

Location:	Brooklyn Basin (formerly known as “Oak to 9th Avenue”); specifically, Parcel C (APN 018 046501400).
Proposal:	Final Development Permit (FDP) for Parcel C, including 241 residential units and up to 3,500 sf ground-floor commercial space in an 81-foot tall building.
Applicant:	Zarsion America Inc., Erik Hayden (408)348-5679.
Owner:	ZOHP
Planning Permits Required:	FDP, compliance with CEQA.
General and Estuary Plan:	Planned Waterfront Development-1.
Zoning:	Planned Waterfront Zoning District (PWD-4)/D-OTN-4
Environmental Determination:	Final EIR certified on January 20, 2009
Historic Status:	Non-Historic Property
Service Delivery District:	3
City Council District:	2 – Abel Guillen
Action to be Taken:	Comment, only.
Finality of Decision:	NA.
For further information:	Contact case planner Catherine Payne at 510-238-6168 or by e-mail at cpayne@oaklandnet.com

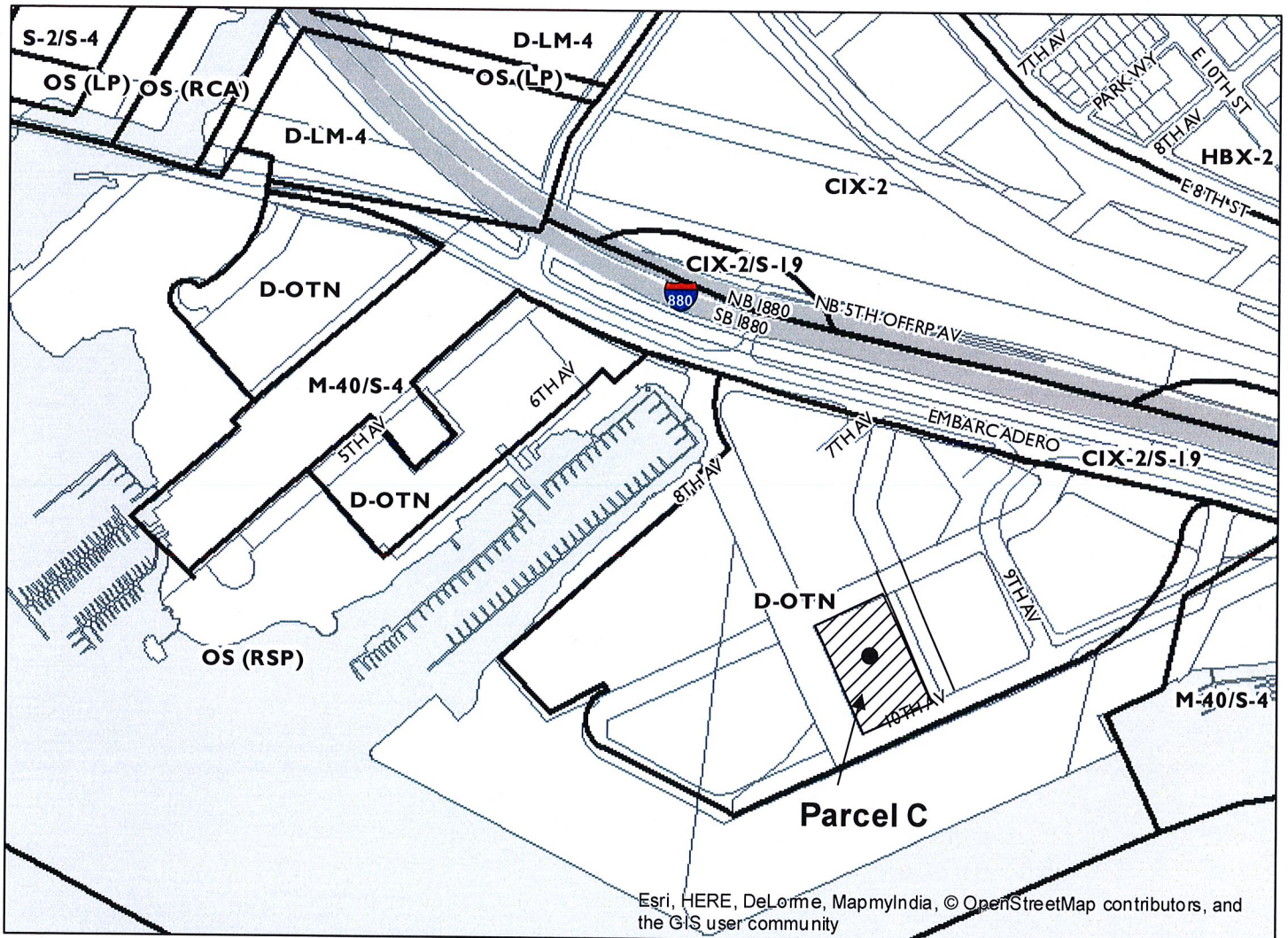
SUMMARY

The proposed project is a Final Development Permit for construction of a mixed-use housing product on Parcel C of Brooklyn Basin. The proposed project includes 241 dwelling units and up to 3,500 square feet of ground floor commercial use, as well as accessory parking and usable open space, in an 86-foot tall building encompassing an entire city block in the Brooklyn Basin Planned Unit Development along the Oakland Estuary waterfront south of the Lake Merritt Channel. The Planning Commission approved the first (and most recent) FDP for vertical development for Brooklyn Basin at the adjacent Parcel B side in September 2016.

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 9th Avenue to the east, and Fallon Street to the west. The project includes 29.9 acres of City parks located along the Oakland Estuary edge of the Brooklyn Basin Site. Shoreline Park is the southeastern-most park in Brooklyn Basin and is located on the water side of 9th Avenue, generally where the 9th Avenue Terminal is currently located.

CITY OF OAKLAND PLANNING COMMISSION



0 250 500 1,000 1,500 2,000 Feet



Case File: DA06011, PUD06010, PUD06010-PUDF05
Applicant: Erick Hayden
Address: Brooklyn Basin, Parcel C
Zone: D-OTN

Parcel C is located in Phase 1 of the Brooklyn Basin PUD; specifically, on the southwest half of the block bounded by 8th Avenue to the north, Clinton Lane to the east, 9th Avenue to the south, and Brooklyn Basin Way to the west. Parcel C is adjacent to Parcel B (an FDP for which was approved in September 2016), with a public paseo separating the two planned development sites. Site C is located on Brooklyn Basin's primary commercial street, Brooklyn Basin Way, and across from Shoreline Park (for which construction permits were recently issued).

PROJECT BACKGROUND

Project History

The planned Brooklyn Basin Project consists of a mix of residential, retail and commercial, civic, and parks and open space uses preliminarily approved by the Planning Commission on March 15, 2006, and for which a Development Agreement was executed on July 18, 2006 by the City Council. Following a legal challenge, final entitlements were granted in 2009. The project sponsors plan to construct up to 3,100 residential units, 200,000 square feet of ground-floor commercial space, a minimum of 3,950 parking spaces, 29.9 acres of parks and public open space, two renovated marinas (with a total of 170 boat slips), and an existing wetlands restoration area. The existing buildings on the site will be demolished with the exception of a portion of the 9th Avenue Terminal shed building and the Jack London Aquatic Center. The project does not include approximately six acres of privately-held property along and east of 5th Avenue that contains a mix of commercial and industrial uses, as well as a small community of work/live facilities.

As noted above, Parcel C is located within Phase 1 of the Brooklyn Basin PUD. At this time, the Phase 1 Final Map has been recorded, horizontal infrastructure improvements constructed, and Final Development Permits issued for Shoreline Park and Parcel C. Most recently, the master developer has recorded the Phase 2 Final Map with the expectation to initiate development of Phase 2 parcels in the near future. Finally, it should be noted that the City of Oakland and the master developer, ZOHP, are undertaking a parcel exchange to ease development of affordable housing on Brooklyn Basin Parcel A. Following the exchange, staff expects to receive applications for the remaining Phase 1 parcels in the near future.

Summary of Recent Brooklyn Basin Milestones Spring 2017

Milestone	Requirement	Status
Land Use Entitlements (DA, PUD/PDP, GPA, Rezone, EIR)	Oakland Municipal Code	Complies: Initial (challenged) approval 7/18/2006; Final approval 1/2009
Phase 1 Soil remediation (grading/surcharge permits)	EIR MM H, Prior to issuance of site development building permits	Complies: Activities completed 2014
Affordable Housing Developer Selection	DA Exhibit L, Section 4: proposal to City within one year of acquisition of Sites F, T and G	Complies: MidPen selected by Master Developer and approved by City Housing Department in 2015
Phase 1 Final Map	TTM, DA	FM7621 Approved May 2015
Phase 1 Infrastructure FDP and construction permits	Zoning regulations	Under construction; Completion expected 2016
Embarcadero Roadway Improvements	PUD	Under construction; Completion expected 2016
Community Facilities District	Condition of Approval 38, Prior to issuance of first Final Map	Complies: Estoppel Certificate in place; CFD formation in process.
Shoreline Park FDP	DA and PUD	Complies: Approved December 2015, BCDC confirmation May 2016
Parcel B FDP	PUD, FM7621	Approved September 2016
Phase 2 Final Map	PUD, TTM7621	Recorded June 2017

PROJECT DESCRIPTION

The proposed Brooklyn Basin Parcel C project is an 86-foot tall building (blurb says 81') encompassing half of a city block. The project includes 241 residential units and 3,500 square feet of ground-floor commercial space. The project includes a mix of one- and two-bedroom units. In addition, the project includes ample open space provided in private balconies, a podium amenity space, and a mews. The project also includes 240 parking spaces. Plans, elevations and illustratives are provided in Attachment A to this report.

GENERAL PLAN ANALYSIS

The Brooklyn Basin project site is located in the Planned Waterfront Development-4 (PWD-4) Estuary Policy Plan (EPP) land use designation (the Estuary Policy Plan is the General Plan for the area that includes Brooklyn Basin). The intent of the PWD-4 land use designation is to "provide for the transition of underutilized industrial land to public parks and open space, commercial/retail, multifamily residential, cultural and civic uses. Improve public access to the

waterfront by providing additional public parks and open space areas and a waterfront trail.” In terms of desired character, future development should “create a new mixed-use residential, commercial/retail, recreational neighborhood in the areas south of the Embarcadero. New parks and open space areas will provide public access to the Estuary and will continue the series of waterfront parks and the San Francisco Bay Trail. Civic and cultural uses may be incorporated into the development. Two existing marinas will be renovated to enhance boating and marine-related uses in the area.” The maximum allowed intensity is 50 residential units per gross acre over the entire 64.2 planning area included in the PWED-4 land use classification, and approximately 200,000 square feet of commercial development. The master planned Brooklyn Basin PUD allows for development of up to 3,100 residential units. At this time, the total count for units considered under Final Development Permits is 482, well within the existing allowance.

The following is an analysis of how the proposed project meets applicable EPP objectives (staff analysis in indented, italicized text below each objective):

- Objective LU-1: Provide for a broad mixture of activities within the Estuary area.
 - *The proposal will deliver residential and commercial development that will intensify and support new uses in the Brooklyn Basin area and complement park and recreation uses along the Oakland Estuary waterfront.*
- Objective LU-2: Provide for public activities that are oriented to the water.
 - *The proposed project will include expansive views of the waterfront, and will orient and frame pathways to and views of the waterfront for the public travelling along Brooklyn Basin Way or the mews to the east of the project. These strong visual and physical connections to the waterfront will enhance the experience of the waterfront for both residents and the public.*
- Objective LU-3: Expand opportunities and enhance the attractiveness of the Estuary as a place to live.
 - *The proposed project will include expansive views of the waterfront, and will orient and frame pathways to and views of the waterfront for the public travelling along Brooklyn Basin Way or the mews to the east of the project. These strong visual and physical connections to the waterfront will enhance the experience of the waterfront for both residents and the public.*
- Objective LU-4: Develop the Estuary area in a way that enhances Oakland’s long-term economic development.
 - *The proposal will deliver residential and commercial development that will intensify and support new uses in the Brooklyn Basin area and complement park and recreation uses, as well as commercial uses, along the Oakland Estuary waterfront. In addition, the mixed-use residential and commercial project will contribute to the City’s tax and employment base.*
- Objective LU-5: Provide for the orderly transformation of land uses while acknowledging and respecting cultural and historical resources.
 - *The proposed mixed-use residential and commercial project would meet the goals for providing new uses on underutilized sites. The project is an important piece of the larger Brooklyn Basin project, which is transforming and improving the Oakland Estuary waterfront for public recreational and commercial use. As part*

of the Brooklyn Basin PUD, the master developer is retaining, restoring and occupying a portion of the historic 9th Avenue Terminal for historic interpretive, recreational, and commercial uses.

- Objective LU-6: Create greater land use continuity between the Estuary waterfront and adjacent inland districts.
 - *The proposed project on Parcel C is part of the larger Brooklyn Basin PUD, which is designed specifically to connect the waterfront to the land side of Embarcadero, with landscaped streets and promenades, as well as improved pedestrian, bicycle and vehicular connectivity across Embarcadero and throughout the site.*

ZONING ANALYSIS

Parcel C is located within the Planned Waterfront Zoning District-4 (PWD-4 Zone). The intent of the PWD-4 Zone is to provide mid-rise and high-rise housing opportunities together with ground-floor retail and commercial uses. Future development is to be set back from the waterfront and address compatibility between residential and nonresidential uses, and reflect a variety of housing and business types. The following discussion outlines the purpose of the PWD-4 zone, with staff analysis provided below in indented, italicized text:

- Encourage the creation of a mixed-use district that integrates a combination of residential, commercial, public open space and civic uses.
 - *The proposed project is a mixed-use project with high-density residential and ground floor commercial uses. The project faces the waterfront, while set back from the Estuary by Shoreline Park and 9th Avenue.*
- Establish development standards that allow residential, commercial, public open space and civic activities to compatibly co-exist.
 - *The proposed project is subject to and generally meets the development and other standards under the PWD-4 Zone for density, height, setbacks, outdoor open space and parking, and is compatible with the site and surrounding area.*
- Provide a balance of private development and public open space with convenient access to public open space and the waterfront.
 - *The mixed-use residential and commercial proposal includes a convenient public pathway along the east side of the property that provides access from 8th Avenue to 9th Avenue and to Shoreline Park and the Oakland Estuary.*
- Improve access to the waterfront and recreational opportunities along the waterfront including boat launches and marinas.
 - *The proposal is part of the Brooklyn Basin PUD which includes infrastructure improvements such as marinas and boat launch areas for public use along the Oakland Estuary.*
- Encourage quality and variety in building and landscape design as well as compatibility in use and form.
 - *The proposal is designed to be visually interesting and differentiated from the planned project for Parcel B in order to provide variety in the neighborhood. In*

addition, the project includes landscaping concepts intended to provide connectivity between the public and private realms, particularly along the paseo to the east and Brooklyn Basin Way to the west.

Oak to 9th Brooklyn Basin Design Guidelines

- Urban Design Principles:
 - Create walkable and lively public streets, open spaces and pedestrian ways that provide strong visual and pedestrian linkages between the waterfront and inland areas.
 - *The Brooklyn Basin PUD will have approximately ten new public streets, including the public paseo that is part of and to the east of the proposed Parcel C project. The paseo will be visible from 9th Avenue and Shoreline Park and will include landscaping intended to provide a visual connection to Shoreline Park.*
 - Introduce a mix of housing that supports a diverse population of residents and that promotes a nighttime environment along the waterfront.
 - *The proposed project adds a much-needed influx of residential units with a variety of unit types (including one- and two-bedroom models). The Brooklyn Basin PUD includes 465 affordable residential units to be provided on other sites in the neighborhood, as well. By bringing residential development and intensifying land uses at Brooklyn Basin, the proposed project will encourage and support use of the waterfront at all hours of the day.*
 - Maintain and enhance public views of the waterfront.
 - *The 81-foot tall building is located approximately 300 feet from the Estuary, and will not block or impede views of the waterfront. Brooklyn Basin Way and the paseo are both intended to frame views of the waterfront from within the neighborhood.*
 - Configure and design buildings to spatially define and reinforce the public character of streets and open spaces.
 - *The proposed building is designed with a strong street wall and maximized ground floor active uses in order to frame and enrich the character of the adjacent rights-of-way.*
 - Introduce ground level activities that enliven streets and public spaces.
 - *The proposed project is designed to maximize active ground floor uses along Brooklyn Basin Way and provide transparency and openness between the public and private realms at grade. In addition to retail uses fronting the public right-of-way, the project includes bike storage facilities, leasing office, lobbies and unit entrances at grade, facing the public right-of-way to enliven the street frontage.*
 - Develop a dynamic composition of taller and shorter buildings that reinforce the spatial characteristics of the waterfront and open space system, and that dramatize this unique shoreline setting.

- *The project is a mid-rise product designed to fit the Brooklyn Basin PUD. The building is substantially set back from the Estuary and allows for public experience and appreciation of the waterfront.*
 - Allow for a diversity of architectural expressions within the strong public framework of streets and open spaces.
 - *The project is designed to fit within the desired scale of development of the site while being massed and articulated differently from the adjacent Parcel B project. The intent of this approach is to provide a diversity of architectural expression within the neighborhood for visual complexity and interest.*
- Design Guidelines:
 - Pedestrian Mews: Complementing and extending the public street network, a series of more intimately scaled pedestrian streets will offer additional access through the community and to the waterfront.
 - *The proposed project includes a paseo on the east side of the project, and is massed and organized to frame Brooklyn Basin Way and the paseo, and to bring active uses to those frontages to enhance the street frontage experience in the area.*
 - Townhouse Style Units: Units that will activate sidewalks along the pedestrian mews near Shoreline Park and along the other internal streets of the community.
 - *The residential units facing the mews have entrances on the mews and generous openings facing the mews. In addition, this side of the building is highly articulated to decrease the apparent mass of the building to a more intimate, personal scale.*
 - Podium Units: In the mid-rise building of Brooklyn Basin will come in a full range of sizes and as such will serve a broad segment of the population including seniors, singles and young couples. Many of these units will enjoy direct views to the waterfront and/or internal courtyard open spaces with resident-serving amenities.
 - *The proposed Parcel C project includes a range of sizes of residential units with direct and indirect views of the Oakland Estuary. Many units have views of the podium-level amenity courtyard, which includes landscaping, view areas, play areas, and a swimming pool.*
 - Multiplicity of Architectural Expressions: Buildings within Brooklyn Basin are not restricted to any specific architectural style. Rather, a variety of architectural expressions are encouraged as a means of enhancing the diverse mixed-use, urban character of the community.
 - *The proposed Parcel C project has a contemporary design intended to complement to the forms of the 9th Avenue Terminal and sail boats in the future marina, and to appear unique from the adjacent Parcel B project.*

ZONING AND RELATED ISSUES

Design

Staff has worked with the applicant and architect to finesse the proposed design for the Parcel C site. Parcel C is essentially an entire city block, and the proposed project is a single building built out to the public right-of-way. The team has worked to reduce the risk of a monolithic mass while providing a consistent and unified design theme to provide project identity and visual harmony. The design of the building is intended to respond to the gable roof of the remaining portion of the 9th Avenue Terminal across 9th Avenue. The 9th Avenue Terminal renovation will include a trellis structure that carries the roof form into Shoreline Park. The Parcel C design applies the angle of the gable to the vertical mass of the building to provide articulation and variation in massing. Key aspects of the project design include the following:

- **Building Orientation:** The Parcel C Project is designed as a single building, with parking located generally at the interior of the project and wrapped by active ground floor and upper-level residential uses. “Back-of-house” uses are ganged on 8th Avenue, with commercial uses fronting Brooklyn Basin Way, and residential uses fronting 9th Avenue and the mews.
- **Building Appearance:** The project differentiates the corners of the building through massing, articulation, exterior treatments and extensive glazing. As designed, the building corners break down otherwise long facades and bulk, and provide a sense of desired connectivity between the public right-of-way and private realm of the building itself.
- **Building Façade Treatments:** Each side of the building is treated to address its specific condition.
 - The Brooklyn Basin Way side of the building includes active, commercial storefronts, leasing and lobby areas on this primary commercial street. In addition, the project takes advantage of a building setback to provide an active buffer of seating and other plaza-like features between public and private uses.
 - The 9th Avenue side of the project includes significant step-downs from the maximum height to allow the podium-level amenity space to have views of the waterfront and to step down the mass close to the park and waterfront. In addition, this side of the project has extensive glazing to take advantage of the waterfront views and provide connectivity between the project and Shoreline Park.
 - The mews side of the project includes the most extensive façade articulation and variety of exterior treatments to create an intimate scale adjacent to the narrow mews. In addition, this side of the project includes stoops with direct access to the mews, again enforcing the connectivity between the public and private realms.
 - The 8th Avenue side of the Parcel C project hosts the “back-of-house” uses, such as loading, driveway, and mechanical enclosures. To soften the necessary but inactive uses, the project is designed to wrap retail from Brooklyn Basin Way around 8th Avenue, include the bicycle parking on 8th Avenue, and to maximize residential unit openings at the corner of the building at the mews. In addition, this is the only side of the building with exposed upper level parking; the design integrates the angled articulation and sets the parking back to deemphasize the parking use and to emphasize the design continuity of the overall project.

- Building Context: The proposed Parcel C project is the same construction type and size as the adjacent Parcel B project (located on the opposite side of the mews, and the first Brooklyn Basin development parcel to be seeking construction permits). In order to provide variety in the district, the Parcel C project is massed differently from the Parcel B project (with less massing articulation and height variation than Parcel B). In contrast with the Parcel B project, the Parcel C project uses the vertical gable angles (and supporting rhythms and patterns) to provide visual complexity and break down the scale of the building rather than relying heavily on building setbacks and stepbacks.

Compliance with Design Guidelines

As noted above, staff has worked with the applicant and the architect to deliver high-quality architectural and urban design for the Brooklyn Basin Parcel C project. The original Parcel C plan submittal was designed to fully comply with the “Oak to Ninth Avenue/Brooklyn Basin Design Guidelines” (design guidelines). However, staff found the appearance of the project to be busy and unorganized and the central design concepts to be lost in meeting the guidelines. The plans have been revised twice to clarify the major design concepts, calm the appearance and deliver a building that is different from yet harmonious with the adjacent Parcel B project. Based on staff comments, the applicant has revised the plans in a manner that is not entirely compliant with the design guidelines. Compliance with design guidelines is not specifically required, and the intent of design guidelines is to ensure the delivery of attractive buildings with land uses appropriately sited to provide an active street frontage. Staff believes the Parcel C design achieves the intent of the design guidelines without meeting some of the specific guidelines. Staff is providing analysis of how and why the Parcel C proposal does and does not meet key design guidelines for the edification of the Design Review Committee:

- Compliant Features:
 - Vertical expression at corners and towers encouraged: Each of the four corners of the building is distinct from the rest of the building.
 - *In general, the corners are more transparent and are treated to appear as vertical landmark feature.*
 - To promote additional variation and articulation, changes in building materials are encouraged, consistent with the coherent volumetric approach to the overall massing and architectural expression. Varied fenestration, balconies, bay windows, loggia, etc. are also encouraged.
 - *The project includes a language of features and patterns based on the geometric gable theme. The features include: articulated geometric volumes, balconies and bay windows; complementary exterior treatment materials; and varied window openings and fenestration intended to emphasize connectivity between private and public realms while protecting privacy and providing visual clues to the residential nature of the building (particularly on the upper levels).*
 - The parking garage façade should be architecturally integrated with the façade of the occupied space served by the garage.
 - *The parking garage is nested within the proposed Parcel C building, except on the 8th Street side. Along 8th Avenue, the exterior treatment of the garage*

- is consistent with and complementary to the design themes and features of the overall project. In this way, the appearance of the garage is deemphasized.*
- The proportion and subdivision of typical windows should reflect the overall proportion and character of the building.
 - *As noted above, the varied window openings and fenestration are intended to emphasize connectivity between private and public realms while protecting privacy and providing visual clues to the residential nature of the building (particularly on the upper levels).*
 - Terraces and open spaces for the use and enjoyment of residents are encouraged.
 - *The proposed Parcel C project includes balconies integrated into the architectural design of the building, as well as a significant podium-level amenity space facing 9th Avenue and Shoreline Park. The podium-level amenity space includes a pool.*
 - Appliance vents, exhaust fans, and similar roof penetrations should be located so as to not be visible from streets or open spaces.
 - *Roof penetrations are set back from the parapet and will not be visible from the public rights-of-way within the Brooklyn Basin district.*
 - If stoops are used, they should become an attractive addition to the ambience of the street and provide another layer of positive activities to the streetscape environment.
 - *The stoops and entrance patios facing the mews are designed to be integral to the design of the mews itself.*
 - Non-Compliant Features:
 - Buildings should introduce a differentiated architectural expression and/or a step of at least 5 feet, above a height of 65 feet, to allow for the uppermost floors to be articulated, and to maintain a perceived street wall height roughly equivalent to, or less than, the building face-to-face dimension across the street...
 - *The proposed Parcel C design does not consistently provide a setback above a height of 65 feet. Staff encouraged the applicant to eliminate setbacks in many instances to emphasize the dynamic visual effect of the vertical geometric theme of the building. The result is a more powerful design that is visually unique from the adjacent Parcel B project and architecturally elegant.*
 - Significant changes in building massing should be provided above a height of 30 feet. Such changes are defined as a building offset of not less than five (5) feet for 20% of the building frontage along a public street or open space, incorporated at particular intervals depending upon the frontage and the scale of the adjoining street or public space.
 - *The proposed Parcel C design does not consistently provide changes to the massing above the height of 35 feet. Staff encouraged the applicant to reduce massing changes in many instances to emphasize the dynamic visual effect of the vertical geometric theme of the building. The result is a more powerful design that is visually unique from the adjacent Parcel B project and architecturally elegant.*

- A two- to eight-foot building setback along the mixed use streets and along the waterfront/park edges is intended to encourage a variety of urban design features at the street level consistent with ground floor uses...
 - *The project includes extensive active uses on the ground floor and maximizes porosity and transparency between the public and private realms on the ground floor. Staff believes that, in this instance, the ground floor uses and openings fully achieve the urban quality objective of this guideline and that setbacks are not required.*
- Ground level residential units that are at grade or elevated above the adjacent sidewalk should include other devices that protect the privacy of the unit from the street. If the average setback is less than three feet from the property line along a non-commercial street, ground floor residential uses should be raised a minimum of three feet above grade. In addition, setback areas adjacent to residential units should provide separation from the public right-of-way with decorative low fences, vegetation or other attractive barriers.
 - *At this time, it is unclear if and/or how the ground floor units facing 9th Avenue achieve a comfortable separation between the units and the public right-of-way. It appears that the units are within one elevation foot of grade and that there is no setback along that edge. The applicant should provide more information about how privacy will be achieved for these units while providing a sense of connectivity to the adjacent street and park environment.*
- Articulated building entries should be provided wherever appropriate, at intervals of at least 200 feet or one per block face.
 - *The Parcel C project meets the intent of the guideline by providing articulated building entries on all sides of the project. In addition, the project includes residential stoops along the mews and significant commercial openings along Brooklyn Basin Way (that wrap around 8th Avenue, as well).*

Issues

In general, staff finds the project to be well-designed and much improved since the original submittal. The project is visually interesting without being overly busy. The location of ground floor uses has been finessed to maximize activity and transparency along the public right-of-way and at the corners of the building. Back-of-house uses are generally contained within the project and are minimized along the edges. That said, staff has a few remaining design concerns and asks the DRC to consider the following:

- **Materials:** The project includes a mix of materials, including cementitious treatments (plaster or stucco finish), and significant quantities of metal treatments. Staff believes that the metal finishes are critical to the architectural success of the building and seeks to ensure that the project retains the metal exterior treatment through to project delivery. Metal is a significantly more expensive finish than stucco. Applicants often seek to value-engineer exterior treatments during project delivery. Staff recommends that the DRC demand high-

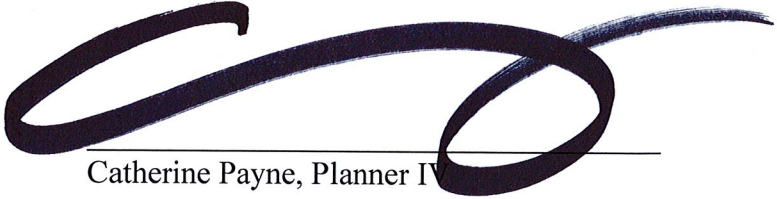
quality finishes for this project, specifically retention of the metal finishes (and significant quantities thereof).

- Colors: Staff recommends that the applicant explore somewhat warmer options for the black metal panel and white cementitious products. The warmth of the custom patina metal should be complemented by the other dominant material colors.
- 9th Avenue Ground Floor: As noted above, more study is required to demonstrate the ground floor residential units facing 9th Avenue have adequate separation from the public right-of-way to support privacy, safety and comfort for residents.
- Parking: The 2009 Brooklyn Basin approvals require a one-to-one on-site parking ratio for residential units. The project includes 241 residential units and only 240 on-site parking spaces. The proposed project is short one parking space. The original submittal included adequate parking; however, a few parking spaces were provided on the ground-floor adjacent to the 8th Avenue project frontage. Staff advised the applicant to remove parking from the ground floor frontage to maximize opportunities for active uses. In the redesign of the parking to accommodate staff request, the project was able to fit two parking spaces elsewhere but ultimately lost one required parking space. A minor variance will be required to address not meeting the required standard; it should be noted that the City of Oakland has recently revised the Planning Code with regards to on-site parking requirements for multi-family residential development to generally require significantly less than one-to-one on-site parking, and the Parcel C project is consistent with this regulatory trend.

RECOMMENDATION

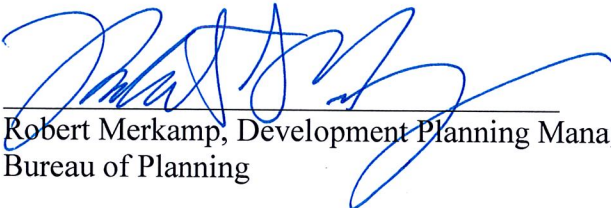
Staff recommends the DRC review and comment on the proposed Brooklyn Basin Parcel C FDP, with attention to the issues raised by staff in this report.

Prepared by:



Catherine Payne, Planner IV

Reviewed by:



Robert Merkamp, Development Planning Manager
Bureau of Planning

Attachment:

- A. Proposed Plans, dated May 31, 2017



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PROJECT TEAM DIRECTORY

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PROJECT DESCRIPTION

THE PROJECT IS A MIXED-USE RESIDENTIAL AND RETAIL BUILDING. THERE ARE 241 ONE AND TWO BEDROOM UNITS PROPOSED, AND APPROXIMATELY 3,069 SF OF COMMERCIAL SPACE.

THE BUILDING IS EIGHT STORIES TALL. THE LOWER THREE STORIES ARE TYPE IA CONSTRUCTION, WITH A CONCRETE GARAGE, SURROUNDED ON THREE SIDES BY RESIDENTIAL UNITS. THE UPPER FIVE STORIES ARE TYPE IIIA CONSTRUCTION AND CONTAIN RESIDENTIAL UNITS AND AMENITY SPACES. THE RESIDENTIAL UNITS ABOVE THE PODIUM ARE ARRANGED IN A "U" SHAPED BUILDING CREATING A LARGE PODIUM COURTYARD AT THE FOURTH LEVEL.

TABLE A: ORIGINAL DEVELOPMENT PARCELS

	A	B	C	D	E	F	G	H	J	K	L	M	N	Total
Net Acres	2.38	1.53	1.48	1.46	1.2	1.75	2.72	2.08	1.84	1.69	1.45	2.6	0	22.18
No. D.U.	407	175	175	175	131	165	300	375	339	322	146	390	0	3100
D.U./Net Acre	171	114	118	120	108	94	110	180	184	190	101	292	0	140

TABLE B: CURRENT DEVELOPMENT PARCELS

	A	B	C	D	E	F	G	H	J	K	L	M	N	Total
Net Acres	2.38	1.53	1.48	1.46	1.2	1.75	2.72	2.08	1.84	1.69	1.45	2.6	0	22.18
No. D.U.	300	241	241	175	131	165	300	375	339	322	146	365	0	3100
D.U./Net Acre	171	114	118	120	108	94	110	180	184	190	101	292	0	1782

PLANNING AND BUILDING CODE	
DATA	
Address	Parcel C - Brooklyn Basin
APN:	018-0465-014
Lot Area	62,437 SF
	1.433 AC
Zoning	PWD-4
BUILDING CODE	
Construction shall comply with the 2016 California Building Code, which is based on the 2015 IBC	
OCCUPANCY GROUPS	
Residential	R-2
Garage	S-2
Retail	A / M
CONSTRUCTION TYPES	
R-2	Type IA, Fully sprinklered & Type IIIA, Fully sprinklered
S-2	Type IA, Fully sprinklered
A / M	Type IA & IIIA, Fully sprinklered
BUILDING HEIGHT	
Zoning	Oak to 9th Brooklyn Basin Design Guidelines 86'
Building Code - Type IIIA	85' to Roof Membrane
Proposed	90' to T.O.P; mech penthouses, stairs, elevators, 96' max.

PROGRAM	
Retail (NSF)	3,069
Residential Units	241
Dwelling Units per Acre (DU/AC)	168
Residential Amenities (leasing office, lobby, fitness, amenities)	6,942

Open Usable Space	
Mew	4,000
Podium	13,826
8th Level roof deck	2,170

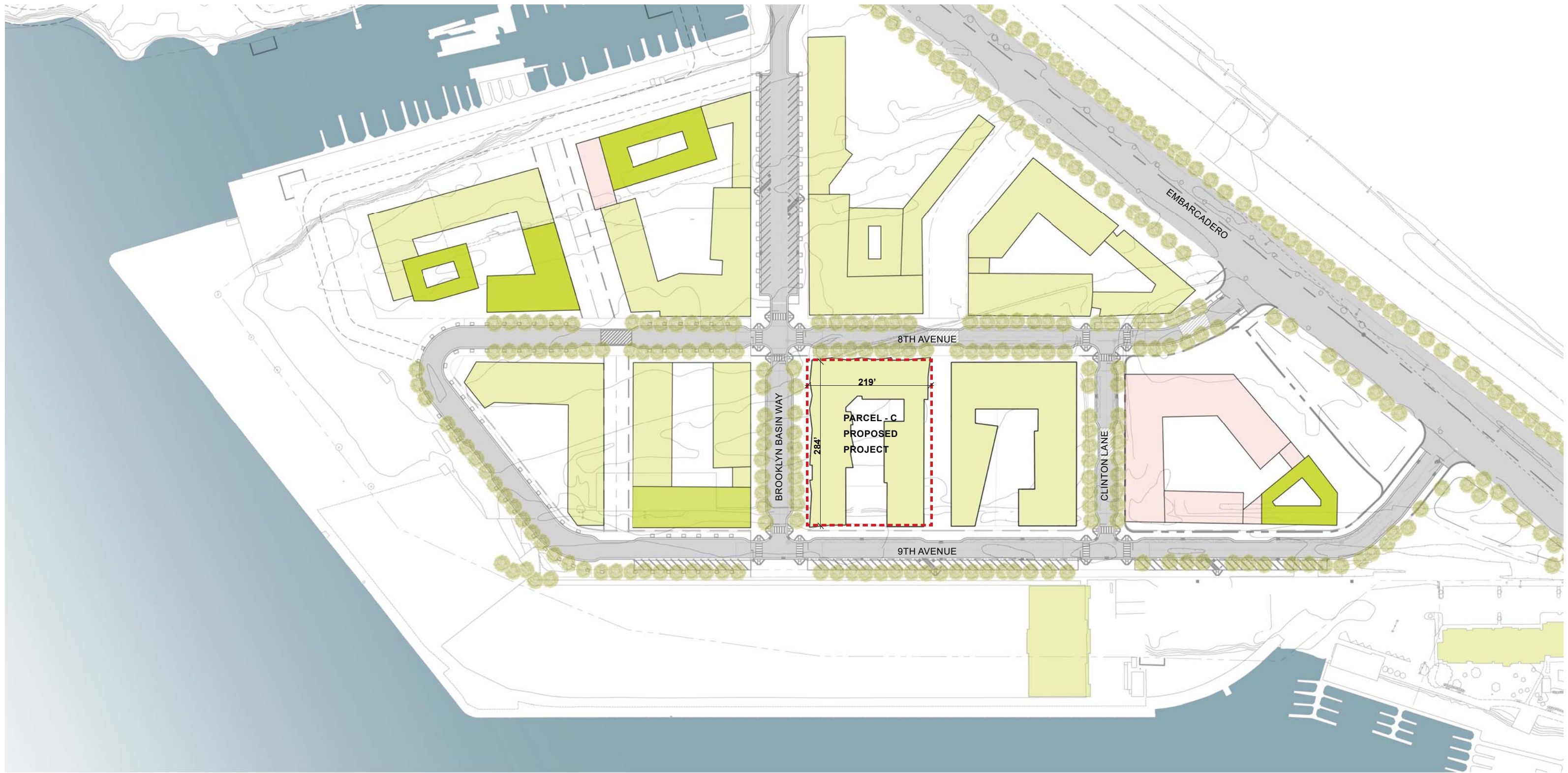
Residential Parking	
Accessible Stalls	5
EV Stalls	12
Standard Stalls	165
Compact Stalls	58
Total Stalls	240
Bicycle Parking Stalls Provided	61

FLOOR AREA CALCULATIONS *	GARAGE	GSF
Level 1 Residential, retail, amenities, garage	29,350	54,335
Level 2 Residential, garage	29,232	53,749
Level 3 Residential, garage	29,415	54,549
Level 4 Residential, amenities		40,459
Level 5 Residential		40,406
Level 6 Residential		40,404
Level 7 Residential		39,898
Level 8 Residential, amenities		37,777
TOTAL		361,577

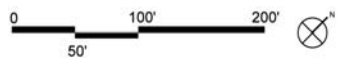
UNITS	Quan.	N.S.F.	Mix	Rentable S.F.	Parking Provided
1BR Units Total	142	710	58.9%	100,614	152
2BR Units Total	99	1076	41.1%	106,908	89
ALL UNITS -TOTAL	241	861	100.0%	207,522	240

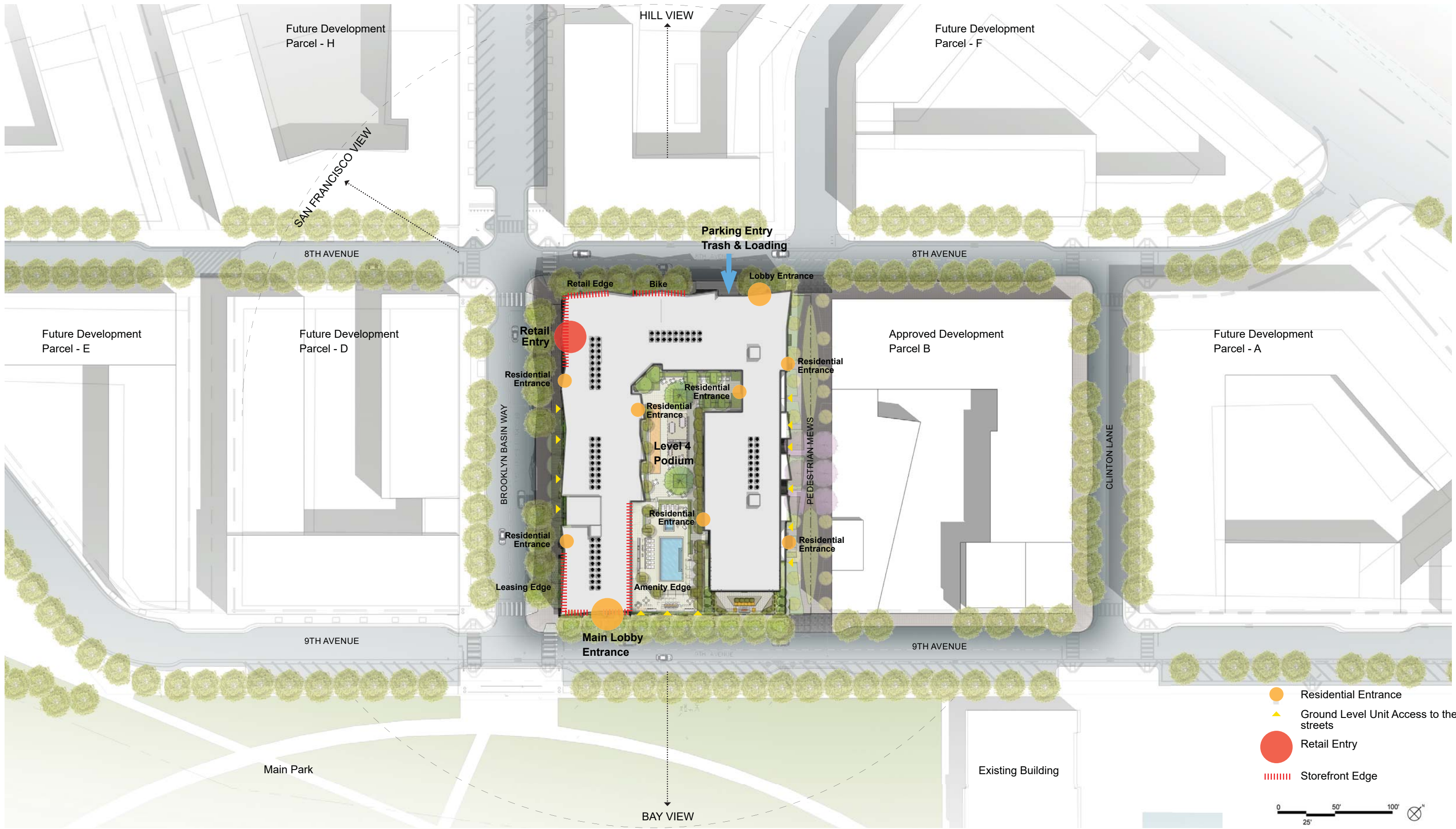


PROPOSED PROJECT SHOWN IN BROOKLYN BASIN'S APPROVED DEVELOPEMENT MASSING 2



- POTENTIAL TOWER HEIGHT ZONE (Buildings above 120' and up to 240' in Height are limited to particular tower zones)
- TOWER 120' - 240' BUILDING
- 120' BUILDING HEIGHT
- 85' BUILDING HEIGHT TYPICAL





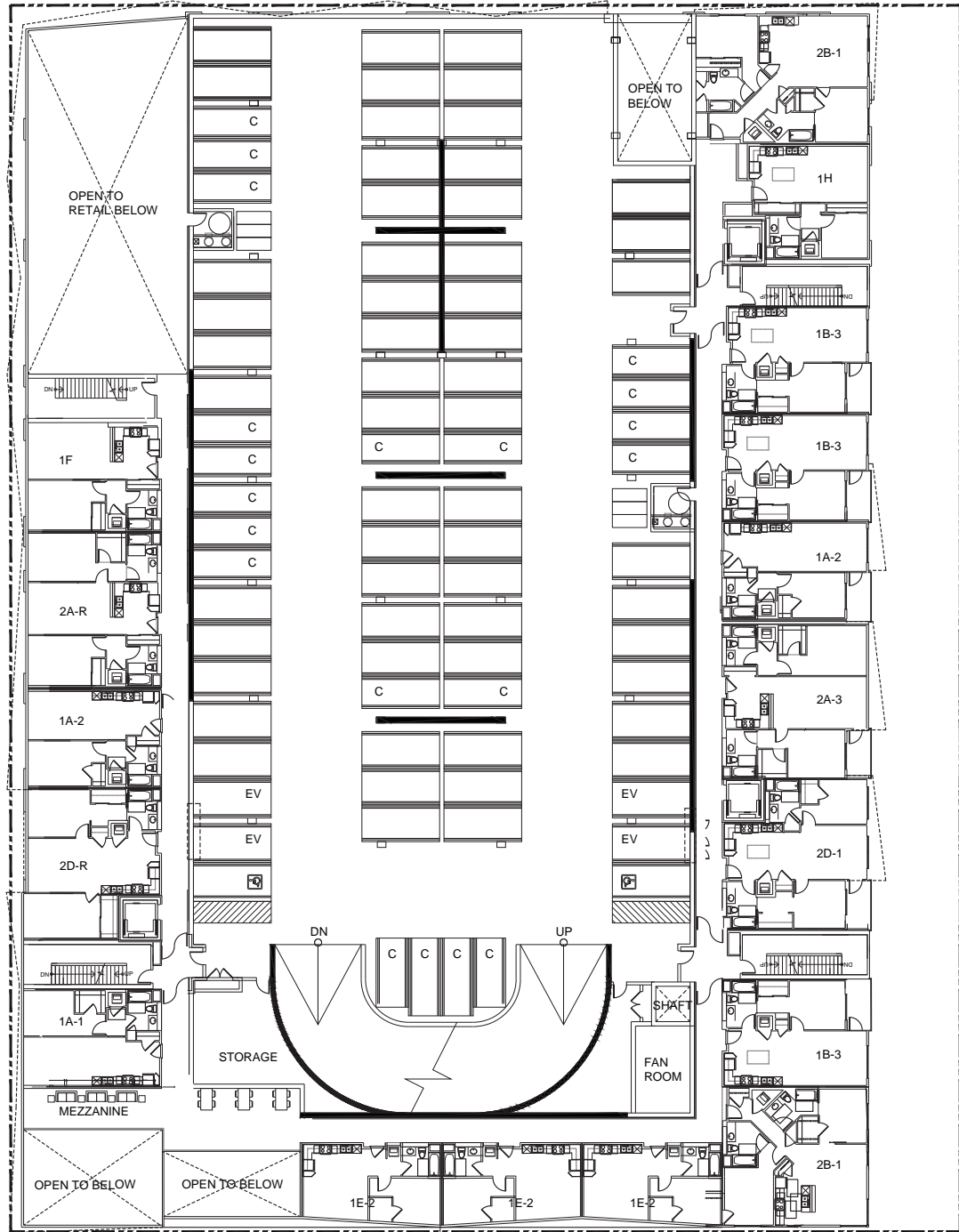




EYE LEVEL PERSPECTIVE FROM PROMENADE LOOKING NORTHEAST

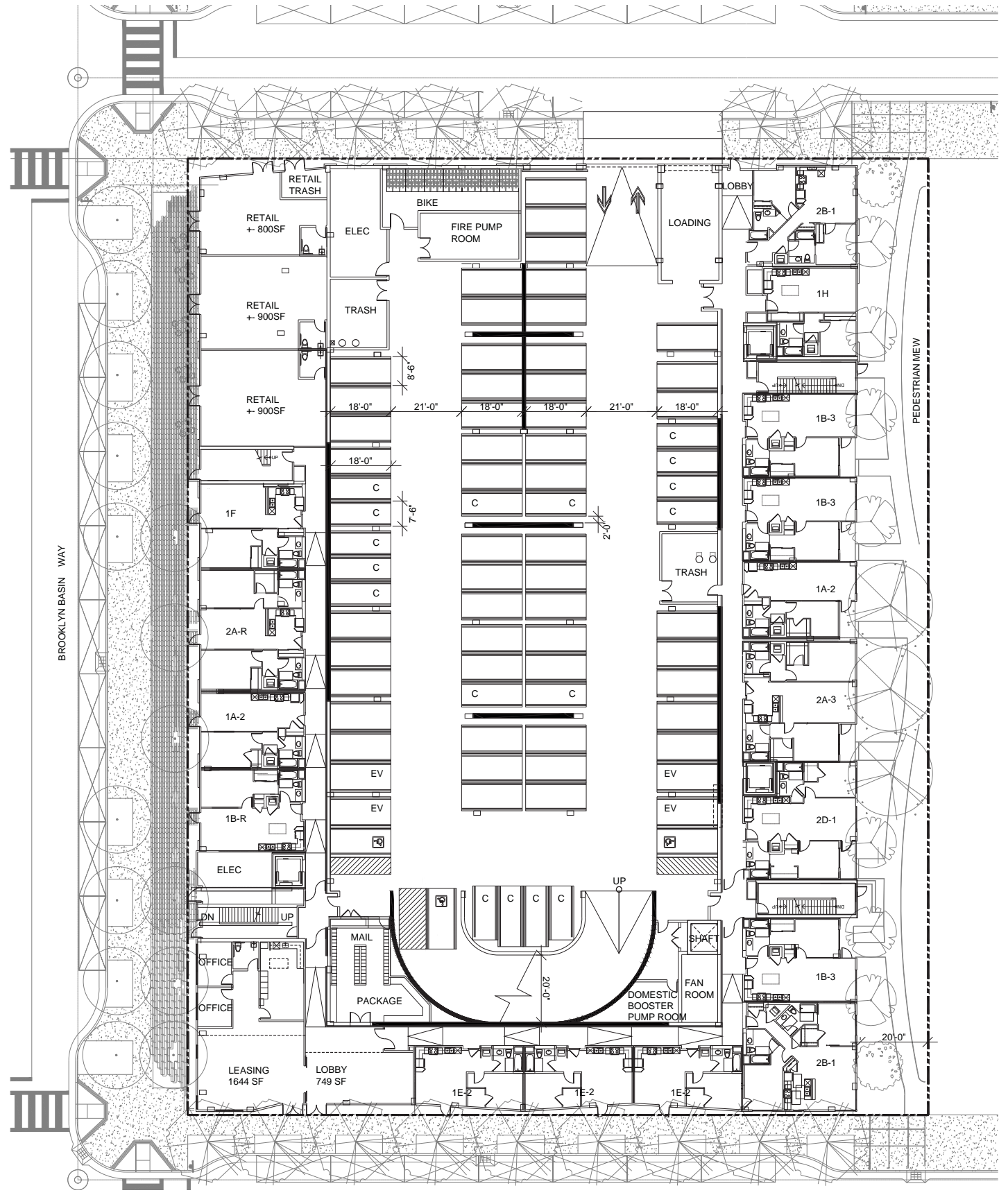


EYE LEVEL PERSPECTIVE FROM BROOKLYN BASIN WAY LOOKING SOUTH



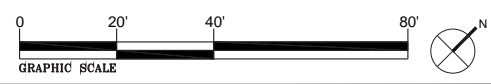
LEVEL 2 PLAN
SCALE: 1"=20' - 0"

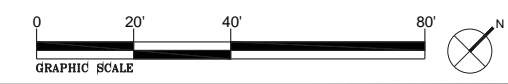
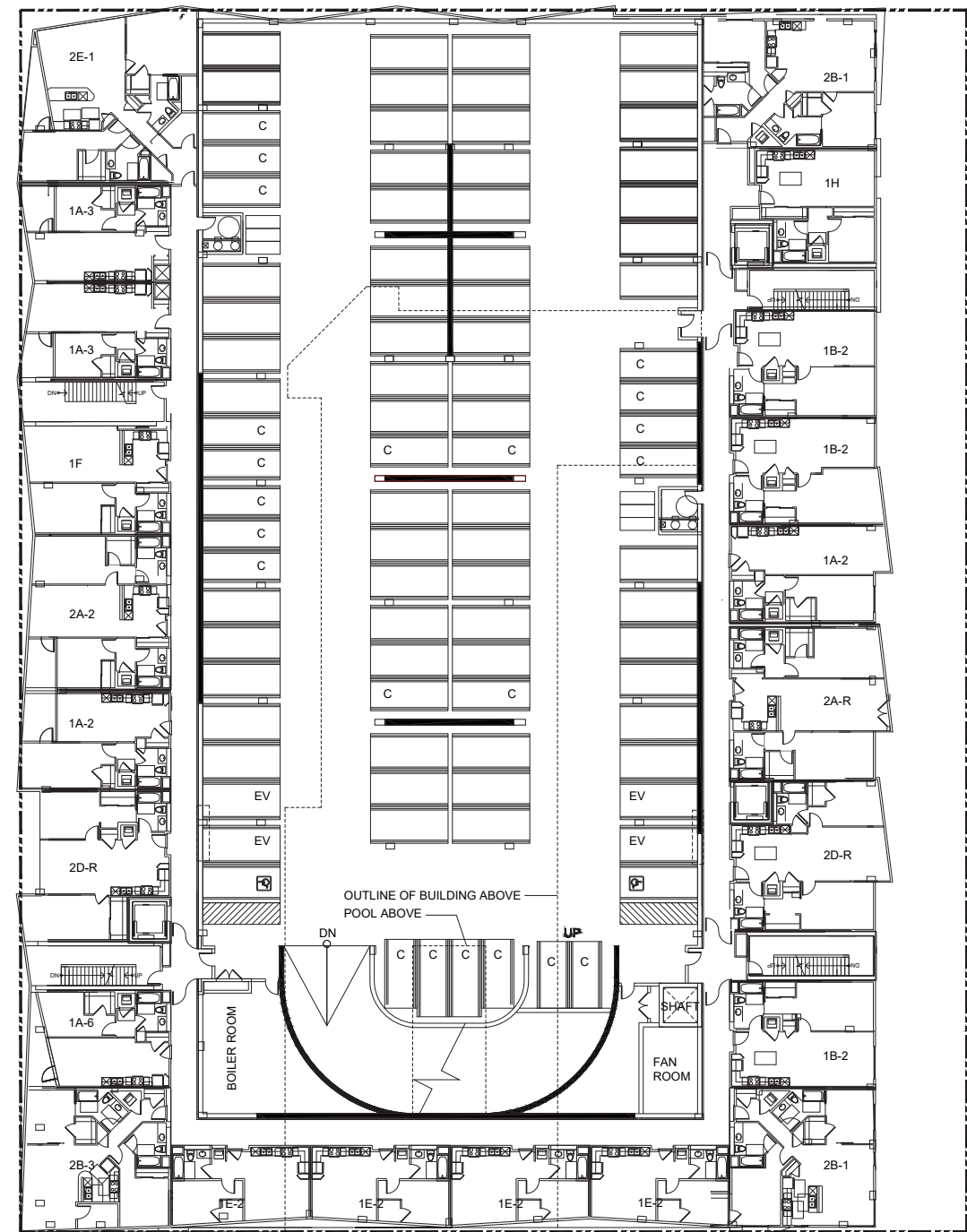
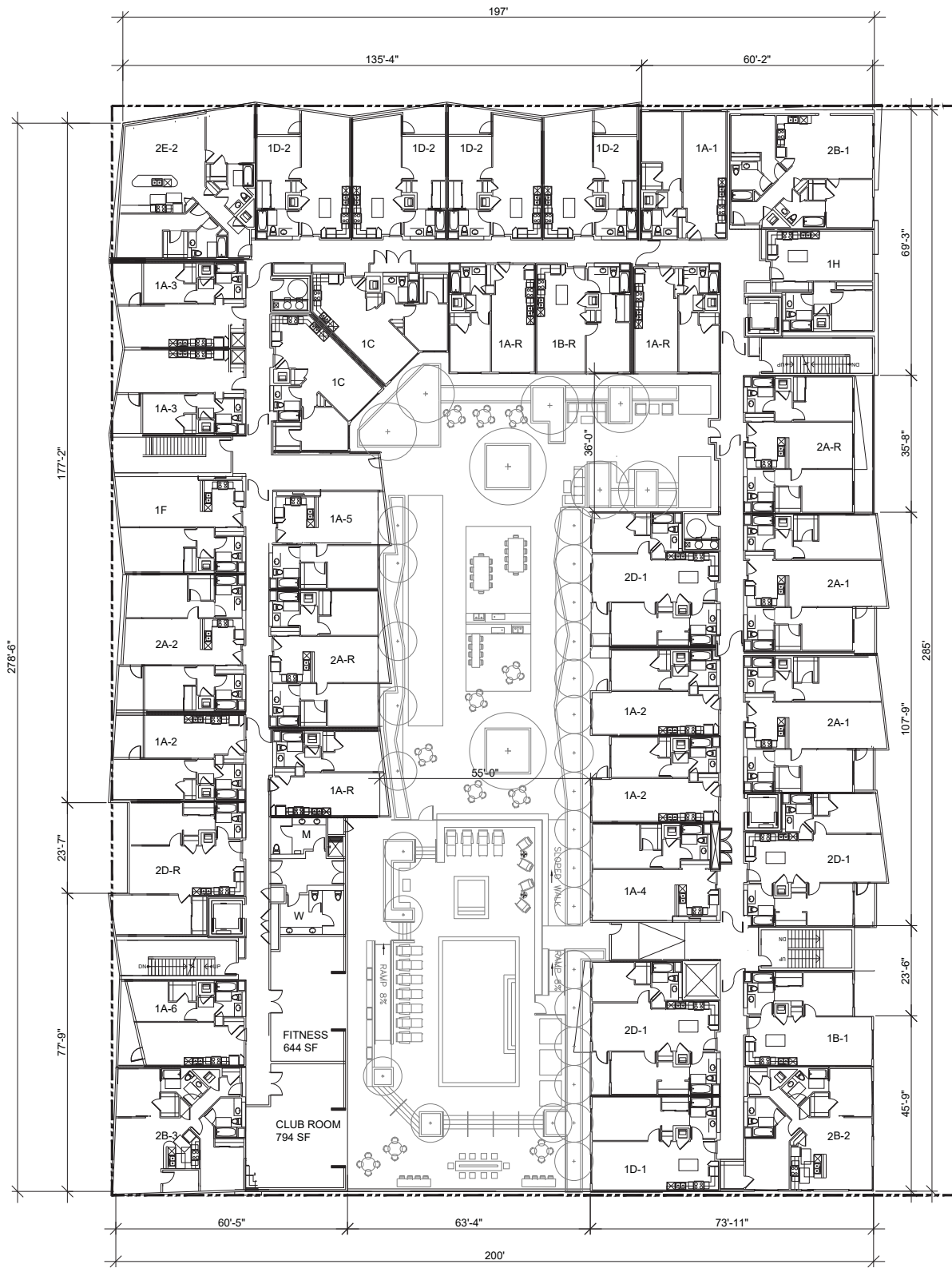
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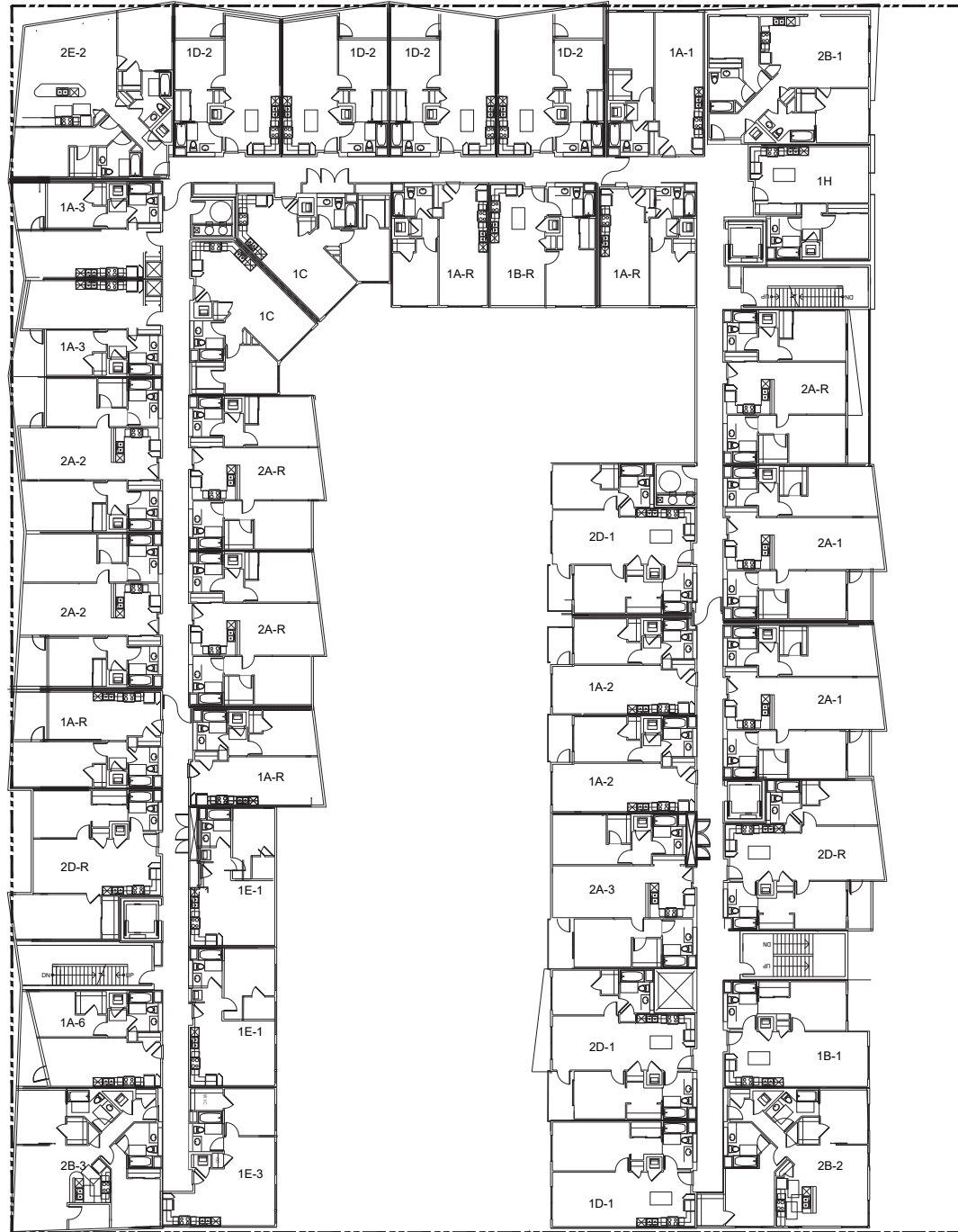


LEVEL 1 PLAN
SCALE: 1"=20' - 0"

1



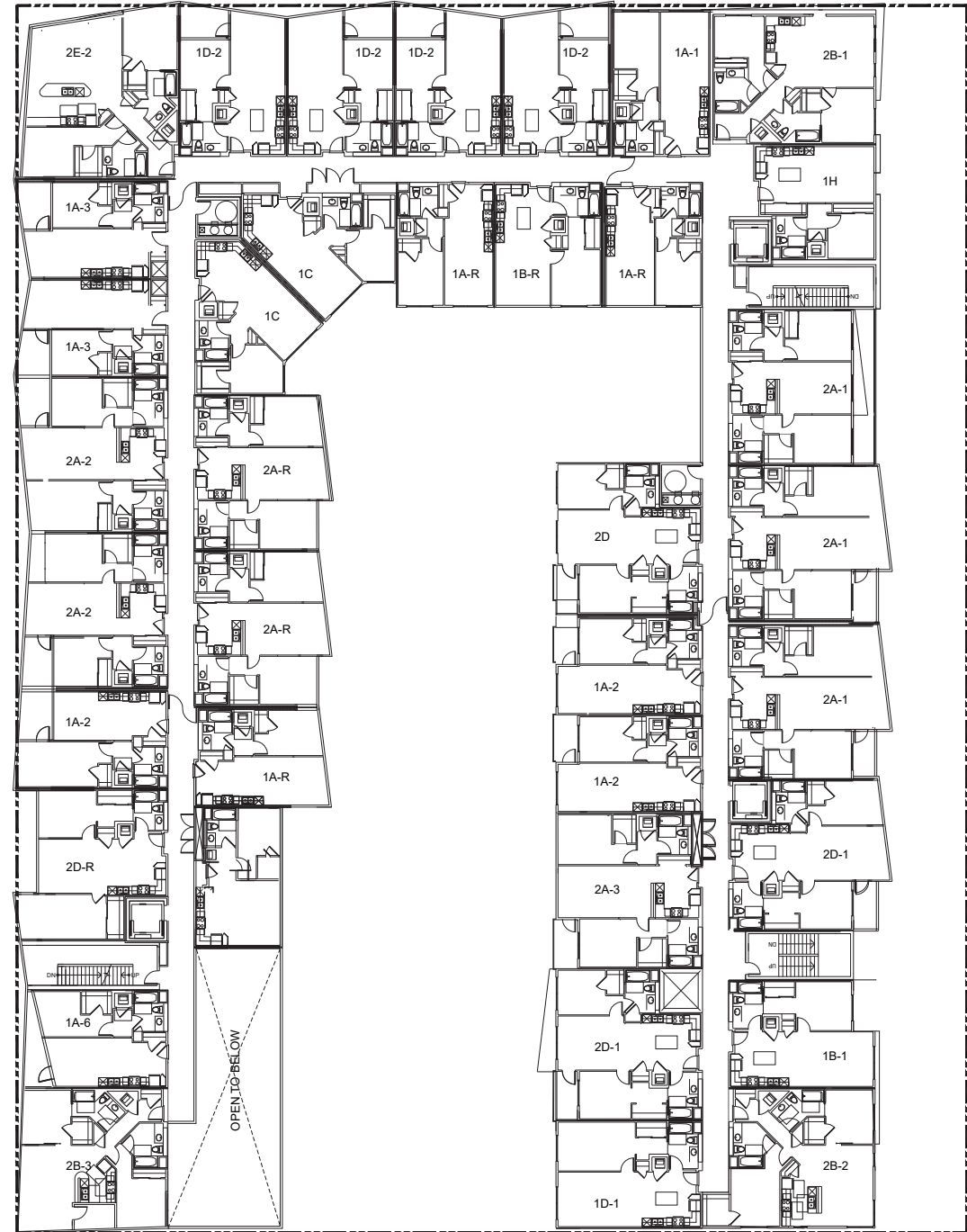




LEVEL 6 PLAN

SCALE: 1"=20' - 0"

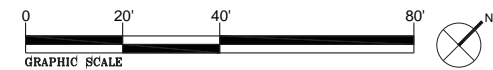
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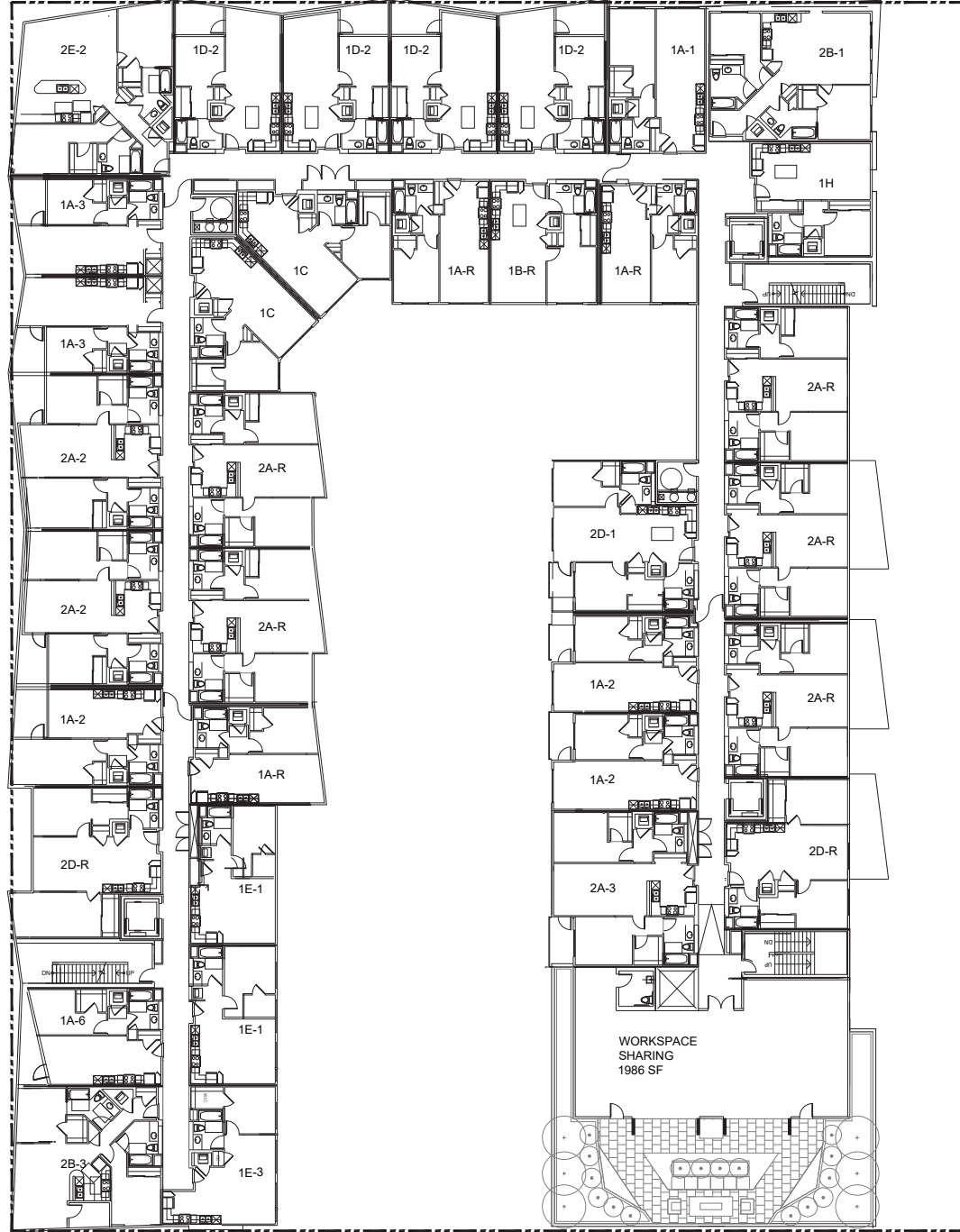


LEVEL 5 PLAN

SCALE: 1"=20' - 0"

1

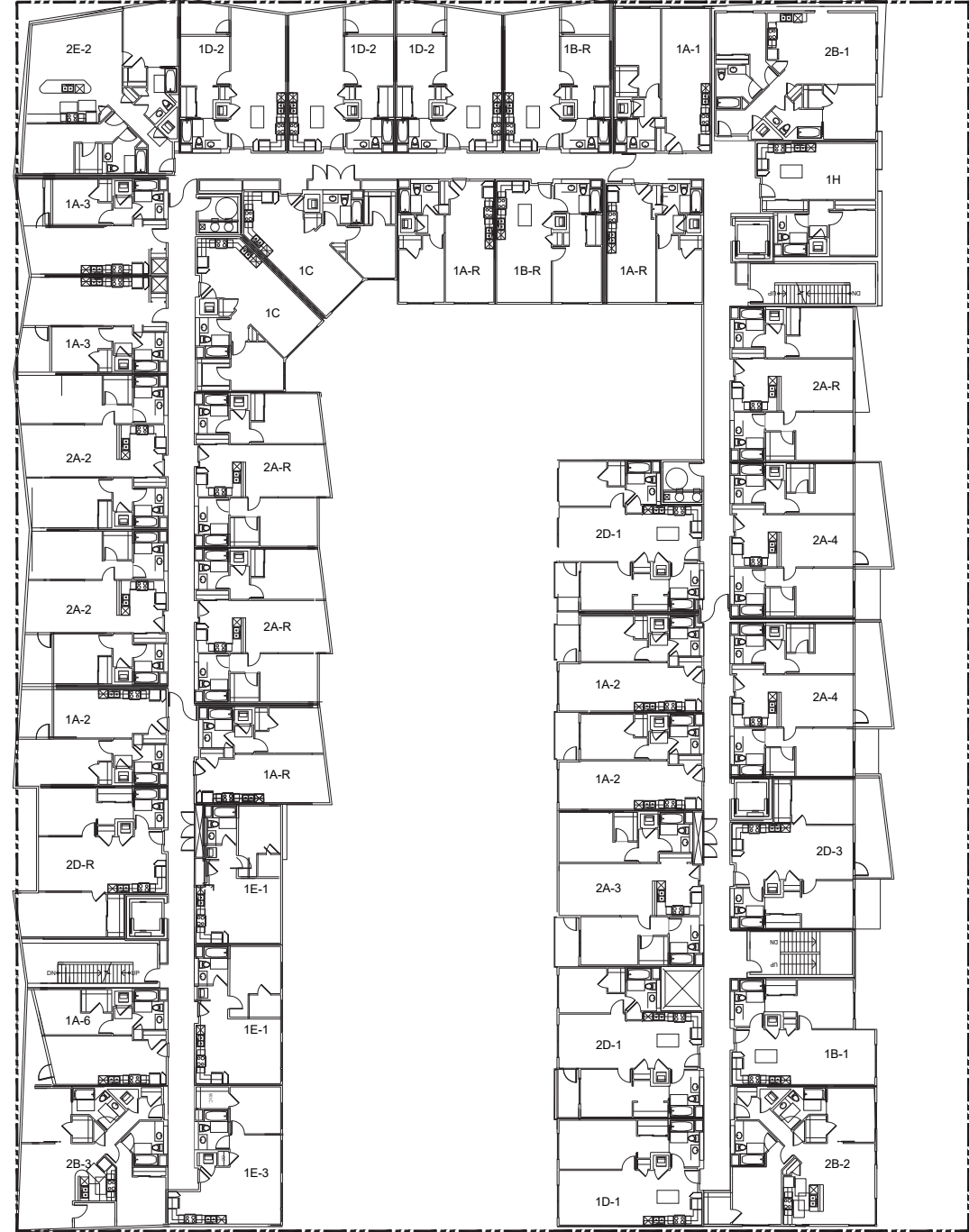




LEVEL 8 PLAN

SCALE: 1"=20' - 0"

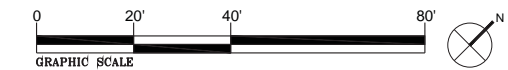
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LEVEL 7 PLAN

SCALE: 1"=20' - 0"

1





WINDOW TYPE

- (A) NAIL FIN VINYL WINDOW
- (B) STOREFRONT

MATERIALS

- (1a) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE OW222-1
- (1b) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4931-3
- (1c) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4883-5
- (1d) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4024-5
- (2a) CUSTOMIZED PATINA FINISH METAL PANEL
- (2b) METAL PANEL BLACK
- (3a) CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE OW222-1
- (3b) CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE KM4883-5
- (4) METAL LATTICE OR LOUVER
- (5a) METAL BALCONY
- (5b) GLASS RAILING BALCONY
- (6) METAL CANOPY

BROOKLYN BASIN WAY ELEVATION

SCALE: 1"=16' - 0"

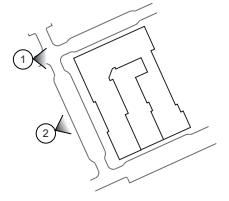
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BROOKLYN BASIN WAY/8TH AVENUE PERSPECTIVE VIEW

N.T.S

1





WINDOW TYPE

- (A) NAIL FIN VINYL WINDOW
- (B) STOREFRONT

MATERIALS

- (1a) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE OW222-1
- (1b) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4931-3
- (1c) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4883-5
- (1d) SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4024-5
- (2a) CUSTOMIZED PATINA FINISH METAL PANEL
- (2b) METAL PANEL BLACK
- (3a) CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE OW222-1
- (3b) CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE KM4883-5
- (4) METAL LATTICE OR LOUVER
- (5a) METAL BALCONY
- (5b) GLASS RAILING BALCONY
- (6) METAL CANOPY

9TH AVENUE ELEVATION

SCALE: 1"=16' - 0"

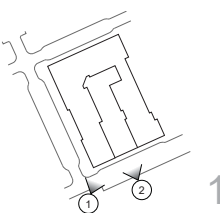
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9TH AVENUE/BROOKLYN BASIN WAY PERSPECTIVE VIEW

N.T.S.

1





WINDOW TYPE

- A NAIL FIN VINYL WINDOW
- B STOREFRONT

MATERIALS

- 1a SMOOTH TROVELED PLASTER-BODY KELLY-MOORE OW222-1
- 1b SMOOTH TROVELED PLASTER-BODY KELLY-MOORE KM4931-3
- 1c SMOOTH TROVELED PLASTER-BODY KELLY-MOORE KM4883-5
- 1d SMOOTH TROVELED PLASTER-BODY KELLY-MOORE KM4024-5
- 2a CUSTOMIZED PATINA FINISH METAL PANEL
- 2b METAL PANEL BLACK
- 3a CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE OW222-1
- 3b CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE KM4883-5
- 4 METAL LATTICE OR LOUVER
- 5a METAL BALCONY
- 5b GLASS RAILING BALCONY
- 6 METAL CANOPY

8TH AVENUE ELEVATION

SCALE: 1"=16' - 0"

2



8TH AVENUE/PEDESTRIAN MEWS PERSPECTIVE VIEW

N.T.S

1



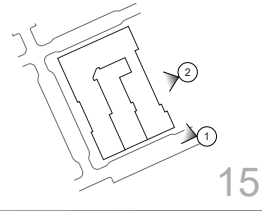
9TH AVE UNITS ENTRY UNIT ENTRY UNITS 8TH AVE

WINDOW TYPE		MATERIALS				PEDESTRIAN MEWS ELEVATION		2	
(A)	NAIL FIN VINYL WINDOW	(1a)	SMOOTH TROWELED PLASTER-BODY KELLY-MOORE OW222-1	(1d)	SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4024-5	(3a)	CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE OW222-1	(5a)	METAL BALCONY
(B)	STOREFRONT	(1b)	SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4931-3	(2a)	CUSTOMIZED PATINA FINISH METAL PANEL	(3b)	CEMENTITIOUS PANEL RAINSCREEN KELLY-MOORE KM4883-5	(5b)	GLASS RAILING BALCONY
		(1c)	SMOOTH TROWELED PLASTER-BODY KELLY-MOORE KM4883-5	(2b)	METAL PANEL BLACK	(4)	METAL LATTICE OR LOUVER	(6)	METAL CANOPY

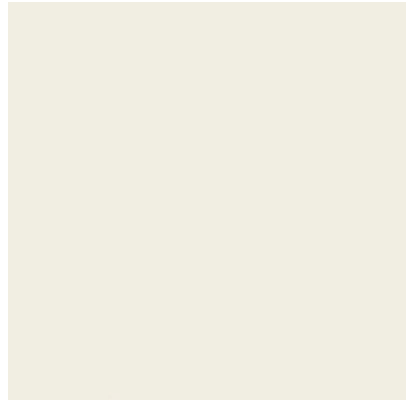
SCALE: 1"=16' - 0"



PEDESTRIAN MEWS/9TH AVENUE PERSPECTIVE VIEW
N.T.S. **1**



1a SMOOTH TROWELED PLASTER-BODY
KELLY-MOORE
OW222-1 IT'S A CREAM



1b SMOOTH TROWELED PLASTER-BODY
KELLY-MOORE
KM4931-3 CATHEDRAL STONE



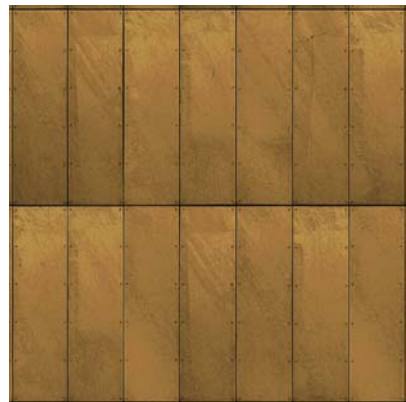
1c SMOOTH TROWELED PLASTER-BODY
KELLY-MOORE
KM4883-5 BLACK CAT



1d SMOOTH TROWELED PLASTER-BODY
KELLY-MOORE
KM4024-5 LATTE PLEASE



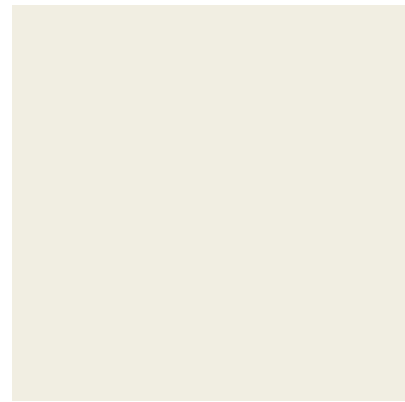
2a CUSTOMIZED PATINA FINISH
METAL PANEL



2b METAL PANEL
BLACK



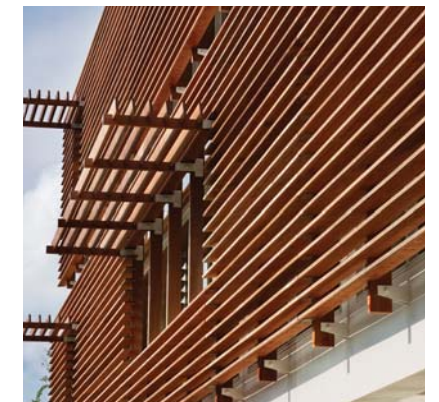
3a CEMENTITIOUS PANEL
RAINSCREEN
KELLY-MOORE
OW222-1 IT'S A CREAM



3b CEMENTITIOUS PANEL
RAINSCREEN
KELLY-MOORE
KM4883-5 BLACK CAT



4 METAL LATTICE OR LOUVER



5a METAL BALCONY
HUNG BALCONY WITH HORIZONTAL
BAR



5b GLASS RAILING BALCONY



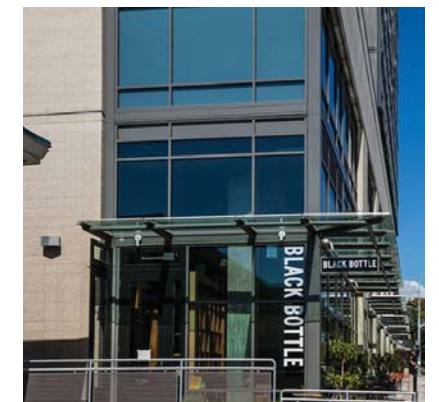
6 METAL CANOPY

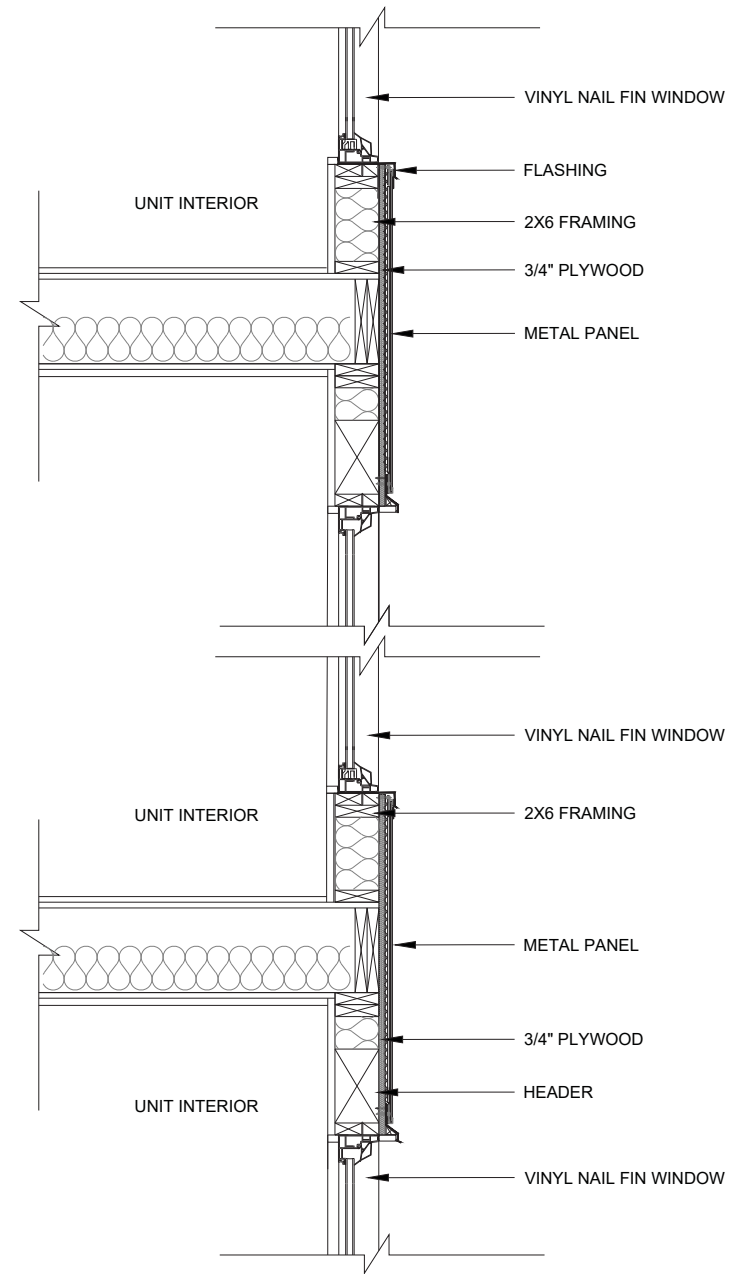


A NAIL FIN VINYL WINDOW

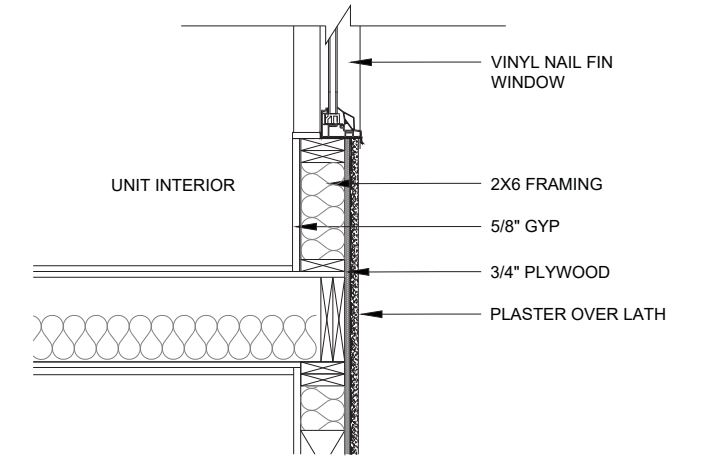


B STOREFRONT

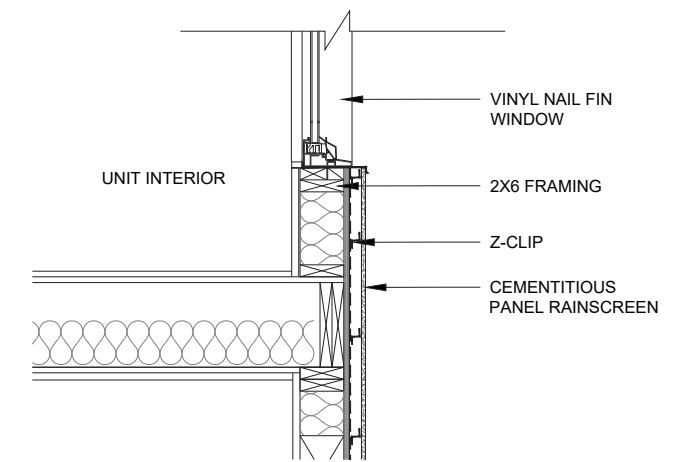




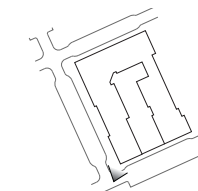
WINDOW DETAIL ON METAL PANEL
SCALE: 1"=1' - 0" **3**



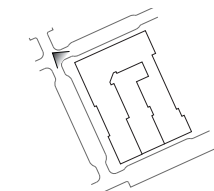
WINDOW DETAIL ON PLASTER
SCALE: 1"=1' - 0" **2**



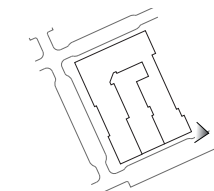
WINDOW DETAIL ON CEMENTITIOUS PANEL RAINSCREEN
SCALE: 1"=1' - 0" **1**

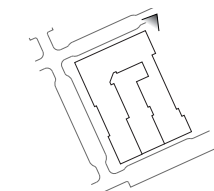


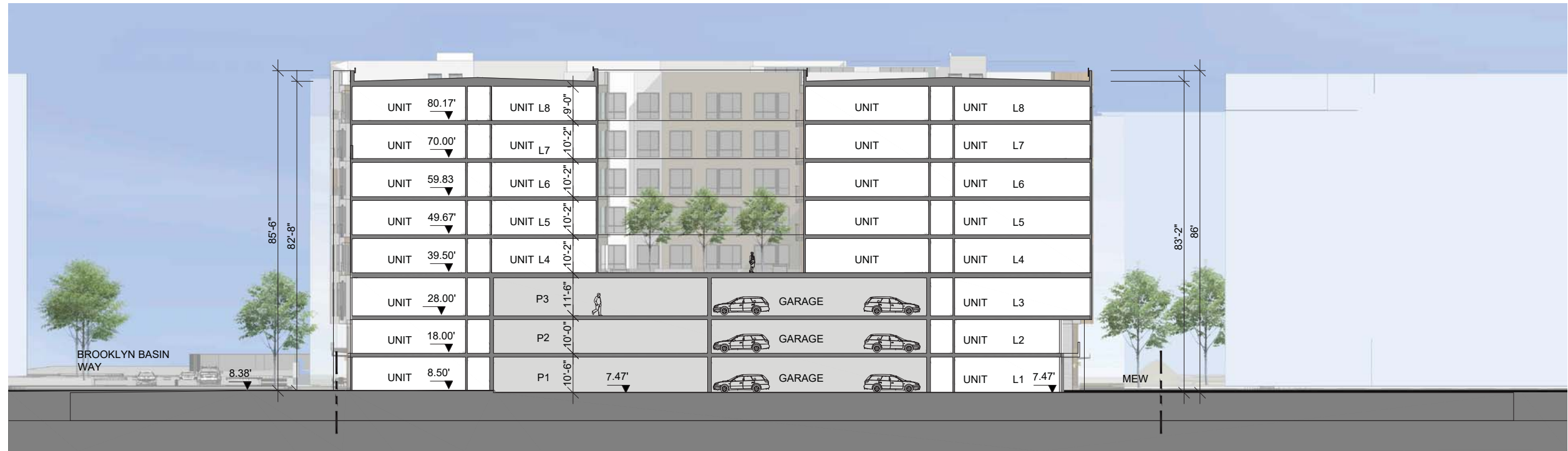
LEASING CORNER PERSPECTIVE 18



RETAIL CORNER PERSPECTIVE 19



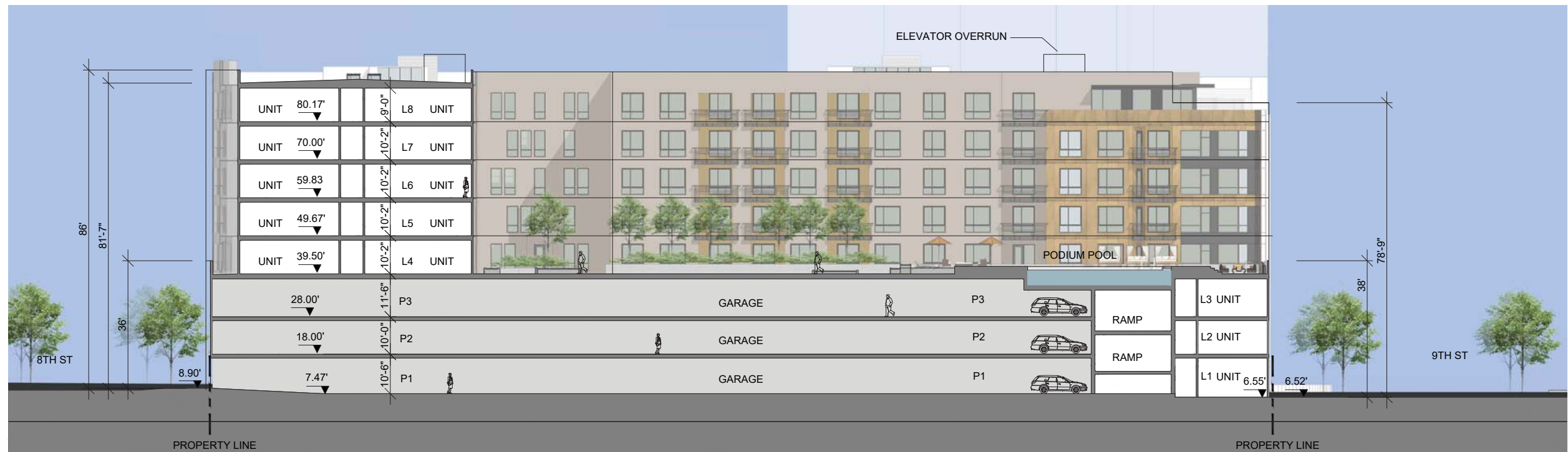




BUILDING SECTION B-B'

SCALE: 1"=16' - 0"

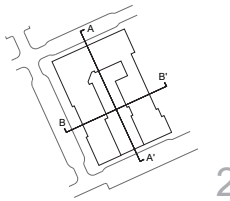
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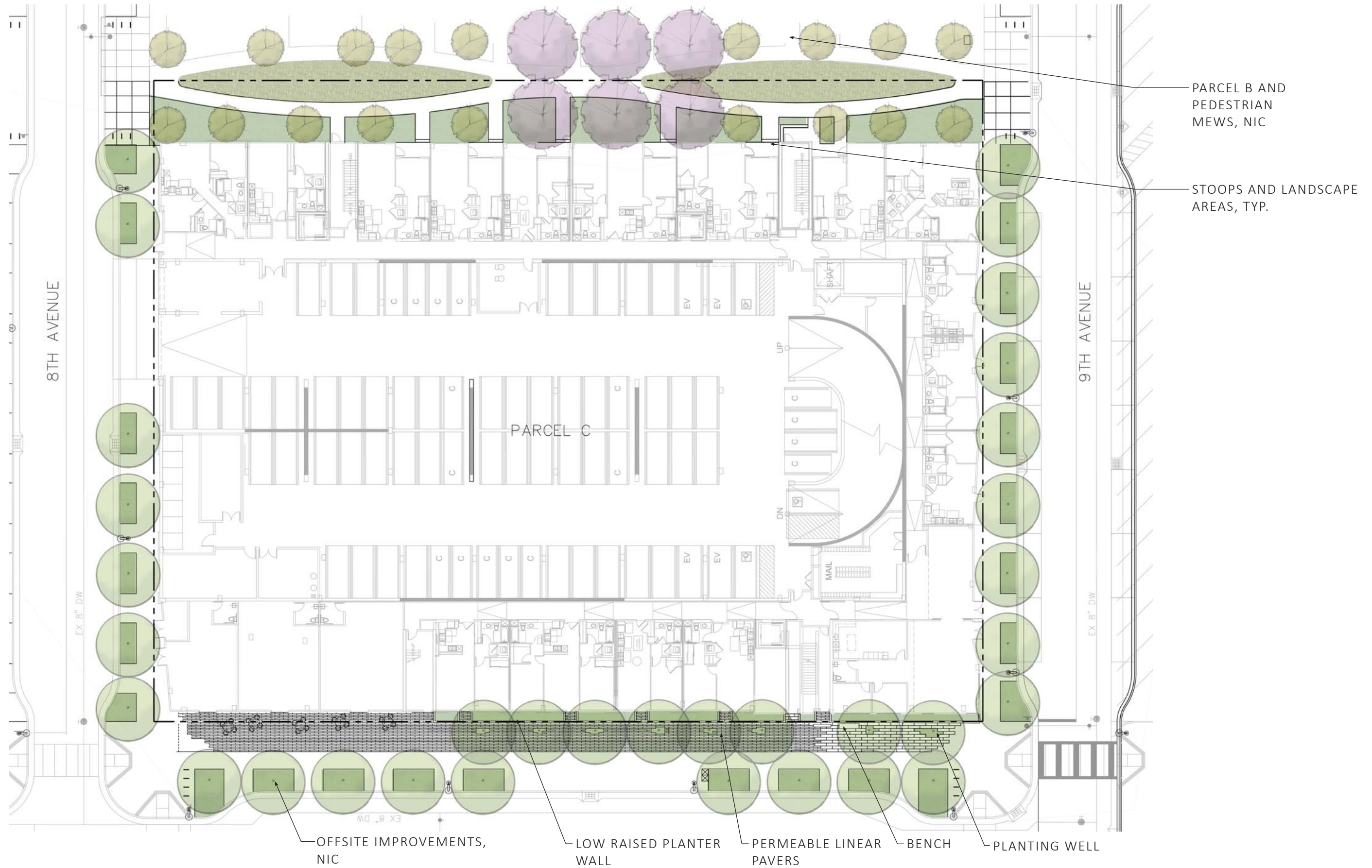


BUILDING SECTION A-A'

SCALE: 1"=16' - 0"

1





PARCEL B AND PEDESTRIAN MEWS, NIC

STOOPS AND LANDSCAPE AREAS, TYP.

8TH AVENUE

9TH AVENUE

PARCEL C

OFFSITE IMPROVEMENTS, NIC

LOW RAISED PLANTER WALL

PERMEABLE LINEAR PAVERS

BENCH

PLANTING WELL



LANDSCAPE PLANS - GROUND LEVEL PLAN 23

OVERHEAD SHADE STRUCTURE WITH LIGHTING

LOW GREEN ROOF PLANTER

CONCRETE PAVERS (GRAVEL SET)

24" +/- RAISED CMU PLANTER, HEIGHT ABOVE FINISH PAVING TYP.

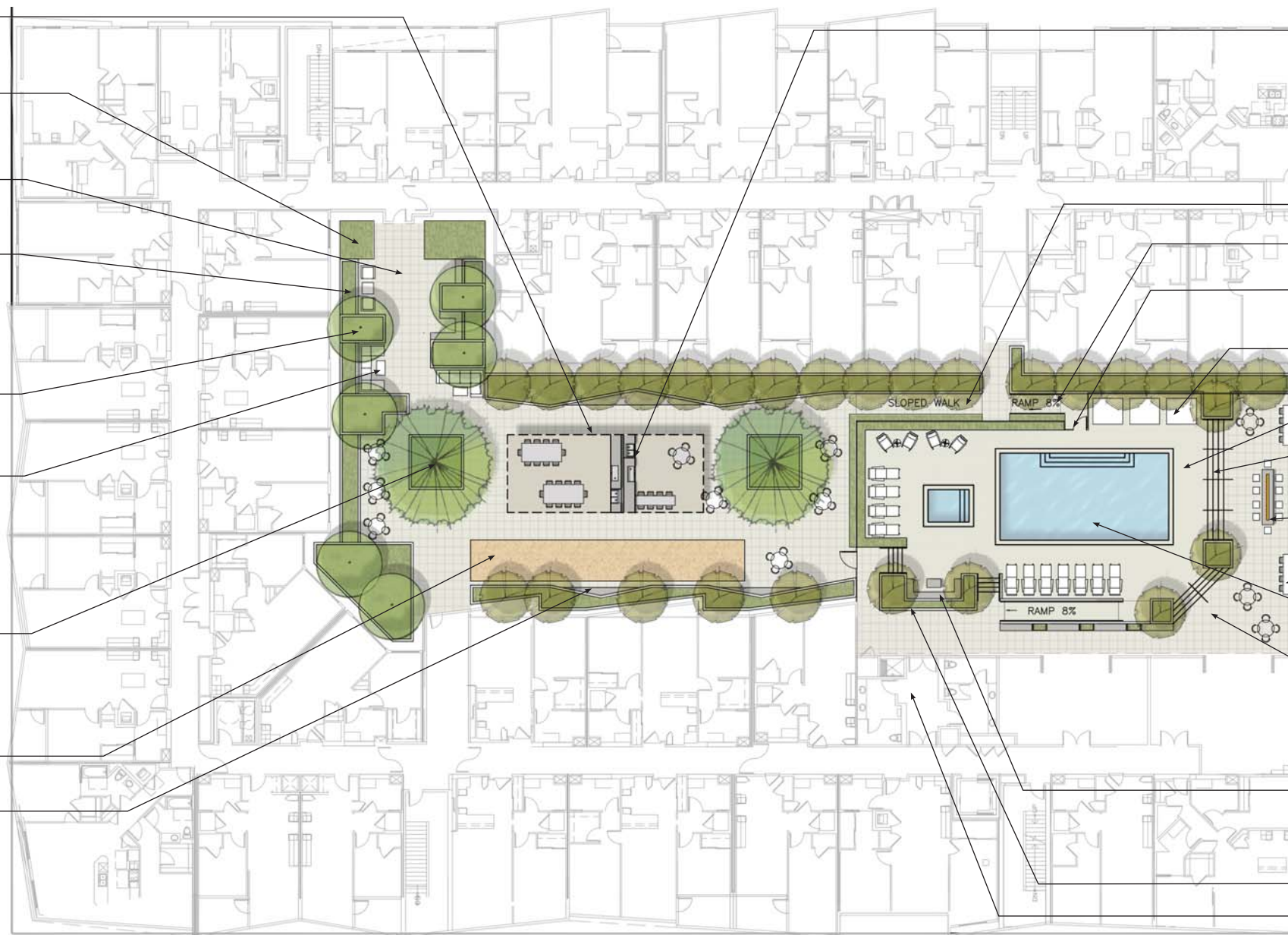
36" +/- RAISED CMU PLANTER WITH WALL LIGHTS

LOUNGE NOOK, TYP.

LARGE SPECIMEN TREE IN 36" RAISED CONCRETE PLANTER WITH STONE VENEER AND LIGHTING

BOCCE COURT

SEATING, TYP.



KITCHEN AREA

- 2 GRILLS
- LARGE SCREEN TV & LOUNGE SEATING
- COMMUNITY TABLES
- ACCESSIBLE SINKS
- STONE COUNTER TOPS
- TILE PAVING

SLOPED WALK

ADA RAMP

GLASS POOL ENCLOSURE AND GATE, TYP.

CABANAS

RAISED POOL DECK WITH TILE PAVING

GRAND STAIR WITH CONCRETE AND WOOD TOP

FIRE RIBBON

BAR TABLES

POOL AND SPA WITH ADA LIFTS AND GRAND STAIR

CLUB ROOM SPILL OUT - FLEX SPACE

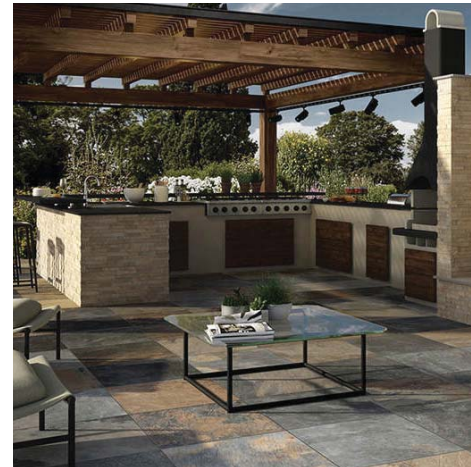
SEATING NOOK

C.I.P. CONCRETE PLANTER

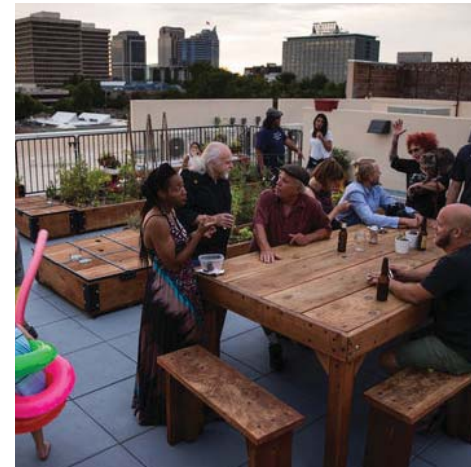
RESTROOM AND SHOWER



POOL WITH ENHANCED PAVING



OUTDOOR KITCHEN



COMMUNITY TABLES



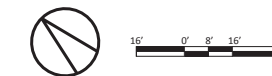
GLASS PANEL POOL ENCLOSURE



FIRE RIBBON

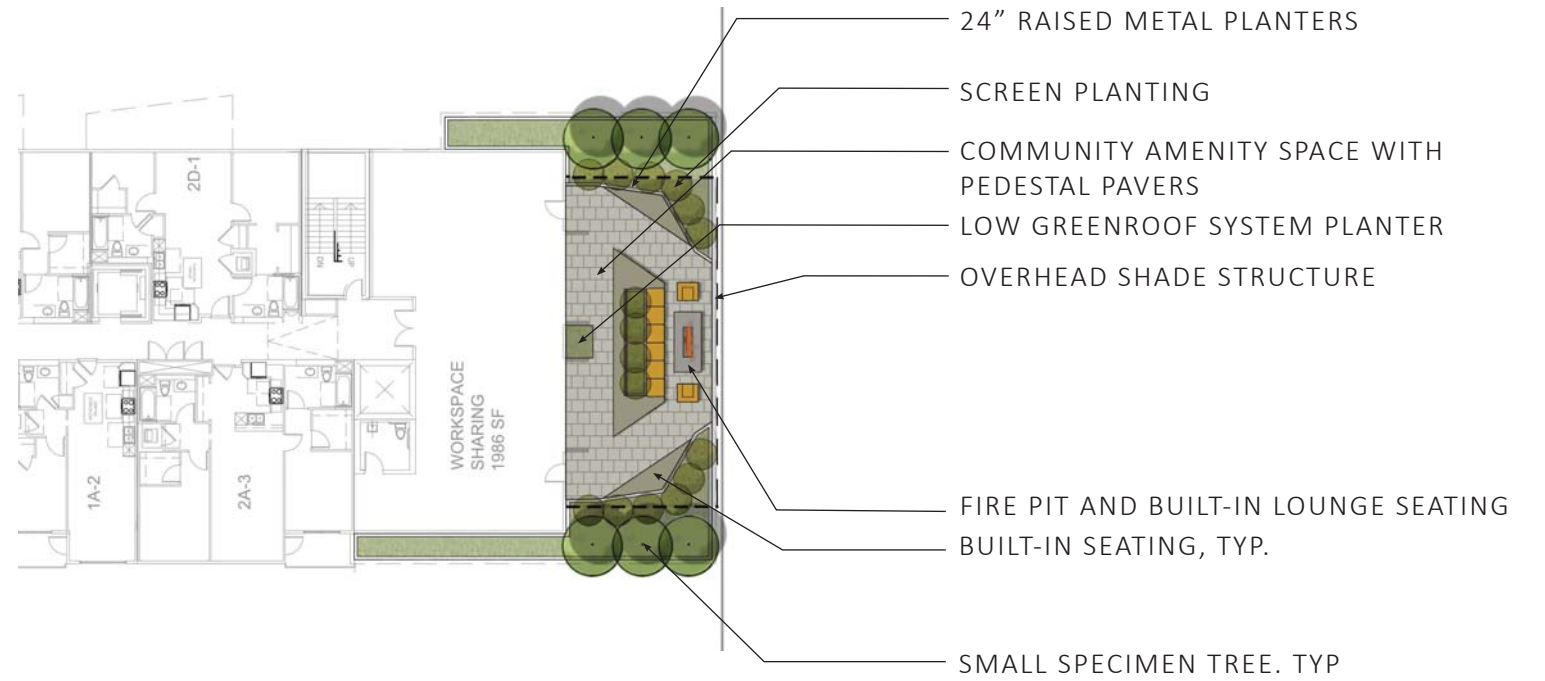


SPECIMEN TREE IN PLANTER



PRELIMINARY PLANT LIST

Botanical Name	Common Name	Size	Quantity
Trees			
Arbutus 'Marina'	Strawberry Tree	24" Box	-
Cercis occidentalis	Western redbud	24" Box	-
Fagus sylvatica	European Beech	24" Box	-
Pistachia chinensis	Chinese Pistache	24" Box	-
Tristania conferta	Brisbane box	24" Box	-
Shrubs & Groundcovers			
Achillea millefolium	Common Yarrow	1 Gal	-
Anigozanthos 'Bush Tango'	Kangaroo Paw	5 Gal	-
Arctostaphylos uva-ursi	Manzanita	5 Gal	-
Artemisia spp.	Mugwort	1 Gal	-
Carpenteria californica	Bush Anemone	5 Gal	-
Ceanothus concha	California Lilac	5 Gal	-
Dodonea viscosa 'Purpurea'	Purple-leafed Hop Bush	5 Gal	-
Heuchera 'Santa Ana Cardinal'	Coral Bells	1 Gal	-
Heteromeles arbutifolia	Toyon	5 Gal	-
Limonium perzii	Sea Lavender	1 Gal	-
Mahonia aquifolium	Oregon Grape	1 Gal	-
Mimulus aurantiacus	Common Monkeyflower	1 Gal	-
Nandina domestica 'Lemon Lime'	Heavenly Bamboo	5 Gal	-
Rhamnus californica 'Eve Case'	Coffeeberry	5 Gal	-
Ribes sanguineum 'King Edward'	CA Current	1 Gal	-
Salvia leucophylla	Purple sage	5 Gal	-
Grasses & Grass-like			
Agrostis pallens	Bent grass	1 Gal	-
Carex tumulicola	Berkeley Sedge	1 Gal	-
Dietes spp.	Fortnight lily	1 Gal	-
Elymus glaucus	Blue wild rye	1 Gal	-
Festuca rubra	Red fescue	Seeded	-
Leymus triticoides	Creeping wild rye	1 Gal	-
Nassella pulchra	Purple needle grass	1 Gal	-



METAL PLANTERS



FIRE PIT



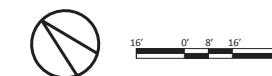
INDOOR-OUTDOOR AMENITY SPACE



PEDESTAL PAVERS AND LOW GREEN ROOF



OVERHEAD SHADE STRUCTURE



I. GENERAL NOTES

- 1. ALL APPLICABLE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, PROJECT GEOTECHNICAL REPORT, RESPONSE PLAN, IMPLEMENTATION PLANS AND REMEDIAL ACTION PLAN.
2. THE CONTRACTOR SHALL GIVE THE CLIENT REPRESENTATIVE TWO (2) WORKING DAYS ADVANCE NOTICE FOR INSPECTION SERVICES.
3. ALL REVISIONS TO THESE PLANS MUST BE FAVORABLY REVIEWED IN WRITING BY THE OWNER, ENGINEER OF RECORD AND ENVIRONMENTAL ENGINEER...
4. THE CONTRACTOR SHALL RESTORE ALL WALLS, FENCES, SERVICES, UTILITIES, IMPROVEMENTS OR FEATURES OF WHATEVER NATURE WHICH ARE DAMAGED DUE TO THE CONTRACTOR'S WORK TO THEIR PREVIOUS CONDITION.
5. ALL STREET MONUMENTS AND OTHER PERMANENT MONUMENTS DISTURBED DURING THE PROCESS OF CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR BEFORE ACCEPTANCE OF THE IMPROVEMENTS BY THE CITY ENGINEER...
6. EXISTING PUBLIC PEDESTRIAN WALKWAYS, BIKE PATHS AND ACCESSIBLE ACCESS PATHWAYS SHALL BE MAINTAINED TO THE SATISFACTION OF THE CITY ENGINEER DURING CONSTRUCTION.
7. EXCAVATIONS SHALL BE ADEQUATELY SUPPORTED IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL REPORT...
8. THE CONTRACTOR SHALL PROVIDE DUST CONTROL AND STORM WATER CONTROL FOR THE ENTIRE PROJECT SITE AT ALL TIMES AND IN ACCORDANCE WITH THE PROJECT DOCUMENTS AND SWPPP.
9. ALL CONSTRUCTION STAKING FOR CURB, GUTTER, SIDEWALK, SANITARY SEWERS, STORM DRAINS, ETC., SHALL BE DONE BY A CIVIL ENGINEER OR LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA.
10. SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR SPECIFIED IN THE CONSTRUCTION DOCUMENTS...
11. WHEN PROJECT DOCUMENTS, STANDARDS OR REPORTS DIFFER FOR THE SAME SUBJECT MATTER, THE MORE STRINGENT SHALL GOVERN.

II. EXISTING CONDITIONS

- 1. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL REVIEW EXISTING RECORD DOCUMENTS AND VERIFY THAT EXISTING CONDITIONS AT THE PROJECT SITE ARE AS SHOWN ON THE CONSTRUCTION DOCUMENTS FOR THIS PROJECT.
2. THE UTILITY INFORMATION SHOWN IS NOT MEANT TO BE A FULL CATALOG OF EXISTING CONDITIONS.
3. ELEVATIONS AND LOCATIONS OF ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO START OF ANY CONSTRUCTION AFFECTING SAID UTILITY LINES.
4. CONTRACTOR SHALL CONTACT USA AT (800) 227-2600 AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF ANY EXCAVATION OR GRADING WORK AND SHALL KEEP NOTIFICATION TICKET CURRENT.

III. GRADING

- 1. GRADING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE CONSTRUCTION DOCUMENTS.
2. THE CLIENT REPRESENTATIVE SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF GRADING OPERATIONS.
3. ALL HANDLING OF SITE SOIL INCLUDING FENCE POST EXCAVATION, PIPE LINE TRENCHING, BULK SOIL EXCAVATION, AND ANY OTHER SOIL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE SITE SPECIFIC PLANS, PROJECT GEOTECHNICAL REPORT, REMEDIAL ACTION PLAN, REMEDIATION PLAN, IMPLEMENTATION PLAN AND ENVIRONMENTAL REPORT.
4. A GEOTECHNICAL CONSULTANT SHALL BE PRESENT AT THE SITE DURING BACKFILL AND GRADING OPERATIONS AND SHALL PERFORM ALL TESTING DEEMED NECESSARY.
5. ALL FILL TO BE COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.

IV. RECORD DRAWINGS

- 1. CONTRACTOR SHALL KEEP ACCURATE RECORD DRAWINGS WHICH SHOW THE FINAL LOCATION, ELEVATION, AND DESCRIPTION OF ALL WORK. CONTRACTOR SHALL ALSO NOTE THE LOCATION AND ELEVATION OF ANY EXISTING IMPROVEMENTS ENCOUNTERED.

V. UNAUTHORIZED CHANGES AND USES

- 1. THE CIVIL ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

VI. STATEMENT OF RESPONSIBILITY

- 1. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

VII. SEDIMENTATION AND POLLUTION CONTROL

- 1. CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP), PREPARED FOR THIS PHASE OF CONSTRUCTION.

VIII. PROJECT NOTES

- 1. SOURCE OF TOPOGRAPHY: EXISTING TOPOGRAPHIC SURVEY SHOWN IS BASED ON AN AERIAL TOPOGRAPHY SURVEY COMPLETED ON SEPTEMBER 19, 2002 BY AERO GEODETIC CORP.
2. UTILITIES, UTILITY SIZING AND LOCATIONS, SITE GRADES, INCLUDING PADS AND STREETS AND LOT DIMENSIONS ARE SUBJECT TO FINAL ENGINEERING DESIGN.
3. FEMA DESIGNATED FLOOD ZONE: FLOOD ZONE AE, AREAS OF MINIMAL FLOODING, PANEL NUMBER 0601C0067G, DATED AUG. 3, 2009.

IX. UTILITY COMPANIES

- PACIFIC GAS & ELECTRIC: NICHOLAS ESSLINGER (510)437-2039
AT&T: NEVADA GROSS (510)206-9054
CABLECOM, LLC: RAY PEINADO (707)759-4070
EAST BAY M.U.D.: MARK SWEARINGEN (510)287-1278

BASIS OF BEARINGS

THE BASIS OF BEARING IS "S 65° 21' 44" E" BETWEEN FOUND MONUMENTS "SHIP" AND "H130" AS SHOWN ON PAGE 2 OF 4 OF THAT UNRECORDED "RECORD OF SURVEY" MAP ENTITLED, "MONUMENT AND PLAN LINES OF THE EMBARCADERO BETWEEN 5TH AVENUE AND 19TH AVENUE" DATED JULY 2001.

BENCHMARK

ELEVATIONS SHOWN HEREIN ARE ON THE CITY OF OAKLAND VERTICAL DATUM AND BASED ON CITY OF OAKLAND BENCHMARK "CS 84": A FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTHBOUND LANES OF THE 880 FREEWAY, SET IN THE NORTHERLY FACE OF A COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE, 4.4 FEET ABOVE GROUND.

DATUM SUMMARY

BENCHMARK CITY OF OAKLAND DATUM
CITY OF OAKLAND BENCHMARK "CS84"
FOUND USCG&S DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTH-BOUND LANES OF 880 FREEWAY, SET IN NORTHERLY FACE COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE AND 4.4 FEET ABOVE THE GROUND.
ELEVATION USED: 9.16 FT. CITY OF OAKLAND DATUM
NOTE BENCHMARK IS NOW DESTROYED. INFORMATION SHOWN IS BASED ON OBSERVATIONS AND DATA PROVIDED IN 2002. NOT CURRENT.

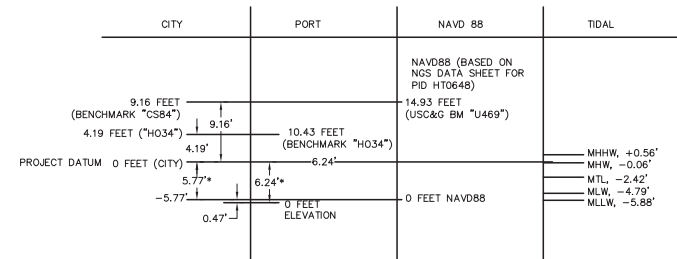
BENCHMARK PORT DATUM ELEVATION
PORT OF OAKLAND BENCHMARK "H034 TBM"
FOUND BRASS DISK "SHIP" IN MONUMENT WELL STAMPED "EBMUD CONTROL SURVEY SHIP 1960" OPPOSITE ENTRANCE TO KAISER CEMENT, 401 EMBARCADERO. ELEVATION USED: 10.43 FT, PORT OF OAKLAND DATUM

GEOTECHNICAL REPORT

THE GEOTECHNICAL REPORT TITLED "BROOKLYN BASIN PHASE I INFRASTRUCTURE IMPROVEMENTS-OAKLAND, CA" WAS PREPARED BY EWEG ON NOVEMBER 12, 2013. THE GEOTECHNICAL PAVEMENT RECOMMENDATIONS SUPPLEMENTAL LETTER WAS PREPARED BY EWEG INCORPORATED ON FEBRUARY 17, 2015.

ENVIRONMENTAL REPORT

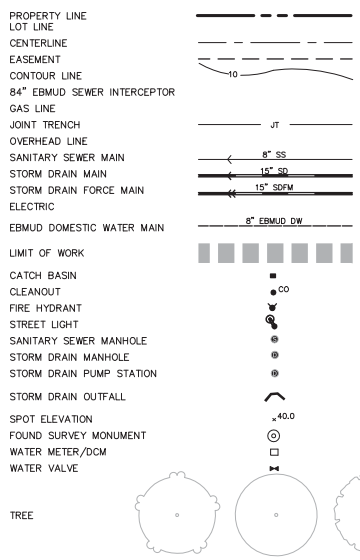
THE ENVIRONMENTAL REPORT TITLED "FINAL RESPONSE PLAN/REMEDIAL ACTION PLAN, OAK-TO-NINTH PROJECT, OAKLAND, CALIFORNIA" WAS WRITTEN BY EKI ON JUNE 2010. THE ENVIRONMENTAL REPORT TITLED "DRAFT IMPLEMENTATION PLANS FOR PARCELS 7&8, 1, CWA, A, B, AND C, BROOKLYN BASIN PROJECT, OAKLAND, CALIFORNIA" WAS WRITTEN BY EKI ON FEBRUARY OF 2014.



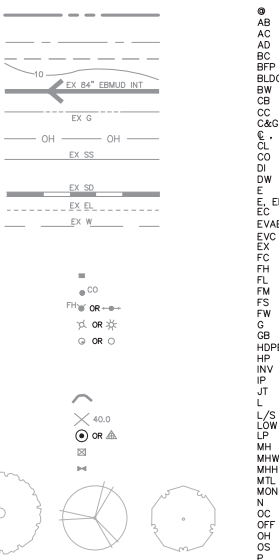
- 1. TO CHANGE FROM CITY ELEVATION TO A PORT ELEVATION: SUBTRACT 6.24 FEET.
2. TO CHANGE FROM PORT ELEVATION TO A CITY ELEVATION: ADD 6.24 FEET.
* BENCHMARK DIAGRAM (UPDATED 5/2017)

LEGEND

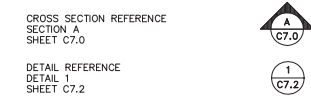
PROPOSED



EXISTING



SYMBOL LEGEND



ABBREVIATIONS

Table with 2 columns: SYMBOL and DESCRIPTION. Lists various construction symbols and their corresponding descriptions like Aggregate Base, Asphalt Concrete, Area Drain, Back Flow Preventor, Building, Back of Walk, Catch Basin, Cellular Concrete, Curb and Gutter, Centerline, Class, Cleanout, Drop Inlet, Domestic Water, East, Electrical or Elevation, End Curb Return, Easement, End Vertical Curve, Existing, Face of Curb, Fire Hydrant, Flow Line, Force Main, Fire Service, Fire Water, Gas, Grade Break, High Density Polyethylene, High Point or Horse Power, Invert, Implementation Plan, Joint Trench, Length, Landscaping, Limit of Work, Low Point, Manhole, Mean High Water, Mean Higher High Water, Mean Tide Level, Monument, North, On Center, Offset, Overhead, Open Space, Pavement Grade, Public Access Easement, Point of Continuous Curve, Property Line, Point of Beginning, Public Open Space, Proposed, Point of Reverse Curve, Public Utility Easement, Polyvinyl Chloride, Radius, Remedial Action Plan, Reinforced Concrete Pipe, Rim Elevation, Reclaimed Water, Remediation Plan, Right of Way, South, Storm Drain, Storm Drain Easement, Square Feet, Streetlight, Sanitary Sewer, Station, Sidewalk, Top of Curb, Telephone, Typical, Vertical Curb, Valley Gutter, West, Waterline, Water Meter, Water Meter Box, Water Valve.

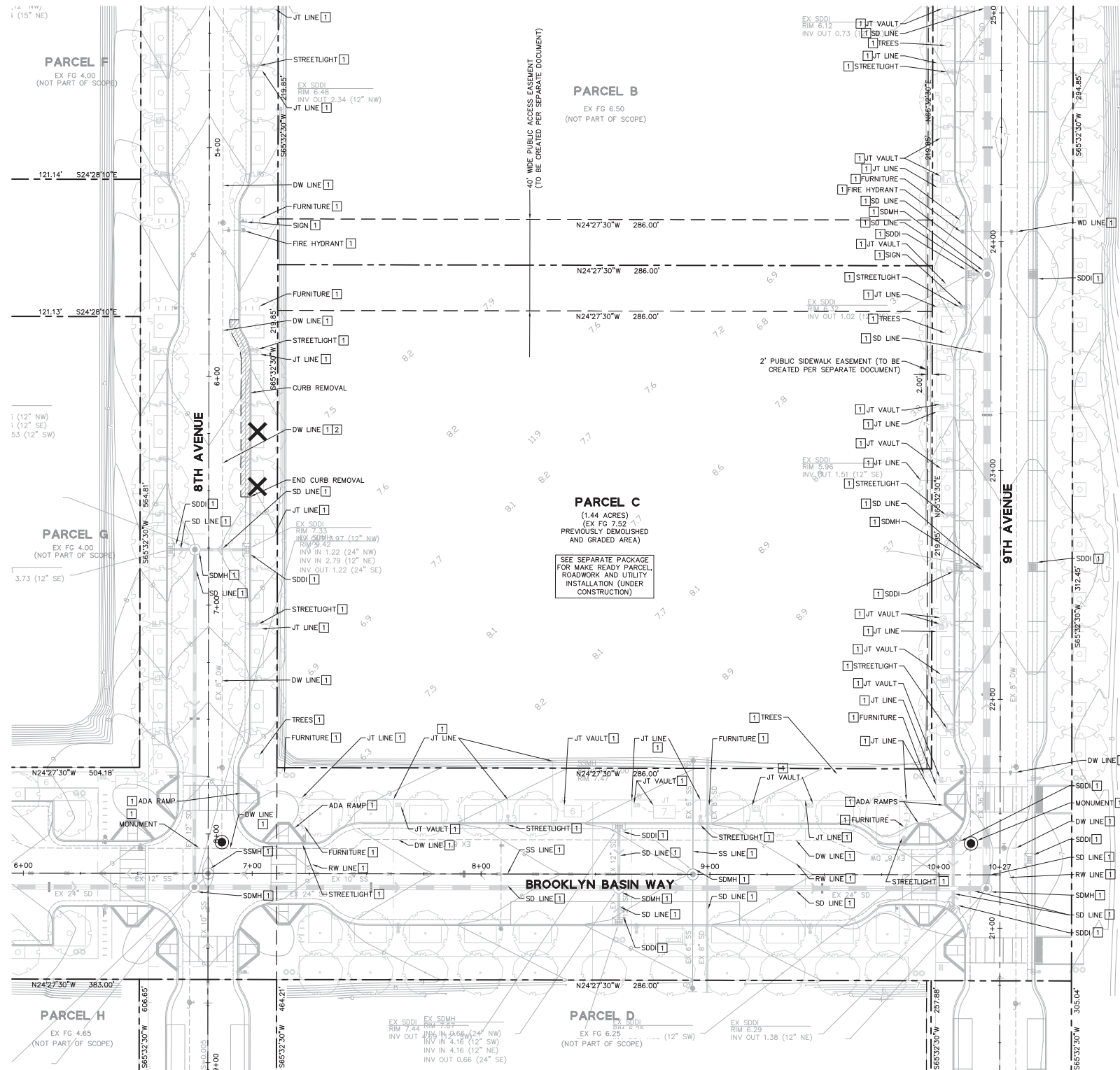
ENGINEER'S STATEMENT

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.
[Signature] DATE
TODD M. ADAIR, P.E. PRINCIPAL/VICE PRESIDENT BKf ENGINEERS
[Signature] DATE
ASHLEY STANLEY, P.E. PROJECT MANAGER BKf ENGINEERS

CITY OF OAKLAND

APPROVED: CITY OF OAKLAND FIRE DEPARTMENT (FOR STREET NAMES, FIRE HYDRANT SPACING AND FIRE SERVICE LOCATION AND CONSTRUCTION DETAILS.)
BY: _____ DATE: _____
APPROVED: CITY OF OAKLAND TRAFFIC ENGINEERING DEPARTMENT
BY: _____ DATE: _____
APPROVED: CITY OF OAKLAND ELECTRICAL SERVICES
BY: _____ DATE: _____
APPROVED: CITY OF OAKLAND ENGINEERING DEPARTMENT
BY: _____ DATE: _____





DEMOLITION LEGEND:

- SAWCUT, DEMO, AND REMOVE EXISTING HARDSCAPE INCLUDING FULL DEPTH AC WITHIN THIS HATCH UNLESS OTHERWISE CALLED OUT AS PROTECT IN PLACE.
- BOUNDARY
- EASEMENT
- DEMOLISH EXISTING UTILITY

LEGEND:

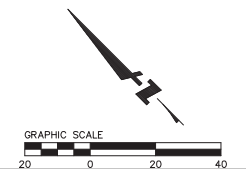
- | | |
|--|--------------------------|
| | EXISTING |
| | STORM DRAIN |
| | SANITARY SEWER |
| | EBMUD DOMESTIC WATER |
| | JOINT TRENCH |
| | FIRE HYDRANT |
| | CATCH BASIN |
| | SANITARY SEWER MANHOLE |
| | STORM DRAIN MANHOLE |
| | STORM DRAIN PUMP STATION |
| | ROADSIDE SIDE |
| | STREET LIGHT |
| | MONUMENT |
| | TREE |
| | REMOVE EXISTING TREE |

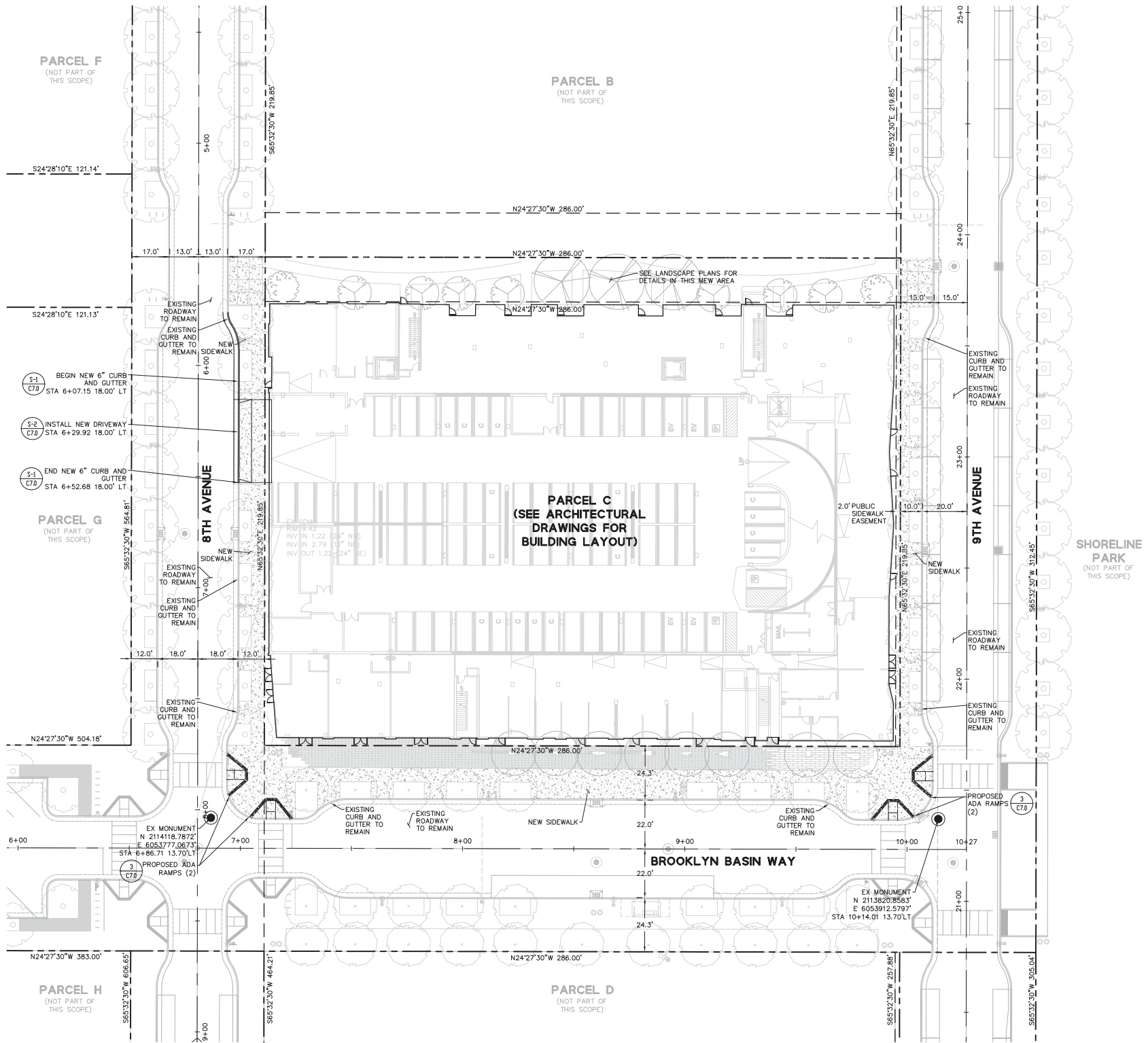
KEYNOTE LEGEND:

- EXISTING FACILITY TO REMAIN.
- EXISTING FACILITY TO BE PROTECTED IN PLACE.

SHEET NOTES:

1. SEE SEPARATE DESIGN PACKAGE FOR MAKE-READY ROADWORK AND UTILITY INSTALLATION, WHICH IS UNDER CONSTRUCTION. PLANS ARE DATED MARCH 27, 2015, TITLED "PHASE I ON-SITE IMPROVEMENT PLANS, BROOKLYN BASIN"
2. PARCEL C IS AN EXISTING PARCEL, CREATED BY TRACT MAP 7621, DATED JULY 2014, PREPARED BY BKF ENGINEERS.



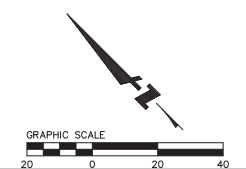


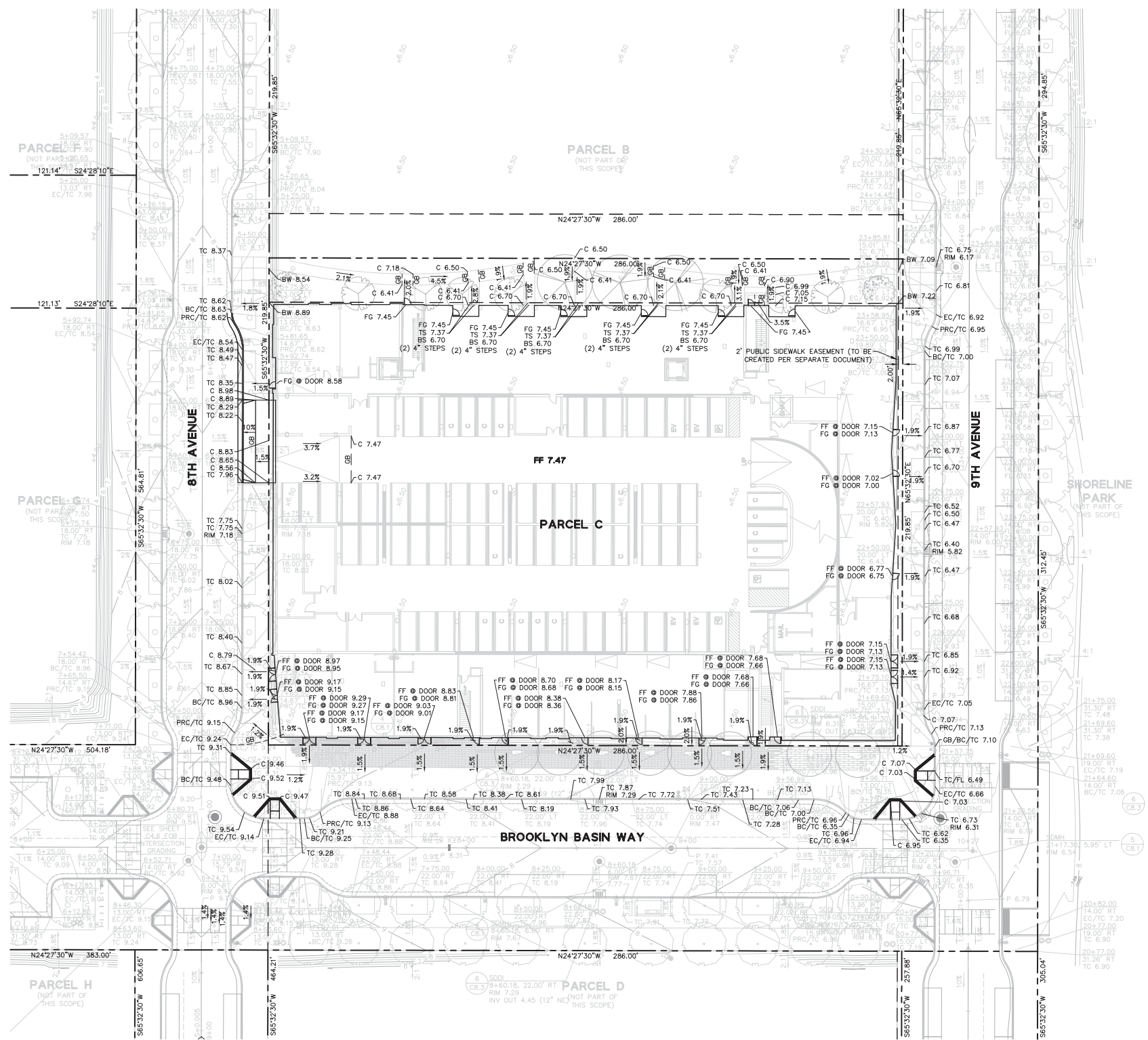
LEGEND:

- EXISTING TREE
- EXISTING LIGHT, SEE LANDSCAPE PLAN
- EXISTING MONUMENT
- PROPOSED SIDEWALK

NOTES:

1. EXISTING SITE AND SURROUNDING ROADWAY AND PARCELS WERE PREVIOUSLY DEVELOPED DURING PHASE 1 OF THE BROOKLYN BASIN DEVELOPMENT. REFER TO PHASE 1 ON-SITE DRAWINGS FOR MORE DETAILS.
2. BUILDING SHOWN FOR REFERENCE ONLY. SEE ARCHITECTURAL PLANS FOR BUILDING DETAILS.
3. LANDSCAPE SHOWN FOR REFERENCE ONLY. SEE LANDSCAPE DRAWINGS FOR DETAILS.

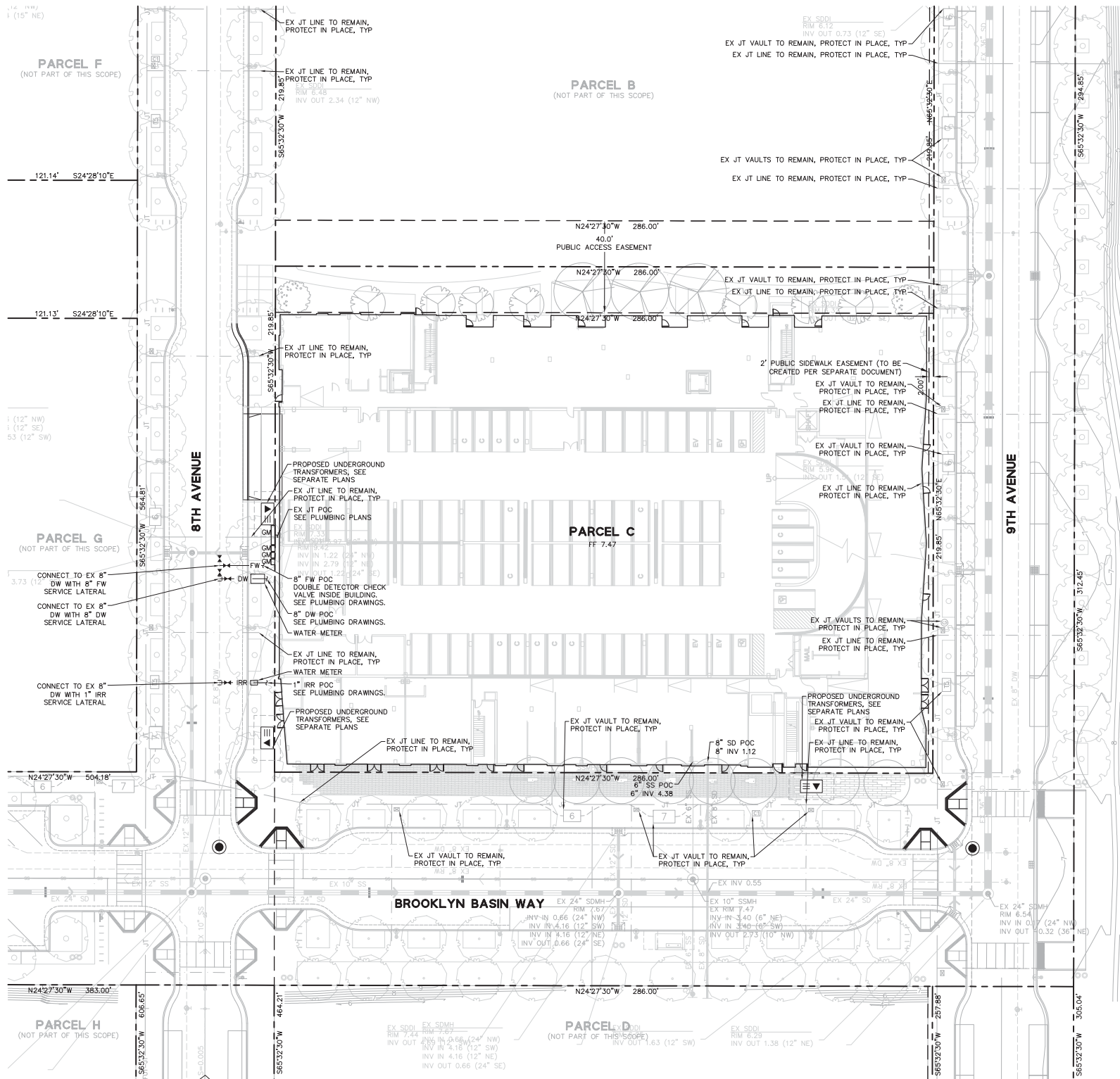




NOTES:

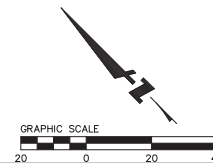
1. ALL ELEVATIONS AT FINISHED FLOORS ARE SET 0.02 FEET (1/4 INCHES) BELOW THE FINISHED FLOOR ELEVATION. SEE ARCHITECTURAL PLANS FOR INTERIOR SLAB DETAILS.
2. EXISTING SITE AND SURROUNDING ROADWAY AND PARCELS WERE PREVIOUSLY DEVELOPED DURING PHASE 1 OF THE BROOKLYN BASIN DEVELOPMENT. REFER TO PHASE 1 ON-SITE DRAWINGS FOR MORE DETAILS.
3. BUILDING SHOWN FOR REFERENCE ONLY. SEE ARCHITECTURAL PLANS FOR BUILDING DETAILS.
4. LANDSCAPE SHOWN FOR REFERENCE ONLY. SEE LANDSCAPE DRAWINGS FOR DETAILS.
5. EXISTING UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM DATA AND/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE (TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN IN THIS PLAN) SHALL BE VERIFIED BY THE CONTRACTOR DURING CONSTRUCTION.
6. CONTRACTOR TO REFER TO LANDSCAPE PLANS FOR GRADING IN LANDSCAPE AREAS.
7. FILL SHALL NOT BE PLACED UNTIL PREPARATION OF SUBGRADE IS APPROVED BY THE GEOTECHNICAL ENGINEER.
8. IF THERE ARE ANY ELEVATION DISCREPANCIES ON THE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR DIRECTION PRIOR TO PLACEMENT OF ANY CURBS, CONCRETE, OR ASPHALT PAVING.

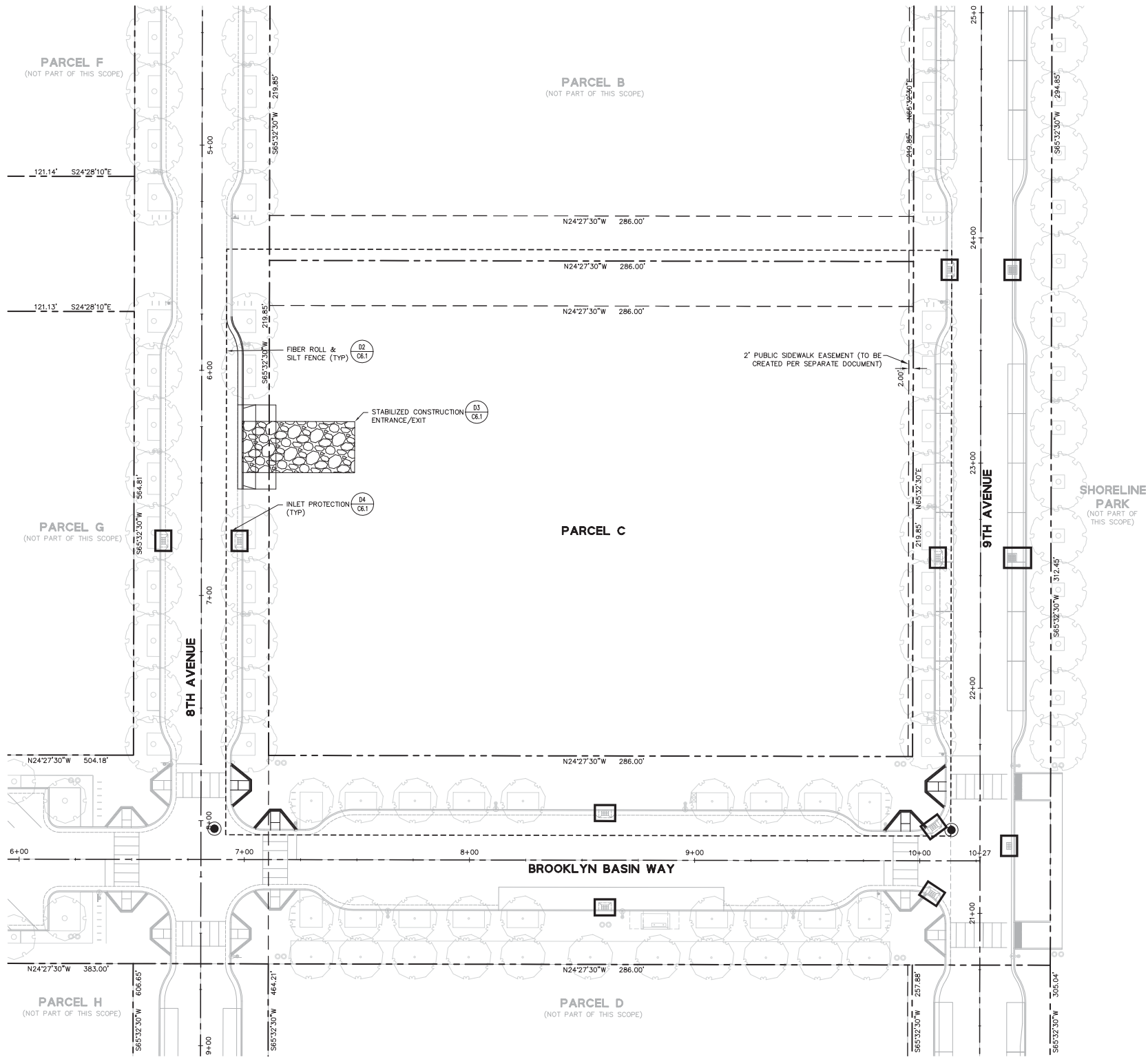




NOTES:

1. DOMESTIC WATER, FIRE WATER, AND IRRIGATION WATER SIZES ARE SHOWN FOR PLANNING PURPOSES ONLY. SIZES TO BE CONFIRMED DURING THE CONSTRUCTION DOCUMENTS PHASE.
2. THE CIVIL SCOPE OF WORK ENDS 5' OUTSIDE OF THE BUILDING. UTILITIES ON THE BUILDING-SIDE OF THIS LIMIT ARE TO BE DESIGNED BY A SEPARATE PLUMBING CONSULTANT.
3. EXISTING UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM DATA AND/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN IN THIS PLAN, SHALL BE VERIFIED BY THE CONTRACTOR DURING CONSTRUCTION.
4. GROUNDWATER TABLE VARIES BETWEEN 2' TO 8' BELOW GROUND SURFACE BASED ON THE "GEO-TECHNICAL REPORT BROOKLYN BASIN PHASE 1 INFRASTRUCTURE IMPROVEMENTS" PREPARED BY ENGEO, DATED NOVEMBER 12, 2013. GROUNDWATER ELEVATIONS ARE CONSIDERED UNSTABILIZED AND ACTUAL GROUNDWATER ELEVATIONS MAY VARY.
5. NOT ALL PIPE FITTINGS ARE SHOWN. CONTRACTOR IS RESPONSIBLE TO FURNISH AND INSTALL ALL NECESSARY FITTINGS TO COMPLETE WORK.
6. CONTRACTOR TO REFER TO LANDSCAPE PLANS FOR LANDSCAPE, IRRIGATION CONTROLS, AND STUB OUTS.
7. JOINT TRENCH SHOWN FOR REFERENCE ONLY. CONTRACTOR TO REFER TO JOINT TRENCH PLANS FOR JOINT TRENCH VAULT AND CONDUITS FOR APPROVED PG&E ROUTING.
8. ALL VALVES FOR FIRE HYDRANT LATERALS SHALL BE LOCATED 2' FROM MAIN. SEE EBMUD STANDARDS FOR REQUIREMENTS.
9. ALL PIPE MATERIALS FOR WATER SYSTEM SHALL BE PVC C-900, UNLESS OTHERWISE NOTED. DESIGN PER EBMUD. SEE SEPARATE PLANS FOR DETAILS.
10. ALL PIPE MATERIAL FOR SANITARY SEWER SYSTEM SHALL BE HDPE SDR17 (FUSION WELDED), UNLESS OTHERWISE NOTED.
11. ALL STORM DRAIN INLETS SHALL BE MARKED WITH THE CITY OF OAKLAND STEEL STORM DRAIN MARKER "NO DUMPING, DRAINS TO BAY".
12. EBMUD WATER MAINS ARE SHOWN FOR COORDINATION PURPOSES ONLY. EBMUD TO PROVIDE WATER LINE DESIGN.



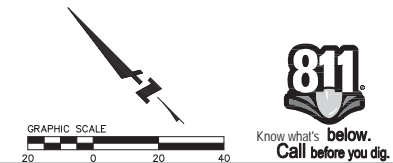


LEGEND:

- PARCEL BOUNDARY
- - - FIBER ROLL & SILT FENCE (D1, D2, C6.1, C6.1)
- [Pattern] STABILIZED CONSTRUCTION ENTRANCE/EXIT (D3, C6.1)
- [Box] INLET PROTECTION (D4, C6.1)

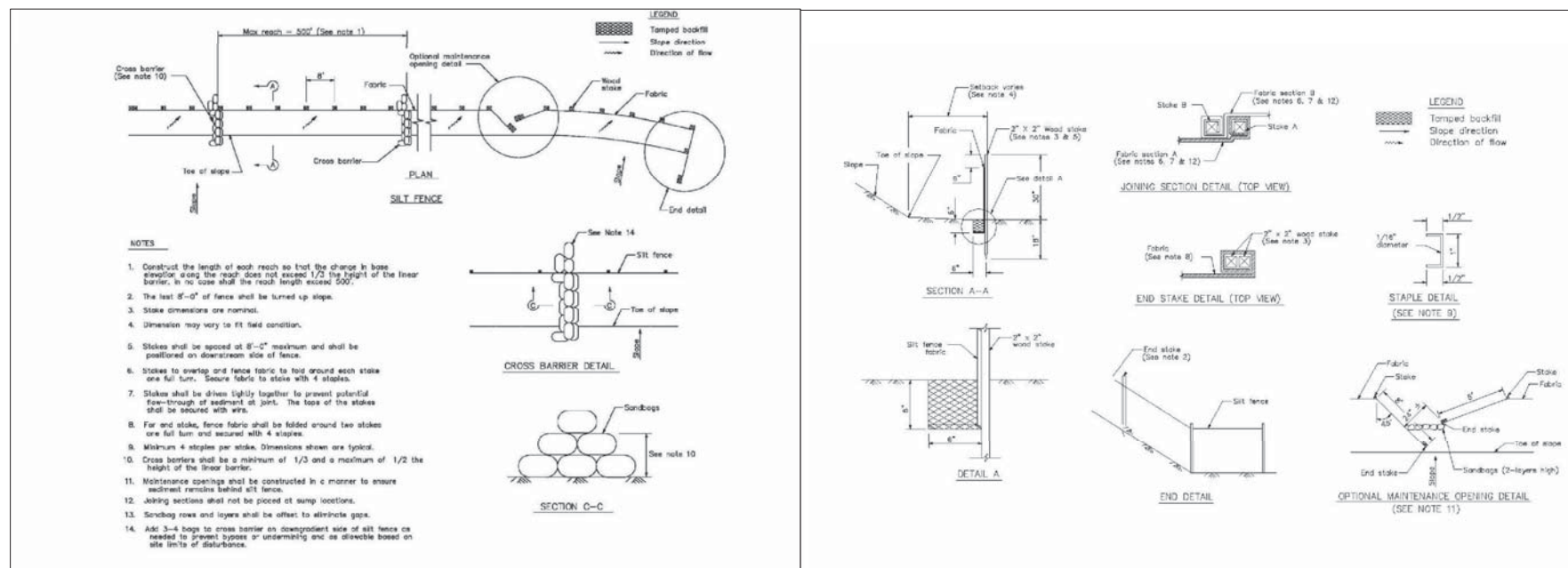
NOTES:

1. INFORMATION SHOWN ON THIS PLAN IS FOR GENERAL EROSION CONTROL MEASURES. SITE SPECIFIC MEASURES SHALL BE DONE BY THE OSP ON SITE.
2. FIELD CONDITIONS GOVERN OVER THE CONDITIONS SHOWN ON THIS DRAWING DUE TO THE SURROUNDING PROJECT SITE ALREADY BEING CONSTRUCTED PER THE APPROVED PHASE 1 ON-SITE BROOKLYN BASIN DRAWINGS.

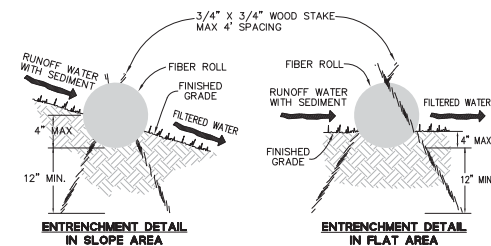


EROSION CONTROL NOTES:

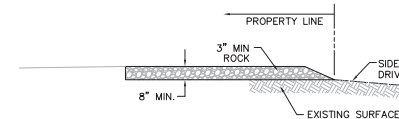
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL REPORT, ENVIRONMENTAL REPORT, RESPONSE PLAN/REMEDIATION ACTION PLAN, IMPLEMENTATION PLAN AND PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
2. ALTHOUGH SPECIFIC LOCATIONS FOR SEDIMENT CONTROL FACILITIES ARE SHOWN ON THESE PLANS, IT IS INTENDED THAT THIS EROSION CONTROL PLAN BE MODIFIED WHEN NECESSARY TO MEET FIELD CONDITIONS.
3. THE INTENT OF THESE PLANS IS TO PROVIDE THE INITIAL CONCEPT FOR INTERIM EROSION CONTROL. THE CONTRACTOR AND THE PROJECT QSD/QSP SHALL UPDATE THE PLANS TO REFLECT CHANGING SITE CONDITIONS. PLAN UPDATES SHALL BE BASED UPON CHANGING FIELD CONDITIONS. EROSION CONTROL EFFECTIVENESS SHALL ALSO BE MONITORED AND THE PLANS MODIFIED AS REQUIRED TO PREVENT SEDIMENT FROM ENTERING THE DOWNSTREAM DRAINAGE SYSTEM AS REQUIRED PER THE CONSTRUCTION GENERAL PERMIT (CGP). THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION.
4. FIBER ROLLS SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO PREVENT SEDIMENT FROM LEAVING THE SITE.
5. AS REQUIRED IN THE CGP, PUBLIC ROADS WITHIN THE HAUL ROUTE SHALL BE CLEANED.
6. BEST MANAGEMENT PRACTICES, AS DEFINED IN THE SWPPP, SHALL BE OPERABLE YEAR AROUND.
7. FOLLOW THE CITY'S MET WEATHER GRADING PERMIT REQUIREMENTS FOR WORK FROM OCTOBER 15TH THROUGH APRIL 15TH.
8. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED DAILY. ALL SLOPES SHALL BE REPAIRED AS SOON AS POSSIBLE WHEN DAMAGED.
9. ALL TRUCK TIRES SHALL BE CLEANED PRIOR TO EXITING THE PROPERTY.
10. DURING PERIODS WHEN STORMS ARE FORECAST, FOLLOW THE PROJECT SWPPP AND CONSTRUCTION GENERAL PERMIT REQUIREMENTS.
11. EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH STORM AND REPAIRED OR MODIFIED AS REQUIRED TO PROVIDE APPROPRIATE EROSION CONTROL MEASURES AS REQUIRED IN THE SWPPP AND CGP.
12. HAUL ROADS SHALL BE OBSERVED AND EROSION CONTROL MEASURES SHALL BE PLACED, AS NECESSARY.
13. THE NAME, ADDRESS, AND 24 HOUR TELEPHONE NUMBER OF THE PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE PROVIDED TO THE CITY.
14. IF IT SHOULD APPEAR THAT THE EROSION CONTROL PLAN, OR ANY OTHER MATTER THEREOF, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT SIMON NORTH AT (650) 482-6377 TO RESOLVE ANY QUESTIONS AND REQUEST MODIFICATIONS TO THIS PLAN.
15. FOLLOW ALL REQUIREMENTS FOR A RISK LEVEL 1 PROJECT, AS DEFINED IN THE CGP.
16. THE CONTRACTOR'S QUALIFIED SWPPP PRACTITIONER (QSP) IS RESPONSIBLE FOR MAKING AVAILABLE THE ORIGINAL SWPPP AT THE CONSTRUCTION SITE DURING WORKING HOURS WHILE CONSTRUCTION IS OCCURRING AND THE SWPPP SHALL BE MADE AVAILABLE UPON REQUEST BY THE CITY OR STATE INSPECTOR.
17. IF THERE IS ANY CHANGE OR ABSENCE OF THE QSP ASSIGNED TO THE PROJECT THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR IMMEDIATELY AND PROVIDE THE CITY INSPECTOR WITH NAME AND CONTACT INFORMATION OF ANY QUALIFIED REPLACEMENT QSP WITHIN 72 HOURS.
18. ALL AMENDMENTS PROPOSED OR IMPLEMENTED TO THE SWPPP SHALL BE APPROVED AND SIGNED BY THE QUALIFIED SWPPP DEVELOPER (QSD).



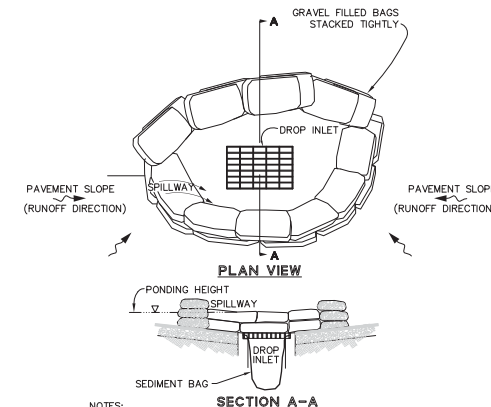
D1
SILT FENCE DETAIL
 SCALE : NTS



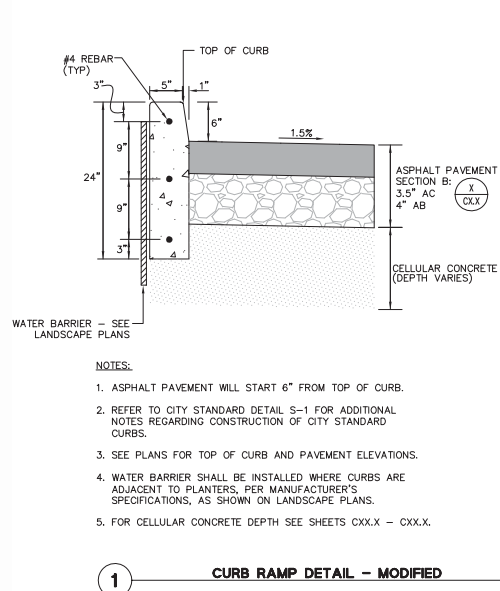
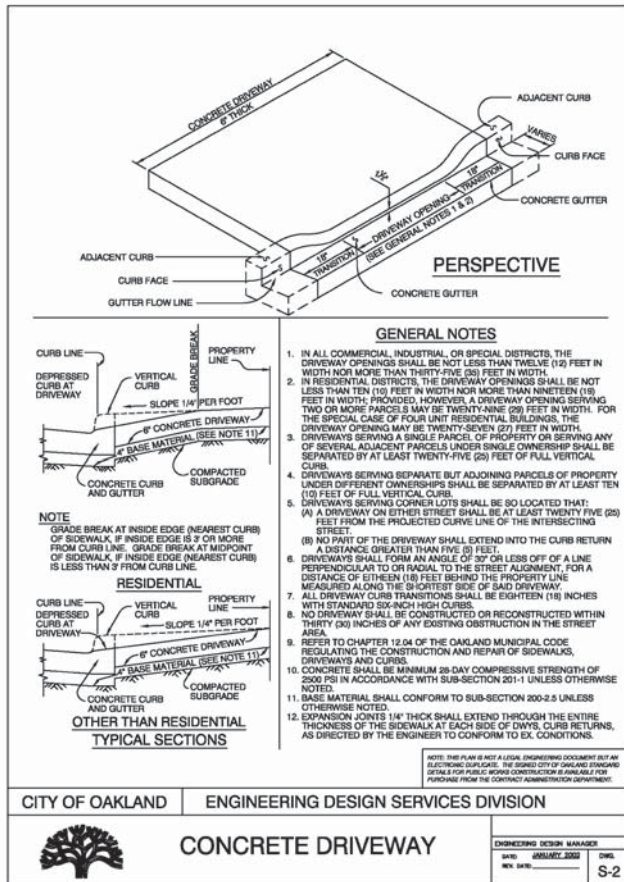
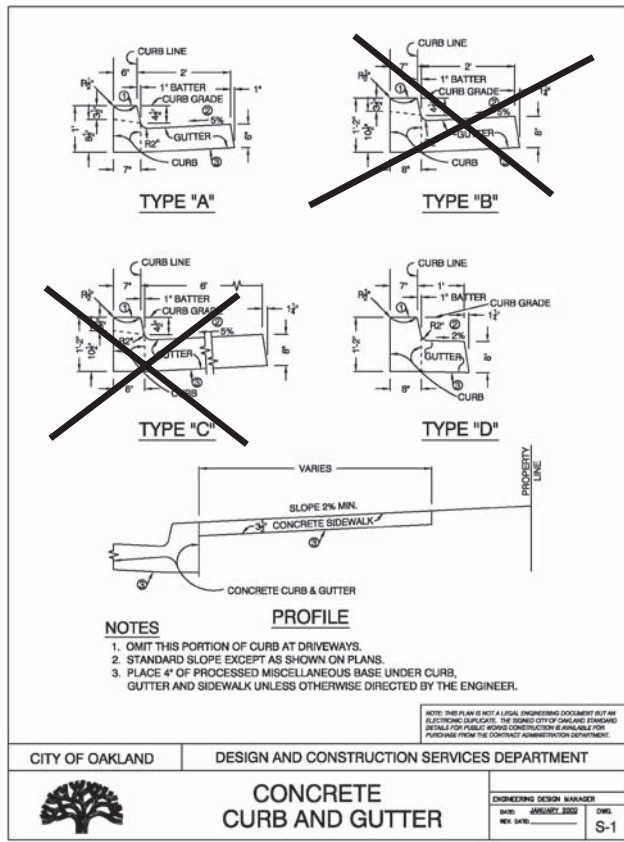
D2
FIBER ROLL DETAIL
 NTS



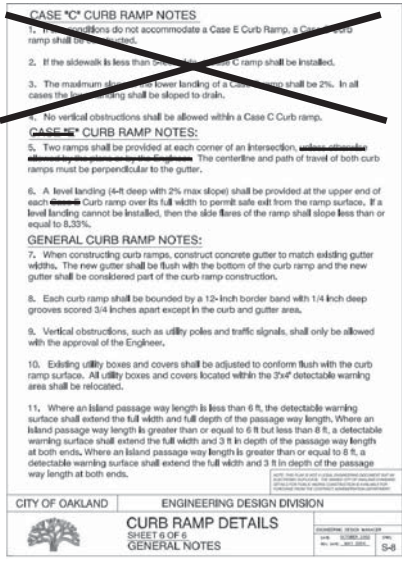
D3
STABILIZED CONSTRUCTION ENTRANCE DETAIL
 SCALE : NTS



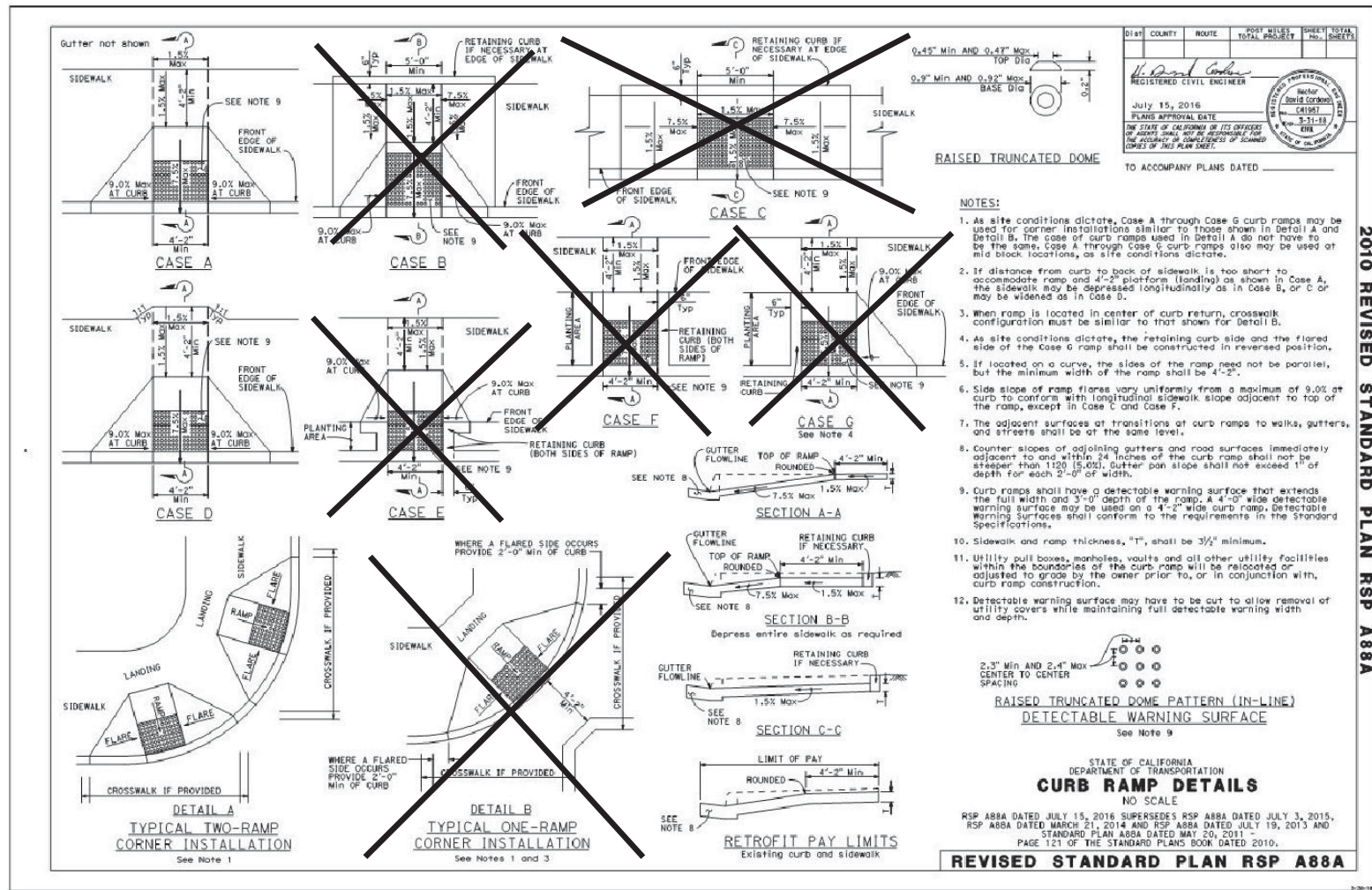
D4
INLET PROTECTION DETAIL
 SCALE : NTS



1 CURB RAMP DETAIL - MODIFIED

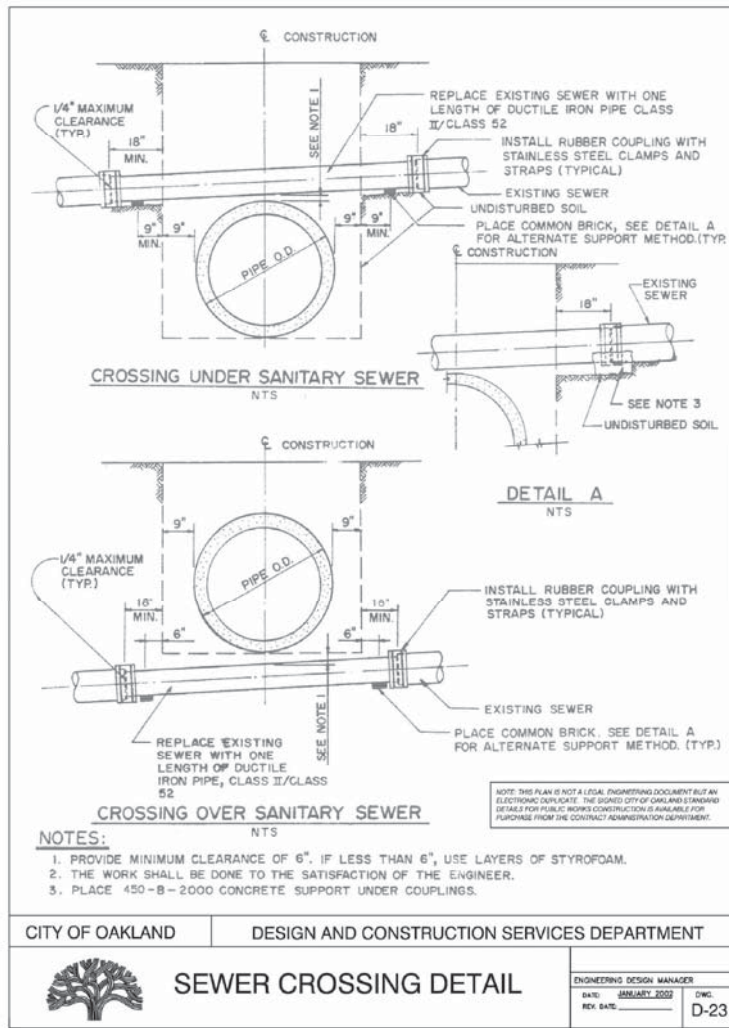


2 CURB RAMP DETAILS GENERAL NOTES - MODIFIED

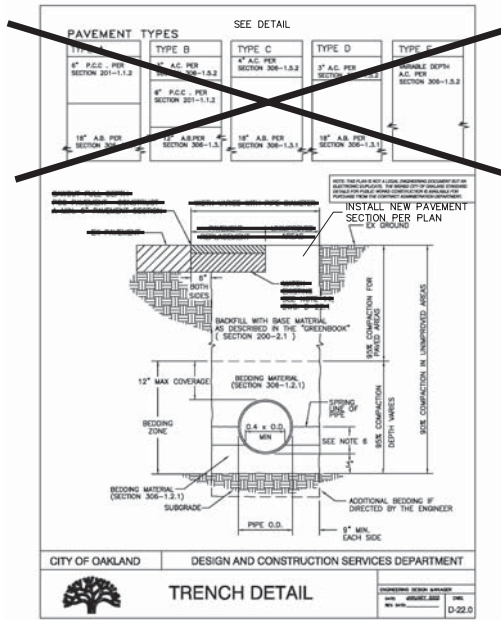


3 CURB RAMP DETAIL

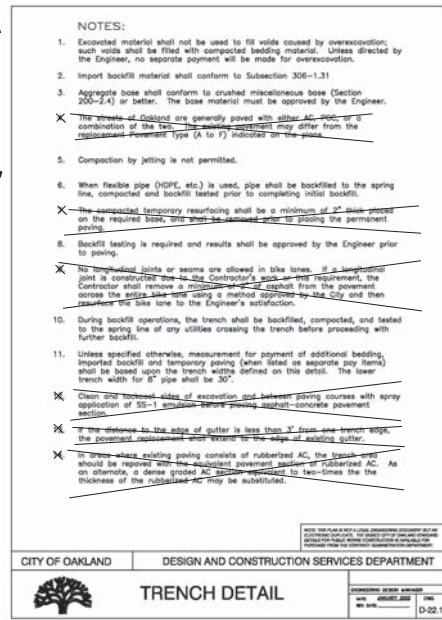
2010 REVISED STANDARD PLAN RSP A88A



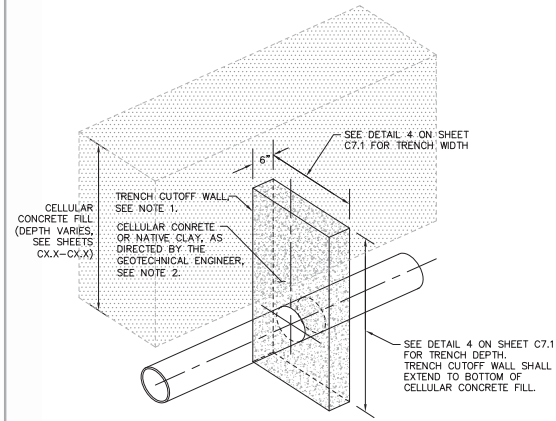
1 - SEWER CROSSING DETAIL - MODIFIED



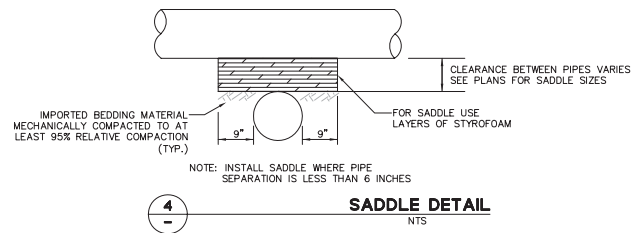
2 - TRENCH DETAIL MODIFIED FOR NEW CONSTRUCTION



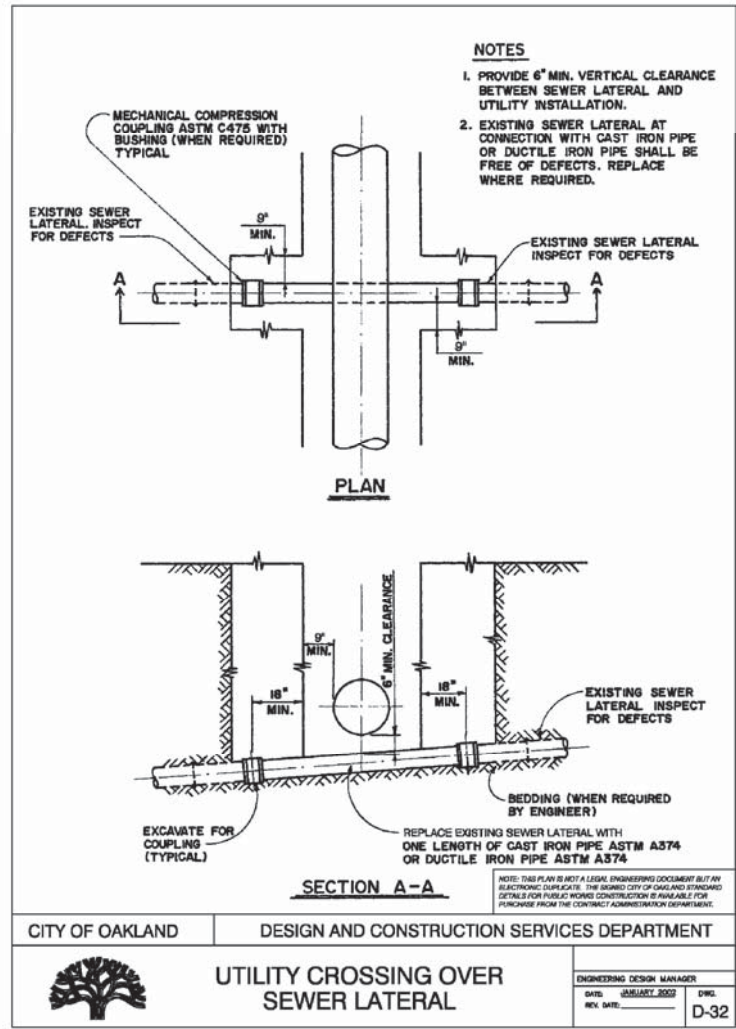
3 - TRENCH DETAIL NOTES MODIFIED FOR NEW CONSTRUCTION



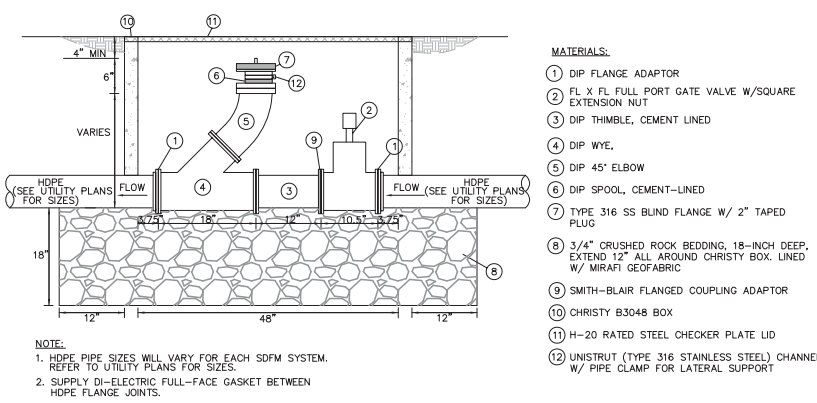
5 - TRENCH CUTOFF WALL DETAIL



4 - SADDLE DETAIL



8 - UTILITY CROSSING OVER SEWER - MODIFIED



6 - SANITARY SEWER FORCE MAIN CLEANOUT

PAVEMENT SECTION DESIGN

TYPE	CLASSIFICATION	AC (N)	AS (N)
A	ASPHALT PAVEMENT (HMA ON SUBGRADE)	3.5	11
B	ASPHALT PAVEMENT (HMA ON CELLULAR CONCRETE)	3.5	4

TI (TRAFFIC INDEX) = 6

NOTES:

1. CONTRACTOR TO REFER TO GEOTECHNICAL REPORT PREPARED BY ENGEO INCORPORATED, TITLED "BROOKLYN BASIN, PHASE I, INFRASTRUCTURE IMPROVEMENTS, OAKLAND, CALIFORNIA" DATED NOVEMBER 12, 2013 AND LETTER DATED DECEMBER 11, 2014 FOR ALL PAVEMENT RECOMMENDATIONS.
2. REFER TO SHEET CX.X FOR PAVEMENT PLAN.
3. REFER TO PLAN AND PROFILES ON SHEETS CX.X-CX.X FOR DEPTHS OF CELLULAR CONCRETE FILL.
4. OVEREXCAVATE EXISTING SUBGRADE AS NEEDED TO ALLOW INSTALLATION OF CELLULAR CONCRETE TO THE DEPTHS SHOWN ON CX.X-CX.X.
5. CELLULAR CONCRETE SHALL HAVE A UNIT WEIGHT OF 30 POUNDS PER CUBIC FOOT, PER THE PAVEMENT RECOMMENDATIONS IN THE GEOTECHNICAL LETTER FROM ENGEO INCORPORATED DATED DECEMBER 11, 2014.

7 - PAVEMENT SECTION DESIGN