY THE CITY OF OAKLAND.

4. REQUIREMENTS OF CODES AND REGULATIONS SHALL BE CONSIDERED AS MINIMUM. WHERE CONTRACT DOCUMENTS EXCEED W/O VIOLATING CODE AND REGULATION REQUIREMENTS, CONTRACT DOCUMENTS SHALL TAKE PRECEDENCE. WHERE CODES CONFLICT, THE MORE STRINGENT SHALL APPLY. ALL REQUIRED PERMITS SHALL BE OBTAINED FROM THE BUILDING OFFICIALS AND THE LOCAL FIRE MARSHAL BEFORE THE BUILDING IS OCCUPIED. FIRE DEPT. APPROVAL SHALL BE REQUESTED PRIOR TO FRAMING INSPECTION.

5. CONTRACTORS/SUBCONTRACTORS SHALL FIELD VERIFY ALL LOCATIONS, DIMENSIONS AND CONDITIONS OF WALLS, DOORS, PLUMBING, MECHANICAL ELECTRICAL ITEMS, ETC. (WHETHER SHOWN OR NOT SHOWN ON THE DRAWINGS) PRIOR TO START OF DISCREPANCIES.

6. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AND VERIFY FIELD CONDITIONS WITH THE CONTRACT DOCUMENTS BEFORE COMMENCING ACTIVITIES. THE CONTRACTOR SHALL VERIFY AND COORDINATE ALL DIMENSIONS INSOFAR AS NECESSARY TO INSTALL THE WORK PROPERLY AND RELATIVE TO THE SURROUNDING CONSTRUCTION, PRIOR TO SUBMISSION OF BIDS. THE ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY CONFLICTS, ERRORS OR OMISSIONS. NO ADDITIONAL CHARGES BY CONTRACTORS SHALL BE ALLOWED: FOR DISCREPANCIES BETWEEN EXISTING CONDITIONS AND NEW CONSTRUCTION THAT COULD HAVE BEEN IDENTIFIED DURING EXAMINATION.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION AND SIZE OF OPENINGS FOR ALL TRADES AND SHALL COORDINATE ALL CONSTRUCTION AS INDICATED BY THE CONTRACT DOCUMENTS, INCLUDING SHOP DRAWINGS.

8. CONTRACTOR SHALL ARRANGE FOR, IN ADVANCE WITH THE OWNER, CONSTRUCTION STORAGE AND STAGING AREAS NECESSARY TO COMPLETE THE WORK. ALL WORK AND STAGING AREAS SHALL BE RETURNED TO THE OWNER IN LIKE ORIGINAL CONDITIONS.

9. THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS TO PROTECT FINISHED PARTS OF THE MATERIALS AND EQUIPMENT AGAINST DAMAGE FROM ANY CAUSE DURING THE PROGRESS OF WORK AND UNTIL ACCEPTANCE BY THE OWNER.

10. THE CONTRACTOR SHALL MAINTAIN A CLEAN WORK PLACE. DUST POLLUTION AND PREVENTION OF DUST CONTAMINATION OF NON-WORK SPACES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR ON AN ON GOING, DAILY BASIS. THE CONTRACTOR SHALL DEVELOP, FOR THE OWNER, A SCHEDULE OF CONSTRUCTION WHICH INCLUDES THE NECESSARY ACTIONS TO MAINTAIN OPERATION OF THE ADJACENT FUNCTIONS (INCLUDING THOSE ON FLOOR ABOVE AND BELOW) DURING THE CONSTRUCTION PROCESS.

11. DIMENSIONS SHALL NOT BE SCALED FROM THE PLANS, SECTIONS, ELEVATIONS, OR DETAILS. ALL DRAWINGS ARE APPROXIMATE AND ARE GIVEN FOR ESTIMATING PURPOSES.

12. THE ARCHITECT AND ARCHITECT'S CONSULTANTS SHALL HAVE NO RESPONSIBILITY FOR THE DISCOVERY, PRESENCE, HANDLING, REMOVAL OR DISPOSAL OF OR EXPOSURE OF PERSONS TO HAZARDOUS MATERIALS IN ANY FORM AT THE PROJECT SITE, INCLUDING BUT NOT LIMITED TO ASBESTOS, ASBESTOS PRODUCTS, POLYCHLORINATED BIPHENYL (PCB) OR OTHER TOXIC SUBSTANCES.

13. IF AT ANY TIME SHOULD ANY CONDITIONS ARISE WHEREIN THE INTENT OF THE DRAWINGS IS IN DOUBT OR WHERE THERE IS A DISCREPANCY BETWEEN THE DRAWINGS AND FIELD CONDITIONS, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY FOR WRITTEN CLARIFICATION.

14. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. SAFETY OF ALL PARTIES PRESENT ON THE JOB SITE IS SOLELY THE CONTRACTORS RESPONSIBILITY.

15. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY AND CHARGE OF AND SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK OF THE FAILURE OF ANY OF THEM TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

16. CONTRACTOR SHALL PROVIDE ACCESS PANELS AT ALL CONCEALED VALVES AND CONTROLS. CONTRACTOR SHALL COORDINATE FINAL ACCESS PANEL LOCATIONS WITH THE ARCHITECT.

17. MECHANICAL, PLUMBING, AND ELECTRICAL CONTRACTORS SHALL REVIEW ARCHITECTURAL AND OTHER TRADES DRAWINGS FOR COORDINATION AND LOCATION OF THEIR ITEMS FOR INSTALLATION REQUIREMENTS. PRIOR TO SUBMISSION OF THEIR BIDS THE ARCHITECT SHALL BE NOTIFIED OF ANY CONFLICTS, ERRORS, OR OMISSIONS.

18. ALL CONTRACT SURFACES BETWEEN MATERIALS CAUSING ELECTROLYSIS (ESPECIALLY ALUMINUM AND FERROUS METALS SHALL HAVE BOTH SURFACES COATED WITH AN APPROVED ELECTROLYSIS PROHIBITING COATING.

19. INSTALL METAL SCREED (MOLDING/TRIM) REINFORCEMENT AT ALL EXPOSED GYPSUM BOARD CORNERS AND METAL EDGE SCREED REINFORCEMENT WHERE GYPSUM BOARD TERMINATES AT OTHER MATERIALS.

20. ALL NEW SURFACES AND ANY EXISTING SURFACES (WHERE REQUIRED TO BE PATCHED) SHALL BE SMOOTH, CONTINUOUSLY FREE OF IMPERFECTIONS, AND IN PROPER CONDITION TO RECEIVE FINISHES AS SPECIFIED. IN PATCHED AREAS OR ANY AREAS WHERE A FINISH IS NOT SPECIFIED, SURFACE MATERIAL SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION AND FINISH.

21. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF TRANSFORMERS AND UNDERGROUND UTILITY WITH APPROPRIATE UTILITY COMPANIES. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE ACTUAL STATIC WATER PRESSURE AT THE PROPERTY LINE AND REPORT THE FINDINGS, IN WRITING, TO THE ARCHITECT AND MECHANICAL ENGINEER PRIOR TO THE START OF CONSTRUCTION.

22. THE CONTRACTOR AND HIS SUBCONTRACTORS SHALL BE RESPONSIBLE FOR COORDINATION OF THEIR WORK WITH THE WORK OF OTHERS. SUBCONTRACTORS SHALL VERIFY THAT ANY WORK RELATED TO THEM, WHICH MUST BE PROVIDED BY OTHERS, HAS BEEN COMPLETED AND IS ADEQUATE PRIOR TO COMMENCING THEIR WORK.

23. UNLESS OTHERWISE NOTED, DIMENSIONS ARE TO COLUMN CENTERLINE, FACE OF STUD PARTITION, FACE OF MASONRY WALLS AND FACE OF EXISTING WALLS.

24. ALL CUTTING AND PATCHING SHALL BE DONE BY THE GENERAL CONTRACTOR AS OUTLINED IN THE SUPPLEMENTARY GENERAL CONDITIONS OF THE SPECIFICATIONS. PATCHES IN FINISH SURFACES SHALL MATCH THE ADJACENT SURFACES IN MATERIAL, FINISH AND QUALITY.

25. NEW WORK EXTENDING EXISTING CONDITIONS SHALL ALIGN WITH AND MATCH EXISTING WORK EXCEPT WHERE OTHERWISE DIMENSIONED OR DETAILED.

26. ALL SOUND RATED WALLS OR PARTITIONS AND ALL CMU WALLS SHALL EXTEND TO THE UNDERSIDE OF THE STRUCTURE OR DECK ABOVE UNLESS OTHERWISE NOTED. THESE PARTITIONS SHALL BE ENTIRELY SEALED OFF WITH CLOSURE GASKETS AND-OR ACOUSTICAL SEALANT AT BOTTOM, TOP, SIDES AND ANY OTHER ABUTMENT WHERE A SOUND LEAK WOULD OTHERWISE OCCUR. ALL PENETRATIONS SUCH AS PIPING, CONDUITS, DUCTS, ETC., IN SUCH PARTITIONS SHALL BE PACKED AND SEALED ALONG THE PERIMETER OF THE PENETRATION.

27. IN THE CASE OF NON-RATED PARTITIONS, CARRY METAL STUDS TO THE STRUCTURE ABOVE, AND HOLD THE GYPSUM BOARD TO 6" MINIMUM ABOVE THE FINISHED CEILING.

28. DUE TO MANUFACTURER'S VARIATION WITH SIZE OF EQUIPMENT, CASEWORK, PLUMBING FIXTURES, ETC., ALL DIMENSIONS REFERRING TO THE SPACE WHERE SUCH ITEMS ARE BUILT-IN SHALL BE VERIFIED WITH THE ITEM SUPPLIED.

29. EXITS
   A. ALL EXITS SHALL BE PROVIDED IN ACCORDANCE TO CBC CHAPTER 10.
   B. ALL EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE AND WITHOUT USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT SHALL BE ACCESSIBLE BY THE HANDICAPPED. PROVIDE PANIC HARDWARE AT EXITS TO EXTERIOR AND AS REQUIRED BY CODE.

30. ALL GLASS SHALL COMPLY WITH THE REQUIREMENTS OF CBC CHAPTER 24.

31. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION, REPAIR, ADDITION, DEMOLITION AND CHANGE OF OCCUPANCY OF EXISTING STRUCTURES, SHALL BE IN ACCORDANCE WITH APPLICABLE CODES OF THE CBC CHAPTER 34 AND SHALL CONFORM TO CFC CHAPTER 33. WELDING, CUTTING, AND OTHER HOT WORK SHALL BE IN CONFORMANCE WITH CFC CHAPTER 35.

32. NEW AND EXISTING BUILDINGS SHALL BE PROVIDED WITH APPROVED ADDRESS NUMBERS OR LETTERS. EACH CHARACTER SHALL BE A MINIMUM 4 INCHES HIGH AND A MINIMUM OF 0.5 INCH WIDE. THEY SHALL BE INSTALLED ON A CONTRASTING BACKGROUND AND BE PLAINLY VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. WHERE ACCESS IS BY MEANS OF PRIVATE ROAD AND THE BUILDING ADDRESS CANNOT BE VIEWED FROM THE PUBLIC WAY, A MONUMENT, POLE OR OTHER APPROVED SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE. (CBC 501.2)

33. ADDRESS IDENTIFICATION SHALL BE PROVIDED FOR ALL NEW AND EXISTING BUILDINGS IN A LOCATION THAT IS PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. WHERE ACCESS IS BY WAY OF A PRIVATE ROAD AND THE BUILDING ADDRESS CANNOT BE VIEWED FROM THE PUBLIC WAY, AN APPROVED SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE. PREMISES IDENTIFICATION SHALL CONFORM TO CBC SECTION 501.2.

34. ALL INTERIOR FINISHES SHALL BE IN ACCORDANCE TO THE CBC CHAPTER 8.

35. WALL, FLOOR AND CEILING FINISHES AND MATERIALS SHALL NOT EXCEED THE INTERIOR FINISH CLASSIFICATIONS IN CBC TABLE 803.9 AND SHALL MEET THE FLAME PROPAGATION PERFORMANCE CRITERIA OF THE CALIFORNIA CODE OF REGULATIONS, TITLE 19, DIVISION 1. DECORATIVE MATERIALS SHALL BE PROPERLY TREATED BY A PRODUCT OR PROCESS APPROVED BY THE STATE FIRE MARSHAL WITH APPROPRIATE DOCUMENTATION PROVIDED TO THE CITY OF OAKLAND.

36. SPECIAL INSPECTIONS FOR EXISTING SITE SOIL CONDITIONS, FILL PLACEMENT AND LOAD-BEARING REQUIREMENTS SHALL BE AS REQUIRED BY SECTION 1704.7 AND TABLE 1704.7.

37. VERIFY MATERIALS BELOW SHALLOW FOUNDATIONS ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY. SPECIFY AND PROVIDE PERIODIC SPECIAL INSPECTION ON THE STATEMENT OF SPECIAL INSPECTIONS.

38. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL SPECIFY AND PROVIDE PERIODIC SPECIAL INSPECTION ON THE STATEMENT OF SPECIAL INSPECTIONS.

39. THE PERSON MAKING OR CAUSING AN EXCAVATION TO BE MADE SHALL PROVIDE WRITTEN NOTICE TO THE OWNERS OF ADJOINING BUILDINGS ADVISING THEM THAT THE EXCAVATION IS TO BE MADE AND THAT THE ADJOINING BUILDINGS SHOULD BE PROTECTED, DELIVERED NOT LESS THAN 10 DAYS PRIOR TO THE SCHEDULED EXCAVATION STARTING DATE.

STORM WATER QUALITY NOTES CONSTRUCTION BMP'S

THIS PROJECT SHALL COMPLY WITH ALL REQUIREMENTS OF THE STATE PERMIT; CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, AND NPDES (http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml)

NOTES BELOW REPRESENT KEY MINIMUM REQUIREMENTS FOR CONSTRUCTION BMP'S.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF ALL SILT AND MUD ON ADJACENT STREET(S), DUE TO CONSTRUCTION VEHICLES OR ANY OTHER CONSTRUCTION ACTIVITY, AT THE END OF EACH WORK DAY, OR AFTER A STORM EVENT THAT CAUSES A BREECH IN INSTALLED CONSTRUCTION BMP'S WHICH MAY COMPROMISE STORM WATER QUALITY WITHIN ANY STREET(S). A STABILIZED CONSTRUCTION EXIT MAY BE REQUIRED TO PREVENT CONSTRUCTION VEHICLES OR EQUIPMENT FROM TRACKING MUD OR SILT ONTO THE STREET.

2. ALL STOCKPILES OF SOIL AND/OR BUILDING MATERIALS THAT ARE INTENDED TO BE LEFT FOR A PERIOD GREATER THAN SEVEN CALENDAR DAYS ARE TO BE COVERED. ALL REMOVABLE BMP DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN FIVE DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.

3. A CONCRETE WASHOUT SHALL BE PROVIDED ON ALL PROJECTS WHICH PROPOSE THE CONSTRUCTION OF ANY CONCRETE IMPROVEMENTS WHICH ARE TO BE POURED IN PLACE ON SITE.

4. THE CONTRACTOR SHALL RESTORE ALL EROSION/SEDIMENT CONTROL DEVICES TO WORKING ORDER AFTER EACH RUN-OFF PRODUCING RAINFALL OR AFTER ANY MATERIAL BREACH IN EFFECTIVENESS.

5. ALL SLOPES THAT ARE CREATED OR DISTURBED BY CONSTRUCTION ACTIVITY MUST BE PROTECTED AGAINST EROSION AND SEDIMENT TRANSPORT AT ALL TIMES.

6. THE STORAGE OF ALL CONSTRUCTION MATERIALS AND EQUIPMENT MUST BE PROTECTED AGAINST ANY POTENTIAL RELEASE OF POLLUTANTS INTO THE ENVIRONMENT.

FIRE PROTECTIVE & FIRE RESISTIVE REQUIREMENTS

1. PORTABLE FIRE EXTINGUISHERS
   A. THE CONTRACTOR SHALL PROVIDE AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 2-A-10B:C WITHIN 75 FEET MAXIMUM TRAVEL DISTANCE FOR EACH 11,250 SQUARE FEET OF PORTION THEREOF ON EACH FLOOR. [CFC §906, CAL. CODE REGES., TIT. 19 §3.29] EXTINGUISHERS SHALL BE PROVIDED FOR DURING THE CONSTRUCTION PHASE. THE OWNER SHALL PROVIDE ADDITIONAL EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT FIELD INSPECTOR.
   B. A SODIUM BICARBONATE OR POTASSIUM BICARBONATE DRY-CHEMICAL-TYPE PORTABLE FIRE EXTINGUISHER HAVING A MINIMUM RATING OF 40-B SHALL BE INSTALLED WITHIN 30 FEET OF COMMERCIAL FOOD HEAT-PROCESSING EQUIPMENT. [CFC §1006.2.7]

2. FIRE SPRINKLER SYSTEM
   A. INSTALLATION OF THE SPRINKLER SYSTEM SHALL NOT BE STARTED UNTIL COMPLETE PLANS AND SPECS., INCLUDING WATER SUPPLY INFORMATION AND TYPE OF SPRINKLER SYSTEM, IF ANY, HAVE BEEN APPROVED BY THE LOCAL FIRE MARSHALL.
   B. THE AUTOMATIC SPRINKLER PLANS SHALL INCLUDE THE SPACING AND DETAILS OF THE SUPPORT AND BRACING OF FIRE SPRINKLER PIPING. PROVIDE ANCHORAGE DETAILS AND CALCULATIONS FOR THE CONNECTION OF SWAY BRACING TO THE STRUCTURE. DESIGN LOADS FOR THE ANCHORAGE MAY BE COMPUTED PER APPENDIX A-3-10.3.5.1 OF NFPA 13 OR TABLE 3-5.3.5.1 OF NFPA 13. REFER TO PLUMBING SHEETS FOR FURTHER REQUIREMENTS.
   C. COMPLETE PLANS AND SPECIFICATIONS FOR FIRE ALARM SYSTEMS; FIRE-EXTINGUISHING SYSTEMS, INCLUDING AUTOMATIC SPRINKLERS AND WET AND DRY STANDPIPES; HALON SYSTEMS AND OTHER SPECIAL TYPES OF AUTOMATIC FIRE-EXTINGUISHING SYSTEMS; BASEMENT PIPE INLETS; AND OTHER FIRE-PROTECTION SYSTEMS AND APPURTENANCES THERETO SHALL BE SUBMITTED TO FIRE AND LIFE SAFETY FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
   D. AT VARIOUS STAGES AND UPON COMPLETION, THE SYSTEM SHALL BE TESTED IN THE PRESENCE OF THE ENFORCING AGENCY.
   E. UNLESS NOTED OTHERWISE OR DISALLOWED BY CODE, ALL FIRE SPRINKLER HEADS WILL BE INSTALLED WITH FLUSH COVER PLATES WITH A WHITE FINISH. IF FOR ANY REASON RECESSED CUPS ARE UTILIZED, THE CUPS AND HEADS SHALL HAVE A WHITE FINISH.
   F. VALVES CONTROLLING THE WATER SUPPLY FOR AUTOMATIC SPRINKLER SYSTEMS AND WATER-FLOW SWITCHES ON ALL SPRINKLER SYSTEMS SHALL BE ELECTRICALLY MONITORED WHERE THE NUMBER OF SPRINKLERS IS 20 OR MORE.
   G. THE FIRE SPRINKLER SYSTEM SHALL BE DESIGN/BUILD AND, IN ADDITION TO HAVING ALL DEVICES REQUIRED WITHIN THE BUILDING, WILL ALSO INCLUDE (IF REQUIRED BY LOCAL AGENCIES) A COMPLETE WATER SUPPLY SYSTEM INCLUDING AN APPROVED BACKCHECK DETECTOR(S), ALARMED FLOW SWITCHES, ETC.
   H. APPROVED AUTOMATIC FIRE-EXTINGUISHING SYSTEMS SHALL BE PROVIDED FOR THE PROTECTION OF COMMERCIAL-TYPE COOKING EQUIPMENT. SEPARATE COMPLETE PLANS FOR THESE SYSTEMS SHALL BE SUBMITTED TO FIRE PLAN CHECK FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. [CFC § 1006.2.1]
   I. WHERE A BUILDING FIRE ALARM SYSTEM IS INSTALLED, AUTOMATIC FIRE-EXTINGUISHING SYSTEMS SHALL BE MONITORED BY THE BUILDING FIRE ALARM SYSTEM IN ACCORDANCE WITH NFPA 72. [CFC 904.3.5,CBC 904.3.5]
   J. INSTALLATION OF FIRE ALARM SYSTEMS SHALL BE IN ACCORDANCE WITH CFC §907.
   K. ALARM SYSTEMS SHALL BE ELECTRICALLY MONITORED BY AN APPROVED CENTRAL, SUPERVISORY, OR REMOTE STATION. SIGNALS MAY BE MONITORED AT THE BUILDING'S CENTRAL CONTROL STATION IF IT IS CONSTANTLY STAFFED.
   L. FIRE EXTINGUISHING SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH CFC 903 AND 904, AND COMPLY WITH STANDARDS OF 903.3.

3. SPRINKLER HEAD LOCATION WHERE NOT IN CONFLICT WITH APPLICABLE CODES CENTER ALL HEADS IN CEILING PANELS AND IN ROOMS AND AS PER ARCHITECTS REQUEST OR REVIEW OF SHOP DRAWINGS. [CODE REGS., TIT. 19, §3.08,3.21, CFC §807]

4. FIRE RESISTIVE CONSTRUCTION REFER TO "PROJECT DATA" FOR THE TYPE OF CONSTRUCTION THIS STRUCTURE ADHERES TO. ALL PENETRATIONS THROUGH RATED ASSEMBLIES SHALL BE FIRE-STOPPED BY ONE OF THE FOLLOWING MEANS:
   A. PIPES, CONDUITS, ETC. PASSING THROUGH RATED WALLS, FLOORS, ROOFS, ETC. SHALL BE FIRE-STOPPED WITH A UL LISTED FIRE STOP SEALANT IN ACCORDANCE WITH THE APPROVED UL LISTED SYSTEM.
   B. DOOR OPENINGS SHALL BE PROTECTED BY A UL LISTED (OR EQUAL) DOOR AND DOOR FRAME. ALL RATED DOORS SHALL BE POSITIVE LATCHING, AUTOMATIC CLOSING AND GASKETED TO PREVENT PASSAGE OF SMOKE.
   C. MECHANICAL AIR DUCTS PASSING THROUGH RATED CONSTRUCTION SHALL BE PROTECTED BY CALIF. STATE FIRE MARSHAL APPROVED FIRE DAMPERS, INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURES PRINTED INSTRUCTIONS. PROVIDE ACCESS PANELS WHERE REQUIRED TO RESET / TEST UNITS. ASSEMBLIES INCLUDING SLEEVES SHALL BE APPROVED ALSO BY THE LOCAL BUILDING OFFICIAL PRIOR TO INSTALLATION.
   D. ALL PENETRATIONS IN RATED WALLS OVER 16 SQ. INCHES SHALL BE BACKWRAPPED WITH 5/8" TYPE 'X' GYP. BOARD. WHERE PENETRATIONS OCCUR ON OPPOSITE SIDES OF THE WALL, SEPARATE SUCH PENETRATIONS BY MINIMUM OF 24". UNPROTECTED PENETRATIONS (UNDER 16 SQ. IN.) SHALL NOT EXCEED 100 SQ IN. TOTAL FOR EACH 100 SQ. FT. OF WALL.

5. PROVIDE ACCESS PANELS WHERE NECESSARY TO PROVIDE ACCESS TO FIRE DAMPERS, ELECTRICAL, DISCONNECTS, PUMPS, VALVES, ETC. WHERE SUCH PANEL IS IN A RATED ASSEMBLY IT SHALL BE OF THE SAME RATING AS THAT ASSEMBLY.

6. THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS IS THE GROUND FLOOR.

7. ALL REQUIRED PERMITS MUST BE OBTAINED FROM THE FIRE PREVENTION BUREAU BEFORE THE BUILDING IS OCCUPIED.

8. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE IN ACCORDANCE WITH CFC CHAPTER 14. [CFC 1401]

9. EMERGENCY PLANS SHALL BE SUBMITTED TO FIRE AND LIFE SAFETY FOR REVIEW AND APPROVAL PRIOR TO OCCUPANCY. [CFC 401.2, CAL. CODE REGS., TIT. 19, §3.09]

10. COMPLETE PLANS AND SPECIFICATIONS FOR SPECIAL EGRESS-CONTROL DEVICES SHALL BE SUBMITTED TO FIRE AND LIFE SAFETY FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

11. AT LEAST ONE FIRE EXTINGUISHER WITH A MINIMUM RATING OF 4 -A-20B:C SHALL BE PROVIDED OUTSIDE OF EACH MECHANICAL, ELECTRICAL, OR BOILER ROOM. [CFC §906, UFC STANDARD 10-1, CAL. CODE REGS., TIT. 19,§3.29]

12. STANDPIPE SYSTEM SHALL COMPLY WITH THE REQUIREMENTS OF CBC §905. [CBC §905, CFC §905]

13. EVERY BUILDING FOUR STORIES OR MORE IN HEIGHT SHALL BE PROVIDED WITH NOT LESS THAN ONE STANDPIPE FOR USE DURING CONSTRUCTION PER CFC SECTION 1413.

14. AN APPROVED AUDIBLE SPRINKLER FLOW ALARM SHALL BE PROVIDED ON THE EXTERIOR OF THE BUILDING IN AN APPROVED LOCATION. AN APPROVED LOCATION AUDIBLE SPRINKLER FLOW ALARM TO ALERT THE OCCUPANTS SHALL BE PROVIDED IN THE INTERIOR OF THE BUILDING IN A NORMALLY OCCUPIED LOCATION. [CBC §904.3.2, UBC STANDARD 9-1]

15. GROUP R, DIVISION 2 OCCUPANCIES SHALL BE PROVIDED WITH A MANUAL AND AUTOMATIC FIRE ALARM SYSTEM IN APARTMENT HOUSES THREE OR MORE STORIES IN HEIGHT OR CONTAINING 16 OR MORE DWELLING UNITS, IN HOTELS THREE OR MORE STORIES IN HEIGHT. [CBC § 310.10]

16. COMPLETE PLANS AND SPECIFICATIONS FOR THE OPERATION OF ELEVATORS UNDER FIRE OR OTHER EMERGENCY CONDITIONS SHALL BE SUBMITTED TO FIRE AND LIFE SAFETY FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

17. ELEVATORS SHALL COMPLY WITH ELEVATOR STRETCHER REQUIREMENTS OF CBC §3002.4.

18. A SPRINKLER WATER-FLOW ALARM-INITIATING DEVICE AND A CONTROL VALVE WITH A SUPERVISORY SIGNAL-INITIATING DEVICE SHALL BE PROVIDED AT THE LATERAL CONNECTION TO THE RISER FOR EACH FLOOR.

19. 907.2.13.1 AUTOMATIC SMOKE DETECTION. AUTOMATIC SMOKE DETECTION IN HIGH-RISE BUILDINGS SHALL BE IN ACCORDANCE WITH SECTIONS 907.2.13.1.1 AND 907.2.13.1.2.

20. 907.2.13.1.1 AREA SMOKE DETECTION. AREA SMOKE DETECTORS SHALL BE PROVIDED IN ACCORDANCE WITH THIS SECTION. SMOKE DETECTORS SHALL BE CONNECTED TO AN AUTOMATIC FIRE ALARM SYSTEM. THE ACTIVATION OF ANY DETECTOR REQUIRED BY THIS SECTION SHALL OPERATE THE EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM IN ACCORDANCE WITH SECTION 907.5.2.2. SMOKE DETECTORS SHALL BE LOCATED AS FOLLOWS:
   A. IN EACH MECHANICAL EQUIPMENT, ELECTRICAL, TRANSFORMER, TELEPHONE EQUIPMENT OR SIMILAR ROOM WHICH IS NOT PROVIDED WITH SPRINKLER PROTECTION.
   B. IN EACH ELEVATOR MACHINE ROOM AND IN ELEVATOR LOBBIES.

21. 907.2.13.1.2 DUCT SMOKE DETECTION. SMOKE DETECTORS LISTED FOR USE IN AIR DUCT SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH THIS SECTION AND THE CALIFORNIA MECHANICAL CODE. THE ACTIVATION OF ANY DETECTOR REQUIRED BY THIS SECTION SHALL INITIATE A VISIBLE AND AUDIBLE SUPERVISORY SIGNAL AT A CONSTANTLY ATTENDED LOCATION.

22. AN EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM SHALL BE PROVIDED THROUGHOUT HI-RISE BUILDINGS IN ACCORDANCE WITH SECTION 907.2.13.2.

23. AN APPROVED TWO-WAY, FIRE DEPARTMENT COMMUNICATION SYSTEM DESIGNED AND INSTALLED IN ACCORDANCE WITH NFPA 72 SHALL BE PROVIDED FOR FIRE DEPARTMENT USE UNLESS THE FIRE DEPARTMENT APPROVES USE OF RADIO SYSTEMS. IT SHALL OPERATE BETWEEN A FIRE COMMAND CENTER COMPLYING WITH SECTION 911 AND ELEVATORS, ELEVATOR LOBBIES, EMERGENCY AND STANDBY POWER ROOMS, FIRE PUMP ROOMS, AREAS OF REFUGE AND INSIDE ENCLOSED EXIT STAIRWAYS. THE FIRE DEPARTMENT COMMUNICATION DEVICE SHALL BE PROVIDED AT EACH FLOOR LEVEL WITHIN THE ENCLOSED STAIRWAY.

24. FIRE COMMAND CENTER SHALL COMPLY WITH NFPA 72 AND 2010 CFC, SECTION 508.

25. FIRE APPARATUS ACCESS ROADS AND WATER SUPPLIES FOR FIRE PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.

26. CONSTRUCTION DOCUMENTS APPROVED BY THE FIRE CODE OFFICIAL ARE APPROVED WITH THE INTENT THAT SUCH CONSTRUCTION DOCUMENTS COMPLY IN ALL RESPECTS WITH THE CURRENT CODE. REVIEW AND APPROVAL BY THE FIRE CODE OFFICIAL SHALL NOT RELIEVE THE APPLICANT OF THE RESPONSIBILITY OF COMPLIANCE WITH THIS CODE.

CA GREEN BUILDING STANDARDS CODE NOTES

1. DESIGNATED PARKING FOR ANY COMBINATION OF LOW-EMITTING, FUEL- EFFICIENT, AND CARPOOL/VANPOOL VEHICLES SHALL BE PROVIDED AS SHOWN IN TABLE 5.106.6.2.

2. WEATHER-RESISTANT EXTERIOR WALL AND FOUNDATION ENVELOPE SHALL BE PROVIDED AS REQUIRED BY CALIFORNIA BUILDING CODE SECTION 1403.2 AND CALIFORNIA ENERGY CODE SECTION 150, MANUFACTURER'S INSTALLATION INSTRUCTIONS, OR LOCAL ORDINANCE, WHICHEVER IS MORE STRINGENT.

3. MOISTURE CONTROL MEASURES SHALL BE EMPLOYED BY THE FOLLOWING METHODS; SECTION 5.407.2 OF CALGREEN.

4. EXTERIOR ENTRIES AND OPENINGS SHALL BE DESIGNED TO PREVENT WATER INTRUSION INTO BUILDINGS.

5. RESILIENT FLOORING SYSTEMS WILL COMPLY WITH THE VOC-EMISSION LIMITS DEFINED IN THE 2009 CHPS CRITERIA AND LISTED ON ITS LOW-EMITTING MATERIALS LIST (OR PRODUCT REGISTRY), OR CERTIFIED UNDER THE FOURSCORE PROGRAM OF THE RESILIENT FLOOR COVERING INSTITUTE.

6. SMOKING SHALL BE PROHIBITED WITHIN 25 FEET OF BUILDING ENTRIES, OUTDOOR AIR INTAKES AND OPERABLE WINDOWS WHERE OUTDOOR AREAS ARE PROVIDED FOR SMOKING, AND IN BUILDINGS. SHOW NO SMOKING AREA BY SIGNAGE OR OTHERWISE IN THOSE SPECIFIC AREA OUTLINED ABOVE.

7. MINIMUM STC RATING OF 40 SHALL BE PROVIDED FOR WALL AND FLOOR-CEILING ASSEMBLIES SEPARATING TENANT SPACES AND TENANT SPACES AND PUBLIC PLACES.

8. 100% OF TREES, STUMPS, ROCKS AND ASSOCIATED VEGETATION AND SOILS RESULTING PRIMARILY FROM LAND CLEARING SHALL BE REUSED OR RECYCLED. A LETTER FROM THE CONTRACTOR WITH VERIFICATIONS NEEDS TO BE SUBMITTED TO THE INSPECTOR TO SHOW COMPLIANCE.

9. PREVENT IRRIGATION SPRAY ON STRUCTURES.

10. ADHESIVES, SEALANTS, CAULKS. ADHESIVES AND SEALANTS USED ON THE PROJECT SHALL MEET THE REQUIREMENTS OF THE FOLLOWING STANDARDS. (SECTION 5.504.4.1 OF CAL GREEN) ADHESIVES, ADHESIVE BONDING PRIMERS, ADHESIVE PRIMERS, SEALANTS, SEALANT PRIMERS, AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS, AS SHOWN IN TABLES 5.504.4.1 AND 5.504.4.2 OF CALGREEN." (CGBSC 5.504.4.1)

11. A LETTER FROM THE CONTRACTOR AND OR THE BUILDING OWNER CERTIFYING WHAT MATERIAL HAS BEEN USED AND ITS COMPLIANCE WITH THE CODE MUST BE SUBMITTED TO THE BUILDING INSPECTOR.

12. AEROSOL ADHESIVES, AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCT, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATEWIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS, OF CALIFORNIA CODE OF REGULATIONS, TITLE 17, COMMENCING WITH SECTION 94507.

13. NOTE ON THE PLANS "ARCHITECTURAL PAINTS AND COATINGS SHALL COMPLY WITH TABLE 5.504.4.2 UNLESS MORE STRINGENT LOCAL LIMITS APPLY." (CGBSC 5.504.3)

14. AEROSOL PAINTS AND COATINGS. AEROSOL PAINTS AND COATINGS SHALL MEET THE PRODUCT-WEIGHTED MIR LIMITS FOR ROC IN SECTION 94522(A)(3) AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS AND OZONE DEPLETING SUBSTANCES (CCR, TITLE 17. SECTION 94520 ET SEQ)." (CGBSC 5.504.4.3.1)

15. PROVIDE A LETTER FROM THE CONTRACTOR AND OR THE BUILDING OWNER CERTIFYING WHAT PAINT HAS BEEN USED AND ITS COMPLIANCE WITH THE CODE MUST BE SUBMITTED TO THE BUILDING INSPECTOR.

16. ALL CARPET INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS OF ONE OF THE STANDARDS LISTED IN 5.504.4.4.

17. ALL CARPET CUSHION INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE REQUIREMENTS OF THE CARPET AND RUG INSTITUTE GREEN LABEL PROGRAM. ALL CARPET ADHESIVE SHALL MEET THE REQUIREMENTS OF TABLE 804.4.1. A LETTER FROM THE INSTALLER CERTIFYING COMPLIANCE MUST BE SUBMITTED TO THE BUILDING INSPECTOR.

18. HARDWOOD PLYWOOD, PARTICLEBOARD, AND MEDIUM DENSITY FIBERBOARD COMPOSITE WOOD PRODUCTS USED ON THE INTERIOR OR EXTERIOR OF THE BUILDING SHALL MEET THE REQUIREMENTS FOR FORMALDEHYDE AS SPECIFIED IN TABLE 5.504.4." (CGBSC 5.504.4.5)

19. DOCUMENTATION SHALL BE PROVIDED VERIFYING THAT RESILIENT FLOORING MATERIALS MEET THE POLLUTANT EMISSION LIMITS.

UNIT MIX

UNIT	TYPE	UNIT COUNT	NET AREA SQ. FT.	TOTAL UNIT TYPE NET AREA SQ. FT.
UNIT SUMMARY - NORTH				
B1	JR. 1 BEDROOM	14	510	7,140
B2	JR. 1 BEDROOM	14	523	7,322
B3	JR. 1 BEDROOM	13	480	6,240
B4	JR. 1 BEDROOM	13	512	6,656
	TOTAL JR. 1 BEDROOM	54		27,358
D	1 BEDROOM	25	630	15,750
H1	1 BEDROOM	23	739	16,997
H2	1 BEDROOM	24	712	17,088
J1	1 BEDROOM + DEN	11	995	10,945
J2	1 BEDROOM + DEN	11	986	10,846
	TOTAL 1 BEDROOM	94		71,626
C	2 BEDROOM	11	955	10,505
C2	2 BEDROOM	3	968	2,904
C3	2 BEDROOM	11	1,013	11,143
E	2 BEDROOM	25	1,091	27,275
F	2 BEDROOM	13	954	12,402
F2	2 BEDROOM	11	982	10,802
G	2 BEDROOM	23	1,182	27,186
	TOTAL 2 BEDROOM	98		102,217
A	3 BEDROOM	25	1,361	34,025
	TOTAL 3 BEDROOM	25		34,025
	GRAND TOTAL	270		235,226
UNIT SUMMARY - SOUTH				
S1	STUDIO	4	341	1,364
S1.1	STUDIO	1	323	323
S2	STUDIO	4	412	1,648
S3-AV	STUDIO	1	388	388
S4-ACC	STUDIO	3	407	1223
S4.1-ACC	STUDIO	1	384	384
S5	STUDIO	5	380	1902
S6	STUDIO	1	398	398
S7	STUDIO	5	365	1825
S8	STUDIO	4	324	1296
S8.1	STUDIO	1	317	317
S9	STUDIO	3	380	1140
S10	STUDIO	3	362	1086
S11	STUDIO	4	343	1372
S11.1	STUDIO	1	339	339
S12	STUDIO	1	392	329
	TOTAL STUDIO UNITS	42		15,398
A1	1 BEDROOM	1	629	629
A2	1 BEDROOM	4	539	2,156
A3	1 BEDROOM	4	542	2,168
A2-AV	1 BEDROOM	1	539	539
A4	1 BEDROOM	3	559	1,677
A4.1	1 BEDROOM	2	517	1,034
A5	1 BEDROOM	2	553	1,106
A6-ACC	1 BEDROOM	2	548	1,096
A6.1-ACC	1 BEDROOM	1	556	556
A7	1 BEDROOM	3	520	1,560
A7.1	1 BEDROOM	2	525	1,050
A8	1 BEDROOM	4	536	2,144
	TOTAL 1 BEDROOM	29		15,715
B1.1	2 BEDROOM	3	852	2,555
B1.2	2 BEDROOM	2	761	1,522
B2	2 BEDROOM	2	798	1,596
B2.1	2 BEDROOM	2	803	1,607
B2-AV	2 BEDROOM	1	798	798
B3	2 BEDROOM	1	779	779
B4	2 BEDROOM	3	901	2,712
B5-ACC	2 BEDROOM	2	899	1,798
	TOTAL 2 BEDROOM	16		13,367
C1	3 BEDROOM	1	1,081	1,081
C1.1	3 BEDROOM	1	1,172	1,172
C1-AV	3 BEDROOM	1	1,172	1,172
C2-ACC	3 BEDROOM	1	1,176	1,176
	TOTAL 3 BEDROOM	4		4,601
	GRAND TOTAL	91		49,081

ACCESSIBLE UNITS (ACC): 10%

COMMUNICATION ACCESSIBLE UNITS (AV): 4%

HUD RESIDENTIAL UNIT AREAS - GROSS & NET

UNIT	TYPE	UNIT COUNT	GROSS AREA SQ. FT.	TOTAL UNIT TYPE GROSS AREA SQ. FT.	NET AREA SQ. FT.	TOTAL UNIT TYPE NET AREA SQ. FT.
B1	JR. 1 BEDROOM	14	555	7,770	510	7,140
B2	JR. 1 BEDROOM	14	578	8,092	523	7,322
B3	JR. 1 BEDROOM	13	546	7,098	480	6,240
B4	JR. 1 BEDROOM	13	559	7,267	512	6,656
	TOTAL JR. 1 BEDROOM	54		30,227		27,358
D	1 BEDROOM	25	689	17,225	630	15,750
H1	1 BEDROOM	23	794	18,262	739	16,997
H2	1 BEDROOM	24	766	18,384	712	17,088
J1	1 BEDROOM + DEN	11	1,087	11,957	995	10,945
J2	1 BEDROOM + DEN	11	1,098	12,078	986	10,846
	TOTAL 1 BEDROOM	84		77,906		71,626
C	2 BEDROOM	11	1,054	11,594	955	10,505
C2	2 BEDROOM	3	1,054	3,162	968	2,904
C3	2 BEDROOM	11	1,101	12,111	1,013	11,143
E	2 BEDROOM	25	1,205	30,125	1,091	27,275
F	2 BEDROOM	13	1,060	13,780	954	12,402
F2	2 BEDROOM	11	1,086	11,946	982	10,802
G	2 BEDROOM	23	1,268	29,164	1,182	27,186
	TOTAL 2 BEDROOM	87		111,882		102,217
A	3 BEDROOM	25	1,440	36,000	1,361	34,025
	TOTAL 3 BEDROOM	25		36,000		34,025
	GRAND TOTAL	270		256,015		235,226

OPEN SPACE REQUIREMENTS

USABLE OPEN SPACE (TABLE 17.101G.05)

REQUIRED: 252 MARKET RATE UNITS * MIN. 75 SF PER RESIDENTIAL DWELLING UNIT = 18,900 SF
18 WORK FORCE UNITS * MIN .60 SF PER RESIDENTIAL DWELLING UNIT = 1,080 SF
91 AFFORDABLE UNITS * MIN. 60 SF PER RESIDENTIAL DWELLING UNIT = 5,460 SF
TOTAL = 25,440 SF

MINIMUM DIMENSIONS OF OPEN SPACE AREAS:
PUBLIC PLAZA - 10 FT.
ROOFTOP - 15 FT.
COURTYARD - 15 FT.
COMMUNITY ROOM - 250 SF

PROPOSED OPEN SPACE CALCULATIONS

AREA TYPE	AREA
BALCONIES - NORTH	7,798 SF
COMMUNITY ROOMS - NORTH	5,375 SF
COMMUNITY ROOM - SOUTH	1,288 SF
COURTYARDS	12,683 SF
TOTAL PROVIDED	**27,144 SF**

FLOOR AREA ANALYSIS

OCCUPANCIES		A-3	B	M	R-2	S-1	S-2	H-3	
BASIC AREA FT² PER TABLE 503	(a)								
AREA INCREASE MULTIPLIER FOR FRONTAGE PER SEC. 506.2	(b)								
AREA INCREASE MULTIPLIER FOR SPRINKLERS MULTI-STORY PER SEC. 506.3	(c)								
ALLOWABLE AREA PER STORY, FT²	(d)								
ALLOWABLE AREA PER BUILDING, FT²	(e)								
FLOOR AREAS PER OCCUPANCY:									

FLOORS \ OCCUPANCIES	A-3 FT²	B FT²	M FT²	R-2 FT²	S-1 FT²	S-2 FT²	H-3 FT²	SUM / FLOOR
B2 PARKING LEVEL					1,387	33,614	643	35,644
B1 PARKING LEVEL					17	35,059		35,076
LEVEL 01 / GROUND FLOOR								
LEVEL 02								
LEVEL 03				9,637	33			9,670
LEVEL 04				9,637	33			9,670
LEVEL 05				9,637	33			9,670
LEVEL 06				9,637	33			9,670
LEVEL 07				9,637	33			9,670
LEVEL 08				9,637	33			9,670
LEVEL 09				9,637	33			9,670
LEVEL 10				9,637	33			9,670
LEVEL 11				9,637	33			9,670
LEVEL 12				9,637	33			9,670
LEVEL 13				9,637	33			9,670
LEVEL 14				9,637	33			9,670
LEVEL 15				9,637	33			9,670
LEVEL 16				9,678	33			9,711
LEVEL 17				9,678	33			9,711
LEVEL 18				9,678	33			9,711
LEVEL 19				9,678	33			9,711
LEVEL 20								
LEVEL 21				9,678	33			9,711
LEVEL 22				9,678	33			9,711
LEVEL 23				9,678	33			9,711
LEVEL 24				9,678	33			9,711
LEVEL 25				9,678	33			9,711
LEVEL 26				9,678	33			9,711
SUM / OCCUPANCY								

NON-SEPARATED BUILDING AREA ANALYSIS
MOST RESTRICTIVE OCCUPANCY: --
ALLOWABLE AREA PER STORY: UNLIMITED
ALLOWABLE AREA PER BUILDING: UNLIMITED

Note:
506.5 MIXED OCCUPANCY AREA DETERMINATION. THE TOTAL ALLOWABLE BUILDING AREA FOR BUILDINGS CONTAINING MIXED OCCUPANCIES SHALL BE DETERMINED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THIS SECTION. A SINGLE BASEMENT NEED NOT BE INCLUDED IN THE TOTAL ALLOWABLE BUILDING AREA, PROVIDED SUCH BASEMENT DOES NOT EXCEED THE AREA PERMITTED FOR A BUILDING WITH NO MORE THAN ONE STORY ABOVE GRADE PLANE.

CHECK EACH FLOOR AND BASEMENT:

LEVEL	FLOOR AREA	BALCONY AREA
B2	--	
B1	--	
TOTAL FLOOR AEA BELOW GRADE	--	
LEVEL 1 / GROUND	--	
LEVEL 02	--	
LEVEL 03	--	--
LEVEL 04	--	--
LEVEL 05	--	--
LEVEL 06	--	--
LEVEL 07	--	--
LEVEL 08	--	--
LEVEL 09	--	--
LEVEL 10	--	--
LEVEL 11	--	--
LEVEL 12	--	--
LEVEL 13	--	--
LEVEL 14	--	--
LEVEL 15	--	--
LEVEL 16	--	--
LEVEL 17	--	--
LEVEL 18	--	--
LEVEL 19	--	--
LEVEL 20	--	--
LEVEL 21	--	--
LEVEL 22	--	--
LEVEL 23	--	--
LEVEL 24	--	--
LEVEL 25	--	--
LEVEL 26	--	--
TOTAL FLOOR AREA ABOVE GRADE	--	
TOTAL BALCONY AREA		--

SCOPE OF WORK

PERMANENT RESIDENTIAL ACTIVITY, MULTI-FAMILY DWELLING, COMMERCIAL ACTIVITY

FLOOR LEVEL	GROSS BUILT AREA	F.A.R. GROSS FLOOR AREA	NET RESIDENTIAL FLOOR AREA	PARKING SPACES	RESIDENTIAL UNITS
B2 PARKING					
B1 PARKING					
LEVEL 01					
LEVEL 02					
LEVEL 03					
LEVEL 04					
LEVEL 05					
LEVEL 06					
LEVEL 07					
LEVEL 08					
LEVEL 09					
LEVEL 10					
LEVEL 11					
LEVEL 12					
LEVEL 13					
LEVEL 14					
LEVEL 15					
LEVEL 16					
LEVEL 17					
LEVEL 18					
LEVEL 19					
LEVEL 20					
LEVEL 21					
LEVEL 22					
LEVEL 23					
LEVEL 24					
LEVEL 25					
LEVEL 26					
TOTAL					

RESIDENTIAL UNIT TYPES

	NORTH (TOWER)	SOUTH (MIDRISE)	TOTAL
STUDIO	- -	42	42
JR. 1 BEDROOM	54	- -	54
1 BEDROOM	94	29	123
2 BEDROOM	97	16	113
3 BEDROOM	25	4	29
TOTAL	270	91	361

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1 PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2 PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
COVER SHEET

SHEET NUMBER.:
T0.02

8/26/2019 6:33:50 PM
ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

Updated 9/5/2018
Rev 3/26/2019

CITY OF OAKLAND

CITY OF OAKLAND
BASIC APPLICATION FOR DEVELOPMENT REVIEW

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031
Zoning Information: 510-238-3911
www.oaklandnet.com/planning

CERTAIN APPLICATIONS ARE ACCEPTED BY APPOINTMENT ONLY!

Please call (510) 238-3940 to schedule an appointment if your project involves any of the following:

- Conditional Use Permit
- Variance
- Regular Design Review
- Parcel Map Waiver
- Tentative Parcel/Tract Map
- New dwelling unit(s)
- 1,000 sq. ft. or more of new floor area/footprint
- Additions ≥ 100% of existing floor area/footprint
- Creek Protection Permit (Category 3 or 4)

Applicants must cancel at least 24 hours in advance of appointment or pay a cancellation fee.
All other projects may be submitted to the zoning counter without an appointment.
Submit applications for Small Project Design Review to station #13 at the zoning counter by signing the sign-up sheet.

1. TYPE OF APPLICATION
(Check all that apply)

Development Permits
- ☑ Conditional Use Permit (CUP) (Major or Minor)
- ☐ Variance (Major or Minor)
- ☐ Regular Design Review (DR)
- ☐ Small Project Design Review (DS) (Type 1, 2, 3)
- ☐ Special Project Design Review (SP) (West Oakland)
- ☐ Design Review Exemption (DRX)
- ☐ Tree Preservation or Removal Permit (T)
- ☐ Determination (DET)
- ☐ Planned Unit Development/Mini-Lot Development

Subdivision Applications
- ☐ Parcel Map Waiver (PMW) (Lot Line Adjustment/Merger)
- ☐ Tentative Parcel Map (TPM) (subdivision for 1 – 4 lots)
- ☐ Tentative Tract Map (TTM) (subdivision 5 or more lots)

Other Applications
- ☐ Request for Environmental Review
- ☐ General Plan Amendment ☐ Rezoning
- ☐ Creek Protection Permit (separate application required)
- ☐ State Bill 35 Streamlining
- ☐ Other: ____

**FOR AFFORDABLE HOUSING PROJECTS WITH FUNDING DEADLINES, PLEASE INDICATE DATE: ____ **

2. GENERAL INFORMATION

APPLICANT'S NAME/COMPANY: LakeHouse Commons, LLC & LakeHouse Commons Affordable Housing, LP (UrbanCore & EBALDC)

PROPERTY ADDRESS: 111 - 121 East 12th Street

ASSESSOR'S PARCEL NUMBER(S): 19-27-14

EXISTING USE OF PROPERTY: Vacant Lot

DESCRIPTION OF PROPOSAL (including type of use, hours of operation, number of employees, etc. on additional sheets if needed.):
2 Residential Buildings for a total of 361 units above a podium; 252 market rate units; 108 affordable units;
170 parking spaces + 51 stacker spaces = 221 total parking spaces; 327 sq. ft. retail space; shared amenities; public park

TO BE COMPLETED BY STAFF

GENERAL PLAN LAND USE CLASS.: Residential ZONING: D-LM-1

SPECIFIC PLAN: ☐ Broadway Valdez District ☐ Central Estuary ☐ Coliseum Area ☑ Lake Merritt Station ☐ West Oakland

FEES[1]:
APPLICATION FEE: $____
POSTER DEPOSIT[2]: $____
TREE PERMIT FEE: $____
CREEK PERMIT FEE: $____
TOTAL FEES DUE: $____

EXPECTED PROCESSING TIME[3]: ____

[1]Fees are subject to change without prior notice. The fees charged will be those that are in effect at the time of application submittal. All fees are due at submittal of application.
[2]For permit applications requiring public notice, a refundable security deposit is required for the on-site poster containing the public notice. Posters MUST be returned within 180 days and in good condition to claim a refund of the deposit.
[3]Expected processing time is only an estimate and is subject to change without notice due to staff workload, public hearing availability, and the completeness or complexity of the application.

3. PROPERTY OWNER AND APPLICANT INFORMATION
Original signatures or clear & legible copies are required.

Owner: City of Oakland
Owner Mailing Address: 250 Frank Ogawa Plaza, Suite 5313
City/State: Oakland, CA Zip: 94612
Phone No.: (510 238-6239 Fax No.: (510) 238-3691 E-mail: HLI@oaklandca.gov

To be completed only if Applicant is not the Property Owner:
I authorize the applicant indicated below to submit the application on my behalf. ____
Signature of Property Owner

Applicant (Authorized Agent), if different from Owner: Michael E. Johnson
Applicant Mailing Address: 405 14th Street, Suite 800
City/State: Oakland, CA Zip: 94612
Phone No.: (415) 748-2300 Fax No.: (510) 350-7433 E-mail: mjohnson@urbancorellc.com

I understand that approval of this application does not constitute approval for any administrative review, Conditional Use Permit, Variance, or exception from any other City regulations which are not specifically the subject of this application. I understand further that I remain responsible for satisfying requirements of any private restrictions or covenants appurtenant to the property. I understand that the Applicant and/or Owner phone number listed above will be included on any public notice for the project.

I certify that I am the Applicant and that the information submitted with this application is true and accurate to the best of my knowledge and belief. I understand that the City is not responsible for inaccuracies in information presented, and that inaccuracies may result in the revocation of planning permits as determined by the Planning Director. I further certify that I am the Owner or purchaser (or option holder) of the property involved in this application, or the lessee or agent fully authorized by the owner to make this submission, as indicated by the owner's signature above.

I certify that statements made to me about the time it takes to review and process this application are general. I am aware that the City has attempted to request everything necessary for an accurate and complete review of my proposal; however, that after my application has been submitted and reviewed by City staff, it may be necessary for the City to request additional information and/or materials. I understand that any failure to submit the additional information and/or materials in a timely manner may render the application inactive and that periods of inactivity do not count towards statutory time limits applicable to the processing of this application.

I understand that the proposed project and/or property may be subject to other laws, codes, regulations, guidelines, restrictions, agreements, or other requirements of other public agencies within or outside of the City of Oakland, and that the project and/or property may also be subject to requirements enforced by private parties, including but not limited to private easements/agreements and Covenants, Conditions and Restrictions (CC&Rs) of a homeowners association. I am aware that the City recommends that I become fully aware of any other potential requirements before I submit this application and that I comply with all other requirements prior to commencing the proposed project.

I HEREBY CERTIFY, UNDER PENALTY OF PERJURY, THAT I HAVE READ THE ABOVE AND THAT ALL THE INFORMATION PROVIDED IN THIS APPLICATION IS TRUE AND CORRECT.

[signature] 8-26-19
Signature of Owner or Authorized Agent Date

4. PROJECT & LOT INFORMATION

CALCULATIONS	Existing Pre-Project	Demolition	New Proposed	Total Post-Project	% Change (Existing / Total)
Type/Size of Dwelling Units (Please fill in the number of each type)					
Rooming Units			0		
Efficiency Units			42		
1-Bedroom Units			177		
2-Bedroom Units			113		
3-Bedroom Units			29		
≥ 4-Bedroom Units			0		
Total Number of Dwelling Units			361		
Are Any of the Project Units Affordable? If Yes, Please Fill Out the Section Below (include number of each type)					
Market-Rate/Unrestricted Dwelling Units (DU)			252		
Moderate-Income Restricted DU (80%-120% AMI)			18		
Low-Income Restricted DU (50%-80% AMI)			57		
Very Low-Income Restricted DU (30%-50% AMI)			15		
Extremely Low-Income Restricted DU (<30% AMI)			18		
Total Affordable Units			90		
Total Affordable Units located Onsite:			108		
Other Types of Units/Rooms (if applicable) (not counted towards density) - include number of each type					
Secondary Units					
Live/Work Units					
Work/Live Units					
Mobile Homes					
Hotel Rooms					
Floor Area					
Office Floor Area (square feet)					
Retail Floor Area (square feet)			327		
Industrial Floor Area (square feet)					
Other Non-Residential Floor Area (sq. ft.) (Garage)			79,262		
Total Non-Residential Floor Area (sq. ft.)					
Residential Floor Area (sq. ft.) (includ. Circulation & amenity)			405,385		
Total Res. & Non-Res. Floor Area (sq. ft.)			484,974		
Other Project Information					
Total Building Footprint Area (square feet)			505,657		
Building Height (feet)			275 ft / 76 ft		
Building Stories (number)			26 flrs / 6 flrs		
Total Lot Area (square feet)			40,276		
Number of Lots			1		
Parking Spaces (number)			221		
Bicycle Parking Spaces (number)			133		
New Landscape Square Footage (WELO see pg. 13)	n/a		14,000	n/a	n/a
Setback Slope (for hillside properties only)				n/a	n/a
Structure Slope (for hillside properties only)				n/a	n/a

Definitions For Table 4 on Page 3

"Building Height" means the vertical distance measured from any point on top of the facility to a line directly below which meets finished grade on the outside perimeter of the facility, or intersects with a perpendicular plane connecting opposite points of finished grade at the outside perimeter of the facility.

"Floor Area" for all projects with **one or two dwelling units on a lot** means the total square footage of all levels of all buildings on the lot, measured horizontally from the outside surface of exterior walls and supporting columns, but excluding: (a) unenclosed living areas such as balconies, decks, and porches; (b) carports that are unenclosed on two or more sides; (c) 440 square feet within an attached or detached garage or carport that is enclosed on three sides or more; (d) non-habitable accessory structures of less than 120 square feet; (e) unfinished understories, attics and basements; and (f) finished basements if the height from finished grade at the exterior perimeter of the building to the finish floor elevation above is six (6) feet or less for at least 50% of the perimeter and does not exceed twelve (12) feet above grade at any point. For new floor area, only include new floor area located outside of the existing building envelope.

"Floor Area" for all projects **except those with one or two dwelling units on a lot** means the total of the gross horizontal areas of all floors, including usable basements and cellars, below the roof and within the outer surfaces of the main walls of principal or accessory buildings, or the center line of party walls separating such buildings, but excluding: (a) areas used for off-street parking spaces, loading berths, driveways, and maneuvering aisles; (b) areas which qualify as usable open space in Chapter 17.126; and (c) arcades, porticoes, and similar open areas which are located at or near street level of Nonresidential Facilities, are accessible to the general public, and are not designed or used as sales, display, storage, or production areas. For new floor area, only include new floor area located outside of the existing building envelope.

"Footprint" means the total land area covered by all structures on a lot, measured from outside of all exterior walls and supporting columns, including residences, garages, covered carports, and accessory structures, except that the following shall not be considered in determining footprint:

1. The portions of any uncovered and unenclosed decks, porches, landings, or patios, not including railings, which are less than thirty (30) inches above finished grade; 2. The portions of any uncovered and unenclosed balconies and stairways, including railings, which are less than six (6) feet above finished grade; 3. Eaves and roof overhangs; and 4. Trellises and similar structures which do not have solid roofs and which would not otherwise be included in this definition.

"Market-Rate/Unrestricted Dwelling Units" are residential units for which the rent/price is set by the real estate market and not limited to certain household incomes.

"Restricted Dwelling Units" are residential units for which the rent/price is legally restricted to households earning a certain income expressed as a percentage of the Area Median Income or AMI. For more information, visit the Housing and Community Development Department's website at https://www.oaklandca.gov/services/housing-index-a-z/housing-policies-plans-and-data/rent-and-income-limits-for-affordable-housing

"Setback Slope" means the slope between edge of pavement and the front setback line, at the midpoint and perpendicular to the front property line.

"Structure Slope" means the steepest slope across building footprint measured from one side of the building to another.

5. IMPERVIOUS SURFACE INFORMATION

PROJECT CHARACTERISTICS: *(check one)*

❑ (1) The project will create or replace **10,000 square feet or more** of new or existing impervious surface area* (not including projects involving one single-family dwelling).

❑ (2) The project will create or replace **5,000 square feet or more but less than 10,000 square feet** of new or existing impervious surface area* AND involves the following:
- Auto servicing, auto repair, or gas station;
- Restaurant (full service, limited service, or fast-food); or
- Uncovered parking (stand-alone parking lot or parking serving an activity; including uncovered parking garages).

➢ **If you checked (1) or (2) the project is considered a "Regulated Project" and must comply with NPDES C.3 stormwater requirements. You must submit a completed Stormwater Supplemental Form and a Preliminary Post-Construction Stormwater Management Plan with your application (see page 14).**

❑ (3) The project will create or replace **2,500 square feet or more but less than 5,000 square feet** of new or existing impervious surface (including projects involving one single-family dwelling), unless the project meets the definition of (1) or (2) above.

➢ **If you checked (3) site design measures to retain stormwater on-site are required. Refer to the City's "Overview of Provision C.3" for more information. https://www.oaklandca.gov/documents/overview-of-provision-c-3-requirements-for-stormwater-management**

☑ (4) None of the above.

* *Impervious Surface = Any surface that cannot be effectively (easily) penetrated by water. Permeable paving (such as permeable concrete and interlocking pavers) underlain with permeable soil or permeable storage material, and green roofs with a minimum of three inches of planting media, are not considered impervious surfaces. Do not include existing impervious surface to be replaced as part of routine maintenance/repair activities when calculating the amount of new/replaced impervious surface.*

6. TREE PRESERVATION ORDINANCE

Pursuant to the Tree Preservation Ordinance (§12.36 O.M.C.) a Tree Preservation/Removal Permit is required for any proposed construction activity (including buildings, driveways, paths, decks, construction vehicle routes, sidewalk improvements, & perimeter grading) within 10 feet of a Protected Tree, even if such trees are not being removed or if they are located on a neighbor's property.

The following are Protected Trees:

a. Any Coast Live Oak tree that is larger than 4 inches dbh*
b. Any tree (except Eucalyptus) that is larger than 9 inches dbh* (Eucalyptus trees and up to 5 Monterey Pines per acre are not considered Protected Trees under this section. Monterey Pines must be inspected and verified by the Public Works Agency – Tree Division prior to their removal. Contact the Tree Division at (510) 615-5934 for more information or to schedule an inspection)
c. Any tree of any size located in the public right-of-way (including street trees).

I ATTEST THAT: *(check one)*

☑ (1) There are no existing Protected Trees anywhere on the subject property or within 10 feet of the proposed construction activities** (including neighbor's properties or the adjacent public right-of-way).

❑ (2) There are Protected Trees on the subject property or within 10 feet of the proposed construction activities**, and their location is indicated on the site plan and landscape plan and *(check one)*:
- ☑ (a) No Protected Trees are to be removed and No construction activity** will occur within 10 feet of any Protected Tree.
- ❑ (b) No Protected Trees are to be removed and Construction activity** will occur within 10 feet of any Protected Tree.
- ❑ (c) Protected Trees will be removed.

If you checked (2b) or (2c), a Tree Preservation/Removal Permit is required. Please complete the section below.

DESCRIPTION OF TREES (Identification numbers and letters must be consistent with the Tree Survey, see submittal requirements in Section 8)

Trees proposed for removal			Trees not proposed for removal but located within 10 feet of Construction Activity**		
#	Species	dbh*	#	Species	dbh*
1			A		
2			B		
3			C		
4			D		
5			E		
6			F		
7			G		

Reason for removal/impacting of trees: ____

* *dbh: "diameter at breast height" is determined by measuring the trunk at 4'-6" from the ground. Multi-trunked trees are measured by combining the diameters of all trunks at 4'-6" from the ground.*

** *Construction Activity: Any proposed building, driveway, path, deck, construction vehicle route, sidewalk improvement, grading, or demolition.*

7. CREEK PROTECTION ORDINANCE

Pursuant to the Creek Protection, Storm Water Management and Discharge Control Ordinance (§13.16 O.M.C.) a Creek Protection Permit is required for any proposed construction activity occurring on a Creekside property. The extent to which your development will be regulated by the Creek Protection Ordinance depends upon the location and type of proposed work.

WHAT IS A CREEK?

*"A **Creek** is a watercourse that is a naturally occurring swale or depression, or engineered channel that carries fresh or estuarine water either seasonally or year around."*

A creek must include the following two components

1. The channel is part of a contiguous waterway. It is hydrologically connected to a waterway above or below the site or is connected to lakes, the estuary, or Bay. Creek headwaters, found at the top of watersheds, are connected in the downhill direction. Additionally, creeks in Oakland are often connected through underground culverts. Only the open sections of creeks are subject to the permit, and
2. There is a creek bed, bank and topography such as a u-shape, v-shape channel, ditch or waterway (identified through field investigation, topographical maps, and aerial photos). To help with identification in the field a creek may also have the following features (the absence of these features does NOT mean there is no creek):
   - A riparian corridor, which is a line of denser vegetation flowing downhill. This is sometimes missing due to landscaping or vegetation removal practices, landslide or fire.
   - The channel has a bed with material that differs from the surrounding material (i.e. more rocky, or gravelly, little or no vegetation).
   - There are man-made structures common to waterways, - for example bank retaining walls, trash racks, culverts, inlets, rip rap, etc

I ATTEST THAT: *(check one)*

❑ (1) **I do not know if there is a Creek on or near the proposed project site.** I have submitted a request for a Creek Determination by the City of Oakland (separate form and fee required).

❑ (2) **No Creek exists on or near the project site;** *(check one)*
- ❑ (a) Based on my review of the characteristics of the project site, as well as all relevant maps and plans, and the Creek Determination criteria provided in the "What is a Creek?" section above; or
- ❑ (b) Based on the attached report prepared by a relevant licensed professional.

However, if the City determines that a Creek exists on or near the project site, a Creek Protection Permit is required.

☑ (3) **A Creek DOES exist on or near the project site and;** *(check one)*
- ❑ (a) The proposed project only entails interior construction and/or alterations (including remodeling), and therefore requires a **Category 1 Creek Permit** (this is a no fee permit and only requires distribution of educational materials); or
- ❑ (b) The proposed project entails exterior work that does not include earthwork and is located more than 100 feet from the centerline of the Creek, and therefore requires a **Category 2 Creek Permit** (this permit requires a site plan and distribution of educational materials); or
- ☑ (c) The proposed project entails (a) exterior work that is located between 20 feet from the top of the Creek bank and 100 feet from the centerline of the Creek, and/or (b) exterior work that includes earthwork involving more than three (3) cubic yards of material located beyond 20 feet from the top of the Creek bank, and therefore requires a **Category 3 Creek Permit** (this permit requires a site plan and creek protection plan and may require environmental review); or
- ❑ (d) The project entails exterior work conducted from the centerline of the Creek to within 20 feet from the top of the Creek bank, and therefore requires a **Category 4 Creek Permit** (this permit requires a site plan and creek protection plan and may require environmental review and a hydrology report).

The Creek Permit requirements for your project are subject to verification by the City of Oakland and may differ from what you have indicated above. Additionally, you are responsible for contacting and obtaining all required permits from the relevant state and federal permitting agencies for Category 3 and Category 4 Creek Permits.

8. HAZARDOUS WASTE AND SUBSTANCES STATEMENT

STATE GOVERNMENT CODE SECTION 65962.5 (f): Before a lead agency accepts as complete an application for any development project which will be used by any person, the applicant shall consult the lists sent to the appropriate city or county and shall submit a signed statement to the local agency indicating whether the project and any alternatives are located on a site that is included on any of the lists compiled pursuant to this section and shall specify any list.

Please refer to the following State-maintained websites:

https://calepa.ca.gov/SiteCleanup/CorteseList/http://geotracker.waterboards.ca.gov/

or contact the CalEPA at (916) 323-2514 to determine if your project is on any list of properties containing hazardous waste, toxic substances or underground fuel tanks. **NOTE: YOU MUST REVIEW ALL LISTS**

☑ I have reviewed ALL the lists and my site does not appear on them (sign below). City Verification Required
❑ My site does appear on the list(s) (please complete the flowing statement and sign below).

HAZARDOUS WASTE AND SUBSTANCES STATEMENT

Name of applicant: ____
Applicant's address: ____
Phone number: ____
Address of site on list: ____
Local agency (city/county): ____
Specify any list pursuant to Section 65962.5 of the Government Code: ____
Regulatory identification number: ____
Date of list: ____
Status of regulatory action: ____

____ ____
Signature of Owner or Authorized Agent Date

9. RECYCLING SPACE REQUIREMENTS

Applicants are required to provide sufficient space for the storage and collection of recyclable materials to comply with Ordinance No. 11807 – Recycling Space Allocation Requirements. This space should be in addition to that provided for garbage service.

Affected projects:
1. New multifamily buildings in excess of five (5) units
2. New commercial and industrial projects that require a building permit
3. New public facilities
4. Additions and alternations for a single or multiple permits that add 30% or more to the gross floor area

Requirements:
For residential projects, two (2) cubic feet of storage per unit, with a minimum requirement of not less than ten (10) cubic feet. Additionally, Oakland Municipal Code Section 8.28.140 requires the provision of 32 gallons or 4.3 cubic feet of storage per unit for garbage. For affected commercial, industrial and public facility project, two (2) cubic feet of storage and collection space per each one thousand (1,000) square feet of the total gross building footage, with a minimum requirement not less than ten (10) cubic feet. For these projects, the space for storage and collection of garbage varies based on the type and operation of the facility. Space for storage of recyclables should be separated into the following categories: paper and cardboard (mixed together); plastic bottles, glass bottles and metal cans (mixed together); and organics/plant material.

10. GREEN BUILDING ORDINANCE

If GreenPoint Rater is required, this sheet must be filled in and signed by the GreenPoint Rater along with the checklist and is due at the Intake appointment or over the counter approval, the submittal will not be accepted if this is not complete at intake and the applicant will need to come back for another appointment.

If there is an addition and/or remodel that total over 1,000 square feet, the project is over 1,000 square feet, or there is a new unit: a GreenPoint Rater is required. Please read the guidelines from the code as listed below.

Pursuant to the Ordinance *'Sustainable Green Building Requirements for Private Development,'* (Chapter 18.02 of the Oakland Municipal Code), a Green Building Permit is required for any proposed construction activity within certain categories. The extent to which your development will be regulated by the Green Building Ordinance depends upon the location, type of proposed work, and size of proposed work

A. PROPERTY ADDRESS: 111 - 121 East 12th Street, Oakland, CA

B. PROJECT TYPE OF DEVELOPMENT (check one): ❑ New Construction ☑ New Construction-Mixed Use ❑ Addition ❑ Existing Building ❑ Tenant Improvement ❑ Remodel ❑ Historic ❑ Landscape Project

C. TOTAL NEW AND ALTERED FLOOR AREA (square feet): 505,657

I. THE APPLICANT/OWNER, ATTEST THAT: *(check one)*
❑ (1) I have reviewed the Green Building Ordinance and the project DOES NOT fall within the list of applicable project types.
☑ (2) I have reviewed the Green Building Ordinance and the project MUST comply with the ordinance, AND I'm submitting the required additional green building materials with this application.
❑ (3) I have reviewed the Green Building Ordinance and the project must comply with the ordinance, AND I'm submitting the required additional green building materials with this application, but a GreenPoint Rater or LEED AP is not required as the project uses the Small Commercial Checklist or the Bay Friendly Basic Checklist.

D. Name of Greepoint Rater (required for Greenpoint Rated Projects)*: Thornton Tomasetti
Name of LEED Accredited Professional (AP)(required for LEED projects) *: Shelley Wenzel, LEED, AP, GPR Rater
MAILING ADDRESS: 650 California St. Suite 1400, SF, CA 94108
PHONE: (415) 365-6900 E-MAIL: SWenzel@ThorntonTomasetti.com
RATING SYSTEM: Greenpoint # OF POINTS THE PROJECT IS ANTICIPATED TO RECEIVE: 190.4

E. GREEN BUILDING FEATURES NOT SHOWN ON PLANS BUT PART OF CHECKLIST (include additional sheets if needed): ____

I, hereby certify under the penalty of perjury that I have reviewed the project and appropriate checklist and attest that to the best of my knowledge the proposed project would likely comply with the City of Oakland's Green Building Ordinance and attain green building certification. I, hereby further certify under the penalty of perjury, that I: 1) have no vested financial interest in the project other than my green building services, 2) have reviewed the project and appropriate green building checklist, and 3) attest that to the best of my knowledge the proposed project would likely comply with City of Oakland's Green Building Ordinance and attain green building certification.

X [signature] 8-26-19
Signature of the GreenPoint Rater or LEED Accredited Professional Date

This permit is issued pursuant to all provisions of City of Oakland Ordinance No. 13040 C.M.S., *'Sustainable Green Building Requirements for Private Development.'* This permit is granted upon the express condition that the permittee shall be responsible for all claims and liabilities arising out of work performed under this permit or arising out of permittee's failure to perform the obligations with respect to this permit. The permittee shall, and by acceptance of this permit agrees to defend, indemnify, save and hold harmless the City, its officers and employees, from and against any and all suits, claims or actions brought by any reason for or on account of any bodily injuries, disease or illness or damage to persons and/or property sustained or arising in the construction of the work performed under this permit or in consequence of permittee's failure to perform the obligations with respect to this permit. Violations of the provisions of the Green Building Ordinance are subject to fines and penalties specified under Section 20-3.030 of the Ordinance.

TO BE COMPLETED BY CITY STAFF:
CASE NUMBER(S): ____ CASE PLANNER'S NAME: ____
Note to Case Planner: Please route a copy of this form to the green building coordinator in the Planning and Zoning Division.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1 PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2 PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
GREEN BUILDING APPLICATION

SHEET NUMBER.:
T6.50

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

8/26/2019 6:33:53 PM

11. PUBLIC ART FOR PRIVATE DEVELOPMENT REQUIREMENTS

Effective February 9, 2015, Ordinance No. 13275 requires a public art allocation for <u>private</u> developments. (OMC Chapter 15.78). The following reflects the Ordinance updated through Ordinance No. 13491, which was adopted by the City Council on June 15, 2018.

Applicant information
Name: Michael Johnson
Phone: (415) 748-2300
Email: mjohnson@urbancorellc.com

Project information
Address: 111-121 East 12th Street, Oakland
Number of dwelling units: 361
Floor area of nonresidential: 79,719
Floor area of residential: 405,385

Applicability
The public art for private development requirement applies to:
1) Private non-residential developments of 2,000 square feet or more of new floor area that are subject to Regular Design Review approval; and
2) Private residential developments of 20 or more new dwelling units that are subject to Regular Design Review approval.

The public art requirements do not apply to affordable housing if the developer demonstrates that they would cause the project to be economically infeasible.

Contribution Requirements
1) For non-residential developments, at least 1.0% of "building development costs."
2) For residential developments, at least 0.5% of "building development costs."

The "building development cost" is the construction cost declared on the building permit application and accepted by the Building Official.

CHECK ONE OF THE FOLLOWING COMPLIANCE METHODS:

☑ On-site art ☐ Art in the public right of way within .25 miles from the site ☐ In-lieu contribution ☐ Combination of in-lieu payment and on-site cultural space and/or art gallery ☐ Contribution to City-owned art facility within 0.5 miles from site

Compliance Methods
Compliance with art requirement shall be demonstrated when filing the Building Permit application through one of the following:
1) An approved public art plan and contractual agreement to install the artwork at the site or in the public right of way within .25 miles from the site. Note that development in the public right of way requires additional permits and approval from the City's Public Art Advisory Committee. The installation of the artwork must be complete prior to issuance of certificate of occupancy; or
2) Full payment of an in-lieu contribution; or
3) Provide up to 75% of the contribution as follows, with the remaining to be fulfilled through an in-lieu payment*:
a. Space within the development project that is generally open to the public during regular business hours for use as a rotating art gallery can satisfy up to 25% of total contribution; and/or
b. A minimum of 500 square feet of arts and cultural programming space within the development that is made available to the public can satisfy up to 50% of the total contribution; or
4) Capital improvements to a City-owned arts facility(s) within 0.5 miles of the development.

*All proposals must be approved by the City in advance. Please contact Kristen Zaremba, the Public Art Coordinator, at kzaremba@oaklandca.gov or (510)238-2155 for more information regarding approval of a public art plan or compliance requirements.

I, hereby certify under the penalty of perjury that I have reviewed the project and appropriate checklist and attest that to the best of my knowledge the proposed project would likely comply with the City of Oakland's Public Art Requirements Ordinance.

X [signature] 8-26-19
Signature of Applicant **Date**

12. RESIDENTIAL TENANT PROTECTIONS

The City of Oakland has laws to protect residential tenants, including the Rent Adjustment Ordinance (OMC Chap. 8.22, Article I), Just Cause Eviction Ordinance (OMC Chap. 8.22, Articles II & III), Tenant Protection Ordinance (OMC Chap. 8.22, Article V) and Code Compliance Relocation Ordinance (OMC Chap. 15.60). These laws may apply to development projects under certain circumstances.

	Yes	No
A. Will the project affect existing residential units on the site, including Live/Work Units, Work/Live Units, Joint Living and Working Quarters, or unpermitted units? ➢ If "Yes," go to Question B. ➢ If "No," you do not need to complete the remainder of this section.	☐	☑
B. Are there existing residential tenants in the affected residential units, including Live/Work Units, Work/Live Units, Joint Living and Working Quarters, or unpermitted units; or did residential tenants occupy the affected residential units within the past 12 months? ➢ If "Yes," go to Question C. ➢ If "No," you do not need to complete the remainder of this section.	☐	☐
C. Will existing residential tenants in the affected residential units, including Live/Work Units, Work/Live Units, Joint Living and Working Quarters, or unpermitted units, be temporarily or permanently evicted or relocated due to the project, or were residential tenants previously occupying the affected units within the past 12 months temporarily or permanently evicted or relocated due to the project? ➢ If "Yes," provide the information below about these units and complete the remainder of this section. 1) Number of Affected Units: ____ 2) Number of Affected Tenants: ____ ➢ If "No," you do not need to complete the remainder of this section.	☐	☐

D. Project Information (to be completed if Questions A-C above are marked "Yes"):
1) Property Address: ____
2) Assessor's Parcel Number: ____
3) Applicant's Name: ____
4) Applicant's Address: ____
5) Applicant's Phone: ____ 6) Applicant's Email: ____

Existing and former tenants on the site may be entitled to protections and benefits, including relocation payments and the right to return to previous units. The property owner may be required to submit evidence of compliance with applicable tenant protection laws upon the request of the City. **For more information, please contact the Oakland Housing Assistance Center: 250 Frank H. Ogawa Plaza, 6th Floor, Oakland, California, 94612; (510) 238-6182.**

To be completed by staff:
Case Number(s): ____ Case Planner's Name ____ Date: ____

Note to Case Planer: If Questions A, B, or C are marked "Yes," please route a copy of this page to the Housing and Community Development Department.

13. COMMUNITY ENGAGEMENT

Although community engagement is important for all development projects requiring discretionary approval, it is especially important for larger projects, controversial projects, and projects with the potential to cause substantial community impacts. Applicants proposing the following project types will be required to submit a written statement to the City describing the community engagement efforts undertaken to date:

	Yes	No
A. Does the application involve any of the following? • New residential project with 100 or more dwelling units; • New nonresidential project with 100,000 square feet or more of floor area; • New Planned Unit Development (PUD); • New subdivision of 25 or more lots; • Proposed regulatory change (Development Agreement, Rezoning, and/or General Plan Amendment); or • Any other new project requiring discretionary approval that the Planning Bureau has determined may potentially cause substantial community impacts. ➢ If "Yes," complete Section B below.	☑	☐

B. Community Engagement Efforts. Please summarize community engagement efforts undertaken to date concerning the project, community input received concerning the project, and how the project has or has not been modified in response to community input (attach additional sheets if necessary):

Our development team has met with the surrounding community in numerous meetings over the last several years to arrive at the approved scope and design of the project. This has resulted in the project having 30% affordable units or 108 units on-site as part of the total 361 units. Additionally, we have shared amenities for all the residents on-site. The City Economic & Workforce staff have also participated in all these meetings.

14. SUBMITTAL REQUIREMENTS: WHAT TO SUBMIT

The following information and drawings must be included in the submittal package for your application. Planning staff reserves the right to require additional plans and information as needed for certain development proposals.

The following items are required for <u>ALL</u> applications unless otherwise noted.
Each and every item is required at the time of application submittal.
APPLICATIONS WITH MISSING ITEMS WILL NOT BE ACCEPTED.
All fees are due at the time of application submittal.

☑ (1) **Basic Application for Development Review**
This application form signed and completed (including impervious surface, protected tree, creek information, the Hazardous Waste and Substances Statement, and green building sections). Original signatures or clear & legible copies are required.

☐ (2) **Supplemental Forms and Findings**
Explanation describing how the proposal complies with City requirements (forms provided by staff)
☐ DRX, DS, DR, or SP supplemental findings.
☐ CUP and/or Variance supplemental findings.
☐ TPM/TTM supplemental findings.
☐ Other extra CUP or DR findings, such as alcohol, ground floor use, extra units, telecom (mini, micro, macro), etc.
☐ Specific Plans Design Guidelines Checklist (Broadway Valdez District, Central Estuary, Lake Merritt Station, or West Oakland).
☐ Affordable Housing Density Bonus Requirements and Checklist.

☑ (3) **Assessor's Parcel Map**
Available at the City of Oakland Engineering Services or Zoning counters, the County Assessor's Office, 1221 Oak St. or the County Assessor's website at http://acgov.org/MS/prop/index.aspx

☑ (4) **Photographs** (Photographs placed in a secure envelope or mounted on a board folded to a size no larger than 9" x 12")
☐ Color photographs showing the existing structure or lot as seen from across the street and from the front, side and rear property lines. Label each photograph with the view pictured (e.g., front, side, rear, across the street).
☐ Color photographs showing the 20 nearest neighbors from the street (5 nearest lots on either side, 10 nearest lots across the street). Label each photograph with the address pictured.

☑ (5) **Plans** (see supplemental requirements for all Tentative Parcel Map (TPM), Tentative Tract Map (TTM), Parcel Map Waiver (PMW) applications).
- **Two (2)** stapled and folded sets of full-sized plans and **Two (2)** additional sets of reduced plans (11" x 17") are required for all applications. For Major Permits, a color 11"x17" rendering **<u>MUST</u>** be submitted.
- For all projects that will require a presentation before a Board or Commission you will be required to provide **fifteen (15)** <u>color</u> sets of your final plans sized at 11"x17" at least <u>three weeks</u> before your scheduled hearing date or as directed by Planning staff.
- Fold plans to 9" x 12" maximum size. Plans must be on sheets no greater than 24" x 36".
- Include north arrow, date prepared and scale.
- Acceptable drawing scales are: 1/4" = 1', 3/16" = 1', 1/8" = 1', and 1" = 10'. Other scales may be appropriate, but should be discussed with Planning staff before filing. Also, please limit the range of scales used, so Planning staff can more easily analyze your project in relation to adjacent properties.
- Include the name and phone number of person preparing the plan(s). As appropriate or required, include the stamp and "wet signature" of any licensed architect, landscape architect, surveyor and/or civil engineer preparing final plans.
- Show all encroachments over the public Right-of-Way.
- All submittals are required to provide an electronic submission of the all required submittal items at time of intake. Plan sets will have two copies submitted, one (1) low resolution and one (1) high resolution in .PDF format. Each item will be scanned separately and clearly identified. For each revision of the project, the applicant will be required to submit both a paper and electronic submittal of all the material being revised as directed by Planning staff.

☑ (a) **Survey** (required only for the following project types listed below)
- Must be no more than 3 years old from the time of submittal – date of survey must be included.
- Must be prepared by a California State licensed Land Surveyor or by a Civil Engineer with a license number below 33966 (licensed prior to January 1, 1982).
- **<u>Include the wet stamp and signature</u>** of the Land Surveyor or Civil Engineer who prepared the survey.
- Include the applicable surveyor's statement in accordance with the Professional Land Surveyors Act.
- In addition to paper copies, the survey must also be submitted on a CD.

<u>Required for all new buildings, including Secondary Units Type 2 and >100% footprint additions to existing buildings (except small non-habitable buildings):</u>
☑ Full boundary & topographic survey with field-verifiable monuments set or found by the surveyor.
☑ Location, dimensions, and dimensions to property lines of all existing buildings and similar structures.
<u>Required for any building or addition within any required setback:</u>
☐ Applicable line survey with field-verifiable monuments set or found by the surveyor.
☐ Location, dimensions, & dimensions to property line of existing buildings & similar structures adjacent to relevant property line.
<u>Required for any building or addition located on a lot with a slope of 20% or more:</u>
☐ Site topography for all areas of proposed work and for all existing driveways, buildings, and similar structures.
☐ Location and dimensions for all existing driveways, buildings, and similar structures.

☑ (b) **Site Plan**
☑ Location and dimensions of all property boundaries.
☑ Location and dimensions of all existing and proposed buildings, decks, stairs, and patios.
☑ Dimensions of all existing and proposed building setbacks from property lines.
☑ Location of building footprints and approximate height of buildings on adjacent lots.
☑ Location, dimensions, and paving materials of all adjacent sidewalks, curbs, curb-cuts (including curb-cuts on adjacent neighbor's lots), and streets.
☑ Location and dimension of all existing and proposed driveways, garages, carports, vehicle parking spaces, bicycle parking spaces, maneuvering aisles, wheel-stops, pavement striping/marking, and directional signage. Indicate existing and proposed paving materials.
☑ Location, height, and building materials of all existing and proposed fencing and walls.
☑ Location, height (including top and bottom elevation measurements), and building materials of all existing and proposed retaining walls.
☐ Location and size (dbh) of all existing trees and indication of any trees to be removed, include trees on neighboring properties that are within 10 feet of construction.
☐ Location of drainage ways, creeks, and wetlands (check with the Engineering Services Division for this information).
☑ Roof plan showing roof slope and direction, and location of mechanical equipment, ducts, and vents.
☐ <u>For projects located on a lot with a slope of 20% or more:</u> Show existing and proposed topographic contours overlaid with proposed roof plan and indicating roof ridge spot elevations.
☑ <u>For multi-family residential projects:</u> Show the location, dimension, slope, and site area of all existing and proposed Group Usable Open Space and Private Usable Open Space, including a summary table of site area.
☐ For projects in all Residential, Commercial, and Industrial Zones, including the CIX-1A Zone, show any building to be demolished both historic and non-historic.
☐ Location and size of storage area for recycling containers (see page 7 for more information).

☑ (c) **Landscape Plan** (required for new buildings, new dwellings, and residential additions of more than 500 sq. ft.)
☐ Indicate any existing landscaping and new landscaping.
☑ Indicate the size, species, location, and <u>method of irrigation</u> for all plantings.
☑ Include the square footage of new landscaping, if over 500 square feet or over 2,500 square feet of new landscaping please provide all requirements per the Water Efficiency Landscape Ordinance (WELO), visit https://water.ca.gov/LegacyFiles/wateruseefficiency/docs/MWELO09-10-09.pdf
☑ Include all existing and proposed groundcovers, driveways, walkways, patios, and other surface treatments.

☑ (d) **Floor Plan**
☑ Include complete floor plan of all floors of entire building, including existing and proposed work.
☑ Label all rooms (e.g., bedroom, kitchen, bathroom), and include dimensions of room sizes.
☑ Show the location of all existing and proposed doors, windows, and walls.
☑ Location of and distance to all adjacent property boundaries.
☐ <u>For non-residential projects:</u> show all existing and proposed seating areas, mechanical/kitchen equipment, and/or other major functional components of the proposed project.

☑ (e) **Elevations** (required only for new construction, additions, or exterior alterations)
☑ Show all structure elevations (front, sides and rear) that will be affected by the proposed project.
☐ <u>For additions/alterations:</u> label existing and new construction, as well as items to be removed.
☑ Identify all existing and proposed exterior materials - including roofing, roof eaves, eave brackets, siding, doors, trim, sills, windows, fences, and railings. Show details of proposed new exterior elements.
☐ Show any exterior mechanical, duct work, and/or utility boxes.
☑ Include dimensions for building height and wall length.

☐ (f) **Cross Sections** (required only for buildings or additions located on a lot with a slope of 20% or more)
☐ Include all critical cross sections, including at least one passing through the tallest portion of the building.
☐ Include floor plate and roof plate elevation heights.
☐ Location of and distance to all adjacent property boundaries.

☐ Label the location of the cross-sections on the site plan.

☐ (g) **Tree Survey** (required only for projects which involve a Tree Preservation/Removal Permit [see page 5])
- **Three (3)** folded full-sized plans are required (in addition to the plans required under No. 5 above).
- Fold plans to 9" x 12" maximum size. Plans must be on sheets no greater than 24" x 36".
- Include north arrow, date prepared and scale (Tree Survey should be drawn to the same scale as the Site Plan).
- Include the name & phone number of person preparing the plan(s). As appropriate or required, include the stamp & "wet signature" of any licensed architect, landscape architect, surveyor and/or civil engineer preparing final plans.

☐ <u>For new construction on an undeveloped lot:</u> include the stamp and "wet signature" of the licensed architect, landscape architect and/or civil engineer preparing the survey.
☐ Indicate the size (dbh), species, and location of all protected trees within 30 feet of development activity on the subject lot, regardless of whether or not the protected trees are included on any tree preservation/removal permit application.
☐ Label all protected trees that are located within 10 feet of construction (including trees located on neighbor's **properties or the adjacent public right-of-way**) with the matching number or letter from the Tree Preservation/Removal Permit application (see section 6 of this application).

☐ (h) **Shadow Study (for DS-III projects and other two-story DR projects for one- and two-units)**
☐ Include a roof plan of proposed house/addition with adjacent homes and show the shadows at different times of the day as shown in the Design Review Manual for One- and Two-Unit Residences on page 2.1 and 2.2.

☑ (i) **Grading Plan** (required only if the project proposes any site grading)
☑ Show proposed grading plan and/or map showing existing and proposed topographic contours (this may be combined with the Site Plan for small projects with only minor grading).
☐ Include an erosion & sedimentation control plan.
☑ Include a summary table of all proposed excavation, fill, and off-haul volumes.

<u>The following are required only for non-residential, mixed-use, and/or multi-family residential projects.</u>

☐ (j) **Sign Plan** (required only for non-residential and mixed-use projects)
☐ Include fully dimensioned color elevations for all proposed signs.
☐ Indicate proposed sign location(s) on site plan.
☐ Indicate proposed material(s) and method of lighting for all proposed signs.

☑ (k) **Lighting Plan** (required only for non-residential, multi-family residential, and mixed-use projects)
☑ Show the type and location of all proposed exterior lighting fixtures (this may be combined with the Site Plan for small projects).

☑ (l) **Materials & Color Board** (required only for non-residential, multi-family residential, and mixed-use projects involving new construction or an addition/alteration that does not match existing materials and colors).
- Limit board(s) to a maximum size of 9" x 12". Large projects (generally more than 25 dwelling units or 50,000 square feet of floor area) should also submit a large sized materials & color board (24" x 36") for use at public hearings.

☐ Include samples of proposed exterior building materials and paint colors.
☐ Include manufacturer's brochures as appropriate.

☑ (m) **Three-dimensional Exhibits** (required only for large projects with more than 25 dwelling units or 50,000 square feet of floor area)
☑ Provide color perspective drawings showing the project from all major public vantage points, or provide a scale model of the proposed project.

☐ (6) **Preliminary Post-Construction Stormwater Management Plan*** (required only for "Regulated Projects" subject to NPDES C.3 stormwater requirements [see page 4 for more information])
☐ Show location and size of new and replaced impervious surface.
☐ Show directional surface flow of stormwater runoff.
☐ Show location of proposed on-site storm drain lines.
☐ Show preliminary type and location of proposed site design measures, source control measures, and stormwater treatment measures.
☐ Show preliminary type and location of proposed hydromodification management measures (if applicable).
* Please refer to the Stormwater Supplemental Form for more information concerning NPDES C.3 requirements. The Stormwater Supplemental Form must also be submitted with the application.

☐ (7) **Preliminary Title Report or deed not more than 60 days old** (required for all Tentative Parcel Map (TPM), Tentative Tract Map (TTM), Parcel Map Waiver (PMW), Rezoning, and General Plan Amendment applications, and any application where the owner information does not match the current Alameda County Assessor's records)

☑ (8) **Fees** (all fees are due at the time of application submittal)
- Additional fees may be required if the project changes or based on staff's environmental determination.

☐ (9) **Additional Telecom Information Required** (See full requirements in Chapter 17.128 in the Oakland Planning Code)
☐ For the whole parcel, indicate the total number of existing and proposed antennas and equipment cabinets, their location, and the carriers they serve (please include <u>all</u> wireless carriers). Also indicate area, height, and width of all equipment cabinets and antennas (existing and proposed).
☐ Additional Telecom CUP & DR findings for either: Mini, Micro, Macro, Monopole, or Tower (See definitions in 17.10.860).
☐ Include Radio Frequency emissions report (RF), see Section 17.128.130 for requirements.
☐ If a revision, please include previous approved case number if applicable and can be obtained.
☐ If swapping out & replacing existing antennas, include existing & proposed heights of antennas (per Federal Section 6409).

For any questions regarding this application, visit the Zoning Counter or call the Zoning Information Line:

<u>Zoning Counter:</u>
250 Frank H. Ogawa Plaza, 2nd Floor Oakland CA 94612
Mon. Tues. Thurs & Friday: 9am-Noon & 2pm-4pm
Wednesday 9:30am-Noon & 2pm-4pm

<u>Zoning Information Line:</u>
(510) 238-3911
Mon. Tues. Thurs & Friday: 9am-Noon & 2pm-4pm
Wednesday 9:30am-Noon & 2pm-4pm

To obtain an electronic PDF fillable copy of this form please visit
https://www.oaklandca.gov/documents/development-review-basic-application

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:	
AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:
GREEN BUILDING APPLICATION

SHEET NUMBER.:
T6.51

8/26/2019 6:33:56 PM

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

GreenPointRATED

NEW HOME RATING SYSTEM, VERSION 7.0

MULTIFAMILY

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is administered by Build It Green, a non-profit whose mission is to promote healthy, energy and resource efficient buildings in California. The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Community (2), Energy (25), Indoor Air Quality/Health (6), Resources (6), and Water (6); and meet the prerequisites CALGreen Mandatory, E5.2, H6.1, J5.1, O1, O7.

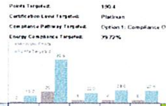
The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit www.builditgreen.org/greenpointrated
Build It Green is not a code enforcement agency.

A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater and submitted through Build It Green.

New Home Multifamily Version 7.0.2

Planning Scoresheet

Points Targeted:	190.4
Certification Level Targeted:	Platinum
Compliance Pathway Targeted:	Option 1: Compliance Over Title 24
Energy Compliance Targeted:	29.72%



LAKEHOUSE TOWER	Measures	Points Targeted	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
CALGreen								
Yes	CALGreen Res (REQUIRED)	4		1	1	1	1	
A. SITE								
No	A1. Construction Footprint	0				1		
	A2. Job Site Construction Waste Diversion							
Yes	A2.1 75% C&D Waste Diversion (Including Alternative Daily Cover)	2				2		
Yes	A2.2 65% C&D Waste Diversion (Excluding Alternative Daily Cover)	2				2		
Yes	A2.3 Recycling Rates from Third-Party Verified Mixed-Use Waste Facility	1				1		
Yes	A3. Recycled Content Base Material	1				1		
Yes	A4. Heat Island Effect Reduction (Non-Roof)	1		1				
Yes	A5. Construction Environmental Quality Management Plan Including Flush-Out	1			1			
	A6. Stormwater Control: Prescriptive Path							
No	A6.1 Permeable Paving Material	0					1	
Yes	A6.2 Filtration and/or Bio-Retention Features	1					1	
Yes	A6.3 Non-Leaching Roofing Materials	1					1	
Yes	A6.4 Smart Stormwater Street Design	1	1				1	
No	A7. Stormwater Control: Performance Path	0					3	
B. FOUNDATION								
TBD	B1. Fly Ash and/or Slag in Concrete					1		
No	B2. Radon Resistant Construction	0			2			
No	B3. Foundation Drainage System	0				2		
No	B4. Moisture Controlled Crawlspace	0			1			
	B5. Structural Pest Controls							
No	B5.1 Termite Shields and Separates Exterior Wood-to-Concrete Connections	0				1		
No	B5.2 Plant Trunks, Bases, or Stems at Least 36 Inches from the Foundation	0				1		
C. LANDSCAPE								
35.74%	Enter the landscape area percentage							
Yes	C1. Plants Grouped by Water Needs (Hydrozoning)	1					1	
Yes	C2. Three Inches of Mulch in Planting Beds	1					1	
	C3. Resource Efficient Landscapes							
Yes	C3.1 No Invasive Species Listed by Cal-IPC	1				1		
Yes	C3.2 Plants Chosen and Located to Grow to Natural Size	1				1		
Yes	C3.3 Drought Tolerant, California Native, Mediterranean Species, or Other Appropriate Species	3					3	
	C4. Minimal Turf in Landscape							
Yes	C4.1 No Turf on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide	2					2	
≤10%	C4.2 Turf on a Small Percentage of Landscaped Area	2					2	
No	C5. Trees to Moderate Building Temperature	0		1	1		1	
Yes	C6. High-Efficiency Irrigation System	2					2	
Yes	C7. One Inch of Compost in the Top Six to Twelve Inches of Soil	2					2	
No	C8. Rainwater Harvesting System	0					3	
No	C9. Recycled Wastewater Irrigation System	0					1	
Yes	C10. Submeter or Dedicated Meter for Landscape Irrigation	2					2	
≤0.5 Eto	C11. Landscape Meets Water Budget	1					1	
	C12. Environmentally Preferable Materials for Site							
TBD	C12.1 Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing					1		
Yes	C12.2 Play Structures and Surfaces Have an Average Recycled Content ≥20%	1				1		
Yes	C13. Reduced Light Pollution	1	1					
Yes	C14. Large Stature Tree(s)	1	1					
No	C15. Third Party Landscape Program Certification	0					1	
No	C16. Maintenance Contract with Certified Professional	0					1	
No	C17. Community Garden	0	2					
D. STRUCTURAL FRAME AND BUILDING ENVELOPE								

Draft GreenPoint Rated New Home Multi Family Version 8.0

LAKEHOUSE TOWER		Points Targeted	Community	Energy	IAQ/Health	Resources	Water
	D1. Optimal Value Engineering						
No	D1.1 Joists, Rafters, and Studs at 24 Inches on Center	0		1		2	
No	D1.2 Non-Load Bearing Door and Window Headers Sized for Load	0				1	
No	D1.3 Advanced Framing Measures	0				2	
No	D2. Construction Material Efficiencies	0				1	
	D3. Engineered Lumber						
No	D3.1 Engineered Beams and Headers	0				1	
No	D3.2 Wood I-Joists or Web Trusses for Floors	0				1	
No	D3.3 Engineered Lumber for Roof Rafters	0				1	
Yes	D3.4 Engineered or Finger-Jointed Studs for Vertical Applications	1				1	
No	D3.5 OSB for Subfloor	0				0.5	
No	D3.6 OSB for Wall and Roof Sheathing	0				0.5	
No	D4. Insulated Headers	0		1			
	D5. FSC Certified Wood						
No	D5.1 Dimensional Lumber, Studs, and Timber	0				6	
No	D5.2 Panel Products	0				3	
	D6. Solid Wall Systems						
No	D6.1 At Least 90% of Floors	0				1	
No	D6.2 At Least 90% of Exterior Walls	0		1		1	
No	D6.3 At Least 90% of Roofs	0		1		1	
No	D7. Energy Heels on Roof Trusses	0		1			
No	D8. Overhangs and Gutters	0		1		1	
	D9. Reduced Pollution Entering the Home from the Garage						
No	D9.1 Detached Garage	0			2		
Yes	D9.2 Mitigation Strategies for Attached Garage	1			1		
	D10. Structural Pest and Rot Controls						
Yes	D10.1 All Wood Located At Least 12 Inches Above the Soil	1				1	
Yes	D10.2 Wood Framing Treating With Borates or Factory-Impregnated, or Wall Materials Other Than Wood	1				1	
No	D11. Moisture Resistant Materials in Wet Areas (such as Kitchen, Bathrooms, Utility Rooms, and Basements)	0			1	1	
E. EXTERIOR							
No	E1. Environmentally Preferable Decking	0				1	
No	E2. Flashing Installation Third-Party Verified	0				2	
Yes	E3. Rain Screen Wall System	2				2	
Yes	E4. Durable and Non-Combustible Cladding Materials	1				1	
	E5. Durable Roofing Materials						
Yes	E5.1 Durable and Fire Resistant Roofing Materials or Assembly	1				1	
Yes	E5.2 Roofing Warranty for Shingle Roofing	Y	R	R	R	R	R
No	E6. Vegetated Roof	0	2	2			
F. INSULATION							
	F1. Insulation with 30% Post-Consumer or 60% Post-Industrial Recycled Content						
TBD	F1.1 Walls and Floors					1	
TBD	F1.2 Ceilings					1	
	F2. Insulation that Meets the CDPH Standard Method—Residential for Low Emissions						
TBD	F2.1 Walls and Floors				1		
TBD	F2.2 Ceilings				1		
	F3. Insulation That Does Not Contain Fire Retardants						
TBD	F3.1 Cavity Walls and Floors				1		
TBD	F3.2 Ceilings				1		
TBD	F3.3 Interior and Exterior Insulation				1		
G. PLUMBING							
	G1. Efficient Distribution of Domestic Hot Water						
Yes	G1.1 Insulated Hot Water Pipes	1		1			
No	G1.2 WaterSense Volume Limit for Hot Water Distribution	0					1
No	G1.3 Increased Efficiency in Hot Water Distribution	0					2
	G2. Install Water-Efficient Fixtures						
Yes	G2.1 WaterSense Showerheads 1.8 gpm with Matching Compensation Valve	2					2
Yes	G2.2 WaterSense Bathroom Faucets with 1.0 gpm or Less	1					1
1.28 gpf	G2.3 WaterSense Toilets with a Maximum Performance (MaP) Threshold of No Less Than 500 Grams 1.28 gpf or Less	1					2
Yes	G2.4 Urinals with Flush Rate of ≤ 0.1 Gallons/Flush	1					1
No	G3. Pre-Plumbing for Graywater System	0					1
No	G4. Operational Graywater System	0					2
No	G5. Thermostatic Shower Valve or Auto-Diversion Tub Spout	0					1
Yes	G6. Submeter Water for Tenants	2					2
H. HEATING, VENTILATION, AND AIR CONDITIONING							
	H1. Sealed Combustion Units						
Yes	H1.1 Sealed Combustion Furnace	1			1		

Draft GreenPoint Rated New Home Multi Family Version 8.0

LAKEHOUSE TOWER		Points Targeted	Community	Energy	IAQ/Health	Resources	Water	Notes
Yes	H1.2 Sealed Combustion Water Heater	2			2			
No	H2. High Performing Zoned Hydronic Radiant Heating System	0		1	1			
	H3. Effective Ductwork							
Yes	H3.1 Duct Mastic on Duct Joints and Seams	1		1				
No	H3.2 Pressure Balance the Ductwork System	0		1				
Yes	H4. ENERGY STAR Bathroom Fans Per HVI Standards with Air Flow Verified	1			1			
	H5. Advanced Practices for Cooling							
No	H5.1 ENERGY STAR Ceiling Fans in Living Areas and Bedrooms	0		1				
No	H5.2 Operable Windows and Skylights Located to Induce Cross Ventilation in at Least One Room in 80% of Units	0		1				
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality							
Yes	H6.1 Meet ASHRAE Standard 62.2-2016 Ventilation Residential Standards	Y	R	R	R	R	R	
No	H6.2 Advanced Ventilation Standards	0			2			
Yes	H6.3 Outdoor Air Is Filtered and Tempered	1			1			
	H7. Effective Range Design and Installation							
No	H7.1 Effective Range Hood Ducting and Design	0			1			
No	H7.2 Automatic Range Hood Control	0			1			
Yes	H8. High Efficiency HVAC Filter (MERV 13+)	1			1			
Yes	H9. Advanced Refrigerants	1			1			
I. RENEWABLE ENERGY								
No	I1. Pre-Plumbing for Solar Water Heating	0		1				
No	I2. Preparation for Future Photovoltaic Installation	0		1				
0.0%	I3. Onsite Renewable Generation (Solar PV, Solar Thermal, and Wind)	0		25				
	I4. Net Zero Energy Home							
No	I4.1 Near Zero Energy Home	0		2				
No	I4.2 Net Zero Electric	0		4				
No	I5. Energy Storage	0		1				
No	I6. Solar Hot Water Systems to Preheat Domestic Hot Water	0		4				
No	I7. Photovoltaic System for Multifamily Projects	0		3				
J. BUILDING PERFORMANCE AND TESTING								
No	J1. Third-Party Verification of Quality of Insulation Installation	0			1			
TBD	J2. Supply and Return Air Flow Testing			1	1			
Yes	J3. Mechanical Ventilation Testing and Low Leakage	1			1			
TBD	J4. Combustion Appliance Safety Testing				1			
	J5. Building Performance Exceeds Title 24 Part 6							
Option 1: Compliance Over Title 24	J5.1 Home Outperforms Title 24	94.4		25+				Option 1: Min. 15% over T24, 1 point for every additional 1%. Option 2: Min. 24% over T24 All Electric, with photovoltaic system and HPWH or Solar Thermal. Option 3: Min. 27% compliance margin in EPR Energy and Water Calc. Attached. Option 4: TBD
0.0%	J5.2 Non-Residential Spaces Outperform Title 24	0.0		15				One Energy Point for Every 1%
TBD	J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst			1				
No	J7. Participation in Utility Program with Third-Party Plan Review	0		1				
No	J8. ENERGY STAR for Homes	0		1				
No	J9. EPA Indoor airPlus Certification				2			
No	J10. Blower Door Testing	0			3			
TBD	J11. Compartmentalization of Units			1	1			
K. FINISHES								
	K1. Entryways Designed to Reduce Tracked-In Contaminants							
No	K1.1 Entryways to Individual Units	0			1			
No	K1.2 Entryways to Buildings	0			1			
Yes	K2. Zero-VOC Interior Wall and Ceiling Paints	2			3			
Yes	K3. Low-VOC Caulks and Adhesives	1			1			
	K4. Environmentally Preferable Materials for Interior Finish							
TBD	K4.1 Cabinets					2		
TBD	K4.2 Interior Trim					2		
TBD	K4.3 Shelving					2		
TBD	K4.4 Doors					2		
TBD	K4.5 Countertops					1		
	K5. Formaldehyde Emissions in Interior Finish Exceed CARB							
TBD	K5.1 Doors				1			
TBD	K5.2 Cabinets and Countertops				2			
TBD	K5.3 Interior Trim and Shelving				2			
TBD	K6. Products That Comply With the Health Product Declaration Open Standard				2			
No	K7. Indoor Air Formaldehyde Level Less Than 27 Parts Per Billion	0			2			
TBD	K8. Comprehensive Inclusion of Low Emitting Finishes				1			
No	K9. Durable Cabinets	0				2		

Draft GreenPoint Rated New Home Multi Family Version 8.0

LAKEHOUSE TOWER		Points Targeted	Community	Energy	IAQ/Health	Resources	Water
TBD	K10. At Least 25% of Interior Furniture Has Environmentally Preferable Attributes					1	
L. FLOORING							
≥50%	L1. Environmentally Preferable Flooring	2				2	
≥80%	L2. Low-Emitting Flooring Meets CDPH 2010 Standard Method—Residential	2			2		
No	L3. Durable Flooring	0				1	
No	L4. Thermal Mass Flooring	0		1			
M. APPLIANCES AND LIGHTING							
Yes	M1. ENERGY STAR Dishwasher	1					1
	M2. Efficient Clothes Washing and Drying						
TBD	M2.1 CEE-Rated Clothes Washer			1			2
TBD	M2.2 Energy Star Dryer			1			
No	M2.3 Solar Dryer/ Laundry Lines	0		0.5			
<25 cubic feet	M3. Size-Efficient ENERGY STAR Refrigerator	2		2			
	M4. Permanent Centers for Waste Reduction Strategies						
No	M4.1 Built-In Recycling Center	0				1	
No	M4.2 Built-In Composting Center	0				1	
	M5. Lighting Efficiency						
TBD	M5.1 High-Efficacy Lighting			2			
Yes	M5.2 Lighting System Designed to IESNA Footcandle Standards or Designed by Lighting Consultant	2		2			
TBD	M6. Electric Vehicle Charging Stations and Infrastructure			2			
No	M7. Central Laundry	0					1
Yes	M8. Gearless Elevator	1		1			
N. COMMUNITY							
	N1. Smart Development						
Yes	N1.1 Infill Site	2	1			1	
No	N1.2 Designated Brownfield Site	0	1			1	
≥35	N1.3 Conserve Resources by Increasing Density	4		2		2	
Yes	N1.4 Cluster Homes for Land Preservation	2	1			1	
	N1.5 Home Size Efficiency	3				10	
1200	Enter the area of the home, in square feet						
2	Enter the number of bedrooms						
	N2. Home(s)/Development Located Near Transit						
No	N2.1 Within 1/2 Mile of a Major Transit Stop	0	1				
Yes	N2.2 Within 1/4 Mile of a Major Transit Stop	2	2				
	N3. Pedestrian and Bicycle Access						
	N3.1 Pedestrian Access to Services Within 1/2 Mile of Community Services	1	2				
4	Enter the number of Tier 1 services						
6	Enter the number of Tier 2 services						
Yes	N3.2 Connection to Pedestrian Pathways	1	1				
Yes	N3.3 Traffic Calming Strategies	2	2				
No	N3.4 Sidewalks Buffered from Roadways and 5-6 Feet Wide	0	1				
Yes	N3.5 Bicycle Storage for Residents	1	1				
No	N3.6 Bicycle Storage for Non-Residents	0	1				
1 space per unit	N3.7 Reduced Parking Capacity	2	2				
	N4. Outdoor Gathering Places						
Yes	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	1	1				
No	N4.2 Public Outdoor Gathering Places with Direct Access to Tier 1 Community Services	0	1				
	N5. Social Interaction						
TBD	N5.1 Residence Entries with Views to Callers		1				
No	N5.2 Entrances Visible from Street and/or Other Front Doors	0	1				
No	N5.3 Porches Oriented to Street and Public Space	0	1				
	N6. Passive Solar Design						
No	N6.1 Heating Load	0		2			
No	N6.2 Cooling Load	0		2			
	N7. Adaptable Building						
No	N7.1 Universal Design Principles in Units	0	1		1		
No	N7.2 Full-Function Independent Rental Unit	0	1				
	N8. Resiliency						
TBD	N8.1 Climate Impact Assessment		1		1	1	
TBD	N8.2 Strategies to Address Assessment Findings		1		1	1	
	N9. Social Equity						
TBD	N9.1 Diverse Workforce		1			1	
Yes	N9.2 Community Location	2	1		1		
	N10. Affordability						
No	N10.1 Dedicated Units for Households Making 60% of AMI or Less	0	2				
No	N10.2 Units with Multiple Bedrooms for Households Making 60% of AMI or Less	0	1				

Draft GreenPoint Rated New Home Multi Family Version 8.0

LAKEHOUSE TOWER		Points Targeted	Community	Energy	IAQ/Health	Resources	Water
No	N10.3 At Least 20% of Units at 120% AMI or Less are For Sale	0	1				
	N11. Mixed-Use Developments						
No	N11.1 Live/Work Units Include a Dedicated Commercial Entrance	0	1				
No	N11.2 At Least 2% of Development Floor Space Supports Mixed Use	0	1				
No	N11.3 Half of the Non-Residential Floor Space is Dedicated to Community Service	0	1				
O. OTHER							
Yes	O1. GreenPoint Rated Checklist in Blueprints	Y	R	R	R	R	R
Yes	O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors	2		0.5		1	0.5
No	O3. Orientation and Training to Occupants – Conduct Educational Walkthroughs	0		0.5	0.5	0.5	0.5
TBD	O4. Builder's or Developer's Management Staff are Certified Green Building Professionals			0.5	0.5	0.5	0.5
	O5. Home System Monitors						
No	O5.1 Home Energy Monitoring Systems	0		1			
No	O5.2 Home Water System Monitors	0					1
	O6. Green Building Education						
No	O6.1 Marketing Green Building	0	2				
No	O6.2 Green Building Signage	0		0.5			0.5
Yes	O7. Green Appraisal Addendum	Y	R	R	R	R	R
No	O8. Detailed Durability Plan and Third-Party Verification of Plan Implementation	0				1	
No	O9. Residents Are Offered Free or Discounted Transit Passes	0	2				
No	O10. Vandalism Deterrence Practices and Vandalism Management Plan	0				1	
Yes	O11. Tobacco Free Buildings	2			2		
TBD	O12. Integrated Pest Management Plan					1	
P. DESIGN CONSIDERATIONS							
	P1. Acoustics: Noise and Vibration Control		1		1		
	Enter the number of Tier 1 practices						
	Enter the number of Tier 2 practices						
	P2. Mixed-Use Design Strategies						
No	P2.1 Tenant Improvement Requirements for Build-Outs	0			1		1
Yes	P2.2 Commercial Loading Area Separated for Residential Area	1			1		
Yes	P2.3 Separate Mechanical and Plumbing Systems	1			1		
	P3. Commissioning						
No	P3.1 Design Phase	0		1	1		
No	P3.2 Construction Phase	0		2	1		
No	P3.3 Post-Construction Phase	0		2	1		
Yes	P4. Building Enclosure Testing	3		1	1	1	
INNOVATIONS							
TBD	Enter Innovation 1 description here. Enter up to four points at right.						
TBD	Enter Innovation 2 description here. Enter up to four points at right.						
TBD	Enter Innovation 3 description here. Enter up to four points at right.						
TBD	Enter Innovation 4 description here. Enter up to four points at right.						
	Summary		Community	Energy	IAQ/Health	Resources	Water
	Total Available Points in Specific Categories	375	49	111	76	65	64
	Minimum Points Required in Specific Categories	50	2	25	6	6	6
	Total Points Targeted	190.4	16.0	96.9	22.0	28.0	27.5

Draft GreenPoint Rated New Home Multi Family Version 8.0

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:	
AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:
GREEN BUILDING APPLICATION - CHECKLIST

SHEET NUMBER.:
T6.52

NORTHEAST CORNER VIEW FROM 1ST AVENUE

SOUTHEAST CORNER VIEW FROM EAST 12TH STREET

ALL DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

avrp SKYPORT
architecture
urban design
interiors
graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER:	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

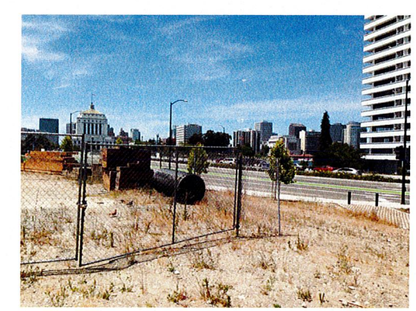
SHEET TITLE:

RENDERINGS

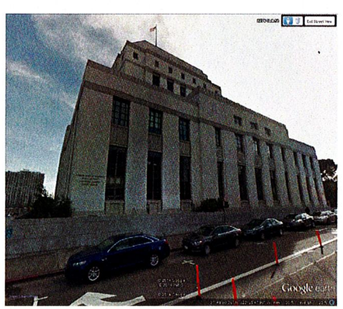
SHEET NUMBER.:

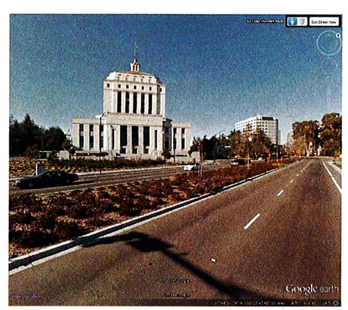
T10.00

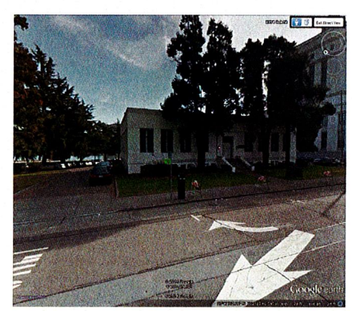
ADJACENT SITES / CONTEXT

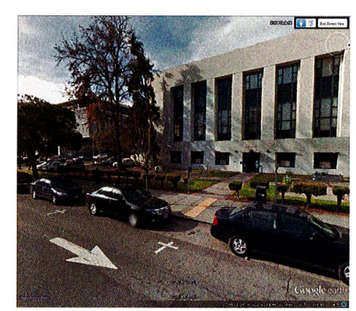


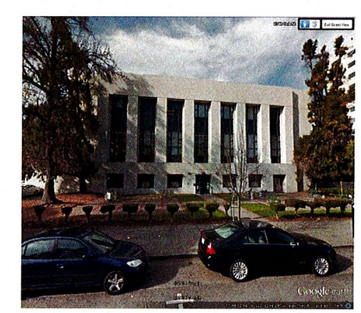
EXISTING SITE











HISTORICAL REFERENCE

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

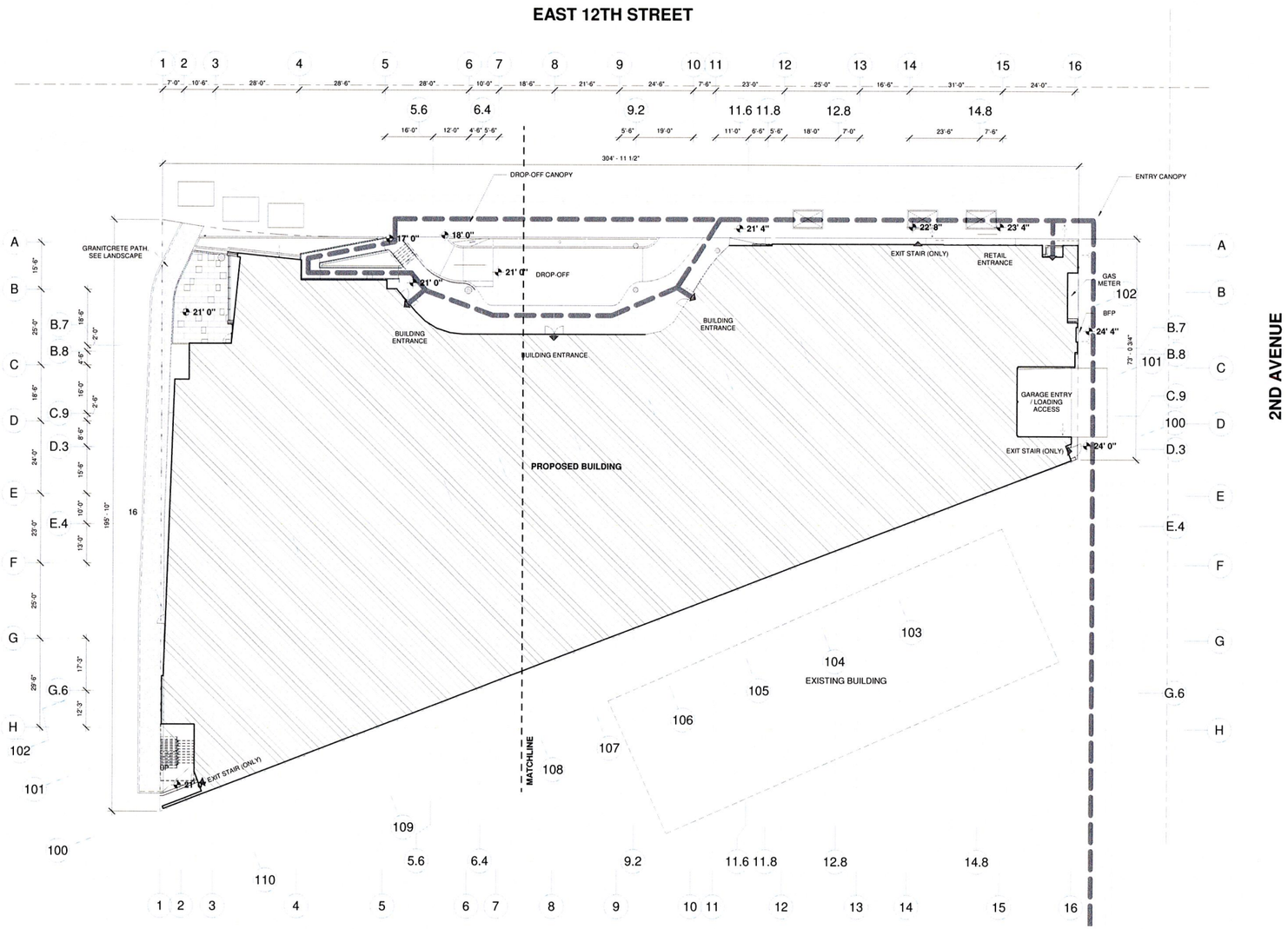
SHEET TITLE:

SITE CONTEXT

SHEET NUMBER.:

T10.01

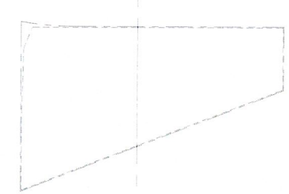
ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



SITE PLAN 1
1/16" = 1'-0"

N TRUE NORTH

N PROJECT NORTH



BUILDING KEY - OVERALL PODIUM

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	P2 PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

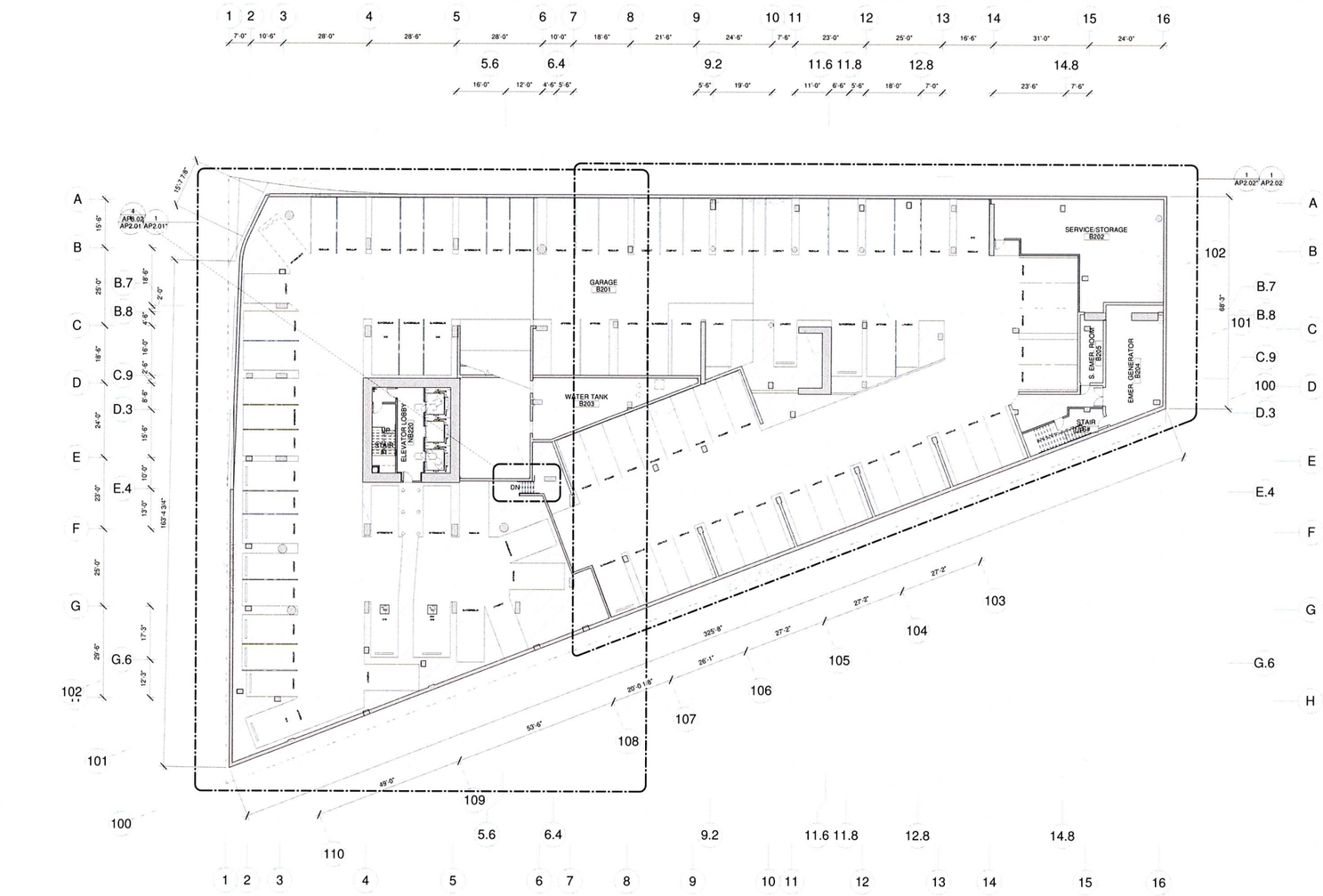
AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:

SITE PLAN

SHEET NUMBER.:

AP1.00

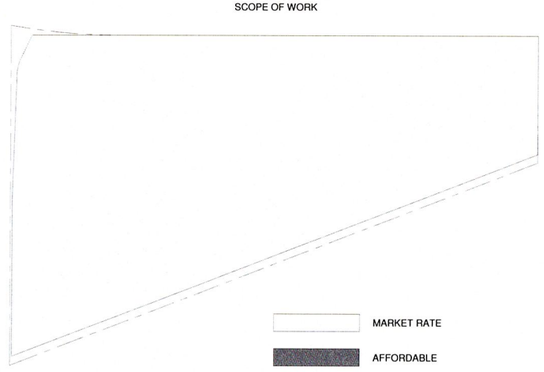


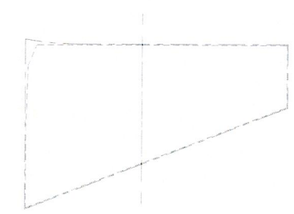
N TRUE NORTH

N PROJECT NORTH

LEVEL B2 1
1/16" = 1'-0"

KEY PLAN
SCOPE OF WORK





BUILDING KEY - OVERALL PODIUM

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

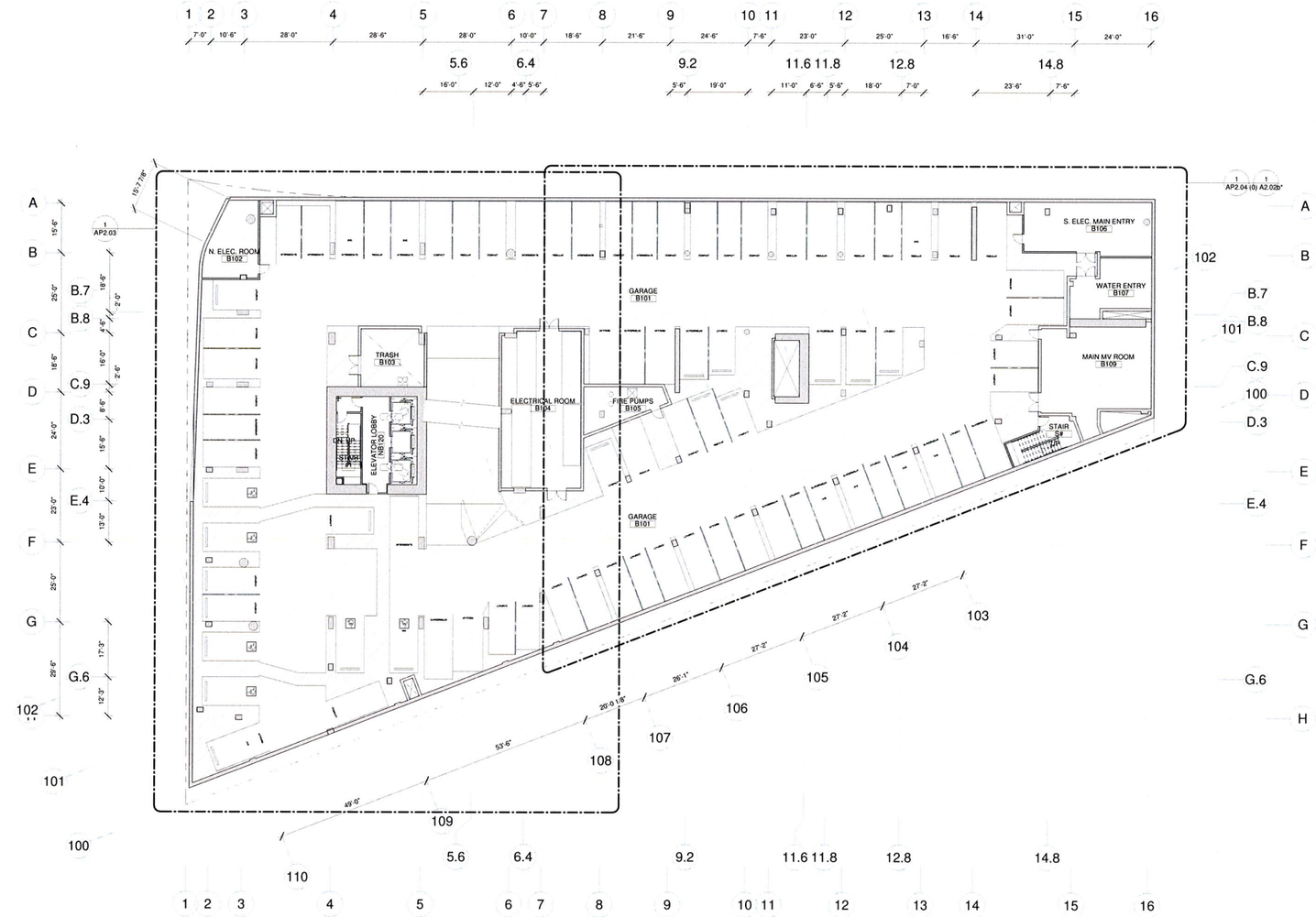
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker

SHEET TITLE:
PODIUM OVERALL PLAN - LEVEL B2

SHEET NUMBER.:

AP1.01

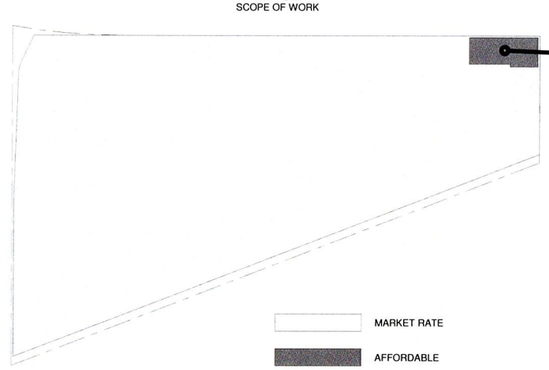


N TRUE NORTH

N PROJECT NORTH

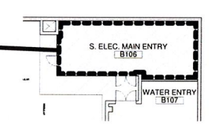
LEVEL B1 1
1/16" = 1'-0"

KEY PLAN
SCOPE OF WORK

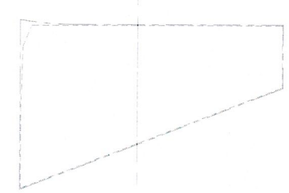


MARKET RATE

AFFORDABLE



2 LEVEL B1 - SCOPE OF WORK
1/16" = 1'-0"



BUILDING KEY - OVERALL PODIUM

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

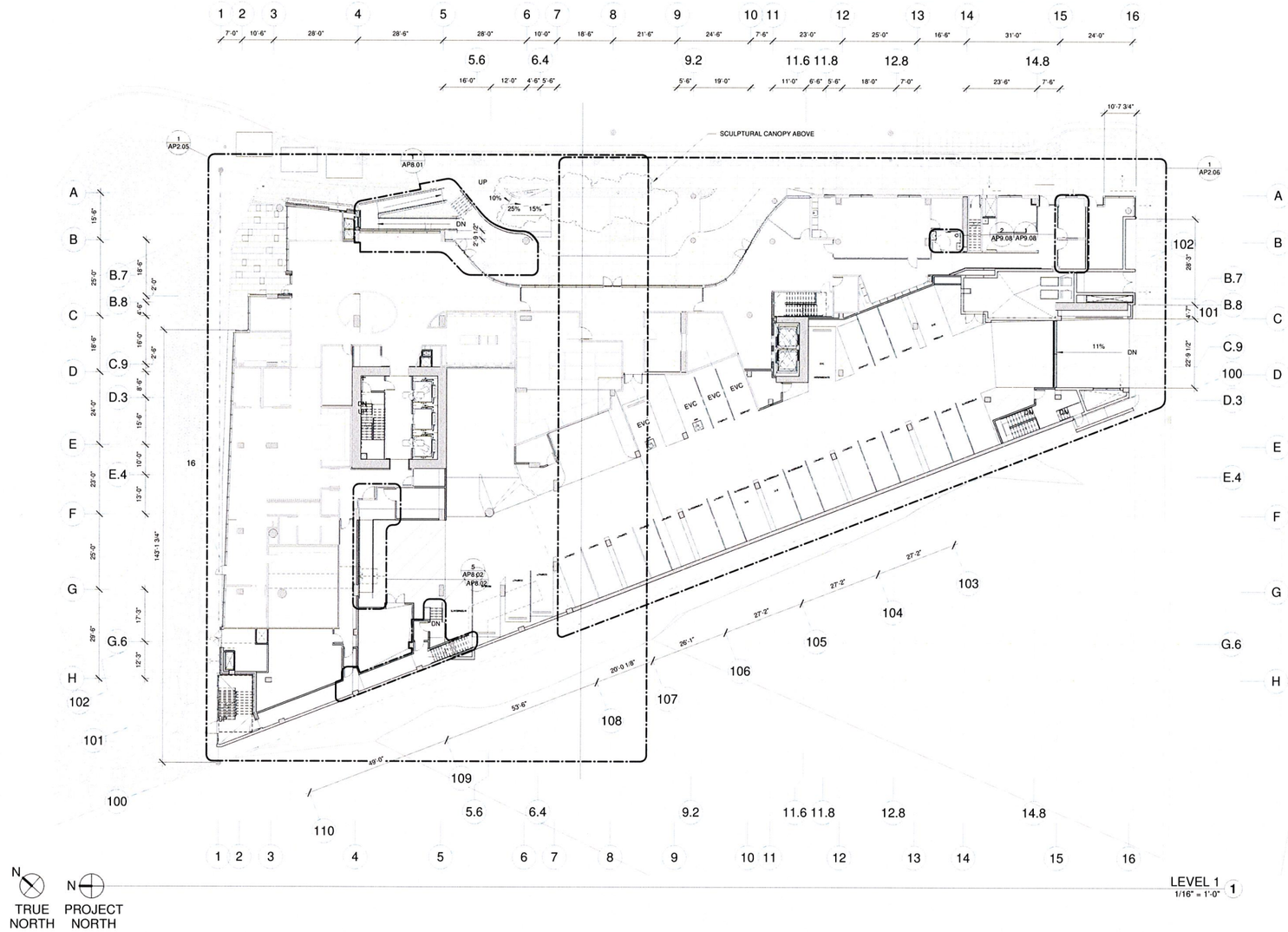
SHEET TITLE:

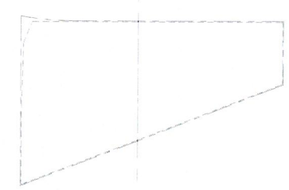
PODIUM OVERALL PLAN - LEVEL B1

SHEET NUMBER.:

AP1.02

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.





BUILDING KEY - OVERALL PODIUM

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

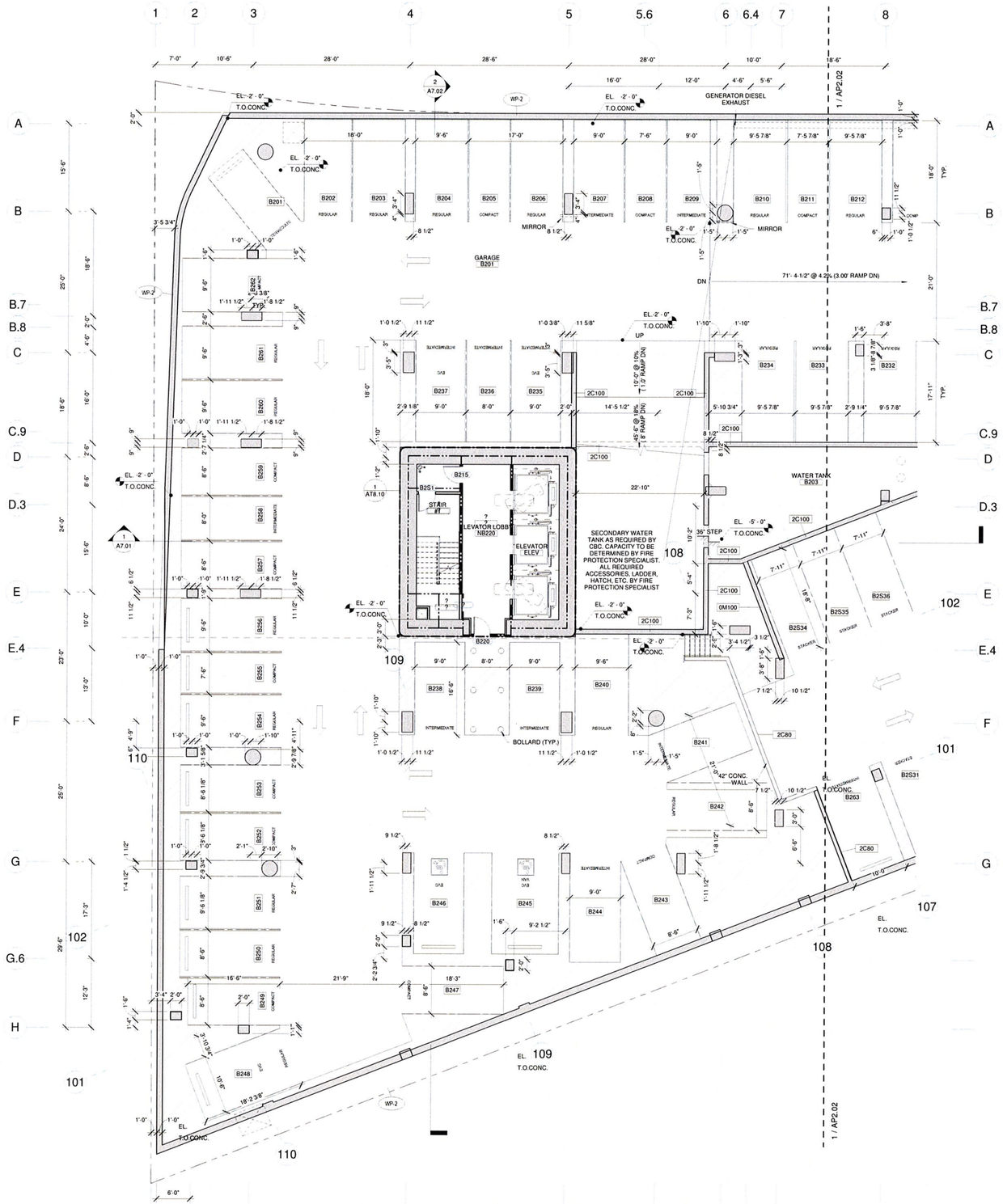
SHEET TITLE:

PODIUM OVERALL PLAN - LEVEL 1

SHEET NUMBER :

AP1.03

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS). SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS), UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

PARKING COUNT

LEVEL B2 PARKING

REGULAR_____
_24
INTERMEDIATE_____
_12
COMPACT_____
_21
TOTAL PARKING_____
__90

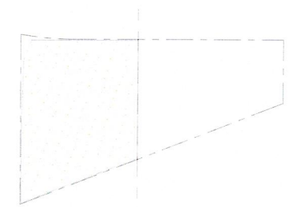
ADDITIONAL WITH STACKERS_____
_48
TOTAL PARKING_____
__105

ELECTRIC VEHICLE CHARGING SPACES
ACCESSIBLE_____
_02
REGULAR_____
_02
INTERMEDIATE_____
_02
TOTAL EVC_____
_06

NOTE:
ADD ALTERNATE: CONTRACTOR TO PROVIDE PRICING FOR CAR STACKERS AT LEVEL B2: 28 SURFACE SPACES FOR 48 CARS, INCLUDING FIRE SPRINKLERS.

STACKER PARKING STALL LAYOUT, SIZE, CONSTRUCTION, AS WELL AS ASSOCIATED FIRE SUPRESSION, ELECTRICAL AND MECHANICAL SYSTEMS SHALL BE PROVIDED BASED ON CITYLIFT STACKER AUTOMATED CAR PARKING SYSTEM.

KEY



BUILDING KEY - NORTH PODIUM

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

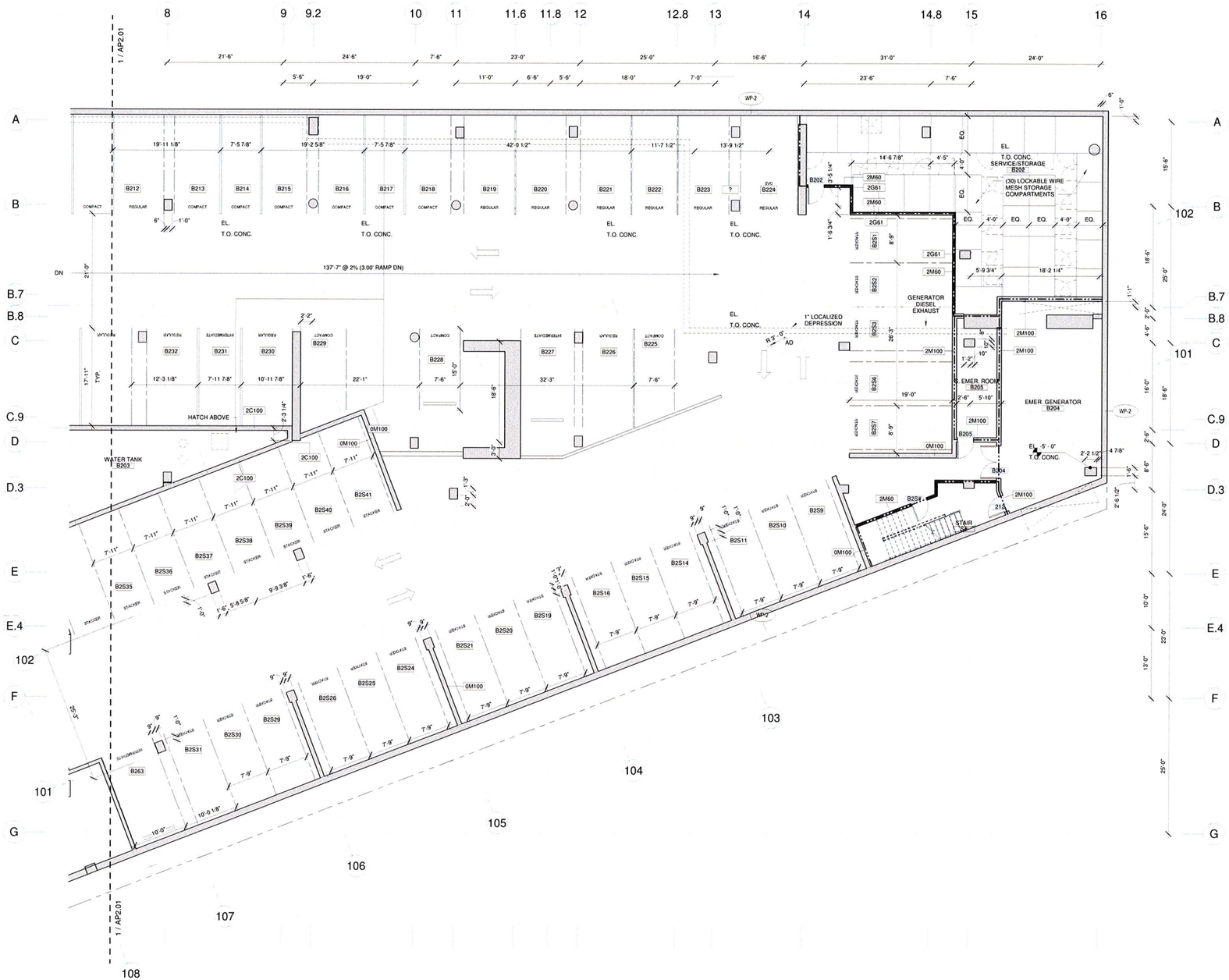
DRAWN BY: Author
CHECKED BY: Checker

SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL B2 NORTH

SHEET NUMBER.:

AP2.01

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, AND PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN AUTHORIZATION OF AVRP SKYPORT STUDIOS, INC.



LEVEL B2 SOUTH 1
1/8" = 1'-0"

PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS). SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS). UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

PARKING COUNT

LEVEL B2 PARKING

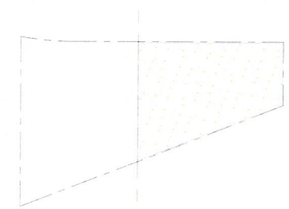
REGULAR
__24
INTERMEDIATE
__12
COMPACT
__21
TOTAL PARKING
__90

ADDITIONAL WITH STACKERS
__48
TOTAL PARKING
__105

ELECTRIC VEHICLE CHARGING SPACES
ACCESSIBLE
__02
REGULAR
__02
INTERMEDIATE
__02
TOTAL EVC
__06
NOTE:
ADD ALTERNATE: CONTRACTOR TO PROVIDE PRICING FOR CAR STACKERS AT LEVEL B2: 28 SURFACE SPACES FOR 48 CARS, INCLUDING FIRE SPRINKLERS.

STACKER PARKING STALL LAYOUT, SIZE, CONSTRUCTION, AS WELL AS ASSOCIATED FIRE SUPRESSION, ELECTRICAL AND MECHANICAL SYSTEMS SHALL BE PROVIDED BASED ON CITYLIFT STACKER AUTOMATED CAR PARKING SYSTEM.

KEY



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

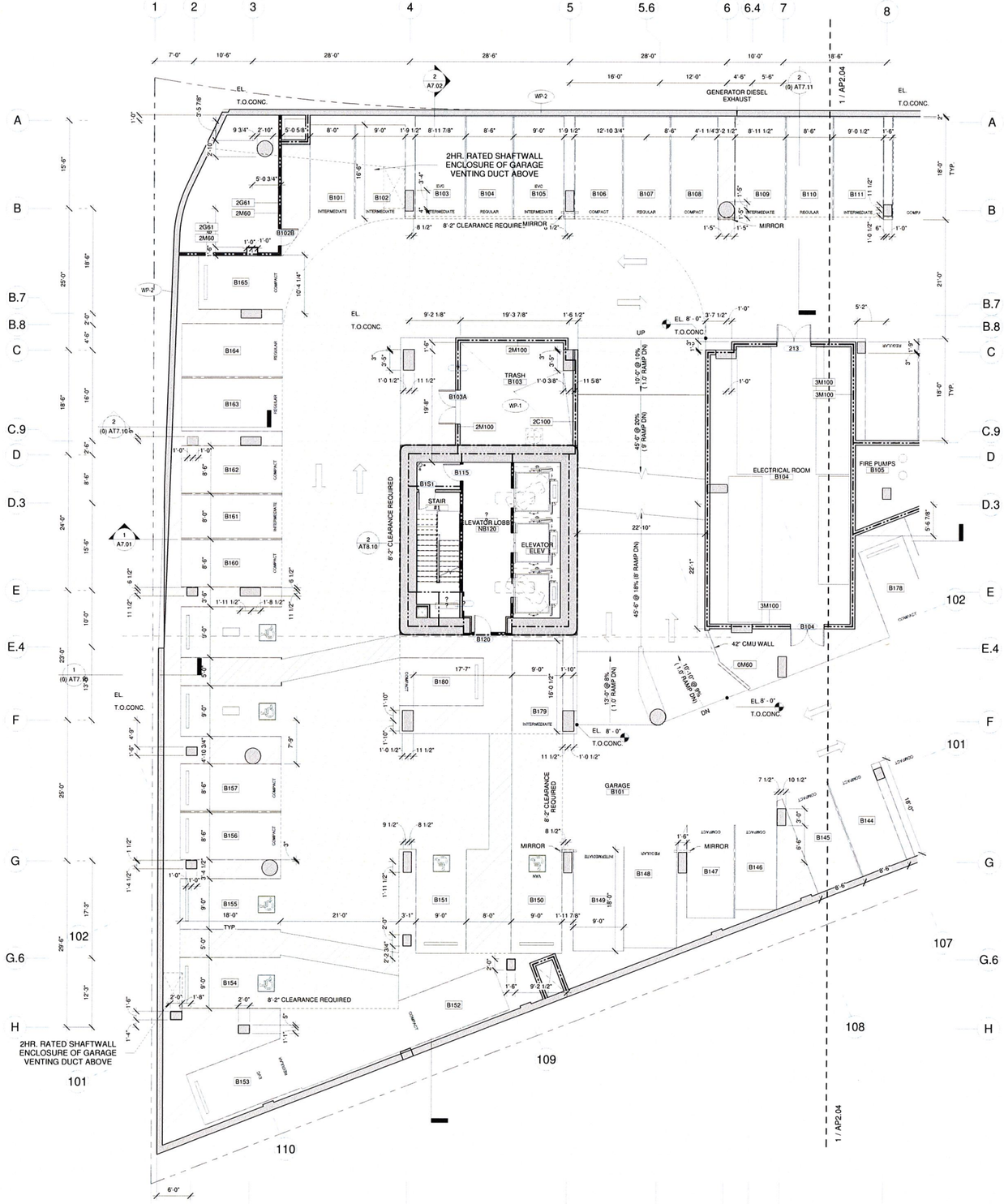
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL B2 SOUTH

SHEET NUMBER :

AP2.02

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, PLANS OR DRAWINGS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



LEVEL B1 NORTH 1
1/8" = 1'-0"

PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS).
SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS). UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

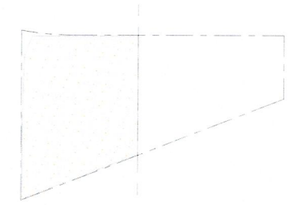
PARKING COUNT

LEVEL B1 PARKING

REGULAR
_19
INTERMEDIATE
_15
COMPACT
_34
ACCESSIBLE
_06
TOTAL PARKING
_72

ELECTRIC VEHICLE CHARGING SPACES
REGULAR
_02
INTERMEDIATE
_06
TOTAL EVC
_08

KEY



BUILDING KEY - NORTH PODIUM

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

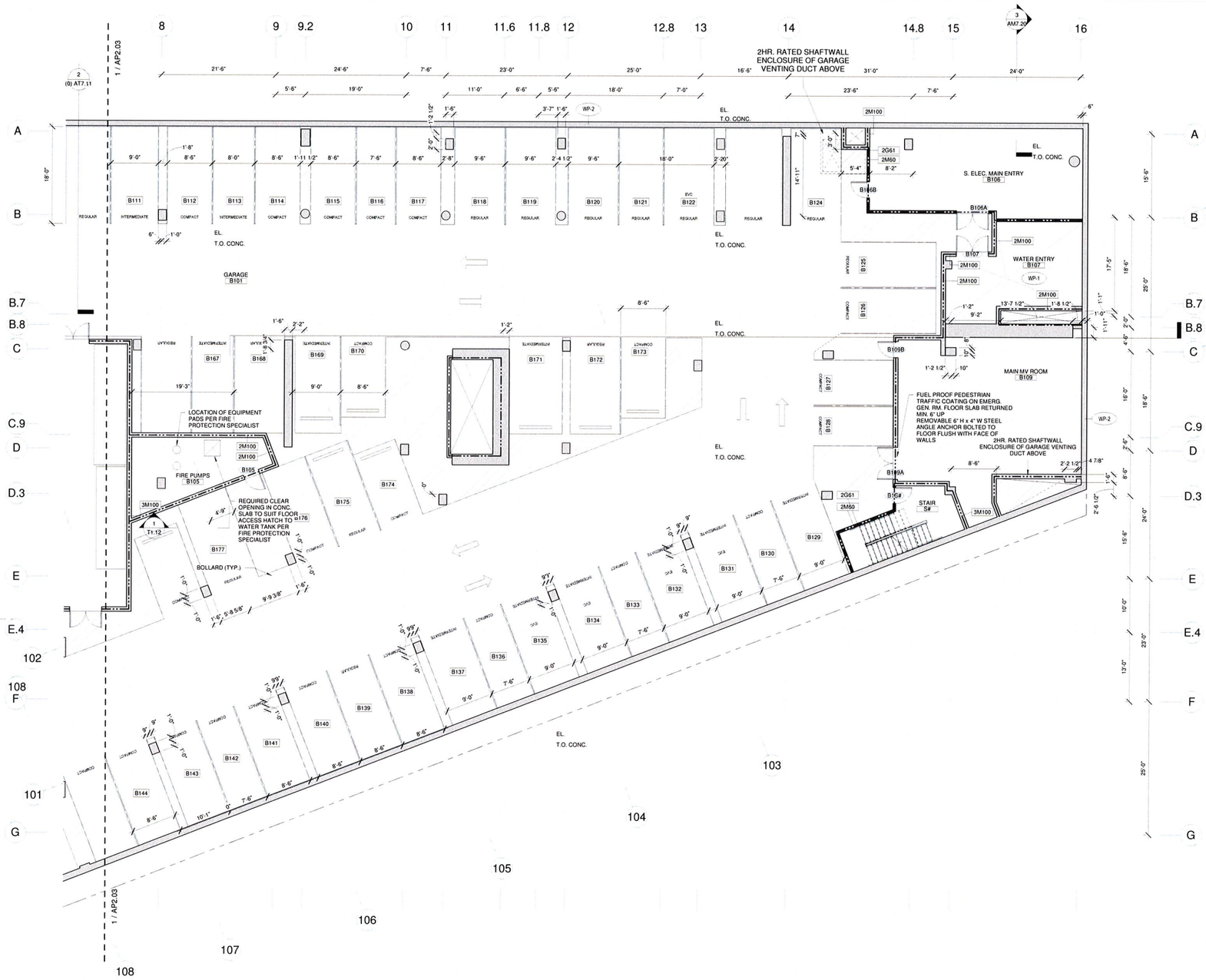
DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD LD. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL B1 NORTH

SHEET NUMBER:
AP2.03

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



LEVEL B1 SOUTH 1
1/8" = 1'-0"

PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS). SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULLAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS). UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

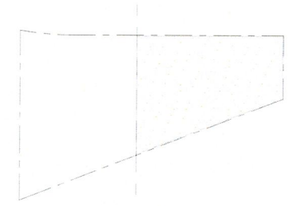
PARKING COUNT

LEVEL B1 PARKING

REGULAR
_19
INTERMEDIATE
_13
COMPACT
_34
ACCESSIBLE
_06
TOTAL PARKING
_72

ELECTRIC VEHICLE CHARGING SPACES
REGULAR
_02
INTERMEDIATE
_06
TOTAL EVC
_08

KEY



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

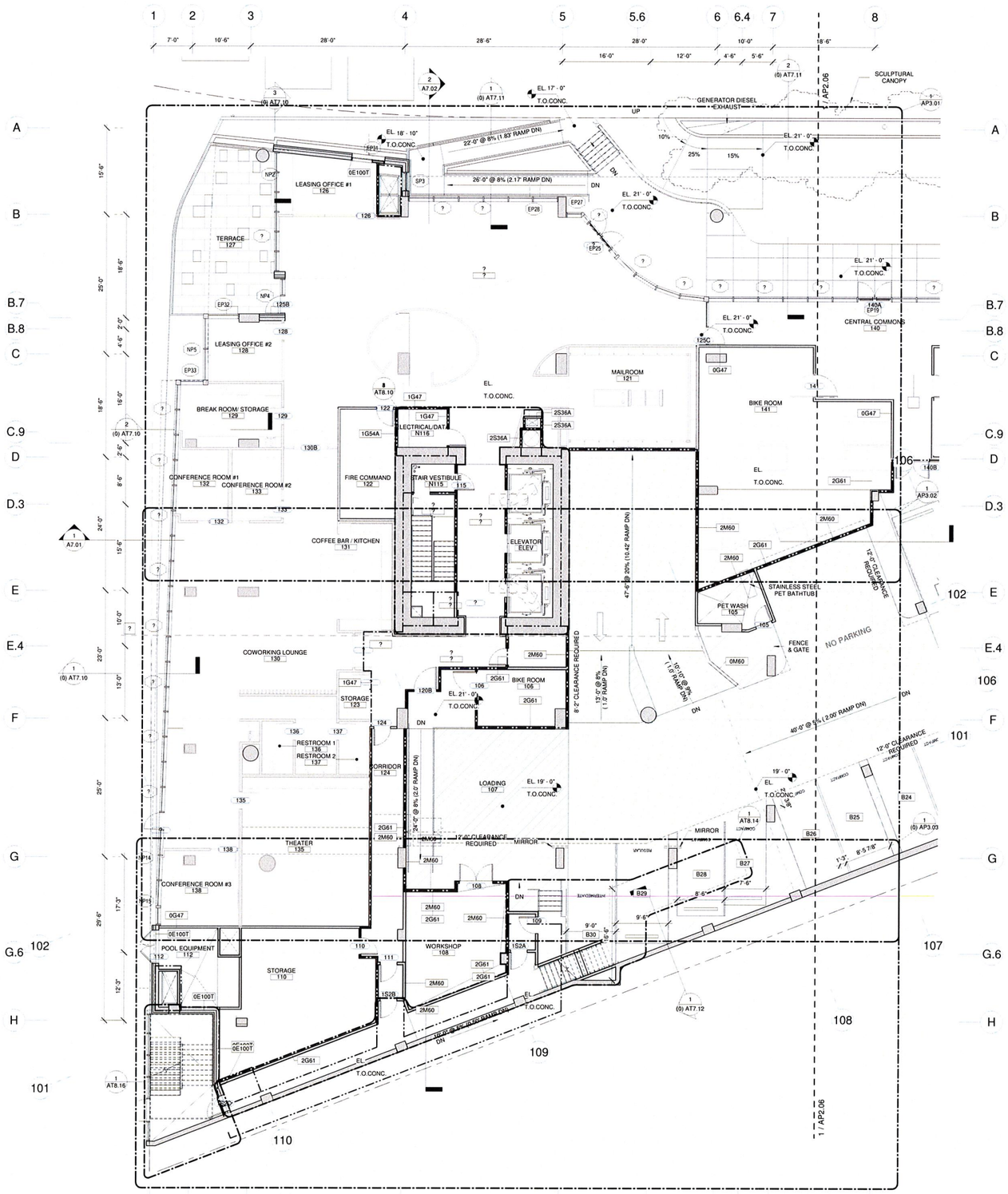
DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL B1 SOUTH

SHEET NUMBER.:
AP2.04

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, PLANS OR DRAWINGS MAY BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS).
SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS), UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

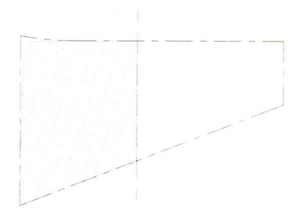
PARKING COUNT

LEVEL 1 PARKING

REGULAR_____
_02
INTERMEDIATE_____
_04
COMPACT_____
_18
ACCESSIBLE_____
_02
TOTAL PARKING_____
_26

ELECTRIC VEHICLE CHARGING SPACES
REGULAR_____
_01
INTERMEDIATE_____
_03
TOTAL EVC_____
_04

KEY



BUILDING KEY - NORTH PODIUM

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
P2 PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

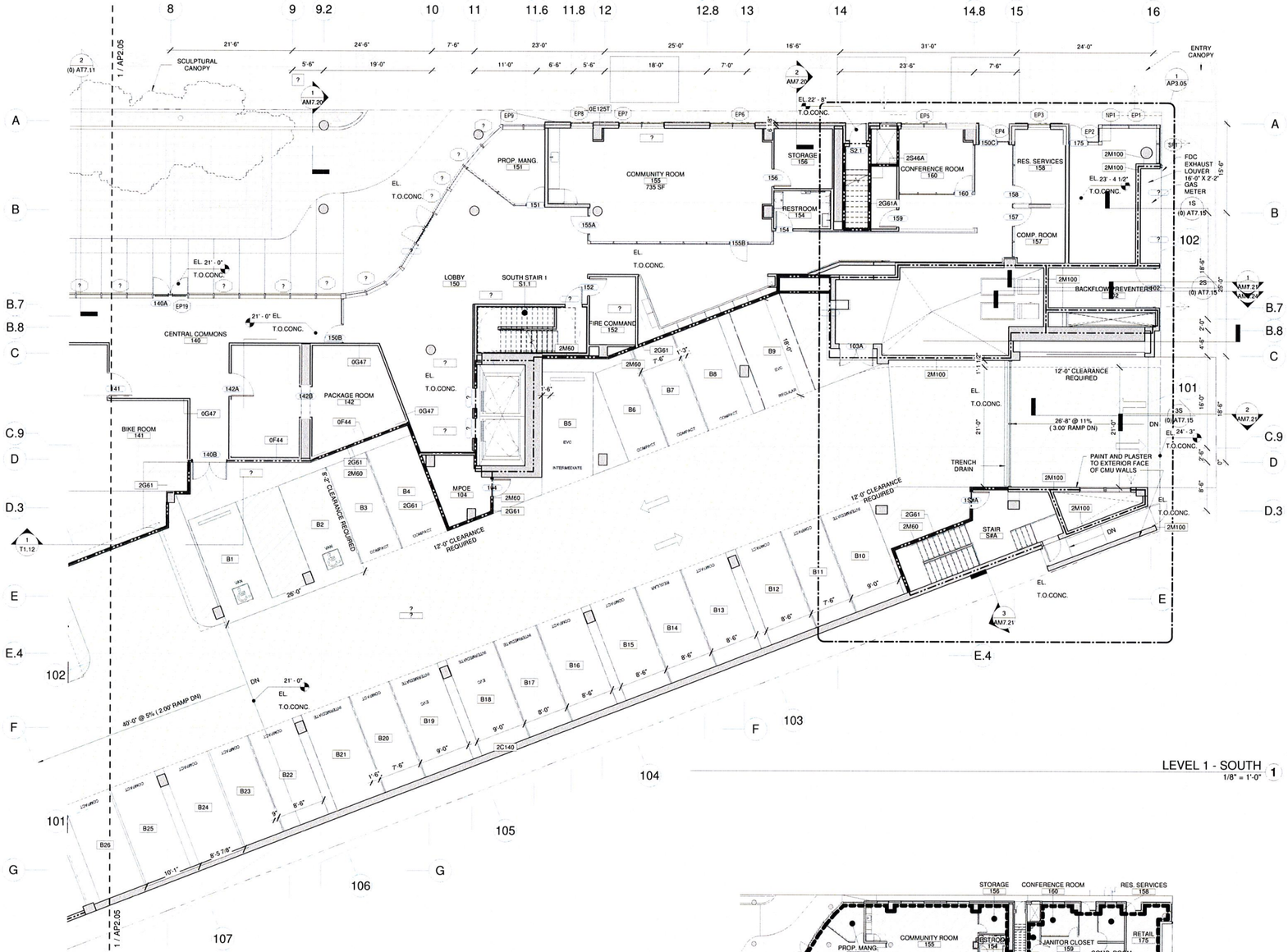
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

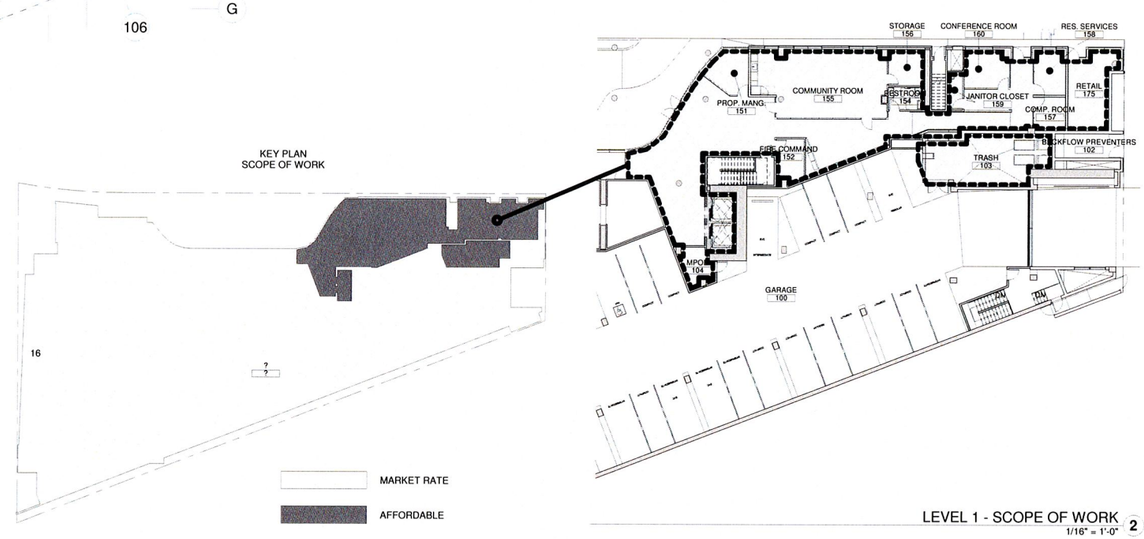
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL 1 NORTH

SHEET NUMBER.:

AP2.05

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE, WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.





PARKING LEGEND

1. THE FOLLOWING NOTES ARE APPLICABLE TO ALL PARKING LEVEL PLANS UNLESS NOTED OTHERWISE.

2. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, WILL BE ILLUMINATED TO A LEVEL OF NOT LESS THAN ONE FOOT-CANDLE AT THE WALKING SURFACE AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED

3. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED AT ALL TIMES. EXTERNALLY ILLUMINATED EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM (BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR) THAT WILL AUTOMATICALLY ILLUMINATE THE EXIT SIGNS FOR A DURATION OF NOT LESS THAN 90 MINUTES IN CASE OF PRIMARY POWER LOSS.

4. APPLICABLE REQUIREMENTS FOR BUILDING SECURITY CONFORMING WITH CITY OF OAKLAND BYLAW SHALL BE PROVIDED IN THE BUILDING.

5. MINIMUM 7'-0" CLEAR HEIGHT SHALL BE MAINTAINED THROUGHOUT THE STORAGE GARAGE TO U/S OF STRUCTURE, DUCTS, PIPES, CONDUITS PLEASE ALSO SEE DRAWING T1.02 SECTION C FOR ACCESSIBILITY REQUIREMENTS.

6. CORNERS OF COLUMNS AND WALLS SHALL BE MARKED WITH 4" WIDE PAINTED YELLOW LINES EXTENDING UP 4' FROM FLOOR.

7. EXPOSED VERTICAL PIPES AND CONDUITS SHALL BE PROTECTED WITH STEEL GUARDS, EXTENDING 4' UP FROM FLOOR. (SEE MECHANICAL & ELECTRICAL DRAWINGS).
SEE DETAIL A5.08

8. EXPOSED CONCRETE BLOCK CORNERS, WHERE INDICATED AS C.G. ON PLANS, SHALL BE PROTECTED WITH STEEL ANGLE CORNER GUARDS (DESIGNATED CG) EXTENDING 4' UP FROM THE FLOOR AND PAINTED YELLOW. SEE DETAIL A5.08

9. PARKING DEMARCATION SHALL BE 4" WIDE PAINTED WHITE LINES. PARKING STALL NUMBERS SHALL BE PAINTED USING 6" HIGH NUMERALS, PERPENDICULAR TO DRIVE AISLE. HC ACCESSIBLE PARKING STALL SYMBOLS SHALL BE PAINTED ON ACCESSIBLE STALLS.

10. WALK AREA DEMARCATION SHALL BE 4" WIDE PAINTED YELLOW LINES @ 45 DEGREES ANGLE @ 16" O.C. AS SHOWN ONDRAWINGS

11. ALL GUARDS TO BE DESIGNED TO CONFORM TO APPLICABLE BUILDING CODES & BYLAW.

12. CHAMFER ALL EXPOSED COLUMN CORNERS 3/4".

13. ALL EXIT DOORS TO BE 1 1/2 HOUR RATED C/W WIRED GLASS LITES IN TOP AND BOTTOM SECTION (SEE DOOR SCHEDULE AND DRAWINGS). UNLESS NOTED OTHERWISE.

14. ALL HCB WALLS ARE 8" (2 HOUR RATED BLOCK WALL TYPE UNLESS NOTED OTHERWISE.)

15. PAINT ALL EXPOSED MECHANICAL PIPING. REFER TO MECHANICAL DWGS AND SPECIFICATIONS FOR COLOURS AND CODING.

16. INSTALL SPECIFIED BICYCLE RACKS TO QUANTITY AS SHOWN. RACKS SHALL HAVE IDENTIFICATION DEVICES BEARING STALL NUMBERS.

17. BICYCLE RACK 'STALLS' TYPICALLY DRAWN FOR REFERENCE AS: STANDARD 6'-0" x 2'-0"

18. ALL FIRE RATED SHAFT WALL CONSTRUCTION WHICH ABUTS CONCRETE OR CONCRETE BLOCK WALLS AND SLABS TO BE FULLY FIRECAULKED.

19. PROVIDE PAINTED PIPE GUARDS AT ALL COLUMNS & WALLS WHERE EXPOSED PIPES AND/OR ELEC. CONTROLS AND CONDUITS OCCUR. REFER TO: GUARD TO BE BY DIV. 5 AND PAINTED BY DIV. 9

20. STORAGE LOCKER NUMBERS SHALL HAVE IDENTIFICATION DEVICES BEARING LOCKER NUMBERS.

PARKING LEGEND

PARKING STALL LEGEND

REGULAR PARKING - MINIMUM DIMENSIONS

* 8'-6" X 18'-0"
* 9'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-6" X 18'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

INTERMEDIATE PARKING - MINIMUM DIMENSIONS

* 8'-0" X 16'-6"
* 9'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 10'-0" X 16'-6" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

COMPACT PARKING - MINIMUM DIMENSIONS

* 7'-6" X 15'-0"
* 8'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON A SINGLE SIDE
* 9'-6" X 15'-0" WITH ADJACENT POST/OTHER OBSTRUCTION ON BOTH SIDES

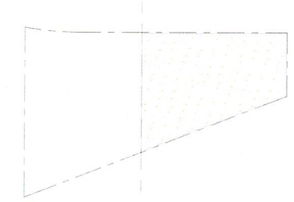
PARKING COUNT

LEVEL 1 PARKING

REGULAR_____
_02
INTERMEDIATE_____
_04
COMPACT_____
_18
ACCESSIBLE_____
_02
TOTAL PARKING_____
_26

ELECTRIC VEHICLE CHARGING SPACES
REGULAR_____
_01
INTERMEDIATE_____
_03
TOTAL EVC_____
_04

KEY



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.05.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

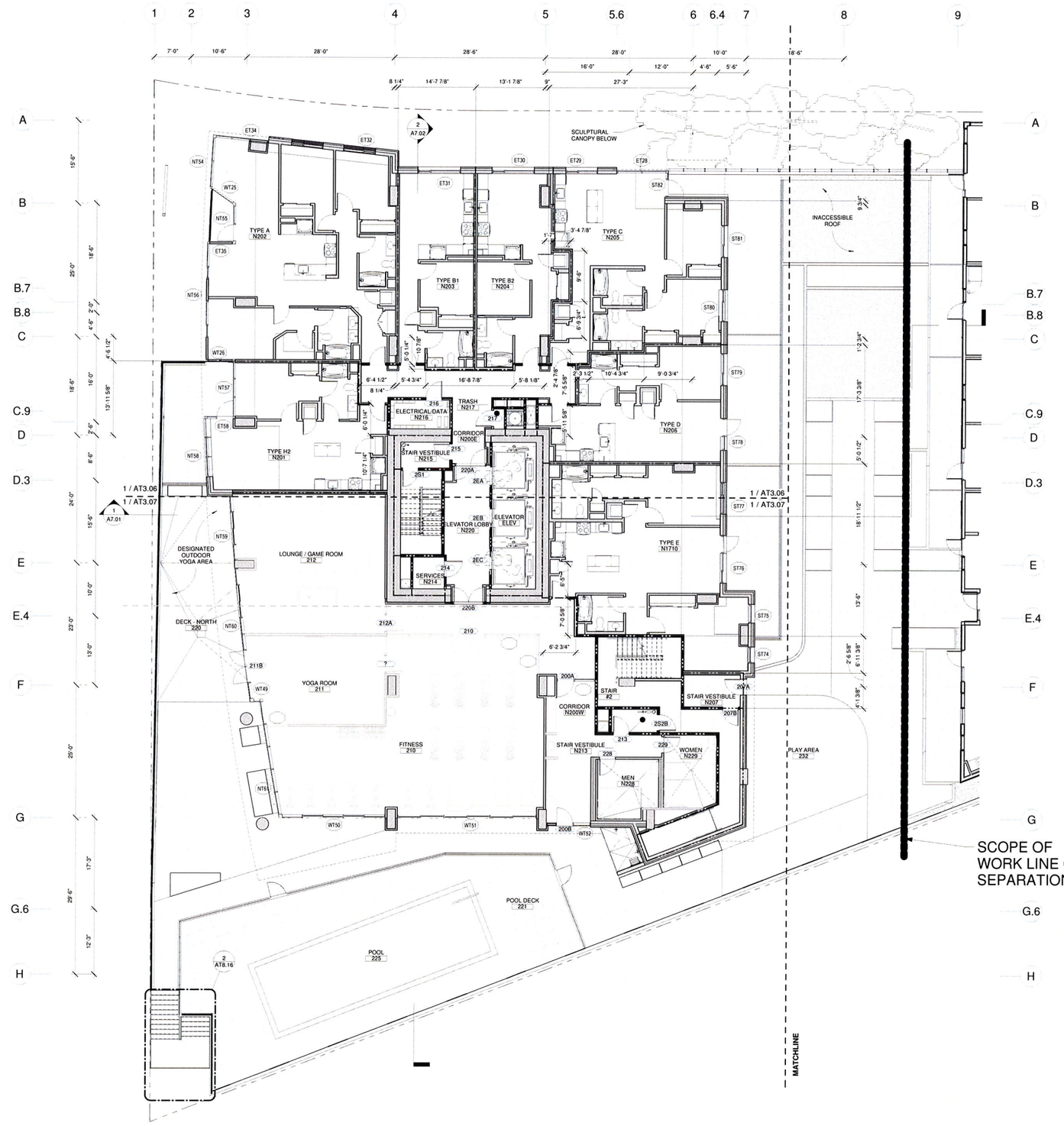
AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
PODIUM BUILDING PLAN - LEVEL 1 SOUTH

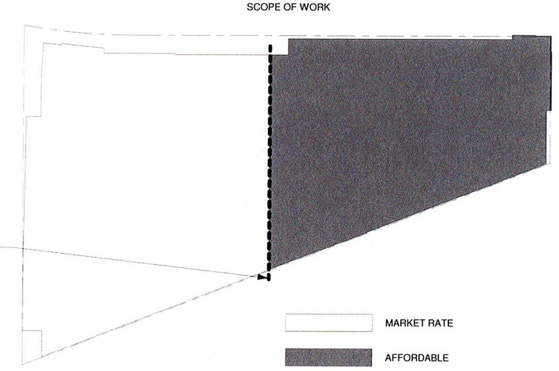
SHEET NUMBER.:

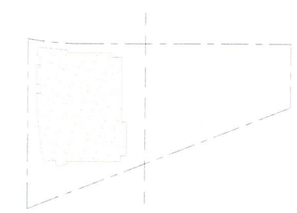
AP2.06

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



LEVEL 2 NORTH
1/8" = 1'-0"





BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

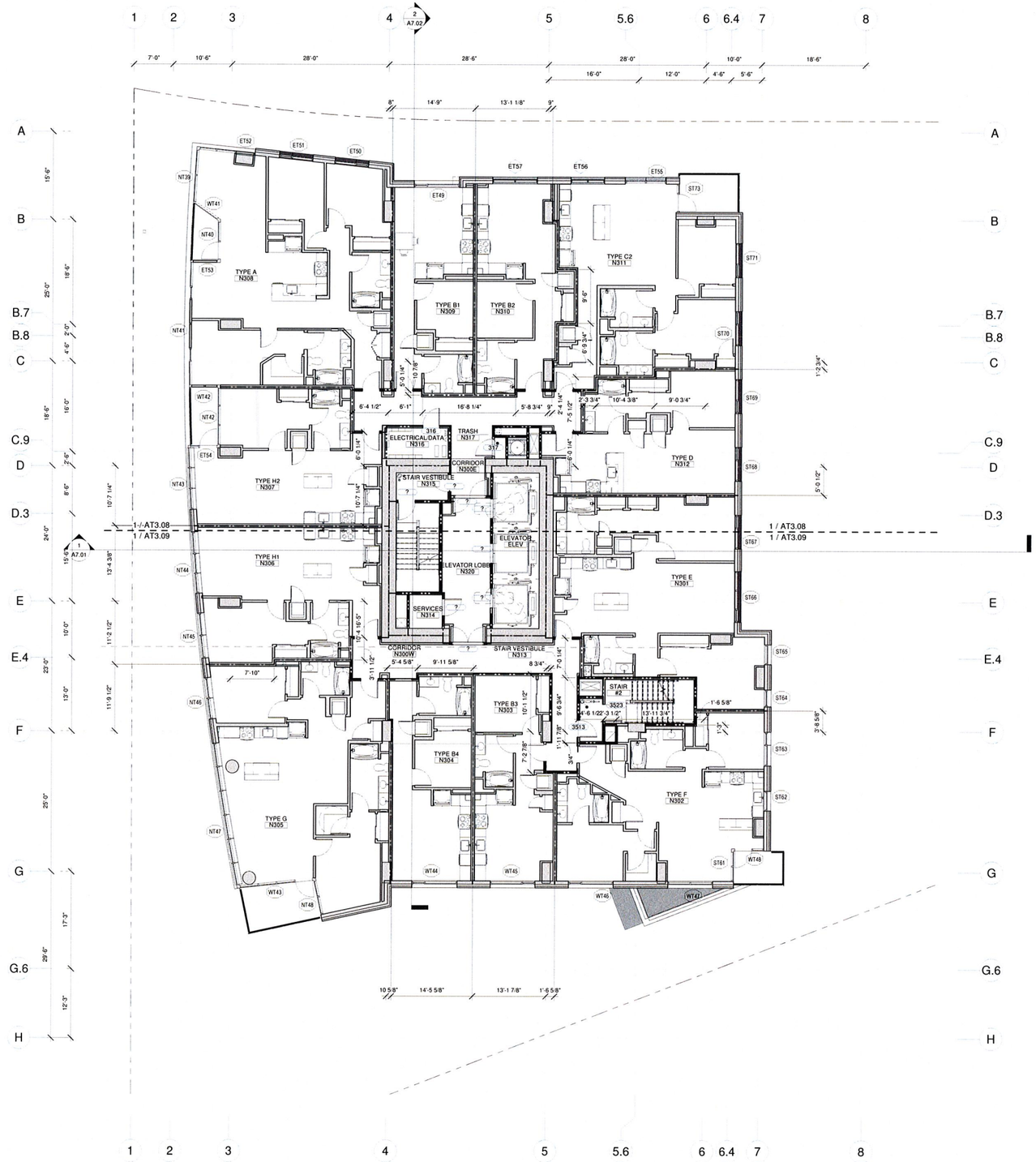
	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
TOWER BUILDING PLAN - LEVEL 2

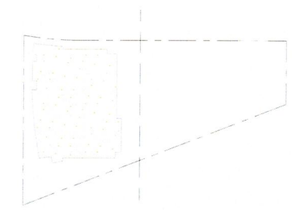
SHEET NUMBER.:

AT2.07

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, AND PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN STANDING OF AVRP SKYPORT STUDIOS, INC.



LEVELS 3-5 NORTH
1/8" = 1'-0"



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD LO NUMBER	-
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	-
CITY OF OAKLAND (BP):	-
CITY OF OAKLAND (MEP):	-
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:

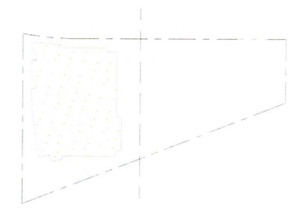
TOWER BUILDING PLAN - LEVELS 3-5

SHEET NUMBER.:

AT2.08

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS MAY BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN STANDING OF AVRP SKYPORT STUDIOS, INC.

LEVEL 6-15 NORTH
1/8" = 1'-0" 2



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD LD. NUMBER : -
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): : -
CITY OF OAKLAND (BP): : -
CITY OF OAKLAND (MEP): : -

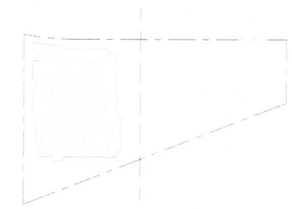
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
TOWER BUILDING PLAN - LEVELS 6-15

SHEET NUMBER.:

AT2.09

ALL DEVIL DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, AND PLANS MAY BE USED BY OR DISCLOSED TO ANY PERSON OR ENTITY OTHER THAN THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC. THIS NOTICE MUST ALSO BE INCLUDED ON ANY REPRODUCTION OF THE DRAWING OR DESIGN.

LEVELS 16-19 NORTH (1)
1/8" = 1'-0"



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

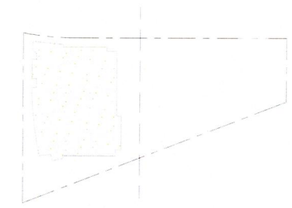
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD LO NUMBER: -
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): -
CITY OF OAKLAND (BP): -
CITY OF OAKLAND (MEP): -

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
TOWER BUILDING PLAN - LEVELS 16-19

SHEET NUMBER.:

AT2.10

ALL IDEAL DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAL ARRANGEMENTS OR PLANS MAY BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN AUTHORIZATION OF AVRP SKYPORT STUDIOS, INC.



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
AUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:

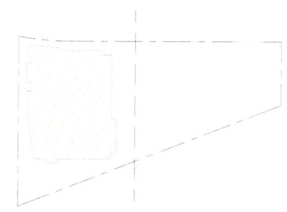
TOWER BUILDING PLAN - LEVELS 21-26

SHEET NUMBER.:

AT2.11

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

LEVEL 20 NORTH 1
1/8" = 1'-0"



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

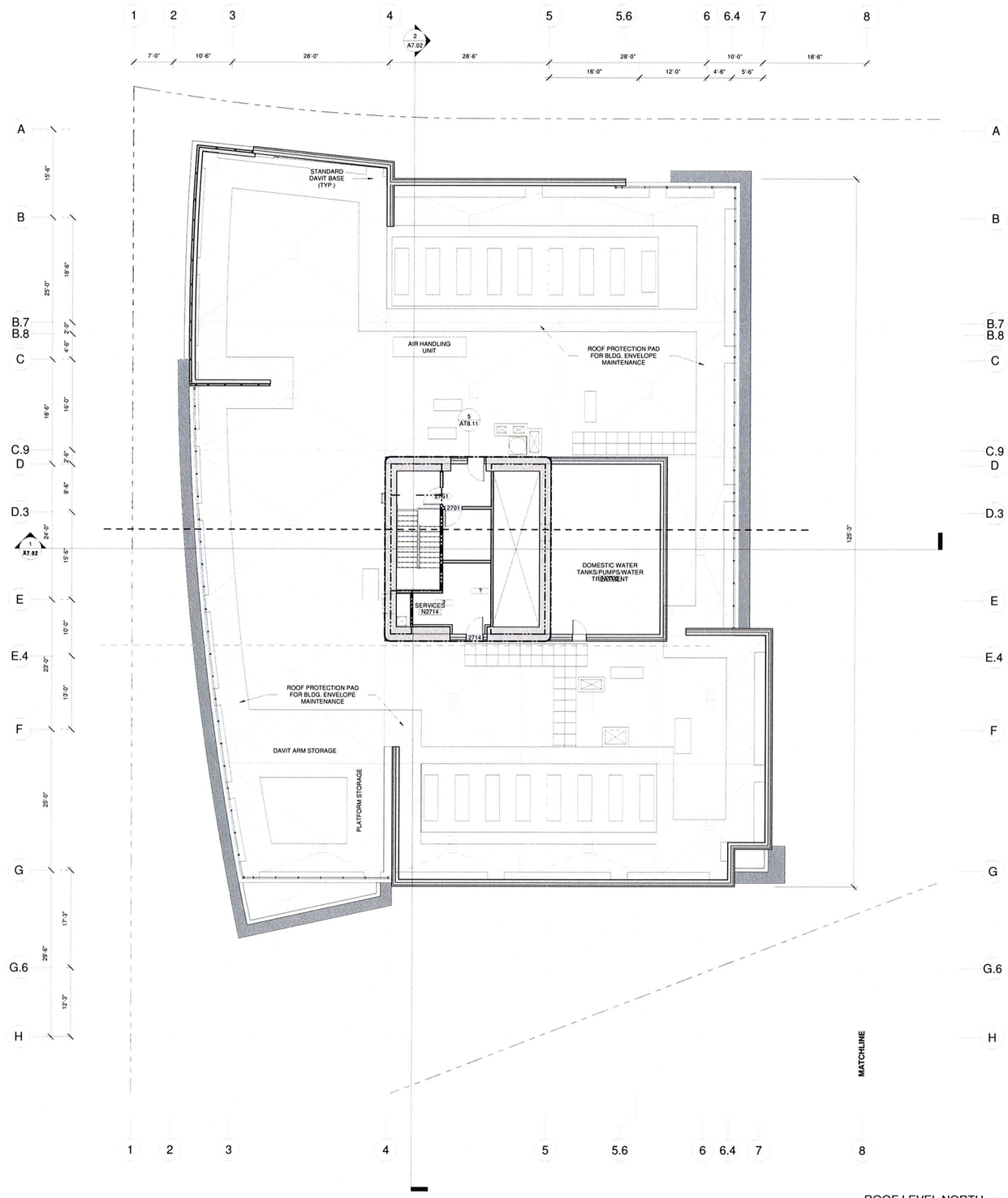
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
TOWER BUILDING PLAN - LEVEL 20

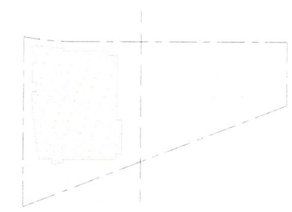
SHEET NUMBER.:

AT2.12

ALL IDEAL DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAL ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



ROOF LEVEL NORTH 1
1/8" = 1'-0"



BUILDING KEY - NORTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

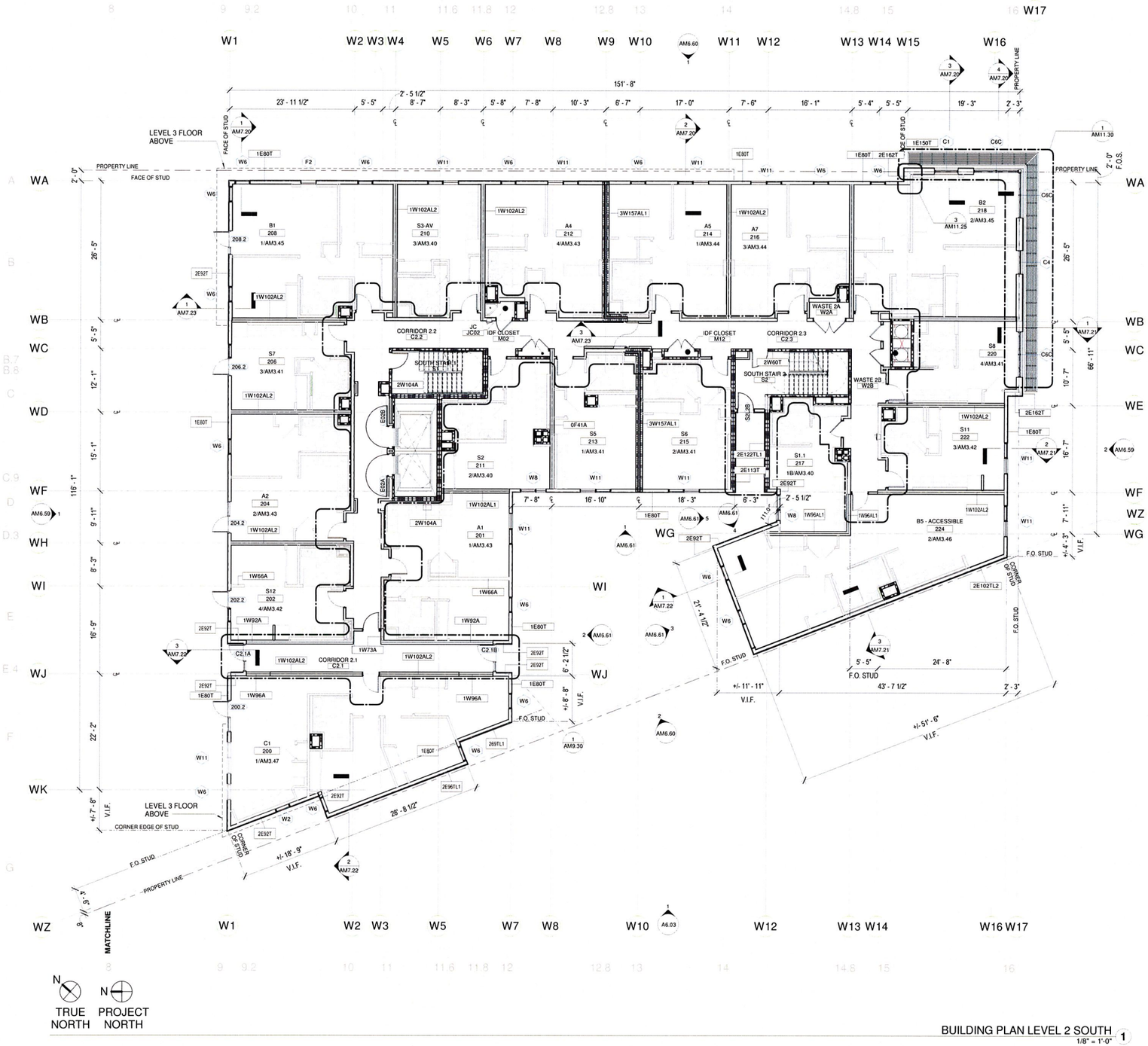
AVRP STUDIOS:	16014
HUD L.O. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:
TOWER BUILDING PLAN - ROOF LEVEL

SHEET NUMBER.:

AT2.13

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



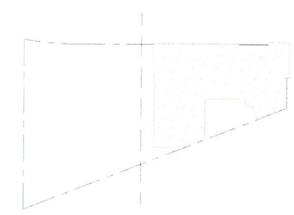
BUILDING PLAN LEVEL 2 SOUTH (1)
1/8" = 1'-0"

GENERAL NOTES

1. SEE PODIUM ARCHITECTURE SHEET DRAWINGS (AP. ##) FOR ADDITIONAL INFORMATION FOR: SITE PLAN, SLAB PLAN, ELEVATIONS NOT SHOWN AND DETAILS NOT ON MID-RISE ARCHITECTURE DRAWINGS (AM#.##).
2. SEE T-SHEET SERIES FOR BUILDING CODES, ASSEMBLY FIRE RATING, AND ACCESSIBILITY REFERENCE STANDARDS, REQUIREMENTS AND DIAGRAMS.
3. SEE CIVIL DRAWINGS FOR BUILDING LOCATION AND GRADING PLANS.
4. SEE FLOOR, CEILING AND WALL ASSEMBLIES ON SHEET A10.00 FOR TYPE 1. SHEET AM10.01 AND AM10.02. ASSEMBLY FIRE RATING, SOUND RATING, STUD SIZES. COORDINATE BLOCKING AND BRACING REQUIREMENTS FOR ALL WALL MOUNTED ITEMS. ACCESSORIES AND VERIFY LOCATIONS PRIOR TO INSTALLATION OF FINISHES.
5. SEE STRUCTURE FOR ADDITIONAL INFORMATION NOT SHOWN ON ARCHITECTURE DRAWINGS OR NOTED AS "S.S.D."
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE, STUD, OR CENTERLINE OF PARTY WALLS. UNLESS OTHERWISE NOTED ALL "CLEAR" DIMENSIONS ARE TO FACE OF FINISH.
7. SEE ENLARGED PLANS, UNIT PLANS AND ELEVATIONS FOR ADDITIONAL INFORMATION.
8. SEE DOOR SCHEDULE FOR FIRE RATING, DOOR HARDWARE, MATERIAL, ETC.
9. SEE FIRE SPRINKLER DRAWINGS FOR SCOPE OF WORK.
10. SEE FIRE ALARM / PROTECTION DRAWINGS FOR SCOPE OF WORK.
11. PROVIDE AND INSTALL ALL NECESSARY WALL AND CEILING ACCESS PANELS AS REQUIRED FOR MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER SYSTEM. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES. SEE MEP AND FIRE SPRINKLER DRAWINGS OR VERIFY IN FIELD.
12. SEE SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.
13. ALL STAIR, ELEVATOR, TRASH CHUTE, AND MECHANICAL SHAFTS ARE TO BE 2 HOUR FIRE RATED CONSTRUCTION. IF CONNECTING MORE THAN 3 STORIES. IF LESS THAN 3 STORIES, 1 HOUR FIRE RATED CONSTRUCTION.
14. ALL EXIT STAIRS TO COMPLY WITH CBC CHAPTER 10, 11A AND/OR 11B. EXIT STAIRS AND LANDINGS ARE TO BE 44 INCHES (3'-8") MINIMUM IN WIDTH. STAIR RISERS TO BE MAXIMUM OF 7 INCHES IN HEIGHT AND TREADS TO BE 11 INCHES MINIMUM DEEP. PER DESIGN THE STAIRS ARE DESIGNED TO BE 46 INCHES (3'-10"),
15. SEE MECHANICAL DRAWINGS FOR VENTILATION OF RESIDENTIAL UNITS' FACING ROADS AND ROOF VENTILATIONS.
16. SEE PLUMBING DRAWINGS FOR PLUMBING LOCATIONS AN DRAINAGE.
17. SEE RON NEAL'S FOR COMMON AREA LIGHTING DESIGN AND ELECTRICAL DRAWINGS FOR POWER AND CONTROLS.
18. SEE ELECTRICAL DRAWINGS FOR LIGHTING FOR UTILITARIAN, BACK OF THE HOUSE, AND OVERALL INTERIOR LIGHTING.
19. SEE PGA DRAWINGS PODIUM LANDSCAPING.
20. SEE MORE CONSULTING ELECTRICAL DRAWINGS FOR PODIUM LIGHTING.
21. SEE THE ENGINEERING ENTERPRISE DRAWINGS FOR LOW VOLTAGE.
22. INTERIOR FINISHES SHALL COMPLY WITH CBC 803.1 FLAME SPREAD PROVISION. SEE INTERIORS DRAWINGS FOR FINISH SCHEDULE, NOT SPECIFIED ON ARCHITECTURE DRAWINGS.
23. SEE SIGNAGE DRAWINGS AND DETAILS FOR SPECIFICATIONS, TYPE OF SIGNS, INSTALLATION AND MOUNTING REQUIREMENTS FOR COMMON AREAS, EGRESS COMPONENTS, STAIRS, ELEVATORS, UNIT ENTRIES.
24. REFER TO SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.

SYMBOL LEGEND

S/M 1 A101	BUILDING SECTION	## X	DOOR TAGSEE SEE DOOR SCHEDULES
1 A101	ELEVATION	W#	WINDOW SEE WINDOW SCHEDULES
0	GRIDLINE MID-RISE GRIDLINES ARE INDICATED AS " W# "	## ##	STOREFRONT SEE STOREFRONT SCHEDULES
1 AM# ##	ENLARGED DRAWING PLAN KEY	2M100T	WALL TYPE SEE WALL ASSEMBLY SCHEDULES
1	REVISION TAGS	B5 — NAME 101 — NUMBER 2/AM3.46 — ENLARGED UNIT PLAN	UNIT TAG



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	-
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	-
CITY OF OAKLAND (BP):	-
CITY OF OAKLAND (MEP):	-
DRAWN BY:	Author
CHECKED BY:	Checker

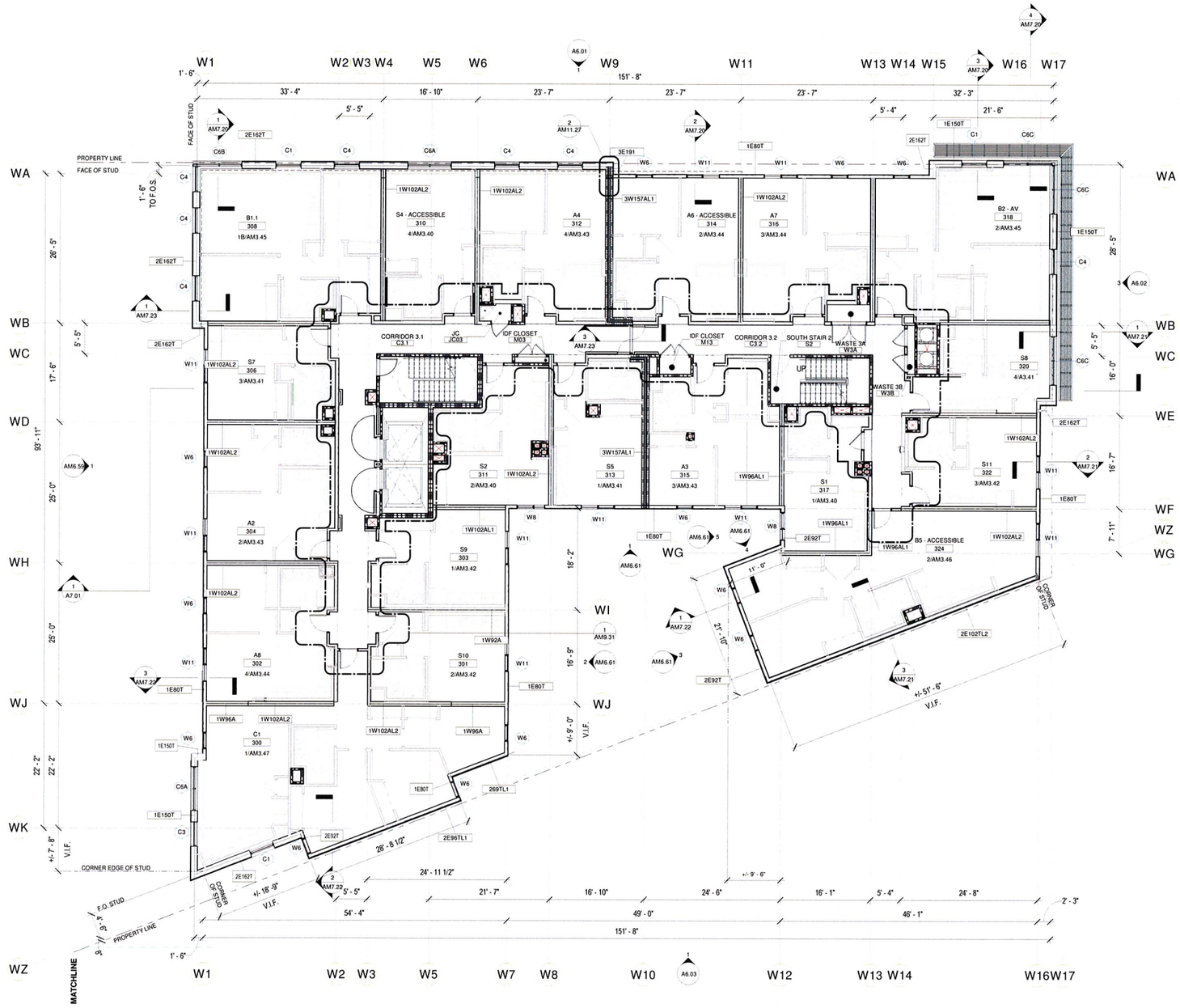
SHEET TITLE:

MIDRISE BUILDING PLAN - LEVEL 2

SHEET NUMBER:

AM2.14

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



N TRUE NORTH

N PROJECT NORTH

BUILDING PLAN LEVEL 3 SOUTH 1

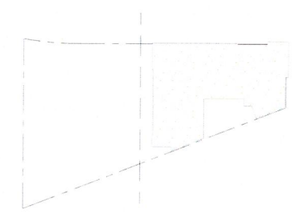
1/8" = 1'-0"

GENERAL NOTES

1. SEE PODIUM ARCHITECTURE SHEET DRAWINGS (AP. ##) FOR ADDITIONAL INFORMATION FOR: SITE PLAN, SLAB PLAN, ELEVATIONS NOT SHOWN AND DETAILS NOT ON MID-RISE ARCHITECTURE DRAWINGS (AM#.##).
2. SEE T-SHEET SERIES FOR BUILDING CODES, ASSEMBLY FIRE RATING, AND ACCESSIBILITY REFERENCE STANDARDS, REQUIREMENTS AND DIAGRAMS.
3. SEE CIVIL DRAWINGS FOR BUILDING LOCATION AND GRADING PLANS.
4. SEE FLOOR, CEILING AND WALL ASSEMBLIES ON SHEET A10.00 FOR TYPE 1. SHEET AM10.01 AND AM10.02. ASSEMBLY FIRE RATING, SOUND RATING, STUD SIZES. COORDINATE BLOCKING AND BRACING REQUIREMENTS FOR ALL WALL MOUNTED ITEMS. ACCESSORIES AND VERIFY LOCATIONS PRIOR TO INSTALLATION OF FINISHES.
5. SEE STRUCTURE FOR ADDITIONAL INFORMATION NOT SHOWN ON ARCHITECTURE DRAWINGS OR NOTED AS "S.S.D."
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE, STUD, OR CENTERLINE OF PARTY WALLS. UNLESS OTHERWISE NOTED ALL "CLEAR" DIMENSIONS ARE TO FACE OF FINISH.
7. SEE ENLARGED PLANS, UNIT PLANS AND ELEVATIONS FOR ADDITIONAL INFORMATION.
8. SEE DOOR SCHEDULE FOR FIRE RATING, DOOR HARDWARE, MATERIAL, ETC.
9. SEE FIRE SPRINKLER DRAWINGS FOR SCOPE OF WORK.
10. SEE FIRE ALARM / PROTECTION DRAWINGS FOR SCOPE OF WORK.
11. PROVIDE AND INSTALL ALL NECESSARY WALL AND CEILING ACCESS PANELS AS REQUIRED FOR MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER SYSTEM. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES. SEE MEP AND FIRE SPRINKLER DRAWINGS OR VERIFY IN FIELD.
12. SEE SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.
13. ALL STAIR, ELEVATOR, TRASH CHUTE, AND MECHANICAL SHAFTS ARE TO BE 2 HOUR FIRE RATED CONSTRUCTION. IF CONNECTING MORE THAN 3 STORIES. IF LESS THAN 3 STORIES, 1 HOUR FIRE RATED CONSTRUCTION.
14. ALL EXIT STAIRS TO COMPLY WITH CBC CHAPTER 10, 11A AND/OR 11B. EXIT STAIRS AND LANDINGS ARE TO BE 44 INCHES (3'-8") MINIMUM IN WIDTH. STAIR RISERS TO BE MAXIMUM OF 7 INCHES IN HEIGHT AND TREADS TO BE 11 INCHES MINIMUM DEEP. PER DESIGN THE STAIRS ARE DESIGNED TO BE 46 INCHES (3'-10"),
15. SEE MECHANICAL DRAWINGS FOR VENTILATION OF RESIDENTIAL UNITS' FACING ROADS AND ROOF VENTILATIONS.
16. SEE PLUMBING DRAWINGS FOR PLUMBING LOCATIONS AN DRAINAGE.
17. SEE RON NEAL'S FOR COMMON AREA LIGHTING DESIGN AND ELECTRICAL DRAWINGS FOR POWER AND CONTROLS.
18. SEE ELECTRICAL DRAWINGS FOR LIGHTING FOR UTILITARIAN, BACK OF THE HOUSE, AND OVERALL INTERIOR LIGHTING.
19. SEE PGA DRAWINGS PODIUM LANDSCAPING.
20. SEE MORE CONSULTING ELECTRICAL DRAWINGS FOR PODIUM LIGHTING.
21. SEE THE ENGINEERING ENTERPRISE DRAWINGS FOR LOW VOLTAGE.
22. INTERIOR FINISHES SHALL COMPLY WITH CBC 803.1 FLAME SPREAD PROVISION. SEE INTERIORS DRAWINGS FOR FINISH SCHEDULE, NOT SPECIFIED ON ARCHITECTURE DRAWINGS.
23. SEE SIGNAGE DRAWINGS AND DETAILS FOR SPECIFICATIONS, TYPE OF SIGNS, INSTALLATION AND MOUNTING REQUIREMENTS FOR COMMON AREAS, EGRESS COMPONENTS, STAIRS, ELEVATORS, UNIT ENTRIES.
24. REFER TO SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.

SYMBOL LEGEND

1 SIM / A101	BUILDING SECTION	##.X	DOOR TAGSEE SEE DOOR SCHEDULES
1 / A101	ELEVATION	W#	WINDOW SEE WINDOW SCHEDULES
0	GROUNE	## ##	STOREFRONT SEE STOREFRONT SCHEDULES
	MID-RISE GRIDLINES ARE INDICATED AS " W# "	2M100T	WALL TYPE SEE WALL ASSEMBLY SCHEDULES
1 / AM#.##	ENLARGED DRAWING PLAN KEY	B5 — NAME 101 — NUMBER 2/AM3.46 — ENLARGED UNIT PLAN	UNIT TAG
1	REVISION TAGS		



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): - -
CITY OF OAKLAND (BP): - -
CITY OF OAKLAND (MEP): - -

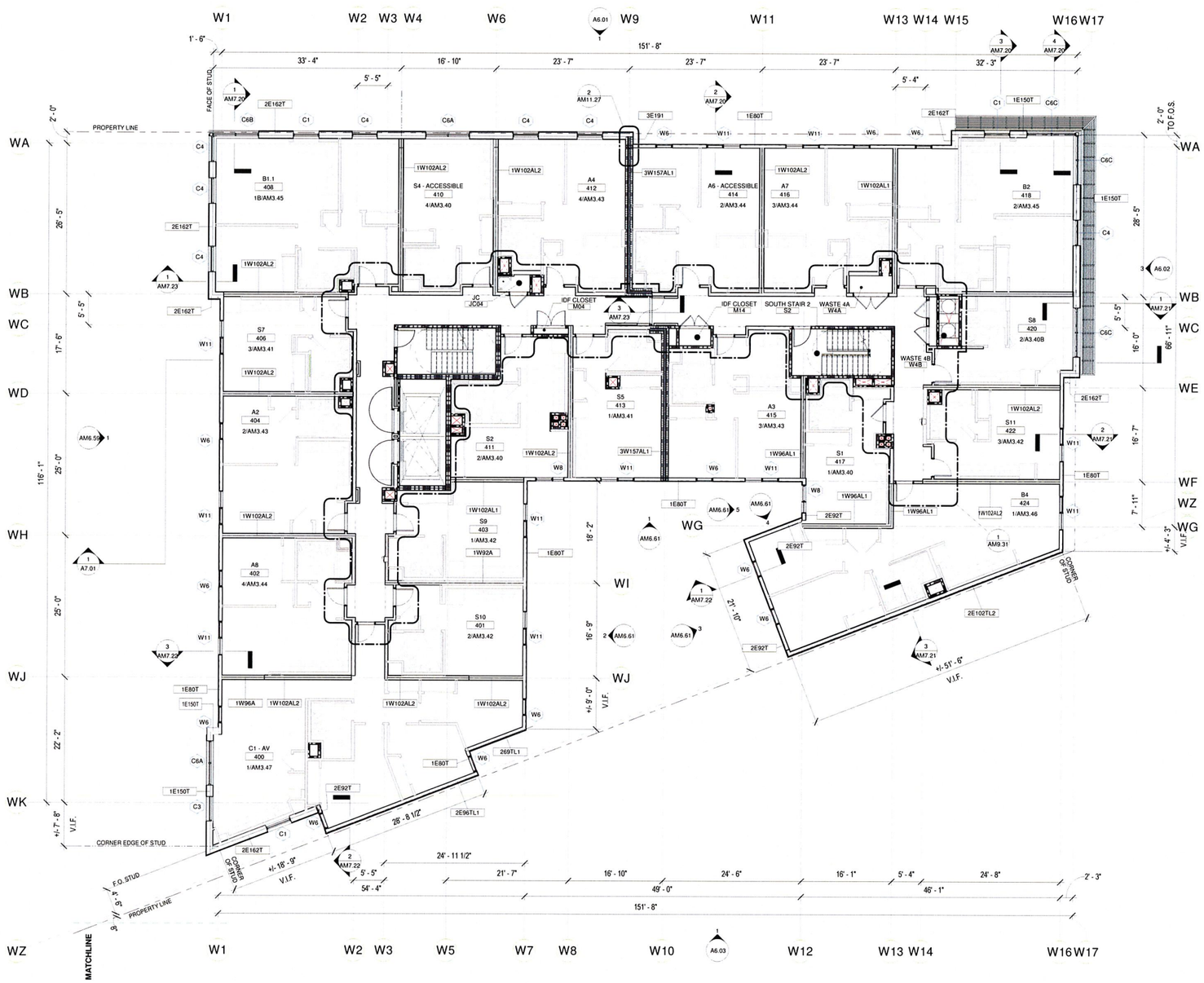
DRAWN BY: Author
CHECKED BY: Checker

SHEET TITLE:
MIDRISE BUILDING PLAN - LEVEL 3

SHEET NUMBER.:

AM2.15

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



N TRUE NORTH

N PROJECT NORTH

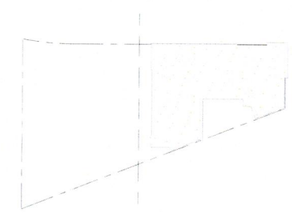
BUILDING PLAN LEVEL 4 SOUTH (1)
1/8" = 1'-0"

GENERAL NOTES

1. SEE PODIUM ARCHITECTURE SHEET DRAWINGS (AP. ##) FOR ADDITIONAL INFORMATION FOR: SITE PLAN, SLAB PLAN, ELEVATIONS NOT SHOWN AND DETAILS NOT ON MID-RISE ARCHITECTURE DRAWINGS (AM#.##).
2. SEE T-SHEET SERIES FOR BUILDING CODES, ASSEMBLY FIRE RATING, AND ACCESSIBILITY REFERENCE STANDARDS, REQUIREMENTS AND DIAGRAMS.
3. SEE CIVIL DRAWINGS FOR BUILDING LOCATION AND GRADING PLANS.
4. SEE FLOOR, CEILING AND WALL ASSEMBLIES ON SHEET A10.00 FOR TYPE 1. SHEET AM10.01 AND AM10.02. ASSEMBLY FIRE RATING, SOUND RATING, STUD SIZES. COORDINATE BLOCKING AND BRACING REQUIREMENTS FOR ALL WALL MOUNTED ITEMS. ACCESSORIES AND VERIFY LOCATIONS PRIOR TO INSTALLATION OF FINISHES.
5. SEE STRUCTURE FOR ADDITIONAL INFORMATION NOT SHOWN ON ARCHITECTURE DRAWINGS OR NOTED AS "S.S.D."
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE, STUD, OR CENTERLINE OF PARTY WALLS. UNLESS OTHERWISE NOTED ALL "CLEAR" DIMENSIONS ARE TO FACE OF FINISH.
7. SEE ENLARGED PLANS, UNIT PLANS AND ELEVATIONS FOR ADDITIONAL INFORMATION.
8. SEE DOOR SCHEDULE FOR FIRE RATING, DOOR HARDWARE, MATERIAL, ETC.
9. SEE FIRE SPRINKLER DRAWINGS FOR SCOPE OF WORK.
10. SEE FIRE ALARM / PROTECTION DRAWINGS FOR SCOPE OF WORK.
11. PROVIDE AND INSTALL ALL NECESSARY WALL AND CEILING ACCESS PANELS AS REQUIRED FOR MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER SYSTEM. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES. SEE MEP AND FIRE SPRINKLER DRAWINGS OR VERIFY IN FIELD.
12. SEE SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.
13. ALL STAIR, ELEVATOR, TRASH CHUTE, AND MECHANICAL SHAFTS ARE TO BE 2 HOUR FIRE RATED CONSTRUCTION. IF CONNECTING MORE THAN 3 STORIES. IF LESS THAN 3 STORIES, 1 HOUR FIRE RATED CONSTRUCTION.
14. ALL EXIT STAIRS TO COMPLY WITH CBC CHAPTER 10, 11A AND/OR 11B. EXIT STAIRS AND LANDINGS ARE TO BE 44 INCHES (3'-8") MINIMUM IN WIDTH. STAIR RISERS TO BE MAXIMUM OF 7 INCHES IN HEIGHT AND TREADS TO BE 11 INCHES MINIMUM DEEP. PER DESIGN THE STAIRS ARE DESIGNED TO BE 46 INCHES (3'-10"),
15. SEE MECHANICAL DRAWINGS FOR VENTILATION OF RESIDENTIAL UNITS' FACING ROADS AND ROOF VENTILATIONS.
16. SEE PLUMBING DRAWINGS FOR PLUMBING LOCATIONS AN DRAINAGE.
17. SEE RON NEAL'S FOR COMMON AREA LIGHTING DESIGN AND ELECTRICAL DRAWINGS FOR POWER AND CONTROLS.
18. SEE ELECTRICAL DRAWINGS FOR LIGHTING FOR UTILITARIAN, BACK OF THE HOUSE, AND OVERALL INTERIOR LIGHTING.
19. SEE PGA DRAWINGS PODIUM LANDSCAPING.
20. SEE MORE CONSULTING ELECTRICAL DRAWINGS FOR PODIUM LIGHTING.
21. SEE THE ENGINEERING ENTERPRISE DRAWINGS FOR LOW VOLTAGE.
22. INTERIOR FINISHES SHALL COMPLY WITH CBC 803.1 FLAME SPREAD PROVISION. SEE INTERIORS DRAWINGS FOR FINISH SCHEDULE, NOT SPECIFIED ON ARCHITECTURE DRAWINGS.
23. SEE SIGNAGE DRAWINGS AND DETAILS FOR SPECIFICATIONS, TYPE OF SIGNS, INSTALLATION AND MOUNTING REQUIREMENTS FOR COMMON AREAS, EGRESS COMPONENTS, STAIRS, ELEVATORS, UNIT ENTRIES.
24. REFER TO SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.

SYMBOL LEGEND

1 S/M A101 — BUILDING SECTION	##.X — DOOR TAGSEE SEE DOOR SCHEDULES
1 A101 — ELEVATION	W# — WINDOW SEE WINDOW SCHEDULES
0 — GRIDLINE	## ## — STOREFRONT SEE STOREFRONT SCHEDULES
MID-RISE GRIDLINES ARE INDICATED AS " W# "	2M100T — WALL TYPE SEE WALL ASSEMBLY SCHEDULES
1 AM#.## — ENLARGED DRAWING PLAN KEY	B5 — NAME; 101 — NUMBER; 2/AM3.46 — ENLARGED UNIT PLAN — UNIT TAG
1 — REVISION TAGS	



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

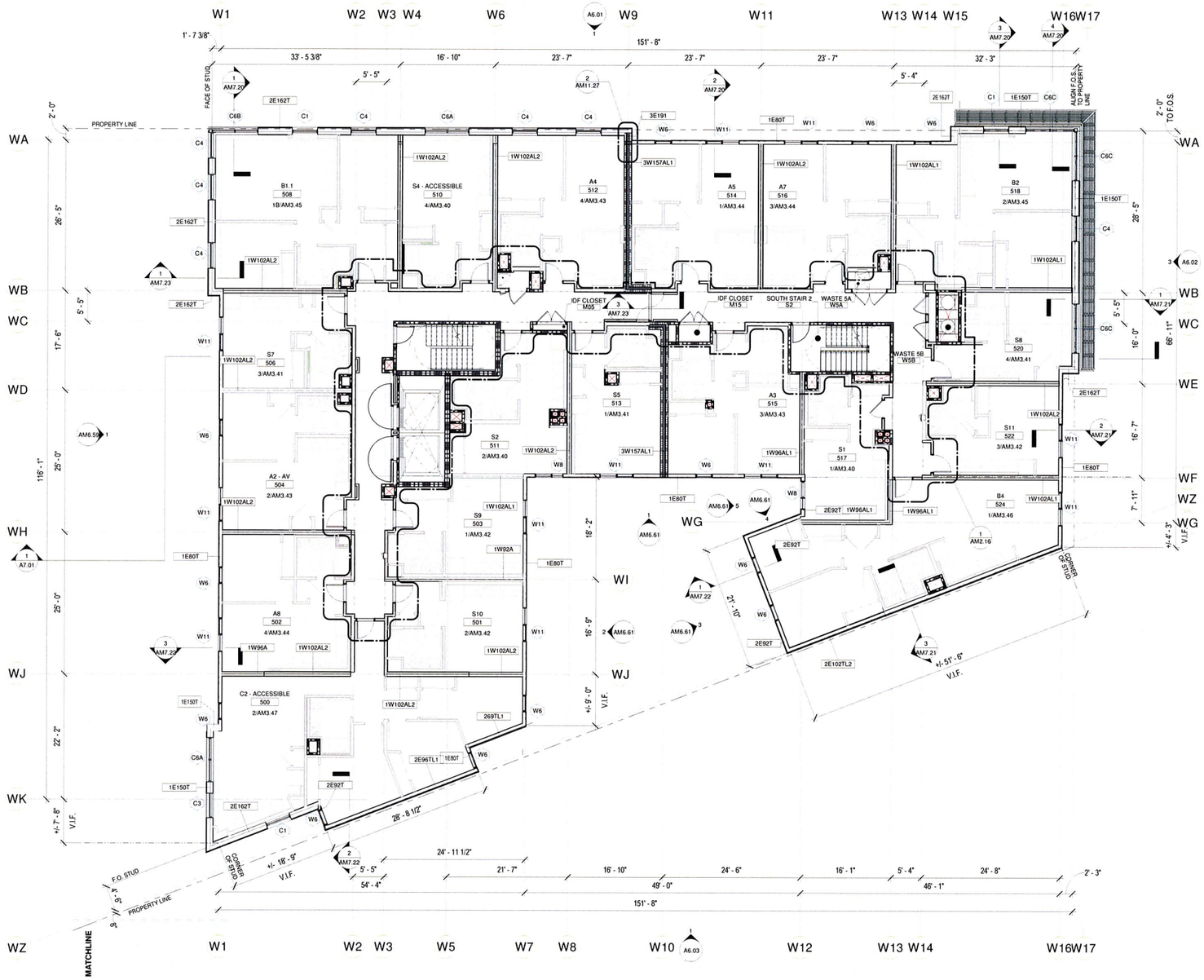
	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER:
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
MIDRISE BUILDING PLAN - LEVEL 4

SHEET NUMBER:

AM2.16

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, PLANS OR DRAWINGS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



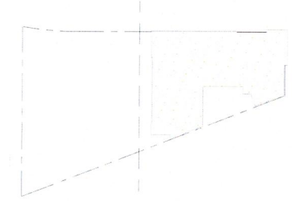
BUILDING PLAN LEVEL 5 SOUTH (1)
1/8" = 1'-0"

GENERAL NOTES

1. SEE PODIUM ARCHITECTURE SHEET DRAWINGS (AP. ##) FOR ADDITIONAL INFORMATION FOR: SITE PLAN, SLAB PLAN, ELEVATIONS NOT SHOWN AND DETAILS NOT ON MID-RISE ARCHITECTURE DRAWINGS (AM#.##).
2. SEE T-SHEET SERIES FOR BUILDING CODES, ASSEMBLY FIRE RATING, AND ACCESSIBILITY REFERENCE STANDARDS, REQUIREMENTS AND DIAGRAMS.
3. SEE CIVIL DRAWINGS FOR BUILDING LOCATION AND GRADING PLANS.
4. SEE FLOOR, CEILING AND WALL ASSEMBLIES ON SHEET A10.00 FOR TYPE 1. SHEET AM10.01 AND AM10.02. ASSEMBLY FIRE RATING, SOUND RATING, STUD SIZES. COORDINATE BLOCKING AND BRACING REQUIREMENTS FOR ALL WALL MOUNTED ITEMS. ACCESSORIES AND VERIFY LOCATIONS PRIOR TO INSTALLATION OF FINISHES.
5. SEE STRUCTURE FOR ADDITIONAL INFORMATION NOT SHOWN ON ARCHITECTURE DRAWINGS OR NOTED AS "S.S.D."
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE, STUD, OR CENTERLINE OF PARTY WALLS. UNLESS OTHERWISE NOTED ALL "CLEAR" DIMENSIONS ARE TO FACE OF FINISH.
7. SEE ENLARGED PLANS, UNIT PLANS AND ELEVATIONS FOR ADDITIONAL INFORMATION.
8. SEE DOOR SCHEDULE FOR FIRE RATING, DOOR HARDWARE, MATERIAL, ETC.
9. SEE FIRE SPRINKLER DRAWINGS FOR SCOPE OF WORK.
10. SEE FIRE ALARM / PROTECTION DRAWINGS FOR SCOPE OF WORK.
11. PROVIDE AND INSTALL ALL NECESSARY WALL AND CEILING ACCESS PANELS AS REQUIRED FOR MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER SYSTEM. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES. SEE MEP AND FIRE SPRINKLER DRAWINGS OR VERIFY IN FIELD.
12. SEE SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.
13. ALL STAIR, ELEVATOR, TRASH CHUTE, AND MECHANICAL SHAFTS ARE TO BE 2 HOUR FIRE RATED CONSTRUCTION. IF CONNECTING MORE THAN 3 STORIES. IF LESS THAN 3 STORIES, 1 HOUR FIRE RATED CONSTRUCTION.
14. ALL EXIT STAIRS TO COMPLY WITH CBC CHAPTER 10, 11A AND/OR 11B. EXIT STAIRS AND LANDINGS ARE TO BE 44 INCHES (3'-8") MINIMUM IN WIDTH. STAIR RISERS TO BE MAXIMUM OF 7 INCHES IN HEIGHT AND TREADS TO BE 11 INCHES MINIMUM DEEP. PER DESIGN THE STAIRS ARE DESIGNED TO BE 46 INCHES (3'-10"),
15. SEE MECHANICAL DRAWINGS FOR VENTILATION OF RESIDENTIAL UNITS' FACING ROADS AND ROOF VENTILATIONS.
16. SEE PLUMBING DRAWINGS FOR PLUMBING LOCATIONS AN DRAINAGE.
17. SEE RON NEAL'S FOR COMMON AREA LIGHTING DESIGN AND ELECTRICAL DRAWINGS FOR POWER AND CONTROLS.
18. SEE ELECTRICAL DRAWINGS FOR LIGHTING FOR UTILITARIAN, BACK OF THE HOUSE, AND OVERALL INTERIOR LIGHTING.
19. SEE PGA DRAWINGS PODIUM LANDSCAPING.
20. SEE MORE CONSULTING ELECTRICAL DRAWINGS FOR PODIUM LIGHTING.
21. SEE THE ENGINEERING ENTERPRISE DRAWINGS FOR LOW VOLTAGE.
22. INTERIOR FINISHES SHALL COMPLY WITH CBC 803.1 FLAME SPREAD PROVISION. SEE INTERIORS DRAWINGS FOR FINISH SCHEDULE, NOT SPECIFIED ON ARCHITECTURE DRAWINGS.
23. SEE SIGNAGE DRAWINGS AND DETAILS FOR SPECIFICATIONS, TYPE OF SIGNS, INSTALLATION AND MOUNTING REQUIREMENTS FOR COMMON AREAS, EGRESS COMPONENTS, STAIRS, ELEVATORS, UNIT ENTRIES.
24. REFER TO SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.

SYMBOL LEGEND

SIM / 1 A101	BUILDING SECTION
1 A101	ELEVATION
0	GRIDLINE
	MID-RISE GRIDLINES ARE INDICATED AS " W# "
1 AM#.##	ENLARGED DRAWING PLAN KEY
1	REVISION TAGS
##.X	DOOR TAGSEE SEE DOOR SCHEDULES
W#	WINDOW SEE WINDOW SCHEDULES
## ##	STOREFRONT SEE STOREFRONT SCHEDULES
2M100T	WALL TYPE SEE WALL ASSEMBLY SCHEDULES
B5 — NAME 101 — NUMBER 2/AM3.46 — ENLARGED UNIT PLAN	UNIT TAG



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

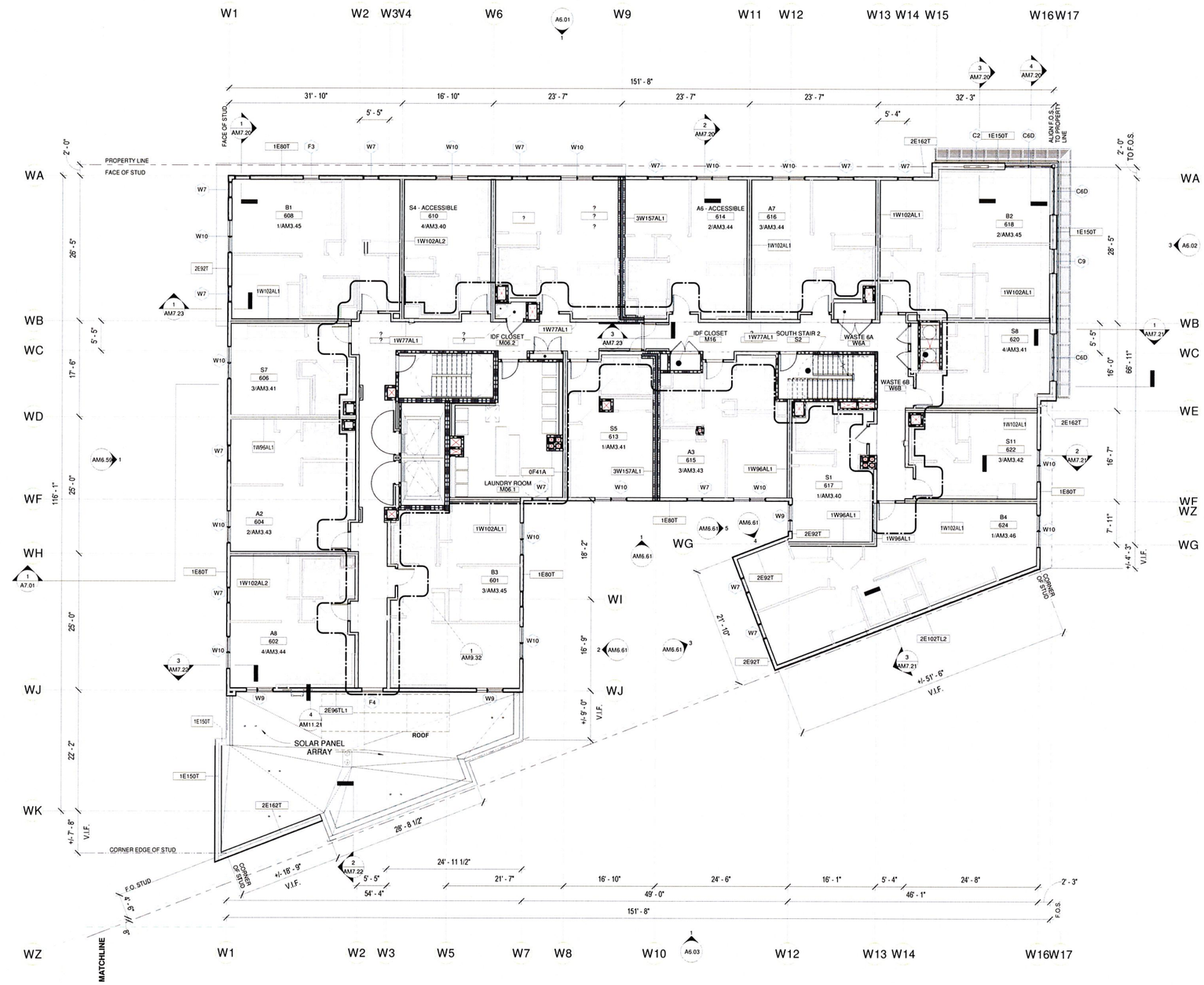
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
MIDRISE BUILDING PLAN - LEVEL 5

SHEET NUMBER.:

AM2.17

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



TRUE NORTH PROJECT NORTH

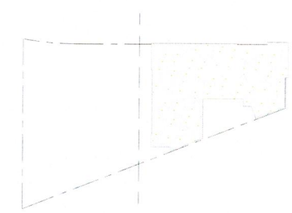
BUILDING PLAN LEVEL 6 SOUTH 1
1/8" = 1'-0"

GENERAL NOTES

1. SEE PODIUM ARCHITECTURE SHEET DRAWINGS (AP. ##) FOR ADDITIONAL INFORMATION FOR: SITE PLAN, SLAB PLAN, ELEVATIONS NOT SHOWN AND DETAILS NOT ON MID-RISE ARCHITECTURE DRAWINGS (AM#.##).
2. SEE T-SHEET SERIES FOR BUILDING CODES, ASSEMBLY FIRE RATING, AND ACCESSIBILITY REFERENCE STANDARDS, REQUIREMENTS AND DIAGRAMS.
3. SEE CIVIL DRAWINGS FOR BUILDING LOCATION AND GRADING PLANS.
4. SEE FLOOR, CEILING AND WALL ASSEMBLIES ON SHEET A10.00 FOR TYPE 1. SHEET AM10.01 AND AM10.02. ASSEMBLY FIRE RATING, SOUND RATING, STUD SIZES. COORDINATE BLOCKING AND BRACING REQUIREMENTS FOR ALL WALL MOUNTED ITEMS. ACCESSORIES AND VERIFY LOCATIONS PRIOR TO INSTALLATION OF FINISHES.
5. SEE STRUCTURE FOR ADDITIONAL INFORMATION NOT SHOWN ON ARCHITECTURE DRAWINGS OR NOTED AS "S.S.D."
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE, STUD, OR CENTERLINE OF PARTY WALLS. UNLESS OTHERWISE NOTED ALL "CLEAR" DIMENSIONS ARE TO FACE OF FINISH.
7. SEE ENLARGED PLANS, UNIT PLANS AND ELEVATIONS FOR ADDITIONAL INFORMATION.
8. SEE DOOR SCHEDULE FOR FIRE RATING, DOOR HARDWARE, MATERIAL, ETC.
9. SEE FIRE SPRINKLER DRAWINGS FOR SCOPE OF WORK.
10. SEE FIRE ALARM / PROTECTION DRAWINGS FOR SCOPE OF WORK.
11. PROVIDE AND INSTALL ALL NECESSARY WALL AND CEILING ACCESS PANELS AS REQUIRED FOR MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER SYSTEM. IN FIRE RATED ASSEMBLIES PROVIDE RATED ACCESS PANELS WITH SELF CLOSING DEVICES. SEE MEP AND FIRE SPRINKLER DRAWINGS OR VERIFY IN FIELD.
12. SEE SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.
13. ALL STAIR, ELEVATOR, TRASH CHUTE, AND MECHANICAL SHAFTS ARE TO BE 2 HOUR FIRE RATED CONSTRUCTION. IF CONNECTING MORE THAN 3 STORIES. IF LESS THAN 3 STORIES, 1 HOUR FIRE RATED CONSTRUCTION.
14. ALL EXIT STAIRS TO COMPLY WITH CBC CHAPTER 10, 11A AND/OR 11B. EXIT STAIRS AND LANDINGS ARE TO BE 44 INCHES (3'-8") MINIMUM IN WIDTH. STAIR RISERS TO BE MAXIMUM OF 7 INCHES IN HEIGHT AND TREADS TO BE 11 INCHES MINIMUM DEEP. PER DESIGN THE STAIRS ARE DESIGNED TO BE 46 INCHES (3'-10"),
15. SEE MECHANICAL DRAWINGS FOR VENTILATION OF RESIDENTIAL UNITS' FACING ROADS AND ROOF VENTILATIONS.
16. SEE PLUMBING DRAWINGS FOR PLUMBING LOCATIONS AN DRAINAGE.
17. SEE RON NEAL'S FOR COMMON AREA LIGHTING DESIGN AND ELECTRICAL DRAWINGS FOR POWER AND CONTROLS.
18. SEE ELECTRICAL DRAWINGS FOR LIGHTING FOR UTILITARIAN, BACK OF THE HOUSE, AND OVERALL INTERIOR LIGHTING.
19. SEE PGA DRAWINGS PODIUM LANDSCAPING.
20. SEE MORE CONSULTING ELECTRICAL DRAWINGS FOR PODIUM LIGHTING.
21. SEE THE ENGINEERING ENTERPRISE DRAWINGS FOR LOW VOLTAGE.
22. INTERIOR FINISHES SHALL COMPLY WITH CBC 803.1 FLAME SPREAD PROVISION. SEE INTERIORS DRAWINGS FOR FINISH SCHEDULE, NOT SPECIFIED ON ARCHITECTURE DRAWINGS.
23. SEE SIGNAGE DRAWINGS AND DETAILS FOR SPECIFICATIONS, TYPE OF SIGNS, INSTALLATION AND MOUNTING REQUIREMENTS FOR COMMON AREAS, EGRESS COMPONENTS, STAIRS, ELEVATORS, UNIT ENTRIES.
24. REFER TO SPECIFICATIONS MANUAL FOR ADDITIONAL INFORMATION.

SYMBOL LEGEND

SIM / A101	BUILDING SECTION	##.X	DOOR TAGSEE SEE DOOR SCHEDULES
1 / A101	ELEVATION	W#	WINDOW SEE WINDOW SCHEDULES
0	GRIDLINE	## ##	STOREFRONT SEE STOREFRONT SCHEDULES
	MID-RISE GRIDLINES ARE INDICATED AS " 0# "	2M100T	WALL TYPE SEE WALL ASSEMBLY SCHEDULES
AM#. ##	ENLARGED DRAWING PLAN KEY	B5 — NAME 101 — NUMBER 2/AM3.46 — ENLARGED UNIT PLAN	UNIT TAG
1	REVISION TAGS		



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

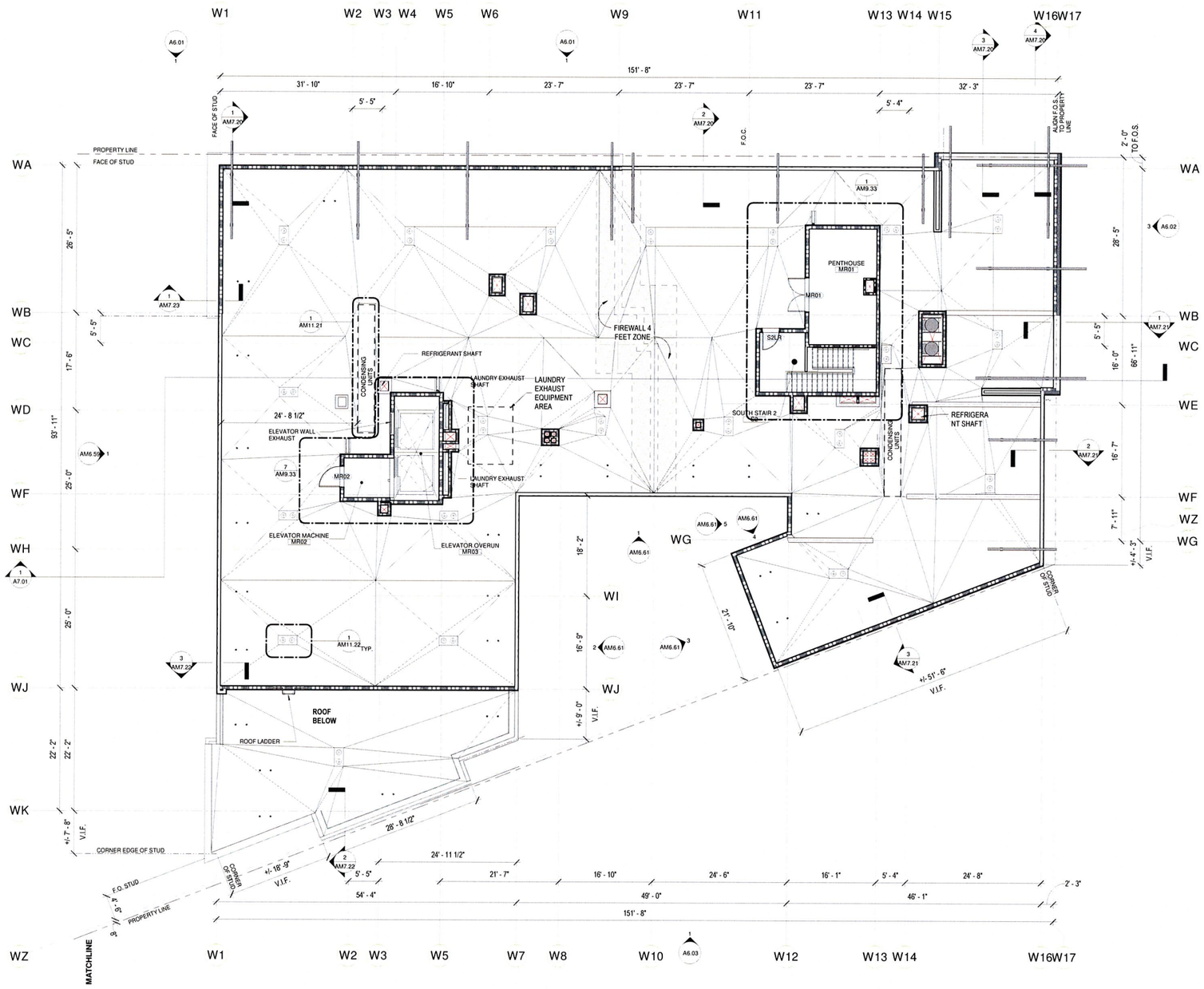
PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): - -
CITY OF OAKLAND (BP): - -
CITY OF OAKLAND (MEP): - -

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
MIDRISE BUILDING PLAN - LEVEL 6

SHEET NUMBER.:

AM2.18

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, DESIGNS AND PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



ROOF PLAN GENERAL NOTES

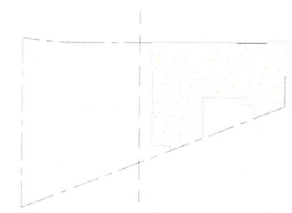
1	ROOF DRAWINGS ARE DIAGRAMMATIC AND MAY NOT SHOW ALL PENETRATIONS OF EQUIPMENT. SEE MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2	PRIOR TO COMMENCEMENT OF ROOFING WORK, CONTRACTOR SHALL INSPECT ROOF SUBSTRATE AND REPORT ALL DEFECTS OR UNACCEPTABLE CONDITIONS. CONTRACTOR SHALL CONFIRM THAT ALL SURFACES SLOPE AT LEAST 1/4" PER FOOT TO DRAIN LOCATIONS PRIOR TO APPLICATION OF ROOFING MEMBRANES.
3	FLASH ALL ROOF EDGES AND PENETRATIONS PER CURRENT SMACNA MANUAL. FLASH AND SEAL WATER TIGHT ALL FLASHINGS, PENETRATIONS AND MECHANICAL EQUIPMENT MOUNTINGS. PROVIDE COMPLETE WATERTIGHT SYSTEM.
4	PAINT ALL EXPOSED METAL (NOT FACTORY PRE-FINISHED) INCLUDING FLASHING, COPINGS, PIPING, DUCTWORK AND SUPPORT STRUCTURES.
5	PROVIDE CLASS 'A' MINIMUM ROOFING SYSTEMS AT ALL ROOFS.
6	ROOF SLOPES TO BE AS FOLLOWS: a.FLAT SLOPE: 3/8" : 1 FT. b.HIGH SLOPE: VERIFY PER ROOF PLAN /ELEVATIONS. c.LOW SLOPE: VERIFY PER ROOF PLAN /ELEVATIONS. d.CRICKETS: 1/2" : 1 FT MIN. e.TERRACES, BALCONIES, DECKS: 1/4" : 1 FT.
7	FOR PLATE HEIGHTS, SEE BUILDING ELEVATIONS AND SECTIONS, SHEET SERIES AM6.XX AND AM7.XX.
8	PROVIDE VAPOR BARRIER NOT EXCEEDING 1-PERM TO BE INSTALLED ON THE WARM SIDE OF CONDITIONED SPACES.
12	ALL ROOF DRAINAGE SHALL BE TIGHT-LINED TO STORM DRAIN SYSTEM. SEE GROUND FLOOR PLAN FOR TERMINATIONS. SEE CIVIL AND PLUMBING DRAWINGS FOR MORE INFORMATION AND CONNECT TO STORM DRAIN SYSTEM.
13	DOWNSPOUTS AND GUTTERS TO BE DESIGNED PER THE DRAWINGS AS SHOWN AND/OR SHALL BE SUBMITTED AS A 'BIDDER DESIGN / DEFERRED SUBMITTAL' ITEM PER NOTES.
14	SET ALL ROOF EQUIPMENT AND CURBS (FANS, CONDENSORS, MECHANICAL UNITS, ROOF HATCHES, ETC) LEVEL UNLESS NOTED OTHERWISE.
15	ELEVATOR SHAFT HOISTWAY: LOUVERED VENT 18" x 24" DIMENSION. REFER TO 7/AM8.21 FOR LOCATION.
16	ROOF SHEATHING IS TO BE CONSTRUCTED OF FIRE-RATARDANT-TREATED WOOD FOR A DISTANCE OF 4 FEET ON BOTH SIDES OF THE 3 HOUR FIRE BARRIER WALL
17	SEE EBM DRAWINGS FOR DAVITS AND OUTRIGGERS LOCATION.

N TRUE NORTH

N PROJECT NORTH

BUILDING PLAN ROOF PENTHOUSE & ELEVATOR MACHINE SOUTH 1

1/8" = 1'-0"



BUILDING KEY - SOUTH BLDG.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET

OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

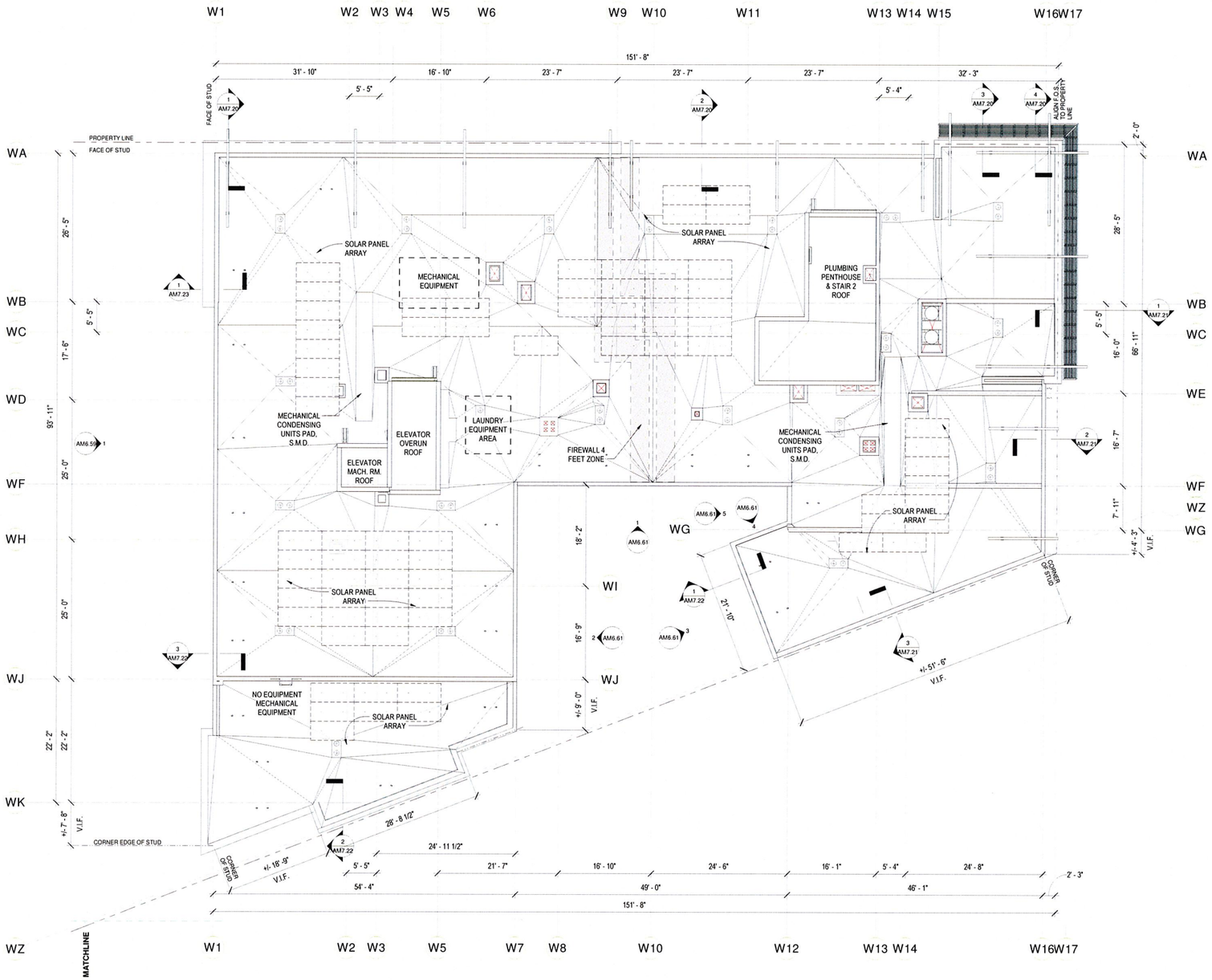
SHEET TITLE:

MIDRISE BUILDING PLAN - ROOF PENTHOUSE & ELEVATOR MACHINE

SHEET NUMBER.:

AM2.19

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

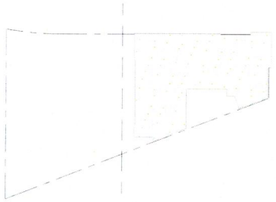


N TRUE NORTH

N PROJECT NORTH

MID-RISE LEVEL ROOF PENTHOUSE 1

1/8" = 1'-0"



BUILDING KEY - SOUTH BLDG.

SHEET NOTES

1. SEE SITE PLAN FOR ADDTIONAL INFORMATION

2. SEE ENLARGED PLANS AND UNIT PLANS AS INDICATED ON THE DRAWINGS

3. FIRE WALL 4 FEET ZONE. AREA OF ROOF THAT CANNOT ANY THROUGH ROOF ASSEMBLY PENETRATION DUE TO 3OUR FIREWALL.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
MIDRISE BUILDING PLAN - OVERALL ROOF

SHEET NUMBER.:

AM2.20

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

BUILDING ELEVATION - EAST 1
1/16" = 1'-0"

KEYNOTES LEGEND	
1	ALUMINUM WINDOW WALL SYSTEM
2	METAL PANEL
3	METAL RAIN SCREEN PANEL SYSTEM
4	FIBRE-CEMENT RAIN SCREEN PANEL SYSTEM
5A	ALUMINUM GLAZED RAILING - TYPE 1
5B	ALUMINUM GLAZED RAILING - TYPE 2
5C	ALUMINUM GLAZED RAILING - TYPE 3
6	ALUMINUM ROOF FALL PROTECTION CABLE RAILING
7	SCULPTURAL METAL CANOPY
8	CAST-IN-PLACE CONCRETE PAINTED
9	BIRD SAFE GLAZING
10	METAL LOUVERS
11	PERFORATED METAL PANEL
12	PORCELAIN TILES
13	CMU, PAINTED
14	METAL GUARDRAIL
15	METAL BLADE SUNSHADE
16	MECHANICAL SCREENING

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

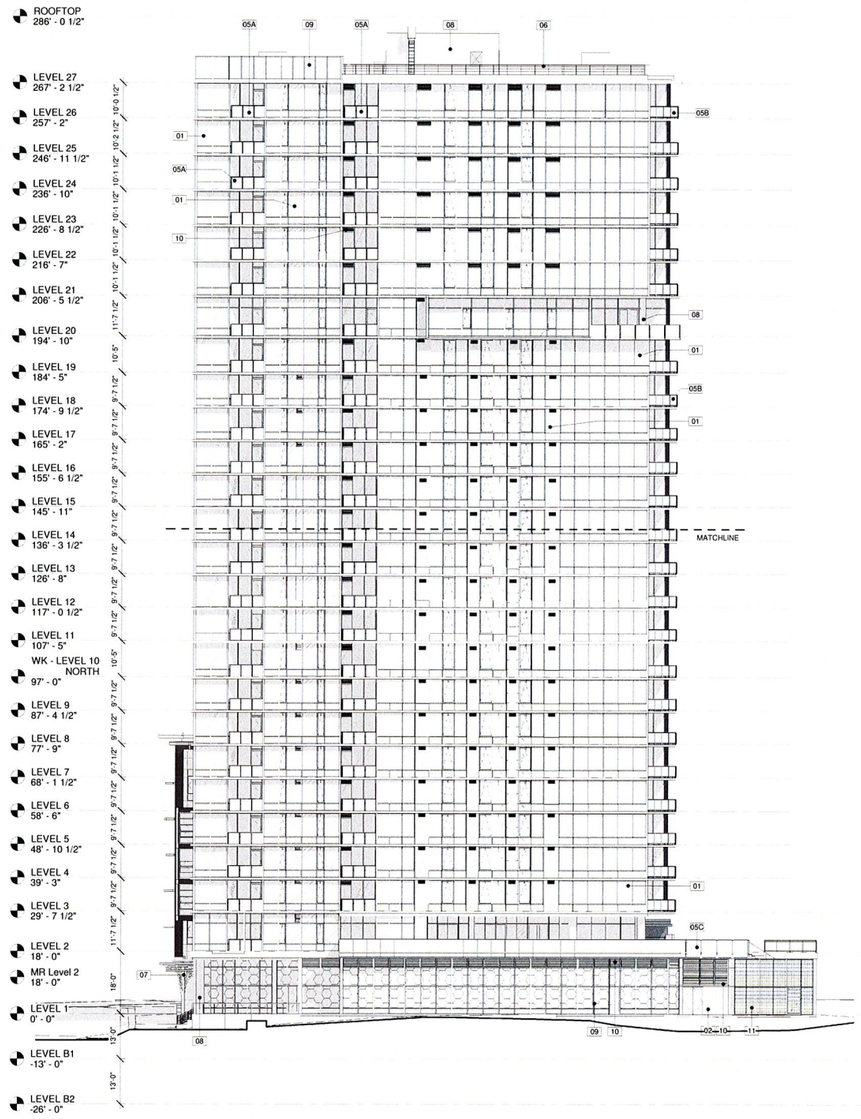
	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --
DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
BUILDING ELEVATIONS

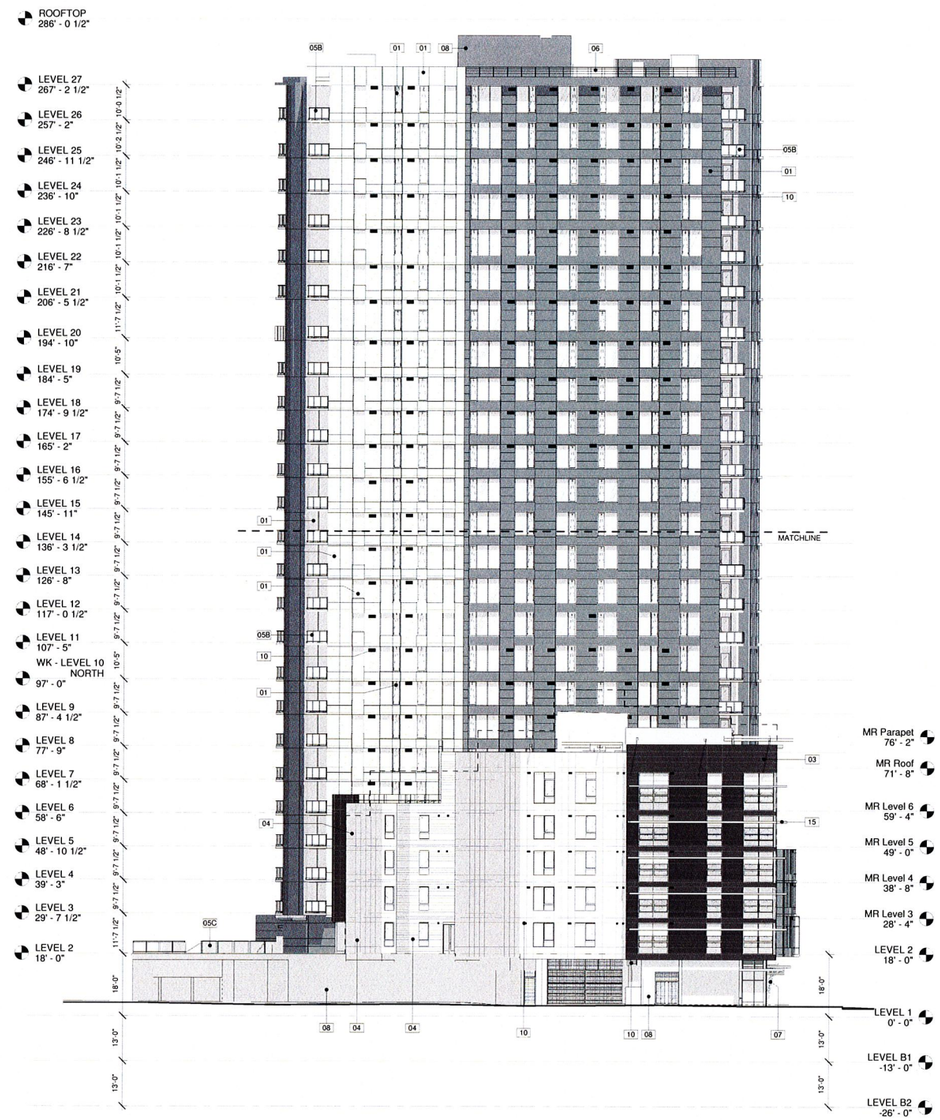
SHEET NUMBER.:

A6.01

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



BUILDING ELEVATION - NORTH 2
1/16" = 1'-0"



BUILDING ELEVATION - SOUTH 3
1/16" = 1'-0"

KEYNOTES LEGEND			
1	ALUMINUM WINDOW WALL SYSTEM	8	CAST-IN-PLACE CONCRETE PAINTED
2	METAL PANEL	9	BIRD SAFE GLAZING
3	METAL RAIN SCREEN PANEL SYSTEM	10	METAL LOUVERS
4	FIBRE-CEMENT RAIN SCREEN PANEL SYSTEM	11	PERFORATED METAL PANEL
5A	ALUMINUM GLAZED RAILING - TYPE 1	12	PORCELAIN TILE PANELS
5B	ALUMINUM GLAZED RAILING - TYPE 2	13	CMU, PAINTED
5C	ALUMINUM GLAZED RAILING - TYPE 3	14	METAL GUARDRAIL
6	ALUMINUM ROOF FALL PROTECTION CABLE RAILING	15	METAL BLADE SUNSHADE
7	SCULPTURAL METAL CANOPY	16	MECHANICAL SCREENING

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS MAY BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

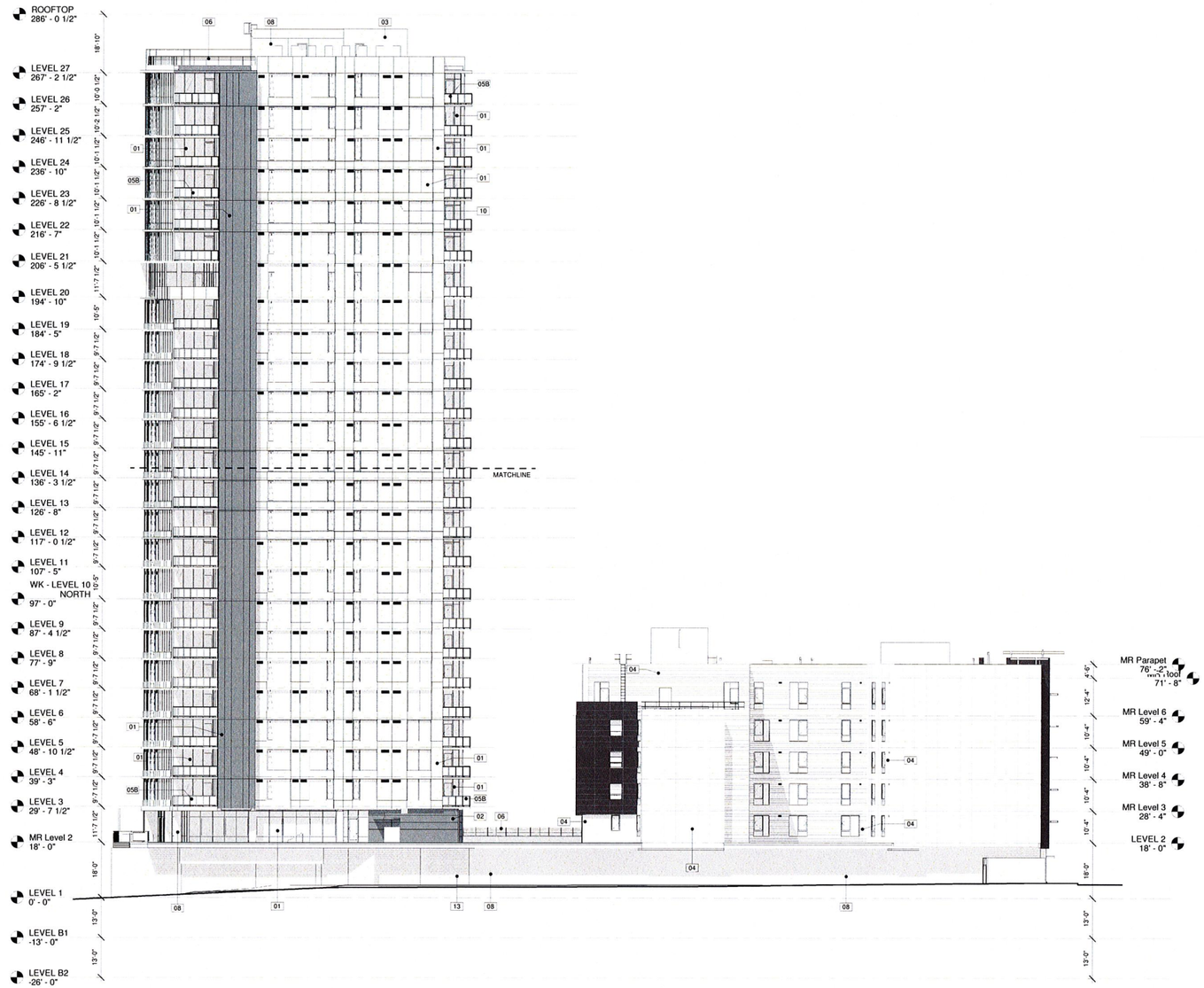
ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD I.D. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE:
BUILDING ELEVATIONS

SHEET NUMBER.:
A6.02



BUILDING ELEVATION - WEST (1)
1/16" = 1'-0"

KEYNOTES LEGEND

1	ALUMINUM WINDOW WALL SYSTEM
2	METAL PANEL
3	METAL RAIN SCREEN PANEL SYSTEM
4	FIBRE-CEMENT RAIN SCREEN PANEL SYSTEM
5A	ALUMINUM GLAZED RAILING - TYPE 1
5B	ALUMINUM GLAZED RAILING - TYPE 2
5C	ALUMINUM GLAZED RAILING - TYPE 3
6	ALUMINUM ROOF FALL PROTECTION CABLE RAILING
7	SCULPTURAL METAL CANOPY
8	CAST-IN-PLACE CONCRETE PAINTED
9	BIRD SAFE GLAZING
10	METAL LOUVERS
11	PERFORATED METAL PANEL
12	PORCELAIN TILES
13	CMU, PAINTED
14	METAL GUARDRAIL
15	METAL BLADE SUNSHADE
16	MECHANICAL SCREENING

avrp SKYPORT
architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

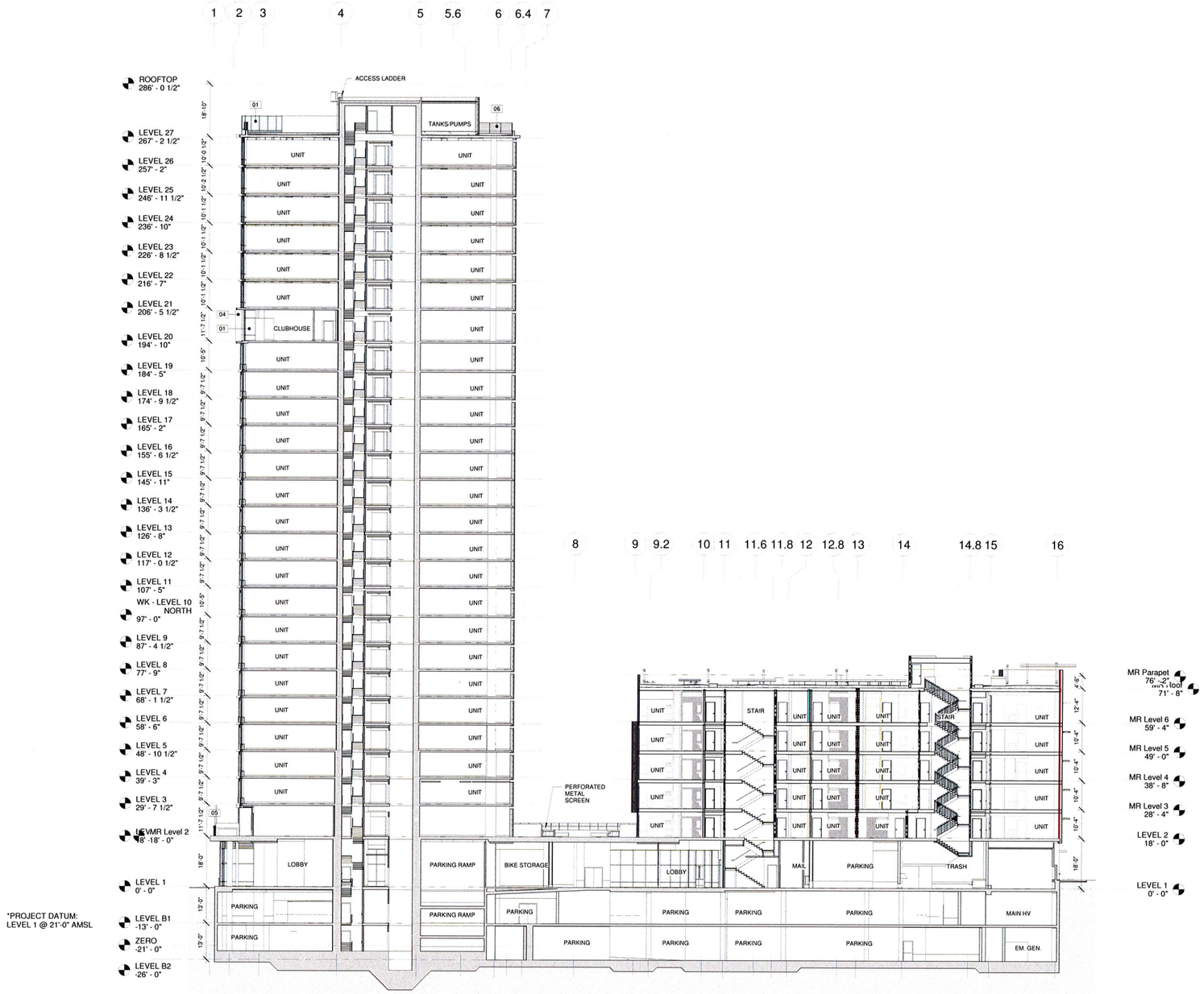
AVRP STUDIOS:	16014
HUD I.D. NUMBER	--
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	--
CITY OF OAKLAND (BP):	--
CITY OF OAKLAND (MEP):	--
DRAWN BY:	Author
CHECKED BY:	Checker

SHEET TITLE:
BUILDING ELEVATIONS

SHEET NUMBER.:

A6.03

ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE, WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.



Section 1
1/16" = 1'-0" 1

GENERAL NOTES

KEYNOTES LEGEND

1. ALUMINUM WINDOW WALL SYSTEM
2. METAL PANEL
3. METAL RAIN SCREEN PANEL SYSTEM
4. HARDIE PANEL RAIN SCREEN PANEL SYSTEM
5. ALUMINUM BALCONY RAILING
6. ALUMINUM ROOF FALL PROTECTION CABLE RAILING
7. SCULPTURAL METAL CANOPY
8. CAST-IN-PLACE CONCRETE PAINTED
9. BIRD SAFE GLAZING
10. METAL LOUVERS

SYMBOL LEGEND

- 5.6 / A — GRID TAG
- 1 / A101 SIM — CALLOUT / DETAIL REFERENCE
- 1 / A101 SIM — SECTION REFERENCE
- Name / Elevation — ELEVATION TAG

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

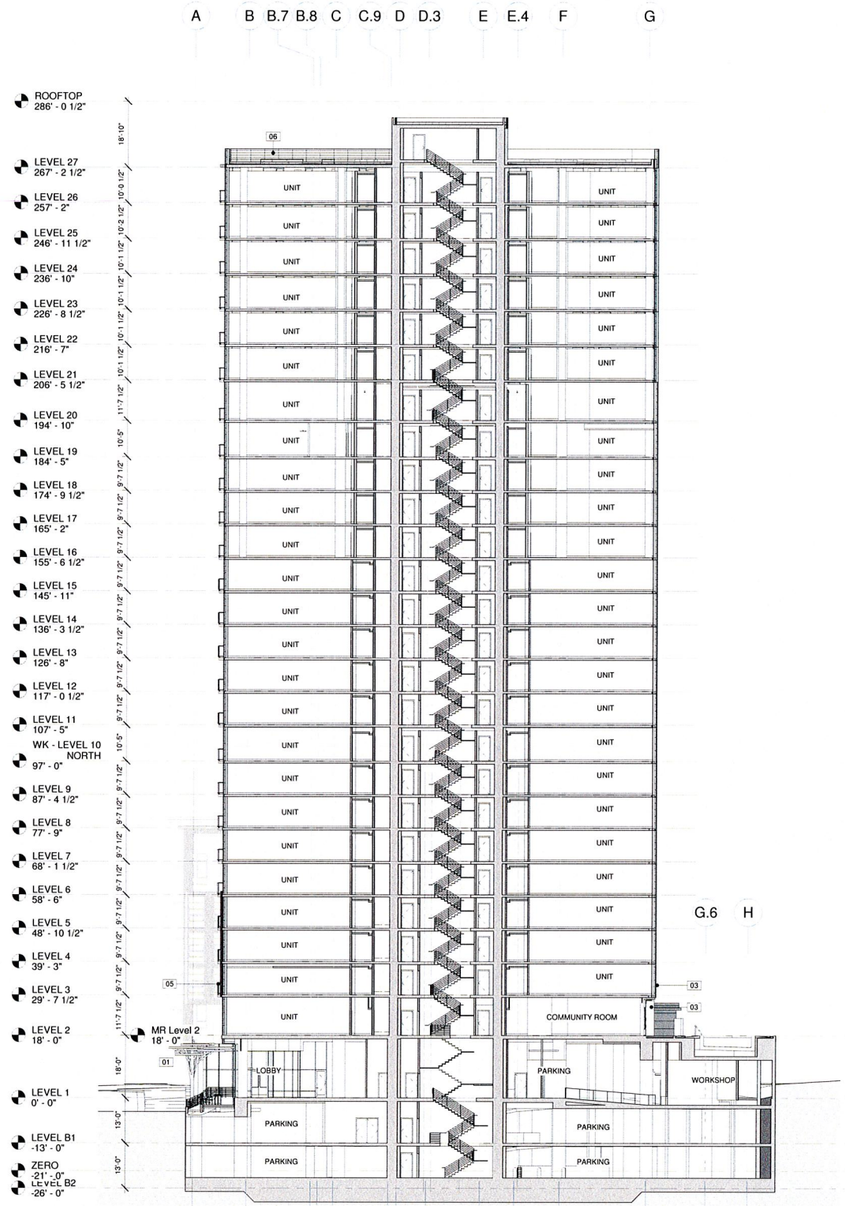
DESCRIPTION:	DATE:
PX PERMIT	2018.06.29
PZ PERMIT	2018.10.25
1. PX PERMIT RESUBMIT	2018.11.16
50% CD IGMP SET	2019.02.22
75% CD SET	2019.05.24
2. PX PERMIT RESUBMIT	2019.06.28
PERMIT SET	2019.07.01
MIDRISE 50%	2019.07.26
DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:
AVRP STUDIOS: 16014
HUD LO. NUMBER: --
CITY OF OAKLAND (PX): PX1800041
CITY OF OAKLAND (PZ): --
CITY OF OAKLAND (BP): --
CITY OF OAKLAND (MEP): --

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE: BUILDING SECTION

SHEET NUMBER:

A7.01



Section 2 (2)
1/16" = 1'-0"

GENERAL NOTES

KEYNOTES LEGEND

1. ALUMINUM WINDOW WALL SYSTEM
2. METAL PANEL
3. METAL RAIN SCREEN PANEL SYSTEM
4. HARDIE PANEL RAIN SCREEN PANEL SYSTEM
5. ALUMINUM BALCONY RAILING
6. ALUMINUM ROOF FALL PROTECTION CABLE RAILING
7. SCULPTURAL METAL CANOPY
8. CAST-IN-PLACE CONCRETE PAINTED
9. BIRD SAFE GLAZING
10. METAL LOUVERS

SYMBOL LEGEND

- 5.6 / A — GRID TAG
- 1 / A101 SIM — CALLOUT / DETAIL REFERENCE
- 1 / A101 SIM — SECTION REFERENCE
- Name / Elevation — ELEVATION TAG

avrp SKYPORT architecture urban design interiors graphics
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK architecture + urban design

STAMP:

CONSULTANT:

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE

LAKEHOUSE

111 & 121 E. 12th STREET
OAKLAND, CA 94606

ISSUE DATES:

	DESCRIPTION:	DATE:
	PX PERMIT	2018.06.29
	PZ PERMIT	2018.10.25
1.	PX PERMIT RESUBMIT	2018.11.16
	50% CD IGMP SET	2019.02.22
	75% CD SET	2019.05.24
2.	PX PERMIT RESUBMIT	2019.06.28
	PERMIT SET	2019.07.01
	MIDRISE 50%	2019.07.26
	DRAFT GMP SET	2019.08.30

PROJECT NUMBERS:

AVRP STUDIOS:	16014
HUD I.D. NUMBER	-
CITY OF OAKLAND (PX):	PX1800041
CITY OF OAKLAND (PZ):	-
CITY OF OAKLAND (BP):	-
CITY OF OAKLAND (MEP):	-

DRAWN BY: Author
CHECKED BY: Checker
SHEET TITLE: BUILDING SECTION

SHEET NUMBER.: A7.02

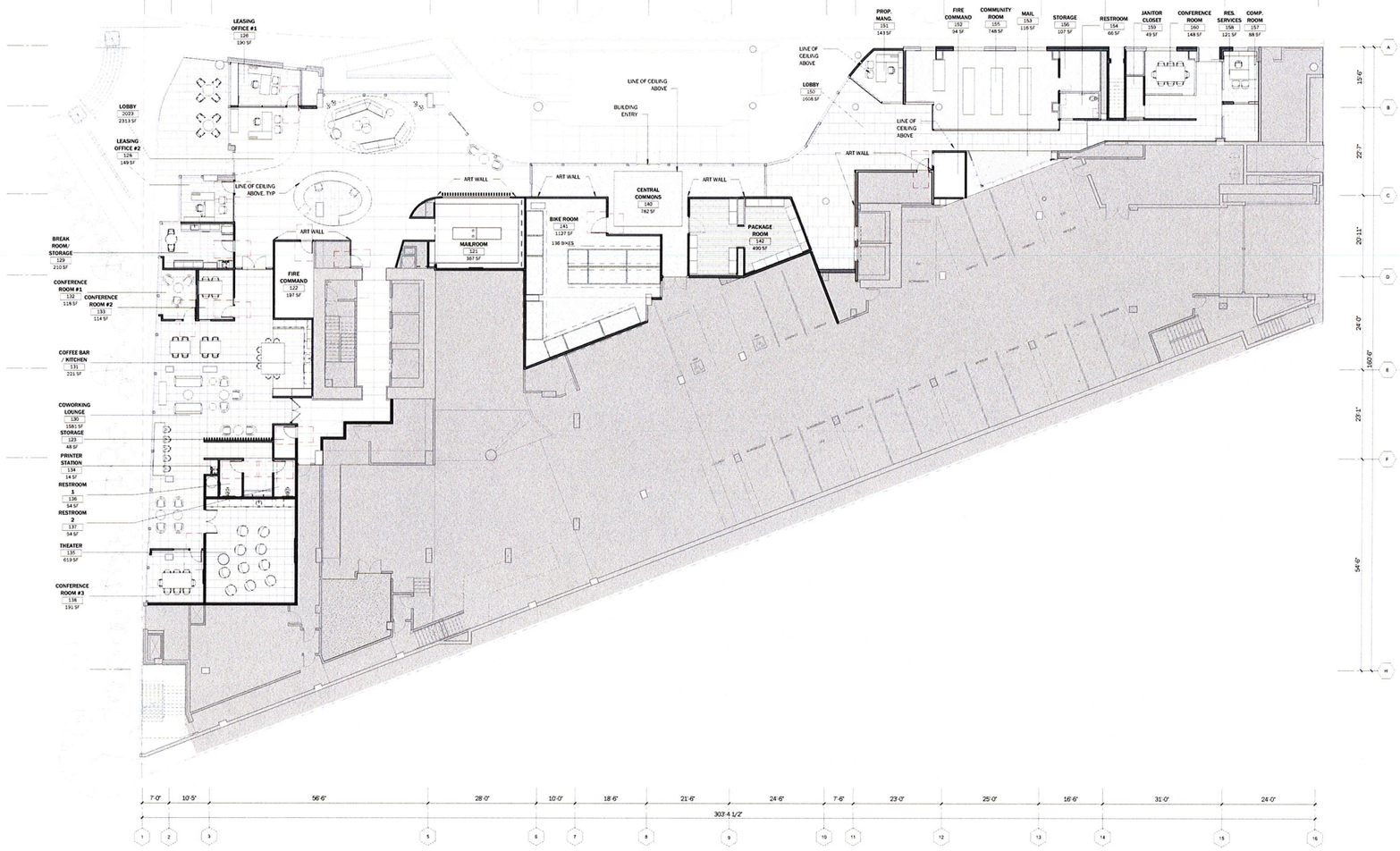
ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

FLOOR PLAN LEGEND

ROOM NAME	ROOM TAG
0000	ROOM
00 SF	AREA

FLOOR PLAN GENERAL NOTES

1. INTERIOR FINISHES, SYMBOLS, AND NOTES WITHIN THE ID-SERIES DRAWINGS RELATE TO COMMON AREAS ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL OTHER SPACES.
2. SEE ARCHITECTURAL DRAWINGS FOR PARTITION TYPES, CEILING TYPES, BUILT IN CASEWORK IN LIMITS, DOOR SCHEDULES.
3. SEE LIGHTING DRAWINGS FOR LIGHTING INFORMATION.
4. FOR FINISH SCHEDULE, SEE SHEETS ID10.01-10.02.
5. DOORS AND DOOR FRAMES TO BE PAINTED SEMI-GLOSS AND TO MATCH ADJACENT WALL COLOR, TYPICAL U.O.N. GYP. CEILINGS TO BE PAINTED FLAT PT 1, U.O.N.
6. PAINT IN BATHROOMS TO BE SEMI-GLOSS, TYPICAL.
7. CARPET TO TILE TRANSITIONS TO BE SCHLUTER RENO TK 3/8"H SATIN ANODIZED ALUMINUM AETK 100.
8. FURNITURE, AREA RUGS AND FREE STANDING EQUIPMENT SHOWN FOR REFERENCE ONLY. NIC.
9. WALLS DESIGNATED FOR ARTWORK SHALL BE FREE OF ALL EQUIPMENT AND DEVICES EXCEPT CODE REQUIRED OUTLETS. SEE ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS FOR EXTENT OF THESE AREAS.
10. TV MOUNTED TVS NIC. LOCATIONS ON WALLS NOTED IN INTERIOR ELEVATIONS FOR ELECTRICAL COORDINATION.
11. FOR PLUMBING FIXTURE AND EQUIPMENT COUNTS. REFER TO ENLARGED FINISH PLANS. ENLARGED PLANS AND ENLARGED CASEWORK PLANS.
12. FOR SIGNAGE, FIXTURE, AND ACCESSORY MOUNTING HEIGHTS. SEE T-SERIES ACCESSIBILITY NOTES & DETAILS DRAWINGS.
13. SPECIALTY FABRICATION ITEMS ARE NOT IN CONTRACT.
14. 5MM UNDERLAYMENT TYPICAL BETWEEN UNIT FLOORS. 10 MM UNDERLAYMENT AT LEVEL 20 AMENITY AREAS AS SPECIFIED IN FINISH SCHEDULLE ON SHEET ID10.01
15. REINFORCE WALLS WITH PLYWOOD, WHERE NOTED ON ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS.
16. PROVIDE BACKING PLATES FOR MOUNTING CASEWORK, LOCKERS, AND OTHER HEAVY EQUIPMENT.



1 LEVEL 1
3/32" = 1'-0"

avrp STUDIOS
SKYPORT
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

DE+

nomadika design studio

PROJECT NAME:

2019.08.27 - ENTITILEMENT PACKAGE
LAKEHOUSE
111 & 121 E 12th STREET, OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
100% SD SET	2017.09.15
40% DD SET	2017.11.22
100% DD SET	2018.02.22
COORDINATION SET	2018.05.25
20% CD SET	2018.06.22
PX PERMIT	2018.06.29
30% CD SET	2018.07.20
50% CD GMP SET	2018.09.10
75% CD GMP SET	2019.05.24
PERMIT SET	2019.07.01

PROJECT NUMBERS
AVRP STUDIOS 16014
AGENCY 00000.00
DRAWN BY SH
CHECKED BY AE
SHEET TITLE
FLOOR PLAN - LEVEL 1

SHEET NUMBER

IDP2.01

SPECIALTY FABRICATION / ART INSTALLATION, NIC

CASEWORK

116-A
BIRD NEST RECEPTION DESK
MFR:
LOCATION: NORTH LOBBY

115-A
MAILBOX SURROUND
MFR:
LOCATION: NORTH MAILROOM

203-B
BUILT-IN MEDIA CASEWORK
MFR.:
LOCATION: NORTH LEVEL 2 LOUNGE

2003-A
BUILT-IN BOOKSHELF / MEDIA WALL
MFR:
LOCATION: NORTH LEVEL 20 LOUNGE

ART / VERTICAL APPLICATIONS

100-A
GALLERY WALL
MFR.:
LOCATION: CENTRAL COMMONS

104-A
ART WALL
MFR.:
LOCATION: SOUTH LOBBY

113-A
VERTICAL WOOD FINS 3'x8"
NO DEVICES LOCATED HERE.
ART WALL

114-B
ART WALL
MFR:
LOCATION: NORTH LOBBY / WALL BEHIND RECEPTION DESK, AND WRAPPED AROUND SIDES

126-A
PAINT GRAPHIC / WALLCOVERING
MFR:
LOCATION: NORTH LEVEL 1 BUSINESS CENTER CONFERENCE ROOM 1 & 2

2010-A
ART WALL
MFR.:
LOCATION: NORTH LEVEL 20 PRIVATE DINING

2501-A
ART WALL
MFR:
LOCATION: NORTH LEVEL 20-25 ELEVATOR LOBBY

NOTE:
ARROWS INDICATE EXTENT OF ART/VERTICAL APPLICATIONS

FINISH FLOOR PLAN LEGEND

AW-XX / AB-XX — ACCENT WALL FINISHES
WALL FINISH
BASE FINISH
NOTE: ARROWS INDICATE EXTENT OF ACCENT WALL FINISHES

CT-XX — CASEWORK FINISHES
COUNTER TOP
VERTICAL FACES

XXX — FLOOR FINISH TAG

INDICATES AREA OUTSIDE SCOPE, N.I.C.

TRANSITION BETWEEN FLOORING MATERIALS

XXX — INTERIOR ELEVATION TAG

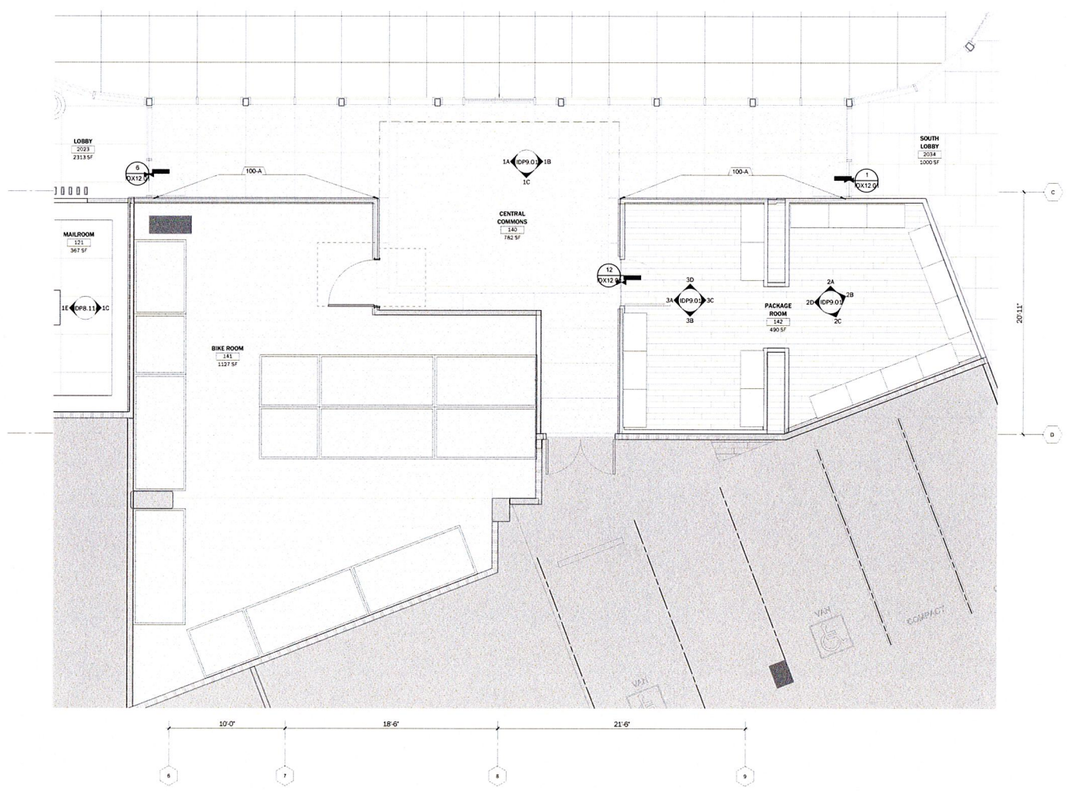
EQUIPMENT TAG
SEE SCHEDULE ON SHEET IDI0.03

XX / XXX — DETAIL TAG

SEE INTERIOR FINISH SCHEDULE FOR FINISHES NOT NOTED IN THIS PLAN

FLOOR PLAN GENERAL NOTES

1. INTERIOR FINISHES, SYMBOLS, AND NOTES WITHIN THE ID-SERIES DRAWINGS RELATE TO COMMON AREAS ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL OTHER SPACES.
2. SEE ARCHITECTURAL DRAWINGS FOR PARTITION TYPES, CEILING TYPES, BUILT-IN CASEWORK IN UNITS, DOOR SCHEDULES.
3. SEE LIGHTING DRAWINGS FOR LIGHTING INFORMATION.
4. FOR FINISH SCHEDULE, SEE SHEETS IDI0.01-10.02.
5. DOORS AND DOOR FRAMES TO BE PAINTED SEMI-GLOSS AND TO MATCH ADJACENT WALL COLOR. TYPICAL U.O.N. GYP. CEILINGS TO BE PAINTED FLAT PT-1, U.O.N.
6. PAINT IN BATHROOMS TO BE SEMI-GLOSS, TYPICAL.
7. CARPET TO TILE TRANSITIONS TO BE SCHLUTER RENO TK 3/8"H SATIN ANODIZED ALUMINUM AETK 100.
8. FURNITURE, AREA RUGS AND FREE STANDING EQUIPMENT SHOWN FOR REFERENCE ONLY, NIC.
9. WALLS DESIGNATED FOR ARTWORK SHALL BE FREE OF ALL EQUIPMENT AND DEVICES EXCEPT CODE REQUIRED OUTLETS. SEE ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS FOR EXTENT OF THESE AREAS.
10. TV MOUNTED TVS N/C. LOCATIONS ON WALLS NOTED IN INTERIOR ELEVATIONS FOR ELECTRICAL COORDINATION.
11. FOR PLUMBING FIXTURE AND EQUIPMENT COUNTS. REFER TO ENLARGED FINISH PLANS, ENLARGED PLANS AND ENLARGED CASEWORK PLANS.
12. FOR SIGNAGE, FIXTURE, AND ACCESSORY MOUNTING HEIGHTS. SEE T-SERIES ACCESSIBILITY NOTES & DETAILS DRAWINGS.
13. SPECIALTY FABRICATION ITEMS ARE NOT IN CONTRACT.
14. 5MM UNDERLAYMENT TYPICAL BETWEEN UNIT FLOORS. 10 MM UNDERLAYMENT AT LEVEL 20 AMENITY AREAS AS SPECIFIED IN FINISH SCHEDULLE ON SHEET IDI0.01
15. REINFORCE WALLS WITH PLYWOOD, WHERE NOTED ON ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS.
16. PROVIDE BACKING PLATES FOR MOUNTING CASEWORK, LOCKERS, AND OTHER HEAVY EQUIPMENT.



1 ENLARGED FINISH PLAN - LEVEL 1 CENTRAL
1/4" = 1'-0"

FOR REFERENCE ONLY

avrp STUDIOS
SKYPORT
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2100
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP

CONSULTANT:
DE+
nomadika design studio

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E 12th STREET, OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
100% SD SET	2017.09.15
40% DD SET	2017.11.22
100% DD SET	2018.02.22
COORDINATION SET	2018.05.25
20% CD SET	2018.06.22
PX PERMIT	2018.06.29
30% CD SET	2018.07.20
50% CD GMP SET	2018.09.10
75% CD GMP SET	2019.05.24
PERMIT SET	2019.07.01

PROJECT NUMBERS
AVRP STUDIOS: 16014
AGENCY: 00000.00
DRAWN BY: SH
CHECKED BY: AE
SHEET TITLE:
ENLARGED FINISH PLAN - LEVEL 1 CENTRAL

SHEET NUMBER:

IDP3.01

SPECIALTY FABRICATION / ART INSTALLATION, NIC

CASEWORK

116-A
BIRD NEST RECEPTION DESK
MFR:
LOCATION: NORTH LOBBY

115-A
MAILBOX SURROUND
MFR:
LOCATION: NORTH MAILROOM

203-B
BUILT IN MEDIA CASEWORK
MFR:
LOCATION: NORTH LEVEL 2 LOUNGE

2003-A
BUILT IN BOOKSHELF / MEDIA WALL
MFR:
LOCATION: NORTH LEVEL 20 LOUNGE

ART / VERTICAL APPLICATIONS

100-A
GALLERY WALL
MFR:
LOCATION: CENTRAL COMMONS

104-A
ART WALL
MFR:
LOCATION: SOUTH LOBBY

113-A
VERTICAL WOOD FINS 3X8'
NO DEVICES LOCATED HERE.
ART WALL

114-B
ART WALL
MFR:
LOCATION: NORTH LOBBY / WALL BEHIND RECEPTION DESK, AND WRAPPED AROUND SIDES

126-A
PAINT GRAPHIC / WALLCOVERING
MFR:
LOCATION: NORTH LEVEL 1 BUSINESS CENTER CONFERENCE ROOM 1 & 2

2010-A
ART WALL
MFR:
LOCATION: NORTH LEVEL 20 PRIVATE DINING

2501-A
ART WALL
MFR:
LOCATION: NORTH LEVEL 20-25 ELEVATOR LOBBY

NOTE:
ARROWS INDICATE EXTENT OF ART/VERTICAL APPLICATIONS

FINISH FLOOR PLAN LEGEND

AW-XX / AB-XX — ACCENT WALL FINISHES
WALL FINISH
BASE FINISH
NOTE: ARROWS INDICATE EXTENT OF ACCENT WALL FINISHES

CT-XX — CASEWORK FINISHES
COUNTER TOP
VERTICAL FACES

XXX — FLOOR FINISH TAG

INDICATES AREA OUTSIDE SCOPE, N.I.C.

TRANSITION BETWEEN FLOORING MATERIALS

XXX — INTERIOR ELEVATION TAG

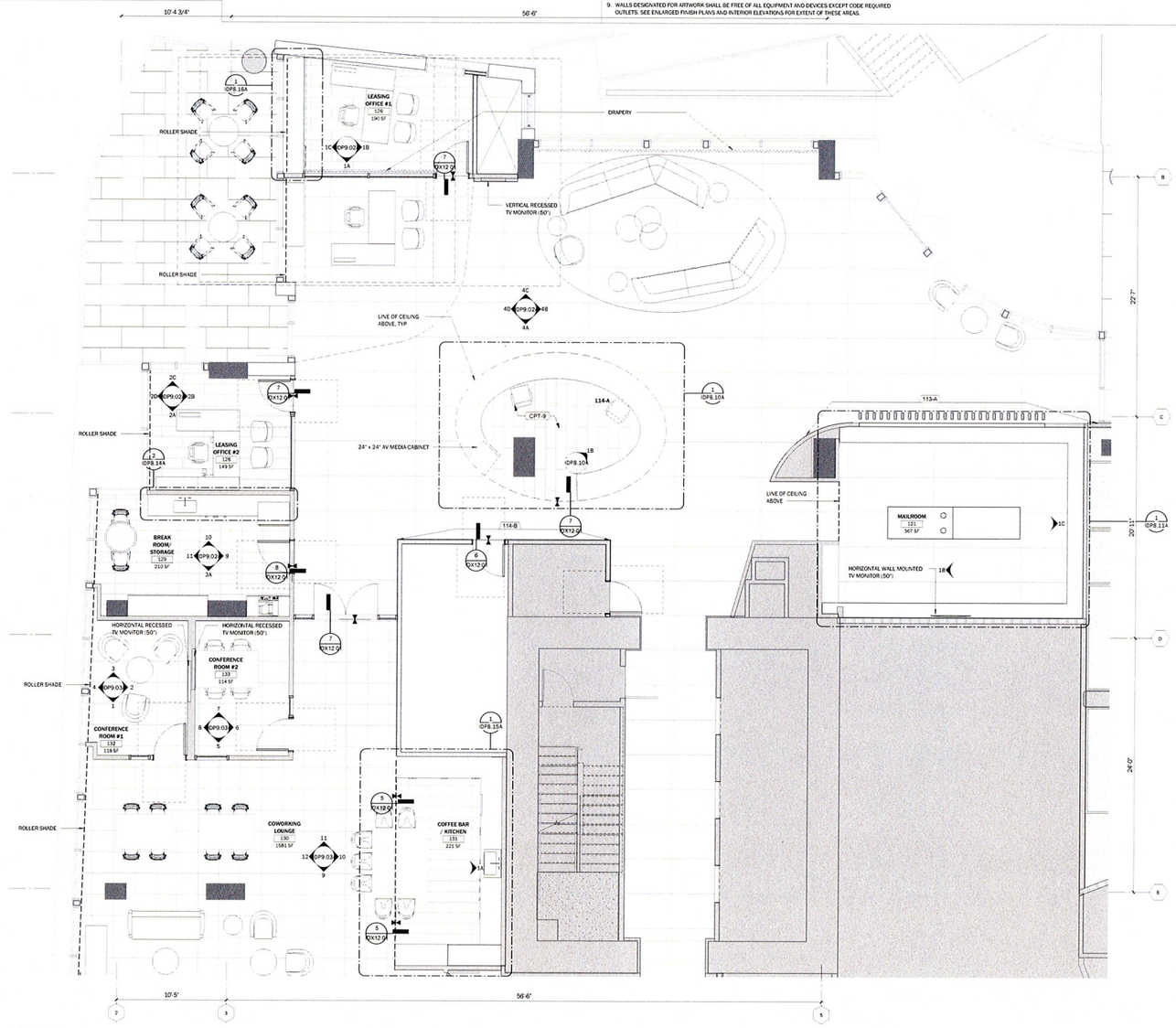
EQUIPMENT TAG
SEE SCHEDULE ON SHEET ID10.03

XX / XXX — DETAIL TAG

SEE INTERIOR FINISH SCHEDULE FOR FINISHES NOT NOTED IN THIS PLAN

FLOOR PLAN GENERAL NOTES

1. INTERIOR FINISHES, SYMBOLS, AND NOTES WITHIN THE ID-SERIES DRAWINGS RELATE TO COMMON AREAS ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL OTHER SPACES.
2. SEE ARCHITECTURAL DRAWINGS FOR PARTITION TYPES, CEILING TYPES, BUILT-IN CASEWORK IN UNITS, DOOR SCHEDULES.
3. SEE LIGHTING DRAWINGS FOR LIGHTING INFORMATION.
4. FOR FINISH SCHEDULE, SEE SHEETS ID10.01-10.02.
5. DOORS AND DOOR FRAMES TO BE PAINTED SEMI-GLOSS AND TO MATCH ADJACENT WALL COLOR. TYPICAL U.O.N. GYP. CEILINGS TO BE PAINTED FLAT PT 1, U.O.N.
6. PAINT IN BATHROOMS TO BE SEMI-GLOSS. TYPICAL.
7. CARPET TO TILE TRANSITIONS TO BE SCHLUTER RENO TK 3/8"H SATIN ANODIZED ALUMINUM AETK 100.
8. FURNITURE, AREA RUGS AND FREE STANDING EQUIPMENT SHOWN FOR REFERENCE ONLY. NIC.
9. WALLS DESIGNATED FOR ARTWORK SHALL BE FREE OF ALL EQUIPMENT AND DEVICES EXCEPT CODE REQUIRED OUTLETS. SEE ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS FOR EXTENT OF THESE AREAS.
10. TV MOUNTED TVS NIC. LOCATIONS ON WALLS NOTED IN INTERIOR ELEVATIONS FOR ELECTRICAL COORDINATION.
11. FOR PLUMBING FIXTURE AND EQUIPMENT COUNTS. REFER TO ENLARGED FINISH PLANS, ENLARGED PLANS AND ENLARGED CASEWORK PLANS.
12. FOR SIGNAGE, FIXTURE, AND ACCESSORY MOUNTING HEIGHTS. SEE T-SERIES ACCESSIBILITY NOTES & DETAILS DRAWINGS.
13. SPECIALTY FABRICATION ITEMS ARE NOT IN CONTRACT.
14. 5MM UNDERLAYMENT TYPICAL BETWEEN UNIT FLOORS. 10 MM UNDERLAYMENT AT LEVEL 20 AMENITY AREAS AS SPECIFIED IN FINISH SCHEDULLE ON SHEET ID10.01
15. REINFORCE WALLS WITH PLYWOOD. WHERE NOTED ON ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS.
16. PROVIDE BACKING PLATES FOR MOUNTING CASEWORK, LOCKERS, AND OTHER HEAVY EQUIPMENT.



1B ENLARGED FINISH PLAN - LEVEL 1 NORTH LOBBY
1/4" = 1'-0"

avrp STUDIOS
SKYPORT
703 16th Street, Suite 200
San Diego
California 92101
P 619 704 2700
F 619 704 2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:

DE+

nomadika design studio

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E 12th STREET, OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
100% SD SET	2017.09.15
40% DD SET	2017.11.22
100% DD SET	2018.02.22
COORDINATION SET	2018.05.25
20% CD SET	2018.06.22
PX PERMIT	2018.06.29
30% CD SET	2018.07.20
50% CD GMP SET	2018.09.10
75% CD GMP SET	2019.05.24
PERMIT SET	2019.07.01

PROJECT NUMBERS:
AVRP STUDIOS 16014
DE+ 000003.00
DRAWN BY: [illegible]
CHECKED BY: AE
SHEET TITLE:
ENLARGED FINISH PLAN - LEVEL 1 LOBBY NORTH

SHEET NUMBER:

IDP3.02A

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

SPECIALTY FABRICATION / ART INSTALLATION, NIC

CASEWORK

114-A
BIRD NEST RECEPTION DESK
MFR:
LOCATION: NORTH LOBBY

115-A
MAILBOX SURROUND
MFR:
LOCATION: NORTH MAILROOM

203-B
BUILT IN: MEDIA CASEWORK
MFR:
LOCATION: NORTH LEVEL 2 LOUNGE

200-3-A
BUILT IN: BOOKSHELF / MEDIA WALL
MFR:
LOCATION: NORTH LEVEL 20 LOUNGE

ART / VERTICAL APPLICATIONS

100-A
GALLERY WALL
MFR:
LOCATION: CENTRAL COMMONS

104-A
ART WALL
MFR:
LOCATION: SOUTH LOBBY

113-A
VERTICAL WOOD FINS 3'x8'
NO DEVICES LOCATED HERE.
ART WALL

114-B
ART WALL
MFR:
LOCATION: NORTH LOBBY / WALL BEHIND RECEPTION DESK, AND WRAPPED AROUND SIDES

126-A
PAINT GRAPHIC / WALLCOVERING
MFR:
LOCATION: NORTH LEVEL 1 BUSINESS CENTER CONFERENCE ROOM 1 & 2

2010-A
ART WALL
MFR:
LOCATION: NORTH LEVEL 20 PRIVATE DINING

2501-A
ART WALL
MFR:
LOCATION: NORTH LEVEL 20-25 ELEVATOR LOBBY

NOTE:
ARROWS INDICATE EXTENT OF ART / VERTICAL APPLICATIONS

FINISH FLOOR PLAN LEGEND

AW-XX / AB-XX — ACCENT WALL FINISHES
WALL FINISH
BASE FINISH
NOTE: ARROWS INDICATE EXTENT OF ACCENT WALL FINISHES

CT-XX — CASEWORK FINISHES
COUNTER TOP
VERTICAL FACES

XXX — FLOOR FINISH TAG

INDICATES AREA OUTSIDE SCOPE, N.I.C.

TRANSITION BETWEEN FLOORING MATERIALS

XXX — INTERIOR ELEVATION TAG

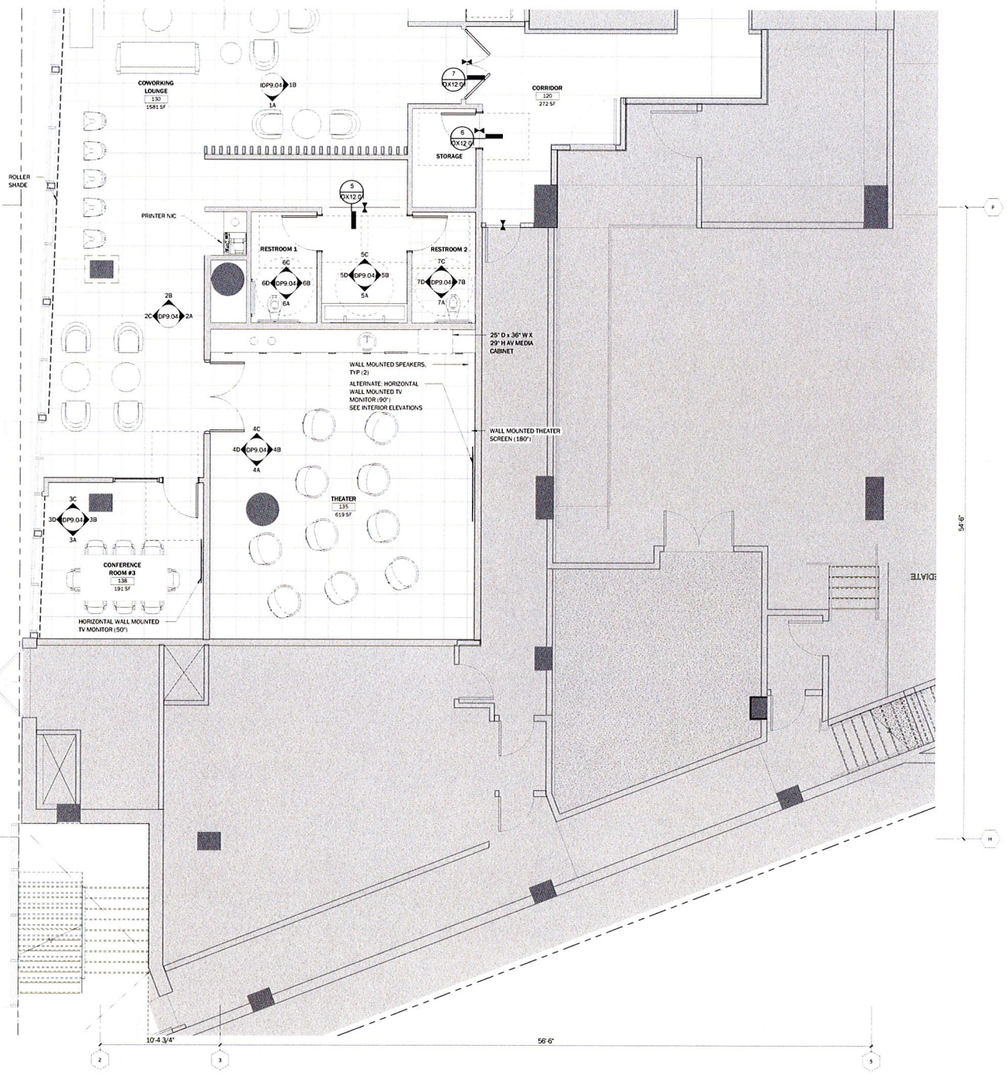
EQUIPMENT TAG
SEE SCHEDULE ON SHEET ID10.03

XX / XXX — DETAIL TAG

SEE INTERIOR FINISH SCHEDULE FOR FINISHES NOT NOTED IN THIS PLAN

FLOOR PLAN GENERAL NOTES

1. INTERIOR FINISHES, SYMBOLS, AND NOTES WITHIN THE ID SERIES DRAWINGS RELATE TO COMMON AREAS ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL OTHER SPACES.
2. SEE ARCHITECTURAL DRAWINGS FOR PARTITION TYPES, CEILING TYPES, BUILT-IN CASEWORK IN UNITS, DOOR SCHEDULES.
3. SEE LIGHTING DRAWINGS FOR LIGHTING INFORMATION.
4. FOR FINISH SCHEDULE, SEE SHEETS ID10.01-10.02.
5. DOORS AND DOOR FRAMES TO BE PAINTED SEMI-GLOSS AND TO MATCH ADJACENT WALL COLOR. TYPICAL U.O.N. OVP. CEILINGS TO BE PAINTED FLAT PT-1, U.O.N.
6. PAINT IN BATHROOMS TO BE SEMI-GLOSS. TYPICAL.
7. CARPET TO TILE TRANSITIONS TO BE SCHLUTER RENO TK 3/8"H SATIN ANODIZED ALUMINUM AETK 100.
8. FURNITURE, AREA RUGS AND FREE STANDING EQUIPMENT SHOWN FOR REFERENCE ONLY. NIC.
9. WALLS DESIGNATED FOR ARTWORK SHALL BE FREE OF ALL EQUIPMENT AND DEVICES EXCEPT CODE REQUIRED OUTLETS. SEE ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS FOR EXTENT OF THESE AREAS.
10. TV MOUNTED TVS N.IC. LOCATIONS ON WALLS NOTED IN INTERIOR ELEVATIONS FOR ELECTRICAL COORDINATION.
11. FOR PLUMBING FIXTURE AND EQUIPMENT COUNTS, REFER TO ENLARGED FINISH PLANS. ENLARGED PLANS AND ENLARGED CASEWORK PLANS.
12. FOR SIGNAGE, FIXTURE, AND ACCESSORY MOUNTING HEIGHTS, SEE T-SERIES ACCESSIBILITY NOTES & DETAILS DRAWINGS.
13. SPECIALTY FABRICATION ITEMS ARE NOT IN CONTRACT.
14. 5MM UNDERLAYMENT TYPICAL BETWEEN UNIT FLOORS. 10 MM UNDERLAYMENT AT LEVEL 20 AMENITY AREAS AS SPECIFIED IN FINISH SCHEDULLE ON SHEET ID10.01
15. REINFORCE WALLS WITH PLYWOOD. WHERE NOTED ON ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS.
16. PROVIDE BACKING PLATES FOR MOUNTING CASEWORK, LOCKERS, AND OTHER HEAVY EQUIPMENT.



1 ENLARGED FINISH PLAN - LEVEL 1 NORTH BUSINESS CENTER
1/4" = 1'-0"

avrp STUDIOS
SKYPORT
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP:

CONSULTANT:
DE+
nomadika design studio

PROJECT NAME:

2019.08.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E 12th STREET, OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE:
100% SD SET	2017.09.15
40% DD SET	2017.11.22
100% DD SET	2018.02.22
COORDINATION SET	2018.05.25
20% CD SET	2018.06.22
PX PERMIT	2018.06.29
30% CD SET	2018.07.20
50% CD GMP SET	2018.09.10
75% CD GMP SET	2019.05.24
PERMIT SET	2019.07.01

PROJECT NUMBERS:
AVRP STUDIOS: 16014
AGENCY: 00000.00
DRAWN BY: SH
CHECKED BY: AE
SHEET TITLE:
ENLARGED FINISH PLAN - LEVEL 1 BUSINESS CENTER NORTH

SHEET NUMBER

IDP3.03A

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF AVRP SKYPORT STUDIOS, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF AVRP SKYPORT STUDIOS, INC.

SPECIALTY FABRICATION / ART INSTALLATION, NIC

CASEWORK

114-A
BIRD NEST RECEPTION DESK
MFR:
LOCATION: NORTH LOBBY

115-A
MAILBOX SURROUND
MFR:
LOCATION: NORTH MAILROOM

203-B
BUILT IN MEDIA CASEWORK
MFR.:
LOCATION: NORTH LEVEL 2 LOUNGE

203-A
BUILT IN BOOKSHELF / MEDIA WALL
MFR:
LOCATION: NORTH LEVEL 20 LOUNGE

ART / VERTICAL APPLICATIONS

100-A
GALLERY WALL
MFR.:
LOCATION: CENTRAL COMMONS

104-A
ART WALL
MFR.:
LOCATION: SOUTH LOBBY

113-A
VERTICAL WOOD FINS 3X8'
NO DEVICES LOCATED HERE.
ART WALL

114-B
ART WALL
MFR:
LOCATION: NORTH LOBBY / WALL BEHIND RECEPTION DESK, AND WRAPPED AROUND SIDES

126-A
PAINT GRAPHIC / WALLCOVERING
MFR:
LOCATION: NORTH LEVEL 1 BUSINESS CENTER CONFERENCE ROOM 1 & 2

2010-A
ART WALL
MFR.:
LOCATION: NORTH LEVEL 20 PRIVATE DINING

2501-A
ART WALL
MFR.:
LOCATION: NORTH LEVEL 20-23 ELEVATOR LOBBY

NOTE:
ARROWS INDICATE EXTENT OF ART/VERTICAL APPLICATIONS

FINISH FLOOR PLAN LEGEND

A/W-XX / A/B-XX — ACCENT WALL FINISHES
WALL FINISH
BASE FINISH
NOTE: ARROWS INDICATE EXTENT OF ACCENT WALL FINISHES

CT-XX — CASEWORK FINISHES
COUNTER TOP
VERTICAL FACES

XXX — FLOOR FINISH TAG

INDICATES AREA OUTSIDE SCOPE, N.I.C.

TRANSITION BETWEEN FLOORING MATERIALS

XXX — INTERIOR ELEVATION TAG

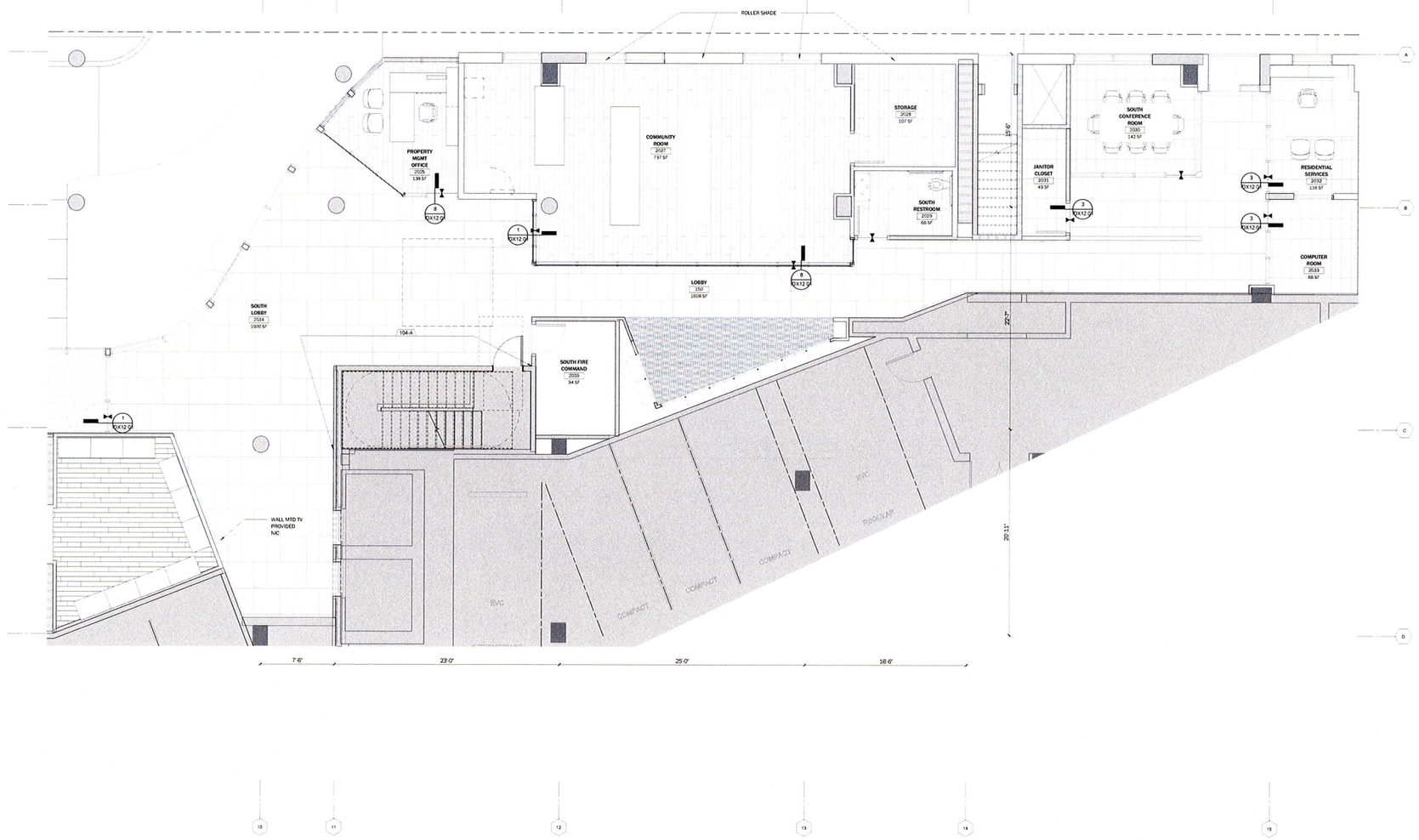
EQUIPMENT TAG
SEE SCHEDULE ON SHEET ID10.03

XX / XXX — DETAIL TAG

SEE INTERIOR FINISH SCHEDULE FOR FINISHES NOT NOTED IN THIS PLAN

FLOOR PLAN GENERAL NOTES

1. INTERIOR FINISHES, SYMBOLS, AND NOTES WITHIN THE ID-SERIES DRAWINGS RELATE TO COMMON AREAS ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL OTHER SPACES.
2. SEE ARCHITECTURAL DRAWINGS FOR PARTITION TYPES, CEILING TYPES, BUILT-IN CASEWORK IN UNITS, DOOR SCHEDULES.
3. SEE LIGHTING DRAWINGS FOR LIGHTING INFORMATION.
4. FOR FINISH SCHEDULE, SEE SHEETS ID10.01-10.02.
5. DOORS AND DOOR FRAMES TO BE PAINTED SEMI-GLOSS AND TO MATCH ADJACENT WALL COLOR. TYPICAL U.O.N. OYP. CEILINGS TO BE PAINTED FLAT PT-1, U.O.N.
6. PAINT IN BATHROOMS TO BE SEMI-GLOSS. TYPICAL.
7. CARPET TO TILE TRANSITIONS TO BE SCHLUTER RENO TK 3/8"H SATIN ANODIZED ALUMINUM AETK 100.
8. FURNITURE, AREA RUGS AND FREE STANDING EQUIPMENT SHOWN FOR REFERENCE ONLY. NIC.
9. WALLS DESIGNATED FOR ARTWORK SHALL BE FREE OF ALL EQUIPMENT AND DEVICES EXCEPT CODE REQUIRED OUTLETS. SEE ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS FOR EXTENT OF THESE AREAS.
10. TV MOUNTED TVS NIC. LOCATIONS ON WALLS NOTED IN INTERIOR ELEVATIONS FOR ELECTRICAL COORDINATION.
11. FOR PLUMBING FIXTURE AND EQUIPMENT COUNTS. REFER TO ENLARGED FINISH PLANS, ENLARGED PLANS AND ENLARGED CASEWORK PLANS.
12. FOR SIGNAGE, FIXTURE, AND ACCESSORY MOUNTING HEIGHTS, SEE T-SERIES ACCESSIBILITY NOTES & DETAILS DRAWINGS.
13. SPECIALTY FABRICATION ITEMS ARE NOT IN CONTRACT.
14. 5MM UNDERLAYMENT TYPICAL BETWEEN UNIT FLOORS. 10 MM UNDERLAYMENT AT LEVEL 20 AMENITY AREAS AS SPECIFIED IN FINISH SCHEDULE ON SHEET ID10.01
15. REINFORCE WALLS WITH PLYWOOD. WHERE NOTED ON ENLARGED FINISH PLANS AND INTERIOR ELEVATIONS.
16. PROVIDE BACKING PLATES FOR MOUNTING CASEWORK, LOCKERS, AND OTHER HEAVY EQUIPMENT.



1 LEVEL 1 SOUTH LOBBY
1/4" = 1'-0"

avrp STUDIOS
SKYPORT
703 16th Street, Suite 200
San Diego
California 92101
P 619.704.2700
F 619.704.2699
www.avrpstudios.com

PYATOK
architecture + urban design

STAMP

CONSULTANT:

DE+

nomadika design studio

PROJECT NAME:

2019.8.27 - ENTITLEMENT PACKAGE
LAKEHOUSE
111 & 121 E 12th STREET, OAKLAND, CA 94606

ISSUE DATES:

DESCRIPTION:	DATE
100% SD SET	2017.09.15
40% DD SET	2017.11.22
100% DD SET	2018.02.22
COORDINATION SET	2018.05.25
20% CD SET	2018.06.22
PX PERMIT	2018.06.29
30% CD SET	2018.07.20
50% CD GMP SET	2018.09.10
75% CD GMP SET	2019.05.24
PERMIT SET	2019.07.01

PROJECT NUMBERS:
AVRP STUDIOS: 16014
AGENCY: 00000.00
DRAWN BY: SH
CHECKED BY: AE
SHEET TITLE:
ENLARGED FINISH PLAN - LEVEL 1 LOBBY SOUTH

SHEET NUMBER:

IDP3.09B

Oakland City Planning Commission STAFF REPORT

Case File Number: PLN16-128, ER01 **June 15, 2016**

Location:	**Parcel generally bounded by Lake Merritt Boulevard to the north, East 12th Street to the east, 2nd Avenue to the south, and a City park/water treatment basin and Lake Merritt Channel to the west. (see map on reverse)**
Assessors Parcel Numbers:	**019-0027-014**
Proposal:	Construction of two buildings over a two-story podium. The northern building is a 26-story residential tower, including the two story podium, which contains 252 market rate units and 18 "work force" units. The southern building includes eight stories, including the 2-story podium, and 90 affordable housing units. The project also includes a 1,476 commercial space and a 2,656 cultural center. Off-site improvements are also proposed to the existing stormwater treatment basin/park located adjacent to the site.
Applicant:	Ronnie Turner, UrbanCore
Owner:	City of Oakland
Planning Permits Required:	Design Review for new construction; Conditional Use Permits to be subject to the requirements of Height Area LM-275 instead of Height Area LM-85; for increased building base height; for reduced loading birth dimensions; for construction over 100,000 square feet, and for improvements to a stormwater treatment facility. Variance for a storefront depth of 28 feet instead of the required 50 feet; All permits are Major because the proposed construction is greater than 100,000 square feet in a D-LM zone.
General Plan:	Urban Residential
Zoning:	D-LM-1 Lake Merritt Station Area District Mixed Residential Zone – 1
Environmental Determination:	The anticipated environmental effects of the project have been evaluated by the Lake Merritt Station Area Plan Final Environmental Impact Report (Final EIR) (certified November 2014). The project is also Categorically Exempt under Section 15332 of the State CEQA Guidelines: In-Fill Development Projects; Section 15183 of the State CEQA Guidelines: Projects consistent with a Community Plan, General Plan or Zoning; and 15183.3 (Streamlining for Infill Projects). These analyses and exemptions satisfy CEQA requirements on a separate and independent basis.
Historic Status:	Empty lot; no historic properties.
Decision to be taken	Decision on proposal based on staff's recommendation
Status	Appealable to the City Council within ten days.
Service Delivery District:	4
City Council District:	2
For further information:	Contact case planner **Neil Gray** at **510-238-3878** or by email: ngray@oaklandnet.com

SUMMARY

The proposed project would develop a site created after the reconfiguration of E 12th Street adjacent to Lake Merritt with a 26-story residential apartment tower on top of a two-story podium (not including an underground garage) with a 1,476 square foot café and 2,656 square foot cultural space. Staff recommends approval of the project for the reasons described in this report.

#3

Attachment B

PROPERTY DESCRIPTION

The site consists of two adjacent parcels: the parcel proposed for new construction ("project site") and a neighboring vegetated area with a bioswale ("passive open space area") proposed for landscape improvements and maintenance. Both sites are currently owned by the City and are on the southeastern edge of the Lake Merritt Specific Plan Area.

The approximately 0.92-acre project site is triangular and generally bounded by Lake Merritt Boulevard to the north, 2nd Avenue, a parcel with an empty building formerly occupied by the Oakland Unified School District (OUSD) to the west, E. 12th Street to the east, and the passive open space area to the north. Lake Merritt is located to the northeast of the project site across Lake Merritt Boulevard. Current uses on the project site include soil stockpiling and staging for nearby construction projects.

The passive open space area is a recently re-vegetated 0.91-acre City stormwater basin installed as part of the East 12th Street Reconstruction Project. It is adjacent to Lake Merritt Boulevard to the northwest, the school site and Lake Merritt Channel to the west, and the project site to the east. This parcel is significantly sloped toward the Channel.

The entire site was uncovered after East 12th Street was realigned as part of the East 12th Street Reconstruction Project, which was funded by Measure DD.

BACKGROUND

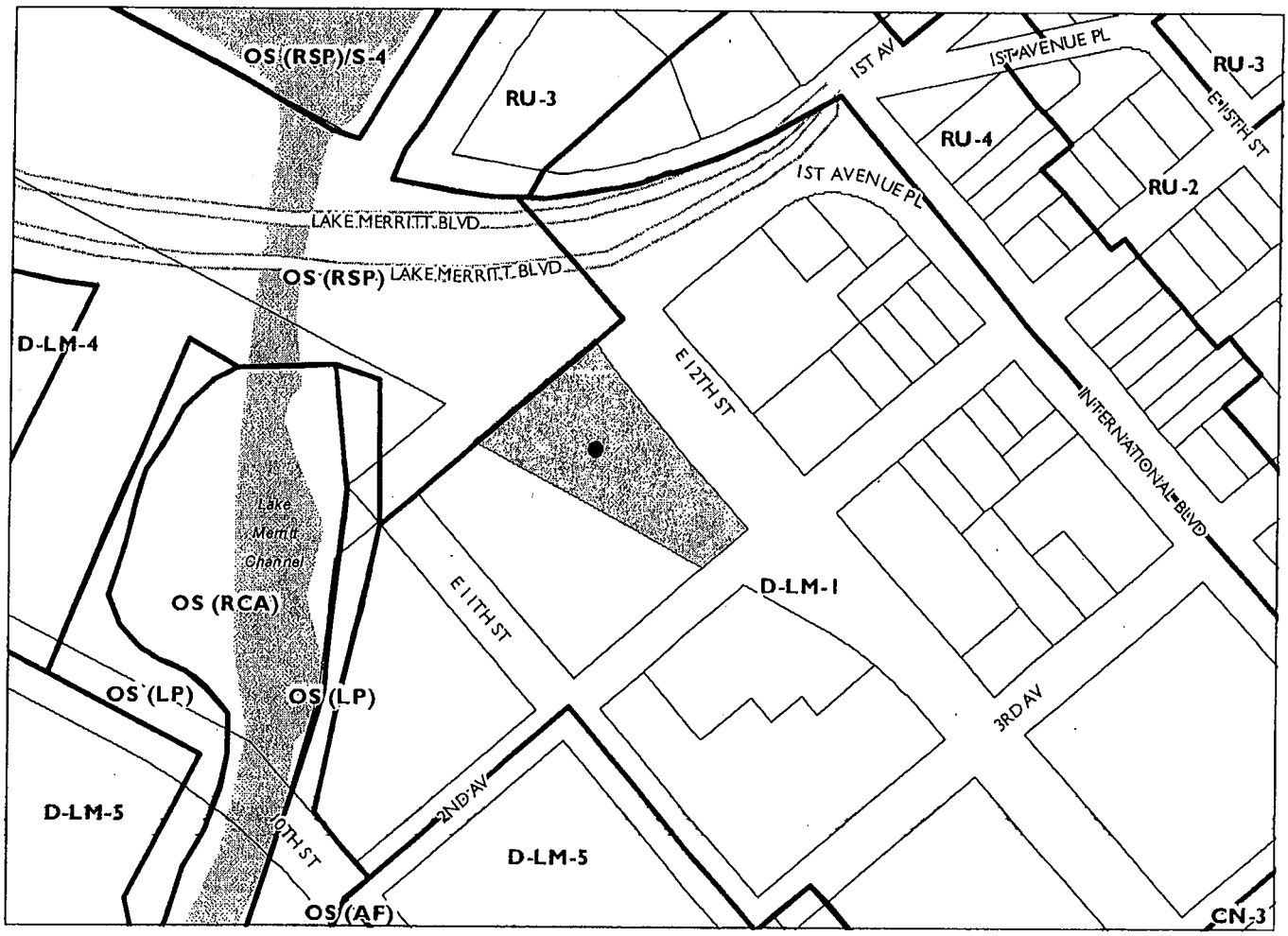
In December 2012, staff issued a Request for Proposals (RFP) to developers who showed interest in purchasing the project site from the City and developing it with market-rate housing. Staff received two development proposals and established a selection committee to evaluate the proposals and interview the two respondents to the RFP.

In July 2013, the City Council authorized the City Administrator to enter into an Exclusive Negotiating Agreement (ENA) with the selected respondent, UrbanCore-Integral Development, LLC (UrbanCore), for the development of the project site. During the 18-month ENA period, staff worked with the developer to refine its project proposal in response to community and staff input.

On April 1st, 2015, the Planning Commission approved construction of a 24-story residential apartment tower at the site. The project included 298 residential units, 2,000 square feet of ground level commercial space, and improvement of the adjacent passive open space area. Several speakers at the meeting commented that the City should have more widely advertised the RFP, the project should include affordable housing, and the project was not consistent with the State Surplus Land Act.

The City Council did not approve a development agreement with UrbanCore and directed staff to issue a "Notice of Offer and Intent to Convey Property" to local public entities and housing sponsors to see if there was further interest in purchasing or leasing the land. On July 14, 2015, the City released the notice. Council further instructed staff that their preference was a proposal

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet

Case File: PLN16128
Applicant: Ronnie Turner – Urban Core
Address: Parcel bounded by Lake Merritt Boulevard to N, East 12th Street to E, 2nd Avenue to S and Lake Merritt Channel to W
Zone: D-LM-1

that provided at least 25 percent of the units at below market rate, maximized the total number of units, and maximized community benefits.

On March 15, 2016, the City Council directed staff to negotiate and execute an exclusive negotiating agreement with UrbanCore and their affordable housing partner, the East Bay Asian Local Development Corporation (EBALDC). The proposal currently in front of the Planning Commission is the project proposed by these two entities.

NEIGHBORHOOD DESCRIPTION

The site vicinity consists of public, institutional, residential, and commercial uses. Public and institutional uses, including the Kaiser Center and the Alameda County Courthouse, are among the most visible land uses in the area and are largely concentrated along the Lake Merritt Channel and 13th Street. The Dewey High School campus and the former OUSD administrative offices, which are also planned for redevelopment, are located at the southern border of the project site. This site is also near Laney College campus and sports fields, the Peralta Community College District Administration buildings, the Oakland Museum of California, the Kaiser Auditorium, the County Court and Offices, and the Main Oakland Public Library.

There are several multi-unit apartment buildings ranging from 2 to 23 stories in the neighborhood. These buildings have a variety of architectural styles: The 1200 Lakeshore Apartments, a 23-story residential building on the shore of Lake Merritt, has a post-modern style; the 18-story "Merritt on 3rd" residential building located southeast of the project site has a contemporary style; and the five-story Lakemount Apartment Building across 2nd Avenue from the project site has a traditional architectural style.

PROJECT DESCRIPTION

The project consists of the construction on of two buildings over a two-story podium. The northern building is a 26-story (including the two story podium), 272 foot tall residential tower, which contains 252 market rate and 18 "work force" housing units. The southern building is eight stories (including the 2-story podium) and 85 feet tall and contains 90 affordable housing units. The project also contains a 1,476 square foot commercial space and a 2,656 square-foot cultural and performance center ("central commons"). The project site includes 31,103 square feet of open, cultural, and recreational space; and other amenities and improvements, not including the passive open space area.

The following table describes the unit mix for each building:

	Southern Building	Northern Building
Studios	24	86
One-bedrooms	34	66
Two-bedrooms	22	86
Three-bedrooms	10	22
Penthouse	--	6
Townhouses	--	4
Total	91	270

Off-site landscaping improvements are also proposed to the existing passive open space area located adjacent to the site. The passive open space area would be a visual amenity but not a recreational facility, and would not contain paths or benches.

The project, including a breakdown of affordable and workforce units, is described in more detail below. Architectural plans are contained in Attachment A.

Site Plan

At approximately 123 feet long, and 100 feet wide, the northern building has a small footprint relative to the size of the site and other towers that have been approved in Downtown Oakland. The small footprint of this 275-foot tall tower will accommodate views of Lake Merritt and Downtown from southern portions of the City.

A group open space area defined by the forty-foot space between the two towers on the podium would contain landscaping, a play area for kids, and seating. Other open space amenities on the northern side of the side would surround the tower on the podium level and be located at rooftop terraces.

At approximately 8,800 square feet, the eight-story, 85-foot tall southern building would have a larger footprint than the northern tower. An open space area with an outdoor kitchen and lounge would be defined by the U-shape of the building.

The ground floor façade at E. 12th Street contains three "commons." The main entrance for all residents of the development leads into the central commons. The north and south commons would contain the residential lobbies and elevators for the north and south buildings. A café would be located at the intersection of E. 12th and 2nd Ave (see "Key Issues and Impacts" for a discussion of the location of the café). Stairs adjacent to the passive open space area would connect the sidewalk to a terrace and entrance into the north commons. Four two-story townhouses would face the passive open space area on the northern end of the podium.

A garage entrance would face 2nd Street and lead to parking behind the café and commons space. The application proposes two underground floors of car parking containing an automated puzzle car stacking system, bicycle parking, and utilities. The parking garage would include a total of 320 spaces for cars and 216 spaces for bikes. Two loading berths would be located near the 2nd Street entrance.

Elevations

Building Base. Double story windows on bottom floor of the E. 12th Street façade allow views from the street into the commons, lobbies, and café, and create a prominent building base. The E. 12th Street and northern façades are unified through double story columns and large window systems. The ground floor columns also relate to the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library. Two-story townhouse units at the northern façade allow views onto the passive open space and the Lake Merritt Channel.

Northern tower design. As mentioned, the 26-story (including the podium) northern building would have a relatively small footprint for a tower of its height. Its northern façade, which faces the Lake, is rounded to allow better views of the East Bay Hills, Downtown Oakland, and Lake Merritt and to create a visually interesting tower shape. Each floor of this northern elevation would contain glazing with a blue-gray tint above curved, horizontal panels. These panels would be articulated to provide depth and visual interest to the façade. The elevations of the other sides of the building include patterns of brown concrete panels and glazing that create a vertical composition to contrast with the northern elevation.

Southern building design. The most visible elevation of this building would be the east (E. 12th Street) side of the building because the rear of the building faces the OUSD future development site. The E. 12th Street elevation is articulated into five bays defined by windows and balconies that reduce the scale of the building and provide a residential style. Columns of hardiboard and windows on the wall would relate to the ground floor façade pattern and other buildings in the neighborhood. This pattern continues on the 2nd Street elevation.

Landscaping

Street trees and other plantings would be located at the ground level where the site borders E. 12th Street and within the podium open space area. Off-site landscaping improvements are proposed to the passive open space located adjacent to the project site. These improvements would include the installation of natural landscaping to the area north and northwest of the project site. The land would function as a passive open space consisting mostly of native plantings, groundcover, shrubs and trees. The groundcover would be low maintenance grasses and wildflowers requiring mowing once or twice a year. Irrigation would be used for two or three years to establish the trees and shrubs. All plantings would adhere to Bay friendly practices and to the State's Water Efficient Landscape Ordinance and the area would continue to function as a stormwater treatment basin. All improvements and maintenance would be funded by the developer. As mentioned, this space would be a visual, not a recreational, amenity.

Affordable Housing

The northern and southern buildings contain 18 "workforce units" and 90 affordable units, respectively. The following table shows the affordability mix of the project:

Affordability	Studios	1-Bedroom	2-Bedroom	3-Bedroom	TOTAL
30% of AMI	6	9	12	2	29
40% - 50% AMI	0	5	6	2	13
60% of AMI	19	21	2	6	48
80% of AMI **	2	1	2	1	6
100% of AMI **	2	1	2	1	6
120% of AMI **	2	1	2	1	6
TOTAL	31	38	26	13	108

** Units in the North Tower

GENERAL PLAN ANALYSIS

The intent of the Urban Residential classification is to "create, maintain, and enhance areas of the City that are appropriate for multi-unit, mid-rise, or high-rise residential structures in locations with good access to transportation and other services." A high-rise apartment building clearly meets the intent of this designation. The project is also consistent with the following policies (the policies are in **bold** text; description of how the project conforms to a policy is in *italic*):

Policy D1.9: Planning for the Channel Park Residential Area. The area between the Channel Park Arts, Educational, and Cultural Center and the waterfront should be developed as a walkable urban residential district, incorporating commercial development and open space as appropriate to take advantage of the cultural and recreational amenities provided by the center and the channel to the estuary, and easy transportation by BART. *The proposal is in the location described by this policy and provides residential development, open space, and ground floor commercial space.*

Policy N3.4: Encouraging Infill Development. In order to facilitate the construction of needed housing unit, infill development that is consistent with the General Plan should take place throughout the City of Oakland. *The project is near Downtown Oakland and would be considered a significant infill development.*

Policy N3.9 Orienting Residential Development. Residential development should be encouraged to face the street and to orient their units to desirable sunlight and views, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure. *The tower has dimensions that maximize views of Lake Merritt from buildings to the southeast and reduce shadow impacts. Open space is conveniently located on the podium level and ground level townhomes will face an attractive passive open space area. Most upper story units are facing the street.*

LAKE MERRITT STATION AREA SPECIFIC PLAN ANALYSIS

Staff believes that the project is consistent with the Lake Merritt Station Area Specific Plan for the following reasons.

The proposal meets the following policies in the Lake Merritt Station Area Specific Plan:

LU-40 City Owned Remainder Site. Redevelop the City-owned remainder site on Lake Merritt Boulevard with landmark quality design, high density residential, and active ground floor uses that complement the waterfront. *Staff believes that this high density residential project will have a landmark quality design. The narrow, rounded tower design will be unique in Oakland and be a distinctive element of the skyline. The proposed cultural space in the central commons will be a significant amenity for the neighborhood and the nearby school.*

OS-15 Lake Merritt Channel Edge Setback. Require a 100-foot setback along the eastern edge of the Lake Merritt Channel to promote new publicly accessible open space. This requirement would impact in particular the new remainder site at the corner of Lake Merritt Boulevard and 12th Street (site 44) and the OUSD administrative buildings (site 43) if they are redeveloped. *The proposed 192-foot distance from the Lake Merritt Channel to the development is consistent with Policy OS-15. The open space improvements are a first step to eventually create a path that runs through a development at the OUSD site.*

LU-2 High intensity development potential. Support transit-oriented development and accommodate regional growth projections by promoting high intensity and high density development in the Planning Area. *The proposal maximizes the residential density allowed under the LM-1/275 zoning designation.*

LU-4 Active ground floor uses. Encourage active uses in new buildings on key streets in neighborhood hubs in order to transform key streets into activated pedestrian connections over time and expand the vibrancy and activity that already exists in some areas, as shown in Figure 4.2. These active ground floor uses should be located at the street edge, or at the edge of parks, plazas, or other public spaces. Activated neighborhood hubs include:

- **Chinatown Commercial Core: key streets through this hub include 8th Street, 9th Street, Webster Street, Harrison Street, and portions of Franklin Street, 7th Street, and 10th Street.**
- **Lake Merritt BART Station Area: key streets through this hub include Oak Street, Madison Street (excluding Madison Square Park), 8th Street, and 9th Street**
- **14th Street Corridor: 14th Street**
- **Eastlake Gateway: key streets through this hub include 1st Avenue, East 12th Street, and International Boulevard.**

The proposal includes an active cultural space in the central commons and a café on the edge of E. 12th Street.

LU-39 New Lake Merritt Channel improvements. Establish an improved greenway along the Lake Merritt Channel, in part by obtaining public easements and requiring new buildings to be set back from the Channel edge in order to establish public access along the eastern edge of the Lake Merritt Channel. *The proposed 192-foot distance from the Lake Merritt Channel and improvements to the adjacent open space are consistent with this policy.*

The project is also consistent with the Design Guidelines document that was adopted with the Specific Plan. As described in the Guidelines, the tower will be stepped back and balconies,

recesses, windows, reveals, and bay windows will articulate the façade. The apparent building bulk is reduced by segmenting it into smaller masses (two towers and the base) that correspond to the internal function of the structure. The commercial space will have a high ceiling and significant transparency as recommended by the Guidelines. The northern commons space will not be at the sidewalk grade as recommended by the Guidelines due to grade changes; however, the northeast corner of the project site will be connected to the sidewalk through a welcoming outdoor staircase.

ZONING ANALYSIS

The following highlights relevant zoning standards from the LM-1 zone.

Zoning Intent

The intent of the D-LM-1 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for high-density residential development with compatible commercial activities.

Ground Floor Facade Requirements

The following table contains the ground floor façade requirements contained in Chapter 17.101G of the Planning Code.

	Requirement	Proposed	Notes
Average minimum setback from the Lake Merritt Estuary Channel	60 ft	192 ft	
Minimum ground floor commercial facade transparency	55%	81%	
Minimum height of the ground floor	15 ft	22 ft	
Minimum width of storefronts	15 ft	25 ft	
Minimum depth of storefront bay	50 ft	25 ft for cafe space;	1
Minimum separation between the grade and ground floor living space	2.5 ft	2.5 feet for all units.	

Note:

1. The proposal requires a variance for not meeting minimum requirement for this item. See the Key Issues and Impacts Section, below, for further discussion.

Height, Bulk, Intensity, Open Space, and Tower Standards

The project is in Height Area LM-85 but the applicant has applied for a Conditional Use Permit to be subject to the requirements of Height Area LM-275, as allowed in Table 17.101G.04 of the Planning Code. This Table states that one application in the LM-85 height area can apply for a

height area upgrade to LM-275 and that these applications are reviewed on a first come, first serve basis; the subject property is the first and so far only project to apply for this upgrade.

Staff recommends approval of this Conditional Use Permit (CUP) for the reasons described in the Key Issues and Impacts section of this report. Staff also recommends approval of a CUP required under Section 17.101G.070 for all projects over 100,000 square feet (the project is a total of 251,939 square feet). The following table lists the relevant requirements of Height Area LM-275 and how the project complies with these requirements:

Regulation	Requirement	Proposed	Notes
Building Intensity Requirements			
Maximum density	364 units	360 units	
Maximum Floor Area Ratio (floor area/site area)	12.0	10.6	
Minimum group open space	75 sf per unit	120 sf per unit	
Conditional Use Permit Required	100,000	426,736 (Conditional Use Permit Required)	
Building Base Requirements			
Average minimum setback from the Lake Merritt Estuary Channel	60 ft	192 feet	
Tower Requirements			
Maximum total height	275 ft	272 ft	1
Maximum average per story lot coverage above the base	65 percent (30,203 sf)	31.5 percent (12,679 sf)	1
Maximum building length	150 ft	123'-7"	1, 2
Maximum diagonal length	180 ft	166 sf	1, 3
Parking and Loading Requirements			
Minimum parking spaces	248 (3/4 space per market rate dwelling unit, .5 space per affordable unit)	310	4
Minimum bike spaces	• 19 short term (one per 20 units) • 90 long term spaces (one per four units)	• 19 short term • 91 long term	
Minimum loading births	Two loading births	Two loading births	

Notes:

1. The tower is defined by Section 17.09.040 and 17.101G.050 of the Planning Code as the area above 85 feet.
2. The building length is the length of the longest frontage of a building

3. The diagonal length is the distance between the two most separated points on a floor
4. AB744 states that a local jurisdiction cannot require more than .5 spaces per each affordable housing unit that is within one-half a mile from a transit stop, such as a BART Station. The project is approximately one-third of a mile from the Lake Merritt BART Station.

ENVIRONMENTAL DETERMINATION

The City certified an Environmental Impact Report (LMSAP EIR) for the LMSAP in November 2014, pursuant to the California Environmental Quality Act (CEQA). The LMSAP EIR presented detailed potential development assumptions for certain "Opportunity Sites," which are properties considered "most likely to redevelop." The 12th Street parcel was identified as Opportunity Site #44 in the development program, which considered the development of a 20-story apartment building containing 357 residential units, 20,000 square feet of retail space and 0.13 acres of open space.

The 2014 LMSAP EIR analyzed the environmental impacts of adoption and implementation of the LMSAP. The analysis in the 2014 LMSAP EIR specifically included the proposed project site and provides the basis for use of an Addendum to the LMSAP EIR (per CEQA Guidelines Section 15164). Although the proposed project's building height and unit count are greater than what was set forth in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR, and therefore providing CEQA clearance through an Addendum would be permissible as discussed throughout this CEQA Analysis document.

Additionally, environmental clearance under CEQA Guidelines Section 15183 also would be permissible as there are a number of separate and independently qualified planning level documents, specifically program-level EIRs that provide a basis for CEQA clearance of the proposed Lakehouse Commons Project. These program-level documents include the City of Oakland's 1998 General Plan Land Use and Transportation Element EIR (1998 LUTE EIR), the 2010 General Plan Housing Element EIR and 2014 Addendum (Housing Element EIR), and the 2011 Central District Urban Renewal Plan Amendments EIR (or "Redevelopment Plan EIR"). These are referred to collectively throughout the analysis in this document as "the Previous CEQA Documents."

In summary, based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, as well as those of the 1998 LUTE EIR, the 2011 Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 General Plan Housing Element EIR and 2014 Addendum, the potential environmental impacts associated with the Lakehouse Commons Project have been adequately analyzed and covered in the planning-level LMSAP EIR and other Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

A detailed CEQA analysis of the project is contained in Attachment B of this report. There are no new significant or substantially more severe environmental effects that would necessitate preparation of any further environmental review.

KEY ISSUES AND IMPACTS

The following addresses the major issues raised by the public during the community outreach process.

Community Benefits

Staff has received input that the City, as owner of the project site, should require the developer to provide more community benefits. The most frequently cited benefit from the public has been including affordable housing in the development. Although there is no requirement in the Planning Code or the Lake Merritt Station Area Plan requiring that the project provide affordable housing, 25 percent of the proposed units are affordable (see Project Description, above) and 5 percent are workforce units. The development will also ease regional housing pressures by maximizing the number of dwelling units at the site. Finally, the developer has agreed to not sell condominium conversion rights from the project site, which will help preserve rental units throughout the city. Another community benefit includes the designing, improvement, and maintenance of the passive open space area adjacent to the project site. Attachment A contains plans showing the proposed improvements.

Location of Café

Staff recommends that the location of the proposed café space be moved from the corner of E. 12th Street and 2nd Avenue to the corner of the parcel nearest Lake Merritt Blvd. Management and leasing offices and part of the north commons, which serves as a lobby area for the northern tower, are currently proposed for that area of the building. Staff proposes this location for the café because it will be convenient to the many pedestrians that walk around the lake, serve as an appropriate gateway into the Eastlake neighborhood, and take advantage the views of Lake Merritt and the improved passive open space. Staff also believes that the café can be moved and leave sufficient space for a lobby serving the north tower. Further, a café at this location will contribute to a future retail node because the LMSAP identifies the motel parking lot across E. 12th Street as an opportunity site for ground floor retail.

The developer argues that the currently proposed site is appropriate because it will be more convenient to the Eastlake neighborhood and staff's proposal would require pedestrians to cross the wide and busy Lake Merritt Blvd to reach the café. They also state that they prefer a larger lobby for the residential tower. Finally, EBALC, which would be operating the café, prefers it to be on the ground floor of the southern building, which they would also operate.

LM-275 Height Area

As mentioned, the project is in Height Area LM-85 but the applicant has applied for a Conditional Use Permit to be subject to the requirements of Height Area LM-275. Staff recommends approval of the Conditional Use Permit because the project meets the criteria for approval contained in Note 2 of Table 17.101G.04 as described below. The criteria are in **bold** and staff's response is in *italic*.

a. **The proposal is consistent with the intent and desired land use character identified in the Lake Merritt Station Area Plan and its associated policies;**

As described in the Lake Merritt Area Specific Plan Analysis section, above, the project is consistent with Policies in the Plan and its accompanying Design Guidelines.

b. **The proposal will promote implementation of the Lake Merritt Station Area Plan;**

New construction that is consistent with the policies identified in (a) directly implements the intent of the Plan.

c. **The proposal is consistent with the desired visual character described in the Lake Merritt Station Area Plan and Lake Merritt Station Area Design Guidelines, with consideration given to the existing character of the site and surrounding area.**

As described in the Lake Merritt Specific Plan Analysis section, above, a residential tower with a ground floor commercial use is consistent with the Plan's Design Guidelines. The building is not in a historic district and the design context of the surrounding area is a mix of varying styles and building heights.

Finally, the impact on views of Lake Merritt will be minimized due to the relatively small footprint of the proposed building.

RECOMMENDATION

(1) Accept staff's environmental determination and findings that (a) anticipated environmental effects of the project have been evaluated by the Lake Merritt Station Area Plan Final Environmental Impact Report (Final EIR) (certified November 2014) and, for the reasons discussed in this report, including Attachment B, no further environmental review is required; and (b) that the project is also exempt from CEQA and further CEQA review as discussed in this report.

(2) Approve the project based upon the attached findings and subject to the attached conditions of approval

Prepared by:

NEIL GRAY
Planner III

Reviewed by:

SCOTT MILLER
Zoning Manager
Bureau of Planning

Reviewed by:

DARIN RANELLETTI
Deputy Director
Bureau of Planning

Approved for forwarding to the
City Planning Commission:

RACHEL FLYNN
Director
Department of Planning and Building

ATTACHMENTS:

A. Project Plans
B. CEQA Analysis

FINDINGS FOR APPROVAL

This proposal meets the required findings under Sections 17.136.050 -- General Design Review Criteria, 17.134.050 -- General Use Permit Criteria, 17.148.050 – General Variance Criteria, Table 17.101G.04, Note 10 -- Use Permit Criteria for Exceptions to Height/Bulk/Intensity Area Standards in the LM Zones. Required findings are shown in **bold** type; explanations as to why these findings can be made are in *italic*.

Section 17.136.050 Regular design review criteria.

A. For Residential Facilities.

1. **That the proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures.**

   There are several multi-unit apartment buildings ranging from 2 to 23 stories in the neighborhood. These buildings have a variety of architectural styles: The 1200 Lakeshore Apartments, a 23-story residential building on the shore of Lake Merritt, has a post-modern style; the 18-story "Merritt on 3rd" residential building located southeast of the project site has a contemporary style; and the five-story Lakemount Apartment Building across 2nd Avenue from the project site has a traditional architectural style.

   The residential style of the proposed materials and openings, such as hardie and concrete panels, balconies, bay windows, and recessed windows, will relate to the other residential buildings in the neighborhood. The E. 12th Street elevation of the southern building is articulated into five bays containing windows and balconies that form a scale that to other buildings in the neighborhood. The proposed setback of the northern and southern building from the two story podium level will also relate to smaller scale buildings in the neighborhood. The ground floor columns will relate the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library.

2. **That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;**

   The proposal will protect views of the Lake, which is the neighborhood's most valuable natural asset. Further, improvement of the detention basin will improve the water quality of the lake and provide an attractive landscaped area. The ground floor central commons will build upon existing cultural amenities in the nearby high school, Oakland Museum of California, and the Main Branch of the Oakland Public Library. A ground floor café will provide an important gathering place for the neighborhood. Finally, the development will provide residential units in a predominantly residential neighborhood.

2. **That the proposed design will be sensitive to the topography and landscape.**

There is no significant topography or landscape on the project site. The native plantings and large native trees in the passive open space area have been carefully chosen to be compatible with the lakeside environment and the existing bioswale.

3. **That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill;**

   There is a small upslope along East 12th Street that creates a separation between the grade and ground floor commercial space at the corner of East 12th Street and Lake Merritt Blvd. The design of the building takes advantage of this by creating an outdoor seating area with a view of the Channel and an attractive entrance feature for the north commons.

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

   The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

B. For Nonresidential Facilities and Signs.

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

   A double height ceiling on the ground floor will create a successful café and cultural space environment. Significant window transparency, awnings, and transom windows will contribute to a visually pleasing ground floor design. The café will be conveniently situated near pedestrian activity.

   The E. 12th Street and northern commercial façades are unified through double story columns and large window systems. The ground floor columns also relate the historic civic buildings on Lake Merritt Boulevard and 14th Street, such as the Kaiser Convention Center, Alameda County Courthouse, and the Main Branch of the Oakland Public Library.

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 proposal will project the value of investments in the area by providing an attractive café and cultural space to the neighborhood.

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

   The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report

17.134.050 General Use Permit criteria.

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

   The project fulfills this finding for the following reasons:

   - *The relatively small tower footprint will minimize view and solar impacts on the lake from surrounding properties.*
   - *The southern building is articulated into bays to reduce the scale of the building. The podium and tower design of the proposal further reduces the perceived bulk of the development.*
   - *As conditioned, the proposal will fund stormwater, sidewalk, and other improvements surrounding the development.*
   - *A CEQA analysis contained in Attachment B demonstrates that the project, as conditioned, will not have significant impacts on the surrounding streets.*
   - *The reduction in the size of the loading berths will not adversely affect the neighborhood because they will be of sufficient size to park a medium sized moving van.*
   - *Improvement of the detention basin will improve the water quality of the Lake and provide an attractive open space area.*

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

   The open space and commons area on the podium will be conveniently accessed by residents and the development will be located near Lake Merritt recreational facilities. Bike and automobile parking will be conveniently located underground and visually buffered behind active spaces. Elevators to the dwelling units will also be conveniently accessed through the pedestrian entrance and two lobbies.. The loading dock will be easily accessed adjacent to the entrance of the building

C. 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 proposal will contribute high quality market rate and affordable residential units to a successful residential neighborhood. The proposed café and cultural space will be valuable amenities to the neighborhood.

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

See Design Review Findings, above.

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

The project conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

17.148.050 Variance Findings required.

A. 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.

A variance is required because the proposed depth of the café space bay is approximately 28 feet and the cultural space would be 25 feet, while 50 feet is required. Approval of the variance would meet this finding because:

- *28 feet is sufficient depth for a café, which is the intended use for the commercial space;*
- *Space is on the site is confined because of the location of the required parking behind the central commons and the relatively small, wedge shaped lot.*
- *As designed, the central commons would seat approximately 230 people, which is large enough to accommodate the scale of performances and events envisioned by EBALDC, which will be managing the space and the affordable housing units. For performances, the seating would be on either side of a stage that would be located in the middle of the room.*

B. 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 applicable regulation is to create a viable and flexible storefront space. As discussed, the proposed depths are sufficient to accommodate the proposed uses and deeper spaces would preclude an effective parking design.

C. 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.

Increasing the storefront depth will adversely affect the livability of the area by reducing the number of parking spaces in the development.

D. 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.

Many commercial facilities in high density residential zones have been constructed with a depth of 28 feet or less.

E. 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.

The element requiring the variance will not affect the exterior of the building and, therefore, conforms to the Regular Design Review Criteria.

F. 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 conforms to the Lake Merritt Station Area Plan and the General Plan as described in the Lake Merritt Station Area Plan Analysis and the General Plan Analysis sections of this report.

Table 17.101G.04 -- Note 10: Findings required for the granting of a Conditional Use Permit for Exceptions to Height/Bulk/Intensity Area Standards.

A. The proposal is consistent with the intent and desired land use character identified in the Lake Merritt Station Area Plan and its associated policies;

As described in the Lake Merritt Specific Plan Analysis section, above, a residential tower with a ground floor commercial use is consistent with policies in the plan and its accompanying Design Guidelines.

B. The proposal will promote implementation of the Lake Merritt Station Area Plan;

New construction that is consistent with the policies identified in (a) directly implements the intent of the Plan.

C. The proposal is consistent with the desired visual character described in the Lake Merritt Station Area Plan and Lake Merritt Station Area Design Guidelines, with consideration given to the existing character of the site and surrounding area.

As described in the Lake Merritt Specific Plan Analysis section, above, a residential development with a ground floor commercial use is consistent with the Plan's Design Guidelines. The building is not in a historic district and the design context of the surrounding area is a mix of varying styles and building heights.

CONDITIONS OF APPROVAL

1. **Approved Use**
   Ongoing
   a) The project shall be constructed and operated in accordance with the authorized use as described in the application materials, staff report, and the plans dated 7/6/16 and submitted on 7/6/16, and as amended by the following conditions. Any additional uses or facilities other than those approved with this permit, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall require prior written approval from the Director of City Planning or designee.
   b) This action by the City Planning Commission ("this Approval") includes the approvals set forth below. This Approval includes: Approval of Conditional Use Permits, Variance, and Design Review for the construction of a Construction of two buildings over a two-story podium and off-site improvements to an existing stormwater treatment basin/park.

2. **Effective Date, Expiration, Extensions and Extinguishment**
   Ongoing
   Unless a different termination date is prescribed, this Approval shall expire two years from the approval date, 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 permit, 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 for this project may invalidate this Approval if the said extension period has also expired.

3. **Scope of This Approval; Major and Minor Changes**
   Ongoing
   The project is approved pursuant to the Planning Code only. Minor changes to approved plans may be approved administratively by the Director of City Planning or designee. Major changes to the approved plans shall be reviewed by the Director of City Planning or designee to determine whether such changes require submittal and approval of a revision to the approved project by the approving body or a new, completely independent permit.

4. **Conformance with other Requirements**
   Prior to issuance of a demolition, grading, P-job, or other construction related permit
   a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. 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 of Approval 3.

a) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

5. **Conformance to Approved Plans; Modification of Conditions or Revocation**
Ongoing
a) Site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60-90 days of approval, unless an earlier date is specified elsewhere.
b) The City of Oakland reserves the right at any time during construction to require certification by a licensed professional that the as-built project conforms to all applicable zoning requirements, including but not limited to approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension or other corrective action.
c) Violation of any term, Conditions or project description relating to the Approvals 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 Approvals 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 Conditions of Approval.

6. **Signed Copy of the Conditions**
With submittal of a demolition, grading, and building permit
A copy of the approval letter and Conditions shall be signed by the property owner, notarized, and submitted with each set of permit plans to the appropriate City agency for this project.

7. **Indemnification**
Ongoing
a) To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the City of Oakland Redevelopment Agency, the Oakland City Planning Commission and its respective agents, officers, and employees (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, (1) an approval by the City relating to a development-related application or subdivision or (2) implementation of an approved development-related project. The City may elect, in its sole discretion, to

participate in the defense of said Action and the applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

b) Within ten (10) calendar days of the filing of any Action as specified in subsection A above, the applicant shall execute a Letter Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Letter of Agreement shall survive termination, extinguishment or invalidation of the approval. Failure to timely execute the Letter Agreement does not relieve the applicant of any of the obligations contained in this condition or other requirements or conditions of approval that may be imposed by the City.

8. **Compliance with Conditions of Approval**
Ongoing
The project applicant shall be responsible for compliance with the recommendations in any submitted and approved technical report and all the Conditions of Approval set forth below at its sole cost and expense, and subject to review and approval of the City of Oakland.

9. **Severability**
Ongoing
Approval of the project 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. **Job Site Plans**
Ongoing throughout demolition, grading, and/or construction
At least one (1) copy of the stamped approved plans, along with the Approval Letter and Conditions of Approval, shall be available for review at the job site at all times.

11. **Special Inspector/Inspections, Independent Technical Review, Project Coordination and Management**
Prior to issuance of a demolition, grading, and/or construction permit
The project applicant may be required to pay for on-call third-party special inspector(s)/inspections as needed during the times of extensive or specialized plancheck review or construction. The project applicant may also be required to cover the full costs of independent technical review and other types of peer review, monitoring and inspection, including without limitation, third party plan check fees, including inspections of violations of Conditions of Approval. The project applicant shall establish a deposit with the Building Services Division, as directed by the Building Official, Director of City Planning or designee.

12. **Required Landscape Plan for New Construction and Certain Additions to Residential Facilities**
Prior to issuance of a building permit
Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less),

and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials installed pursuant to the approved plan shall conform to all provisions of Chapter 17.124 of the Oakland Planning Code, including the following:

a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species.

b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions.

c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant.

d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.

13. **Landscape Requirements for Street Frontages.**

Prior to issuance of a final inspection of the building permit

a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning.

b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.

14. **Assurance of Landscaping Completion.**

Prior to issuance of a final inspection of the building permit

The trees, shrubs and landscape materials required by the conditions of approval attached to this project shall be planted before the certificate of occupancy will be issued; or a bond, cash, deposit, or letter of credit, acceptable to the City, shall be provided for the planting of the required landscaping. The amount of such bond, cash, deposit, or letter of credit shall equal the greater of two thousand five hundred dollars ($2,500.00) or the estimated cost of the required landscaping, based on a licensed contractor's bid.

15. **Landscape Requirements for Street Frontages.**

Prior to issuance of a final inspection of the building permit
On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

16. Landscape Maintenance.
Ongoing
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. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

17. Underground Utilities
Prior to issuance of a building permit
The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.

18. Improvements in the Public Right-of-Way
Approved prior to the issuance of a P-job or building permit
a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW.
b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition.
c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.

d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

19. **Improvements in the Public Right-of Way (Specific)**
Approved prior to the issuance of a grading or building permit
Final building and public improvement plans submitted to the Building Services Division may include the following components:
a) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.
b) Reconstruct drainage facility to current City standards.
c) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.
d) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.
e) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage.
f) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.

20. **Payment for Public Improvements**
Prior to issuance of a final inspection of the building permit.
The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.

21. **Compliance Matrix**
Prior to issuance of a demolition, grading, or building permit
The project applicant shall submit to the Planning and Zoning Division and the Building Services Division a Conditions compliance matrix that lists each condition of approval, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions. The applicant will sign the Conditions of Approval attached to the approval letter and submit that with the compliance matrix for review and approval. The compliance matrix shall be organized per step in the plancheck/construction process unless another format is acceptable to the Planning and Zoning Division and the Building Services Division. The project applicant shall update the compliance matrix and provide it with each item submittal.

22. **Construction Management Plan**
Prior to issuance of a demolition, grading, or building permit
The project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval related to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval.

23. **Parking and Transportation Demand Management**

Prior to issuance of a final inspection of the building permit.
The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following:

a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects
c) Signage and striping onsite to encourage bike safety
d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials
e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan
f) Direct transit sales or subsidized transit passes
g) Guaranteed ride home program
h) Pre-tax commuter benefits (checks)
i) On-site car-sharing program (such as City Car Share, Zip Car, etc.)
j) On-site carpooling program
k) Distribution of information concerning alternative transportation options
l) Parking spaces sold/leased separately
m) Parking management strategies; including attendant/valet parking and shared parking spaces

24. <u>Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</u>
Ongoing throughout demolition, grading, and/or construction
During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):

a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). 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 possible.
b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

f) Limit vehicle speeds on unpaved roads to 15 miles per hour.

g) Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.

h) 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.

i) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.

j) 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.

k) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.

l) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

m) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

n) 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.

o) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.

p) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

q) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

r) All trucks and equipment, including tires, shall be washed off prior to leaving the site.

s) 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.

t) Minimize the idling time of diesel-powered construction equipment to two minutes.

u) The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

v) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

w) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.

x) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.

25. <u>Days/Hours of Construction Operation</u>

Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as follows:

a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving 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. Monday through Friday.

b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.

c) Construction activity shall not occur on Saturdays, with the following possible exceptions:

   i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.

   ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.

e) No construction activity shall take place on Sundays or Federal holidays.

f) 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.

g) Applicant shall use temporary power poles instead of generators where feasible.

26. Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

c) Stationary noise sources shall be located as far from adjacent receptors 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.

d) 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.

27. Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);

b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also

include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

c) The designation of an on-site construction complaint and enforcement manager for the project;

d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

28. <u>Interior Noise</u>

Prior to issuance of a building permit and Certificate of Occupancy

If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:

a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and

b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.

c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following:

   i. Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.

   ii. Prohibition of Z-duct construction.

29. <u>Operational Noise-General</u>

Ongoing

Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section

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 Planning and Zoning Division and Building Services.

30. <u>Construction Traffic and Parking</u>

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

The project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.

b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.

c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.

d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.

e) Provision for accommodation of pedestrian flow.

f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.

g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's 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 issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.

i) No materials or equipment shall be stored on the traveled roadway at any time.

j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.

k) All equipment shall be equipped with mufflers.

l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

31. Hazards Best Management Practices

Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

a) Follow manufacture's recommendations on 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) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.

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 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 notification of 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.

32. Waste Reduction and Recycling

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.

Prior to issuance of demolition, grading, or building permit

Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of $50,000 or

more (except R-3), and all demolition (including soft demo).The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

Ongoing

The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

33. **Pile Driving and Other Extreme Noise Generators**

Ongoing throughout demolition, grading, and/or construction

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
b) 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;
c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;
d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example

and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and

e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

34. **Lighting Plan**

Prior to the issuance of an electrical or building permit

The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.

35. **Archaeological Resources**

Ongoing throughout demolition, grading, and/or construction

a) Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light 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) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.

c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and

treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.

36. **Human Remains**
Ongoing throughout demolition, grading, and/or construction
In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines 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 Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. 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.

37. **Paleontological Resources**
Ongoing throughout demolition, grading, and/or construction
In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

38. **Erosion and Sedimentation Control Plan**
Prior to any grading activities
a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. 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 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 Director of Development or designee. 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.

Ongoing throughout grading and construction activities

b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

39. <u>Post-Construction Stormwater Management Plan</u>

Prior to issuance of building permit (or other construction-related permit)

The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

a) The post-construction stormwater management plan shall include and identify the following:
   i. All proposed impervious surface on the site;
   ii. Anticipated directional flows of on-site stormwater runoff; and
   iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and
   iv. Source control measures to limit the potential for stormwater pollution;
   v. Stormwater treatment measures to remove pollutants from stormwater runoff; and
   vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.

b) The following additional information shall be submitted with the post-construction stormwater management plan:
   i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
   ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection

The applicant shall implement the approved stormwater management plan.

40. Maintenance Agreement for Stormwater Treatment Measures

Prior to final zoning inspection

For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

a) The 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

b) 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. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

41. Stormwater and Sewer

Prior to completing the final design for the project's sewer service

Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

42. Exposure to Air Pollution (Toxic Air Contaminants: Particulate Matter)

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

A. Indoor Air Quality: In accordance with the recommendations of the California Air Resources Board (CARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential health risk due to exposure to diesel particulate matter to achieve an acceptable interior air quality level for sensitive receptors. The appropriate measures shall include **one** of the following methods:

1) The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to air polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

2) The applicant shall implement all of the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These features shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and shall be maintained on an ongoing basis during operation of the project.

   i. Redesign the site layout to locate sensitive receptors as far as possible from any freeways, major roadways, or other sources of air pollution (e.g., loading docks, parking lots).
   ii. Do not locate sensitive receptors near distribution center's entry and exit points.
   iii. Incorporate tiered plantings of trees (redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and the sensitive receptors.
   iv. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds an efficiency standard of MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
   v. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the pollutant sources.
   vi. Install indoor air quality monitoring units in buildings.
   vii. Project applicant shall maintain, repair and/or replace HV system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HV system and the filter. The manual shall include the operating instructions and

the maintenance and replacement schedule. This manual shall be included in the CC&Rs for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HV system and the filters.

B. Outdoor Air Quality: To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

43. <u>Exposure to Air Pollution (Toxic Air Contaminants: Gaseous Emissions)</u>

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

A. Indoor Air Quality: In accordance with the recommendations of the California Air Resources Board (CARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential risk due to exposure to toxic air contaminants to achieve an acceptable interior air quality level for sensitive receptors. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the CARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to air polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

B. Exterior Air Quality: To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

44. <u>Bird Collision Reduction</u>

Prior to issuance of a building permit and ongoing

A. The project applicant, or his or her successor, including the building manager or homeowners' association, shall submit plans to the Planning and Zoning Division, for review and approval, indicating how they intend to reduce potential bird collisions to the maximum feasible extent. The applicant shall implement the approved plan, including all mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent.

1. Mandatory measures include all of the following:
   i. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with three second flash instead of blinking red or rotating lights.

ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.
iii. Monopole structures or antennas shall not include guy wires.
iv. Avoid the use of mirrors in landscape design.
v. Avoid placement of bird-friendly attractants (i.e. landscaped areas, vegetated roofs, water features) near glass.

2. Additional BMP strategies to consider include the following:
   i. Make clear or reflective glass visible to birds using visual noise techniques. Examples include:
      1. Use of opaque or transparent glass in window panes instead of reflective glass.
      2. Uniformly cover the outside clear glass surface with patterns (e.g., dots, decals, images, abstract patterns). Patterns must be separated by a minimum 10 centimeters (cm).
      3. Apply striping on glass surface. If the striping is less than 2 cm wide it must be applied vertically at a maximum of 10 cm apart (or 1 cm wide strips at 5 cm distance).
      4. Install paned glass with fenestration patterns with vertical and horizontal mullions of 10 cm or less.
      5. Place decorative grilles or louvers with spacing of 10 cm or less.
      6. Apply one-way transparent film laminates to outside glass surface to make the window appear opaque on the outside.
      7. Install internal screens through non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.
      8. Install windows which have the screen on the outside of the glass.
      9. Use UV-reflective glass. Most birds can see ultraviolet light, which is invisible to humans.
      10. If it is not possible to apply glass treatments to the entire building, the treatment should be applied to windows at the top of the surrounding tree canopy or the anticipated height of the surrounding vegetation at maturity.
   ii. Mute reflections in glass. Examples include:
      1. Angle glass panes toward ground or sky so that the reflection is not in a direct line-of-sight (minimum angle of 20 degrees with optimum angle of 40 degrees).
      2. Awnings, overhangs, and sunshades provide birds a visual indication of a barrier and may reduce image reflections on glass, but do not entirely eliminate reflections.
   iii. Reduce Light Pollution. Examples include:
      1. Turn off all unnecessary interior lights from 11 p.m. to sunrise.
      2. Install motion-sensitive lighting in lobbies, work stations, walkways, and corridors, or any area visible from the exterior and retrofitting operation systems that automatically turn lights off during after-work hours.
      3. Reduce perimeter lighting whenever possible.
   iv. Institute a building operation and management manual that promotes bird safety. Example text in the manual includes:

1. Donation of discovered dead bird specimens to authorized bird conservation organization or museums to aid in species identification and to benefit scientific study, as per all federal, state and local laws.
2. Production of educational materials on bird-safe practices for the building occupants.
3. Asking employees to turn off task lighting at their work stations and draw office blinds or curtains at end of work day.
4. Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.

45. Greenhouse Gas (GHG) Reduction Plan

Prior to issuance of a construction-related permit and ongoing as specified

The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval. The applicant shall implement the approved GHG Reduction Plan.

The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below 1,100 metric tons of CO_2e per year or 4.6 metric tons of CO_2e per year per service population to help achieve the City's goal of reducing GHG emissions. 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), (c) a comprehensive set of quantified additional GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) 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.

Specifically, the applicant/sponsor shall adhere to the following:

a) ***GHG Reduction Measures Program.*** Prepare and submit to the City Planning Director or his/her designee for review and approval a GHG Reduction Plan that specifies and quantifies GHG reduction measures that the project will implement by phase.

Potential GHG reduction measures to be considered include, but are not be 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 Document (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

The proposed GHG reduction measures must be reviewed and approved by the City Planning Director or his/her designee. 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 "offset carbon credits," pursuant to item "b" below).

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.

b) ***Offset Carbon Credits Guidelines.*** For GHG reduction measures involving the purchase of offset carbon credits, evidence of the payment/purchase shall be submitted to the City Planning Director or his/her designee for review and approval prior to completion of the project (or prior to completion of the project phase, if the project includes more one phase).

As with preferred locations for the implementation of all GHG reductions measures, the preference for offset 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 offset 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.

c) ***Plan Implementation and Documentation.*** 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. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of project completion (or at the completion of the project phase for phased projects).

For physical GHG reduction measures to be incorporated into off-site projects, the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval and then installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into off-site projects, the measures shall be implemented on an indefinite and ongoing basis beginning at the time of completion of the subject project (or at the completion of the project phase for phased projects).

d) ***Compliance, Monitoring and Reporting.*** Upon City review and approval of the GHG Reduction Plan program by phase, the applicant/sponsor 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.

Implementation of the GHG reduction measures and related requirements shall be ensured through the project applicant/sponsor's 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/sponsor shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report (Annual Report), subject to the City Planning Director or his/her designee for review and approval. The Annual Report shall be submitted to an independent reviewer of the City Planning Director's or his/her designee's choosing, to be paid for by the project applicant/sponsor (see *Funding*, below), within two months of the anniversary of the Certificate of Occupancy.

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.

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 Planning Director or his/her designee through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.

e) ***Funding.*** Within two months after the Certificate of Occupancy, the project applicant/sponsor shall fund an escrow-type account or endowment fund to be used exclusively for preparation of Annual Reports and review and evaluation by the City Planning Director or his/her designee, or its selected peer reviewers. The escrow-type account shall be initially funded by the project applicant/sponsor in an amount determined by the City Planning Director or his/her designee and shall be replenished by the project applicant/sponsor so that the amount does not fall below an amount determined by the City Planning Director or his/her designee. The mechanism of this account shall be mutually agreed upon by the project applicant/sponsor and the City Planning Director or his/her designee, including the ability of the City to access the funds if the project applicant/sponsor is not complying with the GHG Reduction Plan requirements, and/or to reimburse the City for its monitoring and enforcement costs.

f) ***Corrective Procedure.*** If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving

the GHG reduction goal, the project applicant/sponsor 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/sponsor shall then implement the approved Corrective GHG Action Plan.

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/owner fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City Planning Director or his/her designee may, in addition to its other remedies, (a) assess the project applicant/sponsor 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.

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.

In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant/sponsor has made a good faith effort to comply with the GHG Reduction Plan.

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.

g) ***Timeline Discretion and Summary.*** The City Planning Director or his/her designee 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.
- *Fund Escrow-type Account for City Review*: Certificate of Occupancy plus 2 months
- *Submit Baseline Inventory of "Actual Adjusted Emissions"*: Certificate of Occupancy plus 1 year
- *Submit Annual Report #1*: Certificate of Occupancy plus 2 years
- *Submit Corrective GHG Action Plan* (if needed): Certificate of Occupancy plus 4 years (based on findings of Annual Report #3)
- *Post Attainment Annual Reports*: Minimum every 3 years and at the City Planning Director's or his/her designee's reasonable discretion

46. Bird Collision Reduction

Prior to issuance of a building permit and ongoing

The project applicant, or his or her successor, including the building manager or homeowners' association, shall submit plans to the Planning and Zoning Division, for review and approval, indicating how they intend to reduce potential bird collisions to the maximum feasible extent. The applicant shall implement the approved plan, including all mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent.

a) Mandatory measures include **all** of the following:

vi. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with three second flash instead of blinking red or rotating lights.

vii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.

viii. Monopole structures or antennas shall not include guy wires.

ix. Avoid the use of mirrors in landscape design.

x. Avoid placement of bird-friendly attractants (i.e. landscaped areas, vegetated roofs, water features) near glass.

b) Additional BMP strategies to consider include the following:

ii. Make clear or reflective glass visible to birds using visual noise techniques. Examples include:

1. Use of opaque or transparent glass in window panes instead of reflective glass.
2. Uniformly cover the outside clear glass surface with patterns (e.g., dots, decals, images, abstract patterns). Patterns must be separated by a minimum 10 centimeters (cm).
3. Apply striping on glass surface.

47. Car Parking

Ongoing

a) Off-street parking spaces shall be leased or sold separately from the rental or purchase of dwelling units for the life of the dwelling units, such that potential renters or buyers shall have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s). It is acceptable to accomplish this by the developer marketing the units with rents that include on parking space per unit and if the resident does not desire to use the space, the rent amount will reduced accordingly.

b) Parking spaces shall be offered only to residents of the dwelling units served by the off-street parking, except that any surplus spaces that are not rented or sold may be rented to non-residents with the provision that such spaces must be vacated on 30 days' notice if requested by residents to be made available to them.

Prior to Issuance of Building Permit

c) A parking in-lieu fee shall be paid to the City as set forth in the Master Fee Schedule. A parking in-lieu fee may be refunded, without interest, to the person who made such

payment, or his assignee or designee, if additional off-street parking spaces are provided for such building or use by others than the City so as to satisfy the parking requirement for which the in-lieu payment was made. To obtain a refund, the required off-street parking spaces must be in place prior to issuance of a certificate of occupancy and before funds are spent or committed by the City.

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

49. **Café Location**
Prior to Issuance of Building Permit
Plans shall be submitted for review and approval of the Planning Director or his/her designee showing the location of the proposed café at or near the corner of the parcel nearest to the intersection of E. 12th Street and Lake Merritt Blvd.

LAKEHOUSE COMMONS

ENTITLEMENT SUBMITTAL

PROJECT DESCRIPTION AND DATA

[illegible]

UNITS	
RESIDENTIAL	[illegible]
CORE	[illegible]
SOUTH COURTYARD	[illegible]
RESIDENTIAL	[illegible]
LOBBY	[illegible]
LOBBY - LEVEL 01 MEZZANINE	[illegible]
ROOF TERRACE (OVER NORTH WING)	[illegible]
CIRCULATION	
CIRCULATION - NORTH COURTYARD	[illegible]
CIRCULATION - SOUTH COURTYARD	[illegible]
COURTYARDS	
CENTRAL COURTYARD	[illegible]
NORTH COURTYARD	[illegible]
SOUTH COURTYARD	[illegible]
OPEN SPACE	
MAINTENANCE	[illegible]
PROJECT TOTAL	
NON RESIDENTIAL	
NON RESIDENTIAL - NORTH COURTYARD	[illegible]
NON RESIDENTIAL - SOUTH COURTYARD	[illegible]
RESIDENTIAL	
RESIDENTIAL - NORTH COURTYARD	[illegible]
RESIDENTIAL - SOUTH COURTYARD	[illegible]
ROOF DECK	
ROOF DECK - NORTH COURTYARD	[illegible]
ROOF DECK - SOUTH COURTYARD	[illegible]
SUB TOTAL GROSS	
SUB TOTAL	[illegible]
SUB TOTAL - NORTH COURTYARD	[illegible]
SUB TOTAL - SOUTH COURTYARD	[illegible]
TOTAL GROSS SF PROVIDED	[illegible]

[illegible]

ZONING CODE SUMMARY

BASE ZONING

PROJECT SITE AREA: [illegible]

PROJECT TYPE: [illegible]

ZONING

PARCEL NO: [illegible]

ADDRESS: [illegible]

ZONE: [illegible]

HEIGHT LIMIT: [illegible]

PROPOSED CONSTRUCTION: [illegible]

ZONING

[illegible]

CAR AND BICYCLE PARKING REQUIREMENTS

[illegible]

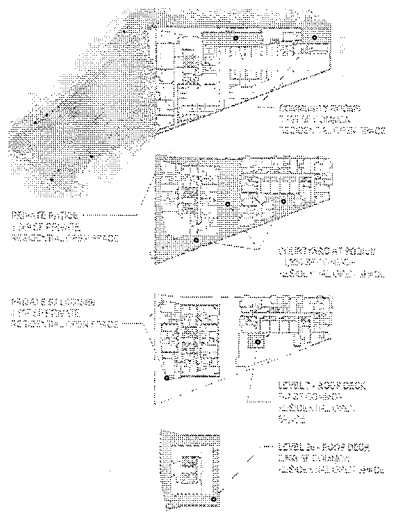
PROVIDED: [illegible]

PARKING SPACE TYPE	COUNT
[illegible]	[illegible]

NO RETAIL PARKING PROVIDED

[illegible]

OPEN SPACE REQUIREMENTS



[illegible]

UNIT MIX

[illegible]

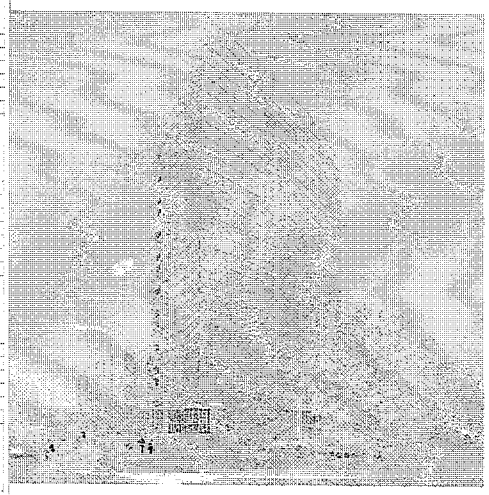
PROJECT TEAM

[illegible]

SHEET INDEX

[illegible]	[illegible]

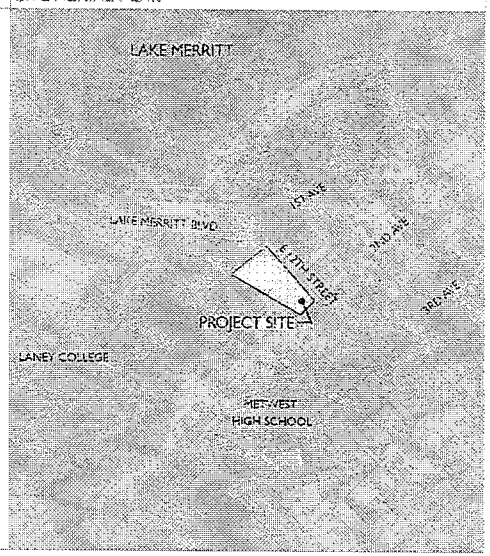
PERSPECTIVE VIEW



PROPOSED EXCAVATION

[illegible]

SITE AERIAL PLAN



PYATOK

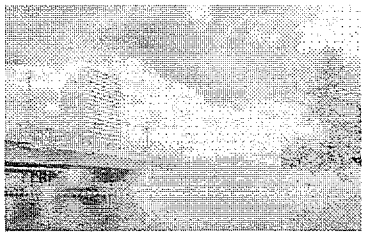
[illegible]

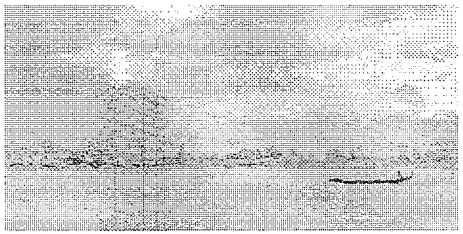
LAKEHOUSE COMMONS

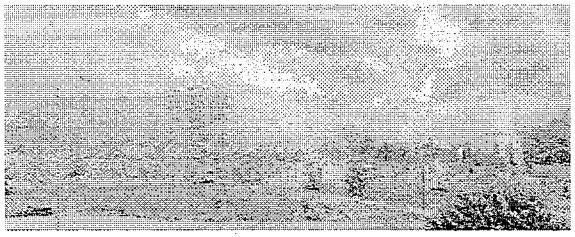
E 12th Street and Lake Merritt Boulevard, Oakland CA

COVER SHEET

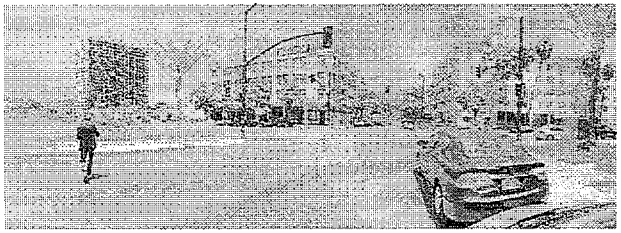
T0.01

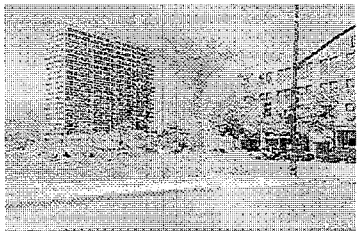


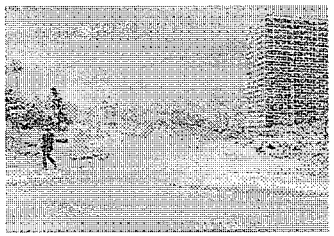


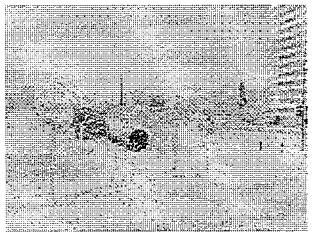


ADJACENT SITES / CONTEXT

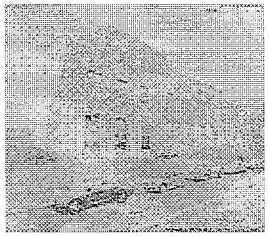


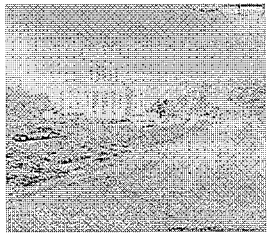


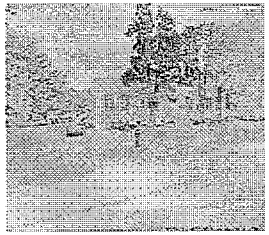


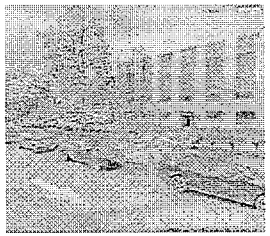


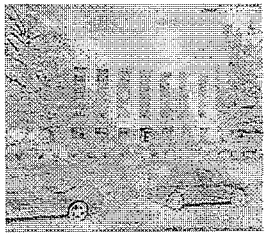
EXISTING SITE











HISTORICAL REFERENCE

PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

SITE CONTEXT

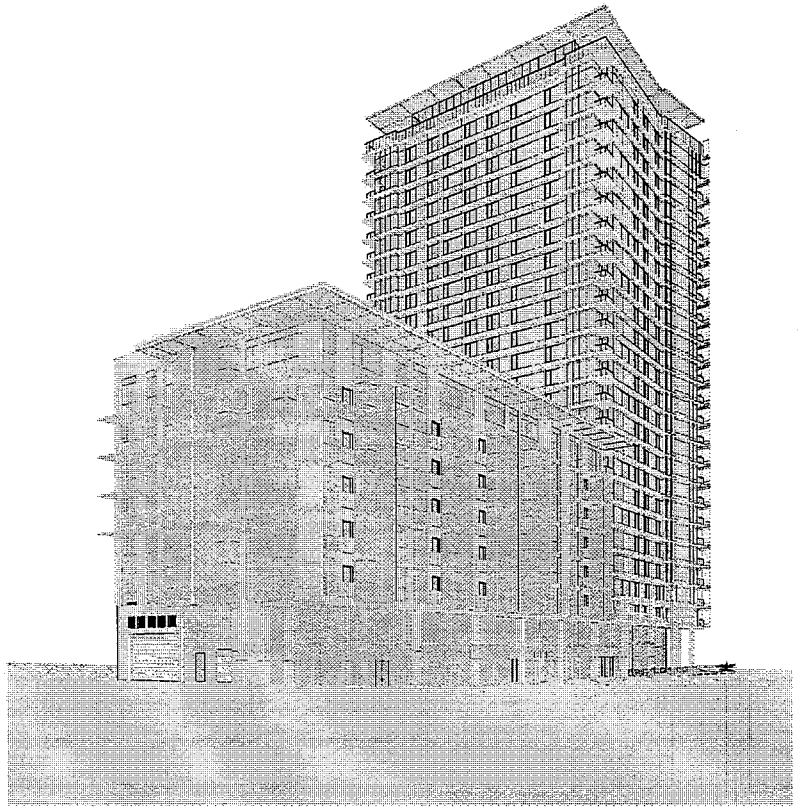
T0.02

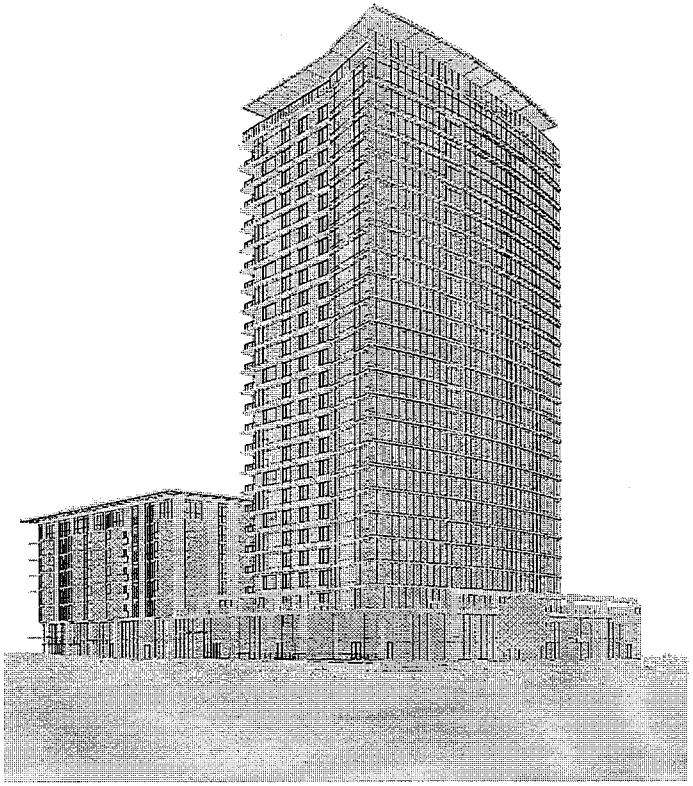
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

T0.03





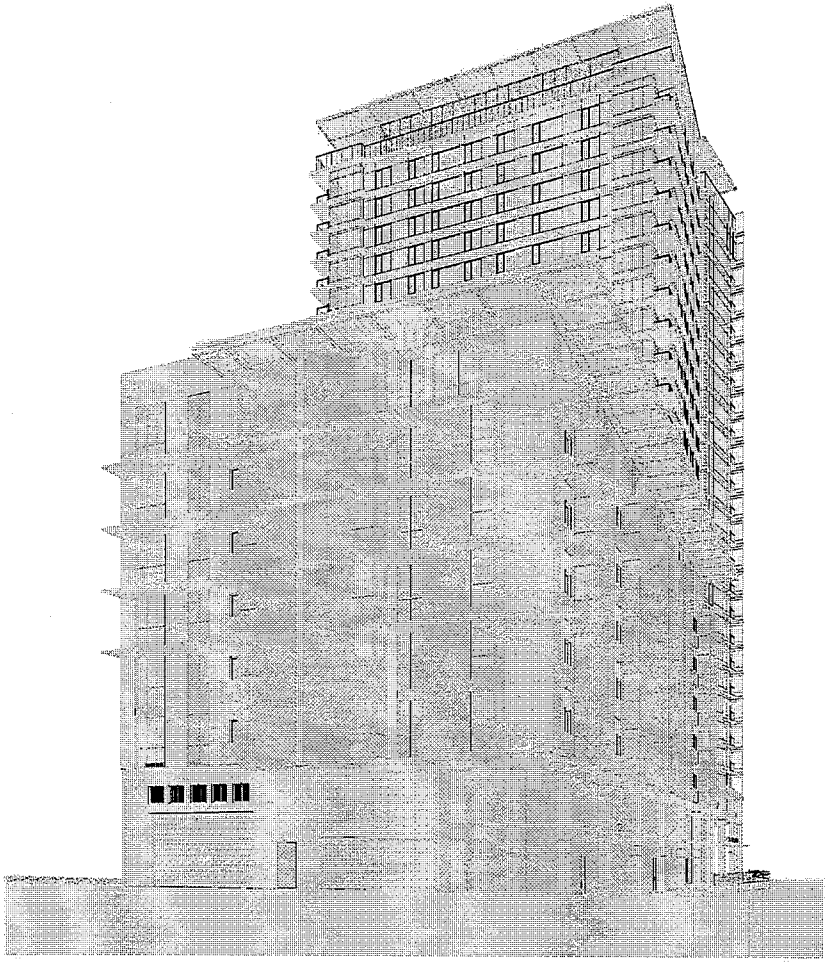
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

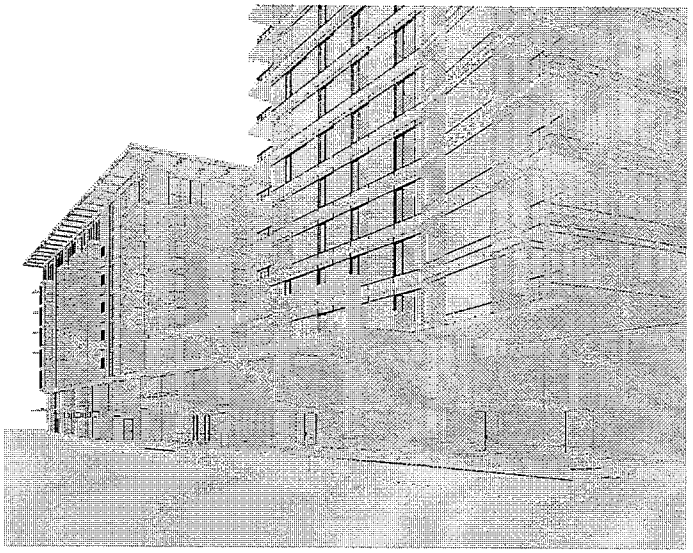
PERSPECTIVE VIEWS

T0.05



Perspective View - East 12th St. and 2nd Ave. (1)

Perspective View - Streetscape along E. 12th St. (2)



Perspective View - Streetscape along E. 12th St. (3)

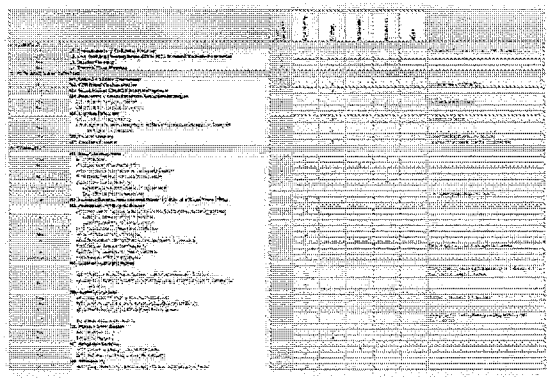
PYATOK

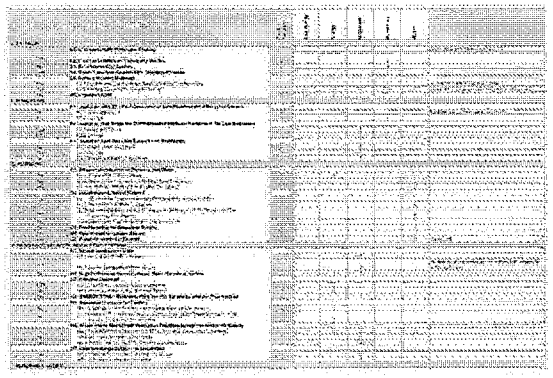
LAKEHOUSE COMMONS

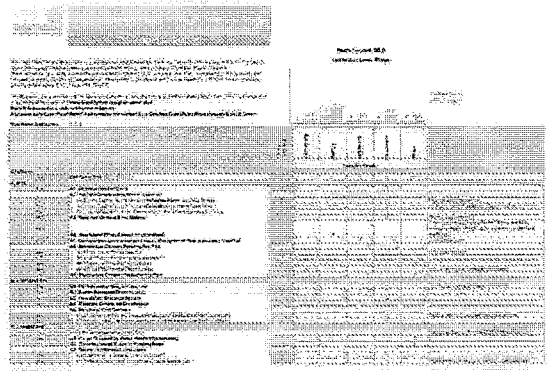
E. 12th Street and Lake Merritt Boulevard, Oakland CA

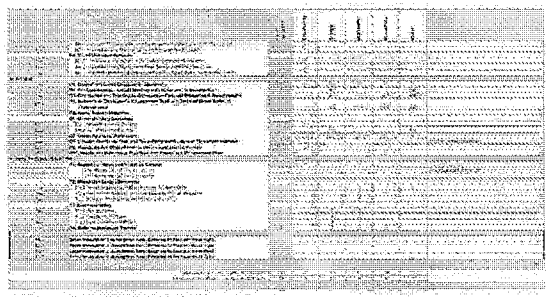
PERSPECTIVE VIEWS

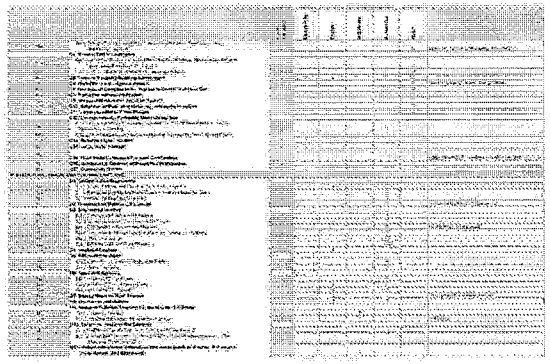
T0.06











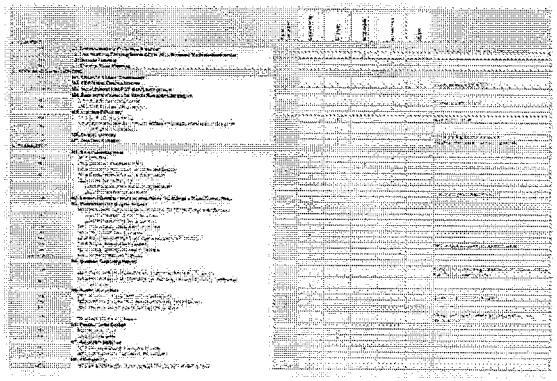
PYATOK

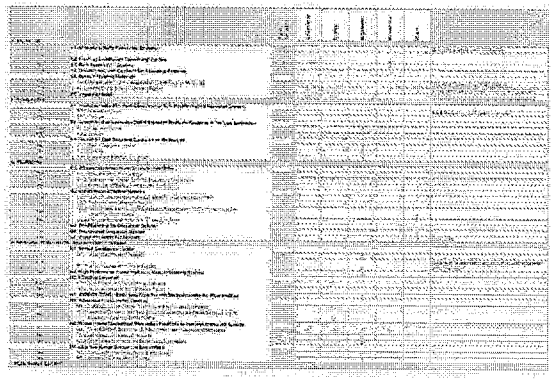
LAKEHOUSE COMMONS

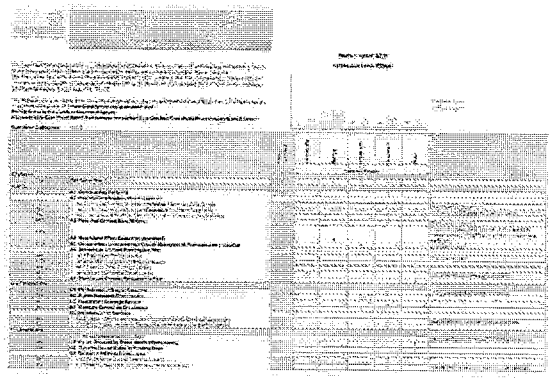
E 12th Street and Lake Merritt Boulevard, Oakland CA

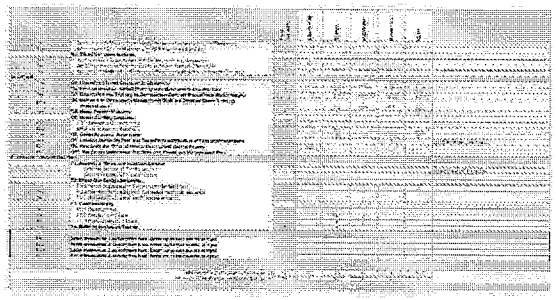
GREENPOINT CHECKLIST - NORTH COMMONS

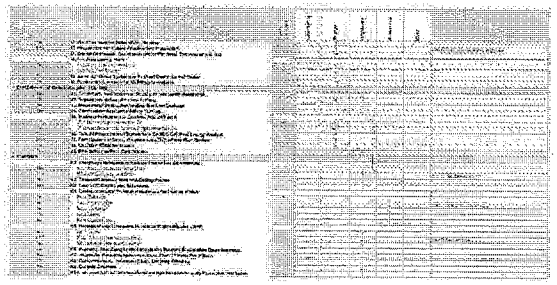
T0.10

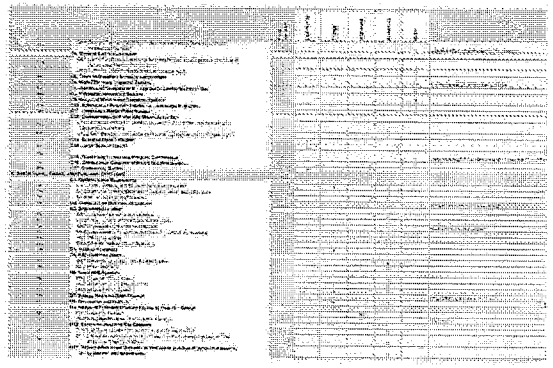












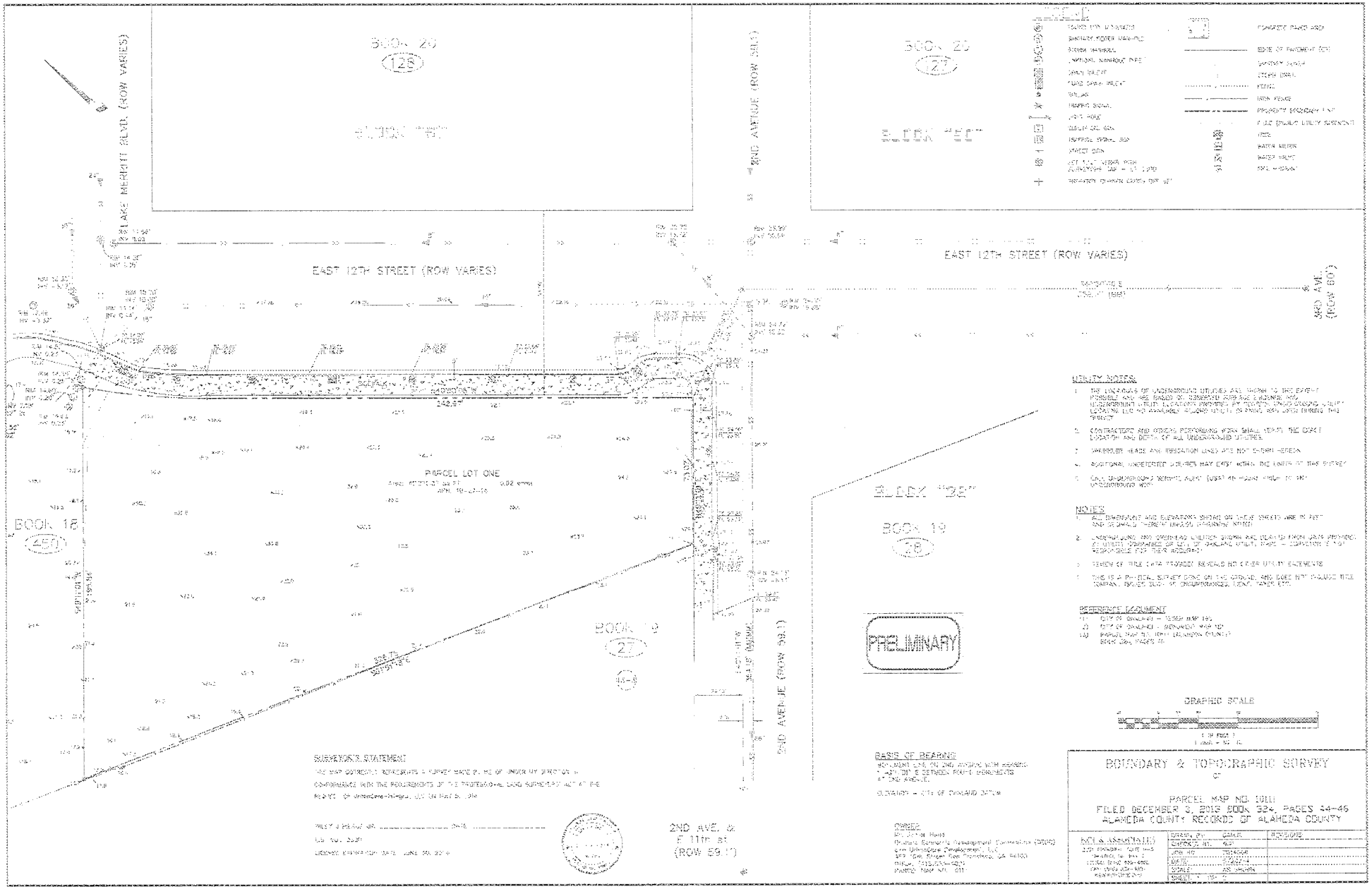
PYATOK

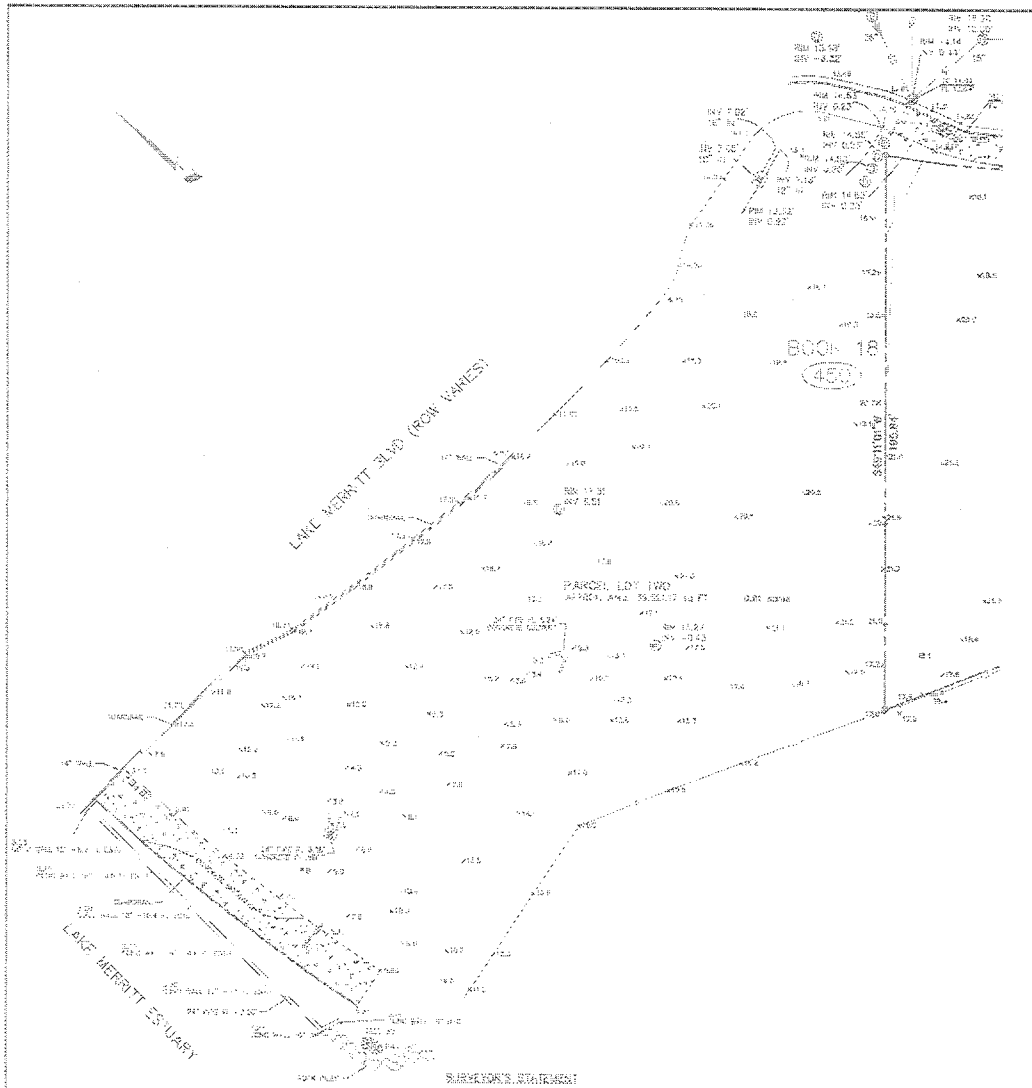
LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

GREENPOINT CHECKLIST - SOUTH COMMONS

T0.11


BOOK 20
125
BLOCK "B2"
BOOK 20
27
BLOCK "B2"
LEGEND
PLANTED PLANTS AREA
EDGE OF PAVEMENT (EP)
WOODEN FENCE
IRON FENCE
PROPERTY (BOUNDARY) LINE
FILE (PUBLIC UTILITY EASEMENT)
WATER METER
WATER VALVE
FIRE HYDRANT
LAKE MERRITT BLVD. (ROW VARIES)
2ND AVENUE (ROW 59.1)
EAST 12TH STREET (ROW VARIES)
EAST 12TH STREET (ROW VARIES)
3RD AVE. (ROW 59.1)
PARCEL LOT ONE
BOOK 18
250
BLOCK "B2"
BOOK 19
38
BOOK 19
27
2ND AVENUE (ROW 59.1)
PRELIMINARY
GRAPHIC SCALE
2ND AVE. &
E 11th st
(ROW 59.1)
UTILITY NOTES:
NOTES:
PERTINENT EASEMENT
SURVEYOR'S STATEMENT
BASIS OF BEARING
OWNER
BOUNDARY & TOPOGRAPHIC SURVEY
OF
PARCEL MAP NO. 10611
FILED DECEMBER 3, 2013 BOOK 324, PAGES 44-46
ALAMEDA COUNTY RECORDS OF ALAMEDA COUNTY



LEGEND

- SANITARY SEWER MANHOLE
- SIGN
- GRATE INLET
- FIRE DRY HYDRANT
- WELL
- TRAFFIC SIGNAL
- LIGHT POLE
- SECTION CORNER
- BENCH MARK
- DIRECT SUN
- PER CITY AZIMUTH WITH CHISELED "X" IN CITY LINE
- REMARKS (SHOWN CURVES ONLY)
- CONCRETE PAVED AREA
- EDGE OF PAVEMENT (EP)
- SANITARY SEWER
- CURBS (CB)
- FENCE
- IRON FENCE
- PROPERTY BOUNDARY LINE
- PUBLIC (PRIVATE) UTILITY EASEMENT
- TREE
- WATER METER
- WATER VALVE
- FIRE HYDRANT

SURVEY NOTES

1. THE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN TO THE EXTENT PRESENT AND ARE BASED ON DRAWINGS FOR THE LANDMARK AND UNDERGROUND UTILITY LOCATIONS PROVIDED BY PUBLIC AGENCIES. THE UTILITY LOCATIONS DO NOT NECESSARILY INDICATE UTILITIES OTHERWISE ON THIS PARCEL THIS SURVEY.
2. CONTRACTORS AND OTHERS PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES.
3. SPRINKLER HEADS AND IRRIGATION LINES ARE NOT SHOWN HEREON.
4. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
5. ONLY UNDERGROUND SERVICE ALERT (USA) MARKINGS FOUND TO BE UNDERGROUND WERE SHOWN.

NOTES

1. ALL DIMENSIONS AND ELEVATIONS SHOWN ON THESE SHEETS ARE IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE NOTED.
2. UNDERGROUND AND OVERHEAD UTILITIES SHOWN ARE DERIVED FROM DATA PROVIDED BY PUBLIC AGENCIES OR OTHERS. THE CITY OF OAKLAND UTILITY MAPS & DOCUMENTS WERE PROVIDED FOR THIS ACCURACY.
3. REVIEW OF TITLE DATA PROVIDED REVEALS NO OTHER UTILITY EASEMENTS.
4. THIS IS A PHYSICAL SURVEY DONE ON THE GROUND AND DOES NOT PRODUCE TITLE COMPANY ISSUES SUCH AS ENCUMBRANCES, LIENS, TAXES ETC.

REFERENCE DOCUMENT

(1) CITY OF OAKLAND – TRACT MAP 1811
(2) CITY OF OAKLAND – MONUMENT MAP 101
(3) PARCEL MAP NO. 1811 (ALAMEDA COUNTY) BOOK 324, PAGES 44

PRELIMINARY

GRAPHIC SCALE

1 IN FIGURE 1
1 INCH = 10 FT.

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 AT THE REQUEST OF WESTCOVE-PROPERTIES, LLC ON MAY 5, 2014.

WILLY J. HEAVY JR. _____ DATE _____
L.S. NO. 5230
LICENSE EXPIRATION DATE JUNE 30, 2014

BASIS OF BEARING

BOUNDARY LINE BELOW AGREE WITH BEARING = N30°10'E RECORD POINT MONUMENTS AT THE ANGLE.

ELEVATION = CITY OF OAKLAND DATUM

OWNER:
MR. JAMIE HEAD
PRIVATE EQUITY INVESTMENT CORPORATION GROUP
c/o BRIDGEGATE DEVELOPMENT, LLC
3211 FOR STREET SAN FRANCISCO, CA 94123
PHONE: 415-653-4000
PARCEL MAP NO. 1811

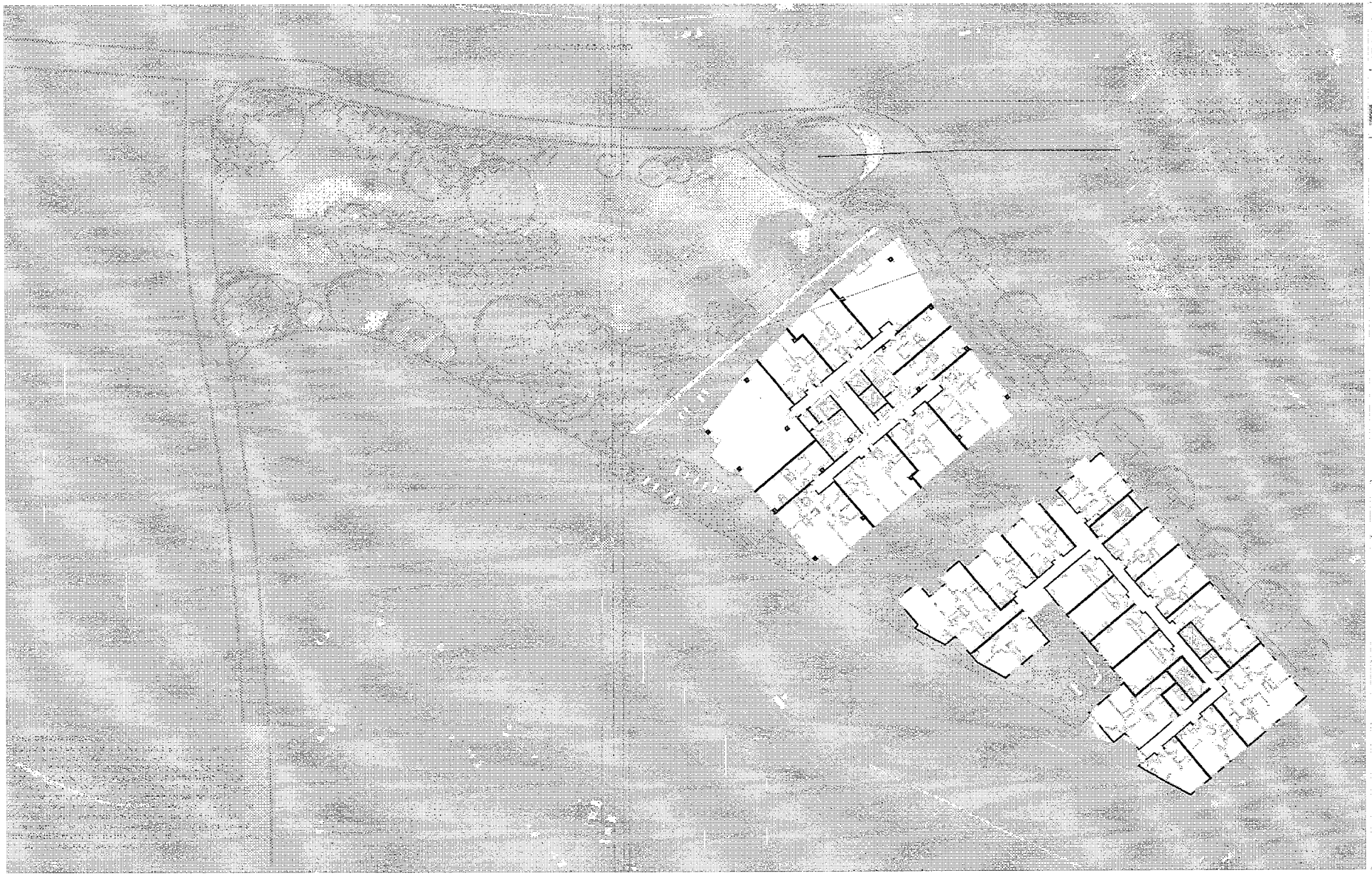
BOUNDARY & TOPOGRAPHIC SURVEY

OF

PARCEL MAP NO. 1811
FILED DECEMBER 3, 2013 BOOK 324, PAGES 44-46
ALAMEDA COUNTY RECORDS OF ALAMEDA COUNTY

[illegible]	DRAWN BY: [illegible]	CHECK: [illegible]	REVISIONS
[illegible]	CHECKED BY: [illegible]		
[illegible]	JOB NO. [illegible]		
[illegible]	DATE: [illegible]		
[illegible]	SCALE: AS SHOWN		
[illegible]	SHEET 1 OF 1		

LAKE MERRITT TOWERS & PARK SITE PLAN



PYATOK

LAKEHOUSE COMMONS

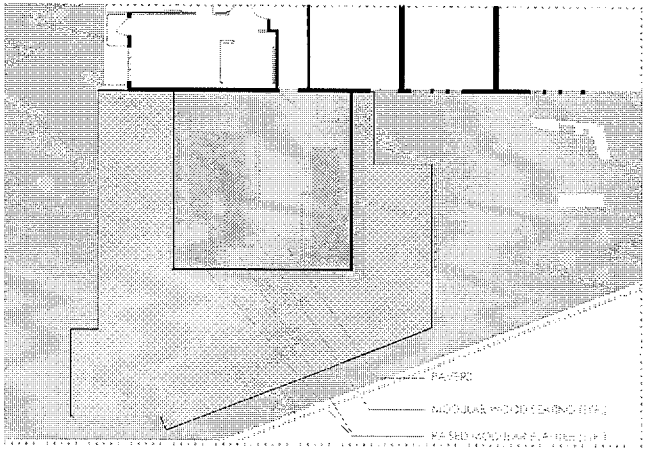
E 12th Street and Lake Merritt Boulevard, Oakland CA

LANDSCAPE PLAN
SITE

L0.01

LAKE MERRITT TOWERS // LEVEL 3 PODIUM PLAN

LEVEL 7 TERRACE PLAN



PYATOK

LAKEHOUSE COMMONS

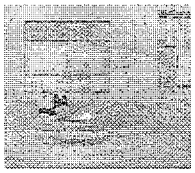
1204 Sixth and Lake Merritt Boulevard, Oakland CA

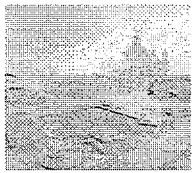
LANDSCAPE PLAN PODIUM

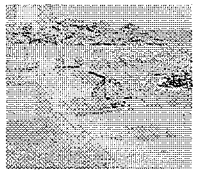
L0.02

PODIUM PALETTE

AMENITIES


GROUP COOL DE AREA WITH FIRE PIT

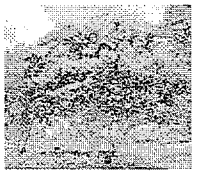

HOT TUB


OUTDOOR KITCHEN

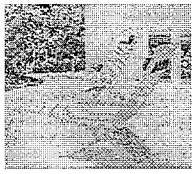
PLAY TILL DUSK

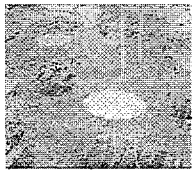
SHADE TREES

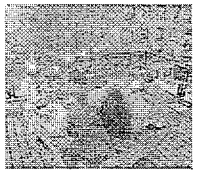
RED OAK
QUERCUS RUBRA

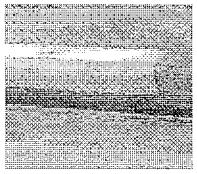

CRAPE MYRTLE
LAGERSTROEMIA INDICA

SITE FURNISHINGS

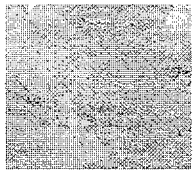

MOVEABLE FURNITURE

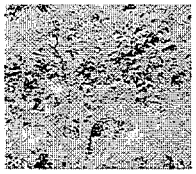

MOVEABLE SEATING

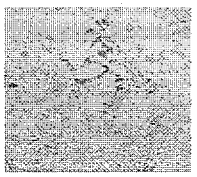

OUTDOOR DINING TABLE


SEATING ABOVE PLANTER

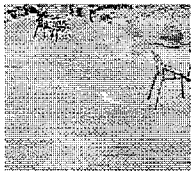
SMALL FLOWERING TREES

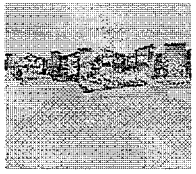

WESTERN REDBUD
CERCIS OCCIDENTALIS

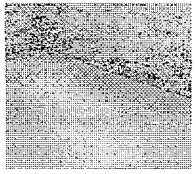

STRAWBERRY TREE
ARBUTUS MARINA


PINEAPPLE GUAVA
FEIJOA SELLOWIANA

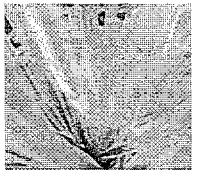
PAVING MATERIALS

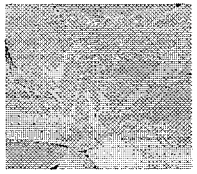

WOOD DECKING

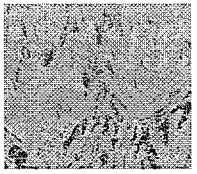

COLORED AND TEXTURED
CONCRETE PORTLAND

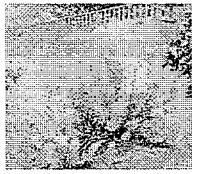

NATURAL STONE PAVERS

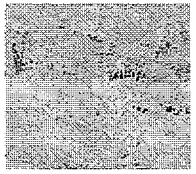
TALL PLANTING


NEW ZEALAND FLAX
PHORMIUM TENAX

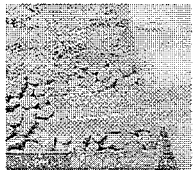

ROYAL AGAVE
AGAVE ATTENUATA


BLUE FLIGER
TRUNCATA CONSPICUA

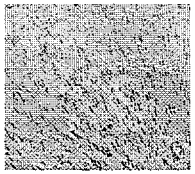

MEDITERRANEAN CYPRESS
CUPRESSUS SEMPERVIRENS

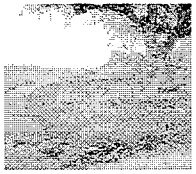

KANGAROO PAW
ANIGOZANTHOS

STORMWATER TREATMENT & PLANTING


BIORETENTION AREA WITH NATIVE
PLANTING

GROUND COVER


CAPE RUSH
CHONDROPETALUM TECTORUM


SURF GRASS
CAREX PANSA

CALIFORNIA FESCUE

PYATOK

LAKEHOUSE COMMONS

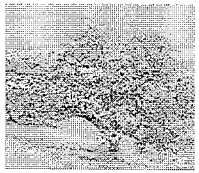
E 12th Street and Lake Merritt Boulevard, Oakland CA

LANDSCAPE
PODIUM MATERIALS

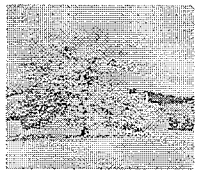
L0.03

INITIAL PLANTING LIST FOR LAKE MERRITT TOWERS PARK

LARGE TREES

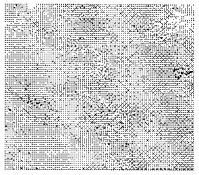


LOCAL LIVE OAK
QUERCUS AGRIFOLIA

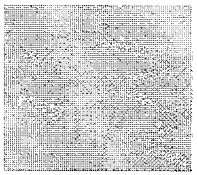


VALLEY OAK
QUERCUS LOBATA

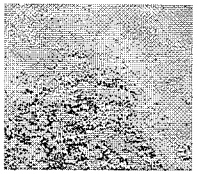
FLOWERING TREES



WESTERN redbud
CERCIS occidentalis

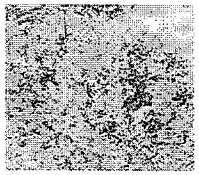


CALIFORNIA BUCKEYE
AESCULUS CALIFORNICA

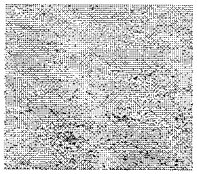


CALIFORNIA elderberry
SAMBUCUS MEXICANA

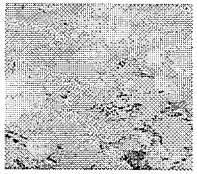
SHRUBS



ARCTOSTAPHYLOS HOOKERI
MANZITA



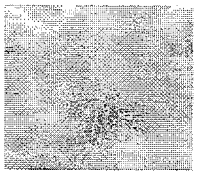
CEANOTHUS CUNEATUS
FINE HAIR



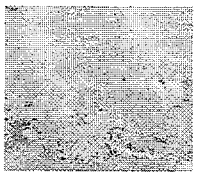
FOUQUIERIA CALIFORNICA
CALIFORNIA WILD ROSE

ZAUSCHNERIA CALIFORNICA
CALIFORNIA FUCHSIA

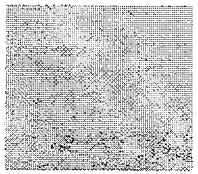
GROUND COVER



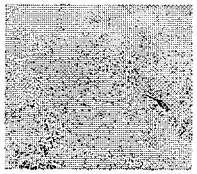
LINCOLN PARK'S
CAREX PANSA



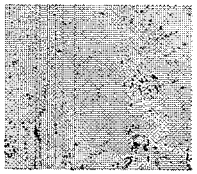
ACHILLEA MILLEFOLIUM
GOLDEN YARROW



EUSCHOLZIA CALIFORNICA
CALIFORNIA POPPY



RIBES DOUGLASIANA
DOUGLAS RIBES



MYRTHA MONTEREYOLA
MILES BARS

PYATOK

LAKEHOUSE COMMONS

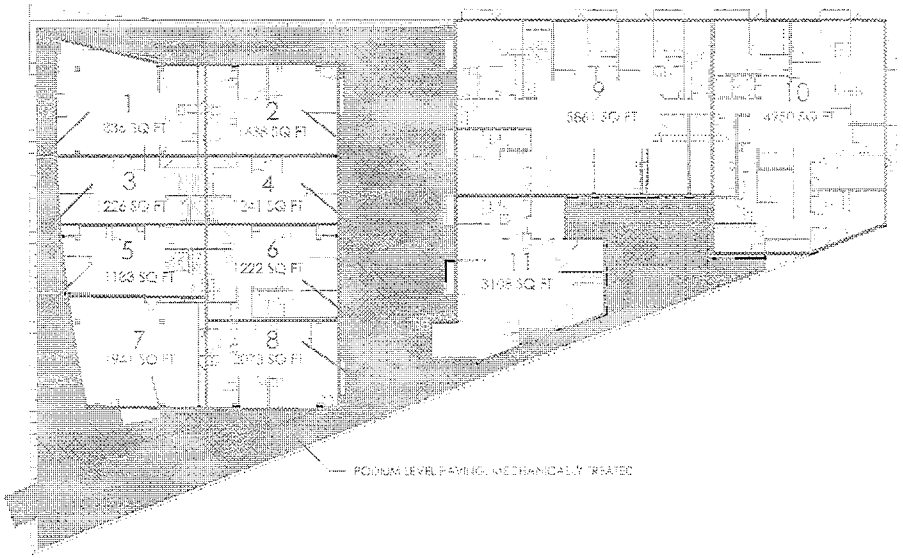
E 12th Street and Lake Merritt Boulevard, Oakland CA

LANDSCAPE
PARK MATERIALS

L0.04

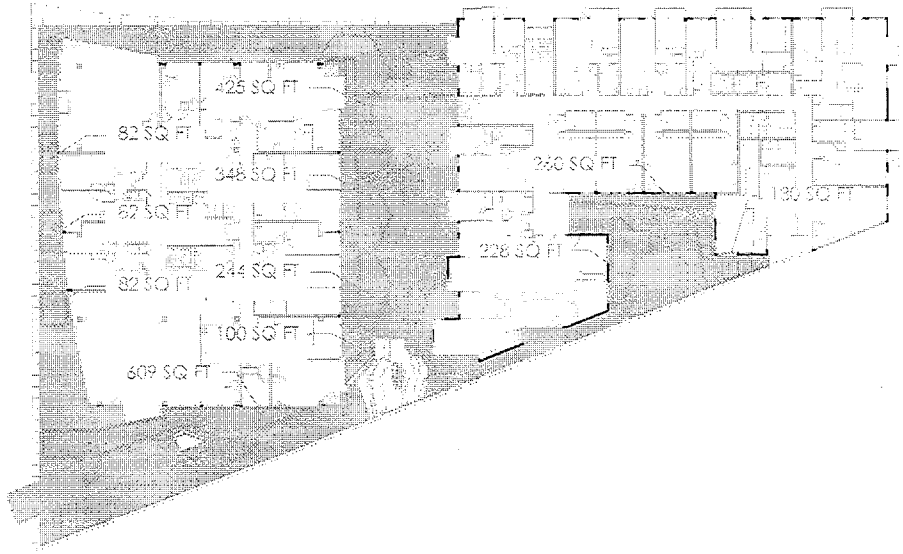
LAKE MERRITT TOWERS // STORMWATE CALCULATIONS

DRAINAGE MANAGEMENT AREA



DRAINAGE MANAGEMENT AREA	TOTAL SURFACE AREA (SF)	TOTAL LANDSCAPING (SELF TREATING) (SF)	TOTAL IMPERVIOUS SURFACES (SF)	TREATMENT AREA REQUIRED (SF)
AREA 1	[illegible]	92	[illegible]	[illegible]
AREA 2	1338	425	1338	[illegible]
AREA 3	[illegible]	92	1226	[illegible]
AREA 4	1241	348	1241	[illegible]
AREA 5	1193	72	1193	[illegible]
AREA 6	1222	244	1222	[illegible]
AREA 7	941	600	941	[illegible]
AREA 8	[illegible]	191	[illegible]	[illegible]
AREA 9	[illegible]	182	[illegible]	[illegible]
AREA 10	[illegible]	191	[illegible]	[illegible]
AREA 11	[illegible]	182	[illegible]	[illegible]
PODIUM PAVING (MECHANICALLY TREATED)	[illegible]			
		TOTAL	26279	1859

REGIONAL AREA



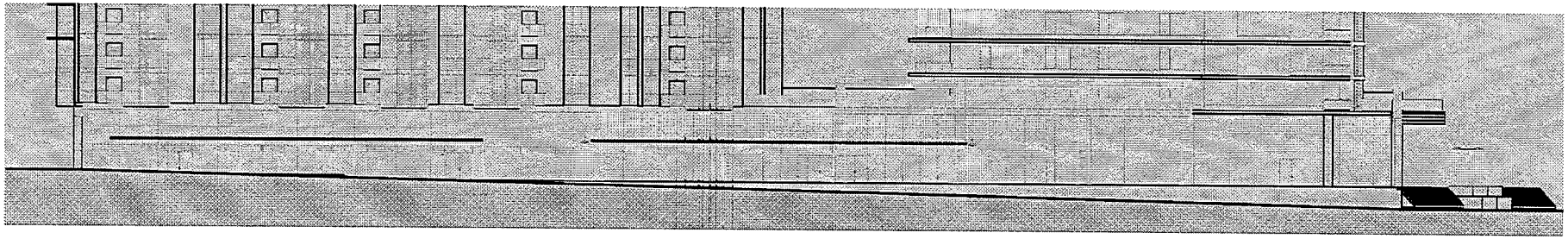
PYATOK

LAKEHOUSE COMMONS

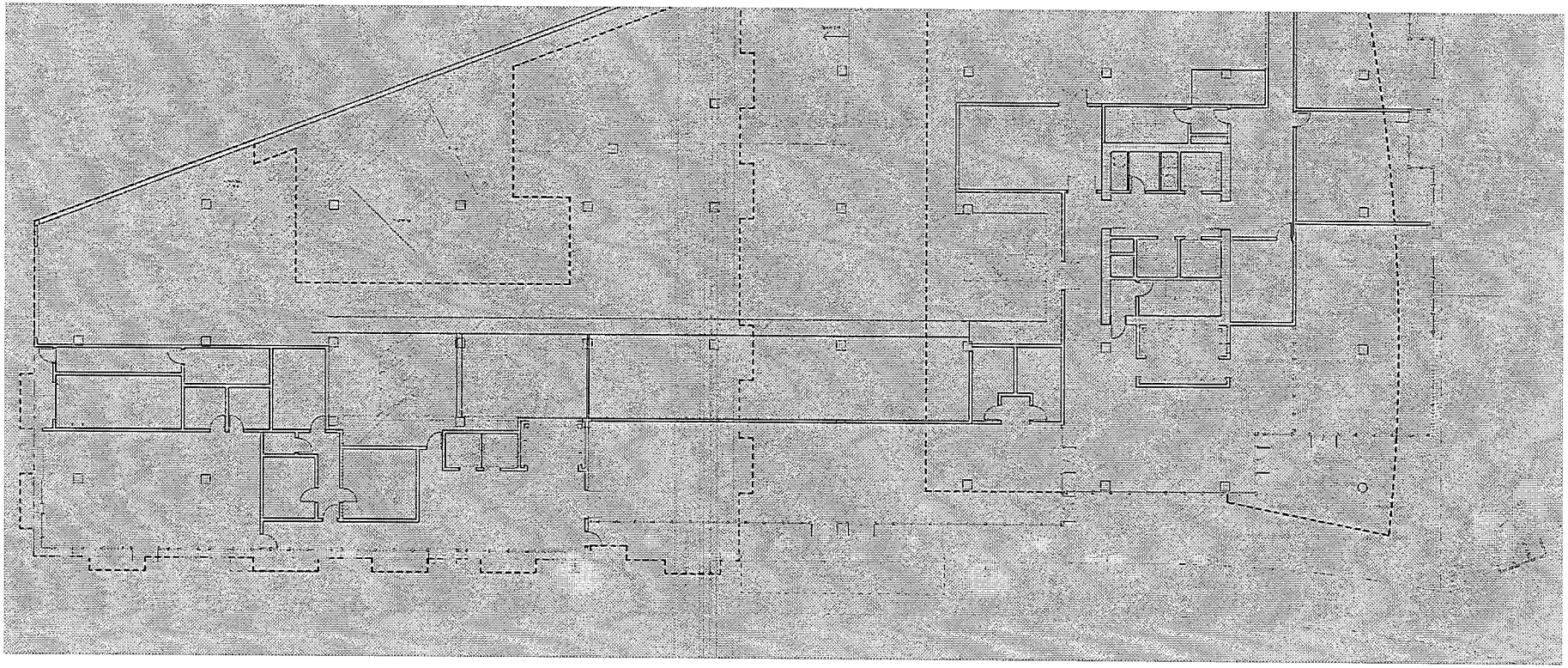
E 12th Street and Lake Merritt Boulevard, Oakland CA

LANDSCAPE STORMWATER CALCULATIONS

L0.05



2 12TH STREET ENLARGED ELEVATION -WEST



1 BUILDING PLAN - LEVEL 1

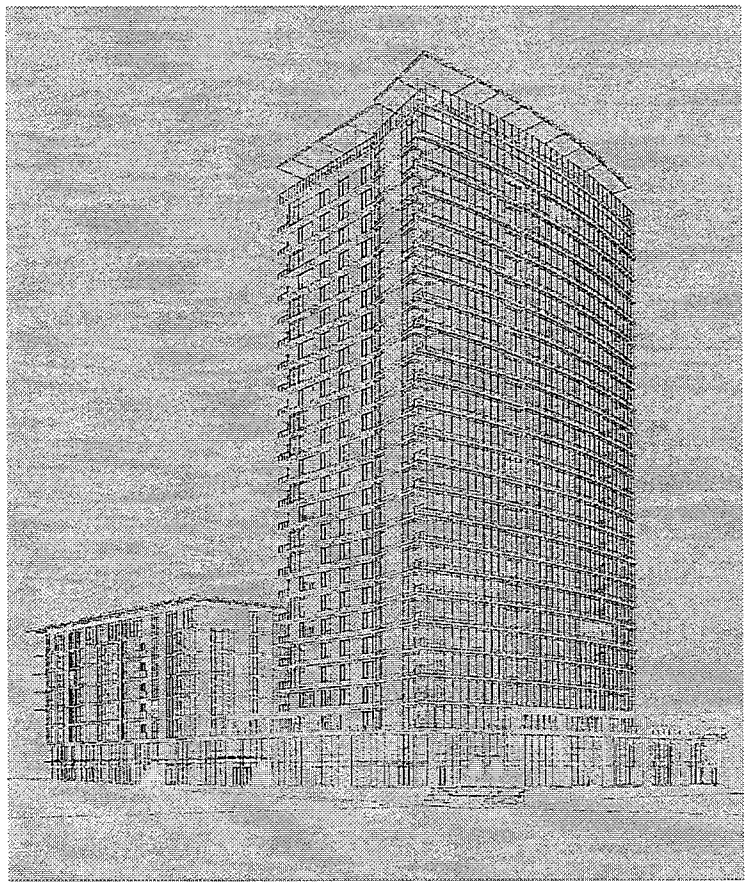
PYATOK

LAKEHOUSE COMMONS

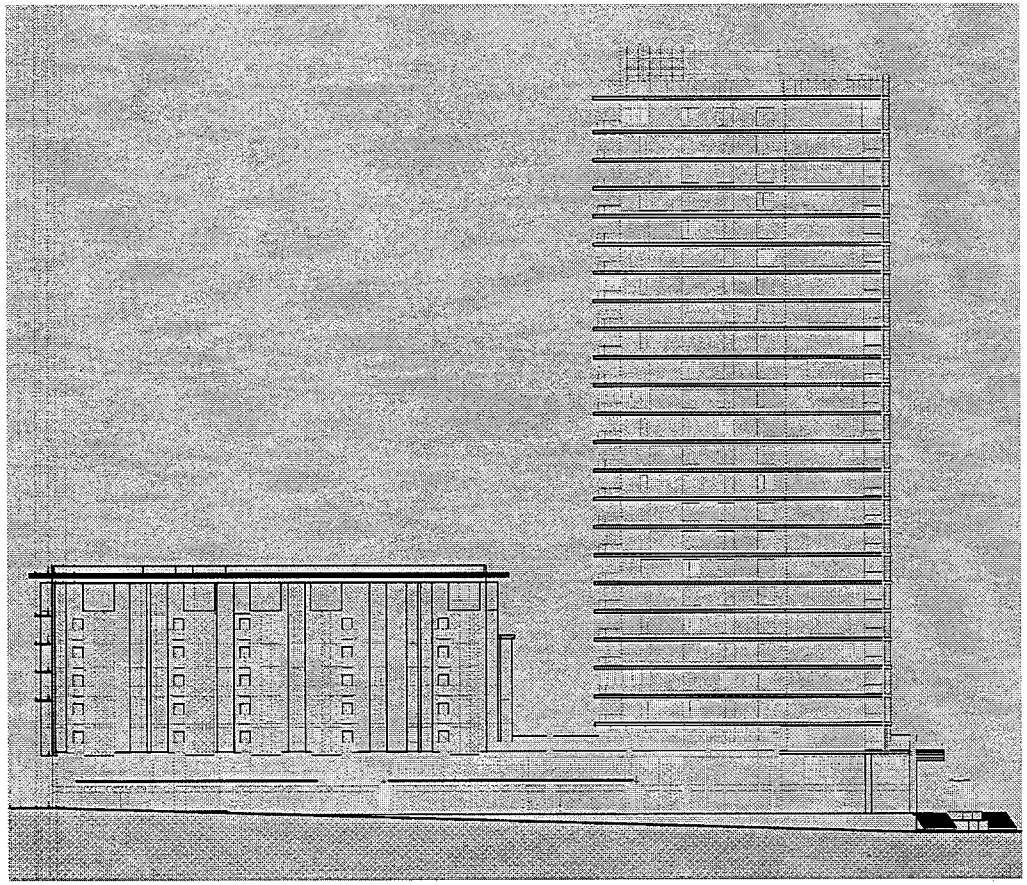
E 12th Street and Lake Merritt Boulevard, Oakland CA

ILLUMINOSA
LIGHTING CONCEPT
DESIGN

AL.01



2 Perspective View - East 12th St and Lake Merritt Blvd



1 12TH STREET ELEVATION - WEST

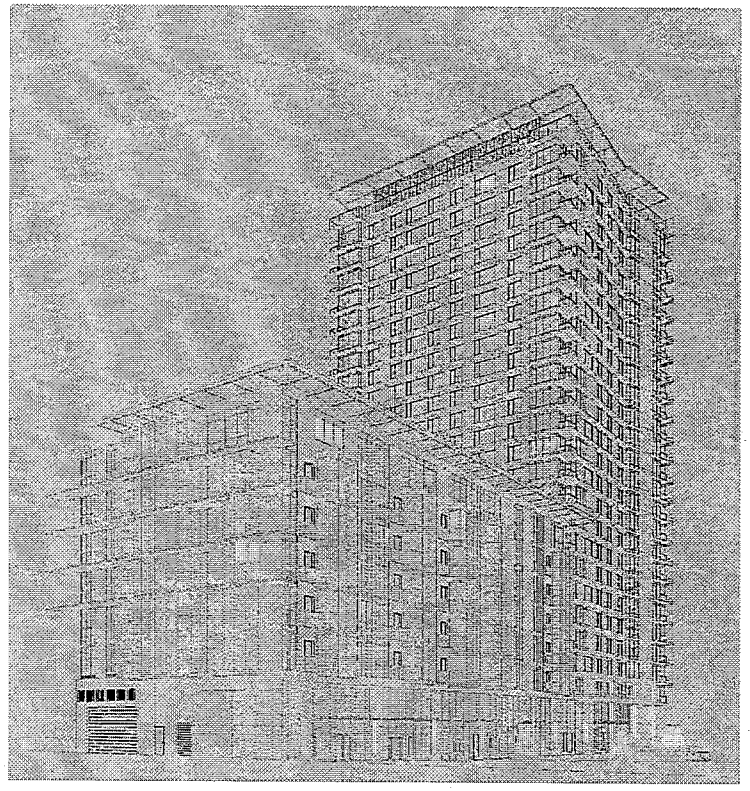
PYATOK

LAKEHOUSE COMMONS

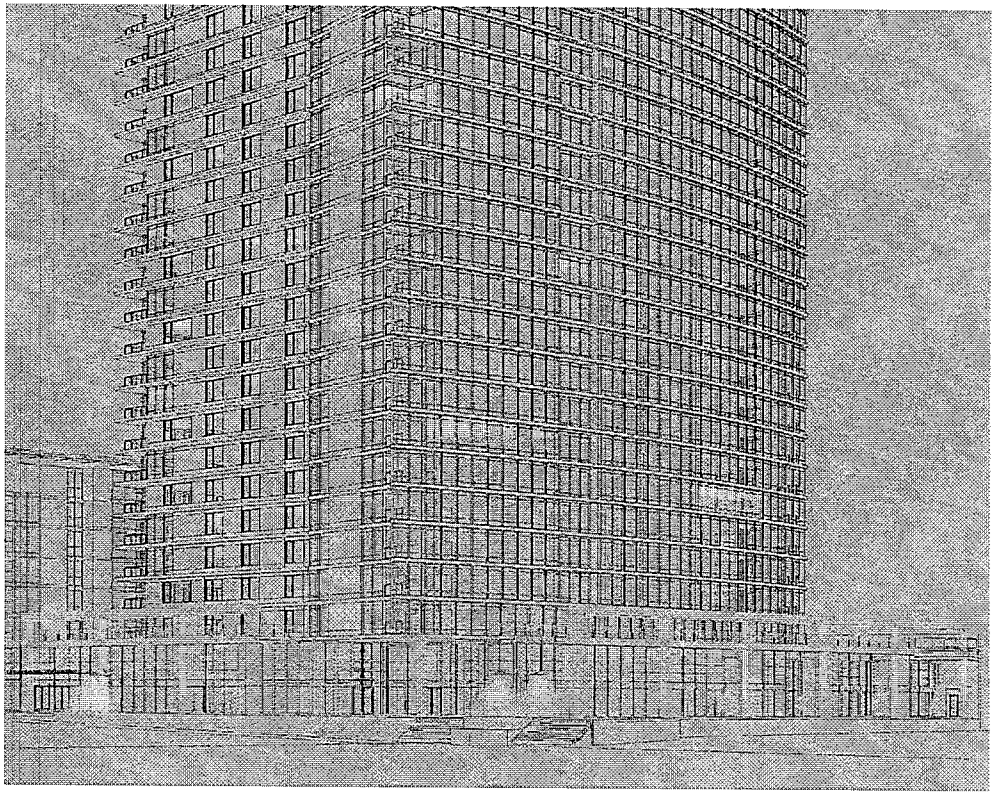
E 12th Street and Lake Merritt Boulevard Oakland CA

ILLUMINOSA
LIGHTING CONCEPT
DESIGN

AL.02



2 Perspective View - East 12th St



1 Perspective View - Streetscape along E 12th St

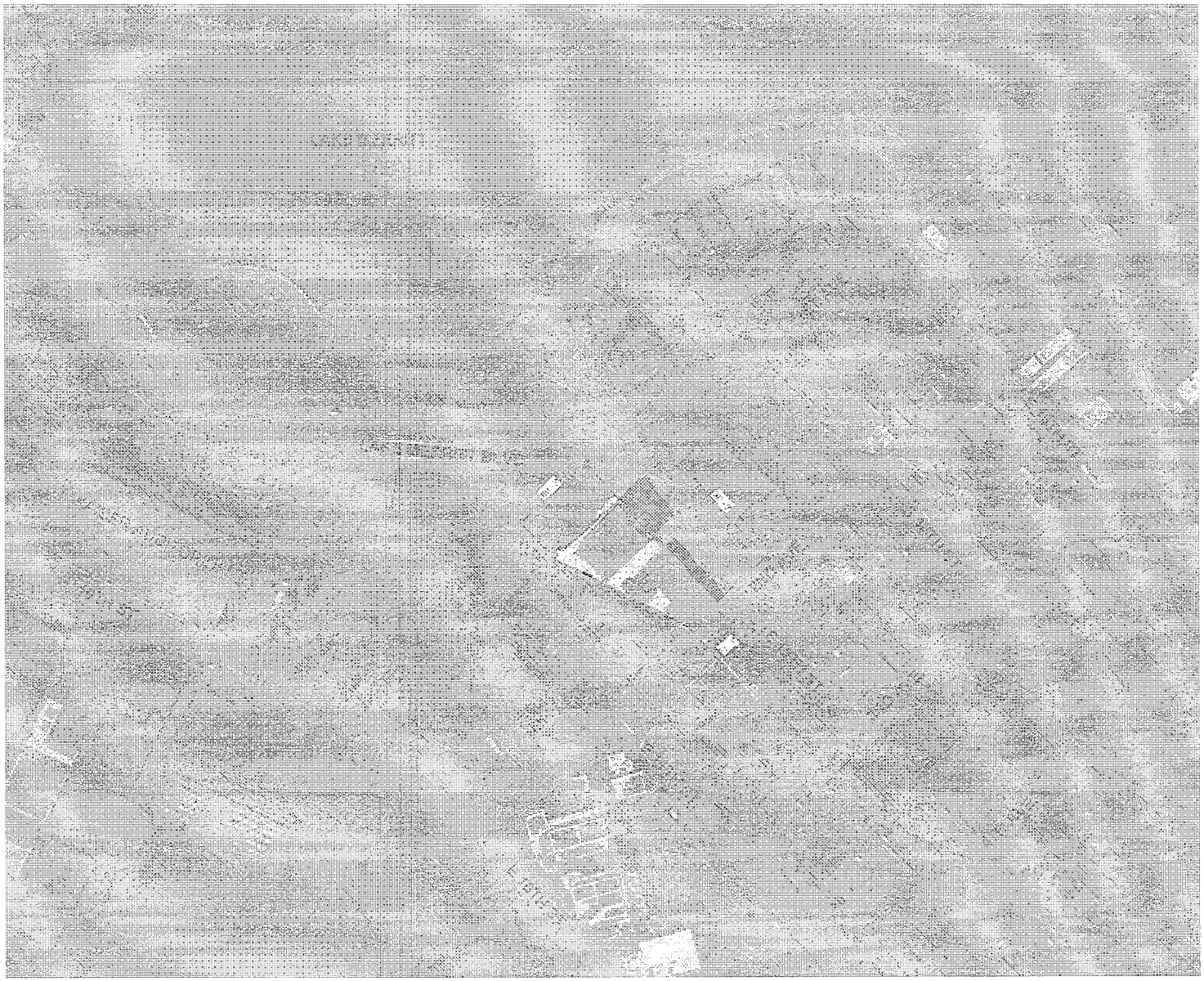
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ILLUMINOSA
LIGHTING CONCEPT
DESIGN

AL.03



N TRUE NORTH

N PROJECT NORTH

SITE PLAN 1

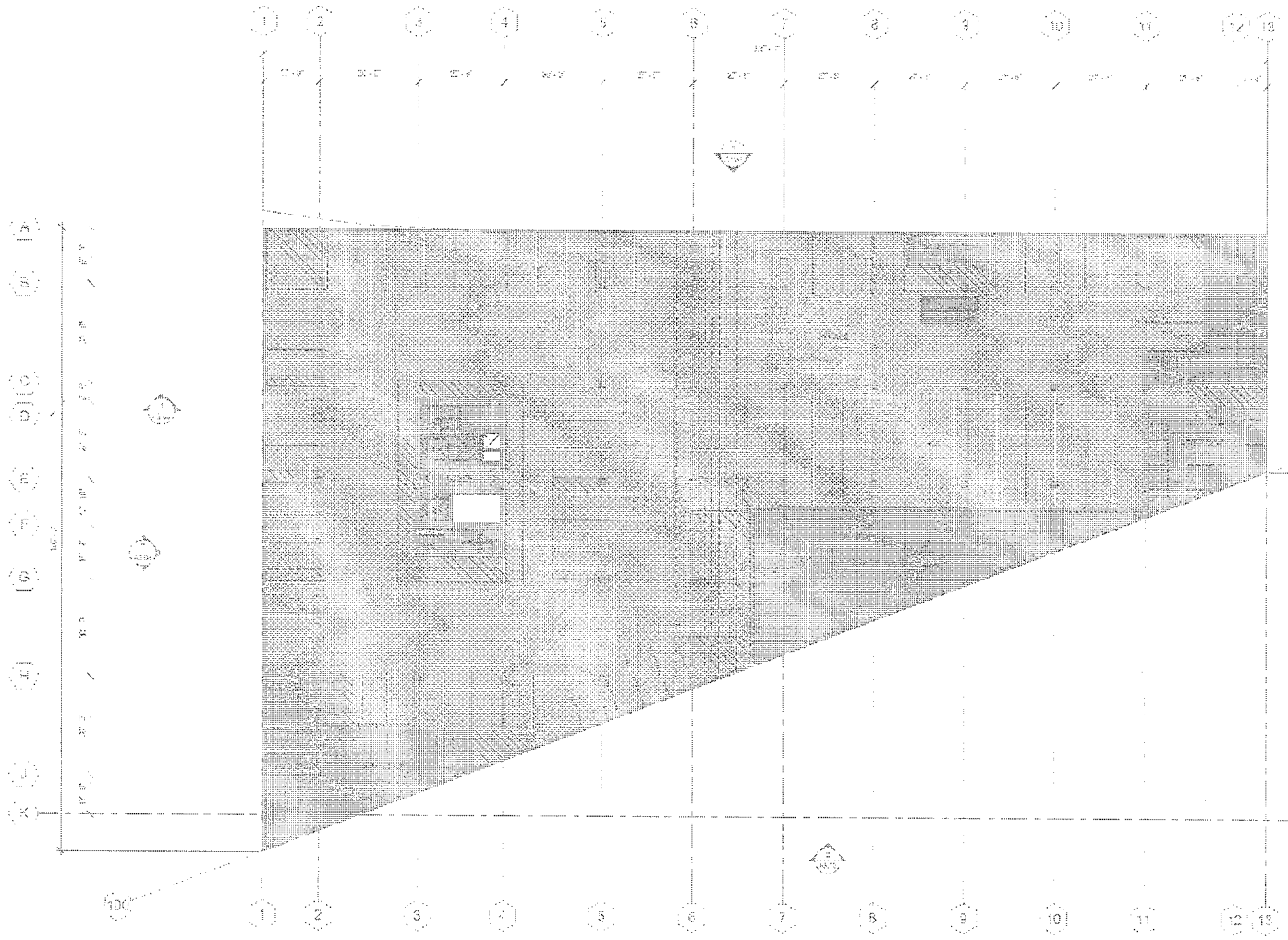
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

SITE PLAN

A1.00



ROOM LEGEND

BUILDING PLAN - LEVEL B2

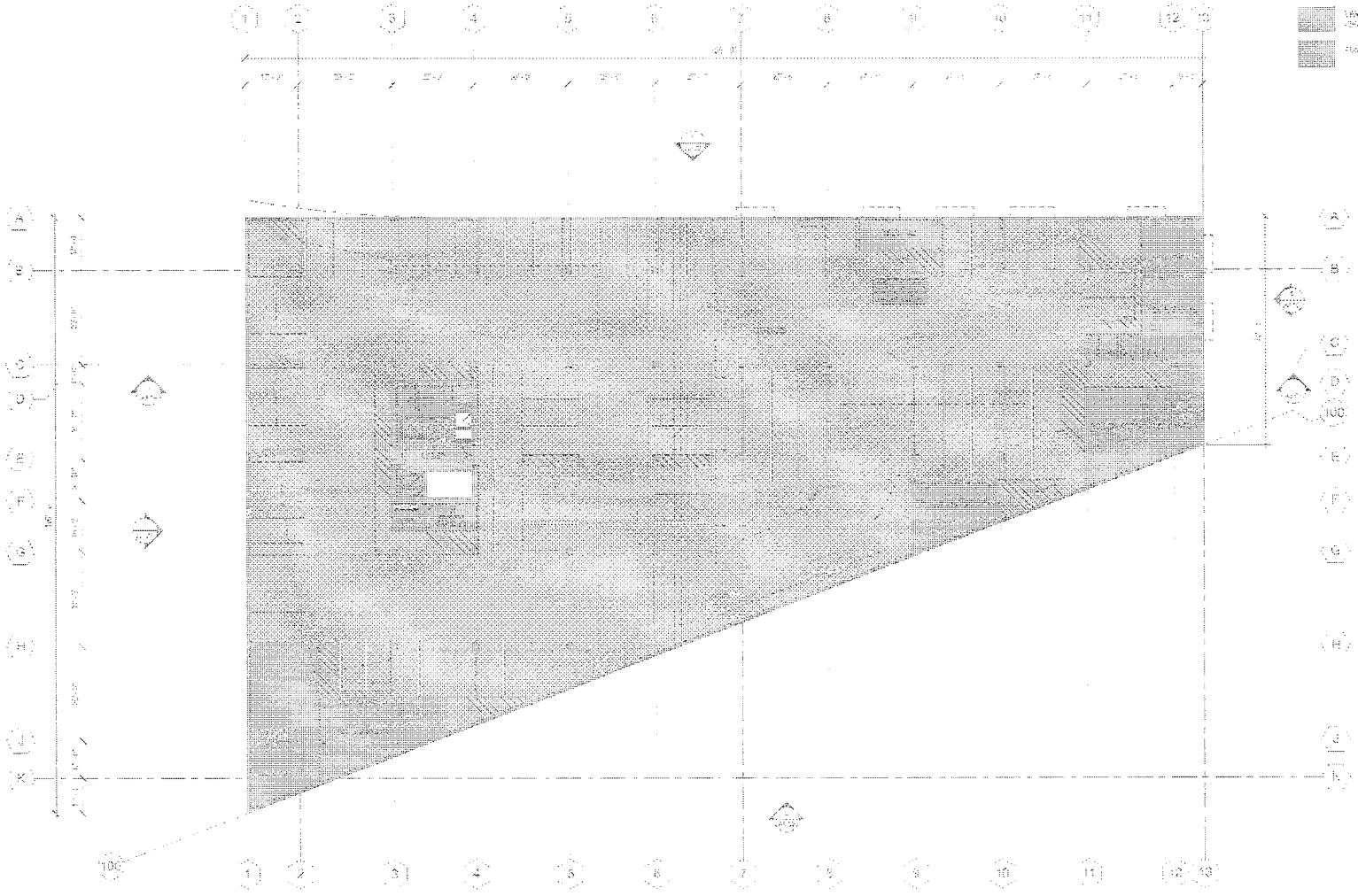
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL B2

A1.01



BUILDING PLAN - LEVEL B1

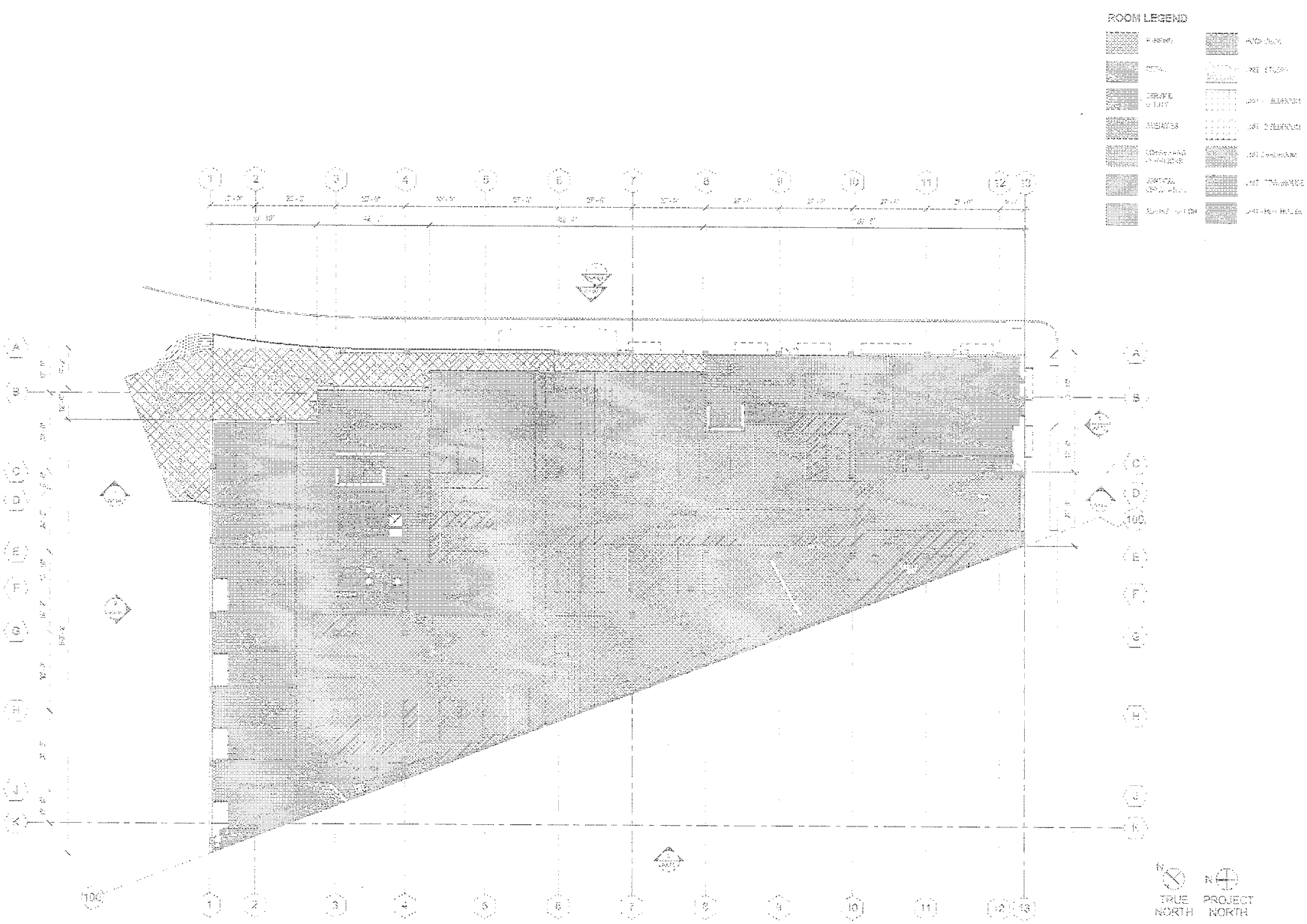
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL B1

A1.02



BUILDING PLAN - LEVEL 1

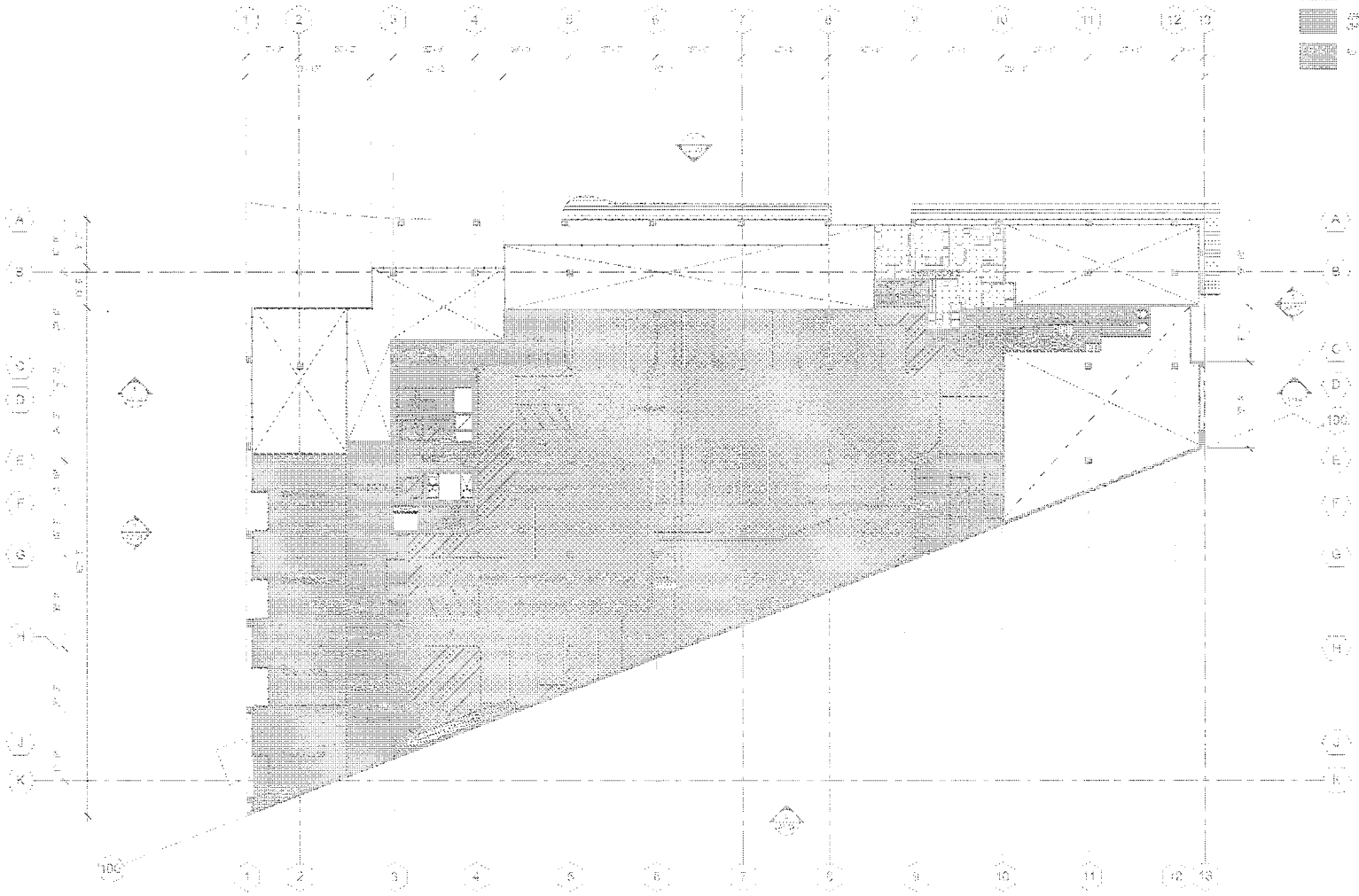
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL 1

A1.03



BUILDING PLAN - LEVEL 2

PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL 2

A1.04

BUILDING PLAN - LEVEL 3 AND 4 1

PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL 3 AND 4

A1.05

BUILDING PLAN - LEVEL 5 AND 6

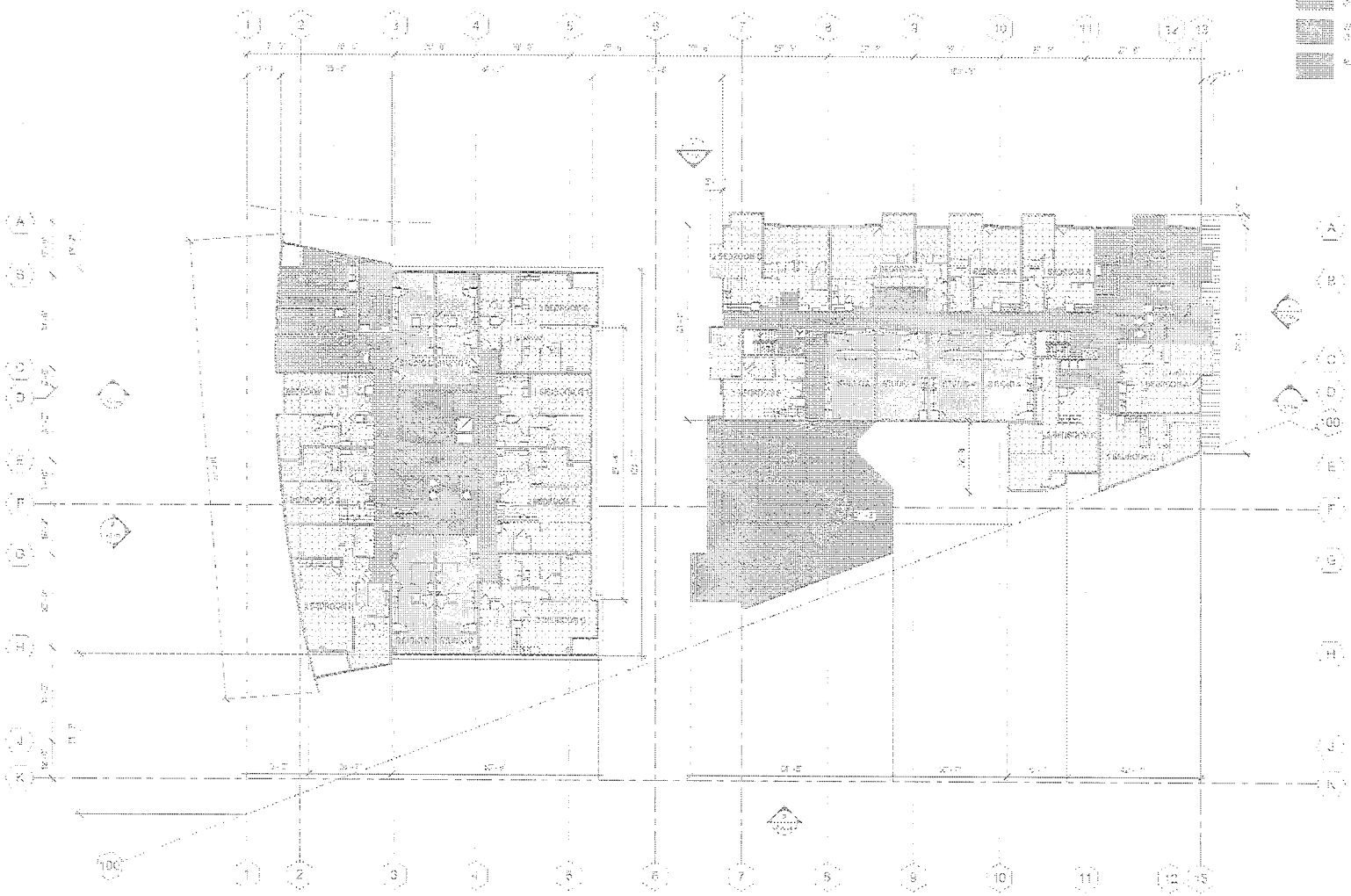
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL 5 AND 6

A1.06



BUILDING PLAN - LEVEL 7 AND 8

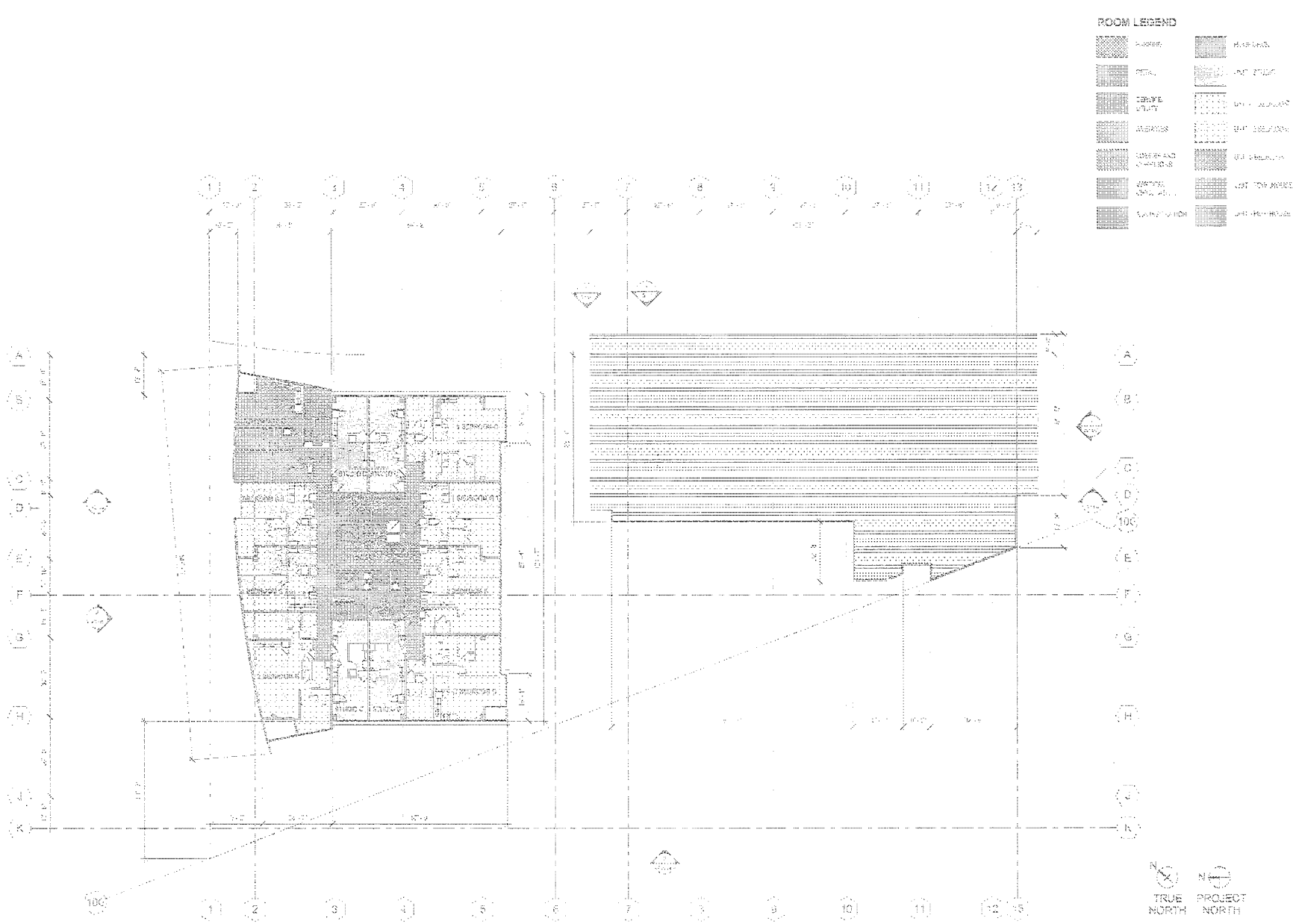
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland, CA

BUILDING PLAN - LEVEL 7 AND 8

A1.07



BUILDING PLAN - LEVEL 9 THROUGH 24

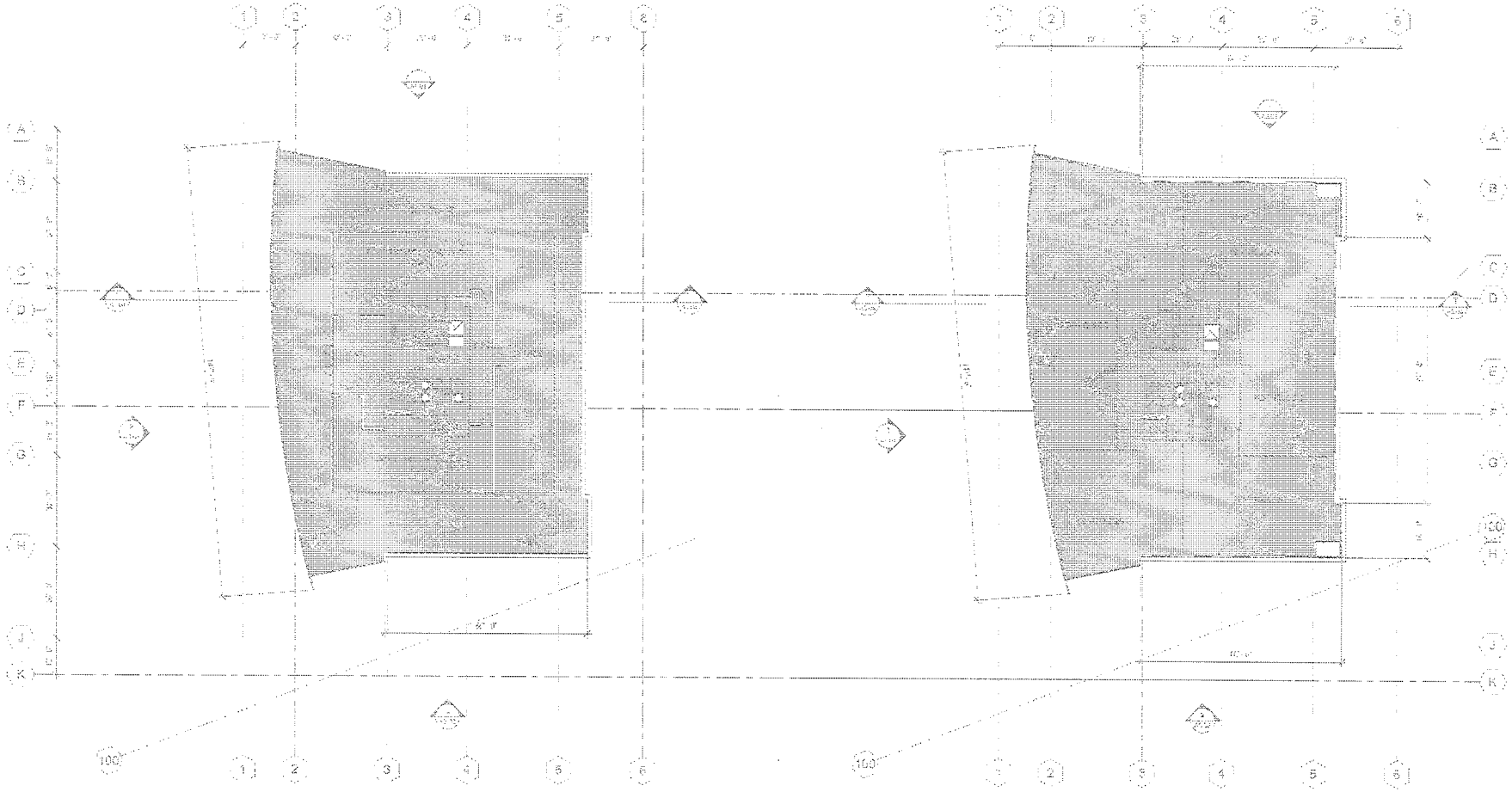
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLAN - LEVEL 9 THROUGH 24

A1.08



PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING PLANS - LEVELS 25 AND 26

A1.09

ROOM LEGEND

TRUE NORTH

PROJECT NORTH

ENLARGED BUILDING PLAN - LEVEL 3_NORTH 1

PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 3 - NORTH COMMONS

A2.01a

ENLARGED BUILDING PLAN - LEVEL 3 - SOUTH (1)

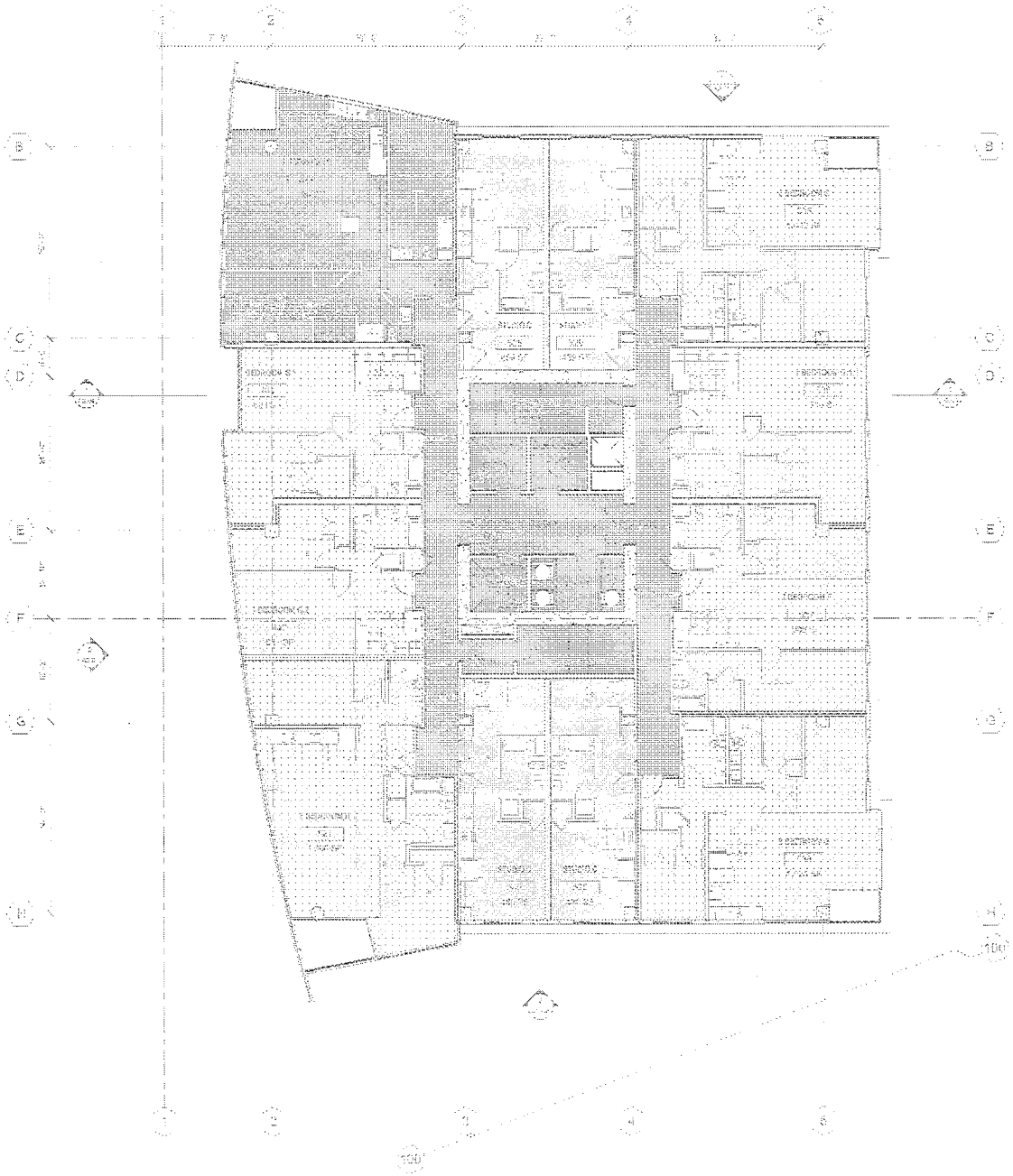
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 3 - SOUTH COMMONS

A2.01b



ROOM LEGEND

TRUE NORTH

PROJECT NORTH

ENLARGED BUILDING PLAN - LEVEL 5_NORTH

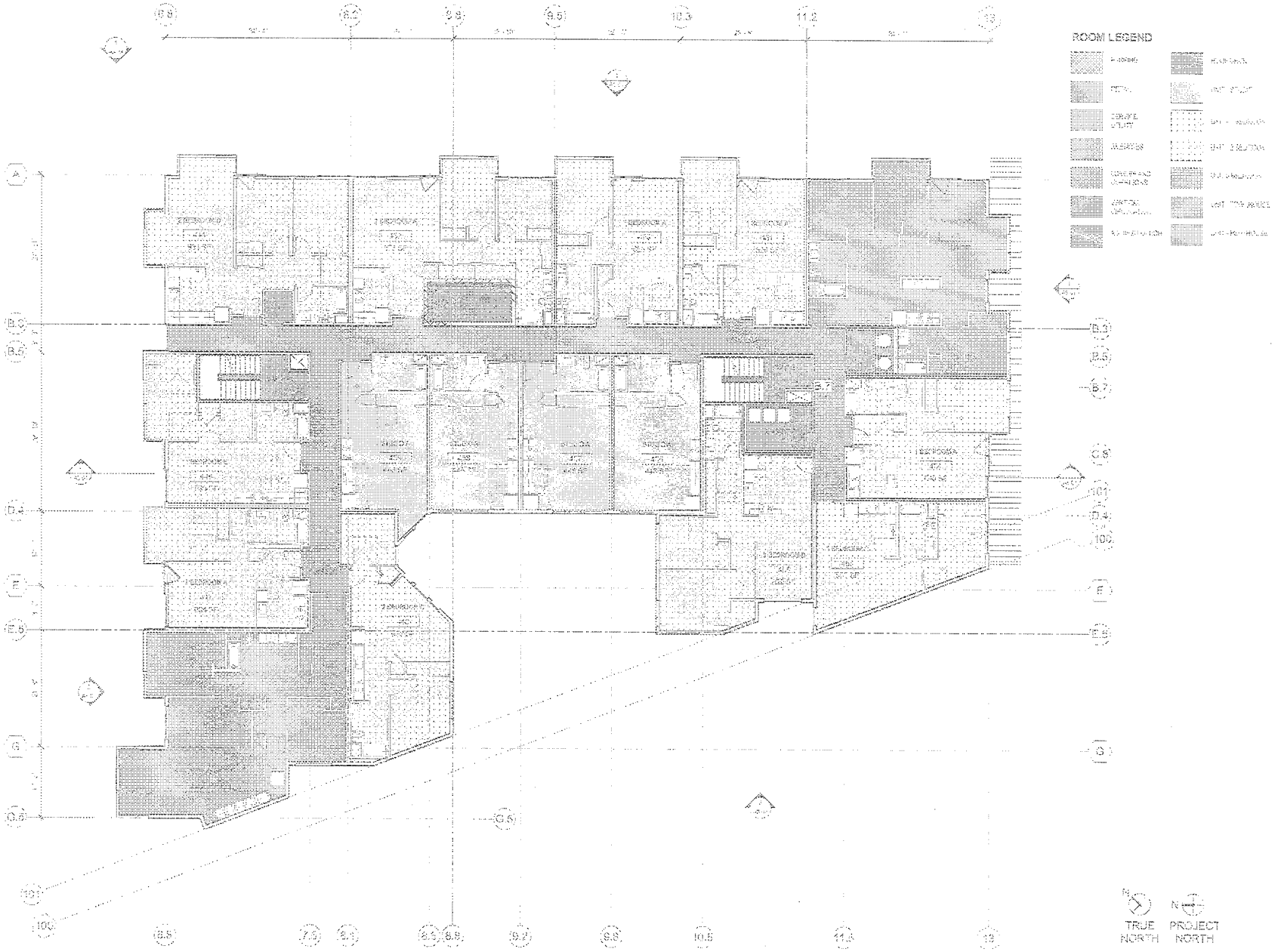
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 5 - NORTH COMMONS

A2.02a



ENLARGED BUILDING PLAN - LEVEL 5 - SOUTH

PYATOK

LAKEHOUSE COMMONS
E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 5 - SOUTH COMMONS

A2.02b

ENLARGED BUILDING PLAN - LEVEL 7 - SOUTH (1)

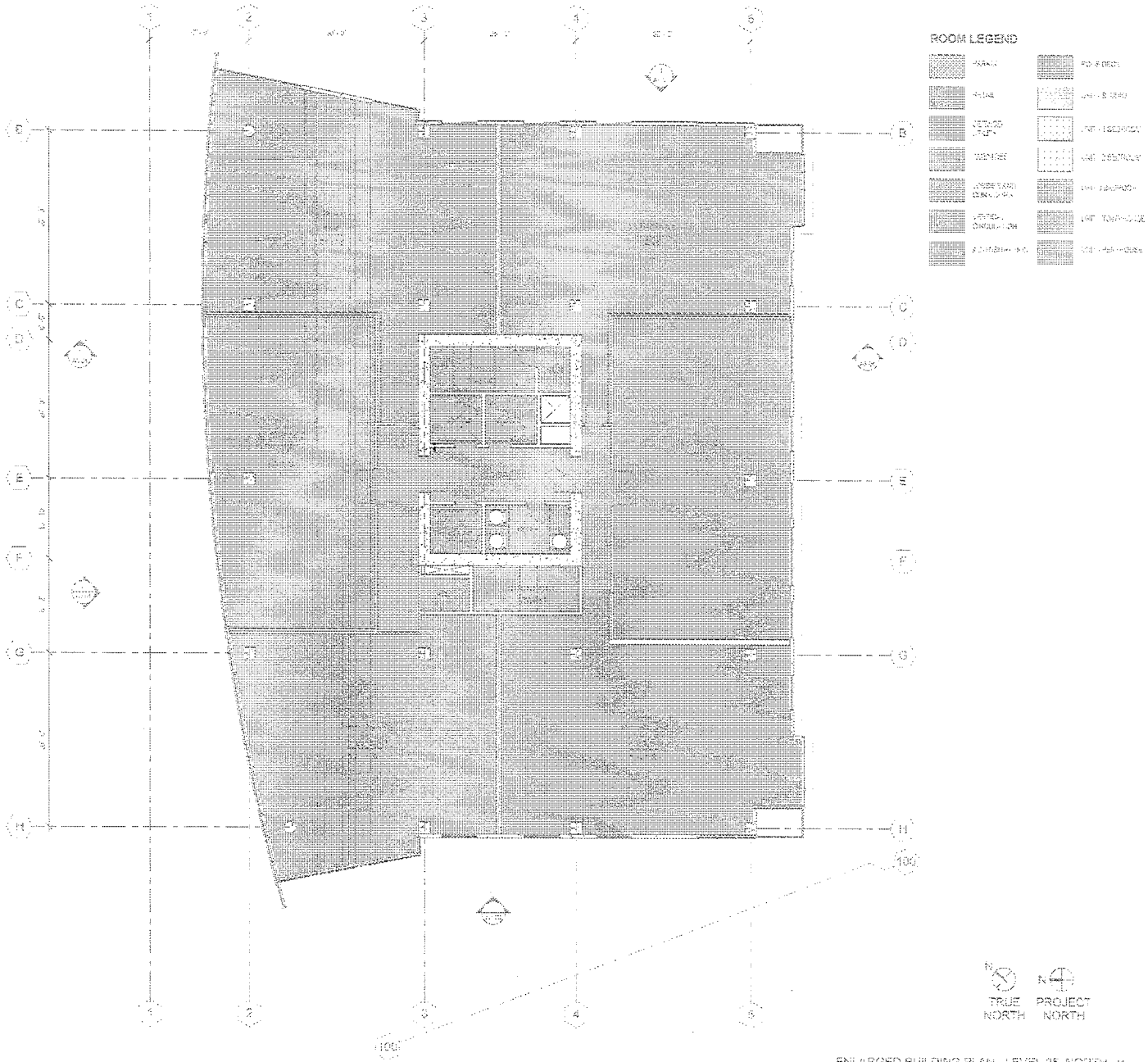
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 7 - SOUTH COMMONS

A2.03b



ENLARGED BUILDING PLAN - LEVEL 25 - NORTH COMMONS

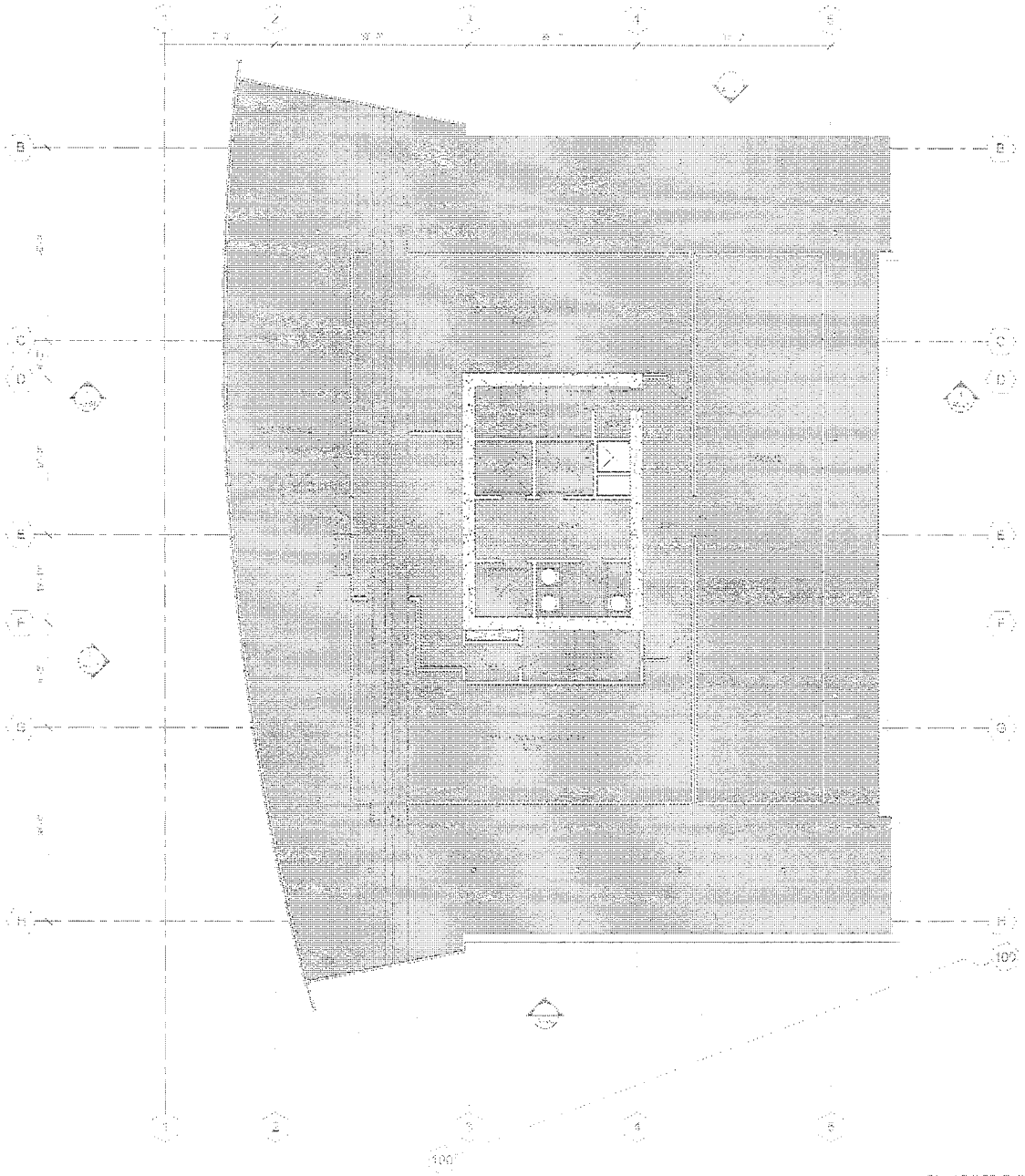
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 25 - NORTH COMMONS

A2.04a



ROOM LEGEND

TRUE NORTH

PROJECT NORTH

ENLARGED BUILDING PLAN - LEVEL 2S_NORTH

PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED BUILDING PLAN - LEVEL 2S - NORTH COMMONS

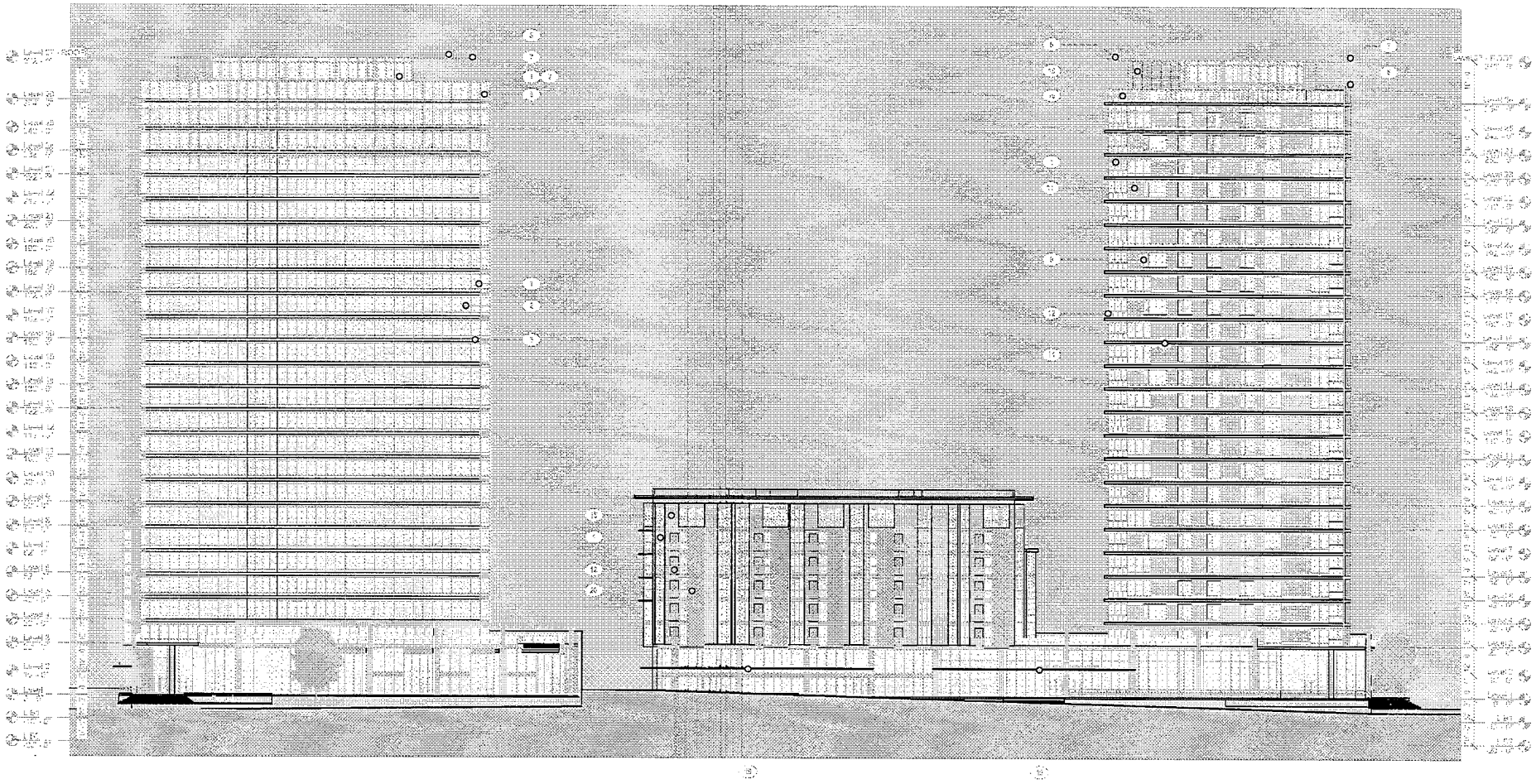
A2.05a

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
1	[illegible]
2	[illegible]
3	[illegible]
4	[illegible]
5	[illegible]
6	[illegible]
7	[illegible]
8	[illegible]
9	[illegible]
10	[illegible]
11	[illegible]

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
1	[illegible]
2	[illegible]
3	[illegible]
4	[illegible]
5	[illegible]
6	[illegible]
7	[illegible]
8	[illegible]
9	[illegible]
10	[illegible]



LAKE MERRITT BLVD ELEVATION (NORTH) 2

12TH STREET ELEVATION (East) 1

PYATOK

LAKEHOUSE COMMONS

E. 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING ELEVATIONS

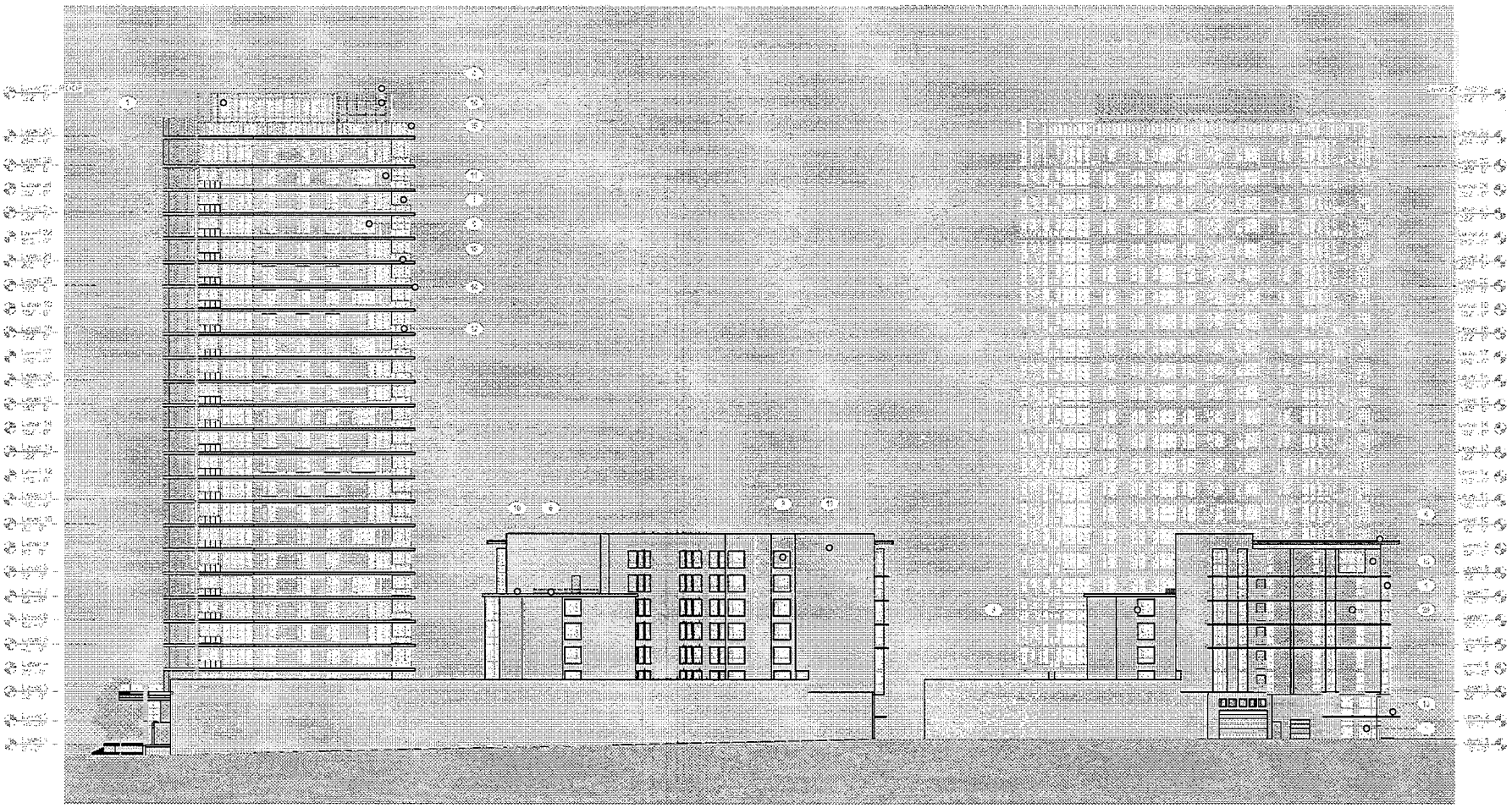
A3.01

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
1	[illegible]
2	[illegible]
3	[illegible]
4	[illegible]
5	[illegible]
6	[illegible]
7	[illegible]
8	[illegible]
9	[illegible]
10	[illegible]

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
11	[illegible]
12	[illegible]
13	[illegible]
14	[illegible]
15	[illegible]
16	[illegible]
17	[illegible]
18	[illegible]
19	[illegible]
20	[illegible]



West Elevation (2)
1" = 20'-0"

South Elevation (1)
1" = 20'-0"

PYATOK

[illegible]

[illegible]

ARTS Studio

[illegible]

LAKEHOUSE COMMONS

E 17th Street and Lake Merritt Boulevard, Oakland CA

[illegible]

BUILDING ELEVATIONS

[illegible]

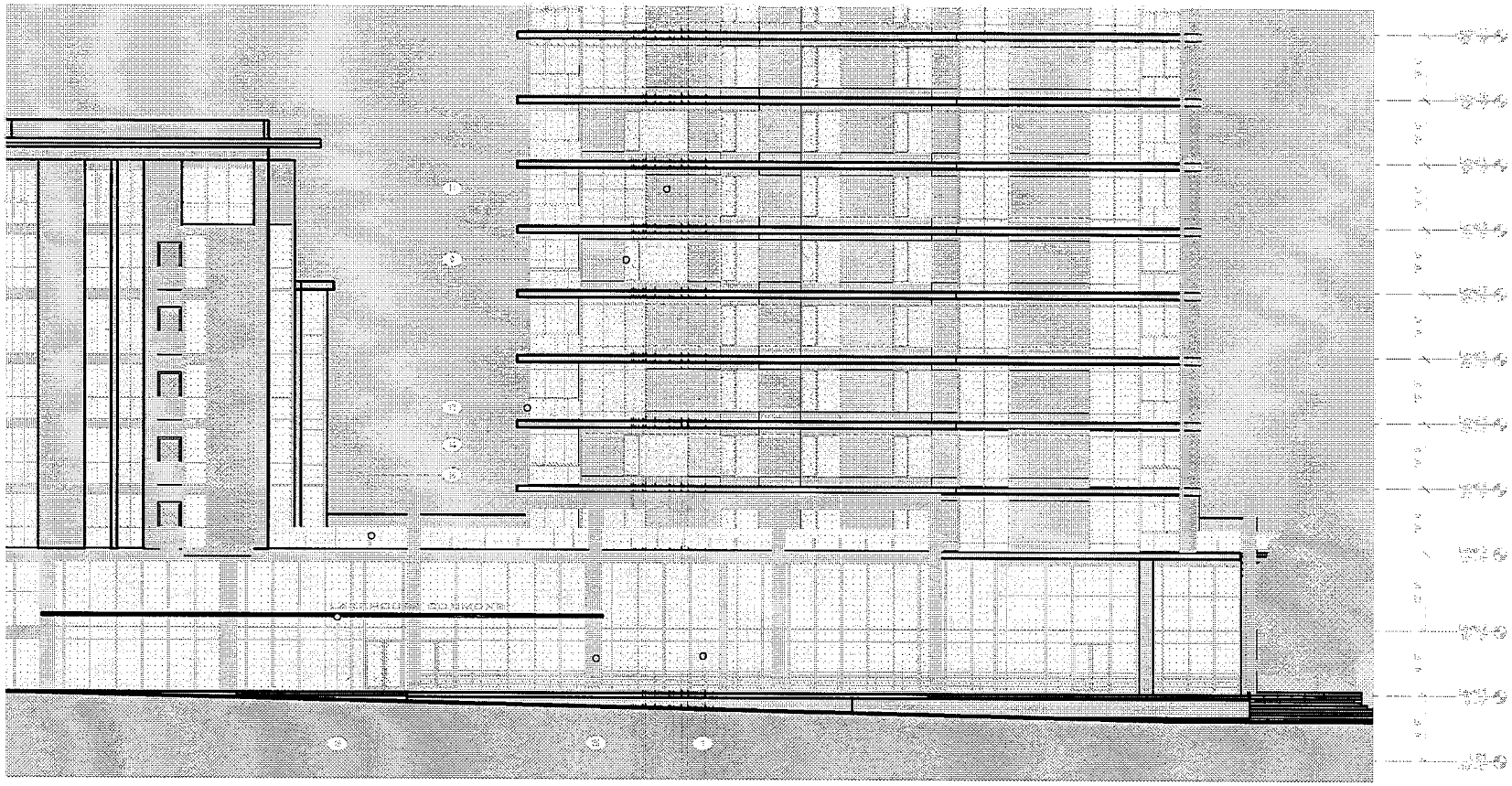
A3.02

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
1	ALUMINUM WINDOW WALL SYSTEM WITH ALUMINUM FRAMED VISION GLASS ALL FRAME HIDDEN
2	PLASTER WALL WITH SMOOTH FINISH
3	CORRUGATED METAL WALL WITH ALUMINUM FRAMED TRANSLUCENT SLIP SHEET
4	ALUMINUM FRAMED WALL SYSTEM WITH STORE FRONT
5	PRECAST PANEL SYSTEM WITH INTERIOR FINISH (SEE GRAPHICS)
7	METAL STOOP CANOPY PROTOTYPICAL TAIL PANEL SURFACE WITH SILVER DRAY PAINTED FINISH
8	TRANSLUCENT FIBERGLASS PANELS MADE RIGHT FIBERGLASS SURFACE TYP
9	ALUMINUM FRAMED TRELLIS
10	ALUMINUM GUARDRAIL
11	PRECAST CONCRETE PANELS WITH ARTIFICIAL STONE LIMESTONE FINISH

ELEVATION GENERAL NOTES

NUMBER	GENERAL NOTE
12	ALUMINUM FRAMED SUNSHADE WITH ALUMINUM FRAMED TRANSLUCENT FIBERGLASS
13	SLIDING GATE TO BE INSTALLED BETWEEN FACTORY LOFTS
14	EXTENDED AND ADJUSTABLE ALUMINUM FRAMED SUNSHADE WITH FIBERGLASS SURFACE
15	METAL PANEL RAINSCREEN SYSTEM
16	ALUMINUM CORTEN FINISH ALUMINUM FRAMED TRANSLUCENT FIBERGLASS
17	CORTEN AND METAL LOUVER PANELS ON ALUMINUM FRAMED TRANSLUCENT FIBERGLASS
18	LIMESTONE SOLDIER COURSE
19	PERFORATED METAL PANEL



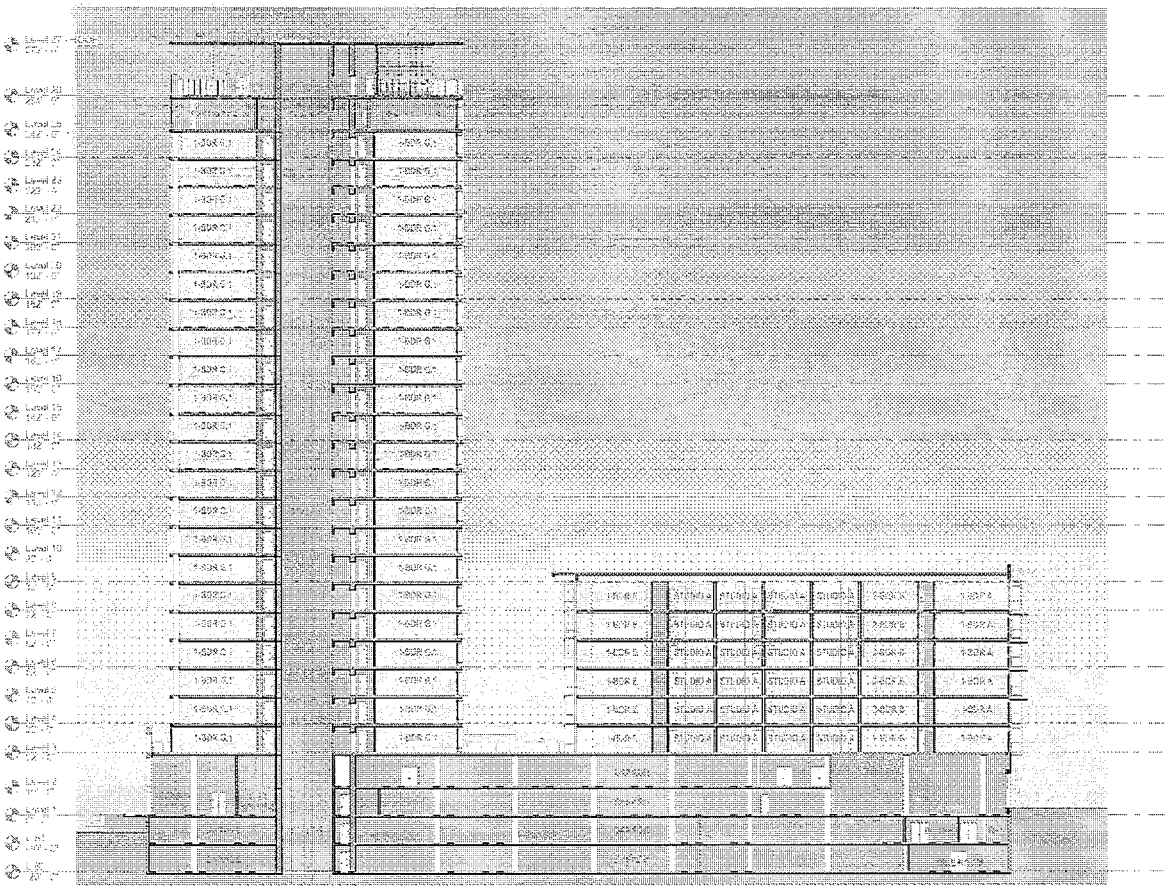
PYATOK

LAKEHOUSE COMMONS

E 12th Street and Lake Merritt Boulevard, Oakland CA

ENLARGED STREET LEVEL

A3.03



NORTH/SOUTH BUILDING SECTION

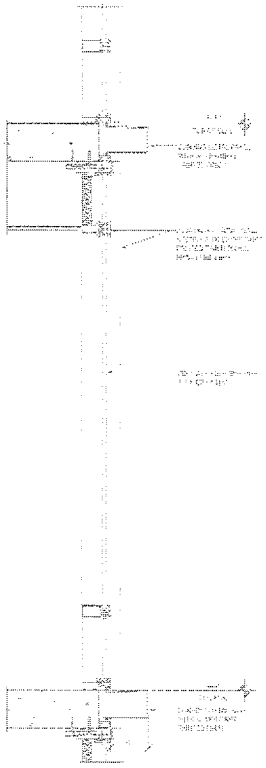
PYATOK

LAKEHOUSE COMMONS

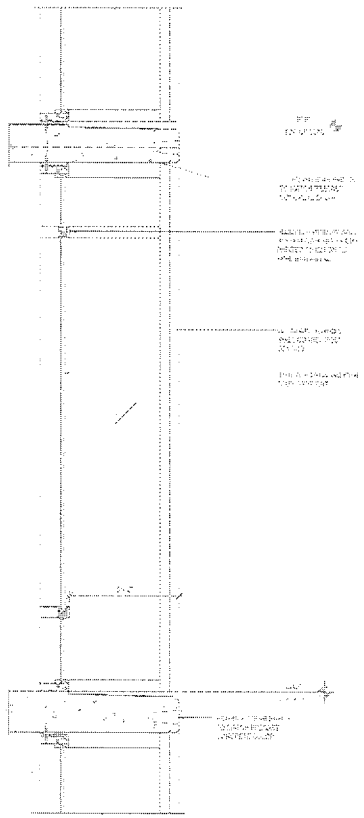
E 12th Street and Lake Merritt Boulevard, Oakland CA

BUILDING SECTION

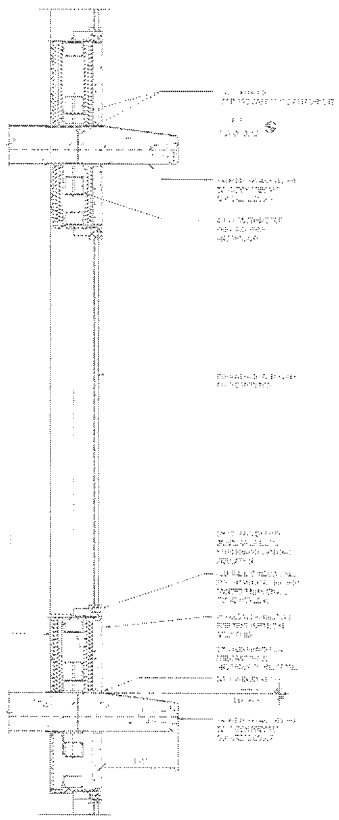
A3.04



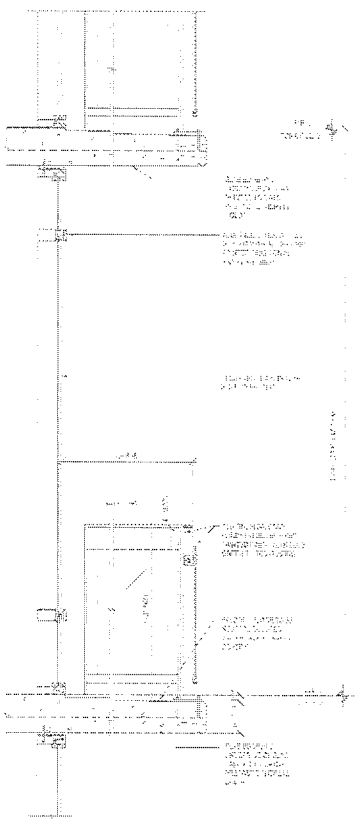
WINDOW WALL @ NORTH ELEVATION



WINDOW WALL AT RECESS
AT NORTH ELEVATION



WINDOW AT PRE-CAST PANEL
AT SOUTH, EAST, WEST ELEVATIONS

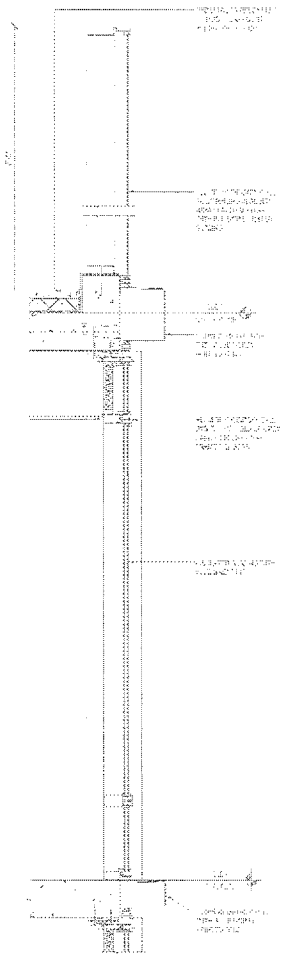


WINDOW WALL AT BALCONY
AT EAST, WEST ELEVATIONS

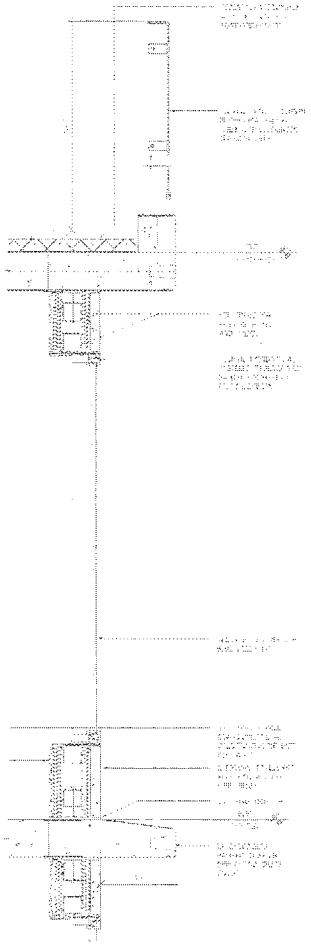
PYATOK

WALL
SECTIONS

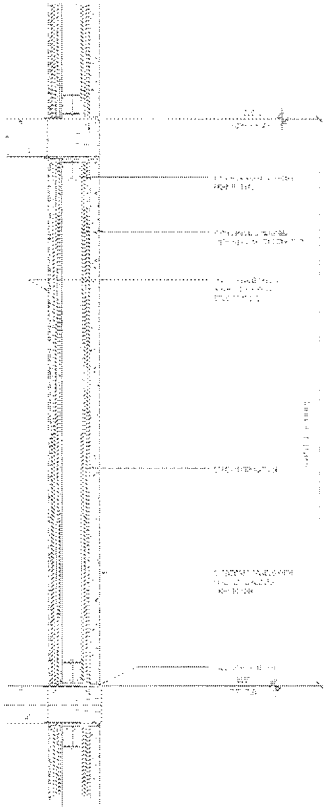
A4.01



WINDOW AT PARAPET
AT NORTH ELEVATION



WINDOW ROOF PARAPET
AT EAST, WEST, SOUTH ELEVATIONS



TYPICAL WALL PANEL
AT EAST ELEVATION

PYATOK

WALL
SECTIONS

A4.02

LAKEHOUSE COMMONS PROJECT
CEQA ANALYSIS

LSA

May 2016

LAKEHOUSE COMMONS PROJECT
CEQA ANALYSIS

Submitted to:

City of Oakland
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, California 94710
510.540.7331

LSA

May 2016

TABLE OF CONTENTS

LAKEHOUSE COMMONS PROJECT CEQA ANALYSIS 1

I. EXECUTIVE SUMMARY 2

II. BACKGROUND 3
A. PLANNING CONTEXT 3
B. CEQA CONTEXT 3

III. PURPOSE AND SUMMARY OF THIS DOCUMENT 9

IV. PROJECT DESCRIPTION 13
A. PROJECT AREA 13
B. PROPOSED PROJECT 14

V. SUMMARY OF FINDINGS 29

VI. CEQA CHECKLIST 31
OVERVIEW 31

VII. REFERENCES 76

ATTACHMENT A STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM A-1

ATTACHMENT B CRITERIA FOR USE OF ADDENDUM, PER CEQA GUIDELINES SECTIONS 15162, 15164 AND 15168 ..... B-1

ATTACHMENT C PROJECT CONSISTENCY WITH COMMUNITY PLAN OR ZONING, PER CEQA GUIDELINES SECTION 15183 ..... C-1

ATTACHMENT D INFILL PERFORMANCE STANDARDS, PER CEQA GUIDELINES SECTION 15183.3 ..... D-1

APPENDICES

Appendix A: Lakehouse Commons Sun/Shadow Study
Appendix B: Wind Study
Appendix C: Lakehouse Commons Project Transportation Assessment

FIGURES AND TABLES

FIGURES

Figure 1: Project Location and Regional Vicinity 17
Figure 2: Aerial Photograph of the Project Site 18
Figure 3a: Conceptual Partially Below-Grade Parking Garage (Level 1B) Plan 19
Figure 3b: Conceptual Ground Level (Level 1) Plan 20
Figure 3c: Conceptual Level 2 Plan 21
Figure 3d: Conceptual Podium Level (Level 2) Plan 22
Figure 3e: Conceptual Residential Floor (Level 3) Plan 23
Figure 4a: Building Elevations 24
Figure 4b: Building Elevations 25
Figure 5: Building Sections 26
Figure 6a: Conceptual Landscape Plan 27
Figure 6b: Conceptual Landscape Plan 28

TABLES

Table 1: Intersection LOS Summary – Existing and Existing Plus Project Conditions 69
Table 2: Intersection LOS Summary – 2035 Conditions 70
Table D-1: Project Infill Eligibility D-1

LAKEHOUSE COMMONS PROJECT
CEQA ANALYSIS

Pursuant to California Resources Code Sections 21083.3, 21094.5.5, and 21166 and CEQA Guidelines Sections 15162, 15164, 15183, 15183.3, 15168, and 15180

Date:	May 27, 2016
Project Address:	East 12th Street and 2nd Avenue
Case Number:	PLN16128-ER01
Zoning:	Lake Merritt Station Area Plan District Urban Residential (D-LM-1)
General Plan:	LMSAP District Urban Residential (D-LM-1)
APNs:	019-0027-013-03
Lot Size:	0.92 acres
Applicant:	Michael E. Johnson, President UrbanCore Development, LLC 4096 Piedmont Avenue, Suite 313 Oakland, CA 94611
Staff Contact:	Neil Gray, Planner III 510.238.3878 ngray@oaklandnet.com

I. EXECUTIVE SUMMARY

The proposed Lakehouse Commons Project (project) includes the development of two distinct buildings with a continuous 4-level podium base, including an 8-story mid-rise residential building (South Commons Building) and a 26-story residential apartment tower (North Commons Building). The proposed project would provide a total of 361 residential units, 2,000 square feet of ground-level commercial space, and 330 parking spaces. The project site is located at the northwest corner of the East 12th Street and 2nd Avenue intersection (12th Street parcel) on Assessor's Parcel Number (APN) 019-0027-013-03 and is currently a vacant lot used for soil stockpiling and staging for nearby construction projects.

The proposed project is located within the Lake Merritt Station Area Plan (LMSAP or Station Area Plan). The City certified an Environmental Impact Report (LMSAP EIR) for the LMSAP in November 2014, pursuant to the California Environmental Quality Act (CEQA). The LMSAP EIR presented detailed potential development assumptions for certain "Opportunity Sites," which are properties considered "most likely to redevelop." The 12th Street parcel was identified as Opportunity Site #44 in the development program, which considered the development of a 20-story apartment building containing 357 residential units, 20,000 square feet of retail space and 0.13 acres of open space.

The 2014 LMSAP EIR analyzed the environmental impacts of adoption and implementation of the LMSAP. The analysis in the 2014 LMSAP EIR specifically included the proposed project site and provides the basis for use of an Addendum to the LMSAP EIR (per CEQA Guidelines Section 15164). Although the proposed project's building height and unit count are greater than what was set forth in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR, and therefore providing CEQA clearance through an Addendum would be permissible as discussed throughout this CEQA Analysis document.

Additionally, environmental clearance under CEQA Guidelines Section 15183 also would be permissible as there are a number of separate and independently qualified planning level documents, specifically program-level EIRs that provide a basis for CEQA clearance of the proposed Lakehouse Commons Project. These program-level documents include the City of Oakland's 1998 General Plan Land Use and Transportation Element EIR (1998 LUTE EIR), the 2010 General Plan Housing Element EIR and 2014 Addendum (Housing Element EIR), and the 2011 Central District Urban Renewal Plan Amendments EIR (or "Redevelopment Plan EIR"). These are referred to collectively throughout the analysis in this document as "the Previous CEQA Documents."

In summary, based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, as well as those of the 1998 LUTE EIR, the 2011 Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 General Plan Housing Element EIR and 2014 Addendum, the potential environmental impacts associated with the Lakehouse Commons Project have been adequately analyzed and covered in the planning-level LMSAP EIR and other Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

II. BACKGROUND

A. PLANNING CONTEXT

The project site is located within the boundaries of the Lake Merritt Station Area Plan (LMSAP), for which the City of Oakland certified an Environmental Impact Report (EIR) in November 2014, pursuant to the California Environmental Quality Act (CEQA).

The LMSAP encompasses approximately 286 acres of area within a half-mile radius of the Lake Merritt Bay Area Rapid Transit (BART) Station. Its goal is to guide actions to improve the area's vitality and to accommodate and promote future growth over a 25-year period. The LMSAP aims to foster new, high-quality transit-oriented development that supports and helps connect existing neighborhood assets and provide enhanced neighborhood amenities. The LMSAP identifies 47 opportunity sites with development potential which comprise vacant or underutilized land. In total, the LMSAP EIR assume a development program of 4,900 new housing units, 4,100 new jobs, 404,000 square feet of retail, and 1,229,000 square feet of office uses within the 286-acre LMSAP area.

The project site is identified as Opportunity Site #44 (Draft EIR Figure 2.5-1[1]) and is within the Eastlake Gateway Plan District. The LMSAP changed the land use designation for the site from Institutional to Urban Residential and rezoned the site from Urban Residential Zone-3 (RU-3) to LMSAP District Urban Residential (D-LM-1). Appendix B of the LMSAP indicates that the project site is assumed to have the potential for development of an apartment building containing 357 residential units, 20,000 square feet of retail space and 0.13 acres of open space. The assumed height is approximately 20 stories.[2] Although the proposed project's building height and unit count are greater than what was set forth for Opportunity Site #44 in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the EIR and is consistent with the zoning at the site, which implemented the LMSAP. As stated in the LMSAP EIR, deviation from the specific site-by-site assumptions in the development program may be considered minor as they are anticipated and analyzed in the EIR. Specifically, the LMSAP EIR allows for flexibility in future development and states that as long as the actual plan area buildout stays within the impact envelope analyzed in the EIR, there can be a mix-and-match between various land uses and they need not adhere specifically to the assumptions in the development program.

B. CEQA CONTEXT

The LMSAP EIR anticipated that the environmental review of specific development projects assumed as part of the LMSAP would be streamlined in accordance with CEQA. A previous version of the

[1] Oakland, City of, 2013. *Lake Merritt Station Area Plan Draft Environmental Impact Report,* November.

[2] Ibid, *Appendix B.*

proposed project evaluated in this document (referred to as the Lake Merritt Boulevard Apartments Project) was approved by the City and identified as Categorically Exempt from further CEQA review.[3] The Lake Merritt Boulevard Apartments Project proposed to construct a 298-unit, 24-story residential apartment building with a 2,000 square-foot ground-level café on the project site. However, this project was withdrawn and the currently proposed Lakehouse Commons Project, which is the subject of this CEQA analysis, is instead contemplated for the site.

In addition, several projects within the LMSAP have been completed, are under construction, or have been approved. These include the completed 116 6th Street Project (70 affordable senior housing units); the under construction 118 11th Street Project (71 affordable residential units and 18,000 square feet of health clinic/commercial space); and approved projects at 1331 Harrison Street (169 residential units and 3,600 square feet of retail space), 378/84 11th Street (95-room hotel; under appeal), and 327 7th Street (382 residential units and 9,000 square feet of commercial space).

The analysis in this environmental review document supports determinations that: 1) the proposed project qualifies for an exemption per CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning); 2) the proposed project qualifies for streamlining provisions of CEQA under Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects); and 3) the proposed project qualifies for an Addendum to the 2014 LMSAP EIR pursuant to CEQA Guidelines Section 15164 (Addendum to an EIR) as none of the conditions requiring a supplemental or subsequent EIR, as specified in Public Resources Code section 21166 and CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present.

1. Lake Merritt Station Area Plan EIR

The analysis in the LMSAP EIR applies to the proposed project and provides the basis for its qualification for the aforementioned CEQA exemption and streamlining provisions. The LMSAP EIR is hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California 94612, and/or located at: http://www2.oaklandnet.com/Government/o/PBN/OurServices/Plans/DOWD008198.

This CEQA Analysis document is considered to be an Addendum to the LMSAP EIR which provides the planning level analysis evaluating the potential significant impacts that could result from the reasonably foreseeable maximum development under the plan. As specified in CEQA Guidelines Section 15168, the LMSAP EIR is appropriate for a Specific Plan since the degree of specificity in an EIR corresponds to the degree of specificity in the underlying activity described in the EIR. Preparation of a planning-level document simplifies the task of preparing subsequent project-level environmental documents for future projects under the LMSAP for which the details are currently unknown. As such, the LMSAP EIR presents an analysis of the environmental impacts of adoption and implementation of the LMSAP. Specifically, it evaluates the physical and land use changes from potential development that could occur with adoption and implementation of the LMSAP. Further, where feasible, and where an adequate level of detail is available such that the potential environmental effects may be understood and analyzed, the LMSAP EIR provides a project-level analysis to

[3] Oakland, City of, 2015. *Final Lake Merritt Boulevard Apartments Project Environmental Review*. February 25.

eliminate or minimize the need for subsequent CEQA review of projects that could occur under the LMSAP.

The 2014 LMSAP EIR (including its Initial Study Checklist) determined that development consistent with the LMSAP would result in impacts related to the following topics that would be **reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval** (described in Section III): aesthetics (degradation of existing visual character, adversely affect scenic vistas, new light or glare); air quality (conflicts with the Bay Area Clean Air Plan [CAP]); cultural resources (archaeological, human remains, paleontological); greenhouse gases and global climate change (generation of greenhouse gas emissions); hazards and hazardous materials; geology and soils; hydrology and water quality (flooding, runoff in excess of existing capacity, groundwater depletion); noise (use and density incompatibilities, interior noise levels, violation of noise ordinance); utilities and service systems (impacts on existing stormwater, solid waste, and wastewater facilities); biological resources (fish or wildlife species, riparian habitat, wetlands, trees); public services (except as noted below as significant); and transportation/circulation (intersection operations Downtown).

Less-than-significant impacts were identified for the following topics in the 2014 LMSAP EIR and Initial Study: land use (adjacent land uses and land use policy); parks and recreation (expansion of existing park facilities on environment and increase demand for facilities); aesthetics (shadow, conflict with existing policies); noise (in excess of applicable standards); and hydrology and water quality (exposure to loss or risk of death). **No impacts** were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental topics in the 2014 LMSAP EIR: transportation/circulation (roadway segment operations); air quality (exposure of sensitive receptors to toxic air contaminants [TACs], cumulative impacts); and cultural resources (changes to historic resources). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

2. Other Applicable Previous CEQA Documents/Program EIRs

The analysis in the 2014 LMSAP EIR directly applies to the Lakehouse Commons Project, providing the basis for use of an Addendum. The following describes the Program EIRs that constitute the Previous CEQA Documents considered in this CEQA Analysis. Each of the following documents are hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California 94612, and/or located at: http://www2.oaklandnet.com/Government/o/PBN/OurServices/Plans/DOWD008198.

a. Land Use and Transportation Element EIR. The City certified the EIR for its General Plan Land Use and Transportation Element (LUTE) in 1998. The LUTE identifies policies for utilizing Oakland's land as change takes place and sets forth an action program to implement the land use policy through development controls and other strategies. The LUTE identifies five "Showcase Districts" targeted for continued growth; the project site is located within the "Downtown Showcase District" intended to promote a mixture of vibrant and unique districts with around-the-clock activity, continued expansion of job opportunities, and growing residential population. The 1998 LUTE EIR is designated a "Program EIR" under CEQA Guidelines Sections 15183 and 15183.3. As such,

subsequent activities under the LUTE are subject to requirements under each of the EIR CEQA Sections, which are described further in Section III.

Applicable mitigation measures identified in the 1998 LUTE EIR are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or newer standard conditions of approval, the latter of which are described below in Section III.

The 1998 LUTE EIR (including its Initial Study Checklist) determined that development consistent with the LUTE would result in impacts related to the following topics that would **be reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval** (described in Section III): aesthetics (views, architectural compatibility and shadow only); air quality (construction dust [including PM10] and emissions Downtown, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation improvements); population and housing (induced growth, policy consistency/clean air plan); public services (except as noted below as significant) ; and transportation/circulation (intersection operations Downtown).

Less-than-significant impacts were identified for the following topics in the 1998 LUTE EIR and Initial Study: aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions in Downtown, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed-use projects and near transit); noise (roadway noise Downtown and citywide, multi-family near transportation/transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, parks services); and transportation/circulation (transit demand). **No impacts** were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental topics in the 1998 LUTE EIR: air quality (regional emissions, roadway emissions Downtown); noise (construction noise and vibration in Downtown); public services (fire safety); transportation/circulation (roadway segment operations); wind hazards, and policy consistency (clean air plan). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

b. Oakland Housing Element Update EIR and Addendum. The City has twice amended its General Plan to adopt updates to its Housing Element. The City certified a 2010 EIR for the 2007-2014 Housing Element, and a 2014 Addendum to the 2010 Housing Element EIR for the 2015-2023 Housing Element. The General Plan identifies the City's current and projected housing needs, and sets goals, policies, and programs to address those needs, as specified by the state's Regional Housing Needs Allocation (RHNA) process. The project site is specified as an "Additional Housing Opportunity Site" in the 2015-2023 Housing Element, and thus the Lakehouse Commons Project would contribute to the total number of housing units needed in the City of Oakland to meet its RHNA target. Applicable mitigation measures and SCAs identified in the 2014 Addendum to the 2010 EIR are considered in the analysis of the residential components of the Lakehouse Commons Project in this document, and are largely the same as those identified in the 2011 Redevelopment Plan

EIR (described below). The 2010 Housing Element EIR was designated a Program EIR under CEQA Guidelines Sections 15183 and 15183.3. As such, subsequent activities under the Housing Element that involve housing, are subject to requirements under each of the aforementioned EIR CEQA Sections, which are described further in Section III.

Applicable mitigation measures and standard conditions of approval (also described in Section III) identified in the 2010 Housing Element EIR and 2014 Addendum are considered in the analysis in this document and are largely the same as those identified in the other Program EIR documents described in this section.

The 2010 Housing Element EIR (including its Initial Study Checklist) and 2014 Addendum determined that housing developed pursuant to the Housing Element, which would include the project site, would result in impacts related to the following topics that would be **reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval** (described in Section III): aesthetics (visual character/quality and light/glare only); air quality (except as noted below); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials (except as noted below, and no impacts regarding airport/airstrip hazards and emergency routes); hydrology and water quality (except as noted below); noise; public services (police and fire only); and utilities and service systems (except as noted below).

Less-than-significant impacts were identified for the following topics in the Housing Element EIR and Addendum: hazards and hazardous materials (emergency plans and risk via transport/disposal); hydrology and water quality (flooding/flood flows, and inundation by seiche, tsunami or mudflow); land use (except no impact regarding community division or conservation plans); population and housing (except no impact regarding growth inducement); public services and recreation (except as noted above, and no impact regarding new recreation facilities); and utilities and service systems (landfill, solid waste, and energy capacity only, and no impact regarding energy standards). **No impacts** were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental topics in the Housing Element EIR and Addendum: air quality (toxic air contaminant exposure) and traffic delays. Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

c. Central District Urban Renewal Plan Amendments EIR (Redevelopment Plan EIR). The Lakehouse Commons Project site is located within the Central District Urban Renewal Plan area, which generally encompasses the entire Downtown: approximately 250 city blocks (828 acres) in an area generally bounded by Interstate 980 (I-980), Lake Merritt, 27th Street and the Embarcadero. The Oakland City Council adopted the Central District Urban Renewal Plan (Redevelopment Plan) for the project area in June 1969. The City prepared and certified an EIR for proposed amendments to the Urban Renewal Plan in 2011, and amended or supplemented the Plan on April 3, 2012. The 2011 Redevelopment Plan EIR was designated a Program EIR under CEQA Guidelines Section 15180; as such, subsequent activities are subject to requirements under CEQA Section 15168.

Applicable mitigation measures and standard conditions of approval (described in Section III) identified in the 2011 Redevelopment Plan EIR are considered in the analysis in this document and are also largely the same as those identified in the other Program EIRs described in this section.

The 2011 Redevelopment Plan EIR determined that development facilitated by the Proposed Amendments would result in impacts related to the following topics to the following resources that would be **reduced to a less-than-significant level with the implementation of identified mitigation measures and/or standard conditions of approval** (described in Section III): aesthetics (light/glare only); air quality (except as noted below as less than significant and significant); biological resources (except no impacts regarding wetlands or conservation plans); cultural resources (except as noted below as significant); geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality (stormwater and 100-year flooding only); noise (exceeding standards – construction and operations only); traffic/circulation (safety and transit only); utilities and service systems (stormwater and solid waste only).

Less-than-significant impacts were identified for the following topics in the 2011 Redevelopment Plan EIR: aesthetics (except as noted above as less than significant with standard conditions of approval); air quality (clean air plan consistency); hydrology and water quality (except as noted above as less than significant with standard conditions of approval); land use and planning; population and housing; noise (roadway noise only); public services and recreation; traffic/circulation (air traffic and emergency access); and utilities and service systems (except as noted above as less than significant with standard conditions of approval). **No impacts** were identified for agricultural or forestry resources, and mineral resources.

The 2011 Redevelopment Plan EIR determined that the Proposed Amendments combined with cumulative development would have **significant unavoidable impacts** on the following environmental resources: air quality (toxic air contaminant exposure and odors); cultural resources (historic); and traffic/circulation (roadway segment operations). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

III. PURPOSE AND SUMMARY OF THIS DOCUMENT

The purpose of this document is to evaluate CEQA compliance of the proposed Lakehouse Commons Project. The 2014 LMSAP EIR analyzed the environmental impacts of development located within the LMSAP, which included the project site on the 12th Street parcel identified as Opportunity Site #44 in the development program. The LMSAP EIR anticipated that the environmental review of specific development projects assumed as part of the LMSAP would be streamlined in accordance with CEQA. An Addendum to the LMSAP EIR is considered to be suitable for CEQA clearance for the currently proposed Lakehouse Commons Project, as demonstrated by the CEQA Checklist presented in Section VI, herein. For comprehensive review and public information, the CEQA Checklist and its supporting attachments demonstrate that the Lakehouse Commons Project would qualify for certain other CEQA exemptions, as summarized below, which separately and independently also provide a basis for CEQA compliance.

1. CEQA Exemptions

1. **Addendum**. Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 (Subsequent EIRs, Supplements and Addenda to an EIR or Negative Declaration), state that an addendum to a certified EIR is allowed when minor changes or additions are necessary, and none of the conditions for preparation of a subsequent EIR or Negative Declaration per Sections 15162 and 15164 are satisfied.

   The analysis in the 2014 LMSAP EIR directly applies to the portion of the project site on the 12th Street parcel, providing the basis for use of an Addendum.

2. **Community Plan Exemption**. Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) 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."

   The analysis in the Program EIRs – the 1998 LUTE EIR and, for only the residential component of the Lakehouse Commons Project, the 2010 Housing Element EIR and its 2014 Addendum, as well as the 2011 Redevelopment Plan EIR and the 2014 LMSAP EIR – are applicable to the Lakehouse Commons Project and are the Previous CEQA Documents providing the basis for use of the Community Plan Exemption for CEQA compliance.

3. **Qualified Infill Exemption**. Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects) 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 applicable development policies and standard conditions of approval. 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.

The analysis in the Program EIRs noted above is applicable to the Lakehouse Commons Project and are the Previous CEQA Documents providing the basis for use of the Qualified Infill Exemption under CEQA Guidelines Section 15183.3.

4. **Program EIRs and Redevelopment Projects**. CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects) provide that the 2011 Redevelopment Plan EIR can be used as a Program EIR in support of streamlining and/or tiering provisions under CEQA. The 2011 Redevelopment Plan EIR is a Program EIR for streamlining and/or tiering provisions by CEQA Section 15168. The section defines the "program EIR" as one prepared on a series of actions that can be characterized as one large project and are related geographically and by other shared characteristics. Section 15168 continues that "subsequent activities in the program EIR must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." If the agency finds that pursuant to CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR and no new environmental document would be required.

   Further, CEQA Guidelines Section 15180 specifies that if a certified redevelopment plan EIR is prepared, no subsequent EIRs are required for individual components of the redevelopment plan unless a subsequent EIR or supplement to the EIR would be required by Section 15162 or 15163.

   The analysis in the Program EIRs and Redevelopment EIR noted above is applicable to the Lakehouse Commons Project and providing the basis for use of the Program EIRs and Redevelopment Projects streamlining provisions under CEQA Guidelines Sections 15168 and 15180.

2. Previous Mitigation Measures and Current Standard Conditions of Approval (SCAs)

The CEQA Checklist provided in Section VI of this document evaluates the potential project-specific environmental effects of the proposed Lakehouse Commons Project, and evaluates whether such impacts were adequately covered by the 2014 LMSAP EIR (as well as the Previous CEQA Documents previously described in Section II) to allow the above-listed provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in each of the Previous CEQA Documents. The Lakehouse Commons Project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the 2014 LMSAP EIR. Therefore, the mitigation measures herein are assumed to be included as part of the

proposed project, including those that have been modified to reflect the City's current standard language and requirements, as discussed below.

a. SCA Application in General. The City established its Standard Conditions of Approval and Uniformly Applied Development Standards (SCAs) in 2008, and they have since been amended and revised several times. The City's SCAs are incorporated into new and changed projects as conditions of approval regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Oakland Protected Trees Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects.

b. SCA Application in this CEQA Analysis. Mitigation measures and SCAs identified in the 2014 LMSAP EIR that would apply to the Lakehouse Commons Project are listed in Attachment A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the proposed project assumes that they will be imposed and implemented, which the project sponsor has agreed to do or ensure as part of the proposed project. If the CEQA Checklist (see Section VI) or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected.

Most of the SCAs that are identified for the Lakehouse Commons Project were also identified in the 2014 LMSAP EIR, the 2011 Redevelopment Plan EIR, and the 2010 Oakland Housing Element EIR and 2014 Addendum; the 1998 LUTE EIR was developed prior to the City's application of SCAs. As discussed specifically in Attachment A to this document, since certification of the LMSAP EIR, the City of Oakland has revised its SCAs, and the most current SCAs are identified in this CEQA Analysis. All mitigation measures identified in the LMSAP EIR that would apply to the proposed project are also identified in Attachment A to this document.

3. Lakehouse Commons Project CEQA Compliance The Lakehouse Commons Project satisfies each of the CEQA provisions, as summarized below.

- **Addendum**. The analysis conducted in this document indicates that, pursuant to CEQA Guidelines Section 15162 through 15164, an Addendum to the 2014 LMSAP EIR applies; therefore, this CEQA Analysis is considered to be the Addendum to the 2014 LMSAP EIR. As discussed under Project Characteristics below, the Lakehouse Commons Project represents a minor change to the Opportunity Site #44 development from what was analyzed in the development program in the 2014 LMSAP EIR. The Lakehouse Commons Project would not represent a substantial change from what was described in the overall development program. Although the proposed building height and unit count are greater than what was set forth for Opportunity Site #44 in the development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the EIR. As stated in the LMSAP EIR, deviation from the specific site-by-site assumptions in the development program may be considered minor as they are anticipated

and analyzed in the EIR. Therefore, the Lakehouse Commons Project meets the requirements for an addendum, as evidenced in Attachment B to this document.

- **Community Plan Exemption**. Based on the analysis conducted in this document, and pursuant to CEQA Guidelines Section 15183, the Lakehouse Commons Project also qualifies for a community plan CEQA exemption. The project is permitted in the zoning district where the project site is located, and is consistent with the land uses envisioned for the site. The analysis herein considers the analysis in the 2010 Oakland Housing Element EIR and 2014 Addendum for the evaluation of the housing components of the Lakehouse Commons Project, and further reconsiders the analysis in the 1998 LUTE EIR and 2014 LMSAP EIR for the overall project. This CEQA Analysis concludes that the proposed project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the 2014 LMSAP EIR; or (3) were previously identified as significant effects, but are determined to have a more severe adverse impact than discussed in the LMSAP EIR. Findings regarding the proposed project's consistency with the zoning are included as Attachment C to this document.
- **Qualified Infill Exemption**. The analysis conducted indicates that the proposed project qualifies for a qualified CEQA infill exemption and, pursuant to CEQA Guidelines Section 1518.3, is generally consistent with the required performance standards provided in CEQA Guidelines Appendix M, as evaluated in Table D-1 in Attachment D to this document. This CEQA Analysis supports that the Lakehouse Commons Project would not cause any new specific effects or more significant effects than previously identified in applicable planning level EIRs, and uniformly applicable development policies or standards (SCAs) would substantially mitigate the project's effects. The Lakehouse Commons Project is proposed on a previously developed site in downtown Oakland and is surrounded by urban uses. Furthermore, the proposed project is generally consistent with the land use, density, building intensity, and applicable policies for the site. The analysis herein considers the analysis in the 2014 LMSAP EIR; the 2011Redevelopment Plan EIR; the 1998 LUTE EIR; and for the residential components of the Lakehouse Commons Project only, the 2010 Housing Element EIR and its 2014 Addendum.
- **Program EIRs and Redevelopment Projects**. The analysis in the 2011 Redevelopment Plan EIR and this CEQA Analysis demonstrates that the Lakehouse Commons Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162, because the level of development now proposed for the site is within the broader development assumptions analyzed in the EIR.

Overall, based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, as well as those of the 1998 LUTE EIR, the 2011 Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 General Plan Housing Element EIR and 2014 Addendum-all of which are summarized in the CEQA Checklist in Section VI of this document-the potential environmental impacts associated with the Lakehouse Commons Project have been adequately analyzed and covered in the planning-level LMSAP EIR and other Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

IV. PROJECT DESCRIPTION

This chapter provides an overview of the proposed Lakehouse Commons Project (project), including a description of existing conditions within and in the vicinity of the project site.

A. PROJECT AREA

The following provides an overview of the project site's regional and local context.

1. Project Location

The approximately 0.92-acre project site is located on the southeastern edge of the Lake Merritt district in the City of Oakland, Alameda County. Regional access to the project site is provided by I-880, which is located approximately 0.5 miles south of the site; I-580, which is located just over 1 mile northeast of the site; and I-980, which is located about 1.3 miles northwest of the site. The Lake Merritt Bay Area Rapid Transit (BART) Station is also located about 0.75 miles to the west. The triangular parcel is generally bounded by Lake Merritt Boulevard to the north, East 12th Street to the east, 2nd Avenue and a vacant building formerly occupied by the Oakland Unified School District (OUSD) to the south, and a recently re-vegetated 0.91-acre City park/water treatment basin installed as part of the East 12th Street Reconstruction Project and Lake Merritt Channel to the west. Lake Merritt is located immediately to the north of the site across Lake Merritt Boulevard. Figure 1 depicts the site's regional and local context. Figure 2 depicts an aerial view of the project site and vicinity.

2. Existing Site Conditions

The project site is generally level and consists of a vacant lot that was previously bisected by a portion of East 12th Street. This roadway was realigned as part of the East 12th Street Reconstruction Project[4] and all pavements have been removed. Current uses on the site include soil stockpiling and staging for nearby construction projects. Vegetation on the site is limited to a few scattered shrubs along the perimeter of the site and a few trees that border the site. The site is approximately 21 feet above sea level.

3. Surrounding Land Uses

The site vicinity is characterized as urban and consists of public, institutional, residential, and commercial uses. Public and institutional uses are among the most prominent land uses in the area and are largely concentrated along the Lake Merritt Channel and along 13th Street. As shown in Figure 2, these uses include the Dewey High School campus and the former OUSD administrative

[4] Oakland, City of, 2014. Lake Merritt Park Improvements, East 12th Street Project. Website: www2.oaklandnet.com/Government/o/PWA/o/EC/s/MeasureDD/OAK025946. August.

offices,[5, 6] the Laney College campus and sports fields, the Peralta Community College District Administration buildings, the Oakland Museum of California, the Kaiser Auditorium, the County Court and Offices, and the Public Library. Multi-unit apartment buildings ranging from 2 to 23 stories in height also exist in the area including the 18-story Merritt on 3rd residential building located southeast of the site on the corner of 3rd and East 12th Streets and the 23-story 1200 Lakeshore Apartments located immediately north of the site across Lake Merritt Boulevard.

B. PROPOSED PROJECT

The proposed project would develop the site with two distinct buildings with a continuous 4-level podium base, including an 8-story mid-rise residential building (South Commons Building) and a 26-story residential apartment tower (North Commons Building). The residential buildings would include a total of 361 residential units, 2,000 square feet of ground level commercial space, 330 parking spaces, and associated amenities and improvements. The proposed North Commons Building would be a maximum of 275 feet in height at the roof above the natural grade, including architectural and mechanical features that extend above the roofline. Conceptual site plans for the two below and partially-below ground garage levels and first two levels of the podium, which also include parking, are shown in Figures 3a, 3b, 3c and 3d. Figure 3e depicts the residential floor area plan (Level 3). Conceptual building elevations and sections are shown in Figures 4a and 4b and building cross sections are shown in Figure 5. Conceptual ground- and podium-level landscaping and common open space areas are shown in Figures 6a and 6b, respectively. The proposed project is described in more detail below.

1. Building Program

The proposed project would construct approximately 550,000 gross square feet of residential and commercial building area with associated amenities and infrastructure. A total of 91 residential units would be located within the South Commons Building, for a total residential floor area of 61,031 square feet. A total of 25 studio apartments, 36 one-bedroom units, 20 two-bedroom units, and 10 three-bedroom units would be included in this building. A total of 270 residential units would be located within the North Commons Building, for a total residential floor area of 217,224 square feet. A total of 86 studio apartments, 4 townhomes, 66 one-bedroom units, 86 two-bedroom units, 22 three-bedroom units, and 6 penthouse apartments would be included in this building. The South Commons Building would include 90 affordable housing units available to extremely low income and very low income residents between 30 percent and 60 percent of the average median income (AMI).[7] All units within the North Commons Building would be market-rate (18 units would be restricted to 80 to 120 percent of AMI.

[5] The existing Dewey High School campus and former OUSD administrative offices are surplus OUSD property and are currently proposed to be redeveloped with a 275-foot residential tower.

[6] Oakland Unified School District, 2014. Request for Developer Qualifications for New Development of Oakland Unified School District Properties, Including the Parcels Housing the Pail Robeson Administration Building, and Dewey High School. Available online at: www.ousd.k12.ca.us/cms/lib07/CA01001176/Centricity/Domain/95/RFQ%201025%202ND%20Ave.%20Jun%2024.pdf. June 24.

[7] Oakland, City of, 2015. 2015 Income Limits. Available online at: www2.oaklandnet.com/oakcal/groups/ceda/documents/report/oak053389.pdf.

A total of approximately 14,232 square feet of residential amenity space would be located throughout Levels 1 through 3 of both buildings and at the top (Level 26) of the North Commons Building for shared use by project residents. The ground level would include the building entrance, lobby, lounge area, and bike storage room; the second level would include additional bicycle storage rooms, and the third level would include an indoor fitness room. The third level (top of the podium) would include an approximately 11,224 square-foot open courtyard that would include a fire lounge, a wood deck with a wading pool and hot tub, a kitchen and grilling space, a theater and performance space, and several movable outdoor chairs and tables in addition to seating along planters (Figure 6b). In addition, the South Commons Building would include a 747 square-foot roof deck and the North Commons Building would include a 6,441 square-foot roof-top deck. Private balconies would also be located off of some residential units.

A 2,000-square-foot café and retail space would also be located at the ground level. The café would include an outdoor terrace and plaza with views towards Lake Merritt and the Lake Merritt Channel.

2. Landscaping

As shown in Figures 6a and 6b, a number of landscape features would be incorporated into the design of the proposed project. Street trees and other plantings would be located at the ground level where the site borders East 12th Street and the existing water treatment basin, at the third podium level within the outdoor open space area, and at the outdoor roof decks.

In addition, off-site improvements are proposed to the existing water treatment basin/park located adjacent to the site (0.91 acres). These improvements would include the installation of natural landscaping to the area north and northwest of the project site. This park is owned by the City and with the proposed improvements would function as a passive open green space consisting mostly of native plantings, groundcover, shrubs and trees. The groundcover would be low maintenance grasses and wildflowers requiring mowing once or twice a year. Temporary irrigation would be used for two or three years to establish the trees and shrubs. All plantings would adhere to Bay friendly practices and adhere to the State's Water Efficient Landscape Ordinance.

3. Access, Circulation and Parking

Vehicular access to the four-level parking garage would be provided by a single entrance on 2nd Avenue. The parking garage would include a total of 330 parking spaces, including mechanical stackers. Fifty feet of the curb along East 12th Street, from approximately the service entrance to the elevator core, would be striped for on-street loading.

Pedestrian access to the proposed apartments and common areas would be provided by a secured entrance located on East 12th Street. Access would also be available through the café that would be located at the corner of East 12th Street and Lake Merritt Boulevard. There would be an elevator to provide access from the sub-surface garage level and all levels of the building. Internal pathways and stairwells would provide access to various levels within the building.

4. Construction and Grading

Subsurface excavation for the subsurface parking garage, foundations, and utilities would likely occur to a depth of approximately 28 feet below grade. Approximately 42,000 cubic yards of soil would also be off-hauled as part of site excavation for the subsurface parking garage and grading. The

construction period is expected to begin in mid-2017 and would occur over an approximately two-year period. Occupancy of the units could occur as early as the summer of 2019.

5. Discretionary Actions

The project sponsor requests, and the proposed project would require, a number of discretionary actions/approvals, as listed below:

- Conditional Use Permit (CUP) to allow the increase in building heights and density on the project site and reduction in loading berth size; and
- Design Review Approval.

Figure 1: Project Location and Regional Vicinity

8.5x11/Color

Figure 2: Aerial Photograph of the Project Site

8.5x11/Color

Figure 3a: Conceptual Partially Below-Grade Parking Garage (Level 1B) Plan

8.5x11/BW

Figure 3b: Conceptual Ground Level (Level 1) Plan

8.5x11/BW

Figure 3c: Conceptual Level 2 Plan

8.5x11/BW

Figure 3d: Conceptual Podium Level (Level 2) Plan

8.5x11/BW

Figure 3e: Conceptual Residential Floor (Level 3) Plan

8.5x11/BW

Figure 4a: Building Elevations

8.5x11/Color

Figure 4b: Building Elevations

8.5x11/Color

Figure 5: Building Sections

8.5x11/Color

Figure 6a: Conceptual Landscape Plan

8.5x11/Color

Figure 6b: Conceptual Landscape Plan

8.5x11/Color

V. SUMMARY OF FINDINGS

An evaluation of the proposed Lakehouse Commons Project (project) is provided in the CEQA Checklist in Section VI that follows. This evaluation concludes that this CEQA Analysis document qualifies as an Addendum to the LMSAP EIR to provide CEQA clearance for the proposed project and it is exempt from additional environmental review. The project is consistent with the development density and land use characteristics established by the City of Oakland General Plan and Planning Code, and any potential environmental impacts associated with development of the project were adequately analyzed and covered by the analysis in the 2014 LMSAP EIR, and in the applicable Program EIRs (Previous CEQA Documents discussed in Section II): the 1998 LUTE EIR, the 2011 Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 Housing Element EIR and 2014 Addendum.

The proposed project would be required to comply with the applicable mitigation measures and City of Oakland SCAs identified in the 2014 LMSAP EIR and presented in Attachment A to this document. With implementation of the applicable mitigation measures and SCAs, the proposed project would not result in a substantial increase in the severity of previously identified significant impacts in the 2014 LMSAP EIR, the applicable Program EIRs, or in any new significant impacts that were not previously identified in any of the Previous CEQA Documents.

In accordance with California Public Resources Code Sections 21083.3, 21094.5, and 21166; and CEQA Guidelines Sections 15183, 15183.3, 15162, 15164, 15168, and 15180, and as set forth in the CEQA Checklist below, this CEQA Analysis document qualifies as an Addendum to the LMSAP EIR and provides the basis for one or more CEQA exemptions because the following findings can be made:

- **Addendum**. The 2014 LMSAP EIR analyzed the impacts of development within the LMSAP. The proposed project would not result in substantial changes or involve new information not already analyzed in the 2014 LMSAP EIR because the level of development now proposed for the site is within the broader development assumptions analyzed in the EIR. The proposed project would not cause new significant impacts not previously identified in the 2014 LMSAP EIR, or result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the LMSAP that would cause significant environmental impacts to which the proposed project would contribute considerably, and no new information has been put forward that shows that the proposed project would cause significant environmental impacts. Therefore, no supplemental environmental review is required in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 through 15164, as well as 15168 and 15180.
- **Community Plan Exemption**. The proposed project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or offsite effects in the 2014 LMSAP EIR, or in the applicable Previous CEQA Documents: 1998 LUTE EIR, the 2011 Redevelopment Plan

EIR, and for the housing components of the proposed project, the 2010 Housing Element EIR and 2014 Addendum; or (3) were previously identified as significant effects, but-as a result of substantial new information not known at the time the 2014 LMSAP EIR was prepared, or when the Program EIRs were certified-would increase in severity beyond that described in those EIRs. Therefore, the proposed project would meet the criteria to be exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

- **Qualified Infill Exemption.** The proposed project would not cause any new specific effects on the environment that were not already analyzed in the 2014 LMSAP EIR or in the applicable Program EIRs: the 1998 LUTE EIR, the 2011 Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 Housing Element EIR and 2014 Addendum. Further, the proposed project would not cause any new specific effects on the environment that are more significant than previously analyzed in the 2014 LMSAP EIR, or the aforementioned previously certified applicable Program EIRs. The effects of the proposed project have been addressed in the 2014 LMSAP EIR and Program EIRs, and no further environmental documents are required in accordance with Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.
- **Program EIRs and Redevelopment Projects.** The analysis in the 2011 Redevelopment Plan EIR and in this CEQA Analysis demonstrates that the Lakehouse Commons Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162, because the level of development now proposed for the site is within the broader development assumptions analyzed in the EIR. The effects of the proposed project have been addressed in that EIR and no further environmental documents are required in accordance with CEQA Guidelines Sections CEQA Guidelines Sections 15168 and 15180.

Each of the above findings provides a separate and independent basis for CEQA compliance.

Darin Ranelletti
Environmental Review Officer

Date

VI. CEQA CHECKLIST

OVERVIEW

The analysis in this CEQA Checklist provides a summary of the potential environmental impacts that may result from the proposed project. The analysis in this CEQA Checklist also summarizes the impacts and findings of the certified 2014 LMSAP EIR, as well as the Program EIRs that covered the environmental effects of various projects encompassing the project site and that are still applicable for the proposed project. As previously indicated, the Program EIRs are referred to collectively throughout this CEQA Analysis as the "Previous CEQA Documents" and include the 1998 Land Use and Transportation Element EIR (LUTE EIR), the 2011 Central District Urban Renewal Plan (or Redevelopment Plan) Amendments EIR (Redevelopment Plan EIR), and for the housing components of the proposed project, the 2010 General Plan Housing Element EIR (Housing Element EIR) and 2014 Addendum. Given the timespan between the preparations of these EIRs, there are variations in the specific environmental topics addressed and significance criteria; however, as discussed above in Section II and throughout this Checklist, the overall environmental effects identified in each are largely the same; any significant differences are noted.

Several SCAs would apply to the Lakehouse Commons Project because of the proposed project's characteristics and proposed "changes" to the maximum program of development identified for LMSAP Opportunity Site #44; the SCAs are triggered because the City is considering discretionary actions for the proposed project.

All SCAs identified in the 2014 LMSAP EIR that would apply to the Lakehouse Commons Project are listed in Attachment A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the proposed project assumes that they will be imposed and implemented, which the project sponsor has agreed to do as part of the proposed project. If this CEQA Checklist or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected.

Most of the SCAs that are identified for the Lakehouse Commons Project were also identified in the 2014 LMSAP EIR, the 2011 Redevelopment Plan EIR, and the 2010 Housing Element EIR and 2014 Addendum. The 1998 LUTE EIR was developed prior to the City's application of SCAs. As discussed specifically in Attachment A to this document, since certification of the LMSAP EIR, the City of Oakland has revised its SCAs, and the most current SCAs are identified in this CEQA Analysis. All mitigation measures identified in the LMSAP EIR that would apply to the proposed project are also identified in Attachment A to this document.

This CEQA Checklist hereby incorporates by reference the discussion and analysis of all potential environmental impact topics as presented in the certified 2014 LMSAP EIR and the Previous CEQA Documents. This CEQA Checklist provides a determination of whether the proposed project would result in:

- Equal or Less Severity of Impact Previously Identified in the Previous CEQA Documents;
- Substantial Increase in Severity of Previously Identified Significant Impact in the Previous CEQA Documents; or
- New Significant Impact

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the 2014 LMSAP EIR and the Previous CEQA Documents, the checkbox for "Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents" is checked.

If the checkbox for "Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents" or "New Significant Impact" were checked, there would be significant impacts that are:

- Peculiar to the project or project site (per CEQA Guidelines Sections 15183 or 15183.3);
- Not identified in the previous 1998 LUTE EIR, 2010 Housing Element EIR and 2014 Addendum, Redevelopment Plan EIR, or 2014 LMSAP EIR (per CEQA Guidelines Sections 15183 or 15183.3), including offsite and cumulative impacts (per CEQA Guidelines Section 15183);
- Due to substantial changes in the project (per CEQA Guidelines Section 15162 and 15168);
- Due to substantial changes in circumstances under which the project will be undertaken (per CEQA Guidelines Sections 15162 and 15168); or
- Due to substantial new information not known at the time the Previous CEQA Documents were certified (per CEQA Guidelines Sections 15162, 15168, 15183, or 15183.3).

None of the aforementioned conditions were found for the proposed project, as demonstrated throughout the following CEQA Checklist and in its supporting attachments (Attachments A through D) that specifically describe how the proposed project meets the criteria and standards specified in the CEQA Guidelines sections identified above.

1. Aesthetics, Shadow, and Wind

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Have a substantial adverse effect on a public scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a state or locally designated scenic highway; substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area;	☒	☐	☐
b. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code sections 25980-25986); or cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors;	☒	☐	☐
c. Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or, cast shadow on an historical resource, as defined by CEQA Guidelines Section 15064.5(a), such that the shadow would materially impair the resource's historic significance;	☒	☐	☐
d. Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses; or	☒	☐	☐
e. Create winds that exceed 36 mph for more than one hour during daylight hours during the year. The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located in Downtown.	☒	☐	☐

Previous CEQA Documents Findings

Scenic vistas, scenic resources, visual character, light and glare, shadow, and wind were analyzed in each of the Previous CEQA Documents, which found that the effects to these topics would be less than significant. The Redevelopment Plan EIR and the Housing Element EIR cited applicable SCAs

that would ensure the less-than-significant visual quality effects result from implementation of the project. The 1998 LUTE EIR identified mitigation measures that are functionally equivalent to the SCAs to reduce certain potential effects to less than significant. The 1998 LUTE EIR also identified significant and unavoidable impacts regarding wind hazards.

LMSAP Findings

The 2014 LMASP EIR determined that individual projects would be subject to the design guidelines outlined in the LMSAP and would be required to comply with the height limits identified in the LMSAP. The 2014 LMSAP also determined that with implementation of SCAs, impacts related to aesthetics would be less than significant with development occurring under the LMSAP. Specifically, implementation of the LMSAP would not result in adverse effects to scenic resources within view of a scenic route; would not result in a substantially adverse effect on a scenic vista, would not substantially degrade the visual character or quality of the LMSAP area and its surroundings, and would not create a new source of substantial light or glare affecting day or nighttime views in the area. The 2014 LMASP EIR also determined that impacts related to increased shadows would be less than significant with development occurring under the LMSAP. Specifically, new development would not cast shadows that would impair the beneficial use of any public or quasi-public parks or other open spaces or require an exception to existing policies and regulations that address the provision of adequate light. The LMASP EIR did not include an evaluation of shadow impacts on solar heat collection or historic resources and assumed that more detailed analysis would be required as individual projects are proposed.

Potential wind impacts were not analyzed at a project-specific level of detail in the LMASAP EIR because it is not feasible to reasonably evaluate such impacts until individual development projects are proposed.

Project Analysis

Aesthetics (Criterion 1a)

On September 27, 2013, and after completion of the Draft EIR for the Station Area Plan, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014 and added Section 21099 to the California Public Resources Code. Among other provisions, Public Resources Code Section 21099(d)(1) changed the typical analysis of aesthetics and parking impacts for urban infill projects, meeting certain criteria pursuant to CEQA. The proposed project meets the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Section 21099(a). Accordingly, the topic of aesthetics does not need to be considered in determining the significance of the proposed project's physical environmental effects under CEQA. Nonetheless, for informational purposes, the discussion below provides an overview of the conclusions made in the LMSAP EIR and the change in visual conditions in and around the project site that would occur with implementation of the proposed project.

The project site is located within Height Area 4 as evaluated in the LMSAP Draft EIR (Figure 2.4-5). Building heights of up to 275 feet, with a 45-foot base were considered for these areas. However, subsequent to publication of the Draft EIR and as part of the Final EIR, the Station Area Plan was revised to permit a maximum building height of 85 feet within Height Area 4, including at the project site (LMSAP EIR Figure 2.3-2). However, exceptions to proposed total and base buildings heights

may be granted with a Conditional Use Permit. According to the Final EIR, a maximum of two buildings could be up to 175 feet in height and one building would be allowed up to 275 feet. In addition, the LMSAP EIR previously analyzed zoning within the Plan area and the proposed project is consistent with the zoning analyzed as part of the LMSAP EIR.

The proposed project would construct two distinct buildings with a continuous 4-level podium base, including an 8-story mid-rise residential building (South Commons Building) and a 26-story residential apartment tower (North Commons Building). The site is currently vacant and used for soil stockpiling and staging for nearby construction projects. The maximum height of the South Commons Building would be approximately 80 feet in height and the maximum height of the North Commons Building would be approximately 272 feet in height. The podium base would be approximately 32 feet above natural grade. The proposed project would be constructed on an existing parcel in an urban area and would not alter street patterns or obstruct views of existing scenic vistas. In addition, given the limited views in the area, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project also would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Although the proposed building would be taller than the development considered for the project site in the LMSAP EIR, as noted above, it would not obstruct views of existing scenic vistas or degrade the visual character or quality of the site and its surroundings. The proposed project would be required to obtain a Conditional Use Permit to exceed the height requirements specified in the LMSAP. Although the proposed project would exceed the height limits allowed in the Station Area Plan, the proposed height limit was evaluated in the Draft EIR and impacts related to building heights and massing were determined to be less than significant.

In addition, while the proposed project's building height is greater than what was set forth in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumption analyzed in the LMSAP EIR. The LMSAP EIR determined that with implementation of SCAs, impacts related to aesthetics would less than significant with development occurring under the LMSAP, including the proposed project. The potential impacts of the proposed project on scenic vistas, scenic resources and visual character would be similar to those identified in the LMSAP EIR and the Previous CEQA Documents considered in this analysis.

As such, the potential impacts of the proposed project regarding aesthetics would be similar to, or less severe than, those identified in the LMSAP EIR and the Previous CEQA Documents considered in this analysis. No mitigation measures are required.

Shadow (Criteria 1b through 1d)

Except for the 1998 LUTE EIR, each of the Previous CEQA Documents found less-than-significant shadow effects, assuming incorporation of applicable SCAs. The 1998 LUTE EIR identified mitigation measures, functionally equivalent to the SCAs, to reduce potential shadow effects to less than significant.

Due to the proposed project's potential to cast new shadows in and around the vicinity of the site, which could affect public spaces, solar collectors, or historic resources, a project-specific shadow study was prepared (Appendix A) for the site.[8] Shadow simulations were prepared for March 21, June 21, September 21, and December 21, for 9:00 a.m. (morning), 12:00 p.m. (noon), and 3:00 p.m. (afternoon). A shadow simulation for June 21, at 6:00 p.m. (early evening) was also prepared. A brief summary of the results of this analysis is provided below.

- *March 21.* On March 21, the proposed project would cast a shadow on the adjacent City park/water quality basin and portions of the Lake Merritt Channel and adjacent pedestrian paths in the morning hours and on adjacent buildings in the afternoon.
- *June 21.* On June 21, the proposed project would cast a shadow on portions of the adjacent City park/water quality basin during the morning hours and on adjacent development (primarily a surface parking lot) in the early evening hours.
- *September 21.* On September 21, the proposed project would cast a shadow on the adjacent City park/water quality basin and portions of the Lake Merritt Channel and adjacent pedestrian paths in the morning hours and on adjacent development (primarily a surface parking lot) in the afternoon.
- *December 21.* On December 21, the proposed project would cast a shadow on the adjacent City park/water quality basin and portions of the Lake Merritt and adjacent pedestrian paths in the morning hours and on adjacent buildings in the noon and afternoon hours.

Peralta Park is located directly west across the channel from the project site, but shadows cast by the project would not reach the park. The proposed project would cast shadows on existing open space areas, including Lake Merritt, Lake Merritt Channel, and the adjacent open space throughout the year during the morning hours. Because the shadow would fall only during the morning hours and not during the afternoon, when open space areas are most in use, the proposed project would not substantially impair the beneficial use these areas, or of any other public or quasi-public park, lawn, garden, or open space. In addition, the proposed project would be subject to the City's Design Review process and would be subject to further evaluation of the building height and mass, including consideration of the design guidelines set forth in the LMSAP.

Within the project vicinity, the existing four-story apartment building located at the intersection of East 12th Street and 2nd Street, directly across from the project site, includes solar collectors at the building rooftop. The proposed project would only cast shadows on these solar facilities during the early evening hours (after 3:00 p.m.) in the summer months. The proposed project would not substantially impair the use of these solar collectors. The Lake Merritt Historic District is located immediately west of the project site and encompasses parts of the adjacent City-owned open space and the Lake Merritt Channel. In addition, buildings rated "A" (Highest Importance) or "B" (Major Importance) on the Oakland Cultural Heritage Survey are located south and west of the site, across Lake Merritt Channel (LMSAP EIR Figure 3.8-1). However, the proposed project would not cast new shadows on any historic structures, as none are located within the immediate vicinity of the site.

[8] Rowan William Davies & Irwin, Inc., 2016. *Lakehouse Commons Oakland, CA Sun/Shadow Study.* April 28.

As such, the potential impacts of the proposed project regarding shadows would be similar to, or less severe than, those identified in the LMSAP EIR and the Previous CEQA Documents considered in this analysis. No mitigation measures are required.

Wind (Criterion 1e)

A building's exposure, massing, and orientation can affect nearby ground-level wind accelerations, which can in turn affect the comfort of pedestrians. Under the City of Oakland's thresholds of significance, wind analysis is performed if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exists: the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt, or San Francisco Bay) or the project is located in Downtown. The purpose of these thresholds is to ensure pedestrian comfort levels are maintained in areas that are subject to windy conditions. The City has determined that a building of over 100 feet in height in any of these locations could generate winds in excess of 36 miles per hour, which are well above typical wind conditions in the area and could in turn affect the comfort level of the pedestrian environment.

The proposed project both exceeds 100 feet in height and is near Lake Merritt. Therefore, a project-level pedestrian wind study was conducted (see Appendix B). The purpose of the study was to assess the wind environment around the development in terms of pedestrian comfort and hazards relative to wind metrics specified in the City of Oakland. The following four development configurations were tested:

- *Configuration A, Existing Conditions.* Configuration A includes all existing buildings within the surrounding area including the newly constructed five-story Lakeside Senior Apartments located at 116 15th Street;
- *Configuration B, Existing Plus Project Conditions.* Configuration B includes Existing Conditions plus the proposed project, without landscaping;
- *Configuration C, Existing Plus Project with Landscaping.* Configuration C includes Existing Conditions plus the proposed project and proposed landscaping; and
- *Configuration D, Cumulative Conditions Plus Project with Landscaping.* Configuration D includes anticipated future development within the vicinity of the project site, including the Oakland Unified School District (OUSD) property[9] just south of the site, in addition to the proposed project and proposed landscaping.

For Configuration A, Existing Conditions, wind speeds at two locations to the north of the project site (Locations 13 and 14 in Figure 4a in Appendix B) are expected to exceed the hazard criterion of 36 mile-per-hour winds, for a total of 3 hours.

For Configuration B, Existing Plus Project Conditions, wind speeds at three locations at grade level (Locations 6, 12 and 14 in Figure 4b in Appendix B) would exceed the hazard criterion for a total of 3 hours. Wind speeds at 12 locations on the podium of the proposed building (Locations 44 through 46,

[9] It should be noted that the massing for this project is generic as no plans are currently available for this future cumulative project.

48 and 50 through 54) would exceed the hazard criterion for a total of 76 hours. The above-grade locations are not public areas and these exceedances do not result in a significant impact under the City's criteria; therefore, design measures to improve these conditions could be developed as the project progresses. Two of the locations exceeding the hazard criterion at grade level are along sidewalks to the north of the project site, and another location is at the southeast corner of the proposed building. The hazard exceedance at two of these locations (Locations 6 and 12) are new compared to the Existing Conditions Configuration and, in the absence of proposed landscaping, would result in a significant impact related to wind hazards. However, with the addition of the existing and proposed landscaping on and around the proposed development (Configuration C), the total number of locations where winds exceed the hazard criterion at the grade level would be reduced to zero. Under Configuration C, eight locations would exceed the hazard criterion on the podium of the proposed building for a total of 64 hours (Locations 45, 46, 48 and 50 through 54, see Figure 4c in Appendix B). The above-grade locations are not public areas and these exceedances do not result in a significant impact under the City's criteria; therefore, design measures to improve these conditions could be developed as the project progresses. With proposed landscaping improvements, the proposed project would result in a less-than-significant impact related to wind hazard conditions under Existing Plus Project Conditions (Configuration C).

With the addition of the future buildings at and near the site, and including existing and proposed landscaping (Configuration D), wind speeds at one grade level location on the northeast corner of the proposed building (Location 1 in Figure 4d in Appendix B) would exceed the hazard criterion for a total of 1 hour. The exceedance location is a cumulative impact associated with the addition of the future OUSD building, and not the proposed project itself, that would only occur as part of Configuration D. Wind speeds at 7 locations on the podium of the proposed building (Locations 45, 46 and 50 through 54) are expected to exceed the hazard criterion for a total of 68 hours. The above-grade locations are not public areas and these exceedances do not result in a significant impact under the City's criteria; therefore, design measures to improve these conditions could be developed as the project progresses. With proposed landscaping improvements, the proposed project would result in a less-than-significant impact related to wind hazard conditions under Cumulative Plus Project Conditions.

Implementation of the proposed project would not significantly alter wind speeds on Lake Merritt. As part of the wind study, wind speeds were measured within a 1,500 feet radius of the project site including two locations north of the project site located immediately adjacent to Lake Merritt (Locations 56 and 57). In all four configurations analyzed as part of the wind study, wind speeds at these locations would not exceed the City of Oakland threshold of 36 miles per hour for one daylight hour during the year. Predicted wind speed, to be exceeded one hour per year at each of these locations, ranges from 30 to 32 miles per hour annually. In addition, wind speeds at these locations would not exceed the 11 miles per hour comfort threshold. As such, impacts associated with wind hazard conditions at Lake Merritt would be less than significant for all four project configurations.

With predicted wind conditions, the wind study concludes that the proposed project, with the presence of existing and proposed landscaping, would not have a significant impact under Existing or Cumulative Conditions on the wind conditions within the public areas around the project site, including Lake Merritt.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR and the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR or the Previous CEQA Documents, nor would it result in new significant impacts related to aesthetics, shadow, or wind that were not identified in the LMSAP EIR or the Previous CEQA Documents. Implementation of SCA-16, SCA-17, SCA-18, and SCA-25 (see Attachment A) would ensure that impacts related to aesthetics, shadows, and wind would be less than significant. No mitigation measures are required.

2. Air Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. During project construction result in average daily emissions of 54 pounds per day of ROG, NO_X, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; during project operation result in average daily emissions of 54 pounds per day of ROG, NO_X, or $PM_{2.5}$, or 82 pounds per day of PM_{10}; result in maximum annual emissions of 10 tons per year of ROG, NO_X, or $PM_{2.5}$, or 15 tons per year of PM_{10}; or	☒	☐	☐
b. For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10 in one million, (b) a noncancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 microgram per cubic meter; or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter; or expose new sensitive receptors to substantial ambient levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter.	☒	☐	☐

Previous CEQA Documents Findings

Construction and Operational Emissions and Odors. The 1998 LUTE EIR identified mitigation measures that would reduce operational emissions to less-than-significant levels, and it found significant and unavoidable cumulative effects regarding increased criteria pollutants from increased regional traffic. The Redevelopment Plan EIR found that emissions associated with construction and operations resulting from increased criteria pollutants would result in less-than-significant effects with incorporation of SCAs. The Redevelopment Plan EIR also identified effective SCAs to address potentially significant effects regarding dust, odors, and consistency with the applicable regional clean air plan.

Toxic Air Contaminants. The 1998 LUTE EIR did not quantify or address cumulative health risks. As such, an analysis was not required when that LUTE EIR was prepared. The Redevelopment Plan EIR identified significant and unavoidable impacts regarding cumulative health risks after the consideration of SCAs.

LMSAP Findings

The LMSAP EIR considered potential impacts of LMSAP implementation on local and regional air quality. The applicable air quality plan is the Bay Area Air Quality Management District's (BAAQMD) Bay Area 2010 Clean Air Plan (Clean Air Plan), which was adopted on September 15, 2010. Potential impacts related to consistency with the Clean Air Plan were identified as less than significant in the LMSAP EIR with implementation of SCA-19 (Construction-Related Air Pollution Controls, Dust and Equipment Emissions), SCA-20 (Exposure to Air Pollution, Toxic Air Contaminants), and SCA-71 (Parking and Transportation Demand Management).

Project Analysis

Construction and Operational Emissions (Criterion 2a)

As previously discussed, the LMSAP EIR identified the project site as Opportunity Site #44 in the development program, which considered the development of a 20-story apartment building containing 357 residential units, 20,000 square feet of retail space and 0.13 acres of open space. Although the proposed project would develop the site with four additional residential units as compared to what was considered in the 2014 LMSAP EIR, the site would be developed with approximately 18,000 fewer square feet of commercial space than anticipated. The proposed project along with five other development projects evaluated in the Transportation Assessment[10] (see Appendix C) would generate fewer vehicle trips than considered in the 2014 LMSAP EIR analysis. Therefore, the proposed project would also be consistent with and further implement the goals of the Clean Air Plan.

The level of development proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR. Because the proposed project is consistent with the overall development assumptions analyzed in the LMSAP EIR, construction and operational emissions impacts would be consistent with the findings in the LMSAP EIR. As such, the proposed project would have less-than-significant impacts associated with project construction and operational emissions and would not result in a new or more severe significant impact compared with the LMSAP EIR.

Toxic Air Contaminants (Criterion 2b)

The LMSAP identified impacts associated with potential exposure of sensitive receptors to substantial health risks from toxic air contaminants (TACs) from sources including both diesel particulate matter (DPM) and gaseous emissions. The project site is located within 1,000 feet of at least three identified TAC stationary sources, including those that exceed the Risk Threshold (refer to Figure 3.3-1 in the LMSAP).[11] Compliance with SCA-20 (Exposure to Air Pollution, Toxic Air Contaminants) would ensure that exposure to DPM would be reduced; however, the risk from gaseous TACS may not be reduced with certainty and this impact is identified as both a Plan-level and cumulative-level significant and unavoidable impact in the LMSAP EIR. The project site is not located within the

[10] Fehr & Peers. 2016. Lakehouse Commons Project - Transportation Assessment Memorandum. May 24.

[11] TACs that exceed the Risk Threshold present an increased cancer risk of 10 in a million or exceed the ambient $PM_{2.5}$ increase of 0.3 $\mu g/m^3$ annual average.

vicinity of a site that emits gaseous TACs; however, and this impact would not apply to development of the project site.

The LMSAP EIR also identified potential impacts associated with the installation of back-up generators (a source of TACs) and identified SCAs to reduce the potential effect to less than significant. Moreover, the BAAQMD does not permit any new generators that may have emissions levels that pose adverse health impacts. The proposed project would not include a back-up generator that would emit TACs; therefore, this impact does not apply to the proposed project.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR and Previous CEQA Documents, implementation of the proposed project would not result in a new significant impacts related to air quality emissions identified in the LMSAP EIR. Implementation of SCA-19, SCA-20, and SCA-71 would ensure that the proposed project would not result in a new significant impact related to construction, operational, or cumulative TAC emissions, which were addressed in the LMSAP EIR and found to be significant and unavoidable. Therefore, no mitigation measures are required.

3. Biological Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means; Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;	☒	☐	☐
b. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code [OMC] Chapter 12.36) by removal of protected trees under certain circumstances; or Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents identified less-than-significant impacts related to biological resources, with the Redevelopment Plan EIR identifying applicable of City of Oakland SCAs. No mitigation measures were necessary.

LMSAP Findings

The LMSAP EIR identified 12 special-status species that are known to have the potential to occur within the LMSAP Area. Within the LMSAP area, Lake Merritt and the Lake Merritt Channel are places where there are particularly sensitive areas with regard to biological resources. The LMSAP EIR determined that with implementation of SCAs, impacts related to biological resources would be less than significant with development occurring under the Station Area Plan. Specifically, impacts to special-status animal and plant species, riparian habitats, protected wetlands, and movement of

migratory species would all be less than significant. In addition, new development is not anticipated to fundamentally conflict with the Oakland Tree Protection Ordinance or the Oakland Creek Protection Ordinance.

Project Analysis

Special-Status Species, Wildlife Corridors, Riparian and Sensitive Habitat, Wetlands, Tree and Creek Protection (Criteria 3a and 3b)

The project site is located within the vicinity of Lake Merritt and the Lake Merritt Channel, but is currently used for soil stockpiling and staging for nearby construction projects and therefore has minimal habitat suitable for special-status species.

Implementation of SCAs that ensure Low Impact Development (LID) to improve water quality (SCA-48 through SCA-50) would ensure that impacts to special-status species that occur within the vicinity of the project site would be less than significant. Implementation of SCA-25 (Bird Collision Reduction) would reduce incidents of bird and bat collision as a result of new building development adjacent to Lake Merritt and the Lake Merritt Channel.

Lake Merritt Channel is not considered a riparian corridor; however, the LMSAP requires a 100-foot setback from the eastern edge of the channel given that nesting habitat for native bird species exist in this area. The proposed project would be set back over 100 feet from the channel. Lake Merritt and Lake Merritt Channel are "waters of the U.S." and are subject to the Clean Water Act. A small portion of Lake Merritt Channel is classified as wetlands and recent improvements in the area will likely add new wetlands. Any development along Lake Merritt Channel must comply with the Creek Protection Ordinance under SCA-54 and SCA-55. All properties in the LMSAP area are subject to the Creek Protection Ordinance's provisions for limiting non-stormwater discharges and eliminating pollutants from stormwater.

The project site includes very little vegetation, although some mature trees border the southern site boundary. It is not anticipated that these trees would be affected by the proposed project; however, SCA-26 and SCA-27 may be required if construction activities have the potential to permanently or temporarily impact existing trees, including their root systems.

Conclusion

The proposed project would not result in any new or more severe significant impacts related to biological resources than those identified in the LMSAP EIR or Previous CEQA Documents. Implementation of SCA-25 SCA-26, SCA-27, SCA-48, SCA-49, SCA-50, SCA-54, and SCA-55 would ensure that potential impacts associated with biological resources would be less than significant. The LMSAP EIR did not identify any mitigation measures related to biological resources and no mitigation measures would be required for the proposed project.

4. Cultural Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of an historical resource is "materially impaired" when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historic Places, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1 5);	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐

Previous CEQA Documents Findings

The 1998 LUTE EIR identified potentially significant impacts to historic resources, and identified mitigation measures to reduce the impacts to less-than-significant levels. The Redevelopment Plan EIR, which addresses much of the oldest part of Downtown Oakland, identified a significant and unavoidable impact to historic resources, even with the implementation of mitigation measures. Both of the Program EIRs identified less-than-significant effects to archaeological and paleontological resources and human remains, with the Redevelopment Plan EIR specifically identifying applicable City of Oakland SCAs.

LMSAP Findings

The 2014 LMSAP EIR does not include a project-level analysis of historic resources, indicating project-level analysis shall be conducted for individual development projects in the LMSAP. The LMSAP EIR further determined that impacts to archaeological resources, paleontological resources, and human remains would be less than significant with the implementation of applicable SCAs. The LMSAP EIR indicates that paleontological sensitivity of the geologic units underlying the LMSAP area is considered to be low to moderate.

Project Analysis

Historical Resources (Criterion 4a)

The project site consists of a vacant site and does not include any historic structures. Historic buildings near the project site include Oakland Unified School District's Paul Robeson Administration Building, located at 1025 2nd Avenue, and the Ethel Moore Building, located at 121 East 11th Street. The LMSAP EIR determined that demolition of these and other historic buildings within the Plan area would be a significant and unavoidable impact associated with the Plan's implementation. Although these buildings are in close proximity to the project site, construction of the project would not directly affect these resources, and this significant unavoidable impact would not apply to the proposed project.

Archaeological and Paleontological Resources and Human Remains (Criteria 4b through 4d)

The proposed project would involve grading and excavation activities up to depths of approximately 28 feet below grade to construct the building; therefore, there is the potential to impact unknown archaeological resources, as well as potential unknown paleontological resources or human remains, as noted in the LMSAP EIR and Previous CEQA Documents. However, implementation of SCA-29 (Archaeological and Paleontological Resources) and SCA-31 (Human Remains) would ensure that potential impacts related to the uncovering of archaeological resources, human remains and paleontological resources are reduced to less-than-significant levels during construction. Implementation of the SCAs also would require a qualified specialist to document a discovery and that appropriate procedures be followed in the event of a discovery, and would ensure that the appropriate procedures for handling and identifying identified resources are followed.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents considered throughout this analysis, the proposed project would not result in any more severe significant impacts identified in the LMSAP EIR or the Previous CEQA Documents, nor would it result in new significant impacts related to cultural resources that were not identified in the LMSAP EIR or the Previous CEQA Documents. Implementation of SCA-29 and SCA-31 would ensure that potential impacts associated with cultural resources would be less than significant. No mitigation measures are required.

5. Geology, Soils, and Geohazards

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Expose people or structures to substantial risk of loss, injury, or death involving: • Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; • Strong seismic ground shaking; • Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or • Landslides;	☒	☐	☐
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents identified that impacts to geology, soils, and geohazards would be less than significant, with the Redevelopment Plan EIR identifying applicable City of Oakland SCAs. No mitigation measures were necessary.

LMSAP Findings

The LMSAP EIR determined that with implementation of SCAs, impacts related to seismic hazards and unstable soils would be less than significant with development occurring under the LMSAP.

Project Analysis

Seismic Hazards, Expansive Soils, and Soil Erosion (Criteria 5a and 5b)

The LMSAP identified that much of the Plan area, particularly along the Lake Merritt Channel, is located in a severe shaking intensity zone in the San Francisco Bay Area. However, the project site is located outside of a seismic hazard zone and is in an area of low liquefaction susceptibility (LMSAP Draft EIR Figure 3.12-1). The site is generally level and is not located in a landslide area or in an area of known unstable soil conditions. SCA-34 (Soils Report) requires all project applicants to prepare a soils report and geotechnical report to ensure that individual development projects do not expose people or structures to an unacceptable level of risk during a large regional earthquake. The proposed project would also be required to comply with the California Building Code's current seismic standards, which require specific design parameters for construction in various seismic environments, and the project applicant would be required to complete a soils report per SCA-34.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents considered in this analysis, implementation of the proposed project would not result in any new or more significant impacts related to geology and soils than those identified in the LMSAP EIR or the Previous CEQA Documents. Implementation of SCA-33and SCA-34 would ensure that potential impacts associated with hazardous geologic and soils conditions would be less than significant. No mitigation measures are required.

6. Greenhouse Gas and Climate Change

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: • For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.64 metric tons of CO_2e per service population annually. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds.	☒	☐	☐
b. Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	☒	☐	☐

Previous CEQA Documents Findings

Climate change and greenhouse gas emissions (GHG) were not expressly addressed in the 1998 LUTE EIR. The Redevelopment Plan EIR identified less-than-significant GHG impacts with the incorporation of applicable City of Oakland SCAs. No mitigation measures were necessary.

LMSAP Findings

The LMSAP EIR included GHG emissions and impacts analyses, and identified less-than-significant impacts with the incorporation of the applicable City of Oakland SCAs, and no mitigation measures were necessary. The LMSAP EIR determined that development occurring under the LMSAP would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment at the plan level or at the project level. The estimate of emissions from service population annually, was less than the applicable significance threshold, and implementation of the LMSAP would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. The LMSAP EIR determined that development of specific projects under the Plan would be subject to all applicable regulatory requirements adopted for the purpose of reducing greenhouse gas emissions.

Project Analysis

Greenhouse Gas Emissions and Consistency with GHG Emissions Plans and Policies (Criterion 6a and 6b)

The LMSAP EIR determined that development occurring under the LMSAP would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Development within the LMSAP area would generate a total of approximately 3.05 CO_2e per service population annually, which is below the threshold of 4.6 metric tons of CO_2e.[12] Although the proposed project's building height and unit count are greater than what was set forth in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR.[13] As such, the proposed project's impacts related to greenhouse gas emissions would also be less than significant.

Implementation of the LMSAP would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions and this impact would also be less than significant. The proposed project would comply with the City of Oakland Energy and Climate Action Plan, current City Sustainability Program and General Plan policies and regulations regarding GHG reductions and other local, regional and statewide plans, policies and regulations that are related to the reduction of GHG emissions and relevant to the proposed project. Implementation of the LMSAP, and projects developed under the Plan would be subject to all applicable regulatory requirements adopted for the purpose of reducing greenhouse gas emissions. The proposed project is consistent with the LMSAP and would also be required to implement applicable requirements adopted for the purpose of reducing greenhouse gas emissions.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents considered in this analysis, implementation of the proposed project would not result in any new or more significant impacts related to greenhouse gas emissions than those identified in the LMSAP EIR or the Previous CEQA Documents. Implementation of SCA-19 and SCA-38 would further ensure that impacts associated with greenhouse gas emissions would be less than significant. No mitigation measures are required.

---

[12] CO_2e refers to "carbon dioxide equivalents."

[13] Fehr & Peers, 2016. Lakehouse Commons Project – Transportation Assessment. May 24.

7. Hazards and Hazardous Materials

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors; Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the "Cortese List") and, as a result, would create a significant hazard to the public or the environment;	☒	☐	☐
b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	☒	☐	☐
c. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions; or Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents found less-than-significant effects regarding hazards and hazardous materials including risk of upset in proximity to a school and emergency response/evacuation plans, with the Redevelopment Plan EIR identifying applicable City of Oakland SCAs. The 1998 LUTE EIR identified mitigation measures to reduce potentially significant effects regarding exposing workers and the public to hazardous substances to a less-than-significant level. These mitigation measures are now incorporated into the applicable City of Oakland SCAs.

LMSAP Findings

The LMSAP EIR determined that with implementation of SCAs, impacts related to hazards and hazardous materials would be less than significant with development occurring under LMSAP. Specifically, impacts related to the routine transport, use, or disposal of hazardous materials; accidental release of hazardous materials to the environment; use of hazardous materials near

sensitive receptors; emission of hazardous materials near schools; emergency access; and impaired use of an emergency response plan would all be less than significant.

Project Analysis

Exposure to Hazards, Hazardous Materials Use, Storage and Disposal (Criterion 7a)

Petroleum hydrocarbon, lead, and/or other heavy metal contamination is known to occur within properties located within one-quarter of a mile from the Lake Merritt Channel, potentially including the proposed project site. Similarly, the northern portion of Lake Merritt Channel and the southern margin of Lake Merritt are also known to contain hazardous materials, such as metals, as a result of past industrial activities. The East 12th Street improvement area has been found to contain soluble lead above California hazardous waste thresholds and excavated soil may therefore constitute a California hazardous waste, once excavated.

In compliance with SCA-40 (Phase I Site Assessment Report), a Phase I Environmental Site Assessment was prepared for the proposed project and recommended that a soil vapor survey be conducted in the northern portion of the property to ascertain if a former gasoline service station located at the site affected soil or groundwater in such a way that vapor intrusion into the new development could occur.[14] In addition, near surface soil samples should be collected to ascertain if the long-term use of the property as a roadway resulted in soil contamination.

The City of Oakland's SCAs include a requirement for all construction sites to take all appropriate measures to protect human health and the environment if potential contamination is identified prior to construction or is accidently discovered during construction activities. Implementation of SCA-39 (Hazardous Materials Related to Construction), SCA-40 (Site Contamination), and SCA-41 (Hazardous Materials Business Plan) would ensure that impacts are reduced to a less-than- significant level. Because the site is undeveloped, demolition activities which may result in the release of lead and asbestos-containing building materials would not occur with the proposed project.

The project site is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (i.e., the Cortese List), although the nearby Dewey School site is listed as a contaminated site on the Leaking Underground Storage Tank List. The school site was previously determined to not have affected soil and groundwater and the California State Department of Toxics Substance Control (DTSC) determined that no further action is required at this time. Additionally, the transportation, use, and storage of all hazardous materials involved with the proposed project would be required to comply with federal, State and local hazardous materials regulations and would be required to submit a Hazardous Materials Management Plan (HMMP) and Hazardous Materials Business Plan (HMBP) as required by Alameda County and the City of Oakland SCAs. Since development of the proposed project would be subject to the SCAs pertaining to best management practices for hazardous materials, removal of asbestos and lead-based paint and other hazardous materials and wastes, including those found in the soil and groundwater, the potential impacts would be reduced to less-than-significant levels.

[14] Adanta, Inc., 2014. *Phase I Environmental Site Assessment, 12th Street West of 2nd Avenue, Oakland, California.* September 1.

Hazardous Materials within a Quarter Mile of a School (Criterion 7b)

The proposed project is located on a site that is close to sensitive receptors including residential areas, schools, public gathering places and parks, and civil facilities. More specifically, the proposed project is located immediately adjacent to Dewey High School and within 1,000 feet of La Escuelita Elementary School; however, the proposed project would be required to comply with existing regulations that require hazardous material handlers within 1,000 feet of a school or other sensitive receptors to prepare a Hazardous Material Assessment Report and Remediation Plan.

Emergency Access Routes (Criteria 7c)

The proposed project would not significantly interfere with emergency response plans or evacuation plans. More specifically, the proposed project would not permanently change the surrounding streets or roadways. As such, the proposed project would not result in any new or more severe impacts related to emergency access routes.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents, implementation of the proposed project would not result in any new or more severe significant impacts related to hazards and hazardous materials than those identified in the LMSAP EIR or the Previous CEQA Documents. Potential impacts associated with exposure to hazards and hazardous materials would be less than significant with implementation of SCA-39, SCA-40, and SCA-41. No mitigation measures are required.

8. Hydrology and Water Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Violate any water quality standards or waste discharge requirements; Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters; Create or contribute substantial runoff which would be an additional source of polluted runoff; Otherwise substantially degrade water quality; Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources.	☒	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted);	☒	☐	☐
c. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems; Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site	☒	☐	☐
d. Result in substantial flooding on- or off-site; Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows; Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or Expose people or structures to a substantial risk of loss, injury, or death involving flooding.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents found less-than-significant impacts related to hydrology or water quality, primarily given required adherence to existing regulatory requirements, many of which are

incorporated in the City of Oakland's SCAs. The Previous CEQA Documents found less-than-significant impacts related to flooding and risks from flooding. The 1998 LUTE EIR acknowledged that areas considered under that Program EIR could potentially occur within a 100-year flood boundary. Adherence to existing regulatory requirements that are incorporated in the City of Oakland's SCAs would address potentially significant effects regarding flooding. No mitigation measures were warranted.

LMSAP Findings

The LMSAP EIR determined that with implementation of SCAs, impacts related to hydrology and water quality, groundwater, and flooding would be less than significant with development occurring under the LMSAP. Specifically, development occurring under the Station Area Plan would not violate water quality standards or waste discharge requirements, deplete groundwater supplies, result in substantial erosion or siltation, result in substantial flooding, create or contribute substantial runoff exceeding the capacity of the storm drainage system or contributing to polluted runoff, expose people or structures to hazards associated with flooding, seiche, tsunami, or mudflows, substantially alter existing drainage patterns, or conflict with the regulations of the Creek Protection Ordinance that protect hydrological resources.

Project Analysis

Water Quality, Stormwater, and Drainages and Drainage Patterns (Criteria 8a and 8c)

Construction activities occurring at the site have the potential to impact water quality for receiving water bodies by generating polluted runoff or soils, particularly the nearby Lake Merritt Channel. However, these potential effects are addressed by existing regulations. Development projects that would disturb 1.0 acre or more are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), in accordance with the State Water Resources Control Board's (State Water Board) General Construction Permit. However, the project site is 0.92 acres and therefore a SWPPP is not required. For those project components that would disturb less than 1.0 acre of land, City of Oakland Municipal Code section 13.16.100 (City Of Oakland Creek Protection, Storm Water Management and Discharge Control Ordinance) would still be applicable. The ordinance requires the use of standard Best Management Practices to prevent pollution or erosion to creeks and/or storm drains. In addition, the City of Oakland has numerous SCAs relating to stormwater runoff from construction. These include SCA-33 (Construction Permits), SCA-34 (Soils Report), SCA-50 (NPDES Stormwater Requirements), and SCA-54 (Creek Protection Plan), which apply to all projects that require a Grading Permit except for those on steep slopes.

Operation period impacts to water quality may also result with development occurring under the LMSAP, including the proposed project. The project site is located on vacant land that is currently entirely covered with exposed, permeable soils; no permanent structures are located on the site. The proposed project would introduce approximately 26,279 square feet of impermeable surfaces to the site. Water quality in stormwater runoff is regulated locally by the Alameda Countywide Clean Water Program and the municipal stormwater requirements set by the Regional Water Quality Control Board. Adherence to these requirements would result in incorporation of treatment measures and other appropriate source control and site design features that reduce pollutants in runoff to the maximum extent practicable. Approximately 1,050 square feet of treatment area is required to treat runoff from the site before it is released to the storm drain system. The proposed project intends to

provide a minimum of 1,050 square feet of treatment areas at the podium level. Implementation of source control measures proposed by the project and compliance with existing regulations would ensure that impacts to operation period water quality would be less than significant.

Use of Groundwater (Criterion 8b)

The proposed project would not utilize groundwater resources and would not substantially affect groundwater recharge. Some dewatering may be required for construction of the proposed project, but the dewatering is not anticipated to substantially lower the groundwater level. Potable water is supplied by the East Bay Municipal Utility District (EBMUD), and groundwater is generally not considered potable and is not utilized in the public drinking water supply. The 2014 LMSAP EIR also assumed project compliance with existing City practices, which are stated City of Oakland SCAs that address all applicable regulatory standards and regulations pertaining to remediation and grading and excavation activities. The proposed project would adhere to these SCAs and therefore would have a less-than-significant impact on water quality or groundwater supplies, as identified in the LMSAP EIR and the Previous CEQA Documents.

Flooding and Substantial Risks from Flooding (Criteria 8d)

The project site is not located in either a 100-year or 500-year flood boundary. In addition, the project site is not located within a flood hazard zone or tsunami-inundation zone (LMSAP Draft EIR Figure 3.14-1). Therefore, the proposed project would not result in a significant impact with respect to flood-related risks.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents, implementation of the proposed project would not would not result in any new or more severe significant impacts related to hydrology and water quality, groundwater, and flooding than those identified in the LMSAP EIR or the Previous CEQA Documents. The proposed project would not result in any new or more significant impacts related to hydrology and water quality than those identified in the LMSAP EIR. The LMSAP EIR determined that implementation of SCA-33, SCA-34, SCA-50, and SCA-54 would ensure that potential impacts to hydrology and water quality would be less than significant. No mitigation measures are required.

9. Land Use, Plans, and Policies

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Physically divide an established community;	☒	☐	☐
b. Result in a fundamental conflict between adjacent or nearby land uses; or	☒	☐	☐
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents considered in this analysis all found less-than-significant impacts related to land use, plans, and policies, and no mitigation measures were warranted. The 1998 LUTE EIR, however, identified a significant and unavoidable effect associated with inconsistencies with policies in the Clean Air Plan (resulting from significant and unavoidable increases in criteria pollutants from increased traffic regionally). It identified mitigation measures, which largely align with current City of Oakland SCAs involving Transportation Demand Management (TDM), which apply to all projects within the City of Oakland.

LMSAP Findings

The LMSAP EIR determined that impacts related to land use and planning would be less than significant with development occurring under the LMSAP. No mitigation measures were required and no City of Oakland SCAs apply to the proposed project. Compliance with LUTE Policies D10.2, N5.2, and N8.2 would ensure that development under the LMSAP would not conflict with surrounding land uses, or with existing plans, policies, and regulations adopted for the purpose of mitigating an environmental effect.

Project Analysis

Division of Existing Community, Conflict with Land Uses, or Land Use Plans (Criteria 9a through 9c)

The LMSAP changed the land use designation for the project site from Institutional to Urban Residential and rezoned the site from Urban Residential Zone-3 (RU-3) to Lake Merritt Station Area Plan District Urban Residential (D-LM-1). The intent of the D-LM-1 zone is to create, maintain, and enhance certain areas appropriate for high-density residential development with small-scaled compatible ground-level commercial uses. As previously discussed, the project site is identified as Opportunity Site #44 in the LMSAP. The LMSAP assumed that the project site would be developed with a 20-story apartment building including up to 357 residential units and 20,000 square feet of

retail space. The proposed project would develop the site with up to 361 residential units and 2,000 square feet of ground-floor commercial use, which is consistent with the type of development assumed for the project site in the LMSAP. As previously discussed, the proposed project would result in a greater height and unit count (but substantially less commercial square footage) than what was set forth for Opportunity Site #44 in the LMSAP development program; however, the level of development currently proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR. As stated in the LMSAP EIR, deviation from the specific site-by-site assumptions in the development program may be considered minor if they are consistent with the overall development program analyzed in the LMSAP EIR.

The project would redevelop a vacant site and would not change the existing street network or otherwise introduce incompatible uses to the project area or create land use conflicts. Therefore, the proposed project would not result in any new or more significant impacts related to land use and planning than those identified in the LMSAP EIR. The project would continue to have less-than-significant land use and planning impacts as identified in the LMSAP EIR for the overall development program.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to land use and planning than those identified in the LMSAP EIR or the Previous CEQA Documents. The LMSAP EIR did not identify any mitigation measures related to land use, and no City of Oakland SCAs directly addressing land use and planning apply to the proposed project.

10. Noise

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts. During the hours of 7 p.m. to 7 a.m. on weekdays and 8 p.m. to 9 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard; Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise;	☒	☐	☐
b. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;	☒	☐	☐
c. Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3-dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project);	☒	☐	☐
d. Expose persons to interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24); Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (see Figure 1); Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA]); or	☒	☐	☐

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
e. During either project construction or project operation expose persons to or generate ground-borne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents both identified less-than-significant impacts related to operational noise, primarily from roadway traffic, as well as noise compatibility. The 1998 LUTE EIR identified mitigation measures to address potential noise conflicts between different land uses. Regarding construction noise, the 1998 LUTE EIR identified a significant and unavoidable construction noise and vibration impact in Downtown, even after the incorporation of mitigation measures.

LMSAP Findings

The LMSAP EIR determined that with implementation of SCAs construction and operation period noise would be less than significant with development occurring under the LMSAP. The LMSAP EIR determined that while activities occurring under the Plan could expose residential uses near construction to noise levels exceeding the General Plan standard of 80 and 85 dBA, construction of individual development projects implemented under the LMSAP would be temporary in nature and that associated impacts would be less than significant with implementation of applicable SCAs.

The LMSAP EIR also determined that operation-period noise associated with projects developed under the Plan would be less than significant, and that implementation of applicable SCAs would ensure that operation noise is reduced to a less-than-significant level.

Project Analysis

Construction and Operational Noise and Vibration, Exposure of Receptors to Noise (Criteria 10a, 10b, 10c, 10d, and 10e)

Construction Period. The LMSAP EIR determined that construction activities occurring under the LMSAP could expose residential uses at 50 feet from construction sites to estimated temporary noise levels as high as 89 dB for typical machinery, or as high as 101 dB for pile drivers. This noise would exceed the General Plan standard of 80 and 85 dBA for short-term construction noise at receiving residential uses and commercial or industrial uses, respectively, for some distance around the construction sites. Construction activities for the proposed project would be expected to occur over approximately 24 months and would entail excavation and shoring, foundation and below-grade construction and construction of the buildings and finishing interiors. However, the LMSAP EIR determined that construction-period noise associated with construction of individual development projects implemented under the LMSAP would be temporary in nature and that associated impacts would be less than significant with implementation of City of Oakland SCAs. The proposed project is consistent with the level of development anticipated for the project site under the LMSAP and would

comply with applicable regulations in the Noise Ordinance, including applicable SCAs which regulate construction-period noise (SCA-58, SCA-59, SCA-60, SCA-61, and SCA-62).

Operation Period. The LMSAP EIR determined that operation-period noise levels associated with projects developed under the LMSAP would be less than significant. Operation of new buildings, including the proposed project, would include noise from mechanical equipment. However, this equipment would be standardized for noise reduction, and would not be expected to exceed Noise Ordinance thresholds. In addition, implementation of SCA-64 (Operational Noise) would ensure that operation noise is reduced to a less-than-significant level.

New development, including the proposed project, would generate additional traffic that would affect ambient noise levels. Noise analysis conducted for the LMSAP EIR found that the increase in traffic noise resulting from reasonably foreseeable maximum development under the LMSAP would be less than 5 dB on all roadway segments studied. The threshold of significance is considered to be 5dB or above; therefore, this impact would be less than significant.

Residential uses such as the proposed project are required to have interior noise levels no greater than 45 dBA, per City of Oakland standards. To achieve these indoor noise standards, the LMSAP EIR determined that many new buildings with residential uses will need to achieve substantial noise reduction from exterior noise levels. The City's SCA-63 mandates incorporation of noise reduction measures into project design to achieve an acceptable interior noise level for residential uses. Compliance with existing City SCAs will reduce potential impacts related to interior noise to a less-than-significant level.

Some locations within the Plan area would have community noise levels that would exceed General Plan guidelines for residential uses. According to Oakland's land use compatibility guidelines, residential uses are compatible with noise levels up to 60 dBA and conditionally compatible with noise levels up to 70 dBA. As shown in Table 3.10-8 of the Final EIR, noise levels above 70 dBA would occur on area roadways, including on Lake Merritt Boulevard, within the vicinity of the site. However, the LMSAP EIR determined that these exceedances would occur in the context of a community noise environment that currently exceeds standards in much of the Plan area. Implementation of SCA-63, which requires installation of noise reduction design features, would ensure that these impacts are less than significant.

Conclusion

The proposed project would not result in any new or more significant noise-related impacts than those identified in the LMSAP EIR. The less-than-significant construction-period noise impacts identified in the LMSAP EIR would be similar with development of the proposed project. Although the proposed project's building height and unit count are greater than what was set forth in the LMSAP development program, the level of development currently proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR. As such, the operation-period noise impacts would be similar to those analyzed in the LMSAP EIR. Implementation of SCA-58, SCA-59, SCA-60, SCA-61, SCA-62, SCA-63, and SCA-64 would be applicable to and would be implemented by the proposed project and would further ensure that noise-related impacts associated with the proposed project would be less than significant.

11. Population and Housing

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed;	☒	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element; or Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA Documents found less-than-significant impacts related to population and housing, as well as employment. The 1998 LUTE EIR identified mitigation measures to address unanticipated employment growth (compared to regional ABAG projections), and no other mitigation measures were warranted.

LMSAP Findings

The LMSAP EIR determined that impacts related to population and housing would be less than significant with development occurring under the LMSAP. No mitigation measures or SCAs would be required. Implementation of the LMSAP is intended to increase growth within an urban area and the LMSAP EIR assumes that approximately 4,900 new housing units would be added to the Plan area by 2035, with an associated household and population growth of 4,700 and 9,870, respectively. This projected growth is in line with regional growth projections including ABAG's 2009 growth forecast for 2035. Development at opportunity sites would largely occur as infill, in an urbanized and built-out city. The LMSAP would include a variety of changes to public infrastructure, but none that would increase the capacity of infrastructure outside the Plan area resulting in unplanned population growth.

Project Analysis

Population Growth and Displacement of Housing and People (Criteria 11a and 11b)

The project site is identified as Opportunity Site #44 in the LMSAP and up to 357 residential units are assumed for the site. The proposed project would result in slightly more growth than identified for the site in the LMSAP, with development of up to 361 units. However, as previously discussed, the level

of development currently proposed for the site is within the broader development assumptions analyzed in the EIR. As stated in the LMSAP EIR, deviation from the specific site-by-site assumptions in the development program may be considered minor as they are anticipated and analyzed in the LMSAP EIR. The site is vacant and would not displace housing or people. Therefore, the proposed project would not result in any new or more significant impacts related population and housing than those identified in the LMSAP EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to population and housing than those identified in the LMSAP EIR or the Previous CEQA Documents. The LMSAP EIR did not identify any mitigation measures related to population and housing, and none would be required for the proposed project. In addition, no SCAs would apply.

12. Public Services, Parks and Recreation Facilities

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: • Fire protection; • Police protection; • Schools; or • Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	☒	☐	☐

Previous CEQA Documents Findings

The Redevelopment Plan EIR found less-than-significant impacts related to public services and recreational facilities; no mitigation measures were warranted nor City of Oakland SCAs identified. The 1998 LUTE EIR identified a significant and unavoidable impact for fire safety, with mitigation measures pertaining to the North Oakland Hills area; the 1998 LUTE EIR also identified a significant and unavoidable impact regarding increased student enrollment, particularly in Downtown (and the Waterfront), and identified mitigation measures that would not reduce the effect to less than significant. Thus the impact was significant and unavoidable.

LMSAP Findings

The LMSAP EIR determined that the increase in demand for public services (i.e., fire, police, and schools) and park and recreation services from development under the LMSAP would be less than significant. The Oakland Police Department and Fire Department would adjust service capacity as needed and the City is responsible for coordinating service provisions to adjust to the expected increase in demand for these services. New development, including the proposed project, is required to adhere to appropriate building and fire code requirements that would be incorporated into project construction. The Plan area is exceptionally well-served by libraries, and the LMSAP includes the creation of new parks and open spaces, and improved access to the regional parks system. No mitigation measures or SCAs were required regarding public services or recreation.

Project Analysis

Public Services and Parks and Recreation (Criteria 12a and 12b)

The City of Oakland Police Department and Fire Department would adjust service capacity as needed and the City is responsible for coordinating service provisions to adjust to the expected increase in demand for these services. New development, including the proposed project, is required to adhere to appropriate building and fire code requirements that would be incorporated into project construction. The proposed project would be subject to plan review by the Oakland Fire Department to ensure proper life safety standards and compliance with the California State Fire Code, and adequate emergency response especially for onsite access, exits, and any necessary special equipment to assist firefighters on-site.

The LMSAP EIR determined that schools within the Plan area are currently over-enrolled by 380 students; however, impacts related to the provision of school services and capacity would be less than significant. If development under the Plan generates more students than the closest schools have a capacity for, these students could be accommodated by existing charter schools in the area, and/or schools outside the Plan area, which do have excess capacity. The Plan area is exceptionally well-served by libraries and there would be a less-than-significant impact to library services as a result of the increase in population under the Plan.

The City of Oakland's open space standards require new residential development in the Plan area, including the proposed project, to provide usable open space for project residents. The proposed project would provide 25,153 square feet of on-site open space for use by residents in the form of roof decks and terraces and would meet the City's open space requirements. The proposed project would also complete off-site landscaping improvements to the adjacent City park, which is being developed under the Station Area Plan and as part of the East 12th Street Reconstruction Project. The park would be a passive open green space consisting mostly of native plantings of groundcover, shrubs and trees.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to public services and parks and recreation services than those identified in the LMSAP EIR and the Previous CEQA Documents. The LMSAP EIR did not identify any mitigation measures related to public services, and none would be required for the proposed project. In addition, no SCAs would apply.

13. Transportation and Circulation

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, specifically:			
Traffic Load and Capacity Thresholds a. At a study, signalized intersection which is located **outside the Downtown area and that does not provide direct access to Downtown**, the project would cause the motor vehicle level of service (LOS) to degrade to worse than LOS D (i.e., LOS E or F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐
b. At a study, signalized intersection which is located **within the Downtown area or that provides direct access to Downtown**, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐
c. At a study, signalized intersection **outside the Downtown area and that does not provide direct access to Downtown** where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐
d. At a study, signalized intersection **outside the Downtown area and that does not provide direct access to Downtown** where the motor vehicle level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more;	☒	☐	☐
e. At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the overall volume-to-capacity ("V/C") ratio to increase 0.03 or more or (b) the critical movement V/C ratio to increase 0.05 or more;	☒	☐	☐
f. At a study, unsignalized intersection the project would add ten (10) or more vehicles to the critical movement and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour volume traffic signal warrant;	☒	☐	☐

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
g. For a roadway segment of the Congestion Management Program (CMP) Network, the project would cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project; or	☒	☐	☐
h. Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP.	☒	☐	☐

Previous CEQA Documents Findings

The Previous CEQA documents considered for this analysis identified significant and unavoidable impacts regarding intersection and/or roadway segment operations. Various mitigation measures and City of Oakland SCAs are identified in the Program EIRs (except in the 1998 LUTE EIR, which does not identify SCAs). Other transportation/circulation impacts identified in each of the Previous CEQA documents are reduced to less-than-significant levels with adherence to the City of Oakland SCAs or mitigation measures.

The 1998 LUTE EIR identified significant unavoidable impacts regarding degradation of the level of service (LOS) for several roadway segments citywide. A mitigation measure was identified for one Downtown intersection to reduce the intersection operations to less than significant. The 1998 LUTE EIR did not identify any impacts at the intersections that are affected by the proposed project.

Both the Redevelopment Plan EIR and the Housing Element EIR identified significant unavoidable effects to roadway segment operations, as well as railroad crossing safety, after the implementation of identified mitigation measures. Neither of these Program EIRs identified any impacts at the intersections that are affected by the proposed project.

LMSAP Findings

The LMSAP EIR evaluated the potential impacts of the LMSAP on transportation, circulation, and parking conditions, including transit services, and pedestrian and bicycle facilities. The LMSAP EIR evaluated 45 intersections and 10 freeway segments within the vicinity of the LMSAP (including within the City of Alameda) for potential LOS impacts.

Under Existing Plus Project conditions, impacts to a total of seven intersections were identified during either or both peak hours. Impacts to three of these intersections would be reduced to less-than-significant levels with implementation of the recommended mitigation measures. However, impacts to the 1st Avenue/International Boulevard, Oak Street/10th Street, Oak Street/6th Street, and Jackson Street/5th Street intersections would be significant and unavoidable. Under Existing Plus Project conditions, impacts to the I-880 freeway segment between Oak Street and 5th Street would be significant and unavoidable. In addition, under Existing Plus Project conditions, impacts related to

pedestrian circulation at the Constitution Way/Marina Village Parkway and Constitution Way/Atlantic Avenue intersections would be significant and unavoidable because these intersections are located in the City of Alameda and the City of Oakland does not have the authority to construct recommended improvements.

Under Interim 2020 Plus Project conditions, significant unavoidable impacts were identified at a total of three intersections, including the Jackson Street/6th Street; Brush Street/12th Street; Oak Street/6th Street; and Oak Street/5th Street.

Under Cumulative 2035 Plus Project conditions, significant unavoidable impacts were identified at a total of 14 intersections, including: Grand Avenue/Broadway; Madison Street/14th Street; Madison Street/11th Street; Madison Street/10th Street; Oak Street/10th Street; Harrison Street/8th Street; Jackson Street/8th Street; Oak Street/8th Street; Jackson Street/7th Street; Oak Street/7th Street; 5th Avenue/7th Street/8th Street; Jackson Street/6th Street; Oak Street/ 6th Street; and Oak Street/5th Street. In addition, under Cumulative 2035 Plus Project conditions impacts to the segment of Oak Street between 2nd Street and Embarcadero would also be significant and unavoidable.

Standard Conditions of Approval related to transportation and circulation are required to be implemented for projects developed under the LMSAP.

Project Analysis

Impacts to the Circulation System (Criteria 13a through 13h)

A focused Transportation Assessment[15] was prepared for the proposed project to evaluate potential impacts associated with traffic and circulation (see Appendix C). The analysis evaluated the project's consistency with the LMSAP EIR, assessed the proposed access and circulation plan for potential safety impacts, and evaluated project impacts at two intersections that were not analyzed in the LMSAP EIR. The discussion below summarizes the project's potential impacts related to transportation and circulation. As summarized below, the proposed project would not conflict with any applicable measures of effectiveness for the performance of the circulation system; conflict with an applicable congestion management program; or substantially increase hazards due to a design feature. In addition, similar to the analysis presented in the LMSAP EIR, development of the proposed project would result in less-than-significant impacts related to construction-period traffic and circulation, changes to air traffic patterns, and inadequate emergency access. Standard Conditions of Approval related to transportation and circulation identified in the LMSAP EIR would also be required for the proposed project.

The LMSAP EIR identified up to 1,024 daily vehicle trips, including 55 AM peak hour trips and 78 PM peak hour trips, associated with development of the project site. Trip generation for the proposed project was calculated using the same methodology developed for the LMSAP EIR. As shown in Table 1 in Appendix C, the proposed project is estimated to generate 809 daily vehicle trips, with 60 trips occurring during the AM peak hour and 65 trips occurring during the PM peak hour. While the proposed project would generate five additional AM peak hour trips than analyzed in the LMSAP

[15] Fehr & Peers, 2016. Lakehouse Commons Project – Transportation Assessment. May 24.

EIR, the proposed project includes uses consistent with the assumptions in the LMSAP EIR. Furthermore, since the approval of the LMSAP, five developments, including the proposed project, have been proposed and are in various stages of the planning approval process. The five developments combined would generate about 5,614 daily trips, 303 AM peak hour, and 494 PM peak hour trips. The combined trip generation is less than the total trip generation evaluated in the LMSAP EIR. The total cumulative development contemplated and approved within the LMSAP EIR is a substantially larger amount than that which is currently proposed and under consideration within the LMSAP area. As such, the proposed project would not result in additional impacts on traffic operations at the intersections analyzed in the LMSAP EIR. Refer to Table 2 in the Transportation Assessment (Appendix C) for additional information.

The proposed project would add more than 20 peak hour trips to two intersections that were not evaluated in the LMSAP EIR. Therefore, operations at the following two intersections were evaluated under Existing and Cumulative 2035 conditions for the proposed project:

- Lake Merritt Boulevard/East 12th Street
- East 12th Street/2nd Avenue

Potential impacts associated with intersection operations under Existing Plus Project and Cumulative Plus Project conditions, site circulation and safety, bicycle access and parking, pedestrian access and circulation, transit access, and vehicle parking are described in this subsection. As described below, the proposed project would not result in any new or more significant impacts related to traffic or transportation than those identified in the LMSAP EIR.

Existing and Existing Plus Project Conditions. Traffic data for Existing conditions was collected for the two study area intersections from 7:00 a.m. to 9:00 a.m. (AM peak) and from 4:00 p.m. to 6:00 p.m. (PM peak) on September 16, 2014. As shown in Table 1, below, both of the study area intersections currently operate at an acceptable LOS B during both the AM and PM peak hours and would continue to operate at LOS B under Existing Plus Project conditions; therefore, the project would not result in a significant impact at these study area intersections during Existing Plus Project conditions.

Table 1: Intersection LOS Summary – Existing and Existing Plus Project Conditions

Intersection	Traffic Control[a]	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Significant Impact?
			Delay[b] (seconds)	LOS	Delay[b] (seconds)	LOS	
Lake Merritt Boulevard/East 12th Street	Signal	AM	13.3	B	13.6	B	No
		PM	11.7	B	12.2	B	No
East 12th Street/2nd Avenue	Signal	AM	9.8	A	10.6	B	No
		PM	10.7	B	11.1	B	No

Bold indicates intersections operating at an unacceptable level. All intersection located in Downtown or on arterials that provide direct access to Downtown where LOS E (not LOS D) is the threshold.
[a] Signal = intersection is controlled by a traffic signal
[b] For signalized intersection, average intersection delay and LOS based on the 2010 HCM method is shown.
Source: Fehr & Peers, 2016.

Cumulative 2035 and Cumulative 2035 Plus Project Conditions. Cumulative 2035 conditions are based on the most recent Alameda County Transportation Commission (ACTC) Model, which uses

land use data consistent with the Association of Bay Area Governments (ABAG) Projections 2009. The 2035 Plus Project volumes are forecast by adding the project traffic to the 2035 No Project traffic volumes.

Cumulative 2035 conditions assume that the East Bay Bus Rapid Transit (BRT) Project would be completed. Adjacent to the project, BRT would operate along southbound East 12th Street, and convert the two southbound mixed-flow lanes to one bus-only lane and one mixed-flow lane. The BRT Project would also prohibit left-turns on East 12th Street at 2nd Avenue.

Table 2, below summarizes intersection LOS calculations for Cumulative 2035 and 2035 Plus Project conditions. Both study intersections would operate at LOS C or better during both AM and PM peak hours under Cumulative 2035 with and without project conditions. Therefore, the project would not result in a significant impact at either of these intersections.

Table 2: Intersection LOS Summary – 2035 Conditions

Intersection	Traffic Control[a]	Peak Hour	2035 No Project Conditions		2035 Plus Project Conditions		Significant Impact?
			Delay[b] (seconds)	LOS	Delay[b] (seconds)	LOS	
Lake Merritt Boulevard/East 12th Street	Signal	AM	16.6	B	17.0	B	No
		PM	19.3	B	20.0	C	No
East 12th Street/2nd Avenue	Signal	AM	10.1	B	10.8	B	No
		PM	15.4	B	16.4	B	No

Bold indicates intersections operating at an unacceptable level. All intersection located in Downtown or on arterials that provide direct access to Downtown where LOS E (not LOS D) is the threshold.
[a] Signal = intersection is controlled by a traffic signal
[b] For signalized intersection, average intersection delay and LOS based on the 2010 HCM method is shown.
Source: Fehr & Peers, 2016.

Vehicle Access and Circulation. The project would provide a four-level parking garage (two below grade, two above grade) which would be accessed through a full-access gated driveway on 2nd Avenue approximately 70 feet west of East 12th Street. The garage would accommodate at least 250 parking spaces through a combination of regular and tandem parking spaces.

Considering the proximity of the driveway on 2nd Avenue to East 12th Street, motorists exiting the garage may not have adequate sight distance of vehicles turning from East 12th Street onto Second Avenue. In addition, based on preliminary review of the site plan, motorists exiting the garage may not have adequate sight distance of pedestrians on the adjacent sidewalk.

Recommendation TRA-1: Although not required to address an impact under CEQA, the following should be considered as part of the final design for the project to improve vehicle access and circulation:

- To ensure adequate sight distance for vehicles exiting the garage, prohibit on-street parking along the project frontage on 2nd Avenue between the project driveway and East 12th Street and within 20 feet of the west side of the driveway.
- Redesign the project driveway on 2nd Avenue to provide adequate sight distance between motorists exiting the driveway and pedestrians on the sidewalk. If on-street parking is prohibited adjacent to the project site on 2nd Avenue, one potential design may be to widen

the sidewalk along the project frontage and install planter wells adjacent to the project driveway to move pedestrians away from the driveway, ensure adequate sight distance, and maintain sidewalk width.

As described above, the driveway for the proposed project would be on 2nd Avenue, about 70 feet west of East 12th Street. Based on the analysis above under the level of service analysis, the 95th percentile queues on eastbound 2nd Avenue at East 12th Street are expected to spill back beyond the project driveway during both AM and PM peak hours. However, these queues would clear at the end of each signal cycle and allow vehicles to turn into and out of the driveway.

Given the above, the proposed project would not result in any new or more significant impacts related to vehicle access and circulation than those identified in the LMSAP EIR.

Bicycle Access and Bicycle Parking. Chapter 17.117 of the Oakland Municipal Code requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures and short-term bicycle parking includes bicycle racks. The Code requires one long-term space for every four multi-family dwelling units and one short-term space for every 20 multi-family dwelling units. The Code requires the minimum level of bicycle parking, two long and short-term spaces, for the commercial component of the project.

The project is required to provide 93 long-term and 20 short-term parking spaces. The site plan shows long-term bicycle parking on Levels 1 and 2, but does not provide the amount of parking spaces. In addition, the site plan does not identify short-term bicycle parking. The long-term bicycle parking on the first level can be accessed through the Lobby on Lake Merritt Boulevard or the garage. Both long-term bicycle-parking areas on the second level of the garage can be accessed by elevators/stairs or biking through the garage. Using stairs or elevators to access bicycle parking on the second level may be inconvenient for bicyclists, and riding through the garage may result in potential conflicts between motorists and bicyclists.

Recommendation TRA-2: Although not required to address an impact under CEQA, the following should be considered as part of the final design for the project:

- Consider relocating the long-term bicycle parking from the second level to a more convenient location on the ground level.
- Identify location and amount of short-term bicycle parking, consistent with the City of Oakland Bicycle Parking Ordinance. Short-term bicycle parking should be near the entrances to the commercial and both residential components of the project.
- Ensure that the identified bike rooms accommodate at least 93 long-term bicycle parking spaces

Given the above, the proposed project would not result in any new or more significant impacts related to bicycle access and circulation than those identified in the LMSAP.

Pedestrian Access and Circulation. Each building would be accessed through a separate lobby that includes elevators and stairwells that connect to the residential levels and the garage. The 26-level north building would be accessed from the corner of Lake Merritt Boulevard/12th Street intersection.

The north building also includes four townhomes that can be directly accessed on Lake Merritt Boulevard. The eight-level south building would be accessed on 12th Street just north of 2nd Avenue.

The sidewalks along the project frontage were recently constructed as part of the 12th Street Bridge Reconstruction Project and the two signalized intersections adjacent to the project at Lake Merritt Boulevard/East 12th Street and East 12th Street/2nd Avenue provide striped crosswalks with countdown pedestrian signal heads, adequate crossing time, and directional curb ramps adjacent to the project site. The project would not alter the existing 12-foot sidewalk along East 12th Street and 10-foot sidewalk along 2nd Avenue. In addition, the proposed building would also have a 10-foot setback along East 12th Street.

Given the above, the proposed project would not result in any new or more significant impacts related to pedestrian access and circulation than those identified in the LMSAP EIR.

Transit Access. Transit service providers in the project vicinity include Bay Area Rapid Transit (BART) and AC Transit. BART provides regional rail service throughout the East Bay and across the Bay. The nearest BART station to project site is the Lake Merritt BART Station, about 0.5 miles west. The proposed project would not modify access between the project site and the BART Station.

AC Transit is the primary bus service provider in the City of Oakland. AC Transit operates the following routes in the vicinity of the project:

- Routes 1 and 1R operate along International Boulevard with the nearest stop at 2nd Avenue, about 350 feet east of the project site.
- Routes 11 and 62 operate along 10th Street with the nearest stop at 2nd Avenue, about 600 feet west of the project site.
- Routes 14, 18, 26, and 40 operate on Lake Merritt Boulevard with the nearest stop between International Boulevard and East 15th Street, about 600 feet east of the project site.

AC Transit is currently designing the East Bay Bus Rapid Transit (BRT) Project along the International Boulevard corridor, which would replace Routes 1 and 1R. The project would generally dedicate one travel lane in each direction to bus operations only, in order to provide a quicker and more reliable bus service. Adjacent to the project, BRT would operate along southbound East 12th Street, and convert the two southbound mixed-flow lanes to one bus-only lane and one mixed-flow lane. The BRT project would continue to maintain the existing Class 2 bicycle lanes and parking along East 12th Street adjacent to the project site.

The nearest BRT stop to the project site would be on southbound East 12th Street, just south of 2nd Avenue. The corresponding northbound stop would be on International Boulevard just south of 2nd Avenue, about 350 feet east of the project site. Both stops can be accessed from the project site by crossing at protected signalized intersections.

No changes to the other bus routes operating in the vicinity of the project are planned and the proposed project would not modify or prohibit access to or between the project site and these bus stops.

Given the above, the proposed project would not result in any new or more significant impacts related to transit access than those identified in the LMSAP EIR.

Parking. The proposed project would provide 330 parking spaces to serve the proposed development. The project would be required to comply with City regulations that apply to the provision of parking spaces to serve new development. The provision of parking is not considered to be an impact under CEQA.

Conclusion

The proposed project would not result in significant impacts to the project study intersections, either under the Existing Plus Project conditions or the Cumulative 2040 Plus Project conditions. Based on an examination of the analysis, findings and conclusions of the LMSAP EIR and Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR or the Previous CEQA Documents, nor would it result in new significant impacts related to transportation and circulation that were not identified in the LMSAP EIR or the Previous CEQA Documents.

Additionally, pedestrian, bicycle, transit, emergency access, and design and incompatible use impacts associated with the proposed project would be less than significant and consistent with those identified in the LMSAP EIR. The proposed project would not result in any other transportation-related significant impacts.

Further, implementation of SCA 68, SCA 69, SCA 70, and SCA 71 would be applicable to the proposed project and would ensure that transportation and circulation-related impacts associated with the proposed project would be less than significant. No mitigation measures are required. The project applicant would implement recommended measures identified in the transportation analysis completed for the proposed project that address vehicular access and safety, bicycle parking supply and access and pedestrian circulation and safety.

14. Utilities and Service Systems

Would the project:	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board; Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
b. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
c. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Violate applicable federal, state, and local statutes and regulations related to solid waste;	☒	☐	☐
d. Violate applicable federal, state and local statutes and regulations relating to energy standards; or Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects.	☒	☐	☐

Previous CEQA Documents Findings

The Redevelopment Plan EIR found less-than-significant impacts related to water, wastewater, or stormwater facilities, solid waste, and energy finding no mitigation measures were warranted but adhering to certain City of Oakland SCAs. The 1998 LUTE EIR identified significant effects regarding these topics and identified mitigation measures that reduced the effects to less than significant.

LMSAP Findings

The LMSAP EIR identified less-than-significant impacts to utilities and service systems, with the incorporation of City of Oakland SCAs in certain instances where new infrastructure would be required to be constructed. The LMSAP EIR determined that the capacity of existing service systems would meet increased service demand of development analyzed for the LMSAP; wastewater demand would not exceed wastewater treatment requirements or capacity, surface water runoff would not exceed the capacity of the storm drain system, water demand would not exceed available water supplies, and solid waste generated would not exceed landfill capacity.

Project Analysis

Water, Wastewater, Stormwater, Solid Waste Services and Energy (Criteria 14a through 14c)

The capacity of existing service systems – wastewater, stormwater, water, solid waste, sewer, landfill and energy- were all determined to meet increased service demand as a result of development under the LMSAP. No new infrastructure would be required to be constructed to accommodate increased service demand. In the cases in which it is deemed necessary, SCA-75 requires that draft project plans be submitted to the City's Building Services and Public Works Agency to demonstrate that all proposed utilities would be underground. SCA-74 requires the proposed project to submit a Construction & Demolition (C&D) Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency. The WRRP must specify the methods by which the project would divert C&D debris waste from landfill disposal in accordance with current City requirements.

The proposed project would result in less-than-significant impacts related to energy standards and use, and would comply with CALGreen regulations and be required to achieve at least a 15 percent reduction in energy usage when compared to Title 24. The proposed project would also be required to undergo review by PG&E. In addition, City of Oakland SCAs pertaining to compliance with the green building ordinance would require construction projects to incorporate energy-conserving design measures, which would ensure the proposed project's impacts on energy would remain less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR and the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR or Previous CEQA Documents, nor would it result in new significant impacts related to utilities and service systems that were not identified in the LMSAP EIR or the Previous CEQA Documents. The LMSAP EIR did not identify any mitigation measures related to utilities and service systems, and none would be required for the proposed project. Implementation of SCA-68, SCA-69, SCA-70, SCA-71, SCA-74, SCA-75, SCA-77, and SCA-79, as well as compliance with Title 24 and CALGreen requirements would ensure that impacts to utilities and services would be less than significant.

VII. REFERENCES

(All references cited below are available at the Oakland Bureau of Planning, Agency, 250 Frank Ogawa Plaza, Suite 3330, Oakland, California, unless specified otherwise.)

Lake Merritt Station Area Plan EIR

City of Oakland, *Draft EIR*, 2014.

City of Oakland, *Final EIR*, 2014.

Housing Element Update

City of Oakland, *Draft EIR* for the 2007-2015 Housing Element Update, 2009.

City of Oakland, *Final EIR* for the 2007-2015 Housing Element Update, 2010.

City of Oakland, 2015-2023 Housing Element Addendum to the *2010 Housing Element EIR*, 2014.

Central District Urban Renewal Plan Amendment (Redevelopment Plan)

Oakland Redevelopment Agency, *Draft EIR for the Proposed Amendments to the Central District Urban Renewal Plan*, March 2011.

Oakland Redevelopment Agency, *Final EIR for the Proposed Amendments to the Central District Urban Renewal Plan*, June 2011.

Oakland Redevelopment Agency, *Central District Urban Renewal Plan*, Adopted June 12. 1969, as amended through April 3, 2012.

General Plan Land Use and Transportation Element

City of Oakland, *1998 LUTE Draft EIR.*

City of Oakland, *1998 LUTE Final EIR.*

City of Oakland, *Land Use and Transportation Element of the Oakland General Plan*, March 24, 1998, amended to June 21, 2007.

Plan Bay Area

Metropolitan Transportation Commission and Association of Bay Area Governments, *Plan Bay Area, Strategy for a Sustainable Region*. Adopted July 18, 2014.

Oakland Planning Code

City of Oakland, City of Oakland Planning Code. CEDA: Planning and Zoning. Available online at: www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak032032.pdf. February 2014.

Project-Related and Additional Sources

Adanta, Inc., *Phase I Environmental Site Assessment, 12th Street West of 2nd Avenue, Oakland, California.* September 1, 2014.

Oakland Unified School District, *Request for Developer Qualifications for New Development of Oakland Unified School District Properties, Including the Parcels Housing the Pail Robeson Administration Building, and Dewey High School.* Available online at: www.ousd.k12.ca.us/cms/lib07/CA01001176/Centricity/Domain/95/RFQ%201025%202ND%20Ave.%20Jun%2024.pdf. June 24, 2014.

Oakland, City of, 2015 Income Limits. Available online at: www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak053389.pdf.

Oakland, City of, *Final Lake Merritt Boulevard Apartments Project Environmental Review*. February 25, 2015.

Oakland, City of, *Lake Merritt Park Improvements, East 12th Street Project*. Website: www2.oaklandnet.com/Government/o/PWA/o/EC/s/MeasureDD/OAK025946. August 2014.

Rowan William Davies & Irwin, Inc., *Lakehouse Commons Oakland, CA Sun/Shadow Study*. April 28, 2016.

This page intentionally left blank.

ATTACHMENT A
Standard Conditions of Approval and Mitigation Monitoring and Reporting Program

This Standard Conditions of Approval ("SCAs") and Mitigation Monitoring and Reporting Program ("SCAMMRP") is based on the CEQA Analysis prepared for the Lakehouse Commons Project.

This SCAMMRP 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 SCAMMRP lists mitigation measures recommended in the 2014 LMSAP EIR that apply to the proposed project. The SCAMMRP also lists other SCAs that apply to the proposed project, most of which were identified in the LMSAP EIR and some of which have been subsequently updated or otherwise modified by the City. Specifically, on July 22, 2015, 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 proposed 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 SCAMMRP reflect the current SCAs only. Although the SCA numbers listed below may not correspond to the SCA numbers in the 2014 LMSAP EIR, all of the environmental topics and potential effects addressed by the SCAs in the LMSAP EIR are included in this SCAMMRP (as applicable to the Lakehouse Commons Project). This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

This CEQA Analysis is also based on the analysis in the following Program EIRs that apply to the Lakehouse Commons Project: Oakland's 1998 General Plan Land Use and Transportation Element (LUTE) EIR (1998 LUTE EIR), the 2010 General Plan Housing Element EIR (Housing Element EIR) and 2014 Addendum, and the 2011 Central District Urban Renewal Plan Amendments EIR (Redevelopment Plan EIR). None of the mitigation measures or SCAs from these Program EIRs are included in this SCAMMRP because they, or an updated or equally effective mitigation measure or SCA, is identified in the 2014 LMSAP EIR, its addenda, or in this CEQA Analysis for the Lakehouse Commons 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 Analysis were inadvertently omitted, they are automatically incorporated herein by reference.

The first column of the SCAMMRP table identifies the mitigation measure or SCA applicable to that topic in the CEQA Analysis. 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 Lakehouse Commons Project and this CEQA Analysis; however, the SCAs as presented in the City's Standard Conditions of Approval and

Uniformly Applied Development Standards documents are included in parenthesis for cross-reference purposes.

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

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
Aesthetics, Shadow and Wind		
SCA-16 Graffiti Control Requirement: e. 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: 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. f. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: 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). When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
SCA-17 Landscape Plan a. ***Landscape Plan Required*** Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A b. ***Landscape Installation*** Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid. When Required: Prior to building permit final Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building c. ***Landscape Maintenance*** Requirement: All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced. When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-18 Lighting Requirement: Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. When Required: Prior to building permit final Initial Approval: N/A Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
Air Quality		
SCA-19 Construction-Related Air Pollution Controls (Dust and Equipment Emissions) Requirement: The project applicant shall implement all of the following applicable air pollution control measures during construction of the project: **[BASIC CONTROLS (apply to ALL construction sites)]** a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used. e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). f. Limit vehicle speeds on unpaved roads to 15 miles per hour. g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. j. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas. **[ENHANCED CONTROLS: All "Basic" controls listed above plus the following controls if the project involves:** • 114 or more single-family dwelling units; • 240 or more multi-family units; • Nonresidential uses that exceed the applicable screening size listed in the Bay Area Air Quality Management District's CEQA Guidelines; • Demolition permit; • Simultaneous occurrence of more than two construction phases (e.g., grading and building construction occurring simultaneously);		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
• 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).] k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity. q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time. s. All trucks and equipment, including tires, shall be washed off prior to leaving the site. t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met. v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM. x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard. y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
[The following condition applies to all projects that meet all of the following		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
criteria: a. The project involves any of the following sensitive land uses: i. Residential uses (new dwelling units); or ii. New or expanded schools, daycare centers, parks, nursing homes, or medical facilities; and b. The project is located within 1,000' (or other distance as specified below) of one or more of the following sources of air pollution: i. Freeway; ii. Roadway with significant traffic (at least 10,000 vehicles/day); iii. Rail line (except BART) with over 30 trains per day; iv. Distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating Transportation Refrigeration Units (TRU) per day, or where the TRU unit operations exceed 300 hours per week; v. Major rail or truck yard (such as the Union Pacific rail yard adjacent to the Port of Oakland); vi. Ferry terminal; vii. Stationary pollutant source requiring a permit from BAAQMD (such as a diesel generator); viii. Within 0.5 miles of the Port of Oakland or Oakland Airport; ix. Within 300 feet of a gas station; or x. Within 300 feet of a dry cleaner with a machine using PERC (or within 500 feet of a dry cleaner with two or more machines using PERC); and c. The project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the Bay Area Air Quality Management (BAAQMD) CEQA Guidelines.] **SCA-20 Exposure to Air Pollution (Toxic Air Contaminants)** a. ***Health Risk Reduction Measures*** Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods: i. 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 of exposure of project residents/occupants/users to air pollutants. 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 that 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. - or - ii. 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		

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

documentation submitted to the City:
• Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 [insert MERV-16 for projects located in the West Oakland Specific Plan area] or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
• Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).
• Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.
• The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.
• Sensitive receptors shall be located on the upper floors of buildings, if feasible.
• Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis leylandii), Hybrid popular (Populus deltoids X trichocarpa), and Redwood (Sequoia sempervirens).
• Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
• Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
• Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
  o Installing electrical hook-ups for diesel trucks at loading docks.
  o Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  o Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  o Prohibiting trucks from idling for more than two minutes.
  o Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.
 	
When Required: Prior to approval of construction-related permit
Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
b. ***Maintenance of Health Risk Reduction Measures*** Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter. When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
Biological Resources		
SCA-25 Bird Collision Reduction Measures Requirement: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following: i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below. vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: • Use opaque glass in window panes instead of reflective glass. • Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects. • Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
• Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. • Install opaque window film or window film with a pattern/design which also adheres to the "two-by-four" rule for coverage. vii. Reduce light pollution. Examples include the following: • Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). • Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. • Reduce perimeter lighting whenever possible. • Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. • Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following: • Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. • Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials. • Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day. • Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs. • Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building		
SCA-26 Tree Removal During Bird Breeding Season Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. When Required: Prior to removal of trees Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-26 Tree Removal During Bird Breeding Season Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. When Required: Prior to removal of trees Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-27 Tree Permit a. ***Tree Permit Required*** Requirement: Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. When Required: Prior to approval of construction-related permit Initial Approval: Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building Monitoring/Inspection: Bureau of Building b. ***Tree Protection During Construction*** Requirement: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations. When Required: During construction Initial Approval: Public Works Department, Tree Division Monitoring/Inspection: Bureau of Building		
c. **Tree Replacement Plantings** Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense. When Required: Prior to building permit final Initial Approval: Public Works Department, Tree Division Monitoring/Inspection: Bureau of Building		
Cultural Resources		
SCA-29 Archaeological and Paleontological Resources - Discovery During Construction Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions 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.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. 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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-31 Human Remains - Discovery During Construction Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
Geology, Soils and Geohazards		
SCA-33 Construction-Related Permit(s) Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
SCA-34 Soils Report Requirement: 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. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
Greenhouse Gas Emissions		
SCA-38 Greenhouse Gas (GHG) Reduction Plan a. ***Greenhouse Gas (GHG) Reduction Plan Required*** Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan. The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below [INCLUDE THIS LANGUAGE IF SCENARIO A OR B:] 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) [INCLUDE THIS LANGUAGE IF SCENARIO C:] the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (10,000 metric tons of CO2e per year) [INCLUDE THIS LANGUAGE IF SCENARIO B] AND to reduce GHG emissions by 36 percent below the project's "adjusted" baseline GHG emissions (as explained below) to help achieve the City's goal of reducing GHG emissions. 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), (c) a comprehensive set of quantified additional GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) 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. Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. 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. 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. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A b. ***GHG Reduction Plan Implementation During Construction*** 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). When Required: During construction Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building c. ***GHG Reduction Plan Implementation After Construction*** 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. 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.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. 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. The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds [INCLUDE THIS LANGUAGE IF SCENARIO B:] AND GHG emissions are 36 percent below the project's "adjusted" baseline GHG emissions, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below. **Corrective Procedure**. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan. 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. 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. 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. 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.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project. When Required: Ongoing Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Planning		
Hazards and Hazardous Materials		
SCA-39 Hazardous Materials Related to Construction Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture'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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-40 Site Contamination a. ***Environmental Site Assessment Required*** Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. When Required: Prior to approval of construction-related permit Initial Approval: Oakland Fire Department Monitoring/Inspection: Oakland Fire Department		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
b. ***Health and Safety Plan Required*** Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building c. ***Best Management Practices (BMPs) Required for Contaminated Sites*** Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: 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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-41 Hazardous Materials Business Plan Requirement: The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following: a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. c. An emergency response plan including employee training information. d. A plan that describes the manner in which these materials are handled, transported, and disposed. When Required: Prior to building permit final Initial Approval: Oakland Fire Department Monitoring/Inspection: Oakland Fire Department		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
Hydrology and Water Quality		
SCA-50 NPDES C.3 Stormwater Requirements for Regulated Projects		
a. ***Post-Construction Stormwater Management Plan Required***		
Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: 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.		
When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning; Bureau of Building Monitoring/Inspection: Bureau of Building		
b. ***Maintenance Agreement Required***		
Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: 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.		
The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.		
When Required: Prior to building permit final Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
[The following condition applies to all projects involving either of the following: a. **Projects that create or replace at least 2,500 square feet, but less than 10,000 square feet, of new or existing impervious, except projects considered Regulated Projects under the NPDES C.3 requirements (see other condition for NPDES C.3 Regulated Projects); or** b. **Individual single-family home projects that create or replace at least 2,500 square feet of new or existing impervious.]** **SCA-54 Creek Protection Plan** a. ***Creek Protection Plan Required*** Requirement: The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices ("BMPs") during construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d). When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A b. ***Construction BMPs*** Requirement: The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following: i. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek. ii. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected. iii. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. iv. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted. v. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
vi. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains. vii. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek. viii. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site. ix. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. x. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work. xi. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains. xii. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB). xiii. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A c. ***Post-Construction BMPs*** Requirement: The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
d. ***Creek Landscaping*** Requirement: The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A e. ***Creek Protection Plan Implementation*** Requirement: The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the project applicant. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately. When Required: During construction; ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
Noise		
SCA-58 Construction Days/Hours Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours: 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. 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. c. No construction is allowed on Sunday or federal holidays. 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. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/ occupants' preferences. The project applicant shall notify property owners and		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA 59 Construction Noise Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-60 Extreme Construction Noise a. ***Construction Noise Management Plan Required*** Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building b. ***Public Notification Required*** Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented. When Required: During construction Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-61 Project-Specific Construction Noise Reduction Measures Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts. The project applicant shall implement the approved Plan during construction. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-62 Construction Noise Complaints Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include: 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		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-63 Exposure to Community Noise Requirement: 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: 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 When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building		
SCA-64 Operational Noise Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
Transportation/Traffic		
SCA-68 Construction Activity in the Public Right-of-Way a. ***Obstruction Permit Required*** Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building b. ***Traffic Control Plan Required*** Requirement: In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
implement the approved Plan during construction. When Required: Prior to approval of construction-related permit Initial Approval: Public Works Department, Transportation Services Division Monitoring/Inspection: Bureau of Building c. ***Repair of City Streets*** Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately. When Required: Prior to building permit final Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-69 Bicycle Parking Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		
SCA-70 Transportation Improvements Requirement: The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and 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: a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) 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)		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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 When Required: Prior to building permit final or as otherwise specified Initial Approval: Bureau of Building; Public Works Department, Transportation Services Division Monitoring/Inspection: Bureau of Building		
SCA-71 Transportation and Parking Demand Management a. ***Transportation and Parking Demand Management (TDM) Plan Required*** Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City. i. The goals of the TDM Plan shall be the following: • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. • Achieve the following project vehicle trip reductions (VTR): • Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR • Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. ii. TDM strategies to consider include, but are not limited to, the following: • Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
• 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. 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. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
b. ***TDM Implementation – Physical Improvements*** Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project. When Required: Prior to building permit final Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building c. ***TDM Implementation – Operational Strategies*** Requirement: For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved. When Required: Ongoing Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Planning		
Utilities and Service Systems		
SCA-74 Construction and Demolition Waste Reduction and Recycling Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center. When Required: Prior to approval of construction-related permit Initial Approval: Public Works Department, Environmental Services Division Monitoring/Inspection: Public Works Department, Environmental Services Division		
SCA-75 Underground Utilities Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building		
SCA-76 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. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building		
SCA-77 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). i. The following information shall be submitted to the City for review and approval with the application for a building permit: • 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. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures. • All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
Hardship Exemption granted during the review of the Planning and Zoning permit. • **[INSERT: Green building point level/certification requirement: (See Green Building Summary Table; for New Construction of Residential or Non-residential projects that remove a Historic Resource (as defined by the Green Building Ordinance) the point level certification requirement is 53 points for residential and LEED Gold for non-residential)]** per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: N/A 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. The following information shall be submitted to the City for review and approval: 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. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building c. ***Compliance with Green Building Requirements After Construction*** Requirement: Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to **[INSERT: Build It Green or Green Building Certification Institute]** and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above. When Required: After project completion as specified Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
SCA-79 Sanitary Sewer System Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system. When Required: Prior to approval of construction-related permit Initial Approval: Public Works Department, Department of Engineering and Construction Monitoring/Inspection: N/A		
SCA-80 Storm Drain System Requirement: The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building		

ATTACHMENT B
Criteria for Use of Addendum, Per CEQA Guidelines Sections 15162, 15164 and 15168

Section 15164(a) of the California Environmental Quality Act (CEQA) Guidelines states that "a lead agency or responsible agency shall prepare an addendum to a previously certified EIR [Environmental Impact Report] if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15164(e) states that "a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR."

As discussed in detail in Section III of this document, this CEQA Analysis document is considered an Addendum to the 2014 LMSAP EIR for the assessment of the project under Sections 15162 and 15164. The 1998 LUTE EIR, and for the housing components of the proposed project, the 2010 Housing Element EIR and 2014 Addendum are Program EIRs considered for this CEQA assessment of the project, pursuant to Section 15162 and 15164. The 2011 Redevelopment Plan EIR analysis is a Program EIR specifically considered for this assessment, pursuant to CEQA Guidelines Section 15168 and Section 15180.

A. PROJECT MODIFICATIONS

In November 2014, the Oakland Planning Commission certified the LMSAP EIR. The LMSAP EIR analyzed the LMSAP "development program," which was the assumed future development for the Plan with up to 4,900 new housing units, 4,100 new jobs, 404,000 square feet of retail use, and 1.3 million square feet of office uses. The LMSAP EIR also presented detailed potential development assumptions for certain "Opportunity Sites," which are properties considered "most likely to redevelop." The project site is located on a vacant parcel at the southwest corner of East 12th Street and 2nd Avenue and is identified as Opportunity Site #44 in the LMSAP development program.

B. CONDITIONS FOR ADDENDUM

None of the following conditions for preparation of a subsequent EIR per Sections 15162(a) and 15168 apply to the proposed project:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

C. PROJECT CONSISTENCY WITH SECTIONS 15162 AND 15168 OF THE CEQA GUIDELINES

Since certification of the 2014 LMSAP EIR, no changes have occurred in the circumstances under which the proposed project would be implemented that would change the severity of the proposed project's physical impacts, as explained in the CEQA Checklist in Section VI of this document. No new information has emerged that would materially change the analyses or conclusions set forth in the LMSAP EIR.

Furthermore, as demonstrated in the CEQA Checklist, the proposed project would not result in any new significant environmental impacts, result in any substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the 2014 LMSAP EIR, nor render any mitigation measures or alternatives found not to be feasible, feasible. The effects of the proposed project would be substantially the same as those reported in the 2014 LMSAP EIR.

The analysis presented in this CEQA Checklist, combined with the prior 2014 LMSAP EIR analysis, demonstrates that the proposed project would not result in significant impacts that were not previously identified in the LMSAP EIR. The proposed project would not result in a substantial increase in the significance of impacts, nor would the proposed project contribute considerably to cumulative effects that were not already accounted for in the certified 2014 LMSAP EIR. Overall, the proposed project's impacts are similar to those identified and discussed in the 2014 LMSAP EIR, as described in the CEQA Checklist, and the findings reached in the LMSAP EIR are applicable.

ATTACHMENT C
Project Consistency with Community Plan or Zoning, Per CEQA Guidelines Section 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "...projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." As discussed in detail in Section III of this document, the analysis in the 2011 Redevelopment Plan EIR, the 1998 LUTE EIR and, for only the residential components of the proposed project, the 2010 Housing Element EIR and its 2014 Addendum, are considered the qualified planning level CEQA documents for exempting the project from further CEQA analysis, pursuant to CEQA Guidelines Section 15183, as discussed below.

A. PROPOSED PROJECT

The proposed project would be located in developed, urbanized Downtown Oakland. The proposed project would develop the vacant site with two distinct buildings with a continuous 4-level podium base, including an 8-story mid-rise residential building and a 26-story residential apartment tower. Combined, the two buildings would provide 361 residential units, 2,000 square feet of ground level commercial space and 330 parking spaces. The project site is currently vacant and utilized for construction staging and soil stockpiling.

B. PROJECT CONSISTENCY

As determined by the City of Oakland Bureau of Planning, the proposed land uses are permitted in the zoning district in which the project is located, and land uses envisioned for the project site in Downtown Oakland, as outlined below.

- The General Plan land use designation for the site is Urban Residential (RU-3). This designation applies to areas suitable for multi-unit, low-rise or mid-rise residential structures at somewhat higher densities than RU-2, and neighborhood businesses where appropriate in locations with good access to transportation and other services. The proposed residential mixed-use project would be consistent with this designation.
- The site is zoned Lake Merritt Station Area Plan District Mixed Residential Zone (D-LM-1). The proposed project would be consistent with the purposes of the D-LM-1 district, which is generally intended to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for high-density residential development with compatible commercial activities. The proposed project would develop the vacant site with ground-floor commercial retail space with upper level residential use.

Therefore, the proposed project is eligible for consideration of an exemption under California Public Resources Code Section 21083.3, and Section 15183 of the CEQA Guidelines.

This page intentionally left blank.

ATTACHMENT D
Infill Performance Standards, Per CEQA Guidelines Section 15183.3

California Environmental Quality Act (CEQA) Guidelines Section 15183.3(b) and CEQA Guidelines Appendix M establish eligibility requirements for projects to qualify as infill projects. Table D-1, below, shows how the proposed project satisfies each of the applicable requirements.

As discussed in detail in Section III of this document, the analysis in the 2011 Redevelopment Plan EIR, the 1998 LUTE EIR and, for only the residential components of the proposed project, the 2010 Housing Element EIR and its 2014 Addendum, are considered the Program EIRs for this assessment, pursuant to CEQA Guidelines Section 15183.3.

Table D-1: Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
1.	Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter. For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses or is only separated from such uses by an improved right-of-way. (CEQA Guidelines Section 15183.3[b][1])	Yes. The project site is currently vacant used for construction staging and soil stockpiling. However, the site is surrounded by urban uses including public, institutional, residential, and commercial uses, as described in Section IV, Project Description.
2.	Satisfy the performance Standards provided in Appendix M (CEQA Guidelines Section 15183.3[b][2]) as presented in 2a and 2b below:	—
	2a. Performance Standards Related to Project Design. All projects must implement all of the following:	—
	Renewable Energy. Non-Residential Projects. All nonresidential projects shall include onsite renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean back-up power supplies, where feasible. Residential Projects. Residential projects are also encouraged to include such on site renewable power generation.	Yes. The proposed project would comply with CALGreen regulations and be required to achieve at least a 15 percent reduction in energy usage when compared to Title 24. In addition, the proposed project would comply with the Green Building ordinance and requirements. The project applicant may consider, but is not required to provide, renewable power generation.

Table D-1: Project Infill Eligibility

CEQA Eligibility Criteria	Eligible?/Notes for Proposed Project
Soil and Water Remediation. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the project shall document how it has remediated the site, if remediation is completed. Alternatively, the project shall implement the recommendations provided in a preliminary endangerment assessment or comparable document that identifies remediation appropriate for the site.	A Phase I Environmental Site Assessment was prepared for the project site.[16] The assessment revealed no evidence of recognized environmental conditions in connection with the property although a soil vapor survey and collection of near surface soil samples was recommended to identify whether the site's past use as a gasoline service station and roadway resulted in soil contamination. In addition, the property was not listed in any of the databases searched as part of the Phase I Report.
Residential Units Near High-Volume Roadways and Stationary Sources. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air Resources Board, air districts, and the California Air Pollution Control Officers Association.	Yes. According to BAAQMD's conservative screening-level tool for Alameda County, there are three stationary TAC sources within 1,000 feet of the project site. As previously discussed, the proposed project is not located within the vicinity of a site that emits gaseous TACs. The LMSAP EIR also identified potential impacts associated with the installation of back-up generators (a source of TACs) and identified SCAs to reduce the potential effect to less than significant. The proposed project would not include a back-up generator that would emit TACs; therefore, this impact does not apply to the proposed project. The nearest "high-volume roadway" with 100,000 vehicles per day, as defined by Section II of CEQA Appendix M, is Interstate 880 (I-880). I-880 is approximately 0.4 miles south of the project site.
2b. Additional Performance Standards by Project Type. In addition to implementing all the features described in 2a above, the project must meet eligibility requirements provided below by project type.	
Residential. A residential project must meet one of the following: A. Projects achieving below average regional per capita vehicle miles traveled (VMT). A residential project is eligible if it is located in a "low vehicle travel area" within the region; B. Projects located within ½ mile of an Existing Major Transit Stop or High Quality Transit Corridor. A residential project is eligible if it is located within ½ mile of an existing major transit stop or an existing stop along a high quality transit	Yes. The proposed project is eligible under Section (B). The proposed project site is served by multiple transit providers. Transit service providers in the project vicinity include Bay Area Rapid Transit (BART) and Alameda-Contra Costa (AC) Transit. The nearest BART station to the project site is the Lake Merritt BART Station, approximately 0.4 miles west of the project site. AC Transit operates bus lines multiple major bus routes on International Boulevard, approximately one block east of the project site.

[16] Adanta, Inc. 2014. *Phase I Environmental Site Assessment 12th Street West of 2nd Avenue Oakland, California.* September 1.

Table D-1: Project Infill Eligibility

CEQA Eligibility Criteria	Eligible?/Notes for Proposed Project
corridor; or C. Low - Income Housing. A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.	
Commercial/Retail. A commercial/retail project must meet one of the following: A. Regional Location. A commercial project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a "low vehicle travel area"; or B. Proximity to Households. A project with no single-building floor-plate greater than 50,000 square feet located within ½ mile of 1,800 households is eligible.	Not Applicable.
Office Building. An office building project must meeting one of the following: A. Regional Location. Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; or B. Proximity to a Major Transit Stop. Office buildings, both commercial and public, within ½ mile of an existing major transit stop, or ¼ mile of an existing stop along a high quality transit corridor, are eligible.	Not Applicable.
Schools. Elementary schools within 1 mile of 50 percent of the projected student population are eligible. Middle schools and high schools within 2 miles of 50 percent of the projected student population are eligible. Alternatively, any school within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor is eligible. Additionally, to be eligible, all schools shall provide parking and storage for bicycles and scooters, and shall comply with the requirements of Sections 17213, 17213.1, and 17213.2 of the California Education Code.	Not Applicable.
Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	Not Applicable
Small Walkable Community Projects. Small walkable community projects, as defined in Section 15183.3, subdivision (e)(6), that implement the project features in 2a above are eligible.	Not Applicable

Table D-1: Project Infill Eligibility

CEQA Eligibility Criteria		Eligible?/Notes for Proposed Project
3.	Be 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, except as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B) below: (b)(3)(A). Only where an infill project is proposed within the boundaries of a metropolitan planning organization for which a sustainable communities strategy or an alternative planning strategy will be, but is not yet in effect, a residential infill project must have a density of at least 20 units per acre, and a retail or commercial infill project must have a floor area ratio of at least 0.75; or (b)(3)(B). Where an infill project is proposed outside of the boundaries of a metropolitan planning organization, the infill project must meet the definition of a "small walkable community project" in CEQA Guidelines §15183.3(f)(5). (CEQA Guidelines Section 15183.3[b][3])	Yes (see explanation below table)

Note:

a Where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards in this section that apply to the predominant use shall govern the entire project.

EXPLANATION FOR ELIGIBILITY CRITERION 3 (FROM TABLE D-1 ABOVE)

The adopted Plan Bay Area (2014) serves as the sustainable communities strategy for the Bay Area, per Senate Bill 375. As defined by the Plan, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. The Lakehouse Commons Project is located within the "Oakland Transit Oriented Development Corridors" PDA – which comprises the majority of the City of Oakland's land area except the areas around the Macarthur Transit Village, Downtown Oakland and Colosseum. The proposed project is consistent with the City of Oakland General Plan and the Planning Code, as discussed in Attachment C and noted below.

- The General Plan land use designation for the site is Urban Residential (RU-3). This designation applies to areas suitable for multi-unit, low-rise or mid-rise residential structures at somewhat higher densities than RU-2, and neighborhood businesses where appropriate in locations with good access to transportation and other services. The proposed residential mixed-use project would be consistent with this designation.
- The site is zoned Lake Merritt Station Area Plan District Mixed Residential Zone (D-LM-1). The proposed project would be consistent with the purposes of the D-LM-1 district, which is generally intended to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for high-density residential development with compatible commercial activities. The proposed project would develop the vacant site with ground-floor commercial retail space with upper level residential use.

LSA

Attachment C

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: September 11, 2019

TO: Neil Gray, City of Oakland

FROM: Theresa Wallace, AICP, Principal

SUBJECT: Addendum to the California Environmental Quality Act (CEQA) Analysis for the Lakehouse Commons Project (Case No. PLN16128-ER01)

On May 27, 2016, LSA prepared the CEQA Analysis for the Lakehouse Commons Project, pursuant to California Resources Code Sections 21083.3, 21094.5.5, and 21166 and CEQA Guidelines Sections 15162, 15164, 15183, 15183.3, 15168, and 15180. The analysis evaluated the potential impacts associated with the development of the Lakehouse Commons Project, which included two distinct buildings with a continuous 4-level podium base, including an 8-story mid-rise residential building (South Commons Building) and a 26-story residential apartment tower (North Commons Building). The proposed project would provide a total of 361 residential units, 2,000 square feet of ground-level commercial space, and 330 parking spaces. The project site is located at the northwest corner of the East 12th Street and 2nd Avenue intersection (12th Street parcel) on Assessor's Parcel Number (APN) 019-0027-013-03 and is currently a vacant lot used for soil stockpiling and staging for nearby construction projects.

Based on an examination of the analysis, findings, and conclusions of the 2014 Lake Merritt Station Area Plan Environmental Impact Report (LMSAP EIR), as well as those of the City of Oakland's 1998 General Plan Land Use and Transportation Element EIR (LUTE EIR), the 2010 General Plan Housing Element EIR and 2014 Addendum (Housing Element EIR), and the 2011 Central District Urban Renewal Plan Amendments EIR (or "Redevelopment Plan EIR"), it was determined that the potential environmental impacts associated with the Lakehouse Commons Project were adequately analyzed and covered in the planning-level LMSAP EIR and other Previous CEQA Documents. Therefore, no further review or analysis under CEQA was required and an Addendum to the LMSAP EIR and Community Plan Exemption were approved by the City of Oakland as Lead Agency for environmental review.

Since that time, the planning approvals for the proposed project have expired and are being reconsidered by the Oakland City Council. No changes to the project evaluated in the May 27, 2016 CEQA Analysis are proposed. As further discussed below, pursuant to CEQA Guidelines Section 15162, no additional environmental review is necessary for approval of the proposed project.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTION 15162

This Addendum is prepared pursuant to CEQA Guidelines Section 15164(b) which states: "An addendum to an... [environmental document] may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent... [environmental document] have occurred" Section 15162 specifies that "no subsequent... [environmental document] shall be prepared for that project unless the lead agency determines ... one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous ... [environmental document] due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous... [environmental document] due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous... [environmental document] was certified as complete was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous... [environmental document];

    b. Significant effects previously examined will be substantially more severe than shown in the previous... [environmental document];

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous... [environmental document] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

The following discussion summarizes the reasons that additional environmental review pursuant to CEQA Guidelines Section 15162 is not required to evaluate the environmental effects of the proposed project, as its potential effects were adequately evaluated in the 2016 CEQA Analysis.

Substantial Changes

There are no changes to the proposed project evaluated in the 2016 CEQA Analysis and the project evaluated in that analysis would not result in new significant impacts beyond those identified in the LMSAP EIR and Previous CEQA Documents.

Substantial Changes in Circumstances

Conditions in and around the project site have not substantially changed since approval of the proposed project and compared to the analysis and findings of the LMSAP EIR and Previous CEQA Documents. Four development projects have been approved by the City since preparation of the Transportation Assessment prepared in support of the 2016 CEQA Analysis for the proposed project, including the: 1314 Franklin Street Mixed-Use Project, the 325 7th Street Project, the 0 Fallon Street Project, and the Oakland Civic Auditorium. As discussed in the updated Transportation Assessment included as an attachment to this memorandum, the combined trip generation is less than the total trip generation estimated in the LMSAP EIR. Likewise, inclusive of the proposed project, the total trips generated by the nine (previously five) developments currently proposed and under consideration within the Plan Area are substantially less than the total cumulative development approved within the Plan Area by the LMSAP EIR. Therefore, the proposed project would continue to add a minor amount of traffic to the circulation system and no new impacts beyond those identified in the LMSAP EIR would result.

In addition, because the number of project vehicle trips would be within the scope of the analysis of the LMSAP EIR, the Previous CEQA Documents, and the 2016 CEQA Analysis, no new significant impacts related to mobile sources emissions for air quality, greenhouse gases, or energy would result. Likewise, no new noise impacts associated with increased vehicle traffic would result.

Since approval of the 2016 CEQA Analysis, regulatory thresholds and requirements related to transportation and air quality have been revised/updated. In addition, the CEQA Guidelines were updated in 2019 and the City of Oakland has modified its significance thresholds and Standard Conditions of Approval. These key changes are discussed below.

VMT Analysis

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (Steinberg 2013) to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The Planning Commission direction aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis, with adopted plans and polices related to transportation, which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Consistent with the Planning Commission direction and the Senate Bill 743 requirements, the City of Oakland published the revised TIRG on April 14, 2017 to guide the evaluation of the transportation impacts associated with land use development projects.

Given this updated guidance, a vehicle miles traveled analysis was prepared for the proposed project. The analysis is included in the updated Transportation Assessment provided as an attachment to this document. As demonstrated in the analysis, the proposed project satisfies the Low-VMT Area (#2) and the Near Transit Stations (#3) criteria and is therefore presumed to have a less–than-significant impact on VMT.

BAAQMD Clean Air Plan and Guidelines

Based on the Bay Area Air Quality Management District (BAAQMD) attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has remained unchanged since approval of the 2016 CEQA Analysis. However, the BAAQMD has made two key regulatory changes since the 2016 CEQA Analysis was approved. The updated Clean Air Plan was adopted in April 2017 and revised BAAQMD CEQA Guidelines were adopted in May 2017.

Consistency with the Clean Air Plan can be determined if a project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. As demonstrated in the updated Transportation Assessment, development associated with the proposed project is within the amount of growth evaluated within the LMSAP EIR, the Previous CEQA Documents, and the 2016 CEQA Analysis and the proposed project would not substantially increase VMT. Therefore, the project would not hinder the goals or implementation of any of the control measures from the Clean Air Plan.

In addition, because the level of development proposed for the site is within the broader development assumptions analyzed in the LMSAP EIR, construction and operation period emissions impacts would be consistent with the findings of the LMSAP EIR and would not exceed the emissions thresholds identified in the BAAQMD CEQA Guidelines.

City of Oakland Standard Conditions of Approval

Mitigation measures and SCAs identified in the 2014 LMSAP EIR and 2016 CEQA Analysis that would apply to the Lakehouse Commons Project are listed in Attachment A to the 2016 CEQA Analysis, which is incorporated by reference. Because the SCAs are mandatory City requirements, it is assumed that they will be imposed and implemented, which the project sponsor has agreed to do or ensure as part of the proposed project. If the CEQA Analysis or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected.

Most of the SCAs that are identified for the Lakehouse Commons Project were also identified in the 2014 LMSAP EIR or the Previous CEQA Documents. Since certification of the LMSAP EIR and the 2016 CEQA Analysis, the City of Oakland has revised its SCAs, and the most current SCAs are identified in the City's Staff Report for the project's planning approvals. All mitigation measures identified in the LMSAP EIR that would apply to the proposed project are also identified in the City's Staff Report.

New Information

As demonstrated in the discussion above, no new information of substantial importance, which was not known or could not have been known when the 2016 CEQA Analysis was adopted, has been identified which shows that the proposed project would be expected to result in: 1) new significant environmental effects not identified in the LMSAP EIR, the Previous CEQA Documents, and the 2016 CEQA Analysis; 2) substantially more severe environmental effects than shown in the LMSAP EIR, the Previous CEQA Documents, and the 2016 CEQA Analysis; 3) mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one

or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or 4) mitigation measures or alternatives which are considerably different from those analyzed in the previous LMSAP EIR, the Previous CEQA Documents, and the 2016 CEQA Analysis would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. In addition, the proposed project would require no new mitigation measures, because no new or substantially more severe impacts are expected beyond those identified in the 2016 CEQA Analysis.

Attachment: May 27, 2016 Lakehouse Commons CEQA Analysis

FEHR & PEERS

MEMORANDUM

Date:	September 11, 2019 (updated from May 24, 2016 to provide VMT Assessment and Update the LMSAP Cumulative Project List)
To:	Theresa Wallace, LSA
From:	Sam Tabibnia
Subject:	**Lakehouse Commons Project – Transportation Assessment**

OK16-0103

This memorandum summarizes the focused transportation impact analysis that Fehr & Peers conducted for the proposed Lakehouse Commons development in the City of Oakland. Fehr & Peers reviewed the proposed project for consistency with the assumptions contained in the Lake Merritt Station Area Plan (LMSAP) EIR for the site, evaluated project impact on vehicle miles traveled (VMT), and assessed the project site plan for potential impacts on safety, and evaluated project impacts at two intersections that were not analyzed in the LMSAP Draft EIR.

Our analysis assumptions and findings are detailed below.

PROJECT DESCRIPTION

Based on a site plan dated April 15, 2016, the proposed project would consist of a 26-level north building providing 270 multi-family dwelling units and 2,100 square feet of retail, and an eight-level south building providing 91 multi-family dwelling units. The project, which would provide a total of 361 dwelling units, is along the west side of East 12th Street between Lake Merritt Boulevard and Second Avenue in Oakland. The project site is currently vacant. **Figure 1** shows the project site location.

The project would provide a four-level parking garage which would accommodate at least 250 parking spaces for both buildings. The garage would be accessed through a full-access gated driveway on Second Avenue approximately 70 feet west of East 12th Street.

VMT SCREENING

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's California Environmental Quality Act (CEQA) Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (Steinberg 2013) to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The Planning Commission direction aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis, with adopted plans and polices related to transportation, which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Consistent with the Planning Commission direction and the Senate Bill 743 requirements, the City of Oakland published the revised TIRG on April 14, 2017 to guide the evaluation of the transportation impacts associated with land use development projects.

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more vehicle travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and non-single occupancy vehicle travel options are available.

Given these travel behavior factors, most of Oakland has lower VMT per capita and VMT per worker ratios than the nine-county San Francisco Bay Area region. Further, within the City of Oakland, some neighborhoods may have lower VMT ratios than others.

VMT Estimate

Neighborhoods within Oakland are expressed geographically in transportation analysis zones, or TAZs, which are used in transportation planning models for transportation analysis and other planning purposes. The Metropolitan Transportation Commission (MTC) Travel Model includes 116 TAZs within Oakland that vary in size from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower-density neighborhoods.

The MTC Travel Model is a model that assigns all predicted trips within, across, or to/from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

The travel behavior from MTC Travel Model is modeled based on the following inputs:

- Socioeconomic data developed by the Association of Bay Area Governments (ABAG)
- Population data created using the 2000 US Census and modified using the open source PopSyn software
- Zonal accessibility measurements for destinations of interest
- Travel characteristics and vehicle ownership rates derived from the 2000 Bay Area Travel Survey (BATS)
- Observed vehicle counts and transit boardings

The daily VMT output from the MTC Travel Model for residential and office uses comes from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from the project site. In this way, all of the VMT for an individual resident or employee is included; not just trips into and out of the person's home or workplace. For example, a resident leaves her apartment in the morning, stops for coffee, and then goes to the office. In the afternoon she heads out to lunch, and then returns to the office, with a stop at the drycleaners on the way. After work, she goes to the gym to work out, and then joins some friends at a restaurant for dinner before returning home. All the stops and trips within her day form her "tour." The tour-based approach would add up the total number of miles driven over the course of her tour and assign it as her daily VMT.

Based on the MTC Travel Model, the regional average daily VMT per capita is 15.0 under 2020 conditions and 13.8 under 2040 conditions.

Thresholds of Significance for VMT

According to the City of Oakland TIRG, the following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.

- For office projects, a project would cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.
- For retail projects, a project would cause substantial additional VMT if it results in a net increase in total VMT.

Screening Criteria

VMT impacts would be less than significant for a project if any of the identified screening criteria outlined below are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day
2. Low-VMT Areas: The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average
1. Near Transit Stations: The project is located in a Transit Priority Area or within a one-half mile of a Major Transit Corridor or Stop[1] and satisfies the following:
    - Has a Floor Area Ratio (FAR) of more than 0.75,
    - includes less parking for use by residents, customers, or employees of the project than other typical nearby uses, or less than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site),
    - and is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC).

Impact Analysis

The proposed project satisfies all three criteria as described below.

Criterion #1: Small Projects

The project is estimated to generate about 809 trips per day (see Table 2 on page X), which is more than 100 vehicle trips per day and therefore does not satisfy criterion #1.

---

[1] "Major transit stop" is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Criterion #2: Low-VMT Area

Table 1 shows the estimated 2020 and 2040 VMT per capita for TAZ 947, the TAZ in which the project is located, as well as the applicable VMT thresholds of 15 percent below the regional average. As shown in Table 1, the 2020 and 2040 estimated average daily VMT per capita in the project TAZ is less than the regional averages minus 15 percent. Therefore, the project satisfies criterion #2.

TABLE 1
LAKEHOUSE COMMONS
DAILY VEHICLE MILES TRAVELED SUMMARY

	Bay Area				TAZ 947	
	2020		2040			
Land Use	Regional Average	Regional Average minus 15%	Regional Average	Regional Average minus 15%	2020	2040
Residential (VMT per capita)[1]	15.0	12.8	13.8	11.7	9.2	8.3

1. MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita and accessed in September 2019.

Source: Fehr & Peers, 2019.

Criterion #3: Near Transit Stations

The project would be located about 0.5 miles from the Lake Merritt BART station, and within 0.2 miles of frequent bus service along International Boulevard (Route 1, with 10-minute peak headways), and Lake Merritt Boulevard (Routes 40 with 12-minute peak headways).

The project satisfies criterion #3 because it would also meet the following three conditions for this criterion:

- The proposed project would have a FAR greater than 0.75.
- The Project would include up to 249 parking spaces for the proejct residents, which corresponds to about 0.69 parking spaces per unit. Per the City of Oakland Municipal Code Section 17.116.060 for the D-LM-1 zone, the project is required to provide between minimum of zero and maximum of 1.25 parking spaces per dwelling unit. The proposed parking supply is within the supply range allowed by the Municipal Code. Therefore, the

project would not provide more parking than other typical nearby uses, nor would it provide more parking than required by the City Code.

- The project is located within the Downtown & Jack London Square Priority Development Area (PDA), as defined by Plan Bay Area, and is therefore consistent with the region's Sustainable Communities Strategy.

VMT Screening Conclusion

The proposed project satisfies the Low-VMT Area (#2) and the Near Transit Stations (#3) criteria and is therefore presumed to have a less–than-significant impact on VMT.

CONSISTENCY WITH LMSAP

The proposed project site is located within the LMSAP area and the LMSAP EIR included development at the project site (identified as Opportunity Site 44) as part of the project.

As noted in the LMSAP EIR, the Development Program represents the reasonably foreseeable development expected to occur in the next 20 to 25 years in the Plan area. The Specific Plan and the EIR intend to provide flexibility in the location, amount, and type of development. Thus, as long as the trip generation for the overall Plan area remains below the levels estimated in the EIR, the traffic impact analysis presented in the EIR continues to remain valid.

Fehr & Peers also estimated the trip generation for the proposed project using the trip generation methodology developed for LMSAP EIR. As summarized in **Table 2**, the proposed project is estimated to generate 809 daily, 60 AM peak hour, and 65 PM peak hour vehicle trips.

Since the approval of the LMSAP EIR, nine developments, including this project, have been proposed and are in some stage of the City's approval process at this time. **Table 3** summarizes the trip generation for these nine developments. The nine developments combined would generate about 12,510 daily trips, 795 AM peak hour, and 1,353 PM peak hour trips. The combined trip generation is less than the total trip generation estimated in the LMSAP EIR. Likewise, inclusive of the proposed project, the nine developments currently proposed and under consideration within the Plan Area is substantially less than the total cumulative development approved within Plan Area by the LMSAP EIR.

Since the uses proposed by the project are consistent with the assumptions in LMSAP EIR and the proposed project would generate fewer automobile trips than assumed in LMSAP EIR, the proposed

project would not result in additional impacts on traffic operations at the intersections analyzed in the LMSAP EIR.

TABLE 2
LAKEHOUSE COMMONS
TRIP GENERATION SUMMARY

Land Use	Units[1]	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential	361 DU	222[2]	1,516	27	81	108	77	49	126
Mode Split Reduction [3]			-843	-15	-45	-60	-43	-27	-70
Net Trips After Mode Split Reduction			*673*	*12*	*36*	*48*	*34*	*22*	*56*
Restaurant	2.1 KSF	932[4]	267	13	10	23	13	8	21
Mode Split Reduction [5]			-107	-5	-4	-9	-5	-3	-8
Net Trips After Mode Split Reduction			160	8	6	14	8	5	13
Pass-by Reduction [6]			-24	-1	-1	-2	-2	-2	-4
Net Trips After Pass-by Reduction			*136*	*7*	*5*	*12*	*6*	*3*	*9*
Net New Project Trips [7]			**809**	**19**	**41**	**60**	**40**	**25**	**65**

1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip *Generation (9th Edition)* land use category 222 (High-Rise Apartment):
   Daily: T = 4.2 * X
   AM Peak Hour: T) = 0.30* X (25% in, 75% out)
   PM Peak Hour: T) = 0.35* X (61% in, 39% out)
3. Per LMSAP DEIR, mode split reduction of 55.6% for residential uses based on the 2009 summary of commute patterns in the Lake Merritt Station Planning Area.
4. ITE *Trip Generation (9th Edition)* land use category 932 (High-Turnover (Sit-Down) Restaurant):
   Daily: T = 127.15*(X)
   AM Peak Hour: T = 10.81*(X) (55% in, 45% out)
   PM Peak Hour: T = 9.85*(X) (60% in, 40% out)
5. Per LMSAP DEIR, mode split reduction of 40% for daily and PM peak hour trips and 41% for AM peak hour trips based on the results of the 2000 Bay Area Travel Survey for retail trips of areas within one-half mile of a BART station in Alameda County.
6. Per LMSAP DEIR, Pass-by reduction of 15% for daily and AM peak hour trips and 34% for PM peak hour trips based on ITE *Trip Generation Handbook, Second Edition.*
7. The LMSAP EIR also accounted for the internal trips within each opportunity site. Considering the small size of the commercial component of the project, this analysis conservatively does not account for internal trips between the residential and commercial components of the project.

Source: Fehr & Peers, 2016.

TABLE 3
TRIP GENERATION FOR DEVELOPMENT PROJECTS WITHIN THE LMSAP AREA

Project Name	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
378 11th Street (Hampton Inn)[1]	580	26	18	44	23	23	46
250 14th Street[2]	738	11	41	52	43	25	68
226 13th Street[3]	1,285	19	64	83	72	46	118
301/385 12th Street (W12)[4]	2,202	-16	80	64	127	71	198
1314 Franklin Street[5]	3,070	69	173	242	170	94	264
325 7th Street[6]	1,198	36	59	95	58	35	93
0 Fallon Street[7]	180	3	8	11	9	5	14
Oakland Civic Auditorium [8]	2,450	99	45	144	377	101	487
Lakehouse Commons[9]	*809*	*19*	*41*	*60*	*40*	*25*	*65*
Total Projects trips	**12,512**	**266**	**529**	**795**	**668**	**919**	**1,344**
LMSAP Estimated Trip Generation	26,837	1,370	725	2,095	996	1,399	2,395
Percent Complete	*47%*	*19%*	*73%*	*38%*	*92%*	*30%*	*56%*

1. Source: *378 11th Street, Oakland, CA* letter (June 17, 2015)
2. Source: *14th and Alice Residential Project – Transportation Assessment* (January 7, 2016)
3. Source: 226 *13th Street Project –Transportation Assessment* (March 18, 2016)
4. Source: *12th and Webster Street Residential Project – Transportation Assessment* (March 25, 2016)
5. Source: *1314 Franklin Street Mixed-Use Project CEQA Analysis* (March 2017)
6. Source: *Modified 325 7th Street Project CEQA Analysis* (July 2017)
7. Estimated assuming that the project would consist of 58 residential units.
8. Source: *Oakland Civic Auditorium Rehabilitation Project CEQA Checklist (February 2019).* Trip generation assumes a typical event with 1,275 attendees at the Calvin Simmons Theatre.9
9. See Table 2

Source: Fehr & Peers, 2019.

The LMSAP Draft EIR identified the following 29 significant impacts at transportation facilities serving the Plan Area:

- TRAN-1 – Lake Merritt Boulevard/11th Street, Existing Plus Project, Less than Significant with mitigation
- TRAN-2 – 1st Avenue/International Boulevard, Existing Plus Project, Significant and Unavoidable
- TRAN-3 – Madison Street/10th Street, Existing Plus Project, Less than Significant with mitigation
- TRAN-4 – Oak Street/10th Street, Existing Plus Project, Significant and Unavoidable
- TRAN-5 – Jackson Street/7th Street, Existing Plus Project, Less than Significant with mitigation

- TRAN-6 – Oak Street/6th Street, Existing Plus Project, Significant and Unavoidable
- TRAN-7 – Jackson Street/5th Street, Existing Plus Project, Significant and Unavoidable
- TRAN-8 – I-880 – Oak Street to 5th Avenue, Existing Plus Project, Significant and Unavoidable
- TRAN-9 – Brush Street/12th Street, 2020 Plus Project, Significant and Unavoidable
- TRAN-10 – Jackson Street/6th Street, 2020 Plus Project, Significant and Unavoidable
- TRAN-11 – Oak Street/6th Street, 2020 Plus Project, Significant and Unavoidable
- TRAN-12 – Oak Street/5th Street, 2020 Plus Project, Significant and Unavoidable
- TRAN-13 – Grand Avenue/Broadway, 2035 Plus Project, Less than Significant with mitigation
- TRAN-14 – Madison Street/14th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-15 – Madison Street/11th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-16 – Madison Street/10th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-17 – Oak Street/10th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-18 – Harrison Street/8th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-19 – Jackson Street/8th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-20 – Oak Street/8th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-21 – Jackson Street/7th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-22 – Oak Street/7th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-23 – 5th Avenue/7th Street/8th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-24 – Jackson Street/6th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-25 – Oak Street/6th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-26 – Oak Street/5th Street, 2035 Plus Project, Significant and Unavoidable
- TRAN-27 – Oak Street – 2nd Street to Embarcadero - 2035 Plus Project, Significant and Unavoidable
- TRAN-28 – Constitution Way/Marina Village Parkway - Existing Plus Project, Significant and Unavoidable
- TRAN-29 – Constitution Way/Atlantic Avenue - Existing Plus Project, Significant and Unavoidable

The proposed project would add minor amounts of traffic to each of these 29 impacted locations, and therefore contributes to each of these previously disclosed impacts and would be required to implement the previously approved mitigation measures. The City of Oakland has recently adopted a Transportation Impact Fee program, so the Project Sponsor has the option to pay the applicable fee in lieu and/or pay their fair share contribution (to be negotiated between the City of Oakland and Project Sponsor) to mitigate their share of the need for traffic improvements at these locations.

SITE PLAN REVIEW

An evaluation of access and circulation for all travel modes, based on the site plan dated April 15, 2016, is summarized below.

Vehicle Access and Circulation

The project would provide a four-level parking garage (two below grade, two above grade) which would be accessed through a full-access gated driveway on Second Avenue approximately 70 feet west of East 12th Street. The garage would accommodate at least 250 parking spaces through a combination of regular and tandem parking spaces.

Considering the proximity of the driveway on Second Avenue to East 12th Street, motorists exiting the garage may not have adequate sight distance of vehicles turning from East 12th Street onto Second Avenue. In addition, based on preliminary review of the site plan, motorists exiting the garage may not have adequate sight distance of pedestrians on the adjacent sidewalk.

Recommendation 1: While not required to address a CEQA impact, the following should be considered as part of the final design for the project:

- To ensure adequate sight distance for vehicles, prohibit on-street parking along project frontage on Second Avenue between the project driveway and East 12th Street and within 20 feet on the west side of the driveway.
- Redesign project driveway on Second Avenue to provide adequate sight distance between motorists exiting the driveway and pedestrians on the sidewalk (Since the recommendation above would prohibit on-street parking adjacent to the project site on Second Avenue, one potential design may be to widen the sidewalk along project frontage and install planter wells adjacent to the project driveway to move pedestrians away from the driveway and ensure adequate sight distance and maintain sidewalk width).

Bicycle Access and Bicycle Parking

Chapter 17.117 of the Oakland Municipal Code requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures and short-term bicycle parking includes bicycle racks. The Code requires one long-term space for every four multi-

family dwelling units and one short-term space for every 20 multi-family dwelling units. Code requires the minimum level of bicycle parking, two long and short-term spaces, for the commercial component of the project.

Table 4 summarizes the bicycle parking requirement for the project. The project is required to provide 93 long-term and 20 short-term parking spaces. The site plan shows long-term bicycle parking in three separate facilities on Levels 1 and 2, but does not identify the number of parking spaces. In addition, the site plan does not identify the locations for short-term bicycle parking. The long-term bicycle parking on the first level can be accessed through the Lobby on Lake Merritt Boulevard or the garage. Both long-term bicycle-parking on the second level of the garage can be accessed by elevators/stairs or biking through the garage. Using stairs or elevators to access bicycle parking on the second level maybe inconvenient for bicyclists, and riding through the garage may result in potential conflicts between motorists and bicyclists.

TABLE 4
BICYCLE PARKING REQUIREMENTS

		Long-Term		Short-Term	
Land Use	**Size[1]**	**Spaces per Unit**	**Spaces**	**Spaces per Unit**	**Spaces**
Apartments	361 DU	1:4 DU	91	1:20 DU	18
Commercial	2.1 KSF	Min.	2	Min.	2
Total Required Bicycle Spaces			93		20
Total Bicycle Parking Provided			N/A[3]		N/A[3]
Bicycle Parking Surplus/Deficit			**-93**		**-20**

1. DU = dwelling unit; KSF = 1,000 square feet
2. Based on Oakland Municipal Code Sections 17.117.090 and 17.117.110
3. Project site plan does not identify the amount of long-term bicycle parking or the location and amount of short-term bicycle parking.

Source: Fehr & Peers, 2016

Recommendation 2: While not required to address a CEQA impact, the following should be considered as part of the final design for the project:

- Consider relocating the long-term bicycle parking from the second level to a more convenient location on the ground level.

- As required by the City of Oakland Standard Condition of Approval (SCA) #77 (Bicycle Parking), identify location and amount of short-term bicycle parking, consistent with the City of Oakland Bicycle Parking Ordinance. Short-term bicycle parking should be near the entrances to the commercial and both residential components of the project.
- As required by the City of Oakland SCA #77 (Bicycle Parking), ensure that the identified bike rooms accommodate at least 93 long-term bicycle parking spaces

Pedestrian Access and Circulation

Each building would be accessed through a separate lobby that includes elevators and stairwells that connect to the residential levels and the garage. The 26-level north building would be accessed from the corner of Lake Merritt Boulevard/12th Street intersection. The north building also includes four townhomes that can be directly accessed on Lake Merritt Boulevard. The eight-level south building would be accessed on 12th Street just north of Second Avenue.

The sidewalks along the project frontage were recently constructed as part of the 12th Street Bridge Reconstruction Project and the two signalized intersections adjacent to the project at Lake Merritt Boulevard/East 12th Street and East 12th Street/2nd Avenue provide striped crosswalks with countdown pedestrian signal heads, adequate crossing time, and directional curb ramps adjacent to the project site. The project would not alter the existing 12-foot sidewalk along East 12th Street and 10-foot sidewalk along Second Avenue.

Transit Access

Transit service providers in the project vicinity include Bay Area Rapid Transit (BART) and AC Transit.

BART provides regional rail service throughout the East Bay and across the Bay. The nearest BART station to project site is the Lake Merritt BART Station, about 0.5 miles west. The proposed project would not modify access between the project site and the BART Station.

AC Transit is the primary bus service provider in the City of Oakland. AC Transit operates the following routes in the vicinity of the project:

- Routes 1 and 1R operate along International Boulevard with the nearest stop at Second Avenue, about 350 feet east of the project site.

- Routes 11 and 62 operate along 10th Street with the nearest stop at Second Avenue, about 600 feet west of the project site.
- Routes 14, 18, 26, and 40 operate on Lake Merritt Boulevard with the nearest stop between International Boulevard and East 15th Street, about 600 feet east of the project site.

AC Transit is currently designing the East Bay Bus Rapid Transit (BRT) Project along the International Boulevard corridor, which would replace Routes 1 and 1R. The project would generally dedicate one travel lane in each direction to bus operations only in order to provide a quicker and more reliable bus service. Adjacent to the project, BRT would operate along southbound East 12th Street, and convert the two southbound mixed-flow lanes to one bus-only lane and one mixed-flow lane. The BRT project would continue to maintain the existing Class 2 bicycle lanes and parking along East 12th Street adjacent to the project site.

The nearest BRT stop to the project site would be on southbound East 12th Street, just south of Second Avenue. The corresponding northbound stop would be on International Boulevard just south of Second Avenue, about 350 feet east of the project site. Both stops can be accessed from the project site by crossing at protected signalized intersections.

No changes to the other bus routes operating in the vicinity of the project are planned and access between these bus stops and the proposed project would not modify access between the project site and these bus stops.

TRANSPORTATION DEMAND MANAGEMENT

Since the proposed project would generate more than 50 net new PM peak hour trips, The City's Standard Condition of Approval (SCA), which requires the preparation of a Transportation Demand Management (TDM) plan as described below, is applicable.

SCA 71 - Transportation and Parking Demand Management

a. Transportation and Parking Demand Management (TDM) Plan Required

Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.

i. The goals of the TDM Plan shall be the following:

- *Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project.*
- *Achieve the following project vehicle trip reductions (VTR):*
  - *Projects generating 50-99 net new AM or PM peak hour vehicle trips: 10 percent VTR*
  - *Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR*
- *Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.*
- *Enhance the City's transportation system, consistent with City policies and programs.*

ii. TDM strategies to consider include, but are not limited to, the following:

- *Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.*
- *Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping.*
- *Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.*
- *Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.*
- *Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.*
- *Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).*
- *Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or 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.*

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.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. TDM Implementation – Physical Improvements

Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.

When Required: Prior to building permit final

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

c. ***TDM Implementation – Operational Strategies***

Requirement: For projects that generate 100 or more net new AM or PM 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.

When Required: Ongoing

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

FOCUSED TRAFFIC IMPACT ANALYSIS

This section discusses the impacts of the proposed project on traffic operations under Existing and 2035 conditions on two study intersections that were not analyzed in LMSAP EIR.

Trip Distribution and Assignment

The trip distribution and assignment process estimates how the vehicle trips generated by a project site would distribute across the roadway network. **Figure 2** shows the trip distribution for the project, which is based on the trip distribution documented in the LMSAP EIR, modified to account for the project location.

Trips generated by the proposed project, as shown in Table 2, were assigned to the roadway network according to the trip distribution shown on Figure 2. **Figure 3** shows the resulting trip assignment by roadway segment for the PM peak hour because the PM peak hour has the highest project trip generation.

As shown on Figure 3, the proposed project would add more than 20 peak hour trips to the following two intersections that were not analyzed in the LMSAP EIR:

1. Lake Merritt Boulevard/East 12th Street
2. East 12th Street/2nd Avenue

Therefore, this section assesses potential impacts at these two intersections.

Existing Traffic Conditions

Traffic data, consisting of automobile turning movement, as well as pedestrian and bicycle counts, were collected on clear days, while area schools were in normal session. The traffic data collection was conducted from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM on September 16, 2014. These time periods were selected because trips generated by the proposed project, in combination with background traffic, are expected to represent typical worst traffic conditions.

Figure 4 presents existing intersection lane configurations, traffic control devices, and peak hour traffic volumes. Based on the volumes and roadway configurations presented in Figure 4, Fehr & Peers calculated the Level of Service (LOS)[2] at the study intersections using the 2010 *Highway Capacity Manual* (HCM) methodologies.

Table 5 summarizes the existing intersection analysis results. The technical appendix provides the detailed LOS calculation sheets. Both intersections currently operate at LOS B during both AM and PM peak hours.

Existing Plus Project Conditions

Figure 4 shows traffic volumes under Existing Plus Project conditions, which consist of Existing Conditions traffic volumes plus added traffic volumes generated by the project.

Table 5 summarizes the intersection operations results for the Existing Plus Project conditions. Both study intersections would continue to operate at LOS B during both AM and PM peak hours. Therefore, the project would not result in a significant impact at either of these intersections.

---

[2] The operations of roadway facilities are typically described with the term level of service (LOS), a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result and a vehicle may wait through multiple signal cycles before passing through the intersection; these operations are designated as LOS F.

TABLE 5
INTERSECTION LOS SUMMARY
EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control[1]	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Significant Impact?
			Delay [2] (seconds)	LOS	Delay [2] (seconds)	LOS	
1. Lake Merritt Boulevard/ East 12th Street	Signal	AM	13.3	B	13.6	B	No
		PM	11.7	B	12.2	B	No
2. East 12th Street/ Second Avenue	Signal	AM	9.8	A	10.6	B	No
		PM	10.7	B	11.1	B	No

Bold indicates intersections operating at an unacceptable level. All intersection located in Downtown or on arterials that provide direct access to Downtown where LOS E (not LOS D) is the threshold.
1. Signal = intersection is controlled by a traffic signal
2. For signalized intersections, average intersection delay and LOS based on the 2010 HCM method is shown.
Source: Fehr & Peers, 2016.

2035 Intersection Analysis

2035 conditions at the two study intersections are described below.

Traffic Forecasts

This analysis uses the same methodology used to forecast year 2035 traffic volumes for LMSAP EIR to forecast 2035 No Project volumes at the two study intersections. Consistent with the LMSAP EIR, the forecasts are based on the ACTC Model (released in June 2011), which uses land use data consistent with Association of Bay Area Government (ABAG) *Projection 2009*. The 2035 Plus Project volumes are forecast by adding the project traffic to the 2035 No Project traffic volumes. **Figure 4** shows the traffic volumes for the 2035 No Project and 2035 Plus Project scenarios.

2035 Roadway Network

The 2035 No Project and the 2035 Plus Project conditions assume the completion of the proposed BRT project along East 12th Street. As previously described, the BRT project would convert one-mixed flow lane along southbound East 12th Street to bus-only operations. The BRT Project would also prohibit left-turns on East 12th Street at Second Avenue.

2035 Intersection Operations

Table 6 summarizes intersection LOS calculations for 2035 No Project and 2035 Plus Project conditions. Both study intersections would operate at LOS C or better during both AM and PM peak hours under 2035 No Project and 2035 Plus Project conditions. Therefore, the project would not result in a significant impact at either of these intersections.

Project Driveway Operations

As previously described, the driveway for the proposed project would be on Second Avenue, about 70 feet west of East 12th Street. Based on the completed analysis, the 95th percentile queues on eastbound Second Avenue at East 12th Street are expected to spill back beyond the project driveway during both AM and PM peak hours. However, these queues would clear at the end of each signal cycle and allow vehicles to turn into and out of the driveway.

TABLE 6
INTERSECTION LOS SUMMARY
2035 CONDITIONS

Intersection	Traffic Control[1]	Peak Hour	2035 No Project Conditions		2035 Plus Project Conditions		Significant Impact?
			Delay [2] (seconds)	LOS	Delay [2] (seconds)	LOS	
1. Lake Merritt Boulevard/ East 12th Street	Signal	AM	16.6	B	17.0	B	No
		PM	19.3	B	20.0	C	No
2. East 12th Street/ Second Avenue	Signal	AM	10.1	B	10.8	B	No
		PM	15.4	B	16.4	B	No

Bold indicates intersections operating at an unacceptable level. All intersection located in Downtown or on arterials that provide direct access to Downtown where LOS E (not LOS D) is the threshold.
1. Signal = intersection is controlled by a traffic signal
2. For signalized intersections, average intersection delay and LOS based on the 2010 HCM method is shown.
Source: Fehr & Peers, 2016.

Please contact us with questions or comments.

Attachments:

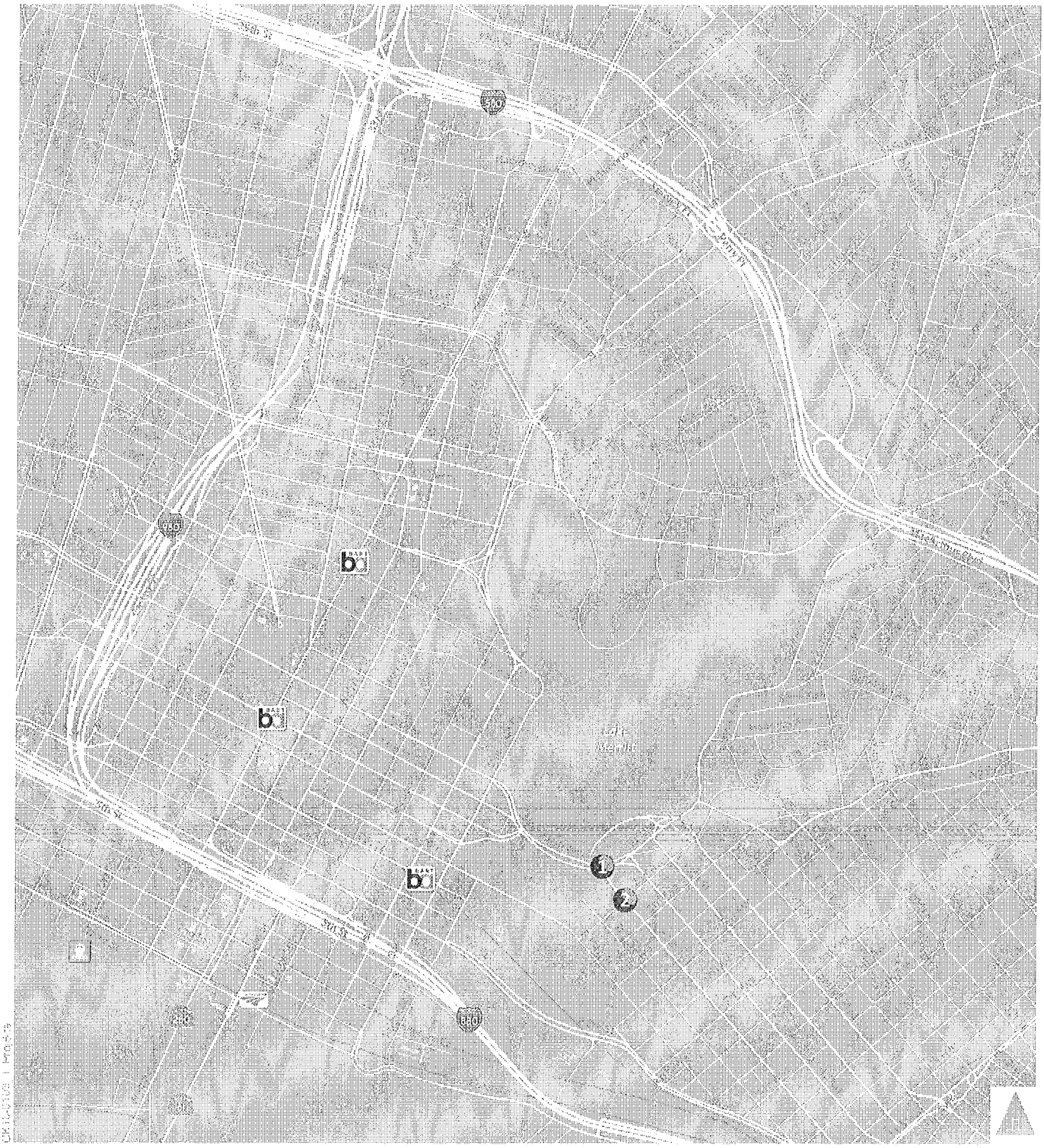
Figures:

Figure 1 Project Site and Study Intersections
Figure 2 Project Trip Distribution

Figure 3 Project Trip Assignment
Figure 4 Intersection Configurations and Peak Hour Volumes

Appendix:

LOS Calculations



LEGEND

Study Intersection

Project Site

Figure 1

Project Site and Study Intersections

LEGEND

Study Intersection | Project Site | X% Project Trip Distribution

Figure 2

Project Trip Distribution

LEGEND

Project Trips

- Greater than 20
- Between 10 and 20
- Between 5 and 10

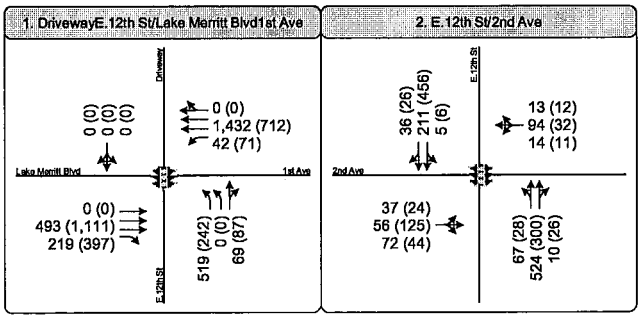
Study Intersection

Project Site

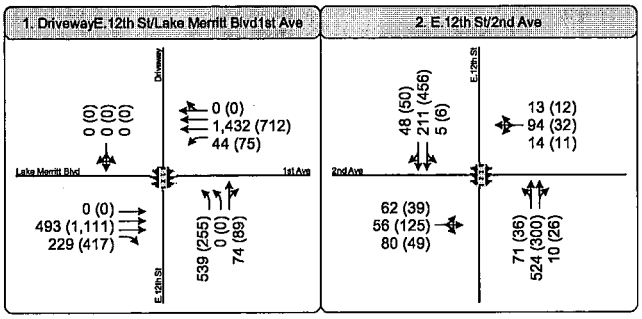
Figure 3

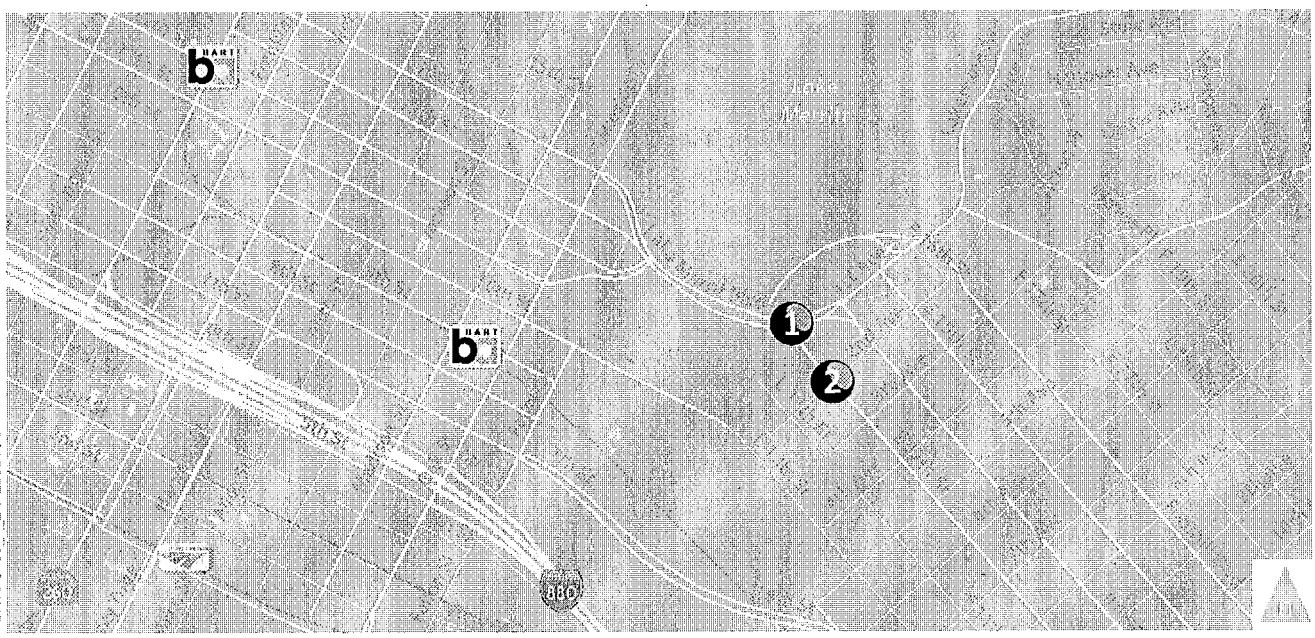
Project Trip Assignment

EXISTING (2014)

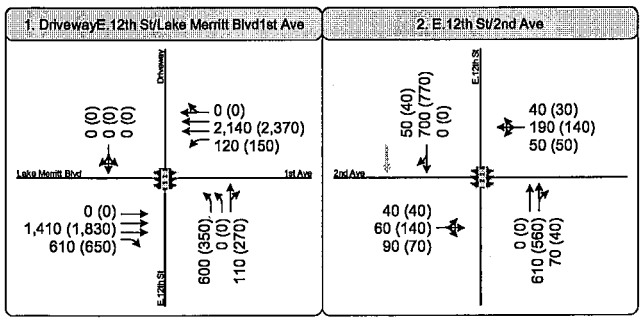


EXISTING PLUS PROJECT (2014)

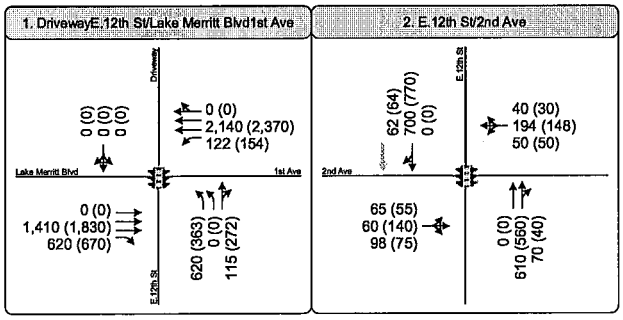




2035 NO PROJECT



2035 PLUS PROJECT



LEGEND

XX (YY) AM (PM) Peak Hour Traffic Volume

Traffic Signal

Mixed Flow Lane

Bus Only Lane

Study Intersection

Project Site

Figure 4

Intersection Configuration and Peak Hour Volumes

Appendix A

LOS Calculations

FEHR & PEERS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	493	219	42	1432	0	519	0	69	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.97		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	493	128	42	1432	0	519	0	16	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3009	922	64	3363	0	923	0	351	0	424	0
Arrive On Green	0.00	0.59	0.59	0.04	0.66	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1558	1774	5253	0	3351	0	1542	0	1863	0
Grp Volume(v), veh/h	0	493	128	42	1432	0	519	0	16	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1558	1774	1695	0	1675	0	1542	0	1863	0
Q Serve(g_s), s	0.0	3.9	3.3	2.1	12.0	0.0	12.7	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.9	3.3	2.1	12.0	0.0	12.7	0.0	0.7	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3009	922	64	3363	0	923	0	351	0	424	0
V/C Ratio(X)	0.00	0.16	0.14	0.66	0.43	0.00	0.56	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3009	922	138	3363	0	1240	0	497	0	600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.98	0.00	0.98	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.3	8.2	42.8	7.2	0.0	31.8	0.0	27.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	4.2	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	1.9	1.5	1.1	5.7	0.0	5.9	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	8.4	8.5	47.0	7.6	0.0	32.0	0.0	27.1	0.0	0.0	0.0
LnGrp LOS		A	A	D	A		C		C			
Approach Vol, veh/h		621			1474			535			0	
Approach Delay, s/veh		8.4			8.7			31.8			0.0	
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.3	58.3		25.5		64.5		25.5
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	41.0		29.0		51.0		29.0
Max Q Clear Time (g_c+I1), s	4.1	5.9		0.0		14.0		14.7
Green Ext Time (p_c), s	0.0	4.1		0.0		4.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	56	72	14	94	13	67	524	10	5	211	36
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.90		0.85	0.90		0.84	0.98		0.94	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	37	56	35	14	94	7	67	524	9	5	211	27
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	142	73	62	272	19	287	2174	37	65	2223	278
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	301	812	419	101	1554	107	323	2953	51	32	3020	377
Grp Volume(v), veh/h	128	0	0	115	0	0	300	0	300	128	0	115
Grp Sat Flow(s),veh/h/ln	1531	0	0	1762	0	0	1645	0	1683	1826	0	1603
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	5.0	0.0	0.0	4.6	0.0	5.1	0.0	0.0	0.0
Prop In Lane	0.29		0.27	0.12		0.06	0.22		0.03	0.04		0.24
Lane Grp Cap(c), veh/h	320	0	0	353	0	0	1259	0	1239	1386	0	1180
V/C Ratio(X)	0.40	0.00	0.00	0.33	0.00	0.00	0.24	0.00	0.24	0.09	0.00	0.10
Avail Cap(c_a), veh/h	501	0	0	566	0	0	1259	0	1239	1386	0	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	33.2	0.0	0.0	32.7	0.0	0.0	3.7	0.0	3.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.9	0.0	0.0	2.5	0.0	0.0	2.5	0.0	2.5	0.0	0.0	0.1
LnGrp Delay(d),s/veh	33.5	0.0	0.0	32.9	0.0	0.0	4.2	0.0	4.3	0.1	0.0	0.2
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		128			115			600			243	
Approach Delay, s/veh		33.5			32.9			4.2			0.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.2		19.8		70.2		19.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		55.0		27.0		55.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		7.0		7.1		8.3
Green Ext Time (p_c), s		1.1		0.3		1.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
1: E.12th St/Driveway & Lake Merritt Blvd/1st Ave

5/2/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1111	397	71	712	0	242	0	87	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.97		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1111	276	71	712	0	242	0	12	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3507	1080	91	3906	0	604	0	218	0	263	0
Arrive On Green	0.00	0.69	0.69	0.05	0.77	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1566	1774	5253	0	3354	0	1543	0	1863	0
Grp Volume(v), veh/h	0	1111	276	71	712	0	242	0	12	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1566	1774	1695	0	1677	0	1543	0	1863	0
Q Serve(g_s), s	0.0	9.5	7.3	4.4	4.2	0.0	7.3	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.5	7.3	4.4	4.2	0.0	7.3	0.0	0.7	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3507	1080	91	3906	0	604	0	218	0	263	0
V/C Ratio(X)	0.00	0.32	0.26	0.78	0.18	0.00	0.40	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3507	1080	113	3906	0	1015	0	407	0	491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.99	0.00	0.99	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.8	6.4	51.6	3.4	0.0	43.7	0.0	40.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	19.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	4.5	3.3	2.6	1.9	0.0	3.4	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	7.0	7.0	70.5	3.5	0.0	43.9	0.0	40.9	0.0	0.0	0.0
LnGrp LOS		A	A	E	A		D		D			
Approach Vol, veh/h		1387			783			254			0	
Approach Delay, s/veh		7.0			9.6			43.8			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.6	80.9		20.5		89.5		20.5
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	61.0		29.0		71.0		29.0
Max Q Clear Time (g_c+I1), s	6.4	11.5		0.0		6.2		9.3
Green Ext Time (p_c), s	0.0	3.6		0.0		3.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	125	44	11	32	12	28	300	26	6	456	26
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.91	0.96		0.92	0.99		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	24	125	33	11	32	2	28	300	23	6	456	24
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	184	45	79	199	11	209	2216	171	46	2591	135
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	1.00	1.00	1.00
Sat Flow, veh/h	140	1261	310	261	1366	76	219	2835	219	16	3316	173
Grp Volume(v), veh/h	182	0	0	45	0	0	179	0	172	256	0	230
Grp Sat Flow(s),veh/h/ln	1710	0	0	1702	0	0	1629	0	1644	1850	0	1655
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	0.0	0.0	2.4	0.0	0.0	2.5	0.0	2.8	0.0	0.0	0.0
Prop In Lane	0.13		0.18	0.24		0.04	0.16		0.13	0.02		0.10
Lane Grp Cap(c), veh/h	287	0	0	289	0	0	1311	0	1285	1479	0	1293
V/C Ratio(X)	0.64	0.00	0.00	0.16	0.00	0.00	0.14	0.00	0.13	0.17	0.00	0.18
Avail Cap(c_a), veh/h	514	0	0	508	0	0	1311	0	1285	1479	0	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	44.8	0.0	0.0	41.1	0.0	0.0	2.9	0.0	2.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.3	0.0	0.0	1.2	0.0	0.0	1.4	0.0	1.3	0.1	0.0	0.1
LnGrp Delay(d),s/veh	45.6	0.0	0.0	41.2	0.0	0.0	3.1	0.0	3.2	0.2	0.0	0.3
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		182			45			351			486	
Approach Delay, s/veh		45.6			41.2			3.1			0.3	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		20.0		90.0		20.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		71.0		31.0		71.0		31.0
Max Q Clear Time (g_c+I1), s		2.0		4.4		4.8		13.1
Green Ext Time (p_c), s		1.1		0.3		1.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	493	229	44	1432	0	539	0	74	0	0	0
Future Volume (veh/h)	0	493	229	44	1432	0	539	0	74	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.97		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	493	133	44	1432	0	539	0	18	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2987	915	66	3345	0	935	0	356	0	431	0
Arrive On Green	0.00	0.59	0.59	0.04	0.66	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1557	1774	5253	0	3352	0	1542	0	1863	0
Grp Volume(v), veh/h	0	493	133	44	1432	0	539	0	18	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1557	1774	1695	0	1676	0	1542	0	1863	0
Q Serve(g_s), s	0.0	4.0	3.5	2.2	12.1	0.0	13.3	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	3.5	2.2	12.1	0.0	13.3	0.0	0.8	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2987	915	66	3345	0	935	0	356	0	431	0
V/C Ratio(X)	0.00	0.17	0.15	0.67	0.43	0.00	0.58	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2987	915	138	3345	0	1240	0	497	0	600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.97	0.00	0.97	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.5	8.4	42.8	7.3	0.0	31.7	0.0	26.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	4.3	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	1.6	1.2	5.7	0.0	6.2	0.0	0.4	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	8.6	8.7	47.1	7.7	0.0	31.9	0.0	26.9	0.0	0.0	0.0
LnGrp LOS		A	A	D	A		C		C			
Approach Vol, veh/h		626			1476			557			0	
Approach Delay, s/veh		8.6			8.9			31.7			0.0	
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.3	57.9		25.8		64.2		25.8
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	41.0		29.0		51.0		29.0
Max Q Clear Time (g_c+I1), s	4.2	6.0		0.0		14.1		15.3
Green Ext Time (p_c), s	0.0	4.1		0.0		4.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	56	80	14	94	13	71	524	10	5	211	48
Future Volume (veh/h)	62	56	80	14	94	13	71	524	10	5	211	48
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.90		0.86	0.92		0.85	0.98		0.94	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	62	56	48	14	94	7	71	524	9	5	211	36
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	116	80	63	289	20	296	2119	36	63	2102	348
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	433	627	431	99	1558	107	340	2921	50	29	2897	479
Grp Volume(v), veh/h	166	0	0	115	0	0	301	0	303	134	0	118
Grp Sat Flow(s),veh/h/ln	1491	0	0	1764	0	0	1628	0	1683	1829	0	1577
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	4.9	0.0	0.0	4.8	0.0	5.4	0.0	0.0	0.0
Prop In Lane	0.37		0.29	0.12		0.06	0.24		0.03	0.04		0.30
Lane Grp Cap(c), veh/h	331	0	0	372	0	0	1231	0	1221	1368	0	1145
V/C Ratio(X)	0.50	0.00	0.00	0.31	0.00	0.00	0.24	0.00	0.25	0.10	0.00	0.10
Avail Cap(c_a), veh/h	492	0	0	567	0	0	1231	0	1221	1368	0	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	33.2	0.0	0.0	31.9	0.0	0.0	4.0	0.0	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	2.5	0.0	0.0	2.6	0.0	2.6	0.1	0.0	0.1
LnGrp Delay(d),s/veh	33.6	0.0	0.0	32.0	0.0	0.0	4.5	0.0	4.6	0.1	0.0	0.2
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		166			115			604			252	
Approach Delay, s/veh		33.6			32.0			4.6			0.2	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		69.3		20.7		69.3		20.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		55.0		27.0		55.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		6.9		7.4		10.6
Green Ext Time (p_c), s		1.1		0.4		1.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1111	417	75	712	0	255	0	89	0	0	0
Future Volume (veh/h)	0	1111	417	75	712	0	255	0	89	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.97		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1111	289	75	712	0	255	0	12	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3481	1072	96	3893	0	612	0	222	0	267	0
Arrive On Green	0.00	0.68	0.68	0.05	0.77	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1566	1774	5253	0	3355	0	1544	0	1863	0
Grp Volume(v), veh/h	0	1111	289	75	712	0	255	0	12	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1566	1774	1695	0	1678	0	1544	0	1863	0
Q Serve(g_s), s	0.0	9.7	7.9	4.6	4.2	0.0	7.7	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.7	7.9	4.6	4.2	0.0	7.7	0.0	0.7	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3481	1072	96	3893	0	612	0	222	0	267	0
V/C Ratio(X)	0.00	0.32	0.27	0.78	0.18	0.00	0.42	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3481	1072	113	3893	0	1015	0	407	0	491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.99	0.00	0.99	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.0	6.7	51.4	3.5	0.0	43.7	0.0	40.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	21.5	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	3.6	2.8	1.9	0.0	3.6	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	7.3	7.3	72.9	3.6	0.0	43.8	0.0	40.7	0.0	0.0	0.0
LnGrp LOS		A	A	E	A		D		D			
Approach Vol, veh/h		1400			787			267			0	
Approach Delay, s/veh		7.3			10.2			43.7			0.0	
Approach LOS		A			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.9	80.3		20.8		89.2		20.8
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	61.0		29.0		71.0		29.0
Max Q Clear Time (g_c+I1), s	6.6	11.7		0.0		6.2		9.7
Green Ext Time (p_c), s	0.0	3.6		0.0		3.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	125	49	11	32	12	36	300	26	6	456	50
Future Volume (veh/h)	39	125	49	11	32	12	36	300	26	6	456	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.92	0.97		0.92	0.99		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	39	125	37	11	32	2	36	300	23	6	456	45
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	174	47	80	205	11	253	2099	163	45	2437	237
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	1.00	1.00	1.00
Sat Flow, veh/h	233	1131	308	258	1331	74	276	2715	212	15	3152	307
Grp Volume(v), veh/h	201	0	0	45	0	0	180	0	179	269	0	238
Grp Sat Flow(s),veh/h/ln	1672	0	0	1662	0	0	1557	0	1646	1851	0	1623
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.6	0.0	0.0	2.3	0.0	0.0	2.7	0.0	3.0	0.0	0.0	0.0
Prop In Lane	0.19		0.18	0.24		0.04	0.20		0.13	0.02		0.19
Lane Grp Cap(c), veh/h	297	0	0	297	0	0	1243	0	1272	1464	0	1255
V/C Ratio(X)	0.68	0.00	0.00	0.15	0.00	0.00	0.14	0.00	0.14	0.18	0.00	0.19
Avail Cap(c_a), veh/h	506	0	0	503	0	0	1243	0	1272	1464	0	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	44.6	0.0	0.0	40.3	0.0	0.0	3.1	0.0	3.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.0	1.2	0.0	0.0	1.4	0.0	1.4	0.1	0.0	0.1
LnGrp Delay(d),s/veh	45.6	0.0	0.0	40.4	0.0	0.0	3.4	0.0	3.4	0.3	0.0	0.3
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		201			45			359			507	
Approach Delay, s/veh		45.6			40.4			3.4			0.3	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		89.0		21.0		89.0		21.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		71.0		31.0		71.0		31.0
Max Q Clear Time (g_c+I1), s		2.0		4.3		5.0		14.6
Green Ext Time (p_c), s		1.1		0.3		1.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1410	610	120	2140	0	600	0	110	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1410	363	120	2140	0	600	0	28	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2725	823	138	3290	0	972	0	374	0	451	0
Arrive On Green	0.00	0.54	0.54	0.08	0.65	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1536	1774	5253	0	3356	0	1544	0	1863	0
Grp Volume(v), veh/h	0	1410	363	120	2140	0	600	0	28	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1536	1774	1695	0	1678	0	1544	0	1863	0
Q Serve(g_s), s	0.0	16.0	12.9	6.0	23.1	0.0	14.9	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.0	12.9	6.0	23.1	0.0	14.9	0.0	1.3	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2725	823	138	3290	0	972	0	374	0	451	0
V/C Ratio(X)	0.00	0.52	0.44	0.87	0.65	0.00	0.62	0.00	0.07	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2725	823	138	3290	0	1241	0	498	0	600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.97	0.00	0.97	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.4	12.7	41.0	9.7	0.0	31.5	0.0	26.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.7	39.5	1.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	7.6	5.8	4.4	11.0	0.0	6.9	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	14.1	14.4	80.6	10.7	0.0	31.7	0.0	26.4	0.0	0.0	0.0
LnGrp LOS		B	B	F	B		C		C			
Approach Vol, veh/h		1773			2260			628			0	
Approach Delay, s/veh		14.2			14.4			31.5			0.0	
Approach LOS		B			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	53.2		26.8		63.2		26.8
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	41.0		29.0		51.0		29.0
Max Q Clear Time (g_c+I1), s	8.0	18.0		0.0		25.1		16.9
Green Ext Time (p_c), s	0.0	10.0		0.0		10.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	60	90	50	190	40	0	610	70	0	700	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.79	0.87		0.87	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	40	60	49	50	190	32	0	610	63	0	700	48
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	107	146	99	93	260	41	0	2271	234	0	1209	83
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.00	0.70	0.70	0.00	1.00	1.00
Sat Flow, veh/h	272	706	479	221	1257	197	0	3316	332	0	1716	118
Grp Volume(v), veh/h	149	0	0	272	0	0	0	334	339	0	0	748
Grp Sat Flow(s),veh/h/ln	1457	0	0	1676	0	0	0	1770	1786	0	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	13.6	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0
Prop In Lane	0.27		0.33	0.18		0.12	0.00		0.19	0.00		0.06
Lane Grp Cap(c), veh/h	352	0	0	393	0	0	0	1247	1258	0	0	1292
V/C Ratio(X)	0.42	0.00	0.00	0.69	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.58
Avail Cap(c_a), veh/h	480	0	0	543	0	0	0	1247	1258	0	0	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.71
Uniform Delay (d), s/veh	31.3	0.0	0.0	33.5	0.0	0.0	0.0	4.8	4.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	0.0	0.5	0.5	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.3	0.0	0.0	6.4	0.0	0.0	0.0	3.2	3.2	0.0	0.0	0.5
LnGrp Delay(d),s/veh	31.6	0.0	0.0	34.4	0.0	0.0	0.0	5.4	5.4	0.0	0.0	1.3
LnGrp LOS	C			C				A	A			A
Approach Vol, veh/h		149			272			673			748	
Approach Delay, s/veh		31.6			34.4			5.4			1.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		55.0		27.0		55.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		15.6		8.2		9.6
Green Ext Time (p_c), s		2.0		0.6		2.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1830	650	150	2370	0	350	0	270	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1830	501	150	2370	0	350	0	168	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3317	1013	113	3779	0	690	0	257	0	309	0
Arrive On Green	0.00	0.65	0.65	0.06	0.74	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1553	1774	5253	0	3367	0	1549	0	1863	0
Grp Volume(v), veh/h	0	1830	501	150	2370	0	350	0	168	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1553	1774	1695	0	1684	0	1549	0	1863	0
Q Serve(g_s), s	0.0	21.5	18.2	7.0	24.7	0.0	10.6	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.5	18.2	7.0	24.7	0.0	10.6	0.0	11.2	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3317	1013	113	3779	0	690	0	257	0	309	0
V/C Ratio(X)	0.00	0.55	0.49	1.33	0.63	0.00	0.51	0.00	0.65	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3317	1013	113	3779	0	1019	0	408	0	491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.98	0.00	0.98	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	9.8	51.5	6.8	0.0	42.7	0.0	42.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.7	196.4	0.8	0.0	0.2	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	10.2	8.3	9.6	11.7	0.0	5.0	0.0	4.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	11.1	11.5	247.9	7.6	0.0	42.9	0.0	43.9	0.0	0.0	0.0
LnGrp LOS		B	B	F	A		D		D			
Approach Vol, veh/h		2331			2520			518			0	
Approach Delay, s/veh		11.2			21.9			43.2			0.0	
Approach LOS		B			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	76.7		23.3		86.7		23.3
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	61.0		29.0		71.0		29.0
Max Q Clear Time (g_c+I1), s	9.0	23.5		0.0		26.7		13.2
Green Ext Time (p_c), s	0.0	16.1		0.0		17.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	140	70	50	140	30	0	560	40	0	770	40
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.87	0.96		0.93	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	40	140	55	50	140	24	0	560	37	0	770	39
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	71	177	64	84	183	29	0	2532	167	0	1321	67
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.00	0.75	0.75	0.00	0.75	0.75
Sat Flow, veh/h	189	1020	369	249	1053	164	0	3453	222	0	1753	89
Grp Volume(v), veh/h	235	0	0	214	0	0	0	294	303	0	0	809
Grp Sat Flow(s),veh/h/ln	1578	0	0	1467	0	0	0	1770	1812	0	0	1842
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	5.4	5.4	0.0	0.0	21.2
Cycle Q Clear(g_c), s	15.9	0.0	0.0	15.8	0.0	0.0	0.0	5.4	5.4	0.0	0.0	21.2
Prop In Lane	0.17		0.23	0.23		0.11	0.00		0.12	0.00		0.05
Lane Grp Cap(c), veh/h	312	0	0	295	0	0	0	1334	1366	0	0	1388
V/C Ratio(X)	0.75	0.00	0.00	0.73	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.58
Avail Cap(c_a), veh/h	483	0	0	466	0	0	0	1334	1366	0	0	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.60
Uniform Delay (d), s/veh	43.9	0.0	0.0	43.6	0.0	0.0	0.0	4.0	4.0	0.0	0.0	6.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.4	0.4	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	7.0	0.0	0.0	6.4	0.0	0.0	0.0	2.8	2.8	0.0	0.0	11.0
LnGrp Delay(d),s/veh	45.3	0.0	0.0	44.8	0.0	0.0	0.0	4.4	4.4	0.0	0.0	7.0
LnGrp LOS	D			D				A	A			A
Approach Vol, veh/h		235			214			597			809	
Approach Delay, s/veh		45.3			44.8			4.4			7.0	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		86.9		23.1		86.9		23.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		71.0		31.0		71.0		31.0
Max Q Clear Time (g_c+I1), s		23.2		17.8		7.4		17.9
Green Ext Time (p_c), s		2.0		0.6		2.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1410	620	122	2140	0	620	0	115	0	0	0
Future Volume (veh/h)	0	1410	620	122	2140	0	620	0	115	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1410	365	122	2140	0	620	0	30	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2707	817	138	3272	0	984	0	379	0	457	0
Arrive On Green	0.00	0.53	0.53	0.08	0.64	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1536	1774	5253	0	3358	0	1545	0	1863	0
Grp Volume(v), veh/h	0	1410	365	122	2140	0	620	0	30	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1536	1774	1695	0	1679	0	1545	0	1863	0
Q Serve(g_s), s	0.0	16.1	13.1	6.1	23.3	0.0	15.4	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.1	13.1	6.1	23.3	0.0	15.4	0.0	1.3	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2707	817	138	3272	0	984	0	379	0	457	0
V/C Ratio(X)	0.00	0.52	0.45	0.88	0.65	0.00	0.63	0.00	0.08	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2707	817	138	3272	0	1242	0	498	0	600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.97	0.00	0.97	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.6	12.9	41.1	9.9	0.0	31.4	0.0	26.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.8	43.0	1.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	5.9	4.7	11.0	0.0	7.2	0.0	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	14.3	14.7	84.1	10.9	0.0	31.7	0.0	26.2	0.0	0.0	0.0
LnGrp LOS		B	B	F	B		C		C			
Approach Vol, veh/h		1775			2262			650			0	
Approach Delay, s/veh		14.4			14.9			31.4			0.0	
Approach LOS		B			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	52.9		27.1		62.9		27.1
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	41.0		29.0		51.0		29.0
Max Q Clear Time (g_c+I1), s	8.1	18.1		0.0		25.3		17.4
Green Ext Time (p_c), s	0.0	10.0		0.0		10.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	60	98	50	194	40	0	610	70	0	700	62
Future Volume (veh/h)	65	60	98	50	194	40	0	610	70	0	700	62
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.79	0.89		0.87	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	65	60	62	50	194	33	0	610	63	0	700	59
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	127	111	91	92	261	41	0	2264	233	0	1184	100
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.00	0.70	0.70	0.00	1.00	1.00
Sat Flow, veh/h	348	531	436	215	1251	198	0	3316	332	0	1686	142
Grp Volume(v), veh/h	187	0	0	277	0	0	0	334	339	0	0	759
Grp Sat Flow(s),veh/h/ln	1316	0	0	1664	0	0	0	1770	1786	0	0	1828
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	6.2	6.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	14.0	0.0	0.0	0.0	6.2	6.3	0.0	0.0	0.0
Prop In Lane	0.35		0.33	0.18		0.12	0.00		0.19	0.00		0.08
Lane Grp Cap(c), veh/h	329	0	0	395	0	0	0	1243	1254	0	0	1284
V/C Ratio(X)	0.57	0.00	0.00	0.70	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59
Avail Cap(c_a), veh/h	449	0	0	541	0	0	0	1243	1254	0	0	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.70
Uniform Delay (d), s/veh	32.4	0.0	0.0	33.6	0.0	0.0	0.0	4.9	4.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.1	0.0	0.0	0.0	0.5	0.5	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	6.7	0.0	0.0	0.0	3.2	3.2	0.0	0.0	0.5
LnGrp Delay(d),s/veh	33.0	0.0	0.0	34.7	0.0	0.0	0.0	5.4	5.4	0.0	0.0	1.4
LnGrp LOS	C			C				A	A			A
Approach Vol, veh/h		187			277			673			759	
Approach Delay, s/veh		33.0			34.7			5.4			1.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.2		22.8		67.2		22.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		55.0		27.0		55.0		27.0
Max Q Clear Time (g_c+I1), s		2.0		16.0		8.3		13.6
Green Ext Time (p_c), s		2.0		0.6		2.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1830	670	154	2370	0	363	0	272	0	0	0
Future Volume (veh/h)	0	1830	670	154	2370	0	363	0	272	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1830	514	154	2370	0	363	0	171	0	0	0
Adj No. of Lanes	0	3	1	1	3	0	2	1	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3310	1011	113	3772	0	694	0	259	0	312	0
Arrive On Green	0.00	0.65	0.65	0.06	0.74	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	0	5253	1553	1774	5253	0	3368	0	1549	0	1863	0
Grp Volume(v), veh/h	0	1830	514	154	2370	0	363	0	171	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1553	1774	1695	0	1684	0	1549	0	1863	0
Q Serve(g_s), s	0.0	21.6	19.0	7.0	24.8	0.0	11.1	0.0	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	19.0	7.0	24.8	0.0	11.1	0.0	11.4	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3310	1011	113	3772	0	694	0	259	0	312	0
V/C Ratio(X)	0.00	0.55	0.51	1.36	0.63	0.00	0.52	0.00	0.66	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3310	1011	113	3772	0	1019	0	408	0	491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	0.98	0.00	0.98	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.5	10.0	51.5	6.9	0.0	42.7	0.0	42.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.8	210.4	0.8	0.0	0.2	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.2	8.7	10.0	11.7	0.0	5.2	0.0	4.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	11.1	11.8	261.9	7.7	0.0	43.0	0.0	43.9	0.0	0.0	0.0
LnGrp LOS		B	B	F	A		D		D			
Approach Vol, veh/h		2344			2524			534			0	
Approach Delay, s/veh		11.3			23.2			43.3			0.0	
Approach LOS		B			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	76.6		23.4		86.6		23.4
Change Period (Y+Rc), s	3.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	7.0	61.0		29.0		71.0		29.0
Max Q Clear Time (g_c+I1), s	9.0	23.6		0.0		26.8		13.4
Green Ext Time (p_c), s	0.0	16.1		0.0		17.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	140	75	50	148	30	0	560	40	0	770	64
Future Volume (veh/h)	55	140	75	50	148	30	0	560	40	0	770	64
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.88	0.98		0.93	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	55	140	61	50	148	24	0	560	37	0	770	62
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	87	171	68	85	204	30	0	2476	163	0	1248	101
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.00	0.74	0.74	0.00	0.74	0.74
Sat Flow, veh/h	246	900	358	236	1069	158	0	3453	222	0	1694	136
Grp Volume(v), veh/h	256	0	0	222	0	0	0	294	303	0	0	832
Grp Sat Flow(s),veh/h/ln	1504	0	0	1463	0	0	0	1770	1812	0	0	1831
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	0.0	24.1
Cycle Q Clear(g_c), s	18.4	0.0	0.0	15.9	0.0	0.0	0.0	5.8	5.8	0.0	0.0	24.1
Prop In Lane	0.21		0.24	0.23		0.11	0.00		0.12	0.00		0.07
Lane Grp Cap(c), veh/h	326	0	0	319	0	0	0	1304	1335	0	0	1349
V/C Ratio(X)	0.79	0.00	0.00	0.70	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.62
Avail Cap(c_a), veh/h	468	0	0	465	0	0	0	1304	1335	0	0	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.57
Uniform Delay (d), s/veh	43.2	0.0	0.0	41.9	0.0	0.0	0.0	4.6	4.6	0.0	0.0	7.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0	6.5	0.0	0.0	0.0	2.9	3.0	0.0	0.0	12.5
LnGrp Delay(d),s/veh	46.5	0.0	0.0	43.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	8.2
LnGrp LOS	D			D				A	A			A
Approach Vol, veh/h		256			222			597			832	
Approach Delay, s/veh		46.5			43.0			5.0			8.2	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.1		24.9		85.1		24.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		71.0		31.0		71.0		31.0
Max Q Clear Time (g_c+I1), s		26.1		17.9		7.8		20.4
Green Ext Time (p_c), s		2.0		0.6		2.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B