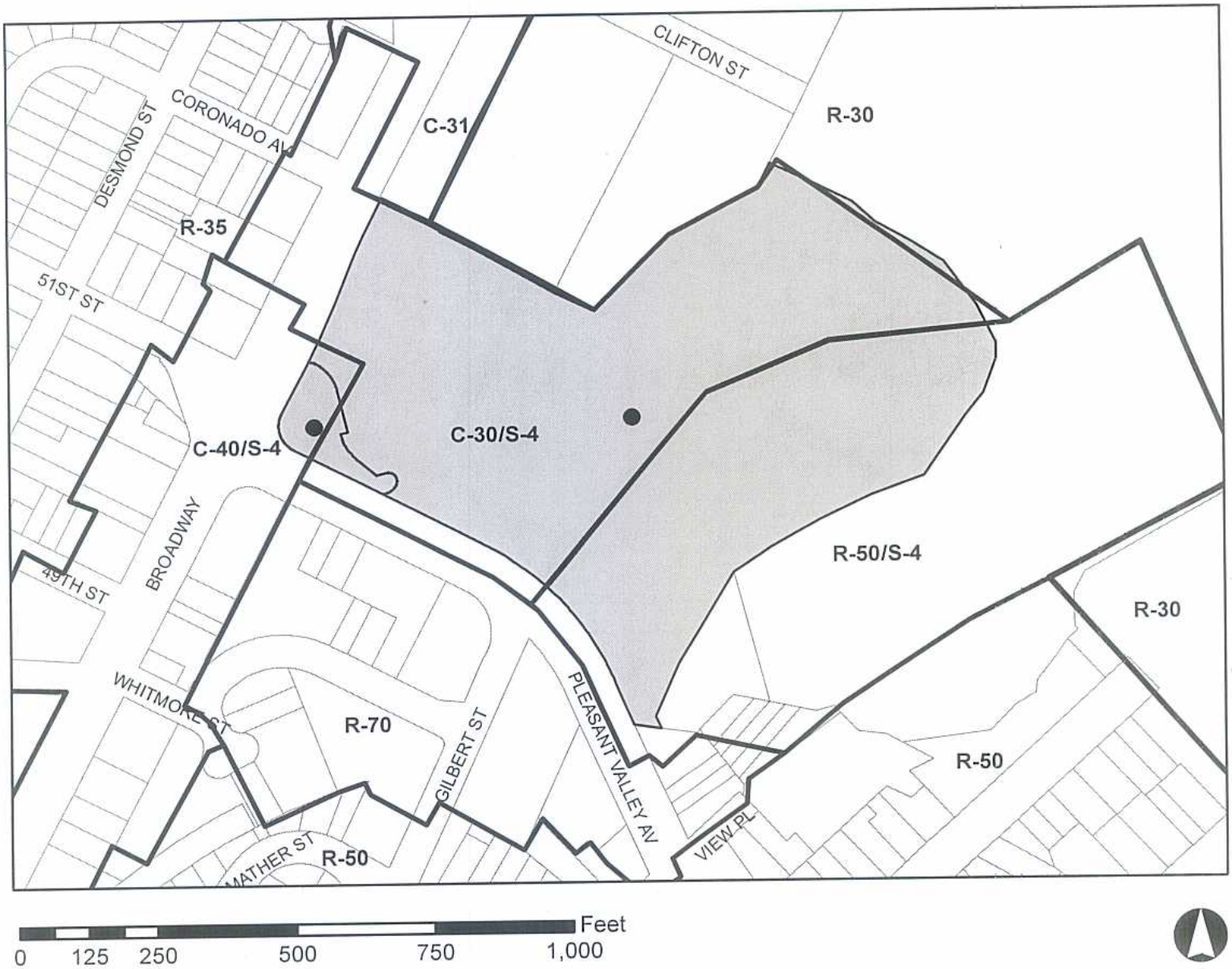
Project Name:	**Safeway Redevelopment Project (Broadway @ Pleasant Valley Avenue)**
Location:	**5050-5100 Broadway (APN 014-1242-002-03 & 014-1242-005-07) (see map on reverse)**
Proposal:	Redevelopment of the existing Rockridge Shopping Center, including demolition of all 185,500 square feet of existing buildings and construction of a new Safeway store and other retail, office, and restaurant space, totaling approximately 330,942 square feet with approximately 967 off-street parking spaces. Proposed modifications to the Broadway/51st Street/Pleasant Valley Avenue, Broadway/Coronado Avenue, Broadway/College Avenue, Pleasant Valley Avenue/Gilbert Street, and Pleasant Valley Avenue/Montgomery Street intersections.
Applicant / Phone Number:	Property Development Centers / (925) 738-1400
Owner:	Alvin B. Chan, Inc.; Safeway, Inc. (ground lessee)
Planning Permits Required:	1) Regular Design Review for new construction; 2) Interim Conditional Use Permit to apply the policies of the General Plan to the portions of the site in the R-50 Zone; 3) Major Conditional Use Permit to allow a Drive-Through Nonresidential Facility; 4) Major Conditional Use Permit to allow alcoholic beverage sales in conjunction with a new General Food Sales Commercial Activity (new Safeway store); 5) Minor Variance to allow a building height up to 80 feet in the C-30 Zone where the maximum allowed height is 45 feet; and 6) Creek Protection Permit (Category IV) to allow development on a creekside property.
General Plan:	Community Commercial
Zoning:	C-30 District Thoroughfare Commercial Zone (portion of site); C-40 Community Thoroughfare Commercial Zone (portion of site); R-50 Medium Density Residential Zone (portion of site); S-4 Design Review Combining Zone (entire site)
Environmental Determination:	A Draft Environmental Impact Report (EIR) was prepared and released for public review on January 11, 2013. A Final EIR has been prepared and was released for public review on September 6, 2013.
Historic Status:	Not a Potential Designated Historic Property (PDHP); Survey rating: X
Service Delivery District:	2
City Council District:	1
Status:	Pending
Action to be Taken:	Certification of the Final EIR and decision on the planning permits for the project.
Staff Recommendation:	Certify the Final EIR and approve the planning permits for the project subject to the attached findings and conditions.
Finality of Decision:	Appealable to City Council within 10 calendar days.
For Further Information:	Contact case planner **Darin Ranelletti** at **(510) 238-3663** or by email at **dranelletti@oaklandnet.com**.

CITY OF OAKLAND PLANNING COMMISSION



Case File: CMDV09-135; CP09-090; ER09-007
Applicant: Property Development Centers
Address: 5050-5100 Broadway
Zone: C-40/S-4, C-30/S-4, R-50/S-4

SUMMARY

The applicant proposes to redevelop the existing Rockridge Shopping Center[1] located at Broadway and Pleasant Valley Avenue, currently anchored by Safeway and CVS Pharmacy (formerly Long's Drugs), with a new commercial development containing a Safeway store and other commercial space totaling approximately 330,942 square feet of floor area.

Pursuant to the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (EIR) was prepared and released for public review on January 11, 2013. A Final EIR has been prepared and was released for public review on September 6, 2013. The purpose of the September 25th hearing is to consider certification of the EIR and issue a decision on the planning permits for the project. Staff recommends that the Planning Commission certify the EIR and approve the planning permits for the project subject to the attached findings and conditions.

PROPERTY DESCRIPTION

The project site is approximately 15.4 acres in size. The irregular-shaped site is bounded by Broadway to the west, Pleasant Valley Avenue to the south, a reservoir and recently remodeled commercial building (occupied by AAA) to the east, and the California College of the Arts, multi-family residential apartment buildings, and the Claremont Country Club to the north.

The site is currently occupied by the Rockridge Shopping Center, a single-story shopping center that contains approximately 185,000 square feet of floor area. The shopping center is anchored by Safeway and CVS Pharmacy (formerly Long's Drugs) and includes a surface parking lot containing a total of 615 off-street parking spaces.

PROJECT DESCRIPTION

The project involves the redevelopment of the existing Rockridge Shopping Center, including the demolition of all 185,500 square feet of existing buildings on the site and the construction of a new Safeway store and other retail, office, and restaurant space. A total of approximately 967 off-street parking spaces are proposed. Parking is proposed in surface parking lots, on the rooftop of the new Safeway store, and in a three-level parking garage located above commercial space.

Refined Project Design

The applicant has refined the design of the project since the publication of the Draft EIR and the last public hearing on the project at the Planning Commission on February 20, 2013. The current project drawings are attached (see **Attachment A**). The applicant revised the design so that the character of the project is more reflective of the architectural character of the surrounding neighborhoods. This refinement resulted in an adjustment to the project size. At the time the Draft EIR was published, the project totaled approximately 322,500 square feet of commercial space (293, 200 square feet of gross leasable floor area and an additional 29,300 square feet of common space). The current project size is approximately 330,942 square feet of commercial space (296,753 square feet of gross leasable floor area and an additional 34,189 square feet of common space). A notable element of the current project design is that the entrance to the multi-level parking garage located above commercial space in the center of the site was moved from the eastern entrance of the internal "shopping street" over to the driveway that connects Broadway to the Safeway parking lot. This adjustment improves vehicle circulation in the

[1] The Rockridge Shopping Center is distinct from the Safeway store located at College Avenue and Claremont Avenue in the Rockridge commercial district which is typically referred to as the "College Avenue Safeway."

project. The Final EIR considers the potential environmental effect of the refined design and concludes that there would be no new significant impacts or increases in the severity of previously identified significant impacts.

Proposed Street Modifications

The applicant also proposes to modify streets in the project vicinity including the following:

- Broadway would be reduced from three through lanes to two through lanes in each direction between College Avenue and 49th Street.

- Class 2 bicycle lanes would be provided on both sides of Broadway between College Avenue and just south of 51st Street/Pleasant Valley Avenue.

- The project driveway on Broadway opposite Coronado Avenue would be signalized to provide left turns in and out of the project site. The proposed signal would be coordinated with the existing signals on Broadway at 45th Street, 51st Street/Pleasant Valley Avenue, College Avenue, and Broadway Terrace. The intersection would provide an exclusive left-turn lane from southbound Broadway to the project site. The proposed signal would also provide a protected pedestrian crossing connecting the residential neighborhood west of Broadway to the project site.

- The provision for the southbound left-turn lane from Broadway into the project site would require the elimination of the existing median break that provides access to Wendy's restaurant from northbound Broadway. As such, the northbound left-turn lane on Broadway at College Avenue would be modified to provide left-turn access into the existing Wendy's restaurant on the opposite side of Broadway from the project site. If the Broadway/College Avenue intersection is modified, as described below in the "Key Issues and Impacts" section of the report, northbound access to Wendy's would be provided via a U-turn at College Avenue.

- The Broadway/51st Street/Pleasant Valley Avenue intersection would be modified to increase vehicle capacity, to provide a six-foot wide median pedestrian refuge island, and to provide more efficient and safer signal operations.

- The Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection would also be modified to provide additional turn lanes and the intersection signal equipment would be upgraded to provide protected phasing for the westbound Pleasant Valley Avenue left-turn movement.

- The locations of several bus stops would be moved from the near side to the far side of (i.e., from before to after) the intersection at northbound Broadway and Pleasant Valley Avenue, at eastbound 51st Street/Pleasant Valley Avenue at Broadway, and at eastbound Pleasant Valley Avenue at Gilbert Street.

The above street modifications are in addition to street improvements that are being recommended as conditions of approval, which are also evaluated in the EIR, as described below in the "Key Issues and Impacts" section of the report.

Construction Phasing

The project would be constructed in two phases over a period of approximately 20 months. Phase 1 would involve demolition of the existing CVS Pharmacy and adjacent stores and the construction of the

new Safeway store and adjacent buildings in the northeast portion of the site. Phase 2 would involve demolition of the existing Safeway store, adjacent stores, and the existing bank building on the corner of Broadway and Pleasant Valley Avenue, the construction of new buildings located in the southwest portion of the site along Broadway and Pleasant Valley Avenue, and the proposed street modifications. The proposed phasing would allow the existing Safeway store to remain open while the new Safeway store is constructed.

GENERAL PLAN ANALYSIS

The General Plan land use classification for the site is Community Commercial. According to the General Plan, the intent and desired character of the Community Commercial is the following:

> The Community Commercial classification is intended to identify, create, maintain, and enhance areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. Community Commercial areas may include neighborhood center uses and larger scale retail and commercial uses, such as auto related businesses, business and personal services, health services and medical uses, education facilities, and entertainment uses. Community Commercial areas can be complemented by the addition of urban residential development and compatible mixed use development.[2]

Broadway is a designated Key Corridor in the General Plan and the Broadway and Pleasant Valley Avenue/51st Street area is a designated Neighborhood Activity Center. Key Corridors are envisioned as mixed-use environments with concentrations of commercial and civic uses. Neighborhood Activity Centers are considered the focal point of a community with diverse business, civic, and social activities supported and strengthened by surrounding housing.

The Upper Broadway/College Avenue area, which includes the project site, is a target area for community and economic development in the General Plan. In this area, the key objectives are to "reduce loitering, improve traffic safety, code compliance, street maintenance, and development of vacant and underutilized properties."[3]

The Land Use chapter of the Draft EIR, beginning on page 4.9-7, identifies the General Plan objectives and policies relevant to the project and presents information to support a determination that the project could generally be considered consistent with the General Plan in that the project would be consistent with the Community Commercial land use classification, improve the economic viability of the shopping center, create a neighborhood activity center, be compatible with neighboring properties, and enhance pedestrian, bicycle and transit facilities.

ZONING ANALYSIS

The zoning applicable to the project is the zoning in effect at the time the project's application was deemed complete in 2010. The applicable zoning is discussed below.

The site is split into three different base zoning districts. The southwestern corner of the site, roughly equal to the location of the existing Chase bank building, is located in the C-40 Community Thoroughfare Commercial Zone. The central portion of the site is located in the C-30 District Thoroughfare Commercial

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[2] Oakland General Plan, Land Use and Transportation Element, p. 150
[3] Oakland General Plan, Land Use and Transportation Element, pp. 222-223.

Zone. The eastern portion of the site is located in the R-50 Medium Density Residential Zone. The entire site is located in the S-4 Design Review Combining Zone.

Pursuant to the City's Guidelines for Determining Project Conformity with the General Plan and Zoning Regulations, an interim conditional use permit would be required to apply the policies of the General Plan to the portion of the site in the R-50 Zone because the R-50 Zone would not allow the commercial uses proposed on this portion of the site, and the R-50 Zone conflicts with the Community Commercial General Plan designation for the site. In May 2009 the City made a determination in conjunction with the review of a proposal to remodel the former Emil Villa's restaurant building at 1982 Pleasant Valley Avenue (now occupied by AAA) that in reviewing such an interim conditional use permit at the site, the City would apply the standards of the C-30/S-4 Zone as the "best-fit" zone, meaning the C-30/S-4 Zone contains the most appropriate zoning standards to use when reviewing the proposal because the standards best implement the policies of the Community Commercial General Plan designation at the site. The S-4 Zone is an overlay zone that requires design review for the construction and alteration of buildings.

The project complies with all the development standards in the zoning regulations except for the height of a portion of the project located in the C-30 Zone. The maximum allowed building height in the C-30 Zone is 45 feet. The three-story parking structure located over ground-floor commercial space located in the central interior portion of the site has a maximum proposed height of approximately 75 feet. A variance would be required to allow the proposed height. The proposed variance would allow up to 80 feet in the event that there is an adjustment in building height during preparation of the final construction drawings. The parking structure is located well away from surrounding neighbors in the interior of the site and the height of the structure would roughly equal the ground elevation of the neighboring buildings to the north due to the change in topography. For these reasons, staff recommends approval of the variance.

Subsequent to the project's application being deemed complete in 2010, the City adopted new citywide residential and commercial zoning which became effective in 2011. Under the new zoning, which is not applicable to the project because the new zoning became effective after the project's application was deemed complete, the project site is located in the CC-2 Community Commercial-2 Zone.

ENVIRONMENTAL DETERMINATION

The Draft EIR was prepared and released for public review on January 11, 2013. Comments were received in writing and at the Planning Commission hearing on February 20, 2013. The public comment period on the Draft EIR closed on February 25, 2013. A Final EIR has been prepared and released for public review on September 6, 2013.[4] The Final EIR contains written responses to comments received during the public comment period. Consistent with the findings of the Draft EIR, the Final EIR concludes that all of the project's potentially significant impacts can be reduced to less-than-significant levels with the incorporation of the identified mitigation measures and the City's Standard Conditions of Approval, except for the following potential transportation impacts which are considered significant and unavoidable:

- Broadway/51st Street/Pleasant Valley Avenue (Impacts Trans-5 and Trans-10): In year 2015 the project would degrade intersection operations from level-of-service (LOS) D to LOS E during the weekday PM peak hour and increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour. In year 2035 the project would increase the volume-to-capacity (v/c) ratio for the intersection by 0.01 or more and the critical

[4] Both the Draft EIR and the Final EIR were previously provided to members of the Planning Commission and are also available at the City Planning offices at 250 Frank H. Ogawa Plaza, Suite 3315, and on the City's website at: http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157.

movement v/c ratio for the eastbound left, eastbound through, westbound left, northbound through, and southbound left movements by 0.02 or more during the weekday PM peak hour, and it would increase the v/c ratio for the intersection by 0.01 or more and the critical movement v/c ratio for the eastbound left, eastbound through, and northbound through movements by 0.02 or more during the Saturday midday peak hour.

To mitigate the above impacts, an additional vehicle lane would be required on both 51st Street and Pleasant Valley Avenue. The mitigation would reduce the impact in 2015 to a less-than-significant level but would not reduce the impact to a less-than-significant level in 2035. Accommodating the additional vehicle lane would substantially increase the pedestrian crossing distance which would conflict with City policy concerning pedestrian safety and comfort, including the Public Transit and Alternative Modes Policy (i.e., the "Transit-First Policy") and the Pedestrian Master Plan, and would also degrade pedestrian safety by increasing pedestrian exposure to vehicles. Due to these potential significant impacts, the mitigation is considered infeasible.

Traffic operations at the intersection could be improved, though not to a less-than-significant level, by providing additional vehicle travel lanes on Broadway. However, there is insufficient existing vehicle right-of-way to accommodate new vehicle lanes on Broadway so the street would need to be widened which would require obtaining additional right-of-way from adjacent private property containing existing buildings/structures/improvements, and/or removing bicycle lanes, on-street parking, or medians which would conflict with City policy concerning pedestrian and bicycle safety. Due to these potential significant impacts, the mitigation is considered infeasible.

- Howe Street/Pleasant Valley Avenue (Impacts Trans-3, Trans-8, and Trans-13): Under Existing Plus Project, year 2015, and year 2035 conditions, the project would add more than 10 vehicle trips during the weekday PM and Saturday midday peak hours and meet the peak hour signal warrant. To mitigate these impacts, one of the following measures would be required: signalize the intersection; prohibit on-street parking along northbound Howe Street to allow right-turning vehicles to bypass queued left-turning vehicles; or prohibit left-turns from Howe Street to westbound Pleasant Valley Avenue during peak commute periods.

  Signalizing the intersection would allow easier vehicle access between Howe Street and Pleasant Valley Avenue, which may encourage cut-through vehicles to use Howe Street and Pleasant Valley as an alternative to the congested Broadway and Piedmont Avenue corridors. Considering that this segment of Howe Street is primarily residential, a potential increase in cut-through traffic would be undesirable. Prohibiting on-street parking to allow right-turning vehicles would be undesirable because parking is at or near capacity on weekday evenings. Prohibiting left-turns from Howe Street onto Pleasant Valley Avenue during peak commute periods would divert traffic from Howe Street to other streets such as Piedmont Avenue or Montgomery Street. Vehicles diverted to Piedmont Avenue would increase the potential significant impact at the Piedmont Avenue/Pleasant Valley Avenue intersection (described below). Due to these potential significant impacts, these mitigation measures are considered infeasible.

- Piedmont Avenue/Pleasant Valley Avenue (Impact Trans-14): In year 2035 the project would increase the v/c ratio for the critical westbound and northbound movements by 0.02 or more. The impact could be mitigated by installing a new left-turn lane on the northbound Piedmont Avenue approach. There is insufficient existing vehicle right-of-way to accommodate a new left-turn lane on Piedmont Avenue so the street would need to be widened which would require

obtaining additional right-of-way from adjacent private property containing existing buildings/structures/improvements, and/or removing on-street parking and planned bicycle lanes. Prohibiting on-street parking would be undesirable because parking is at or near capacity. Removing planned bicycle lanes would conflict with City policy promoting bicycle safety and facilities, including the Public Transit and Alternative Modes Policy (i.e., the "Transit-First Policy") and the Bicycle Master Plan. Due to these potential significant impacts, the mitigation is considered infeasible.

Subsequent to the publication of the Final EIR document on September 6th, staff identified a few minor technical correcting/clarifying edits recommended for the EIR. These edits are contained in **Attachment B** and would be included in the certified EIR. These corrections/clarifications do not alter the analysis or conclusions contained within the EIR.

Due to the potentially significant and unavoidable impacts described above, the Planning Commission would need to adopt a Statement of Overriding Considerations in order to approve the project. Staff recommends that the Planning Commission certify the EIR subject to the attached CEQA findings which include the proposed Statement of Overriding Considerations (see **Attachment C**).

KEY ISSUES AND IMPACTS

Below is a summary of the key issues and impacts related to the project.

Proposed Land Uses – Commercial vs. Residential/Commercial Mixed-Use

The proposal involves commercial uses only. Some members of the public have recommended that the project contain residential units as a residential/commercial mixed-use project. The applicant, Property Development Centers, an affiliate of Safeway, has a ground lease on the site and the lease prohibits using the site for residential purposes. At the February 20th hearing the Planning Commission requested that staff reach out to the property owner to discuss the possibility of residential units at the site. In response to outreach efforts, staff received a letter from the property owner indicating that it would be inappropriate to discuss residential development at the site because the owner is not a real estate developer and, therefore, not professionally competent to discuss residential versus commercial development at the site, and, furthermore, that the owner is prohibited from discussing the lease with third parties.[5]

Staff believes the site is appropriate for a commercial shopping center. Due to its size and location, the site is a key retail opportunity site. The City's Retail Enhancement Strategy identifies Broadway and 51st Street/Pleasant Valley Avenue as one of the priority retail nodes where retail enhancement efforts should be focused. Some members of the public have expressed concern about the project's adverse impact on the City's retail enhancement efforts in other locations, such as in the Broadway Valdez District where the City is currently preparing a specific plan. Staff believes that the project would not adversely impact retail enhancement efforts elsewhere in Oakland and would, in fact, encourage retail development elsewhere in the city for the following reasons:

1. Large Demand for Retail: According to the City's Retail Enhancement Strategy, there is approximately $1 billion in retail sales leakage from Oakland to other cities. The project is expected to generate $66 million of net new sales, which is less than one percent of the total retail sales leakage.[6]

[5] The property owner's letter is included in the Final EIR as Appendix A.
[6] Urban Decay Analysis, Draft EIR Appendix 4.1

2. Demand Increases Over Time: As Oakland's population continues to grow, the demand for retail will also increase.

3. Retail Encourages More Retail: Successful retail development has the effect of encouraging more retail development. Retailers who are initially skeptical about entering the market are encouraged to do so when earlier retailers are successful.

Transportation Impacts and Improvements

The City has received a number of comments on the project's impact on the transportation system. In response to these concerns, the City and the applicant have identified additional transportation improvements that are recommended beyond the street modifications proposed by the applicant (see "Project Description" section above). These improvements are summarized below. Additional information about these recommendations, including among other things, an evaluation of their potential environmental effects, is contained in the Draft EIR, Final EIR, and proposed conditions of approval (see **Attachment E**).

1. Broadway/College Avenue Intersection: The project would generate additional automobiles, bicycles, and pedestrians at the Broadway/College Avenue intersection. The intersection currently does not provide a crosswalk on the southern approach on Broadway. In addition, vehicles on southbound College Avenue turn right onto Broadway at high speeds due to the angle that College Avenue intersects Broadway. These vehicles may potentially conflict with pedestrians crossing College Avenue or vehicles turning left from northbound Broadway into the existing Wendy's restaurant. Staff recommends a condition of approval requiring the intersection to be modified so that College Avenue intersects Broadway at a right angle. The Draft EIR (Chapter 4.11) contains a conceptual plan for this modification. The modification would improve conditions for pedestrians and bicyclists by reducing the size of the intersection, reducing the speed of automobiles on southbound College Avenue turning right onto Broadway, and providing a crosswalk across Broadway on the south approach. The modification would not result in a significant impact to automobile congestion. However, large trucks would continue to not be able to turn right from southbound Broadway onto northbound College Avenue, motor vehicles including buses on southbound College Avenue would turn right onto southbound Broadway at reduced speeds increasing vehicle delay, and vehicles on northbound Broadway would not be able to turn left into the existing Wendy's restaurant, however, they would be able to make a U-turn at College Avenue.

2. Pleasant Valley Avenue/Montgomery Street Intersection: The City received a number of comments concerned about the project-related increase in traffic on Pleasant Valley Avenue given the difficulty of pedestrians crossing Pleasant Valley Avenue on the segment between the project site and Piedmont Avenue. In response, staff recommends a condition of approval requiring pedestrian-oriented upgrades at the intersection of Pleasant Valley Avenue and Montgomery Street, specifically bulbouts on both sides of the existing marked crosswalk crossing Pleasant Valley Avenue and Rectangular Rapid Flash Beacons (RRFB) for both directions of Pleasant Valley Avenue that would flash for pedestrians crossing the street.

3. Neighborhood Traffic-Calming Plan: A number of neighborhood residents have expressed concerns about the project generating increased cut-through traffic in the surrounding area. The Final EIR includes a neighborhood cut-through analysis and concludes that neighborhood cut-through traffic is not expected to result in congestion that would be considered significant under CEQA. However, the analysis does conclude that some neighboring streets may experience

additional cut-through traffic. Because it is difficult at this time to accurately predict cut-through traffic resulting from the project, the applicant is proposing to count traffic on neighboring streets before and after the project to determine the level of increase in cut-through traffic. If the project results in substantial cut-through traffic, traffic-calming strategies, such as bulbouts, speed humps, or traffic circles, would be installed. More details on the implementation of this requirement are contained in the proposed conditions of approval (see **Attachment E, Condition 39**).

4. Miscellaneous Improvements: Staff recommends a number of other transportation improvements to enhance pedestrian, bicyclist, and bus rider safety (see **Attachment E, Condition 37**). These improvements include the following:
   - Install bulbouts at the west side of Broadway/Coronado Avenue and south side of Pleasant Valley Avenue/Gilbert Street intersections, if feasible.
   - Where street improvements are being made along Broadway and Pleasant Valley Avenue, reduce the width of the concrete gutter pan, if feasible, where it may conflict with proposed bicycle lanes.
   - Provide minimal green time for the left-turn phase from westbound Pleasant Valley Avenue to southbound Gilbert Street at the Gilbert Street/Project Driveway/ Pleasant Valley Avenue intersection, if feasible, in order to discourage cut-through traffic while providing safe access for the local residents.
   - As part of implementing Class 2 bicycle lanes on Broadway, provide buffered bicycle lanes, if feasible.
   - Provide bus shelters, if feasible, at the bus stops on northbound and southbound Broadway north of Pleasant Valley Avenue/51st Street and on westbound Pleasant Valley Avenue west of the project driveway.

CONCLUSION

Staff recommends that the Planning Commission certify the EIR and approve the planning permits for the project. Staff believes the project is appropriate for the following reasons:

1. The project is consistent with the General Plan in that it would improve the economic viability of the shopping center, create a neighborhood activity center, be compatible with neighboring properties, and enhance pedestrian, bicycle, and transit facilities.

2. The project would allow for a larger Safeway grocery store that offers a more comprehensive range of retail services and products to nearby residents and other Safeway customers.

3. The project would greatly improve the aesthetics of the site by utilizing an urban design involving contemporary commercial architecture with numerous horizontal and vertical planes designed to provide variety and interest, break up the look of the multi-tenant store fronts, and create diverse character for individual retail tenants.

4. The project would incorporate landscaping improvements that will make the site more aesthetically pleasing.

5. The project design would allow for a variety of transportation modes to and from the site, including pedestrian and bicycle transportation modes. Specifically, the project would make the shopping center more accessible to cyclists and pedestrians through construction of pedestrian-oriented storefronts, bike paths and raised sidewalks.

6. The project would further the City's transit-first goals by providing an enhanced selection of necessary household goods and other retail merchandise in a transit-rich area along several AC Transit routes.

7. The project would enhance off-site pedestrian safety by implementing a variety of street improvements, such as the modifications to the Broadway/College Avenue and Pleasant Valley Avenue/Montgomery Street intersections.

8. The project would add many temporary construction jobs and approximately 170 permanent jobs for other workers after project construction (including 70 full-time new union jobs at the Safeway store), thereby furthering the City's job creation and retention policies.

9. The project would result in increased property tax and sales tax revenues to the City and County.

10. The project would reduce greenhouse gas emissions by installing new, modernized refrigeration systems in the new Safeway store.

RECOMMENDATION:

1. Certify the EIR subject to the attached CEQA findings; and

2. Approve the planning permits for the project subject to the attached findings and conditions.

Prepared by:

Darin Ranelletti
Planner III

Approved by:

Scott Miller
Zoning Manager

Approved for forwarding to the
City Planning Commission:

Rachel Flynn
Director of Planning and Building

ATTACHMENTS:

A. Current Project Drawings (dated August 30, 2013; received September 3, 2013)
B. EIR Errata Corrections/Clarifications
C. CEQA Findings
D. Project Approval Findings
E. Conditions of Approval

ATTACHMENT A

Current Project Drawings
(dated August 30, 2013; received September 3, 2013)

51st & BROADWAY

STORE NO. 3132 OAKLAND, CA

DRAWING INDEX

GENERAL:

G001	COVER SHEET, DRAWING INDEX, & CODE ANALYSIS
G011	EXISTING CONDITIONS
G012	EXISTING CONDITIONS
G013	EXISTING CONDITIONS

ARCHITECTURAL:

A001-EX	EXISTING SITE PLAN
A001	ARCHITECTURAL SITE PLAN
A002	SITE SECTIONS
A011	DEMOLITION AND PHASING PLANS
A012	DEMOLITION AND PHASING PLANS
A021	SITE ACCESSIBILITY GROUND FLOOR
A022	SITE ACCESSIBILITY SECOND FLOOR
A023	PEDESTRIAN CONNECTIVITY PLAN
A024	BICYCLE CONNECTIVITY PLAN
A041	SHADOW DIAGRAMS
A042	SITE & BUILDING LIGHTING PLAN
A051	TRUCK SERVICE ROUTES
A101	OVERALL PLAN
A102	OUTDOOR SEATING PLAN
A111	ROOF PLAN
A112	COLOR & MATERIAL SCHEDULE
A201	ENLARGED PLAN & ELEVATIONS: BUILDINGS A & B
A202	ENLARGED PLAN & ELEVATIONS: BUILDINGS A & B
A211	ENLARGED PLAN & ELEVATIONS: BUILDING C
A212	ENLARGED PLAN & ELEVATIONS: BUILDING D
A221	ENLARGED PLAN & ELEVATIONS: BUILDINGS E & F
A222	ENLARGED PLAN & ELEVATIONS: BUILDINGS E & F
A231	ENLARGED PLAN & ELEVATIONS: BUILDING G
A232	ENLARGED PLAN & ELEVATIONS: BUILDING G
A233	ENLARGED PLAN & ELEVATIONS: BUILDING G
A241	ENLARGED PLAN & ELEVATIONS: BUILDING H
A251	ENLARGED PLAN & ELEVATIONS: BUILDING J
A252	ENLARGED PLAN & ELEVATIONS: BUILDING J
A253	ENLARGED PLAN & ELEVATIONS: BUILDING J
A261	ENLARGED PLAN & ELEVATIONS: BUILDING K
A301	SCHEMATIC WALL SECTIONS

LANDSCAPE:

LP1	LAYOUT & MATERIALS PLAN
LP2	GRADING PLAN
LP3	PLANTING PLAN
LP4	REFERENCE IMAGES
LP5	PLANTING IMAGES

CIVIL:

C101	SITE MAPPING
C201	GRADING PLAN
C301	UTILITY PLAN
C401	STORMWATER MANAGEMENT PLAN
C501	OFF-SITE IMPROVEMENTS

SURVEY:

V101	TOPOGRAPHIC SURVEY
V102	TOPOGRAPHIC SURVEY
V103	TOPOGRAPHIC SURVEY
V104	TOPOGRAPHIC SURVEY

GENERAL NOTES

1. ALL BUILDINGS SHALL BE FULLY SPRINKLERED AT LIGHT HAZARD PER NFPA 15.
2. ALL OCCUPIED AREAS ARE TO BE HANDICAPPED ACCESSIBLE.
3. ALL EXISTING BUILDINGS AND SITE FEATURES ARE TO BE DEMOLISHED.
4. THE DEMOLITION WORK AND NEW CONSTRUCTION ARE TO BE PHASED.

APPLICABLE CODES & STANDARDS

2010 CALIFORNIA BUILDING CODE (CBC) & TITLE 24

2010 CALIFORNIA FIRE CODE (CBC) & TITLE 24

2010 CALIFORNIA MECHANICAL CODE (CBC) & TITLE 24

2010 CALIFORNIA ELECTRICAL CODE (CBC) & TITLE 24

NFPA NATIONAL FIRE PROTECTION ASSOCIATION 2010

2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
US DEPARTMENT OF JUSTICE

ZONING

THE PROJECT SHALL COMPLY WITH GRANDFATHERED ZONING REQUIREMENTS OF THE EXISTING SITE IN ACCORDANCE WITH THE ENVIRONMENTAL IMPACT REPORT (EIR).

BUILDING & CODE ANALYSIS

BUILDING NAME	NUMBER OF LEVEL	OCCUPANCY GROUP	TYPE OF CONSTRUCTION	ALLOWABLE AREA (Inc'd Sprinkler & frontage increase)	BUILDING AREA PROVIDED
BUILDING A	1 LEVEL (RETAIL & ROOFTOP PARKING)	M, & S2	TYPE 2B	LEVEL 1: 70,000 SQ LEVEL 2 PARKING: UNLIMITED	LEVEL 1: 63,128 SF LEVEL 2 PARKING: 68,269 SF
BUILDING B	2 LEVELS (RETAIL)	M	TYPE 2B	LEVEL 1: 70,000 SQ LEVEL 2: 70,000 SQ	LEVEL 1: 8,000 SF LEVEL 2: 1,881 SF
BUILDING C	1 LEVEL (PAD BUILDING)	A2	TYPE 5B	LEVEL 1: 50,000 SQ	LEVEL 1: 3,290 SF
BUILDING D	2 LEVLES (PAD BUILDING)	B	TYPE 5B	LEVEL 1: 49,500 SQ LEVEL 2: 49,500 SQ LEVEL 3: 49,500 SQ	LEVEL 1: 4,828 SF LEVEL 2: 4,828 SF LEVEL 2: 4,734 SF
BUILDING E	1 LEVEL (RESTAURANT)	A2	TYPE 5B	LEVEL 1: 28,800 SQ	LEVEL 1: 2,917 SF
BUILDING F	2 LEVELS (RETAIL)	M	TYPE 2B	LEVEL 1: 50,000 SQ LEVEL 2: 50,000 SQ	LEVEL 1: 20,549 SQ LEVEL 2: 17,909 SQ
BUILDING G	2 LEVELS & BASEMENT (RESTAURANTS & OFFICES)	M, A2, & A3	TYPE 2B	BASEMENT: 30,400 SQ LEVEL 1: 30,875 SQ LEVEL 2: 30,875 SQ	BASEMENT: 29,965 SQ LEVEL 1: 29,255 SQ LEVEL 2: 20,058 SQ
BUILDING H	2 LEVELS (RETAIL & RESTAURANTS)	M & A2	TYPE 2B	LEVEL 1: 30,875 SQ LEVEL 2: 30,875 SQ	LEVEL 1: 12,927 SQ LEVEL 2 - 10,922 SQ
BUILDING J	4 LEVELS (RETAIL & PARKING DECK)	M, & S2	TYPE 2B	LEVEL 1: 40,625 SQ LEVEL 2 - 4 PARKING: UNLIMITED	LEVEL 1: 36,671 SQ LEVEL 2 - 4 PARKING: UNLIMITED
BUILDING K	2 (WITH ROOF-TOP PARKING)	M, B, A2, & S2	TYPE 2B	LEVEL 1: 30,875 SQ LEVEL 2: 30,875 SQ LEVEL 2 PARKING: UNLIMITED	LEVEL 1: 18,458 SQ LEVEL 2: 9,832 SQ

VICINITY MAP

OVERALL VIEW 01
N.T.S.

OVERALL VIEW 02
N.T.S.

OVERALL VIEW 03
N.T.S.

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COVER SHEET, DRAWING INDEX, & CODE ANALYSIS

G001

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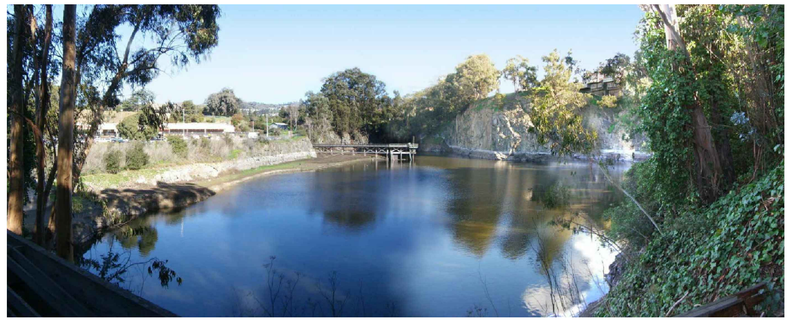
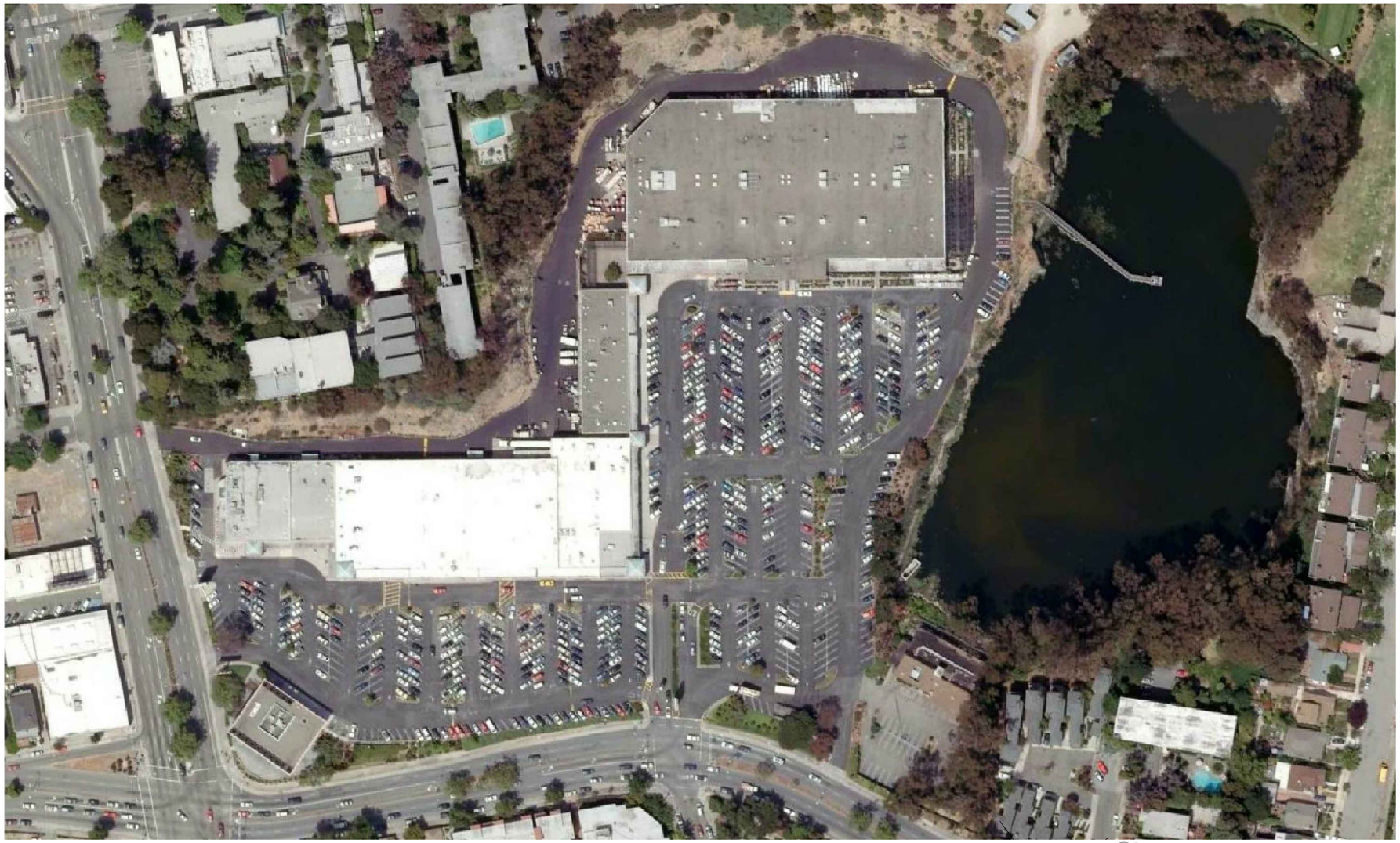
VIEW FROM BROADWAY LOOKING NORTHWEST N.T.S. 01



VIEW FROM RESERVIOR LOOKING NORTHEAST N.T.S. 02



NORTH

AERIAL OF EXISTING SITE 1" = 60'-0" 03

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VIEW FROM BROADWAY LOOKING SOUTHEAST N.T.S. 01

VIEW FROM PLEASANT VALLEY LOOKING SOUTHWEST N.T.S. 02

VIEW FROM PLEASANT VALLEY LOOKING NORTHEAST N.T.S. 03

VIEW FROM BROADWAY LOOKING NORTHWEST N.T.S. 04

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2 SOUTHWEST VIEW
SCALE: N.T.S.

3 SOUTHWEST VIEW
SCALE: N.T.S.

4 SOUTHWEST VIEW
SCALE: N.T.S.

5 SOUTHWEST VIEW
SCALE: N.T.S.

6 SOUTH VIEW
SCALE: N.T.S.

7 SOUTH VIEW
SCALE: N.T.S.

8 SOUTHWEST VIEW
SCALE: N.T.S.

9 SOUTHWEST VIEW
SCALE: N.T.S.

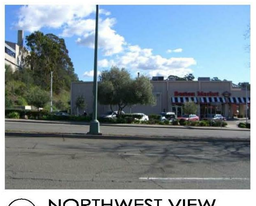
10 SOUTHWEST VIEW
SCALE: N.T.S.

11 SOUTHWEST VIEW
SCALE: N.T.S.

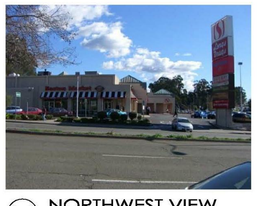
12 SOUTH VIEW
SCALE: N.T.S.

13 SOUTHWEST VIEW
SCALE: N.T.S.

14 SOUTHWEST VIEW
SCALE: N.T.S.



15 NORTHWEST VIEW
SCALE: N.T.S.



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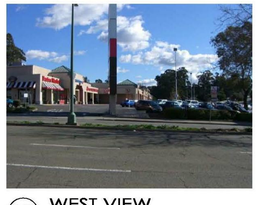
SCALE: N.T.S.



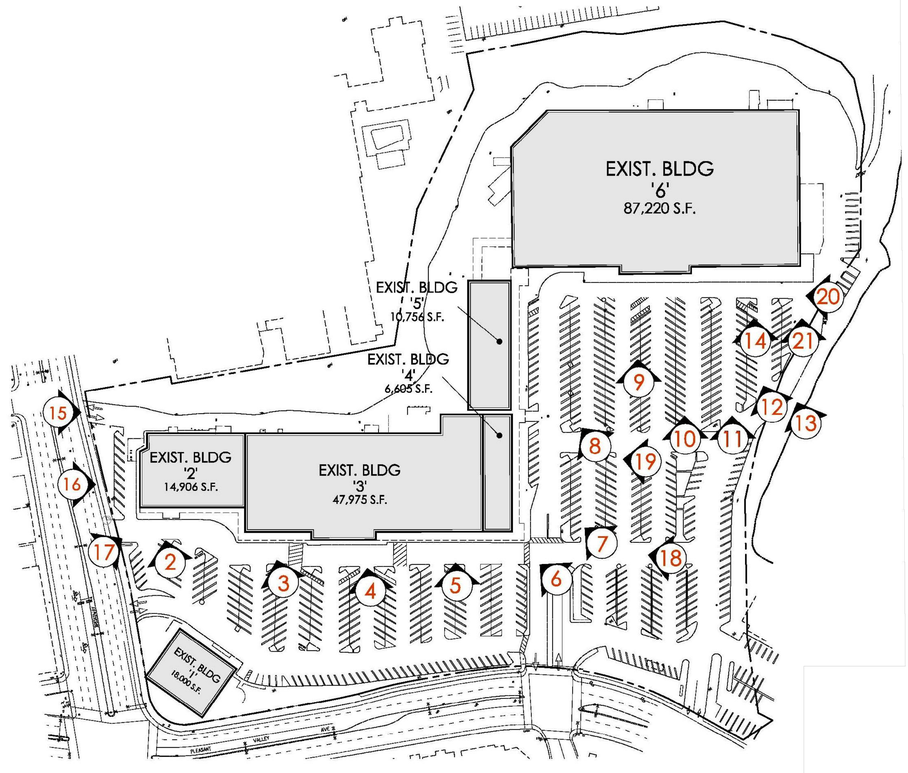
17 WEST VIEW
SCALE: N.T.S.

18 SOUTHWEST VIEW
SCALE: N.T.S.

19 SOUTHWEST VIEW
SCALE: N.T.S.

20 SOUTHWEST VIEW
SCALE: N.T.S.

21 SOUTHWEST VIEW
SCALE: N.T.S.



1 EXISTING SITE PLAN
SCALE: 1" = 60'-0"

NORTH

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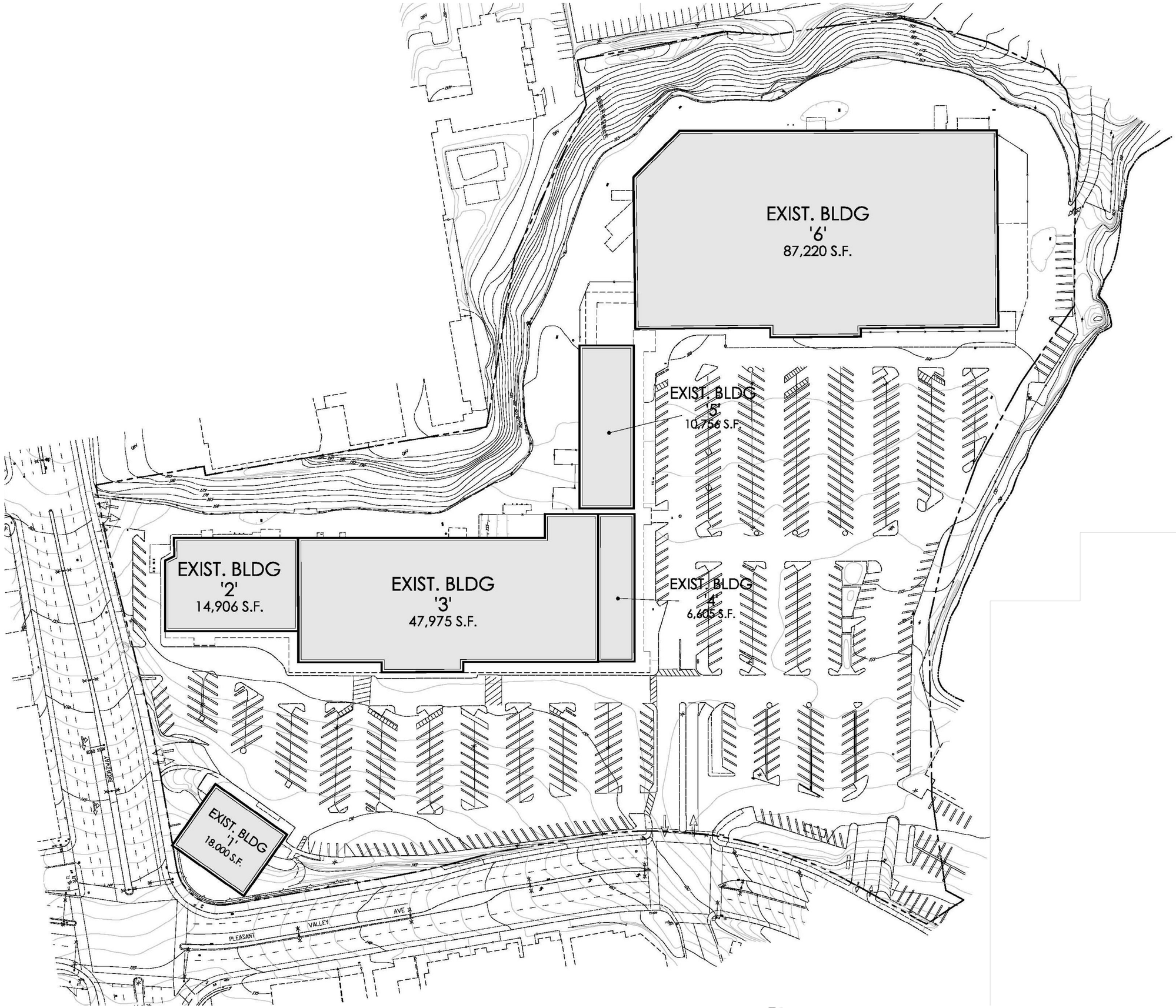

EXISTING SITE PLAN 01
1" = 40'-0"

SITE DATA :

SITE AREA :	15.40 ACRES	670,824 S.F.
EXISTING BLDG '1' 3 STORY		18,000 S.F.
EXISTING BLDG '2'		14,906 S.F.
EXISTING BLDG '3'		47,975 S.F.
EXISTING BLDG '4'		6,605 S.F.
EXISTING BLDG '5'		10,756 S.F.
EXISTING BLDG '6'		87,220 S.F.
TOTAL BUILDING AREA :		185,462 S.F.
STANDARD PARKING PROVIDED :		650 SPACE
COMPACT PARKING PROVIDED :	0%	0 SPACE
* HANDICAP PARKING PROVIDED :		17 SPACE
TOTAL PARKING PROVIDED :		667 SPACE
PARKING RATIO :		3.60 SPACES / 1000 S.F.
SITE COVERAGE :		28%

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CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
BKF Engineers | Surveyors | Planners

PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
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EXISTING SITE PLAN

A001-EX

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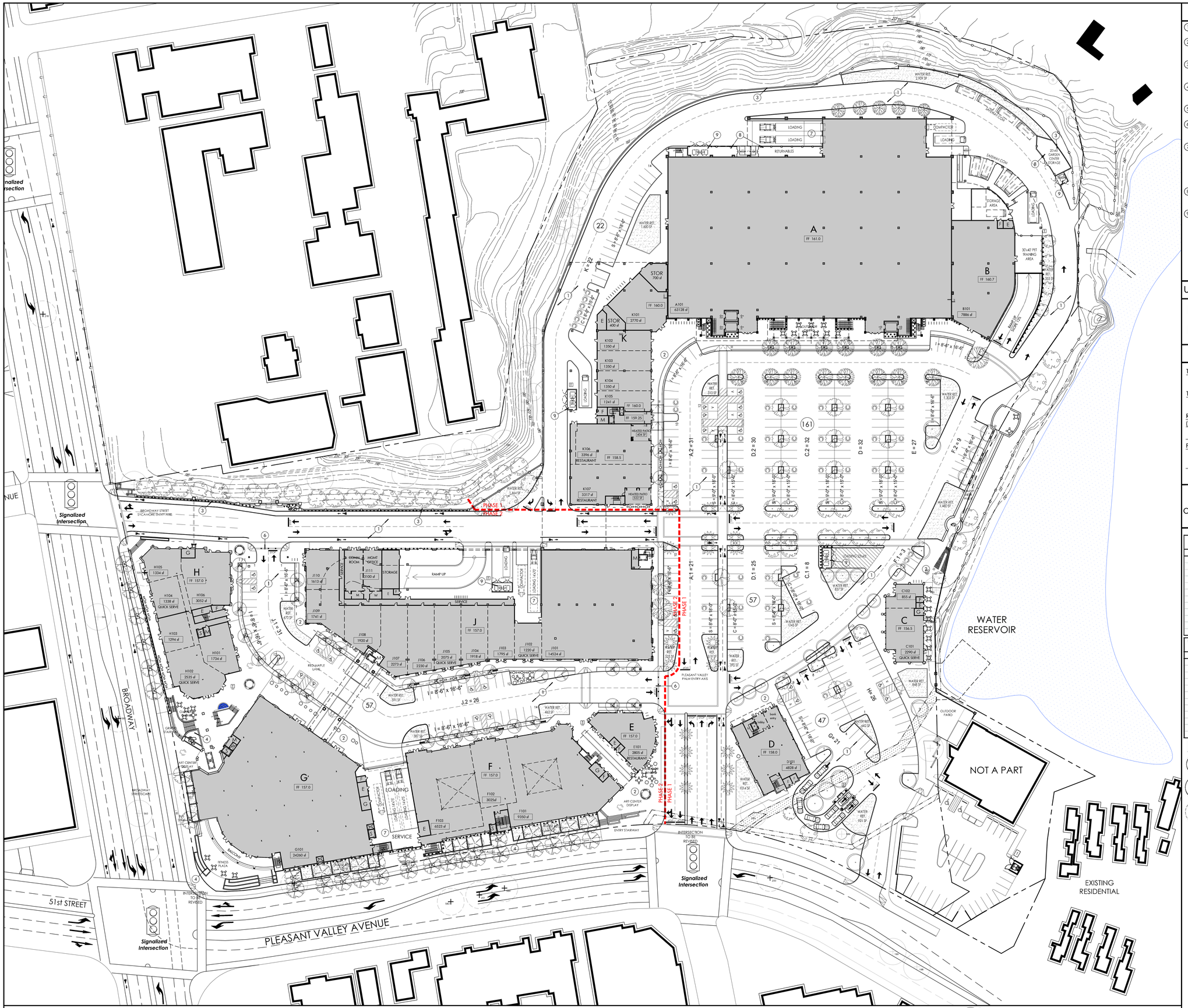

SITE PLAN 01
1" = 40'-0"

KEYED NOTES

1. NEW ASPHALT PAVING.
2. NEW CONCRETE PAVING, SEE LANDSCAPING.
3. NEW RETAINING WALL, SEE LANDSCAPING.
4. TERRACED PLANTER, SEE LANDSCAPING.
5. NOT USED.
6. REMOVABLE BOLLARDS, SEE LANDSCAPING.
7. LOADING DOCK RECESSED 4'-6" BELOW F.F.E. DOCK SHALL INCLUDE AREA DRAIN AND GUARDRAIL ALONG ELEVATED EDGE..
8. 8' CHAINLINK FENCE & GATE WITH VISION SLATS.
9. TENTATIVE TRASH ENCLOSURE LOCATION. ENCLOSURE TO WRAP AROUND (2) DUMPSTERS AND SHALL INCLUDE 8' HIGH SPLIT-FACED CMU WALLS w/ PRECAST CAPS, STEEL GATES, BOLLARDS, AND AREA DRAIN.

UTILITY LEGEND

T — PROPOSED TRANSFORMER LOCATION

T UG — PROPOSED UNDERGROUND TRANSFORMER LOCATION

BIORETENTION

TOTAL SITE AREA:
15.28 ACRES 665,409 SF

TOTAL SITE IMPERVIOUS AREA:
549,216 SF

REQUIRED BIORETENTION
(1 SF PER 25 SF IMPERVIOUS):
21,969 SF

PROVIDED BIORETENTION:
22,556 SF

EXISTING TREES WITHIN 10 FT OF CONSTRUCTION ACTIVITY

Trees proposed for removal

#	Species	dbh
200	Platanus Racemosa	12.5
201	Platanus Racemosa	9.2
218	Platanus Racemosa	13
581	Ulmus Parvifolia	12
582	Ulmus Parvifolia	11.9
583	Platanus Racemosa	9.1
584	Platanus Racemosa	9.4
587	Pinus Radiata	18.2
588	Pinus Radiata	21.3
590	Eriobotrya Deflexa	16.6
592	Platanus Racemosa	10.3
595	Olea Europaea	14.4

Trees not proposed for removal but located within 10 feet of Construction Activity

#	Species	dbh
575	Schinus Molle	14
583	Platanus Racemosa	9.1
584	Platanus Racemosa	9.4
585	Olea Europaea	14.2
589	Pinus Pinea	41.8
591	Platanus Racemosa	10.9
593	Platanus Racemosa	12
594	Platanus Racemosa	15.8

LEGEND

- TREE TO BE PROTECTED PER SITE REVISION
- 590 TREE TO REMAIN
- 582 TREE TO BE REMOVED

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SITE PLAN

A001

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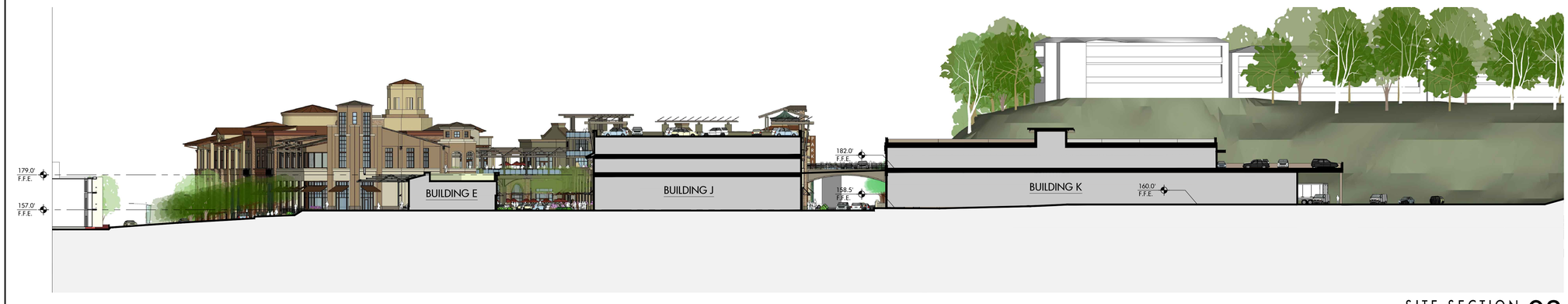
SITE SECTION 01
1" = 30'-0"

SITE SECTION 02
1" = 30'-0"



SITE SECTION 03
1" = 30'-0"

SITE SECTION 04
1" = 30'-0"

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SITE SECTIONS

A002

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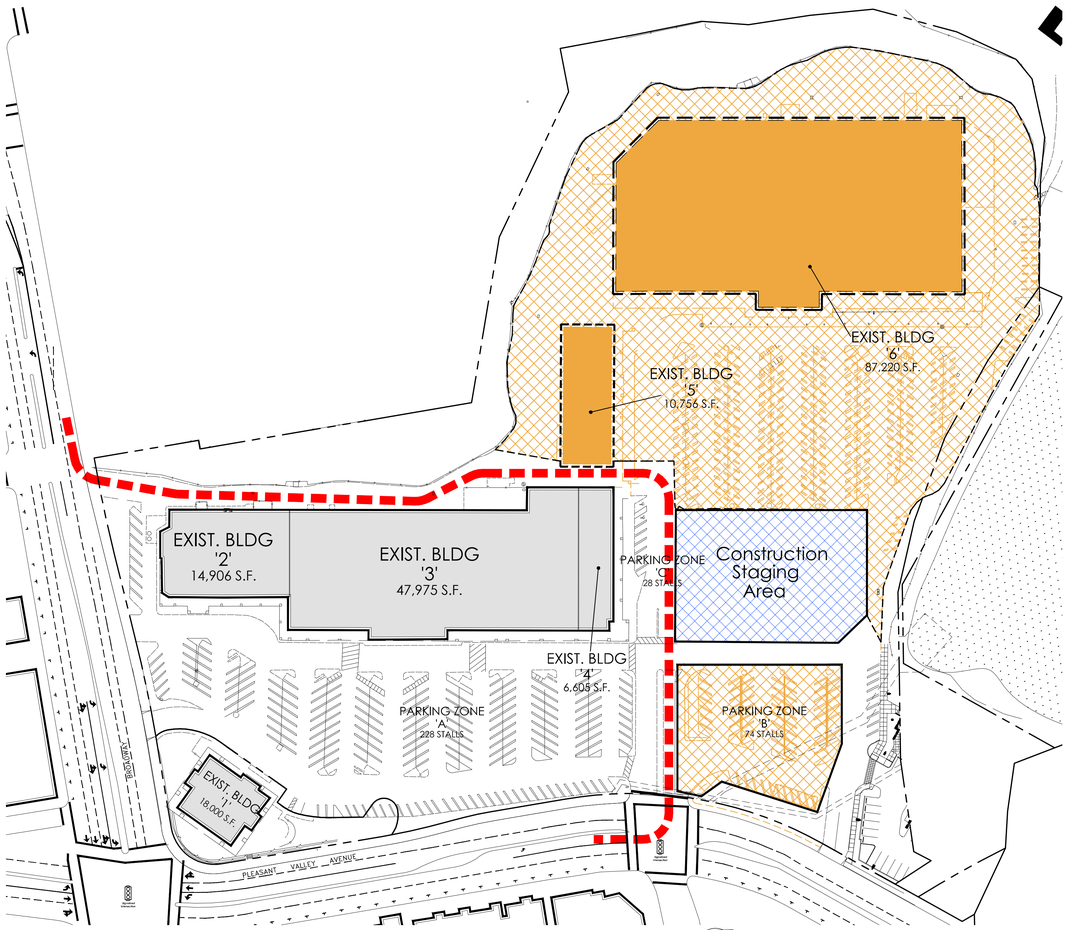
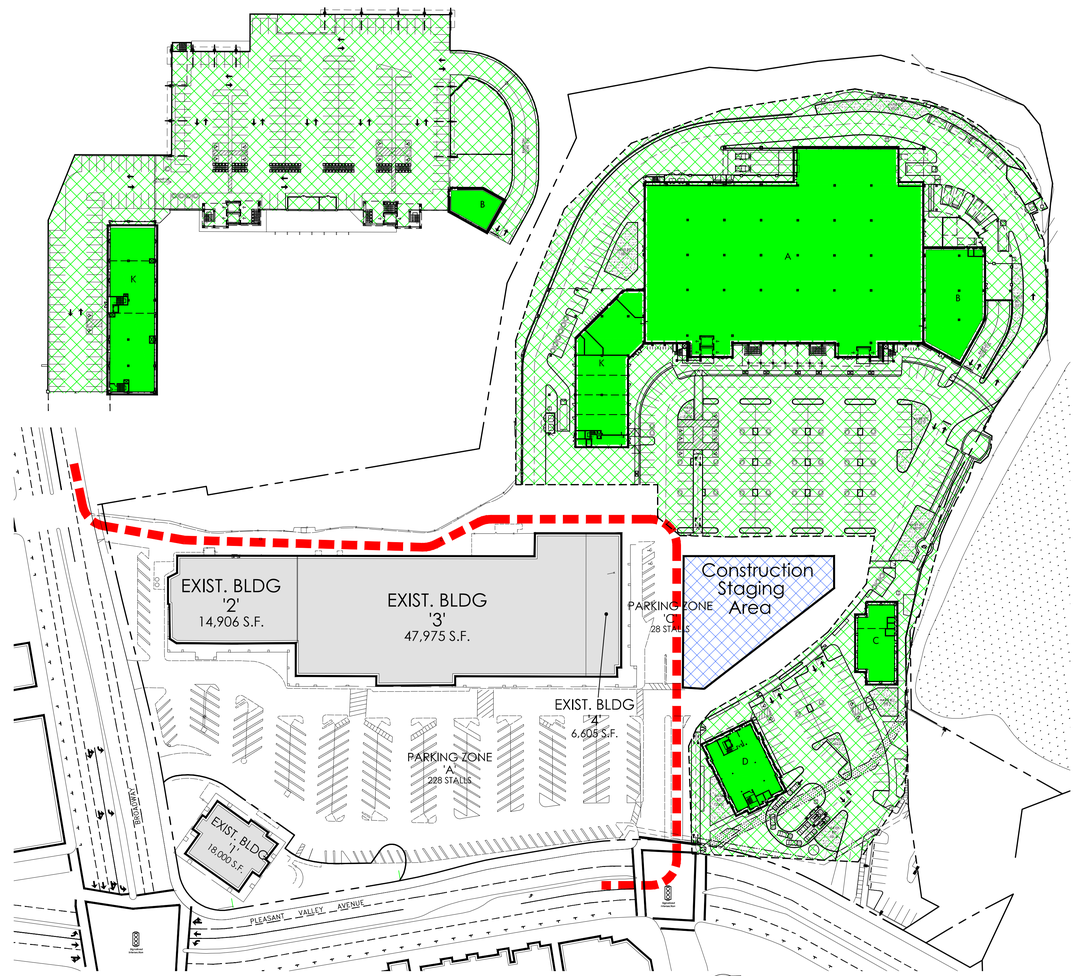


PHASE 1 DEMOLITION PLAN 01

1" = 70'-0"



PHASE 1 CONSTRUCTION PLAN 02

1" = 70'-0"

DEMO | DEMO ZONE | NEW CONST. | NEW CONST. ZONE | EXISTING | STAGING | SERVICE ROUTE

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DEMOLITION AND PHASING PLANS

A011

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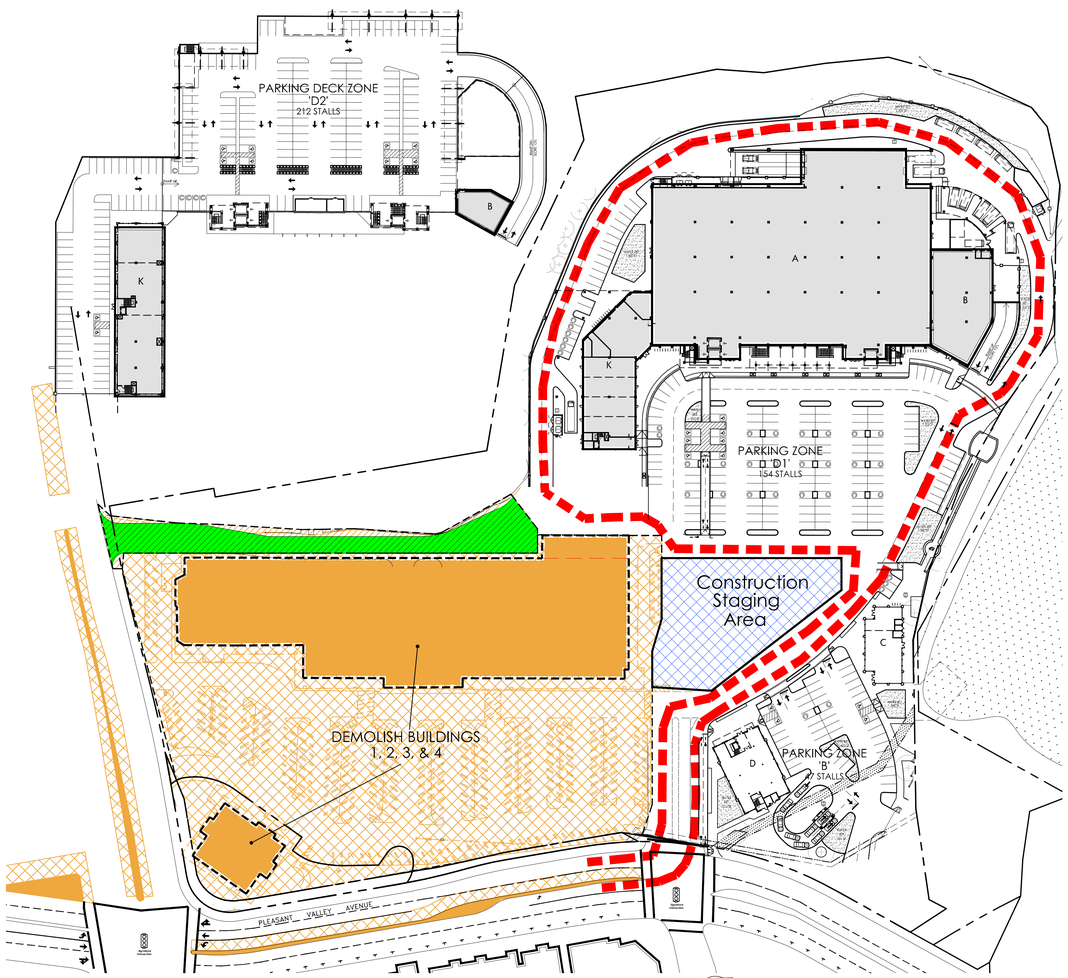

PHASE 2 DEMOLITION PLAN 01
1" = 70'-0"

PHASE 2 CONSTRUCTION PLAN 02
1" = 70'-0"

DEMO | DEMO ZONE | NEW CONST. | NEW CONST. ZONE | EXISTING | STAGING | SERVICE ROUTE

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DEMOLITION AND PHASING PLANS

A012

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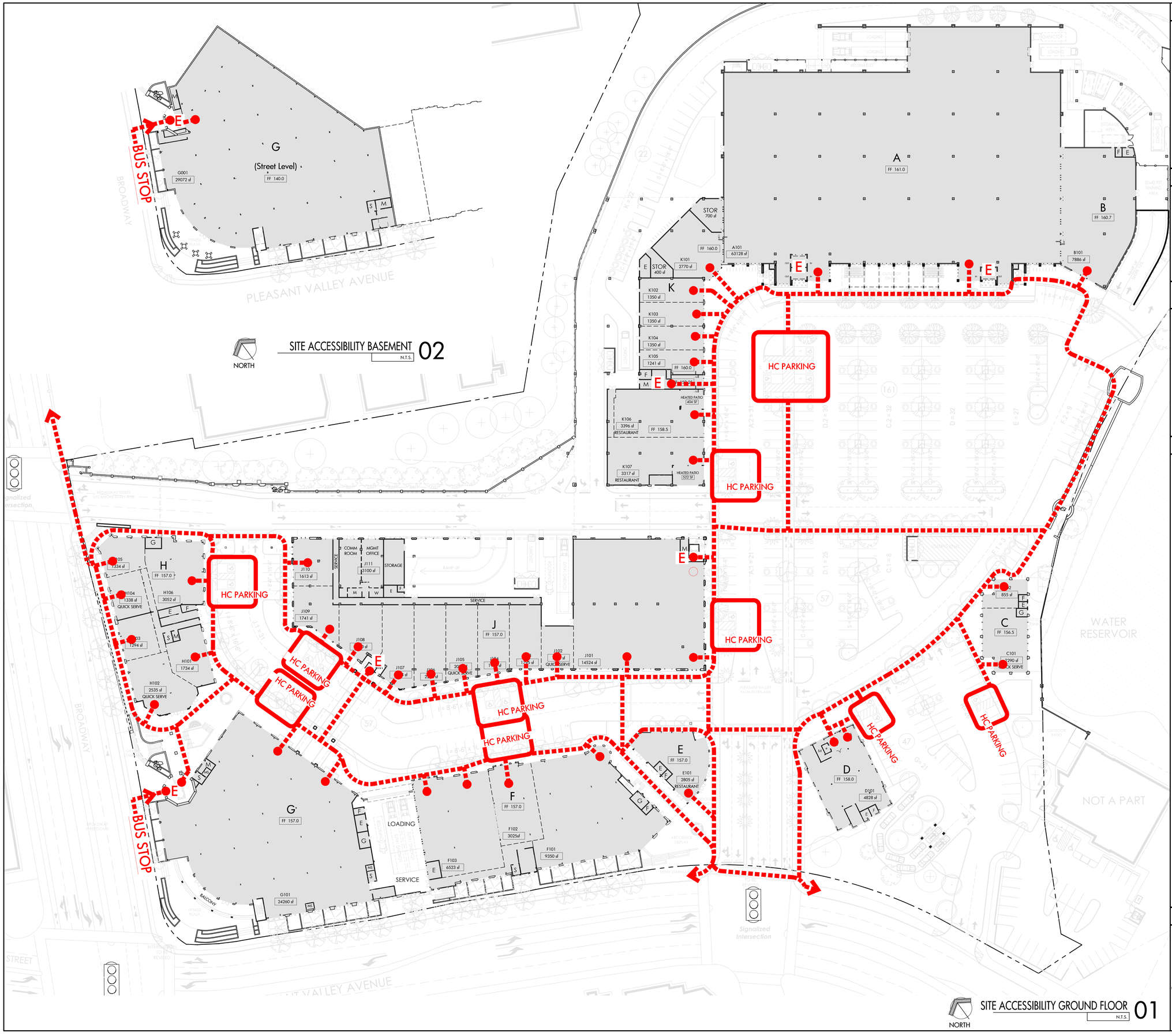


KEYED NOTES

1. PUBLIC ELEVATOR / STAIR LOBBY.
2. EXTERIOR LOADING DOCK WALL. EACH BAY TO BE EQUIPPED w/ AN OVERHEAD COILING DOOR, DOCK BUMPER/SURROUND, BOLLARDS, AND A DOCK LEVELER.
3. PAVED OUTDOOR WALKWAY - STAINED CONCRETE w/ 2'x2' SCORING.
4. PAVED PEDESTRIAN BRIDGE - STAINED CONCRETE w/ 2'x2' SCORING.

LEGEND

E	ELECTRICAL ROOM
F	FIRE RISER
G	GAS METER ROOM
M	ELEVATOR MACHINE ROOM
MS	MECHANICAL SHAFT
S	SERVICE ELEVATOR

BUILDING AREA TABULATION

GROSS LEASABLE AREA :

BUILDING A	64,223 SF
BUILDING B	13,113 SF
BUILDING C	4,530 SF
BUILDING D	13,517 SF
BUILDING E	2,998 SF
BUILDING F	36,673 SF
BUILDING G	76,913 SF
BUILDING H	23,110 SF
BUILDING J	34,358 SF
BUILDING K	27,318 SF
TOTAL GLA	296,753 SF

PARKING

REQUIRED PARKING:	936 SPACES
PROVIDED PARKING:	
STANDARD	725 SPACES
INTERMEDIATE	114 SPACES
HANDICAPPED ACC.	39 SPACES
COMPACT (5%)	89 SPACES
TOTAL PROPOSED PARKING:	967 SPACES

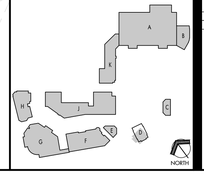
623 STRUCTURED SPACES
344 SURFACE SPACES

REQUIRED PARKING RATIO:

SAFEWAY	5 PER 1,000 SF
RESTAURANTS	5 PER 1,000 SF
RETAIL	2.5 PER 1,000 SF
OFFICE	1.66 PER 1,000 SF

PROPOSED PARKING RATIO: 3.26 PER 1,000 SF

KEY PLAN



OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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The Cathedral Building
Broadway and Telegraph
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Oakland, CA 94612 USA
510.285.4362 T
www. jrdv.com

CONSULTANTS
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC. - SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

SITE ACCESSIBILITY GROUND FLOOR

A021

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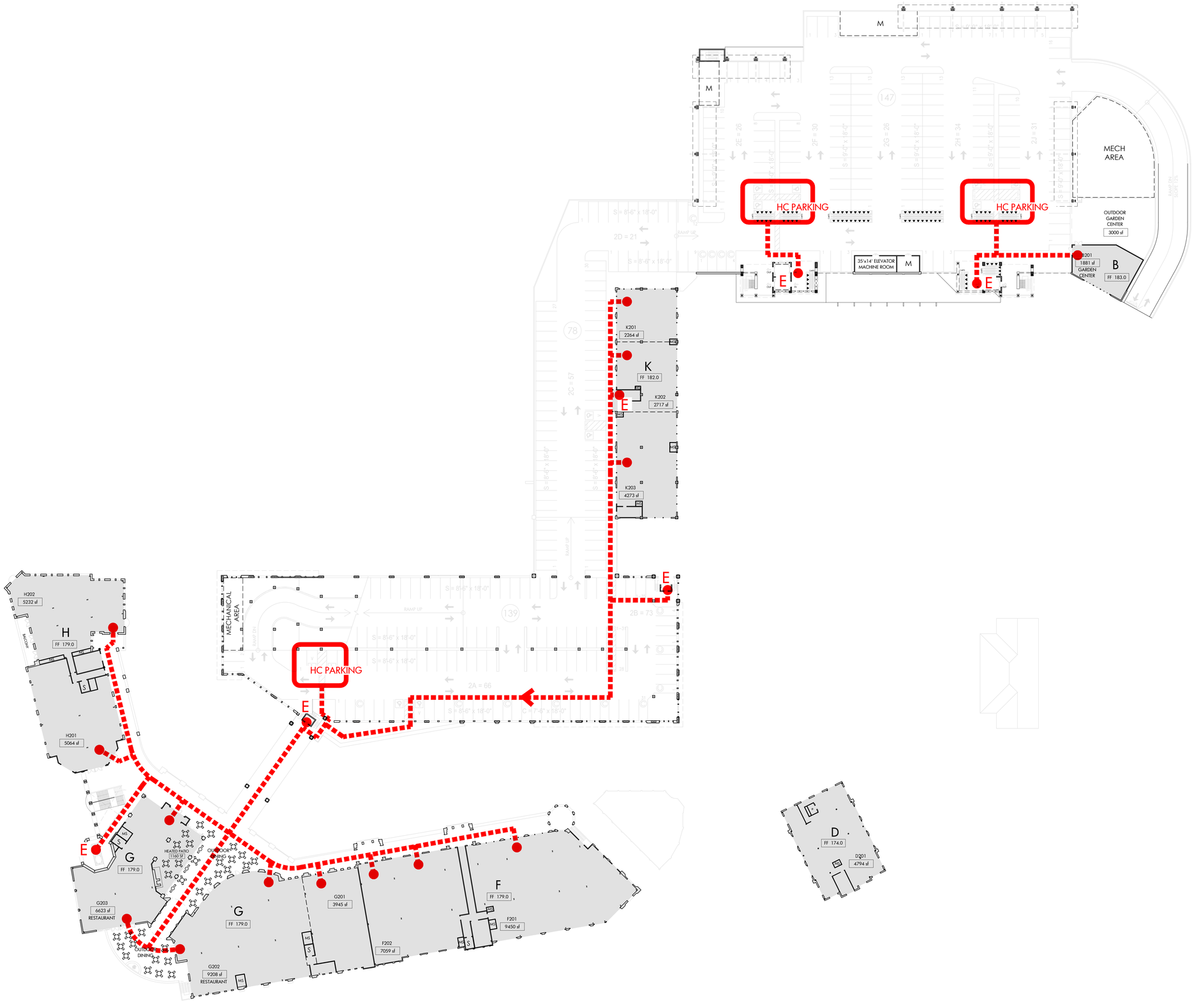

OCC. LOAD & EXIT REQUIREMENTS 01

N.T.S.

KEYED NOTES

1. PUBLIC ELEVATOR / STAIR LOBBY.
2. EXTERIOR LOADING DOCK WALL. EACH BAY TO BE EQUIPPED w/ AN OVERHEAD COILING DOOR, DOCK BUMPER/SURROUND, BOLLARDS, AND A DOCK LEVELER.
3. PAVED OUTDOOR WALKWAY - STAINED CONCRETE w/ 2'x2' SCORING.
4. PAVED PEDESTRIAN BRIDGE - STAINED CONCRETE w/ 2'x2' SCORING.

LEGEND

E	ELECTRICAL ROOM
F	FIRE RISER
G	GAS METER ROOM
M	ELEVATOR MACHINE ROOM
MS	MECHANICAL SHAFT
S	SERVICE ELEVATOR

BUILDING AREA TABULATION

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PROVIDED PARKING:	
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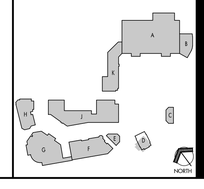
RETAIL	2.5 PER 1,000 SF
OFFICE	1.66 PER 1,000 SF

PROPOSED PARKING RATIO: 3.26 PER 1,000 SF

KEY PLAN



OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

ARCHITECT
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CONSULTANTS
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

SITE ACCESSIBILITY SECOND FLOOR

A022

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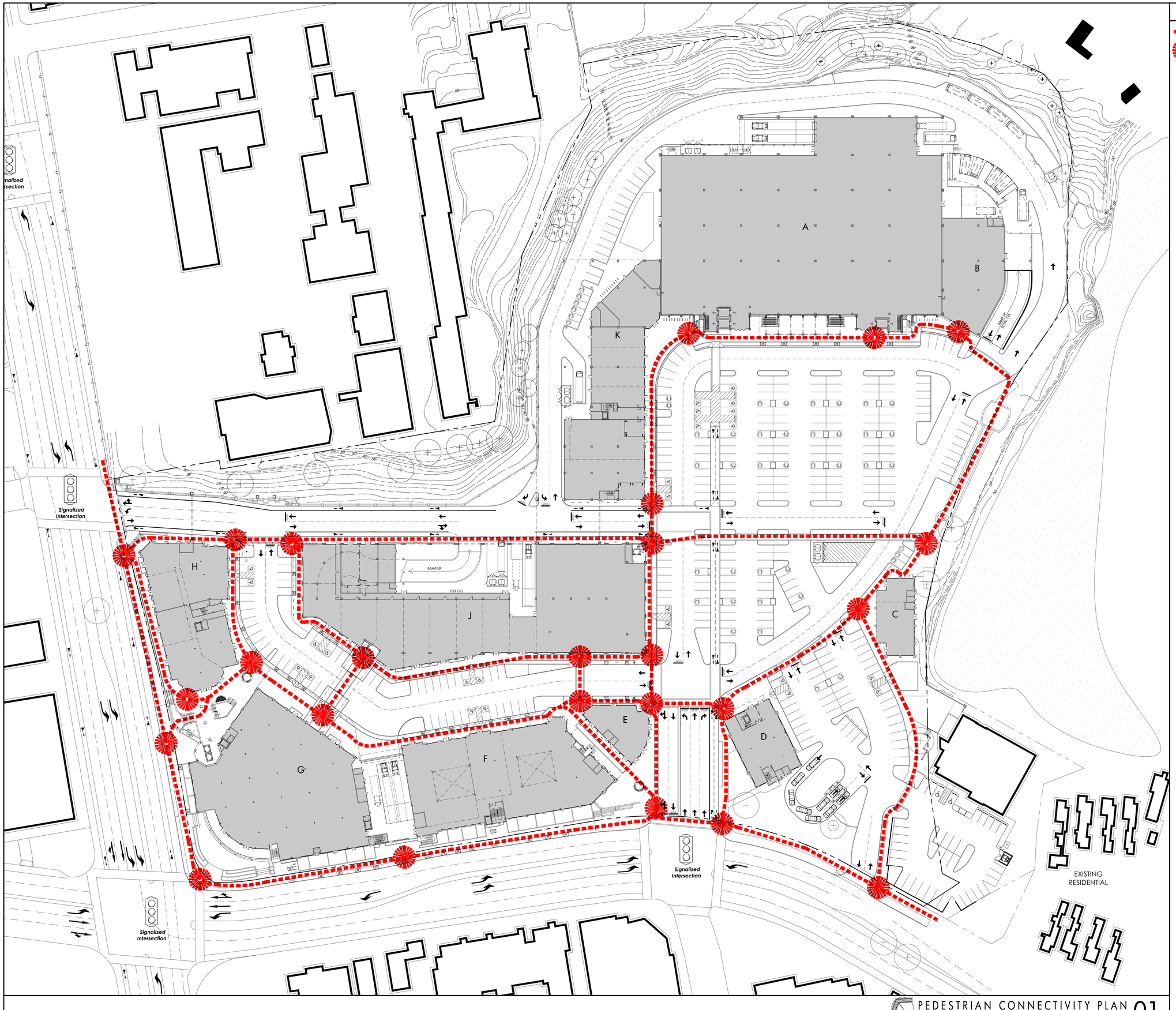

PEDESTRIAN CONNECTIVITY PLAN 01

1" = 40'-0"

LEGEND

INTERNAL PEDESTRIAN ROUTE

PEDESTRIAN PATH CONNECTIONS

OWNER

Property Development Centers

5918 Stoneridge Mall Road
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OAKLAND, CA

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CONSULTANTS

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LANDSCAPE ARCHITECT – INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA

CIVIL ENGINEERING – BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT – INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT – VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT – ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

PEDESTRIAN CONNECTIVITY PLAN

A023

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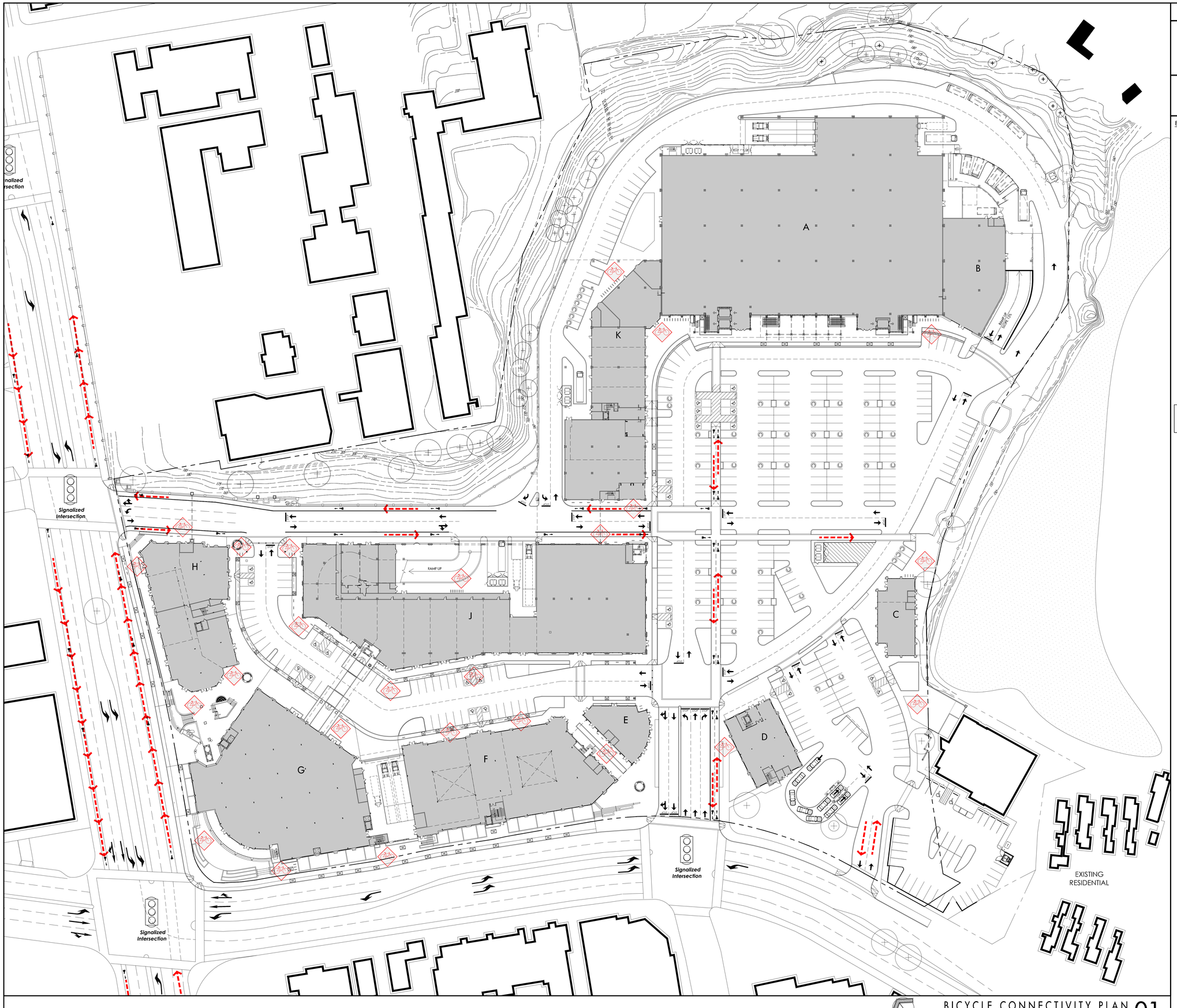

BICYCLE CONNECTIVITY PLAN 01

1" = 40'-0"

LEGEND

LONG TERM / SHORT TERM BICYCLE PARKING LOCATIONS

BICYCLE PATHWAY ROUTES & ACCESS POINTS

BICYCLE PARKING TABULATION

BICYCLE PARKING REQUIREMENT:

		LONG	SHORT
BUILDING A			
RETAIL	64,223 SF	6	13
BUILDING B			
RETAIL	13,113 SF	2	3
BUILDING C			
RETAIL	4,530 SF	2	2
BUILDING D			
RETAIL	13,517 SF	2	3
BUILDING E			
FSR	2,998 SF	2	2
BUILDING F			
RETAIL	36,673 SF	4	8
BUILDING G			
RETAIL	61,082 SF	6	13
FSR	15,831 SF	2	8
TOTAL	76,913 SF	8	21
BUILDING H			
RETAIL	12,814 SF	2	3
FSR	10,296 SF	1	6
TOTAL	23,110 SF	3	9
BUILDING J			
RETAIL	34,358 SF	3	7
BUILDING K			
RETAIL	19,679 SF	2	4
FSR	7,639 SF	1	4
TOTAL	27,318 SF	3	8

TOTAL BICYCLE PARKING:	
LONG TERM BIKE PARKING	35
SHORT TERM BIKE PARKING	76

NOTES:

FSR - FULL SERVICE RESTAURANT
RETAIL - GENERAL RETAIL SALES OR QUICK SERVE

MINIMUM BICYCLE PARKING REQUIREMENT PER BUILDING IS TWO (2) LONG TERM SPACES AND TWO (2) SHORT TERM SPACES.

OWNER

Property Development Centers
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SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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CONSULTANTS

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CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - ICE, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

BICYCLE CONNECTIVITY PLAN

A024

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SPRING EQUINOX	FALL EQUINOX	SUMMER SOLSTICE	WINTER SOLSTICE
9:00 AM	9:00 AM	9:00 AM	9:00 AM
12:00 PM	12:00 PM	12:00 PM	12:00 PM
3:00 PM	3:00 PM	3:00 PM	3:00 PM

OWNER

Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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jrdv ARCHITECTS

jrdv Architects, Inc
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Tribune Tower, 685 Third Street
PO Box 70123
Oakland, CA 94612 USA
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www.jrdv.com

CONSULTANTS:

STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA

LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA

CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANCE BUILDING BUILDERS, INC., PALO ALTO, CA

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PROJECT NO. 130-101 PDC
DATE: August 30, 2013

SHADOW DIAGRAMS

A041

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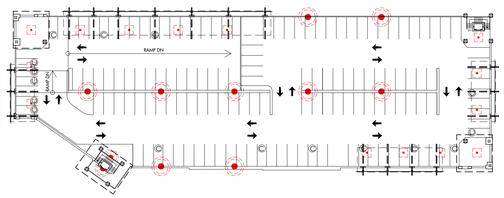
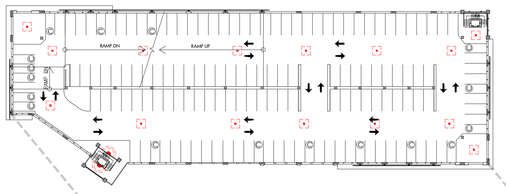


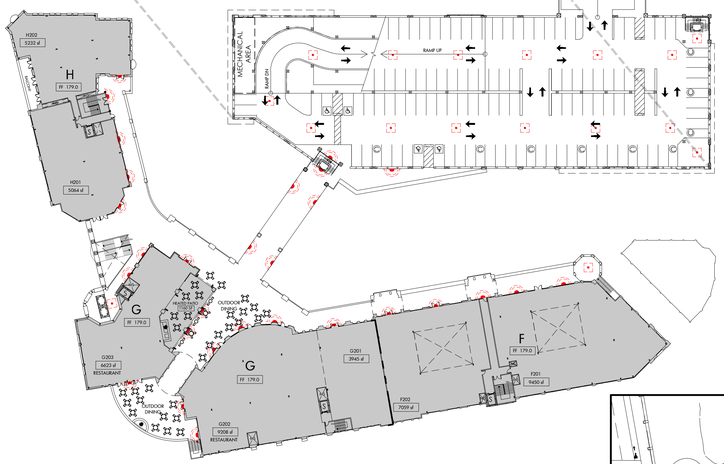
NORTH

FOURTH FLOOR PLAN 04
1" = 50'-0"



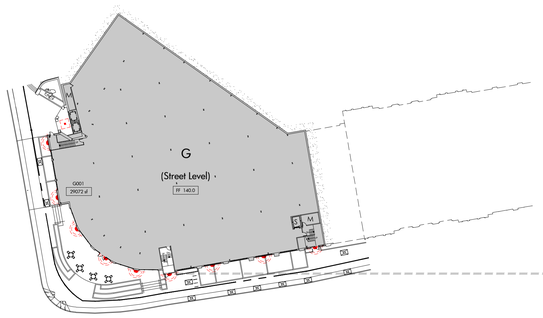
NORTH

THIRD FLOOR PLAN 03
1" = 50'-0"



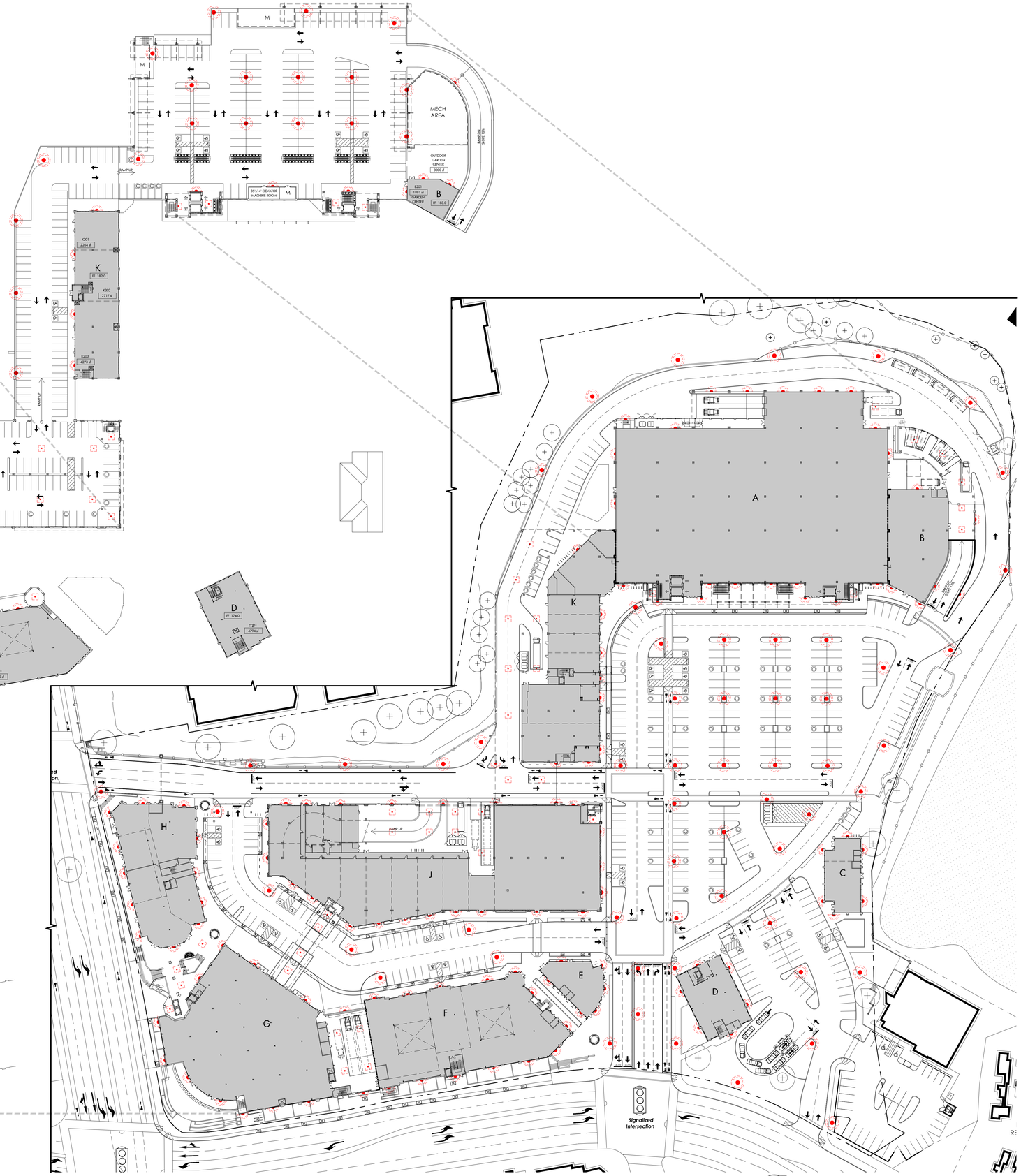
NORTH

SECOND FLOOR PLAN 02
1" = 50'-0"



NORTH

STREET LEVEL PLAN 00
1" = 50'-0"



NORTH

GROUND FLOOR PLAN 01
1" = 50'-0"

LEGEND

- PARKING LOT & PLAZA "ORNAMENTAL" LIGHT POLES (15'-25' HEIGHT)
- OVERHEAD / CEILING LIGHT (± 12'-0" A.F.F.)
- "ORNAMENTAL" BUILDING LIGHTING (± 9'-0" A.F.F.)

NOTE:
LIGHTING LOCATIONS ARE PRELIMINARY". FINAL LOCATIONS TBD BY SITE PHOTOMETRIC ANALYSIS REPORT PREPARED BY ELECTRICAL ENGINEER.

KEY PLAN

NORTH

OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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Broadway and Telegraph
1736 Franklin St.
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www.jrdv.com

CONSULTANTS
STRUCTURAL & MEP ENGINEERS – ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT – INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING – BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT – INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT – VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT – ALLIANCE BUICK & BURS, INC., PALO ALTO, CA

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PROJECT NO.: 150-101 PDC
DATE: August 30, 2013

PRELIMINARY
SITE & BUILDING
LIGHTING PLAN

A042

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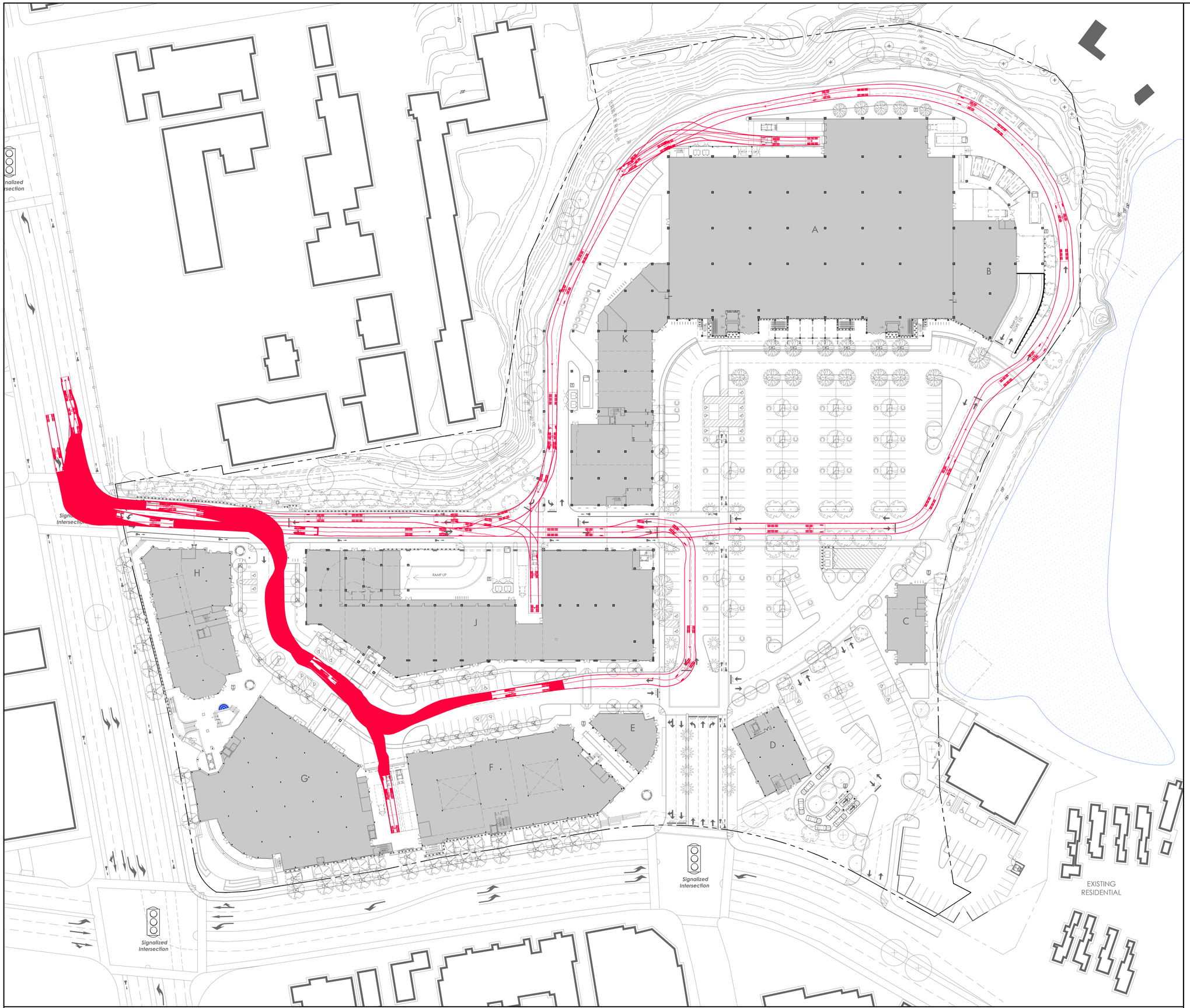

TRUCK SERVICE ROUTES 01

1" = 40'-0"

OWNER

Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
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SCHEMATIC DESIGN SET

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CONSULTANTS

STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA

LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA

CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - VCD, INC. SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

TRUCK SERVICE ROUTES

A051

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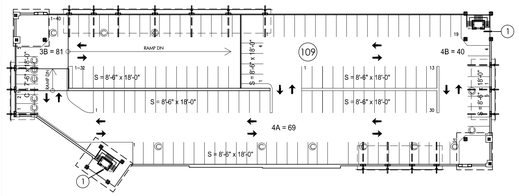
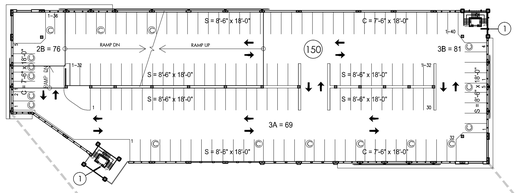
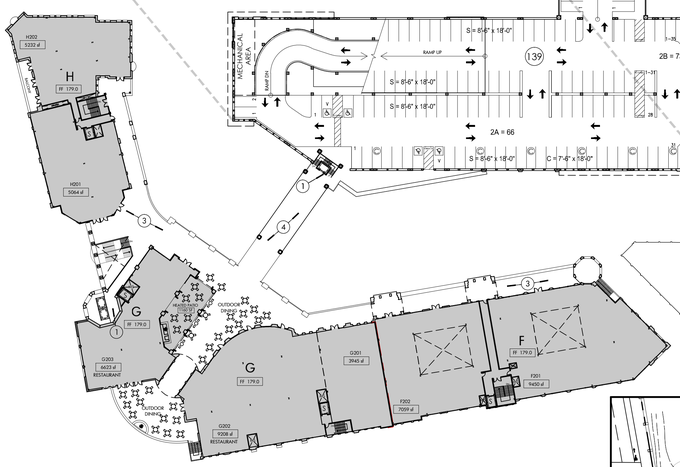


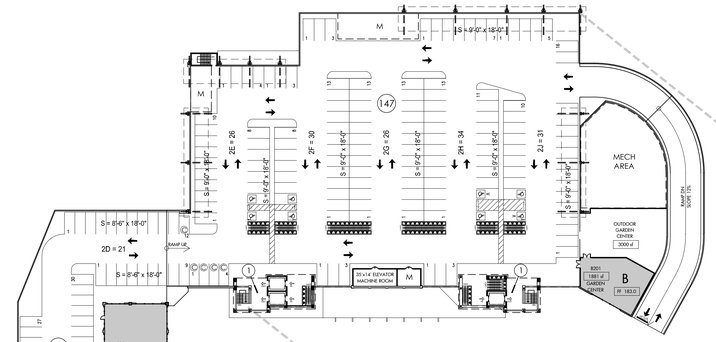
FOURTH FLOOR PLAN 04
1" = 50'-0"



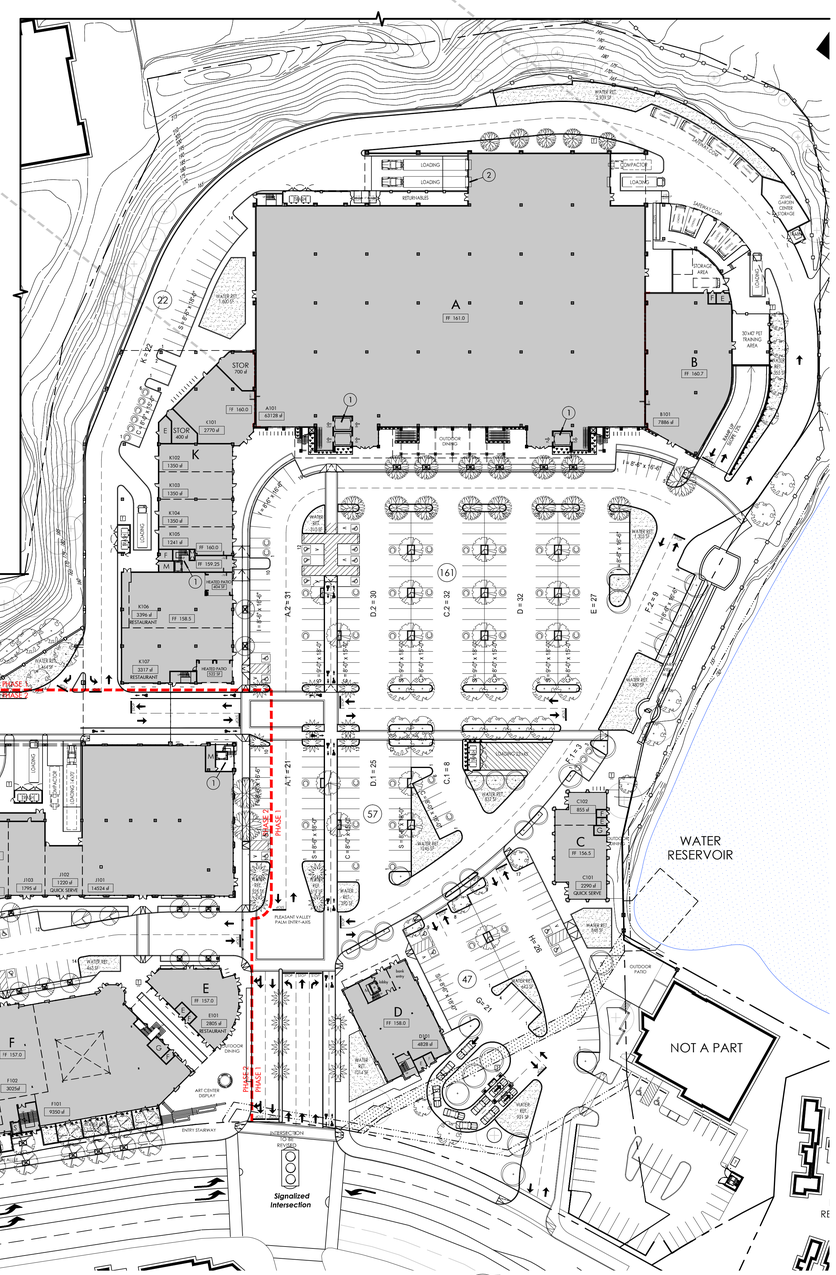
THIRD FLOOR PLAN 03
1" = 50'-0"



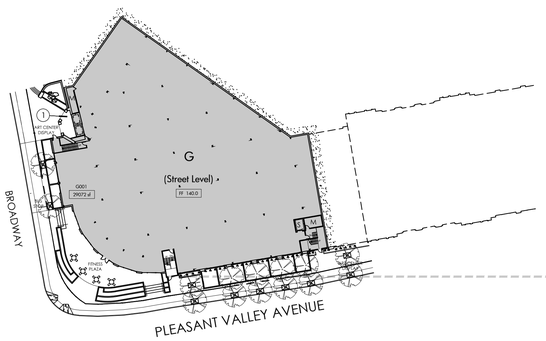
SECOND FLOOR PLAN 02
1" = 50'-0"



OVERALL VIEW 05
N.T.S.



GROUND FLOOR PLAN 01
1" = 50'-0"



STREET LEVEL PLAN 00
1" = 50'-0"

KEYED NOTES

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E	ELECTRICAL ROOM
F	FIRE RISER
G	GAS METER ROOM
M	ELEVATOR MACHINE ROOM
MS	MECHANICAL SHAFT
S	SERVICE ELEVATOR

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BUILDING B	13,113 SF
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BUILDING D	13,517 SF
BUILDING E	2,998 SF
BUILDING F	36,673 SF
BUILDING G	76,913 SF
BUILDING H	23,110 SF
BUILDING J	34,358 SF
BUILDING K	27,318 SF
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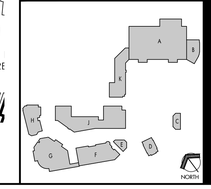
344 SURFACE SPACES

REQUIRED PARKING RATIO:

SAFEWAY	5 PER 1,000 SF
RESTAURANTS	5 PER 1,000 SF
RETAIL	2.5 PER 1,000 SF
OFFICE	1.66 PER 1,000 SF

PROPOSED PARKING RATIO: 3.26 PER 1,000 SF

KEY PLAN



OWNER
Property Development Centers
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Pleasanton, CA 94588
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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

ARCHITECT
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LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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OVERALL PLAN

A101

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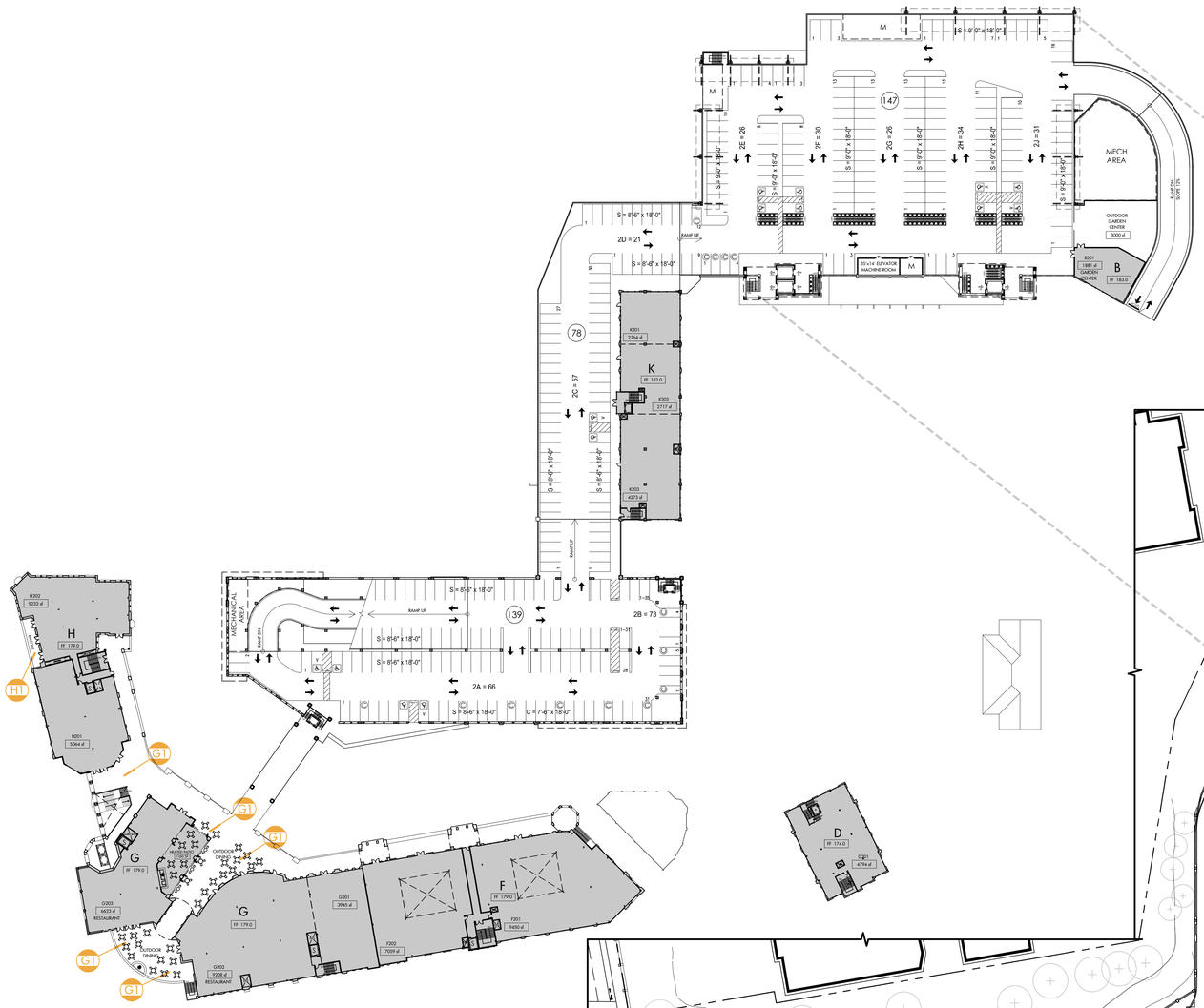
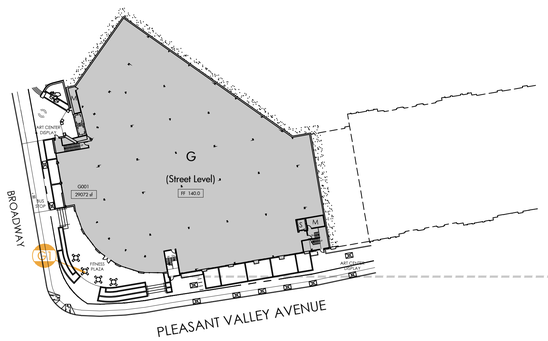


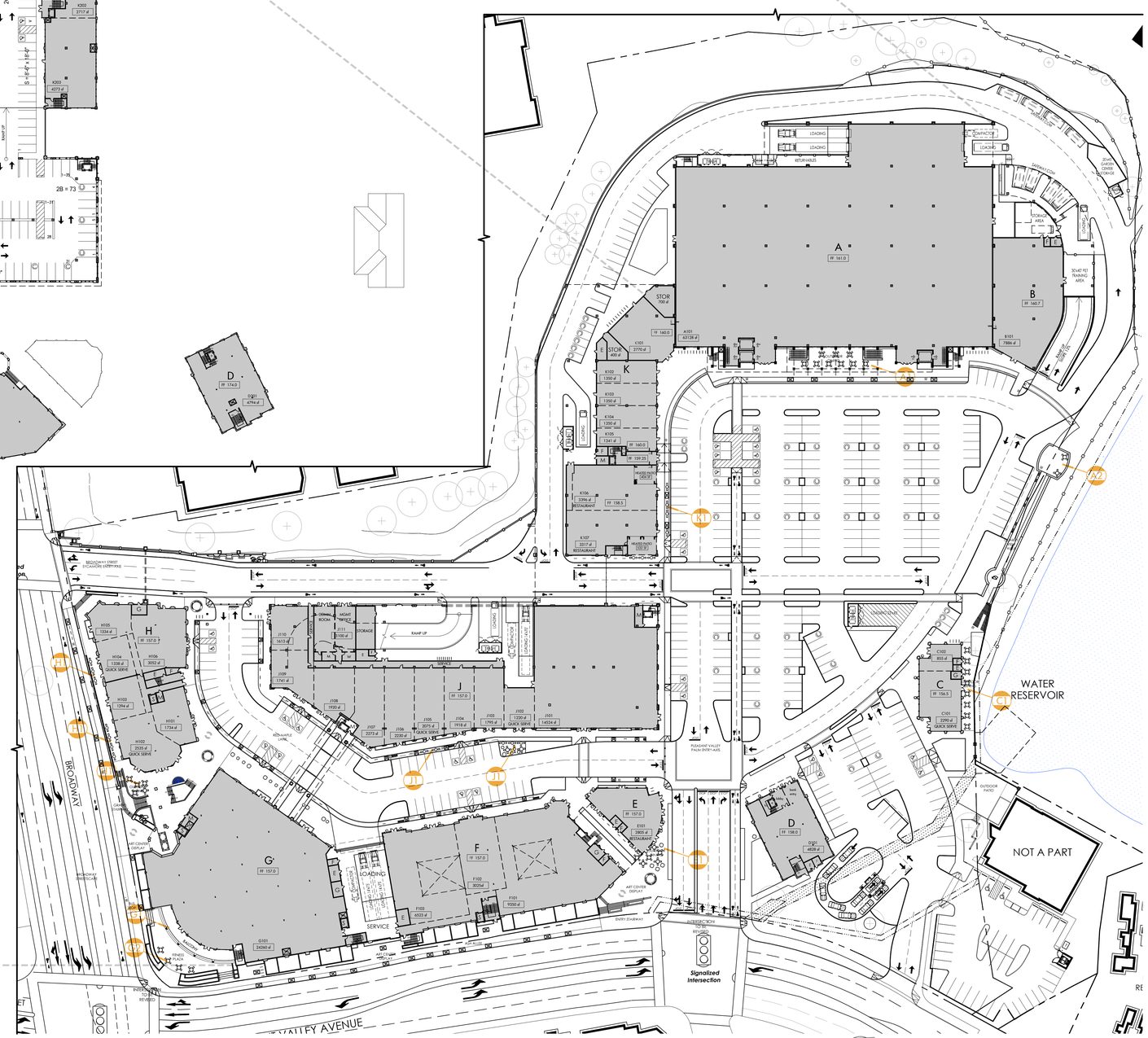
SECOND FLOOR PLAN 02

1" = 50'-0"



STREET LEVEL PLAN 00

1" = 50'-0"



GROUND FLOOR PLAN 01

1" = 50'-0"

OUTDOOR SEATING LEGEND

BUILDING A:

- A1 OUTDOOR DINING
- A2 COMMON AREA SEATING

BUILDING C:

- C1 OUTDOOR DINING

BUILDING E:

- E1 OUTDOOR DINING

BUILDING G:

- G1 OUTDOOR DINING
- G2 FITNESS PLAZA

BUILDING H:

- H1 QUICK SERVICE
- H2 OUTDOOR DINING

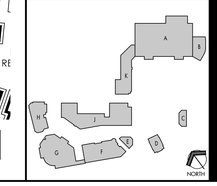
BUILDING J:

- J1 OUTDOOR DINING

BUILDING K:

- K1 OUTDOOR DINING

KEY PLAN



OWNER

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51st & BROADWAY

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OAKLAND, CA

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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OUTDOOR SEATING PLAN

A102

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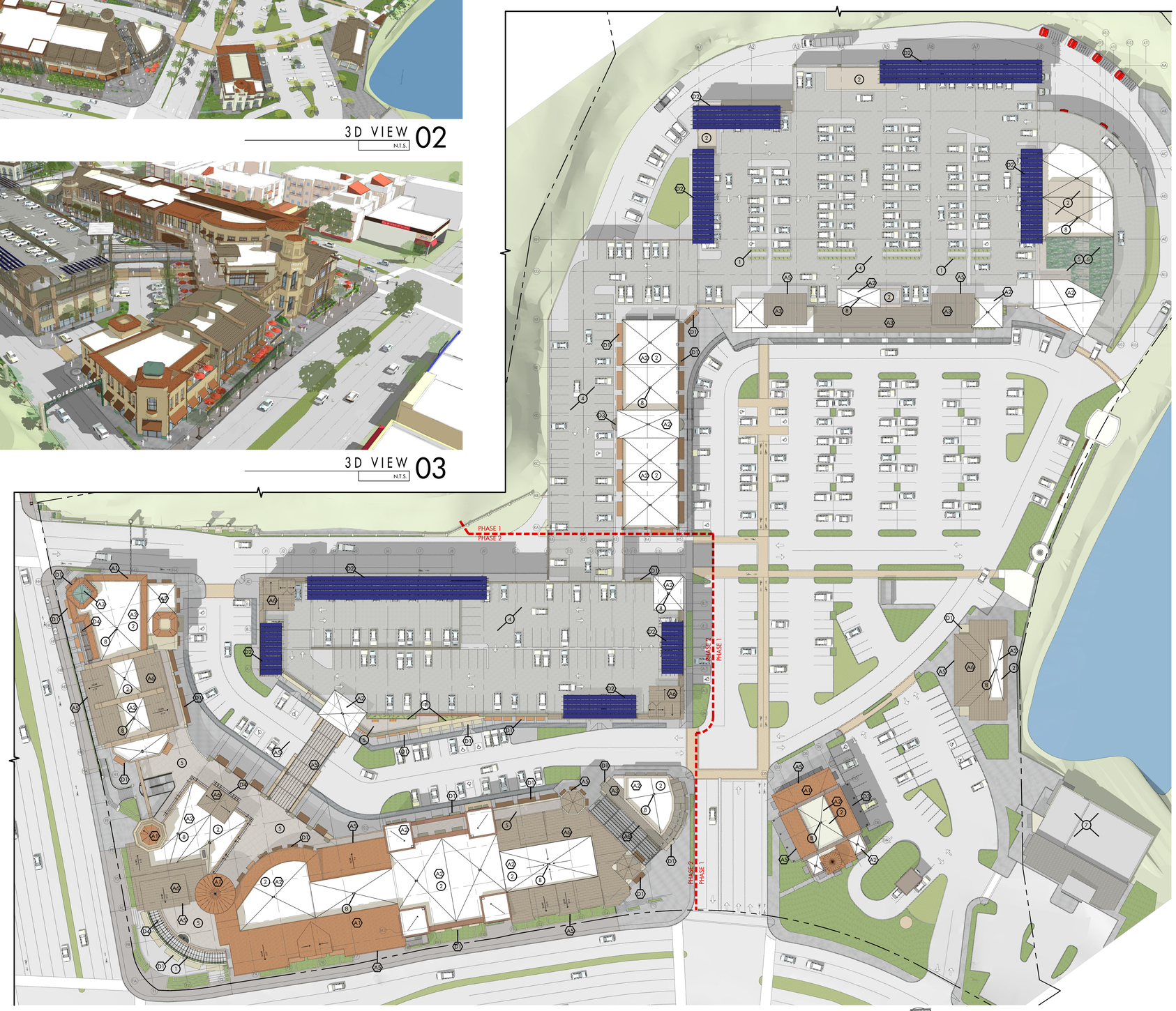
3D VIEW 02
N.T.S.

3D VIEW 03
N.T.S.



NORTH

ROOF PLAN 01
1" = 40'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING - SLOPE TO DRAIN 2% MINIMUM
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS, TYP. AT PITCHED ROOFS
- A6 SIMULATED CONCRETE TILES

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

KEYED NOTES

1. PLANTER.
2. MECHANICAL AREA.
3. AESS (EXPOSED STEEL) TRELLIS.
4. CONCRETE PARKING DECK.
5. WALKWAY - STAINED CONCRETE w/2'x2' SCORING
6. GARDEN CENTER.
7. EXISTING AAA BUILDING (NOT A PART)
8. ROOF DRAIN & OVERFLOW

KEY PLAN

OWNER
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5918 Stoneridge Mall Road
Pleasanton, CA 94588
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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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ROOF PLAN

A111

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COLOR

AA	'DUNN EDWARDS' 1546 GARGOYLE
BB	'DUNN EDWARDS' DEC-760 DESERT GREY
CC	'DUNN EDWARDS' DE-6172 BUNGALOW TAUPE
DD	'DUNN EDWARDS' HC-83 GRANITE BEIGE
EE	'DUNN EDWARDS' DEA-187 BLACK
FF	'ICI' A1824 CAMEL TAN
GG	'ICI' A1679 SQUARE DANCE
HH	'ICI' A0483 CORDOVAN
JJ	'ICI' A1763 AFTERNOON TEA
KK	'ICI' A2006 CHARCOAL SLATE
LL	'ICI' A1943 WEST COAST GREY
MM	'ICI' A1784 ARROW WOOD
NN	'ICI' A1666 BLACK BORDEAUX
PP	'ICI' A2014 OBSIDIAN GLASS
QQ	'BASALITE' D375 SPLIT FACE
RR	'BASALITE' D375 GROUND FACE
SS	'BASALITE' D113 SPLIT FACE
TT	'BASALITE' D113 GROUND FACE
UU	'BASALITE' D390 SPLIT FACE
VV	'BASALITE' D389 SPLIT FACE
WW	'H.C. MUDDOX' 1183 BURNT ROSE
XX	'ROCK-IT LEDGESTONE 'Safeway Lifestyle' Standard
YY	'ELDORADO' MOUNTAIN LEDGE – DURANGO
ZZ	'CUSTOM-BILT' METAL ROOF KYNAR 500 – STORM GREY
AZ	'CUSTOM-BILT' METAL AWNINGS KYNAR 500 MIDNIGHT BRONZE
BZ	BLACK ANODIZED

NOTE: SEE EXTERIOR ELEVATION SHEETS FOR FULL SPECTRUM OF COLORS & MATERIALS. ELEVATIONS SHOW EXTENT OF EACH MATERIAL AREA AS WELL AS COLOR VARIATIONS.

OWNER
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SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

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CIVIL ENGINEERING – BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT – INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT – VCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT – ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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PRELIMINARY MATERIAL & COLOR SCHEDULE

A112

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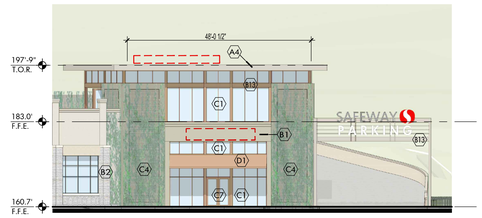
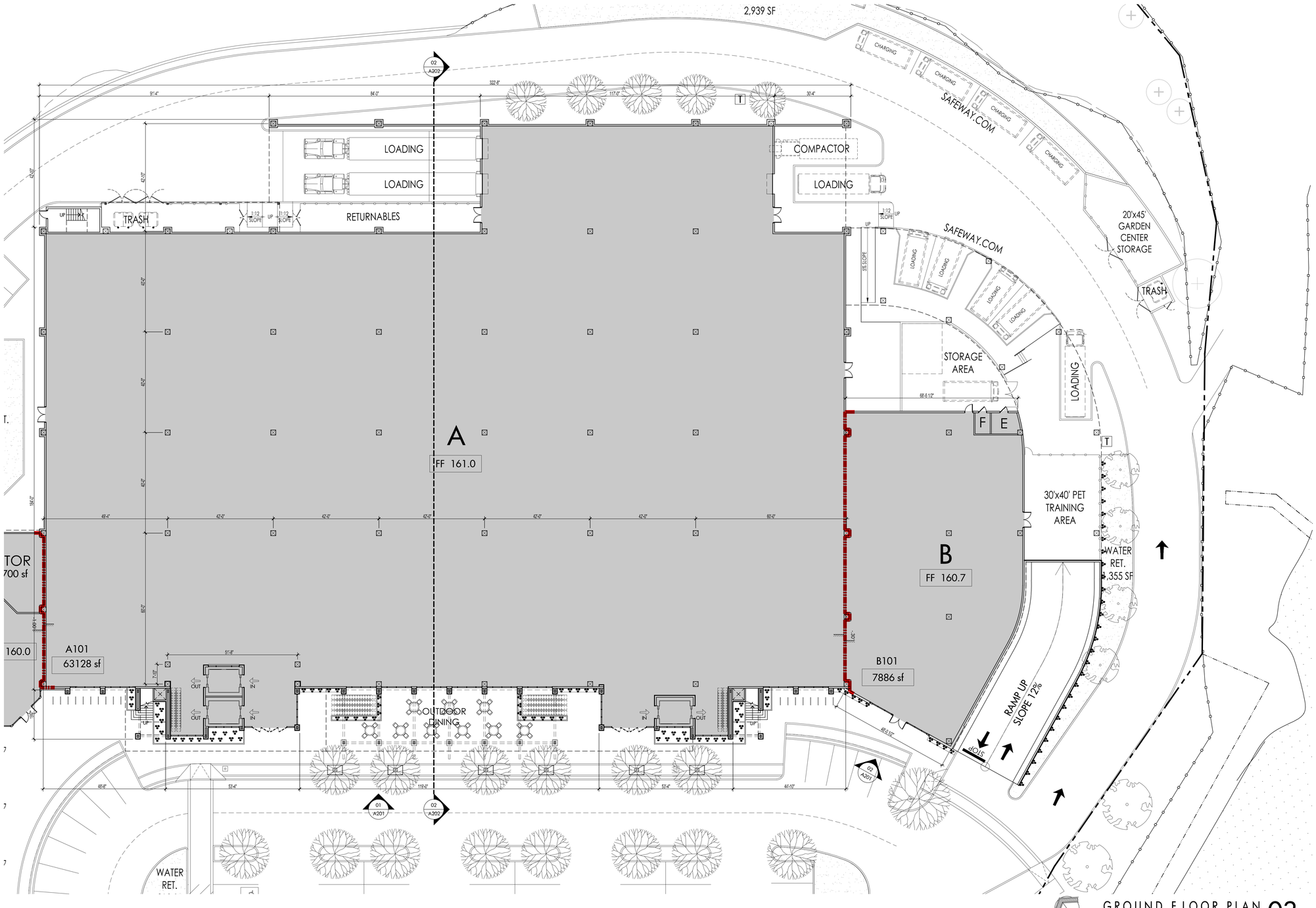
SOUTH ELEVATION 01
BUILDING A 1/16" = 1'-0"



SOUTH ELEVATION 02
BUILDING B 1/16" = 1'-0"



GROUND FLOOR PLAN 03
BUILDINGS A & B 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

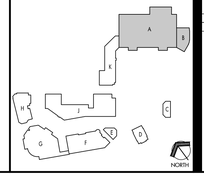
TENANT SIGNAGE

APPROXIMATE SIZE & LOCATION OF TENANT SIGNS. ALL SIGNAGE SHALL BE DEVELOPED IN A MASTER SIGNAGE PLAN TO BE APPROVED BY THE CITY OF OAKLAND PLANNING DEPARTMENT

PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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SCHEMATIC DESIGN SET

51st & BROADWAY

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OAKLAND, CA

No	Date	Revision

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDINGS A & B

A201

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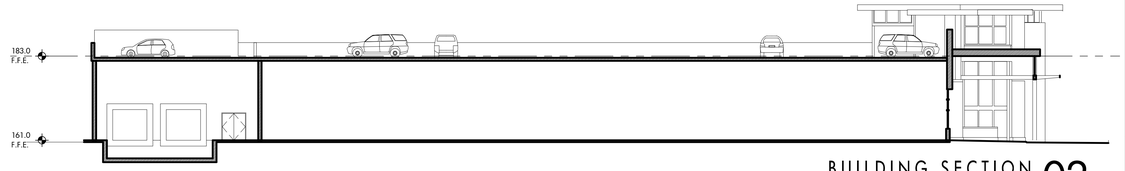
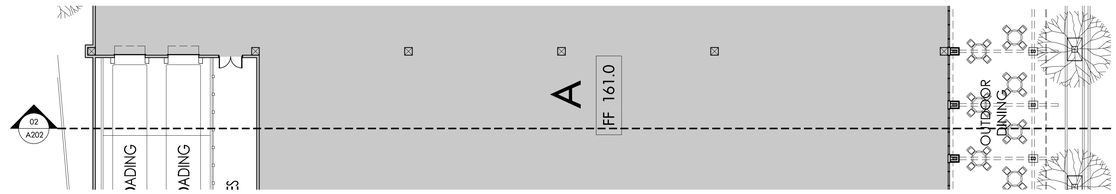
3D VIEW 01
BUILDING A | N.T.S.

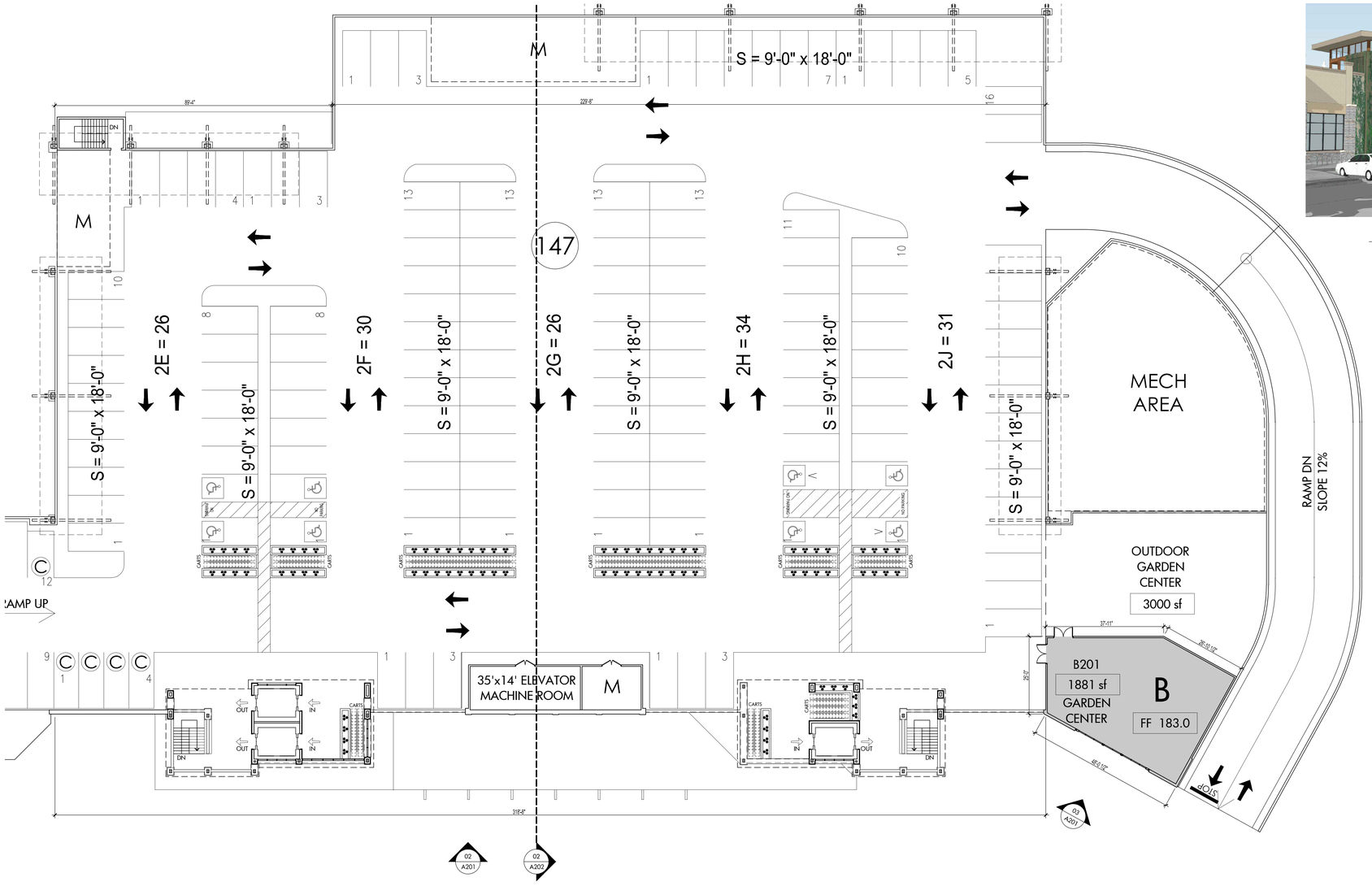


BUILDING SECTION 02
BUILDING A | 1/16" = 1'-0"



GROUND FLOOR PLAN SECTION 03
BUILDING A | 1/16" = 1'-0"

3D VIEW 04
BUILDING B | N.T.S.



NORTH

SECOND FLOOR PLAN 05
BUILDINGS A & B | 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

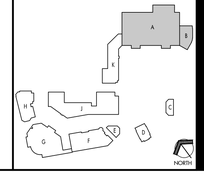
TENANT SIGNAGE

APPROXIMATE SIZE & LOCATION OF TENANT SIGNS. ALL SIGNAGE SHALL BE DEVELOPED IN A MASTER SIGNAGE PLAN TO BE APPROVED BY THE CITY OF OAKLAND PLANNING DEPARTMENT

PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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SCHEMATIC DESIGN SET

51st & BROADWAY

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No.	Date	Revision

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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ENLARGED PLAN & ELEVATIONS BUILDINGS A & B

A202

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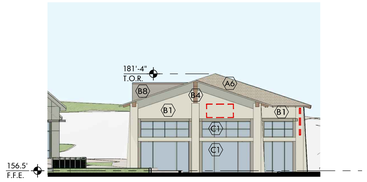
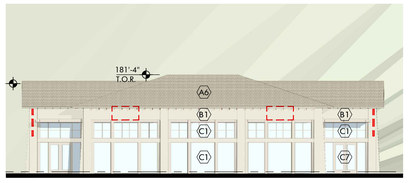
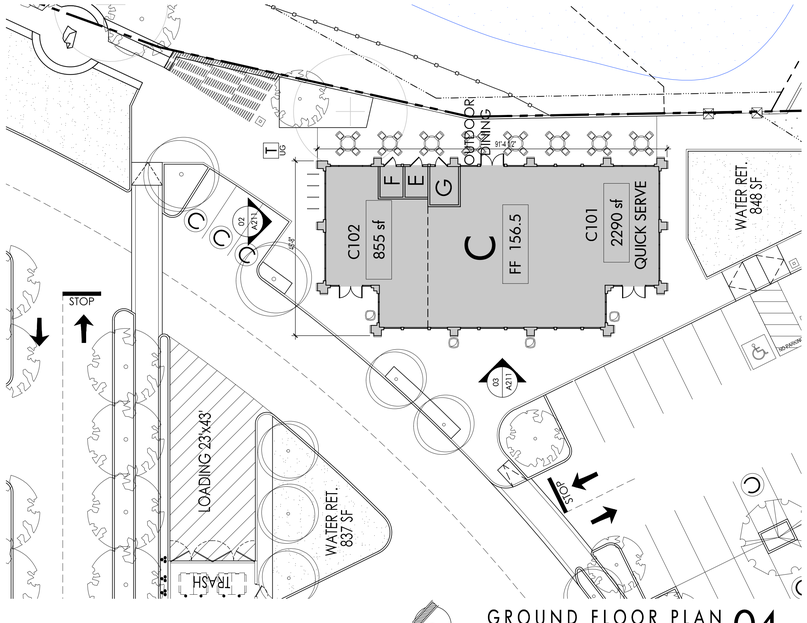
3D VIEW 01
BUILDING C 1/16" = 1'-0"



NORTH ELEVATION 02
BUILDING C 1/16" = 1'-0"



WEST ELEVATION 03
BUILDING C 1/16" = 1'-0"



GROUND FLOOR PLAN 04
BUILDING C 1/16" = 1'-0"

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PLOTTED AT 4:44pm on Aug 29, 2013 by AaronBonifacio

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
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- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

TENANT SIGNAGE

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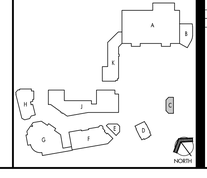
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

ARCHITECT
jrdv ARCHITECTS
JRDV Architects, Inc.
The Cathedral Building
Broadway and Telegraph
1330 Broadway
Oakland, CA 94612 USA
510 295 4362 T
www.jrdv.com

CONSULTANTS
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BURS, INC., PALO ALTO, CA

FOR DESIGN INTENT ONLY
NOT FOR CONSTRUCTION

PROJECT NO. 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING C

A211

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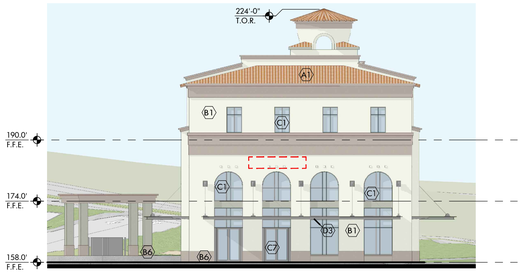
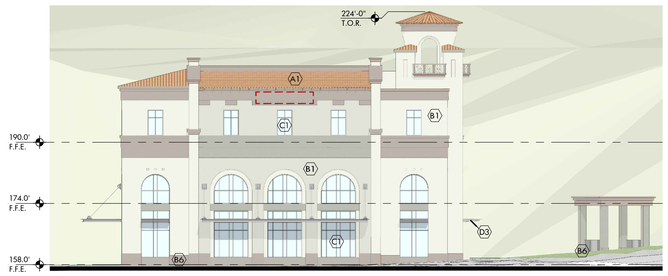


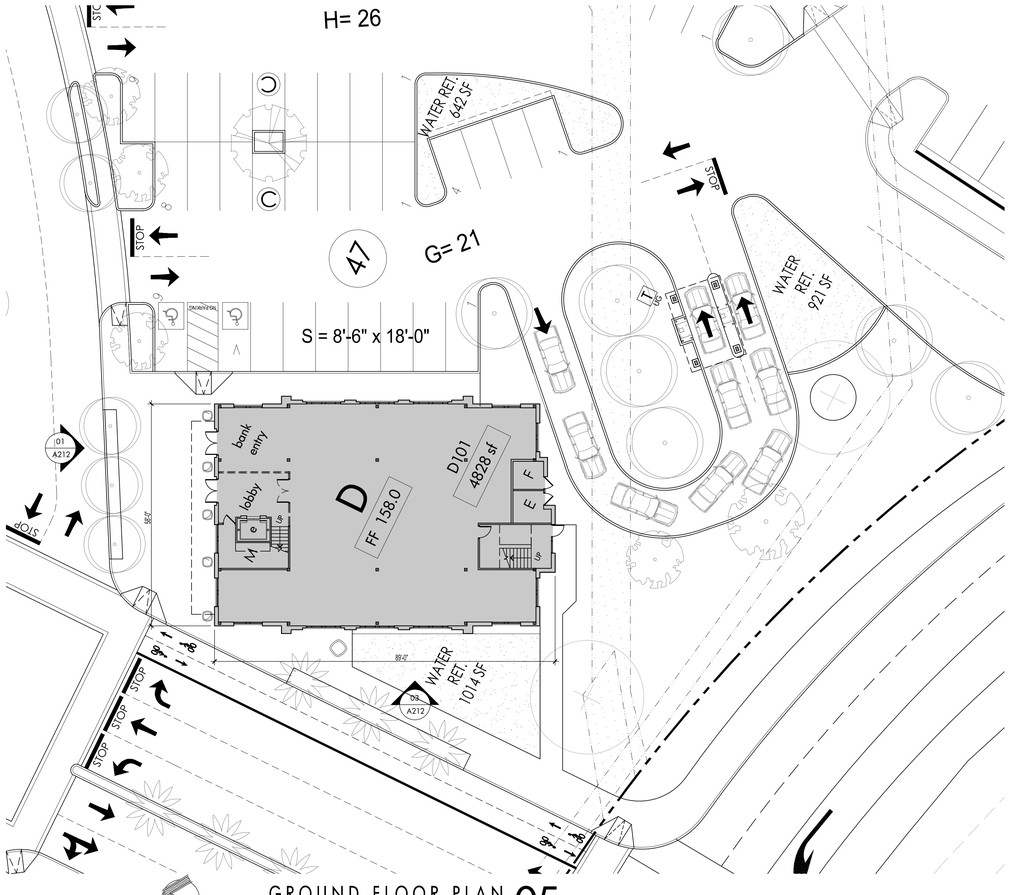
NORTH ELEVATION 01
BUILDING D 1/16" = 1'-0"

3D VIEW 02
BUILDING D 1/16" = 1'-0"



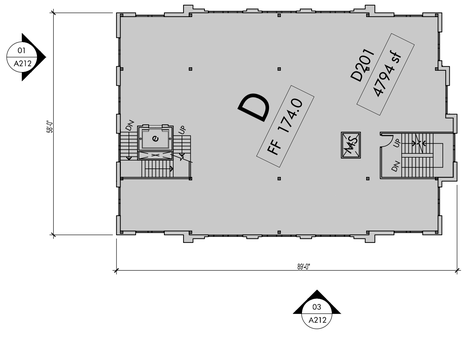
WEST ELEVATION 03
BUILDING D 1/16" = 1'-0"

3D VIEW 04
BUILDING D 1/16" = 1'-0"



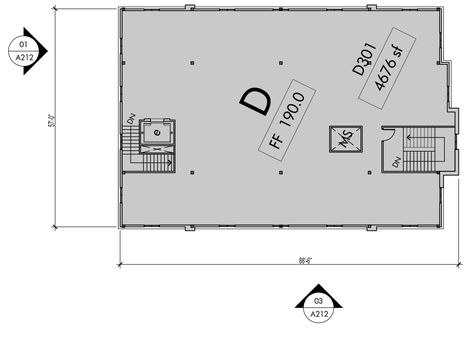
GROUND FLOOR PLAN 05
BUILDING D 1/16" = 1'-0"

NORTH



SECOND FLOOR PLAN 06
BUILDING D 1/16" = 1'-0"

NORTH



THIRD FLOOR PLAN 07
BUILDING D 1/16" = 1'-0"

NORTH

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

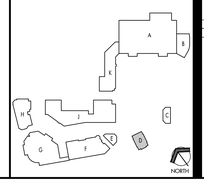
TENANT SIGNAGE

APPROXIMATE SIZE & LOCATION OF TENANT SIGNS. ALL SIGNAGE SHALL BE DEVELOPED IN A MASTER SIGNAGE PLAN TO BE APPROVED BY THE CITY OF OAKLAND PLANNING DEPARTMENT

PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING D

A212

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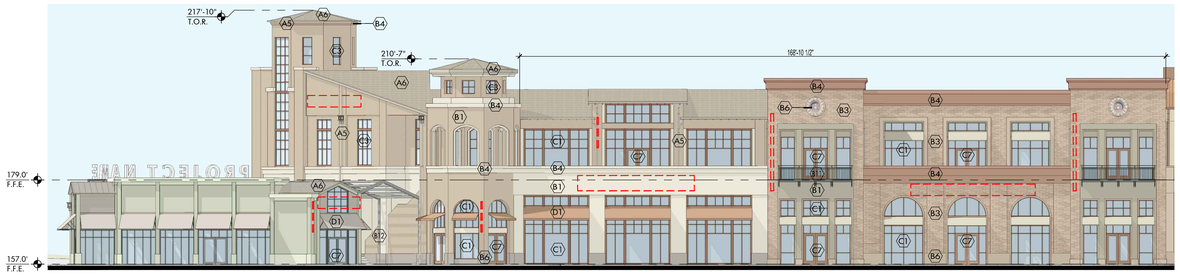
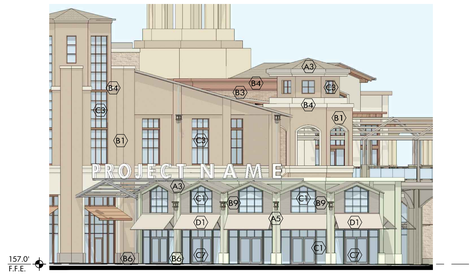
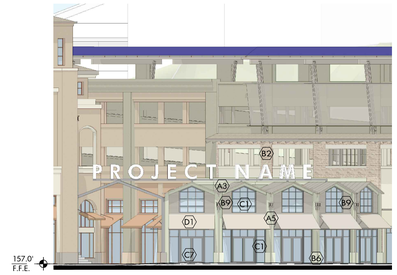


NORTH ELEVATION 01
BUILDINGS E & F 1/16" = 1'-0"

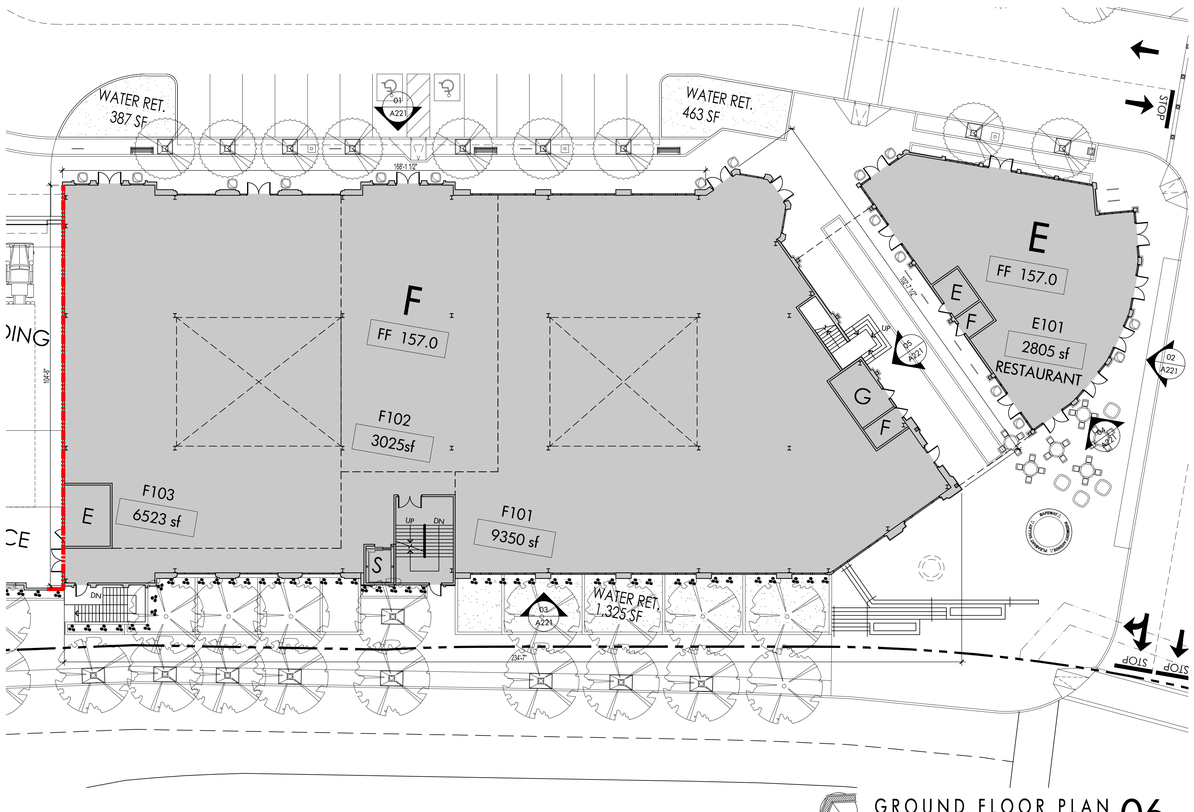


EAST ELEVATION 02
BUILDING E 1/16" = 1'-0"

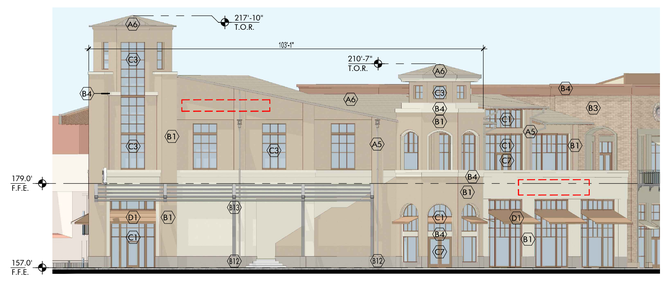
SOUTH ELEVATION 03
BUILDINGS E & F 1/16" = 1'-0"



SOUTH ELEVATION 04
BUILDING E 1/16" = 1'-0"



GROUND FLOOR PLAN 06
BUILDINGS E & F 1/16" = 1'-0"



EAST ELEVATION 05
BUILDING F 1/16" = 1'-0"

3D VIEW 07
BUILDING E N.T.S.

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
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- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

TENANT SIGNAGE

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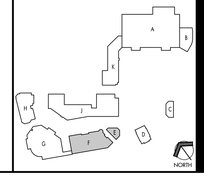
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



OWNER
Property Development Centers
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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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Historic Oakland Telegraph
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CONSULTANTS
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDINGS E & F

A221

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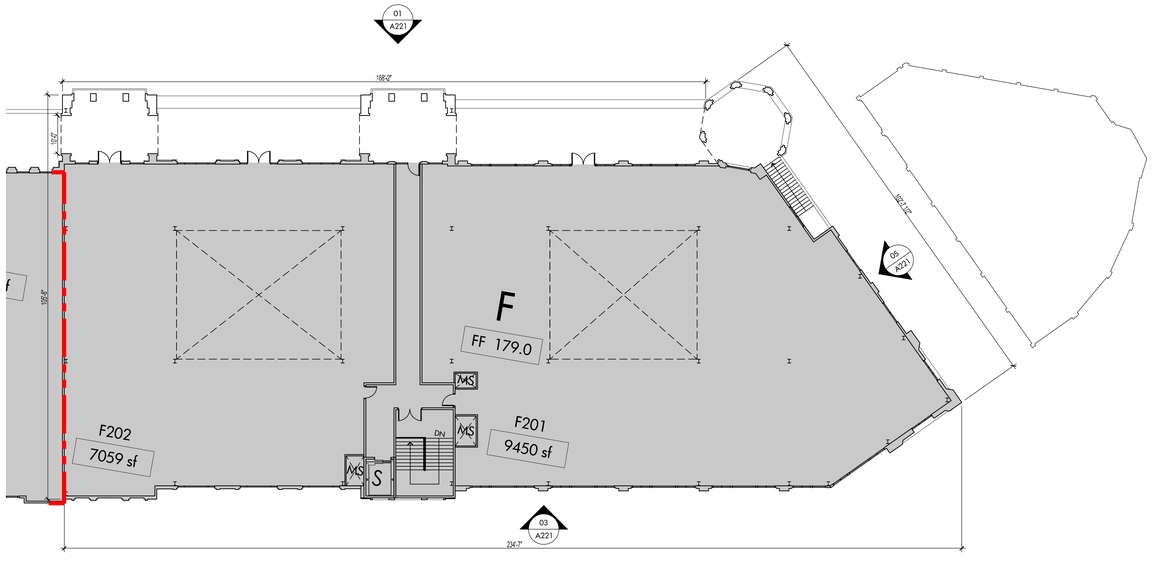
3D VIEW 01
BUILDINGS E & F N.T.S.

3D VIEW 02
BUILDINGS E & F N.T.S.



SECOND FLOOR PLAN 03
BUILDING F 1/16" = 1'-0"

NORTH

3D VIEW 04
BUILDINGS E & F N.T.S.

3D VIEW 05
BUILDINGS E & F N.T.S.

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
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- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
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- C1 ALUMINUM STOREFRONT - PAINTED
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TENANT SIGNAGE

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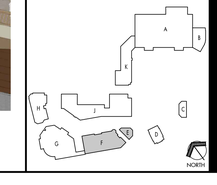
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



OWNER
Property Development Centers
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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

ARCHITECT
jrdv ARCHITECTS
JRDV Architects, Inc.
The Cathedral Building
Jackson Square Telegraph
PO Box 70128
Oakland, CA 94612 USA
510 451 1500
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CONSULTANTS
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS/SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDINGS E & F

A222

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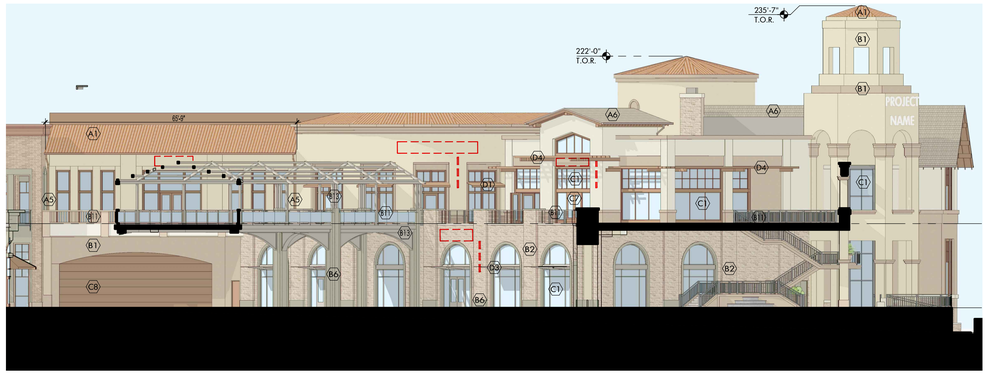
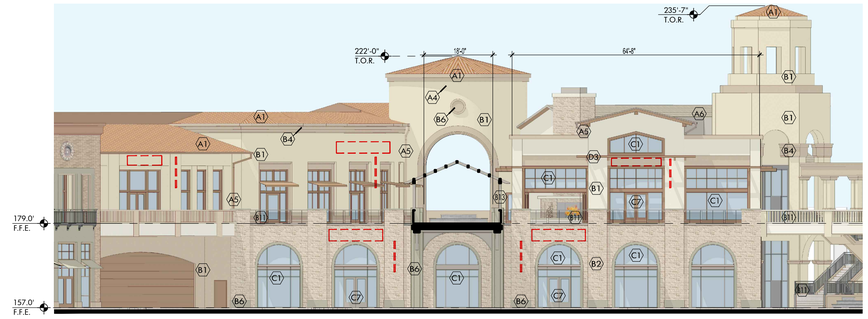


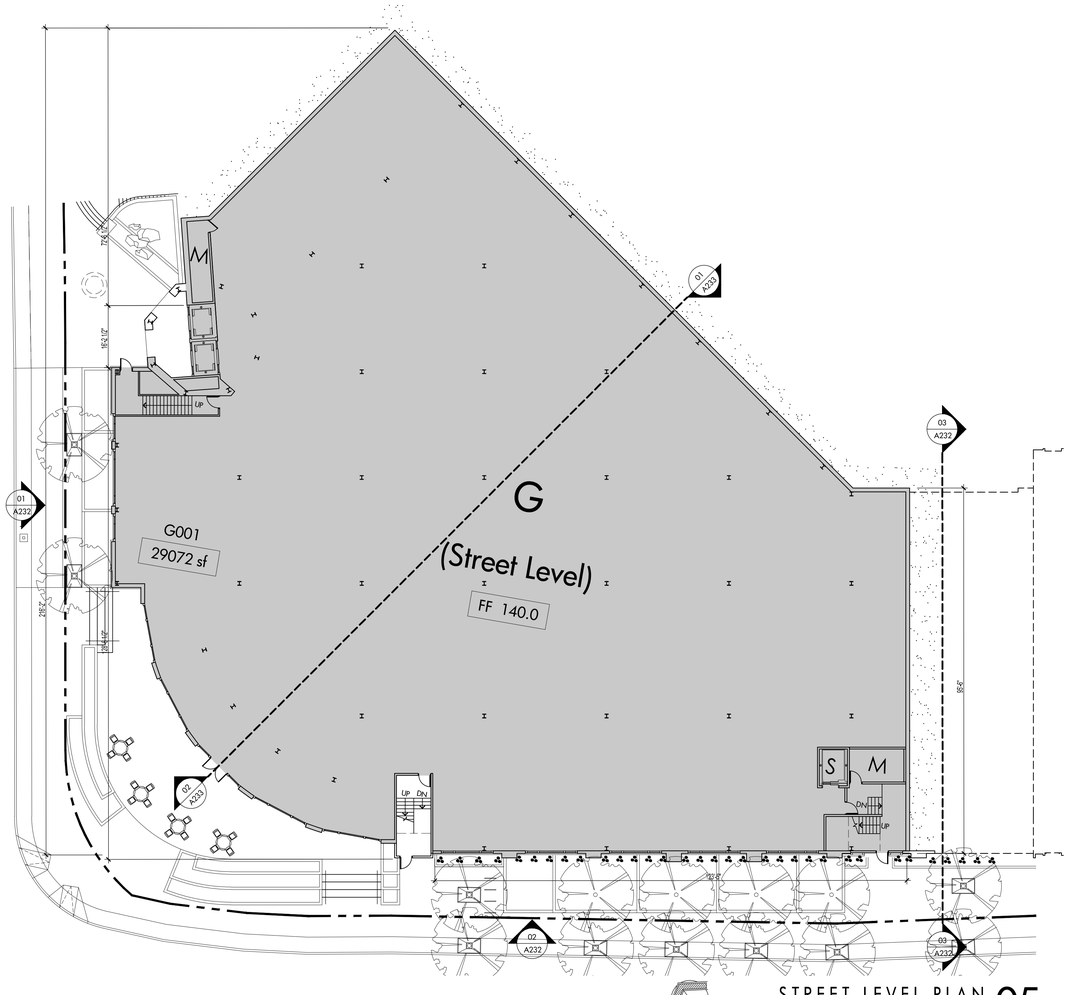
NORTH ELEVATION 01
BUILDING G 1/16" = 1'-0"



EAST ELEVATION 02
BUILDING G 1/16" = 1'-0"

3D VIEW 03
BUILDING G N.T.S.

3D VIEW 04
BUILDING G N.T.S.



NORTH

STREET LEVEL PLAN 05
BUILDING G 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
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WALLS

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AWNINGS/CANOPIES

- D1 FABRIC AWNING
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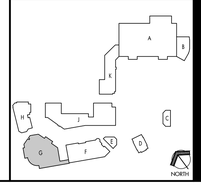
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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ENLARGED PLAN & ELEVATIONS BUILDING G

A231

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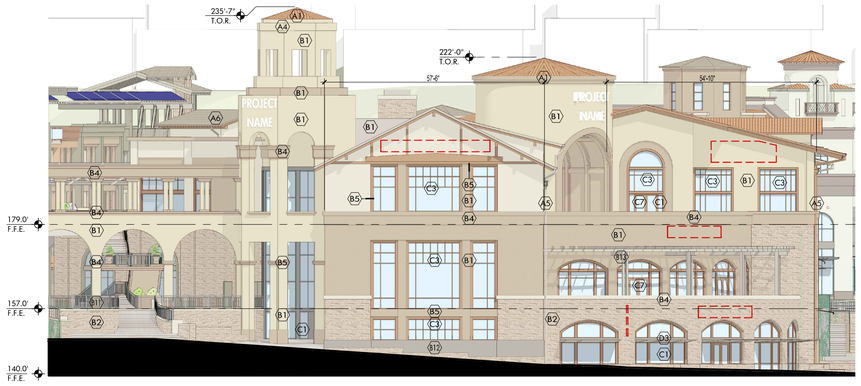
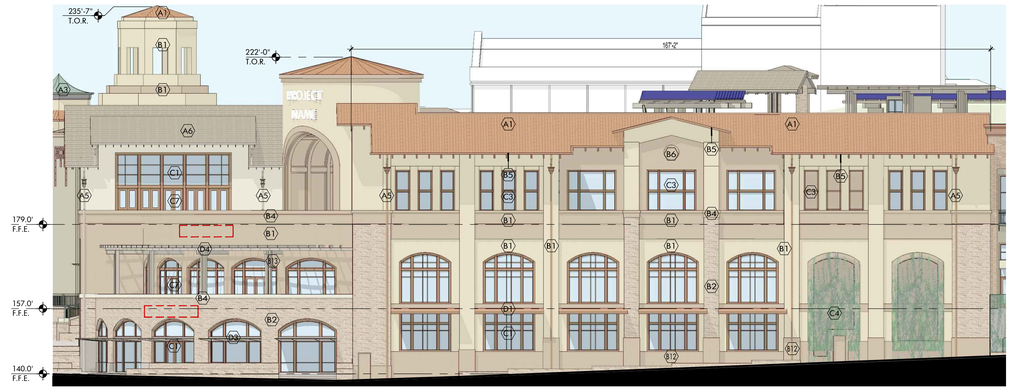
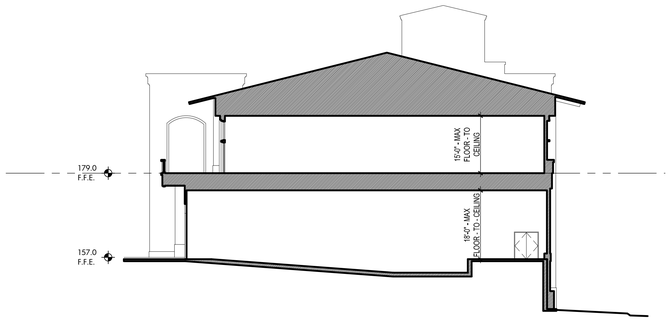


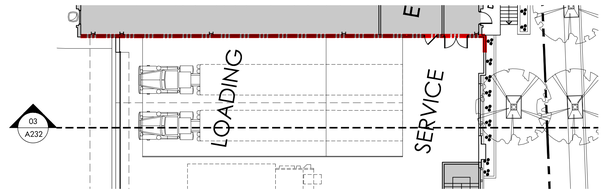
WEST ELEVATION 01
BUILDING G 1/16" = 1'-0"



SOUTH ELEVATION 02
BUILDING G 1/16" = 1'-0"

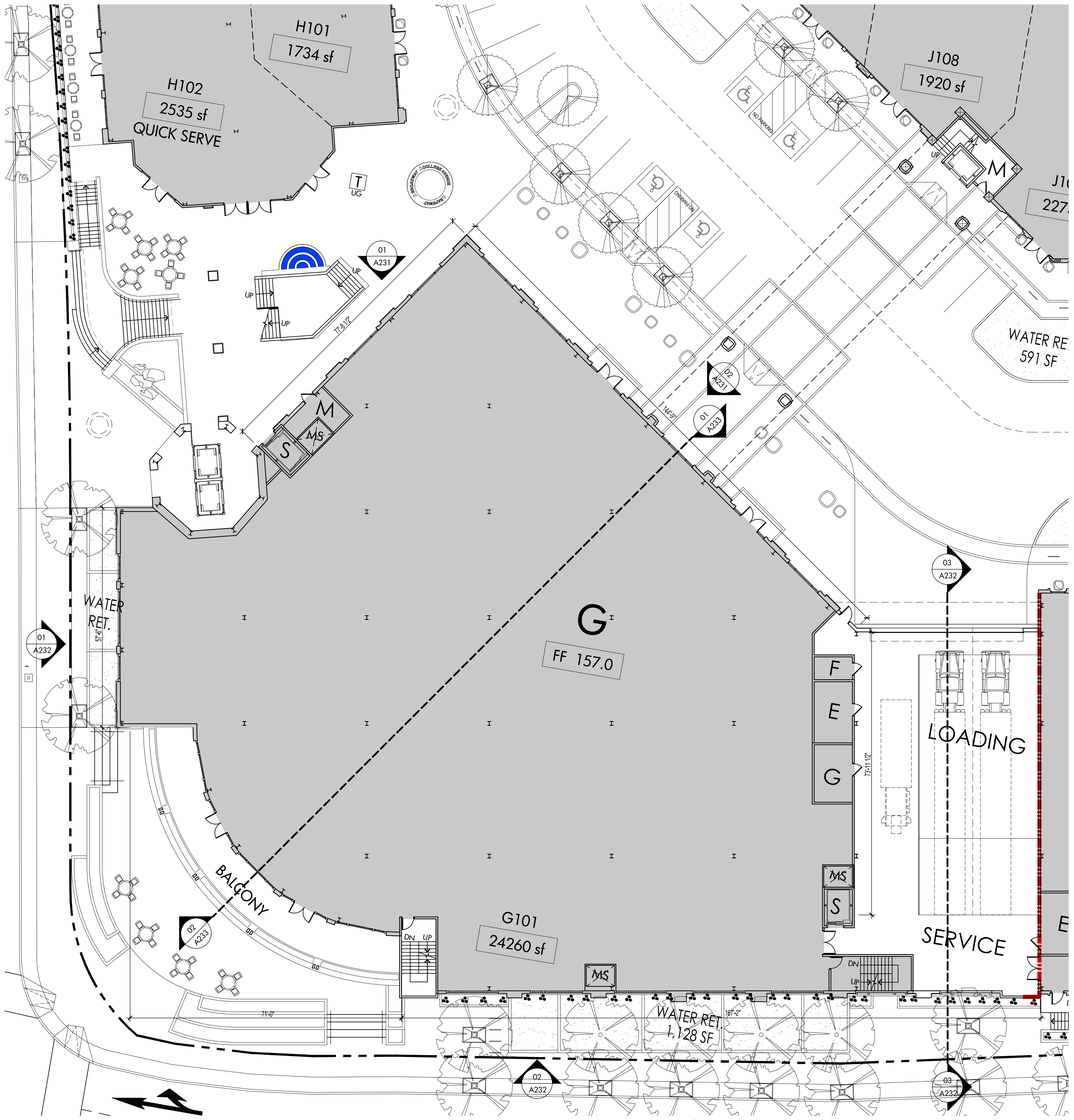


BUILDING SECTION 03
BUILDING A 1/16" = 1'-0"



GROUND FLOOR PLAN SECTION 04
BUILDING A 1/16" = 1'-0"

BROADWAY SITE ENTRANCE 05
BUILDINGS G & H N.T.S.



GROUND LEVEL PLAN 06
BUILDING G 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

TENANT SIGNAGE

APPROXIMATE SIZE & LOCATION OF TENANT SIGNS. ALL SIGNAGE SHALL BE DEVELOPED IN A MASTER SIGNAGE PLAN TO BE APPROVED BY THE CITY OF OAKLAND PLANNING DEPARTMENT

PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN

OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

ARCHITECT
jrdv ARCHITECTS
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Broadway and Telegraph
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Oakland, CA 94610 USA
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STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC. - SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANCE BUCK & BUFS, INC., PALO ALTO, CA

FOR DESIGN INTENT ONLY NOT FOR CONSTRUCTION

PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING G

A232

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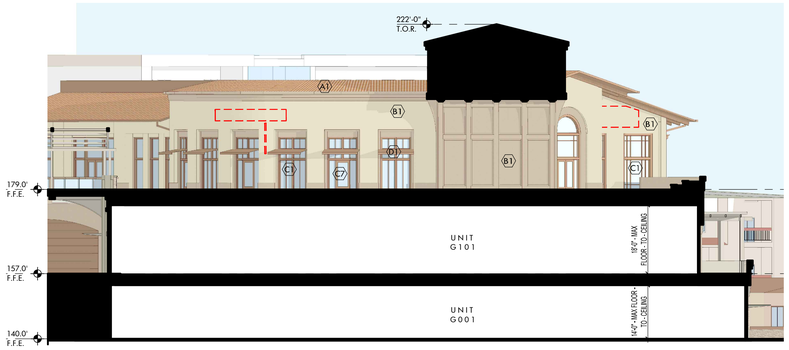
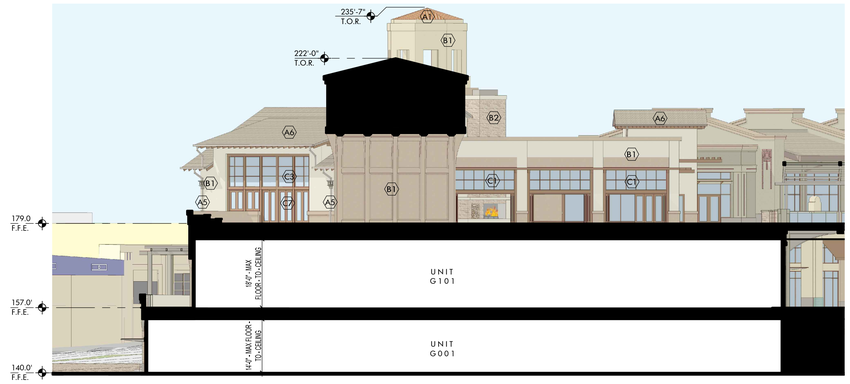


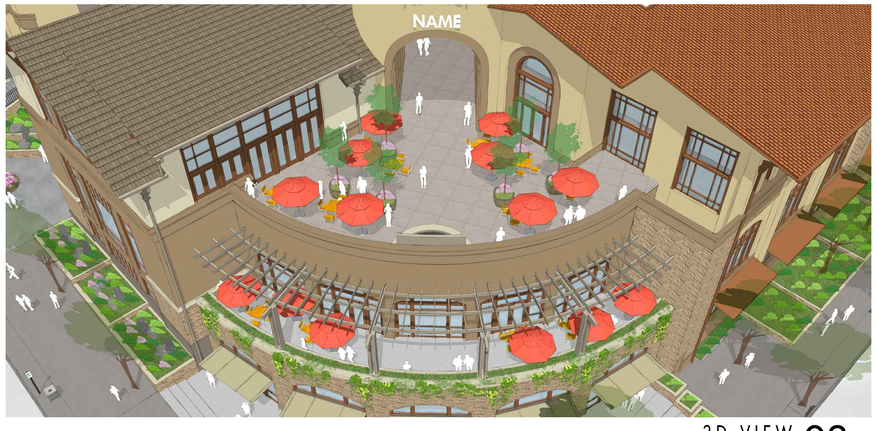
COURTYARD ELEVATION / SECTION-SOUTH 01

BUILDING G 1/16" = 1'-0"



COURTYARD ELEVATION / SECTION-NORTH 02

BUILDING G 1/16" = 1'-0"

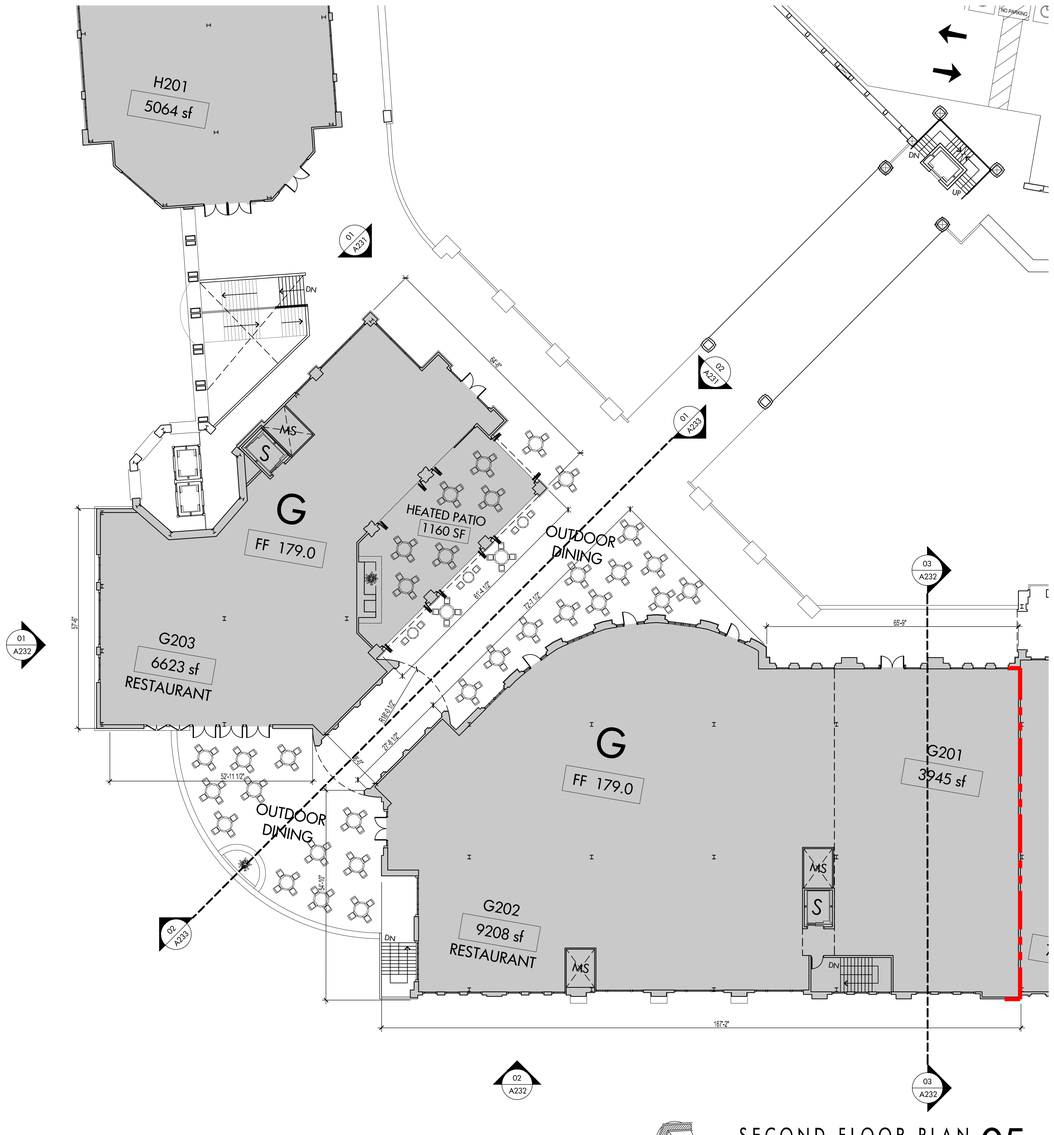


3D VIEW 03

BUILDING G N.T.S.

3D VIEW 04

BUILDING G N.T.S.



SECOND FLOOR PLAN 05

BUILDING G 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
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- B3 BRICK VENEER
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- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
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- B9 FIBER CEMENT PANELS
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- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
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- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

TENANT SIGNAGE

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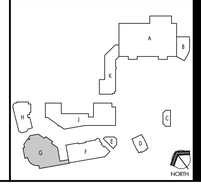
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



OWNER

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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING G

A233

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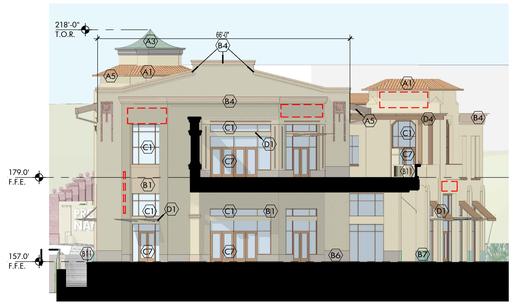
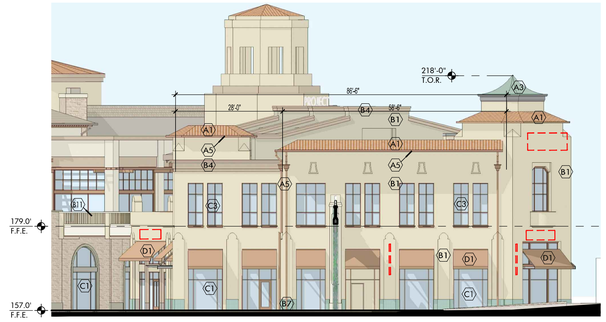
PLOTTED AT 9:08am on Aug 30, 2013 by AaronBonnell

WEST ELEVATION 01
BUILDING H 1/16" = 1'-0"

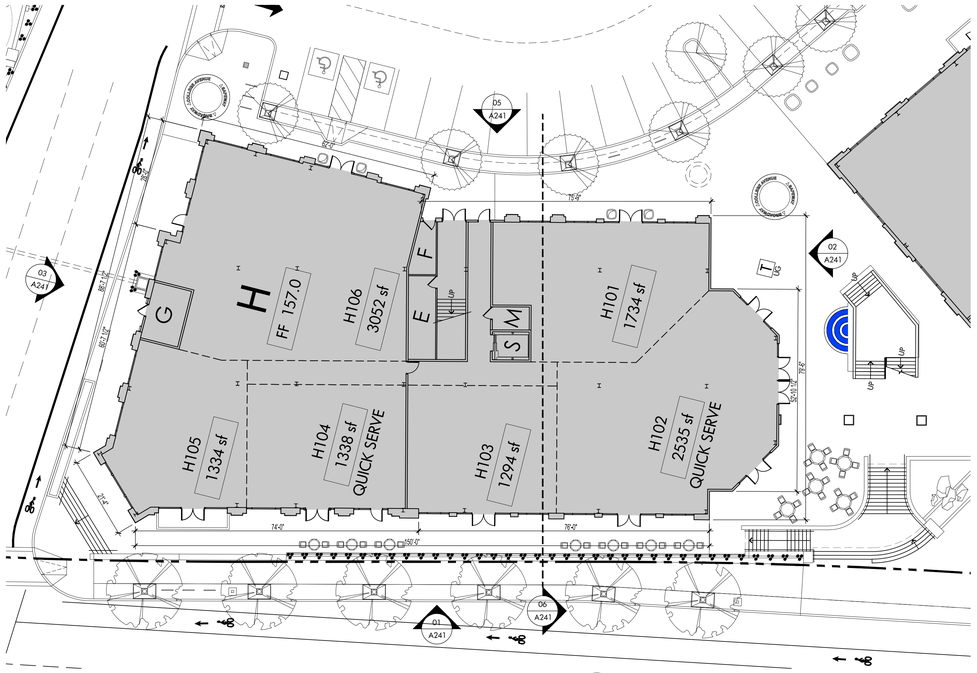


SOUTH ELEVATION 02
BUILDING H 1/16" = 1'-0"

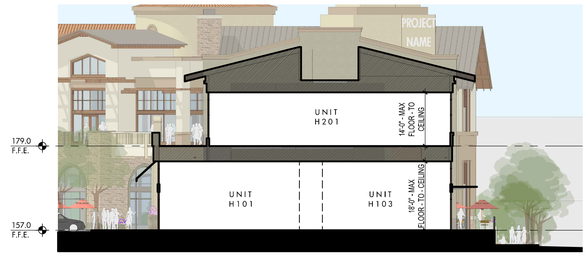


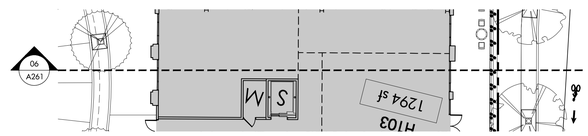
NORTH ELEVATION 03
BUILDING H 1/16" = 1'-0"

EAST ELEVATION 05
BUILDING H 1/16" = 1'-0"

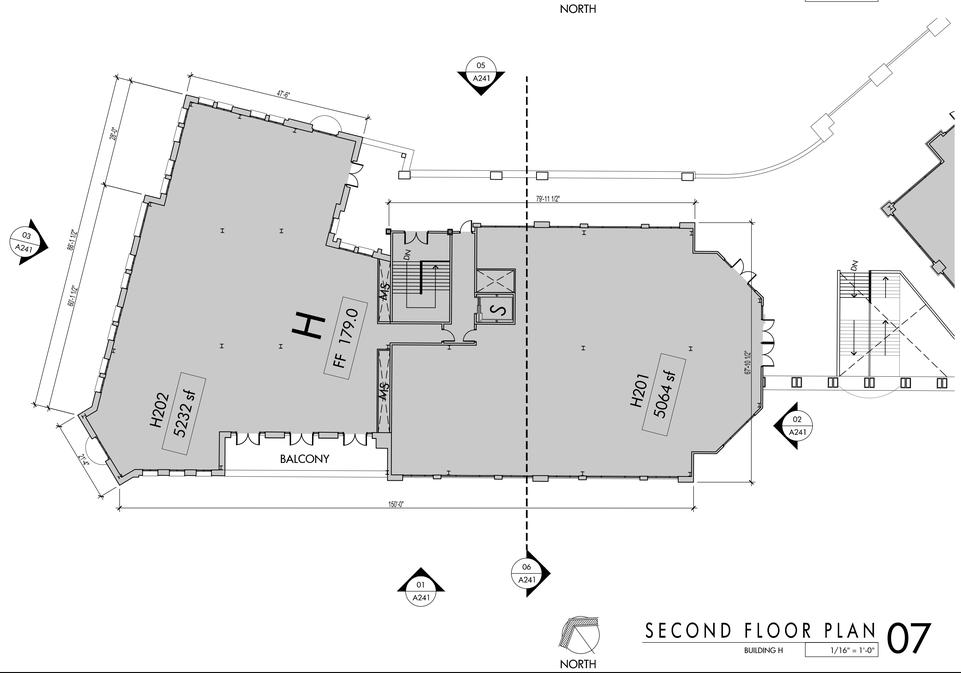


GROUND FLOOR PLAN 04
BUILDING H 1/16" = 1'-0"





BUILDING SECTION 06
BUILDING H 1/16" = 1'-0"



SECOND FLOOR PLAN 07
BUILDING H 1/16" = 1'-0"

3D VIEW 08
BUILDING H N.T.S.

MATERIALS LEGEND

ROOFING
- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS
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- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
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- B13 AESS (EXPOSED STEEL)

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- C1 ALUMINUM STOREFRONT - PAINTED
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- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES
- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

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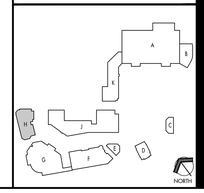
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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JRDV Architects, Inc
The Cathedral Building
Historic Oakland Telegraph
PO Box 70125
Oakland, CA 94612 USA
510.205.6352 T
www.jrdv.com

CONSULTANTS:
STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO. 130-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING H

A241

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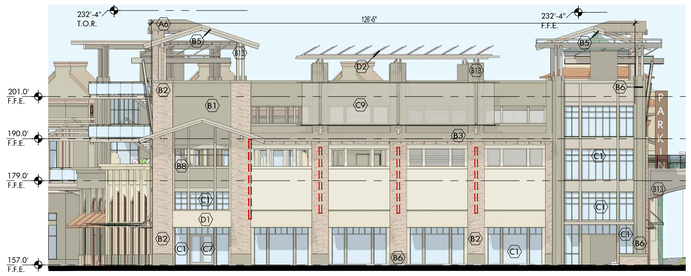
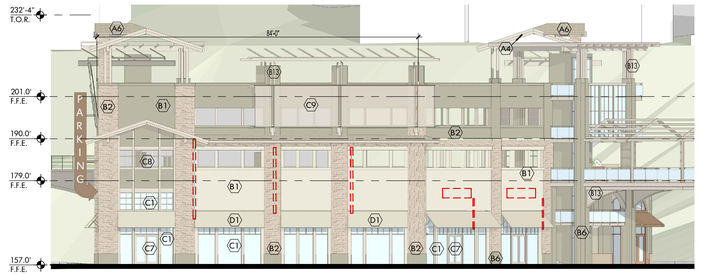
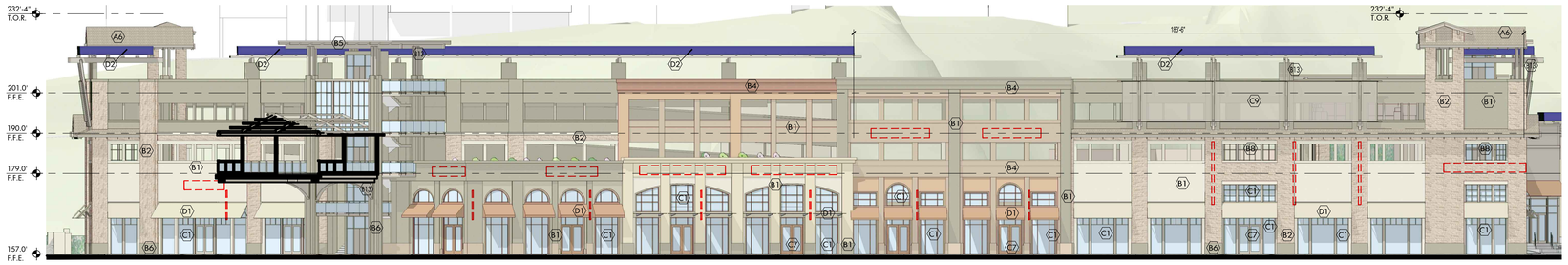


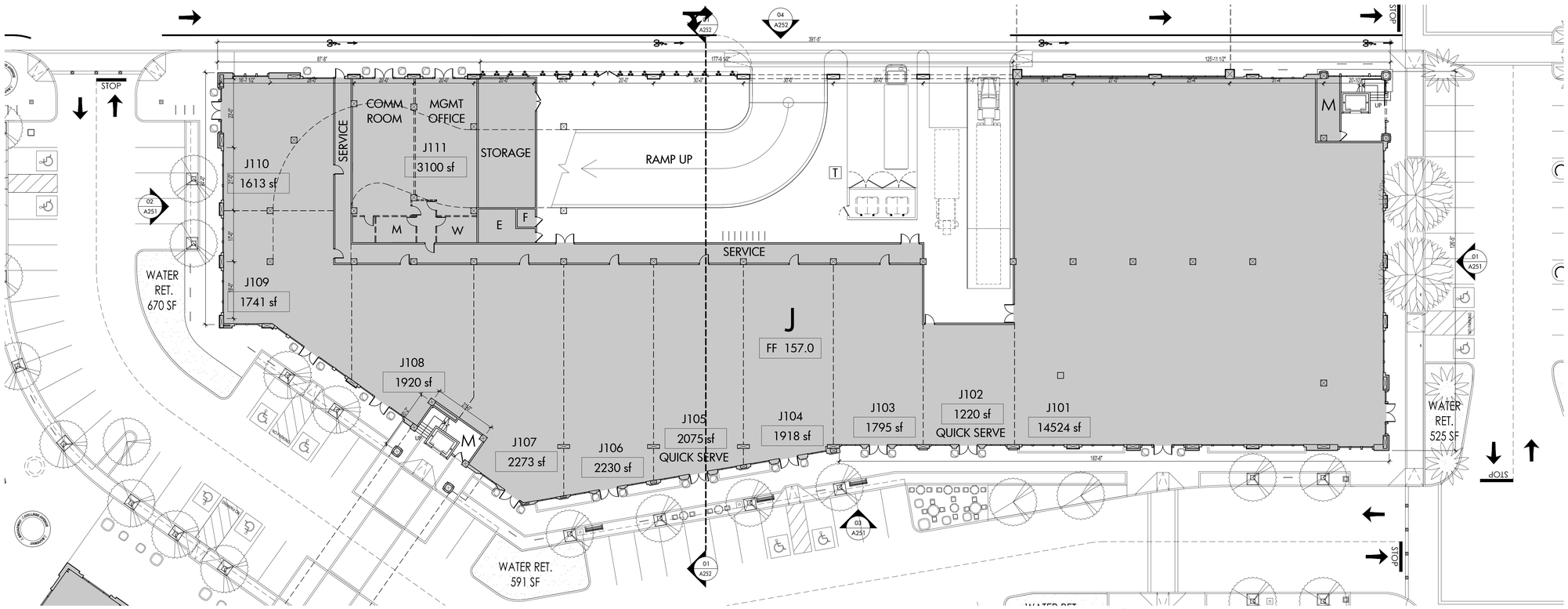
EAST ELEVATION 01
BUILDING J 1/16" = 1'-0"



WEST ELEVATION 02
BUILDING J 1/16" = 1'-0"



SOUTH ELEVATION 03
BUILDING J 1/16" = 1'-0"



GROUND FLOOR PLAN 04
BUILDING J 1/16" = 1'-0"

NORTH

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
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- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
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- B13 AESS (EXPOSED STEEL)

OPENINGS

- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
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AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
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TENANT SIGNAGE

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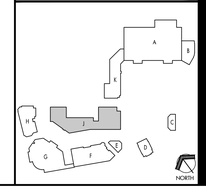
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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jrdv ARCHITECTS
JRDV Architects, Inc.
The Cathedral Building
Broadway and Telegraph
2930 Domingo Ave.
Oakland, CA 94612 USA
510 295 4362 T
www.jrdv.com

CONSULTANTS
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LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING J

A251

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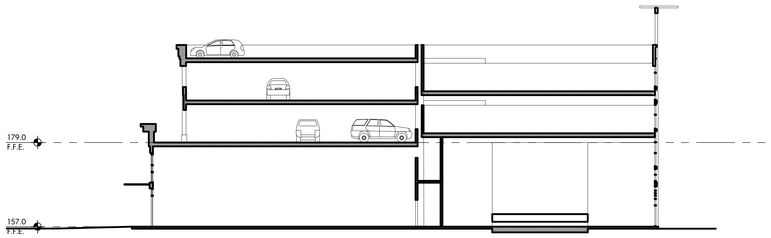
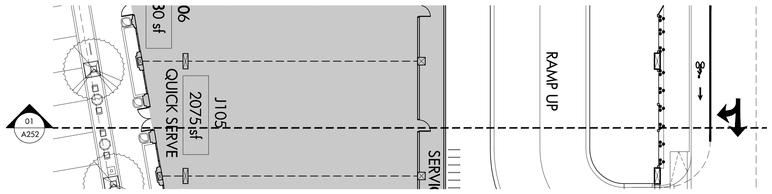
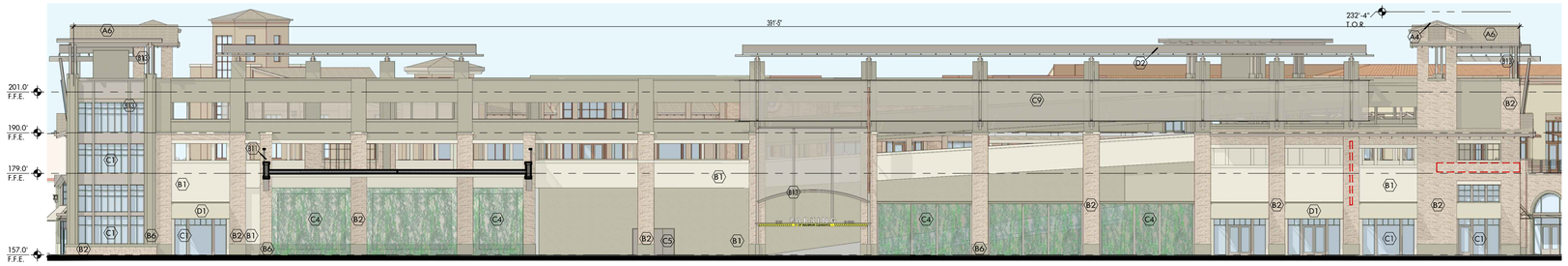


BUILDING SECTION 01
BUILDING J 1/16" = 1'-0"

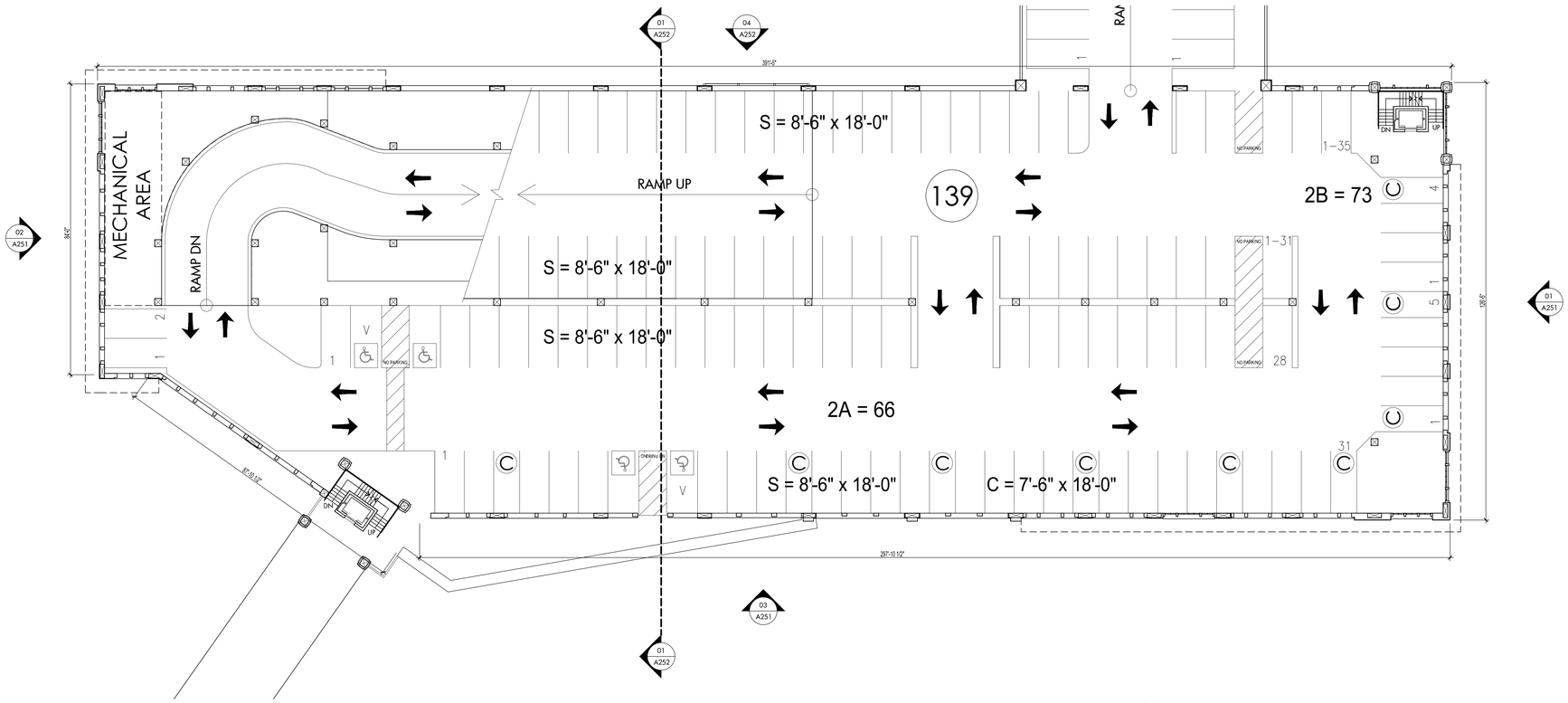


GROUND FLOOR PLAN SECTION 02
BUILDING J 1/16" = 1'-0"

3D VIEW 03
BUILDING J N.T.S.



NORTH ELEVATION 04
BUILDING J 1/16" = 1'-0"



SECOND FLOOR PLAN 05
BUILDING J 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
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- A4 SHEET METAL COPING/ FLASHING
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AWNINGS/CANOPIES

- D1 FABRIC AWNING
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2-HR RATED AREA SEPARATION WALL

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LANDSCAPE ARCHITECT - INTEGRATED PLANNING AND DESIGN, SAN FRANCISCO, CA
CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING J

A252

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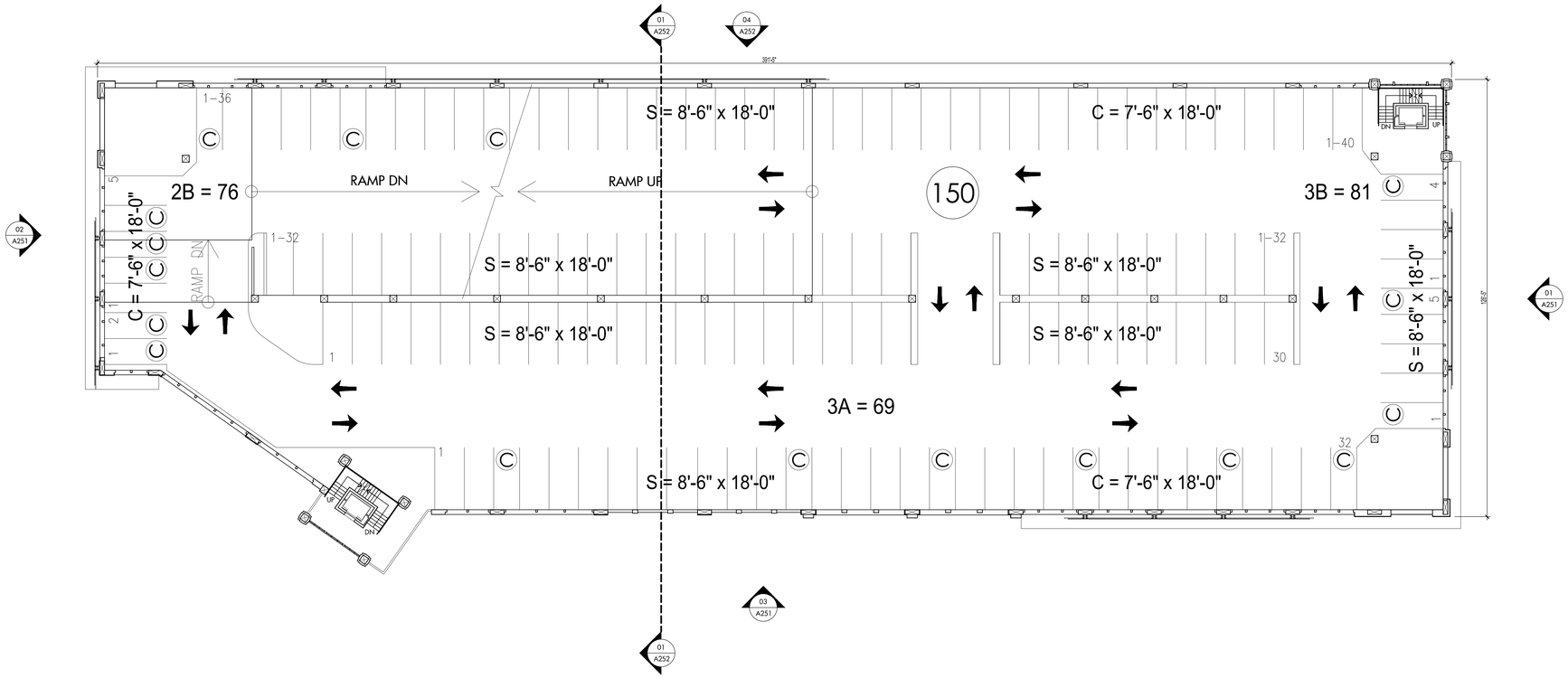
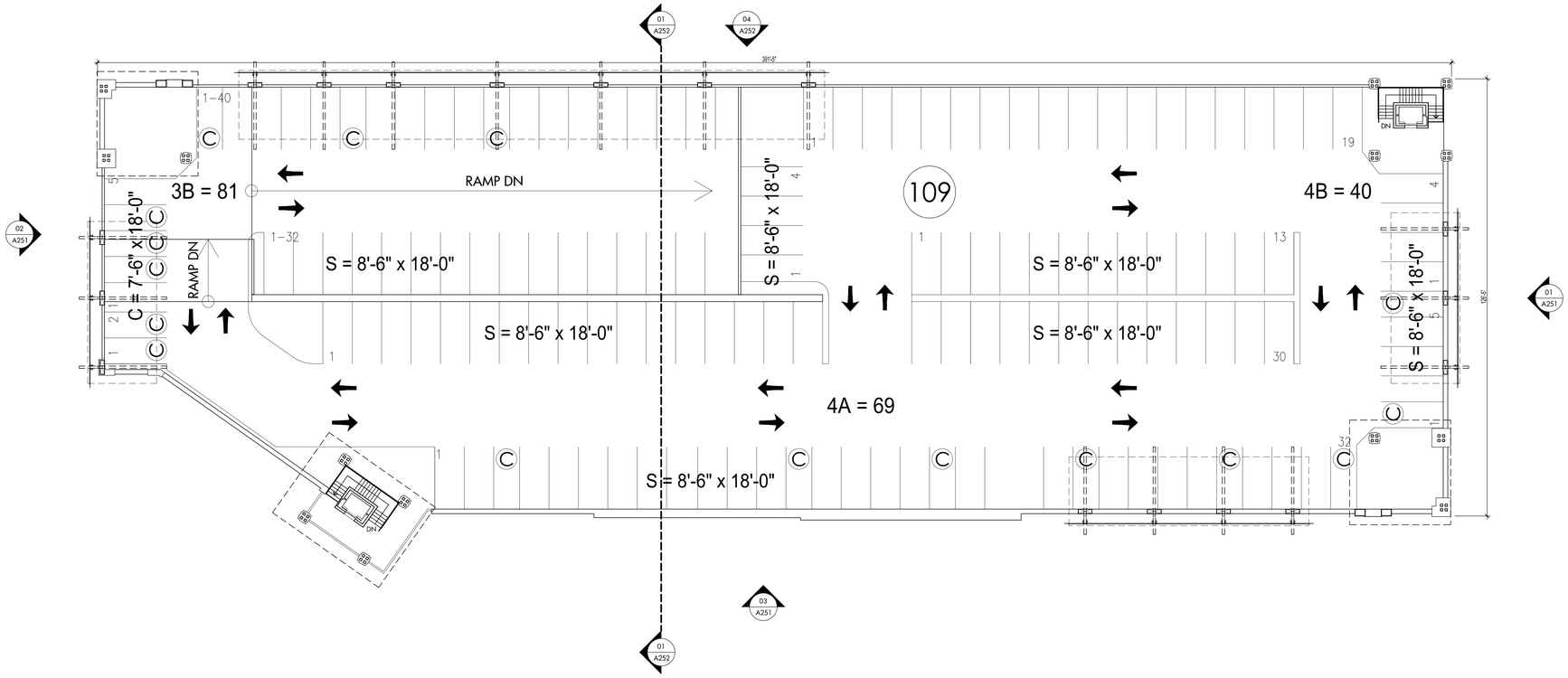


NORTH

THIRD FLOOR PLAN 01
BUILDING J 1/16" = 1'-0"



NORTH

FOURTH FLOOR PLAN 02
BUILDING J 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING
- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS
- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
- B4 FOAM / PLASTER TRIM
- B5 METAL TRIM / SOFFIT
- B6 CAST STONE / GFRC / PRECAST CONCRETE
- B7 CERAMIC TILE
- B8 ALUMINUM LOUVERS
- B9 FIBER CEMENT PANELS
- B10 SPLIT-FACED CMU
- B11 METAL RAILING / ORNAMENTAL METAL
- B12 ARCHITECTURAL CONCRETE
- B13 AESS (EXPOSED STEEL)

OPENINGS
- C1 ALUMINUM STOREFRONT - PAINTED
- C2 NOT USED
- C3 CLAD WOOD WINDOWS
- C4 PAINTED WWM VINE SUPPORT SYSTEM
- C5 HOLLOW METAL DOOR & FRAME
- C6 OVERHEAD SECTIONAL DOOR w/ GLASS PANELS
- C7 ALUMINUM STOREFRONT DOOR (MEDIUM RAIL)
- C8 OVERHEAD COILING DOOR
- C9 METAL FABRIC

AWNINGS/CANOPIES
- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
- D3 METAL CANOPY
- D4 METAL TRELLIS

TENANT SIGNAGE

APPROXIMATE SIZE & LOCATION OF TENANT SIGNS. ALL SIGNAGE SHALL BE DEVELOPED IN A MASTER SIGNAGE PLAN TO BE APPROVED BY THE CITY OF OAKLAND PLANNING DEPARTMENT

PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN

OWNER
Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC. - SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING J

A253

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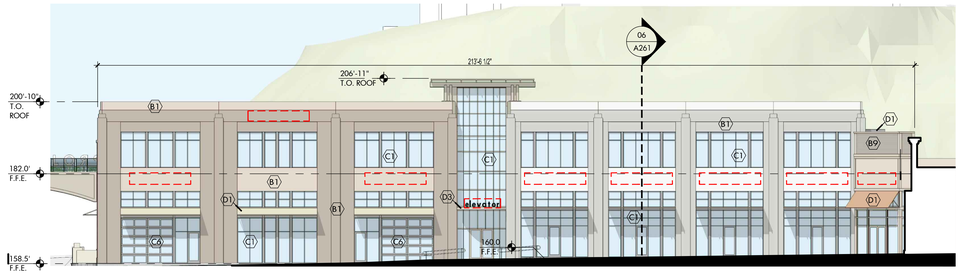
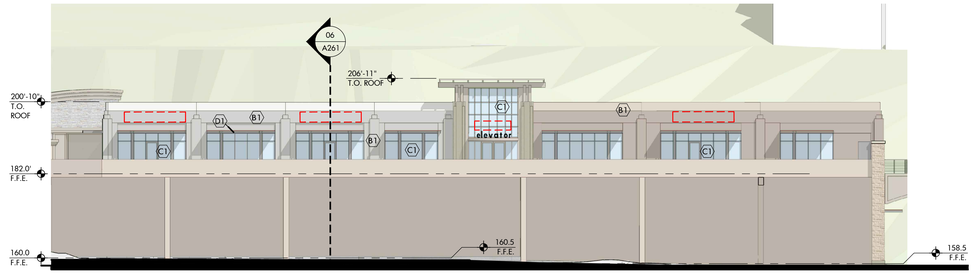
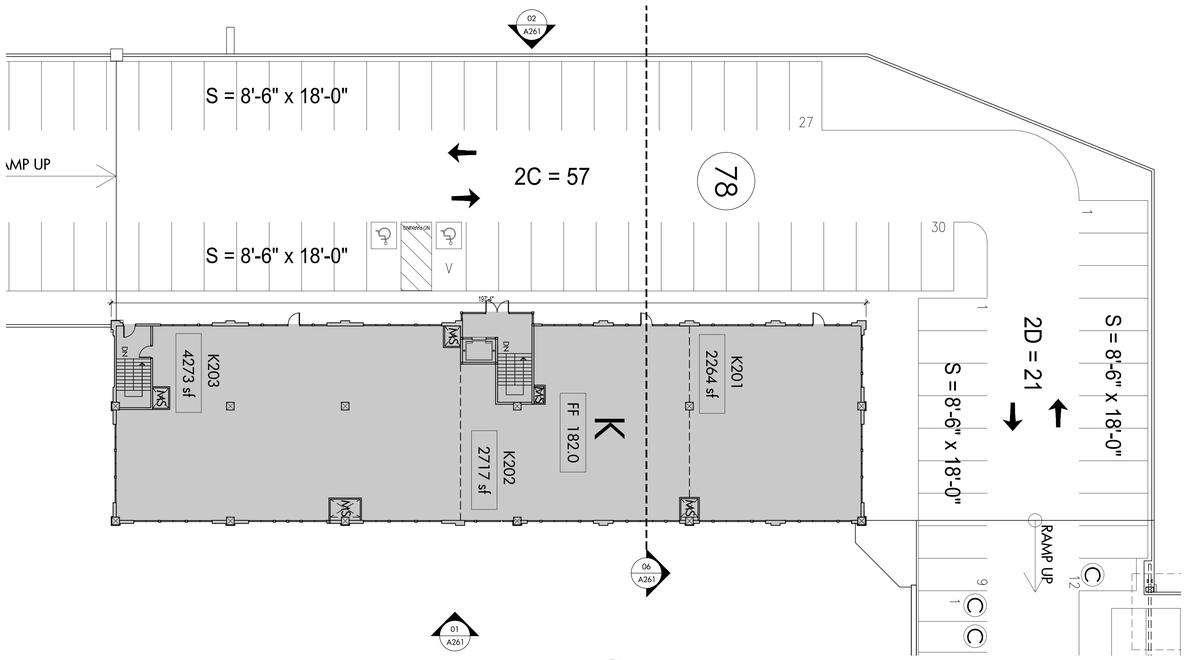


EAST ELEVATION 01
BUILDING K 1/16" = 1'-0"

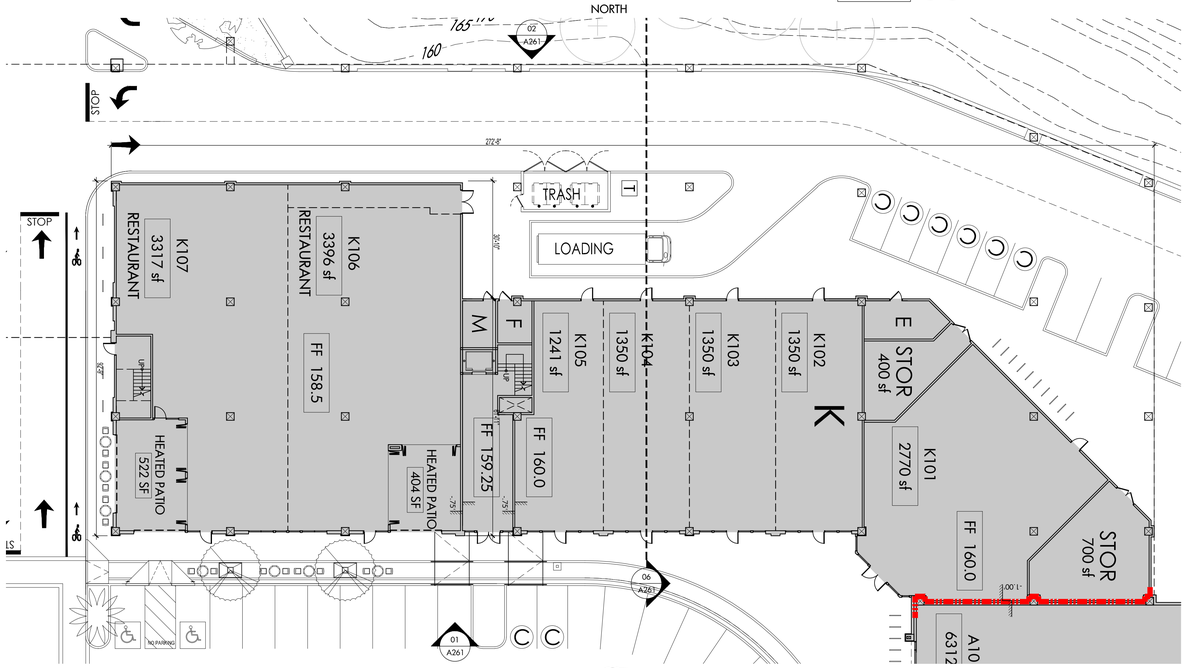


WEST ELEVATION 02
BUILDING K 1/16" = 1'-0"

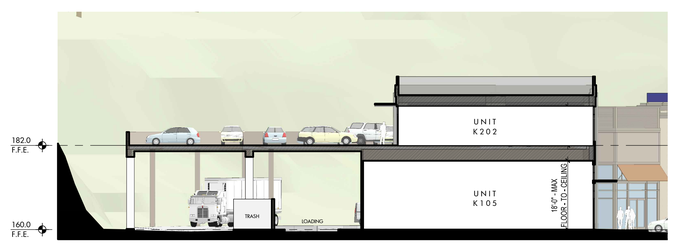


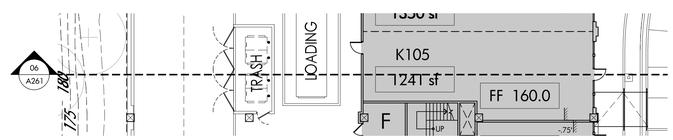
SECOND FLOOR PLAN 03
BUILDING K 1/16" = 1'-0"

3D VIEW 04
BUILDING K N.T.S.



GROUND FLOOR PLAN 05
BUILDING K 1/16" = 1'-0"





BUILDING SECTION 06
BUILDING K 1/16" = 1'-0"

MATERIALS LEGEND

ROOFING

- A1 BARREL TILE ROOFING
- A2 SINGLE-PLY TPO ROOFING
- A3 STANDING SEAM METAL ROOFING
- A4 SHEET METAL COPING/ FLASHING
- A5 PRE-FINISHED GUTTERS & DOWNSPOUTS
- A6 SIMULATED CONCRETE TILES

WALLS

- B1 TEXTURED PLASTER
- B2 STONE VENEER
- B3 BRICK VENEER
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- B13 AESS (EXPOSED STEEL)

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- C5 HOLLOW METAL DOOR & FRAME
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AWNINGS/CANOPIES

- D1 FABRIC AWNING
- D2 PHOTOVOLTAIC PANELS ON STEEL SUPPORT STRUCTURE
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- D4 METAL TRELLIS

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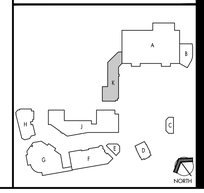
PLAN LEGEND

2-HR RATED AREA SEPARATION WALL

KEY PLAN



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SCHEMATIC DESIGN SET

51st & BROADWAY

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - VCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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DATE: August 30, 2013

ENLARGED PLAN & ELEVATIONS BUILDING K

A261

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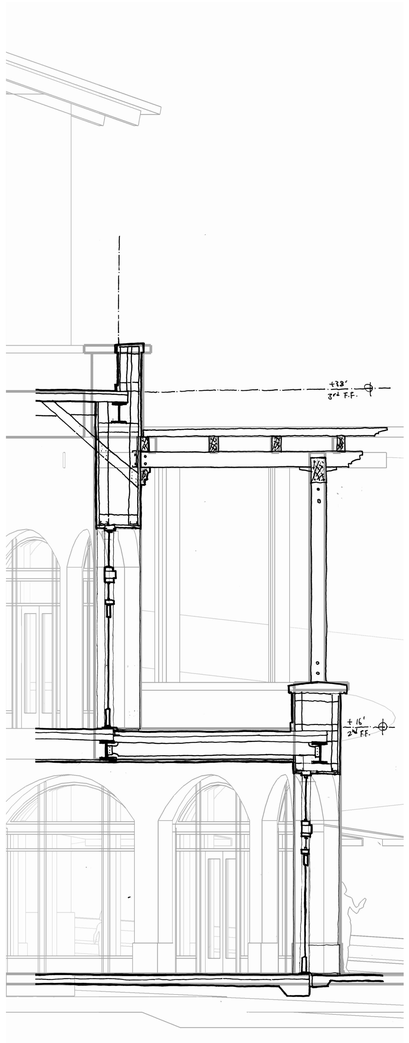
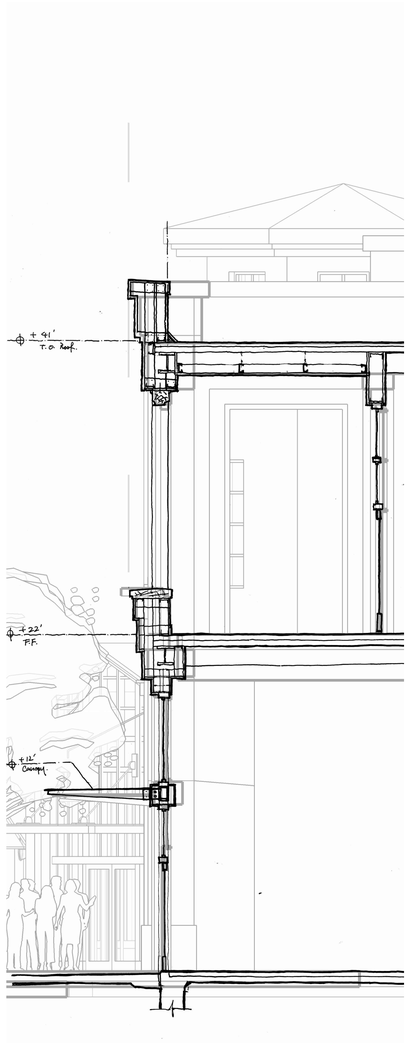
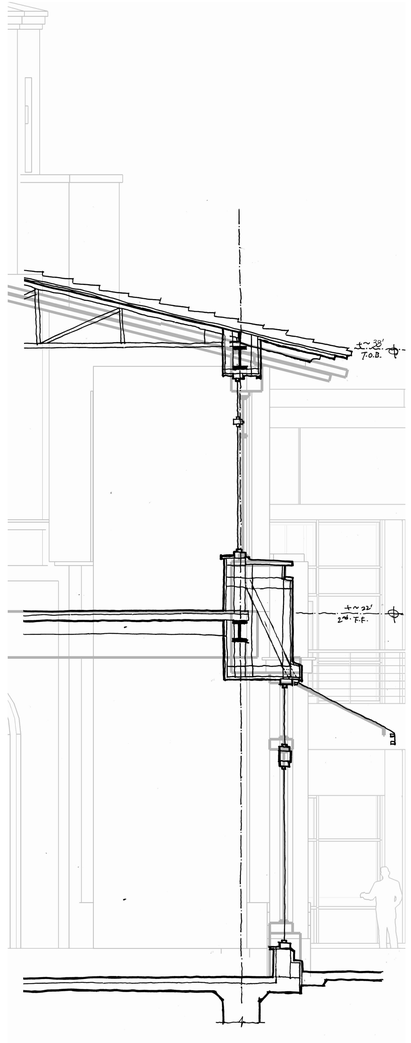


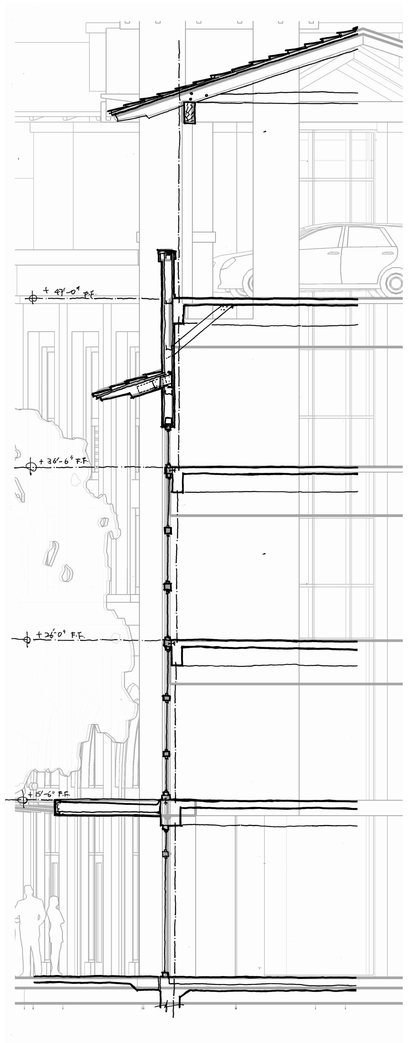
WALL SECTION 01
BUILDING G 1/4" = 1'-0"



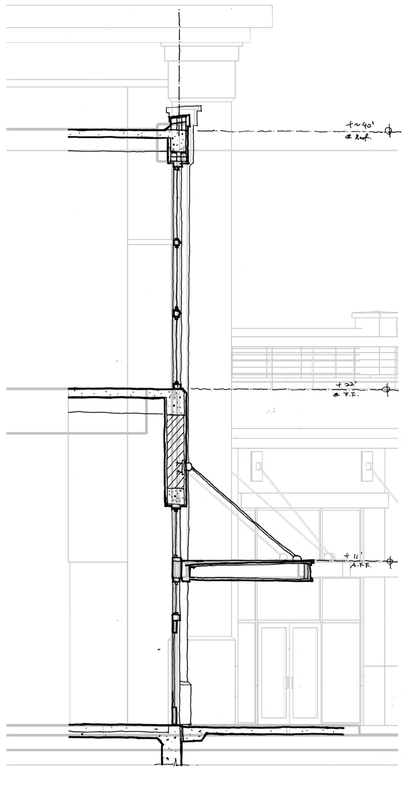
WALL SECTION 02
BUILDING F 1/4" = 1'-0"



WALL SECTION 03
BUILDING F 1/4" = 1'-0"

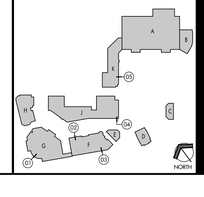


WALL SECTION 04
BUILDING J 1/4" = 1'-0"



WALL SECTION 05
BUILDING K 1/4" = 1'-0"

KEY PLAN



OWNER
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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

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OAKLAND, CA

No	Date	Revision

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CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC. - SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BERS, INC. PALO ALTO, CA

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DATE: August 30, 2013

SCHEMATIC WALL SECTIONS

A301

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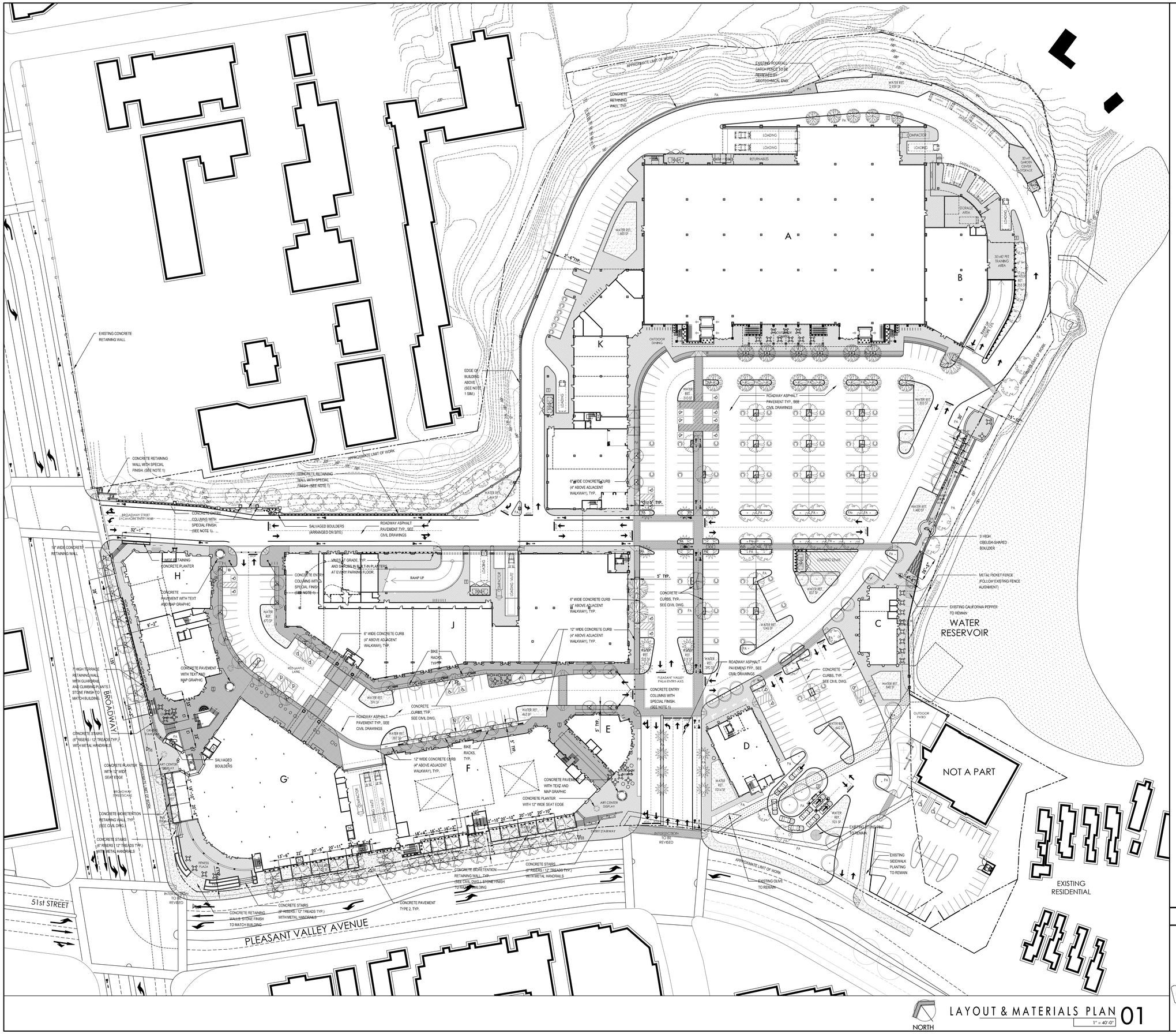


LAYOUT & MATERIALS PLAN 01

1" = 40'-0"

LEGEND

- 01 REFERENCE IMAGE (SEE SHEET LP4)
- PROPERTY LINE
- APPROXIMATE LIMIT OF WORK

MATERIALS

- PEDESTRIAN PAVING (T.B.D.)
- VEHICULAR PAVING (T.B.D.)
- STONE MULCH
- CONCRETE TYPE 1
- CONCRETE TYPE 2
- CUSTOM GABION WALL

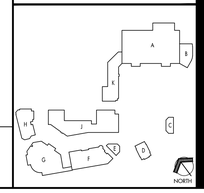
SITE FURNISHINGS

- TREE GRATE ("CHINOOK" BY URBAN ACCESSORIES)
- TRASH ("WASHINGTON SQUARE" BY LANDSCAPE FORMS)
- BIKE RACK (CITY OF OAKLAND STANDARD)
- BENCH ("AUSTIN" BY LANDSCAPE FORMS)
- WOOD BENCH SET INTO GABION WALL
- DINING TABLE AND CHAIR SET
- FLOWER POTS ("LARKSPUR" BY LANDSCAPE FORMS)

NOTES:

1. RETAINING WALL AT BOTTOM OF SLOPE ALONG ENTRY ROADWAY MAY REQUIRE ROCKFALL RESISTANT DESIGN AND/OR ROCKFALL BARRIER FENCE. SEE GEOTECHNICAL REPORT / STRUCTURAL DRAWINGS.
2. SEE CIVIL DRAWINGS FOR PARKING AND ROADWAY LAYOUT AND MATERIALS

KEY PLAN



OWNER

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SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

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CIVIL ENGINEERING: BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA

PARKING CONSULTANT: INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - VCD, INC., SAN FRANCISCO, CA
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LP1 LAYOUT AND MATERIALS PLAN

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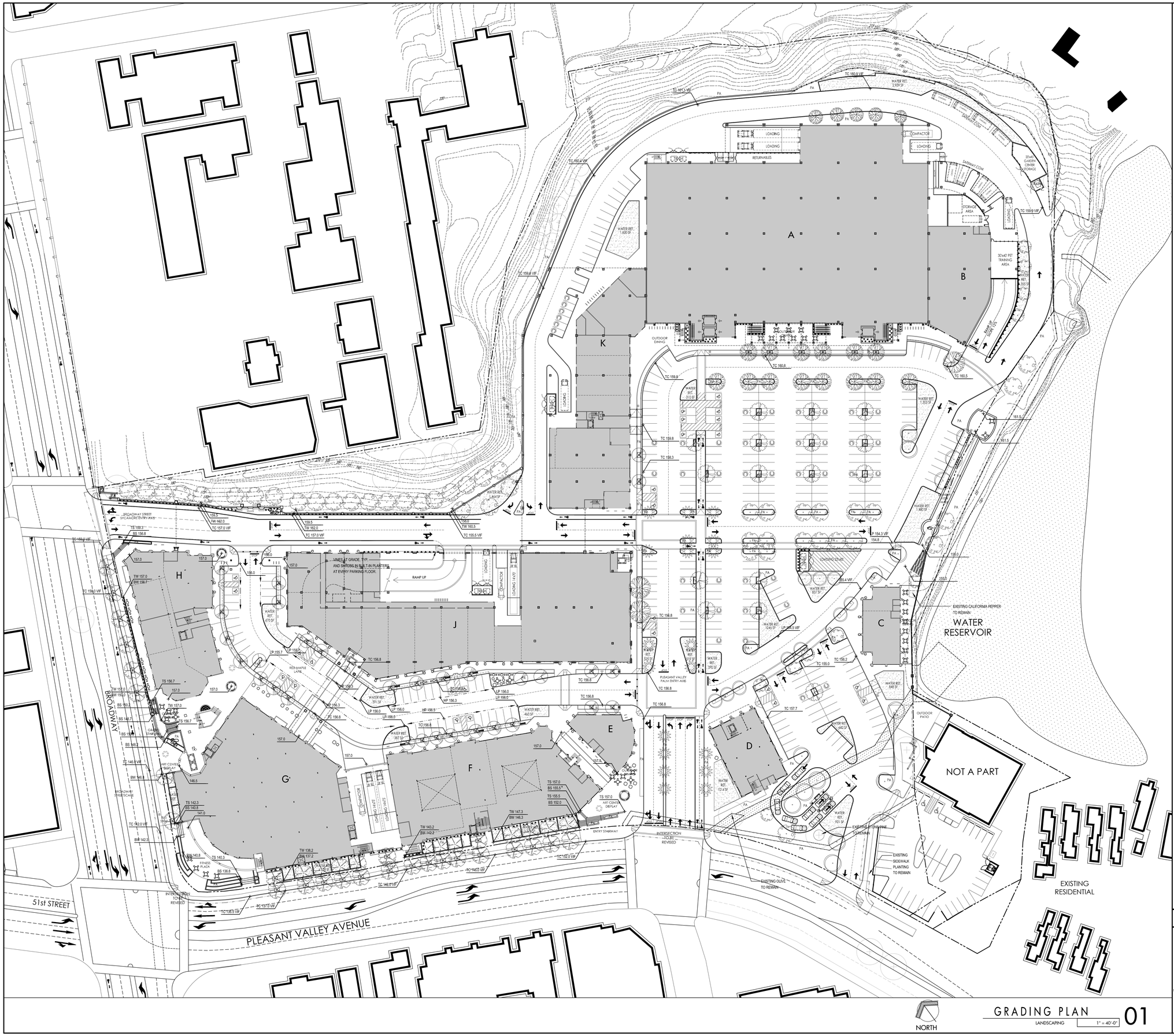

LEGEND

- 01 REFERENCE IMAGE (SEE SHEET LP4)
- PROPERTY LINE
- APPROXIMATE LIMIT OF WORK

MATERIALS

- PEDESTRIAN PAVING (T.B.D.)
- VEHICULAR PAVING (T.B.D.)
- STONE MULCH
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- BIKE RACK (CITY OF OAKLAND STANDARD)
- BENCH ("AUSTIN" BY LANDSCAPE FORMS)
- WOOD BENCH SET INTO GABION WALL
- DINING TABLE AND CHAIR SET
- FLOWER POTS ("LARKSPUR" BY LANDSCAPE FORMS)

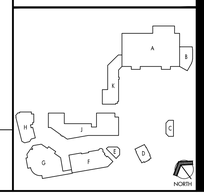
GRADING

- TC 156.8 PROPOSED SPOT ELEVATION
- DRAIN DIRECTION

GRADING PLAN 01

LANDSCAPING 1" = 40'-0"

KEY PLAN



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Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

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Historic Oakland Telegraph
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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BORS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 15, 2013

LP2 GRADING PLAN

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PLANT PALETTE

TREES - PARKING LOT

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
FRAXINUS OXYCARPA	RAYWOOD ASH	48" BOX	HEAVY
ARBUTUS 'MARINA'	STRAWBERRY TREE	48" BOX	HEAVY
PYRUS CALLERYANA	CALLERY PEAR	48" BOX	HEAVY
-	-	-	-

TREES - ENTRY

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX	MATCHED
WASHINGTONIA FILIFERA X ROBUSTA	HYBRID FAN PALM	20' BTH	MATCHED
-	-	-	-
-	-	-	-

TREES - STREET

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
ULMUS PARVIFOLIA	CHINESE ELM	48" BOX	MATCHED
ACER RUBRUM	RED MAPLE	48" BOX	MATCHED
-	-	-	-
-	-	-	-

TREES - POTTED

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
CITRUS X LIMON	LEMON TREE	24" BOX	STANDARD
CITRUS X SINENSIS	ORANGE TREE	24" BOX	STANDARD
OLEA EUROPAEA	OLIVE TREE	24" BOX	STANDARD

VINE ROWS

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
FICUS PUMILA	CREEPING FIG	5 GAL.	3 LEADERS MIN.
DISTICTIS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL.	3 LEADERS MIN.

PLANTING PLAN 01

1" = 40'-0"

LEGEND

- 01 REFERENCE IMAGE (SEE SHEET LP4)
- PROPERTY LINE
- APPROXIMATE LIMIT OF WORK

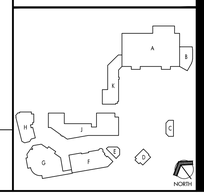
LOW PLANTING

- BIORETENTION MIX
- VINE SCREEN PLANTING
- GROUNDCOVER, ORNAMENTAL GRASSES, PERENNIALS
- MEADOW PERENNIALS

TREES

- PARKING LOT TRESS
- ENTRY TREES
- STREET TREES
- POTTED TREES
- VINE ROW

KEY PLAN



OWNER

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SCHEMATIC DESIGN SET

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OAKLAND, CA

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PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA

UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLANA BUICK & BERS, INC., PALO ALTO, CA

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PROJECT NO. 150-101 PDC
DATE: July 2, 2013

LP3 PLANTING PLAN

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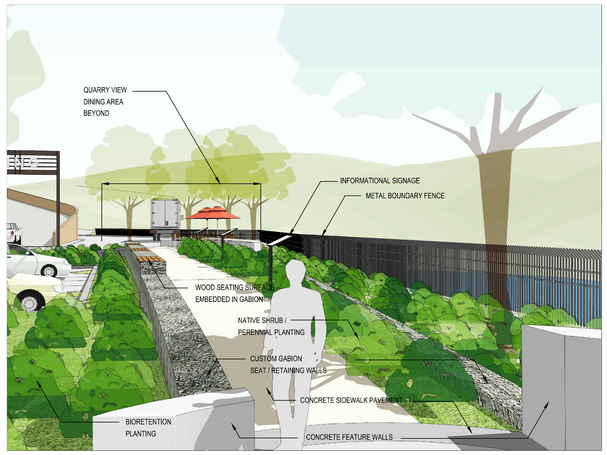
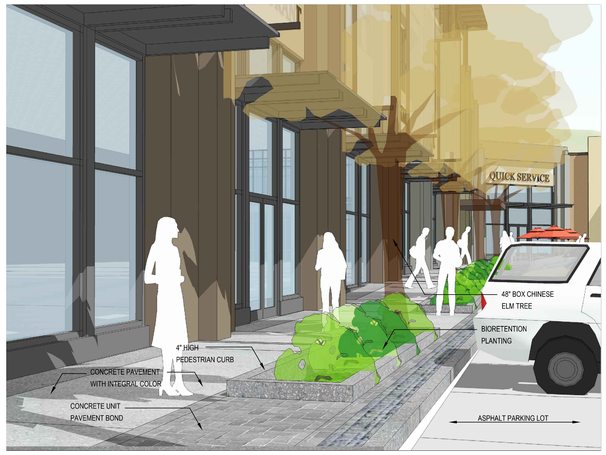
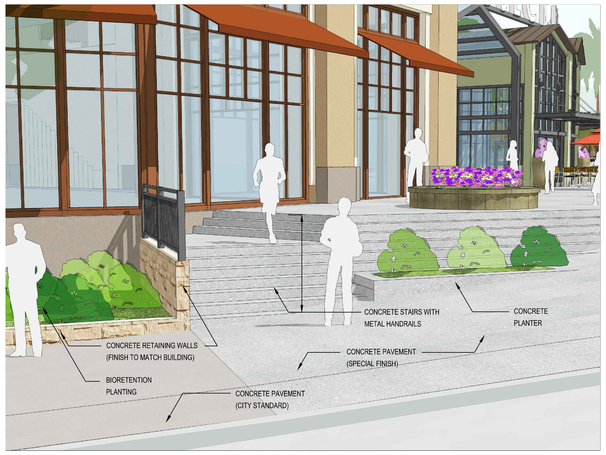


QUARRY VIEW WALK NTS 01



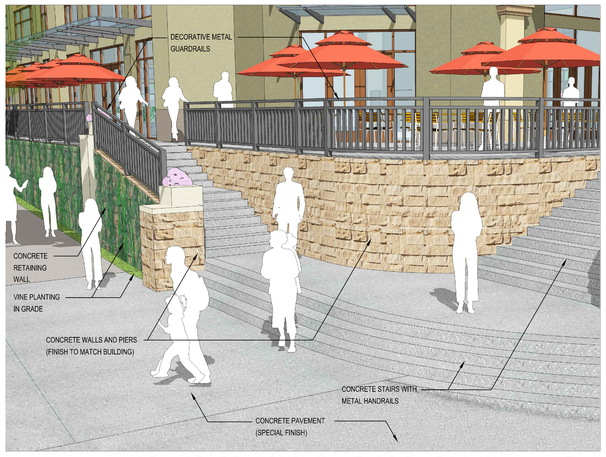
BIORETENTION PLANTERS IN SIDEWALK NTS 02



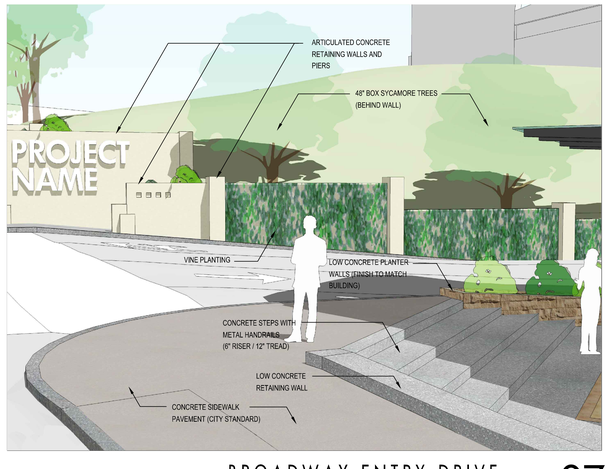
ENTRY STAIRWAY AT PLEASANT VALLEY ROAD NTS 03

ASH ALLEE-PLEASANT VALLEY ROAD NTS 04

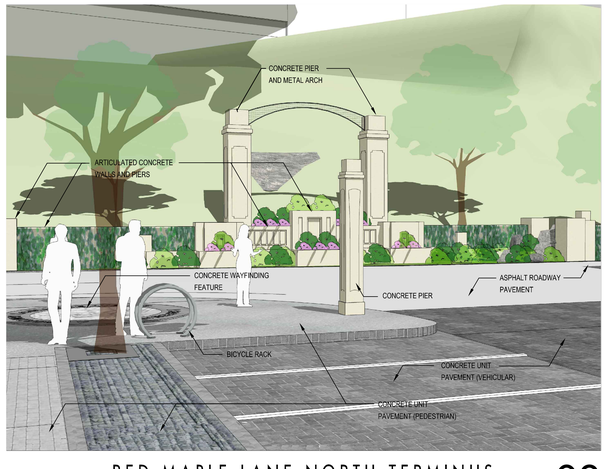
FITNESS PLAZA WITH STEPPED PLANTERS NTS 05



GRAND STAIRWAY AT BROADWAY NTS 06



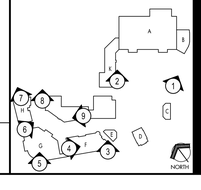
BROADWAY ENTRY DRIVE NTS 07



RED MAPLE LANE NORTH TERMINUS NTS 08

RED MAPLE LANE NTS 09

KEY PLAN



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Fax: 925 467 2861

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OAKLAND, CA

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CIVIL ENGINEERING - BKF ENGINEERS/SURVEYORS PLANNERS, PLEASANTON, CA
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DATE: August 15, 2013

LP4 REFERENCE IMAGES

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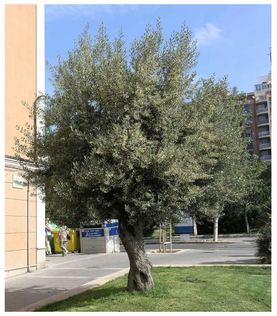
TREE SPECIES

ACER RUBRUM

ARBUTUS MARINA

FRAXINUS OXYCARPA


OLEA EUROPAEA

PINUS PINEA

WASHINGTONIA FILIFERA

PLATANUS RACEMOSA

QUERCUS LOBATA

SALIX LAEVIGATA

ULMUS PARVIFOLIA

PYRUS CALLERYANA

BIORETENTION SPECIES

AGROSTIS PALLENS

ARTEMISIA DOUGLASIANA

CAREX DIVULSA

CAREX PRAEGRACILIS

CYPERUS ERAGROSTIS

DESCHAMPSIA CESPITOSA HOCIFORMIS

DESCHAMPSIA CESPITOSA

ELYMUS GLAUCUS

FESTUCA GLAUCUS GLAUCUS

FESTUCA IDAHOENSIS

FESTUCA LONGIFOLIA

FESTUCA OCCIDENTALIS

FESTUCA OVINA

FESTUCA RUBRA MOLATE

HORDEUM BRACHYANTHERUM

JUNCUS BUFONIUS

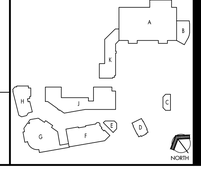
JUNCUS EFFUSUS

JUNCUS MICROCARPUS

JUNCUS PATENS

LEYMUS TRITICOIDES

KEY PLAN



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WATERPROOFING CONSULTANT – ALLIANCE BUCKE & BOFE, INC., PALO ALTO, CA

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DATE: August 15, 2013

LP5 PLANTING IMAGES

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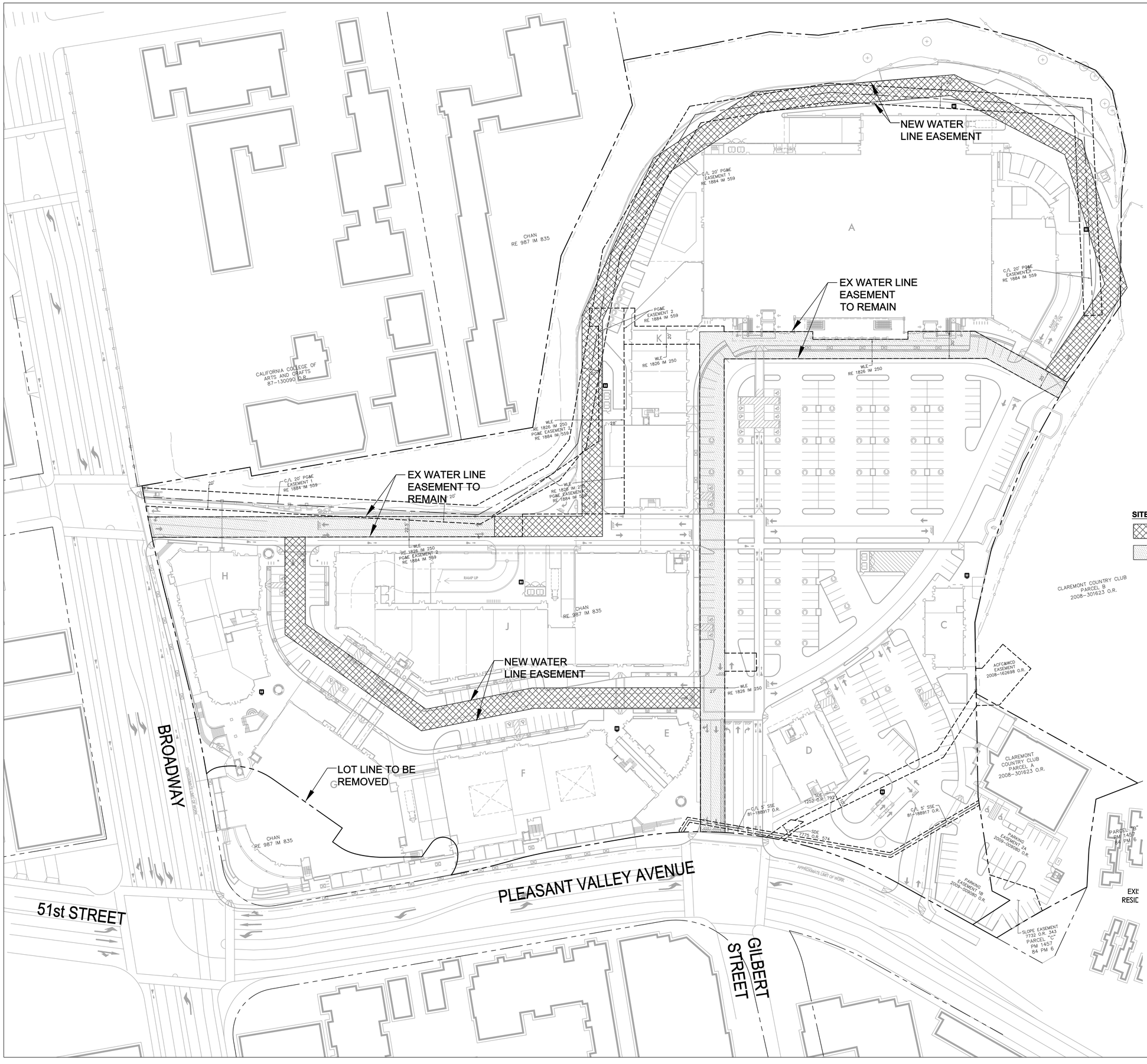

SITE MAPPING LEGEND:

- EXISTING WATER LINE EASEMENT (WLE) TO REMAIN
- NEW WATER LINE EASEMENT (WLE)

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UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA.
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SITE MAPPING

C101

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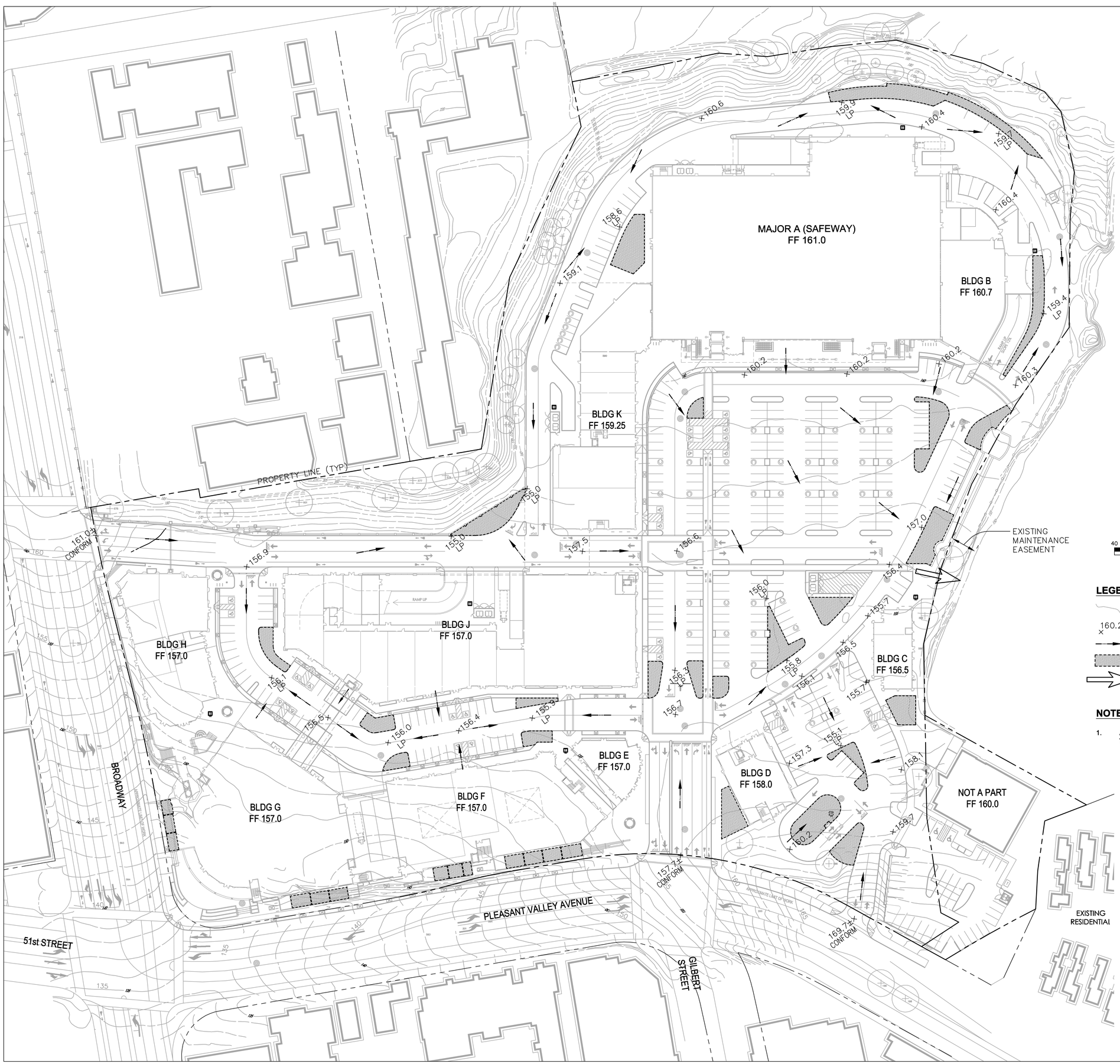

LEGEND:

- EX CONTOUT
- 160.2 × PROPOSED SPOT ELEVATION
- DIRECTION OF DRAINAGE
- BIORETENTION AREA
- PATH OF OVERLAND RELEASE

NOTES:

1. ALL PAVEMENT SURFACES SURFACE-FLOW INTO TREATMENT AREAS THROUGH CURB OPENINGS.

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WATERPROOFING CONSULTANT - ALAMA BUCK & BIDS, INC., PALO ALTO, CA

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DATE: August 15, 2013

GRADING PLAN

C201

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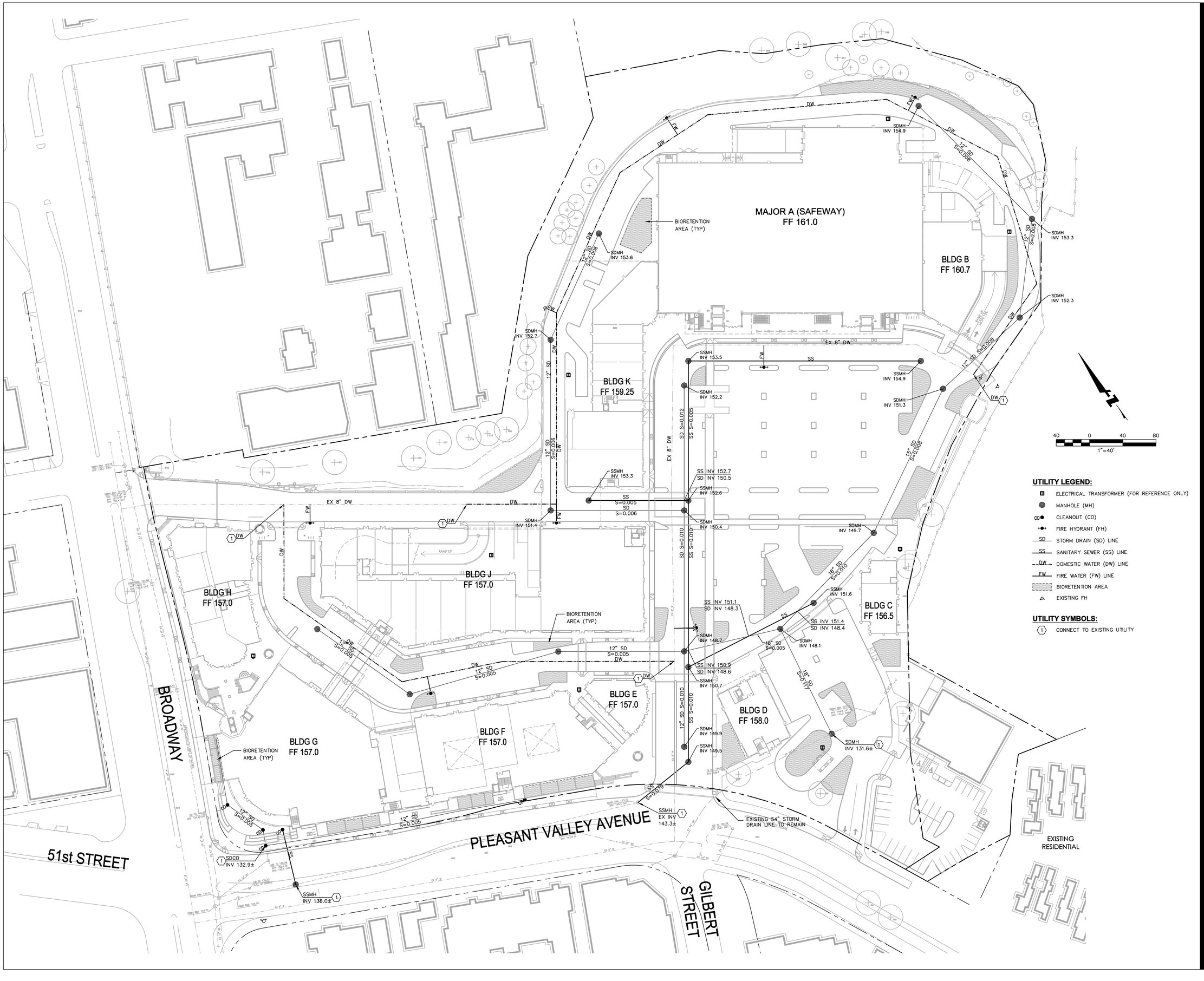

UTILITY LEGEND:

- ELECTRICAL TRANSFORMER (FOR REFERENCE ONLY)
- MANHOLE (MH)
- CLEANOUT (CO)
- FIRE HYDRANT (FH)
- STORM DRAIN (SD) LINE
- SANITARY SEWER (SS) LINE
- DOMESTIC WATER (DW) LINE
- FIRE WATER (FW) LINE
- BIORETENTION AREA
- EXISTING FH

UTILITY SYMBOLS:

- (1) CONNECT TO EXISTING UTILITY

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STRUCTURAL & MEP ENGINEERS - ARUP, SAN FRANCISCO, CA
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CIVIL ENGINEERING - BKF ENGINEERS SURVEYORS PLANNERS, PLEASANTON, CA
PARKING CONSULTANT - INTEGRATED PLANNING AND DESIGN, ALAMEDA, CA
UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WASTEWATER/ENERGY CONSULTANT - ALLAN BLACK & BERI, INC., PALO ALTO, CA

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DATE: August 15, 2013

UTILITY PLAN

C301

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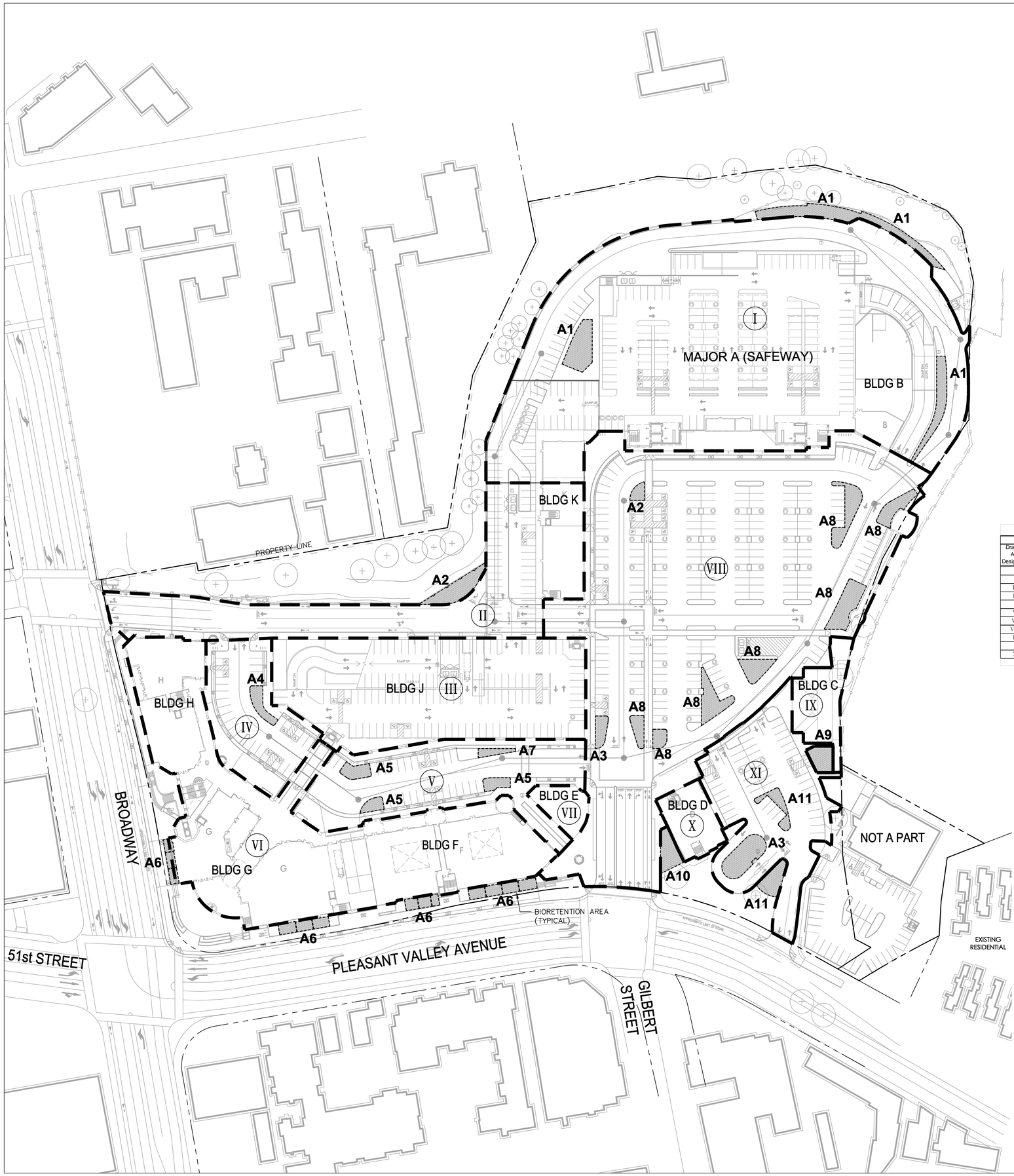
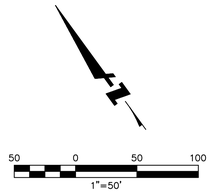




LEGEND:

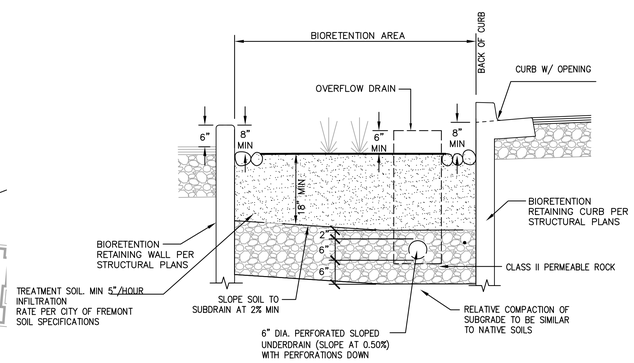
BIORETENTION AREA

NOTES:

1. ON-SITE STORM DRAIN INLETS SHALL BE CLEARLY MARKED WITH THE WORDS "NO DUMPING! FLOWS TO BAY", OR EQUIVALENT, USING METHODS APPROVED BY THE CITY OF OAKLAND.
2. BIORETENTION AREA IS SIZED TO TREAT 4% OF DRAINAGE AREA.

ON-SITE STORMWATER TREATMENT DATA

DRAINAGE AREA TO BE TREATED					BMP EFFECTIVE TREATMENT AREA		
Drainage Area Designation	Description	Total Area (sf)	Required (sf)	Provided (sf)	Excess (sf)	BMP Designation	BMP Treatment Method
I	Bldgs 'A' & 'B' Roof/Upper Deck & Drive Aisle	145,639	5,826	5,830	4	**A1**	Bioretention Area
II	Bldg 'K' Roof/Drive Aisle	42,479	1,699	1,760	61	**A2**	Bioretention Area
III	Bldg 'J'	48,993	1,960	2,220	260	**A3**	Bioretention Area
IV	Drive Aisle/Parking Lot	16,967	679	670	(9)	**A4**	Bioretention Area
V	Drive Aisle/Parking Lot	27,224	1,089	1,430	341	**A5**	Bioretention Area
VI	Bldg 'H', Bldg 'G', & Bldg 'F'	72,751	2,910	2,980	70	**A6**	Bioretention Area
VII	Bldg 'E'	3,176	127	340	213	**A7**	Bioretention Area
VIII	Parking Lot	137,016	5,481	6,630	1,149	**A8**	Bioretention Area
IX	Sidewalk/Bldg 'C'	6,732	269	840	571	**A9**	Bioretention Area
X	Bldg 'D'	5,265	211	1,010	799	**A10**	Bioretention Area
XI	Parking Lot	26,081	1,043	1,570	527	**A11**	Bioretention Area
	TOTAL		**21,293**	**25,280**			



NOTE: STRUCTURAL BIORETENTION RETAINING WALL REQUIRED AT ALL LOCATIONS WHERE BIORETENTION BASINS ARE LESS THAN 2' FROM CURB OR WALL. SEE STRUCTURAL PLANS FOR BIORETENTION RETAINING WALL DESIGN.

BIORETENTION AREA

OWNER

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UTILITY CONSULTANT - SCS, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALAN ALBO & ASSS, INC., PALO ALTO, CA

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DATE: August 15, 2013

STORMWATER MANAGEMENT PLAN

C401

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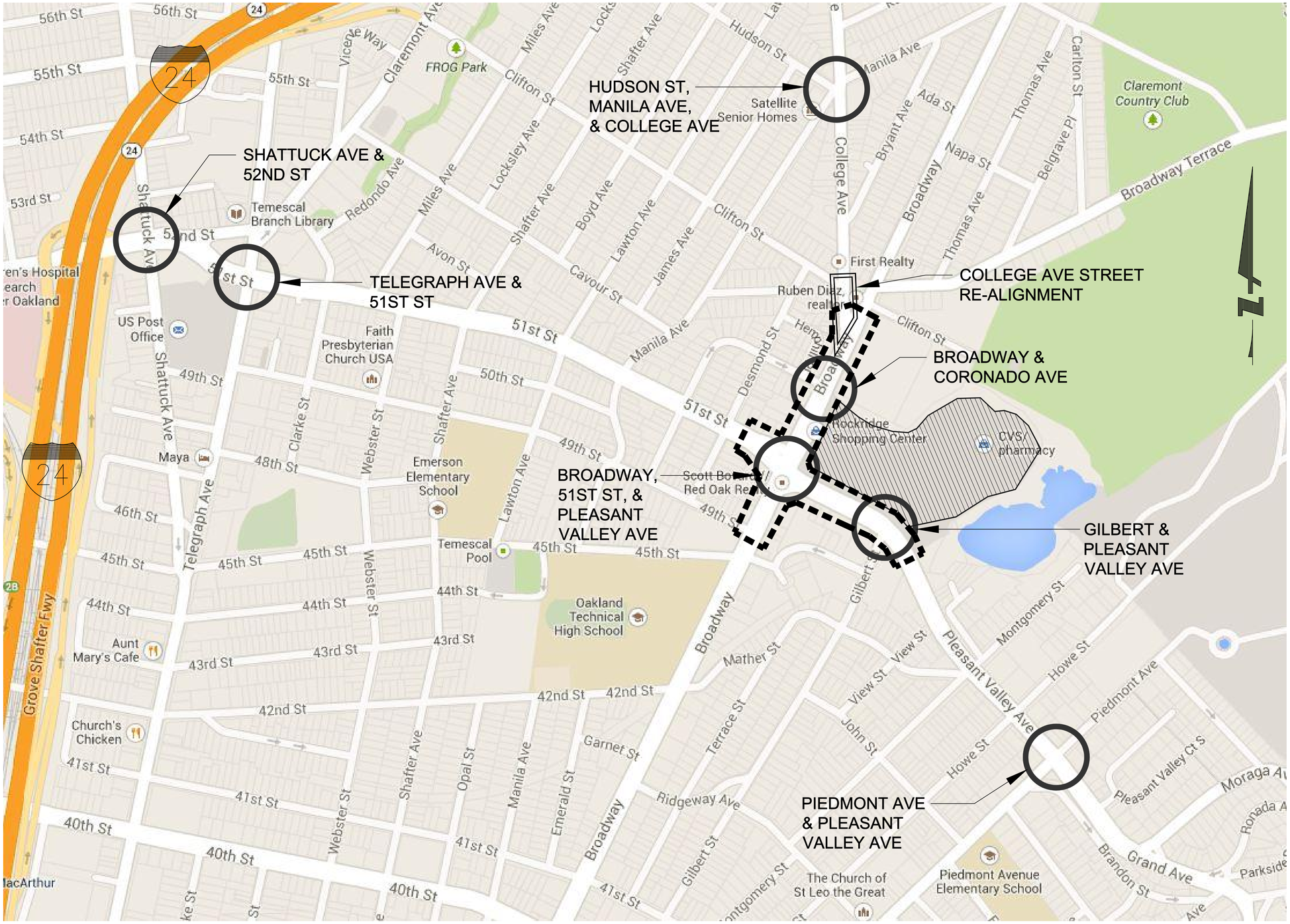

LEGEND:

- PROJECT ON-SITE IMPROVEMENTS
- STREET RE-ALIGNMENT
- LOCATION FOR LIMITED MEDIAN, CURB REMOVAL AND REPLACEMENT, RE-STRIPING, AND LANDSCAPE IMPROVEMENTS
- SIGNAL/INTERSECTION IMPROVEMENTS

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OFF-SITE IMPROVEMENTS

C501

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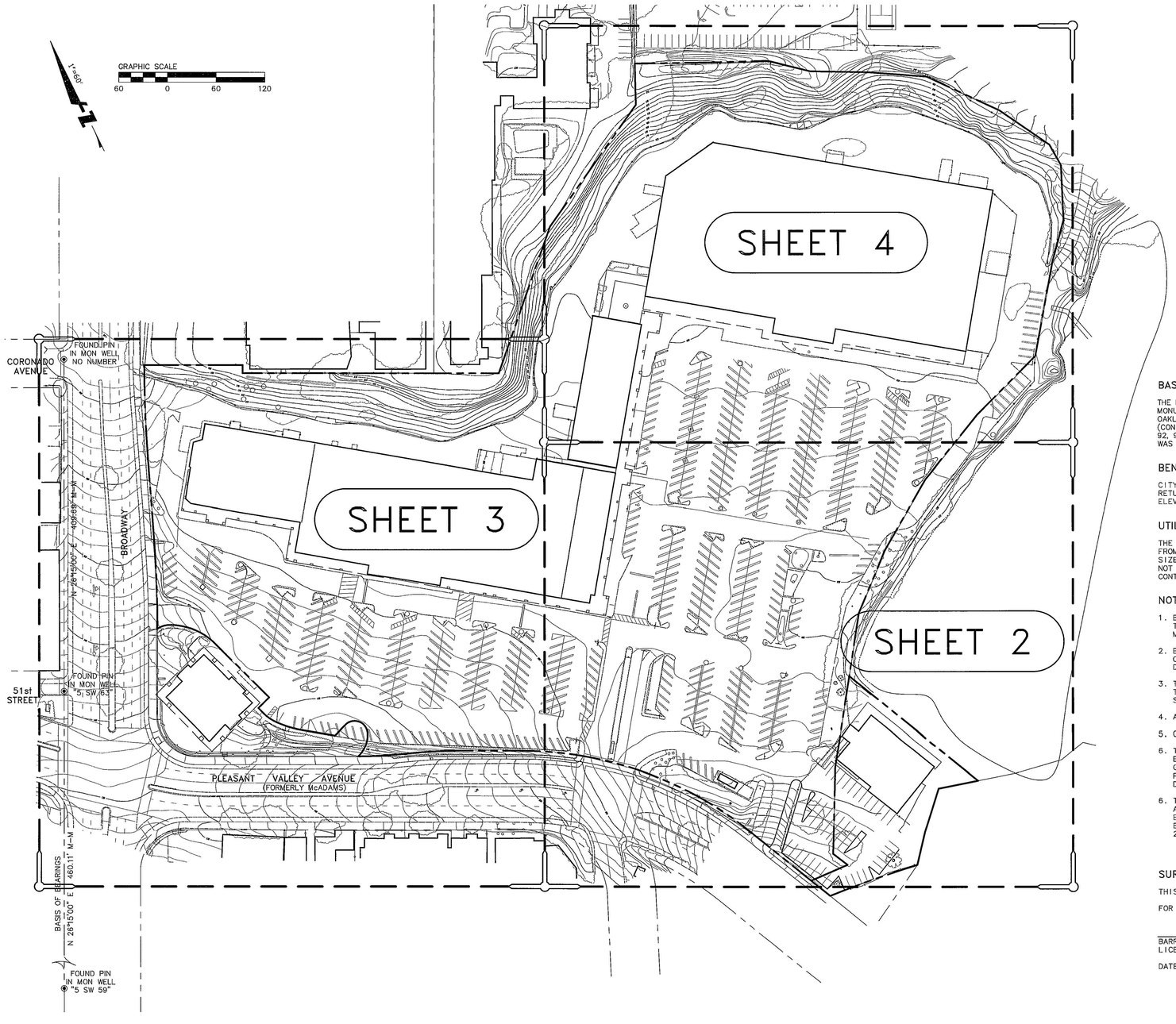

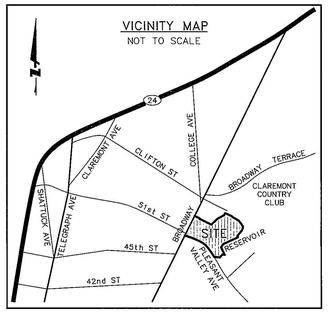

BASIS OF BEARINGS

THE BEARING "NORTH 26°15'00" EAST" ALONG BROADWAY BETWEEN FOUND MONUMENTS AS SHOWN ON THAT CERTAIN MAP ENTITLED "TRACT 4113, OAKLAND, ALAMEDA COUNTY, CALIFORNIA, FOR CONDOMINIUM PURPOSES (CONVERSION)", FILED JUNE 27, 1979, IN BOOK 110 OF MAPS AT PAGES 92, 93 AND 94, IN THE OFFICE OF THE RECORDER OF ALAMEDA COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCHMARK:

CITY BENCHMARK DESIGNATION 3081: FOUND CUT SQUARE AT THE NORTH RETURN AT NORTHWEST CORNER OF 51st STREET AND BROADWAY. ELEVATION = 142.971 FEET (FIELD BOOK 51, PAGE 1, ORDER iii).

UTILITY NOTE:

THE UTILITY LINES AND STRUCTURES SHOWN ON THIS SURVEY ARE DERIVED FROM RECORD DATA AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS SURVEY SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

NOTES:

1. BOUNDARY AND EASEMENT INFORMATION ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY DATED AS OF MARCH 27, 2009, ORDER NUMBER 08-59018762-B-MH, AMENDED.
2. BOUNDARY AND EASEMENT INFORMATION FOR RESTAURANT SITE ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY PLACER TITLE COMPANY DATED MAY 22, 2009, ORDER NUMBER 804-17086, UPDATE VERSION 2.
3. TOPOGRAPHY SURVEY HEREON WAS COMPLIED USING PHOTOGRAMMETRIC TECHNIQUES FROM AERIAL PHOTOGRAPHY PROVIDED TO BKF, AND SUPPLEMENTED BY A FIELD SURVEY PERFORMED MAY 13, 18, AND 19, 2009.
4. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
5. CONTOUR INTERVAL IS 1 FOOT.
6. THE EFFECT OF THAT DOCUMENT ENTITLED "MUTUAL GRANTS OF EASEMENT" BY AND BETWEEN SAFEWAY, INC. AND CLAREMONT COUNTRY CLUB THAT GRANTS EASEMENTS FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS, PARKING, AND LANDSCAPING, THE EXACT LOCATIONS OF WHICH ARE NOT DEFINED OF RECORD.
6. THE EFFECT OF AN UNRECORDED LEASE DATED AUGSUT 4, 1961, BY AND ALVIN B. CHAN, INC. AND SAFEWAY STORES, INCORPORATED AS DISCLOSED BY THAT CERTAIN ASSIGNMENT OF LESSOR'S INTEREST IN LEASE BY AND BETWEEN WELLS FARGO BANK AND ALVIN B. CHAN, INC., RECORDED JUNE 26, 1986, AS DOCUMENT NUMBER 86-152240, ALAMEDA COUNTY RECORDS.

SURVEYOR'S STATEMENT:

THIS SURVEY WAS PREPARED UNDER MY SUPERVISION.

FOR BKF ENGINEERS.

BARRY T. WILLIAMS, P.L.S. 6711
LICENSE EXPIRES: 06/30/10

DATED: 6/3/09

LICENSED LAND SURVEYOR
BARRY T. WILLIAMS
EXP. 06/30/2010
No. 6711
STATE OF CALIFORNIA

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UTILITY CONSULTANT - UCD, INC., SAN FRANCISCO, CA
WATERPROOFING CONSULTANT - ALLIANA BUICK & BORS, INC., PALO ALTO, CA

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PROJECT NO: 150-101 PDC
DATE: August 30, 2013

TOPOGRAPHIC SURVEY

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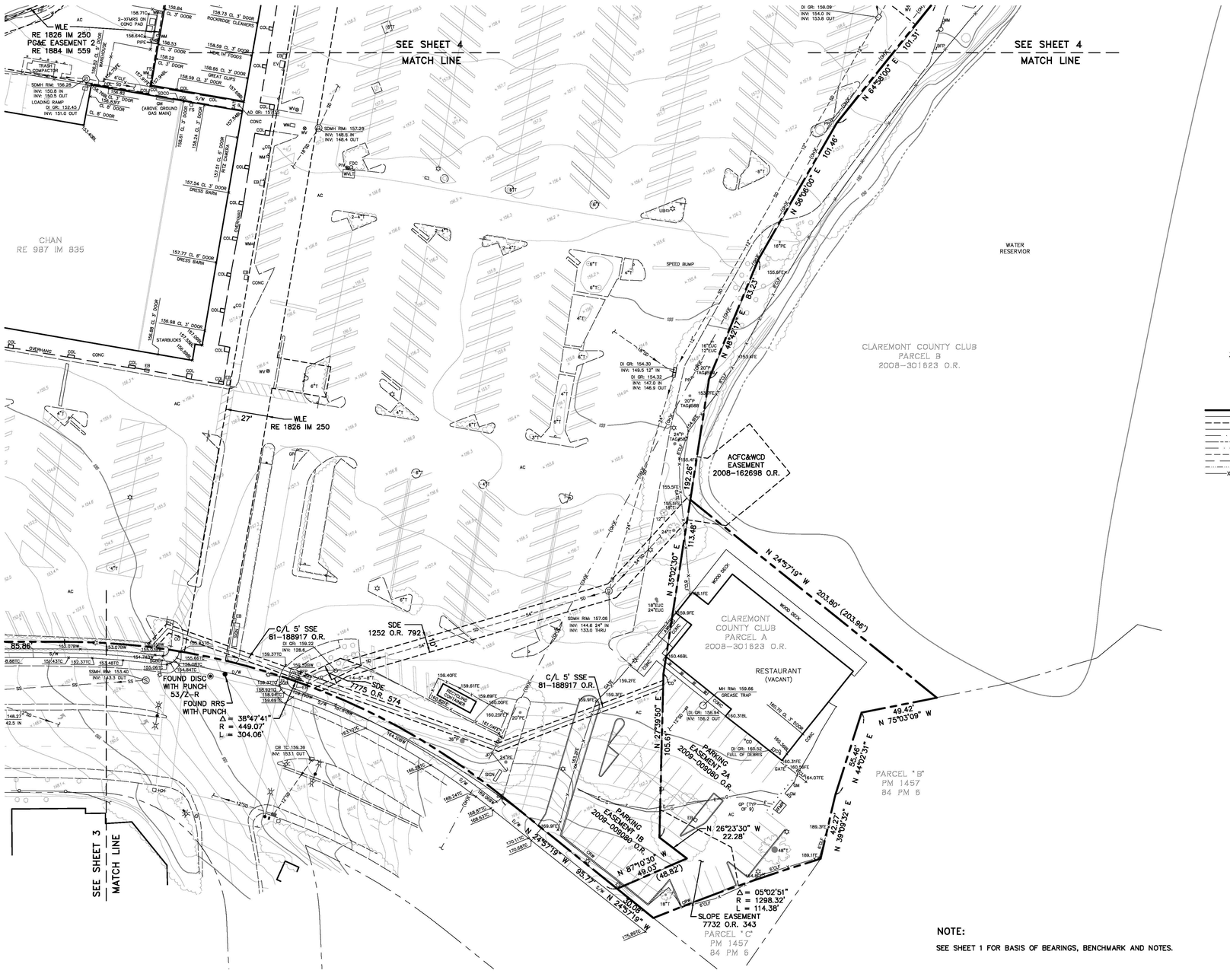

CURVE TABLE

No.	BEARING	RADIUS	LENGTH
C1	05°06'46"	723.09'	64.52'
C2	46°40'15"	37.00'	30.14'
C3	15°00'01"	128.34'	33.60'
C4	20°59'59"	52.67'	19.30'
C5	45°00'11"	79.33'	62.31'
C6	36°52'01"	25.00'	16.09'
C7	04°18'36"	1500.00'	112.84'

LEGEND:

	SUBJECT BOUNDARY LINE
	MONUMENT LINE
	EASEMENT LINE
	CENTER LINE
E	ELECTRIC LINE
G	GAS LINE
(OH)E	OVERHEAD ELECTRIC LINE
SD	STORM DRAIN LINE
SS	SANITARY SEWER LINE
W	WATER LINE
X X X	FENCE LINE
	FOUND STANDARD CITY MONUMENT
	FOUND MONUMENT AS NOTED
	ELECTRIC MANHOLE
	ELECTROLIER
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	SIGN
	STORM DRAIN MANHOLE
	TELEPHONE MANHOLE
	TRAFFIC SIGNAL
	VALVE
AC	ASPHALT CONCRETE
ACFC&WCD	ACFC&WCD
	XXX
AD	AREA DRAIN
BFP	BACKFLOW PREVENTOR
BL	BUILDING
BM	BACK OF SIDEWALK
CATV	CABLE TELEVISION BOX
CB	CATCH BASIN
CL OR C/L	CENTER LINE
CLF	CHAINLINK FENCE
CO	CLEANOUT
COL	COLUMN
CONC OR C	CONCRETE
CRW	CONCRETE RETAINING WALL
DI	DROP INLET
D/W	DRIVEWAY
EB	ELECTRIC BOX
ELEC	ELECTRIC
20"EUC	EUCALYPTUS TREE WITH DIAMETER
EV	ELECTRIC VAULT
FDC	FIRE DEPARTMENT CONNECTION
FE	FENCE
FF	FINISH FLOOR
FS	FIRE SERVICE
GM	GAS METER
GP	GUARD POST
GR;	GRATE ELEVATION
GV	GAS VALVE
GVLT	GAS VAULT
HCR	HANDICAP RAMP
IM	IMAGE
INV;	INVERT ELEVATION
MH	MANHOLE
M-M	MONUMENT TO MONUMENT
MON	MONUMENT
O.R.	OFFICIAL RECORDS
20"P	PINE TREE WITH DIAMETER
20"PE	PEPPER TREE WITH DIAMETER
PG&E	PACIFIC GAS AND ELECTRIC
PIV	POST INDICATOR VALVE
PM	PARCEL MAP
PP	POWER POLE
(R)	RADIAL BEARING
RE	REEL
RIM;	RIM ELEVATION
RRS	RAILROAD SPIKE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SGB	TRAFFIC SIGNAL BOX
SS	SANITARY SEWER
SSE	SANITARY SEWER EASEMENT
S/W	SIDEWALK
T	TELEPHONE VAULT
20"T	TREE WITH DIAMETER
TC	TOP OF ROLLED CURB
TYP	TYPICAL
UB	UTILITY BOX
WLE	WATER LINE EASEMENT
WM	WATER METER
WV	WATER VALVE
WVLT	WATER VAULT
XFMR	TRANSFORMER
( )	DENOTES RECORD INFORMATION

NOTE:

SEE SHEET 1 FOR BASIS OF BEARINGS, BENCHMARK AND NOTES.

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Property Development Centers
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Phone: 925 738 1202
Fax: 925 467 2861

SCHEMATIC DESIGN SET

51st & BROADWAY

STORE NO. 3132
OAKLAND, CA

No	Date	Revision

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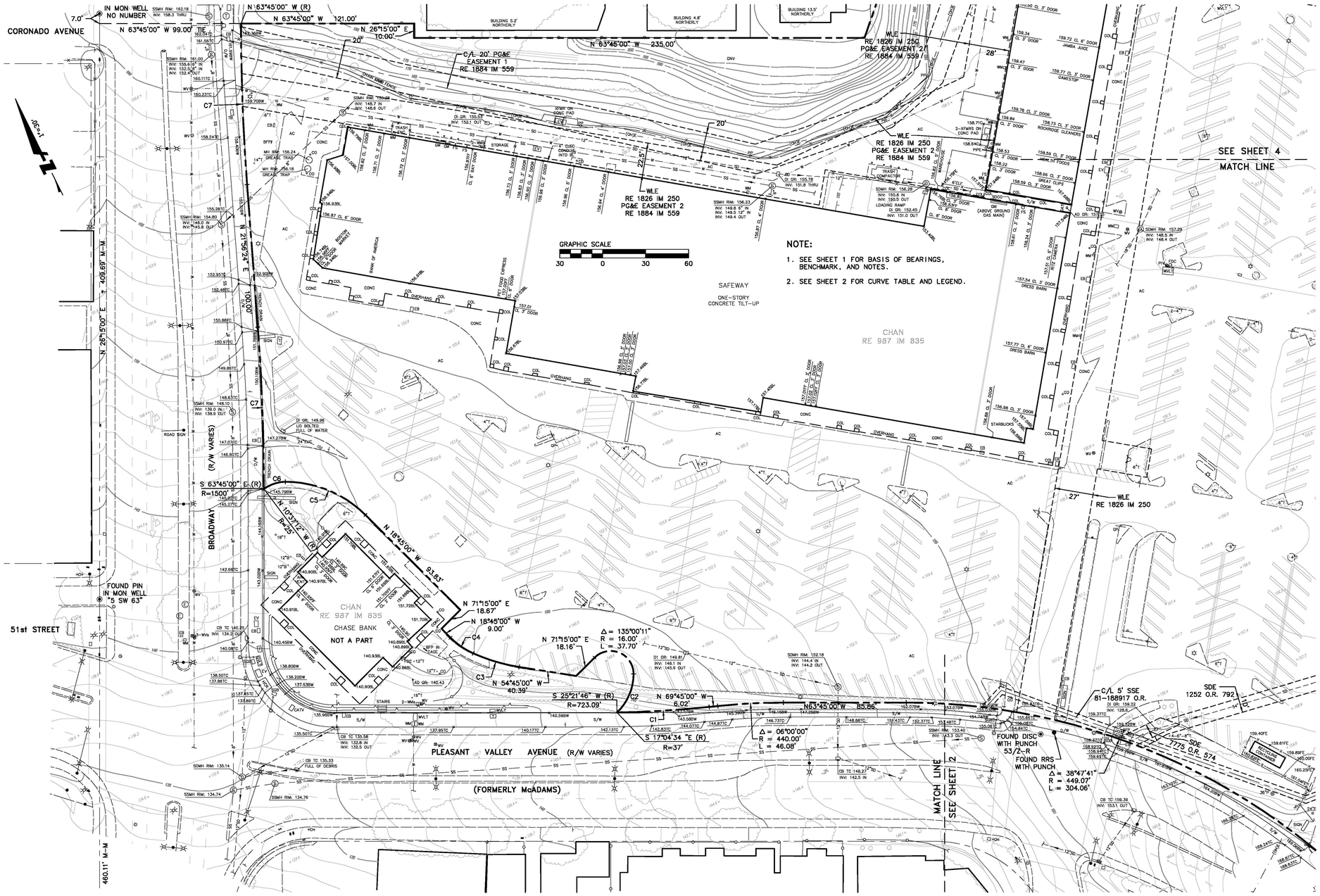

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PROJECT NO: 130-101 PDC
DATE: August 30, 2013

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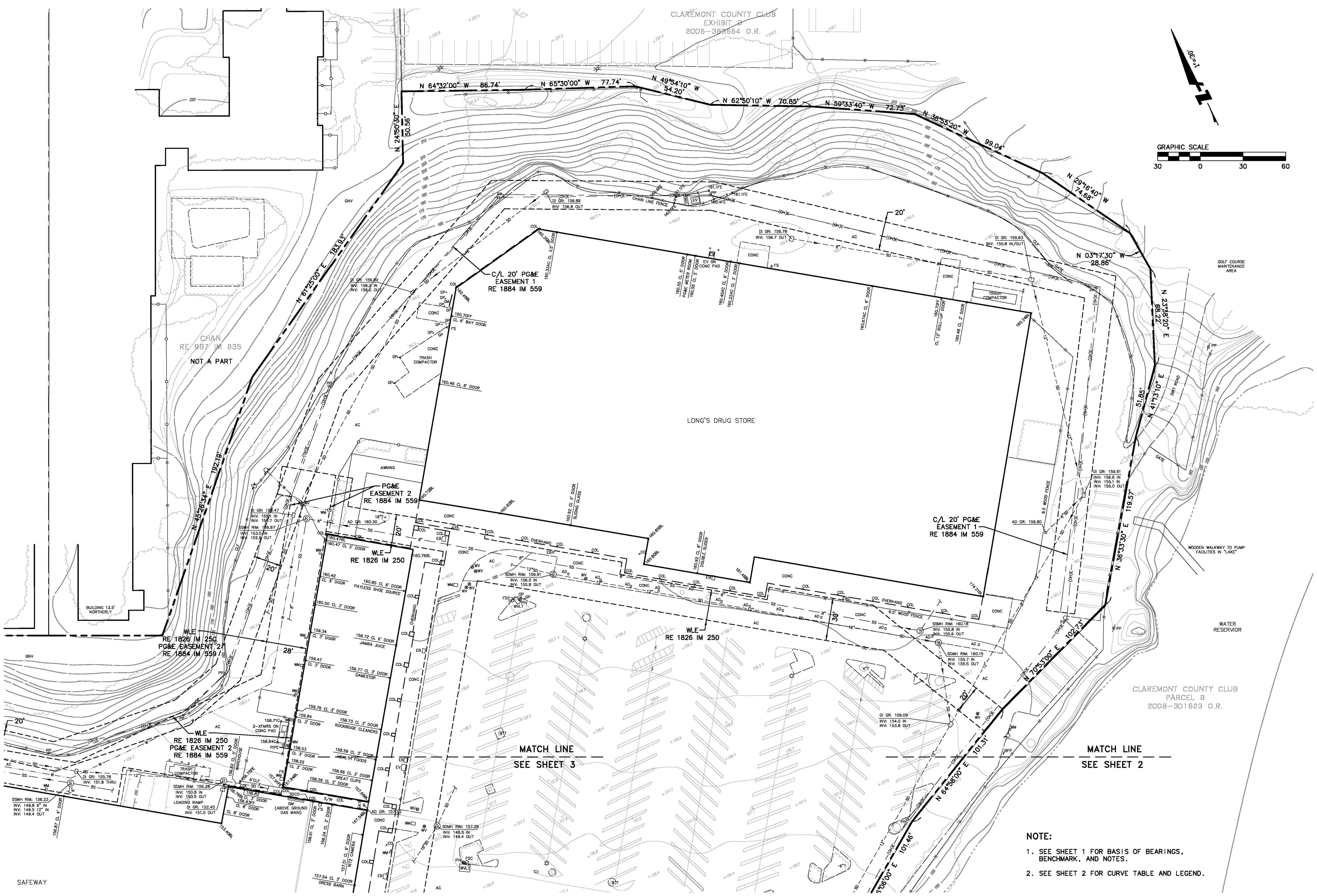

NOTE:

1. SEE SHEET 1 FOR BASIS OF BEARINGS, BENCHMARK, AND NOTES.
2. SEE SHEET 2 FOR CURVE TABLE AND LEGEND.

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DATE: August 30, 2013

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ATTACHMENT B

EIR Errata Corrections/Clarifications

SAFEWAY REDEVELOPMENT PROJECT
(BROADWAY AND PLEASANT VALLEY AVENUE)
CASE FILE NO. CMDV09-135; CP09-090; ER09-007

EIR ERRATA CORRECTIONS/CLARIFICATIONS

Below are technical corrections/clarifications to the language contained in the Project EIR. These corrections/clarifications do not alter the analysis or conclusions contained within the EIR. New text is underlined and deleted text is ~~struck-out~~. Page numbers refer to the Final EIR document dated September 2013.

1. The following text on page 2-2 is amended as follows:

   Property Development Centers, Inc. (an affiliate of Safeway, Inc.), proposes to redevelop the existing Rockridge Shopping Center, including the demolition of all 185,500 square feet of existing buildings on the site. Removed buildings would be replaced with construction of a new Lifestyle Safeway store along with other retail, office and restaurant space, resulting in a total of approximately ~~322,500~~330,942 square feet of new commercial building space (~~293,200~~296,753 square feet of gross leasable floor area and an additional ~~29,300~~34,189 square feet of common space). This represents an increase of approximately ~~137,000~~145,442 square feet over existing development on the site. The applicant also proposes modifications to the adjacent streets and public rights-of-way to improve access and circulation for all travel modes and to provide new signalized left-turn access onto Broadway.

   [Note: The changes in floor area above are already discussed in the analysis in the Final EIR, starting on page 4-4. The edits above are merely to make the discussion on page 2-2 consistent with remainder of the analysis in the EIR.]

2. The following text in Table 2-1 is amended as follows:

   Mitigation Measure Bio-1a: Western Pond Turtle Surveys: A western pond turtle survey shall be conducted by a qualified biologist within two weeks prior to any disturbance or removal of upland vegetation around the quarry pond. If a turtle is found, it ~~should~~shall be relocated out of harm's way in coordination with CDFG.

   a) If any turtles are encountered within the construction zone during construction, all work shall halt until the qualified biologist has determined whether it is a western pond turtle or some other species. If it is not a western pond turtle, work may continue.

   b) If a western pond turtle is found, the CDFG shall be notified regarding the presence of the western pond turtle and all work shall stop until additional exclusion measures have been defined and authorization to proceed is obtained from the CDFG. No person shall handle or otherwise harass any individual western pond turtle encountered during construction, with the exception of handling by the qualified biologist. A plan shall be developed in consultation with the CDFG to relocate the western pond turtle individuals to the nearest protected

habitat outside the construction zone and to provide necessary on-site construction avoidance measures to prevent inadvertent take of this species.

Mitigation Measure Bio-1b: Contractor Awareness. Contractor education ~~should~~shall be conducted to make workers aware of measures being taken to protect resources on the site and to contribute to increased vigilance during their work. Before initiation of construction activities within close proximity to the quarry pond, all construction workers shall be trained by the qualified biologist regarding the potential presence of western pond turtle and the fact that this species is to be avoided, and if any turtles are seen, the job foreman must be notified and construction shall be halted until appropriate measures have been taken.

[Note: The changes to the mitigation measures above merely clarify that the measures are mandated and not optional. The mitigation measures remain as effective, if not more effective, as the original mitigation measures.]

ATTACHMENT C

CEQA Findings

SAFEWAY REDEVELOPMENT PROJECT
(BROADWAY AND PLEASANT VALLEY AVENUE)
CASE FILE NO. CMDV09-135; CP09-090; ER09-007

CEQA FINDINGS

I. INTRODUCTION

1. These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code section 21000 et seq.; ("CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.) by the Planning Commission of the City of Oakland ("City") in connection with certification of the Environmental Impact Report ("EIR") for the Safeway Redevelopment Project – Broadway at Pleasant Valley Avenue (the "Project"), SCH #2009062097, and approval of the Project.

2. These CEQA findings are attached and incorporated by reference into each and every staff report, resolution and ordinance associated with approval of the Project.

3. These findings are based on substantial evidence in the entire administrative record and references to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.

II. PROJECT DESCRIPTION

4. The Project site is located on approximately 15.4 acres at the northeast corner of the intersection of Pleasant Valley Avenue and Broadway and is presently occupied by various retail uses, including an existing Safeway store and 615 off-street parking spaces. The proposed development studied in the Draft EIR ("DEIR"), referred to herein as the "DEIR Project," included demolition of the existing commercial/retail buildings (totaling approximately 185,500 square feet) and construction of a new Safeway store along with other retail, office and restaurant space, resulting in a total of approximately 322,500 square feet of new commercial building space (293,200 square feet of gross leasable floor area and an additional 29,300 square feet of common space) and 967 off-street parking spaces.

5. Members of the public expressed concerns regarding the DEIR Project's architectural design, suggesting that the architectural character of the proposed buildings was too suburban in nature. In response to this public input, the Project sponsor proposed certain design changes as compared to the DEIR Project. The result was the "Revised Project," which is more fully described in Master Response #2: Architectural Design/Updated Project in the Final EIR ("FEIR"). In summary, the new architectural designs primarily address the exterior "skin" (i.e., materials, colors and articulation) of the proposed buildings, but do not materially alter the overall size of the Project and do not result in changes to the site plan, building massing or any other factors of the buildings that might result in new or more substantial environmental effects. The Revised Project is comprised of a total of approximately 330,942 square feet of new commercial building space (296,753 square feet of gross leasable floor area and an additional 34,189 square feet of common space). Although the modified design of the Revised Project resulted in a minor increase in gross leasable square footage (by approximately 3,500 square feet),

this increase does not result in any new or more severe environmental effects, as explained in detail in the FEIR at pages 4-4 through 4-14. These findings pertain to the Revised Project, and all references in these findings to the "Project" are references to the Revised Project unless the context clearly indicates otherwise.

III. ENVIRONMENTAL REVIEW OF THE PROJECT

6. Pursuant to CEQA and the CEQA Guidelines, a Notice of Preparation ("NOP") of a Draft Environmental Impact Report was published on June 25, 2009. The NOP was distributed to state and local agencies, posted at the Project site, and mailed to City property owners within 300 feet of the Project site. The public comment period on the NOP ended on July 27, 2009.

7. On July 15, 2009, the Planning Commission conducted a duly noticed public scoping hearing on the DEIR. It was determined that the DEIR would evaluate the following environmental topics: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards & Hazardous Materials; Hydrology/Water Quality; Land Use/Planning; Noise and Vibration; Transportation; Circulation and Parking; and Utilities and Public Services.

8. A DEIR was prepared for the Project to analyze its environmental impacts. On January 11, 2013, the Notice of Availability/Notice of Release of the DEIR was distributed by the City to appropriate state and local agencies, posted on the Project site, mailed to property owners within 300 feet of the Project site as well as to any persons who had previously submitted comments on the Project to the City and/or requested to be included in future mailings about the Project, and e-mailed to individuals who had requested specifically to be notified of official City actions on the Project. Copies of the DEIR were also distributed to appropriate state and local agencies, City officials including the Planning Commission, and made available for public review at the office of the Planning, Building & Neighborhood Preservation Department (250 Frank H. Ogawa Plaza, Suite 2114) and on the City's website.

9. The DEIR was properly circulated for a 45-day public review and comment period between January 11, 2013 and February 25, 2013. A duly noticed public hearing on the DEIR was held by the Planning Commission on February 20, 2013 to receive comments on the DEIR with regard to its adequacy and accuracy.

10. The City received and reviewed all written and oral comments on the DEIR. The City prepared responses to comments on environmental issues and made minor changes to the DEIR. The responses to comments, changes to the DEIR, and additional information were published in the FEIR on September 6, 2013. The DEIR, the FEIR and all appendices thereto constitute the "EIR" referenced in these findings. The FEIR was made available for public review on September 6, 2013, 19 days prior to the duly noticed Planning Commission hearing.

11. The Notice of Availability/Notice of Release of the FEIR was distributed by the City to those state and local agencies who commented on the DEIR, posted on the Project site,

mailed to City property owners within 300 feet of the Project site as well as to any persons who had previously submitted comments on the Project to the City and/or requested to be included in future mailings about the Project, and e-mailed to individuals who had requested specifically to be notified of official City actions on the Project. Copies of the FEIR were distributed to those state and local agencies who commented on the DEIR and to City officials (including members of the Planning Commission), and were made available for public review at the office of the Planning, Building & Neighborhood Preservation Department (250 Frank H. Ogawa Plaza, Suite 2114) and on the City's website. Pursuant to the CEQA Guidelines, responses to public agency comments have been published and made available to all commenting agencies at least 10 days prior to the hearing. The Planning Commission had an opportunity to review all comments and responses thereto prior to consideration of certification of the EIR and prior to taking any action on the proposed Project.

IV. THE ADMINISTRATIVE RECORD

12. The administrative record, upon which all findings and determinations related to the approval of the Project are based, includes the following:

a. The EIR and all documents referenced in or relied upon by the EIR.

b. All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the approvals, and the Project.

c. All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR or incorporated into reports presented to the Planning Commission.

d. All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.

e. All final applications, letters, testimony and presentations presented by the Project sponsor and its consultants to the City in connection with the Project.

f. All final information (including written evidence and testimony) presented at any City public hearing or City workshop related to the Project and the EIR.

g. For documentary and information purposes, all City-adopted land use plans and ordinances, including without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.

h. The Standard Conditions of Approval for the Project and Mitigation Monitoring and Reporting Program for the Project.

i. All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

13. The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Director of City Planning, Planning, Building & Neighborhood Preservation Department, or his/her designee. Such documents and other materials are located at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, California, 94612.

V. CERTIFICATION OF THE EIR

14. In accordance with CEQA, the Planning Commission certifies that: (1) the EIR has been completed in compliance with CEQA; (2) the EIR was presented to the Planning Commission and the Planning Commission reviewed and considered the information contained in the EIR prior to approving the Project; and (3) the EIR reflects the City's independent judgment and analysis.

15. The Planning Commission has independently reviewed the record and the EIR prior to certifying the EIR and approving the Project. By these findings, the Planning Commission confirms, ratifies, and adopts the findings and conclusions of the EIR as supplemented and modified by these findings. The EIR and these findings represent the independent judgment and analysis of the City and the Planning Commission.

16. The Planning Commission recognizes that the EIR may contain clerical errors. The Planning Commission reviewed the entirety of the EIR and bases its determination on the substance of the information it contains.

17. The Planning Commission certifies that the EIR is adequate to support all actions in connection with the approval of the Project and all other actions and recommendations as described in the September 25, 2013 staff report. The Planning Commission certifies that the EIR is adequate to support approval of the Project described in the EIR, each component and phase of the Project described in the EIR, any alternative to or variant of the Project described in the EIR, and any minor modifications to the Project or to alternatives to or variants of the Project described in the EIR.

VI. ABSENCE OF SIGNIFICANT NEW INFORMATION

18. The Planning Commission recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains minor additions, clarifications, and/or modifications to the DEIR. The Planning Commission has reviewed and considered the FEIR and all of this information. The FEIR does not add significant new information to the DEIR that would require recirculation of the EIR under CEQA. The new information added to the EIR does not indicate a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure or alternative considerably different from others previously analyzed that the Project sponsor declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful

opportunity to review and comment on the DEIR. Thus, recirculation of the EIR is not required.

19. The Planning Commission finds that the changes and modifications made to the EIR after the DEIR was circulated for public review and comment do not individually or collectively constitute significant new information within the meaning of Public Resources Code section 21092.1 or CEQA Guidelines section 15088.5.

VII. STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

20. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring or reporting program to ensure that the mitigation measures and revisions to the Project identified in the EIR to reduce significant Project impacts are implemented. The Standard Conditions of Approval and Mitigation Monitoring and Reporting Program ("SCAMMRP") is attached and incorporated by reference into the September 25, 2013 staff report prepared for the approval of the Project, is included in the conditions of approval for the Project, and is adopted by the Planning Commission. The SCAMMRP satisfies the requirements of CEQA.

21. The standard conditions of approval ("SCA") and mitigation measures set forth in the SCAMMRP are specific and enforceable and are capable of being fully implemented by the efforts of the City, the applicant, and/or other identified responsible public agencies. As appropriate, some SCA and mitigation measures define performance standards to ensure that no significant environmental impacts will result. The SCAMMRP adequately describes implementation procedures and monitoring responsibility in order to ensure that the Project complies with the adopted SCA and mitigation measures.

22. The Planning Commission will adopt and impose the feasible SCA and mitigation measures as set forth in the SCAMMRP as enforceable conditions of approval. Implementation of these measures will avoid or substantially lessen all significant impacts of the Project where feasible.

23. The SCA and mitigation measures incorporated into and imposed upon the Project approval will not have new significant environmental impacts that were not analyzed in the EIR. In the event a standard condition of approval or mitigation measure recommended in the EIR has been inadvertently omitted from the conditions of approval or the SCAMMRP, that standard condition of approval or mitigation measure is adopted and incorporated from the EIR into the SCAMMRP by reference and adopted as a condition of approval.

VIII. FINDINGS REGARDING ENVIRONMENTAL IMPACTS

24. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the Planning Commission adopts the findings and conclusions regarding impacts, SCA and mitigation measures that are set forth in the EIR and/or the SCAMMRP. These findings do not repeat the full discussions of environmental impacts, mitigation measures, standard conditions of approval, and related explanations contained

in the EIR. The Planning Commission ratifies, adopts, and incorporates, as though fully set forth, the analysis, explanation, findings, responses to comments and conclusions of the EIR. The Planning Commission adopts the reasoning of the EIR, staff reports, and presentations provided by the staff and the Project sponsor as may be modified by these findings.

25. The Planning Commission recognizes that the environmental analysis of the Project raises controversial environmental issues, and that a range of technical and scientific opinion exists with respect to those issues. The Planning Commission acknowledges that there are differing and potentially conflicting expert and other opinions regarding the Project and its environmental impacts. The Planning Commission has, through review of the evidence and analysis presented in the record, acquired a better understanding of the breadth of this technical and scientific opinion and of the full scope of the environmental issues presented. In turn, this understanding has enabled the Planning Commission to make fully informed, thoroughly considered decisions after taking account of the various viewpoints on these important issues and reviewing the record. These findings are based on a full appraisal of all viewpoints expressed in the EIR and in the record, as well as other relevant information in the record of the proceedings for the Project.

IX. POTENTIALLY SIGNIFICANT BUT MITIGABLE ENVIRONMENTAL IMPACTS

26. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the EIR and the SCAMMRP, the Planning Commission finds that changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid potentially significant effects on the environment. While some of the SCA ensure that the Project will result in no significant impacts, none of the SCA are mitigation measures. Thus, the SCA are not addressed in the findings below, but are included in the SCAMMRP to ensure that they will be implemented. The following potentially significant impacts will be reduced to a less than significant level through the implementation of Project mitigation measures.

27. Biological Resources: The Project would result in a potentially significant but mitigable impact on the western pond turtle, a special status species, as set forth in Impact Bio-1. Although the quarry pond adjacent to the Project site provides only marginally suitable aquatic habitat for the western pond turtle and the likelihood that any western pond turtle would be discovered in the pond is low, the Project proponent will nonetheless implement the following mitigation measure to reduce the potential impact to the western pond turtle to a less than significant level:

a) Mitigation Measure Bio-1a: Western Pond Turtle Surveys

A western pond turtle survey shall be conducted by a qualified biologist within two weeks prior to any disturbance or removal of upland vegetation around the quarry pond. If a turtle is found, it shall be relocated out of harm's way in coordination with the California Department of Fish & Game ("CDFG").

i. If any turtles are encountered within the construction zone during construction, all work shall halt until the qualified biologist has determined whether it is a western pond turtle or some other species. If it is not a western pond turtle, work may continue.

ii. If a western pond turtle is found, the CDFG shall be notified regarding the presence of the western pond turtle and all work shall stop until additional exclusion measures have been defined and authorization to proceed is obtained from the CDFG. No person shall handle or otherwise harass any individual western pond turtle encountered during construction, with the exception of handling by the qualified biologist. A plan shall be developed in consultation with the CDFG to relocate the western pond turtle individuals to the nearest protected habitat outside the construction zone and to provide necessary on-site construction avoidance.

b) Mitigation Measure Bio-1b: Contractor Awareness

Contractor education shall be conducted to make workers aware of measures being taken to protect resources on the site and to contribute to increased vigilance during their work. Before initiation of construction activities within close proximity to the quarry pond, all construction workers shall be trained by the qualified biologist regarding the potential presence of western pond turtle and the fact that this species is to be avoided, and if any turtles are seen, the job foreman must be notified and construction shall be halted until appropriate measures have been taken.

Implementation of Mitigation Measures Bio-1a and -1b above would reduce potential impacts to western pond turtles to a level of less than significant.

28. Transportation, Circulation and Parking: The Project would result in significant but mitigable traffic impacts at several intersections under Existing Conditions, 2015 Conditions and 2035 Conditions. The Revised Project would result in approximately two percent (2%) more trips than the DEIR Project analyzed in the DEIR. In comparison to the intersection analysis presented in the DEIR, all study intersections would operate at slightly worse conditions due to the minimal increase in trips generated by the revised Project. However, the Revised Project would continue to result in the same significant but mitigable traffic impacts identified in the EIR. The following summary of these impacts and corresponding mitigation measures is organized in numeric order by relevant impact statement with the intersection noted for easier comprehension by the reviewer.

a) Impact Trans-1 (Shattuck Avenue/52nd Street)

Under Existing Conditions, the Project would degrade existing operations at this signalized intersection from Level of Service ("LOS") D to LOS E during the Saturday PM peak hour.

Mitigation Measure Trans-1 requires the Project applicant to (i) optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and (ii) coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the Project applicant shall prepare plans, specifications and estimates to modify the intersection and submit them to the City for review and approval. The Project applicant shall fund, prepare and install the approved plans and improvements.

After implementation of this measure, the intersection would improve to LOS D during the Saturday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

b) Impact Trans-2 (Telegraph Avenue/51st Street)

This signalized intersection currently operates at LOS E during the weekday PM peak hour, even without increased traffic from the Project. Under Existing Plus Project conditions, the Project would add traffic that would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour.

Mitigation Measure Trans-2 requires the Project applicant to (i) optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and (ii) coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the Project applicant shall prepare plans, specifications and estimates to modify the intersection and submit them to the City for review and approval. The Project applicant shall fund, prepare and install the approved plans and improvements.

After implementation of this measure, the intersection would improve to LOS D during the weekday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure. This mitigation measure is consistent with the mitigation measure required by the MacArthur Transit Village Project EIR.

c) Impact Trans- 4 (Piedmont Avenue/Pleasant Valley Avenue)

This signalized intersection currently operates at LOS E during the weekday PM peak hour, even without increased traffic from the Project. Under Existing Plus Project conditions, the Project would add traffic that would increase average delay at this intersection by more than four seconds during the weekday PM peak hour.

Mitigation Measure Trans-4 requires the Project applicant to (i) convert signal control equipment from pre-timed to actuated-coordinated operations, (ii) optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and (iii) coordinate the signal timing changes at this intersection with the

adjacent intersections that are in the same signal coordination group. To implement this measure, the Project applicant shall prepare plans, specifications and estimates to modify the intersection and submit them to the City for review and approval. The Project applicant shall fund, prepare and install the approved plans and improvements.

After implementation of this measure, the intersection would improve to LOS B during the weekday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

d) Impact Trans- 6 (Shattuck Avenue/52nd Street)

Under 2015 Conditions, this intersection is projected to operate at LOS E during the Saturday PM peak hour, even without increased traffic from the Project. However, the Project would add traffic that would increase delay for the critical southbound through movement by more than six seconds during the Saturday PM peak hour.

Mitigation Measure Trans-6 requires the Project applicant to implement Mitigation Measure Trans-1 (described above).

After implementation of this measure, the intersection would improve to LOS D during the Saturday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

e) Impact Trans-7 (Telegraph Avenue/51st Street)

Under 2015 Conditions, this intersection is projected to operate at LOS E during the weekday PM peak hour, even without increased traffic from the Project. However, the Project would add traffic that would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour.

Mitigation Measure Trans-7 requires the Project applicant to implement Mitigation Measure Trans-2 (described above).

After implementation of this measure, the intersection would improve to LOS D during the weekday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

f) Impact Trans-9 (Piedmont Avenue/Pleasant Valley Avenue)

Under 2015 Conditions, the Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour. Under 2015 Conditions, the Project would also degrade intersection operations from LOS D to LOS E during the Saturday midday and PM peak hours.

Mitigation Measure Trans-9 requires the Project applicant to implement Mitigation Measure Trans-4 (described above).

After implementation of this measure, the intersection would improve to LOS C during the weekday PM peak hour, Saturday midday peak hour and Saturday PM peak hours and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

g) Impact Trans-11 (Shattuck Avenue/52nd Street)

Under 2035 Conditions, this intersection would operate at LOS F during the Saturday PM peak hour, even without increased traffic from the Project. However, the Project would increase intersection volume-to-capacity ("v/c") ratio by 0.01 or more during the Saturday PM peak hour.

Mitigation Measure Trans-11 requires the Project applicant to implement Mitigation Measure Trans-1 (described above).

After implementation of this measure, the intersection would improve to LOS D during the Saturday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

h) Impact Trans-12 (Telegraph Avenue/51st Street)

Under 2035 Conditions, this intersection would operate at LOS E during weekday PM and Saturday midday peak hours, even without increased traffic from the Project. However, the Project would increase delay for the critical southbound left-turn movement by more than six second during the weekday PM peak hour. The Project would also increase delay for critical westbound and southbound movements by more than six seconds during the Saturday midday peak hour. Finally, the Project would also degrade intersection operations from LOS D to LOS E during the Saturday PM peak hour.

Mitigation Measure Trans-12 requires the Project applicant to implement Mitigation Measure Trans-2 (described above).

After implementation of this measure, the intersection would improve to LOS D during the weekday PM and Saturday midday peak hours and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure.

i) Impact Trans-15 (Hudson Street/Manila Avenue/College Avenue)

Under 2035 Conditions, the Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour.

Mitigation Measure Trans-15 requires the Project applicant to (i) optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and (ii) coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the Project applicant shall prepare plans, specifications and estimates to modify the intersection and submit them to the City for review and approval. The Project applicant shall fund, prepare and install the approved plans and improvements.

After implementation of this measure, the intersection would improve to LOS D during the weekday PM peak hour and the impact would be reduced to less than significant. No secondary significant impacts would result from implementation of this measure. This mitigation measure is consistent with the mitigation measure identified by the College Avenue Safeway Project Draft EIR (July 2011).

X. SIGNIFICANT AND UNAVOIDABLE IMPACTS

29. Under Public Resources Code sections 21081(a)(3) and 21081(b), and CEQA Guidelines sections 15091, 15092, and 15093, and to the extent reflected in the EIR and the SCAMMRP, the Planning Commission finds that the following impacts of the Project remain significant and unavoidable, notwithstanding the imposition of all feasible SCA and mitigation measures, as set forth below. In particular, the Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR. No other feasible mitigation measures are available that would avoid or substantially lessen the following significant and unavoidable impacts.

30. Transportation, Circulation and Parking: The proposed Project would result in significant and unavoidable traffic impacts at certain intersections under Existing Conditions, 2015 Conditions and 2035 Conditions. The Revised Project would result in approximately two percent (2%) more trips than the DEIR Project analyzed in the DEIR. In comparison to the intersection analysis presented in the DEIR, all study intersections would operate at slightly worse conditions due to the minimal increase in trips generated by the revised Project. However, the Revised Project would continue to result in the same significant and unavoidable traffic impacts identified in the DEIR. The following summary of these impacts is organized in numeric order by relevant impact statement with the intersection noted for easier comprehension by the reviewer.

a) Impact Trans-3 (Howe Street/Pleasant Valley Avenue)

Under Existing Conditions, the proposed Project would add 10 more trips to this intersection during the weekday PM and Saturday midday peak hours. The intersection would meet the peak hour signal warrant during both time periods.

Impact Trans-3 could be mitigated through implementation of one of the following measures: (i) signalize the intersection, providing actuated operation with permitted

left turns and coordinate the signal timings with the adjacent intersections that would be in the same signal coordination group; (ii) prohibit on-street parking for 80 feet along northbound Howe Street just south of Pleasant Valley Avenue to allow right-turning vehicles to bypass queued left-turning vehicles; or (iii) prohibit left-turn movement from Howe Street to westbound Pleasant Valley Avenue during the peak commute periods.

Implementing any of these three measures would improve traffic operations at this intersection and mitigate the significant impact. However, each of these measures is considered infeasible for the following reasons: (i) signalizing the intersection would allow easier automobile access between Howe Street and Pleasant Valley Avenue, thus enabling cut-through traffic to use Howe Street, a local street, as an alternative to the congested Broadway and Piedmont Avenue corridors and would also cause queues on eastbound Pleasant Valley Avenue at Piedmont Avenue to spill back and block this intersection under 2035 Plus Project Conditions; (ii) parking on this segment of Howe Street is at or near capacity on weekday evenings and removal of on-street parking would result in secondary significant impacts that could not be mitigated; and (iii) prohibiting left turn movements onto westbound Pleasant Valley Avenue would divert traffic onto other streets such as Piedmont Avenue or Montgomery Street, thereby increasing the delay and the magnitude of the traffic impact identified at the Piedmont Avenue/Pleasant Valley Avenue intersection under 2035 Plus Project Conditions, a significant and unavoidable impact. Because of the environmental, social and/or technological factors described above, these measures are considered infeasible and the impact at this intersection is considered significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

b) Impact Trans-5 (Broadway/51st Street/Pleasant Valley Avenue)

Under 2015 Conditions, the intersection would operate at LOS E regardless of the proposed Project during the Saturday midday peak hour. However, the Project would add traffic that would increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour. The proposed Project would also degrade operations at this intersection from LOS D to LOS E during the weekday PM peak hour.

Impact Trans-5 could be mitigated through implementation of the following measures: (i) install a left-turn lane on the westbound Pleasant Valley Avenue Approach and (ii) install a left-turn lane on the eastbound 51st Street approach.

After implementation of this measure, the intersection would improve to LOS D during both the weekday PM and Saturday midday peak hours, mitigating the significant impact. However, this mitigation measure would require widening both 51st Street and Pleasant Valley Avenue. This would introduce an additional vehicle lane and increase pedestrian crossing distance over both 51st Street and Pleasant Valley Avenue. The intersection signal cycle would also need to be increased to

accommodate the increased pedestrian crossing distance. These modifications would conflict with City policies regarding pedestrian safety and comfort, including the Public Transit and Alternative Modes Policy which supports alternative transportation modes to automobile travel, and the City's Pedestrian Master Plan Policy 1.1 which promotes using design elements, such as median refuges, to improve pedestrian safety at intersections. Additional automobile lanes would also degrade pedestrian safety by increasing pedestrian exposure to automobiles. As a result of the environmental, social and/or technological factors described above, this mitigation measure is considered infeasible and the impact would remain significant and unavoidable.

No other feasible mitigation measures are available that would mitigate the Project impacts at the Broadway/51st Street/Pleasant Valley Avenue intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through travel along northbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, on-street parking, or medians and are considered to be infeasible for the environmental, social and/or technological factors. Thus, the mitigation measure is considered infeasible and the impact would remain significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

c) Impact TRANS-8 (Howe Street/Pleasant Valley Avenue)

Under 2015 Conditions, the proposed Project would add 10 more vehicle trips to this intersection during the weekday PM and Saturday midday peak hours. The intersection would meet the peak hour signal warrant during both time periods.

Mitigation Measure Trans-8 requires the Project applicant to implement Mitigation Measure Trans-3 (described above).

Implementation of any of the three measures described in Mitigation Measure Trans-3 would improve traffic operations at this intersection and mitigate the significant impact. However, because each of these three measures is infeasible for the environmental, social and/or technological reasons outlined above, the impact would remain significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

d) Impact Trans-10 (Broadway/51st Street/Pleasant Valley Avenue)

Under 2035 Conditions, this intersection would operate at LOS F during the weekday PM and Saturday midday peak hours regardless of the Project. However, under 2035 Conditions, the proposed Project would increase the v/c ratio for the intersection by 0.01 or more during the weekday PM peak hour. The Project would also increase the critical movement v/c ratio for the eastbound left, eastbound through, westbound left, northbound through, and the southbound left movements by 0.02 or more during the

weekday PM peak hour. The Project would also increase the v/c ratio for the intersection by 0.01 or more during the Saturday midday peak hour, and increase the critical movement v/c ratio for the eastbound left, eastbound through and northbound through movements by 0.02 or more during the Saturday midday peak hour.

Mitigation Measure Trans-10 requires the Project applicant to implement Mitigation Measure Trans-5 (described above).

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM and Saturday midday peak hours. Although the mitigation measure would reduce the v/c ratio for the intersection and the critical movements, it is not adequate to reduce the impact to a less than significant level. After the implementation of this mitigation measure, the proposed Project would continue to increase the intersection v/c ratio by 0.01 or more, and the critical movement v/c ratios by 0.02 or more. Therefore, even with the implementation of this mitigation measure, the impact would remain significant and unavoidable.

In addition, this mitigation measure would require widening both 51st Street and Pleasant Valley Avenue. This would introduce an additional vehicle lane, and increase the pedestrian distance crossing both 51st Street and Pleasant Valley Avenue. The intersection signal cycle length would also need to be increased to accommodate the increased pedestrian crossing distances. These modifications would conflict with City policies regarding pedestrian safety and comfort. As a result of the environmental, social and/or technological factors described above, the mitigation is considered infeasible.

No other feasible mitigation measures are available that would mitigate the Project's impact at the Broadway/51st Street/Pleasant Valley Avenue intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through travel along northbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, on-street parking, or medians and are further considered to be infeasible because it would adversely affect other travel modes and conflict with City's policies including the Public Transit and Alternative Modes Policy (i.e., "Transit-First Policy") which supports alternative transportation modes to automobile travel, the City's Bicycle Master Plan which identifies Broadway as a planned Class 2 bicycle lane facility, and the City's Pedestrian Master Plan Policy 1.1 which promotes using design elements, such as median refuges, to improve pedestrian safety at intersections. Thus, the mitigation measure is considered infeasible for environmental, social and/or technological factors and the impact would remain significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

e) <u>Impact Trans-13 (Howe Street/Pleasant Valley Avenue)</u>

Under 2035 Conditions, the proposed Project would add 10 more vehicle trips to this intersection during the weekday PM, Saturday midday and Saturday PM peak hours. The intersection would meet the peak hour signal warrant during the three time periods.

Mitigation Measure Trans-13 requires the Project applicant to implement Mitigation Measure Trans-3 (described above).

Implementing any of these three measures would improve traffic operations at this intersection and mitigate the significant impact. However, all three measures are considered infeasible for the environmental, social and/or technological reasons outlined above. Therefore, this impact is considered significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

f) Impact Trans-14 (Piedmont Avenue/Pleasant Valley Avenue)

Under 2035 Conditions, the Piedmont Avenue/Pleasant Valley Avenue intersection would operate at LOS F regardless of the Project. However, the proposed Project would increase v/c ratio for the intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound, westbound, and northbound movements by 0.02 or more during the weekday PM, Saturday midday, and Saturday PM peak hours.

Mitigation Measure Trans-14 requires the Project applicant to implement Mitigation Measure Trans-4 (described above) and modify signal control equipment to provide lagging protected phasing in the northbound direction.

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour, and improve to LOS E during the Saturday PM peak hour. Although the mitigation measure would reduce the v/c ratio for the intersection and the critical movement v/c ratio for the eastbound movement to less than significant under 2035 conditions, the critical westbound and northbound movements would continue to experience an increase in v/c ratio of 0.02 or more. Therefore the impact would remain significant and unavoidable.

The impact can be reduced to a less than significant level by installing a left-turn lane on the northbound Piedmont Avenue approach. Implementation of this measure would improve intersection operations to LOS D during the weekday PM peak hour and LOS C during the Saturday PM peak hour. However, this improvement would result in elimination of planned bicycle lanes on Piedmont Avenue and loss of on-street parking. As a result of the environmental, social and/or technological factors described above, this improvement is considered infeasible. No other feasible mitigation measures are available within the existing automobile right-of-way and the impact at this intersection is considered significant and unavoidable. For the reasons set forth in the Statement of Overriding Considerations, Project benefits outweigh this unavoidable significant environmental impact.

XI. FINDINGS REGARDING ALTERNATIVES

31. The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives to the Project as described in the EIR despite remaining impacts, as more fully set forth in the Statement of Overriding Considerations below.

32. Pursuant to CEQA Guidelines section 15126.6, an EIR must describe a range of reasonable alternatives to a project, or to the location of a project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Among the factors that may result in rejection of alternatives from detailed consideration in an environmental impact report or as part of the project approval process are: (1) failure to meet most of the basic project objectives, (2) infeasibility, or (3) inability to avoid significant environmental impacts. CEQA Guidelines section 15162.6(c). Feasible is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." CEQA Guidelines section 15364.

33. The EIR evaluated a reasonable range of alternatives to the Project as set forth in the DEIR. The City, as lead agency, specified four Project alternatives plus the required No Project Alternative for evaluation in the EIR. This range of alternatives was based on applicable planning and zoning regulations, comments from the public on the NOP and the need to consider feasible alternatives with the potential to avoid or lessen significant Project impacts. Based on these considerations, the following alternatives to the proposed Project were evaluated in the EIR: Alternative 1: No Project Alternative; Alternative 2: Safeway Relocation; Alternative 3: Reduced Project; Alternative 4: Project Concept with Commercial Emphasis; and Alternative 5: Project Concept with Residential Emphasis. As presented in the EIR, the alternatives were described and compared with each other and with the proposed Project. CEQA Guidelines section 15126.6 requires that an EIR identify the environmentally superior alternative. Based on its avoidance of the Project's significant traffic impacts, the No Project Alternative would be considered to be the environmentally superior alternative. Pursuant to CEQA Guidelines section 15126.6(e)(2), if the environmentally superior alternative is the no project alternative, the EIR must also identify an environmentally superior alternative among the other alternatives. In accordance with this provision, the EIR selects Alternative 5 as the next environmentally superior alternative. Alternative 5 would generate fewer vehicle trips as compared to the Project and other alternatives (excluding the No Project Alternative). However, Alternative 5 would not achieve many of the basic Project objectives as required by CEQA Guidelines section 15126.6. Moreover, Alternative 5 would, like the Project, have significant and unavoidable traffic impacts at the Howe Street/Pleasant Valley Avenue intersection under Existing Conditions, 2015 Conditions and 2035 Conditions. Alternative 5 would also have a significant and unavoidable impact on the intersection of Broadway/51st Street/Pleasant Valley Avenue under 2035 Conditions.

34. The Planning Commission certifies that it has independently reviewed and considered the information on alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment as to alternatives. The Planning Commission finds that the Project provides the best balance between the Project sponsor's objectives, the City's goals and objectives, and the Project's benefits as described in the Staff Report and in the Statement of Overriding Considerations below. While the Project does result in some significant and unavoidable environmental impacts, the mitigation measures and SCAs contained in the SCAMMRP mitigate these impacts to the extent feasible. The alternatives proposed and evaluated in the EIR are rejected for the reasons stated below. Each individual reason presented below constitutes a separate and independent basis to reject the Project alternative as being infeasible, and, when the reasons are viewed collectively, provide an overall basis for rejecting the alternative as being infeasible.

35. Alternative 1: No Project Alternative: In this Alternative, the Project site would not be redeveloped. The current Safeway store, other commercial buildings at the site and the parking lot would remain as they are and no aspect of the proposed Project would be constructed. It is also assumed that the Safeway store would remain open for the foreseeable future, providing groceries and related products for its customers. Alternative 1 would not result in any significant impacts. However, Alternative 1 would not achieve any of the basic Project objectives. Consequently, Alternative 1 is rejected as infeasible because it would not accomplish any of the basic Project objectives.

36. Alternative 2: Safeway Relocation: The Safeway Relocation Alternative includes relocation of the Safeway store to the current CVS Pharmacy space, but retains the remainder of the shopping center as it currently exists. Safeway would simply reoccupy the CVS Pharmacy building with minor alterations as necessary. New commercial tenants would be sought to fill the vacated 48,000 square foot Safeway site, but no new or additional space would be added. The Safeway Relocation alternative would retain the approximately 185,500 square feet of commercial uses that currently exist on the site, with no net increase in building space.

Alternative 2 would generate only about 41% of the net new vehicle trips during the weekday PM peak as compared to the Project, and about 50% of the net new vehicle trips during the Saturday peak as compared to the Project. This reduction in trips would be sufficient to reduce the impact at Broadway/51st Street/Pleasant Valley Avenue under 2015 Conditions from significant and unavoidable to a less than significant level. However, the reduction in trips would not be sufficient to avoid the significant and unavoidable traffic impacts at Howe Street/Pleasant Valley Avenue under Existing Conditions, 2015 Conditions, and 2035 Conditions, and at Broadway/51st Street/Pleasant Valley Avenue and Piedmont Avenue/Pleasant Valley Avenue under 2035 Conditions. Consequently, Alternative 2 would have significant and unavoidable traffic impacts. All other impacts would be similar to those of the Project although Impact Bio-1, a significant but mitigable impact of the Project, would be avoided by this Alternative.

Alternative 2 also fails to achieve certain key objectives of the Project, such as: (i) revitalizing the entire Project site; (ii) providing a more functional shopping area with a

comprehensive mix of retail services; (iii) improving the aesthetics of the Project site; (iv) constructing energy-efficient buildings; (v) enhancing pedestrian and bicycle access; and (vi) improving site circulation.

Lastly, Alternative 2 would not necessarily support General Plan Land Use and Transportation Element ("LUTE") Objective C1, which encourages the expansion and retention of businesses within the City, because retail uses at the site would not be expanded. Additionally, Alternative 2 would not support the City's Bicycle Master Plan and Pedestrian Master Plan goals of promoting a more bike-able and walk-able City given that this Alternative would not construct pedestrian and bicycle improvements on and adjacent to the site.

Alternative 2 is rejected as infeasible because: (i) it would not avoid significant and unavoidable traffic impacts; (ii) it would not accomplish many of the basic Project objectives; and/or (iii) it would conflict with certain key City policies and objectives.

37. Alternative 3: Reduced Project: The Reduced Project Alternative would include all improvements as proposed under the Project, with the exception of upper level space. Under the Reduced Project alternative, all 185,500 square feet of existing shopping center space would be demolished, and the site would be re-built with a new shopping center. Development under the Reduced Project alternative would be similar to the proposed Project, but this alternative would not include the approximately 60,000 square feet of upper level space that would be provided as part of the Project. Similar to the Project, this alternative is also assumed to implement a number of modifications to street configurations and signal operations on Broadway and Pleasant Valley Avenue adjacent to the site.

This alternative would generate about 65% of the increase in net new vehicle trips as compared to the Project. This reduction in trips would be sufficient to reduce the impact at Broadway/51st Street/Pleasant Valley Avenue under 2015 Conditions from significant and unavoidable to a less than significant level. However, it would not be sufficient to avoid the significant and unavoidable traffic impacts at Howe Street/Pleasant Valley Avenue under Existing Conditions, 2015 Conditions, and 2035 Conditions, and at Broadway/51st Street/Pleasant Valley Avenue and Piedmont Avenue/Pleasant Valley Avenue under 2035 Conditions. Consequently, Alternative 2 would have significant and unavoidable traffic impacts. All other impacts would be similar to those of the Project.

Further, the Reduced Project would not meet all of the basic Project objectives to the extent that the proposed Project would. For instance, the Reduced Project alternative would have a lower overall height as compared to the Project, making it less urban in character. Additionally, the Reduced Project would not create as much revitalized retail space as the proposed Project and would not create as functional a shopping space as the proposed Project. Finally, the Reduced Project would not provide as many benefits as the proposed Project in terms of employment opportunities and tax revenues.

Lastly, the Reduced Project Alternative does not necessarily support LUTE Objective C1 because retail uses at the site would not be expanded to the extent they could be under the proposed Project.

Alternative 3 is rejected as infeasible because: (i) it would not avoid significant and unavoidable traffic impacts; (ii) it would not accomplish certain basic Project objectives to the same extent that the proposed Project would in terms of urban design, total revitalized retail space, functional shopping space, employment opportunities and tax revenues as discussed above; and/or (iii) it conflicts with certain key City policies and objectives.

38. Alternative 4: Project Concept with Commercial Emphasis: Alternative 4 would involve redevelopment of the existing Rockridge Shopping Center, including the demolition of all of the existing buildings on the site and the construction of a new Safeway store along with other retail, office and restaurant space. Alternative 4 would include a total of 320,000 square feet of commercial space, including a 65,000 square foot Safeway store, 35,000 square feet of major retail, 160,000 square feet of other retail, 10,000 square feet of restaurant uses, 10,000 square feet of office uses, and a 10,000 square foot bank. The existing CVS Pharmacy building would be demolished and replaced by a new Safeway store. Subsequently, the existing Safeway and all of the other existing buildings on the site would be demolished and replaced with new 2- to 4-story buildings containing retail uses on the ground floor and office uses on the second floor. A total of 1,000 off-street parking spaces would be located in surface parking lots, along a new internal "shopping street," on a rooftop parking lot over the new Safeway store, and in a three level parking garage located over retail space.

Alternative 4 includes a mix of land uses and a site layout that is very similar to the Project evaluated in the EIR. Unlike the Project, Alternative 4 would retain the Chase Bank in its present location, and place more retail space where the Project proposes a new freestanding bank with a drive-thru. Alternative 4 would include more office space, and more restaurant space and outdoor dining adjacent to the quarry pond, as compared to the Project. Alternative 4 would connect the new entry on Broadway to the center of the site through the internal "shopping street," whereas the Project would continue the City street grid as an extension of Coronado Avenue along the northerly boundary of the site through to the quarry pond. Because Alternative 4 includes a mix of land uses and site layout that are essentially the same as the Project, the environmental impacts of Alternative 4 would be essentially the same as those of the Project.

Because Alternative 4 would have essentially the same impacts as the proposed Project, Alternative 4 would have significant and unavoidable impacts on traffic. Specifically, Alternative 4 would have significant and unavoidable traffic impacts at the intersections of Howe Street/Pleasant Valley Avenue (under Existing Conditions, 2015 Conditions and 2035 Conditions), Broadway/51st Street/Pleasant Valley Avenue (under 2015 Conditions and 2035 Conditions) and Piedmont Avenue/Pleasant Valley Avenue (under 2035 Conditions) as described above.

Consequently, Alternative 4 is rejected as infeasible because it would not avoid significant and unavoidable traffic impacts.

39. Alternative 5: Project Concept with Residential Emphasis: Alternative 5 would involve redevelopment of the existing Rockridge Shopping Center, including the demolition of all of existing buildings on the site. New construction would include a new, 62,000 square foot Safeway store, 38,500 square feet of other retail space, and 21,500 square feet of office space. This total of 121,000 square feet of commercial space would represent a reduction of approximately 64,500 square feet as compared to the existing 185,500 square feet currently existing within the shopping center. New construction would also include a total of up to 349 residential units in a mix of townhomes, flats, apartments and dorms, in both residential-only and mixed-use buildings. A total of 804 off-street parking spaces would be located in two parking structures. Alternative 5 would include a mix of housing types, and would integrate and provide for pedestrian, transit, and bicycling access. Its design is intended to "knit together" the neighborhoods that adjoin the Project site with walk-able streetscapes and varied, neighborhood-serving retail uses. Alternative 5 would result in a reduction in the total amount of retail space on the site as compared to the existing center, but would include a new Safeway store to be located along Broadway.

Given that Alternative 5 would generate fewer weekday trips than the Project, this Alternative would reduce the impact at Broadway/51st Street/Pleasant Valley Avenue under 2015 Conditions from significant and unavoidable (under the Project) to less than significant. This Alternative would also reduce the impact at Piedmont Avenue/Pleasant Valley Avenue under 2035 Conditions from significant and unavoidable (under the Project) to less than significant. However, even this reduction in trips would not be sufficient to avoid the significant and unavoidable traffic impacts at Howe Street/Pleasant Valley Avenue under Existing Conditions, 2015 Conditions, and 2035 Conditions, and at Broadway/51st Street/Pleasant Valley Avenue under 2035 Conditions. All other impacts would generally be similar to those of the Project.

Alternative 5 also fails to achieve many key objectives of the Project, such as: (i) providing a more functional and efficient shopping area; (ii) providing a more comprehensive mix of retail services; (iii) constructing an infill development that attracts and retains high-quality retail clients that will provide myriad of shopping options; (iv) providing additional full-time positions with the expansion of the retail center; and (v) providing benefits to the City in the form of new employment opportunities and retail sales tax revenue.

Additionally, because Alternative 5 would result in a loss of 64,200 square feet of commercial space Alternative 5 would not necessarily support LUTE Objective C1. Retail uses would be contracted, rather than expanded under Alternative 5.

Alternative 5 is rejected as infeasible because: (i) it would not avoid significant and unavoidable traffic impacts; (ii) it would not accomplish most of the basic Project objectives; and/or (iii) it conflicts with certain key City policies and objectives.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

40. The Planning Commission finds that each of the following specific economic, legal, social, technological, environmental, and other considerations and the benefits of the Project separately and independently outweigh these remaining significant, adverse impacts and is an overriding consideration independently warranting approval. The remaining significant adverse impacts identified above are acceptable in light of each of these overriding considerations that follow. Each individual benefit/reason presented below constitutes a separate and independent basis to override each and every significant unavoidable environmental impact, and, when the benefits/reasons are viewed collectively, provide an overall basis to override each and every significant unavoidable environmental impact.

41. The Project will develop a high-quality commercial/retail project which implements many of the City-wide General Plan goals, objectives, and policies including, among others, Land Use and Transportation Element Objectives C1, N1 and N10 as well as Policies C1.1, N1.2, N1.4, N1.5, N1.8, N10.1. The Project will also further the policies of the Pedestrian Master Plan and Bicycle Master Plan. The Project will support Pedestrian Master Plan Policy 1.1, which promotes using design elements, such as median refuges, to improve pedestrian safety at intersections. The Project will support the Bicycle Master Plan by re-designing the right of way along Broadway to provide Class 2 bike lanes on both sides of that street. The Project will also support these Plans by including bike paths and pedestrian walkways within the Project site.

42. The Project will revitalize the 15.4 acre Project site and the intersection of Pleasant Valley Avenue and Broadway by replacing 1960s suburban style development with a modern, urban design that de-emphasizes surface-level parking and establishes a gateway presence at this important intersection in the Rockridge neighborhood.

43. The Project would encourage public gathering through construction of interior plazas, outdoor seating areas and outdoor cafés.

44. The Project will allow for a larger Safeway grocery store that offers a more comprehensive range of retail services and products to nearby residents and other Safeway customers.

45. The Project will greatly improve the aesthetics of the site by utilizing an urban design involving contemporary commercial architecture with numerous horizontal and vertical planes designed to provide variety and interest, break up the look of the multi-tenant store fronts and create diverse character for individual retail tenants.

46. The Project will incorporate landscaping improvements that will make the site more aesthetically pleasing and will specifically enhance views of the quarry pond.

47. The Project design will allow for a variety of transportation modes to and from the site, including pedestrian and bicycle transportation modes. Specifically, the Project would make the shopping center more accessible to cyclists and pedestrians through construction of pedestrian-oriented store fronts, bike paths and raised sidewalks.

48. The Project will further the City's transit-first goals by providing an enhanced selection of necessary household goods and other retail merchandise in a transit-rich area along several AC Transit routes.

49. The Project will promote the use of alternative transportation by providing a bus shelter at the bus stops on northbound and southbound Broadway north of Pleasant Valley Avenue/51st Street and on westbound Pleasant Valley Avenue west of the Project driveway.

50. The Project will enhance pedestrian safety by constructing bulbouts on both sides of the existing marked crosswalk at Pleasant Valley Avenue and installing rectangular rapid flashing beacons for both directions of Pleasant Valley Avenue.

51. The Project will add many temporary construction jobs and approximately 170 permanent jobs for other workers after Project construction (including 70 full-time new union jobs at the Safeway store), thereby furthering the City's job creation and retention policies.

52. The Project will result in increased property tax and sales tax revenues to the City and County.

53. The Project will meet the contemporary energy and green building objectives of the City and the State by incorporating several energy-efficient (or "green") features or components, including in the areas of lighting, refrigeration systems, display cases, heating/cooling systems and facilities.

54. The Project will reduce greenhouse gas emissions by installing new, modernized refrigeration systems in the new Safeway store.

ATTACHMENT D

Project Approval Findings

SAFEWAY REDEVELOPMENT PROJECT
(BROADWAY AND PLEASANT VALLEY AVENUE)
CASE FILE NO. CMDV09-135; CP09-090; ER09-007

PROJECT APPROVAL FINDINGS

The following findings are made to approve the project. Required findings are shown in normal type and the reasons the project satisfies the required findings are shown in **bold** type. The basis to approve the project is not limited to the findings contained herein, but also includes the information contained in the application materials, staff reports prepared for the project, the adopted CEQA findings for the project, the adopted conditions of approval, the adopted standard conditions of approval & mitigation monitoring and reporting program (SCAMMRP), and the project EIR.

I. REGULAR DESIGN REVIEW – NEW NONRESIDENTIAL FACILITIES

Permit approval: Regular Design Review for new construction of principal facilities.

<u>Section 17.136.050 (Design Review Criteria)</u>

1. 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.

   The proposal will result in facilities that are well-related to one another, are well-composed, and will relate well to the surrounding area. The project design uses texture, materials, surface planes, colors, and height to provide visual interest and articulate the proposed buildings into individual sub-volumes that reduce the visual mass and bulk of the project while maintaining a cohesive overall design. The site design strengthens the character of the site and the relationship of the site to the surrounding area by using architectural design elements from the surrounding area, locating buildings with storefronts and glazing towards the adjacent streets to reinforce street definition and interaction, providing surface parking towards the rear of the site to reduce visibility, and reducing the amount of surface parking by utilizing structured parking. In the interior of the site the project uses walkways and buildings near the adjacent pond to utilize the pond as a visual amenity, and the height of the project does not exceed the surface elevation of the properties to the rear/north of the site thereby limited potential impacts.

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

   The proposed design will be high in quality and relate well the surrounding area as described above in Criterion 1. The project will replace an existing underutilized shopping center with a new shopping center higher in quality. The design will employ high-quality materials and will create a distinctive commercial shopping environment that will elevate the character and experience of the site and the surrounding area.

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

   The proposed design conforms with the General Plan for the reasons stated in the staff reports prepared for the project, the adopted CEQA findings for the project, and the project EIR. The project will provide for large-scale commercial development at the intersection of major arterials and will be compatible with surrounding land uses as described above in Criterion 1. The project will strengthen the commercial use of the site by providing a new high-quality shopping center with a design that will create a sense-of-place and encourage community interaction.

II. INTERIM CONDITIONAL USE PERMIT

Permit approval: Interim Conditional Use Permit to apply the policies of the General Plan to the portions of the site in the R-50 Zone.

Section 17.134.050 (General Use Permit Criteria)

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

   The proposed commercial development in the eastern portion of the site zoned R-50 will be compatible with the surrounding area. The development in the R-50 zone will not abut any existing residential land uses thereby minimizing potential impacts of the commercial development in the R-50 zone with adjacent residential facilities. The overall shopping center will relate well to the surrounding area as described above in the Design Review Criteria.

B. 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 proposed commercial development in the R-50 zone will provide a convenient and functional working and shopping environment. The site is easily accessible due to its location at the intersection of two major arterials served by bus lines and bicycle facilities. The shopping center will be attractive for the reasons described above in the Design Review Criteria.

C. 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 proposed commercial development in the R-50 zone will enhance the surrounding area in that it will provide access to an expanded selection of goods at the new Safeway store and other retailers and will encourage community interaction.

D. 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 Criteria above.

E. 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.

See Design Review Criteria above.

Section 17.01.100 (Special Use Permit Criteria – Interim Conditional Use Permit)

1. The proposal is clearly appropriate in consideration of the characteristics of the proposal and the surrounding area.

   The proposed commercial development in the R-50 zone is clearly appropriate. The area zoned R-50 is part of a much larger property zoned for commercial uses. The development in the R-50 zone will not abut any existing residential land uses thereby minimizing potential impacts of the commercial development in the R-50 zone with adjacent residential facilities.

2. The proposal is clearly consistent with the intent and desired character of the relevant land use classification or classifications of the General Plan and any associated policies.

   The proposal is clearly consistent with the General Plan as described in above Criterion 3 of the Design Review Criteria.

3. The proposal will clearly promote implementation of the General Plan.

   The proposal will clearly promote implementation of the General Plan as described above in Criterion 3 of the Design Review Criteria.

III. CONDITIONAL USE PERMIT – DRIVE-THROUGH FACILITY

Permit approval: Major Conditional Use Permit to allow a Drive-Through Nonresidential Facility.

Section 17.134.050 (General Use Permit Criteria)

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

   The proposed drive-through facility located near the southeastern corner of the site will be compatible with the surrounding area. The facility will be located well way from nearby residential facilities and is designed to reduce its visibility from the street—due to the

topography of the site—and reduce potential queuing impacts by providing adequate queuing space.

B. 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 proposed drive-through facility will provide convenience to customers in vehicles while not impacting pedestrians or bicyclists. The visibility of the facility is lessened due to the topography of the site and will be visually subordinate to the building it serves which will have a strong presence due to its location at the entry to the shopping center and due to its high quality design.

C. 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 proposed drive-through facility will enhance the operation of the shopping center and, therefore, the surrounding area by providing a convenient shopping/service option to customers.

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

The proposed drive-through facility conforms to the design review criteria in that its visibility is lessened due to the topography of the site and it will be visually subordinate to the building it serves which will have a strong presence due to its location at the entry to the shopping center and due to its high quality design.

E. 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 proposed drive-through facility conforms to the General Plan in that will enhance the operation of the shopping center and, therefore, the surrounding area by providing a convenient shopping/service option to customers.

IV. CONDITIONAL USE PERMIT – ALCOHOLIC BEVERAGE SALES

Permit approval: Major Conditional Use Permit to allow alcoholic beverage sales in conjunction with a new General Food Sales Commercial Activity (new Safeway store).

<u>Section 17.134.050 (General Use Permit Criteria)</u>

A. The location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if

any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.

The proposed alcoholic beverage sales at the new Safeway store will be compatible with the surrounding area. The existing Safeway and CVS Pharmacy stores currently sell alcohol and there have been no major impacts on the surrounding area due to these sales.

B. 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 proposed alcoholic beverage sales at the new Safeway store will be convenient for shoppers because shoppers will have the option of purchasing alcoholic beverages while shopping for groceries and other products at the store.

C. 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 proposed alcoholic beverage sales at the new Safeway store will support operation of the Safeway store which will provide access to groceries and other products necessary to the successful functioning of the community.

D. 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 Criteria above.

E. 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 proposed alcoholic beverage sales at the new Safeway store conforms to the General Plan in that will enhance the operation of the Safeway and the shopping center and, therefore, the surrounding area by providing a convenient shopping/service opportunity for customers.

<u>Section 17.103.030(A) (Special Use Permit Criteria – Alcoholic Beverage Sales)</u>

1. The proposal will not contribute to undue proliferation of such uses in an area where additional ones would be undesirable, with consideration to be given to the area's function and character, problems of crime and loitering, and traffic problems and capacity.

The proposed alcoholic beverage sales at the new Safeway store will not contribute to undue proliferation of alcoholic beverage sales because the existing Safeway and CVS Pharmacy stores currently sell alcohol and the new Safeway store will replace these two outlets. There have been no major impacts on the surrounding area due to the existing sales.

2. The proposal will not adversely affect adjacent or nearby churches, temples, or synagogues; public, parochial, or private elementary, junior high, or high schools; public parks or recreation centers; or public or parochial playgrounds.

   The proposed alcoholic beverage sales at the new Safeway store will not adversely affect these public institutions because none of these institutions exist in the immediate vicinity of the site. The closest such institution is Oakland Technical High School which is approximately 600 feet from the project site. There have been no major impacts on the high school due to the existing alcoholic beverage sales at the Safeway store and it is not anticipated that the proposed sales would have any adverse impact on any other potential public institution in the greater area.

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

   The proposed alcoholic beverage sales at the new Safeway store will not interfere with the movement of people along an important pedestrian street because the new Safeway store will be located in the rear of the site well away from adjacent streets.

4. The proposed development will be of an architectural and visual quality and character which harmonizes with, or where appropriate enhances, the surrounding area.

   The proposed development will be of high quality and character as described above in the Design Review Criteria.

5. The design will avoid unduly large or obtrusive Signs, bleak unlandscaped parking areas, and an overall garish impression.

   The Safeway store will be located in the rear of the site well away from adjacent streets thereby minimizing its potential to be obtrusive. A Master Sign Program will be required which will ensure new signage that is not unduly large or obtrusive. The visual impact of the surface parking lot serving the Safeway store will be reduced due to abundant landscaping in the parking lot and the presence of retail buildings near the street that will partially interrupt views of the Safeway store.

6. Adequate litter receptacles will be provided where appropriate.

   The Conditions of Approval require adequate litter receptacles.

7. Where the proposed use is in close proximity to residential uses, and especially to bedroom windows, it will be limited in hours of operation, or designed or operated, so as to avoid disruption of residents' sleep between the hours of ten (10) p.m. and seven (7) a.m. The same criteria shall apply to all conditional use permits required by subsection B of this section for sale of alcoholic beverages at full-service restaurants.

   The nearest residential uses are located approximately 200 feet to the west of the proposed Safeway store. The proposal will not result in significant nighttime noise impacts per the analysis in the EIR and the Conditions of Approval require measures to further reduce potential nighttime noise.

Section 17.103.030(B)(3) (Special Use Permit Criteria – Overconcentrated Area)

a. A community need for the project is clearly demonstrated. To demonstrate community need, the applicant shall document in writing, specifically how the project would serve an unmet or underserved need or population within the overall Oakland community or the community in which the project is located, and how the proposed project would enhance physical accessibility to needed goods or services that the project would provide, including, but not limited to alcohol.

   The applicant's statement demonstrates that the proposed alcoholic beverage sales will meet a community need. The new Safeway store will continue to provide needed groceries and related products and services to the community and will continue to provide alcoholic beverage sales in conjunction with the groceries and related products and goods thereby providing convenience to customers.

b. The overall project will have a positive influence on the quality of life for the community in which it is located, providing economic benefits that outweigh anticipated negative impacts, and that will not result in a significant increase in calls for police service.

   The new Safeway store and shopping center will have a positive influence on the quality of life in the community in that it will provide expanded options for groceries and other products, result in an attractive development, provide needed jobs, and result in increased sales and property taxes. The Conditions of Approval also require a site security plan that will reduce the potential for crime and impacts to police service.

c. Alcohol sales are customarily associated with, and are appropriate, incidental, and subordinate to, a principal activity on the lot.

   Alcohol sales are a typical part of a grocery store business. The existing Safeway has sold alcohol for decades.

V. VARIANCE – BUILDING HEIGHT

Permit approval: Minor Variance allow a building height up to 80 feet in the C-30 Zone where the maximum allowed height is 45 feet.

Section 17.134.050 (Variances Findings)

1. 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.

   Strict compliance with the height regulation would lower the height of the proposed parking garage located in the central portion of the site thereby reducing the amount of structured parking in the project. Reducing the amount of structured parking in the project would require (a) reducing the amount of floor area in the project or (b) increasing the amount of

surface parking in the project, both of which would be undesirable. Reducing the amount of floor area in the project would reduce the economic vitality of the project and, therefore, its beneficial economic effects. Increasing the amount of surface parking would degrade the physical appearance of the project.

2. 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.

   Strict compliance with the height regulation would result in undesirable design solutions as described above in Finding 1. The proposed design fulfills the intent of the height regulation due to limited impacts on the surrounding area as described below in Finding 3.

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

   The variance will not adversely affect abutting properties or the surrounding area or be detrimental to public welfare. The intent of the height regulation is to limit the potential impacts on neighbors related to building height, such as shadows, privacy impacts, and view impacts, and to control the scale of development along streets. The proposed design fulfills this intent due to the topography of the site and the location of the proposed parking garage. Due to the topography, the height of the parking garage will be approximately equal to the ground level of the adjacent properties to the north thereby limiting potential impacts. Due to the location of the parking garage in the interior of the site away from the street, the presence of the garage and the impact of the height will be minimal as experienced from the street.

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

   The variance will not constitute of grant of special privilege. Similarly zoned properties under similar circumstances would be given similar consideration.

5. 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 height of the parking garage conforms with the regular design review criteria in that is it designed with a variety of textures, materials, surface planes, colors, and heights to provide visual interest, will relate well to the design of the surrounding project and area, and will minimize potential impacts to the surrounding area as described above in Finding 3.

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

The proposed design conforms with the General Plan because it will facilitate the proposed shopping center which conforms with the General Plan as described above in Criterion 1 of the Design Review Criteria.

VI. CREEK PROTECTION PERMIT

Permit approval: Creek Protection Permit (Category IV) to allow development on a creekside property.

Section 13.16.200 (Permit Criteria)

A. The proposed activity (during construction and after project is complete) will not (directly or indirectly) adversely affect the creek. In determining whether the creek would be adversely impacted, the Chief of Building Services shall, at a minimum, consider the following factors:
   1. Whether the proposed activity may discharge pollutants into the creek;
   2. Whether the proposed activity may result in modifications to the natural flow of water in the creek;
   3. Whether the proposed activity may deposit new material into the creek or cause bank erosion or instability;
   4. Whether the proposed activity may result in alteration of the capacity of the creek; and
   5. Such other factors as the Chief of Building Services deems appropriate.

   The proposal will not adversely impact the pond. The Conditions of Approval require appropriate measures during construction and operation of the project to prevent pollutant discharge into the pond. No modifications are proposed to the pond.

B. The proposed activity will not adversely affect the riparian corridor, including riparian vegetation, animal wildlife or result in loss of wildlife habitat.

   The proposal will not adversely affect the riparian corridor or result in loss of wildlife habitat. No construction activities are proposed in the riparian corridor. Through implementation of the Conditions of Approval, measures will be taken to protect wildlife that be affected by the project.

C. The proposed activity will not degrade the visual quality and natural appearance of the riparian corridor.

   The proposal will not degrade the visual quality of the riparian corridor. No construction activities are proposed in the riparian corridor. The project will improve the visual character of the site and provide walkways along the edge of the site to enhance the visual connection between the pond and the site.

D. The proposed activity is consistent with the intent and purposes of this chapter.

The proposal is consistent with the intent and purposes of the chapter. The Conditions of Approval require appropriate measures during construction and operation of the project to prevent pollutant discharge into the pond. No modifications are proposed to the pond or riparian corridor. The project site is an existing developed site; implementation of the project will enhance the visual character of the site.

E. The proposed activity will not endanger public or private property.

No modifications are proposed to the pond or site that would endanger public or private property.

F. The proposed activity will not (directly or indirectly) threaten the public's health or safety.

No modifications are proposed to the pond or site that would threaten the public's health or safety. Also, adequate fencing will be provided between the site and the pond to restrict access between the site and pond.

ATTACHMENT E

Conditions of Approval

SAFEWAY REDEVELOPMENT PROJECT
(BROADWAY AND PLEASANT VALLEY AVENUE)
CASE FILE NO. CMDV09-135; CP09-090; ER09-007

CONDITIONS OF APPROVAL

PART A: STANDARD CONDITIONS OF APPROVAL

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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 reports, EIR, and approved plans (dated August 30, 2013, received September 3, 2013), and as amended by the following Conditions of Approval. 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 required prior written approval from the Director of City Planning or designee.

b) This action by the City Planning Commission (this "Approval") includes the following approvals:

i. **Regular Design Review for new construction;**
ii. **Interim Conditional Use Permit to apply the policies of the General Plan to the portions of the site in the R-50 Zone;**
iii. **Major Conditional Use Permit to allow a Drive-Through Nonresidential Facility;**
iv. **Major Conditional Use Permit to allow alcoholic beverage sales in conjunction with a new General Food Sales Commercial Activity (new Safeway store);**
v. **Minor Variance to allow a building height up to 80 feet in the C-30 Zone where the maximum allowed height is 45 feet; and**
vi. **Creek Protection Permit (Category IV) to allow development on a creekside property.**

2. Effective Date, Expiration, Extensions and Extinguishment

Ongoing

This Approval shall expire in **two calendar years for Phase I of the project** and **four calendar years for Phase 2 of the project** 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 dates referenced above, the Director of City Planning or designee may grant a one-year extension of such dates, 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** and **Creek Protection Ordinance** 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. <u>Conformance with other Requirements</u>

Prior to issuance of a demolition, grading, p-job, building, 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, Fire Marshal, or 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 3 above.

b) 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. <u>Conformance to Approved Plans; Modification of Conditions or Revocation</u>

Ongoing

a) The project 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 requirements, including, but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans or to remedy any cited deficiencies in a timely manner may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.

c) Violation of any term, Condition/Mitigation Measure, 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/Mitigation Measures if it is found that there is violation of any of the Conditions/Mitigation Measures 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. <u>Signed Copy of the Conditions/Mitigation Measures</u>

With submittal of a demolition, grading, p-job, building, or other construction-related permit

A copy of the approval letter and Conditions/Mitigation Measures shall be signed by the project applicant and property owner, notarized, and submitted with each set of permit plans to the appropriate City agency for this project.

7. <u>Indemnification</u>

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 Successor 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. <u>Compliance with Conditions of Approval</u>

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 and Mitigation Measures set forth herein at its sole cost and expense, and subject to review and approval by the City of Oakland.

9. <u>Severability</u>

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/Mitigation Measures, and if one or more of such Conditions/Mitigation Measures is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid Conditions/Mitigation Measures consistent with achieving the same purpose and intent of such Approval.

10. <u>Job Site Plans</u>

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. <u>Special Inspector/Inspections, Independent Technical Review, Project Coordination and Management</u>

Prior to issuance of a demolition, grading, p-job, building, or other construction-related 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 plan-check 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. <u>Final Landscape Plan</u>

Prior to issuance of a p-job or building permit

Submittal and approval of a final Landscape Plan for the project is required. The Landscape Plan and the plant materials installed pursuant to the plan shall conform to all provisions of the Planning Code and Municipal Code, including the following:

a) On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six feet, street trees shall be provided to the satisfaction of the Director of City Planning. Proposed street trees shall be selected from the City's Frequently Planted Tree Species List, as provided in Section 17.124.110. Alternative species may be approved by the Director of City Planning. Selection of street tree species shall be based upon compatibility with the existing tree plantings on the street, the mature size of the tree, space available for the tree to grow, the presence of underground and overhead utility lines, utility poles, streetlights, driveway approaches, and fire hydrants.

b) 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. <u>Landscape Maintenance</u>

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.

14. <u>Underground Utilities</u>

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.

15. <u>Improvements in the Public Right-of-Way</u>

Prior to the issuance of a p-job or building permit

a) The project applicant shall submit Public Improvement Plans to the Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the Conditions/Mitigation Measures 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 final inspection for the 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.

16. <u>Payment for Public Improvements</u>

Prior to final inspection of a p-job or building permit

The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.

17. <u>Compliance Matrix</u>

Prior to issuance of a demolition, grading, p-job, building, or other construction-related permit

The project applicant shall submit to the Planning and Zoning Division and the Building Services Division a Conditions/Mitigation Measures compliance matrix that lists each Condition of Approval and Mitigation Measure, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the Condition/Mitigation Measure. 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 plan-check/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.

18. <u>Construction Management Plan</u>

Prior to issuance of a demolition, grading, p-job, building, or other construction-related 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 and Mitigation Measures related to construction of the project and explains how the project applicant will comply with these construction-related Conditions/Mitigation Measures.

19. <u>Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)</u>

Ongoing

All Standard Conditions of Approval and Mitigation Measures identified in the project EIR are included in the Standard Condition of Approval and Mitigation Monitoring Program (SCAMMRP) which is attached to these Conditions of Approval as **<u>Exhibit A</u>** and are incorporated herein by reference as Conditions of Approval of the project. The Standard Conditions of Approval identified in the EIR are included in the SCAMMRP and are, therefore, not repeated in these Conditions of Approval. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. The project sponsor (also referred to as the Developer or Applicant) shall be responsible for compliance with the recommendation in any submitted and approved technical reports, all applicable Mitigation Measures adopted and with all Conditions of Approval 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. The SCAMMRP identifies the time frame and responsible party for implementation and monitoring for each mitigation measure. Overall monitoring of compliance with the Standard Conditions of Approval and Mitigation Measures will be the responsibility of the Planning and Zoning Division. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

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.

PART B: PROJECT-SPECIFIC CONDITIONS OF APPROVAL

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20. <u>Applicable Zoning</u>

Ongoing

The planning permits for the project are approved pursuant to the zoning regulations in effect at the time the application for the project was deemed complete, as explained in the staff reports and EIR for the project. Applications for future land use facilities/activities shall be considered pursuant to the zoning regulations in effect at the time future applications are submitted.

21. <u>Parcel Merger</u>

Prior to issuance of a p-job or building permit

The project applicant shall obtain City approval of a real estate instrument to merge the individual parcels on the site and shall record the approval at the Alameda County Recorder's Office.

22. <u>Survey Monumentation</u>

Prior to issuance of a demolition, grading, p-job, building, or other construction-related permit

The project applicant shall ensure that a licensed land surveyor document and reference all adjacent City Monuments and file the Corner Records with Alameda County pursuant to section 8771 of the State Business and Professions Code. The project applicant shall submit a copy of the filed documents to the City Surveyor. If any Monuments are to be removed or relocated, the project applicant shall obtain prior approval from the City Surveyor.

23. <u>Final Project Design</u>

Prior to issuance of a p-job or building permit

The project applicant shall obtain approval from the Director of City Planning of the final design for the project, including the final building elevations, massing, detailing, colors, materials, site design, landscape design, and right-of-way design. Proposed changes to the approved design will be processed in accordance with the provisions of **Condition 3** above. Changes to the specific locations of proposed land use activities within approved facilities are considered a minor change and may be approved administratively by the Director of City Planning.

24. <u>Signage</u>

Prior to issuance of a sign permit

The project applicant shall obtain approval from the City of a Master Sign Program pursuant to the provisions contained in section 17.104.070 of the Planning Code. The Master Sign Program shall cover all proposed on-site signage including tenant signage and project signage. For tenant signage, the Master Sign Program shall identify, at a minimum, allowable sign sizes, materials, colors, placement, construction, method of lighting, and other related sign requirements. For project signage, the Master Sign Program shall contain the specific signs proposed for the site, including, at a minimum, the specific sign lettering, logos, sizes, materials, colors, placement, construction, method of lighting, and other related sign requirements.

25. <u>Site Security</u>

a. Prior to issuance of a p-job or building permit

The project shall be designed to enhance site security and reduce the potential for crime. The following site design measures, at a minimum, shall be incorporated into the final design, if feasible:

i. All security/perimeter fencing shall be constructed of durable, transparent materials.

ii. Access to the area located behind the Safeway store shall be secured and controlled at all times via a gate or other instrument.

iii. The interior of all exterior stairwells shall be visible from the exterior.

b. Prior to issuance of a p-job or building permit

The Lighting Plan required by the SCAMMRP (SCA Aesth-1) shall include a photometric plan for City review and approval. The Lighting Plan shall include adequate lighting for site security.

c. Prior to final inspection for a building permit; ongoing

The final Landscape Plan required by **Condition 12** above shall contain trees, at mature growth, with limbs above six feet above ground and shrubs that grow no more than 42 inches tall in order to allow visibility into and through the site. Landscaping shall be maintained on an ongoing basis to comply with these height standards.

d. Prior to final inspection for a building permit; ongoing

The project applicant shall obtain City approval of a Security Plan that identifies physical and operational strategies to enhance site security and reduce the potential for crime and noise impacts. In addition to other strategies, the Security Plan shall contain strategies for security in structured parking areas and strategies to reduce nighttime noise. The project applicant shall implement the Security Plan during operation of the project.

26. <u>Recycling Collection Areas</u>

Prior to issuance of a p-job or building permit

The final project drawings shall show the location and design of proposed public and private recycling collection areas for City review and approval. These areas shall be designed to reduce potential parking, aesthetic, and noise impacts.

27. <u>External Loudspeakers</u>

Prior to issuance of a building permit

External loudspeakers shall be designed to adjust volumes according to ambient noise levels to reduce the potential for noise impacts. The project applicant shall submit documentation for City review and approval to document compliance with this requirement.

28. <u>Public Art Program</u>

Prior to issuance of a p-job or building permit

The final project drawings shall identify the area reserved for art in public places ("public art"). Prior to the final inspection for the building permit, the project applicant shall obtain City approval of a public art program that includes the location and type of public art proposed. The public art may take the form of one or more permanent installations and/or one or more spaces for rotating exhibits.

29. <u>Requirements for Landscape Plan</u>

Prior to issuance of a p-job or building permit

The final Landscape Plan required by **Condition 12** above shall comply with the following:

a) The sites of proposed trees shall contain adequate soil characteristics for rapid, sustained, and healthy growth of proposed trees.

b) Proposed plantings shall consist primarily of native and/or climate-adapted species.
c) The markers commemorating the history of the site and/or neighborhood, as proposed by the project applicant, shall be included.

30. <u>Litter Control</u>

Prior to issuance of a p-job or building permit

During construction and operation of the project, the project applicant shall incorporate best management practices (BMPs) reasonably related to maintaining a "trash neutral site" including the control of litter and/or the mitigation of the impacts of litter. BMPS related to the physical design of the project shall be included on the project drawings. Such best management practices may include, without limitation:

a) Installation and maintenance of trash receptacles and cigarette butt receptacles near building entryways, plazas, and walkways as needed to provide sufficient capacity for customers and employees.
b) Measures to reduce the potential for litter discharge into the adjacent pond, such as the following:
   i. No seating areas with tables near the pond. Seating without tables is allowed. Seating with tables is allowed when in conjunction with an adjacent activity that can provide supervision of the outdoor space, such as restaurants; and
   ii. Outside curbing along walkways and impervious surfaces to prevent ground-borne trash spillover from the project site into the pond.
c) Removal and disposal of litter by appropriate means within 24 hours.

31. <u>Off-Site Transportation Improvements Proposed by Project</u>

Prior to final inspection for building permit for Phase 2

The off-site transportation-related improvements proposed by the project applicant as part of the project, as described in the application materials, project drawings, and EIR, shall be installed by the project applicant prior to the final inspection for Phase 2 of the project. The project applicant shall obtain the necessary approvals/permits prior to installation of the improvements. For improvements involving existing or proposed bus-related facilities, the City should consult with AC Transit prior to approving the improvements.

32. <u>Requirements for Improvements in the Public Right-of-Way</u>

a. Prior to issuance of a p-job permit; ongoing

Landscape Improvements: The project applicant shall obtain City approval of the proposed landscape design for improvements in the public right-of-way. The Landscape Plan shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season. The project applicant shall be responsible for installation of the irrigation system and planting materials in the public right-of-way, and shall be responsible for ongoing maintenance of all plant materials, but not ongoing maintenance of the irrigation system or ongoing water service, installed in the public right-of-way. All 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. Prior to the final inspection for the p-job permit, the project applicant shall obtain City approval of a maintenance agreement to be recorded at the County Recorder that assigns these maintenance responsibilities to the project applicant.

b. Prior to final inspection for a p-job permit

Roadway Paving: The City is planning to repave the roadway on Broadway, including along the project frontage. In the event that the City-sponsored project occurs prior to the project applicant installing the proposed street improvements, any work conducted by the project applicant that affects the new paving shall include repaving the roadway from the curb to the median (or to the street centerline if no median exists) to ensure that the quality of the City-sponsored repaving is not degraded.

33. <u>On-Site Bicycle and Pedestrian Improvements</u>

[Note: This Condition implements elements of Recommendations Trans-17A and Trans-23 from the project EIR.]

Prior to issuance of a p-job or building permit; ongoing

The final project drawings shall contain the following bicycle and pedestrian improvements, if feasible:

a) Use different materials and/or striping patterns at all crosswalks within the site, including mid-block crossings, parking aisle crossings, bicycle crossings, and parking structure driveways. Also, consider using raised speed tables at crosswalks to reduce automobile speeds.
b) Ensure adequate sight distance is provided at all crosswalks, especially at mid-block and parking structure driveways.
c) Potential options to improve pedestrian circulation and safety along the internal street near the loading berths between Building F and G include:
   - Allow trucks to load/unload along the internal street during non-peak periods.
   - Provide a pull-out on Pleasant Valley Avenue that would allow trucks to parallel park without interfering with automobile or bicycle flow along Pleasant Valley Avenue. This strategy would also require direct access between the uses on the south side of the internal street and Pleasant Valley Avenue.
   - Enlarge the loading berth adjacent to Building J.[1] This strategy would require material to be manually delivered to the uses south of the internal street.
d) Ensure that all pedestrian paths and sidewalks within the project site have a minimum width of six feet (10 feet preferred).
e) Ensure that all shared paths within the project site have a minimum width of 10 feet.
f) Ensure that all parking spaces adjacent to sidewalks and paths provide wheel stops, or other comparable mechanism, to minimize automobile overhang on paths.
g) Ensure that all pedestrian facilities provide pedestrian scale lighting.
h) Consider installing "NO BIKES ON SIDEWALK" signs on internal project sidewalks if excessive bicycling on sidewalks is observed.
i) Refine the design elements for the on-site shared paths to minimize potential conflicts between pedestrians, bicyclists, and motorists.

34. <u>Loading Management</u>

[Note: This Condition implements elements of Recommendations Trans-17A and Trans-25 from the project EIR.]

Prior to final inspection for a building permit; ongoing

The project applicant shall obtain City approval of a Loading Management Program and shall implement the approved program during operation of the project. The Loading Management Program shall be

[1] Recommendation Trans-17A from the project EIR recommends enlarging the loading berth at Buildings F & G. This condition clarifies that Recommendation Trans-17A intended to recommend enlarging the loading berth at Building M, not Buildings F & G.

designed to ensure that truck deliveries for all project buildings can be accommodated in a manner to reduce impacts to pedestrian, bicycle, and automobile access, circulation, and parking throughout the site. The Loading Management Program shall identify loading areas for all project buildings and truck waiting areas when truck loading areas are occupied.

35. <u>Bicycle Parking</u>

[Note: This Condition implements elements of Recommendation Trans-23 from the project EIR.]

Prior to issuance of a p-job or building permit; ongoing

The project applicant shall comply with the bicycle parking requirements of the Planning Code (Chapter 17.117) and shall comply with the following requirements, if feasible:

a) Locate long-term bicycle parking in the parking structures.
b) Ensure that short-term bicycle parking on sidewalks does not block pedestrian circulation.
c) Ensure that some short-term bicycle parking spaces can accommodate bicycles with trailers.
d) Monitor the usage of long-term and short-term bicycle parking spaces and if necessary provide additional parking spaces.
e) Provide shower and locker facilities in a central location that can be accessed by all site employees.

The project drawings submitting for construction-related permits shall contain the above information,

36. <u>Parking and Transportation Demand Management Recommendations</u>

[Note: This Condition implements elements of SCA Trans-1 and Recommendation Trans-24 from the project EIR.]

Prior to final inspection for a building permit; ongoing

The project applicant shall consider implementing, if feasible, the following measures when preparing the Parking and Transportation Demand Management Plan required by SCA Trans-1:

a) Encourage employees to use the least convenient parking spaces such as parking spaces on the top deck of the parking structures and behind the buildings.
b) Install an automated parking counting system including variable message signs to inform motorists of the number of parking spaces available in the structured parking facilities and reduce potential traffic circulation.
c) Implement strategies to manage parking demand and supply during the peak December periods. Potential options to consider include the following::
    - Provide attendant parking for employees and/or customers. Automobiles can park in the drive aisles with attendant parking and increase the overall parking capacity of the site.
    - Provide remote parking for site employees.

37. <u>Off-Site Bicycle and Pedestrian Improvements</u>

[Note: This Condition implements elements of Recommendations Trans-17A, Trans-17B, and Trans-18 from the project EIR.]

Prior to final inspection for building permit for Phase 2

The project applicant shall implement the following off-site improvements with City approval:

a) Install bulbouts at the west side of Broadway/Coronado Avenue and south side of Pleasant Valley Avenue/Gilbert Street intersections, if feasible. The City should consult with AC Transit prior to approval.
b) Where street improvements are being made along Broadway and Pleasant Valley Avenue, reduce the width of the concrete gutter pan, if feasible, where it may conflict with proposed bicycle lanes.
c) Provide minimal green time for the left-turn phase from westbound Pleasant Valley Avenue to southbound Gilbert Street at the Gilbert Street/Project Driveway/ Pleasant Valley Avenue

intersection, if feasible, in order to discourage cut-through traffic while providing safe access for the local residents.

d) Ensure that placement of landscaping and other amenities on the sidewalks adjacent to the project site provides a minimum width of eight feet through passage zones, if feasible, consistent with City of Oakland Pedestrian Master Plan guidelines.

e) As part of implementing Class 2 bicycle lanes on Broadway, provide buffered bicycle lanes, if feasible.

f) Implement the following at the west approach of the Montgomery Street/ Pleasant Valley Avenue intersection:
   - Bulbouts on both sides of the existing marked crosswalk crossing Pleasant Valley Avenue
   - Rectangular Rapid Flash Beacons (RRFB) for both directions of Pleasant Valley Avenue

g) Provide bus shelters, if feasible, at the bus stops on northbound and southbound Broadway north of Pleasant Valley Avenue/51st Street and on westbound Pleasant Valley Avenue west of the project driveway. The City should consult with AC Transit prior to approval.

38. <u>Broadway/College Avenue Intersection Improvements</u>

[Note: This Condition implements elements of Recommendation Trans-15a from the project EIR.]

Prior to final inspection for building permit for Phase 2

The project applicant shall obtain City approval to modify the Broadway/College Avenue intersection so that College Avenue intersects Broadway at a right angle, as described in the project EIR.

39. <u>Neighborhood Traffic-Calming Plan</u>

[Note: This Condition implements elements of Recommendation Trans-15a from the project EIR.]

Prior to construction; ongoing as specified

The neighborhood traffic-calming improvements proposed by the project applicant shall be installed by the project applicant pursuant to this Condition. The project applicant shall monitor traffic volumes and speeds on the following roadways before and after completion of the project:

- Whitmore Street between Gilbert Street and Broadway
- Gilbert Street between 41st Street and Pleasant Valley Avenue
- Terrace Avenue between 41st Street and Mather Street
- Mather Street between Broadway and Montgomery Street
- John Street between Gilbert Street and Piedmont Avenue
- Ridgeway Avenue between Broadway and Piedmont Avenue
- Montgomery Street between 41st Street and Pleasant Valley Avenue
- Howe Street between 41st Street and Pleasant Valley Avenue
- Desmond Street between 51st Street and Coronado Avenue
- Coronado Avenue between Desmond Street and Broadway

The project applicant shall collect daily and peak-hour traffic volume and speed data via pneumatic tubes for a seven-day period on the streets identified above at the following times:

- "Before" data – Collected prior to start of construction on the project site
- "After" data – Collected within six to 18 months after the reconstructed shopping center (Phase I and Phase II) has reached 80 percent or more occupancy

Both sets of data shall be collected when local schools are in normal session. To the extent feasible, the "After" data should be collected during approximately the same time of the year as the "Before" data to minimize seasonal fluctuations in traffic volumes. Prior to collecting data the project applicant shall obtain approval from the City of the proposed data collection methodology in consultation with City transportation staff.

Based on comparison of "Before" and "After" data, the above street segments meeting one of the following criteria may be eligible for implementation of traffic calming strategies, such as speed humps or other traffic calming devices, roadway closures, or temporary or permanent turn restrictions:

- Daily and/or peak hour traffic volume on a street segment have increased by 25 percent or more (typically, 25 percent fluctuation in traffic volumes on local streets is within expected day-to-day fluctuation in traffic volumes and would not be noticeable to most local residents); or
- 15 percent (85th percentile speed) of the vehicles on a street segment exceed 32 mph[2]

If either of the above criteria are met, the project applicant shall submit a proposed Neighborhood Traffic-Calming Plan for City review and approval, in consultation with City transportation staff, that includes proposed traffic-calming measures for streets meeting the above criterion. The traffic-calming measures and streets identified in the plan shall be prioritized based on the following considerations (not listed in a particular order):

- If the cut-through issues on the street(s) identified above are determined to be attributable to the proposed project;
- If the cut-through issues on the street(s) identified above can be resolved through implementation of traffic calming strategies;
- The increase in traffic volume (comparing "Before" data to "After" data);
- Traffic speeds;
- Roadway safety (for all modes, including motorists, bicyclists, and pedestrians);
- Locational characteristics (e.g., adjacent land uses, street design, street function);
- The appropriate strategy, location, and effectiveness of the strategy for each identified street segment; and
- Potential secondary effects of the proposed strategies, including impacts to adjacent local streets.

The proposed plan shall contain the estimated cost of each proposed traffic-calming strategy. The total estimated cost of implementing all proposed strategies shall not exceed $225,000 (including both "hard' and "soft" costs). Prior to the final inspection for the building permit for Phase 2, the project applicant shall submit a bond, or other financial instrument deemed acceptable by the City, in the amount equivalent to implementation of the traffic-calming strategies. If the bond or other financial instrument is not called upon within three years from collection of the "After" data, the bond or financial instrument shall be released.

After City receipt of the proposed traffic-calming plan, the project applicant shall send public notices to interested parties and property owners and occupants located adjacent to the proposed traffic-calming strategies. A draft of the public notice shall be submitted to the City for review and approval prior to

distribution. The public shall have 17 calendar days to review and comment on the proposed plan. The City shall not issue a decision on the plan until after the 17-day public comment period. Once the traffic-calming plan is approved by the City, the project applicant shall fully implement the approved plan. The project applicant shall obtain all necessary permits/approvals to implement the plan. The plan shall be fully implemented within one year after City approval of the plan. The bond or other financial instrument for the improvements shall be released upon implementation of the traffic-calming plan to the satisfaction of the City.

STANDARD CONDITIONS OF APPROVAL / MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the Final Environmental Impact Report (EIR) prepared for the Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue in the City of Oakland.

This SCAMMRP is in compliance with CEQA Guidelines §15097, 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 EIR and identifies mitigation monitoring requirements. The City's Standard Conditions of Approval identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the Project are also included in this SCAMMRP to ensure the conditions are implemented and monitored.

The following table presents the mitigation measures identified in the Safeway Redevelopment Project at Broadway at Pleasant Valley Avenue EIR that are necessary to mitigate potentially significant impacts. Each mitigation measure is numbered according to the section of the EIR from which it is derived. For example, Mitigation Measure Trans-1 is the first mitigation measure identified in the Transportation, Circulation and Parking chapter of the EIR. The Standard Conditions are identified with the prefix SCA (e.g., SCA Trans-1).

- The first column indicates the environmental impact as identified in the EIR,
- The second column identifies the Mitigation Measure or Standard Condition of Approval (SCA) applicable to that impact,
- The third column identifies the monitoring schedule or timing,
- The fourth column names the party responsible for monitoring the required action, and
- The fifth column outlines the steps for monitoring the required action.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
Chapter 4.1: Aesthetics, Wind and Shadows				
Impact Aesth-4: Lighting at the site would be modified as part of the proposed Project, but stores and parking areas at the site would still be illuminated in a manner similar to what is currently observed at the site.	**SCA Aesth-1: 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.	Submittal prior to the issuance of an electrical or building permit.	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection City of Oakland Public Works Agency, Electrical Services Division	Review and approve plans Confirm implementation of the design features during construction
Chapter 4.2: Air Quality				
Air-1: During construction, the proposed Project would generate fugitive dust from demolition, grading, hauling and construction activities.	**SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)**. 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	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Building Services Division, Zoning Inspection City of Oakland Planning & Zoning	Review and approve plan Confirm that all dust control mitigation measures are being implemented

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	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 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			

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	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 windblown 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			

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	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. **SCA Air-2: Asbestos Removal in Structures**. Prior to issuance of a demolition permit. If asbestos-containing materials (ACM) are found to be present in building materials to be removed, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.	Prior to issuance of demolition, grading, and/or construction.	City of Oakland Building Services Division, Zoning Inspection City of Oakland Planning & Zoning	Removal of asbestos-containing materials
Impact Air-2: During construction, the proposed Project would generate regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. However, Project-related construction emissions would not generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.	Implement **SCA Air-1: Construction-Related Air Pollution Controls** above.	See SCA Air-1 above.	See SCA Air-1 above.	See SCA Air-1 above.
Impact Air-4: Once complete and occupied, the proposed Project would generate emissions of criteria pollutants (ROG, NO_x and PM_{10}), primarily as a	Implement **SCA-Trans-1: Parking and Transportation Demand Management.** (see full text under Impact Trans-25 below)	See full text under Impact Trans-25 below	See full text under Impact Trans-25 below	See full text under Impact Trans-25 below

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result of increased motor vehicle traffic and also from area source emissions. Project-related traffic emissions, combined with anticipated area source emissions, would not generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.				
Chapter 4.3: Biological Resources				
Impact Bio-1: Large trees and buildings within the Project site and its immediate vicinity provide potential nesting habitat for birds and roosting habitat for bats which could be disturbed during construction. The quarry pond adjacent to the Project site provides marginally suitable aquatic habitat for the western pond turtle and if present, pond turtles could be adversely affected by construction activities.	**SCA Bio-1: Tree Removal During Breeding Season.** To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of December 15 and August 31. a. If tree removal must occur during the breeding season, all sites 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 start of work from December 15 through August 31. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. b. If the survey indicates the potential presences 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 CDFG, 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.	Prior to issuance of a demolition, grading or building permit	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Confirm issuance of a tree removal permit and that all conditions of that permit are being implemented and complied with
	SCA Implementation: Roosting Bat Survey. A pre-construction survey for roosting bats should be	Prior to issuance of a demolition permit or tree	City of Oakland Public Works Agency-Tree	Confirm issuance of a demolition permit and

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		Schedule	Responsibility	Procedure
	performed by a qualified biologist within 30 days prior to any removal of trees or structures on the Project site. If no active roosts are found, then no further action would be warranted. If either a maternity roost or hibernacula (structures used by bats for hibernation) is present, the following minimization measures shall be implemented: a) If active maternity roosts or hibernacula are found in trees or structures which will be removed as part of Project construction, the Project should be redesigned to avoid the loss of the tree or structure occupied by the roost to the extent feasible. If an active maternity roost is located and the Project cannot be redesigned to avoid removal of the occupied tree or structure, demolition can commence before maternity colonies form (i.e., prior to March 1) or after young are volant (flying) (i.e., after July 31). Disturbance-free buffer zones as determined by a qualified biologist in coordination with CDFG shall be observed during the maternity roost season (March 1 through July 31). b) If a non-breeding bat hibernacula is found in a tree or structure scheduled for removal, the individuals should be safely evicted, under the direction of a qualified biologist (as determined by a memorandum of understanding [MOU] with CDFG), by opening the roosting area to allow air flow through the cavity. Demolition can then follow at least one night after initial disturbance for airflow. This action should allow bats to leave during darkness, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees or structures with roosts that need to be removed will first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours.	removal permit	Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	tree removal permit; receive/review pre-construction survey and comply with measures in the event of roosting bats.
	Mitigation Measure Bio-1a: Western Pond Turtle Surveys: A western pond turtle survey shall be conducted by a qualified biologist within two weeks prior to any disturbance or removal of upland vegetation	Prior to removal of vegetation around quarry pond.	City of Oakland Planning & Zoning City of Oakland Building Services	Receive/review pre-construction survey and comply with measures in the event of Western

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	around the quarry pond. If a turtle is found, it shall be relocated out of harm's way in coordination with CDFG. a) If any turtles are encountered within the construction zone during construction, all work shall halt until the qualified biologist has determined whether it is a western pond turtle or some other species. If it is not a western pond turtle, work may continue. b) If a western pond turtle is found, the CDFG shall be notified regarding the presence of the western pond turtle and all work shall stop until additional exclusion measures have been defined and authorization to proceed is obtained from the CDFG. No person shall handle or otherwise harass any individual western pond turtle encountered during construction, with the exception of handling by the qualified biologist. A plan shall be developed in consultation with the CDFG to relocate the western pond turtle individuals to the nearest protected habitat outside the construction zone and to provide necessary on-site construction avoidance measures to prevent inadvertent take of this species.		Division, Zoning Inspection	Pond Turtle discovery
	Mitigation Measure Bio-1b: Contractor Awareness. Contractor education shal be conducted to make workers aware of measures being taken to protect resources on the site and to contribute to increased vigilance during their work. Before initiation of construction activities within close proximity to the quarry pond, all construction workers shall be trained by the qualified biologist regarding the potential presence of western pond turtle and the fact that this species is to be avoided, and if any turtles are seen, the job foreman must be notified and construction shall be halted until appropriate measures have been taken.	Prior to issuance of a demolition, grading or building permit; throughout construction activities	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Training of all construction workers by site supervisor.
Impact Bio-2: No wetlands or sensitive natural communities are present at the Project site such that they would be disturbed by Project construction or operation. However, landscape improvements at the edge of the Project	**SCA Bio-2: Creek Protection Plan**. (Prior to and ongoing throughout demolition, grading, and/or construction activities): a. The approved creek protection plan shall be included in the project drawings submitted for a	Submittal prior to the issuance of a demolition permit, grading or building permit; throughout construction	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning	Confirm issuance of a creek protection plan and that all conditions of that permit are being implemented and

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site have the potential to adversely affect off-site wetland, riparian and sensitive natural communities.	building permit (or other construction-related permit). The project applicant shall implement the creek protection plan to minimize potential impacts to the creek during and after construction of the project. The plan shall fully describe in plan and written form all erosion, sediment, stormwater, and construction management measures to be implemented on-site. b. If the plan includes a stormwater system, all stormwater outfalls shall include energy dissipation that slows the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains.	activities	City of Oakland Building Services Division, Zoning Inspection.	complied with
	SCA Bio-3: Regulatory Permits and Authorizations. (Prior to issuance of a demolition, grading, or building permit within vicinity of the creek). Prior to construction within the vicinity of the creek, the project applicant shall obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game, and the City of Oakland, and shall comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following: a. U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. b. Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. c. California Department of Fish and Game (CDFG): Section 1602 Lake and Streambed Alteration	Submittal prior to the issuance of a demolition permit, grading or building permit; throughout construction activities	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection.	Confirm issuance of regulatory permits and that all conditions of that permit are being implemented and complied with

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	Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG. **SCA Bio-4: Creek Monitoring**. (Prior to issuance of a demolition, grading, or building permit within vicinity of the creek). A qualified geotechnical engineer and/or environmental consultant shall be retained and paid for by the project applicant to make site visits during all grading activities; and as a follow-up, submit to the Building Services Division a letter certifying that the erosion and sedimentation control measures set forth in the Creek Protection Permit submittal material have been instituted during the grading activities. **SCA Bio-5: Creek Landscaping Plan**. (Prior to issuance of a demolition, grading, or building permit within vicinity of the creek). The project applicant shall develop a final detailed landscaping and irrigation plan for review and approval by the Planning and Zoning Division prepared by a licensed landscape architect or other qualified person. Such a plan shall include a planting schedule, detailing plant types and locations, and a system for temporary irrigation of plantings. a. 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. b. All landscaping indicated on the approved landscape plan shall be installed prior to the issuance of a Final inspection of the building permit, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland Planning Code. All landscaping areas shown on the approved plans shall be maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary replaced with new plant materials to	Submittal prior to the issuance of a demolition permit, grading or building permit; throughout construction activities	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection.	Confirm issuance of detailed landscape and irrigation plans and that all conditions of that permit are being implemented and complied with

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	ensure continued compliance with all applicable landscaping requirements. All paving or impervious surfaces shall occur only on approved areas.			
Impact Bio-5: Redevelopment of the Project site as proposed would result in removal of four (4) "protected trees" to accommodate new buildings, five (5) protected trees within roadway medians, and two (2) non-protected Monterey pines for improved access to the adjacent quarry pond.	**SCA Aesth-2: Tree Removal Permit**. Prior to issuance of a demolition, grading, or building permit. Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.	Prior to issuance of a demolition, grading or building permit	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Confirm issuance of a tree removal permit and that all conditions of that permit are being implemented and complied with
	SCA Aesth-3: Tree Replacement Plantings. Prior to issuance of a final inspection of the building permit. Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria: a. 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. b. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye) or Umbellularia californica (California Bay Laurel) or other tree species acceptable to the Tree Services Division. c. Replacement trees shall be at least of 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. d. Minimum planting areas must be available on site as follows:	Prior to issuance of final inspection	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Confirm replacement plantings

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	i. For Sequoia sempervirens, three hundred fifteen square feet per tree; ii. For all other species listed in #2 above, seven hundred (700) square feet per tree. e. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. f. Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.			
	SCA Aesth-4: Tree Protection During Construction. Prior to issuance of a demolition, grading, or building permit. 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: a. 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 City Tree Reviewer. 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.	Prior to issuance of demolition, grading, or building permit issuance; throughout construction	City of Oakland Public Works Agency-Tree Services Division City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Installation of adequate protection measures; confirmation compliance throughout construction

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	b. 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 City Tree Reviewer 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. c. 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 Tree Reviewer 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 tree reviewer. 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. d. 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. e. 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 Agency of such damage. 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			

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	to compensate for the loss of the tree that is removed. f. 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.			
Impact Bio-6: Although the proposed Project would be subject to the provisions of the City of Oakland Creek Protection Ordinance, there is nothing about the Project that would fundamentally conflict with elements of the ordinance intended to protect biological resources. The Project would not discharge a substantial amount of pollutants into the creek or watercourse, it would not significantly modify the natural flow of water, it would not deposit substantial amounts of new material into a creek or cause substantial bank erosion or instability, nor would it adversely impact a riparian corridor by significantly altering vegetation or wildlife habitat.	Implement the following Standard Conditions of Approval, detailed above: **SCA Bio-2: Creek Protection Plan** **SCA Bio-3: Regulatory Permits and Authorizations** **SCA Bio-4: Creek Monitoring** **SCA Bio-5: Creek Landscaping Plan**	See listed SCA Bio conditions above.	See listed SCA Bio conditions above.	See listed SCA Bio conditions above.
Chapter 4.4: Cultural Resources				
Impact Cultural-2: The Project would not cause a substantial adverse change in the significance of a known archaeological resource, nor would it directly or indirectly destroy a known unique paleontological resource or site, or unique geologic feature. It is possible that currently unknown archaeological or paleontological resources could be damaged during site grading and construction.	**SCA Cultural-1: Archaeological Resources**. Ongoing throughout demolition, grading, and/or construction. Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. a. 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	Prior to issuance of demolition, grading, or building permit issuance; throughout construction	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Adherence to measures in the event of resource discovery

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	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 measures for historical resources or unique archaeological resources are 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 measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment,			

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	and shall prepare a report on the findings for submittal to the Northwest Information Center.			
	SCA Cultural-2: 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.	Prior to issuance of demolition, grading, or building permit issuance; throughout construction	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Adherence to measures in the event of resource discovery
	SCA Cultural-3: 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	Prior to issuance of demolition, grading, or building permit issuance; throughout construction	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Adherence to measures in the event of resource discovery

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	(if applicable) shall be completed expeditiously. **SCA Cultural-5: Archaeological Resources – Sensitive Areas**. (Prior to issuance of a demolition, grading, or building permit). The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision D (Construction ALERT Sheet). However, if in either case a high potential presence of historic-period archaeological resources on the project site is indicated, or a potential resource is discovered, the project applicant shall also implement all of the following provisions: a. Provision B (Construction-Period Monitoring), b. Provision C (Avoidance and/or Find Recovery), and c. Provision D (to establish a Construction ALERT Sheet if the Intensive Pre-Construction Study was originally implemented per Provision A, or to update and provide more specificity to the initial Construction ALERT Sheet if a Construction Alert Sheet was originally implemented per Provision D). Provisions A through Provisions D are detailed as follows: d. Provision A: Intensive Pre-Construction Study - The project applicant, upon approval from the City Planning and Zoning Division, may choose to complete a site-specific, intensive archaeological resources study prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. If that approach is selected, the study shall be conducted by a qualified archaeologist approved by the City Planning and Zoning Division. If prepared, at a minimum, the study shall include: i. An intensive cultural resources study of the project site, including subsurface	Prior to issuance of demolition, grading, or building permit issuance; throughout construction	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Review pre-construction survey or ALERT sheet as specified Monitor during construction

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	presence/absence studies, of the project site. Field studies conducted by the approved archaeologist(s) may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources; ii. A report disseminating the results of this research; iii. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. iv. If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, below), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, below), and prepare an ALERT Sheet that details what could potentially be found at the project site (see Provision D, Construction ALERT Sheet, below). e. Provision B: Construction-Period Monitoring - Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT Sheet, require per Provision D, Construction ALERT Sheet, below) and the procedures to follow if any are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, or preparing a report to document negative findings after construction is completed. If a significant archaeological resource			

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	is discovered during the monitoring activities, adherence to Provision C, Avoidance and/or Find Recovery, discussed below), would be required to reduce the impact to less than significant. The project applicant shall hire a qualified archaeologist to monitor all ground disturbing activities on the project site throughout construction. f. Provision C: Avoidance and/or Find Recovery - If a significant archaeological resource is present that could be adversely impacted by the proposed project, the project applicant of the specific project site shall either: g. Stop work and redesign the proposed project to avoid any adverse impacts on significant archaeological resource(s); or, i. If avoidance is determined infeasible by the City, design and implement an Archaeological Research Design and Treatment Plan (ARDTP). The project applicant shall hire a qualified archaeologist who shall prepare a draft ARDTP that shall be submitted to the City Planning and Zoning Division for review and approval. 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			

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	methods are practical. The project applicant shall implement the ARDTP. 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. h. Provision D: Construction ALERT Sheet - The project applicant, upon approval from the City Planning and Zoning Division, may choose to prepare a construction ALERT sheet prior to soil disturbing activities occurring on the project site, instead of conducting site-specific, intensive archaeological resources pursuant to Provision A, above. The project applicant shall submit for review and approval by the City prior to subsurface construction activity an "ALERT" sheet prepared by a qualified archaeologist with visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor; any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving); and/or utilities firm involved in soil-disturbing activities within the project site. i. The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, that in the event of discovery of the following cultural materials, all work must be stopped in the area and the City's Environmental Review Officer contacted to evaluate the find: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal			

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	bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. j. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. If the project applicant chooses to implement Provision D, Construction ALERT Sheet, and a potential resource is discovered on the project site during ground disturbing activities during construction, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, above), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, above), and prepare an updated ALERT Sheet that addresses the potential resource(s) and other possible resources based on the discovered find found on the project site			
Chapter 4.5: Geology and Soils				
Impact Geo-1: The Project site is located in an area that would be subject to very strong ground shaking and potential liquefaction in a major seismic event.	**SCA Geo-2: Soils Report**. A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from onsite testing. Specifically, the minimum contents of the report should include: a. Logs of borings and/or profiles of test pits and trenches: i. The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings,	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Building Services Division	Confirmation that adequate report is submitted

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	foundations, and retaining structures. ii. The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. iii. All boring logs shall be included in the soils report. b. Test pits and trenches i. Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. ii. Soils profiles of all test pits and trenches shall be included in the soils report. c. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled. d. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit. e. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following: f. Site description; i. Local and site geology; ii. Review of previous field and laboratory investigations for the site; iii. Review of information on or in the vicinity of the site on file at the Information Counter,			

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	City of Oakland, Office of Planning and Building; iv. Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist; v. Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required; vi. Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report; vii. All other items which a Soils Engineer deems necessary; viii. The signature and registration number of the Civil Engineer preparing the report. g. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.			
Impact Geo-2: The cut slope at the Project site's northerly boundary shows evidence of erosion and fallen debris, and could potentially be susceptible to slides.	Implement **SCA Geo-2: Soils Report** above. **SCA Implementation: Catchment Structures.** Pursuant to recommendations from the 2007 Kleinfelder Geotechnical Investigation, the Project applicant shall reconstruct the on-site catchment structures at the toe of the cut slope along the northerly site boundary. Detailed catchment structure designs shall be included in the required soils report.	See SCA Geo-2 above. Submittal of detailed catchment structure design with soils report.	See SCA Geo-2 above. City of Oakland Building Services Division	See SCA Geo-2 above. Confirmation that detailed design is submitted

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Impact Geo-3: Portions of the easterly side of the Project site near the quarry pond contain clayey soil with variable gravel content, potentially unsuitable as a sub-grade soil for building foundations.	Implement **SCA Geo-2: Soils Report** above. **SCA Implementation: Excavation of Unsuitable Soils.** Pursuant to recommendations from the 2007 Kleinfelder Geotechnical Investigation, in the event that unsuitable soil is encountered during the construction phase, such soils should be excavated to a firm bottom and the resulting hole should be backfilled with engineered fill or lean mix concrete.	See SCA Geo-2 above. During construction	See SCA Geo-2 above. City of Oakland Building Services Division	See SCA Geo-2 above. Adherence to measure in the event of unsuitable fill discovery during construction
Impact Geo-4: Site preparation and construction activity associated with the Project could result in soil erosion as the surface is disrupted.	Implement **SCA Geo-2: Soils Report** above.	See SCA Geo-2 above.	See SCA Geo-2 above.	See SCA Geo-2 above.
Impact Geo-5: Soils samples taken at the Project site indicate that near-surface soils are considered to have a low potential for expansion.	Implement **SCA Geo-2: Soils Report** above.	See SCA Geo-2 above.	See SCA Geo-2 above.	See SCA Geo-2 above.
Cumulative Impact Geo-9: Portions of Oakland are underlain by unstable geology and soil conditions, and cumulative development under these conditions could expose people or structures to substantial adverse effects. However, with required implementation of City of Oakland Standard Conditions of Approval, as well as other applicable local and State laws and regulations, cumulative impacts related to unstable geology and soil conditions would remain less than significant.	Implement **SCA Geo-2: Soils Report** above.	See SCA Geo-2 above.	See SCA Geo-2 above.	See SCA Geo-2 above.
Chapter 4.7: Hazards and Hazardous Materials				
Impact Haz-1: No portion of the Project site is included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Environmental Site Assessments prepared for the Project site do not indicate the presence of on-site soil or	**SCA Haz-1: Phase I and/or Phase II Reports**. Prior to issuance of a demolition, grading, or building permit. Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection Fire Prevention Bureau,	Obtain samples and submit report. Completion of remedial action.

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groundwater contamination at significant levels, and do not indicate that off-site contamination of soil or groundwater presents a concern to construction or operation of the Project. On-site building assessments do indicate that asbestos-containing materials are present in older portions of the shopping center.	remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.		Hazardous Materials Unit	
	SCA Haz-2: Environmental Site Assessment Reports/Remediation. Prior to issuance of a demolition, grading, or building permit. If the environmental site assessment reports recommend remedial action, the project applicant shall: a. Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. b. Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency. c. Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. **SCA Implementation: Soil Sampling.** If additional investigation is performed, the following is recommended: a. Soil and grab-groundwater samples shall be sought from along the sanitary sewer line further	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Obtain samples and submit report

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	west, behind the existing Safeway store and toward Broadway. Based on the presence of groundwater within approximately 15 feet in depth at the former gas station at 5175 Broadway, it appears that field conditions may be more favorable for encountering groundwater closer to Broadway. Also, additional attempts to collect grab-groundwater samples could be made west of Boring SB-1. If grab-groundwater samples are successfully collected, then the laboratory results will also aid in evaluating the significance of the benzene detection at SB-2. b. Additional sampling activities for evidence of PCE impacts could be focused on the interior of the dry cleaning lease space. Further sampling across the site was not recommended because of the lack of laterally continuous groundwater, the lack of PCE in groundwater at SB-2 and SB-9, and the limited access along the sanitary sewer line behind the lessee spaces. c. These investigations shall be documented in a report which shall make recommendations for remedial action if appropriate and necessary, and shall be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.			
	SCA Haz-3: Radon or Vapor Intrusion from Soil or Groundwater Sources. Ongoing. The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Completion of remedial action in the event of radon or vapor discovery

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	SCA Haz-4: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment. Prior to issuance of any demolition, grading or building permit. The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.	Prior to issuance of demolition, grading, or building permit issuance	Fire Prevention Bureau, Hazardous Materials Unit	Documentation of the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law
	SCA Haz-5: Site Review by the Fire Services Division. Prior to the issuance of demolition, grading or building permit. The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.	Prior to the issuance of demolition, grading or building permit	Fire Prevention Bureau Hazardous Materials Unit	approval of plans for site review
	SCA Haz-7: Other Materials Classified as Hazardous Waste. Prior to issuance of any demolition, grading or building permit. If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Prior to issuance of demolition, grading, or building permit issuance	Fire Prevention Bureau, Hazardous Materials Unit	Confirm that all applicable State and federal laws and regulations are followed when profiling, handling, treating, transporting and/or disposing of hazardous materials
	SCA Haz-10: Lead-Based Paint Remediation. Prior to issuance of any demolition, grading or building permit. If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Completion of remedial action in the event lead-based paint is discovered
	SCA Haz-11: Health and Safety Plan per	Prior to issuance of any	City of Oakland	Project applicant to

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	Assessment. Prior to issuance of any demolition, grading or building permit. If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	demolition, grading or building permit.	Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	create and implement a Health and Safety Plan Confirm that all applicable measures are being implemented or complied with pursuant to the Plan
Impact Haz-2: Construction workers, future commercial tenants and shoppers at the Project site may be exposed to hazardous materials during site demolition and construction phases.	**SCA Haz-6: Hazards Best Management Practices.** Prior to commencement of demolition, grading, or construction. The project applicant and construction contractor shall ensure that 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.,	Prior to issuance of demolition, grading, or building permit issuance	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Confirm that all applicable BMPs are being implemented or complied with

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	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.			
	SCA Haz-8: Best Management Practices for Soil and Groundwater Hazards. Ongoing throughout demolition, grading, and construction activities. The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards. a. Soil generated by construction activities shall be stockpiled onsite 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 agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. b. Groundwater pumped from the subsurface shall be contained onsite 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 of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion	Ongoing throughout demolition, grading, and construction activities	City of Oakland Planning & Zoning City of Oakland Building Services Division, Zoning Inspection	Confirm that all applicable BMPs are being implemented or complied with

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	into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources). c. Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.			
	See **SCA Haz-10: Lead-Based Paint Remediation** above.	See SCA Haz-10 above.	See SCA Haz-10 above.	See SCA Haz-10 above.
	See **SCA Air-2: Asbestos Removal in Structures** above. **SCA Implementation: Asbestos Removal.** a. The floor tile and mastic materials that were positive must be removed using floor abatement practices for asbestos in areas scheduled for renovation. All of the original and older floor tiles are considered asbestos containing material (ACM) due to the difficulty of separating and/or removing the asbestos containing mastic component. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines. During the removal of any carpet floorings, areas of black mastic shall be treated as containing asbestos. b. The drywall materials that were positive must be removed using abatement practices for > 1% asbestos, in areas scheduled for renovation. All of	See SCA Air-2 above.	See SCA Air-2 above.	See SCA Air-2 above.

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	the original or older gypsum board assemblies are considered asbestos containing construction material (ACCM), requiring the use of contractors, registered for asbestos-related work. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines. c. The roofing materials that were positive must be removed using roofing abatement practices for asbestos, in areas scheduled for renovation. All of the roof cements are considered as asbestos containing material (ACM), due to the difficulty of separating and/or removing the asbestos containing mastic component. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines. d. Renovation or demolition work in areas that are not specifically covered by this report shall be re-inspected prior to any disturbance of suspect materials.			
Impact Haz-3: The Project site is located within one-quarter mile of Oakland Technical High School and Emerson Elementary School.	See **SCA Haz-2: Environmental Site Assessment Reports/Remediation** above.	See SCA Haz-2 above.	See SCA Haz-2 above.	See SCA Haz-2 above.
Impact Haz-5: With implementation of SCA Trans-2, the requirement to obtain an encroachment permit for work within street rights-of-way, and standard construction period notification requirements to first responders, potential Project impact related to interference with an emergency response plan or emergency evacuation plan would be less than significant.	Implement **SCA Trans-2: Construction Traffic and Parking** under Impact Trans-25, below.	See SCA Trans-2, below	See SCA Trans-2, below	See SCA Trans-2, below
Chapter 4.8: Hydrology and Water Quality				
Impact Hydro-4: Site preparation and construction activity associated with the proposed Project could result in soil erosion, which could have adverse effects on water quality. During site	**SCA Geo-1: Erosion and Sedimentation Control Plan.** a. The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services,	Review and approve the erosion and sedimentation control plan; Confirm that all applicable measures are

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preparation and construction activity at the site, potentially significant soil erosion impacts could occur.	pursuant to Section 15.04.780 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. 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.		Zoning Inspection	being implemented or complied with per the approved plan.
Impact Hydro-5: Site preparation and construction activity associated with the proposed Project site could result in degradation of stormwater quality.	**SCA Hydro-1: Stormwater Pollution Prevention Plan**. (Prior to and ongoing throughout demolition, grading, and/or construction activities): The project applicant must obtain coverage under the General Construction Activity	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services	Review and approve the stormwater pollution prevention plan; Confirm that all applicable measures are

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	Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit a copy of the SWPPP and evidence of approval of the SWPPP by the SWRCB to the Building Services Division. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.			being implemented or complied with per the approved plan.
Impact Hydro-6: Operational activities such as vehicular use, landscaping maintenance and other operational activities could potentially introduce pollutants into stormwater runoff, resulting in degradation of downstream water quality.	**SCA Hydro-2: Post-construction Stormwater Pollution Management Plan**. (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 Stormwater Supplemental Form for the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater pollution management plan, for review and approval by the City, to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services	Review and approve the NPDES permit; Confirm that all applicable measures are being implemented or complied with per the approved plan.

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	practicable. a. The post-construction stormwater pollution 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; and v. Stormwater treatment measures to remove pollutants from stormwater runoff. b. The following additional information shall be submitted with the post-construction stormwater pollution management plan: c. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and i. 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 of removing the range of pollutants typically removed by landscapebased treatment measures. All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscapebased treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscapebased 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-			

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	construction stormwater pollution 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. d. Prior to final permit inspection. The applicant shall implement the approved stormwater pollution management plan. **SCA Hydro-3: 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 onsite 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.	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection	Review and approve the NPDES permit; Confirm that all applicable measures are being implemented or complied with per the approved plan.
Impact Hydro-7: Although the proposed Project would be subject to the provisions of the City of Oakland Creek Protection Ordinance, there is nothing about the Project that would fundamentally conflict with elements of the ordinance intended to protect	Implement the following Standard Conditions of Approval detailed above: **SCA Bio-2: Creek Protection Plan** **SCA Bio-3: Regulatory Permits and Authorizations** **SCA Bio-4: Creek Monitoring**	See SCA Bio-2, Bio-3, Bio-4 and Bio-5 above.	See SCA Bio-2, Bio-3, Bio-4 and Bio-5 above.	See SCA Bio-2, Bio-3, Bio-4 and Bio-5 above.

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hydrologic resources. The Project would not discharge a substantial amount of pollutants into the creek or watercourse, it would not significantly modify the natural flow of water, it would not deposit substantial amounts of new material into a creek or cause substantial bank erosion or instability, nor would it substantially endanger public or private property or threaten public health or safety.	**SCA Bio-5: Creek Landscaping Plan**			
Chapter 4.10: Noise				
Impact Noise-1: Noise generated by construction activities at the site would not be expected to violate the City of Oakland Noise Ordinance or violate the City of Oakland Noise Ordinance regarding nuisance of persistent construction-related noise, provided that standard construction noise controls are implemented at the site.	**SCA Noise-1: Days/Hours of Construction Operation**. (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	Ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection	Adherence to measures throughout duration of construction activities

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	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.			
	SCA Noise-2: 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	Ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection	Adherence to measures throughout duration of construction activities

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). b. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible 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 where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. 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 other measures to the extent feasible. d. If feasible, the noisiest phases of construction shall be limited to less than 10 days at a time.			
	SCA Noise-3: 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	Ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection	Adherence to measures throughout duration of construction activities

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	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.			
	SCA Noise-5: 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. 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 the following measures. These attenuation measures shall include as many of the following control strategies as feasible:	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection	Submittal, review and approval of noise attenuation measures.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	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 e. Monitor the effectiveness of noise attenuation measures by taking noise measurements.			
Impact Noise-5: Temporary project construction activities would not expose adjacent residences to groundborne vibration at levels that could cause cosmetic or structural damage to structures or improvements, and Project occupancy and operation would not generate groundborne vibration at levels that would be perceptible beyond the property boundaries.	Implement **SCA Noise-1: Days/Hours of Construction Operation** above. Implement **SCA Noise-3: Noise Complaint Procedures** above. Implement **SCA Noise-5: Pile Driving and Other Extreme Noise Generators** above**.**	See SCA Noise-1, Noise-3, Noise-5 above.	See SCA Noise-1, Noise-3, Noise-5 above.	See SCA Noise-1, Noise-3, Noise-5 above.
Chapter 4.11: Traffic				
Existing plus Project				
Impact Trans-1: The proposed Project would degrade intersection operations from LOS D to LOS E during the Saturday PM peak hour at the signalized Shattuck Avenue/52nd Street	**Mitigation Measure Trans-1**: Implement the following measures at the Shattuck Avenue/52nd Street intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection	Submittal of Plans, Specifications and Estimates (PS&E) prior to issuance of a building permit for Phase II [1]	City of Oakland, Dept. of Engineering & Construction, Transportation Services	Review and approve PS&E. Confirm that improvements are designed and

[1] Per the Safeway Redevelopment Plan EIR, Phase I includes demolition of the existing CVS Pharmacy building, and construction and occupancy of a new Safeway store in that location. Phase II includes demolition of the remaining portion of the existing shopping center, followed by construction of the remaining portions of the new

	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Implement approved improvements prior to final inspection of the building permit for Phase II	Division; City of Oakland Building Services Division, Zoning Inspection; City of Oakland Planning & Zoning.	implemented pursuant to approved PS&E
LOS E, m the uld add or the ements he	**Mitigation Measure Trans-2**: Implement the following measures at the Telegraph Avenue/51st Street intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Submittal of Plans, Specifications and Estimates (PS&E) prior to issuance of a building permit for Phase II Implement approved improvements prior to final inspection of the building permit for Phase II	City of Oakland, Dept. of Engineering & Construction, Transportation Services Division; City of Oakland Building Services Division, Zoning Inspection; City of Oakland Planning & Zoning.	Review and approve PS&E. Confirm that improvements are designed and implemented pursuant to approved PS&E
roject he nue M and r The hour eriods.	**Mitigation Measure Trans-3**: Implementing one of the following measures at the Howe Street/ Pleasant Valley Avenue intersection would reduce the impact to a less than significant level: a) Signalize the intersection, providing actuated operation with permitted left turns and coordinate the signal timings with the adjacent intersections that would be in the same signal coordination group. b) Prohibit on-street parking for about 80 feet along northbound Howe Street just south of Pleasant Valley Avenue to allow right-turning vehicles to bypass the queued left-turning vehicles. c) Prohibit the left-turn movement from Howe Street to westbound Pleasant Valley Avenue during the	Because of the significant secondary impacts associated with each of the identified mitigation measures, these measures are considered infeasible and no other feasible mitigation measures are identified.		

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	peak commute periods.			
Impact Trans-4: The signalized Piedmont Avenue/Pleasant Valley Avenue intersection currently operates at LOS E, even without increased traffic from the Project. The proposed Project would add traffic that would increase average delay at this intersection by more than four seconds during the weekday PM peak hour.	**Mitigation Measure Trans-4**: Implement the following measures at the Piedmont Avenue/Pleasant Valley Avenue intersection: a) Convert signal control equipment from pre-timed to actuated-coordinated operations b) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Submittal of Plans, Specifications and Estimates (PS&E) prior to issuance of a building permit for Phase II. Implement approved improvements prior to final inspection of the building permit for Phase II	City of Oakland, Dept. of Engineering & Construction, Transportation Services Division; City of Oakland Building Services Division, Zoning Inspection; City of Oakland Planning & Zoning.	Review and approve PS&E. Confirm that improvements are designed and implemented pursuant to approved PS&E
2015 Intersection Impacts				
Impact Trans-5: The proposed Project would degrade intersection operations from LOS D to LOS E during the weekday PM peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2015 Conditions. The proposed Project would also add traffic that would increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour, which the intersection would operate at LOS E regardless of the proposed Project	**Mitigation Measure Trans-5**: Implementation of the following measures at the Broadway/51st Street/Pleasant Valley Avenue intersection would reduce the impact to a less-than-significant level: a) Install a left-turn lane on the westbound Pleasant Valley Avenue approach. b) Install a left-turn lane on the eastbound 51st Street approach.	Due to the secondary significant impacts on pedestrians, adverse effects on other travel modes and conflicts with City policies, the mitigation is considered infeasible. No other feasible mitigation measures are available that would mitigate the Project impacts at the Broadway/51st Street/Pleasant Valley Avenue intersection.		
Impact Trans-6: The Shattuck Avenue/52nd Street intersection is projected to operate at LOS E under 2015 Conditions, even without increased traffic from the Project. The proposed Project would add traffic that would increase delay for the critical southbound through movement by more than six seconds during the Saturday PM peak hour, exceeding the City's threshold of significance.	**Mitigation Measure Trans-6**: Implement Mitigation Measure Trans-1.	See Mitigation Measure Trans-1 above.	See Mitigation Measure Trans-1 above.	See Mitigation Measure Trans-1 above.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
Impact Trans-7: The Telegraph Avenue/51st Street intersection is projected to operate at LOS E under 2015 Conditions, even without increased traffic from the Project. The proposed Project would add traffic that would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour.	**Mitigation Measure Trans-7**: Implement Mitigation Measure Trans-2.	See Mitigation Measure Trans-2 above.	See Mitigation Measure Trans-2 above.	See Mitigation Measure Trans-2 above.
Impact Trans-8: The proposed Project would add more than 10 trips to the Howe Street/Pleasant Valley Avenue (#19) intersection during the weekday PM and Saturday midday peak hours under 2015 Plus Project conditions. The intersection would meet the peak hour signal warrant during both time periods.	**Mitigation Measure Trans-8**: Implement Mitigation Measure Trans-3	See discussion regarding the infeasibility of Mitigation Measure Trans-3, above		
Impact Trans-9: The proposed Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour at the Piedmont Avenue/Pleasant Valley Avenue (#20) intersection under 2015 Conditions; the Project would also degrade the intersection operations during the Saturday midday and PM peak hour from LOS D to LOS E.	**Mitigation Measure Trans-9**: Implement Mitigation Measure Trans-4.	See Mitigation Measure Trans-4 above.	See Mitigation Measure Trans-4 above.	See Mitigation Measure Trans-4 above.
2035 Intersection Impacts				
Impact Trans-10: The proposed Project would increase volume-to-capacity (v/c) ratio for the intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound left, eastbound through, westbound left, northbound through, and the southbound left movements by 0.02 or more during the weekday PM peak hour, and it would increase v/c ratio for the intersection by 0.01 or more and the	**Mitigation Measure Trans-10**: Implement Mitigation Measure Trans-5.	See discussion regarding the infeasibility of Mitigation Measure Trans-5, above		

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
critical movement v/c ratio for the eastbound left, eastbound through, and, northbound through movements by 0.02 or more during the Saturday midday peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.				
Impact Trans-11: The proposed Project would increase intersection volume-to-capacity (v/c) ratio by 0.01 or more during the Saturday PM peak hour at the Shattuck Avenue/52nd Street (#12) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.	**Mitigation Measure Trans-11**: Implement Mitigation Measure Trans-1.	See Mitigation Measure Trans-1 above.	See Mitigation Measure Trans-1 above.	See Mitigation Measure Trans-1 above.
Impact Trans-12: The proposed Project would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour at the Telegraph Avenue/51st Street (#15) intersection under 2035 Conditions, which would operate at LOS E regardless of the Project; the Project would also increase delay for the critical westbound and southbound movements by more than six seconds during the Saturday midday peak hour; the Project would also degrade the intersection during the Saturday PM peak hour from LOS D to LOS E.	**Mitigation Measure Trans-12**: Implement Mitigation Measure Trans-2.	See Mitigation Measure Trans-2 above.	See Mitigation Measure Trans-2 above.	See Mitigation Measure Trans-2 above.
Impact Trans-13: The proposed Project would add more than 10 trips to the Howe Street/ Pleasant Valley Avenue (#19) during the weekday PM, Saturday midday, and Saturday PM peak hours under 2035 Plus Project conditions. The intersection would meet the peak hour signal warrant during the three time	**Mitigation Measure Trans-13**: Implement Mitigation Measure Trans-3	See discussion regarding the infeasibility of Mitigation Measure Trans-3, above		

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
periods.				
Impact Trans-14: The proposed Project would increase volume-to-capacity (v/c) ratio for the intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound, westbound, and northbound movements by 0.02 or more during the weekday PM, Saturday midday, and Saturday PM peak hours at the Piedmont Avenue/Pleasant Valley Avenue (#20) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.	**Mitigation Measure Trans-11**: Implement the following measures at the Piedmont Avenue/Pleasant Valley Avenue intersection: a) Mitigation Measure Trans-4. b) Modify signal control equipment to provide lagging protected phasing in the northbound direction.	Submittal of Plans, Specifications and Estimates (PS&E) prior to issuance of a building permit for Phase II. Implement approved improvements prior to final inspection of the building permit for Phase II	City of Oakland, Dept. of Engineering & Construction, Transportation Services Division; City of Oakland Building Services Division, Zoning Inspection; City of Oakland Planning & Zoning.	Review and approve PS&E. Confirm that improvements are designed and implemented pursuant to approved PS&E
Impact Trans-15: The proposed Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour at the Hudson Street/Manila Avenue/College Avenue (#24) intersection under 2035 Conditions.	**Mitigation Measure Trans-15**: Implement the following measures at the Hudson Street/Manila Avenue/College Avenue intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Submittal of Plans, Specifications and Estimates (PS&E) prior to issuance of a building permit for Phase II. Implement approved improvements prior to final inspection of the building permit for Phase II	City of Oakland, Dept. of Engineering & Construction, Transportation Services Division; City of Oakland Building Services Division, Zoning Inspection; City of Oakland Planning & Zoning.	Review and approve PS&E. Confirm that improvements are designed and implemented pursuant to approved PS&E
Impact Trans-24: The proposed Project would not fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	**SCA-Trans-1: Parking and Transportation Demand Management.** Prior to issuance of a final inspection of the building permit. The applicant shall pay for and submit for review and approval by the City a Transportation Demand Management (TDM) plan containing strategies to: • Reduce the amount of traffic generated by new development and the expansion of existing development, pursuant to the City's police power and necessary in order to protect the public health, safety and welfare. • Ensure that expected increases in traffic resulting from growth in employment and housing opportunities in the City of Oakland will be	Initial TDM Plan required prior to issuance of a final inspection of the building permit for Phase I and subsequent Phase II. The applicant shall submit an annual compliance report for review and approval by the City.	The TDM Plan and annual compliance reports shall be submitted for review by either City staff or a peer review consultant, chosen by the City and paid for by the applicant.	If timely reports are not submitted, if the annual reports indicate a failure to achieve the stated policy goals, or if the required alternative mode split is not achieved, staff will work with the applicant to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	adequately mitigated. • Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities. • Promote more efficient use of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage. • Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved. The applicant shall implement the approved TDM plan. The TDM plan shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered, and parking management and parking reduction strategies should be included. Actions to consider include the following: a. 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 Bicycle Parking Ordinance, shower, and locker facilities in commercial developments that exceed the requirement. b. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping. c. 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 and safe crossing at arterials. d. Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. e. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. f. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as			to the Planning Commission for resolution.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	AC Transit Easy Pass or a similar program through another transit agency). g. Employees or residents can be provided with a subsidy, determined by the applicant and subject to review by the City, if the employees or residents use transit or commute by other alternative modes. h. Provision of shuttle service between the development and nearest mass transit station, or ongoing contribution to existing shuttle or public transit services. i. Guaranteed ride home program for employees, either through 511.org or through separate program. j. Pre-tax commuter benefits (commuter checks) for employees. k. 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. l. Onsite carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools. m. Distribution of information concerning alternative transportation options n. 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. o. Parking management strategies; including attendant/valet parking and shared parking spaces. p. Requiring tenants to provide opportunities and the ability to work off-site. q. 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. r. 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			

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
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	determined work hours. The applicant shall submit an annual compliance report for review and approval by the City. This report will be reviewed either by City staff (or a peer review consultant, chosen by the City and paid for by the applicant). If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the applicant to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Applicants shall be required, as a condition of approval, to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved Project.			
Impact Trans-25: The proposed Project would result in a substantial, though temporary adverse effect on the circulation system during construction.	**SCA Trans-2: Construction Traffic Management** Plan. 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.	Submittal prior to issuance of a grading, demolition, building or P-Job permit Ongoing through construction	City of Oakland Planning & Zoning; City of Oakland Building Services, Zoning Inspection; and City of Oakland, - Transportation Services Division	Review and approve the construction management plan; Confirm that all applicable measures are being implemented or complied with per the approved plan.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	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			

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	properties of adjacent or nearby neighbors. **SCA Implementation**: Construction Traffic Management. The Construction Traffic Management Plan developed for the Project shall include the following: a) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction. b) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction.			
Chapter 4.12: Utilities and Public Services				
Impact Util-1: Although the Project will result in the construction of new storm water drainage facilities, the construction of these facilities would not cause significant environmental effects.	**SCA Util-2: 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.	Prior to completing final design for project's sewer service.	City of Oakland, Public Works Agency	Confirmation of capacity prior to completing sewer service design; installation of adequate service; payment of required fees.
	Implement **SCA Air-1: Best Management Practices** above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
		Schedule	Responsibility	Procedure
	Implement **SCA Geo-1: Erosion and Sedimentation Control Plan** above. Implement **SCA Noise-1: Days/Hours of Construction Operation** above. Implement **SCA Noise-2: Noise Control** above. Implement **SCA Trans-2: Construction Traffic Management Plan** above.	1 above.	1 above.	1 above.
Impact Util-3: Although the Project will result in the construction of new on-site wastewater collection infrastructure, the construction of such infrastructure would not cause significant environmental effects.	Implement **SCA Air-1: Best Management Practices** above. Implement **SCA Geo-1: Erosion and Sedimentation Control Plan** above. Implement **SCA Noise-1: Days/Hours of Construction Operation** above. Implement **SCA Noise-2: Noise Control** above. Implement **SCA Trans-2: Construction Traffic Management** Plan above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.
Impact Util-5: Although the Project would result in the construction of certain new on-site water supply infrastructure, the construction of such infrastructure would not cause significant environmental effects.	Implement **SCA Air-1: Best Management Practices** above. Implement **SCA Geo-1: Erosion and Sedimentation Control Plan** above. Implement **SCA Noise-1: Days/Hours of Construction Operation** above. Implement **SCA Noise-2: Noise Control** above. Implement **SCA Trans-2: Construction Traffic Management** Plan above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.	See SCA Air-1, Geo-1, Noise-1, Noise-2, Trans-1 above.
Impact Util-6: The amount of solid waste generated by the proposed Project would not exceed the capacity of the Davis Street Transfer Station or the Altamont Landfill and would not require the construction or expansion of landfill facilities.	**SCA Util-1: 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. a. 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	Prior to demolition, construction; ongoing throughout construction	City of Oakland Planning & Zoning; City of Oakland Building Services	Submittal, review and approval of required plan; implementation throughout construction.

Environmental Impact	Mitigation Measures / Standard Conditions of Approval	Mitigation Monitoring:		
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	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. b. 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 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.			