Oakland City Planning Commission STAFF REPORT

Case File Number PLN22189-A01 **February 21, 2024**

Location:	5315 College Avenue
Assessor's Parcel Number:	014 124901103
Proposal:	Appeal of an administrative approval of an addition and alteration to an existing commercial structure for a childcare (Community Education Civic) activity for 48 students.
Applicant:	Mehdi Shafiei
Phone Number:	510-926-7745
Owner:	Mahta Marashi and Mehdi Shafiei
Appellant	Jake Allen
Case File Number:	PLN22189
Planning Permits Required:	Minor Conditional Use Permit for a Community Education Civic Activity. Regular Design Review for alterations to an existing facility.
General Plan:	Neighborhood Center Mixed Use
Zoning:	Neighborhood Center Mixed Use – 1 (CN-1)
Environmental Determination:	15301 of the State CEQA Guidelines: Minor alterations to existing facilities; and 15183 – Projects Consistent with a Community Plan, General Plan, or Zoning.
Historic Status:	Potential Designated Historic Property (PDHP): OCHS Survey rating: C3
City Council district:	1
Status:	Approved by the Zoning Manager
Staff Recommendation:	Deny appeal
Finality of Decision:	Final
For further information:	Contact Case Planner Neil Gray at (510) 238-3878 or by email at ngray@oaklandca.gov

SUMMARY

This item is an appeal of an administratively approved proposal to: 1) lift an existing 2,429 square-foot historic building with a main floor and a basement 8'-3" to create two stories over a basement; 2) build a 2,270 square-foot rear addition; 3) rotate the building to be perpendicular to College Avenue, and 4) establish a childcare center with no more than 48 students and ten employees. The childcare center would operate from 8:00am to 6:00pm, Monday through Friday, and the enrollees would age from one to five years old.

Among other issues, the appellant has expressed concerns that there is insufficient play area for the students; noise would disturb the mental health therapy offices on the property surrounding the site; the City applied inappropriate California Environmental Quality Act (CEQA) exemptions; and there will be harmful effects related to noise, traffic, and student pick-up and drop off.

Staff recommends denial of the appeal. Noise and traffic studies indicate, as conditioned, the childcare center and the office tenants in the adjacent lot should be able to successfully coexist. The studies show that the noise created by the childcare center would be inaudible within the therapy offices, and a plan requiring staggered drop-off times, a crossing guard, a carpool program, and two drop off spaces in front of the site would avoid negative effects on College Avenue traffic flow. Finally, the CEQA exemptions applied by staff are consistent with State law.

CITY OF OAKLAND PLANNING COMMISSION

Case File:	PLN22189
Applicant:	Mehdi Shaffiei
Address:	5315 College Avenue
Base Zone:	CN-1
Combining Zones:	S-13

BACKGROUND

The applicant applied for Minor Conditional Use Permit (CUP) and Regular Design Review approval for the proposed childcare center and addition to an existing building on November 18, 2022. On October 12, 2023, after several discussions with Historic Preservation staff that resulted in the approved design (see **Attachment A** for plans) and preparation of a traffic study (see **Attachment D**), staff approved the proposal with project specific conditions requiring a pick-up/drop-off transportation plan and window details.

The decision letter approving the project is contained in **Attachment B**.

Jake Allen, the owner of the property surrounding the site, submitted a timely appeal on October 20, 2023 (see **Attachment C** for the appeal), which was based on alleged "Erroneous Determinations and Findings of City Staff".

Staff describes and responds to the appellant's claims in the "Response to Appeal" section of this report.

PROPERTY AND NEIGHBORHOOD DESCRIPTION

The site is a 3,733 square-foot flat lot fronting College Avenue in the vibrant Rockridge Commercial District in North Oakland. A building on the site was originally constructed in the 1890's as a home, last used as a law office, and is a Potentially Designated Historic Property (PDHP) with a "C" historic rating by the Oakland Cultural Heritage Survey. The building is an ornate and intact Queen Anne cottage, which is one story over a basement that is partially underground. The L-shaped building has a hip-roofed main body and a gable-roofed wing at the left front and has a porch, front door, and a window recessed under the hip roof. The front façade of the building contains horizontal wood siding, with woodwork details, including spindles over the porch, an assortment of applied diamond-shaped blocks and bullseyes, egg and dart moldings, corner boards and friezes, and scrolled corner brackets and pendants. Other than a missing finial at the top of the gable end facing the street, the only noticeable alteration is the porch railings, which were originally wood and have been replaced with wrought iron.

The property is surrounded by 5295 College Avenue, which is owned by the appellant and contains a clothing store and restaurant facing College Avenue, and several offices for mental health professionals. An existing building on this neighboring site is also a PDHP and has a "Dc" historic rating by the Oakland Cultural Heritage Survey

PROJECT DESCRIPTION

The proposal would: 1) lift the existing 2,429 square-foot building with a main floor and a basement 8'-3" to create two stories over a basement; 2) build a 2,270 square-foot rear addition; 3) rotate the building to be perpendicular to College Avenue, and 4) establish a childcare center with no more than 48 students and ten employees.

The daycare would operate from 8:00am to 6:00pm, Monday through Friday, and the enrollees would age from one to five years old. As conditioned, the applicant will submit for review and approval of the Bureau of Planning and the Department of Transportation a plan to limit traffic disruption on College Avenue and assure the safety of students. The plan will include:

1. Two passenger loading areas in front of the parcel for the use of dropping off and pickup up students during peak hours;
2. A plan to stagger drop off times during morning peak hours to reduce congestion in front of the site;
3. An advertised carpool program to be included in literature for parent and guardians;

4. A crossing guard at the intersection of College and Bryant Avenues during peak hours to assist in street crossing and assure that drop off is not creating double parking on College Avenue; and
5. A requirement for a review and inspection by the Bureau of Planning and the Department of Transportation after six and twelve months of operation to assure the center is adhering to the transportation plan.

With the exception of the wrought iron porch railing, the front façade of the new ground floor would contain a porch, bay window, materials and detailing that match the existing described in the "Property and Neighborhood Description" section, above. The lifted ground floor porch would be converted to a second-floor balcony with wood railing. The rear addition would be two-stories above a partially underground basement, have a flat roof, and cover the rear 24-feet of the site. The applicant proposes to install horizontal wood siding on the exterior of the building to match the existing building.

The application also includes a 1,336 square foot landscaped yard at the southern side and a 446 square foot landscaped yard at the northern side of the parcel, respectively.

GENERAL PLAN ANALYSIS

The site is in the *Neighborhood Center Mixed Use* area under the General Plan's Land Use and Transportation Element (LUTE). The intent of the LUTE's *Neighborhood Center Mixed Use* land use classification is: "to identify, create, maintain and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking place, personal and business services, and small scale educational, cultural, or entertainment uses." The LUTE contains the following Neighborhood Objective: "Provide for healthy, vital, and accessible commercial areas that help meet local consumer needs in the neighborhoods." The proposal is consistent with the following LUTE Policies:

- Objective N2: Encourage adequate civic, institutional, and educational facilities located within Oakland, appropriately designed and sited to serve the community.
- Policy N12.3 Making Day Care Available. High quality day care should be available throughout Oakland, appropriately sited and designed based on its capacity and attributes. The City should, when appropriate and feasible, require major development projects to provide on and off-site facilities or other means to address potential childcare inadequacies and encourage the inclusion of childcare centers in major residential and commercial developments near transit centers, community centers, and schools.
- Policy T2.2 Guiding Transit-Oriented Development. Transit-oriented developments should be pedestrian oriented, encourage night and daytime use, provide the neighborhood with needed goods and services, contain a mix of land uses, and be designed to be compatible with the character of surrounding neighborhoods.
- Policy N1.8 Making Compatible Development: The height and bulk of commercial development in "Neighborhood Mixed-Use Center" and "Community Commercial" areas should be compatible with that which is allowed for residential development.
- Policy N9.9 Respecting Architectural Integrity: The City encourages rehabilitation efforts which respects the architectural integrity of a building's original style. (see the Historic Preservation Element for more information).

ZONING ANALYSIS

Intent

The proposal is in the Neighborhood Commercial – 1 (CN-1) Zone. The intent of the CN-1 Zone is to maintain and enhance vibrant commercial districts with a wide range of retail establishments serving both short and long term needs in attractive settings oriented to pedestrian comparison shopping. The existing building was originally constructed as a single-family home and is not suitable for retail use, and a childcare facility will bring customers to the restaurants and stores in the Rockridge Commercial District. Therefore, the proposal is consistent with the intent of the District.

Activity

A childcare center falls under the Community Education Civic Activity use classification in Chapter 17.10 of the Planning Code. Per Section 17.33.030 of the Planning Code, the establishment of this activity requires the granting of a Conditional Use Permit (CUP) and meeting the following special findings:

1. That the proposal will not detract from the character desired for the area;
2. That the proposal will not impair a generally continuous wall of building facades;
3. That the proposal will not weaken the concentration and continuity of retail facilities at ground level, and will not impair the retention or creation of an important shopping frontage;
4. That the proposal will not interfere with the movement of people along an important pedestrian street; and
5. That the proposal will conform in all significant respects with any applicable district plan which has been adopted by the City Council.

The proposal must also meet the following General Use Permit Criteria, which is contain in Section 17.134.050 of the Planning Code:

1. That the location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development;
2. That the location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment;
3. That the proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region;
4. That the proposal conforms to all applicable Regular Design Review criteria set forth in the Regular Design Review procedure at Section 17.136.050;
5. That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable guidelines or criteria, district plan or development control map which has been adopted by the Planning Commission or City Council.

As described in the decision letter for this project (see **Attachment B**), the project meets these required findings.

Development Standards

The following table describes the applicable and relevant development standards for the CN-1 Zone and how the proposal complies with these standards.

	Proposed	Required	Compliance Status
Minimum/Maximum Setbacks			
Minimum Front Setback	6'4"	0 ft.	Complies
Maximum Front Setback	6'4"	10 ft.	Complies
Minimum Side Setback	0 ft.	0 ft.	Complies
Minimum Rear Setback	0 ft.	0 ft.	Complies
Minimum Facade Transparency for Ground Floor Nonresidential Facilities	40%	65% with an exception for unique facilities such as convention centers, gymnasiums, parks, gas stations, theaters and other similar facilities.	Complies (see Note, below)
Minimum Parking	0 spaces	0 spaces	Complies
Minimum Play Area	N/A	N/A	Not regulated in Oakland Planning Code. Determined and enforced by State of California.

Note: The existing and proposed building qualifies as a "unique facility" because it is a historic building originally designed as a home. The requirement is intended to provide sufficient transparency for storefronts, not a converted Queen Anne home.

ENVIRONMENTAL DETERMINATION

The project is exempt from the California Environmental Quality under two independent sections of the State CEQA Guidelines: 15301 of the State CEQA Guidelines: Minor alterations to existing facilities; and 15183 – Projects Consistent with a Community Plan, General Plan, or Zoning. Staff's response to Appellant Issue #2, below, provides more detail on how these exemptions apply to the proposal.

APPELLANT ISSUES AND STAFF RESPONSES

As mentioned, Jake Allen submitted a timely appeal on October 20, 2023 (see **Attachment C**). The following lists the issues highlighted in the appeal (in **bold**) and staff responses (in *italic*).

Issue #1: Non-Compliance with state laws and regulations, in violation of Paragraph 3 of Conditions of Approval. A childcare center of the character and size proposed is required to be licensed under California law, and meet regulations specified in Title 22 of the California Administrative Code. The proposed childcare center cannot comply with the Cal. Code Regs. Title 22 Sections 101238.2 and 101238.3, which require that licensed childcare must have at least 35 square feet of indoor space and 75 square feet of outdoor activity per child, based on total licensed capacity. For 48 children, the total outdoor square footage required would be 3600, which covers nearly the entire square footage of the proposed property.

Issue #1a: In finding 2 under Section 17.134.050 – General Use Permit Criteria the city states "The development will have ample room at the site for playground space…" without citation to

how ample outdoor space is determined. The City states there is ample playground space with no justification for doing so.

Staff Response: The Planning Code does not regulate the amount of play space required for a childcare center, and is, therefore, out of the jurisdiction of the City. The regulation cited is enforced by the State of California Community Care Licensing Division during the licensing process. In the making of this finding, staff assessed the general sufficiency of play space at the facility, but the determination of compliance of the play area is the responsibility of the State. The State may also limit the number of students to fewer than 48 based on application of State licensing requirements. This would further lessen the potential for noise and/or traffic impacts that concern the appellant.

Issue #2: Environmental Determination – State code sections allowing for CEQA exemption do not apply to this project. An EIR must be performed to evaluate the environmental impacts of the project.

Staff Response: The proposal is exempted from CEQA per Section 15301 of the State CEQA Guidelines: Minor alterations to existing facilities; and Section 15183 – Projects Consistent with a Community Plan, General Plan, or Zoning. Therefore, an environmental impact report is not required for approval of the proposal.

The CEQA Guidelines lay out a three-tiered review process to ensure that cities take environmental considerations into account as part of the decisionmaking process. Under the first tier, the City determines whether an activity is a "project" under CEQA, which generally includes permitting actions by the City. Under the second tier, the city looks at whether a project is exempt from CEQA. This takes place prior to any formal environmental evaluation. Categorical exemptions are established for classes of projects that the Secretary of the California Natural Resources Agency has found not to have a significant effect on the environment. If a project is categorically exempt, it is not subject to CEQA requirements. The City does not proceed to the third tier of preparing an environmental review document such as an initial study, negative declaration or environmental impact report. No further environmental review is necessary.

Issue #2a: Section 15301 allows for a CEQA exemption for minor alterations to existing facilities. This project is not a minor alteration to an existing facility. Applicant's design review shows that new construction will add 2,270 square feet to square footage of the buildings, which represents a 93.5% increase in usable square footage. In addition, the City acknowledges that the use of the facility will change significantly from a quiet office building to an active childcare facility. In addition to an entirely new floor, new square footage and insulation is being added to every floor of the buildings. The layout of each of the floors will be converted from individual office use to a more open floor plan to accommodate children and staff. The proposal cannot be considered a minor alteration due to the significant changes in size, layout, and use of the buildings.

Staff Response: Section 15301 of The State CEQA Guidelines states that Section 15301 "consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use."

This section provides examples of the types of projects that fall under this exemption. Subsection (e) includes: Additions to existing structures provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive.

The proposed addition is 2,270 square feet - far below the 10,000 square foot threshold

described in the Guidelines; and the site is in a highly urbanized area where all public services and facilities are available for the maximum development permissible under the General Plan and is not at an environmentally sensitive location. Therefore, the Section 15301 exemption is appropriate for this project.

Additionally, staff notes that a separate categorical exemption, Class 3, exempts new construction of up to four commercial buildings not exceeding 10,000 square feet on sites zoned for such uses if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive. Staff have concluded that Class 1 more appropriately applies in this circumstance where the proposal does not demolish the existing building; nonetheless, the Class 3 exemption provides context to show that construction of the size and nature proposed here is well within categorical exemptions that the state has found to not have a significant effect on the environment.

Further, there is substantial evidence that there is no unusual circumstance related to the proposal that would preclude a Categorical Exemption under CEQA. The site is not on the Cortese List of contaminated sites and does not contain any endangered or rare species. It is not unusual to site a moderately-sized childcare center in a Commercial Zone and, as described in staff's response to Issue #2b, the proposal will not create significant noise, traffic, or other impacts.

Issue #2b: Section 15183 allows a CEQA Exemption for Projects Consistent with a Community Plan, General Plan, or Zoning. However, the exemption specifically applies to projects "for which an EIR was certified that do not require additional environmental review." Based on information presented, we have not received materials that would suggest that an EIR was certified for this project. This CEQA exemption seeks to avoid repetitive environmental reviews. However, no formal environmental review was conducted for major alterations and a novel use of a buildings in the neighborhood in which this project is located. An EIR is critical to understand the effects of the project on noise, traffic, and parking in the neighborhood.

Staff Response: The City certified an EIR for its General Plan Land Use and Transportation Element (LUTE) in 1998. The LUTE identifies policies for utilizing Oakland's land as changes occur and sets forth an action program to implement the land use policy through development controls and other strategies. As described in the "General Plan Analysis" section of this report, the proposal is consistent with the LUTE, including several of the LUTE objectives and policies. Among those is Policy N12.3, stating that high quality day care should be available throughout Oakland, appropriately sites, and designed based on its capacity and attributes.

The LUTE EIR analyzed the environmental impacts of implementation of the LUTE, including issues pertaining to noise and transportation. Among other things, the EIR identified that proposed general plan map changes would allow a mix of commercial and residential uses that could pose noise compatibility problems. The EIR found this to be a less than significant impact due to proposed policies in place as part of the LUTE as well as additional measures identified in the EIR. The mitigation measures identified in the Environmental Impact Report for the 1998 LUTE that would apply to the environmental effects of the proposed project are implemented through Oakland's Standard Conditions of Approval. These uniformly applied development standards substantially mitigate environmental effects under CEQA and were included in the approval letter for this project.

Standard Conditions of Approval #24 and #25 in the approval letter reduce the effects of construction-related noise to less than significant. Staff further recommends the following additional Standard Condition of Approval be added to the decision:

#. Project-Specific Construction Noise Reduction Measures

Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on mental health therapy offices. The project applicant shall implement the approved Plan during construction.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

This condition was not in the original approval because it is only applied in projects for which a noise study was prepared during the project review process, and no noise study was prepared prior to approval of the project.

*The noise study that was prepared for the operation of the childcare center (see **Attachment E**) indicates that the proposal will fulfill Condition of Approval #26, which requires that the activity comply with the performance standards contained in Chapter 17.120 of the Oakland Planning Code and Chapter 8.18 of the Oakland Municipal Code. Condition of Approval #26 states:*

26. Operational Noise

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

Approval of the project is conditioned, through the Oakland standard conditions of approval, upon the applicant's adherence to the City's interior and exterior noise limits. In other words, the project is prohibited from operating above noise performance standards and if exceedances are identified must alter operations until noise reduction measures have been installed. The use of categorical exemptions with conditions requiring compliance with noise performance standards have been upheld in court. See Walter v. City of Redondo Beach (2016) 1 Cal.App.5th 809, where neighbors unsuccessfully challenged the City's reliance on categorical exemption under CEQA for the issuance of a conditional use permit for a carwash adjacent to residential uses. The challengers in that case similarly argued that a condition of approval requiring adherence to City noise limits violated CEQA's requirement that environmental impacts, if any, be reviewed and mitigated before approval of the land use project. The court rejected the argument, finding that the imposition of the condition was appropriate to ensure that any violation of the noise ordinance would be corrected.

*The noise study does show that a small area behind the neighboring retail building at the southern property line at the edge of the playground may reach a noise level of 66 dB when the maximum allowable receiving sound level limit over 20 cumulative minutes in a 1-hour time period is 65 dB in a commercial zone and 60 dB in a commercial zone for simple tone noises, including noise primarily consisting of speech (see Figure 10 of the noise study in **Attachment E**). Note that the receiving noise level at the office buildings is well below the maximum. Staff has informed the applicant that the City's Code Compliance Division will monitor this area to assure the noise does not exceed noise standards. Alternatively, the applicant can install an*

eight-foot tall, approximately 25-foot-long wall at the location with the design described in the noise study. Discussions with the applicant indicate that they are amenable to the latter option. Figure 11 of the study indicates that installation of the wall will bring the noise well below the maximum.

The potential for noise exceedances identified in the noise study is not of a significant degree, or of a certain level of certainty, to conclude that the project will have a significant environmental effect such that a categorical exemption does not apply. The majority of receiver locations shown in the noise study showed that sound levels were predicted to be between 42 and 50 dB, well below Oakland's noise performance standards. The locations showing potential for noise exceedances are not areas where it is anticipated persons would be exposed to excess noise such that a significant impact is identified as a certainty. Again, the City's existing conditions of approval prohibit such exceedances from occurring and it is the applicant's obligation to ensure compliance for the life of the project

*Traffic impacts for the project are analyzed in **Attachment D**, which shows that there are no CEQA-related impacts anticipated related to traffic during operation of the facility. Established California case law states that parking is not considered an impact under CEQA.*

Issue 2c: Cal. Public Resources Code Section 21151(a) specifically requires an EIR when a proposed project "may have a significant effect on the environment." Stanislaus Audubon Society, Inc. v. Stanislaus County (1995) 33 Cal.App.4th 144, 151 states that where substantial evidence in the record supports a "fair argument" the project may have significant environmental effect, an EIR is required even if other substantial evidence indicates there will not be such an effect.

Issue 2d: Cal. Code Regs Title 14 Section 15382 defines a "significant effect" under CEQA as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project," which includes a project's effects on… ambient noise.

The Appellant cites to the wrong standard. The Public Resources Code section appellant cites provides the standard for when an Environmental Impact Report must be prepared, absent the availability of an applicable categorical or statutory exemption. Section 21151(a) provides that where a project may have a significant effect on the environment, it is not appropriate to prepare a negative declaration. Similarly, Appellant cites to a case that pertains to a local agency decision to prepare and certify a negative declaration. Neither the cited code provision nor the case analyzes the standard appropriate for a local agency to determine whether a categorical exemption to CEQA applies or the appropriateness of tiering off of a previously prepared EIR.

In contrast, as stated by the California Supreme Court, where a project meets a categorical exemption, the potential for a significant environmental effect is not alone sufficient to trigger the unusual circumstances exception and thus require further environmental review. (See Berkeley Hillside Preservation v. City of Berkeley (2015) 60 Cal.4th 1086, 1097-98.) "[A]ny project that comes within a class 1 categorical exemption has been inherently determined by the Secretary of Natural Resources Agency not to have significant environmental impacts." (Arcadians for Environmental Protection v. City of Arcadia (2023) 88 Cal.App.5th 418, 432.) If an agency properly determines that an exemption applies, the project is excused from environmental review. (Guidelines Sec. 15002(k)(1).)

A city can rely on a CEQA exemption where substantial evidence supports the application of the exemption, and substantial evidence supports that an exception to the exemption does not apply.

As discussed above, substantial evidence supports application of the class 1 categorical exemption since the project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing private structures involving negligible or no expansion of existing or former uses. The class 1 exemption specifically includes interior alterations involving interior partitions as well as additions to existing structures provided that the expansion not exceed 10,000 square feet in areas where the project is served by public services. While not originally identified, the proposal also meets the class 3 exemption for the conversion of small structures.

No unusual circumstances that would except application of the exemption has been identified. A potentially significant environmental effect itself does not constitute an unusual circumstance. The siting of a childcare center in a commercial district is also not an unusual circumstance. An unusual circumstance exists where there is a showing that the project has some feature that distinguishes it from others in the exempt class. No such feature exists here. Similar day care facilities exist throughout the City and are often located inside repurposed single-family homes. In many circumstances these day care facilities in residential zones as well.

The City also relies on Public Resources Code Section 21083.3(b)/CEQA Guidelines Section 15183, which state that a certified EIR for a general plan may be used to eliminate environmental review for later development projects that are consistent with that general plan. The proposed project is consistent with the Oakland General Plan Land Use and Transportation Element. Under Section 21083.3, CEQA review of a later project is limited to significant environmental impacts that are "peculiar to" the affected project that were not addressed as significant impacts in the previous EIRs. No such circumstance is present here: both noise and transportation related impacts were studied extensively in a systemic manner, and identified impacts were used to develop the City's Standard Conditions of Approval.

Issue 3: The City cites Oakland Planning Code Section 17.33.030 to support building use for Limited Child Care Activity.

- **a. Oakland Planning Code Section 17.10.150 specifically notes that Limited Child-Care Civic Activities includes the provision of day-care services for fourteen (14) or fewer children… When the project was originally presented, childcare was to be offered to six children in the home. The project has now greatly exceeded what is actually permitted in the CN-1 Zone.**
- **b. CN-1 Zone permits Limited Child-Care Activities, with the caveat that the activities are only permitted upon the granting of a Conditional Use Permit when located on the ground floor of a street fronting.**

Staff Response: The project was approved as a Community Education Civic Activity as described in the notice and approval letter and not as Limited Child-Care. This activity is conditionally permitted in the CN-1 Zone.

Issue 4: City staff notes that in accordance with Section 17.134.050, the location, size, design, and operating characteristics of the proposed development will be compatible with and not adversely affect the livability or the appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to… the harmful effect, if any, upon the desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to other relevant impacts of development.

Issue 4a: A childcare center serving 48 children will present a major disruption to existing neighboring uses, which includes the tenancy of approximately 40 psychotherapists who

have offered mental health services for decades from the abutting buildings. These professionals offer an essential service to the community, and require a calm, controlled, and quiet environment for their clients.

*Staff Response: As described in staff's response to Issue 2b, the proposal will meet the City's performance standards for noise. The noise study (see **Attachment E**) indicates that the project noise will be inaudible inside the offices:*

> *The sound level inside offices on the adjacent property will be a function of the sound level outdoors and the noise reduction provided by office windows facing the parking lot. Building 5305/5309/5313 windows appear to have double-hung wood frames with single glazing; this type of assembly provides about 15 dB of noise reduction, so interior noise level due to traffic is about 40 dB average and 55 dB maximum. <u>The project noise will be about 10 dB less than the traffic noise and therefore inaudible</u> (underline added by staff for emphasis).*

Therefore, the calm, controlled, and quiet environment within the offices will be preserved during operation of the childcare facility.

Note that the text: "the harmful effect, if any, upon the desirable neighborhood character" is no longer part of this requiring finding, because it was deleted as part of the Council approval of the Housing Element-related code amendments that became effective on October 30th, 2023.

Issue 4b: The traffic analysis has not been made available to us, and we reserve the right to review and comment on such a study. The proposed project seeks to serve 48 children, without offering any staff parking and only two pick-up and drop-off street parking spaces. During rush hour when caregivers need to drop off their children, it is unlikely that there will not be issues of congestion, illegal parking, and danger to children who must cross the street to get to school. The proposed crossing guard is being asked simultaneously to direct traffic, prevent illegal parking, and escort children across a very busy intersection.

Staff Response: The following is the condition staff placed on the project regarding a transportation plan:

36. *<u>Transportation Plan</u>*

<u>Requirement:</u> The applicant shall submit and have approved a transportation plan to limit traffic disruption on College Avenue and assure the safety of students and other patrons on the business. The plan shall include:

- *A. Two passenger loading areas in front of the parcel for the use of dropping off and pickup up students during peak hours.*
- *B. A plan to stagger drop off times during morning peak hours to reduce congestion in front of the site.*
- *C. An advertised carpool program to be included in literature for parent/guardians.*
- *D. A crossing guard at the intersection of College and Bryant Avenues during peak hours to assist in street crossing and assure that drop off is not creating double parking on College Avenue.*
- *E. A review and inspection by the Bureau of Planning and the Department of Transportation after six and twelve months of operation to assure the center is adhering to the transportation plan.*

When Required: Prior to Issuance of Building Permit
Initial Approval: Bureau of Planning/Department of Transportation
Monitoring/Inspection: Bureau of Building

The City's Department of Transportation reviewed the above condition and determined it sufficient for the operation. Staff believes that the crossing guard will not be overwhelmed with drop-off car traffic, particularly with the requirements to stagger drop off times, the establishment of a carpool program, the proximity of the Rockridge BART Station and AC Transit stops, and residential neighborhoods within walking distance. Staff inspections after six and twelve months will assure that the condition is adhered to.

Issue 4c: **The neighborhood is currently relatively quiet, filled with small commercial stores and office buildings. A noise and vibration study to determine the disturbance that will be generated by 48 children must be conducted, particularly in light of the long-standing use of psychotherapy offices in the buildings next door. There is insufficient evidence to show that the sound-rated partitions will be sufficient to keep noise at a manageable level, and the landscaping is unlikely to prevent the noise of children outside of the buildings. Findings of City staff do not appear to take into account the scale of the project.**

Staff Response: *As described in staff's response to Issue 2b, the proposal will meet the City's performance standards for noise. The noise study (see **Attachment E**) indicates that project noise will be inaudible inside the offices.*

Issue 4d: **The neighboring buildings currently hold an easement on the property for emergency egress, which will be negatively impacted by construction and the proposed change in elevation of the buildings. The project will interfere with the use of an existing and critical easement, and the applicant may threaten to attempt to extinguish the easement again.**

Staff Response: *Any dispute regarding a private easement is a civil issue between the two property owners and is not relevant to this application.*

KEY ISSUES AND IMPACTS

As addressed in the "Appellant Issues and Staff Responses" Section of this report, staff believes, as conditioned, the childcare center and the office tenants in the adjacent lot would successfully coexist. Traffic and noise analyses indicate that the project will not create CEQA Impacts, and a Condition of Approval requiring a drop off area, a crossing guard, a carpool program, and staggered drop off times will assure a safe operation that will not impede traffic on College Avenue. The noise study also indicates that student play in at the site will be inaudible within the offices. The CEQA exemptions applied by staff are consistent with State law.

Therefore, staff recommends denial of the appeal with the additional Standard Condition of Approval described in staff's response to Issue 2b, above, related to construction noise and sensitive receptors.

RECOMMENDATIONS:

1. Affirm staff's environmental determination.
2. Deny the appeal with the additional Standard Condition of Approval described in staff's response to Issue 2b.

Prepared by:

Neil Gray, Planner IV
Bureau of Planning

Reviewed by:

Robert Merkamp, Zoning Manager
Bureau of Planning

Approved for forwarding to the Planning Commission:

Ed Manasse, Deputy Director
Bureau of Planning

ATTACHMENTS:

A. Project Plans
B. October 12, 2023, Approval Letter
C. October 20, 2023, Appeal
D. November 20, 2023, Traffic Impact Study
E. January 2, 2024, Preschool Play Yard Noise Study
F. Additional input/peer reviews from Appellant sent to staff 2/9/23

GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE CURRENT MOST STRINGENT REQUIREMENTS OF THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC), CALIFORNIA PLUMBING CODE (CPC), CALIFORNIA MECHANICAL CODE (CMC), CALIFORNIA ELECTRICAL CODE (CEC), CALIFORNIA ENERGY CODE, CALIFORNIA FIRE CODE (CFC), UNIFORM PLUMBING CODE (UPC), UNIFORM MECHANICAL CODE (UMC), NATIONAL ELECTRICAL CODE (NEC), NFPA, ETC.
2. EXAMINATION OF THE SITE AND PORTIONS THEREOF, WHICH WILL AFFECT THE CONTRACTOR'S WORK, SHALL BE MADE BY THE CONTRACTOR WHO SHALL COMPARE IT WITH THE DRAWINGS AND SATISFY HIMSELF/ HERSELF AS TO THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. HE/ SHE SHALL, AT SUCH TIME, ASCERTAIN AND CHECK ALL EXISTING CONDITIONS AND DIMENSIONS WHICH MAY AFFECT HIS/ HER WORK. ANY CONFLICTS OR OMISSIONS, ETC. SHALL BE REPORTED TO THE OWNER PRIOR TO START OF WORK. NO ALLOWANCE SHALL SUBSEQUENTLY BE MADE FOR ANY EXPENSES TO WHICH HE/ SHE MAY INCUR DUE TO THE FAILURE OR NEGLECT ON HIS/HER PART TO MAKE SUCH EXAMINATION.
3. WORK WHICH IS REQUIRED TO BE PERFORMED TO PROVIDE A COMPLETELY USEABLE/ OPERABLE INSTALLATION WITHIN THE SCOPE OF WORK, BUT WHICH IS NOT SPECIFICALLY NOTED ON PLANS OR INCLUDED IN THE SPECIFICATIONS WILL BE PERFORMED AS PART OF THE CONTRACT.
4. THE CONTRACTOR SHALL ARRANGE FOR THE PREMISES TO BE MAINTAINED IN AN ORDERLY MANNER THROUGHOUT THE COURSE OF THE CONSTRUCTION. MAINTAIN CLEANLINESS AND REQUIRED MEANS OF EGRESS/ ACCESS. PROTECT NON-WORK AREAS FROM DAMAGE WHICH MAY OCCUR FROM NEW WORK. PROVIDE AND MAINTAIN TEMPORARY BARRIERS, CLOSURE WALLS, ETC. AS DEMOLITION, DUST, WATER, AND NECESSARY FOR THE SAFETY OF THE PUBLIC AND THE EMPLOYEES. DAMAGE TO EXISTING STRUCTURES AND EQUIPMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT THE EXPENSE OF THE CONTRACTOR.
5. PROVIDE ALL NECESSARY PERSONNEL, EQUIPMENT, AND TEMPORARY BARRICADES TO PROTECT THE PUBLIC DURING EXCAVATION WORK. PROTECT STRUCTURES, SIDEWALKS, PAVEMENT, FENCES, BENCHES, AND FACILITIES WITHIN OR ADJACENT TO THE CONSTRUCTION SITE FROM DAMAGE DUE TO SETTLEMENT, UNDERMINING, WASHOUT, OR OTHER HAZARDS CREATED DURING EARTHWORK OPERATIONS. MAINTAIN BENCH MARKS, MONUMENTS, AND OTHER REFERENCE POINTS. REPAIR BROKEN OR CRACKED SIDEWALK CURB AND GUTTER DAMAGE DUE TO EARTHWORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING LEFT OVER MATERIALS, DEBRIS, TOOLS, AND EQUIPMENT INVOLVED AT THE CONCLUSION OF THE INSTALLATION. HE/ SHE SHALL LEAVE THE ALL AREAS CLEAN AND IN PERFECT CONDITION. ALL FIXTURES AND REUSABLE MATERIALS TO BE REMOVED ARE TO BE STORED AND DISPOSED OF PER THE OWNER'S DIRECTION.
7. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY OF ANY UTILITIES FOUND IN MATERIAL TO BE REMOVED. ARRANGE AND PAY FOR DISCONNECTING, REMOVING, AND CAPPING UTILITY SERVICES WITHIN AREAS OF DEMOLITION OF EXCAVATION. CUTBACK, CAP, DISCONNECT, AND IDENTIFY ALL SERVICES WHICH ARE NOT TO BE USED. NOTIFY THE AFFECTED UTILITY COMPANY IN ADVANCE OF STARTING THIS WORK AND OBTAIN THEIR APPROVAL. OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY IF A PERSON IS REQUIRED TO DESCEND INTO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH PRIOR TO COMMENCEMENT OF GRADING AND BUILDING WORK.
8. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL ALWAYS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
9. DIMENSIONS SHOWN ON PLANS ARE TO CENTER OF COLUMN, FACE OF STUDS AT INTERIOR PARTITIONS, AND FACE OF FINISH OR FACE OF CONCRETE AT EXTERIOR AND SHEAR WALLS, OR FACE OF FINISH FOR CLEAR DIMENSIONS OR DIMINSIONS FROM (E) SURFACES UNLESS OTHERWISE NOTED OR INDICATED.
10. FLOOR ELEVATIONS AND PLAN DIMENSIONS OF EXISTING AND NEW CONSTRUCTION ARE BASED ON FIELD MEASUREMENTS AND SURVEY DATA AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK.
11. DOOR OPENINGS NOT LOCATED BY DIMENSION SHALL BE CENTERED ON THE WALL AS SHOWN OR SHALL BE LOCATED 4" FROM FINISH JAMB TO FACE OF STUD.
12. FINAL LOCATION OF ALL MECHANICAL EQUIPMENT AND ELECTRICAL EQUIPMENT, PANEL BOARDS, METERS, FIXTURES, FLUES, VENTS, ETC., SHALL BE APPROVED BY THE OWNER AND ARCHITECT PRIOR TO INSTALLATION. DESIGN AND LAYOUT OF ALL MECHANICAL AND ELECTRICAL SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR SUBJECT TO REVIEW BY THE OWNER PRIOR TO INSTALLATION. CONTRACTOR SHALL PROVIDE ALL FURRED CEILINGS, WALLS, AND SOFFITS NECESSARY TO SUIT MECHANICAL/ ELECTRICAL EQUIPMENT INSTALLATION.
13. ALL NEW PARTITIONS AROUND TOILETS AND CORRIDORS SHALL EXTEND TO THE STRUCTURE ABOVE TO PREVENT SOUND TRANSMISSIONS OVER WALLS.
14. EXTEND ALL SOUND RATED PARTITIONS TO THE STRUCTURE ABOVE. FURNISH 4-1/4 LB. DENSITY GLASS FIBER INSULATION SHAPED TO FIT TIGHT SPACES. WALL MATERIAL SHALL FIT TIGHT TO THE CONFIGURATION OF THE STRUCTURE ABOVE TO PREVENT SOUND TRANSMISSION OVER WALL.
15. VERIFY OPENINGS FOR PIPES AND DUCTS WITH MECHANICAL DRAWINGS AND PROVIDE AS NECESSARY.
16. ALL INTERIOR WALLS OVER 8'-0" HIGH AND ALL PLUMBING WALLS SHALL BE DOUBLE 2 X 4 NOMINAL STUDS OR 2 X 6 NOMINAL STUDS AT 16" O.C. ALL INTERIOR, AND NONBEARING INTERIOR PARTITIONS SHALL BE STIFFENED AS NECESSARY, AND COVERED WITH 5/8" GYPSUM WALLBOARD TYPICAL EACH SIDE AND MAY BE OF 2 X 4 NOMINAL WOOD STUDS AT 16" O.C. UP TO 10'-0" HIGH (SEE PARTITION TYPES). FULL HEIGHT PARTITIONS SHALL BE STIFFENED AS NECESSARY AND COVERED WITH 5/8" GYPSUM WALLBOARD TYPICAL AND 5/8" TYPE "X" GYPSUM WALLBOARD 1-HOUR CONSTRUCTION AT GARAGE.
17. ALL FREE STANDING COLUMNS WITHIN SPACES SHALL BE FINISHED WITH THE FINISH SCHEDULED FOR WALLS UNLESS OTHERWISE SHOWN OR DETAILED.
18. INSTALL TRANSITION STRIPS AT JUNCTION OF DIFFERENT FLOORING MATERIALS. AT OPENINGS PLACE TRANSITION STRIPS UNDER CENTERLINE OF DOOR. PROVIDE CHANGE OF COLOR TRANSITION STRIPS AT THE TOP AND BOTTOM OF ALL STAIRS PER ADA REQUIREMENTS..
19. WHERE ADJOINING ROOMS HAVE COMPOSITION FLOORING OF DIFFERENT COLORS, MAKE CHANGE UNDER CENTERLINE OF DOOR.
20. CAST-IN-PLACE CONCRETE SHALL BE FINISHED AS SPECIFIED.
21. WHERE PLASTER OR CERAMIC TILE ABUTS METAL FRAMES PROVIDE CASING BEADS.
22. ALL PARTITIONS AROUND SHAFTS SHALL EXTEND FROM FLOOR TO STRUCTURE ABOVE.
23. CONTRACTOR MUST SUBMIT CONSTRUCTION WASTE MANAGEMENT PLAN PER CAL GREEN SECTION 4.4802 OR IN ACCORDANCE WITH THE EL CERRITO ORDINANCE, CAL GREEN FORMS TO DOCUMENT C&D MATERIAL RECYCLING ARE AVAILABLE AT THE EL CERRITO BUILDING DIVISION TO BE FILED PRIOR TO PERMIT ISSUANCE. CAN BE PROVIDED BY GREEN HALO.

ABBREVIATIONS

Ø	DIAMETER	LT.	LIGHT
#	POUND OR NUMBER	MAX.	MAXIMUM
(E)	EXISTING	M.C.	MEDICINE CABINET
ACOUS.	ACOUSTICAL	MDF	MEDIUM DENSITY FIBERBOARD
A.D.	AREA DRAIN	MECH.	MECHANICAL
ADJ.	ADJUSTABLE	MEMB.	MEMBRANE
AGGR.	AGGREGATE	MET.	METAL
AL.	ALUMINUM	MFR.	MANUFACTURER
APPROX.	APPROXIMATELY	MH.	MANHOLE
ARCH.	ARCHITECTURAL	MIN.	MINIMUM
ASB.	ASBESTOS	MIR.	MIRROR
ASPH.	ASPHALT	MISC.	MISCELLANEOUS
		M.O.	MASONRY OPENING
BD.	BOARD	MTD.	MOUNTED
BITUM.	BITUMINOUS	MUL.	MULLION
BLDG.	BUILDING		
BLK.	BLOCK	N.	NORTH
BLKG.	BLOCKING	N.I.C.	NOT-IN-CONTRACT
BM.	BEAM	NO. or#	NUMBER
BOT.	BOTTOM	NOM.	NOMINAL
B.U.R.	BUILT-UP ROOFING	N.T.S.	NOT-TO-SCALE
CAB.	CABINET	O.A.	OVERALL
C.B.	CATCH BASIN	OBS.	OBSCURE
CEM.	CEMENT	O.C.	ON CENTER
CER.	CERAMIC	O.D.	OUTSIDE DIAMETER
C.I.	CAST IRON	OFF.	OFFICE
C.G.	CORNER GUARD	OPNG.	OPENING
CLG.	CEILING	OPP.	OPERABLE
CLKG.	CAULKING		
CLO.	CLOSET		
CLR.	CLEAR	PRCST.	PRECAST
C.O.	CASED OPENING	PL.	PLATE
COL.	COLUMN	P.LAM.	PLASTIC LAMINATE
CONC.	CONCRETE	PLAS.	PLASTER
CONN.	CONNECTION	PLYWD.	PLYWOOD
CONST.	CONSTRUCTION	PR.	PAIR
CONT.	CONTINUOUS	PT.	POINT
CORR.	CORRIDOR	P.T.D.	PAPER TOWEL DISPENSER
CTSK.	COUNTERSUNK	P.T.D./R	COMBINATION PAPER TOWEL DISPENSER & RECEPTACLE
CNTR.	COUNTER	PTN.	PARTITION
CTR.	CENTER	P.T.R.	PAPER TOWEL RECEPTACLE
DBL.	DOUBLE		
DEPT.	DEPARTMENT	Q.T.	QUARRY TILE
D.F.	DRINKING FOUNTAIN		
DET.	DETAIL	R.	RISER
DIA.	DIAMETER	RAD.	RADIUS
DIM.	DIMENSION	R.D.	ROOF DRAIN
DISP.	DISPENSER	REF.	REFERENCE
DN.	DOWN	REFR.	REFRIGERATOR
D.O.	DOOR OPENING	RGTR.	REGISTER
DR.	DOOR	REINF.	REINFORCEMENT
DWR.	DRAWER	REQ.	REQUIRED
D.S.	DOWNSPOUT	RESIL.	SILENT
D.S.P.	DRY STANDPIPE	RM.	ROOM
DWG.	DRAWING	R.O.	ROUGH OPENING
E.	EAST	RWD.	REDWOOD
EA.	EACH	R.W.L.	RAIN WATER LEADER
E.J.	EXPANSION JOINT		
EL.	ELEVATION	S.	SOUTH
		S.C.	SOLID CORE
ELEC.	ELECTRICAL	S.C.D.	SEAT COVER DISPENSER
ELEV.	ELEVATOR	SCHED.	SCHEDULE
ENCL.	ENCLOSURE	S.D.	SOAP DISPENSER
EMERG.	EMERGENCY	SECT.	SECTION
E.P.	ELECTRICAL PANELBOARD	SH.	SHELF
EQ.	EQUAL	SHR.	SHOWER
EQPT.	EQUIPMENT	SHT.	SHEET
E.W.C.	ELECTRIC WATER COOLER	SIM.	SIMILAR
EXIST.	EXISTING	S.N.D.	SANITARY NAPKIN DISPENSER
EXPO.	EXPOSED	S.N.R.	SANITARY NAPKIN RECEPTACLE
EXP.	EXPANSION	SPEC.	SPECIFICATION
EXT.	EXTERIOR	SQ.	SQUARE
		S.ST	STAINLESS STEEL
F.A.	FIRE ALARM	S.SK.	SERVICE SINK
F.B.	FLAT BAR	STA.	STATION
F.D.	FLOOR DRAIN	STD.	STANDARD
FDN.	FOUNDATION	STL.	STEEL
F.E.	FIRE EXTINGUISHER	STOR.	STORAGE
F.E.C.	FIRE EXTINGUISHER CABINET	STRL.	STRUCTURAL
F.H.C.	FIRE HOSE CABINET	SUSP.	SUSPENDED
FIN.	FINISH	SYM.	SYMMETRICAL
FL.	FLOOR		
FLASH.	FLASHING		
FLOUR.	FLUORESCENT	TRD.	TREAD
F.O.C.	FACE OF CONCRETE	T.B.	TOWEL BAR
F.O.F.	FACE OF FINISH	T.C.	TOP OF CURB
F.O.S.	FACE OF STUD	TEL.	TELEPHONE
FPRF.	FIREPROOF	TER.	TERRAZZO
F.S.	FULL SIZE	T.&G.	TONGUE & GROOVE
FT.	FOOT OR FEET	THK.	THICK
FTG.	FOOTING	T.P.	TOP OF PAVEMENT
FURR.	FURRING	T.P.D.	TOILET PAPER DISPENSER
FUT.	FUTURE	T.V.	TELEVISION
		T.O.W.	TOP OF WALL
GA.	GAUGE	TYP.	TYPICAL
GALV.	GALVANIZED		
G.B.	GRAB BAR	UNF.	UNFINISHED
GL.	GLASS	U.O.N.	UNLESS OTHERWISE NOTED
GND.	GROUND	UR.	URINAL
GR.	GRADE		
GYP.	GYPSUM	VERT.	VERTICAL
		VEST.	VESTIBULE
H.B.	HOSE BIB		
H.C.	HOLLOW CORE	W.	WEST
HDR.	HANDRAIL	W/	WITH
HDWD.	HARDWOOD	W.C.	WATER CLOSET
HDWE.	HARDWARE	WD.	WOOD
HGT.	HEIGHT	W/O	WITHOUT
H.M.	HOLLOW METAL	WP.	WATERPROOF
HORIZ.	HORIZONTAL	WSCT.	WAINSCOT
HR.	HOUR	WT.	WEIGHT
I.D.	INSIDE DIAMETER		
INSUL.	INSULATION		
INT.	INTERIOR		
JAN.	JANITOR		
JT.	JOINT		
KIT.	KITCHEN		

LEGEND

BITUMINOUS CONCRETE
BRICK
CERAMIC TILE
CONCRETE
CONCRETE BLOCK
EARTH
GYPSUM BOARD
INSULATION BATT
INSULATION BOARD
METAL
METAL LATH
MORTAR
PLASTER
PLYWOOD
ROCK FILL
SAND
STONE
TERRAZZO
WOOD FINISH
WOOD FRAMING
WOOD FRAMING
EXISTING WALLS
DEMOLISHED WALLS
NEW WALLS

OPERATION CODES

PERMIT #BW22002610

BUILDING USED FOR:
LIMITED CHILDCARE ACTIVITY
PER OAKLAND PLANNING CODE:
SECTION 17.33.030

BOTH FLOORS:
PERMITTED FOR DAYCARE USE
PER CBC. 452.1.4, EXCEPTION 2.

PARKING:
REQUIRED OFF-STREET PARKING : 0
PROVIDED OFF-STREET PARKING : 0
PER OAKLAND PLANNING CODE:
SECTION 17.116.070

REAR AND SIDES SETBACK: 0
PER OAKLAND PLANNING CODE:
SECTION 17.33.03-8

SYMBOLS

NUMBERS VERTICAL
GRID LINES
DOOR NUMBER
WINDOW NUMBER
PARTITION TYPE
KITCHEN EQUIPMENT NUMBER
MATCH LINE
WORK POINT
SECTION
SECTION IDENTIFICATION
SHEET WHERE DRAWN
LOCATION WHERE CUT
DETAIL
SECTION IDENTIFICATION
SHEET WHERE DRAWN
LOCATION WHERE CUT
INTERIOR ELEVATION
SECTION IDENTIFICATION
SHEET WHERE DRAWN
PLAN INDICATION OF ELEVATION DRAWN
BEDROOM 102 — ROOM IDENTIFICATION
ROOM NAME
ROOM NUMBER
PROPERTY LINE
720 — NEW OR FINISHED CONTOURS
685 — EXISTING CONTOURS
685 / 720 — SPOT ELEVATIONS
EXISTING GRADE
NEW FINISH GRADE
T.W. 721 — TOP OF WALL
T.C. 722 — TOP OF CURB
T.P. 723 — TOP OF PAVEMENT

DRAWING LIST

● = DRAWINGS IN THIS SUBMITTAL

GENERAL DRAWINGS
- ● G1.0 COVER SHEET, ABBREVIATIONS, LEGEND, SYMBOLS, DRAWING LIST
- ● G1.1 PHOTOS
- ● G1.2 CALIFORNIA GREEN BUILDING STANDARDS CODE
- ● G1.3 CALIFORNIA GREEN BUILDING STANDARDS CODE
- ● G1.4 CALIFORNIA GREEN BUILDING STANDARDS CODE

CIVIL DRAWINGS
- ● C0.0 CIVIL SURVEY PLAN
- ● C0.1 EXISTING SITE PLAN
- ● C0.2 SITE DEMO PLAN
- ● C0.3 NEW SITE PLAN

LANDSCAPING DRAWINGS
- ● L1.1 EXISTING LANDSCAPING PLAN
- ● L1.2 NEW LANDSCAPING PLAN
- ● L1.3 BAY FRIENDLY LANDSCAPING

LIFE SAFETY DRAWINGS

ARCHITECTURAL DRAWINGS
- ● A0.1 EXISTING BASEMENT PLAN
- ● A0.2 EXISTING 1ST FLOOR PLAN
- ● A0.3 EXISTING ROOF PLAN
- ● A1.0 NEW BASEMENT FLOOR PLAN
- ● A1.1 NEW FIRST FLOOR PLAN
- ● A1.2 NEW SECOND FLOOR PLAN
- ● A1.3 NEW ROOF PLAN
- ● A2.1 EXISTING BUILDING ELEVATIONS
- ● A2.2 NEW BUILDING ELEVATIONS
- ● A3.1 EXISTING & PROPOSED SECTIONS

CONSULTANT DIRECTORY

DESIGN:
AFRAND STUDIO
MEHDI SHAFIEI
5690 BROADWAY TERRACE
OAKLAND CA 94618
C#510-926-7745

CONSTRUCTION CONTRACTOR:
AAE CONSTRUCTION GROUP
ALI ESLAMI
P.O.BOX 4623 BERKELEY CA 94704
C#510-774-8387

PROJECT INFORMATION

APN:	014-1249-011-03
TITLE:	SUNFLOERS DAYCARE
CITY:	OAKLAND, CALIFORNIA
CONSTRUCTION TYPE:	V-8
OCCUPANCY GROUP:	E
ZONING TYPE:	CN-1
OCCUPANT LOAD:	2797 / 35 = 80
SPRINKLER:	NEW

PROPOSED SITE AREA

	(EXISTING)	(PROPOSED)	(CHANGE)
LOT AREA:	3,691 SQ.FT.	3,691 SQ.FT.	0
EASEMENT:	475 SQ.FT.	475 SQ.FT.	
COVERAGE:	1,238 / 3,691 = 66%	1,525 + 336 / 3,691 = 50%	.12
FAR:	2,429/ 3,691 = .66	1,525 + 1525 / 3,691 = .83	.12
BUILDING FLOOR AREA:			
BASEMENT/ GROUND	1,191 SQ.FT.	1,649 SQ.FT.	251 SQ.FT.
1ST FLOOR	1,238 SQ.FT.	1,525 SQ.FT.	208 SQ.FT.
2ND FLOOR		1,525 SQ.FT.	1,525 SQ.FT.
TOTAL ENCLOSED AREA:	2,429 SQ.FT.	4,699 SQ.FT.	2,270 SQ.FT.
STAIR STRUCTURE: (1ST FLOOR)		336 SQ.FT.	
STAIR STRUCTURE: (2ND FLOOR)		300 SQ.FT.	
TOTAL STRUCTURE:		5,335 SQ.FT.	

PROJECT ROOM SQFT LIST

EXISTING 1ST FLOOR AREA

WOOD DECK WITH STAIRS	196 SQFT	
STAIR/ LANDING	83 SQFT	
FOYER	28 SQFT	
FRONT OFFICE #1	218 SQFT	
OFFICE #2	120 SQFT	
OFFICE #3	75 SQFT	
BATHROOM	38 SQFT	
CLOSET	11 SQFT	
OFFICE #4	106 SQFT	
OPEN AREA	316 SQFT	
BLDG 1ST FLOOR		1191 SQFT

EXISTING BASEMENT FLOOR AREA

CRAWL SPACE	245 SQFT	
STORAGE SPACE	694 SQFT	
BASEMENT BACK STAIRS	11 SQFT	
DECK / STAIRS FOUNDATION	288 SQFT	
BLDG BASEMENT		1238 SQFT

PROPOSED BASEMENT FLOOR AREA

DIRECTOR'S OFFICE	248 SQFT	
STORAGE SPACE	143 SQFT	
STAIR #2	93 SQFT	
VESTIBULE	88 SQFT	
MECHANICAL	10 SQFT	
LAUNDRY	35 SQFT	
TEACHER'S ROOM	610 SQFT	
OFFICE ROOM	209 SQFT	
BATHROOM	64 SQFT	
STORAGE	4 SQFT	
BLDG BASEMENT GROSS AREA		1,649 SQFT

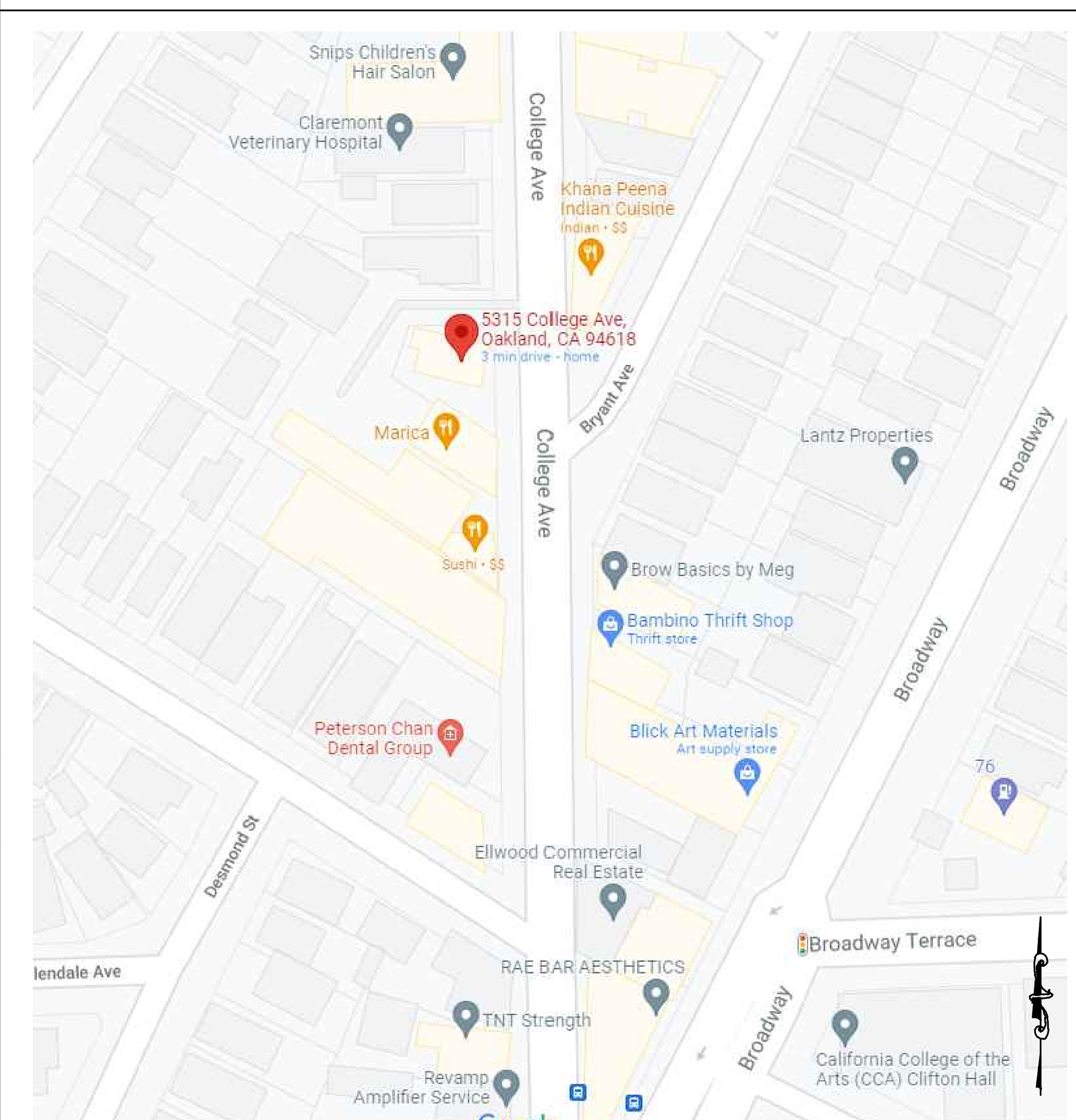
PROPOSED 1ST FLOOR AREA

TEACHER'S ROOM	153 SQFT	
STAFF	34 SQFT	
CHILDREN	51 SQFT	
STAIR #2	145 SQFT	
CHILDREN CARE AREA	1,029 SQFT	
BLDG 1ST GROSS FLOOR		1,525 SQFT

PROPOSED 2ND FLOOR AREA

KITCHEN	153 SQFT	
STAFF BATHROOM #2	34 SQFT	
CHILDREN BATHROOM #2	51 SQFT	
STAIR #2	145 SQFT	
CHILDREN CARE AREA	1,030 SQFT	
BLDG 2ND FLOOR		1,525 SQFT

VICINITY MAP



PARCEL MAP

CONSTRUCTION CODES

(2019 CRC) CALIFORNIA RESIDENTIAL CODE,
(2019 CBC) CALIFORNIA BUILDING CODE,
(2019 CPC) CALIFORNIA PLUMBING CODE,
(2019 CMC) CALIFORNIA MECHANICAL CODE,
(2019 CEC) CALIFORNIA ELECTRICAL CODE,

CALIFORNIA ENERGY CODES:
(2019 CFC) CALIFORNIA FIRE CODE,
(2019 CGBC) CALIFORNIA GREEN BUILDING CODE,
(2019 T24) ENERGY CODE

SCOPE OF WORK

1. ADDING CHILD CARE AREA IN BOTH LOWER (BASEMENT/GROUND) & 1ST FLOOR UPPER LEVEL.
2. DEVELOPING THE GROUND FLOOR BY LIFTING THE BUILDING 8'-3".
3. ADDING TWO EXIT STAIRS AT BOTH CORNERS OF THE BUILDING.

ARCHITECTURAL CONCEPTS
● ARCHITECTURE ●
INTERIORS●PLANNING
509 RAMONA AVENUE
ALBANY, CA 94706
510.517.8567
johncowee06@gmail.com
4726 TRAVERTINO STREET
DUBLIN, CA 94566
415.798.6203
nihumeh@gmail.com
www.architectural-concepts.net

STAMP:
LICENSED ARCHITECT JOHN W. COWEE JR. NO. C-9199 REN. 1-31-25 STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
COVER SHEET

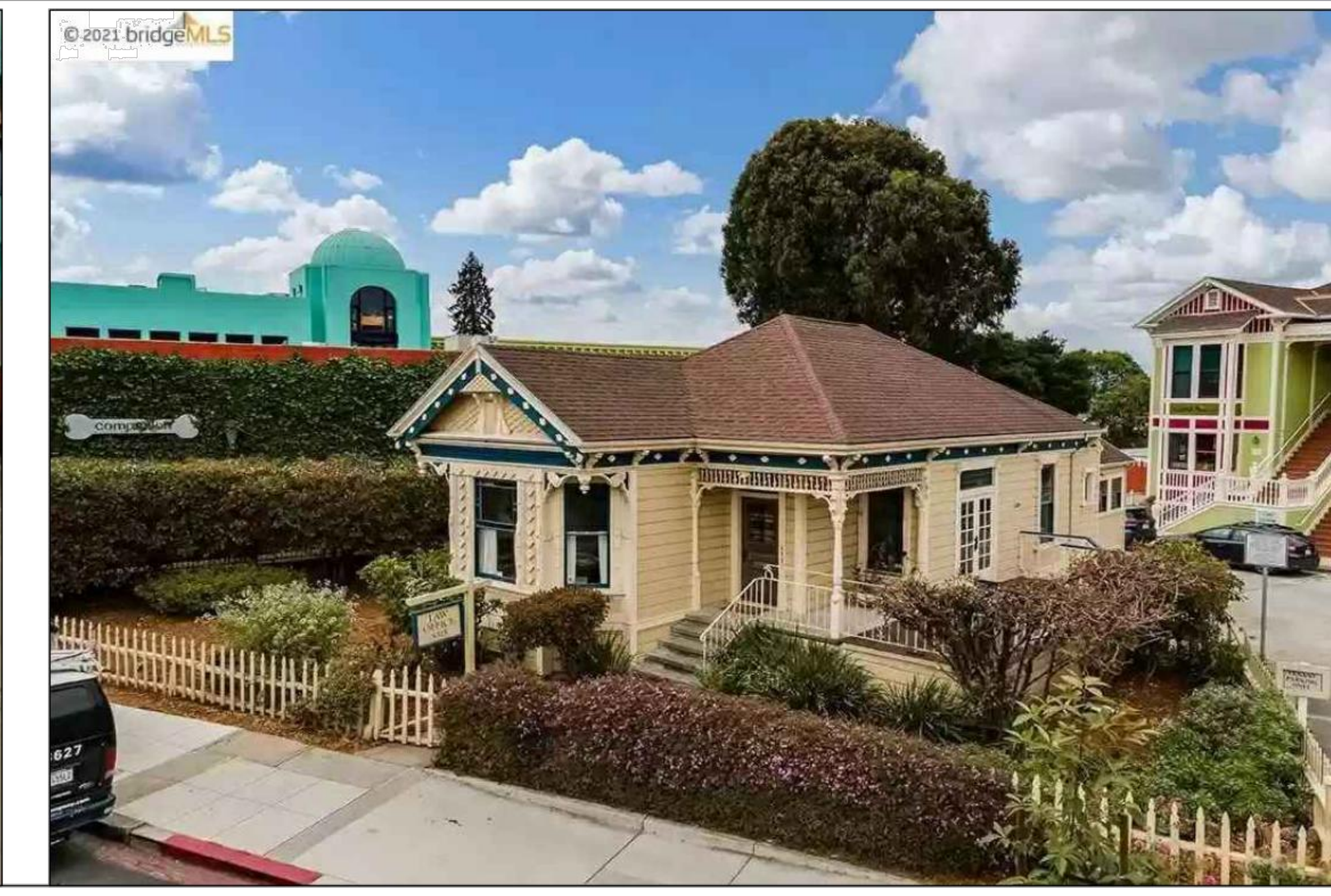
SHEET NO.
G1.0

REVISION 0

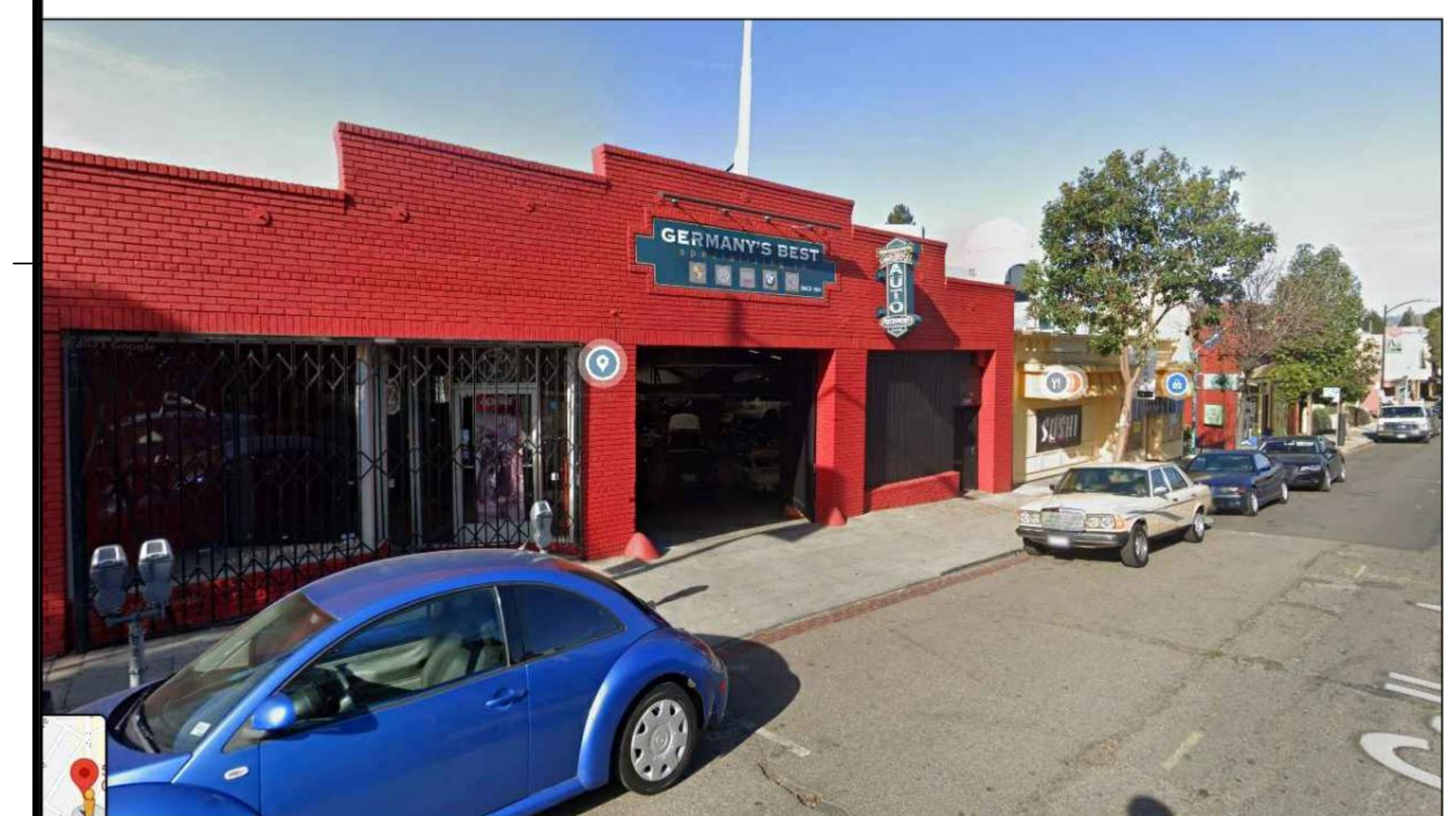
BIRD VIEW-EAST

BIRD VIEW-NORTH EAST

BIRD VIEW-NORTH WEST



VIEW-NORTH WEST



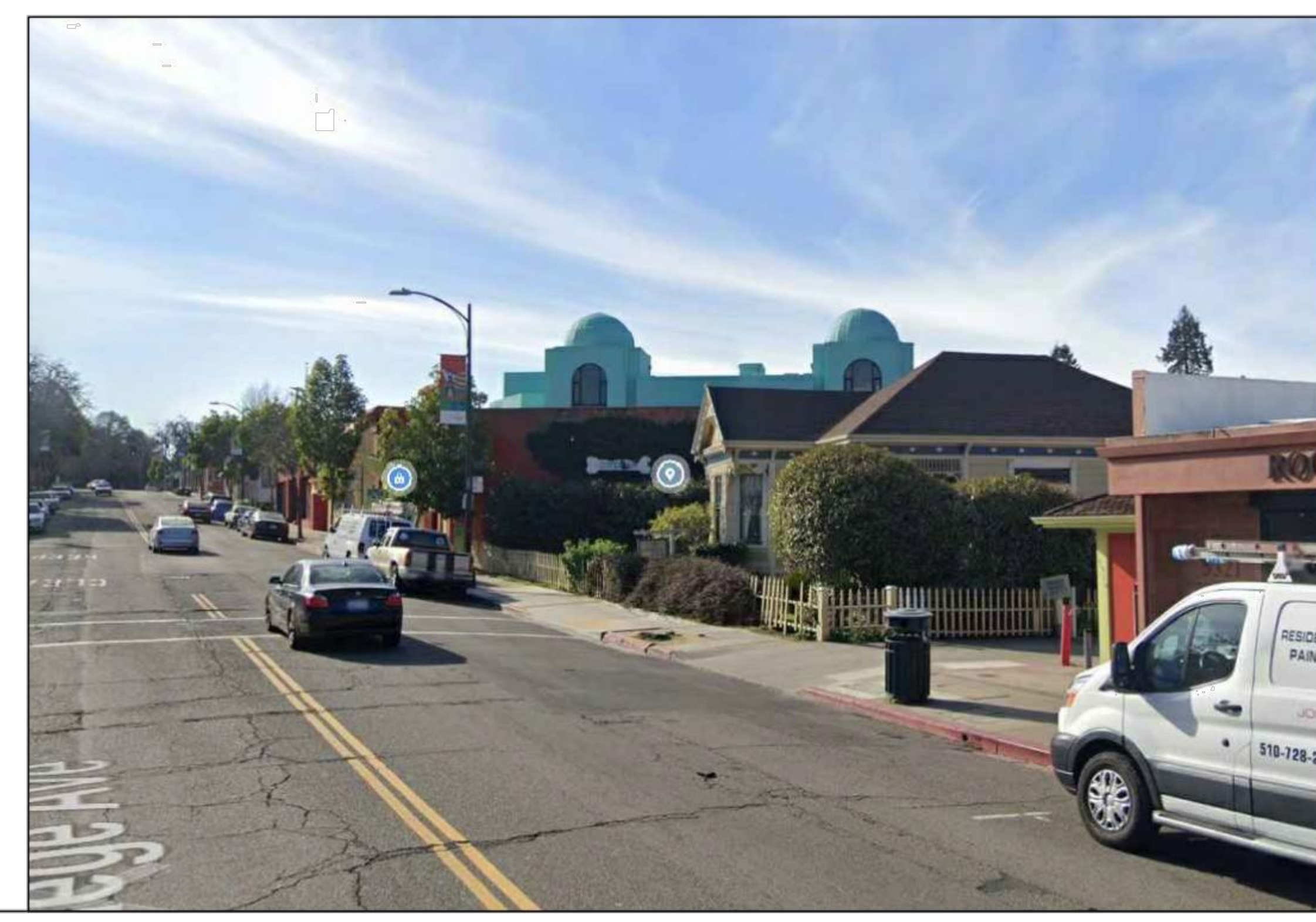
COLLEGE AVE. SOUTH-3

COLLEGE AVE. SOUTH-2

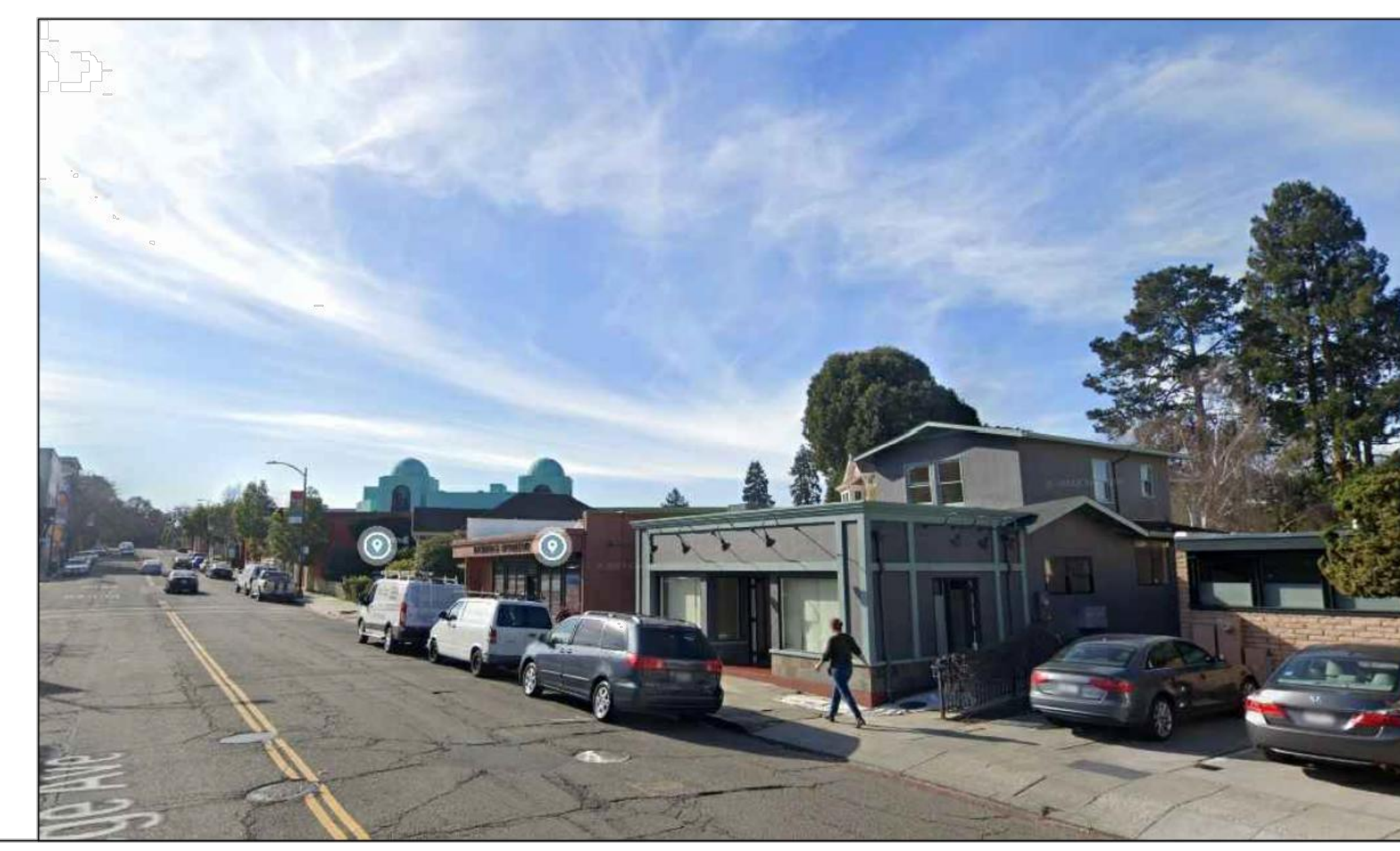
COLLEGE AVE. SOUTH-1

VIEW-SOUTH WEST

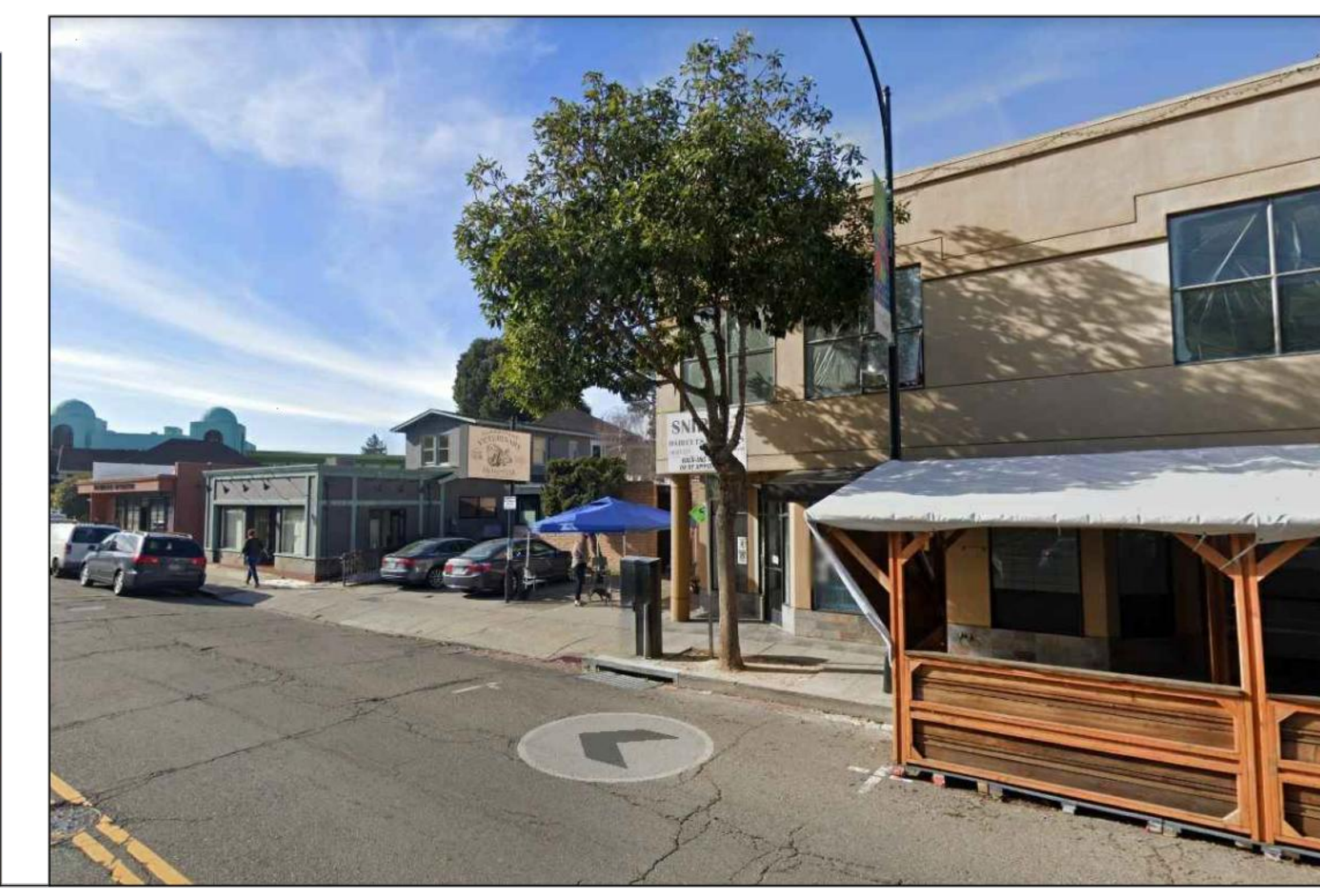
COLLEGE AVE. NORTH-1



COLLEGE AVE. NORTH-2



COLLEGE AVE. NORTH-3



COLLEGE AVE. NORTH-4

EAST SIDE

SOUTH EAST CORNER

NOTH SIDE

NORTH EAST CORNER

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0	OWNER REVIEW DATED 06/13/2022	
REVISIONS		DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PHOTOS

SHEET NO.
G1.1

REVISION 0

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

NONRESIDENTIAL MANDATORY MEASURES, SHEET 1 (January 2020, Includes August 2019 Supplement)

AIA California

Y = YES
N/A = NOT APPLICABLE
RESPON. PARTY = RESPONSIBLE PARTY (ie: ARCHITECT, ENGINEER, OWNER, CONTRACTOR, INSPECTOR ETC.)

Y | N/A | RESPON. PARTY

CHAPTER 3
GREEN BUILDING
SECTION 301 GENERAL

301.1 SCOPE. Buildings shall be designed to include the green building measures specified as mandatory in the application checklists contained in this code. Voluntary green building measures are also included in the application checklists and may be included in the design and construction of structures covered by this code, but are not required unless adopted by a city, county, or city and county as specified in Section 101.7.

301.3 NONRESIDENTIAL ADDITIONS AND ALTERATIONS. [BSC-CG] The provisions of individual sections of Chapter 5 apply to newly constructed buildings, building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of $200,000 or above (for occupancies within the authority of California Building Standards Commission). Code sections relevant to additions and alterations shall only apply to the portions of the building being added or altered within the scope of the permitted work.

A code section will be designated by a banner to indicate where the code section only applies to newly constructed buildings [N] or to additions and/or alterations [A]. When the code section applies to both, no banner will be used.

301.3.1 Nonresidential additions and alterations that cause updates to plumbing fixtures only:

Note: On and after January 1, 2014, certain commercial real property, as defined in Civil Code Section 1101.3, shall have its noncompliant plumbing fixtures replaced with appropriate water-conserving plumbing fixtures under specific circumstances. See Civil Code Section 1101.1 *et seq.* for definitions, types of commercial real property affected, effective dates, circumstances necessitating replacement of noncompliant plumbing fixtures, and duties and responsibilities for ensuring compliance.

301.3.2 Waste Diversion. The requirements of Section 5.408 shall be required for additions and alterations whenever a permit is required for work.

301.4 PUBLIC SCHOOLS AND COMMUNITY COLLEGES. (see GBSC)
301.5 HEALTH FACILITIES. (see GBSC)

SECTION 302 MIXED OCCUPANCY BUILDINGS

302.1 MIXED OCCUPANCY BUILDINGS. In mixed occupancy buildings, each portion of a building shall comply with the specific green building measures applicable to each specific occupancy.

SECTION 303 PHASED PROJECTS

303.1 PHASED PROJECTS. For shell buildings and others constructed for future tenant improvements, only those code measures relevant to the building components and systems considered to be new construction (or newly constructed) shall apply.

303.1.1 Initial Tenant improvements. The provisions of this code shall apply only to the initial tenant improvements to a project. Subsequent tenant improvements shall comply with the scoping provisions in Section 301.3 non-residential additions and alterations.

ABBREVIATION DEFINITIONS:

HCD	Department of Housing and Community Development
BSC	California Building Standards Commission
DSA-SS	Division of the State Architect, Structural Safety
OSHPD	Office of Statewide Health Planning and Development
LR	Low Rise
HR	High Rise
AA	Additions and Alterations
N	New

CHAPTER 5
NONRESIDENTIAL MANDATORY MEASURES

DIVISION 5.1 PLANNING AND DESIGN

SECTION 5.101 GENERAL

5.101.1 SCOPE
The provisions of this chapter outline planning, design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties.

SECTION 5.102 DEFINITIONS

5.102.1 DEFINITIONS
The following terms are defined in Chapter 2 *(and are included here for reference)*

CUTOFF LUMINAIRES. Luminaires whose light distribution is such that the candela per 1000 lamp lumens does not numerically exceed 25 (2.5 percent) at an angle of 90 degrees above nadir, and 100 (10 percent) at a vertical angle of 80 degrees above nadir. This applies to all lateral angles around the luminaire.

LOW-EMITTING AND FUEL EFFICIENT VEHICLES.
Eligible vehicles are limited to the following:

1. Zero emission vehicle (ZEV), including neighborhood electric vehicles (NEV), partial zero emission vehicle (PZEV), advanced technology PZEV (AT ZEV) or CNG fueled (original equipment manufacturer only) regulated under Health and Safety Code section 43800 and CCR, Title 13, Sections 1961 and 1962.
2. High-efficiency vehicles, regulated by U.S. EPA, bearing High-Occupancy Vehicle (HOV) car pool lane stickers issued by the Department of Motor Vehicles.

NEIGHBORHOOD ELECTRIC VEHICLE (NEV). A motor vehicle that meets the definition of "low-speed vehicle" either in Section 385.5 of the Vehicle Code or in 49CFR571.500 (as it existed on July 1, 2000), and is certified to zero-emission vehicle standards.

TENANT-OCCUPANTS. Building occupants who inhabit a building during its normal hours of operation as permanent occupants, such as employees, as distinguished from customers and other transient visitors.

VANPOOL VEHICLE. Eligible vehicles are limited to any motor vehicle, other than a motortruck or truck tractor, designed for carrying more than 10 but not more than 15 persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing.

Note: Source: Vehicle Code, Division 1, Section 668

ZEV. Any vehicle certified to zero-emission standards.

SECTION 5.106 SITE DEVELOPMENT

5.106.1 STORM WATER POLLUTION PREVENTION FOR PROJECTS THAT DISTURB LESS THAN ONE ACRE OF LAND. Newly constructed projects and additions which disturb less than one acre of land, and are not part of a larger common plan of development or sale, shall prevent the pollution of storm water runoff from the construction activities through one or more of the following measures:

5.106.1.1 Local ordinance. Comply with a lawfully enacted storm water management and/or erosion control ordinance.

5.106.1.2 Best Management Practices (BMPs). Prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and sediment control and good housekeeping BMPs.

1. Soil loss BMPs that should be considered for implementation as appropriate for each project include, but are not limited to, the following:
   a. Scheduling construction activity during dry weather, when possible.
   b. Preservation of natural features, vegetation, soil, and buffers around surface waters.
   c. Drainage swales or lined ditches to control stormwater flow.
   d. Mulching or hydroseeding to stabilize disturbed soils.
   e. Erosion control to protect slopes.
   f. Protection of storm drain inlets (gravel bags or catch basin inserts).
   g. Perimeter sediment control (perimeter silt fence, fiber rolls).
   h. Sediment trap or sediment basin to retain sediment on site.
   i. Stabilized construction exits.
   j. Wind erosion control.
   k. Other soil loss BMPs acceptable to the enforcing agency.
2. Good housekeeping BMPs to manage construction equipment, materials, non-stormwater discharges and wastes that should be considered for implementation as appropriate for each project include, but are not limited to, the following:
   a. Dewatering activities.
   b. Material handling and waste management.
   c. Building materials stockpile management.
   d. Management of washout areas (concrete, paints, stucco, etc.).
   e. Control of vehicle/equipment fueling to contractor's staging area.
   f. Vehicle and equipment cleaning performed off site.
   g. Spill prevention and control.
   h. Other housekeeping BMPs acceptable to the enforcing agency.

5.106.2 STORMWATER POLLUTION PREVENTION FOR PROJECTS THAT DISTURB ONE OR MORE ACRES OF LAND. Comply with all lawfully enacted stormwater discharge regulations for projects that (1) disturb one acre or more of land, or (2) disturb less than one acre of land but are part of a larger common plan of development sale.

Note: Projects that (1) disturb one acre or more of land, or (2) disturb less than one acre of land but are part of the larger common plan of development or sale must comply with the post-construction requirements detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board or the Lahontan Regional Water Quality Control Board (for projects in the Lake Tahoe Hydrologic Unit).

The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff (pre-project hydrology) with the installation of postconstruction stormwater management measures. The NPDES permits emphasize runoff reduction through on-site stormwater use, interception, evapotranspiration, and infiltration through nonstructural controls, such as Low Impact Development (LID) practices, and conversation design measures. Stormwater volume that cannot be addressed using nonstructural practices is required to be captured in structural practices and be approved by the enforcing agency.

Refer to the current applicable permits on the State Water Resources Control Board website at: www.waterboards.ca.gov/constructionstormwater. Consideration to the stormwater runoff management measures should be given during the initial design process for appropriate integration into site development.

5.106.4 BICYCLE PARKING. For buildings within the authority of California Building Standards Commission as specified in Section 103, comply with Section 5.106.4.1. For buildings within the authority of the Division of the State Architect pursuant to Section 105, comply with Section 5.106.4.2

5.106.4.1 Bicycle parking. [BSC-CG] Comply with Sections 5.106.4.1.1 and 5.106.4.1.2; or meet the applicable local ordinance, whichever is stricter.

5.106.4.1.1 Short-term bicycle parking. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.
Exception: Additions or alterations which add nine or less visitor vehicular parking spaces.

5.106.4.1.2 Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

5.106.4.1.3 For additions or alterations that add 10 or more tenant-occupant vehicular parking spaces, provide secure bicycle parking for 5 percent of the tenant vehicular parking spaces being added, with a minimum of one bicycle parking facility.

5.106.4.1.4 For new shell buildings in phased projects provide secure bicycle parking for 5 percent of the anticipated tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

5.106.4.1.5 Acceptable bicycle parking facility for Sections 5.106.4.1.2, 5.106.4.1.3, and 5.106.4.1.4 shall be convenient from the street and shall meet one of the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; or
3. Lockable, permanently anchored bicycle lockers.

Note: Additional information on recommended bicycle accommodations may be obtained from Sacramento Area Bicycle Advocates.

5.106.4.2 Bicycle parking. [DSA-SS] For public schools and community colleges, comply with Sections 5.106.4.2.1 and 5.106.4.2.2

5.106.4.2.1 Student bicycle parking. Provide permanently anchored bicycle racks conveniently accessed with a minimum of four two-bike capacity racks per new building.
5.106.4.2.2 Staff bicycle parking. Provide permanent, secure bicycle parking conveniently accessed with a minimum of two staff bicycle parking spaces per new building. Acceptable bicycle parking facilities shall be convenient from the street or staff parking area and shall meet one of the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; or
3. Lockable, permanently anchored bicycle lockers.

5.106.5.2 DESIGNATED PARKING FOR CLEAN AIR VEHICLES. In new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as follows:

TABLE 5.106.5.2 - PARKING

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
25-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 AND OVER	AT LEAST 8% OF TOTAL

5.106.5.2.1 - Parking stall marking. Paint, in the paint used for stall striping, the following characters such that the lower edge of the last word aligns with the end of the stall striping and is visible beneath a parked vehicle: CLEAN AIR / VAN POOL / EV

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces.

5.106.5.3 Electric vehicle (EV) charging. [N] Construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation of electric vehicle supply equipment (EVSE). When EVSE(s) is/are installed, it shall be in accordance with the *California Building Code*, the *California Electrical Code* and as follows:

5.106.5.3.1 Single charging space requirements. [N] When only a single charging space is required per Table 5.106.5.3.3, a raceway is required to be installed at the time of construction and shall be installed in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EVSE.
2. A listed raceway capable of accommodating a 208/240 -volt dedicated branch circuit.
3. The raceway shall not be less than trade size 1".
4. The raceway shall originate at a service panel or a subpanel serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and listed suitable cabinet, box, enclosure or equivalent.
5. The service panel or subpanel shall have sufficient capacity to accommodate a minimum 40-ampere dedicated branch circuit for the future installation of the EVSE.

5.106.5.3.2 Multiple charging space requirements. [N] When multiple charging spaces are required per Table 5.106.5.3.3 raceway(s) is/are required to be installed at the time of construction and shall be installed in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EVSE.
2. The raceway(s) shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and into listed suitable cabinet(s), box(es), enclosure(s) or equivalent.
3. Plan design shall be based upon 40-ampere minimum branch circuits.
4. Electrical calculations shall substantiate the design of the electrical system, to include the rating of equipment and any on-site distribution transformers and have sufficient capacity to simultaneously charge all required EVs at its full rated amperage.
5. The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.

5.106.5.3.3 EV charging space calculations. [N] Table 5.106.5.3.3 shall be used to determine if single or multiple charging space requirements apply for the future installation of EVSE.

Exceptions: On a case-by-case basis where the local enforcing agency has determined EV charging and infrastructure is not feasible based upon one or more of the following conditions:

1. Where there is insufficient electrical supply.
2. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.

TABLE 5.106.5.3.3

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 AND OVER	6% of total[1]

1. Calculation for spaces shall be rounded up to the nearest whole number.

5.106.5.3.4 [N] Identification. The service panel or subpanel(s) circuit directory shall identify the reserved overcurrent protective device space(s) for future EV charging as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE".

5.106.5.3.5 [N] Future charging spaces qualify as designated parking as described in Section 5.106.5.2 Designated parking for clean air vehicles.

5.106.8 LIGHT POLLUTION REDUCTION. [N].I Outdoor lighting systems shall be designed and installed to comply with the following:

1. The minimum requirements in the California Energy Code for Lighting Zones 0-4 as defined in Chapter 10, Section 10-114 of the California Administrative Code; and
2. Backlight (B) ratings as defined in IES TM-15-11 (shown in Table A-1 in Chapter 8);
3. Uplight and Glare ratings as defined in California Energy Code (shown in Tables 130.2-A and 130.2-B in Chapter 8) and
4. Allowable BUG ratings not exceeding those shown in Table 5.106.8, [N] or Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Exceptions: [N]

1. Luminaires that qualify as exceptions in Section 140.7 of the California Energy Code.
2. Emergency lighting.
3. Building facade meeting the requirements in Table 140.7-B of the California Energy Code, Part 6.
4. Custom lighting features as allowed by the local enforcing agency, as permitted by Section 101.8 Alternate materials, designs and methods of construction.

Note: [N]
1. See also California Building Code, Chapter 12, Section 1205.6 for college campus lighting requirements for parking facilities and walkways.
2. Refer to Chapter 8 (Compliance Forms, Worksheets and Reference Material) for IES TM-15-11 Table A-1, California Energy Code Tables 130.2-A and 130.2-B.
3. Refer to the California Building Code for requirements for additions and alterations.

TABLE 5.106.8 [N] MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1,2]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
MAXIMUM ALLOWABLE BACKLIGHT RATING [3]					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1-2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5-1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
MAXIMUM ALLOWABLE UPLIGHT RATING (U)					
For area lighting [4]	N/A	U0	U0	U0	U0
For all other outdoor lighting,including decorative luminaires	N/A	U1	U2	U3	UR
MAXIMUM ALLOWABLE GLARE RATING [5] **(G)**					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1-2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5-1 MH from property line	N/A	G0	G0	G1	G1
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. IESNA Lighting Zones 0 and 5 are not applicable; refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code.*

2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.

3. If the nearest property line is less than or equal to two mounting heights from the back hemisphere of the luminaire distribution, the applicable reduced Backlight rating shall be met.

4. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet *U*-value limits for "all other outdoor lighting".

5. If the nearest property line is less than or equal to two mounting heights from the front hemisphere of the luminaire distribution, the applicable reduced Glare rating shall be met.

5.106.10 GRADING AND PAVING. Construction plans shall indicate how site grading or a drainage system will manage all surface water flows to keep water from entering buildings. Examples of methods to manage surface water include, but are not limited to, the following:

1. Swales.
2. Water collection and disposal systems.
3. French drains.
4. Water retention gardens.
5. Other water measures which keep surface water away from buildings and aid in groundwater recharge.

Exception: Additions and alterations not altering the drainage path.

5.106.12 SHADE TREES [DSA-SS]. Shade Trees shall be planted to comply with Sections 5.106.12.1, 5.106.12.2, and 5.106.12.3. Percentages shown shall be measured at noon on the summer solstice. Landscape irrigation necessary to establish and maintain tree health shall comply with Section 5.304.6.

5.106.12.1 Surface parking areas. Shade tree plantings, minimum #10 container size or equal, shall be installed to provide shade over 50 percent of the parking area within 15 years.

Exceptions: The surface parking area covered by solar photovoltaic shade structures, or shade structures, with roofing materials that comply with Table A5.106.11.2.2 in Appendix A5, are not included in the total area calculations.

5.106.12.2 Landscape areas. Shade tress plantings, minimum #10 container size or equal shall be installed to provide shade of 20% of the landscape area within 15 years.

Exceptions: Playfields for organized sport activity are not included in the total area calculation.

5.106.12.3. Hardscape areas. Shade tree plantings, minimum #10 container size or equal shall be installed to provide shade over 20 percent of the hardscape area within 15 years.

Exceptions: Walks, hardscape areas covered by solar photovoltaic shade structures, and hardscape areas covered by shade structures with roofing materials that comply with Table A5.106.11.2.2 in Appendix A5, are not included in the total area calculation.

DIVISION 5.2 ENERGY EFFICIENCY

SECTION 5.201 GENERAL

5.201.1 Scope [BSC-CG]. ***California Energy Code [DSA-SS].*** For the purposes of mandatory energy efficiency standards in this code, the California Energy Commission will continue to adopt mandatory building standards.

DIVISION 5.3 WATER EFFICIENCY AND CONSERVATION

SECTION 5.301 GENERAL

5.301.1 Scope. The provisions of this chapter shall establish the means of conserving water use indoors, outdoors and in wastewater conveyance.

SECTION 5.302 DEFINITIONS

5.302.1 Definitions. The following terms are defined in Chapter 2 *(and are included here for reference)*

EVAPOTRANSPIRATION ADJUSTMENT FACTOR (ETAF) [DSA-SS]. An adjustment factor when applied to reference evapotranspiration that adjusts for plant factors and irrigation efficiency, which ae two major influences on the amount of water that needs to be applied to the landscape.

FOOTPRINT AREA [DSA-SS]. The total area of the furthest exterior wall of the structure projected to natural grade, not including exterior areas such as stairs, covered walkways, patios and decks.

METERING FAUCET. A self-closing faucet that dispenses a specific volume of water for each actuation cycle. The volume or cycle duration can be fixed or adjustable.

GRAYWATER. Pursuant to Health and Safety Code Section 17922.12, "graywater" means untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. "Graywater" includes, but is not limited to wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines and laundry tubs, but does not include waste water from kitchen sinks or dishwashers.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). The California ordinance regulating landscape design, installation and maintenance practices that will ensure commercial, multifamily and other developer installed landscapes greater than 2500 square feet meet an irrigation water budget developed based on landscaped area and climatological parameters.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). [HCD] The California model ordinance (California Code of Regulations, Title 23, Division 2, Chapter 2.7), regulating landscape design, installation and maintenance practices. Local agencies are required to adopt the updated MWELO, or adopt a local ordinance at least as effective as the MWELO.

POTABLE WATER. Water that is drinkable and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards. See definition in the California Plumbing Code, Part 5.

POTABLE WATER. [HCD] Water that is satisfactory for drinking, culinary, and domestic puroses, and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards and the requirements of the Health Authority Having Jurisdiction.

RECYCLED WATER. Water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur [Water Code Section 13050 (n)]. Simply put, recycled water is water treated to remove waste matter attaining a quality that is suitable to use the water again.

SUBMETER. A meter installed subordinate to a site meter. Usually used to measure water intended for one purpose, such as landscape irrigation. For the purposes of CALGreen, a dedicated meter may be considered a submeter.

WATER BUDGET. Is the estimated total landscape irrigation water use which shall not exceed the maximum applied water allowance calculated in accordance with the Department of Water Resources Model Efficient Landscape Ordinance (MWELO).

SECTION 5.303 INDOOR WATER USE

5.303.1 METERS. Separate submeters or metering devices shall be installed for the uses described in Sections 503.1.1 and 503.1.2.

5.303.1.1 Buildings in excess of 50,000 square feet. Separate submeters shall be installed as follows:

1. For each individual leased, rented or other tenant space within the building projected to consume more than 100 gal/day (380 L/day), including, but not limited to, spaces used for laundry or cleaners, restaurant or food service, medical or dental office, laboratory, or beauty salon or barber shop.
2. Where separate submeters for individual building tenants are unfeasible, for water supplied to the following subsystems:
   a. Makeup water for cooling towers where flow through is greater than 500 gpm (30 L/s).
   b. Makeup water for evaporative coolers greater than 6 gpm (0.04 L/s).
   c. Steam and hot water boilers with energy input more than 500,000 Btu/h (147 kW).

5.303.1.2 Excess consumption. A separate submeter or metering device shall be provided for any tenant within a new building or within an addition that is projected to consume more than 1,000 gal/day.

5.303.3 WATER CONSERVING PLUMBING FIXTURES AND FITTINGS. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

5.303.3.1 Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush. Tank-type water closets shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Tank-Type toilets.

Note: The effective flush volume of dual flush toilets is defined as the composite, average flush volume of two reduced flushes and one full flush.

5.303.3.2 Urinals.
5.303.3.2.1 Wall-mounted Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush.

5.303.3.2.2 Floor-mounted Urinals. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.

5.303.3.3 Showerheads. [BSC-CG]
5.303.3.3.1 Single showerhead. Showerheads shall have a maximum flow rate of not more than 1.8 gallons per minute at 80 psi. Showerheads shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Showerheads.

5.303.3.3.2 Multiple showerheads serving one shower. When a shower is served by more than one showerhead, the combined flow rate of all the showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi, or the shower shall be designed to allow only one shower outlet to be in operation at a time.
Note: A hand-held shower shall be considered a showerhead.

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0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
C1.2

REVISION 0

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

NONRESIDENTIAL MANDATORY MEASURES, SHEET 1 (January 2020, Includes August 2019 Supplement)

AIA California

Y = YES
N/A = NOT APPLICABLE
RESPON. PARTY = RESPONSIBLE PARTY (ie: ARCHITECT, ENGINEER, OWNER, CONTRACTOR, INSPECTOR ETC.)

Y	N/A	RESPON. PARTY

5.303.3.4 Faucets and fountains.

5.303.3.4.1 Nonresidential Lavatory faucets. Lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi.

5.303.3.4.2 Kitchen faucets. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.8 gallons per minute at 60 psi.

5.303.3.4.3 Wash fountains. Wash fountains shall have a maximum flow rate of not more than1.8 gallons per minute/20 [rim space (inches) at 60 psi].

5.303.3.4.4 Metering faucets. Metering faucets shall not deliver more than 0.20 gallons per cycle.

5.303.3.4.5 Metering faucets for wash fountains. Metering faucets for wash fountains shall have a maximum flow rate of not more than 0.20 gallons per minute/20 [rim space (inches) at 60 psi].

Note: Where complying faucets are unavailable, aerators or other means may be used to achieve reduction.

[Y ✓] **5.303.4 COMMERCIAL KITCHEN EQUIPMENT.**

5.303.4.1 Food Waste Disposers. Disposers shall either modulate the use of water to no more than 1 gpm when the disposer is not in use (not actively grinding food waste/no-load) or shall automatically shut off after no more than 10 minutes of inactivity. Disposers shall use no more than 8 gpm of water.
Note: This code section does not affect local jurisdiction authority to prohibit or require disposer installation.

[Y ✓] **5.303.5 AREAS OF ADDITION OR ALTERATION.** For those occupancies within the authority of the California Building Standards Commission as specified in Section 103, the provisions of Section 5.303.3 and 5.303.4 shall apply to new fixtures in additions or areas of alteration to the building.

[Y ✓] **5.303.6 STANDARDS FOR PLUMBING FIXTURES AND FITTINGS.** Plumbing fixtures and fittings shall be installed in accordance with the *California Plumbing Code*, and shall meet the applicable standards referenced in Table 1701.1 of the *California Plumbing Code* and in Chapter 6 of this code.

SECTION 5.304 OUTDOOR WATER USE

[Y ✓] **5.304.1 OUTDOOR POTABLE WATER USE IN LANDSCAPE AREAS.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

Notes:
1. The Model Water Efficient Landscape Ordinance (MWELO) is located in the California Code of Regulations, Title 23, Chapter 2.7, Division 2.
2. MWELO and supporting documents, including a water budget calculator, are available at: https://www.water.ca.gov/.

[N/A ✓] **5.304.6 OUTDOOR POTABLE WATER USE IN LANDSCAPE AREAS.** For public schools and community colleges, landscape projects as described in Sections 5.304.6.1 and 5.304.6.2 shall comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO) commencing with Section 490 of Chapter 2.7, Division 2, Title 23, California Code of Regulations, except that the evapotranspiration adjustment factor (ETAF) shall be 0.65 with an additional water allowance for special landscape areas (SLA) of 0.35.

Exception: Any project with an aggregate landscape area of 2,500 square feet or less may comply with the prescriptive measures contained in Appendix D of the MWELO.

5.304.6.1 Newly constructed landscapes. New construction projects with an aggregate landscape area equal to or greater than 500 square feet.

5.304.6.2 Rehabilitated landscapes. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 1,200 square feet.

DIVISION 5.4 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

SECTION 5.401 GENERAL

5.401.1 SCOPE. The provisions of this chapter shall outline means of achieving material conservation and resource efficiency through protection of buildings from exterior moisture, construction waste diversion, employment of techniques to reduce pollution through recycling of materials, and building commissioning or testing and adjusting.

SECTION 5.402 DEFINITIONS

5.402.1 DEFINITIONS. The following terms are defined in Chapter 2 *(and are included here for reference)*

ADJUST. To regulate fluid flow rate and air patterns at the terminal equipment, such as to reduce fan speed or adjust a damper.

BALANCE. To proportion flows within the distribution system, including sub-mains, branches and terminals, according to design quantities.

BUILDING COMMISSIONING. A systematic quality assurance process that spans the entire design and construction process, including verifying and documenting that building systems and components are planned, designed, installed, tested, operated and maintained to meet the owner's project requirements.

ORGANIC WASTE. Food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food soiled paper waste that is mixed in with food waste.

TEST. A procedure to determine quantitative performance of a system or equipment

SECTION 5.407 WATER RESISTANCE AND MOISTURE MANAGEMENT

5.407.1 WEATHER PROTECTION. Provide a weather-resistant exterior wall and foundation envelope as required by California Building Code Section 1402.2 (Weather Protection), manufacturer's installation instructions or local ordinance, whichever is more stringent.

5.407.2 MOISTURE CONTROL. Employ moisture control measures by the following methods.

5.407.2.1 Sprinklers. Design and maintain landscape irrigation systems to prevent spray on structures.

5.407.2.2 Entries and openings. Design exterior entries and/or openings subject to foot traffic or wind-driven rain to prevent water intrusion into buildings as follows:

5.407.2.2.1 Exterior door protection. Primary exterior entries shall be covered to prevent water intrusion by using nonabsorbent floor and wall finishes within at least 2 feet around and perpendicular to such openings plus at least one of the following:

1. An installed awning at least 4 feet in depth.
2. The door is protected by a roof overhang at least 4 feet in depth.
3. The door is recessed at least 4 feet.
4. Other methods which provide equivalent protection.

5.407.2.2.2 Flashing. Install flashings integrated with a drainage plane.

SECTION 5.408 CONSTRUCTION WASTE REDUCTION, DISPOSAL AND RECYCLING

5.408.1 CONSTRUCTION WASTE MANAGEMENT. Recycle and/or salvage for reuse a minimum of 65% of the non-hazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

5.408.1.1 Construction waste management plan. Where a local jurisdiction does not have a construction and demolition waste management ordinance, submit a construction waste management plan that:

1. Identifies the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale.
2. Determines if construction and demolition waste materials will be sorted on-site (source-separated) or bulk mixed (single stream).
3. Identifies diversion facilities where construction and demolition waste material collected will be taken.
4. Specifies that the amount of construction and demolition waste materials diverted shall be calculated by weight or volume, but not by both.

5.408.1.2 Waste Management Company. Utilize a waste management company that can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill complies with this section.

Note: The owner or contractor shall make the determination if the construction and demolition waste material will be diverted by a waste management company.

Exceptions to Sections 5.408.1.1 and 5.408.1.2:

1. Excavated soil and land-clearing debris.
2. Alternate waste reduction methods developed by working with local agencies if diversion or recycle facilities capable of compliance with this item do not exist.
3. Demolition waste meeting local ordinance or calculated in consideration of local recycling facilities and markets.

5.408.1.3 Waste stream reduction alternative. The combined weight of new construction disposal that does not exceed two pounds per square foot of building area may be deemed to meet the 65% minimum requirement as approved by the enforcing agency.

5.408.1.4 Documentation. Documentation shall be provided to the enforcing agency which demonstrates compliance with Sections 5.408.1.1, through 5.408.1.3. The waste management plan shall be updated as necessary and shall be accessible during construction for examination by the enforcing agency.

Notes:

1. Sample forms found in "A Guide to the California Green Building Standards Code (Nonresidential)" located at www.bsc.ca.gov/Home/CALGreen.aspx may be used to assist in documenting compliance with the waste management plan.
2. Mixed construction and demolition debris processors can be located at the California Department of Resources Recycling and Recovery (CalRecycle).

5.408.2 UNIVERSAL WASTE. [A] Additions and alterations to a building or tenant space that meet the scoping provisions in Section 301.3 for nonresidential additions and alterations, shall require verification that Universal Waste items such as fluorescent lamps and ballast and mercury containing thermostats as well as other California prohibited Universal Waste materials are disposed of properly and are diverted from landfills. A list of prohibited Universal Waste materials shall be included in the construction documents.

Note: Refer to the Universal Waste Rule link at: http://www.dtsc.ca.gov/LawsRegsPolicies/Regs/upload/OEAR-A_REGS_UWR_FinalText.pdf

5.408.3 EXCAVATED SOIL AND LAND CLEARING DEBRIS. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed.

Exception: Reuse, either on or off-site, of vegetation or soil contaminated by disease or pest infestation.

Notes:

1. If contamination by disease or pest infestation is suspected, contact the County Agricultural Commissioner and follow its direction for recycling or disposal of the material.
2. For a map of know pest and/or disease quarantine zones, consult with the California Department of Food and Agriculture. (www.cdfa.ca.gov)

SECTION 5.410 BUILDING MAINTENANCE AND OPERATIONS

5.410.1 RECYCLING BY OCCUPANTS. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive.

Exception: Rural jurisdictions that meet and apply for the exemption in Public Resources Code 42649.82 (a)(2)(A) et seq. shall also be exempt from the organic waste portion of this section.

5.410.1.1 Additions. All additions conducted within a 12-month period under single or multiple permits, resulting in an increase of 30% or more in floor area, shall provide recycling areas on site.

Exception: Additions within a tenant space resulting in less than a 30% increase in the tenant space floor area.

5.410.1.2 Sample ordinance. Space allocation for recycling areas shall comply with Chapter 18, Part 3, Division 30 of the *Public Resources Code*. Chapter 18 is known as the California Solid Waste Reuse and Recycling Access Act of 1991 (Act).

Note: A sample ordinance for use by local agencies may be found in Appendix A of the document at the CalRecycle's web site.

[N/A ✓] **5.410.2 COMMISSIONING. [N] New buildings 10,000 square feet and over.** For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by OSHPD or for I-occupancies and L-occupancies that are not regulated by the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting system and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements

Commissioning requirements shall include:

1. Owner's or Owner representative's project requirements.
2. Basis of design.
3. Commissioning measures shown in the construction documents.
4. Commissioning plan.
5. Functional performance testing.
6. Documentation and training.
7. Commissioning report.

Exceptions:

1. Unconditioned warehouses of any size.
2. Areas less than 10,000 square feet used for offices or other conditioned accessory spaces within unconditioned warehouses.
3. Tenant improvements less than 10,000 square feet as described in Section 303.1.1.
4. Open parking garages of any size, or open parking garage areas, of any size, within a structure.

Note: For the purposes of this section, unconditioned shall mean a building, area, or room which does not provide heating and or air conditioning.

Informational Notes:

1. IAS AC 476 is an accreditation criteria for organizations providing training and/or certification of commissioning personnel. AC 476 is available to the Authority Having Jurisdiction as a reference for qualifications of commissioning personnel. AC 476 does not certify individuals to conduct functional performance tests or to adjust and balance systems.
2. Functional performance testing for heating, ventilation, air conditioning systems and lighting controls must be performed in compliance with the *California Energy Code*.

5.410.2.1 Owner's or Owner Representative's Project Requirements (OPR). [N] The expectations and requirements of the building appropriate to its phase shall be documented before the design phase of the project begins. This documentation shall include the following:
1. Environmental and sustainability goals.
2. Building sustainable goals.
3. Indoor environmental quality requirements.
4. Project program, including facility functions and hours of operation, and need for after hours operation.
5. Equipment and systems expectations.
6. Building occupant and operation and maintenance (O&M) personnel expectations.

5.410.2.2 Basis of Design (BOD). [N] A written explanation of how the design of the building systems meets the OPR shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

1. Renewable energy systems.
2. Landscape irrigation systems.
3. Water reuse system.

5.410.2.3 Commissioning plan. [N] Prior to permit issuance a commissioning plan shall be completed to document how the project will be commissioned. The commissioning plan shall include the following:
1. General project information.
2. Commissioning goals.
3. Systems to be commissioned. Plans to test systems and components shall include:
   a. An explanation of the original design intent.
   b. Equipment and systems to be tested, including the extent of tests.
   c. Functions to be tested.
   d. Conditions under which the test shall be performed.
   e. Measurable criteria for acceptable performance.
4. Commissioning team information.
5. Commissioning process activities, schedules and responsibilities. Plans for the completion of commissioning shall be included.

5.410.2.4 Functional performance testing. [N] Functional performance tests shall demonstrate the correct installation and operation of each component, system and system-to-system interface in accordance with the approved plans and specifications. Functional performance testing reports shall contain information addressing each of the building components tested, the testing methods utilized, and include any readings and adjustments made.

5.410.2.5 Documentation and training. [N] A Systems Manual and Systems Operations Training are required, including Occupational Safety and Health Act (OSHA) requirements in *California Code of Regulations* (CCR), Title 8, Section 5142, and other related regulations.

5.410.2.5.1 Systems manual. [N] Documentation of the operational aspects of the building shall be completed within the systems manual and delivered to the building owner or representative. The systems manual shall include the following:
1. Site information, including facility description, history and current requirements.
2. Site contact information.
3. Basic operations and maintenance, including general site operating procedures, basic troubleshooting, recommended maintenance requirements, site events log.
4. Major systems.
5. Site equipment inventory and maintenance notes.
6. A copy of verifications required by the enforcing agency or this code.
7. Other resources and documentation, if applicable.

5.410.2.5.2 Systems operations training. [N] A program for training of the appropriate maintenance staff for each equipment type and/or system shall be developed and documented in the commissioning report and shall include the following:
1. System/equipment overview (what it is, what it does and with what other systems and/or equipment it interfaces).
2. Review and demonstration of servicing/preventive maintenance.
3. Review of the information in the Systems Manual.
4. Review of the record drawings on the system/equipment.

5.410.2.6 Commissioning report. [N] A report of commissioning process activities undertaken through the design and construction phases of the building project shall be completed and provided to the owner or representative.

[Y ✓] **5.410.4 TESTING AND ADJUSTING. New buildings less than 10,000 square feet.** Testing and adjusting of systems shall be required for new buildings less than 10,000 square feet or new systems to serve an addition or alteration subject to Section 303.1.

5.410.4.2 (Reserved)

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting system and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements and Sections 120.5, 120.6, 130.4, and 140.9(b)3 for additional testing requirements of specific systems.

5.410.4.2 Systems. Develop a written plan of procedures for testing and adjusting systems. Systems to be included for testing and adjusting shall include at a minimum, as applicable to the project:

1. Renewable energy systems.
2. Landscape irrigation systems.
3. Water reuse systems.

5.410.4.3 Procedures. Perform testing and adjusting procedures in accordance with manufacturer's specifications and applicable standards on each system.

5.410.4.3.1 HVAC balancing. In addition to testing and adjusting, before a new space-conditioning system serving a building or space is operated for normal use, the system shall be balanced in accordance with the procedures defined by the Testing Adjusting and Balancing Bureau National Standards; the National Environmental Balancing Bureau Procedural Standards; Associated Air Balance Council National Standards or as approved by the enforcing agency.

5.410.4.4 Reporting. After completion of testing, adjusting and balancing, provide a final report of testing signed by the individual responsible for performing these services.

5.410.4.5 Operation and maintenance (O & M) manual. Provide the building owner or representative with detailed operating and maintenance instructions and copies of guaranties/warranties for each system. O & M instructions shall be consistent with OSHA requirements in CCR, Title 8, Section 5142, and other related regulations.

5.410.4.5.1 Inspections and reports. Include a copy of all inspection verifications and reports required by the enforcing agency.

DIVISION 5.5 ENVIRONMENTAL QUALITY

SECTION 5.501 GENERAL

5.501.1 SCOPE. The provisions of this chapter shall outline means of reducing the quantity of air contaminants that are odorous, irritating, and/or harmful to the comfort and well-being of a building's installers, occupants and neighbors.

SECTION 5.502 DEFINITIONS

5.502.1 DEFINITIONS. The following terms are defined in Chapter 2 *(and are included here for reference)*

ARTERIAL HIGHWAY. A general term denoting a highway primarily for through traffic usually on a continuous route.

A-WEIGHTED SOUND LEVEL (dBA). The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made.

1 BTU/HOUR. British thermal units per hour, also referred to as Btu. The amount of heat required to raise one pound of water one degree Fahrenheit per hour, a common measure of heat transfer rate. A ton of refrigeration is 12,000 Btu, the amount of heat required to melt a ton (2,000 pounds) of ice at 32° Fahrenheit.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL). A metric similar to the day-night average sound level (Ldn), except that a 5 decibel adjustment is added to the equivalent continuous sound exposure level for evening hours (7pm to 10pm) in addition to the 10 dB nighttime adjustment used in the Ldn.

COMPOSITE WOOD PRODUCTS. Composite wood products include hardwood plywood, particleboard and medium density fiberboard. "Composite wood products" does not include hardboard, structural plywood, structural panels, structural composite lumber, oriented strand board, glued laminated timber, timber, prefabricated wood I-joists or finger-jointed lumber, all as specified in California Code of Regulations (CCR), Title 17, Section 93120.1(a).

Note: See CCR, Title 17, Section 93120.1.

DAY-NIGHT AVERAGE SOUND LEVEL (Ldn). The A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to sound levels occurring during nighttime hours (10p.m. to 7 a.m.).

DECIBEL (db). A measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

ELECTRIC VEHICLE (EV). An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles. For purposes of the *California Electrical Code*, off-road, self-propelled electric vehicles, such as industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, boats, and the like, are not included.

ELECTRIC VEHICLE CHARGING STATION(S) (EVCSj). One or more spaces intended for charging electric vehicles.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

ENERGY EQUIVALENT (NOISE) LEVEL (Leq). The level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time of period of interest.

EXPRESSWAY. An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

FREEWAY. A divided arterial highway with full control of access and with grade separations at intersections.

GLOBAL WARMING POTENTIAL (GWP). The radiative forcing impact of one mass-based unit of a given greenhouse gas relative to an equivalent unit of carbon dioxide over a given period of time. Carbon dioxide is the reference compound with a GWP of one.

GLOBAL WARMING POTENTIAL VALUE (GWP VALUE). A 100-year GWP value published by the Intergovernmental Panel on Climate Change (IPCC) in either its Second Assessment Report (SAR) (IPCC, 1995); or its Fourth Assessment A-3 Report (AR4) (IPCC, 2007). The SAR GWP values are found in column "SAR (100-yr)" of Table 2.14.; the AR4 GWP values are found in column "100 yr" of Table 2.14.

HIGH-GWP REFRIGERANT. A compound used as a heat transfer fluid or gas that is: (a) a chlorofluorocarbon, a hdrochlorofluorocarbon, a hydrofluorocarbon, a perfluorocarbon, or any compound or blend of compounds, with a GWP value equal to or greater than 150, or (B) any ozone depleting substance as defined in Title 40 of the Code of Federal Regulations, Part 82, sec.82.3 (as amended March 10, 2009).

LONG RADIUS ELBOW. Pipe fitting installed between two lengths of pipe or tubing to allow a change of direction, with a radius 1.5 times the pipe diameter.

LOW-GWP REFRIGERANT. A compound used as a heat transfer fluid or gas that: (A) has a GWP value less than 150, and (B) is not an ozone depleting substance as defined in Title 40 of the Code of Federal Regulations, Part 82, sec.82.3 (as amended March 10, 2009).

MERV. Filter minimum efficiency reporting value, based on ASHRAE 52.2-1999.

MAXIMUM INCREMENTAL REACTIVITY (MIR). The maximum change in weight of ozone formed by adding a compound to the "Base REactive Organic Gas (ROG) Mixture" per weight of compound added, expressed to hundreths of a gram (g O^3/g ROC).

PRODUCT-WEIGHTED MIR (PWMIR). The sum of all weighted-MIR for all ingredients in a product subject to this article. The PWMIR is the total product reactivity expressed to hundredths of a gram of ozone formed per gram of product (excluding container and packaging).

PSIG. Pounds per square inch, guage.

REACTIVE ORGANIC COMPOUND (ROC). Any compound that has the potential, once emitted, to contribute to ozone formation in the troposphere.

SCHRADER ACCESS VALVES. Access fittings with a valve core installed.

SHORT RADIUS ELBOW. Pipe fitting installed between two lengths of pipe or tubing to allow a change of direction, with a radius 1.0 times the pipe diameter.

SUPERMARKET. For the purposes of Section 5.508.2, a supermarket is any retail food facility with 8,000 square feet or more conditioned area, and that utilizes either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units.

VOC. A volatile organic compound broadly defined as a chemical compound based on carbon chains or rings with vapor pressures greater than 0.1 millimeters of mercury at room temperature. These compounds typically contain hydrogen and may contain oxygen, nitrogen and other elements. See CCR Title 17, Section 94508(a)

Note: Where specific regulations are cited from different agencies such as SCAQMD, ARB, etc., the VOC definition included in that specific regulation is the one that prevails for the specific measure in question.

SECTION 5.503 FIREPLACES

[N/A ✓] **5.503.1 FIREPLACES.** Install only a direct-vent sealed-combustion gas or sealed wood-burning fireplace, or a sealed woodstove or pellet stove, and refer to residential requirements in the California Energy Code, Title 24, Part 6, Subchapter 7, Section 150. Woodstoves, pellet stoves and fireplaces shall comply with applicable local ordinances.

5.503.1.1 Woodstoves. Woodstoves and pellet stoves shall comply with U.S. EPA New Source Performance Standards (NSPS) emission limits as applicable, and shall have a permanent label indicating they are certified to meet the emission limits.

SECTION 5.504 POLLUTANT CONTROL

[N/A ✓] **5.504.1 TEMPORARY VENTILATION.** The permanent HVAC system shall only be used during construction if necessary to condition the building or areas of addition or alteration within the required temperature range for material and equipment installation. If the HVAC system is used during construction, use return air filters with a Minimum Efficiency Reporting Value (MERV) of 8, based on ASHRAE 52.2-1999, or an average efficiency of 30% based on ASHRAE 52.1-1992. Replace all filters immediately prior to occupancy, or, if the building is occupied during alteration, at the conclusion of construction.

[Y ✓] **5.504.3 Covering of duct openings and protection of mechanical equipment during construction.** At the time of rough installation and during storage on the construction site until final startup of the heating, cooling and ventilation equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheetmetal or other methods acceptable to the enforcing agency to reduce the amount of dust, water and debris which may enter the system.

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☑	☐	

5.504.4 FINISH MATERIAL POLLUTANT CONTROL. Finish materials shall comply with Sections 5.504.4.1 through 5.504.4.6.

5.504.4.1 Adhesives, sealants and caulks. Adhesives, sealants, and caulks used on the project shall meet the requirements of the following standards:

1. Adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers and caulks shall comply with local or regional air pollution control or air quality management district rules where applicable, or SCAQMD Rule 1168 VOC limits, as shown in Tables 5.504.4.1 and 5.504.4.2. Such products also shall comply with the Rule 1168 prohibition on the use of certain toxic compounds (chloroform, ethylene dichloride, methylene chloride, perchloroethylene and trichloroethylene), except for aerosol products as specified in subsection 2, below.

2. Aerosol adhesives, and smaller unit sizes of adhesives, and sealant or caulking compounds (in units of product, less packaging, which do not weigh more than one pound and do not consist of more than 16 fluid ounces) shall comply with statewide VOC standards and other requirements, including prohibitions on use of certain toxic compounds, of *California Code of Regulations*, Title 17, commencing with Section 94507.

TABLE 5.504.4.1 - ADHESIVE VOC LIMIT[1,2]

Less Water and Less Exempt Compounds in Grams per Liter

ARCHITECTURAL APPLICATIONS	CURRENT VOC LIMIT
INDOOR CARPET ADHESIVES	50
CARPET PAD ADHESIVES	50
OUTDOOR CARPET ADHESIVES	150
WOOD FLOORING ADHESIVES	100
RUBBER FLOOR ADHESIVES	60
SUBFLOOR ADHESIVES	50
CERAMIC TILE ADHESIVES	65
VCT & ASPHALT TILE ADHESIVES	50
DRYWALL & PANEL ADHESIVES	50
COVE BASE ADHESIVES	50
MULTIPURPOSE CONSTRUCTION ADHESIVES	70
STRUCTURAL GLAZING ADHESIVES	100
SINGLE-PLY ROOF MEMBRANE ADHESIVES	250
OTHER ADHESIVES NOT SPECIFICALLY LISTED	50
SPECIALTY APPLICATIONS	
PVC WELDING	510
CPVC WELDING	490
ABS WELDING	325
PLASTIC CEMENT WELDING	250
ADHESIVE PRIMER FOR PLASTIC	550
CONTACT ADHESIVE	80
SPECIAL PURPOSE CONTACT ADHESIVE	250
STRUCTURAL WOOD MEMBER ADHESIVE	140
TOP & TRIM ADHESIVE	250
SUBSTRATE SPECIFIC APPLICATIONS	
METAL TO METAL	30
PLASTIC FOAMS	50
POROUS MATERIAL (EXCEPT WOOD)	50
WOOD	30
FIBERGLASS	80

1. IF AN ADHESIVE IS USED TO BOND DISSIMILAR SUBSTRATES TOGETHER, THE ADHESIVE WITH THE HIGHEST VOC CONTENT SHALL BE ALLOWED.

2. FOR ADDITIONAL INFORMATION REGARDING METHODS TO MEASURE THE VOC CONTENT SPECIFIED IN THIS TABLE, SEE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT RULE 1168, www.arb.ca.gov/DRDB/SC/CURHTML/R1168.PDF

TABLE 5.504.4.2 - SEALANT VOC LIMIT

Less Water and Less Exempt Compounds in Grams per Liter

SEALANTS	CURRENT VOC LIMIT
ARCHITECTURAL	250
MARINE DECK	760
NONMEMBRANE ROOF	300
ROADWAY	250
SINGLE-PLY ROOF MEMBRANE	450
OTHER	420
SEALANT PRIMERS	
ARCHITECTURAL	
NONPOROUS	250
POROUS	775
MODIFIED BITUMINOUS	500
MARINE DECK	760
OTHER	750

NOTE: FOR ADDITIONAL INFORMATION REGARDING METHODS TO MEASURE THE VOC CONTENT SPECIFIED IN THESE TABLES, SEE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT RULE 1168.

5.504.4.3 Paints and coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the ARB Architectural Coatings Suggested Control Measure, as shown in Table 5.504.4.3, unless more stringent local limits apply. The VOC content limit for coatings that do not meet the definitions for the specialty coatings categories listed in Table 5.504.4.3 shall be determined by classifying the coating as a Flat, Nonflat or Nonflat-High Gloss coating, based on its gloss, as defined in Subsections 4.21, 4.36 and 4.37 of the 2007 California Air Resources Board Suggested Control Measure, and the corresponding Flat, Nonflat or Nonflat-High Gloss VOC limit in Table 5.504.4.3 shall apply.

5.504.4.3.1 Aerosol Paints and coatings. Aerosol paints and coatings shall meet the PWMIR Limits for ROC in Section 94522(a)(3) and other requirements, including prohibitions on use of certain toxic comlpounds and ozone depleting substances, in Sections 94522(c)(2) and (d)(2) of *California Code of Regulations*, Title 17, commencing with Section 94520; and in areas under the jurisdiction of the Bay Area Air Quality Management District additionally comply with the percent VOC by weight of product limits of Regulation 8 Rule 49.

TABLE 5.504.4.3 - VOC CONTENT LIMITS FOR ARCHITECTURAL COATINGS[2,3]

GRAMS OF VOC PER LITER OF COATING, LESS WATER & LESS EXEMPT COMPOUNDS

COATING CATEGORY	CURRENT VOC LIMIT
FLAT COATINGS	50
NONFLAT COATINGS	100
NONFLAT HIGH GLOSS COATINGS	150
SPECIALTY COATINGS	
ALUMINUM ROOF COATINGS	400
BASEMENT SPECIALTY COATINGS	400
BITUMINOUS ROOF COATINGS	50
BITUMINOUS ROOF PRIMERS	350
BOND BREAKERS	350
CONCRETE CURING COMPOUNDS	350
CONCRETE/MASONRY SEALERS	100
DRIVEWAY SEALERS	50
DRY FOG COATINGS	150
FAUX FINISHING COATINGS	350
FIRE RESISTIVE COATINGS	350
FLOOR COATINGS	100
FORM-RELEASE COMPOUNDS	250
GRAPHIC ARTS COATINGS (SIGN PAINTS)	500
HIGH-TEMPERATURE COATINGS	420
INDUSTRIAL MAINTENANCE COATINGS	250
LOW SOLIDS COATINGS[1]	120
MAGNESITE CEMENT COATINGS	450
MASTIC TEXTURE COATINGS	100
METALLIC PIGMENTED COATINGS	500
MULTICOLOR COATINGS	250
PRETREATMENT WASH PRIMERS	420
PRIMERS, SEALERS, & UNDERCOATERS	100
REACTIVE PENETRATING SEALERS	350
RECYCLED COATINGS	250
ROOF COATINGS	50
RUST PREVENTATIVE COATINGS	250
SHELLACS:	
CLEAR	730
OPAQUE	550
SPECIALTY PRIMERS, SEALERS & UNDERCOATERS	100
STAINS	250
STONE CONSOLIDANTS	450
SWIMMING POOL COATINGS	340
TRAFFIC MARKING COATINGS	100
TUB & TILE REFINISH COATINGS	420
WATERPROOFING MEMBRANES	250
WOOD COATINGS	275
WOOD PRESERVATIVES	350
ZINC-RICH PRIMERS	340

1. GRAMS OF VOC PER LITER OF COATING, INCLUDING WATER & EXEMPT COMPOUNDS

2. THE SPECIFIED LIMITS REMAIN IN EFFECT UNLESS REVISED LIMITS ARE LISTED IN SUBSEQUENT COLUMNS IN THE TABLE.

3. VALUES IN THIS TABLE ARE DERIVED FROM THOSE SPECIFIED BY THE CALIFORNIA AIR RESOURCES BOARD, ARCHITECTURAL COATINGS SUGGESTED CONTROL MEASURE, FEB. 1, 2008. MORE INFORMATION IS AVAILABLE FROM THE AIR RESOURCES BOARD.

5.504.4.3.2 Verification. Verification of compliance with this section shall be provided at the request of the enforcing agency. Documentation may include, but is not limited to, the following:
1. Manufacturer's product specification
2. Field verification of on-site product containers

5.504.4.4 Carpet Systems. All carpet installed in the building interior shall meet at least one of the testing and product requirements:

1. Carpet and Rug Institute's Green Label Plus Program.
2. Compliant with the VOC-emission limits and testing requirements specified in the California Department of Public Health Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions from Indoor Sources Using Environmental Chambers, Version 1.1, February 2010 (also known as CDPH Standard Method V1.1 or Specification 01350).
3. NSF/ANSI 140 at the Gold level or higher;
4. Scientific Certifications Systems Sustainable Choice; or
5. Compliant with the Collaborative for High Performance Schools California (2014 CA-CHPS) Criteria listed in the CHPS High Performance Product Database.

5.504.4.4.1 Carpet cushion. All carpet cushion installed in the building interior shall meet the requirements of the Carpet and Rug Institute Green Label program.

5.504.4.4.2 Carpet adhesive. All carpet adhesive shall meet the requirements of Table 5.504.4.1.

5.504.4.5 Composite wood products. Hardwood plywood, particleboard and medium density fiberboard composite wood products used on the interior or exterior of the buildings shall meet the requirements for formaldehyde as specified in ARB's Air Toxics Control Measure (ATCM) for Composite Wood (17 CCR 93120 et seq.). Those materials not exempted under the ATCM must meet the specified emission limits, as shown in Table 5.504.4.5.

5.504.4.5.3 Documentation. Verification of compliance with this section shall be provided as requested by the enforcing agency. Documentation shall include at least one of the following:

1. Product certifications and specifications.
2. Chain of custody certifications.
3. Product labeled and invoiced as meeting the Composite Wood Products regulation (see CCR, Title 17, Section 93120, et seq.).
4. Exterior grade products marked as meeting the PS-1 or PS-2 standards of the Engineered Wood Association, the Australian AS/NZS 2269 or European 636 3S standards.
5. Other methods acceptable to the enforcing agency.

TABLE 5.504.4.5 - FORMALDEHYDE LIMITS[1]

MAXIMUM FORMALDEHYDE EMISSIONS IN PARTS PER MILLION

PRODUCT	CURRENT LIMIT
HARDWOOD PLYWOOD VENEER CORE	0.05
HARDWOOD PLYWOOD COMPOSITE CORE	0.05
PARTICLE BOARD	0.09
MEDIUM DENSITY FIBERBOARD	0.11
THIN MEDIUM DENSITY FIBERBOARD[2]	0.13

1. VALUES IN THIS TABLE ARE DERIVED FROM THOSE SPECIFIED BY THE CALIFORNIA AIR RESOURCES BOARD, AIR TOXICS CONTROL MEASURE FOR COMPOSITE WOOD AS TESTED IN ACCORDANCE WITH ASTM E 1333. FOR ADDITIONAL INFORMATION, SEE CALIFORNIA CODE OF REGULATIONS, TITLE 17, SECTIONS 93120 THROUGH 93120.12.

2. THIN MEDIUM DENSITY FIBERBOARD HAS A MAXIMUM THICKNESS OF 5/16 INCHES (8 MM).

5.504.4.6 Resilient flooring systems. For 80 percent of floor area receiving resilient flooring, installed resilient flooring shall meet at least one of the following:

1. Certified under the Resilient Floor Covering Institute (RFCI) FloorScore program;
2. Compliant with the VOC-emission limits and testing requirements specified in the California Department of Public Health's 2010 Standard Method for the Testing and Evaluation Chambers, Version 1.1, February 2010;
3. Compliant with the Collaborative for High Performance Schools California (2014 CA-CHPS) Criteria and listed in the CHPS High Performance Product Database; or
4. Products certified under UL GREENGUARD Gold (formerly the Greenguard Children's & Schools Program).

5.504.4.6.1 Verification of compliance. Documentation shall be provided verifying that resilient flooring materials meet the pollutant emission limits.

5.504.5.3 Filters. In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media for outside and return air that provides at least a Minimum Efficiency Reporting Value (MERV) of 13. MERV 13 filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

Exceptions: Existing mechanical equipment.

5.504.5.3.1 Labeling. Installed filters shall be clearly labeled by the manufacturer indicating the MERV rating.

Y	N/A	RESPON. PARTY
☐	☑	

5.504.7 ENVIRONMENTAL TOBACCO SMOKE (ETS) CONTROL. Where outdoor areas are provided for smoking, prohibit smoking within 25 feet of building entries, outdoor air intakes and operable windows and within the building as already prohibited by other laws or regulations; or as enforced by ordinances, regulations or policies of any city, county, city and county, California Community College, campus of the California State University, or campus of the University of California, whichever are more stringent. When ordinances, regulations or policies are not in place, post signage to inform building occupants of the prohibitions.

SECTION 5.505 INDOOR MOISTURE CONTROL

Y	N/A	RESPON. PARTY
☑	☐	

5.505.1 INDOOR MOISTURE CONTROL. Buildings shall meet or exceed the provisions of California Building Code, CCR, Title 24, Part 2, Sections 1202 (Ventilation) and Chapter 14 (Exterior Walls). For additional measures, see Section 5.407.2 of this code.

SECTION 5.506 INDOOR AIR QUALITY

Y	N/A	RESPON. PARTY
☑	☐	

5.506.1 OUTSIDE AIR DELIVERY. For mechanically or naturally ventilated spaces in buildings, meet the minimum requirements of Section 120.1 (Requirements For Ventilation) of the *California Energy Code*, or the applicable local code, whichever is more stringent, and Division 1, Chapter 4 of CCR, Title 8.

Y	N/A	RESPON. PARTY
☑	☐	

5.506.2 CARBON DIOXIDE (CO_2) MONITORING. For buildings or additions equipped with demand control ventilation, CO_2 sensors and ventilation controls shall be specified and installed in accordance with the requirements of the California Energy Code, Section 120(c)(4).

SECTION 5.507 ENVIRONMENTAL COMFORT

Y	N/A	RESPON. PARTY
☐	☐	

5.507.4 ACOUSTICAL CONTROL. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E 90 and ASTM E 413, or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E 1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

Exception: Buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

Exception: [DSA-SS] For public schools and community colleges, the requirements of this section and all subsections apply only to new construction.

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport.

   Exceptions:

   1. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
   2. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.

2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

5.507.4.1.1. Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB L_{eq} - 1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance Method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site Features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of Compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

Note: Examples of assemblies and their various STC ratings may be found at the California Office of Noise Control: www.toolbase.org/PDF/CaseStudies/stc_icc_ratings.pdf.

SECTION 5.508 OUTDOOR AIR QUALITY

Y	N/A	RESPON. PARTY
☐	☑	

5.508.1 Ozone depletion and greenhouse gas reductions. Installations of HVAC, refrigeration and fire suppression equipment shall comply with Sections 5.508.1.1 and 5.508.1.2.

5.508.1.1 Chlorofluorocarbons (CFCs). Install HVAC, refrigeration and fire suppression equipment that do not contain CFCs.

5.508.1.2 Halons. Install HVAC, refrigeration and fire suppression equipment that do not contain Halons.

Y	N/A	RESPON. PARTY
☐	☑	

5.508.2 Supermarket refrigerant leak reduction. New commercial refrigeration systems shall comply with the provisions of this section when installed in retail food stores 8,000 square feet or more conditioned area, and that utilize either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units. The leak reduction measures apply to refrigeration systems containing high-global-warming potential (high-GWP) refrigerants with a GWP of 150 or greater. New refrigeration systems include both new facilities and the replacement of existing refrigeration systems in existing facilities.

Exception: Refrigeration systems containing low-global warming potential (low-GWP) refrigerant with a GWP value less than 150 are not subject to this section. Low-GWP refrigerants are nonozone-depleting refrigerants that include ammonia, carbon dioxide (CO_2), and potentially other refrigerants.

5.508.2.1 Refrigerant piping. Piping compliant with the California Mechanical Code shall be installed to be accessible for leak protection and repairs. Piping runs using threaded pipe, copper tubing with an outside diameter (OD) less than 1/4 inch, flared tube tubing connections and short radius elbows shall not be used in refrigerant systems except as noted below.

5.508.2.1.1 Threaded pipe. Threaded connections are permitted at the compressor rack.

5.508.2.1.2 Copper pipe. Copper tubing with an OD less than 1/4 inch may be used in systems with a refrigerant charge of 5 pounds or less.

5.508.2.1.2.1 Anchorage. One-fouth-inch OD tubing shall be securely clamped to a rigid base to keep vibration levels below 8 mils.

5.508.2.1.3 Flared tubing connections. Double-flared tubing connections may be used for pressure controls, valve pilot lines and oil.

Exception: Single-flared tubing connections may be used with a multiring seal coated with industrial sealant suitable for use with refrigerants and tightened in accordance with manufacturer's recommendations.

5.508.2.1.4 Elbows. Short radius elbows are only permitted where space limitations prohibit use of long radius elbows.

5.508.2.2 Valves. Valves Valves and fittings shall comply with the *California Mechanical Code* and as follows.

5.508.2.2.1 Pressure relief valves. For vessels containing high-GWP refrigerant, a rupture disc shall be installed between the outlet of the vessel and the inlet of the pressure relief valve.

5.508.2.2.1.1 Pressure detection. A pressure gauge, pressure transducer or other device shall be installed in the space between the rupture disc and the relief valve inlet to indicate a disc rupture or discharge of the relief valve.

5.508.2.2.2 Access valves. Only Schrader access valves with a brass or steel body are permitted for use.

5.508.2.2.2.1 Valve caps. For systems with a refrigerant charge of 5 pounds or more, valve caps shall be brass or steel and not plastic.

5.508.2.2.2.2 Seal caps. If designed for it, the cap shall have a neoprene O-ring in place.

5.508.2.2.2.2.1 Chain tethers. Chain tethers to fit ovr the stem are required for valves designed to have seal caps.

Exception: Valves with seal caps that are not removed from the valve during stem operation.

5.508.2.3 Refrigerated service cases. Refrigerated service cases holding food products containing vinegar and salt shall have evaporator coils of corrosion-resistant material, such as stainless steel; or be coated to prevent corrosion from these substances.

5.508.2.3.1 Coil coating. Consideration shall be given to the heat transfer efficiency of coil coating to maximize energy efficiency.

5.508.2.4 Refrigerant receivers. Refrigerant receivers with capacities greater than 200 pounds shall be fitted with a device tha indicates the level of refrigerant in the receiver.

5.508.2.5 Pressure testing. The system shall be pressure tested during installation prior to evacuation and charging.

5.508.2.5.1 Minimum pressure. The system shall be charged with regulated dry nitrogen and appropriate tracer gas to bring system pressure up to 300 psig minimum.

5.508.2.5.2 Leaks. Check the system for leaks, repair any leaks, and retest for pressure using the same gauge.

5.508.2.5.3 Allowable pressure change. The system shall stand, unaltered, for 24 hours with no more than a +/- one pound pressure change from 300 psig, measured with the same gauge.

5.508.2.6 Evacuation. The system shall be evacuated after pressure testing and prior to charging.

5.508.2.6.1 First vacuum. Pull a system vacuum down to at least 1000 microns (+/- 50 microns), and hold for 30 minutes.

5.508.2.6.2 Second vacuum. Pull a second system vacuum to a minimum of 500 microns and hold for 30 minutes.

5.508.2.6.3 Third vacuum. Pull a third vacuum down to a minimum of 300 microns, and hold for 24 hours with a maximum drift of 100 microns over a 24-hour period.

CHAPTER 7
INSTALLER & SPECIAL INSPECTOR QUALIFICATIONS

702 QUALIFICATIONS

702.1 INSTALLER TRAINING. HVAC system installers shall be trained and certified in the proper installation of HVAC systems including ducts and equipment by a nationally or regionally recognized training or certification program. Uncertified persons may perform HVAC installations when under the direct supervision and responsibility of a person trained and certified to install HVAC systems or contractor licensed to install HVAC systems. Examples of acceptable HVAC training and certification programs include but are not limited to the following:

1. State certified apprenticeship programs.
2. Public utility training programs.
3. Training programs sponsored by trade, labor or statewide energy consulting or verification organizations.
4. Programs sponsored by manufacturing organizations.
5. Other programs acceptable to the enforcing agency.

702.2 SPECIAL INSPECTION [HCD]. When required by the enforcing agency, the owner or the responsible entity acting as the owner's agent shall employ one or more special inspectors to provide inspection or other duties necessary to substantiate compliance with this code. Special inspectors shall demonstrate competence to the satisfaction of the enforcing agency for the particular type of inspection or task to be performed. In addition to other certifications or qualifications acceptable to the enforcing agency, the following certifications or education may be considered by the enforcing agency when evaluating the qualifications of a special inspector:

1. Certification by a national or regional green building program or standard publisher.
2. Certification by a statewide energy consulting or verification organization, such as HERS raters, building performance contractors, and home energy auditors.
3. Successful completion of a third party apprentice training program in the appropriate trade.
4. Other programs acceptable to the enforcing agency.

Notes:

1. Special inspectors shall be independent entities with no financial interest in the materials or the project they are inspecting for compliance with this code.
2. HERS raters are special inspectors certified by the California Energy Commission (CEC) to rate homes in California according to the Home Energy Rating System (HERS).

[BSC-CG] When required by the enforcing agency, the owner or the responsible entity acting as the owner's agent shall employ one or more special inspectors to provide inspection or other duties necessary to substantiate compliance with this code. Special inspectors shall demonstrate competence to the satisfaction of the enforcing agency for the particular type of inspection or task to be performed. In addition, the special inspector shall have a certification from a recognized state, national or international association, as determined by the local agency. The area of certification shall be closely related to the primary job function, as determined by the local agency.

Note: Special inspectors shall be independent entities with no financial interest in the materials or the project they are inspecting for compliance with this code.

703 VERIFICATIONS

703.1 DOCUMENTATION. Documentation used to show compliance with this code shall include but is not limited to, construction documents, plans, specifications, builder or installer certification, inspection reports, or other methods acceptable to the enforcing agency which demonstrate substantial conformance. When specific documentation or special inspection is necessary to verify compliance, that method of compliance will be specified in the appropriate section or identified applicable checklist.

ARCHITECTURAL CONCEPTS
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CONSULTANT:

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LIFT/ ADDITION REMODEL
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OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
C1.4

REVISION 0

Bay-Friendly Basics Landscape Checklist

This Bay-Friendly Basics Checklist is for all new construction and renovation of landscapes that are 2,500 square feet of irrigated area or greater and require a permit. The Bay-Friendly Basics represents the 9 required practices from the Bay-Friendly Landscape Scorecard. It is considered a minimum set of practices to improve the environmental performance of the landscape. Projects are recommended to to meet all applicable measures on the checklist. For measures that are not applicable or are not in the project's scope of work, select "N/A" and make a note of why the measure does not apply to the project. For electronic copies of this checklist, and other Bay-Friendly Landscaping resources, visit: www.BayFriendly.org

Project: Sunflowers Daycare Renovation
Address: 5315 College Ave. Oakland CA94618

Earthwork & Soil Health

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**1. Mulch** **Requirement** All soil on site is protected with a minimum of 3 inches of mulch after construction. **Recomendation** Use recycled or greenwaste mulch instead of landscape fabric. Trees identified for removal are chipped and used on site as mulch, on-site storage space permitting. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; *Bay-Friendly Guide to Mulch,* available at www.BayFriendly.org. Provides sources of recycled mulch and proper application of mulch and information on sheet mulching.	• Submit square footage of planting areas as well as cubic yards required to cover planting areas to a minimum three-inch (3") depth. • Submit a delivery ticket or receipt of purchased mulch and/or, • Submit receipts for sheet mulching materials and/or, • (Optional) Submit photos of trees being chipped for mulch (if applicable).	
✓			**2. Amend the Soil with Compost Before Planting** **Requirement** Compost is specified as the soil amendment, at the rates indicated by a soil analysis to bring the soil organic matter content to a minimum of 3.5% by dry weight or 1 inch of compost. If the imported or site soil meets the organic content of 3.5% or more, then the requirement is waived. **Recommendation** Purchase compost from a producer who participates in the U.S. Composting Council's Standard Testing Assurance(STA) program to ensure quality. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; Model Bay-Friendly Soil specifications, at www.BayFriendly.org; U.S. Composting Council Standard Testing Assurance program explanation and list of participating producers can be found at: www.compostingcouncil.org	• Submit the site soil or imported topsoil analysis. No soils analysis is required if 1" of compost is used. • Submit+H35 compost details from construction documents. • Submit the receipt or delivery ticket for the compost, indicating the amount of the compost delivered/purchased. *If a waiver is requested based on soil organic matter content or the needs of plant palette,* • Submit a completed plant palette with species that need little/no soil organic matter identified, and include the source of information on their soil needs OR • Submit a soils report that indicates the soil has an organic matter content of 3.5% or greater.	

Bay-Friendly Basics Landscape Checklist

Materials

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**3. Reduce and Recycle Landscape Construction Waste** **Requirement** Divert 50% of landscape construction and demolition waste by weight. Verify the local jurisdiction's minimum requirement and reporting procedures for construction and demolition (C&D) recycling. **Reference:** StopWaste.Org, *Builders' Guide to Reuse & Recycling: A Directory for Construction and Demolition Materials* and sample Waste Management Plan for recycling C&D materials at www.BuildGreenNow.Org.	• State the percent diversion goal in the design documents. • List specific goals and recycling and reuse requirements in plans and specifications. • Require contractors to review the waste management plan with subcontractors and to include contract language requiring subcontractors comply with the plan. • Prior to construction, complete a construction waste management plan. The City should provide a smaple template, or one can be downloaded at www.BuildGreenNow.org. • After construction, provide final waste management plan with backup documentation. If materials were sent to a C&D Recycling facility, apply a facility average diversion rate because not all materials can be recycled. Most large C&D facilities have a calculated diversion rate and can provide you with documentation stating the percentage of materials recycled at that facility (typically 50% to 90%).	

Planting

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**4. Choose & Locate Plants to Grow to Natural Size & Avoid Shearing** **Requirement** No plant species will require shearing. Species will be selected and plants spaced to allow them to grow to their natural size and shape without shearing at any point in the lifespan of the plant. Pruning for structural integrity and health of plant is permitted. In addition, plants located in a row or adjacent to buildings, sidewalks or in narrow strips/medians will be spaced at the maximum plant spread according to a published reference plant book and still fit into thier planting area without significant overhang against buildings,or over walkways, streets or into adjacent plants. **Definition** Shearing is a method of pruning for forming hedges of uniform shape by routinely cutting them with hedge shears, resulting in a geometric growth habit and dense build-up of internal branches. **Reference** *Bay-Friendly Landscape Guidelines* , Practices 2.1, Bay-Friendly Plant lists are available at www.BayFriendly.org; Bronsetin,Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden;* East Bay Municipal Utility District, *Plants and Landscapes for Summer Dry Climates;* Sunset,*Western Garden Book.*	• Submit plant legend indicating plant species, spacing and mature spread of plant. Indicate the source of information on spacing and spread. • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**5. Do Not Plant Invasive Plant Species** **Requirement** None of the plant species listed by CAL-IPC as invasive in the San-Francisco, Bay Area are included in the planting plan. **Definition** An invasive speices is defined as a species that is non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likeley to cause economic or environmental harm or harm to human health. Federal Executive Order 1311. **Reference** Bay-Friendly Landscape Guielines, Practice 2.1d; Don't Plant A Pestbrochures for trees and plants available at www.cal-ipc.org; www.cal-ipc.org/ip/inventory/weedlist.php.	• Compare the complete list of plants in the plant palette to the Cal-IPC list of plants that are invasive to the San Francisco Bay-Area. • Submit the complete plant palette. • Submit a statement signed by the Landscape Architect, Designer or Contractor confirming that no invasive species were substituted for specified species.	
✓			**6. Grow drought tolerant CA native, Mediterranean or climate adapted plants** **Requirement** A minimum of 75% of the total number of plants in non-turf areas must be species that require no or little summer watering once established. Species should be adapted to the climate in which they will be planted, as referenced by a third party source. If plants are given a range of water needs from "occasional to moderate" for example, the landscape designer must determine if the plant will require either occasional or moderate watering based on site, soil, and climate conditions and categorize the plant appropriately. **Recommendation** California native or Mediterranean species are strongly recommended. **Reference** *Bay-Friendly Landscape Guidelines* Practice 4.2; Bornstein, Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden* ; EBMUD, *Plants and Landscapes for Summer-Dry Climates;* Sunset, *Western Garden Book* ; UCCE, *Guide to Estimating Irrigation Water Needs of Landscape Plantings in CA* , www.owue.water.ca.gov/docs/wucols00.pdf.	• Submit a plant legend that identifies species, number of plants, irrigation requirements (and reference source of the water requirement), total number of drought tolerant plants and total number of non-turf plants. (download a Bay-Friendly plant legend template to facilitate this process at www.BayFriendly.org). • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**7. Minimize the lawn** **Requirement** A maximum of 25% of total irrigated area is specified as turf, with sports or multiple use fields exempted. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.3; Bay-Friendly Lawn Alternatives plant list at www.BayFriendly.org; Brooklyn Botanic Garden Publications, *Easy Lawns, Low Maintenance Native Grasses for Gardeners Everywhere.*	• Submit calculations of square feet of turf, excluding sports and multiple use fields, and square feet of total irrigated area. • Submit planting plans with sports and multiple use fields identified. Include a statement about the purpose of multiple use fields. • Submit as statement signed by the Landscape Architect, Designer or Contractor that installed turf meets the requirements for this credit.	

Irrigation

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**8. Specify Weather-Based Irrigation Controllers (automatic, self-adjusting)** that Includes a Moisture &/or Rain Sensor Shutoff **Requirement** Weather-based irrigation controllers, soil moisture based controllers or other self-adjusting irrigation controllers, shall be required for all irrigation systems. **Reference** *Bay-Friendly Landscape Guidelines* , Practice 4.6; EBMUD website has a list of recommended self adjusting controllers at www.ebmud.com.	• Submit the make and model and product sheet of the irrigation controller. • Provide a statement signed by the Landscape Architect, Designer or Contractor that the installed controller is a self-adjusting model and includes shut off capacity.	
✓			**9. Sprinkler & Spray Heads are Not Specified for Areas Less Than 8 Feet Wide** **Requirement** Sprinkler and spray heads are not specified in areas less than or equal to 8 feet wide to prevent overspray and runoff. Acceptable alternatives include drip, subsurface drip, bubblers or no irrigation. Bubblers shall not exceed 1.5 gallons per minute per bubbler.	• Submit statement signed by the Landscape Architect, Designer or Contractor verifying that irrigation as installed does not have sprinkler or spray heads in planted areas less than 8 feet wide.	

Bay-Friendly Basics: Bay-Friendly Basics represents the 9 required practices in the Bay-Friendly Landscape Scorecard. Landscapes that achieve the Bay-Friendly Basics are not considered to be Bay-Friendly Rated Landscapes. In order to qualify as a Bay-Friendly Rated Landscape a project must complete the entire Bay-Friendly Landscape Scorecard that has these 9 required practices as well earn a minimum of 60 points out of a possible 219 points. In addition, the scorecard must be evaluated by a qualfied Bay-Friendly Rater. The Bay-Friendly Basics is also not supposed to substitute for standard horticultural practices. Rather, the Bay-Friendly Basics is supposed to help local government staff raise the minimum environmental requirements for landscape projects that require a permit. For more information on Bay-Friendly Rated Landscapes visit www.BayFriendly.org.

This checklist works well with the Small Commercial Green Building Checklist available at www.BuildGreenNow.org

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John W Cowee, Jr.
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STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

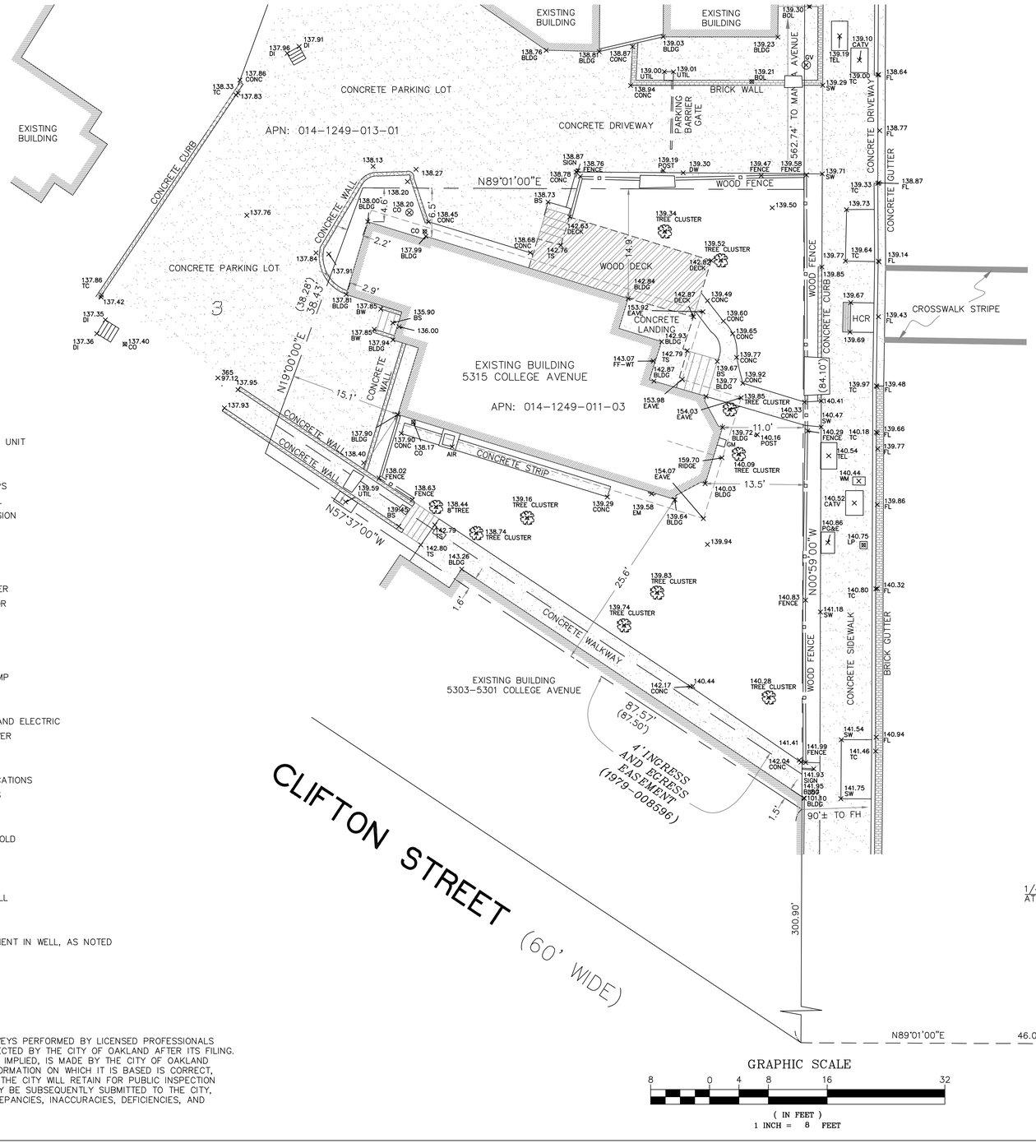
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
G1.5

REVISION 0



LEGEND

AIR	AIR CONDITION UNIT
BLDG	BUILDING
BOL	BOLLARD
BS	BASE OF STEPS
BW	BASE OF WALL
CATV	CABLE TELEVISION
CO	CLEAN OUT
CONC	CONCRETE
DI	DRAIN INLET
DW	DRIVEWAY
EM	ELECTRIC METER
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE
GM	GAS METER
GV	GAS VALVE
HCR	HANDICAP RAMP
LP	LAMP POST
MH	MANHOLE
PG&E	PACIFIC GAS AND ELECTRIC
SS	SANITARY SEWER
SW	SIDEWALK
TC	TOP OF CURB
TEL	TELECOMMUNICATIONS
TS	TOP OF STEPS
UTIL	UTILITY
WM	WATER METER
WT	WOOD THRESHOLD
	BRICK
	BUILDING LINE
	CONCRETE
	CONCRETE WALL
	WOOD
	WOOD FENCE
◉	FOUND MONUMENT IN WELL, AS NOTED
( )	RECORD DATA

GRAPHIC SCALE

8 0 4 8 16 32

(IN FEET)

1 INCH = 8 FEET

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SURVEYOR'S CERTIFICATE:
THIS MAP CORRECTLY REPRESENTS A FIELD SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT AT THE REQUEST OF MEHDI SHAFIEI IN FEBRUARY OF 2022.

I HEREBY STATE THAT ALL EXISTING GRADES AND CONTOURS DELINEATED UPON THIS PLAT ARE BASED UPON CITY OF OAKLAND DATUM.

I HEREBY FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN FULLY SATISFIED.

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I HEREBY FURTHER STATE THAT IN ACCORDANCE WITH THE CALIFORNIA LAND SURVEYORS' ACT THE PERFORMANCE OF THIS SURVEY DOES NOT REQUIRE THAT A CORNER RECORD BE FILED.

I HEREBY ACKNOWLEDGE THAT THIS SURVEY SHALL BE PUBLIC RECORD AND MAY BE AVAILABLE FOR INSPECTION AND DISTRIBUTION TO THE GENERAL PUBLIC.

JAMES S. MORAN, L.S. 7881

DATE: _____

GENERAL NOTES:
DIMENSIONS ARE IN FEET AND DECIMAL FEET.

DIMENSIONS SHOWN FROM BUILDINGS TO PROPERTY LINES ARE MEASURED AT BUILDING CORNERS FROM THE EXTERIOR BUILDING FACE PERPENDICULAR TO THE PROPERTY LINE.

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HORIZONTAL AND VERTICAL CURVES DO EXIST WITHIN 300 FEET OF THE PROPERTY.

PROTECTED TREES DO NOT EXIST ON THIS SITE.

NO BUS STOPS EXIST WITHIN 100 FEET OF THIS PROPERTY.

CROSSWALKS DO EXIST WITHIN 100 FEET OF THIS PROPERTY.

ASSESSOR'S PARCEL NUMBER: 014-1249-011-03

PROPERTY AREA = 4,165± SQUARE FEET

DATE OF FIELD SURVEY: MARCH 7, 2022

BASIS OF BEARINGS:
THE RIGHT-OF-WAY LINE OF COLLEGE AVENUE WAS TAKEN AS NORTH 00°59'00" WEST PER THE GRANT DEED TO KLETZ (2002-270231).

BENCHMARK:
ELEVATIONS ARE BASED ON CITY OF OAKLAND DATUM.
THE EAST CURB RETURN AT THE SOUTHEAST CORNER OF COLLEGE AND KALES AVENUES WAS TAKEN AS ELEVATION = 152.50 FEET PER CITY OF OAKLAND MONUMENT MAPS SHEET 311.

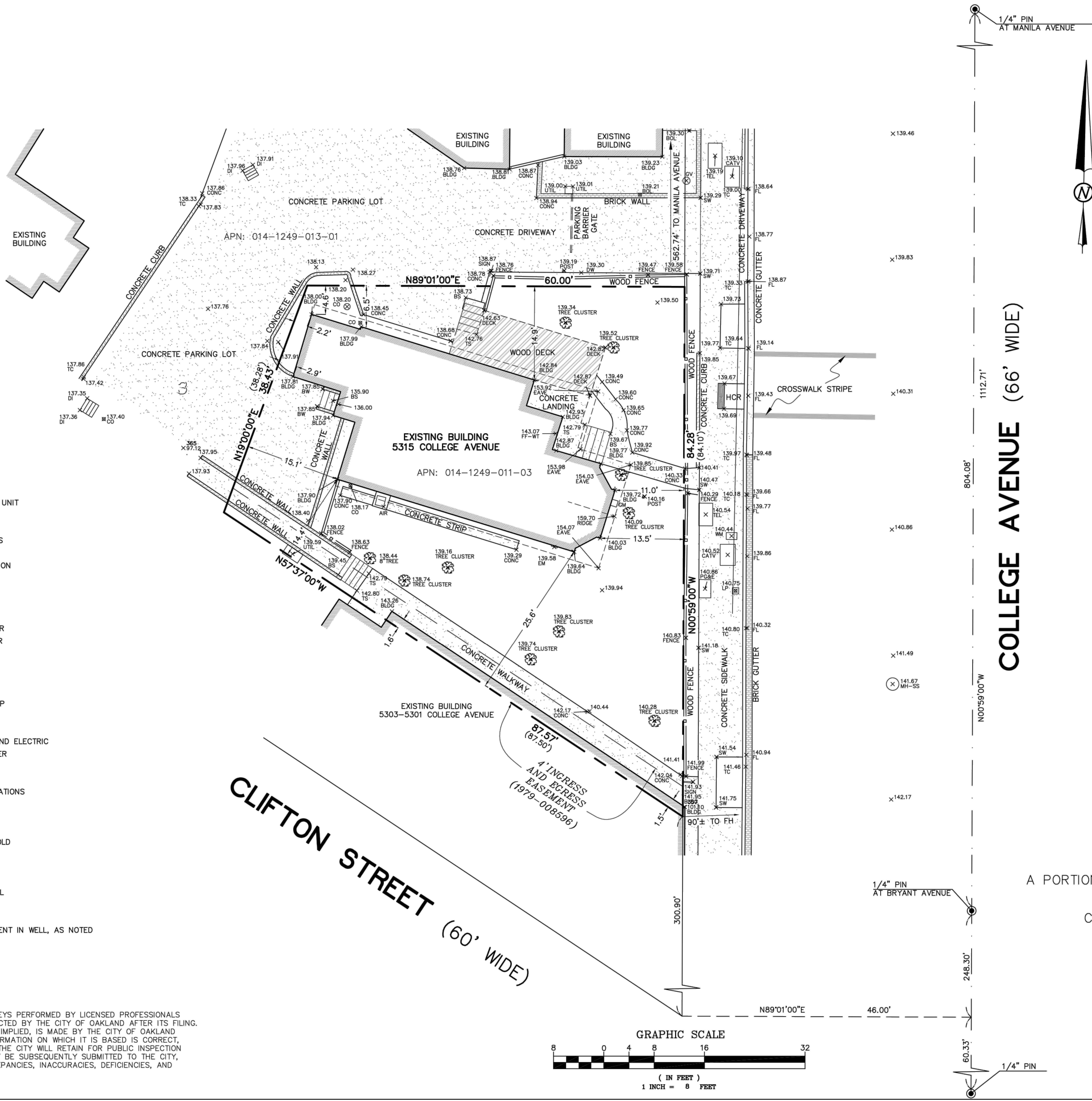
BOUNDARY AND TOPOGRAPHIC SURVEY

A PORTION OF LOT 3, BLOCK M, PORTION OF VERNON PARK (4 M 18)
LOCATED AT 5315 COLLEGE AVENUE
CITY OF OAKLAND, COUNTY OF ALAMEDA, CALIFORNIA

MARCH 24, 2022 SCALE: 1" = 8'

MORAN ENGINEERING, INC.
CIVIL ENGINEERS \ LAND SURVEYORS
1930 SHATTUCK AVENUE, SUITE A
BERKELEY, CALIFORNIA 94704
(510) 848-1930

F.B. NO. 1879 COLLEGE-TOPO.DWG JOB NO. 22-10903



LEGEND

AIR	AIR CONDITION UNIT
BLDG	BUILDING
BOL	BOLLARD
BS	BASE OF STEPS
BW	BASE OF WALL
CATV	CABLE TELEVISION
CO	CLEAN OUT
CONC	CONCRETE
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LICENSED LAND SURVEYOR JAMES S. MORAN 7881 STATE OF CALIFORNIA

JAMES S. MORAN, L.S. 7881

DATE: 03-24-2022

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ASSESSOR'S PARCEL NUMBER: 014-1249-011-03

PROPERTY AREA = 4,165± SQUARE FEET

DATE OF FIELD SURVEY: MARCH 7, 2022

BASIS OF BEARINGS:
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LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

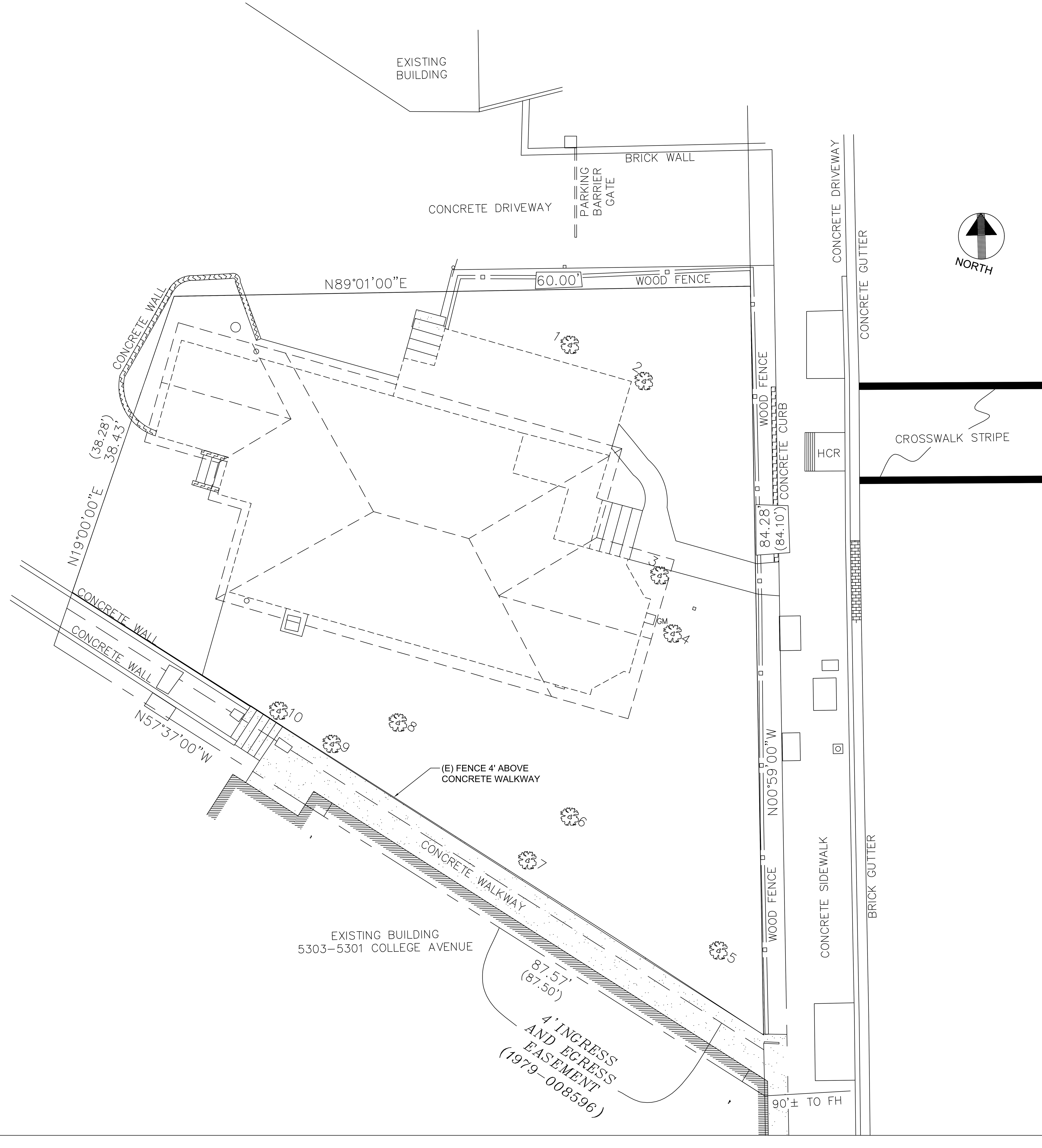
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CIVIL SURVEY

SHEET NO.
C0.0

REVISION 0



1 PROPOSED SITE PLAN SCALE 3/16" = 1'-0"

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REVISIONS	DATE
0 OWNER REVIEW	DATED 06/13/2022

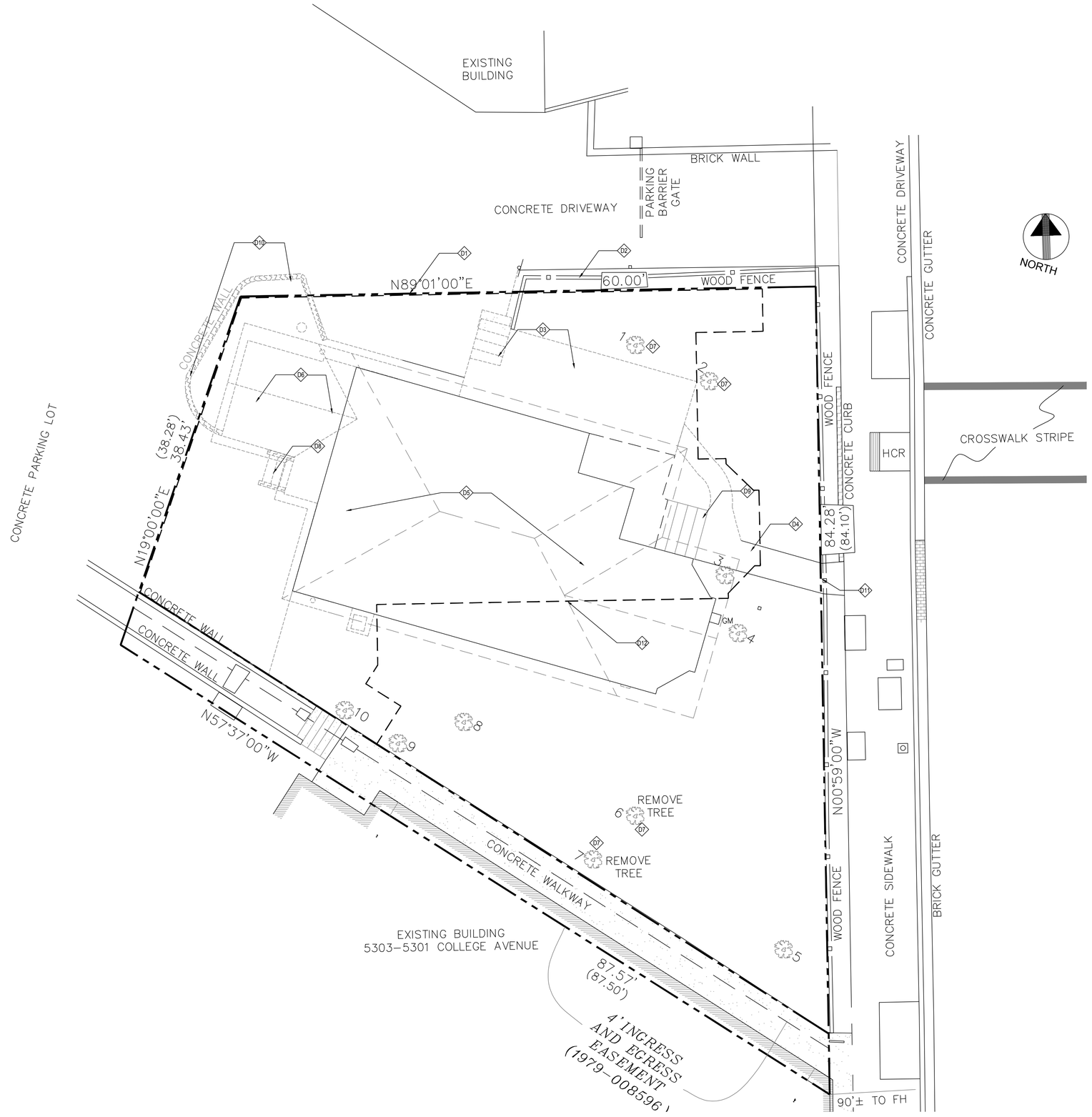
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
EXISTING SITE PLAN

SHEET NO.
C0.1

REVISION 0



1 PROPOSED DEMO SITE PLAN SCALE 3/16" = 1'-0"

DEMOLITION NOTES

D1 EXISTING PROPERTY LINE TO REMAIN.

D2 EXISTING WOOD FENCE TO REMAIN.

D3 EXISTING STAIR AND DECK TO BE DEMOLISHED COMPLETE.

D4 EXISTING WALKWAY TO BE DEMOLISHED COMPLETE.

D5 EXISTING HOUSE TO BE RAISED AND PREPARED FOR RELOCATION. REMOVE EXISING BASEMENT AND FOUNDATIONS COMPLETE. CUT BACK AND CAP UTILITIES, DRAIN LINES, DOWNSPOUTS, ELECTRICAL SERVICE, AND ETC. AND PREPARE THEM FOR NEW WORK.

D6 REMOVE REAR ADDITION TO BUILDING.

D7 REMOVE TREES AND EXISTING LANDSCAPING IN THE WAY OF NEW WORK.

D8 REMOVE STAIRS TO BASEMENT COMPLETE.

D9 REMOVE FRONT STAIRS COMPLETE.

D10 REMOVE CONCRETE WALL AT THE REAR OF THE BUILDING.

D11 EXISITING GATE AND FENCE TO REMAIN.

D12 OUTLINE OF NEW BUILDING LOCATION. EXCAVATE THIS AREA TO MATCH BASEMENT FLOOR PLAN. PROVIDE SHORING FOR ANY EXCAVATION DEEPER THATN 5 FEET. PREPARE AREA TO RECEIVE NEW WORK.

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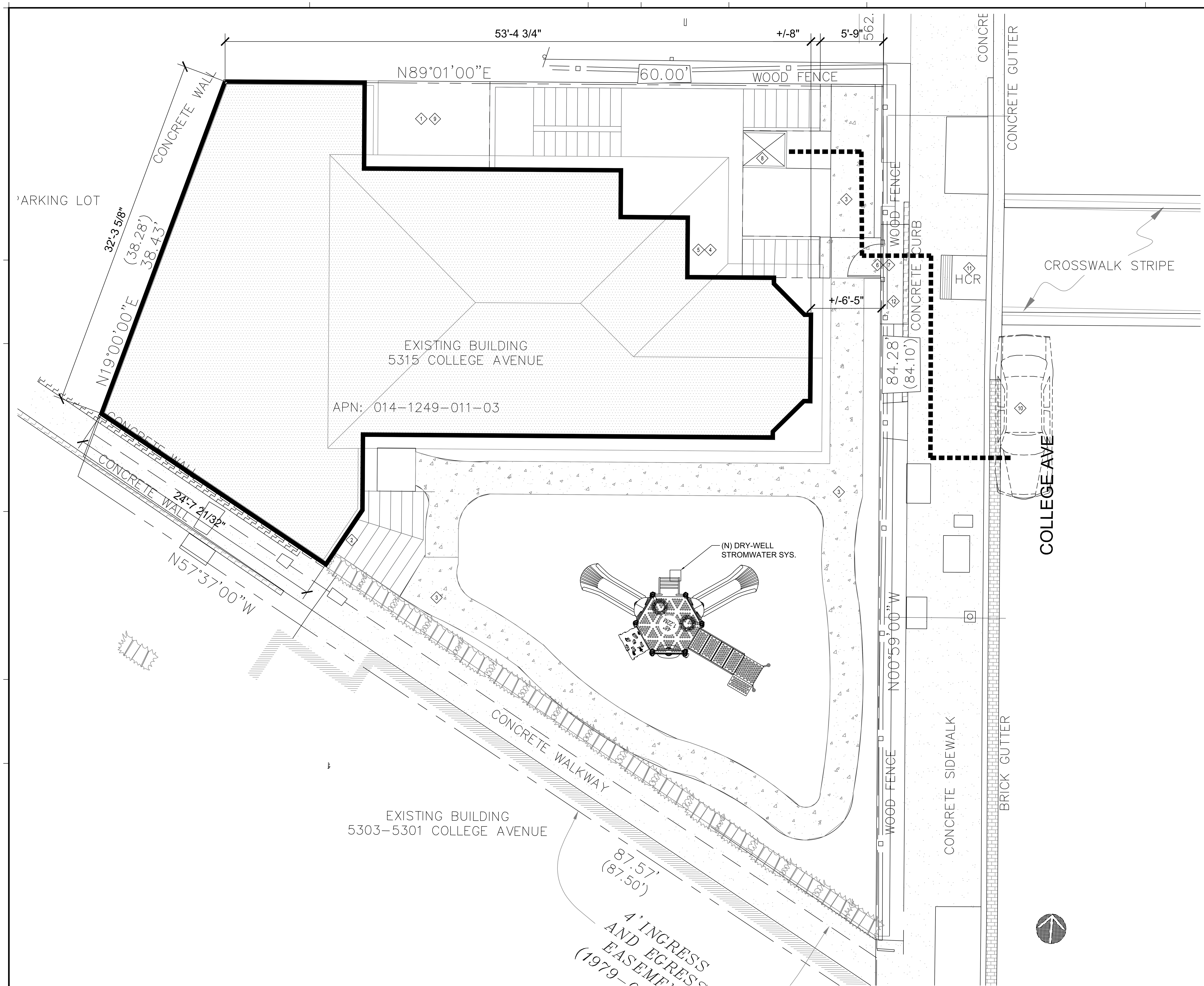
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: PROPOSED DEMO SITE PLAN

SHEET NO. C0.2

REVISION 0



1 PROPOSED SITE PLAN SCALE 3/16" = 1'-0"

SITE PLAN NOTES

1. 4" THICK CONCRETE PATIO W/ @4 BARS @ 24" O.C. EACH WAY.
2. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD FLUSH WITH DECK OR WALKWAY.
3. 4" THICK CONCRETE WALKWAY W/ #3 BARS @ 24" O.C. EACH WAY(MAXIMUM SLOPE 1:20). SEE ALSO L1.2 LANDSCAPE PLAN.
4. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.
5. "ENTRANCE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
6. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
7. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE TO BE MAINTAINED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.
8. ACCESSIBLE LIFT - SEE FLOOR PLAN.
9. COURTYARD BELOW.
10. EXISTING ACCESSIBLE PARKING SPACE.
11. EXISTING ACCESSIBLE CURB CUT.
12. NEW CONCRETE PAD TO FACILITATE NEW GATE LOCATION.

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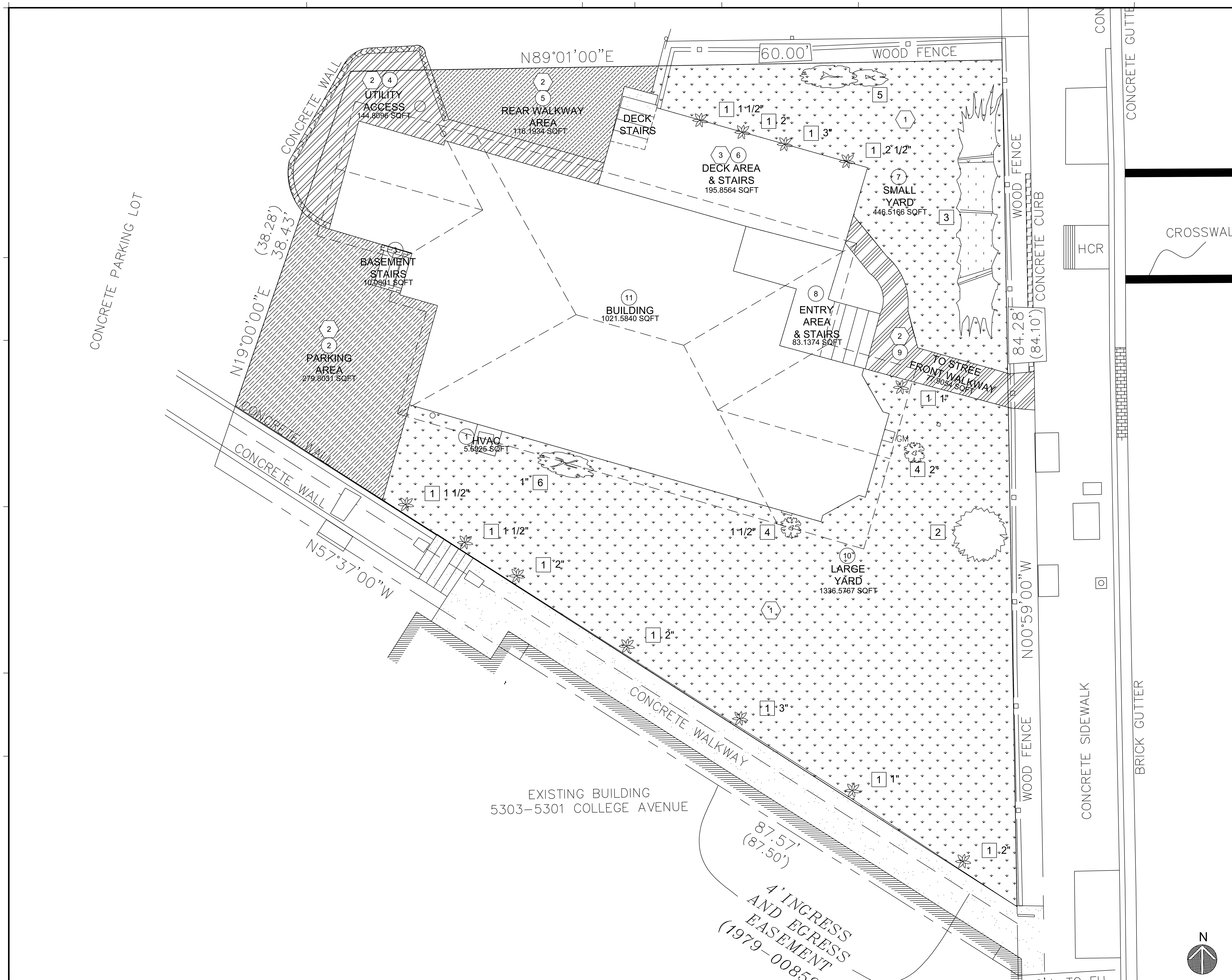
SHEET TITLE:
PROPOSED SITE PLAN

SHEET NO.
C0.3

REVISION 0



1 EXISTING LANDSCAPING PLAN

SCALE 1/4" = 1'-0"

LANDSCAPING NOTES

1	RED TIP PHOTINIA
2	MOLLOWS
3	CREEPING LANTANA
4	OSMANTHUS FRAGRANS
5	KATO
6	ROSE
7	ARTIFICIAL TURF
8	CONCRETE WALKWAYS

SITE COVERAGE

1	1.5%	HVAC PAD
2	7.5%	PARKING AREA
3	2.7%	BASEMENT STAIRS
4	4%	UTILITY ACCESS
5	3.9%	REAR WALKWAY AREA
6	5%	DECK AREA & STAIRS
7	12%	SMALL YARD
8	2%	TO STREET FRONT WALKWAY
9	2%	ENTRY AREA & STAIRS
10	36%	LARGE AREA
11	27%	BUILDING

SYMBOL LEGEND

1	PLANT TYPE
2	LANDSCAPE NOTES
1	MATERIAL TYPES

MATERIAL TYPE

1	GRASS
2	CONCRETE
3	WOOD

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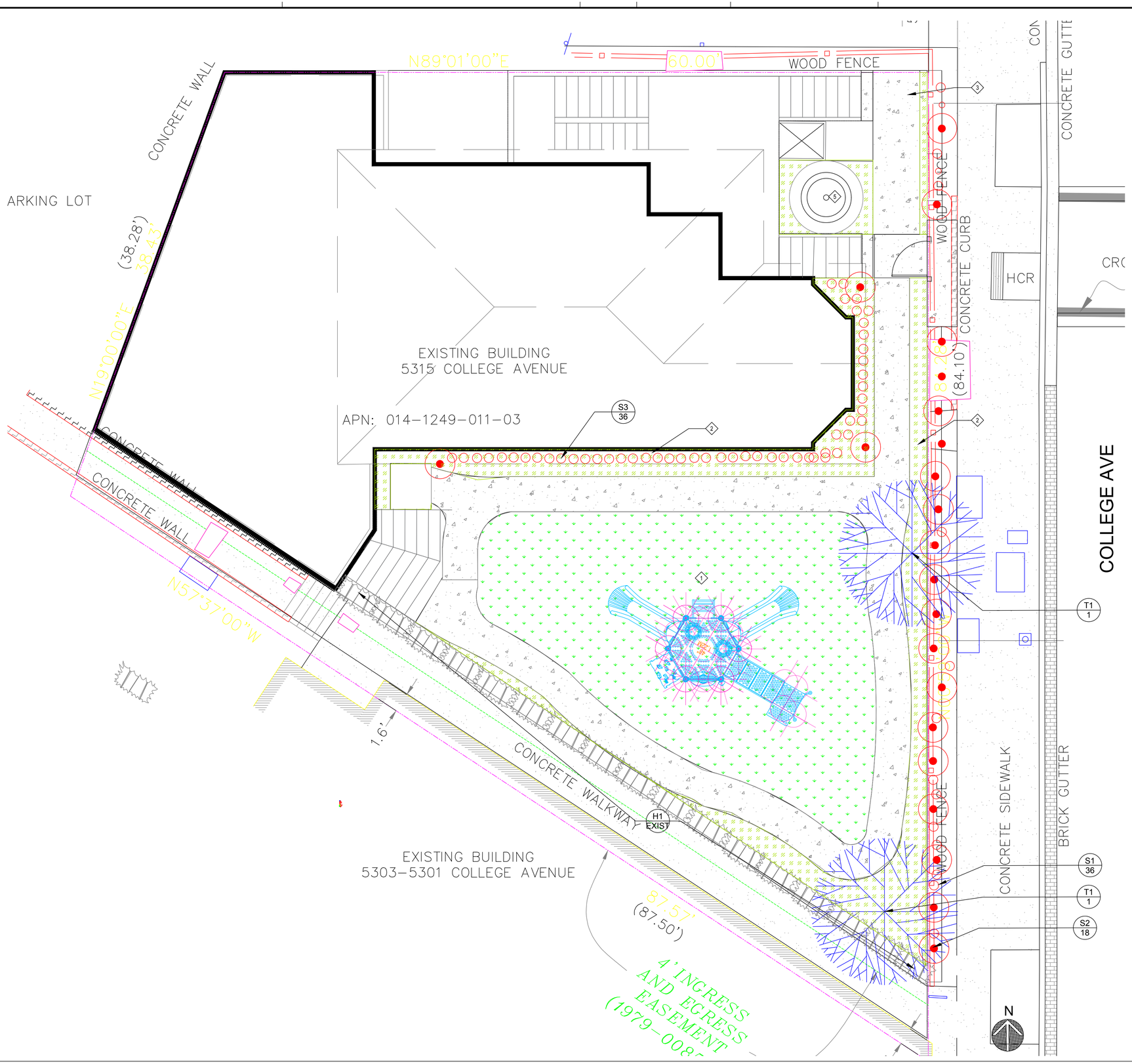
SHEET TITLE:
EXISTING LANDSCAPING PLAN

SHEET NO.
L1.1

REVISION 0



1 NEW LANDSCAPING PLAN SCALE 1/4" = 1'-0"

PLANTING LEGEND

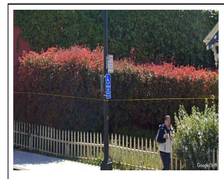
SHRUB ID: S1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SPHAERALCEA AMBIGUA**
COMMON NAME: **APRICOT MALLOW**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

SHRUB ID: S2 X
QUANTITY SEE PLAN
BOTANICAL NAME: **CORREA PULCHELLA**
COMMON NAME: **AUSTARLIA FUSCIA**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

SHRUB ID: S3 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SALVIA CLEVLANDII WINFRED GILMAN**
COMMON NAME: **BLUE SAGE WINFRED GILMAN**
HEIGHT: **3'-0"-6'-0'**
WIDTH: **3'-0"-6'-0"**
SPACING; **6'-0" O.C.**

SHRUB ID: S4 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SPHAERALCEA AMBIGUA**
COMMON NAME: **APRICOT MALLOW**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

TREE ID: T1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **ARBUTUS MARINA**
COMMON NAME: **STRAWBERRY MADRONE**
HEIGHT: **12'-0"-25'-0'**
WIDTH: **12'-0"-25'-0"**
SPACING; **12'-0" O.C.**



HEDGE ID: H1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **N/A HEDGE IS EXISTING TO REMAIN**
COMMON NAME: **N/A HEDGE IS EXISTING TO REMAIN**
HEIGHT: **EXISTING**
WIDTH: **EXISTING**
SPACING; **EXISTING**

SITE COVERAGE

1. 25.3% LARGE YARD
2. 7.5% ENTRY #2
3. 41% BUILDING
4. 1.3% ENTRY #3
5. 17.3% SMALL YARD
6. 3.3% ENTRY #1 & STAIRS
7. 1.4% STREET FRONT WALKWAY

SHEET NOTES

1. ARTIFICIAL TURF FALL ZONE AND PLAY STRUCTURE BY OWNER
2. GROUND COVER UNDER PLANTS BY OWNER.
3. REPAIR PICKET FENCE AS NECESSARY, REPAINT, AND RELOCATE (E) GATE TO NEW NORTH ENTRANCE.
4. SEE DRAWING L1.3 FOR BAY FRIENDLY PLANTING REQUIREMENTS AND NOTES.
5. NEW FOUNTAIN BY OWNER. SEE SITE PLAN.

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STAMP:

LICENSED ARCHITECT JOHN W. COWEE-JR. REN. 1-31-25 STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: NEW LANDSCAPING PLAN

SHEET NO. L1.2

REVISION 0

Bay-Friendly Basics Landscape Checklist

This Bay-Friendly Basics Checklist is for all new construction and renovation of landscapes that are 2,500 square feet of irrigated area or greater and require a permit. The Bay-Friendly Basics represents the 9 required practices from the Bay-Friendly Landscape Scorecard. It is considered a minimum set of practices to improve the environmental performance of the landscape. Projects are recommended to to meet all applicable measures on the checklist. For measures that are not applicable or are not in the project's scope of work, select "N/A" and make a note of why the measure does not apply to the project. For electronic copies of this checklist, and other Bay-Friendly Landscaping resources, visit: www.BayFriendly.org

Project: Sunflowers Daycare Renovation

Address: 5315 College Ave. Oakland CA94618

Earthwork & Soil Health

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**1. Mulch** **Requirement** All soil on site is protected with a minimum of 3 inches of mulch after construction. **Recomendation** Use recycled or greenwaste mulch instead of landscape fabric. Trees identified for removal are chipped and used on site as mulch, on-site storage space permitting. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; *Bay-Friendly Guide to Mulch,* available at www.BayFriendly.org. Provides sources of recycled mulch and proper application of mulch and information on sheet mulching.	• Submit square footage of planting areas as well as cubic yards required to cover planting areas to a minimum three-inch (3") depth. • Submit a delivery ticket or receipt of purchased mulch and/or, • Submit receipts for sheet mulching materials and/or, • (Optional) Submit photos of trees being chipped for mulch (if applicable).	
✓			**2. Amend the Soil with Compost Before Planting** **Requirement** Compost is specified as the soil amendment, at the rates indicated by a soil analysis to bring the soil organic matter content to a minimum of 3.5% by dry weight or 1 inch of compost. If the imported or site soil meets the organic content of 3.5% or more, then the requirement is waived. **Recommendation** Purchase compost from a producer who participates in the U.S. Composting Council's Standard Testing Assurance(STA) program to ensure quality. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; Model Bay-Friendly Soil specifications, at www.BayFriendly.org; U.S. Composting Council Standard Testing Assurance program explanation and list of participating producers can be found at: www.compostingcouncil.org	• Submit the site soil or imported topsoil analysis. No soils analysis is required if 1" of compost is used. • Submit+H35 compost details from construction documents. • Submit the receipt or delivery ticket for the compost, indicating the amount of the compost delivered/purchased. *If a waiver is requested based on soil organic matter content or the needs of plant palette,* • Submit a completed plant palette with species that need little/no soil organic matter identified, and include the source of information on their soil needs OR • Submit a soils report that indicates the soil has an organic matter content of 3.5% or greater.	

Bay-Friendly Basics Landscape Checklist

Materials

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**3. Reduce and Recycle Landscape Construction Waste** **Requirement** Divert 50% of landscape construction and demolition waste by weight. Verify the local jurisdiction's minimum requirement and reporting procedures for construction and demolition (C&D) recycling. **Reference:** StopWaste.Org, *Builders' Guide to Reuse & Recycling: A Directory for Construction and Demolition Materials* and sample Waste Management Plan for recycling C&D materials at www.BuildGreenNow.Org.	• State the percent diversion goal in the design documents. • List specific goals and recycling and reuse requirements in plans and specifications. • Require contractors to review the waste management plan with subcontractors and to include contract language requiring subcontractors comply with the plan. • Prior to construction, complete a construction waste management plan. The City should provide a smaple template, or one can be downloaded at www.BuildGreenNow.org. • After construction, provide final waste management plan with backup documentation. If materials were sent to a C&D Recycling facility, apply a facility average diversion rate because not all materials can be recycled. Most large C&D facilities have a calculated diversion rate and can provide you with documentation stating the percentage of materials recycled at that facility (typically 50% to 90%).	

Planting

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**4. Choose & Locate Plants to Grow to Natural Size & Avoid Shearing** **Requirement** No plant species will require shearing. Species will be selected and plants spaced to allow them to grow to their natural size and shape without shearing at any point in the lifespan of the plant. Pruning for structural integrity and health of plant is permitted. In addition, plants located in a row or adjacent to buildings, sidewalks or in narrow strips/medians will be spaced at the maximum plant spread according to a published reference plant book and still fit into thier planting area without significant overhang against buildings,or over walkways, streets or into adjacent plants. **Definition** Shearing is a method of pruning for forming hedges of uniform shape by routinely cutting them with hedge shears, resulting in a geometric growth habit and dense build-up of internal branches. **Reference** *Bay-Friendly Landscape Guidelines*, Practices 2.1, Bay-Friendly Plant lists are available at www.BayFriendly.org; Bronsetin,Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden;* East Bay Municipal Utility District, *Plants and Landscapes for Summer Dry Climates;* Sunset,*Western Garden Book.*	• Submit plant legend indicating plant species, spacing and mature spread of plant. Indicate the source of information on spacing and spread. • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**5. Do Not Plant Invasive Plant Species** **Requirement** None of the plant species listed by CAL-IPC as invasive in the San-Francisco, Bay Area are included in the planting plan. **Definition** An invasive speices is defined as a species that is non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likeley to cause economic or environmental harm or harm to human health. Federal Executive Order 1311. **Reference** Bay-Friendly Landscape Guielines, Practice 2.1d; Don't Plant A Pestbrochures for trees and plants available at www.cal-ipc.org; www.cal-ipc.org/ip/inventory/weedlist.php.	• Compare the complete list of plants in the plant palette to the Cal-IPC list of plants that are invasive to the San Francisco Bay-Area. • Submit the complete plant palette. • Submit a statement signed by the Landscape Architect, Designer or Contractor confirming that no invasive species were substituted for specified species.	
✓			**6. Grow drought tolerant CA native, Mediterranean or climate adapted plants** **Requirement** A minimum of 75% of the total number of plants in non-turf areas must be species that require no or little summer watering once established. Species should be adapted to the climate in which they will be planted, as referenced by a third party source. If plants are given a range of water needs from "occasional to moderate" for example, the landscape designer must determine if the plant will require either occasional or moderate watering based on site, soil, and climate conditions and categorize the plant appropriately. **Recommendation** California native or Mediterranean species are strongly recommended. **Reference** *Bay-Friendly Landscape Guidelines* Practice 4.2; Bornstein, Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden*; EBMUD, *Plants and Landscapes for Summer-Dry Climates;* Sunset, *Western Garden Book*; UCCE, *Guide to Estimating Irrigation Water Needs of Landscape Plantings in CA*, www.owue.water.ca.gov/docs/wucols00.pdf.	• Submit a plant legend that identifies species, number of plants, irrigation requirements (and reference source of the water requirement), total number of drought tolerant plants and total number of non-turf plants. (download a Bay-Friendly plant legend template to facilitate this process at www.BayFriendly.org). • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**7. Minimize the lawn** **Requirement** A maximum of 25% of total irrigated area is specified as turf, with sports or multiple use fields exempted. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.3; Bay-Friendly Lawn Alternatives plant list at www.BayFriendly.org; Brooklyn Botanic Garden Publications, *Easy Lawns, Low Maintenance Native Grasses for Gardeners Everywhere.*	• Submit calculations of square feet of turf, excluding sports and multiple use fields, and square feet of total irrigated area. • Submit planting plans with sports and multiple use fields identified. Include a statement about the purpose of multiple use fields. • Submit as statement signed by the Landscape Architect, Designer or Contractor that installed turf meets the requirements for this credit.	

Irrigation

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**8. Specify Weather-Based Irrigation Controllers (automatic, self-adjusting) that Includes a Moisture &/or Rain Sensor Shutoff** **Requirement** Weather-based irrigation controllers, soil moisture based controllers or other self-adjusting irrigation controllers, shall be required for all irrigation systems. **Reference** *Bay-Friendly Landscape Guidelines*, Practice 4.6; EBMUD website has a list of recommended self adjusting controllers at www.ebmud.com.	• Submit the make and model and product sheet of the irrigation controller. • Provide a statement signed by the Landscape Architect, Designer or Contractor that the installed controller is a self-adjusting model and includes shut off capacity.	
✓			**9. Sprinkler & Spray Heads are Not Specified for Areas Less Than 8 Feet Wide** **Requirement** Sprinkler and spray heads are not specified in areas less than or equal to 8 feet wide to prevent overspray and runoff. Acceptable alternatives include drip, subsurface drip, bubblers or no irrigation. Bubblers shall not exceed 1.5 gallons per minute per bubbler.	• Submit statement signed by the Landscape Architect, Designer or Contractor verifying that irrigation as installed does not have sprinkler or spray heads in planted areas less than 8 feet wide.	

Bay-Friendly Basics: Bay-Friendly Basics represents the 9 required practices in the Bay-Friendly Landscape Scorecard. Landscapes that achieve the Bay-Friendly Basics are not considered to be Bay-Friendly Rated Landscapes. In order to qualify as a Bay-Friendly Rated Landscape a project must complete the entire Bay-Friendly Landscape Scorecard that has these 9 required practices as well earn a minimum of 60 points out of a possible 219 points. In addition, the scorecard must be evaluated by a qualfied Bay-Friendly Rater. The Bay-Friendly Basics is also not supposed to substitute for standard horticultural practices. Rather, the Bay-Friendly Basics is supposed to help local government staff raise the minimum environmental requirements for landscape projects that require a permit. For more information on Bay-Friendly Rated Landscapes visit www.BayFriendly.org.

This checklist works well with the Small Commercial Green Building Checklist available at www.BuildGreenNow.org

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MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

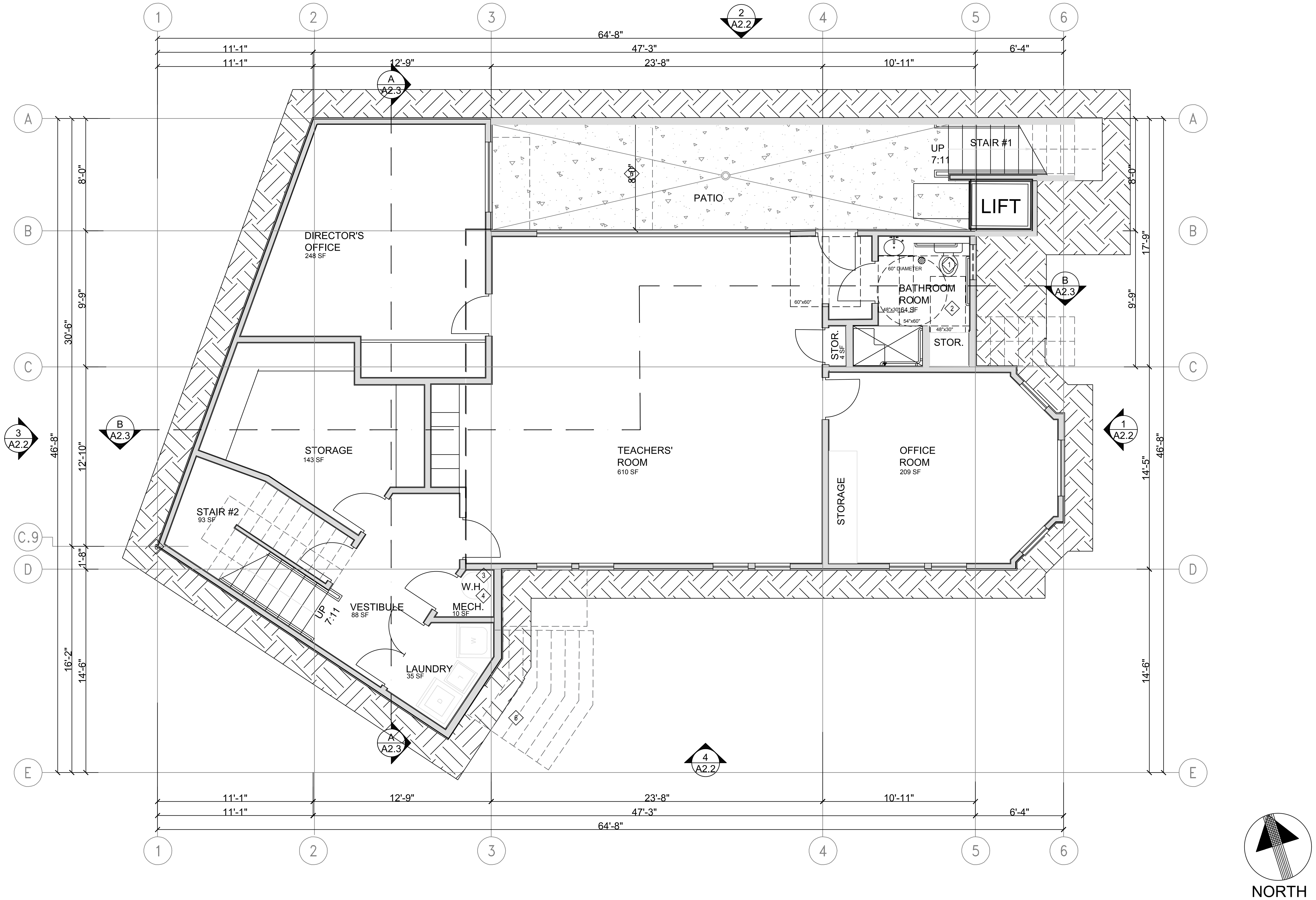
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
BAY FRIENDLY LANDSCAPING & PLANT LIST

SHEET NO.
L1.3

REVISION 0



1 PROPOSED BASEMENT FLOOR PLAN SCALE 1/4" = 1'-0" 1,649 SQ.FT.

SCHEDULES

SHEET NOTES

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

E. EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

F. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

J. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

H. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.

2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.

3. ELECTRIC TANKLESS WATER HEATER ON EXTERIOR WALL - PROVIDE SEISMIC STRAPS AT POINTS WITHIN THE UPPER AND LOWER ONE-THIRD OF ITS VERTICAL DIMENSION. THE LOWER ANCHOR / STRAP LOCATED TO MAINTAIN A DISTANCE OF 4 INCHES ABOVE THE CONTROLS AND INSULATION PER TITLE-24 ENERGY CALCS. - PROVIDE PRESSURE RELIEF VALVE WITH 1/2" COPPER DRAIN TO OUTSIDE. (PRIDE WATER HEATER VENT THROUGH ROOF) & 12"x12" LOUVER T&B.

4. ELECTRIC HEAT PUMP UNIT ON 18" HIGH PLATFORM- PROVIDE LIGHT, SWITCH, 110V RECEPTACLE PER CMC SEC 319. PROVIDE 26 GA. SHT. MET. FOR ALL DUCT PENETRATIONS OF WALLS OR CEILING

5. NOT USED.

6. 4" CONCRETE SLAB @ PATIO - SEE CIVIL DRAWINGS.

7. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD.

8. 4" CONCRETE WALKWAY (MAXIMUM SLOPE 1:20). SEE SITE PLAN .

9. 50-GALLON WH ON 18" HIGH PLATFORM. W/ SEISMIC RESTRAINT.

10. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);

11. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.

12. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.

13. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)

14. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.

15. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

16. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

17. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)

18. INSTALL PORTABLE FIRE EXTINGUISHERS AS REQUIRED PER CBC-2016 SECTION 906.3 (SEE SHEET E1 ALSO)

19. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE DRINKING FOUNTAIN TO BE INSTALLED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.

20. KNEE CLEARANCE SHALL BE PER FIGURE 11B-306.3 OF CBC-2016. SPOUT HEIGHT SHALL BE 36" AFF (SECTION 11B-602.4). SPOUT LOCATION SHALL BE LOCATED 15" MINIMUM FROM VERTICAL SUPPORT & 5" MAX. FROM THE FRONT EDGE OF THE UNIT (SECTION 11B-602.5).

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LICENSED ARCHITECT JOHN W. COWEE JR. NO. C-9199 REN. 1-31-25 STATE OF CALIFORNIA

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REVISIONS	DATE
0 OWNER REVIEW DATED 06/13/2022	

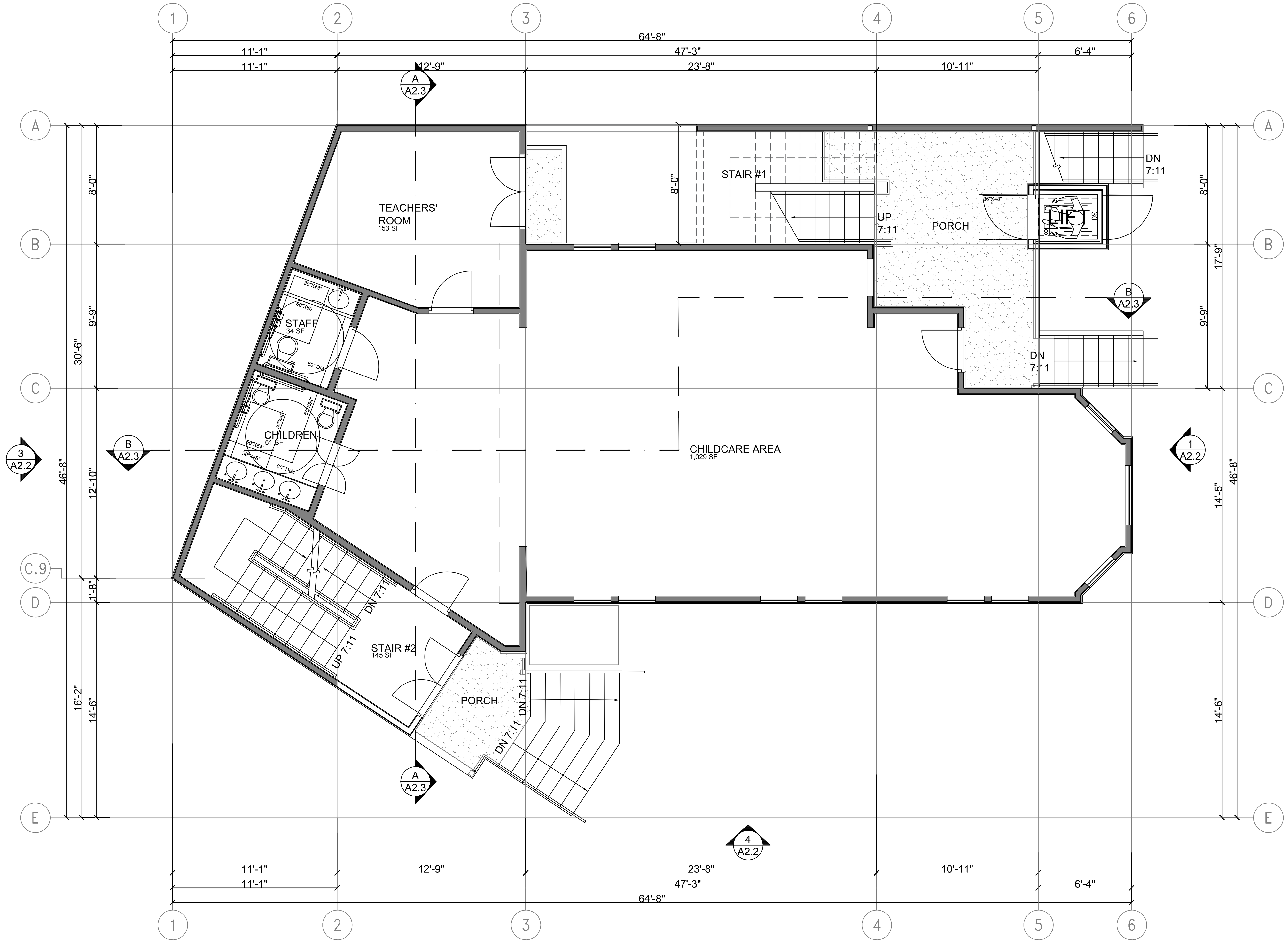
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED BASEMENT FLOOR PLAN

SHEET NO.
A1.0

REVISION 0



1 PROPOSED 1ST FLOOR PLAN SCALE 1/4" = 1'-0" 1,525 SQ.FT.

SCHEDULES

SHEET NOTES

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

E. EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

F. NEW 1-HOUR RATED EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TYPE "X". TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

H. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

J. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.
2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.
3. NEW WOOD STAIRWAY AND PORCH W/ 42" HIGH GUARDRAIL AND 34" HIGH HADRAILS.
4. EXTERIOR ELECTRIC ACCESSIBLE LIFT FROM BASEMENT TO FIRST FLOOR.
5. CONCRETE STAIR TO GRADE - SEE CIVIL DRAWINGS.
6. LANDINGS AT EXIT DOORS W/ THRESHOLD ARE FLUSH WITH FLOOR.
7. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);
8. NEW TACTILE ACCESSIBLE SIGNANGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.
9. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.
10. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)
11. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.
12. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
13. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
14. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)
15. INSTALL PORTABLE FIRE EXTINGUISHERS AS REQUIRED PER CBC-2016 SECTION 906.3 (SEE SHEET E1 ALSO)
16. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE DRINKING FOUNTAIN TO BE INSTALLED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.
17. KNEE CLEARANCE SHALL BE PER FIGURE 11B-306.3 OF CBC-2016. SPOUT HEIGHT SHALL BE 36" AFF (SECTION 11B-602.4). SPOUT LOCATION SHALL BE LOCATED 15" MINIMUM FROM VERTICAL SUPPORT & 5" MAX. FROM THE FRONT EDGE OF THE UNIT (SECTION 11B-602.5).
18. 1-HOUR RATED STAIRWAY WALL WITH HORIZONTAL WOOD SIDING TO MATCH EXISTING O/ 5/8" TYPE "X" GYP. SHEATHING O/ 1/2" CDX PLYWOOD EACH SIDE.
19. BALCONY WITH 42" HIGH WOOD GUARD RAILING.
20. RETAINING WALL BELOW.
21. OPEN TO BELOW.

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NO. C-9199
REN. 1-31-25
STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
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OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

REVISIONS	DATE
0 OWNER REVIEW DATED 06/13/2022	

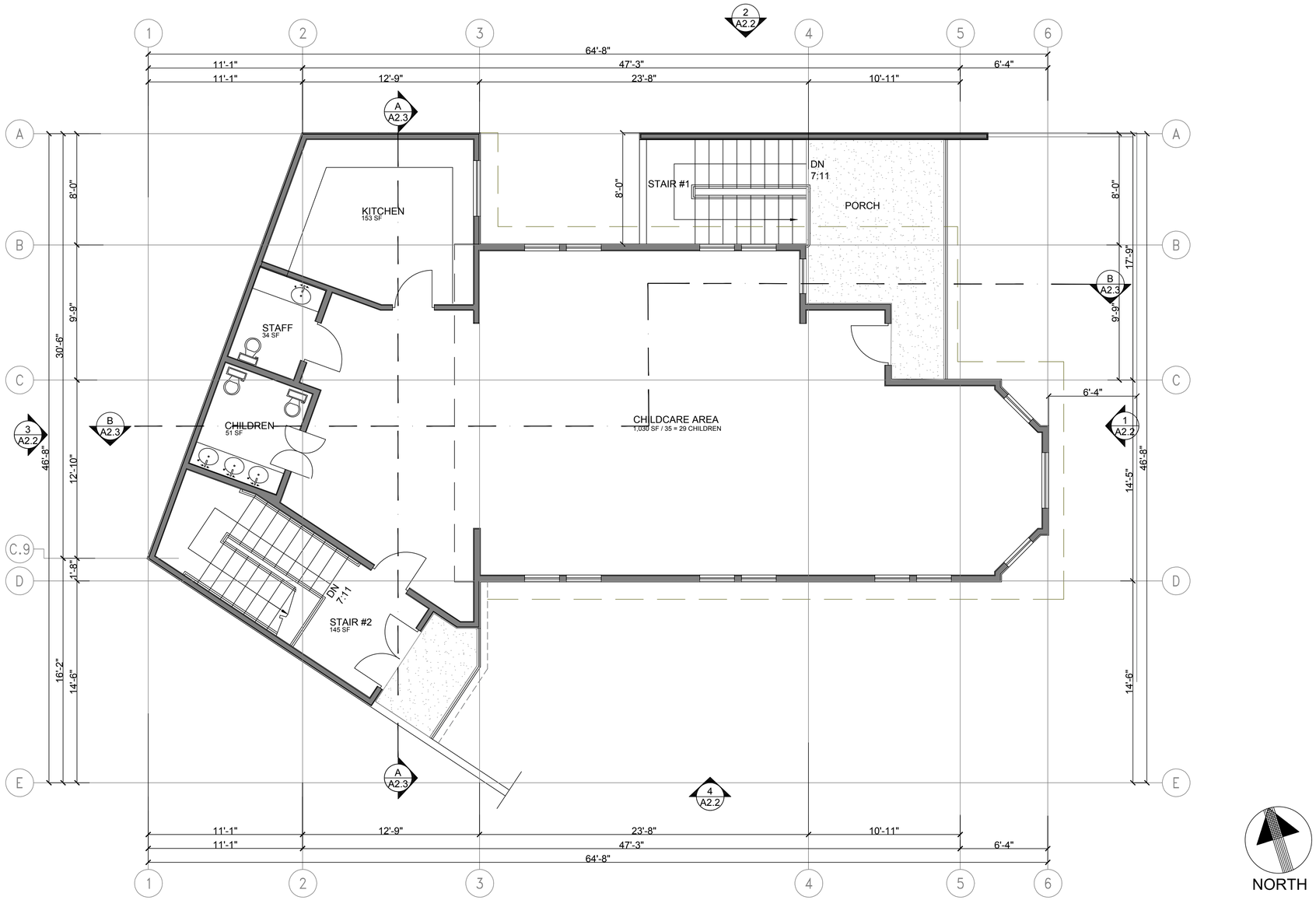
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED 1ST FLOOR PLAN

SHEET NO.
A1.1

REVISION 0



1 PROPOSED BASEMENT FLOOR PLAN SCALE 1/4" = 1'-0" 1,525 SQ.FT.

SCHEDULES

SHEET NOTES

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

E. EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

F. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

J. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

H. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.

2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.

3. ELECTRIC TANKLESS WATER HEATER ON EXTERIOR WALL - PROVIDE SEISMIC STRAPS AT POINTS WITHIN THE UPPER AND LOWER ONE-THIRD OF ITS VERTICAL DIMENSION. THE LOWER ANCHOR / STRAP LOCATED TO MAINTAIN A DISTANCE OF 4 INCHES ABOVE THE CONTROLS AND INSULATION PER TITLE-24 ENERGY CALCS. - PROVIDE PRESSURE RELIEF VALVE WITH 1/2" COPPER DRAIN TO OUTSIDE. (PRIDE WATER HEATER VENT THROUGH ROOF) & 12"x12" LOUVER T&B.

4. ELECTRIC HEAT PUMP UNIT ON 18" HIGH PLATFORM- PROVIDE LIGHT, SWITCH, 110V RECEPTACLE PER CMC SEC 319. PROVIDE 26 GA. SHT. MET. FOR ALL DUCT PENETRATIONS OF WALLS OR CEILING

5. NOT USED.

6. 4" CONCRETE SLAB @ PATIO - SEE CIVIL DRAWINGS.

7. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD.

8. 4" CONCRETE WALKWAY (MAXIMUM SLOPE 1:20). SEE SITE PLAN .

9. 50-GALLON WH ON 18" HIGH PLATFORM. W/ SEISMIC RESTRAINT.

10. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);

11. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.

12. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.

13. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)

14. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.

15. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

16. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

17. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)

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0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

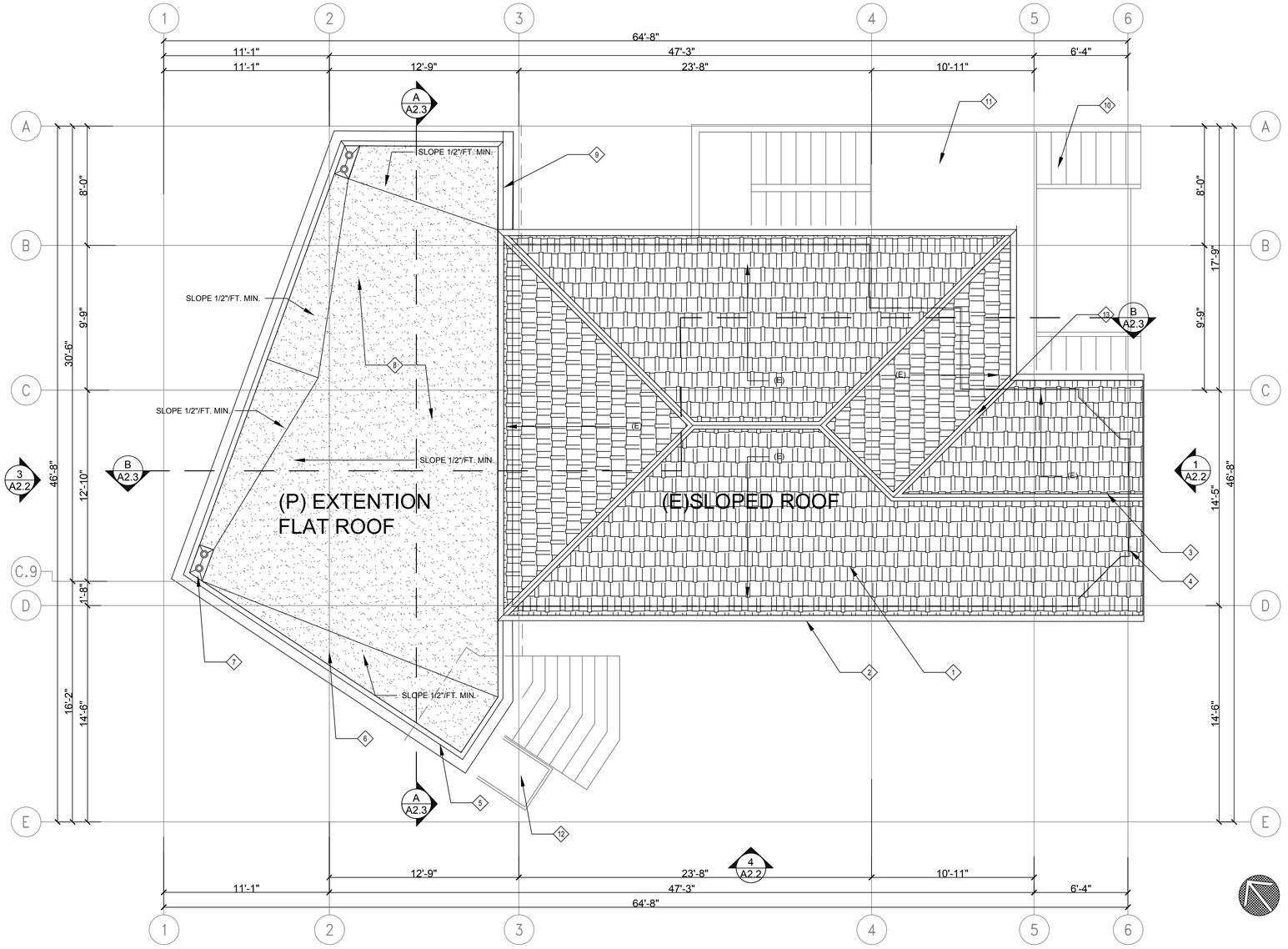
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: PROPOSED SECOND FLOOR PLAN

SHEET NO. A1.2

REVISION 0



1 PROPOSED ROOF PLAN SCALE 1/4" = 1'-0"

NOTES:

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

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E. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP.

F. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

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J. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. EXISTING ROOFING TO REMAIN.
2. EXISITNG GUTTERS TO REMAIN. EXTEND DOOWNSPOUTS TO GRADE BELOW.
3. EXISTING RIDGE.
4. WALLS BELOW SHOWN DASHED.
5. NEW PARAPET WITH MTAL CAP AND TRIM.
6. NEW CRICKET SLOPED TO DRAIN.
7. NEW 3" ROOF DRAIN AND 3" OVERFLOW ROOF DRAIN SET IN 1" DEPRESSION FOR DRAINAGE.
8. NEW 4-PLY BUILT-UP ROOFING SLOPED 1/2" MIN. PER FOOT TO DRAIN.
9. NEW PARAPET WITH GABLE ROOF FOR VISUAL DETAIL FROM STREET.
10. STAIRS BELOW.
11. DECK BELOW.
12. ACCESSIBLE LIFT BELOW.
13. EXISTING VALLEY.

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APN: 014-1249-011-03
APP: ZW2201671

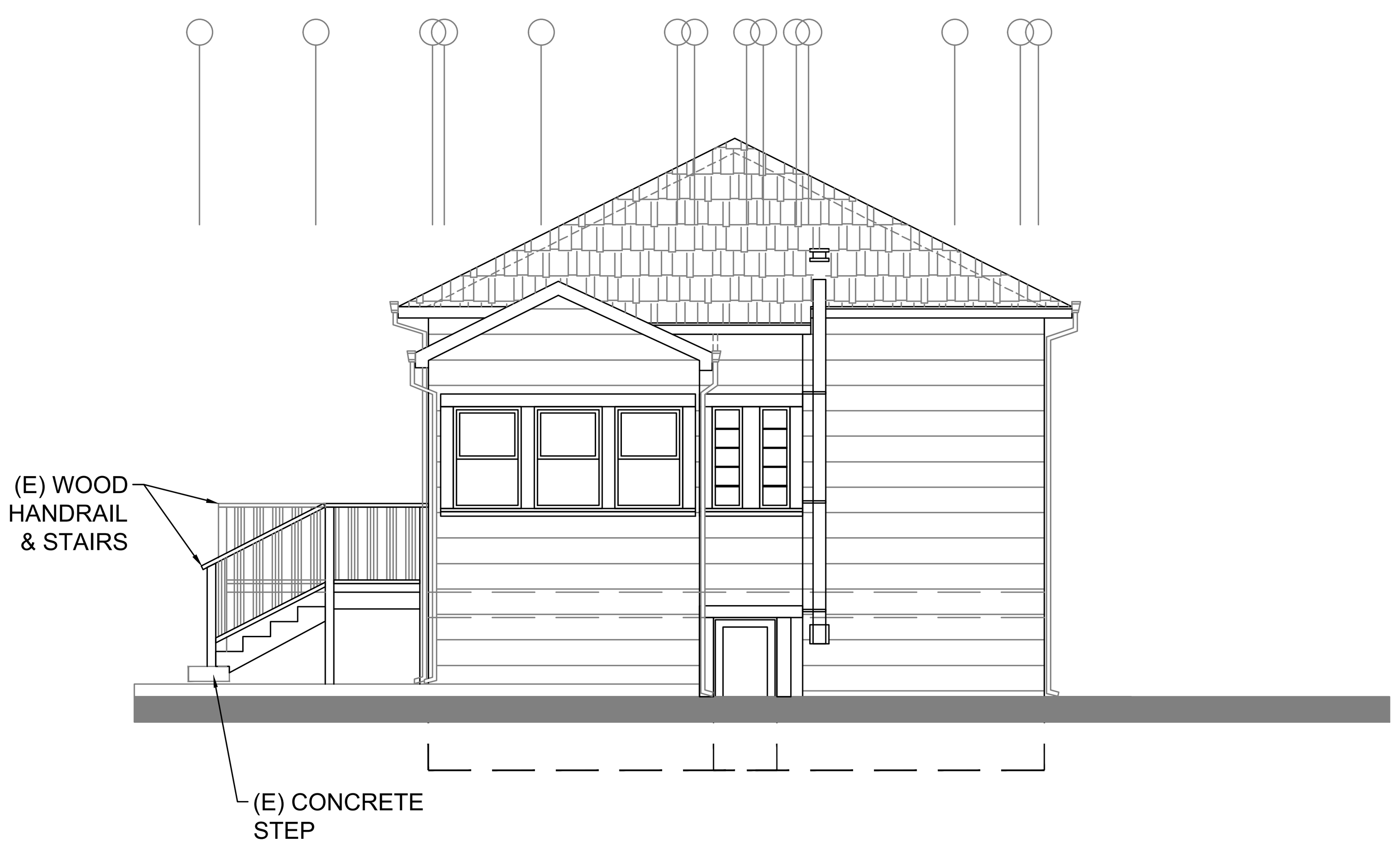
DATE: 04/20/2023

SHEET TITLE: NEW ROOF PLAN

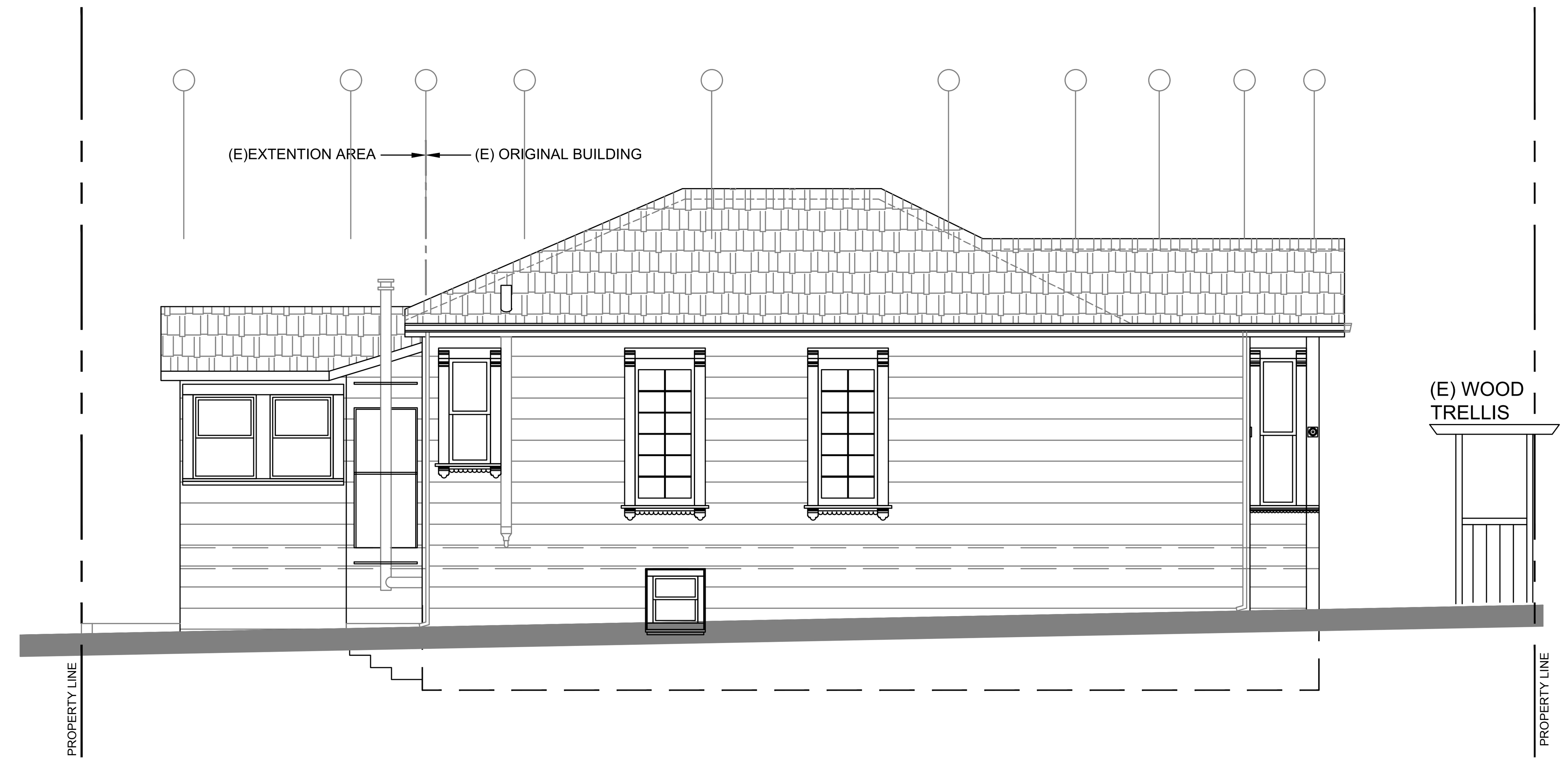
SHEET NO. A1.3

REVISION 0

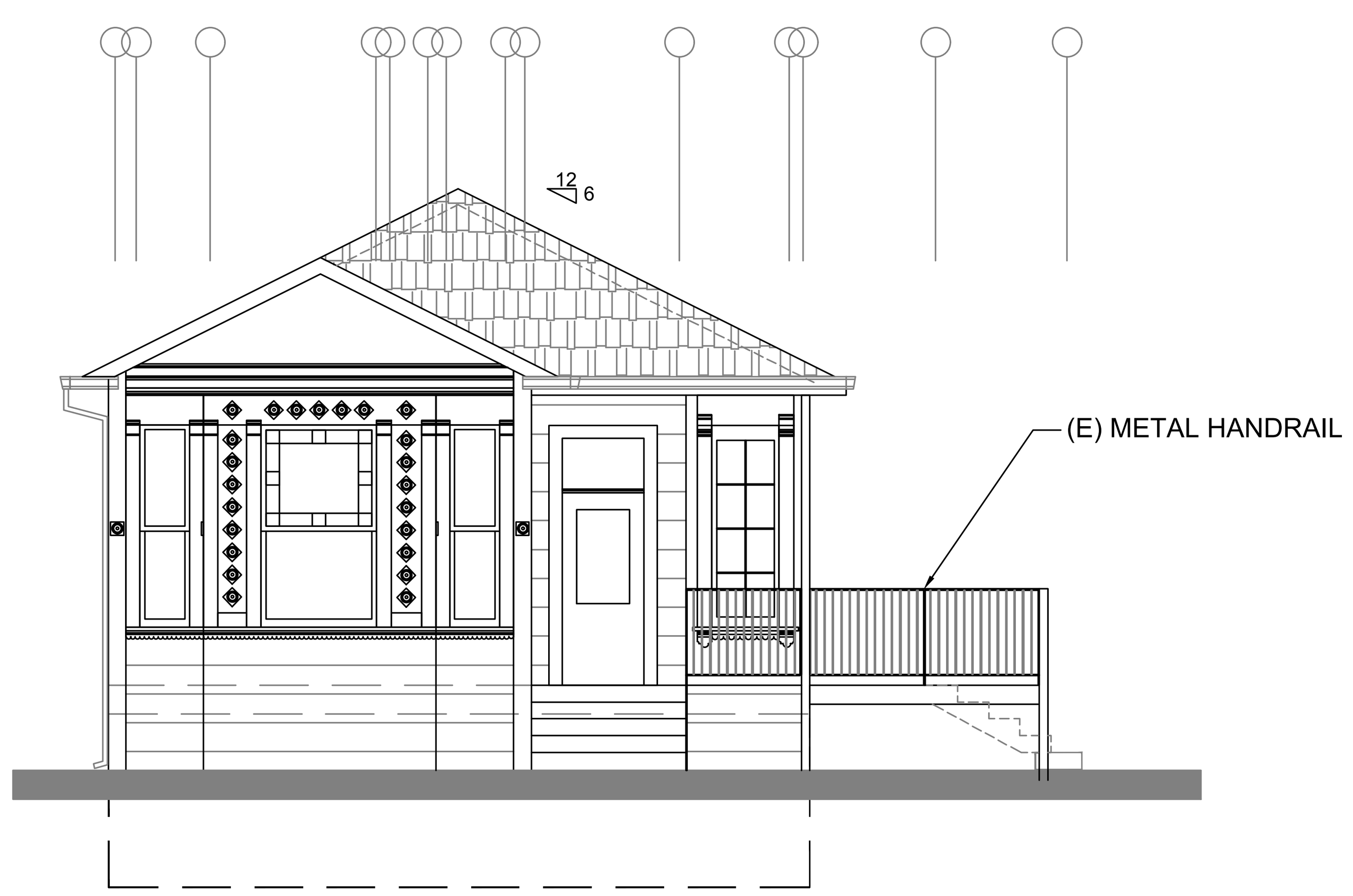
5 | 4 | 3 | 2



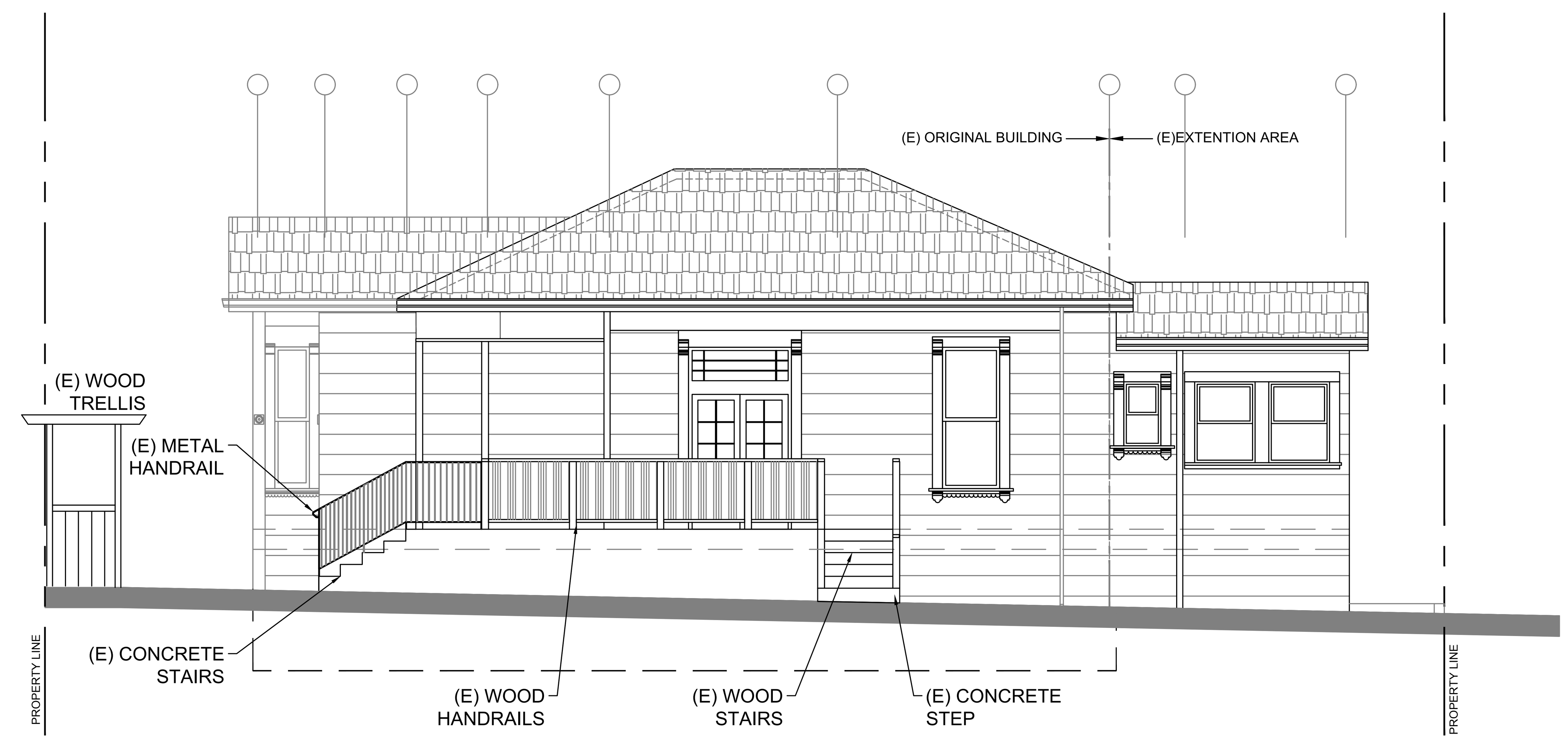
A-9 (E) WEST ELEVATION



A-8 (E) SOUTH ELEVATION



A-7 (E) EAST ELEVATION



A-6 (E) NORTH ELEVATION

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REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

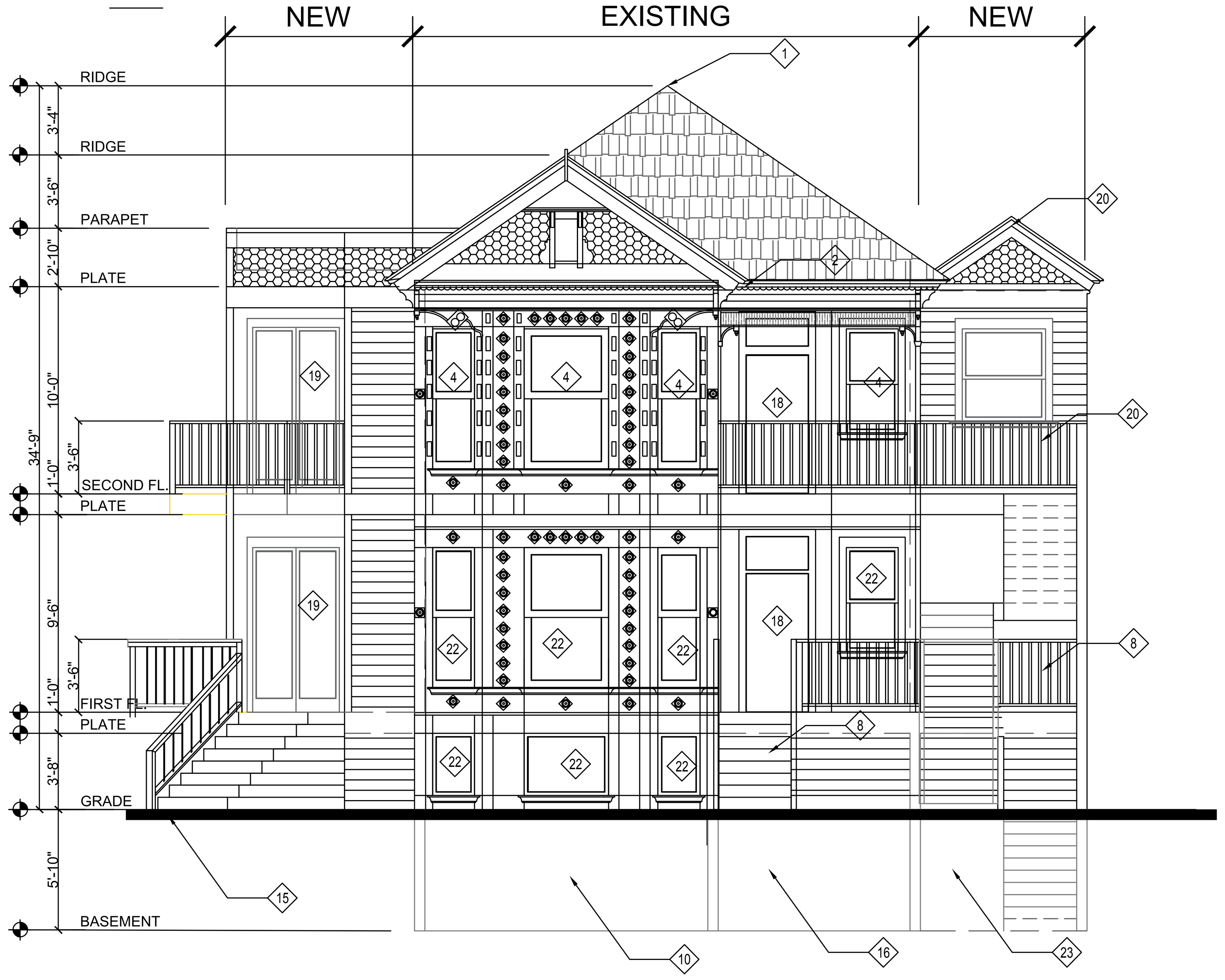
DATE: 04/20/2023

SHEET TITLE:
EXISTING
ELEVATION
PLANS

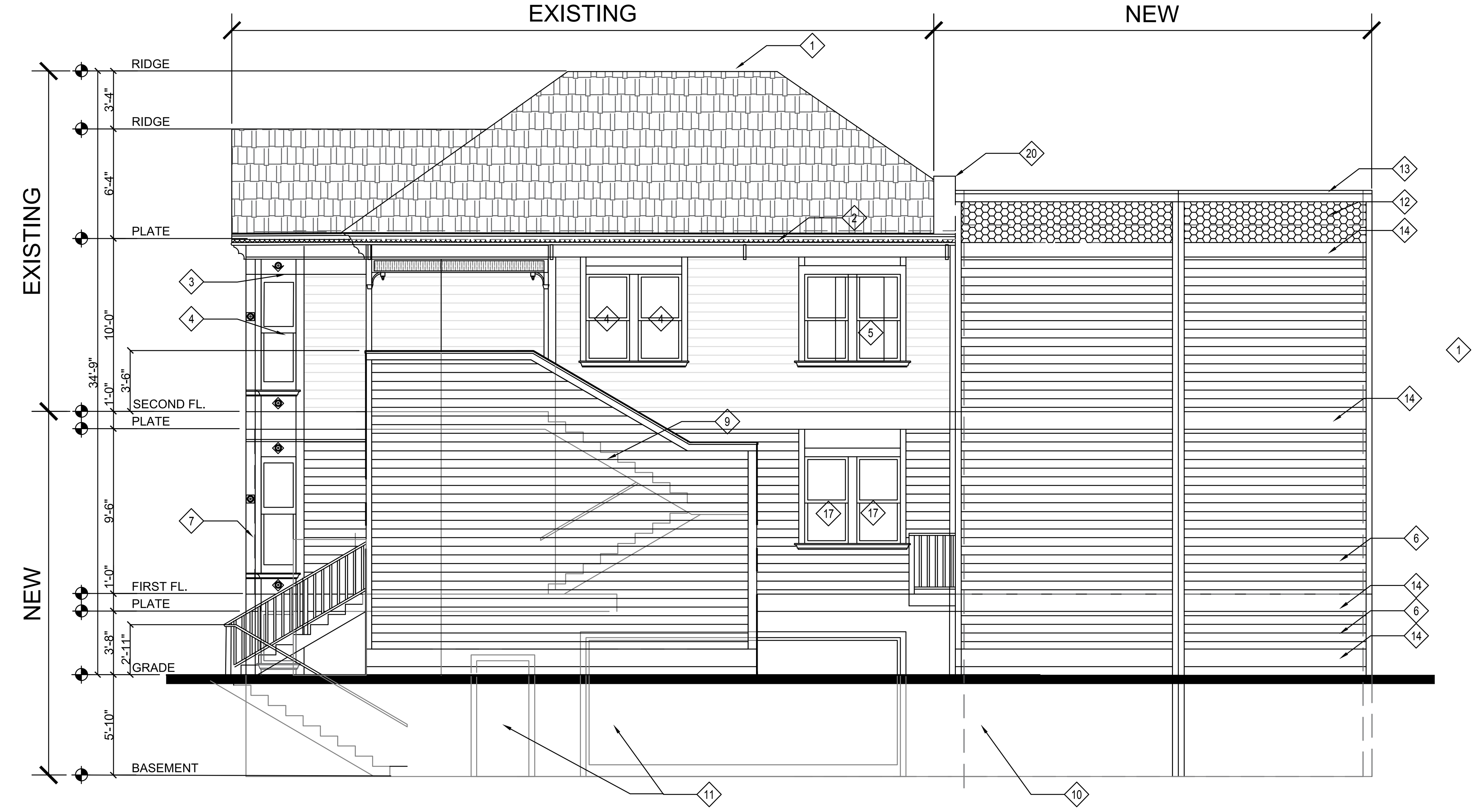
SHEET NO.

A2.1

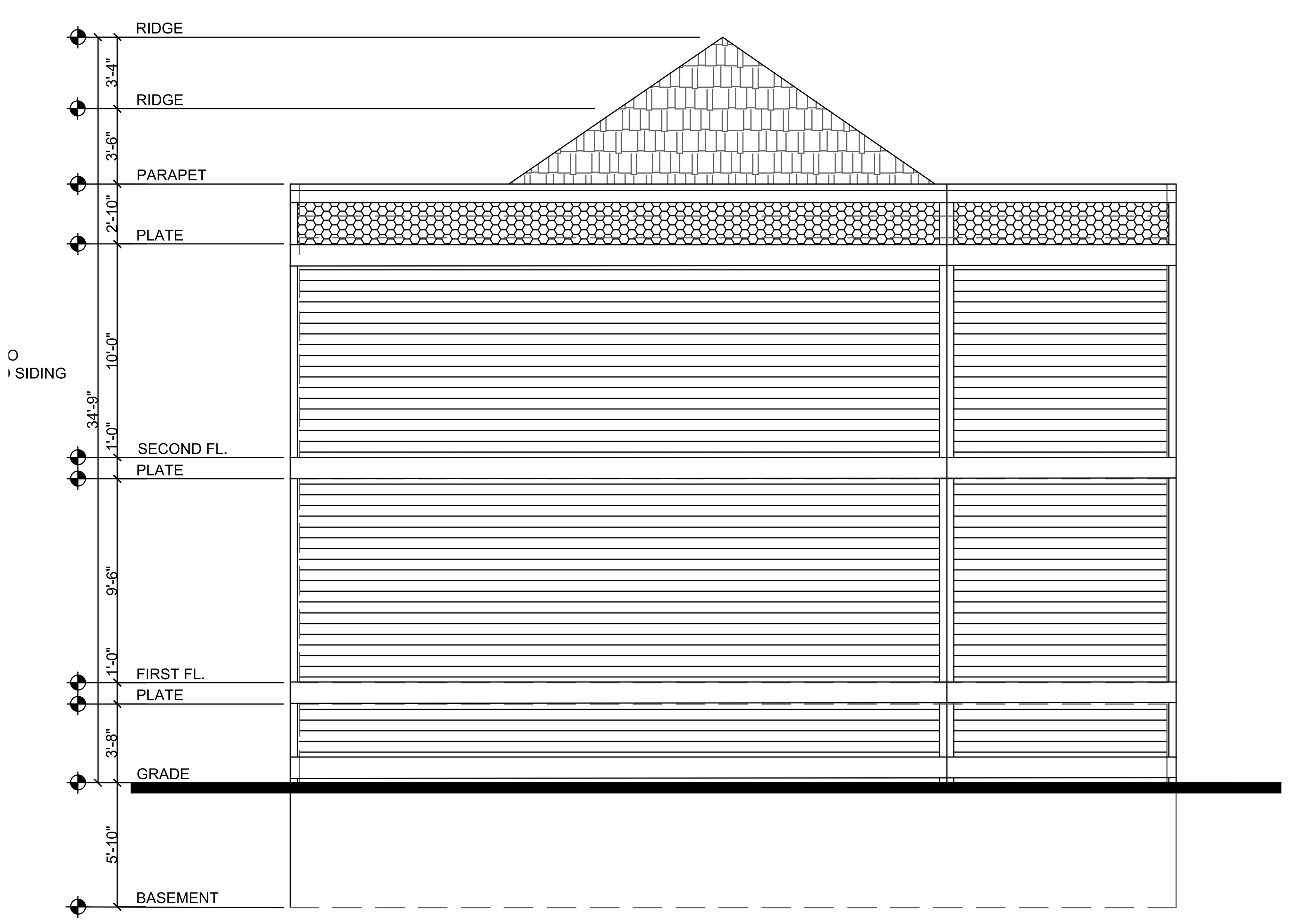
REVISION 0



1 EAST ELEVATION 3/16" = 1'-0"



2 NORTH ELEVATION 3/16" = 1'-0"



3 WEST ELEVATION 3/16" = 1'-0"

4 SOUTH ELEVATION 3/16" = 1'-0"

SHEET NOTES

1. EXISTING RIDGE AND ROOFING.
2. EXISTING EAVE AND GUTTER. EXTEND EXISTING DOWNSPOUTS TO GRADE.
3. EXISTING TRIM AND MOULDINGS (REPAIR OR REPLACE AS NECESSARY).
4. EXISTING WINDOWS ON TOP FLOOR TO BE REPLACED WITH NEW WINDOWS. SHAPE AND CONFIGURATION TO MATCH EXISTING.
5. ENLARGE EXISTING WINDOW OPENING TO MATCH THE NEW CONFIGURATION. PROVIDE WINDOWS AND TRIM TO MATCH EXISTING.
6. NEW HORIZONTAL SIDING AT NEW BASEMENT & FIRST FLOOR LEVELS TO MATCH EXISTING.
7. NEW MOULDING AND TRIM AT NEW BASEMENT AND FIRST FLOOR TO MATCH EXISITING.
8. NEW WOOD STAIR WITH WITH NEW WOOD RAILINGS.
9. NEW 1-HOUR RATED EXTERIOR STAIRWAY WALL WITH NEW WOOD SIDING AND AND TRIM TO MATCH EXISTING. (STAIR BEYOND SHOWN DASHED).
10. BASEMENT BELOW GRADE SHOWN DASEHED.
11. DOORS AND WINDOWS IN COURTYARD BELOW GRADE SHOWN DASHED.
12. NEW LAP SHINGLES MATCHING EXISTING GABLE END SHINGLES.
13. 2X8 REDWOOD CAP WITH 2X4 REDWOOD TRIM.
14. 2X12 BELLY BAND TRIM .
15. EXISTING GRADE.
16. CONCRETE RETAINING WALL AT BASEMENT AND IN FOREGROUND.
17. NEW DOUBLE HUNG WINDOWS.
18. NEW 3'-0" X 7'-0"" ENTRY DOOR WITH TRANSOM.
19. NEW PAIR OF 3'-0" X 7'-0" GLAZED DOORS W/ TRANSOM.
20. NEW PARAPET GABLE WITH TRIM TO MATCH EXISTING.
21. NEW WINDOW OPENINGS, TRIMS, AND WINDOWS TO MATCH ADJACENT AT TOP FLOOR.
22. NEW WINDOW OPENINGS, TRIM, AND WINDOWS ON FIRST FLOOR AND BASEMENT TO MATCH EXISTING.
23. NEW ACCESSIBLE LIFT FROM BASEMENT TO FIRST FLOOR.

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APN: 014-1249-011-03
APP: ZW2201671

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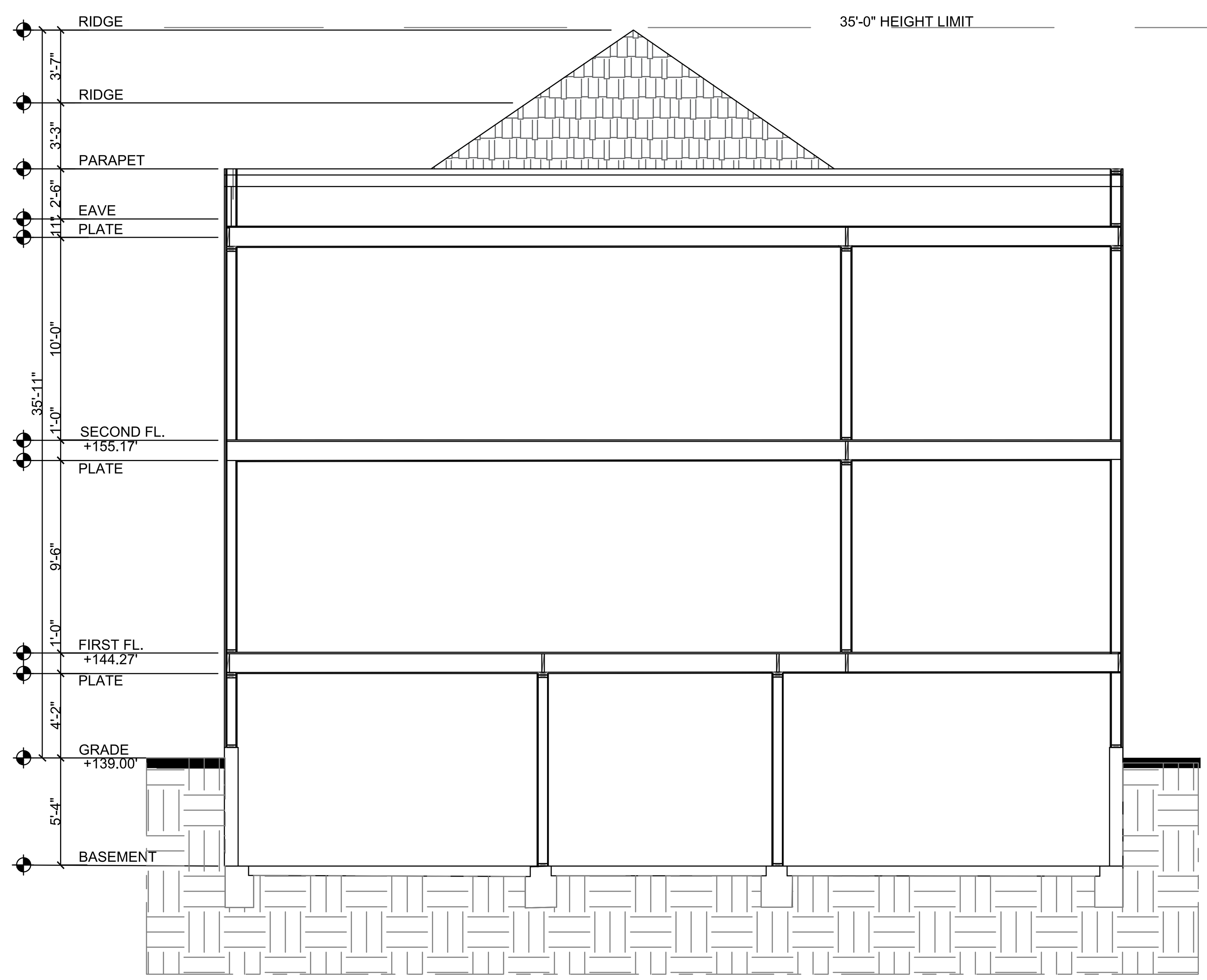
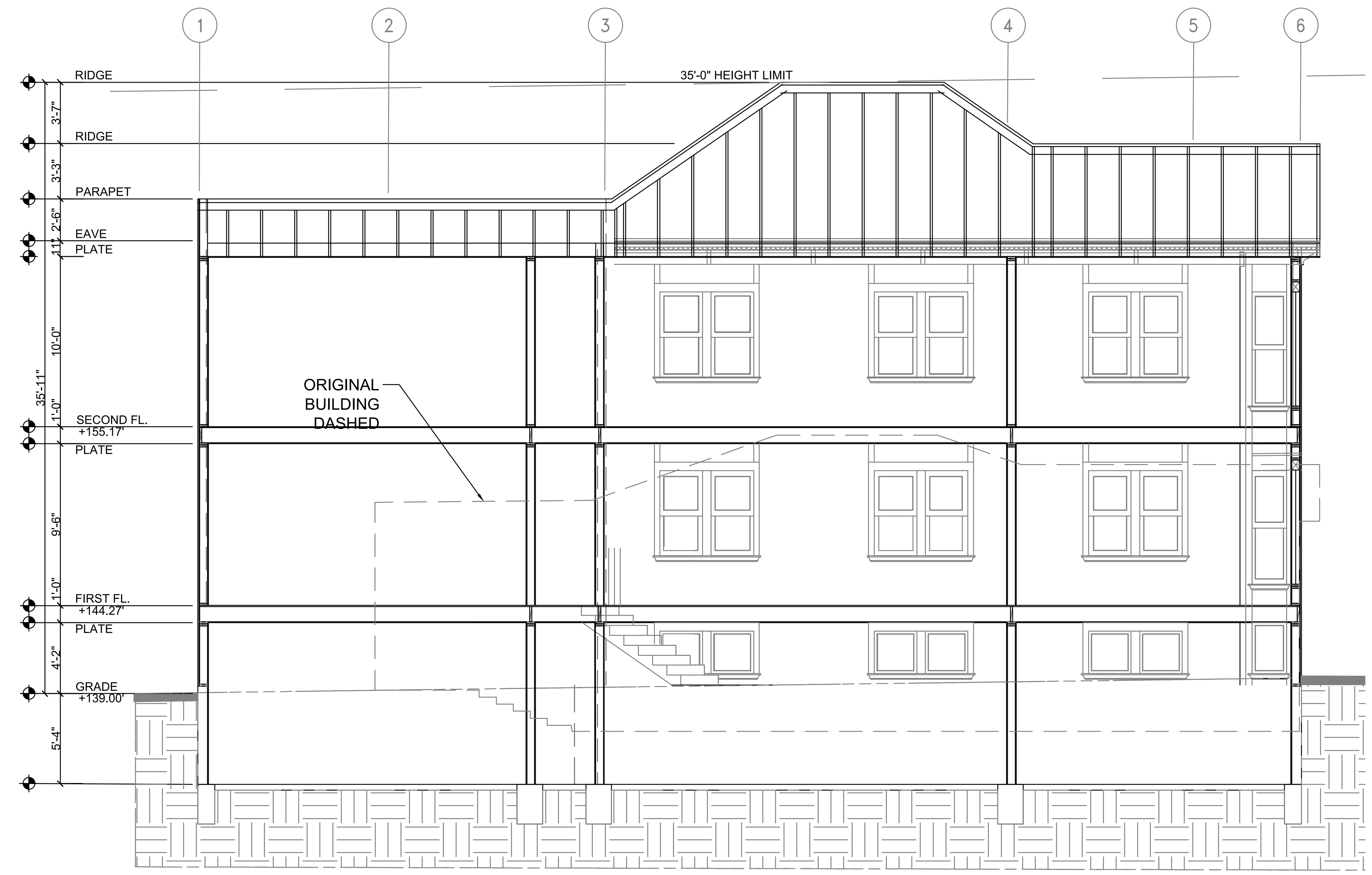
SHEET TITLE:
PROPOSED ELEVATION PLANS

SHEET NO.
A2.2

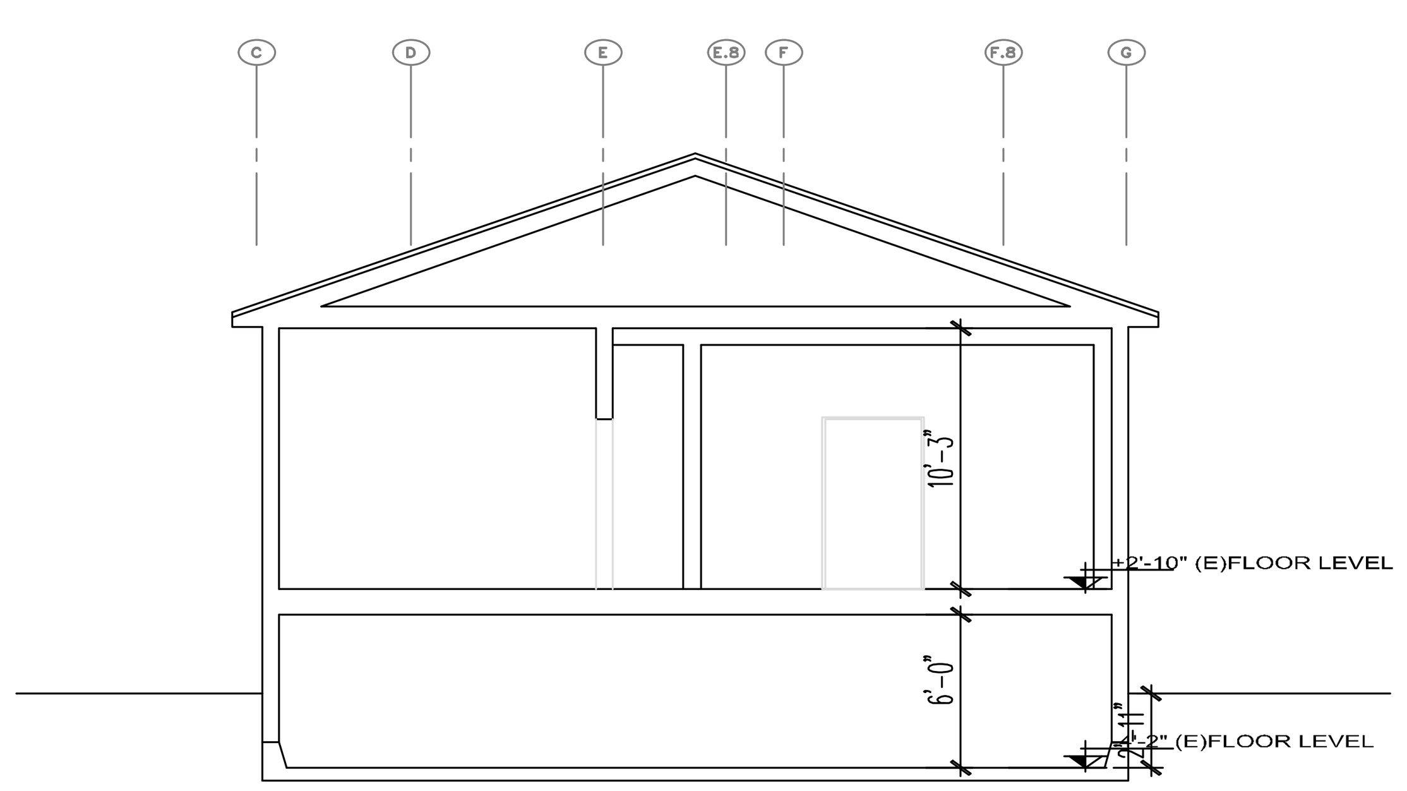
REVISION 0



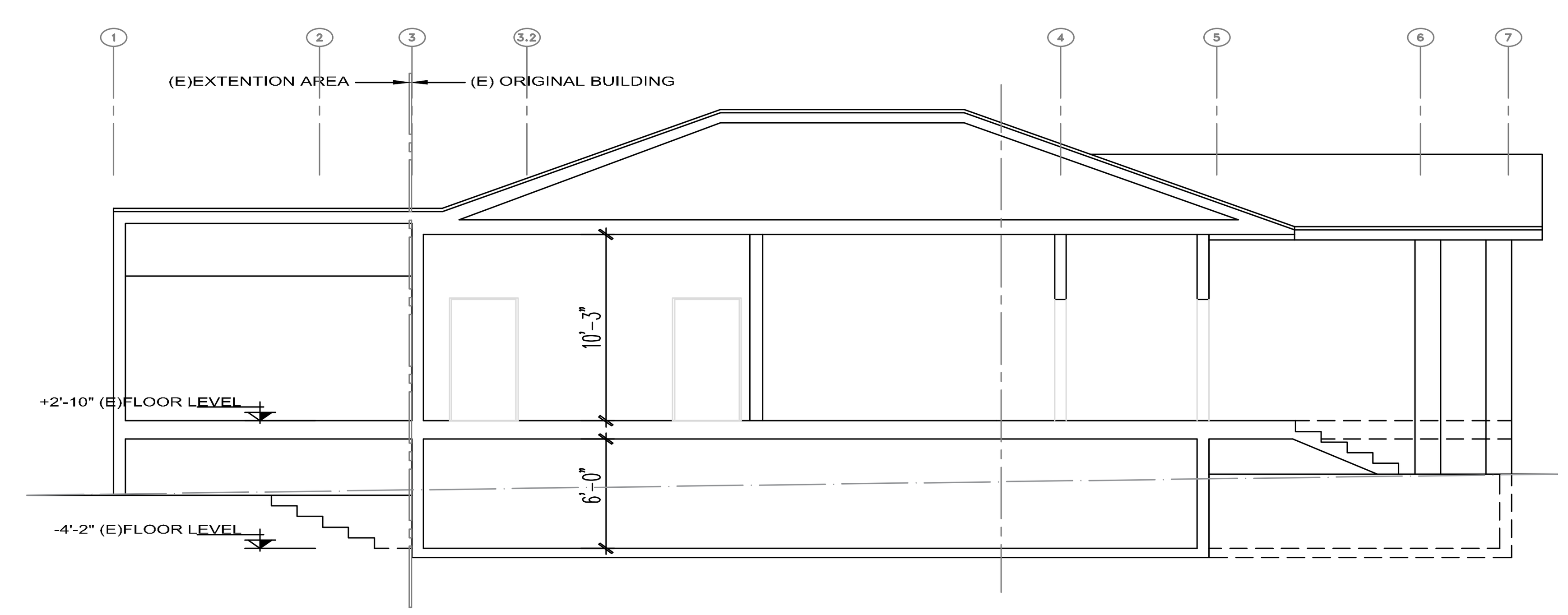
A PROPOSED TRANSVERSE SECTION



B PROPOSED LONGITUDINAL SECTION



C EXISTING TRANSVERSE SECTION



D EXISTING LONGITUDINAL SECTION

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APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED & EXISTING SECTION PLAN

SHEET NO.
A3.1

REVISION 0

CITY OF OAKLAND

DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 3315 • OAKLAND, CALIFORNIA 94612

Planning and Building Department
Bureau of Planning

(510) 238-3941
FAX (510) 238-6538
TDD (510) 238-3254

Sent Via Email

October 12, 2023

Mehdi Shafiei
5690 Broadway Terrace
Oakland, CA 94618
mehdishafiei.ca@gmail.com

RE: Case File No. PLN22189; 5315 College Avenue; APN: 014 124901103

Dear Mr. Shafiei:

Your application, as described below, has been approved for the reasons stated in Attachment A, which contains the findings required to support this decision. Attachment B contains the Conditions of Approval for the project. This decision is effective ten (10) days after the date of this letter unless appealed pursuant to the procedures set forth below.

The following table summarizes the proposed project:

Proposal:	Addition and alteration to an existing commercial structure for a childcare (Community Education Civic) activity for 48 students.
Planning Permits Required:	Minor Conditional Use Permit for a community education civic activity. Regular Design Review for alterations to an existing facility.
General Plan:	Neighborhood Center Mixed Use
Zoning:	CN-1
Environmental Determination:	15301 of the State CEQA Guidelines: Minor alterations to existing facilities; and 15183 – Projects Consistent with a Community Plan, General Plan, or Zoning
Historic Status:	Potential Designated Historic Property (PDHP): OCHS Survey rating: C3
City Council District:	1

If you, or any interested party, seeks to challenge this decision, an appeal **must** be filed by no later than ten (10) calendar days from the date of this letter. An appeal shall be on a form provided by the Bureau of Planning of the Planning and Building Department, and submitted via email to: (1) **Neil Gray, Planner IV, and ngray@oaklandca.gov,** (2) **Robert Merkamp, Zoning Manager, at** Rmerkamp@oaklandca.gov**,** and (3) **Catherine Payne, Development Planning Manager**, at Cpayne@oaklandca.gov. The appeal form is available online at https://www.oaklandca.gov/documents/appeal-application-form. The appeal shall state specifically wherein it is claimed there was error or abuse of discretion by the Zoning Manager or decision-making body or wherein the decision is not supported by substantial evidence. Applicable appeal fees in the amount of **$2,599.09** in accordance with the City of Oakland Master Fee Schedule must be paid within five (5) calendar days of filing the appeal.

If the fifth (5th) calendar day falls on a weekend or City holiday, appellant will have until the end of the following City business day to pay the appeal fee. Failure to timely appeal (or to timely pay all appeal fees) will preclude you, or any interested party, from challenging the City's decision in court. The appeal itself must raise each and every issue that is contested, along with all the arguments and evidence in the record which supports the basis of the appeal; failure to do so may preclude you, or any interested party, from raising such issues during the appeal and/or in court. However, the appeal will be limited to issues and/or evidence presented to the Zoning Manager prior to the close of the previously noticed public comment period on the matter. For further information, see the attached Interim City Administrator Emergency Order No. 3 and Interim Procedures for Appeals of City Planning Bureau Decisions for Development Projects.

If the ten (10) day appeal period expires without an appeal, you are expected to contact Neil Gray in order to receive the signed Notice of Exemption (NOE) certifying that the project has been found to be exempt from CEQA review. It is your responsibility to record the NOE and the Environmental Declaration at the Alameda County Clerk's office at 1106 Madison Street, Oakland, CA 94612, at a cost of $50.00 made payable to the Alameda County Clerk. Please bring the original NOE related documents and five copies to the Alameda County Clerk, and return one date stamped copy to the Bureau of Planning, to the attention of Neil Gray, Planner IV. Pursuant to Section 15062(d) of the California Environmental Quality Act (CEQA) Guidelines, recordation of the NOE starts a 35-day statute of limitations on court challenges to the approval under CEQA. The NOE will also be posted on the City website at https://aca.accela.com/OAKLAND/Welcome.aspx.

If you have any questions, please contact the case planner, Neil Gray, Planner IV, at (510) 238-3878 or ngray@oaklandca.gov, however, this does not substitute for filing of an appeal as described above.

Very Truly Yours,

ROBERT D. MERKAMP
Zoning Manager

cc: Ronnie Turner: rtdevelops@comcast.net
Naomi Schiff: naomi@17th.com
Chris Buckley: cbuckleyaicp@att.net
John Allen: thelastace@hotmail.com

Attachments:

A. Findings
B. Conditions of Approval, including Standard Conditions of Approvals

ATTACHMENT A: FINDINGS

This proposal meets all the required findings of the Oakland Planning Code (OMC Title 17) and the No Net Loss findings of California Government Code Section 65863 (B)(2) as set forth below and which are required to approve your application. Required findings are shown in **bold** type; reasons your proposal satisfies them are shown in normal type.

Section 17.136.050 Regular Design Criteria for Nonresidential Facilities and Signs

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

   The proposed addition underneath and to the rear of the existing structure will result in a well-composed design and will relate to structures on College Avenue. The trim, sill, and recess on new windows, the front patio, and other architectural details visible from the street will match the existing building. Further, the home will be rotated to be perpendicular to the street, which will be consistent with other structures on College Avenue. The stairs required on the north side of the building are required for egress under the Building Code but will be screened by a wall with siding that will match the existing and proposed building. The rear addition will have windows and roof forms that will relate to the existing but remain appropriately distinguished from the historic building.

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

   As described in Finding #1, the proposal is consistent with the historic design of the building and, when constructed, will be compatible with other Craftsman style buildings in the neighborhood. The building height will be consistent with other structures in the neighborhood.

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

   The site is located in the Neighborhood Center Mixed Use area under the General Plan's Land Use and Transportation Element (LUTE). The intent of the area is: "to identify, create, maintain and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking place, personal and business services, and small scale educational, cultural, or entertainment uses." The LUTE contains the following Neighborhood Objective: "Provide for healthy, vital, and accessible commercial areas that help meet local consumer needs in the neighborhoods." The proposal is consistent with the following LUTE Policies:

   - Policy N12.3 Making Day Care Available. High quality day care should be available throughout Oakland, appropriately sited and designed based on its capacity and attributes. The City should, when appropriate and feasible, require major development projects to provide on and off-site facilities or other means to address potential child care inadequacies and encourage the inclusion of child care centers in major residential and commercial developments near transit centers, community centers, and schools.

   - Policy N5.2 Buffering Residential Areas. Residential areas should be buffered and reinforced from conflicting uses through the establishment of performance-based regulations, the removal of non-conforming uses, and other tools.

   - Polciy T2.2 Guiding Transit-Oriented Development. Transit-oriented developments should be pedestrian

oriented, encourage night and day time use, provide the neighborhood with needed goods and services, contain a mix of land uses, and be designed to be compatible with the character of surrounding neighborhoods.

Section 17.134.050 – General Use Permit Criteria:

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

   As described in a traffic analysis prepared for the project, the proposal will not have a harmful effect on traffic or surrounding streets. Nearby residential neighborhoods and adjacent commercial facilities will be buffered from noise produced at the facility by landscaping and walls at the side and rear property lines of the site. The scale of the building will be consistent with other buildings in the neighborhood, and, as conditioned, the proposal will not block traffic or endanger students walking to the center.

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

   The development will have ample room at the site for playground space and the open floor plan is appropriate for the use of children for play and activities. As described above, the proposed additions are compatible with the Rockridge District and the building.

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

   The proposal will provide essential childcare services to the community.

4. **That the proposal conforms to all applicable design review criteria set forth in the design review procedure at Section 17.136.070.**

   Design Review Findings, above.

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

   See "General Plan Analysis", above.

Section 17.33.030 Additional CUP Criteria for the CN-1 Zone

1. **That the proposal will not detract from the character desired for the area;**

   The existing building is not amenable to a pedestrian shopping experience because of its Craftsman home design. In particular, including a storefront window and removing the grade separation between the sidewalk and ground floor would not be consistent with the historic design of the building. As such, the proposal to provide ground floor childcare activities will not detract from the area. Further, the pedestrian experience will be improved by bringing activity to the property instead of the office uses that have previously been at the site.

2. **That the proposal will not impair a generally continuous wall of building facades;**

The project site is not part of a generally continuous wall of building facades.

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

   The site is not part of an important shopping frontage because it contains a Craftsman building originally designed as a home. It is setback from the street and not attached to neighboring commercial buildings. The historic above-grade entrance and residential facade is not appropriate for retail uses.

4. **That the proposal will not interfere with the movement of people along an important pedestrian street;**

   The proposal will not extent into the sidewalk and will not, therefore, impede pedestrian movement.

5. **That the proposal will conform in all significant respects with any applicable district plan which has been adopted by the City Council.**

   See "General Plan Analysis", above.

California Government Code Section 65863 (b)(2) No Net Loss Findings

If a city, county, or city and county, by administrative, quasi-judicial, legislative, or other action, allows development of any parcel with fewer units by income category than identified in the jurisdiction's housing element for that parcel, the city, county, or city and county shall make a written finding supported by substantial evidence as to whether or not remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

No Net Loss Finding 1: The City of Oakland adopted its current 2023-2031 Housing Element on January 31, 2023. The Housing Element identifies the realistic capacity for housing production throughout the current 2023-2031 Planning Period. This capacity accommodates the Regional Housing Needs Allocation, as well as a buffer, which ensures that if certain identified sites are not developed at the realistic capacity, that there would remain a sufficient numb er of units available to meet Oakland's Housing Needs. (See Housing Element, Appendix C, Table C-2.) For purposes of this finding, the buffer is calculated on a quarterly basis according to progress made during the 2023-2031 Planning Period.

Oakland's remaining lower income regional housing needs assessment is 8,021 dwelling units while Oakland's current capacity is 9,992 lower income units, a surplus of 1,971 units. ["Lower income" includes very low income (VLI) and low income (LI) units.]

Oakland's remaining moderate income regional housing needs assessment is 4,264 dwelling units, while Oakland's current capacity is 4,993 moderate income units, a surplus of 729 units.

Oakland's remaining above moderate-income regional housing needs assessment is 7,084 dwelling units, while Oakland's current capacity is 16,229 above moderate-income units, a surplus of 9,145 units.

No Net Loss Finding 2: The proposed project is located on a site that is identified in the City of Oakland 2023-2031 Housing Element as a Housing Element Opportunity Site.

( ) YES
(X) NO

No Net Loss Finding 3: The proposed project meets the following criteria.

(X) The proposed project is a non-residential development located on a site that **was not** identified in the City of Oakland 2023-2031 Housing Element. Therefore, the project has no impact on the City's housing capacity.

( ) The proposed project includes residential development and is located on a site that **was not** identified in the City of Oakland 2023-2031 Housing Element. Therefore, the project results in an increase in the City's housing capacity equal to the total units proposed.

No Net Loss Finding 4: The City of Oakland 2023-2031 Housing Element identifies the following realistic capacity for the site.

Lower income units (VLI/LI): NA_____
Moderate income units: NA_____
Above moderate-income units: NA_____
Total units: NA_____

(X) The proposed project is a non-residential development.

( ) The proposed project includes residential development.

Therefore, an analysis of potential net loss must be made, as documented below.

No Net Loss Finding 5: The proposed project includes the following residential unit count:

Lower income units (VLI/LI): NA _____
Moderate income units: NA _____
Above moderate-income units: NA _____
Total units: NA _____

The project therefore will result in a net increase or net loss of units as compared to the City's Housing Element projections as follows

Lower income units (VLI/LI): NA _____
Moderate income units: NA _____
Above moderate income units: NA _____
Total units: NA _____

ATTACHMENT B: CONDITIONS OF APPROVAL

The proposal is hereby approved subject to the following Conditions of Approval:

Part 1: Standard Conditions of Approval – General Administrative Conditions

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, and the approved plans dated 5/2/23, as amended by the following conditions of approval and mitigation measures, if applicable ("Conditions of Approval" or "Conditions").

2. Effective Date, Expiration, Extensions and Extinguishment

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten (10) calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete building permit application has been filed with the Bureau of Building and diligently pursued towards completion, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. Compliance with Other Requirements

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

4. Minor and Major Changes

a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning.

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

5. Compliance with Conditions of Approval

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

b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project

in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.

c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.

6. Signed Copy of the Approval/Conditions

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

7. Blight/Nuisances

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

8. Indemnification

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

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

9. Severability

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

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

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

11. Public Improvements

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

Part 2: Standard Conditions of Approval –Environmental Protection Measures

12. Trash and Blight Removal

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

13. Graffiti Control

Requirement:

a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:
   i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.
   ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.
   iii. Use of paint with anti-graffiti coating.
   iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).
   v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.

b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:
   i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.
   ii. Covering with new paint to match the color of the surrounding surface.
   iii. Replacing with new surfacing (with City permits if required).

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

14. Landscape Plan

a. Landscape Plan Required

Requirement: The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of

drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at:

https://www.oaklandca.gov/documents/oakland-street-tree-species-list-august-2023 and https://www.oaklandca.gov/documents/standard-specifications-for-street-tree-planting, respectively), and with any applicable streetscape plan.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

b. Landscape Installation

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

When Required: Prior to building permit final

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

c. Landscape Maintenance

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

15. Lighting

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

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

16. Dust Controls – Construction Related

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

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

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

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

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

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

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

g. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

17. Criteria Air Pollutant Controls - Construction Related

Requirement: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:

a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.

b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").

c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed.

d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand.

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

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

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

18. Asbestos in Structures

Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.

When Required: Prior to approval of construction-related permit

Initial Approval: Applicable regulatory agency with jurisdiction

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

19. Archaeological and Paleontological Resources – Discovery During Construction

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

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.

In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

20. Human Remains – Discovery During Construction

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

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

21. Erosion and Sedimentation Control Measures for Construction

Requirement: The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the

project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

22. Source Control Measures to Limit Stormwater Pollution

Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following:

a. Stencil storm drain inlets "No Dumping – Drains to Bay;"
b. Minimize the use of pesticides and fertilizers;
c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas;
d. Cover trash, food waste, and compactor enclosures; and
e. Plumb the following discharges to the sanitary sewer system, subject to City approval:
    i. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants;
    ii. Dumpster drips from covered trash, food waste, and compactor enclosures;
    iii. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories;
    iv. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and
    v. Fire sprinkler test water, if discharge to on-site vegetated areas is not feasible.

When Required: Ongoing
Initial Approval: N/A
Monitoring/Inspection: N/A

23. Construction Days/Hours

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

a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.
b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
c. No construction is allowed on Sunday or federal holidays.

Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

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

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

24. Construction Noise

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

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

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

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

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

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

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

25. Extreme Construction Noise

a. Construction Noise Management Plan Required

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

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

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

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

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

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

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

b. Public Notification Required

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

When Required: During construction

Initial Approval: Bureau of Building

Monitoring/Inspection: Bureau of Building

26. Operational Noise

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

27. Capital Improvements Impact Fee

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

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

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

a. Obstruction Permit Required

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

When Required: Prior to approval of construction-related permit

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

b. Traffic Control Plan Required

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

Initial Approval: Department of Transportation

Monitoring/Inspection: Department of Transportation

c. Repair of City Streets

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

When Required: Prior to building permit final

Initial Approval: N/A

Monitoring/Inspection: Department of Transportation

29. Bicycle Parking

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

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

30. Transportation Impact Fee

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

When Required: Prior to issuance of building permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

31. Construction and Demolition Waste Reduction and Recycling

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

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Environmental Services Division

Monitoring/Inspection: Public Works Department, Environmental Services Division

32. Underground Utilities

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

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

33. Recycling Collection and Storage Space

Requirement: The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

34. Employee Rights

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

When Required: Ongoing

Initial Approval: N/A

Monitoring/Inspection: N/A

35. Public Art for Private Development

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

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

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

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

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

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

Part 3: Project Specific Conditions of Approval

36. Transportation Plan

Requirement: The applicant shall submit and have approved a transportation plan to limit traffic disruption on College Avenue and assure the safety of students and other patrons on the business. The plan shall include:

A. Two passenger loading areas in front of the parcel for the use of dropping off and pickup up students during peak hours.
B. A plan to stagger drop off times during morning peak hours to reduce congestion in front of the site.
C. An advertised carpool program to be included in literature for parent/guardians.
D. A crossing guard at the intersection of College and Bryant Avenues during peak hours to assist in street crossing and assure that drop off is not creating double parking on College Avenue.
E. A review and inspection by the Bureau of Planning and the Department of Transportation after six and twelve months of operation to assure the center is adhering to the transportation plan.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Planning/Department of Transportation

Monitoring/Inspection: Bureau of Building

37. Window Details

Requirement: The applicant shall submit and have approved details of the windows, including cross sections. The plans shall show the windows having the same trim, sill, and recess, as the existing windows.

When Required: Prior to Issuance of Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

Applicant Statement

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

_____
Name of Project Applicant

_____
Signature of Project Applicant

_____
Date

CITY OF OAKLAND
APPEAL FORM
FOR DECISION TO PLANNING COMMISSION, CITY COUNCIL OR HEARING OFFICER

PROJECT INFORMATION

Case No. of Appealed Project: PLN22189

Project Address of Appealed Project: 5315 College Ave.

Assigned Case Planner/City Staff: Neil Gray

APPELLANT INFORMATION:

Printed Name: John Allen

Mailing Address: 5299 College Avenue, Suite D

City/Zip Code Oakland 94618

Email: thelastace@hotmail.com

Phone Number: (510) 421-0084

Alternate Contact Number: _____

Representing: _____

An appeal is hereby submitted on:

☒ **AN ADMINISTRATIVE DECISION (APPEALABLE TO THE CITY PLANNING COMMISSION OR HEARING OFFICER)**

YOU MUST INDICATE ALL THAT APPLY:

- ☒ Approving an application on an Administrative Decision
- ☐ Denying an application for an Administrative Decision
- ☒ Administrative Determination or Interpretation by the Zoning Administrator
- ☒ Other (please specify) Failure to support findings re: Noise and Traffic Impacts as required by CEQA

Please identify the specific Administrative Decision/Determination Upon Which Your Appeal is Based Pursuant to the Oakland Municipal and Planning Codes listed below:

- ☒ Administrative Determination or Interpretation (OPC Sec. 17.132.020)
- ☐ Determination of General Plan Conformity (OPC Sec. 17.01.080)
- ☐ Design Review (OPC Sec. 17.136.080)
- ☐ Small Project Design Review (OPC Sec. 17.136.130)
- ☐ Minor Conditional Use Permit (OPC Sec. 17.134.060)
- ☐ Minor Variance (OPC Sec. 17.148.060)
- ☐ Tentative Parcel Map (OMC Section 16.304.100)
- ☐ Certain Environmental Determinations (OPC Sec. 17.158.220)
- ☐ Creek Protection Permit (OMC Sec. 13.16.450)
- ☐ Creek Determination (OMC Sec. 13.16.460)
- ☐ City Planner's determination regarding a revocation hearing (OPC Sec. 17.152.080)
- ☐ Hearing Officer's revocation/impose or amend conditions (OPC Sec. 17.152.150 &/or 17.156.160)
- ☒ Other (please specify) See attachment

(Continued on reverse)

(Continued)

☐ **A DECISION OF THE CITY PLANNING COMMISSION (APPEALABLE TO THE CITY COUNCIL)** ☐ Granting an application to: **OR** ☐ Denying an application to:

YOU MUST INDICATE ALL THAT APPLY:

Pursuant to the Oakland Municipal and Planning Codes listed below:

- ☐ Major Conditional Use Permit (OPC Sec. 17.134.070)
- ☐ Major Variance (OPC Sec. 17.148.070)
- ☐ Design Review (OPC Sec. 17.136.090)
- ☐ Tentative Map (OMC Sec. 16.32.090)
- ☐ Planned Unit Development (OPC Sec. 17.140.070)
- ☐ Environmental Impact Report Certification (OPC Sec. 17.158.220F)
- ☐ Rezoning, Landmark Designation, Development Control Map, Law Change (OPC Sec. 17.144.070)
- ☐ Revocation/impose or amend conditions (OPC Sec. 17.152.160)
- ☐ Revocation of Deemed Approved Status (OPC Sec. 17.156.170)
- ☐ Other (please specify) _____

FOR ANY APPEAL: An appeal in accordance with the sections of the Oakland Municipal and Planning Codes listed above shall state specifically wherein it is claimed there was an error or abuse of discretion by the Zoning Administrator, other administrative decisionmaker or Commission (Advisory Agency) or wherein their/its decision is not supported by substantial evidence in the record, or in the case of Rezoning, Landmark Designation, Development Control Map, or Law Change by the Commission, shall state specifically wherein it is claimed the Commission erred in its decision. The appeal must be accompanied by the required fee pursuant to the City's Master Fee Schedule.

You must raise each and every issue you wish to appeal on this Appeal Form (or attached additional sheets). Failure to raise each and every issue you wish to challenge/appeal on this Appeal Form (or attached additional sheets), and provide supporting documentation along with this Appeal Form, may preclude you from raising such issues during your appeal and/or in court. However, the appeal will be limited to issues and/or evidence presented to the decision-maker prior to the close of the public hearing/comment period on the matter.

The appeal is based on the following: *(Attach additional sheets as needed.)*

See attachment for basis of appeal

Supporting Evidence or Documents Attached. *(The appellant must submit all supporting evidence along with this Appeal Form;* however, the appeal will be limited evidence presented to the decision-maker prior to the close of the public hearing/comment period on the matter.

(Continued on reverse)

(Continued)

Signature of Appellant or Representative of Appealing Organization

10/20/23
Date

TO BE COMPLETED BY STAFF BASED ON APPEAL TYPE AND APPLICABLE FEE

APPEAL FEE: $_____

Fees are subject to change without prior notice. The fees charged will be those that are in effect at the time of application submittal. All fees are due at submittal of application.

Below For Staff Use Only

Date/Time Received Stamp Below:

Cashier's Receipt Stamp Below:

This Appeal is Based on the Following Erroneous Determinations and Findings of City Staff

1. Non-Compliance with state laws and regulations, in violation of Paragraph 3 of Conditions of Approval. A childcare center of the character and size proposed is required to be licensed under California law, and meet regulations specified in Title 22 of the California Administrative Code. The proposed childcare center cannot comply with the Cal. Code Regs. Title 22 Sections 101238.2 and 101238.3, which require that licensed childcare must have at least 35 square feet of indoor space and 75 square feet of outdoor activity per child, based on total licensed capacity. For 48 children, the total outdoor square footage required would be 3600, which covers nearly the entire square footage of the proposed property.
    a. In finding 2 under Section 17.134.050 – General Use Permit Criteria the city states "The development will have ample room at the site for playground space…" without citation to how ample outdoor space is determined. The City states there is ample playground space with no justification for doing so.
2. Environmental Determination – State code sections allowing for CEQA exemption do not apply to this project. An EIR must be performed to evaluate the environmental impacts of the project.
    a. Section 15301 allows for a CEQA exemption for minor alterations to existing facilities. This project is not a minor alteration to an existing facility. Applicant's design review shows that new construction will add 2,270 square feet to square footage of the buildings, which represents a 93.5% increase in usable square footage. In addition, the City acknowledges that the use of the facility will change significantly from a quiet office building to an active childcare facility. In addition to an entirely new floor, new square footage and insulation is being added to every floor of the buildings. The layout of the each of the floors will be converted from individual office use to a more open floor plan to accommodate children and staff. The proposal cannot be considered a minor alteration due to the significant changes in size, layout, and use of the buildings.
    b. Section 15183 allows a CEQA Exemption for Projects Consistent with a Community Plan, General Plan, or Zoning. However, the exemption specifically applies to projects "for which an EIR was certified that do not require additional environmental review." Based on information presented, we have not received materials that would suggest that an EIR was certified for this project. This CEQA exemption seeks to avoid repetitive environmental reviews. However, no formal environmental review was conducted for major alternations and a novel use of a buildings in the neighborhood in which this project is located. An EIR is critical to understand the effects of the project on noise, traffic, and parking in the neighborhood.
    c. Cal. Public Resources Code Section 21151(a) specifically requires an EIR when a proposed project "may have a significant effect on the environment." Stanislaus Audubon Society, Inc. v. Stanislaus County (1995) 33 Cal.App.4th 144, 151 states that where substantial evidence in the record supports a "fair argument" the project may have significant environmental effect, an EIR is required even if other substantial evidence indicates there will not be such an effect.
    d. Cal. Code Regs Title 14 Section 15382 defines a "significant effect" under CEQA as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project," which includes a project's effects on… ambient noise.

3. The City cites Oakland Planning Code Section 17.33.030 to support building use for Limited Child Care Activity.
    a. Oakland Planning Code Section 17.10.150 specifically notes that Limited Child-Care Civic Activities includes the provision of day-care services for fourteen (14) or fewer children… When the project was originally presented, childcare was to be offered to six children in the home. The project has now greatly exceeded what is actually permitted in the CN-1 Zone.
    b. CN-1 Zone permits Limited Child-Care Activities, with the caveat that the activities are only permitted upon the granting of a Conditional Use Permit when located on the ground floor of a street fronting.
4. City staff notes that in accordance with Section 17.134.050, the location, size, design, and operating characteristics of the proposed development will be compatible with and not adversely affect the livability or the appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to… the harmful effect, if any upon the desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to other relevant impacts of development.
    a. A childcare center serving 48 children will present a major disruption to existing neighboring uses, which includes the tenancy of approximately 40 psychotherapists who have offered mental health services for decades from the abutting buildings. These professionals offer an essential service to the community, and require a calm, controlled, and quiet environment for their clients.
    b. The traffic analysis has not been made available to us, and we reserve the right to review and comment on such a study. The proposed project seeks to serve 48 children, without offering any staff parking and only two pick-up and drop-off street parking spaces. During rush hour when caregivers need to drop off their children, it is unlikely that there will not be issues of congestion, illegal parking, and danger to children who must cross the street to get to school. The proposed crossing guard is being asked simultaneously to direct traffic, prevent illegal parking, and escort children across a very busy intersection.
    c. The neighborhood is currently relatively quiet, filled with small commercial stores and office buildings. A noise and vibration study to determine the disturbance that will be generated by 48 children must be conducted, particularly in light of the long-standing use of psychotherapy offices in the buildings next door. There is insufficient evidence to show that the sound-rated partitions will be sufficient to keep noise at a manageable level, and the landscaping is unlikely to prevent the noise of children outside of the buildings. Findings of City staff do not appear to take into account the scale of the project.
    d. The neighboring buildings currently hold an easement on the property for emergency egress, which will be negatively impacted by construction and the proposed change in elevation of the buildings. The project will interfere with the use of an existing and critical easement, and the applicant may threaten to attempt to extinguish the easement again.

5. Per Section 17.33.030 for Additional CUP Criteria for the CN-1 Zone, City staff notes that the proposed project will not detract from the character desired for the area.
    a. Here, City staff specifically note the significant change in the character of the buildings use, from its inception as a home to its recent use as a relatively quiet office buildings. City staff notes that the current proposal is economically favorable based on increased activity through a large childcare center, but does not sufficiently address the nuisance and negative externalities of such a project.

Proposed Daycare at 5315 College Avenue
Traffic Impact Study

In the

City of Oakland

Prepared by: Fuad Sweiss, PE
License No C45047 Exp. 3/31/2024

1630 San Pablo Ave, Oakland CA 94612

Date: 11/20/2023

Table of Contents

Figures

Tables

List of Appendix

1. Project Description

The existing site is a single parcel with identification as Alameda County Assessor Parcel Number (APN) 014-1249-011-03, with an approximate lot area of 3,734 sq. ft., an approximate Gross Floor Area (GFA) of 2429 sq. ft., and zoning type of Neighborhood Commercial as CN-1[1]. The existing structure has two levels: a ground floor and a basement. The existing site was in service as a law office.

The new owner is proposing to convert the existing building from an office to a daycare facility. The proposed structure will maintain the basement, the first floor, and adds a second floor with a total area of 4,699 sq. ft. that includes Children Care Area of 1,029 sq. ft., and1,030 sq. ft. on the 1st and 2nd floors respectively. The proposed basement will mainly be used for storage and staff meeting space. The Gross Floor Area (GFA) for the proposed 1st and 2nd floors is 3050 sq. ft.

There is no off-street parking in the existing site and proposed improvement and there are no net changes to the on-street parking. The proposed improvement will not alter the public right-of-way such as sidewalk width, direction, or channelization of travel lanes. The project plans in Appendix A provide all the information including site plan, quantities, dimensions, and access to the site.

This report follows the scope of work that was approved by the City of Oakland and the City's Transportation Impact Review Guidelines (TIRG). A copy of the scope of work is provided in Appendix B.

2. Study Area Description

The proposed daycare site is located at 5315 College Avenue, in Oakland, CA, 94618. As shown in Figure 1, the property is located adjacent to the unsignalized intersection of College Avenue and Bryant Avenue. The STOP sign on Bryant Avenue requires all vehicles to stop at the intersection before turning onto College Avenue. A pedestrian crosswalk is provided on the North and East side of the intersection.

College Avenue is a North-South road that runs from Broadway in Oakland through Rockridge and ends at the City of Berkeley. In the study area, College Avenue is a two-lane road with a posted speed of 25 miles per hour including dedicated bike lanes, sidewalks, and on-street paid parking in both directions. Adjacent to the road are mainly one- to three-story commercial buildings and restaurants, including residential units on the upper floors.

Bryant Avenue is a local residential two-lane road with an advisory speed of 15 miles per hour that connects College Avenue to a residential neighborhood. Sidewalks and on-street parking are provided in both directions on Bryant Avenue. Three speed bumps have been implemented along Bryant Avenue as traffic calming devices. The closest one is located within 200 ft of the intersection of College Avenue and Bryant Avenue.

A bike-share facility with 17 docking stations is located on the northeast side of the intersection on College Avenue, right across the project site. Rockridge Bay Area Rapid Transit (BART)

[1] http://gisapps1.mapoakland.com/planmap/planmap.html?apn=014%20124901103

station is located at College Avenue and State Route 24 (SR-24), 0.42 miles north of the site. There are a few bus stops in the study area within a 600 feet distance.

Figure 1 - Site Location and Study Area (Source: Google Earth)

3. Transportation Analysis

This section includes a Trip Generation analysis that estimates the number of trips generated by the proposed daycare and provides a multi-modal trip distribution based on the existing transportation network.

Also, this section includes a proposed Pick-up and Drop-off plan to demonstrate the number of vehicles, pedestrians, and bicycles arriving and departing the daycare during peak hour time. If required, the plan will provide mitigation to minimize any adverse impact on the capacity of the existing traffic network circulation on College Avenue. This plan is different from the Trip Generation and is meant to provide more insight on how the parents will pick up and drop off their kids using different type of transportation modes.

3.1. Trip Generation

The Institute of Transportation Engineers (ITE) produces a document entitled Trip Generation (11th Edition), which is used to predict the number of trips associated with the proposed development. The ITE is an internationally recognized organization that has compiled numerous trip-generation studies to determine trip rates associated with various types of developments including retail, residential, recreational, institutional, industrial and office uses. ITE trip generation rates were utilized to estimate the number of peak-hour trips that would be

generated by each future project. Table 1 summarizes the trip generation by the proposed development. The total GFA for the proposed 1st and 2nd floors is 3,050 sq. ft.

It is noteworthy that ITE Trip Generation assumes that all travel occurs using personal vehicles.

Table 1 - ITE Trip Generation-Weekday Peak Hour of Generator – Proposed Land Use

Land Use	Units*	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Day Care Centre (ITE #565)	3.05*	19	17	36	17	19	36

*Multiply by 1000 sq. ft. GFA.

Table 1 states that the proposed daycare will generate 36 vehicles before any adjustments during either of the peak hours. The ITE Trip Generation outputs are provided in Appendix C.

3.1.1. Modal Split and Internal Capture Adjustments

As stated in the City of Oakland's TIRG, ITE Trip Generation overestimates motor vehicle trips when applied to urban environments such as many Oakland neighborhoods that have dense setups. To adjust for the ITE overestimates, the City of Oakland has developed mode split adjustment factors for ITE trip generation rates. This adjustment accommodates other modes of trips and available facilities such as accessible public transit, existing bike lanes, and bike-sharing stations, as well as internal trips by walking. The criteria are based on distance from the subway station or/and density. Table 2 shows the default adjustment factors from TIRG.

Table 2 - Default City of Oakland Multimodal Trip Generation Adjustment Factors

Distance from BART/Amtrak	<0.5 miles	>0.5 miles, <1.0 mile	> 1.0 mile		
Land Use Type (Density)[7]			Urban (>10,000)	Dense Suburban (6,000 - 10,000)	Suburban (<6,000)
Motor Vehicle Trips[8]	53.1%	63.3%	76.9%	79.5%	84.4%
Transit	29.7%	23.6%	17.9%	16.2%	11.3%
Bike	5.1%	4.9%	1.9%	1.6%	0.9%
Walk	10.5%	6.2%	2.0%	1.0%	2.6%

Table 3 provides the adjusted trips based on the default factors in Table 2, considering the fact that Rockridge BART station is within 0.5 miles distance from the proposed development.

Table 3 - Application of Mode Split Adjustment Factors

Distance from Bart/Amtrak	<0.5 miles	>0.5 miles, & <1.0 miles	> 1.0 miles		
Land Use Type (Density)	-	-	Urban (>10,000)	Dense Suburban (6,000 -10,000)	Suburban (<6,000)
Motor Vehicle Trips	36	-	-	-	-
Transit	-	-	-	-	-
Bike	-	-	-	-	-
Walk	-	-	-	-	-

3.1.2. Public Transit Accessibility

Public transit is one of the most frequently used modes of transportation in urbanized areas such as the City of Oakland. There are four stops within a 650 feet radius of the proposed daycare. Two of the bus stops are located on the north side of the site at the intersection of College Avenue and Manila Avenue. The other two bus stops are located on the south side of the proposed daycare at the intersection of College Avenue and Broadway. The bus stops in the northbound direction serve bus routes 51A, 605, and 851 while the bus stops in the southbound direction serve routes 51A and 851.

Rockridge BART station at College Avenue and SR-24 is the closest subway station with 0.42 miles distance from the site. Also, the public bike-sharing station across the site is very convenient and accessible to the proposed development. Figure 2 exhibits the connectivity between the proposed daycare and the existing transit system on College Avenue.

Figure 2 - Site Connectivity to Public Transit (Source: Google Earth)

3.1.3. Parking Availability

No off-street parking space is provided for the property. There are three on-street parking in front of the site including one disabled parking and two paid parking. In addition, there are paid parking spaces available on both sides of College Avenue.

Figure 3 exhibits the location of the existing on-street parking adjacent to the proposed daycare.

Figure 3 - On-Street Parking Spots Adjacent to the Site (Source: Google Earth)

3.2. Drop-off and Pick-up Plan

Reviewing a similar facility that is run by the owner of this development indicates that the proposed development's drop-offs and pick-ups occur during a two-hour period. It means that parents have the flexibility of dropping off or picking up their kids during a two-hour span. This flexibility makes the arriving or departing traffic to/from the daycare scattered into a two-hour window and generates less traffic during the peak hours. A data survey by the owner at a similar facility confirms that 75% percent of parents arrive between 8 AM to 9 AM while the rest arrive from 9 AM to 10 AM. Similarly, 35% of parents pick up their children between 4 PM to 5 PM while the rest pick up their children from 5 PM to 6 PM.

The availability of on-street parking spots on both sides of College Avenue and Bryant Avenue provides enough space for the parents to park and pick up or drop off their kids without blocking the road or impacting traffic circulation in the study area. A quick survey confirms more than 20 on-street parking are available in the immediate block area. To facilitate pick-ups and drop-offs, we are proposing the following options:

- converting the existing two parking spots in front of the daycare into short-term green curb parking zones with a 10-minute parking sign.
- establishing a carpool system service for the children's drop-offs/pick-ups and encouraging parents to use it.
- there will be staff to assist with drop-off/pick-up circulation during the morning and afternoon peak hours.

The proposed daycare is very accessible to public transit, a bike-sharing station, and a pedestrian crossing that facilitates trips to/from the proposed daycare safely without any degradation to the traffic network. Figure 4 exhibits the two green parking spots.

Figure 4 - Proposed Green Parking Spots

4. California Environmental Quality Act (CEQA) Analysis

The City of Oakland's TIRG requires an evaluation of potential impacts related to Vehicle Miles Travelled (VMT) criteria in CEQA transportation studies of proposed land use development projects. TIRG also ensures that potentially significant impacts are studied according to the City's recognized thresholds of significance. The following section includes the City's thresholds of significance, methodology, and results of the VMT screening assessment and project-specific analysis.

4.1. CEQA Significance Criteria

The following are CEQA significance criteria established by the City of Oakland as described in the TIRG. A land use project would have a significant effect on the environment if it would:

- Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay); or
- Cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure; or
- Substantially induces additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.

4.2. Thresholds of Significance

As described in the TIRG, the following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project will cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.
- For office projects, a project will cause substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent.
- For retail projects, a project will cause substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent.

4.3. Consistency with Plans

As mentioned in TIRG, the City of Oakland‘s adopted Plans and Policies shape the basis for transportation studies. These plans and policies are consulted as part of this report in order to evaluate applied principles and efforts to alleviate environmental effects if needed. This section also includes the justification behind the conclusion that the proposed improvement will not conflict with any plans and policies.

- **City of Oakland General Plan - Land Use and Transportation Element (1998)**: The proposed improvement utilizing the existing site and converting it to a daycare is consistent with the intent of the land use designation in the LUTE.
- **City of Oakland General Plan - Bicycle Master Plan (2019)**: The proposed improvement would be consistent with the Bicycle Master Plan (BMP) and would not conflict with any of the bike facilities in the BMP.
- **City of Oakland General Plan - Pedestrian Master Plan (2017)**: The proposed improvement would be consistent with the Pedestrian Master Plan as it would maintain the existing pedestrian facilitate to access the development.
- **City of Oakland General Plan - Transit First Policy (1996)**: The proposed improvement is consistent with the Transit First Policy because it is within a half-mile from Rockridge BART station and close to transit corridors on College Avenue.
- **City of Oakland General Plan - Scenic Highways (1974)**: The Scenic Highways Element requires the conservation and enhancement of attractive roadways and major streets going through the City. The proposed improvement is not adjacent to roads that are considered part of the existing or future scenic route network.
- **Central and East Oakland Community-Based Transportation Plan (2007)**: The proposed improvement has no conflict with the plan.
- **Oakland Department of Transportation Strategic Plan (2016)**: The Oakland Department of Transportation released a strategic plan in 2016 to emphasize project and operational ranking and strategy of the Oakland Department of Transportation. The improvement does not conflict with the strategies presented in the strategic plan.
- **Americans with Disabilities Act Policy**: The proposed daycare will provide access ramps following the ADA standards and will not conflict with the City’s ADA policy.
- **Complete Streets Policy**: The City of Oakland's Complete Streets Policy requires that Oakland streets provide safe and convenient travel options for all users. There is no off-site improvement that conflicts with the City’s Complete Streets Policy.

4.4. Vehicle Miles Travelled Analysis

The VMT screening criteria are provided in TIRG. If the project meets any of the three screening criteria, it will be "screened out" meaning VMT impacts for the project are less-than-significant, thus a detailed VMT analysis is not required.

The VMT screening assessment determined that the proposed improvement meets at least one of the criteria. Thus, the project is exempt from a detailed CEQA analysis because the proposed daycare is considered to cause a less-than-significant impact on the traffic network. Table 4 provides the VMT screening assessment.

Table 4 - VMT Screening Analysis Results

Screening Criteria	Description	Meet Criteria?
Near Transit Station	Site is located within 0.5 miles of a major transit station	YES
Small project	Site generates less than 100 daily vehicle trips	-
Low-VMT Area	Site is located within a low-VMT area	-

5. Conclusion and Findings

The following results are concluded from the Transportation Impact Study:

- The estimated number of trips were generated from ITE Trip Generation Manual, 11th Edition, and utilizing the City's TIRG mode share adjustment. The proposed daycare would generate 72 daily vehicle trips, including 36 trips during AM and PM peak hours.
- The proposed daycare is located within 0.5 miles of Rockridge BART station and close to bus stops.
- The proposed daycare would result in a less-than-significant CEQA transportation impact.

As a result, it concludes that the proposed daycare will not have any adverse impact on the existing traffic network.

APPENDIX A

Project Plans and Layouts

GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE CURRENT MOST STRINGENT REQUIREMENTS OF THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC), CALIFORNIA PLUMBING CODE (CPC), CALIFORNIA MECHANICAL CODE (CMC), CALIFORNIA ELECTRICAL CODE (CEC), CALIFORNIA ENERGY CODE, CALIFORNIA FIRE CODE (CFC), UNIFORM PLUMBING CODE (UPC), UNIFORM MECHANICAL CODE (UMC), NATIONAL ELECTRICAL CODE (NEC), NFPA, ETC.

2. EXAMINATION OF THE SITE AND PORTIONS THEREOF, WHICH WILL AFFECT THE CONTRACTOR'S WORK, SHALL BE MADE BY THE CONTRACTOR WHO SHALL COMPARE IT WITH THE DRAWINGS AND SATISFY HIMSELF/ HERSELF AS TO THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. HE/ SHE SHALL, AT SUCH TIME, ASCERTAIN AND CHECK ALL EXISTING CONDITIONS AND DIMENSIONS WHICH MAY AFFECT HIS/ HER WORK. ANY CONFLICTS OR OMISSIONS, ETC. SHALL BE REPORTED TO THE OWNER PRIOR TO START OF WORK. NO ALLOWANCE SHALL SUBSEQUENTLY BE MADE FOR ANY EXPENSES TO WHICH HE/ SHE MAY INCUR DUE TO THE FAILURE OR NEGLECT ON HIS/HER PART TO MAKE SUCH EXAMINATION.

3. WORK WHICH IS REQUIRED TO BE PERFORMED TO PROVIDE A COMPLETELY USEABLE/ OPERABLE INSTALLATION WITHIN THE SCOPE OF WORK, BUT WHICH IS NOT SPECIFICALLY NOTED ON THE PLANS OR INCLUDED IN THE SPECIFICATIONS WILL BE PERFORMED AS PART OF THE CONTRACT.

4. THE CONTRACTOR SHALL ARRANGE FOR THE PREMISES TO BE MAINTAINED IN AN ORDERLY MANNER THROUGHOUT THE COURSE OF THE CONSTRUCTION. MAINTAIN CLEANLINESS AND REQUIRED MEANS OF EGRESS/ ACCESS. PROTECT NON-WORK AREAS FROM DAMAGE WHICH MAY OCCUR FROM NEW WORK. PROVIDE AND MAINTAIN TEMPORARY BARRIERS, CLOSURE WALLS, ETC. AS DEMOLITION, DUST, WATER, AND NECESSARY FOR THE SAFETY OF THE PUBLIC AND THE EMPLOYEES DAMAGE TO EXISTING STRUCTURES AND EQUIPMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT THE EXPENSE OF THE CONTRACTOR.

5. PROVIDE ALL NECESSARY PERSONNEL, EQUIPMENT, AND TEMPORARY BARRICADES TO PROTECT THE PUBLIC DURING EXCAVATION WORK. PROTECT STRUCTURES, SIDEWALKS, PAVEMENT, FENCES, BENCHES, AND FACILITIES WITHIN OR ADJACENT TO THE CONSTRUCTION SITE FROM DAMAGE DUE TO SETTLEMENT, UNDERMINING, WASHOUT, OR OTHER HAZARDS CREATED DURING EARTHWORK OPERATIONS. MAINTAIN BENCH MARKS, MONUMENTS, AND OTHER REFERENCE POINTS. REPAIR BROKEN OR CRACKED SIDEWALK CURB AND GUTTER DAMAGE DUE TO EARTHWORK.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING LEFT OVER MATERIALS, DEBRIS, TOOLS, AND EQUIPMENT INVOLVED AT THE CONCLUSION OF THE INSTALLATION. HE/ SHE SHALL LEAVE THE ALL AREAS CLEAN AND IN PERFECT CONDITION. ALL FIXTURES AND REUSABLE MATERIALS TO BE REMOVED ARE TO BE STORED AND DISPOSED OF PER THE OWNER'S DIRECTION.

7. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY OF ANY UTILITIES FOUND IN MATERIAL TO BE REMOVED. ARRANGE AND PAY FOR DISCONNECTING, REMOVING, AND CAPPING UTILITY SERVICES WITHIN AREAS OF DEMOLITION OF EXCAVATION. CUTBACK, CAP, DISCONNECT, AND IDENTIFY ALL SERVICES WHICH ARE NOT TO BE USED. NOTIFY THE AFFECTED UTILITY COMPANY IN ADVANCE OF STARTING THIS WORK AND OBTAIN THEIR APPROVAL. OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY IF A PERSON IS REQUIRED TO DESCEND INTO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH PRIOR TO COMMENCEMENT OF GRADING AND BUILDING WORK.

8. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL ALWAYS TAKE PRECEDENCE OVER SCALED DIMENSIONS.

9. DIMENSIONS SHOWN ON PLANS ARE TO CENTER OF COLUMN, FACE OF STUDS AT INTERIOR PARTITIONS, AND FACE OF FINISH OR FACE OF CONCRETE AT EXTERIOR AND SHEAR WALLS, OR FACE OF FINISH FOR CLEAR DIMENSIONS OR DIMINSIONS FROM (E) SURFACES UNLESS OTHERWISE NOTED OR INDICATED.

10. FLOOR ELEVATIONS AND PLAN DIMENSIONS OF EXISTING AND NEW CONSTRUCTION ARE BASED ON FIELD MEASUREMENTS AND SURVEY DATA AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK.

11. DOOR OPENINGS NOT LOCATED BY DIMENSION SHALL BE CENTERED ON THE WALL AS SHOWN OR SHALL BE LOCATED 4" FROM FINISH JAMB TO FACE OF STUD.

12. FINAL LOCATION OF ALL MECHANICAL EQUIPMENT AND ELECTRICAL EQUIPMENT, PANEL BOARDS, METERS, FIXTURES, FLUES, VENTS, ETC., SHALL BE APPROVED BY THE OWNER AND ARCHITECT PRIOR TO INSTALLATION. DESIGN AND LAYOUT OF ALL MECHANICAL AND ELECTRICAL SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR SUBJECT TO REVIEW BY THE OWNER PRIOR TO INSTALLATION. CONTRACTOR SHALL PROVIDE ALL FURRED CEILINGS, WALLS, AND SOFFITS NECESSARY TO SUIT MECHANICAL/ ELECTRICAL EQUIPMENT INSTALLATION.

13. ALL NEW PARTITIONS AROUND TOILETS AND CORRIDORS SHALL EXTEND TO THE STRUCTURE ABOVE TO PREVENT SOUND TRANSMISSIONS OVER WALLS.

14. EXTEND ALL SOUND RATED PARTITIONS TO THE STRUCTURE ABOVE. FURNISH 4-1/4 LB. DENSITY GLASS FIBER INSULATION SHAPED TO FIT TIGHT SPACES. WALL MATERIAL SHALL FIT TIGHT TO THE CONFIGURATION OF THE STRUCTURE ABOVE TO PREVENT SOUND TRANSMISSION OVER WALL.

15. VERIFY OPENINGS FOR PIPES AND DUCTS WITH MECHANICAL DRAWINGS AND PROVIDE AS NECESSARY.

16. ALL INTERIOR WALLS OVER 8'-0" HIGH AND ALL PLUMBING WALLS SHALL BE DOUBLE 2 X 4 NOMINAL STUDS OR 2 X 6 NOMINAL STUDS AT 16" O.C. ALL INTERIOR, AND NONBEARING INTERIOR PARTITIONS SHALL BE STIFFENED AS NECESSARY, AND COVERED WITH 5/8" GYPSUM WALLBOARD TYPICAL EACH SIDE AND MAY BE OF 2 X 4 NOMINAL WOOD STUDS AT 16" O.C. UP TO 10'-0" HIGH (SEE PARTITION TYPES). FULL HEIGHT PARTITIONS SHALL BE STIFFENED AS NECESSARY AND COVERED WITH 5/8" GYPSUM WALLBOARD TYPICAL AND 5/8" TYPE "X" GYPSUM WALLBOARD 1-HOUR CONSTRUCTION AT GARAGE.

17. ALL FREE STANDING COLUMNS WITHIN SPACES SHALL BE FINISHED WITH THE FINISH SCHEDULED FOR WALLS UNLESS OTHERWISE SHOWN OR DETAILED.

18. INSTALL TRANSITION STRIPS AT JUNCTION OF DIFFERENT FLOORING MATERIALS. AT OPENINGS PLACE TRANSITION STRIPS UNDER CENTERLINE OF DOOR. PROVIDE CHANGE OF COLOR TRANSITION STRIPS AT THE TOP AND BOTTOM OF ALL STAIRS PER ADA REQUIREMENTS..

19. WHERE ADJOINING ROOMS HAVE COMPOSITION FLOORING OF DIFFERENT COLORS, MAKE CHANGE UNDER CENTERLINE OF DOOR.

20. CAST-IN-PLACE CONCRETE SHALL BE FINISHED AS SPECIFIED.

21. WHERE PLASTER OR CERAMIC TILE ABUTS METAL FRAMES PROVIDE CASING BEADS.

22. ALL PARTITIONS AROUND SHAFTS SHALL EXTEND FROM FLOOR TO STRUCTURE ABOVE.

23. CONTRACTOR MUST SUBMIT CONSTRUCTION WASTE MANAGEMENT PLAN PER CAL GREEN SECTION 4.4802 OR IN ACCORDANCE WITH THE EL CERRITO ORDINANCE. CAL GREEN FORMS TO DOCUMENT C&D MATERIAL RECYCLING ARE AVAILABLE AT THE EL CERRITO BUILDING DIVISION TO BE FILED PRIOR TO PERMIT ISSUANCE. CAN BE PROVIDED BY GREEN HALO.

CONSTRUCTION CODES

(2019 CRC) CALIFORNIA RESIDENTIAL CODE,
(2019 CBC) CALIFORNIA BUILDING CODE,
(2019 CPC) CALIFORNIA PLUMBING CODE,
(2019 CMC) CALIFORNIA MECHANICAL CODE,
(2019 CEC) CALIFORNIA ELECTRICAL CODE,

CALIFORNIA ENERGY CODES:
(2019 CFC) CALIFORNIA FIRE CODE,
(2019 CGBC) CALIFORNIA GREEN BUILDING CODE,
(2019 T24) ENERGY CODE

ABBREVIATIONS

Ø DIAMETER
\# POUND OR NUMBER
(E) EXISTING

ACOUS. ACOUSTICAL
A.D. AREA DRAIN
ADJ. ADJUSTABLE
AGGR. AGGREGATE
AL. ALUMINUM
APPROX. APPROXIMATELY
ARCH. ARCHITECTURAL
ASB. ASBESTOS
ASPH. ASPHALT

BD. BOARD
BITUM. BITUMINOUS
BLDG. BUILDING
BLK. BLOCK
BLKG. BLOCKING
BM. BEAM
BOT. BOTTOM
B.U.R. BUILT-UP ROOFING

CAB. CABINET
C.B. CATCH BASIN
CEM. CEMENT
CER. CERAMIC
C.I. CAST IRON
C.G. CORNER GUARD
CLG. CEILING
CLKG. CAULKING
CLO. CLOSET
CLR. CLEAR
C.O. CASED OPENING
COL. COLUMN
CONC. CONCRETE
CONN. CONNECTION
CONST. CONSTRUCTION
CONT. CONTINUOUS
CORR. CORRIDOR
CTSK. COUNTERSUNK
CNTR. COUNTER
CTR. CENTER

DBL. DOUBLE
DEPT. DEPARTMENT
D.F. DRINKING FOUNTAIN
DET. DETAIL
DIA. DIAMETER
DIM. DIMENSION
DISP. DISPENSER
DN. DOWN
D.O. DOOR OPENING
DR. DOOR
DWR. DRAWER
D.S. DOWNSPOUT
D.S.P. DRY STANDPIPE
DWG. DRAWING

E. EAST
EA. EACH
E.J. EXPANSION JOINT
EL. ELEVATION

ELEC. ELECTRICAL
ELEV. ELEVATOR
ENCL. ENCLOSURE
EMERG. EMERGENCY
E.P. ELECTRICAL PANELBOARD
EQ. EQUAL
EQPT. EQUIPMENT
E.W.C. ELECTRIC WATER COOLER
EXIST. EXISTING
EXPO. EXPOSED
EXP. EXPANSION
EXT. EXTERIOR

F.A. FIRE ALARM
F.B. FLAT BAR
F.D. FLOOR DRAIN
FDN. FOUNDATION
F.E. FIRE EXTINGUISHER
F.E.C. FIRE EXTINGUISHER CABINET
F.H.C. FIRE HOSE CABINET
FIN. FINISH
FL. FLOOR
FLASH. FLASHING
FLOUR. FLUORESCENT
F.O.C. FACE OF CONCRETE
F.O.F. FACE OF FINISH
F.O.S. FACE OF STUD
FPRF. FIREPROOF
F.S. FULL SIZE
FT. FOOT OR FEET
FTG. FOOTING
FURR. FURRING
FUT. FUTURE

GA. GAUGE
GALV. GALVANIZED
G.B. GRAB BAR
GL. GLASS
GND. GROUND
GR. GRADE
GYP. GYPSUM

H.B. HOSE BIB
H.C. HOLLOW CORE
HDR. HANDRAIL
HDWD. HARDWOOD
HDWE. HARDWARE
HGT. HEIGHT
H.M. HOLLOW METAL
HORIZ. HORIZONTAL
HR. HOUR

I.D. INSIDE DIAMETER
INSUL. INSULATION
INT. INTERIOR

JAN. JANITOR
JT. JOINT

KIT. KITCHEN

LT. LIGHT

MAX. MAXIMUM
M.C. MEDICINE CABINET
MDF MEDIUM DENSITY FIBERBOARD
MECH. MECHANICAL
MEMB. MEMBRANE
MET. METAL
MFR. MANUFACTURER
MH. MANHOLE
MIN. MINIMUM
MIR. MIRROR
MISC. MISCELLANEOUS
M.O. MASONRY OPENING
MTD. MOUNTED
MUL. MULLION

N. NORTH
N.I.C. NOT-IN-CONTRACT
NO. or# NUMBER
NOM. NOMINAL
N.T.S. NOT-TO-SCALE

O.A. OVERALL
OBS. OBSCURE
O.C. ON CENTER
O.D. OUTSIDE DIAMETER
OFF. OFFICE
OPNG. OPENING
OPP. OPERABLE

PRCST. PRECAST
PL. PLATE
P.LAM. PLASTIC LAMINATE
PLAS. PLASTER
PLYWD. PLYWOOD
PR. PAIR
PT. POINT
P.T.D. PAPER TOWEL DISPENSER
P.T.D./R COMBINATION PAPER TOWEL DISPENSER & RECEPTACLE
PTN. PARTITION
P.T.R. PAPER TOWEL RECEPTACLE

Q.T. QUARRY TILE

R. RISER
RAD. RADIUS
R.D. ROOF DRAIN
REF. REFERENCE
REFR. REFRIGERATOR
RGTR. REGISTER
REINF. REINFORCEMENT
REQ. REQUIRED
RESIL. SILENT
RM. ROOM
R.O. ROUGH OPENING
RWD. REDWOOD
R.W.L. RAIN WATER LEADER

S. SOUTH
S.C. SOLID CORE
S.C.D. SEAT COVER DISPENSER
SCHED. SCHEDULE
S.D. SOAP DISPENSER
SECT. SECTION
SH. SHELF
SHR. SHOWER
SHT. SHEET
SIM. SIMILAR
S.N.D. SANITARY NAPKIN DISPENSER
S.N.R. SANITARY NAPKIN RECEPTACLE
SPEC. SPECIFICATION
SQ. SQUARE
S.ST STAINLESS STEEL
S.SK. SERVICE SINK
STA. STATION
STD. STANDARD
STL. STEEL
STOR. STORAGE
STRL. STRUCTURAL
SUSP. SUSPENDED
SYM. SYMMETRICAL

TRD. TREAD
T.B. TOWEL BAR
T.C. TOP OF CURB
TEL. TELEPHONE
TER. TERRAZZO
T.&G. TONGUE & GROOVE
THK. THICK
T.P. TOP OF PAVEMENT
T.P.D. TOILET PAPER DISPENSER
T.V. TELEVISION
T.O.W. TOP OF WALL
TYP. TYPICAL

UNF. UNFINISHED
U.O.N. UNLESS OTHERWISE NOTED
UR. URINAL

VERT. VERTICAL
VEST. VESTIBULE

W. WEST
W/ WITH
W.C. WATER CLOSET
WD. WOOD
W/O WITHOUT
WP. WATERPROOF
WSCT. WAINSCOT
WT. WEIGHT

SCOPE OF WORK

1. ADDING CHILD CARE AREA IN BOTH LOWER (BASEMENT/GROUND) & 1ST FLOOR UPPER LEVEL.
2. DEVELOPING THE GROUND FLOOR BY LIFTING THE BUILDING 8'-3".
3. ADDING TWO EXIT STAIRS AT BOTH CORNERS OF THE BUILDING.

LEGEND

BITUMINOUS CONCRETE
BRICK
CERAMIC TILE
CONCRETE
CONCRETE BLOCK
EARTH
GYPSUM BOARD
INSULATION BATT
INSULATION BOARD
METAL
METAL LATH
MORTAR
PLASTER
PLYWOOD
ROCK FILL
SAND
STONE
TERRAZZO
WOOD FINISH
WOOD FRAMING
WOOD FRAMING
EXISTING WALLS
DEMOLISHED WALLS
NEW WALLS

OPERATION CODES

PERMIT #BW22002610

BUILDING USED FOR:
LIMITED CHILDCARE ACTIVITY
PER OAKLAND PLANNING CODE:
SECTION 17.33.030

BOTH FLOORS:
PERMITTED FOR DAYCARE USE
PER CBC. 452.1.4, EXCEPTION 2.

PARKING:
REQUIRED OFF-STREET PARKING : 0
PROVIDED OFF-STREET PARKING : 0
PER OAKLAND PLANNING CODE:
SECTION 17.116.070

REAR AND SIDES SETBACK: 0
PER OAKLAND PLANNING CODE:
SECTION 17.33.03-8

CONSULTANT DIRECTORY

DESIGN:
AFRAND STUDIO
MEHDI SHAFIEI
5690 BROADWAY TERRACE
OAKLAND CA 94618
C#510-926-7745

CONSTRUCTION CONTRACTOR:
AAE CONSTRUCTION GROUP
ALI ESLAMI
P.O.BOX 4623 BERKELEY CA 94704
C#510-774-8387

SYMBOLS

1 — NUMBERS VERTICAL
1 — GRID LINES
10 — DOOR NUMBER
3 — WINDOW NUMBER
1 — PARTITION TYPE
10 — KITCHEN EQUIPMENT NUMBER
MATCH LINE
WORK POINT
A / A2.1 — SECTION: SECTION IDENTIFICATION, SHEET WHERE DRAWN, LOCATION WHERE CUT
4 / A3.1 — DETAIL: SECTION IDENTIFICATION, SHEET WHERE DRAWN, LOCATION WHERE CUT
2 / A2.1 (N, E, S, W) — INTERIOR ELEVATION: SECTION IDENTIFICATION, SHEET WHERE DRAWN, PLAN INDICATION OF ELEVATION DRAWN
BEDROOM 102 — ROOM IDENTIFICATION: ROOM NAME, ROOM NUMBER
PROPERTY LINE
720 — NEW OR FINISHED CONTOURS
685 — EXISTING CONTOURS
685 / 720 — SPOT ELEVATIONS: EXISTING GRADE, NEW FINISH GRADE
T.W. 721 — TOP OF WALL
T.C. 722 — TOP OF CURB
T.P. 723 — TOP OF PAVEMENT

DRAWING LIST

● = DRAWINGS IN THIS SUBMITTAL

GENERAL DRAWINGS
- ● G1.0 COVER SHEET, ABBREVIATIONS, LEGEND, SYMBOLS, DRAWING LIST
- ● G1.1 PHOTOS
- ● G1.2 CALIFORNIA GREEN BUILDING STANDARDS CODE
- ● G1.3 CALIFORNIA GREEN BUILDING STANDARDS CODE
- ● G1.4 CALIFORNIA GREEN BUILDING STANDARDS CODE

CIVIL DRAWINGS
- ● C0.0 CIVIL SURVEY PLAN
- ● C0.1 EXISTING SITE PLAN
- ● C0.2 SITE DEMO PLAN
- ● C0.3 NEW SITE PLAN

LANDSCAPING DRAWINGS
- ● L1.1 EXISTING LANDSCAPING PLAN
- ● L1.2 NEW LANDSCAPING PLAN
- ● L1.3 BAY FRIENDLY LANDSCAPING

LIFE SAFETY DRAWINGS

ARCHITECTURAL DRAWINGS
- ● A0.1 EXISTING BASEMENT PLAN
- ● A0.2 EXISTING 1ST FLOOR PLAN
- ● A0.3 EXISTING ROOF PLAN
- ● A1.0 NEW BASEMENT FLOOR PLAN
- ● A1.1 NEW FIRST FLOOR PLAN
- ● A1.2 NEW SECOND FLOOR PLAN
- ● A1.3 NEW ROOF PLAN
- ● A2.1 EXISTING BUILDING ELEVATIONS
- ● A2.2 NEW BUILDING ELEVATIONS
- ● A3.1 EXISTING & PROPOSED SECTIONS

PROJECT INFORMATION

APN: 014-1249-011-03
TITLE: SUNFLOERS DAYCARE
CITY: OAKLAND, CALIFORNIA
CONSTRUCTION TYPE: V-B
OCCUPANCY GROUP: E
ZONING TYPE: CN-1
OCCUPANT LOAD: 2797 / 35 = 80
SPRINKLER: NEW

PROPOSED SITE AREA

	(EXISTING)	(PROPOSED)	(CHANGE)
LOT AREA:	3,691 SQ.FT.	3,691 SQ.FT.	0
EASEMENT:	475 SQ.FT.	475 SQ.FT.	
COVERAGE:	1,238 / 3,691 = 66%	1,525 + 336 / 3,691 = 50%	.12
FAR:	2,429/ 3,691 = .66	1,525 + 1525 / 3,691 = .83	.12
BUILDING FLOOR AREA:			
BASEMENT/ GROUND	1,191 SQ.FT.	1,649 SQ.FT.	251 SQ.FT.
1ST FLOOR	1,238 SQ.FT.	1,525 SQ.FT.	208 SQ.FT.
2ND FLOOR		1,525 SQ.FT.	1,525 SQ.FT.
TOTAL ENCLOSED AREA:	2,429 SQ.FT.	4,699 SQ.FT.	2,270 SQ.FT.
STAIR STRUCTURE: (1ST FLOOR)		336 SQ.FT.	
STAIR STRUCTURE: (2ND FLOOR)		300 SQ.FT.	
TOTAL STRUCTURE:		5,335 SQ.FT.	

PROJECT ROOM SQFT LIST

EXISTING 1ST FLOOR AREA		
WOOD DECK WITH STAIRS	196 SQFT	
STAIR/ LANDING	83 SQFT	
FOYER	28 SQFT	
FRONT OFFICE #1	218 SQFT	
OFFICE #2	120 SQFT	
OFFICE #3	75 SQFT	
BATHROOM	38 SQFT	
CLOSET	11 SQFT	
OFFICE #4	106 SQFT	
OPEN AREA	316 SQFT	
BLDG 1ST FLOOR		1191 SQFT

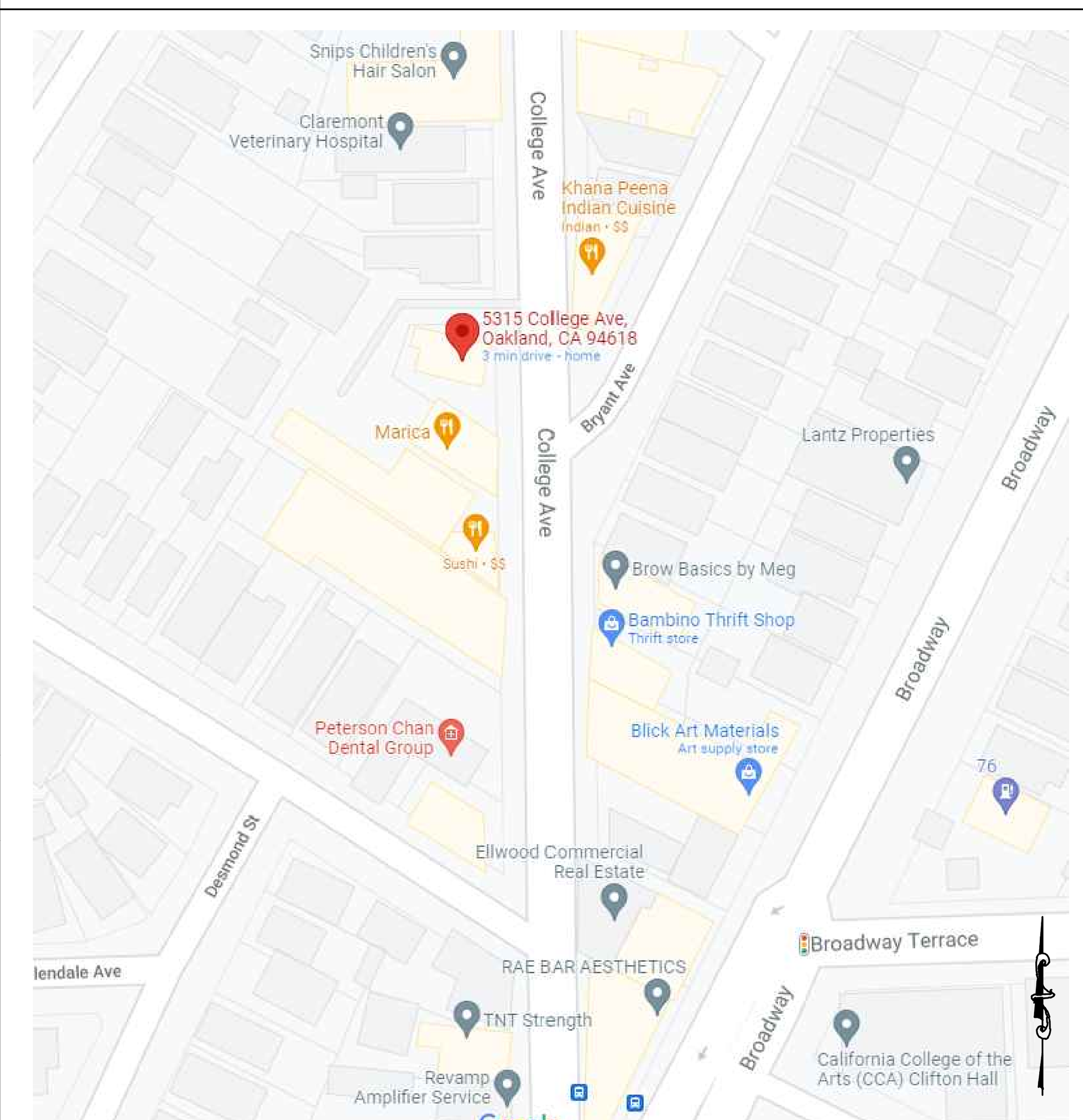
EXISTING BASEMENT FLOOR AREA		
CRAWL SPACE	245 SQFT	
STORAGE SPACE	694 SQFT	
BASEMENT BACK STAIRS	11 SQFT	
DECK / STAIRS FOUNDATION	288 SQFT	
BLDG BASEMENT		1238 SQFT

PROPOSED BASEMENT FLOOR AREA		
DIRECTOR'S OFFICE	248 SQFT	
STORAGE SPACE	143 SQFT	
STAIR #2	93 SQFT	
VESTIBULE	88 SQFT	
MECHANICAL	10 SQFT	
LAUNDRY	35 SQFT	
TEACHER'S ROOM	610 SQFT	
OFFICE ROOM	209 SQFT	
BATHROOM	64 SQFT	
STORAGE	4 SQFT	
BLDG BASEMENT GROSS AREA		1,649 SQFT

PROPOSED 1ST FLOOR AREA		
TEACHER'S ROOM	153 SQFT	
STAFF	34 SQFT	
CHILDREN	51 SQFT	
STAIR #2 `	145 SQFT	
CHILDREN CARE AREA	1,029 SQFT	
BLDG 1ST GROSS FLOOR		1,525 SQFT

PROPOSED 2ND FLOOR AREA		
KITCHEN	153 SQFT	
STAFF BATHROOM #2	34 SQFT	
CHILDREN BATHROOM #2	51 SQFT	
STAIR #2	145 SQFT	
CHILDREN CARE AREA	1,030 SQFT	
BLDG 2ND FLOOR		1,525 SQFT

VICINITY MAP



PARCEL MAP

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STAMP: LICENSED ARCHITECT JOHN W. COWEE, JR. NO. C-9199 REN. 1-31-25 STATE OF CALIFORNIA — John W Cowee, Jr.

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022
REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: COVER SHEET

SHEET NO. G1.0

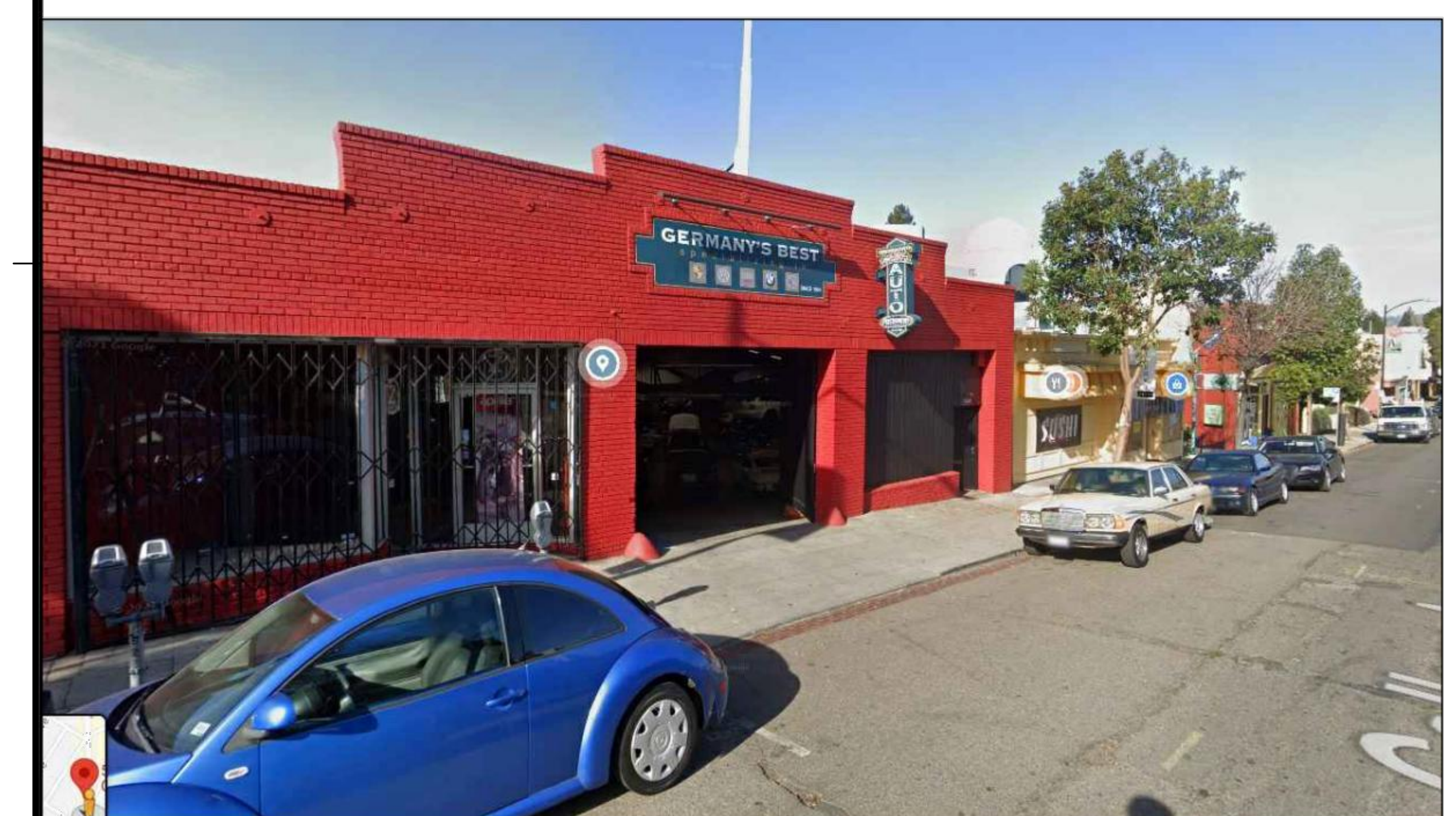
REVISION 0

BIRD VIEW-EAST

BIRD VIEW-NORTH EAST

BIRD VIEW-NORTH WEST

VIEW-NORTH WEST



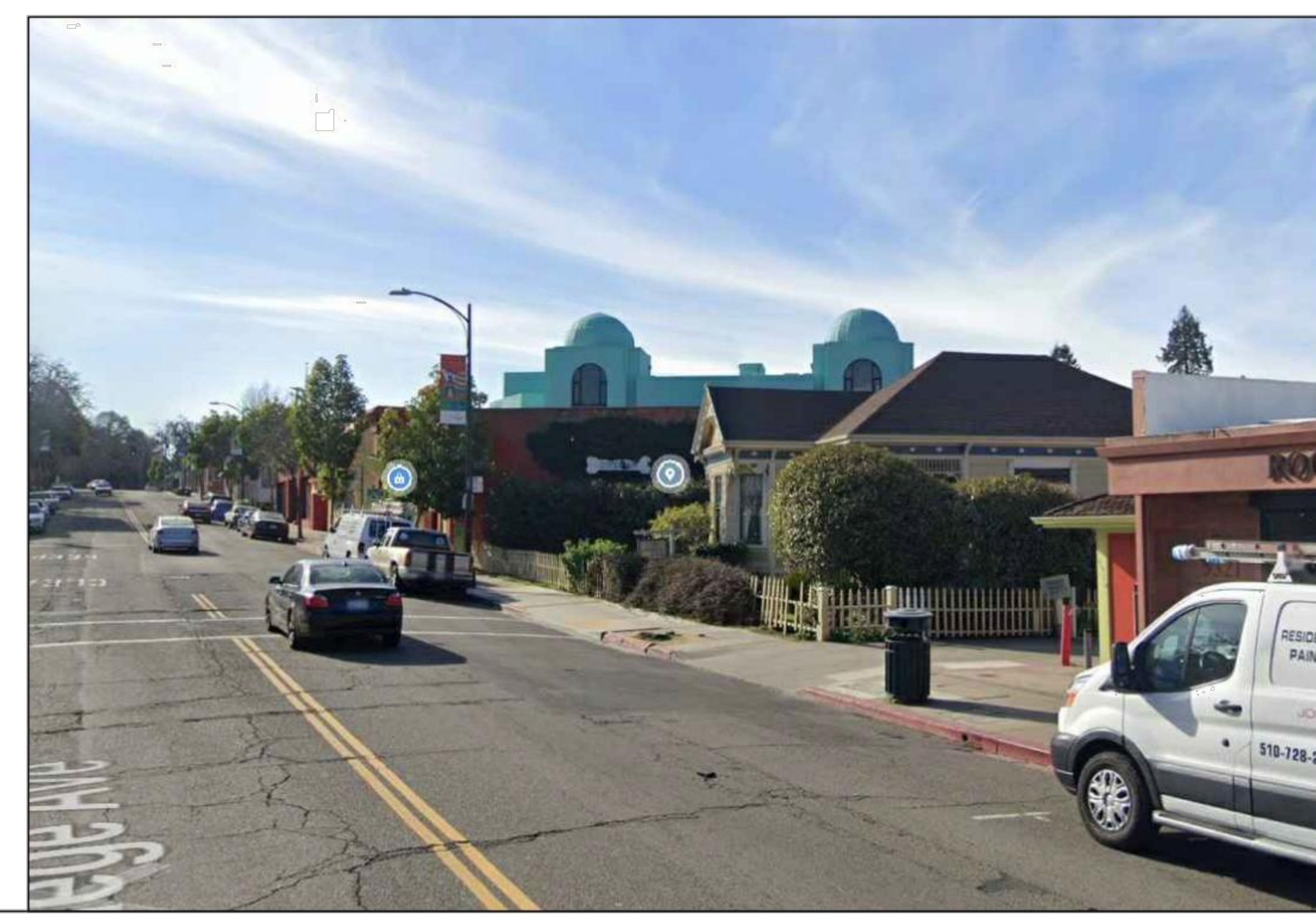
COLLEGE AVE. SOUTH-3

COLLEGE AVE. SOUTH-2

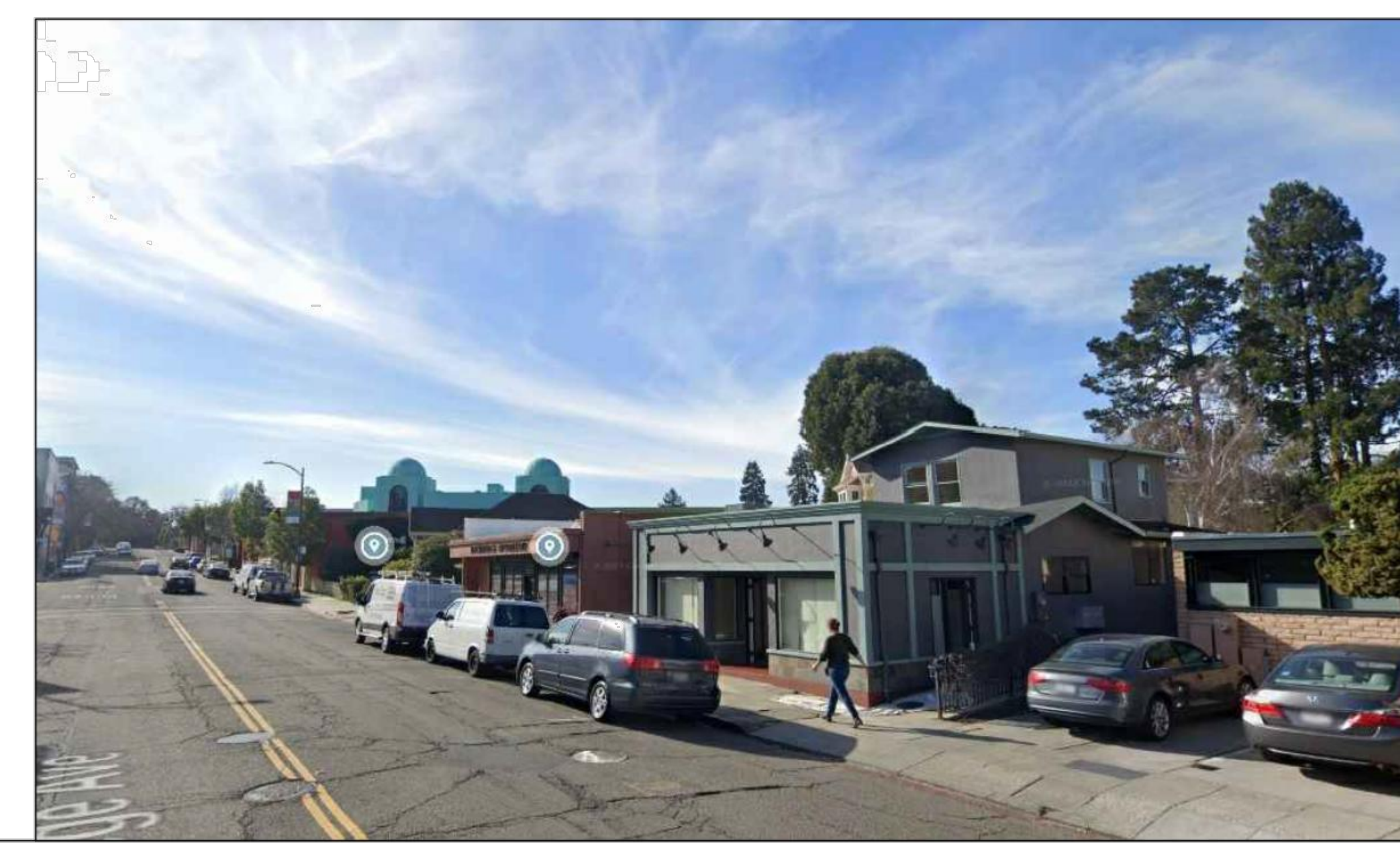
COLLEGE AVE. SOUTH-1

VIEW-SOUTH WEST

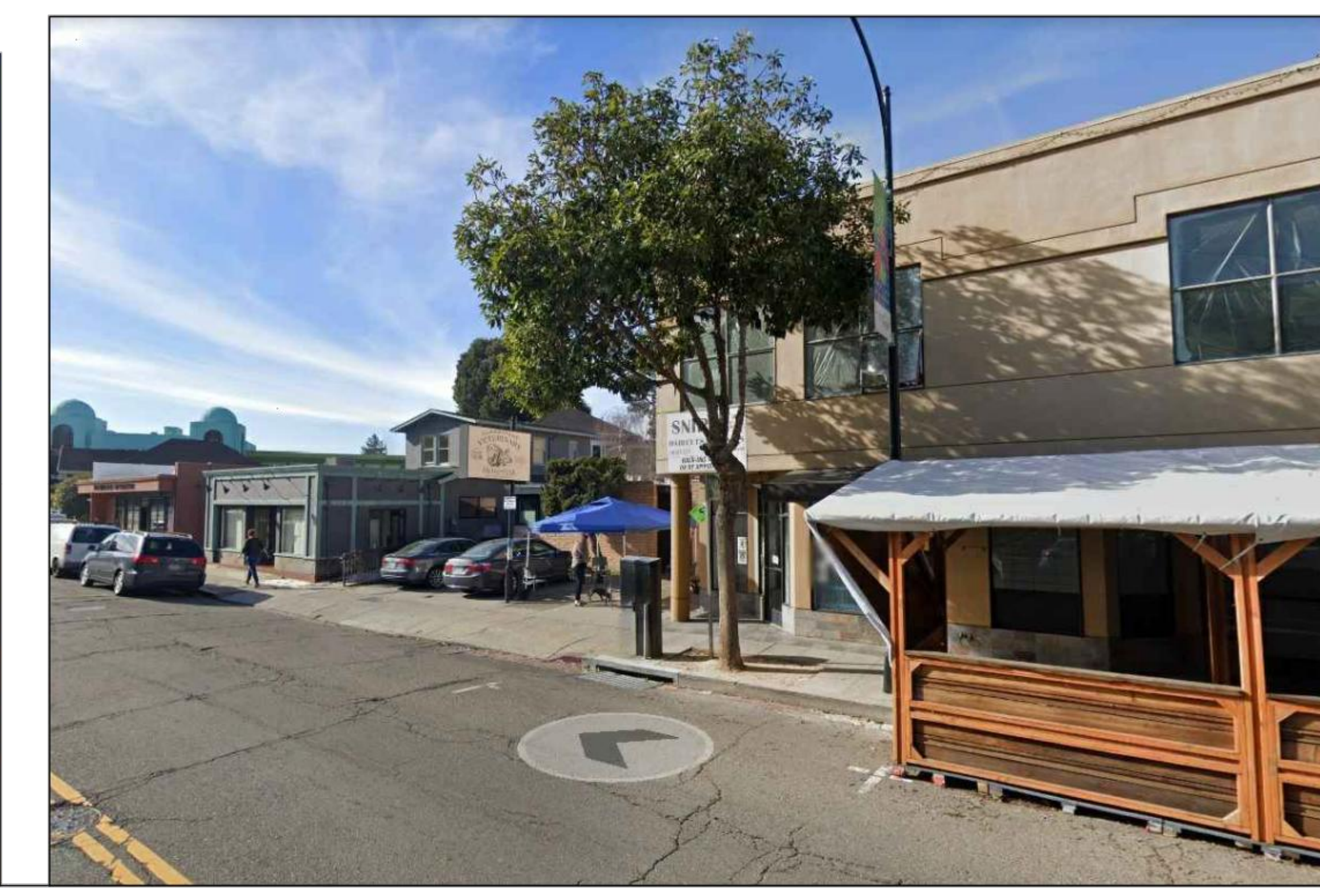
COLLEGE AVE. NORTH-1



COLLEGE AVE. NORTH-2



COLLEGE AVE. NORTH-3



COLLEGE AVE. NORTH-4

EAST SIDE

SOUTH EAST CORNER

NOTH SIDE

NORTH EAST CORNER

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DATE: 04/20/2023

SHEET TITLE:
PHOTOS

SHEET NO.
G1.1

REVISION 0

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

NONRESIDENTIAL MANDATORY MEASURES, SHEET 1 (January 2020, Includes August 2019 Supplement)

AIA California

Y = YES
N/A = NOT APPLICABLE
RESPON. PARTY = RESPONSIBLE PARTY (ie: ARCHITECT, ENGINEER, OWNER, CONTRACTOR, INSPECTOR ETC.)

Y | N/A | RESPON. PARTY

CHAPTER 3
GREEN BUILDING
SECTION 301 GENERAL

301.1 SCOPE. Buildings shall be designed to include the green building measures specified as mandatory in the application checklists contained in this code. Voluntary green building measures are also included in the application checklists and may be included in the design and construction of structures covered by this code, but are not required unless adopted by a city, county, or city and county as specified in Section 101.7.

301.3 NONRESIDENTIAL ADDITIONS AND ALTERATIONS. [BSC-CG] The provisions of individual sections of Chapter 5 apply to newly constructed buildings, building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of $200,000 or above (for occupancies within the authority of California Building Standards Commission). Code sections relevant to additions and alterations shall only apply to the portions of the building being added or altered within the scope of the permitted work.

A code section will be designated by a banner to indicate where the code section only applies to newly constructed buildings [N] or to additions and/or alterations [A]. When the code section applies to both, no banner will be used.

301.3.1 Nonresidential additions and alterations that cause updates to plumbing fixtures only:

Note: On and after January 1, 2014, certain commercial real property, as defined in Civil Code Section 1101.3, shall have its noncompliant plumbing fixtures replaced with appropriate water-conserving plumbing fixtures under specific circumstances. See Civil Code Section 1101.1 *et seq.* for definitions, types of commercial real property affected, effective dates, circumstances necessitating replacement of noncompliant plumbing fixtures, and duties and responsibilities for ensuring compliance.

301.3.2 Waste Diversion. The requirements of Section 5.408 shall be required for additions and alterations whenever a permit is required for work.

301.4 PUBLIC SCHOOLS AND COMMUNITY COLLEGES. (see GBSC)
301.5 HEALTH FACILITIES. (see GBSC)

SECTION 302 MIXED OCCUPANCY BUILDINGS

302.1 MIXED OCCUPANCY BUILDINGS. In mixed occupancy buildings, each portion of a building shall comply with the specific green building measures applicable to each specific occupancy.

SECTION 303 PHASED PROJECTS

303.1 PHASED PROJECTS. For shell buildings and others constructed for future tenant improvements, only those code measures relevant to the building components and systems considered to be new construction (or newly constructed) shall apply.

303.1.1 Initial Tenant improvements. The provisions of this code shall apply only to the initial tenant improvements to a project. Subsequent tenant improvements shall comply with the scoping provisions in Section 301.3 non-residential additions and alterations.

ABBREVIATION DEFINITIONS:

HCD	Department of Housing and Community Development
BSC	California Building Standards Commission
DSA-SS	Division of the State Architect, Structural Safety
OSHPD	Office of Statewide Health Planning and Development
LR	Low Rise
HR	High Rise
AA	Additions and Alterations
N	New

CHAPTER 5
NONRESIDENTIAL MANDATORY MEASURES

DIVISION 5.1 PLANNING AND DESIGN

SECTION 5.101 GENERAL

5.101.1 SCOPE
The provisions of this chapter outline planning, design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties.

SECTION 5.102 DEFINITIONS

5.102.1 DEFINITIONS
The following terms are defined in Chapter 2 *(and are included here for reference)*

CUTOFF LUMINAIRES. Luminaires whose light distribution is such that the candela per 1000 lamp lumens does not numerically exceed 25 (2.5 percent) at an angle of 90 degrees above nadir, and 100 (10 percent) at a vertical angle of 80 degrees above nadir. This applies to all lateral angles around the luminaire.

LOW-EMITTING AND FUEL EFFICIENT VEHICLES.
Eligible vehicles are limited to the following:

1. Zero emission vehicle (ZEV), including neighborhood electric vehicles (NEV), partial zero emission vehicle (PZEV), advanced technology PZEV (AT ZEV) or CNG fueled (original equipment manufacturer only) regulated under Health and Safety Code section 43800 and CCR, Title 13, Sections 1961 and 1962.
2. High-efficiency vehicles, regulated by U.S. EPA, bearing High-Occupancy Vehicle (HOV) car pool lane stickers issued by the Department of Motor Vehicles.

NEIGHBORHOOD ELECTRIC VEHICLE (NEV). A motor vehicle that meets the definition of "low-speed vehicle" either in Section 385.5 of the Vehicle Code or in 49CFR571.500 (as it existed on July 1, 2000), and is certified to zero-emission vehicle standards.

TENANT-OCCUPANTS. Building occupants who inhabit a building during its normal hours of operation as permanent occupants, such as employees, as distinguished from customers and other transient visitors.

VANPOOL VEHICLE. Eligible vehicles are limited to any motor vehicle, other than a motortruck or truck tractor, designed for carrying more than 10 but not more than 15 persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing.

Note: Source: Vehicle Code, Division 1, Section 668

ZEV. Any vehicle certified to zero-emission standards.

SECTION 5.106 SITE DEVELOPMENT

5.106.1 STORM WATER POLLUTION PREVENTION FOR PROJECTS THAT DISTURB LESS THAN ONE ACRE OF LAND. Newly constructed projects and additions which disturb less than one acre of land, and are not part of a larger common plan of development or sale, shall prevent the pollution of storm water runoff from the construction activities through one or more of the following measures:

5.106.1.1 Local ordinance. Comply with a lawfully enacted storm water management and/or erosion control ordinance.

5.106.1.2 Best Management Practices (BMPs). Prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and sediment control and good housekeeping BMPs.

1. Soil loss BMPs that should be considered for implementation as appropriate for each project include, but are not limited to, the following:
   a. Scheduling construction activity during dry weather, when possible.
   b. Preservation of natural features, vegetation, soil, and buffers around surface waters.
   c. Drainage swales or lined ditches to control stormwater flow.
   d. Mulching or hydroseeding to stabilize disturbed soils.
   e. Erosion control to protect slopes.
   f. Protection of storm drain inlets (gravel bags or catch basin inserts).
   g. Perimeter sediment control (perimeter silt fence, fiber rolls).
   h. Sediment trap or sediment basin to retain sediment on site.
   i. Stabilized construction exits.
   j. Wind erosion control.
   k. Other soil loss BMPs acceptable to the enforcing agency.
2. Good housekeeping BMPs to manage construction equipment, materials, non-stormwater discharges and wastes that should be considered for implementation as appropriate for each project include, but are not limited to, the following:
   a. Dewatering activities.
   b. Material handling and waste management.
   c. Building materials stockpile management.
   d. Management of washout areas (concrete, paints, stucco, etc.).
   e. Control of vehicle/equipment fueling to contractor's staging area.
   f. Vehicle and equipment cleaning performed off site.
   g. Spill prevention and control.
   h. Other housekeeping BMPs acceptable to the enforcing agency.

5.106.2 STORMWATER POLLUTION PREVENTION FOR PROJECTS THAT DISTURB ONE OR MORE ACRES OF LAND. Comply with all lawfully enacted stormwater discharge regulations for projects that (1) disturb one acre or more of land, or (2) disturb less than one acre of land but are part of a larger common plan of development sale.

Note: Projects that (1) disturb one acre or more of land, or (2) disturb less than one acre of land but are part of the larger common plan of development or sale must comply with the post-construction requirements detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board or the Lahontan Regional Water Quality Control Board (for projects in the Lake Tahoe Hydrologic Unit).

The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff (pre-project hydrology) with the installation of postconstruction stormwater management measures. The NPDES permits emphasize runoff reduction through on-site stormwater use, interception, evapotranspiration, and infiltration through nonstructural controls, such as Low Impact Development (LID) practices, and conversation design measures. Stormwater volume that cannot be addressed using nonstructural practices is required to be captured in structural practices and be approved by the enforcing agency.

Refer to the current applicable permits on the State Water Resources Control Board website at: www.waterboards.ca.gov/constructionstormwater. Consideration to the stormwater runoff management measures should be given during the initial design process for appropriate integration into site development.

5.106.4 BICYCLE PARKING. For buildings within the authority of California Building Standards Commission as specified in Section 103, comply with Section 5.106.4.1. For buildings within the authority of the Division of the State Architect pursuant to Section 105, comply with Section 5.106.4.2

5.106.4.1 Bicycle parking. [BSC-CG] Comply with Sections 5.106.4.1.1 and 5.106.4.1.2; or meet the applicable local ordinance, whichever is stricter.

5.106.4.1.1 Short-term bicycle parking. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.
Exception: Additions or alterations which add nine or less visitor vehicular parking spaces.

5.106.4.1.2 Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

5.106.4.1.3 For additions or alterations that add 10 or more tenant-occupant vehicular parking spaces, provide secure bicycle parking for 5 percent of the tenant vehicular parking spaces being added, with a minimum of one bicycle parking facility.

5.106.4.1.4 For new shell buildings in phased projects provide secure bicycle parking for 5 percent of the anticipated tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

5.106.4.1.5 Acceptable bicycle parking facility for Sections 5.106.4.1.2, 5.106.4.1.3, and 5.106.4.1.4 shall be convenient from the street and shall meet one of the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; or
3. Lockable, permanently anchored bicycle lockers.

Note: Additional information on recommended bicycle accommodations may be obtained from Sacramento Area Bicycle Advocates.

5.106.4.2 Bicycle parking. [DSA-SS] For public schools and community colleges, comply with Sections 5.106.4.2.1 and 5.106.4.2.2

5.106.4.2.1 Student bicycle parking. Provide permanently anchored bicycle racks conveniently accessed with a minimum of four two-bike capacity racks per new building.
5.106.4.2.2 Staff bicycle parking. Provide permanent, secure bicycle parking conveniently accessed with a minimum of two staff bicycle parking spaces per new building. Acceptable bicycle parking facilities shall be convenient from the street or staff parking area and shall meet one of the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; or
3. Lockable, permanently anchored bicycle lockers.

5.106.5.2 DESIGNATED PARKING FOR CLEAN AIR VEHICLES. In new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as follows:

TABLE 5.106.5.2 - PARKING

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
25-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 AND OVER	AT LEAST 8% OF TOTAL

5.106.5.2.1 - Parking stall marking. Paint, in the paint used for stall striping, the following characters such that the lower edge of the last word aligns with the end of the stall striping and is visible beneath a parked vehicle: CLEAN AIR / VAN POOL / EV

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces.

5.106.5.3 Electric vehicle (EV) charging. [N] Construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation of electric vehicle supply equipment (EVSE). When EVSE(s) is/are installed, it shall be in accordance with the *California Building Code*, the *California Electrical Code* and as follows:

5.106.5.3.1 Single charging space requirements. [N] When only a single charging space is required per Table 5.106.5.3.3, a raceway is required to be installed at the time of construction and shall be installed in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EVSE.
2. A listed raceway capable of accommodating a 208/240 -volt dedicated branch circuit.
3. The raceway shall not be less than trade size 1".
4. The raceway shall originate at a service panel or a subpanel serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and listed suitable cabinet, box, enclosure or equivalent.
5. The service panel or subpanel shall have sufficient capacity to accommodate a minimum 40-ampere dedicated branch circuit for the future installation of the EVSE.

5.106.5.3.2 Multiple charging space requirements. [N] When multiple charging spaces are required per Table 5.106.5.3.3 raceway(s) is/are required to be installed at the time of construction and shall be installed in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EVSE.
2. The raceway(s) shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and into listed suitable cabinet(s), box(es), enclosure(s) or equivalent.
3. Plan design shall be based upon 40-ampere minimum branch circuits.
4. Electrical calculations shall substantiate the design of the electrical system, to include the rating of equipment and any on-site distribution transformers and have sufficient capacity to simultaneously charge all required EVs at its full rated amperage.
5. The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.

5.106.5.3.3 EV charging space calculations. [N] Table 5.106.5.3.3 shall be used to determine if single or multiple charging space requirements apply for the future installation of EVSE.

Exceptions: On a case-by-case basis where the local enforcing agency has determined EV charging and infrastructure is not feasible based upon one or more of the following conditions:

1. Where there is insufficient electrical supply.
2. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.

TABLE 5.106.5.3.3

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 AND OVER	6% of total[1]

1. Calculation for spaces shall be rounded up to the nearest whole number.

5.106.5.3.4 [N] Identification. The service panel or subpanel(s) circuit directory shall identify the reserved overcurrent protective device space(s) for future EV charging as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE".

5.106.5.3.5 [N] Future charging spaces qualify as designated parking as described in Section 5.106.5.2 Designated parking for clean air vehicles.

5.106.8 LIGHT POLLUTION REDUCTION. [N].I Outdoor lighting systems shall be designed and installed to comply with the following:

1. The minimum requirements in the California Energy Code for Lighting Zones 0-4 as defined in Chapter 10, Section 10-114 of the California Administrative Code; and
2. Backlight (B) ratings as defined in IES TM-15-11 (shown in Table A-1 in Chapter 8);
3. Uplight and Glare ratings as defined in California Energy Code (shown in Tables 130.2-A and 130.2-B in Chapter 8) and
4. Allowable BUG ratings not exceeding those shown in Table 5.106.8, [N] or Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Exceptions: [N]

1. Luminaires that qualify as exceptions in Section 140.7 of the California Energy Code.
2. Emergency lighting.
3. Building facade meeting the requirements in Table 140.7-B of the California Energy Code, Part 6.
4. Custom lighting features as allowed by the local enforcing agency, as permitted by Section 101.8 Alternate materials, designs and methods of construction.

Note: [N]
1. See also California Building Code, Chapter 12, Section 1205.6 for college campus lighting requirements for parking facilities and walkways.
2. Refer to Chapter 8 (Compliance Forms, Worksheets and Reference Material) for IES TM-15-11 Table A-1, California Energy Code Tables 130.2-A and 130.2-B.
3. Refer to the California Building Code for requirements for additions and alterations.

TABLE 5.106.8 [N] MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1,2]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
MAXIMUM ALLOWABLE BACKLIGHT RATING [3]					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1-2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5-1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
MAXIMUM ALLOWABLE UPLIGHT RATING (U)					
For area lighting [4]	N/A	U0	U0	U0	U0
For all other outdoor lighting,including decorative luminaires	N/A	U1	U2	U3	UR
MAXIMUM ALLOWABLE GLARE RATING [5] **(G)**					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1-2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5-1 MH from property line	N/A	G0	G0	G1	G1
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. IESNA Lighting Zones 0 and 5 are not applicable; refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code.*

2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.

3. If the nearest property line is less than or equal to two mounting heights from the back hemisphere of the luminaire distribution, the applicable reduced Backlight rating shall be met.

4. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet *U*-value limits for "all other outdoor lighting".

5. If the nearest property line is less than or equal to two mounting heights from the front hemisphere of the luminaire distribution, the applicable reduced Glare rating shall be met.

5.106.10 GRADING AND PAVING. Construction plans shall indicate how site grading or a drainage system will manage all surface water flows to keep water from entering buildings. Examples of methods to manage surface water include, but are not limited to, the following:

1. Swales.
2. Water collection and disposal systems.
3. French drains.
4. Water retention gardens.
5. Other water measures which keep surface water away from buildings and aid in groundwater recharge.

Exception: Additions and alterations not altering the drainage path.

5.106.12 SHADE TREES [DSA-SS]. Shade Trees shall be planted to comply with Sections 5.106.12.1, 5.106.12.2, and 5.106.12.3. Percentages shown shall be measured at noon on the summer solstice. Landscape irrigation necessary to establish and maintain tree health shall comply with Section 5.304.6.

5.106.12.1 Surface parking areas. Shade tree plantings, minimum #10 container size or equal, shall be installed to provide shade over 50 percent of the parking area within 15 years.

Exceptions: The surface parking area covered by solar photovoltaic shade structures, or shade structures, with roofing materials that comply with Table A5.106.11.2.2 in Appendix A5, are not included in the total area calculations.

5.106.12.2 Landscape areas. Shade tress plantings, minimum #10 container size or equal shall be installed to provide shade of 20% of the landscape area within 15 years.

Exceptions: Playfields for organized sport activity are not included in the total area calculation.

5.106.12.3. Hardscape areas. Shade tree plantings, minimum #10 container size or equal shall be installed to provide shade over 20 percent of the hardscape area within 15 years.

Exceptions: Walks, hardscape areas covered by solar photovoltaic shade structures, and hardscape areas covered by shade structures with roofing materials that comply with Table A5.106.11.2.2 in Appendix A5, are not included in the total area calculation.

DIVISION 5.2 ENERGY EFFICIENCY

SECTION 5.201 GENERAL

5.201.1 Scope [BSC-CG]. ***California Energy Code [DSA-SS].*** For the purposes of mandatory energy efficiency standards in this code, the California Energy Commission will continue to adopt mandatory building standards.

DIVISION 5.3 WATER EFFICIENCY AND CONSERVATION

SECTION 5.301 GENERAL

5.301.1 Scope. The provisions of this chapter shall establish the means of conserving water use indoors, outdoors and in wastewater conveyance.

SECTION 5.302 DEFINITIONS

5.302.1 Definitions. The following terms are defined in Chapter 2 *(and are included here for reference)*

EVAPOTRANSPIRATION ADJUSTMENT FACTOR (ETAF) [DSA-SS]. An adjustment factor when applied to reference evapotranspiration that adjusts for plant factors and irrigation efficiency, which ae two major influences on the amount of water that needs to be applied to the landscape.

FOOTPRINT AREA [DSA-SS]. The total area of the furthest exterior wall of the structure projected to natural grade, not including exterior areas such as stairs, covered walkways, patios and decks.

METERING FAUCET. A self-closing faucet that dispenses a specific volume of water for each actuation cycle. The volume or cycle duration can be fixed or adjustable.

GRAYWATER. Pursuant to Health and Safety Code Section 17922.12, "graywater" means untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. "Graywater" includes, but is not limited to wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines and laundry tubs, but does not include waste water from kitchen sinks or dishwashers.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). The California ordinance regulating landscape design, installation and maintenance practices that will ensure commercial, multifamily and other developer installed landscapes greater than 2500 square feet meet an irrigation water budget developed based on landscaped area and climatological parameters.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). [HCD] The California model ordinance (California Code of Regulations, Title 23, Division 2, Chapter 2.7), regulating landscape design, installation and maintenance practices. Local agencies are required to adopt the updated MWELO, or adopt a local ordinance at least as effective as the MWELO.

POTABLE WATER. Water that is drinkable and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards. See definition in the California Plumbing Code, Part 5.

POTABLE WATER. [HCD] Water that is satisfactory for drinking, culinary, and domestic puroses, and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards and the requirements of the Health Authority Having Jurisdiction.

RECYCLED WATER. Water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur [Water Code Section 13050 (n)]. Simply put, recycled water is water treated to remove waste matter attaining a quality that is suitable to use the water again.

SUBMETER. A meter installed subordinate to a site meter. Usually used to measure water intended for one purpose, such as landscape irrigation. For the purposes of CALGreen, a dedicated meter may be considered a submeter.

WATER BUDGET. Is the estimated total landscape irrigation water use which shall not exceed the maximum applied water allowance calculated in accordance with the Department of Water Resources Model Efficient Landscape Ordinance (MWELO).

SECTION 5.303 INDOOR WATER USE

5.303.1 METERS. Separate submeters or metering devices shall be installed for the uses described in Sections 503.1.1 and 503.1.2.

5.303.1.1 Buildings in excess of 50,000 square feet. Separate submeters shall be installed as follows:

1. For each individual leased, rented or other tenant space within the building projected to consume more than 100 gal/day (380 L/day), including, but not limited to, spaces used for laundry or cleaners, restaurant or food service, medical or dental office, laboratory, or beauty salon or barber shop.
2. Where separate submeters for individual building tenants are unfeasible, for water supplied to the following subsystems:
   a. Makeup water for cooling towers where flow through is greater than 500 gpm (30 L/s).
   b. Makeup water for evaporative coolers greater than 6 gpm (0.04 L/s).
   c. Steam and hot water boilers with energy input more than 500,000 Btu/h (147 kW).

5.303.1.2 Excess consumption. A separate submeter or metering device shall be provided for any tenant within a new building or within an addition that is projected to consume more than 1,000 gal/day.

5.303.3 WATER CONSERVING PLUMBING FIXTURES AND FITTINGS. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

5.303.3.1 Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush. Tank-type water closets shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Tank-Type toilets.

Note: The effective flush volume of dual flush toilets is defined as the composite, average flush volume of two reduced flushes and one full flush.

5.303.3.2 Urinals.
5.303.3.2.1 Wall-mounted Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush.

5.303.3.2.2 Floor-mounted Urinals. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.

5.303.3.3 Showerheads. [BSC-CG]
5.303.3.3.1 Single showerhead. Showerheads shall have a maximum flow rate of not more than 1.8 gallons per minute at 80 psi. Showerheads shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Showerheads.

5.303.3.3.2 Multiple showerheads serving one shower. When a shower is served by more than one showerhead, the combined flow rate of all the showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi, or the shower shall be designed to allow only one shower outlet to be in operation at a time.
Note: A hand-held shower shall be considered a showerhead.

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0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
C1.2

REVISION 0

AIA California

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

NONRESIDENTIAL MANDATORY MEASURES, SHEET 1 (January 2020, Includes August 2019 Supplement)

Y = YES
N/A = NOT APPLICABLE
RESPON. PARTY = RESPONSIBLE PARTY (ie: ARCHITECT, ENGINEER, OWNER, CONTRACTOR, INSPECTOR ETC.)

Y | N/A | RESPON. PARTY

5.303.3.4 Faucets and fountains.

5.303.3.4.1 Nonresidential Lavatory faucets. Lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi.

5.303.3.4.2 Kitchen faucets. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.8 gallons per minute at 60 psi.

5.303.3.4.3 Wash fountains. Wash fountains shall have a maximum flow rate of not more than1.8 gallons per minute/20 [rim space (inches) at 60 psi].

5.303.3.4.4 Metering faucets. Metering faucets shall not deliver more than 0.20 gallons per cycle.

5.303.3.4.5 Metering faucets for wash fountains. Metering faucets for wash fountains shall have a maximum flow rate of not more than 0.20 gallons per minute/20 [rim space (inches) at 60 psi].

Note: Where complying faucets are unavailable, aerators or other means may be used to achieve reduction.

5.303.4 COMMERCIAL KITCHEN EQUIPMENT.

5.303.4.1 Food Waste Disposers. Disposers shall either modulate the use of water to no more than 1 gpm when the disposer is not in use (not actively grinding food waste/no-load) or shall automatically shut off after no more than 10 minutes of inactivity. Disposers shall use no more than 8 gpm of water.
Note: This code section does not affect local jurisdiction authority to prohibit or require disposer installation.

5.303.5 AREAS OF ADDITION OR ALTERATION. For those occupancies within the authority of the California Building Standards Commission as specified in Section 103, the provisions of Section 5.303.3 and 5.303.4 shall apply to new fixtures in additions or areas of alteration to the building.

5.303.6 STANDARDS FOR PLUMBING FIXTURES AND FITTINGS. Plumbing fixtures and fittings shall be installed in accordance with the *California Plumbing Code*, and shall meet the applicable standards referenced in Table 1701.1 of the *California Plumbing Code* and in Chapter 6 of this code.

SECTION 5.304 OUTDOOR WATER USE

5.304.1 OUTDOOR POTABLE WATER USE IN LANDSCAPE AREAS. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

Notes:
1. The Model Water Efficient Landscape Ordinance (MWELO) is located in the California Code of Regulations, Title 23, Chapter 2.7, Division 2.
2. MWELO and supporting documents, including a water budget calculator, are available at: https://www.water.ca.gov/.

5.304.6 OUTDOOR POTABLE WATER USE IN LANDSCAPE AREAS. For public schools and community colleges, landscape projects as described in Sections 5.304.6.1 and 5.304.6.2 shall comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO) commencing with Section 490 of Chapter 2.7, Division 2, Title 23, California Code of Regulations, except that the evapotranspiration adjustment factor (ETAF) shall be 0.65 with an additional water allowance for special landscape areas (SLA) of 0.35.

Exception: Any project with an aggregate landscape area of 2,500 square feet or less may comply with the prescriptive measures contained in Appendix D of the MWELO.

5.304.6.1 Newly constructed landscapes. New construction projects with an aggregate landscape area equal to or greater than 500 square feet.

5.304.6.2 Rehabilitated landscapes. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 1,200 square feet.

DIVISION 5.4 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

SECTION 5.401 GENERAL

5.401.1 SCOPE. The provisions of this chapter shall outline means of achieving material conservation and resource efficiency through protection of buildings from exterior moisture, construction waste diversion, employment of techniques to reduce pollution through recycling of materials, and building commissioning or testing and adjusting.

SECTION 5.402 DEFINITIONS

5.402.1 DEFINITIONS. The following terms are defined in Chapter 2 *(and are included here for reference)*

ADJUST. To regulate fluid flow rate and air patterns at the terminal equipment, such as to reduce fan speed or adjust a damper.

BALANCE. To proportion flows within the distribution system, including sub-mains, branches and terminals, according to design quantities.

BUILDING COMMISSIONING. A systematic quality assurance process that spans the entire design and construction process, including verifying and documenting that building systems and components are planned, designed, installed, tested, operated and maintained to meet the owner's project requirements.

ORGANIC WASTE. Food waste, green waste, landscape and pruning wste, nonhazardous wood waste, and food soiled paper waste that is mixed in with food waste.

TEST. A procedure to determine quantitative performance of a system or equipment

SECTION 5.407 WATER RESISTANCE AND MOISTURE MANAGEMENT

5.407.1 WEATHER PROTECTION. Provide a weather-resistant exterior wall and foundation envelope as required by California Building Code Section 1402.2 (Weather Protection), manufacturer's installation instructions or local ordinance, whichever is more stringent.

5.407.2 MOISTURE CONTROL. Employ moisture control measures by the following methods.

5.407.2.1 Sprinklers. Design and maintain landscape irrigation systems to prevent spray on structures.

5.407.2.2 Entries and openings. Design exterior entries and/or openings subject to foot traffic or wind-driven rain to prevent water intrusion into buildings as follows:

5.407.2.2.1 Exterior door protection. Primary exterior entries shall be covered to prevent water intrusion by using nonabsorbent floor and wall finishes within at least 2 feet around and perpendicular to such openings plus at least one of the following:

1. An installed awning at least 4 feet in depth.
2. The door is protected by a roof overhang at least 4 feet in depth.
3. The door is recessed at least 4 feet.
4. Other methods which provide equivalent protection.

5.407.2.2.2 Flashing. Install flashings integrated with a drainage plane.

SECTION 5.408 CONSTRUCTION WASTE REDUCTION, DISPOSAL AND RECYCLING

5.408.1 CONSTRUCTION WASTE MANAGEMENT. Recycle and/or salvage for reuse a minimum of 65% of the non-hazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

5.408.1.1 Construction waste management plan. Where a local jurisdiction does not have a construction and demolition waste management ordinance, submit a construction waste management plan that:

1. Identifies the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale.
2. Determines if construction and demolition waste materials will be sorted on-site (source-separated) or bulk mixed (single stream).
3. Identifies diversion facilities where construction and demolition waste material collected will be taken.
4. Specifies that the amount of construction and demolition waste materials diverted shall be calculated byweight or volume, but not by both.

5.408.1.2 Waste Management Company. Utilize a waste management company that can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill complies with this section.

Note: The owner or contractor shall make the determination if the construction and demolition waste material will be diverted by a waste management company.

Exceptions to Sections 5.408.1.1 and 5.408.1.2:

1. Excavated soil and land-clearing debris.
2. Alternate waste reduction methods developed by working with local agencies if diversion or recycle facilities capable of compliance with this item do not exist.
3. Demolition waste meeting local ordinance or calculated in consideration of local recycling facilities and markets.

5.408.1.3 Waste stream reduction alternative. The combined weight of new construction disposal that does not exceed two pounds per square foot of building area may be deemed to meet the 65% minimum requirement as approved by the enforcing agency.

5.408.1.4 Documentation. Documentation shall be provided to the enforcing agency which demonstrates compliance with Sections 5.408.1.1, through 5.408.1.3. The waste management plan shall be updated as necessary and shall be accessible during construction for examination by the enforcing agency.

Notes:

1. Sample forms found in "A Guide to the California Green Building Standards Code (Nonresidential)" located at www.bsc.ca.gov/Home/CALGreen.aspx may be used to assist in documenting compliance with the waste management plan.
2. Mixed construction and demolition debris processors can be located at the California Department of Resources Recycling and Recovery (CalRecycle).

5.408.2 UNIVERSAL WASTE. [A] Additions and alterations to a building or tenant space that meet the scoping provisions in Section 301.3 for nonresidential additions and alterations, shall require verification that Universal Waste items such as fluorescent lamps and ballast and mercury containing thermostats as well as other California prohibited Universal Waste materials are disposed of properly and are diverted from landfills. A list of prohibited Universal Waste materials shall be included in the construction documents.

Note: Refer to the Universal Waste Rule link at: http://www.dtsc.ca.gov/LawsRegsPolicies/Regs/upload/OEAR-A_REGS_UWR_FinalText.pdf

5.408.3 EXCAVATED SOIL AND LAND CLEARING DEBRIS. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed.

Exception: Reuse, either on or off-site, of vegetation or soil contaminated by disease or pest infestation.

Notes:

1. If contamination by disease or pest infestation is suspected, contact the County Agricultural Commissioner and follow its direction for recycling or disposal of the material.
2. For a map of know pest and/or disease quarantine zones, consult with the California Department of Food and Agriculture. (www.cdfa.ca.gov)

SECTION 5.410 BUILDING MAINTENANCE AND OPERATIONS

5.410.1 RECYCLING BY OCCUPANTS. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive.

Exception: Rural jurisdictions that meet and apply for the exemption in Public Resources Code 42649.82 (a)(2)(A) et seq. shall also be exempt from the organic waste portion of this section.

5.410.1.1 Additions. All additions conducted within a 12-month period under single or multiple permits, resulting in an increase of 30% or more in floor area, shall provide recycling areas on site.

Exception: Additions within a tenant space resulting in less than a 30% increase in the tenant space floor area.

5.410.1.2 Sample ordinance. Space allocation for recycling areas shall comply with Chapter 18, Part 3, Division 30 of the *Public Resources Code*. Chapter 18 is known as the California Solid Waste Reuse and Recycling Access Act of 1991 (Act).

Note: A sample ordinance for use by local agencies may be found in Appendix A of the document at the CalRecycle's web site.

5.410.2 COMMISSIONING. [N] New buildings 10,000 square feet and over. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by OSHPD or for I-occupancies and L-occupancies that are not regulated y the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting systems and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements

Commissioning requirements shall include:

1. Owner's or Owner representative's project requirements.
2. Basis of design.
3. Commissioning measures shown in the construction documents.
4. Commissioning plan.
5. Functional performance testing.
6. Documentation and training.
7. Commissioning report.

Exceptions:

1. Unconditioned warehouses of any size.
2. Areas less than 10,000 square feet used for offices or other conditioned accessory spaces within unconditioned warehouses.
3. Tenant improvements less than 10,000 square feet as described in Section 303.1.1.
4. Open parking garages of any size, or open parking garage areas, of any size, within a structure.

Note: For the purposes of this section, unconditioned shall mean a building, area, or room which does not provide heating and or air conditioning.

Informational Notes:

1. IAS AC 476 is an accreditation criteria for organizations providing training and/or certification of commissioning personnel. AC 476 is available to the Authority Having Jurisdiction as a reference for qualifications of commissioning personnel. AC 476 des not certify individuals to conduct functional performance tests or to adjust and balance systems.
2. Functional performance testing for heating, ventilation, air conditioning systems and lighting controls must be performed in compliance with the *California Energy Code.*

5.410.2.1 Owner's or Owner Representative's Project Requirements (OPR). [N] The expectations and requirements of the building appropriate to its phase shall be documented before the design phase of the project begins. This documentation shall include the following:
1. Environmental and sustainability goals.
2. Building sustainable goals.
3. Indoor environmental quality requirements.
4. Project program, including facility functions and hours of operation, and need for after hours operation.
5. Equipment and systems expectations.
6. Building occupant and operation and maintenance (O&M) personnel expectations.

5.410.2.2 Basis of Design (BOD). [N] A written explanation of how the design of the building systems meets the OPR shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

1. Renewable energy systems.
2. Landscape irrigation systems.
3. Water reuse system.

5.410.2.3 Commissioning plan. [N] Prior to permit issuance a commissioning plan shall be completed to document how the project will be commissioned. The commissioning plan shall include the following:
1. General project information.
2. Commissioning goals.
3. Systems to be commissioned. Plans to test systems and components shall include:
   a. An explanation of the original design intent.
   b. Equipment and systems to be tested, including the extent of tests.
   c. Functions to be tested.
   d. Conditions under which the test shall be performed.
   e. Measurable criteria for acceptable performance.
4. Commissioning team information.
5. Commissioning process activities, schedules and responsibilities. Plans for the completion of commissioning shall be included.

5.410.2.4 Functional performance testing. [N] Functional performance tests shall demonstrate the correct installation and operation of each component, system and system-to-system interface in accordance with the approved plans and specifications. Functional performance testing reports shall contain information addressing each of the building components tested, the testing methods utilized, and include any readings and adjustments made.

5.410.2.5 Documentation and training. [N] A Systems Manual and Systems Operations Training are required, including Occupational Safety and Health Act (OSHA) requirements in *California Code of Regulations* (CCR), Title 8, Section 5142, and other related regulations.

5.410.2.5.1 Systems manual. [N] Documentation of the operational aspects of the building shall be completed within the systems manual and delivered to the building owner or representative. The systems manual shall include the following:
1. Site information, including facility description, history and current requirements.
2. Site contact information.
3. Basic operations and maintenance, including general site operating procedures, basic troubleshooting, recommended maintenance requirements, site events log.
4. Major systems.
5. Site equipment inventory and maintenance notes.
6. A copy of verifications required by the enforcing agency or this code.
7. Other resources and documentation, if applicable.

5.410.2.5.2 Systems operations training. [N] A program for training of the appropriate maintenance staff for each equipment type and/or system shall be developed and documented in the commissioning report and shall include the following:
1. System/equipment overview (what it is, what it does and with what other systems and/or equipment it interfaces).
2. Review and demonstration of servicing/preventive maintenance.
3. Review of the information in the Systems Manual.
4. Review of the record drawings on the system/equipment.

5.410.2.6 Commissioning report. [N] A report of commissioning process activities undertaken through the design and construction phases of the building project shall be completed and provided to the owner or representative.

5.410.4 TESTING AND ADJUSTING. New buildings less than 10,000 square feet. Testing and adjusting of systems shall be required for new buildings less than 10,000 square feet or new systems to serve an addition or alteration subject to Section 303.1.

5.410.4.2 (Reserved)

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting system and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements and Sections 120.5, 120.6, 130.4, and 140.9(b)3 for additional testing requirements of specific systems.

5.410.4.2 Systems. Develop a written plan of procedures for testing and adjusting systems. Systems to be included for testing and adjusting shall include at a minimum, as applicable to the project:

1. Renewable energy systems.
2. Landscape irrigation systems.
3. Water reuse systems.

5.410.4.3 Procedures. Perform testing and adjusting procedures in accordance with manufacturer's specifications and applicable standards on each system.

5.410.4.3.1 HVAC balancing. In addition to testing and adjusting, before a new space-conditioning system serving a building or space is operated for normal use, the system shall be balanced in accordance with the procedures defined by the Testing Adjusting and Balancing Bureau National Standards; the National Environmental Balancing Bureau Procedural Standards; Associated Air Balance Council National Standards or as approved by the enforcing agency.

5.410.4.4 Reporting. After completion of testing, adjusting and balancing, provide a final report of testing signed by the individual responsible for performing these services.

5.410.4.5 Operation and maintenance (O & M) manual. Provide the building owner or representative with detailed operating and maintenance instructions and copies of guaranties/warranties for each system. O & M instructions shall be consistent with OSHA requirements in CCR, Title 8, Section 5142, and other related regulations.

5.410.4.5.1 Inspections and reports. Include a copy of all inspection verifications and reports required by the enforcing agency.

DIVISION 5.5 ENVIRONMENTAL QUALITY

SECTION 5.501 GENERAL

5.501.1 SCOPE. The provisions of this chapter shall outline means of reducing the quantity of air contaminants that are odorous, irritating, and/or harmful to the comfort and well-being of a building's installers, occupants and neighbors.

SECTION 5.502 DEFINITIONS

5.502.1 DEFINITIONS. The following terms are defined in Chapter 2 *(and are included here for reference)*

ARTERIAL HIGHWAY. A general term denoting a highway primarily for through traffic usually on a continuous route.

A-WEIGHTED SOUND LEVEL (dBA). The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made.

1 BTU/HOUR. British thermal units per hour, also referred to as Btu. The amount of heat required to raise one pound of water one degree Fahrenheit per hour, a common measure of heat transfer rate. A ton of refrigeration is 12,000 Btu, the amount of heat required to melt a ton (2,000 pounds) of ice at 32^0 Fahrenheit.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL). A metric similar to the day-night average sound level (Ldn), except that a 5 decibel adjustment is added to the equivalent continuous sound exposure level for evening hours (7pm to 10pm) in addition to the 10 dB nighttime adjustment used in the Ldn.

COMPOSITE WOOD PRODUCTS. Composite wood products include hardwood plywood, particleboard and medium density fiberboard. "Composite wood products" does not include hardboard, structural plywood, structural panels, structural composite lumber, oriented strand board, glued laminated timber, timber, prefabricated wood I–joists or finger–jointed lumber, all as specified in California Code of Regulations (CCR), Title 17, Section 93120.1(a).

Note: See CCR, Title 17, Section 93120.1.

DAY-NIGHT AVERAGE SOUND LEVEL (Ldn). The A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to sound levels occurring during nighttime hours (10p.m. to 7 a.m.).

DECIBEL (db). A measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

ELECTRIC VEHICLE (EV). An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles. For purposes of the *California Electrical Code*, off-road, self-propoelled electric vehicles, such as industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, boats, and the like, are not included.

ELECTRIC VEHICLE CHARGING STATION(S) (EVCSj). One or more spaces intended for charging electric vehicles.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

ENERGY EQUIVALENT (NOISE) LEVEL (Leq). The level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time of period of interest.

EXPRESSWAY. An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

FREEWAY. A divided arterial highway with full control of access and with grade separations at intersections.

GLOBAL WARMING POTENTIAL (GWP). The radiative forcing impact of one mass-based unit of a given greenhouse gas relative to an equivalent unit of carbon dioxide over a given period of time. Carbon dioxide is the reference compound with a GWP of one.

GLOBAL WARMING POTENTIAL VALUE (GWP VALUE). A 100-year GWP value published by the Intergovernmental Panel on Climate Change (IPCC) in either its Second Assessment Report (SAR) (IPCC, 1995); or its Fourth Assessment A-3 Report (AR4) (IPCC, 2007). The SAR GWP values are found in column "SAR (100-yr)" of Table 2.14.; the AR4 GWP values are found in column "100 yr" of Table 2.14.

HIGH-GWP REFRIGERANT. A compound used as a heat transfer fluid or gas that is: (a) a chlorofluorocarbon, a hdrochlorofluorocarbon, a hydrofluorocarbon, a perfluorocarbon, or any compound or blend of compounds, with a GWP value equal to or greater than 150, or (B) any ozone depleting substance as defined in Title 40 of the Code of Federal Regulations, Part 82, sec.82.3 (as amended March 10, 2009).

LONG RADIUS ELBOW. Pipe fitting installed between two lengths of pipe or tubing to allow a change of direction, with a radius 1.5 times the pipe diameter.

LOW-GWP REFRIGERANT. A compound used as a heat transfer fluid or gas that: (A) has a GWP value less than 150, and (B) is not an ozone depleting substance as defined in Title 40 of the Code of Federal Regulations, Part 82, sec.82.3 (as amended March 10, 2009).

MERV. Filter minimum efficiency reporting value, based on ASHRAE 52.2–1999.

MAXIMUM INCREMENTAL REACTIVITY (MIR). The maximum change in weight of ozone formed by adding a compound to the "Base REactive Organic Gas (ROG) Mixture" per weight of compound added, expressed to hundreths of a gram (g O^3/g ROC).

PRODUCT-WEIGHTED MIR (PWMIR). The sum of all weighted-MIR for all ingredients in a product subject to this article. The PWMIR is the total product reactivity expressed to hundredths of a gram of ozone formed per gram of product (excluding container and packaging).

PSIG. Pounds per square inch, guage.

REACTIVE ORGANIC COMPOUND (ROC). Any compound that has the potential, once emitted, to contribute to ozone formation in the troposphere.

SCHRADER ACCESS VALVES. Access fittings with a valve core installed.

SHORT RADIUS ELBOW. Pipe fitting installed between two lengths of pipe or tubing to allow a change of direction, with a radius 1.0 times the pipe diameter.

SUPERMARKET. For the purposes of Section 5.508.2, a supermarket is any retail food facility with 8,000 square feet or more conditioned area, and that utilizes either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units.

VOC. A volatile organic compound broadly defined as a chemical compound based on carbon chains or rings with vapor pressures greater than 0.1 millimeters of mercury at room temperature. These compounds typically contain hydrogen and may contain oxygen, nitrogen and other elements. See CCR Title 17, Section 94508(a)
.
Note: Where specific regulations are cited from different agencies such as SCAQMD, ARB, etc., the VOC definition included in that specific regulation is the one that prevails for the specific measure in question.

SECTION 5.503 FIREPLACES

5.503.1 FIREPLACES. Install only a direct-vent sealed-combustion gas or sealed wood-burning fireplace, or a sealed woodstove or pellet stove, and refer to residential requirements in the California Energy Code, Title 24, Part 6, Subchapter 7, Section 150. Woodstoves, pellet stoves and fireplaces shall comply with applicable local ordinances.

5.503.1.1 Woodstoves. Woodstoves and pellet stoves shall comply with U.S. EPA New Source Performance Standards (NSPS) emission limits as applicable, and shall have a permanent label indicating they are certified to meet the emission limits.

SECTION 5.504 POLLUTANT CONTROL

5.504.1 TEMPORARY VENTILATION. The permanent HVAC system shall only be used during construction if necessary to condition the building or areas of addition or alteration within the required temperature range for material and equipment installation. If the HVAC system is used during construction, use return air filters with a Minimum Efficiency Reporting Value (MERV) of 8, based on ASHRAE 52.2-1999, or an average efficiency of 30% based on ASHRAE 52.1-1992 Replace all filters immediately prior to occupancy, or, if the building is occupied during alteration, at the conclusion of construction.

5.504.3 Covering of duct openings and protection of mechanical equipment during construction. At the time of rough installation and during storage on the construction site until final startup of the heating, cooling and ventilation equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheetmetal or other methods acceptable to the enforcing agency to reduce the amount of dust, water and debris which may enter the system.

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0 OWNER REVIEW DATED 06/13/2022

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APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
C1.3

REVISION 0

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

NONRESIDENTIAL MANDATORY MEASURES, SHEET 1 (January 2020, Includes August 2019 Supplement)

Y = YES
N/A = NOT APPLICABLE
RESPON. PARTY = RESPONSIBLE PARTY (ie: ARCHITECT, ENGINEER, OWNER, CONTRACTOR, INSPECTOR ETC.)

Y	N/A	RESPON. PARTY
☑	☐	

5.504.4 FINISH MATERIAL POLLUTANT CONTROL. Finish materials shall comply with Sections 5.504.4.1 through 5.504.4.6.

5.504.4.1 Adhesives, sealants and caulks. Adhesives, sealants, and caulks used on the project shall meet the requirements of the following standards:

1. Adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers and caulks shall comply with local or regional air pollution control or air quality management district rules where applicable, or SCAQMD Rule 1168 VOC limits, as shown in Tables 5.504.4.1 and 5.504.4.2. Such products also shall comply with the Rule 1168 prohibition on the use of certain toxic compounds (chloroform, ethylene dichloride, methylene chloride, perchloroethylene and trichloroethylene), except for aerosol products as specified in subsection 2, below.

2. Aerosol adhesives, and smaller unit sizes of adhesives, and sealant or caulking compounds (in units of product, less packaging, which do not weigh more than one pound and do not consist of more than 16 fluid ounces) shall comply with statewide VOC standards and other requirements, including prohibitions on use of certain toxic compounds, of *California Code of Regulations*, Title 17, commencing with Section 94507.

TABLE 5.504.4.1 - ADHESIVE VOC LIMIT[1,2]

Less Water and Less Exempt Compounds in Grams per Liter

ARCHITECTURAL APPLICATIONS	CURRENT VOC LIMIT
INDOOR CARPET ADHESIVES	50
CARPET PAD ADHESIVES	50
OUTDOOR CARPET ADHESIVES	150
WOOD FLOORING ADHESIVES	100
RUBBER FLOOR ADHESIVES	60
SUBFLOOR ADHESIVES	50
CERAMIC TILE ADHESIVES	65
VCT & ASPHALT TILE ADHESIVES	50
DRYWALL & PANEL ADHESIVES	50
COVE BASE ADHESIVES	50
MULTIPURPOSE CONSTRUCTION ADHESIVES	70
STRUCTURAL GLAZING ADHESIVES	100
SINGLE-PLY ROOF MEMBRANE ADHESIVES	250
OTHER ADHESIVES NOT SPECIFICALLY LISTED	50
SPECIALTY APPLICATIONS	
PVC WELDING	510
CPVC WELDING	490
ABS WELDING	325
PLASTIC CEMENT WELDING	250
ADHESIVE PRIMER FOR PLASTIC	550
CONTACT ADHESIVE	80
SPECIAL PURPOSE CONTACT ADHESIVE	250
STRUCTURAL WOOD MEMBER ADHESIVE	140
TOP & TRIM ADHESIVE	250
SUBSTRATE SPECIFIC APPLICATIONS	
METAL TO METAL	30
PLASTIC FOAMS	50
POROUS MATERIAL (EXCEPT WOOD)	50
WOOD	30
FIBERGLASS	80

1. IF AN ADHESIVE IS USED TO BOND DISSIMILAR SUBSTRATES TOGETHER, THE ADHESIVE WITH THE HIGHEST VOC CONTENT SHALL BE ALLOWED.

2. FOR ADDITIONAL INFORMATION REGARDING METHODS TO MEASURE THE VOC CONTENT SPECIFIED IN THIS TABLE, SEE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT RULE 1168, www.arb.ca.gov/DRDB/SC/CURHTML/R1168.PDF

TABLE 5.504.4.2 - SEALANT VOC LIMIT

Less Water and Less Exempt Compounds in Grams per Liter

SEALANTS	CURRENT VOC LIMIT
ARCHITECTURAL	250
MARINE DECK	760
NONMEMBRANE ROOF	300
ROADWAY	250
SINGLE-PLY ROOF MEMBRANE	450
OTHER	420
SEALANT PRIMERS	
ARCHITECTURAL	
NONPOROUS	250
POROUS	775
MODIFIED BITUMINOUS	500
MARINE DECK	760
OTHER	750

NOTE: FOR ADDITIONAL INFORMATION REGARDING METHODS TO MEASURE THE VOC CONTENT SPECIFIED IN THESE TABLES, SEE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT RULE 1168.

5.504.4.3 Paints and coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the ARB Architectural Coatings Suggested Control Measure, as shown in Table 5.504.4.3, unless more stringent local limits apply. The VOC content limit for coatings that do not meet the definitions for the specialty coatings categories listed in Table 5.504.4.3 shall be determined by classifying the coating as a Flat, Nonflat or Nonflat-High Gloss coating, based on its gloss, as defined in Subsections 4.21, 4.36 and 4.37 of the 2007 California Air Resources Board Suggested Control Measure, and the corresponding Flat, Nonflat or Nonflat-High Gloss VOC limit in Table 5.504.4.3 shall apply.

5.504.4.3.1 Aerosol Paints and coatings. Aerosol paints and coatings shall meet the PWMIR Limits for ROC in Section 94522(a)(3) and other requirements, including prohibitions on use of certain toxic comlpounds and ozone depleting substances, in Sections 94522(c)(2) and (d)(2) of *California Code of Regulations*, Title 17, commencing with Section 94520; and in areas under the jurisdiction of the Bay Area Air Quality Management District additionally comply with the percent VOC by weight of product limits of Regulation 8 Rule 49.

TABLE 5.504.4.3 - VOC CONTENT LIMITS FOR ARCHITECTURAL COATINGS[2,3]

GRAMS OF VOC PER LITER OF COATING, LESS WATER & LESS EXEMPT COMPOUNDS

COATING CATEGORY	CURRENT VOC LIMIT
FLAT COATINGS	50
NONFLAT COATINGS	100
NONFLAT HIGH GLOSS COATINGS	150
SPECIALTY COATINGS	
ALUMINUM ROOF COATINGS	400
BASEMENT SPECIALTY COATINGS	400
BITUMINOUS ROOF COATINGS	50
BITUMINOUS ROOF PRIMERS	350
BOND BREAKERS	350
CONCRETE CURING COMPOUNDS	350
CONCRETE/MASONRY SEALERS	100
DRIVEWAY SEALERS	50
DRY FOG COATINGS	150
FAUX FINISHING COATINGS	350
FIRE RESISTIVE COATINGS	350
FLOOR COATINGS	100
FORM-RELEASE COMPOUNDS	250
GRAPHIC ARTS COATINGS (SIGN PAINTS)	500
HIGH-TEMPERATURE COATINGS	420
INDUSTRIAL MAINTENANCE COATINGS	250
LOW SOLIDS COATINGS[1]	120
MAGNESITE CEMENT COATINGS	450
MASTIC TEXTURE COATINGS	100
METALLIC PIGMENTED COATINGS	500
MULTICOLOR COATINGS	250
PRETREATMENT WASH PRIMERS	420
PRIMERS, SEALERS, & UNDERCOATERS	100
REACTIVE PENETRATING SEALERS	350
RECYCLED COATINGS	250
ROOF COATINGS	50
RUST PREVENTATIVE COATINGS	250
SHELLACS:	
CLEAR	730
OPAQUE	550
SPECIALTY PRIMERS, SEALERS & UNDERCOATERS	100
STAINS	250
STONE CONSOLIDANTS	450
SWIMMING POOL COATINGS	340
TRAFFIC MARKING COATINGS	100
TUB & TILE REFINISH COATINGS	420
WATERPROOFING MEMBRANES	250
WOOD COATINGS	275
WOOD PRESERVATIVES	350
ZINC-RICH PRIMERS	340

1. GRAMS OF VOC PER LITER OF COATING, INCLUDING WATER & EXEMPT COMPOUNDS

2. THE SPECIFIED LIMITS REMAIN IN EFFECT UNLESS REVISED LIMITS ARE LISTED IN SUBSEQUENT COLUMNS IN THE TABLE.

3. VALUES IN THIS TABLE ARE DERIVED FROM THOSE SPECIFIED BY THE CALIFORNIA AIR RESOURCES BOARD, ARCHITECTURAL COATINGS SUGGESTED CONTROL MEASURE, FEB. 1, 2008. MORE INFORMATION IS AVAILABLE FROM THE AIR RESOURCES BOARD.

5.504.4.3.2 Verification. Verification of compliance with this section shall be provided at the request of the enforcing agency. Documentation may include, but is not limited to, the following:
1. Manufacturer's product specification
2. Field verification of on-site product containers

5.504.4.4 Carpet Systems. All carpet installed in the building interior shall meet at least one of the testing and product requirements:

1. Carpet and Rug Institute's Green Label Plus Program.
2. Compliant with the VOC-emission limits and testing requirements specified in the California Department of Public Health Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions from Indoor Sources Using Environmental Chambers, Version 1.1, February 2010 (also known as CDPH Standard Method V1.1 or Specification 01350).
3. NSF/ANSI 140 at the Gold level or higher;
4. Scientific Certifications Systems Sustainable Choice; or
5. Compliant with the Collaborative for High Performance Schools California (2014 CA-CHPS) Criteria listed in the CHPS High Performance Product Database.

5.504.4.4.1 Carpet cushion. All carpet cushion installed in the building interior shall meet the requirements of the Carpet and Rug Institute Green Label program.

5.504.4.4.2 Carpet adhesive. All carpet adhesive shall meet the requirements of Table 5.504.4.1.

5.504.4.5 Composite wood products. Hardwood plywood, particleboard and medium density fiberboard composite wood products used on the interior or exterior of the buildings shall meet the requirements for formaldehyde as specified in ARB's Air Toxics Control Measure (ATCM) for Composite Wood (17 CCR 93120 et seq.). Those materials not exempted under the ATCM must meet the specified emission limits, as shown in Table 5.504.4.5.

5.504.4.5.3 Documentation. Verification of compliance with this section shall be provided as requested by the enforcing agency. Documentation shall include at least one of the following:

1. Product certifications and specifications.
2. Chain of custody certifications.
3. Product labeled and invoiced as meeting the Composite Wood Products regulation (see CCR, Title 17, Section 93120, et seq.).
4. Exterior grade products marked as meeting the PS-1 or PS-2 standards of the Engineered Wood Association, the Australian AS/NZS 2269 or European 636 3S standards.
5. Other methods acceptable to the enforcing agency.

TABLE 5.504.4.5 - FORMALDEHYDE LIMITS[1]

MAXIMUM FORMALDEHYDE EMISSIONS IN PARTS PER MILLION

PRODUCT	CURRENT LIMIT
HARDWOOD PLYWOOD VENEER CORE	0.05
HARDWOOD PLYWOOD COMPOSITE CORE	0.05
PARTICLE BOARD	0.09
MEDIUM DENSITY FIBERBOARD	0.11
THIN MEDIUM DENSITY FIBERBOARD[2]	0.13

1. VALUES IN THIS TABLE ARE DERIVED FROM THOSE SPECIFIED BY THE CALIFORNIA AIR RESOURCES BOARD, AIR TOXICS CONTROL MEASURE FOR COMPOSITE WOOD AS TESTED IN ACCORDANCE WITH ASTM E 1333. FOR ADDITIONAL INFORMATION, SEE CALIFORNIA CODE OF REGULATIONS, TITLE 17, SECTIONS 93120 THROUGH 93120.12.

2. THIN MEDIUM DENSITY FIBERBOARD HAS A MAXIMUM THICKNESS OF 5/16 INCHES (8 MM).

5.504.4.6 Resilient flooring systems. For 80 percent of floor area receiving resilient flooring, installed resilient flooring shall meet at least one of the following:

1. Certified under the Resilient Floor Covering Institute (RFCI) FloorScore program;
2. Compliant with the VOC-emission limits and testing requirements specified in the California Department of Public Health's 2010 Standard Method for the Testing and Evaluation Chambers, Version 1.1, February 2010;
3. Compliant with the Collaborative for High Performance Schools California (2014 CA-CHPS) Criteria and listed in the CHPS High Performance Product Database; or
4. Products certified under UL GREENGUARD Gold (formerly the Greenguard Children's & Schools Program).

5.504.4.6.1 Verification of compliance. Documentation shall be provided verifying that resilient flooring materials meet the pollutant emission limits.

5.504.5.3 Filters. In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media for outside and return air that provides at least a Minimum Efficiency Reporting Value (MERV) of 13. MERV 13 filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

Exceptions: Existing mechanical equipment.

5.504.5.3.1 Labeling. Installed filters shall be clearly labeled by the manufacturer indicating the MERV rating.

Y	N/A	RESPON. PARTY
☐	☑	

5.504.7 ENVIRONMENTAL TOBACCO SMOKE (ETS) CONTROL. Where outdoor areas are provided for smoking, prohibit smoking within 25 feet of building entries, outdoor air intakes and operable windows and within the building as already prohibited by other laws or regulations; or as enforced by ordinances, regulations or policies of any city, county, city and county, California Community College, campus of the California State University, or campus of the University of California, whichever are more stringent. When ordinances, regulations or policies are not in place, post signage to inform building occupants of the prohibitions.

SECTION 5.505 INDOOR MOISTURE CONTROL

Y	N/A	RESPON. PARTY
☑	☐	

5.505.1 INDOOR MOISTURE CONTROL. Buildings shall meet or exceed the provisions of California Building Code, CCR, Title 24, Part 2, Sections 1202 (Ventilation) and Chapter 14 (Exterior Walls). For additional measures, see Section 5.407.2 of this code.

SECTION 5.506 INDOOR AIR QUALITY

Y	N/A	RESPON. PARTY
☑	☐	

5.506.1 OUTSIDE AIR DELIVERY. For mechanically or naturally ventilated spaces in buildings, meet the minimum requirements of Section 120.1 (Requirements For Ventilation) of the *California Energy Code*, or the applicable local code, whichever is more stringent, and Division 1, Chapter 4 of CCR, Title 8.

Y	N/A	RESPON. PARTY
☑	☐	

5.506.2 CARBON DIOXIDE (CO_2) MONITORING. For buildings or additions equipped with demand control ventilation, CO_2 sensors and ventilation controls shall be specified and installed in accordance with the requirements of the California Energy Code, Section 120(c)(4).

SECTION 5.507 ENVIRONMENTAL COMFORT

Y	N/A	RESPON. PARTY
☐	☐	

5.507.4 ACOUSTICAL CONTROL. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E 90 and ASTM E 413, or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E 1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

Exception: Buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

Exception: [DSA-SS] For public schools and community colleges, the requirements of this section and all subsections apply only to new construction.

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport.

   Exceptions:

   1. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
   2. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.

2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

5.507.4.1.1. Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB L_{eq} - 1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance Method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site Features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of Compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

Note: Examples of assemblies and their various STC ratings may be found at the California Office of Noise Control: www.toolbase.org/PDF/CaseStudies/stc_icc_ratings.pdf.

SECTION 5.508 OUTDOOR AIR QUALITY

Y	N/A	RESPON. PARTY
☐	☑	

5.508.1 Ozone depletion and greenhouse gas reductions. Installations of HVAC, refrigeration and fire suppression equipment shall comply with Sections 5.508.1.1 and 5.508.1.2.

5.508.1.1 Chlorofluorocarbons (CFCs). Install HVAC, refrigeration and fire suppression equipment that do not contain CFCs.

5.508.1.2 Halons. Install HVAC, refrigeration and fire suppression equipment that do not contain Halons.

Y	N/A	RESPON. PARTY
☐	☑	

5.508.2 Supermarket refrigerant leak reduction. New commercial refrigeration systems shall comply with the provisions of this section when installed in retail food stores 8,000 square feet or more conditioned area, and that utilize either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units. The leak reduction measures apply to refrigeration systems containing high-global-warming potential (high-GWP) refrigerants with a GWP of 150 or greater. New refrigeration systems include both new facilities and the replacement of existing refrigeration systems in existing facilities.

Exception: Refrigeration systems containing low-global warming potential (low-GWP) refrigerant with a GWP value less than 150 are not subject to this section. Low-GWP refrigerants are nonozone-depleting refrigerants that include ammonia, carbon dioxide (CO_2), and potentially other refrigerants.

5.508.2.1 Refrigerant piping. Piping compliant with the California Mechanical Code shall be installed to be accessible for leak protection and repairs. Piping runs using threaded pipe, copper tubing with an outside diameter (OD) less than 1/4 inch, flared tube tubing connections and short radius elbows shall not be used in refrigerant systems except as noted below.

5.508.2.1.1 Threaded pipe. Threaded connections are permitted at the compressor rack.

5.508.2.1.2 Copper pipe. Copper tubing with an OD less than 1/4 inch may be used in systems with a refrigerant charge of 5 pounds or less.

5.508.2.1.2.1 Anchorage. One-fouth-inch OD tubing shall be securely clamped to a rigid base to keep vibration levels below 8 mils.

5.508.2.1.3 Flared tubing connections. Double-flared tubing connections may be used for pressure controls, valve pilot lines and oil.

Exception: Single-flared tubing connections may be used with a multiring seal coated with industrial sealant suitable for use with refrigerants and tightened in accordance with manufacturer's recommendations.

5.508.2.1.4 Elbows. Short radius elbows are only permitted where space limitations prohibit use of long radius elbows.

5.508.2.2 Valves. Valves Valves and fittings shall comply with the *California Mechanical Code* and as follows.

5.508.2.2.1 Pressure relief valves. For vessels containing high-GWP refrigerant, a rupture disc shall be installed between the outlet of the vessel and the inlet of the pressure relief valve.

5.508.2.2.1.1 Pressure detection. A pressure gauge, pressure transducer or other device shall be installed in the space between the rupture disc and the relief valve inlet to indicate a disc rupture or discharge of the relief valve.

5.508.2.2.2 Access valves. Only Schrader access valves with a brass or steel body are permitted for use.

5.508.2.2.2.1 Valve caps. For systems with a refrigerant charge of 5 pounds or more, valve caps shall be brass or steel and not plastic.

5.508.2.2.2.2 Seal caps. If designed for it, the cap shall have a neoprene O-ring in place.

5.508.2.2.2.2.1 Chain tethers. Chain tethers to fit ovr the stem are required for valves designed to have seal caps.

Exception: Valves with seal caps that are not removed from the valve during stem operation.

5.508.2.3 Refrigerated service cases. Refrigerated service cases holding food products containing vinegar and salt shall have evaporator coils of corrosion-resistant material, such as stainless steel; or be coated to prevent corrosion from these substances.

5.508.2.3.1 Coil coating. Consideration shall be given to the heat transfer efficiency of coil coating to maximize energy efficiency.

5.508.2.4 Refrigerant receivers. Refrigerant receivers with capacities greater than 200 pounds shall be fitted with a device tha indicates the level of refrigerant in the receiver.

5.508.2.5 Pressure testing. The system shall be pressure tested during installation prior to evacuation and charging.

5.508.2.5.1 Minimum pressure. The system shall be charged with regulated dry nitrogen and appropriate tracer gas to bring system pressure up to 300 psig minimum.

5.508.2.5.2 Leaks. Check the system for leaks, repair any leaks, and retest for pressure using the same gauge.

5.508.2.5.3 Allowable pressure change. The system shall stand, unaltered, for 24 hours with no more than a +/- one pound pressure change from 300 psig, measured with the same gauge.

5.508.2.6 Evacuation. The system shall be evacuated after pressure testing and prior to charging.

5.508.2.6.1 First vacuum. Pull a system vacuum down to at least 1000 microns (+/- 50 microns), and hold for 30 minutes.

5.508.2.6.2 Second vacuum. Pull a second system vacuum to a minimum of 500 microns and hold for 30 minutes.

5.508.2.6.3 Third vacuum. Pull a third vacuum down to a minimum of 300 microns, and hold for 24 hours with a maximum drift of 100 microns over a 24-hour period.

CHAPTER 7
INSTALLER & SPECIAL INSPECTOR QUALIFICATIONS

702 QUALIFICATIONS

702.1 INSTALLER TRAINING. HVAC system installers shall be trained and certified in the proper installation of HVAC systems including ducts and equipment by a nationally or regionally recognized training or certification program. Uncertified persons may perform HVAC installations when under the direct supervision and responsibility of a person trained and certified to install HVAC systems or contractor licensed to install HVAC systems. Examples of acceptable HVAC training and certification programs include but are not limited to the following:

1. State certified apprenticeship programs.
2. Public utility training programs.
3. Training programs sponsored by trade, labor or statewide energy consulting or verification organizations.
4. Programs sponsored by manufacturing organizations.
5. Other programs acceptable to the enforcing agency.

702.2 SPECIAL INSPECTION [HCD]. When required by the enforcing agency, the owner or the responsible entity acting as the owner's agent shall employ one or more special inspectors to provide inspection or other duties necessary to substantiate compliance with this code. Special inspectors shall demonstrate competence to the satisfaction of the enforcing agency for the particular type of inspection or task to be performed. In addition to other certifications or qualifications acceptable to the enforcing agency, the following certifications or education may be considered by the enforcing agency when evaluating the qualifications of a special inspector:

1. Certification by a national or regional green building program or standard publisher.
2. Certification by a statewide energy consulting or verification organization, such as HERS raters, building performance contractors, and home energy auditors.
3. Successful completion of a third party apprentice training program in the appropriate trade.
4. Other programs acceptable to the enforcing agency.

Notes:

1. Special inspectors shall be independent entities with no financial interest in the materials or the project they are inspecting for compliance with this code.
2. HERS raters are special inspectors certified by the California Energy Commission (CEC) to rate homes in California according to the Home Energy Rating System (HERS).

[BSC-CG] When required by the enforcing agency, the owner or the responsible entity acting as the owner's agent shall employ one or more special inspectors to provide inspection or other duties necessary to substantiate compliance with this code. Special inspectors shall demonstrate competence to the satisfaction of the enforcing agency for the particular type of inspection or task to be performed. In addition, the special inspector shall have a certification from a recognized state, national or international association, as determined by the local agency. The area of certification shall be closely related to the primary job function, as determined by the local agency.

Note: Special inspectors shall be independent entities with no financial interest in the materials or the project they are inspecting for compliance with this code.

703 VERIFICATIONS

703.1 DOCUMENTATION. Documentation used to show compliance with this code shall include but is not limited to, construction documents, plans, specifications, builder or installer certification, inspection reports, or other methods acceptable to the enforcing agency which demonstrate substantial conformance. When specific documentation or special inspection is necessary to verify compliance, that method of compliance will be specified in the appropriate section or identified applicable checklist.

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SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
C1.4

REVISION 0

Bay-Friendly Basics Landscape Checklist

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**5. Do Not Plant Invasive Plant Species** **Requirement** None of the plant species listed by CAL-IPC as invasive in the San-Francisco, Bay Area are included in the planting plan. **Definition** An invasive speices is defined as a species that is non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likeley to cause economic or environmental harm or harm to human health. Federal Executive Order 1311. **Reference** Bay-Friendly Landscape Guielines, Practice 2.1d; Don't Plant A Pestbrochures for trees and plants available at www.cal-ipc.org; www.cal-ipc.org/ip/inventory/weedlist.php.	• Compare the complete list of plants in the plant palette to the Cal-IPC list of plants that are invasive to the San Francisco Bay-Area. • Submit the complete plant palette. • Submit a statement signed by the Landscape Architect, Designer or Contractor confirming that no invasive species were substituted for specified species.	
☑ Yes ☐ No ☐ N/A	**6. Grow drought tolerant CA native, Mediterranean or climate adapted plants** **Requirement** A minimum of 75% of the total number of plants in non-turf areas must be species that require no or little summer watering once established. Species should be adapted to the climate in which they will be planted, as referenced by a third party source. If plants are given a range of water needs from “occasional to moderate” for example, the landscape designer must determine if the plant will require either occasional or moderate watering based on site, soil, and climate conditions and categorize the plant appropriately. **Recommendation** California native or Mediterranean species are strongly recommended. **Reference** *Bay-Friendly Landscape Guidelines* Practice 4.2; Bornstein, Carol, David Fross and Bart O’Brien, *California Native Plants for the Garden*; EBMUD, *Plants and Landscapes for Summer-Dry Climates;* Sunset, *Western Garden Book*; UCCE, *Guide to Estimating Irrigation Water Needs of Landscape Plantings in CA*, www.owue.water.ca.gov/docs/wucols00.pdf.	• Submit a plant legend that identifies species, number of plants, irrigation requirements (and reference source of the water requirement), total number of drought tolerant plants and total number of non-turf plants. (download a Bay-Friendly plant legend template to facilitate this process at www.BayFriendly.org). • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

This Bay-Friendly Basics Checklist is for all new construction and renovation of landscapes that are 2,500 square feet of irrigated area or greater and require a permit. The Bay-Friendly Basics represents the 9 required practices from the Bay-Friendly Landscape Scorecard. It is considered a minimum set of practices to improve the environmental performance of the landscape. Projects are recommended to to meet all applicable measures on the checklist. For measures that are not applicable or are not in the project's scope of work, select "N/A" and make a note of why the measure does not apply to the project. For electronic copies of this checklist, and other Bay-Friendly Landscaping resources, visit: www.BayFriendly.org

Project: Sunflowers Daycare Renovation

Address: 5315 College Ave. Oakland CA94618

Earthwork & Soil Health

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**1. Mulch** **Requirement** All soil on site is protected with a minimum of 3 inches of mulch after construction. **Recomendation** Use recycled or greenwaste mulch instead of landscape fabric. Trees identified for removal are chipped and used on site as mulch, on-site storage space permitting. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; *Bay-Friendly Guide to Mulch,* available at www.BayFriendly.org. Provides sources of recycled mulch and proper application of mulch and information on sheet mulching.	• Submit square footage of planting areas as well as cubic yards required to cover planting areas to a minimum three-inch (3”) depth. • Submit a delivery ticket or receipt of purchased mulch and/or, • Submit receipts for sheet mulching materials and/or, • (Optional) Submit photos of trees being chipped for mulch (if applicable).	
☑ Yes ☐ No ☐ N/A	**2. Amend the Soil with Compost Before Planting** **Requirement** Compost is specified as the soil amendment, at the rates indicated by a soil analysis to bring the soil organic matter content to a minimum of 3.5% by dry weight or 1 inch of compost. If the imported or site soil meets the organic content of 3.5% or more, then the requirement is waived. **Recommendation** Purchase compost from a producer who participates in the U.S. Composting Council's Standard Testing Assurance(STA) program to ensure quality. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; Model Bay-Friendly Soil specifications, at www.BayFriendly.org; U.S. Composting Council Standard Testing Assurance program explanation and list of participating producers can be found at: www.compostingcouncil.org	• Submit the site soil or imported topsoil analysis. No soils analysis is required if 1” of compost is used. • Submit+H35 compost details from construction documents. • Submit the receipt or delivery ticket for the compost, indicating the amount of the compost delivered/purchased. *If a waiver is requested based on soil organic matter content or the needs of plant palette,* • Submit a completed plant palette with species that need little/no soil organic matter identified, and include the source of information on their soil needs OR • Submit a soils report that indicates the soil has an organic matter content of 3.5% or greater.	

Bay-Friendly Basics Landscape Checklist

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**7. Minimize the lawn** **Requirement** A maximum of 25% of total irrigated area is specified as turf, with sports or multiple use fields exempted. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.3; Bay-Friendly Lawn Alternatives plant list at www.BayFriendly.org; Brooklyn Botanic Garden Publications, *Easy Lawns, Low Maintenance Native Grasses for Gardeners Everywhere.*	• Submit calculations of square feet of turf, excluding sports and multiple use fields, and square feet of total irrigated area. • Submit planting plans with sports and multiple use fields identified. Include a statement about the purpose of multiple use fields. • Submit as statement signed by the Landscape Architect, Designer or Contractor that installed turf meets the requirements for this credit.	

Irrigation

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**8. Specify Weather-Based Irrigation Controllers (automatic, self-adjusting) that Includes a Moisture &/or Rain Sensor Shutoff** **Requirement** Weather-based irrigation controllers, soil moisture based controllers or other self-adjusting irrigation controllers, shall be required for all irrigation systems. **Reference** *Bay-Friendly Landscape Guidelines*, Practice 4.6; EBMUD website has a list of recommended self adjusting controllers at www.ebmud.com.	• Submit the make and model and product sheet of the irrigation controller. • Provide a statement signed by the Landscape Architect, Designer or Contractor that the installed controller is a self-adjusting model and includes shut off capacity.	
☑ Yes ☐ No ☐ N/A	**9. Sprinkler & Spray Heads are Not Specified for Areas Less Than 8 Feet Wide** **Requirement** Sprinkler and spray heads are not specified in areas less than or equal to 8 feet wide to prevent overspray and runoff. Acceptable alternatives include drip, subsurface drip, bubblers or no irrigation. Bubblers shall not exceed 1.5 gallons per minute per bubbler.	• Submit statement signed by the Landscape Architect, Designer or Contractor verifying that irrigation as installed does not have sprinkler or spray heads in planted areas less than 8 feet wide.	

Bay-Friendly Basics: Bay-Friendly Basics represents the 9 required practices in the Bay-Friendly Landscape Scorecard. Landscapes that achieve the Bay-Friendly Basics are not considered to be Bay-Friendly Rated Landscapes. In order to qualify as a Bay-Friendly Rated Landscape a project must complete the entire Bay-Friendly Landscape Scorecard that has these 9 required practices as well earn a minimum of 60 points out of a possible 219 points. In addition, the scorecard must be evaluated by a qualfied Bay-Friendly Rater. The Bay-Friendly Basics is also not supposed to substitute for standard horticultural practices. Rather, the Bay-Friendly Basics is supposed to help local government staff raise the minimum environmental requirements for landscape projects that require a permit. For more information on Bay-Friendly Rated Landscapes visit www.BayFriendly.org.

This checklist works well with the Small Commercial Green Building Checklist available at www.BuildGreenNow.org

Bay-Friendly Basics Landscape Checklist

Materials

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**3. Reduce and Recycle Landscape Construction Waste** **Requirement** Divert 50% of landscape construction and demolition waste by weight. Verify the local jurisdiction's minimum requirement and reporting procedures for construction and demolition (C&D) recycling. **Reference:** StopWaste.Org, *Builders’ Guide to Reuse & Recycling: A Directory for Construction and Demolition Materials* and sample Waste Management Plan for recycling C&D materials at www.BuildGreenNow.Org.	• State the percent diversion goal in the design documents. • List specific goals and recycling and reuse requirements in plans and specifications. • Require contractors to review the waste management plan with subcontractors and to include contract language requiring subcontractors comply with the plan. • Prior to construction, complete a construction waste management plan. The City should provide a smaple template, or one can be downloaded at www.BuildGreenNow.org. • After construction, provide final waste management plan with backup documentation. If materials were sent to a C&D Recycling facility, apply a facility average diversion rate because not all materials can be recycled. Most large C&D facilities have a calculated diversion rate and can provide you with documentation stating the percentage of materials recycled at that facility (typically 50% to 90%).	

Planting

Yes / No / N/A	Measure & Requirement	Documentation	Notes
☑ Yes ☐ No ☐ N/A	**4. Choose & Locate Plants to Grow to Natural Size & Avoid Shearing** **Requirement** No plant species will require shearing. Species will be selected and plants spaced to allow them to grow to their natural size and shape without shearing at any point in the lifespan of the plant. Pruning for structural integrity and health of plant is permitted. In addition, plants located in a row or adjacent to buildings, sidewalks or in narrow strips/medians will be spaced at the maximum plant spread according to a published reference plant book and still fit into thier planting area without significant overhang against buildings,or over walkways, streets or into adjacent plants. **Definition** Shearing is a method of pruning for forming hedges of uniform shape by routinely cutting them with hedge shears, resulting in a geometric growth habit and dense build-up of internal branches. **Reference** *Bay-Friendly Landscape Guidelines*, Practices 2.1, Bay-Friendly Plant lists are available at www.BayFriendly.org; Bronsetin,Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden;* East Bay Municipal Utility District, *Plants and Landscapes for Summer Dry Climates;* Sunset,*Western Garden Book.*	• Submit plant legend indicating plant species, spacing and mature spread of plant. Indicate the source of information on spacing and spread. • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

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REN. 1-31-25
STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

REVISIONS	DATE
0 OWNER REVIEW	DATED 06/13/2022

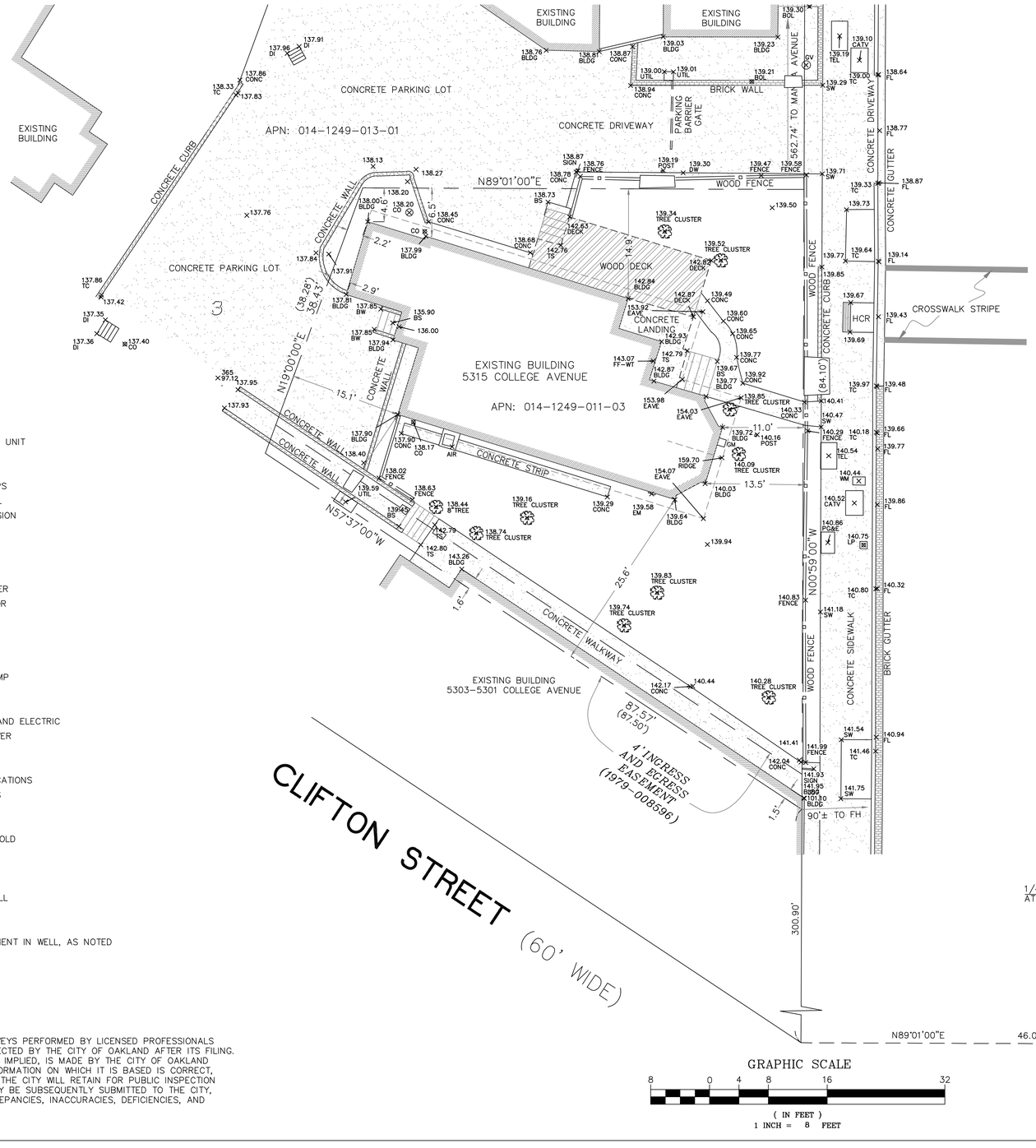
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
CALIFORNIA GREEN BUILDING STANDARD CODES

SHEET NO.
G1.5

REVISION 0



LEGEND

AIR	AIR CONDITION UNIT
BLDG	BUILDING
BOL	BOLLARD
BS	BASE OF STEPS
BW	BASE OF WALL
CATV	CABLE TELEVISION
CO	CLEAN OUT
CONC	CONCRETE
DI	DRAIN INLET
DW	DRIVEWAY
EM	ELECTRIC METER
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE
GM	GAS METER
GV	GAS VALVE
HCR	HANDICAP RAMP
LP	LAMP POST
MH	MANHOLE
PG&E	PACIFIC GAS AND ELECTRIC
SS	SANITARY SEWER
SW	SIDEWALK
TC	TOP OF CURB
TEL	TELECOMMUNICATIONS
TS	TOP OF STEPS
UTIL	UTILITY
WM	WATER METER
WT	WOOD THRESHOLD
	BRICK
	BUILDING LINE
	CONCRETE
	CONCRETE WALL
	WOOD
	WOOD FENCE
◉	FOUND MONUMENT IN WELL, AS NOTED
( )	RECORD DATA

GRAPHIC SCALE

8 0 4 8 16 32

(IN FEET)

1 INCH = 8 FEET

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I HEREBY STATE THAT ALL EXISTING GRADES AND CONTOURS DELINEATED UPON THIS PLAT ARE BASED UPON CITY OF OAKLAND DATUM.

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JAMES S. MORAN, L.S. 7881

DATE: _____

GENERAL NOTES:
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HORIZONTAL AND VERTICAL CURVES DO EXIST WITHIN 300 FEET OF THE PROPERTY.

PROTECTED TREES DO NOT EXIST ON THIS SITE.

NO BUS STOPS EXIST WITHIN 100 FEET OF THIS PROPERTY.

CROSSWALKS DO EXIST WITHIN 100 FEET OF THIS PROPERTY.

ASSESSOR'S PARCEL NUMBER: 014-1249-011-03

PROPERTY AREA = 4,165± SQUARE FEET

DATE OF FIELD SURVEY: MARCH 7, 2022

BASIS OF BEARINGS:
THE RIGHT-OF-WAY LINE OF COLLEGE AVENUE WAS TAKEN AS NORTH 00°59'00" WEST PER THE GRANT DEED TO KLETZ (2002-270231).

BENCHMARK:
ELEVATIONS ARE BASED ON CITY OF OAKLAND DATUM.
THE EAST CURB RETURN AT THE SOUTHEAST CORNER OF COLLEGE AND KALES AVENUES WAS TAKEN AS ELEVATION = 152.50 FEET PER CITY OF OAKLAND MONUMENT MAPS SHEET 311.

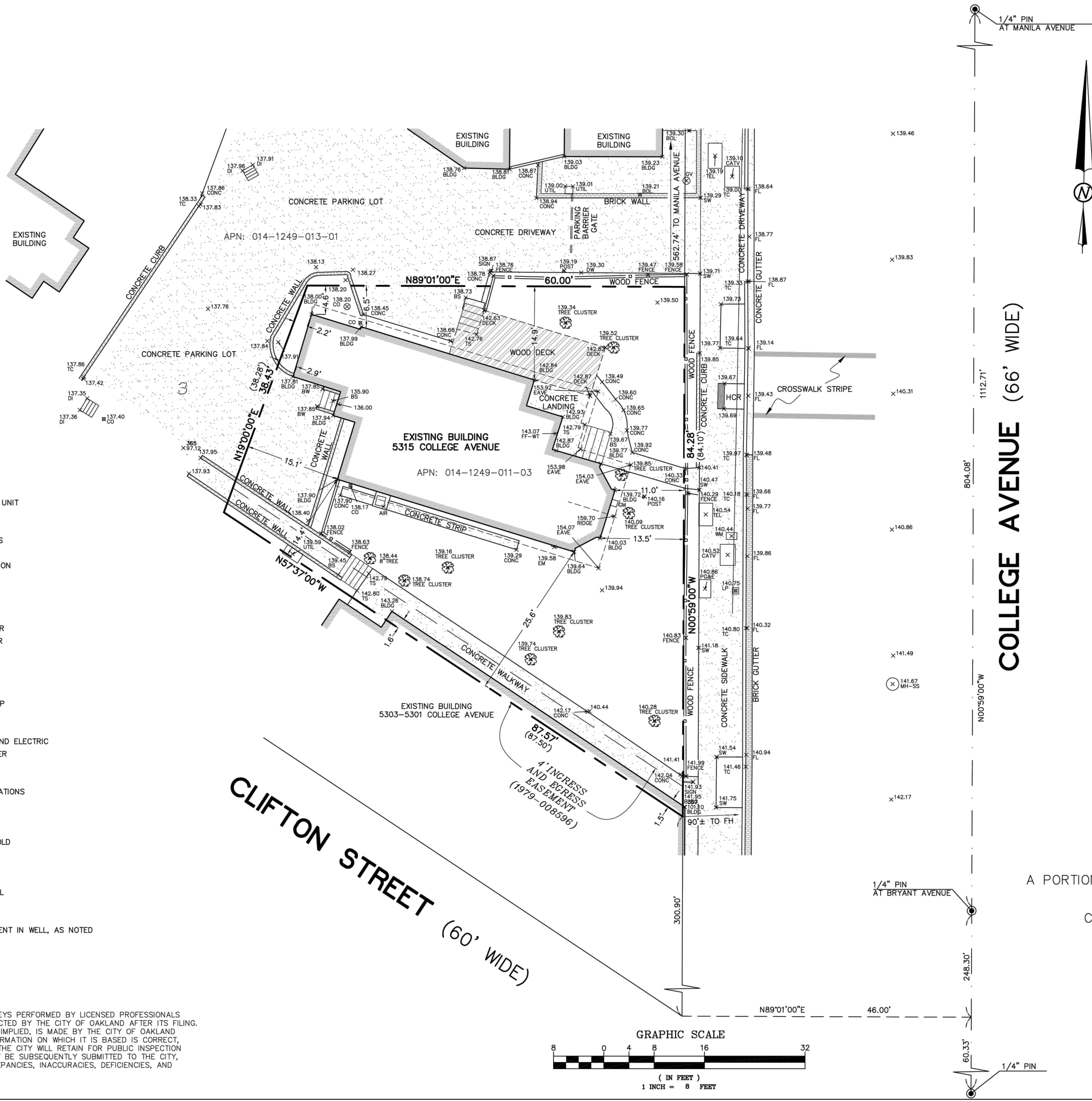
BOUNDARY AND TOPOGRAPHIC SURVEY

A PORTION OF LOT 3, BLOCK M, PORTION OF VERNON PARK (4 M 18)
LOCATED AT 5315 COLLEGE AVENUE
CITY OF OAKLAND, COUNTY OF ALAMEDA, CALIFORNIA

MARCH 24, 2022 SCALE: 1" = 8'

MORAN ENGINEERING, INC.
CIVIL ENGINEERS \ LAND SURVEYORS
1930 SHATTUCK AVENUE, SUITE A
BERKELEY, CALIFORNIA 94704
(510) 848-1930

F.B. NO. 1879 COLLEGE-TOPO.DWG JOB NO. 22-10903



LEGEND

AIR	AIR CONDITION UNIT
BLDG	BUILDING
BOL	BOLLARD
BS	BASE OF STEPS
BW	BASE OF WALL
CATV	CABLE TELEVISION
CO	CLEAN OUT
CONC	CONCRETE
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LICENSED LAND SURVEYOR JAMES S. MORAN 7881 STATE OF CALIFORNIA

JAMES S. MORAN, L.S. 7881

DATE: 03-24-2022

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ASSESSOR'S PARCEL NUMBER: 014-1249-011-03

PROPERTY AREA = 4,165± SQUARE FEET

DATE OF FIELD SURVEY: MARCH 7, 2022

BASIS OF BEARINGS:
THE RIGHT-OF-WAY LINE OF COLLEGE AVENUE WAS TAKEN AS NORTH 00°59'00" WEST PER THE GRANT DEED TO KLETZ (2002-270231).

BENCHMARK:
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STAMP: LICENSED ARCHITECT JOHN W. COWEE JR. NO. C-9199 REN. 1-31-25 STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

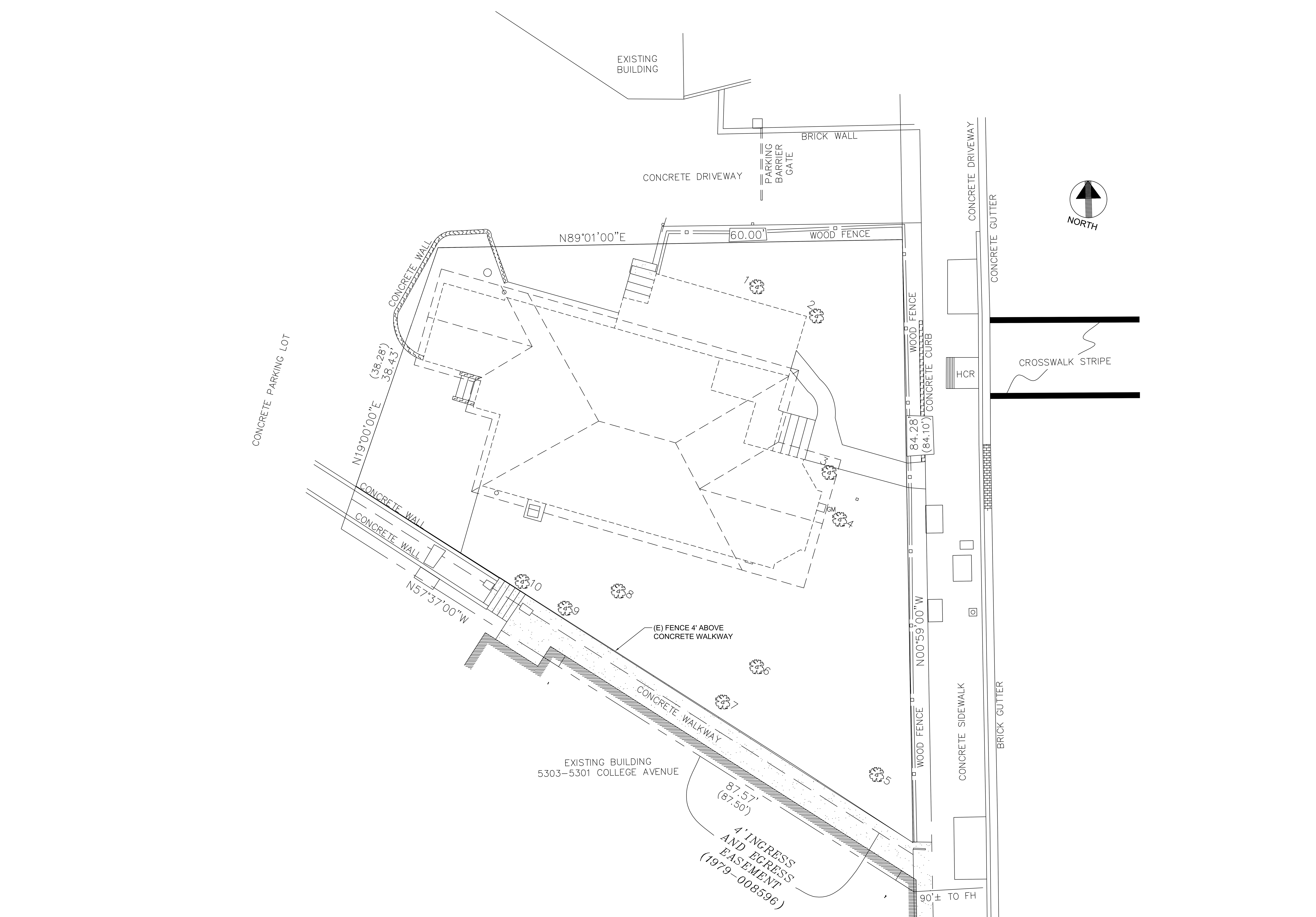
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: CIVIL SURVEY

SHEET NO. C0.0

REVISION 0



1 PROPOSED SITE PLAN SCALE 3/16" = 1'-0"

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STAMP:

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JOHN W. COWEE, JR.
NO. C-9199
REN. 1-31-25
STATE OF CALIFORNIA

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0 OWNER REVIEW DATED 06/13/2022	
REVISIONS	DATE

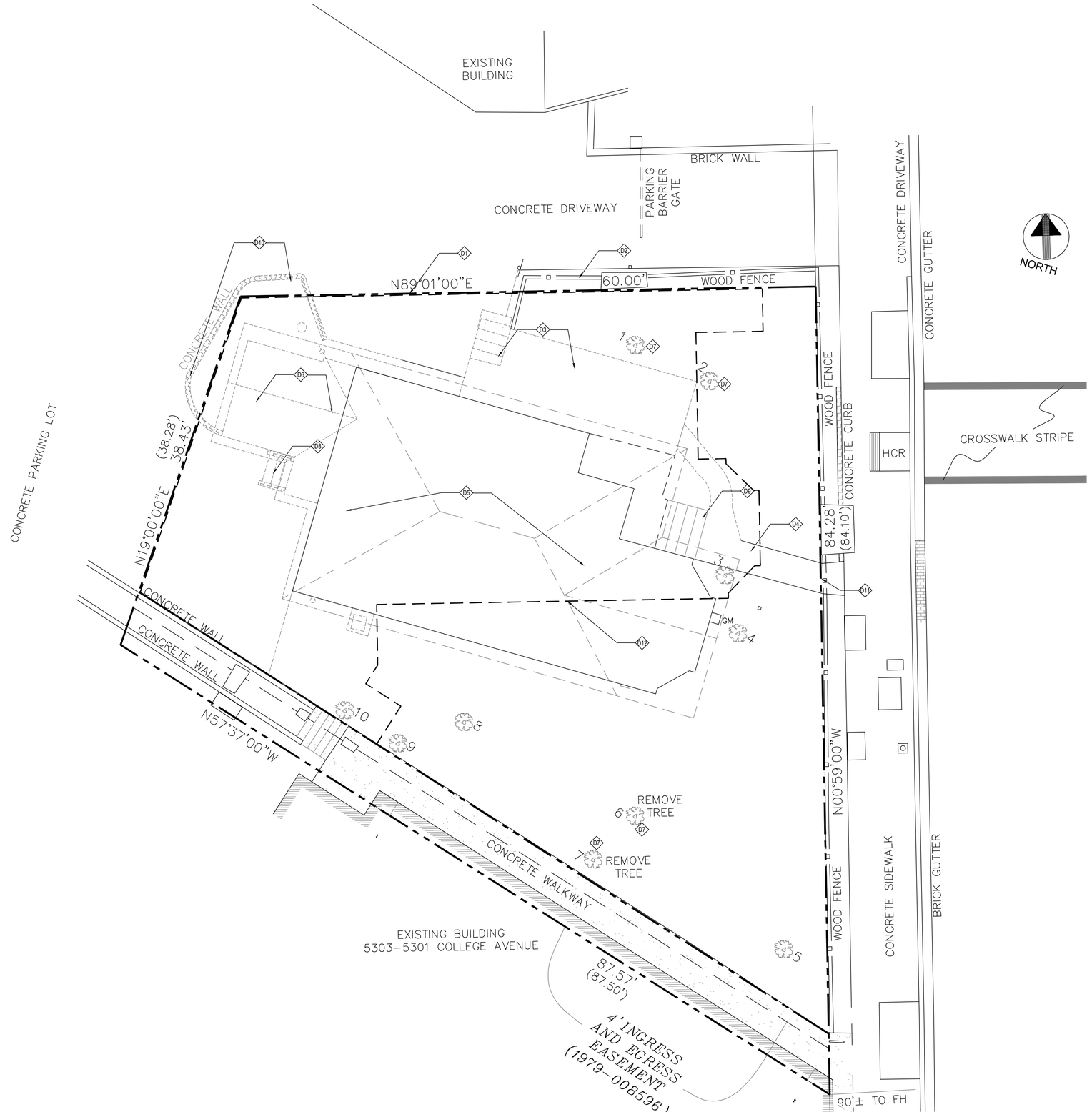
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
EXISTING SITE PLAN

SHEET NO.
C0.1

REVISION 0



1 PROPOSED DEMO SITE PLAN SCALE 3/16" = 1'-0"

DEMOLITION NOTES

D1 EXISTING PROPERTY LINE TO REMAIN.

D2 EXISTING WOOD FENCE TO REMAIN.

D3 EXISTING STAIR AND DECK TO BE DEMOLISHED COMPLETE.

D4 EXISTING WALKWAY TO BE DEMOLISHED COMPLETE.

D5 EXISTING HOUSE TO BE RAISED AND PREPARED FOR RELOCATION. REMOVE EXISING BASEMENT AND FOUNDATIONS COMPLETE. CUT BACK AND CAP UTILITIES, DRAIN LINES, DOWNSPOUTS, ELECTRICAL SERVICE, AND ETC. AND PREPARE THEM FOR NEW WORK.

D6 REMOVE REAR ADDITION TO BUILDING.

D7 REMOVE TREES AND EXISTING LANDSCAPING IN THE WAY OF NEW WORK.

D8 REMOVE STAIRS TO BASEMENT COMPLETE.

D9 REMOVE FRONT STAIRS COMPLETE.

D10 REMOVE CONCRETE WALL AT THE REAR OF THE BUILDING.

D11 EXISITING GATE AND FENCE TO REMAIN.

D12 OUTLINE OF NEW BUILDING LOCATION. EXCAVATE THIS AREA TO MATCH BASEMENT FLOOR PLAN. PROVIDE SHORING FOR ANY EXCAVATION DEEPER THATN 5 FEET. PREPARE AREA TO RECEIVE NEW WORK.

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REVISIONS	DATE

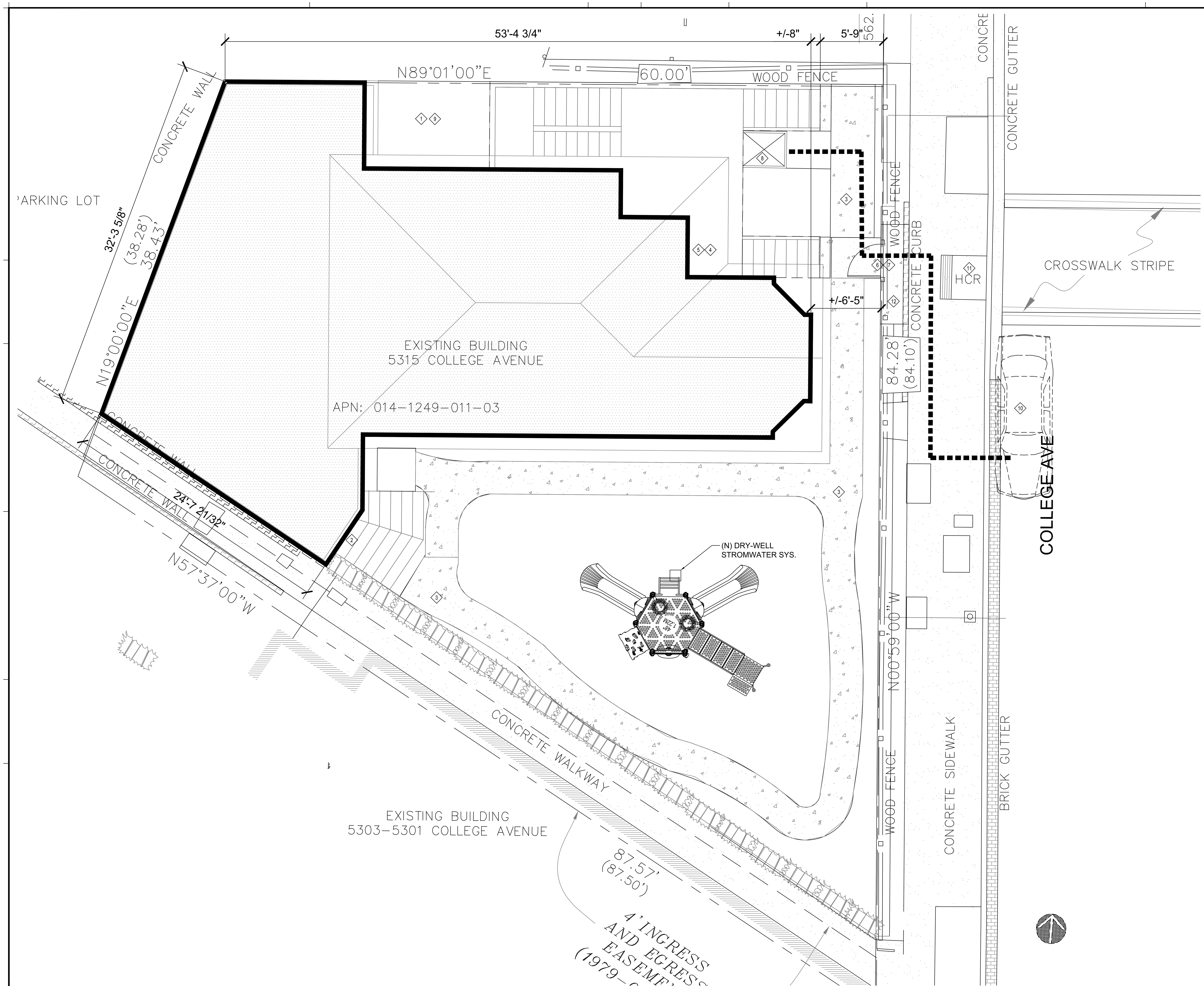
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: PROPOSED DEMO SITE PLAN

SHEET NO. C0.2

REVISION 0



1 PROPOSED SITE PLAN SCALE 3/16" = 1'-0"

SITE PLAN NOTES

1. 4" THICK CONCRETE PATIO W/ @4 BARS @ 24" O.C. EACH WAY.
2. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD FLUSH WITH DECK OR WALKWAY.
3. 4" THICK CONCRETE WALKWAY W/ #3 BARS @ 24" O.C. EACH WAY(MAXIMUM SLOPE 1:20). SEE ALSO L1.2 LANDSCAPE PLAN.
4. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.
5. "ENTRANCE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
6. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
7. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE TO BE MAINTAINED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.
8. ACCESSIBLE LIFT - SEE FLOOR PLAN.
9. COURTYARD BELOW.
10. EXISTING ACCESSIBLE PARKING SPACE.
11. EXISTING ACCESSIBLE CURB CUT.
12. NEW CONCRETE PAD TO FACILITATE NEW GATE LOCATION.

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LICENSED ARCHITECT
JOHN W. COWEE, JR.
NO. C-9199
REN. 1-31-25
STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL

5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

REVISIONS	DATE
0 OWNER REVIEW DATED 06/13/2022	

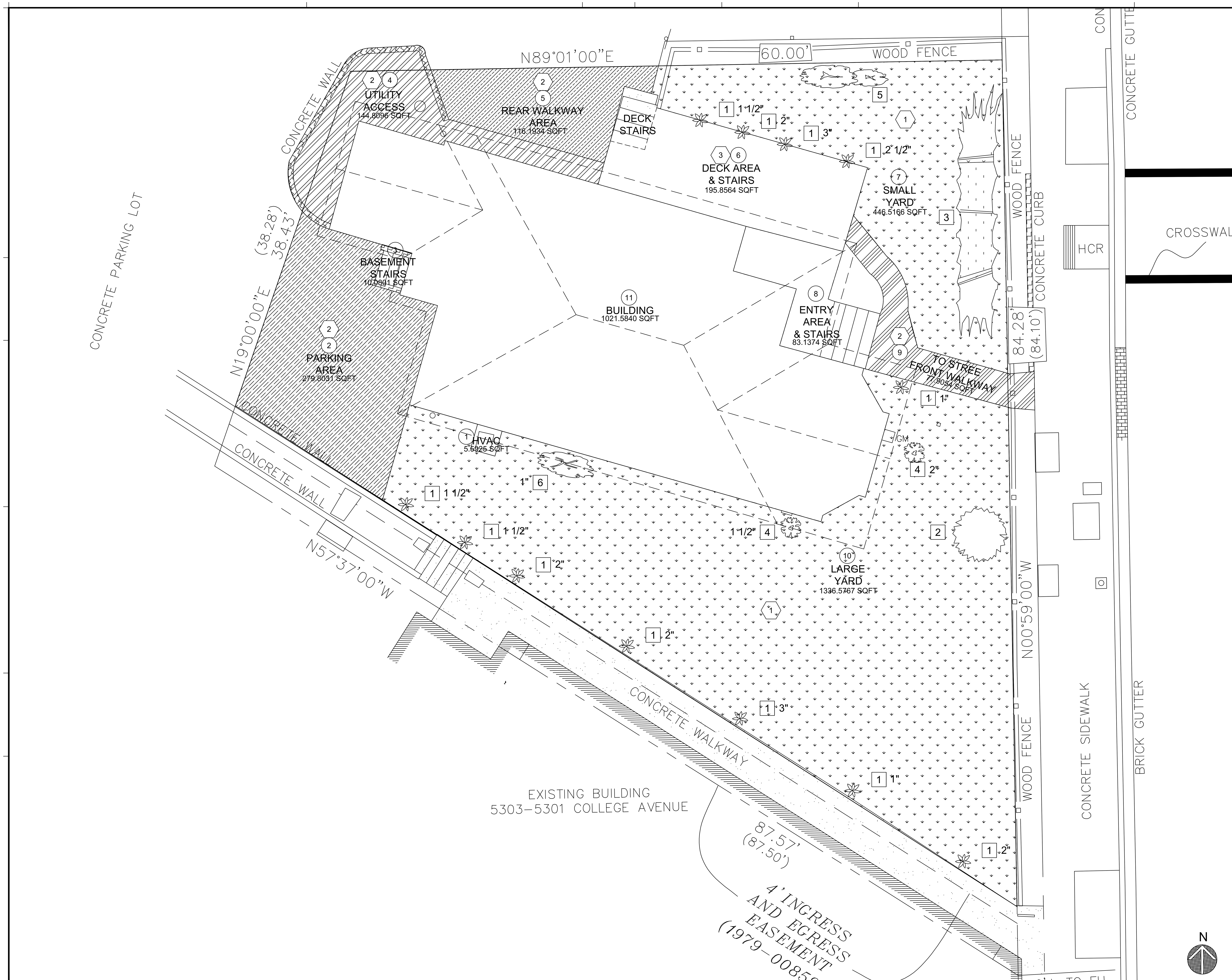
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED SITE PLAN

SHEET NO.
C0.3

REVISION 0



1 EXISTING LANDSCAPING PLAN

SCALE 1/4" = 1'-0"

LANDSCAPING NOTES

1. RED TIP PHOTINIA
2. MOLLOWS
3. CREEPING LANTANA
4. OSMANTHUS FRAGRANS
5. KATO
6. ROSE
7. ARTIFICIAL TURF
8. CONCRETE WALKWAYS

SITE COVERAGE

1. 1.5% HVAC PAD
2. 7.5% PARKING AREA
3. 2.7% BASEMENT STAIRS
4. 4% UTILITY ACCESS
5. 3.9% REAR WALKWAY AREA
6. 5% DECK AREA & STAIRS
7. 12% SMALL YARD
8. 2% TO STREET FRONT WALKWAY
9. 2% ENTRY AREA & STAIRS
10. 36% LARGE AREA
11. 27% BUILDING

SYMBOL LEGEND

1 PLANT TYPE
2 LANDSCAPE NOTES
1 MATERIAL TYPES

MATERIAL TYPE

1. GRASS
2. CONCRETE
3. WOOD

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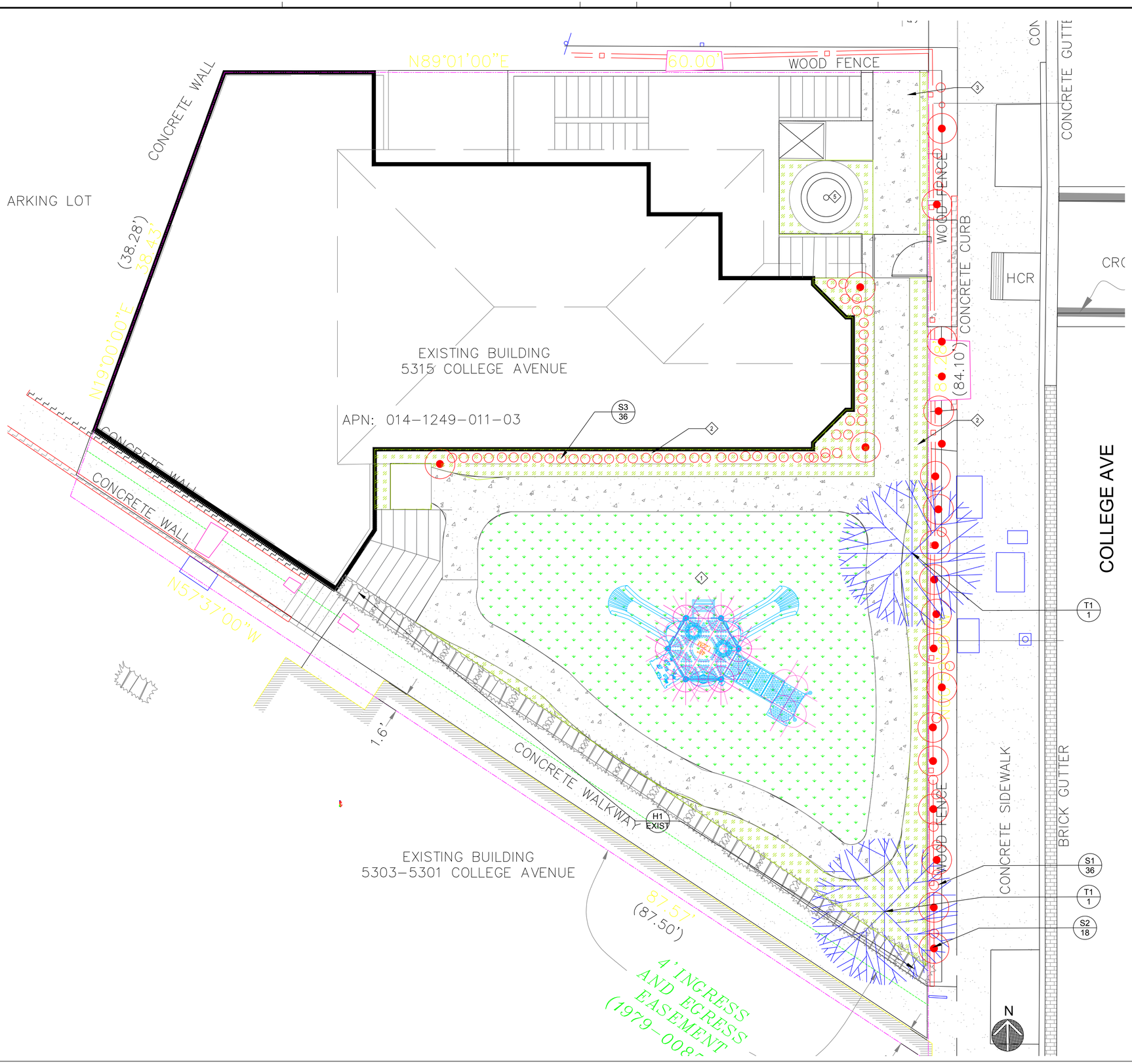
DATE: 04/20/2023

SHEET TITLE:
EXISTING LANDSCAPING PLAN

SHEET NO.
L1.1

REVISION 0



1 NEW LANDSCAPING PLAN SCALE 1/4" = 1'-0"

PLANTING LEGEND

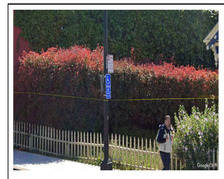
SHRUB ID: S1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SPHAERALCEA AMBIGUA**
COMMON NAME: **APRICOT MALLOW**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

SHRUB ID: S2 X
QUANTITY SEE PLAN
BOTANICAL NAME: **CORREA PULCHELLA**
COMMON NAME: **AUSTARLIA FUSCIA**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

SHRUB ID: S3 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SALVIA CLEVLANDII WINFRED GILMAN**
COMMON NAME: **BLUE SAGE WINFRED GILMAN**
HEIGHT: **3'-0"-6'-0'**
WIDTH: **3'-0"-6'-0"**
SPACING; **6'-0" O.C.**

SHRUB ID: S4 X
QUANTITY SEE PLAN
BOTANICAL NAME: **SPHAERALCEA AMBIGUA**
COMMON NAME: **APRICOT MALLOW**
HEIGHT: **1'-0"-3'-0'**
WIDTH: **1'-0"-3'-0"**
SPACING; **3'-0" O.C.**

TREE ID: T1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **ARBUTUS MARINA**
COMMON NAME: **STRAWBERRY MADRONE**
HEIGHT: **12'-0"-25'-0'**
WIDTH: **12'-0"-25'-0"**
SPACING; **12'-0" O.C.**



HEDGE ID: H1 X
QUANTITY SEE PLAN
BOTANICAL NAME: **N/A HEDGE IS EXISTING TO REMAIN**
COMMON NAME: **N/A HEDGE IS EXISTING TO REMAIN**
HEIGHT: **EXISTING**
WIDTH: **EXISTING**
SPACING; **EXISTING**

SITE COVERAGE

1. 25.3% LARGE YARD
2. 7.5% ENTRY #2
3. 41% BUILDING
4. 1.3% ENTRY #3
5. 17.3% SMALL YARD
6. 3.3% ENTRY #1 & STAIRS
7. 1.4% STREET FRONT WALKWAY

SHEET NOTES

1. ARTIFICIAL TURF FALL ZONE AND PLAY STRUCTURE BY OWNER
2. GROUND COVER UNDER PLANTS BY OWNER.
3. REPAIR PICKET FENCE AS NECESSARY, REPAINT, AND RELOCATE (E) GATE TO NEW NORTH ENTRANCE.
4. SEE DRAWING L1.3 FOR BAY FRIENDLY PLANTING REQUIREMENTS AND NOTES.
5. NEW FOUNTAIN BY OWNER. SEE SITE PLAN.

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REVISIONS DATE

APN: 014-1249-011-03
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DATE: 04/20/2023

SHEET TITLE: NEW LANDSCAPING PLAN

SHEET NO. L1.2

REVISION 0

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**5. Do Not Plant Invasive Plant Species** **Requirement** None of the plant species listed by CAL-IPC as invasive in the San-Francisco, Bay Area are included in the planting plan. **Definition** An invasive speices is defined as a species that is non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likeley to cause economic or environmental harm or harm to human health. Federal Executive Order 1311. **Reference** Bay-Friendly Landscape Guielines, Practice 2.1d; Don't Plant A Pestbrochures for trees and plants available at www.cal-ipc.org; www.cal-ipc.org/ip/inventory/weedlist.php.	• Compare the complete list of plants in the plant palette to the Cal-IPC list of plants that are invasive to the San Francisco Bay-Area. • Submit the complete plant palette. • Submit a statement signed by the Landscape Architect, Designer or Contractor confirming that no invasive species were substituted for specified species.	
✓			**6. Grow drought tolerant CA native, Mediterranean or climate adapted plants** **Requirement** A minimum of 75% of the total number of plants in non-turf areas must be species that require no or little summer watering once established. Species should be adapted to the climate in which they will be planted, as referenced by a third party source. If plants are given a range of water needs from "occasional to moderate" for example, the landscape designer must determine if the plant will require either occasional or moderate watering based on site, soil, and climate conditions and categorize the plant appropriately. **Recommendation** California native or Mediterranean species are strongly recommended. **Reference** *Bay-Friendly Landscape Guidelines* Practice 4.2; Bornstein, Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden*; EBMUD, *Plants and Landscapes for Summer-Dry Climates;* Sunset, *Western Garden Book*; UCCE, *Guide to Estimating Irrigation Water Needs of Landscape Plantings in CA*, www.owue.water.ca.gov/docs/wucols00.pdf.	• Submit a plant legend that identifies species, number of plants, irrigation requirements (and reference source of the water requirement), total number of drought tolerant plants and total number of non-turf plants. (download a Bay-Friendly plant legend template to facilitate this process at www.BayFriendly.org). • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

Bay-Friendly Basics Landscape Checklist

This Bay-Friendly Basics Checklist is for all new construction and renovation of landscapes that are 2,500 square feet of irrigated area or greater and require a permit. The Bay-Friendly Basics represents the 9 required practices from the Bay-Friendly Landscape Scorecard. It is considered a minimum set of practices to improve the environmental performance of the landscape. Projects are recommended to to meet all applicable measures on the checklist. For measures that are not applicable or are not in the project's scope of work, select "N/A" and make a note of why the measure does not apply to the project. For electronic copies of this checklist, and other Bay-Friendly Landscaping resources, visit: www.BayFriendly.org

Project: Sunflowers Daycare Renovation
Address: 5315 College Ave. Oakland CA94618

Earthwork & Soil Health

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**1. Mulch** **Requirement** All soil on site is protected with a minimum of 3 inches of mulch after construction. **Recomendation** Use recycled or greenwaste mulch instead of landscape fabric. Trees identified for removal are chipped and used on site as mulch, on-site storage space permitting. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; *Bay-Friendly Guide to Mulch,* available at www.BayFriendly.org. Provides sources of recycled mulch and proper application of mulch and information on sheet mulching.	• Submit square footage of planting areas as well as cubic yards required to cover planting areas to a minimum three-inch (3") depth. • Submit a delivery ticket or receipt of purchased mulch and/or, • Submit receipts for sheet mulching materials and/or, • (Optional) Submit photos of trees being chipped for mulch (if applicable).	
✓			**2. Amend the Soil with Compost Before Planting** **Requirement** Compost is specified as the soil amendment, at the rates indicated by a soil analysis to bring the soil organic matter content to a minimum of 3.5% by dry weight or 1 inch of compost. If the imported or site soil meets the organic content of 3.5% or more, then the requirement is waived. **Recommendation** Purchase compost from a producer who participates in the U.S. Composting Council's Standard Testing Assurance(STA) program to ensure quality. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.1; Model Bay-Friendly Soil specifications, at www.BayFriendly.org; U.S. Composting Council Standard Testing Assurance program explanation and list of participating producers can be found at: www.compostingcouncil.org	• Submit the site soil or imported topsoil analysis. No soils analysis is required if 1" of compost is used. • Submit+H35 compost details from construction documents. • Submit the receipt or delivery ticket for the compost, indicating the amount of the compost delivered/purchased. *If a waiver is requested based on soil organic matter content or the needs of plant palette,* • Submit a completed plant palette with species that need little/no soil organic matter identified, and include the source of information on their soil needs OR • Submit a soils report that indicates the soil has an organic matter content of 3.5% or greater.	

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
✓			**7. Minimize the lawn** **Requirement** A maximum of 25% of total irrigated area is specified as turf, with sports or multiple use fields exempted. **Reference** *Bay-Friendly Landscape Guidelines,* Practice 4.3; Bay-Friendly Lawn Alternatives plant list at www.BayFriendly.org; Brooklyn Botanic Garden Publications, *Easy Lawns, Low Maintenance Native Grasses for Gardeners Everywhere.*	• Submit calculations of square feet of turf, excluding sports and multiple use fields, and square feet of total irrigated area. • Submit planting plans with sports and multiple use fields identified. Include a statement about the purpose of multiple use fields. • Submit as statement signed by the Landscape Architect, Designer or Contractor that installed turf meets the requirements for this credit.	
Irrigation					
✓			**8. Specify Weather-Based Irrigation Controllers (automatic, self-adjusting) that Includes a Moisture &/or Rain Sensor Shutoff** **Requirement** Weather-based irrigation controllers, soil moisture based controllers or other self-adjusting irrigation controllers, shall be required for all irrigation systems. **Reference** *Bay-Friendly Landscape Guidelines*, Practice 4.6; EBMUD website has a list of recommended self adjusting controllers at www.ebmud.com.	• Submit the make and model and product sheet of the irrigation controller. • Provide a statement signed by the Landscape Architect, Designer or Contractor that the installed controller is a self-adjusting model and includes shut off capacity.	
✓			**9. Sprinkler & Spray Heads are Not Specified for Areas Less Than 8 Feet Wide** **Requirement** Sprinkler and spray heads are not specified in areas less than or equal to 8 feet wide to prevent overspray and runoff. Acceptable alternatives include drip, subsurface drip, bubblers or no irrigation. Bubblers shall not exceed 1.5 gallons per minute per bubbler.	• Submit statement signed by the Landscape Architect, Designer or Contractor verifying that irrigation as installed does not have sprinkler or spray heads in planted areas less than 8 feet wide.	

Bay-Friendly Basics: Bay-Friendly Basics represents the 9 required practices in the Bay-Friendly Landscape Scorecard. Landscapes that achieve the Bay-Friendly Basics are not considered to be Bay-Friendly Rated Landscapes. In order to qualify as a Bay-Friendly Rated Landscape a project must complete the entire Bay-Friendly Landscape Scorecard that has these 9 required practices as well earn a minimum of 60 points out of a possible 219 points. In addition, the scorecard must be evaluated by a qualfied Bay-Friendly Rater. The Bay-Friendly Basics is also not supposed to substitute for standard horticultural practices. Rather, the Bay-Friendly Basics is supposed to help local government staff raise the minimum environmental requirements for landscape projects that require a permit. For more information on Bay-Friendly Rated Landscapes visit www.BayFriendly.org.

This checklist works well with the Small Commercial Green Building Checklist available at www.BuildGreenNow.org

Bay-Friendly Basics Landscape Checklist

Yes	No	N/A	Measure & Requirement	Documentation	Notes
Materials					
✓			**3. Reduce and Recycle Landscape Construction Waste** **Requirement** Divert 50% of landscape construction and demolition waste by weight. Verify the local jurisdiction's minimum requirement and reporting procedures for construction and demolition (C&D) recycling. **Reference:** StopWaste.Org, *Builders' Guide to Reuse & Recycling: A Directory for Construction and Demolition Materials* and sample Waste Management Plan for recycling C&D materials at www.BuildGreenNow.Org.	• State the percent diversion goal in the design documents. • List specific goals and recycling and reuse requirements in plans and specifications. • Require contractors to review the waste management plan with subcontractors and to include contract language requiring subcontractors comply with the plan. • Prior to construction, complete a construction waste management plan. The City should provide a smaple template, or one can be downloaded at www.BuildGreenNow.org. • After construction, provide final waste management plan with backup documentation. If materials were sent to a C&D Recycling facility, apply a facility average diversion rate because not all materials can be recycled. Most large C&D facilities have a calculated diversion rate and can provide you with documentation stating the percentage of materials recycled at that facility (typically 50% to 90%).	
Planting					
✓			**4. Choose & Locate Plants to Grow to Natural Size & Avoid Shearing** **Requirement** No plant species will require shearing. Species will be selected and plants spaced to allow them to grow to their natural size and shape without shearing at any point in the lifespan of the plant. Pruning for structural integrity and health of plant is permitted. In addition, plants located in a row or adjacent to buildings, sidewalks or in narrow strips/medians will be spaced at the maximum plant spread according to a published reference plant book and still fit into thier planting area without significant overhang against buildings,or over walkways, streets or into adjacent plants. **Definition** Shearing is a method of pruning for forming hedges of uniform shape by routinely cutting them with hedge shears, resulting in a geometric growth habit and dense build-up of internal branches. **Reference** *Bay-Friendly Landscape Guidelines*, Practices 2.1, Bay-Friendly Plant lists are available at www.BayFriendly.org; Bronsetin,Carol, David Fross and Bart O'Brien, *California Native Plants for the Garden;* East Bay Municipal Utility District, *Plants and Landscapes for Summer Dry Climates;* Sunset,*Western Garden Book.*	• Submit plant legend indicating plant species, spacing and mature spread of plant. Indicate the source of information on spacing and spread. • Submit a statement signed by the Landscape Architect, Designer or Contractor verifying that installed plants meet this requirement.	

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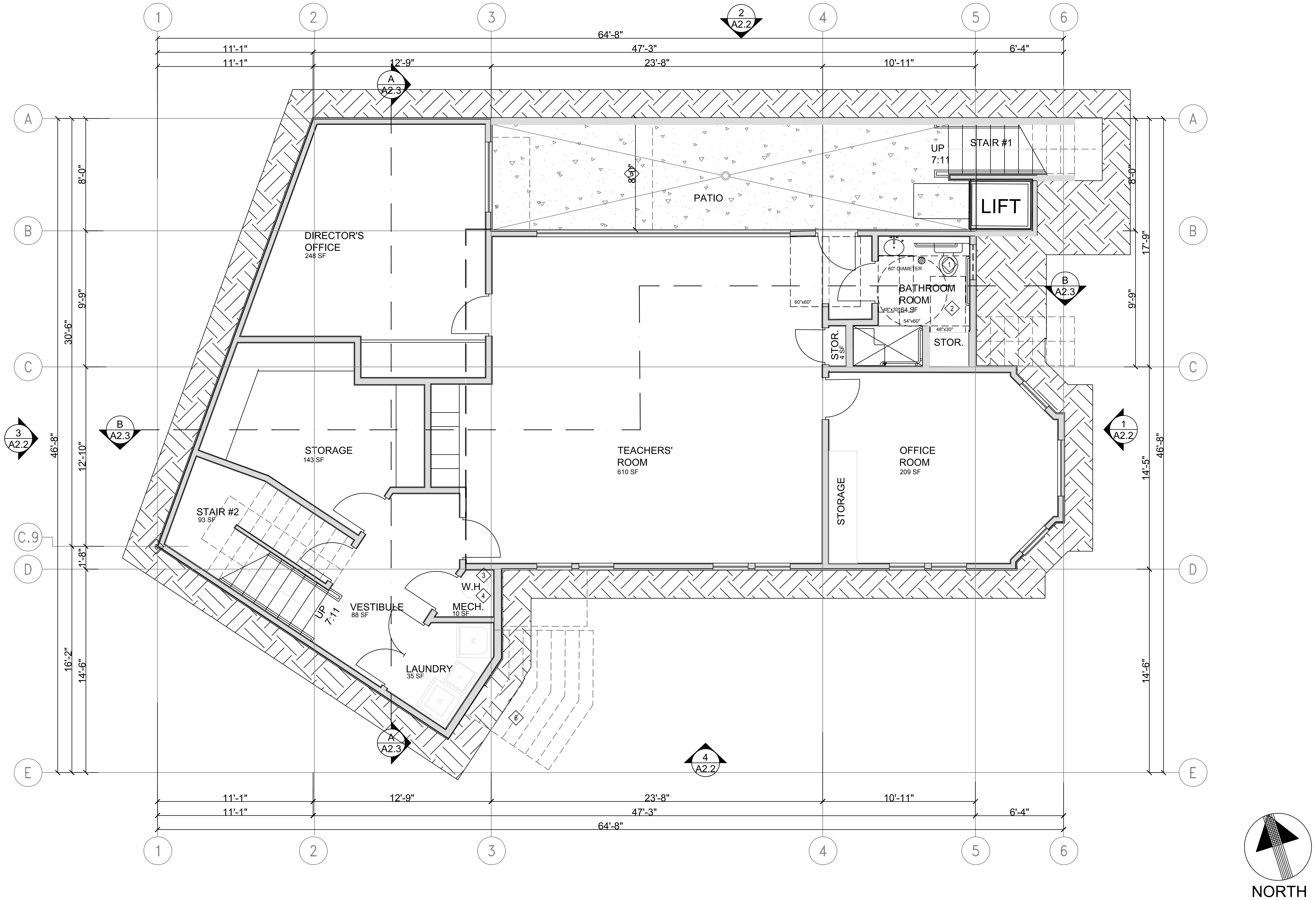
BAY FRIENDLY LANDSCAPING & PLANT LIST

SHEET NO.
L1.3

REVISION 0



1 PROPOSED BASEMENT FLOOR PLAN SCALE 1/4" = 1'-0" 1,649 SQ.FT.

SCHEDULES

SHEET NOTES

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

E. EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

F. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

J. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

H. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.

2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.

3. ELECTRIC TANKLESS WATER HEATER ON EXTERIOR WALL - PROVIDE SEISMIC STRAPS AT POINTS WITHIN THE UPPER AND LOWER ONE-THIRD OF ITS VERTICAL DIMENSION. THE LOWER ANCHOR / STRAP LOCATED TO MAINTAIN A DISTANCE OF 4 INCHES ABOVE THE CONTROLS AND INSULATION PER TITLE-24 ENERGY CALCS. - PROVIDE PRESSURE RELIEF VALVE WITH 1/2" COPPER DRAIN TO OUTSIDE. (PRIDE WATER HEATER VENT THROUGH ROOF) & 12"x12" LOUVER T&B.

4. ELECTRIC HEAT PUMP UNIT ON 18" HIGH PLATFORM- PROVIDE LIGHT, SWITCH, 110V RECEPTACLE PER CMC SEC 319. PROVIDE 26 GA. SHT. MET. FOR ALL DUCT PENETRATIONS OF WALLS OR CEILING

5. NOT USED.

6. 4" CONCRETE SLAB @ PATIO - SEE CIVIL DRAWINGS.

7. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD.

8. 4" CONCRETE WALKWAY (MAXIMUM SLOPE 1:20). SEE SITE PLAN .

9. 50-GALLON WH ON 18" HIGH PLATFORM. W/ SEISMIC RESTRAINT.

10. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);

11. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.

12. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.

13. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)

14. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.

15. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

16. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

17. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)

18. INSTALL PORTABLE FIRE EXTINGUISHERS AS REQUIRED PER CBC-2016 SECTION 906.3 (SEE SHEET E1 ALSO)

19. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE DRINKING FOUNTAIN TO BE INSTALLED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.

20. KNEE CLEARANCE SHALL BE PER FIGURE 11B-306.3 OF CBC-2016. SPOUT HEIGHT SHALL BE 36" AFF (SECTION 11B-602.4). SPOUT LOCATION SHALL BE LOCATED 15" MINIMUM FROM VERTICAL SUPPORT & 5" MAX. FROM THE FRONT EDGE OF THE UNIT (SECTION 11B-602.5).

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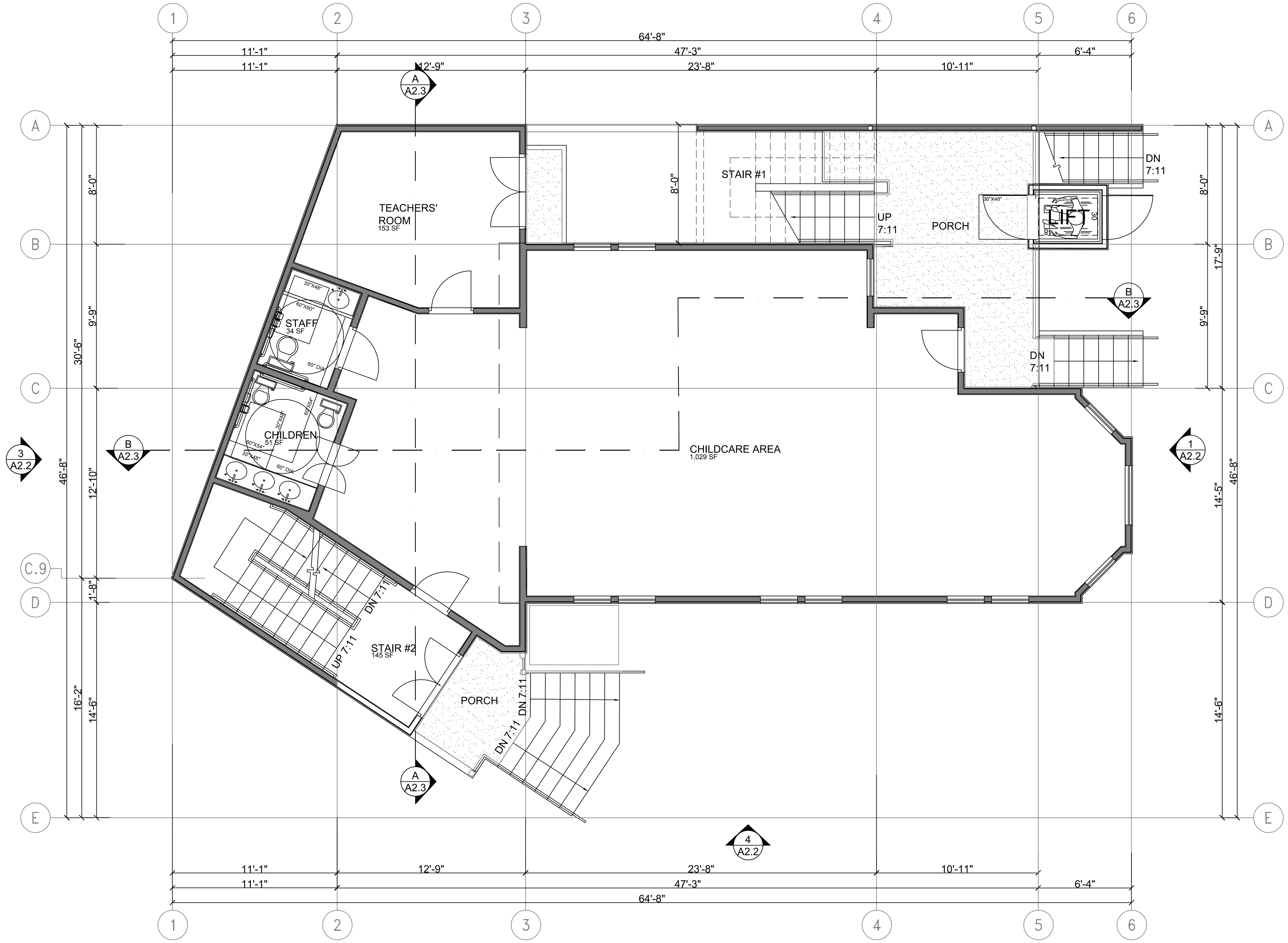
SHEET TITLE:
PROPOSED BASEMENT FLOOR PLAN

SHEET NO.
A1.0

REVISION 0



1 PROPOSED 1ST FLOOR PLAN SCALE 1/4" = 1'-0" 1,525 SQ.FT.

SCHEDULES

SHEET NOTES

- (A) REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.
- (B) REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.
- (C) SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.
- (D) DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.
- (E) EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE
- (F) NEW 1-HOUR RATED EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TYPE "X". TAPE & TEXTURE LEVEL 5 FINISH.
- (G) EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.
- (H) INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.
- (J) PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.
2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.
3. NEW WOOD STAIRWAY AND PORCH W/ 42" HIGH GUARDRAIL AND 34" HIGH HADRAILS.
4. EXTERIOR ELECTRIC ACCESSIBLE LIFT FROM BASEMENT TO FIRST FLOOR.
5. CONCRETE STAIR TO GRADE - SEE CIVIL DRAWINGS.
6. LANDINGS AT EXIT DOORS W/ THRESHOLD ARE FLUSH WITH FLOOR.
7. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);
8. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.
9. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.
10. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)
11. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.
12. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
13. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS
14. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)
15. INSTALL PORTABLE FIRE EXTINGUISHERS AS REQUIRED PER CBC-2016 SECTION 906.3 (SEE SHEET E1 ALSO)
16. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE DRINKING FOUNTAIN TO BE INSTALLED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.
17. KNEE CLEARANCE SHALL BE PER FIGURE 11B-306.3 OF CBC-2016. SPOUT HEIGHT SHALL BE 36" AFF (SECTION 11B-602.4). SPOUT LOCATION SHALL BE LOCATED 15" MINIMUM FROM VERTICAL SUPPORT & 5" MAX. FROM THE FRONT EDGE OF THE UNIT (SECTION 11B-602.5).
18. 1-HOUR RATED STAIRWAY WALL WITH HORIZONTAL WOOD SIDING TO MATCH EXISTING O/ 5/8" TYPE "X" GYP. SHEATHING O/ 1/2" CDX PLYWOOD EACH SIDE.
19. BALCONY WITH 42" HIGH WOOD GUARD RAILING.
20. RETAINING WALL BELOW.
21. OPEN TO BELOW.

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MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

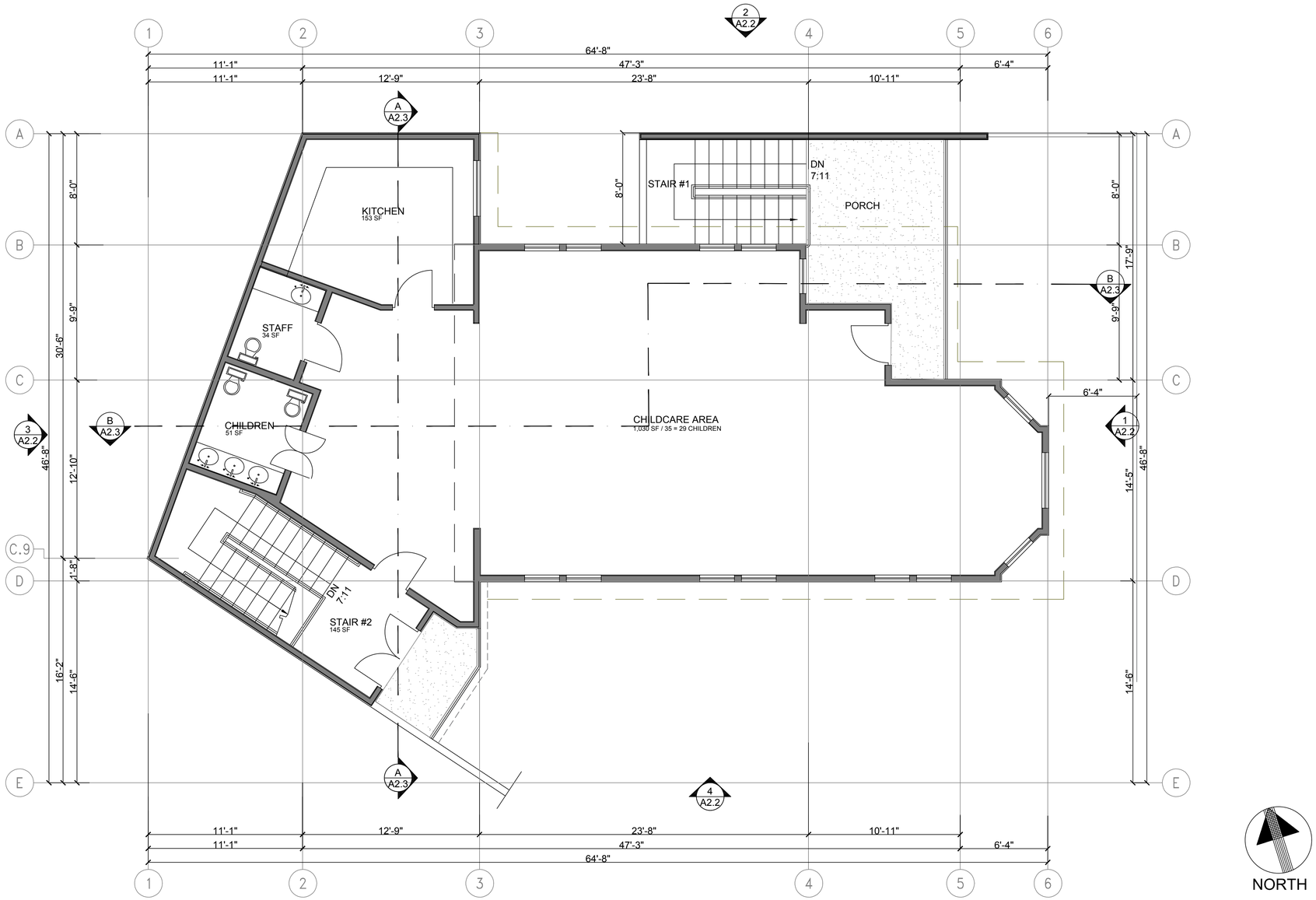
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED 1ST FLOOR PLAN

SHEET NO.
A1.1

REVISION 0



1 PROPOSED BASEMENT FLOOR PLAN SCALE 1/4" = 1'-0" 1,525 SQ.FT.

SCHEDULES

SHEET NOTES

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

E. EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

F. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

J. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

H. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. STAFF TOILET W/ 1.28 GPF CAPACITY. CONNECT TO SEWER AND SUM PUMP. SEE SITE PLAN AND PLUMBING PLAN.

2. PROVIDE MECHANICAL VENTILATION THIS ROOM CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR - REFER TO ELECTRICAL DRAWINGS.

3. ELECTRIC TANKLESS WATER HEATER ON EXTERIOR WALL - PROVIDE SEISMIC STRAPS AT POINTS WITHIN THE UPPER AND LOWER ONE-THIRD OF ITS VERTICAL DIMENSION. THE LOWER ANCHOR / STRAP LOCATED TO MAINTAIN A DISTANCE OF 4 INCHES ABOVE THE CONTROLS AND INSULATION PER TITLE-24 ENERGY CALCS. - PROVIDE PRESSURE RELIEF VALVE WITH 1/2" COPPER DRAIN TO OUTSIDE. (PRIDE WATER HEATER VENT THROUGH ROOF) & 12"x12" LOUVER T&B.

4. ELECTRIC HEAT PUMP UNIT ON 18" HIGH PLATFORM- PROVIDE LIGHT, SWITCH, 110V RECEPTACLE PER CMC SEC 319. PROVIDE 26 GA. SHT. MET. FOR ALL DUCT PENETRATIONS OF WALLS OR CEILING

5. NOT USED.

6. 4" CONCRETE SLAB @ PATIO - SEE CIVIL DRAWINGS.

7. PROVIDE LANDING AT EXIT DOORS W/ THRESHOLD.

8. 4" CONCRETE WALKWAY (MAXIMUM SLOPE 1:20). SEE SITE PLAN .

9. 50-GALLON WH ON 18" HIGH PLATFORM. W/ SEISMIC RESTRAINT.

10. 30" SPACE FOR REFERIGERATOR BASE CABINETS (ACCESSIBLE);

11. NEW TACTILE ACCESSIBLE SIGNAGE ON OUTSIDE OF DOOR AND ADJACENT TO STRIKE EDGE OF DOOR.

12. CHILD SIZE TOILET BY "AMERICAN STANDARD MODEL #-BABY DEVORO WITH WHITE COLOR.

13. WALL HUNG SINK BY "AMERICAN STANDARD MODEL #-LUCERN (OR APPROVED EQUAL) WITH WHITE COLOR". WRAP PIPES BELOW WITH PRE-MANUFACTURED TRAP/ PIPE WRAP PROFILE INSULATION. PROVIDE FAUCET-SINGLE LEVER CONTROL BY "DELTA" (MODEL #544WFMPU-OR APPROVED EQUAL)

14. MOPSINK W/ BUCKET HANGER BY "FLORESTONE" (MODEL #MSA-2424 24"X24") OR APPROVED EQUAL.

15. "TO EXIT" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; & ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

16. "EXIT ROUTE" SIGN W/ TACTILE AS PER CBC-2016 SECTION 1013.4 & 11B-703.1; ILLUMINATED AS REQUIRED PER CBC-2016 SECTION 1013.2, SEE SHEET ME1.1 FOR EXACT LOCATION OF SIGNS

17. ACCESSIBILITY COMPLIANT BASE CABINET NON-ABSORBANT FLOOR FINISH IN BATHROOM AND EXTENDING 6" HIGH AT FLOOR AND WALL INTERSECTION WITH SAME MATERIAL AS FLOOR & WAINSCOTT TO A MIN. HEIGHT OF 48" ABOVE FINISH FLOOR; (IN COMPLIANCE W/ CBC-2016 SECTIONS 1210.2.1 & 1210.2.2)

18. INSTALL PORTABLE FIRE EXTINGUISHERS AS REQUIRED PER CBC-2016 SECTION 906.3 (SEE SHEET E1 ALSO)

19. EGRESS PATH OF TRAVEL FROM CLASSROOMS TO PUBLIC RIGHT OF WAY & ACCESSIBLE ROUTE DRINKING FOUNTAIN TO BE INSTALLED PER COMPLIANCE OF SECTION 11B-602 & 11B-307 OF CBC-2016.

20. KNEE CLEARANCE SHALL BE PER FIGURE 11B-306.3 OF CBC-2016. SPOUT HEIGHT SHALL BE 36" AFF (SECTION 11B-602.4). SPOUT LOCATION SHALL BE LOCATED 15" MINIMUM FROM VERTICAL SUPPORT & 5" MAX. FROM THE FRONT EDGE OF THE UNIT (SECTION 11B-602.5).

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CONSULTANT:

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MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

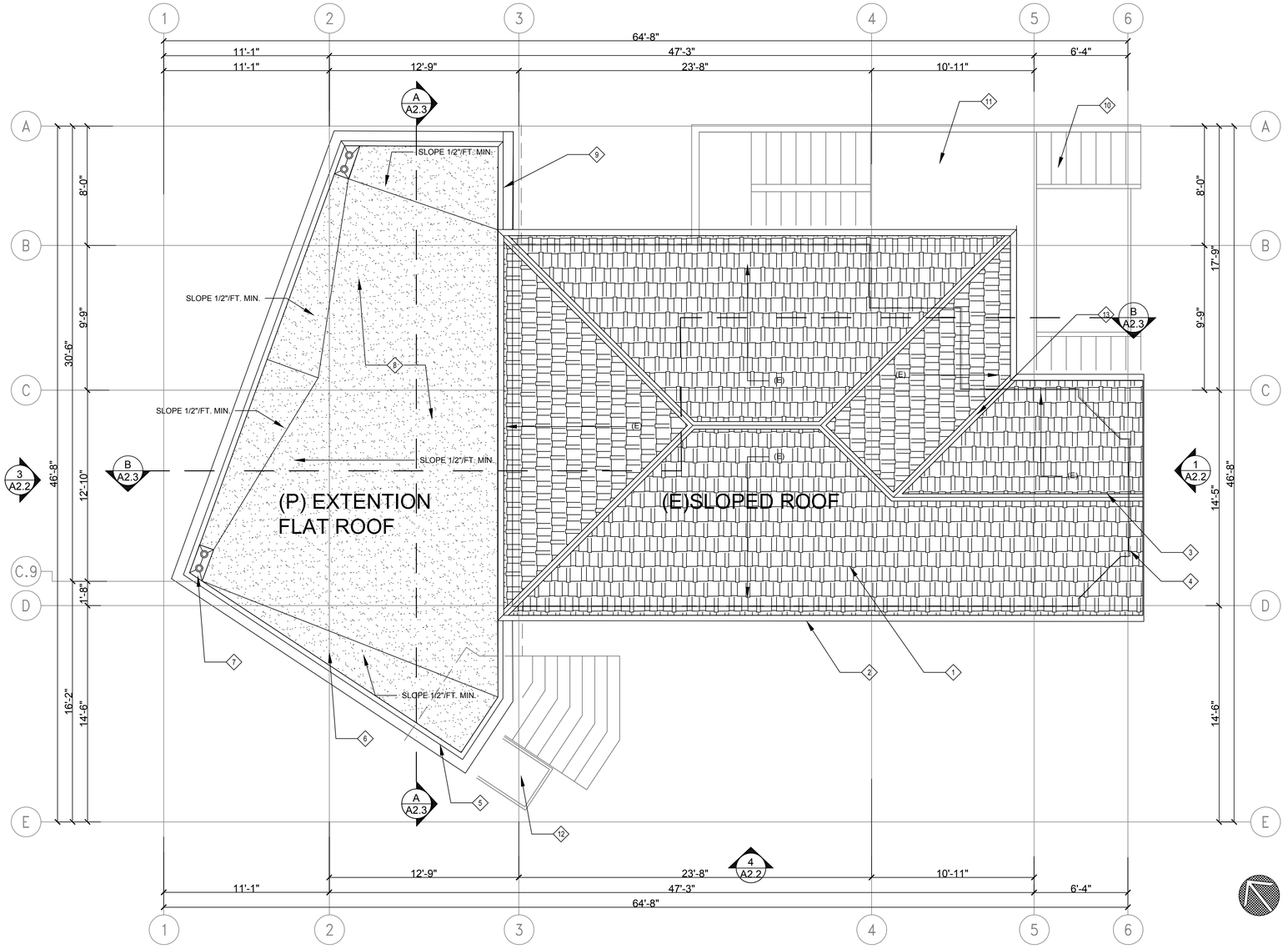
APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE: PROPOSED SECOND FLOOR PLAN

SHEET NO. A1.2

REVISION 0



1 PROPOSED ROOF PLAN SCALE 1/4" = 1'-0"

NOTES:

A. REFER TO GENERAL NOTES SHEET "G1.1" FOR ADDITIONAL INFORMATION.

B. REFER TO ELECTRICAL PLANS FOR LOCATIONS OF ALL SWITCHES, LIGHTS, RECEPTACLES, SMOKE DETECTORS, ETC.

C. SMOKE DETECTORS SHALL BE PERMANENTLY WIRED AND SHALL BE EQUIPPED WITH 24-HOUR BATERY BACKUP.

D. DUCT PIERCING WALL BETWEEN BUILDING EXTERIOR AND INTERIOR SHALL BE 26GA. G.I. MATERIALWITH SEALED AT EDGES, AND NO OPENINGS, SEC 302.4.

EVERY CHILDCARE ROOM SHALL HAVE AT LEAST ONE EXTERIOR DOOR APPROVED FOR EMERGENCY ESCAPE / RESCUE

E. NEW RATED EXTERIOR WALL - EXTERIOR FACE: STUCCO OVER TYVEK & METAL LATH, 1/2" SHEATHING, 2X6 WOOD STUDS @ 16" O.C., R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GYP.

F. BOARD TAPE & TEXTURE LEVEL 5 FINISH.

G. EXISTING EXTERIOR WALL - EXTERIOR FACE: WOOD SIDING O/ BUILDING PAPER O/ SHEATHING, O/ 2X4 WOOD STUDS, R-22 HIGH DENSITY INSULATION. INTERIOR FACE: 5/8" GP. BD. TAPE & TEXTURE LEVEL 5 FINISH.

H. INTERIOR WALLS - 2X4 STUDS @ 16" O.C. WITH 5/8" GYP.BD. EACH SIDE, TAPE & TEXTURE LEVEL 5 FINISH. R-13 AT BATHROOM U.O.N. PROVIDE CEMENT BACKER BOARD AT TILE COVERED WALLS.

J. PLUMBING WALL - 2X6 STUDS @ 16" O.C. WITH 5/8" W.P. GYP. BD. ABOVE TILE ON WET SIDE AND 5/8" GYP. BD. ON DRY SIDE, TAPE & TEXTURE LEVEL 5 FINISH. PROVIDE CEMENT BACKER BD. AT TILE INSTALLATIONS. R-19 BATT SOUND INSULATION AT BATHROOM.

FLOOR PLAN NOTES

1. EXISTING ROOFING TO REMAIN.
2. EXISITNG GUTTERS TO REMAIN. EXTEND DOOWNSPOUTS TO GRADE BELOW.
3. EXISTING RIDGE.
4. WALLS BELOW SHOWN DASHED.
5. NEW PARAPET WITH MTAL CAP AND TRIM.
6. NEW CRICKET SLOPED TO DRAIN.
7. NEW 3" ROOF DRAIN AND 3" OVERFLOW ROOF DRAIN SET IN 1" DEPRESSION FOR DRAINAGE.
8. NEW 4-PLY BUILT-UP ROOFING SLOPED 1/2" MIN. PER FOOT TO DRAIN.
9. NEW PARAPET WITH GABLE ROOF FOR VISUAL DETAIL FROM STREET.
10. STAIRS BELOW.
11. DECK BELOW.
12. ACCESSIBLE LIFT BELOW.
13. EXISTING VALLEY.

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0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

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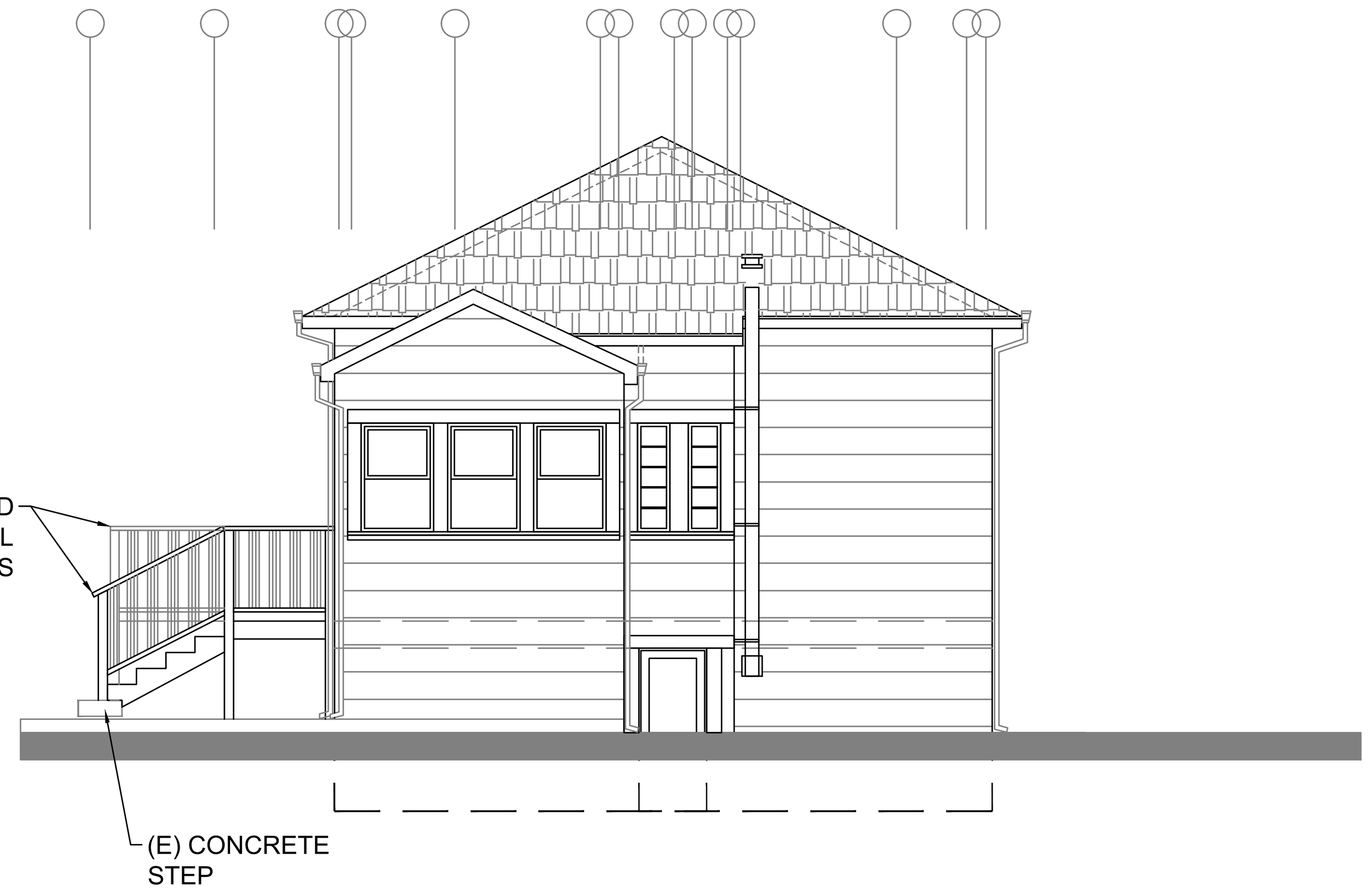
DATE: 04/20/2023

SHEET TITLE: NEW ROOF PLAN

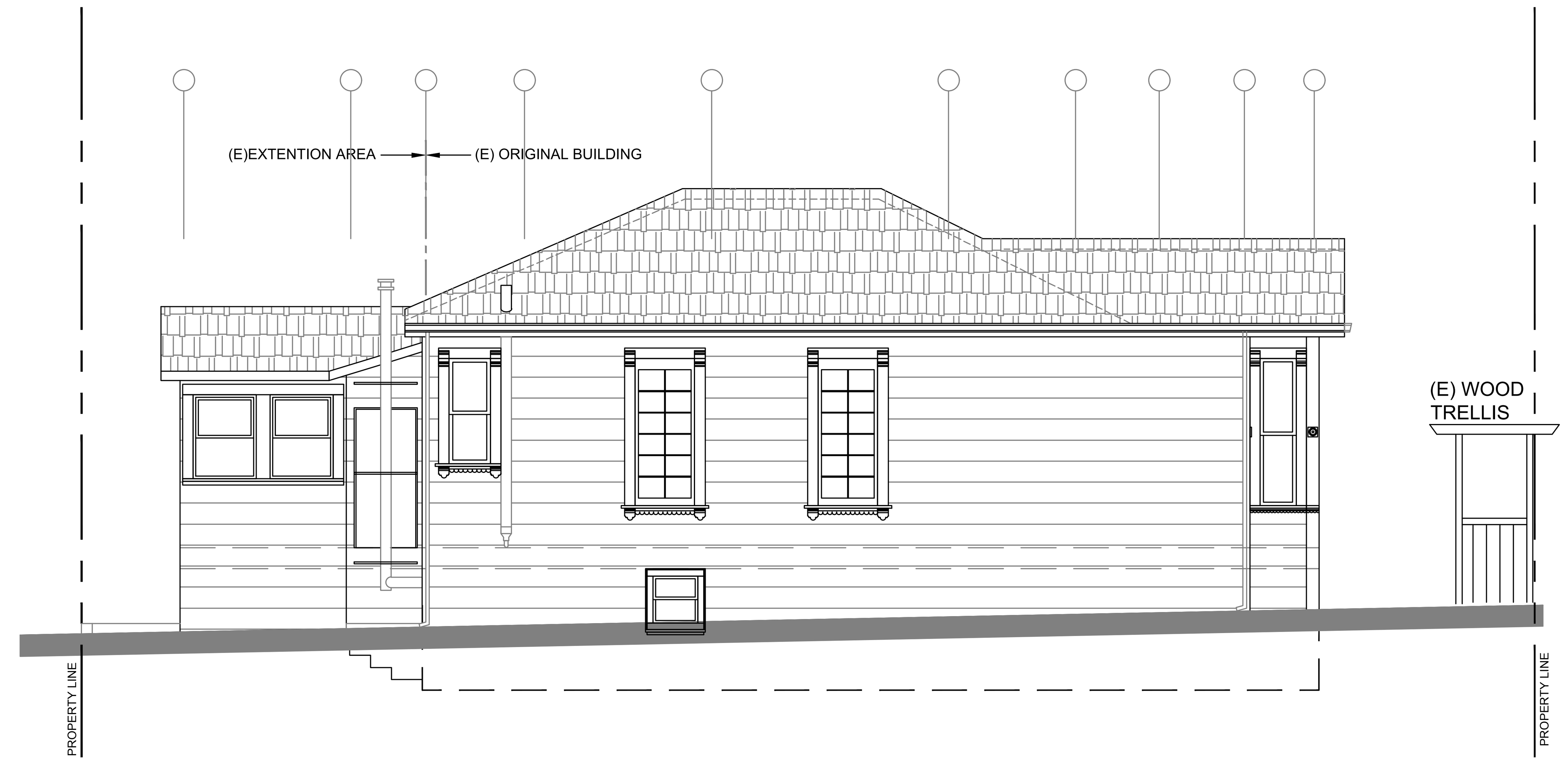
SHEET NO. A1.3

REVISION 0

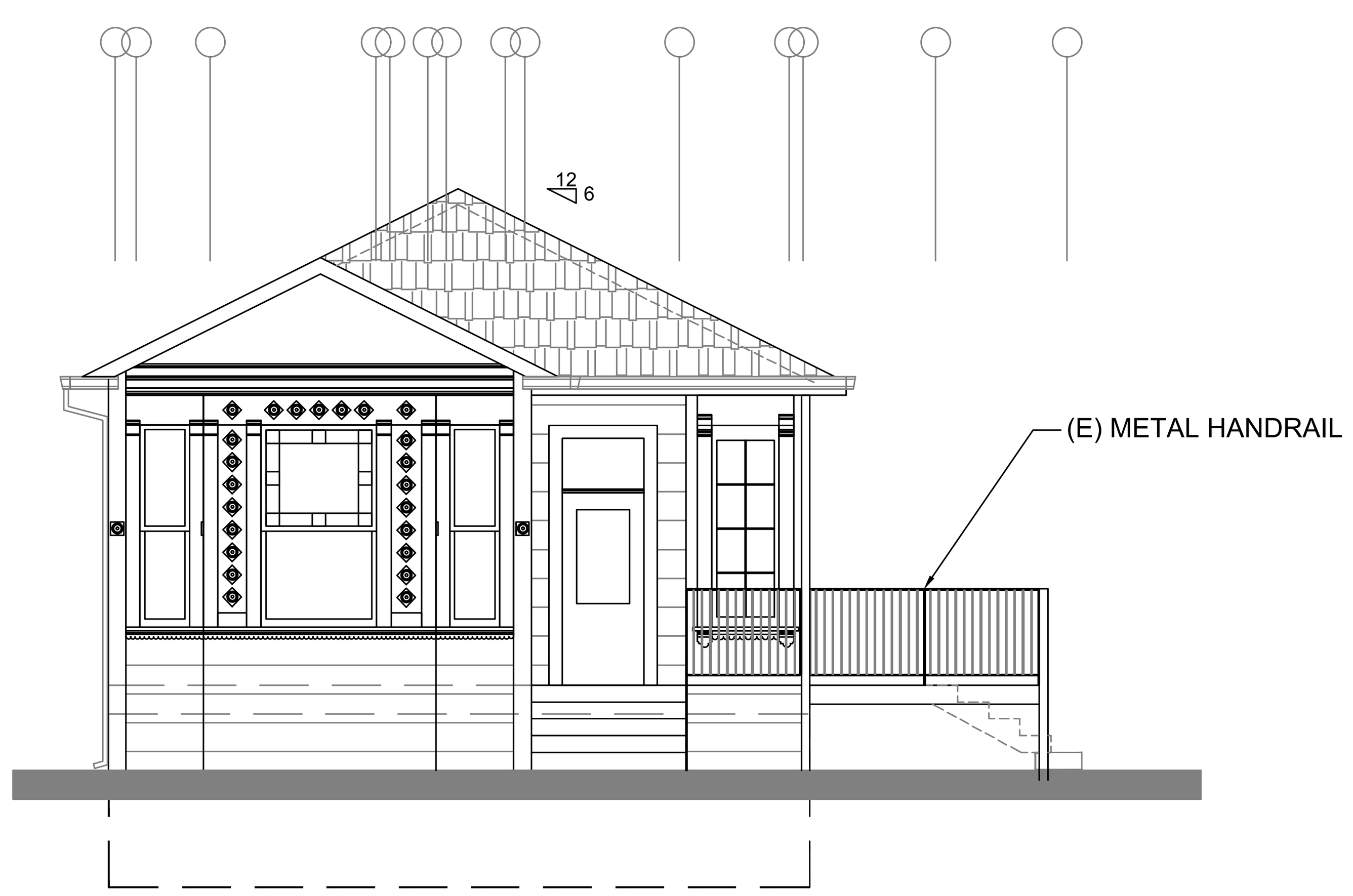
5 | 4 | 3 | 2



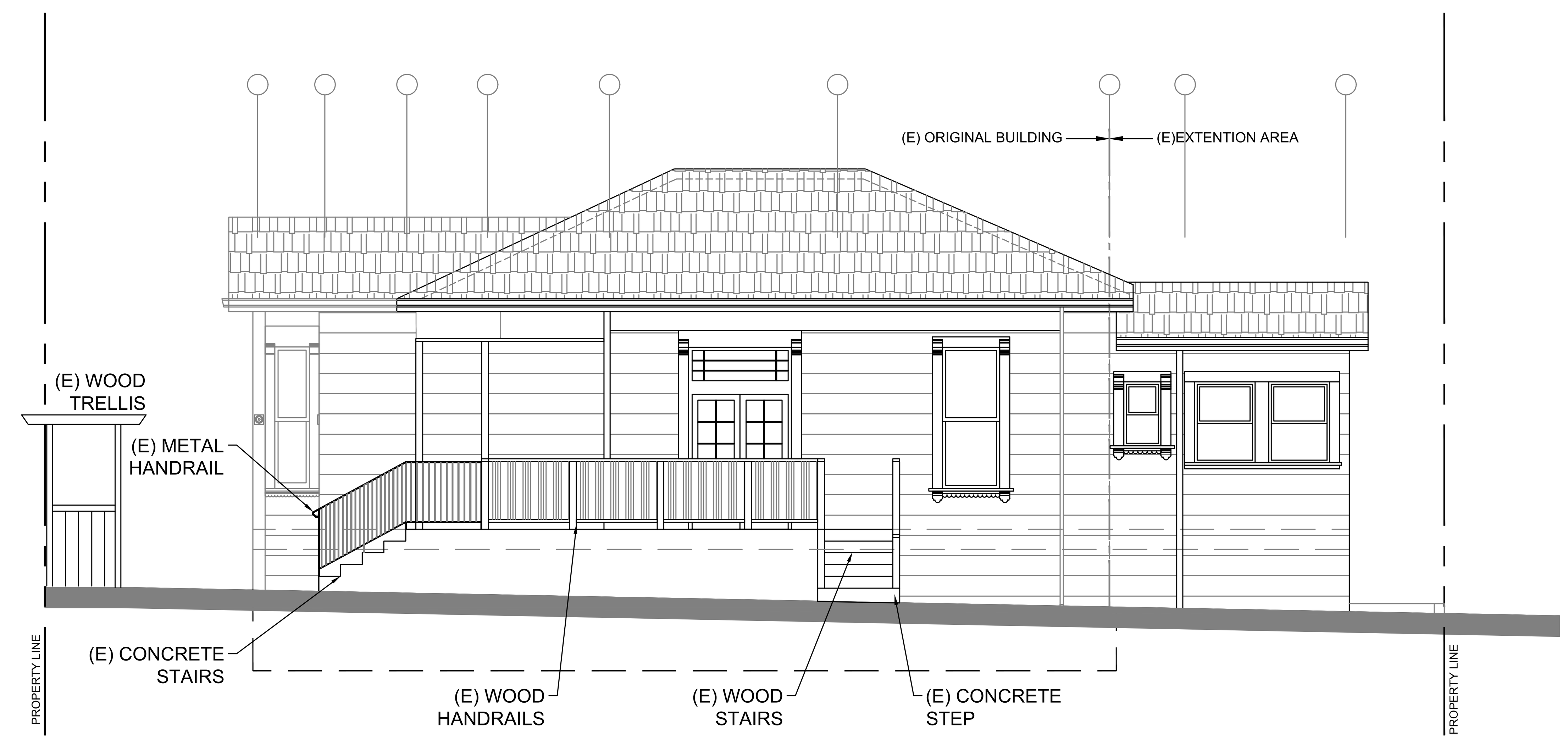
A-9 (E) WEST ELEVATION



A-8 (E) SOUTH ELEVATION



A-7 (E) EAST ELEVATION



A-6 (E) NORTH ELEVATION

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APN: 014-1249-011-03
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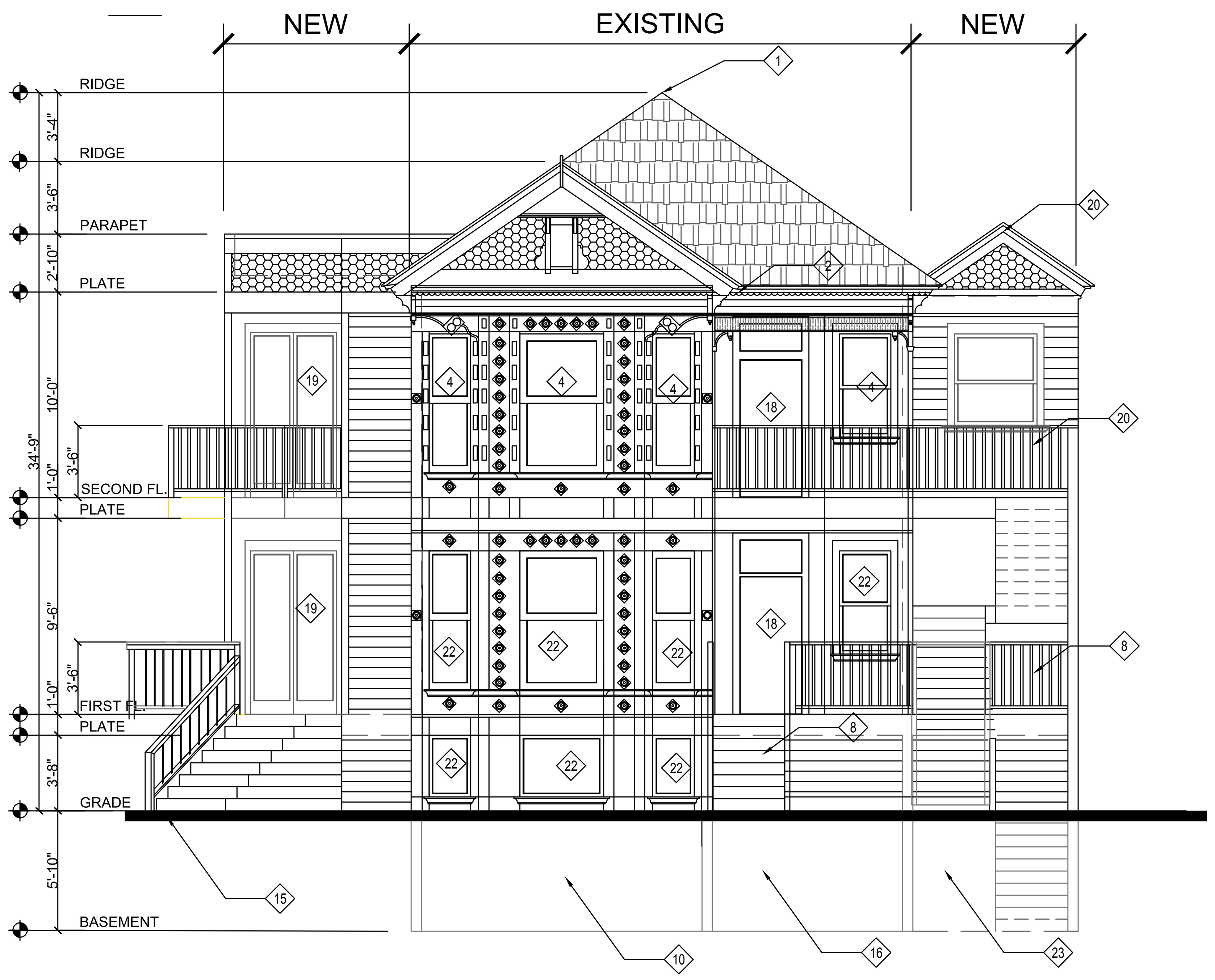
DATE: 04/20/2023

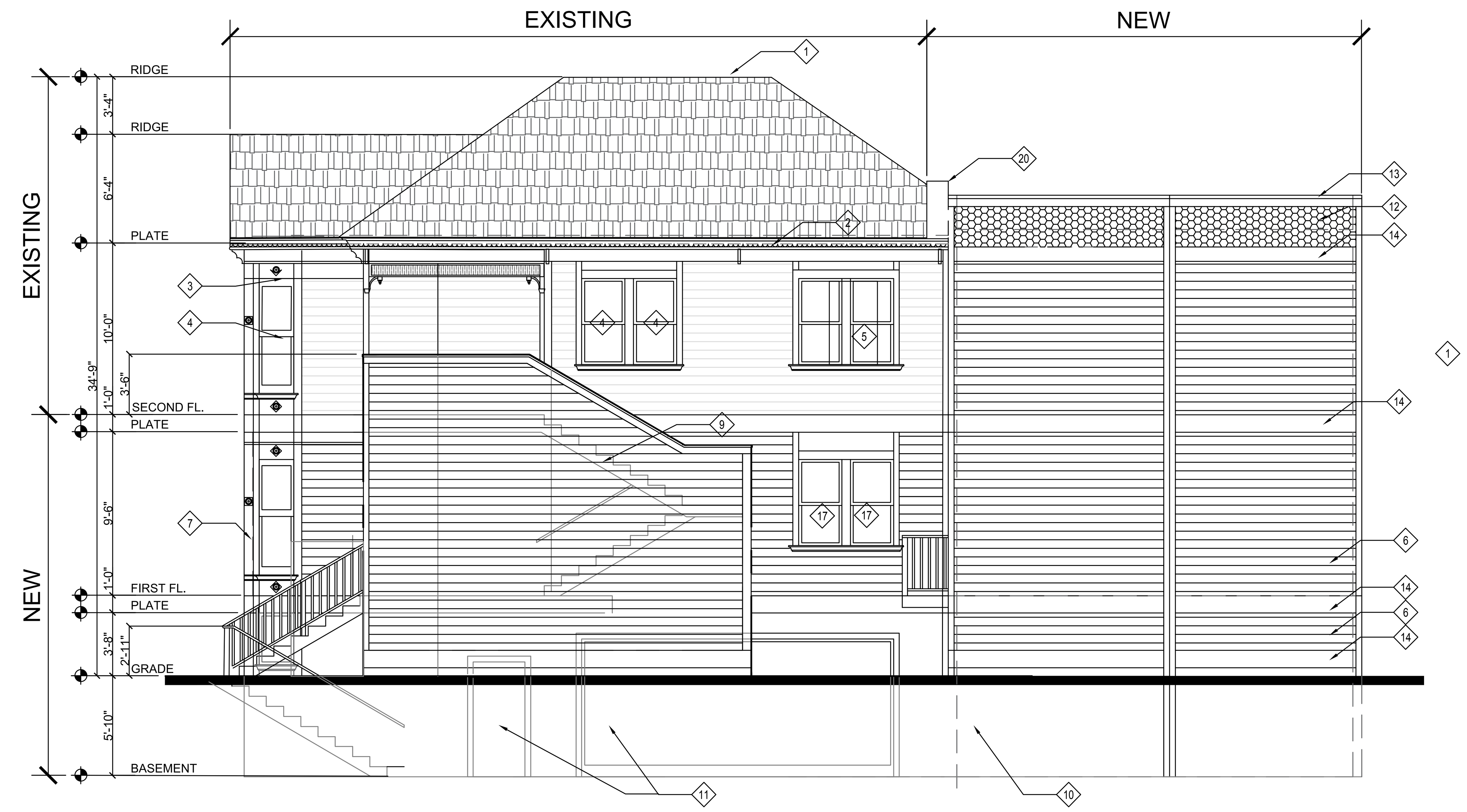
SHEET TITLE:
EXISTING
ELEVATION
PLANS

SHEET NO.
A2.1

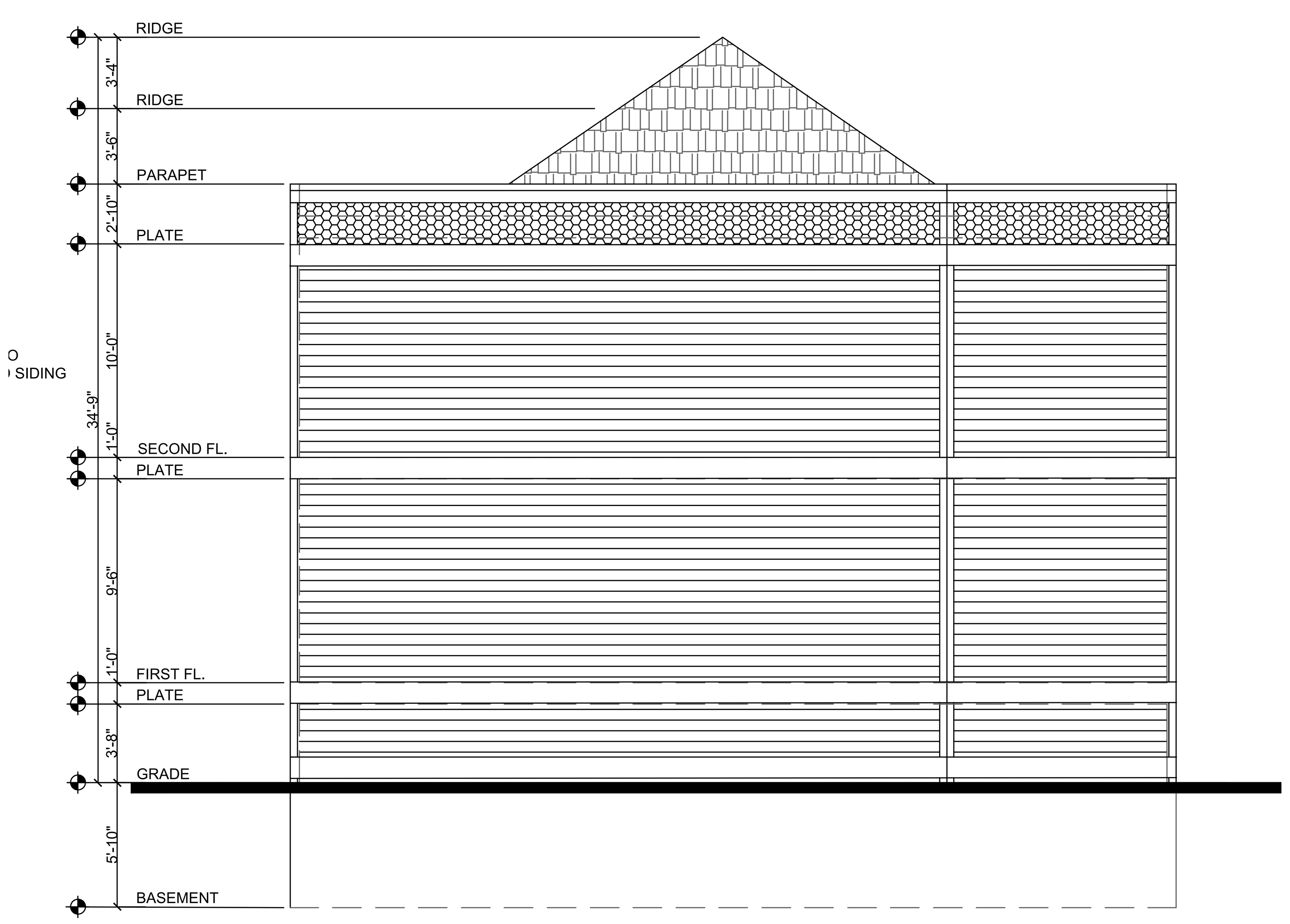
REVISION 0



1 EAST ELEVATION 3/16" = 1'-0"



2 NORTH ELEVATION 3/16" = 1'-0"



3 WEST ELEVATION 3/16" = 1'-0"

4 SOUTH ELEVATION 3/16" = 1'-0"

SHEET NOTES

1. EXISTING RIDGE AND ROOFING.
2. EXISTING EAVE AND GUTTER. EXTEND EXISTING DOWNSPOUTS TO GRADE.
3. EXISTING TRIM AND MOULDINGS (REPAIR OR REPLACE AS NECESSARY).
4. EXISTING WINDOWS ON TOP FLOOR TO BE REPLACED WITH NEW WINDOWS. SHAPE AND CONFIGURATION TO MATCH EXISTING.
5. ENLARGE EXISTING WINDOW OPENING TO MATCH THE NEW CONFIGURATION. PROVIDE WINDOWS AND TRIM TO MATCH EXISTING.
6. NEW HORIZONTAL SIDING AT NEW BASEMENT & FIRST FLOOR LEVELS TO MATCH EXISTING.
7. NEW MOULDING AND TRIM AT NEW BASEMENT AND FIRST FLOOR TO MATCH EXISITING.
8. NEW WOOD STAIR WITH WITH NEW WOOD RAILINGS.
9. NEW 1-HOUR RATED EXTERIOR STAIRWAY WALL WITH NEW WOOD SIDING AND AND TRIM TO MATCH EXISTING. (STAIR BEYOND SHOWN DASHED).
10. BASEMENT BELOW GRADE SHOWN DASHED.
11. DOORS AND WINDOWS IN COURTYARD BELOW GRADE SHOWN DASHED.
12. NEW LAP SHINGLES MATCHING EXISTING GABLE END SHINGLES.
13. 2X8 REDWOOD CAP WITH 2X4 REDWOOD TRIM.
14. 2X12 BELLY BAND TRIM .
15. EXISTING GRADE.
16. CONCRETE RETAINING WALL AT BASEMENT AND IN FOREGROUND.
17. NEW DOUBLE HUNG WINDOWS.
18. NEW 3'-0" X 7'-0"" ENTRY DOOR WITH TRANSOM.
19. NEW PAIR OF 3'-0" X 7'-0" GLAZED DOORS W/ TRANSOM.
20. NEW PARAPET GABLE WITH TRIM TO MATCH EXISTING.
21. NEW WINDOW OPENINGS, TRIMS, AND WINDOWS TO MATCH ADJACENT AT TOP FLOOR.
22. NEW WINDOW OPENINGS, TRIM, AND WINDOWS ON FIRST FLOOR AND BASEMENT TO MATCH EXISTING.
23. NEW ACCESSIBLE LIFT FROM BASEMENT TO FIRST FLOOR.

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APN: 014-1249-011-03
APP: ZW2201671

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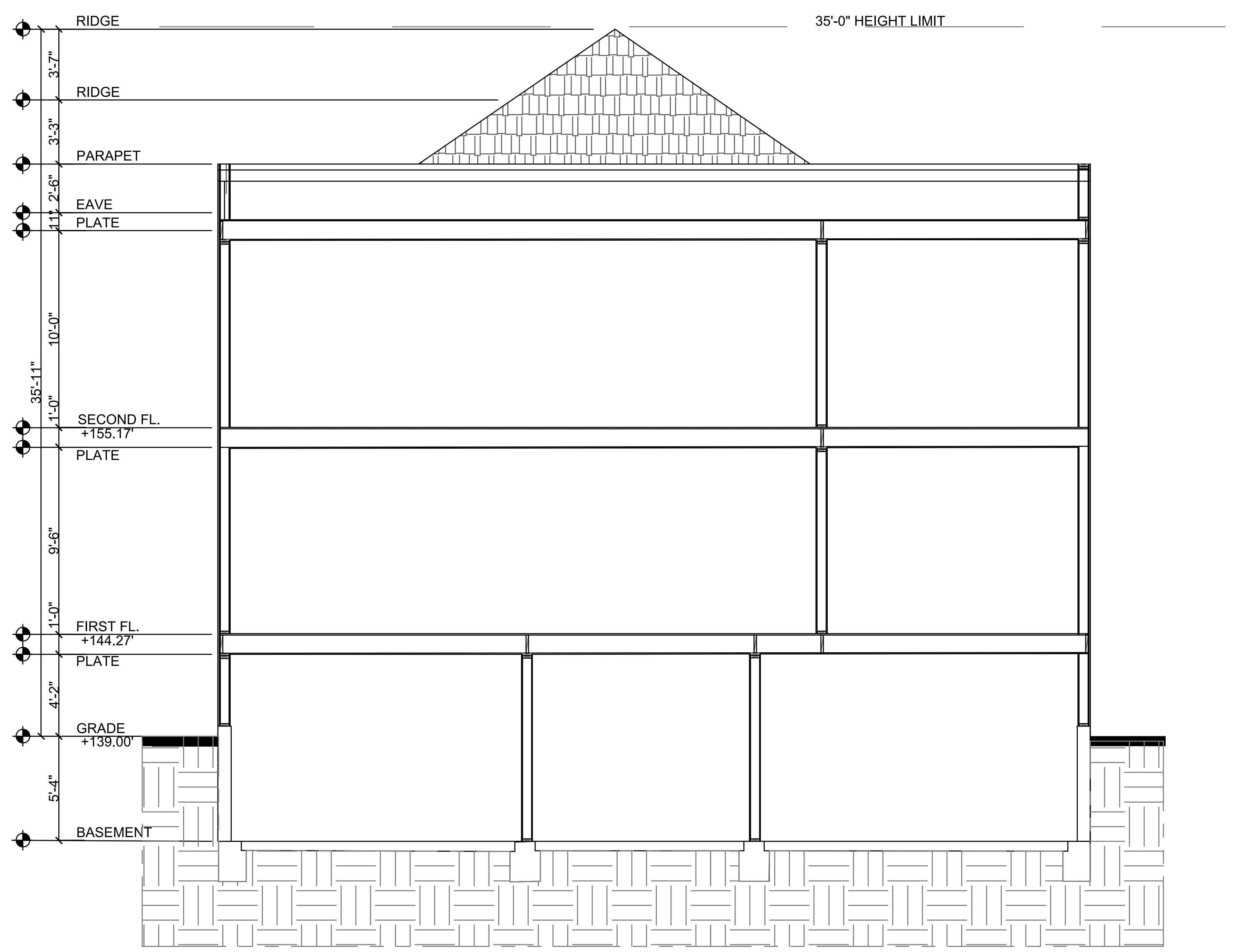
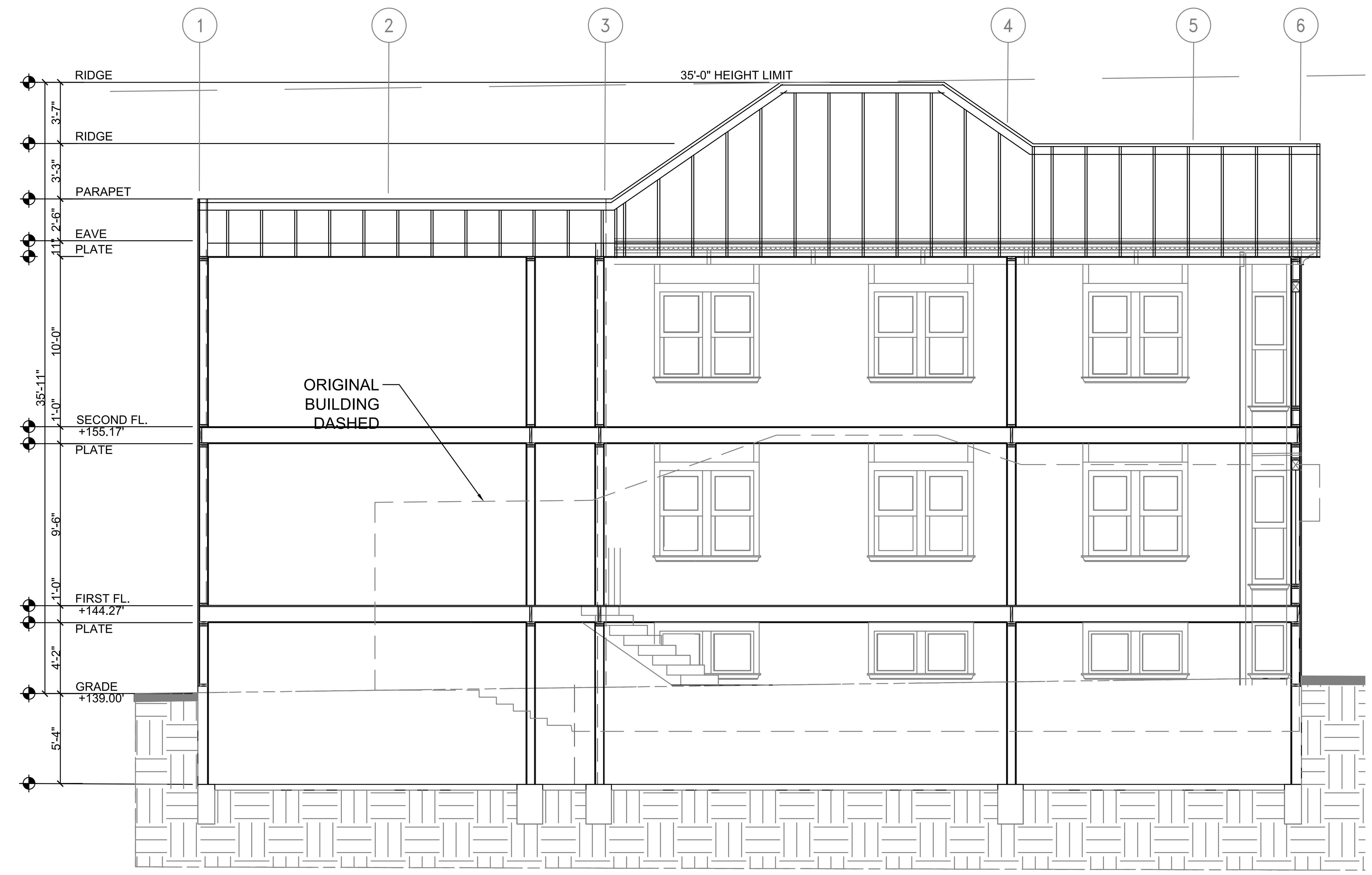
SHEET TITLE:
PROPOSED ELEVATION PLANS

SHEET NO.
A2.2

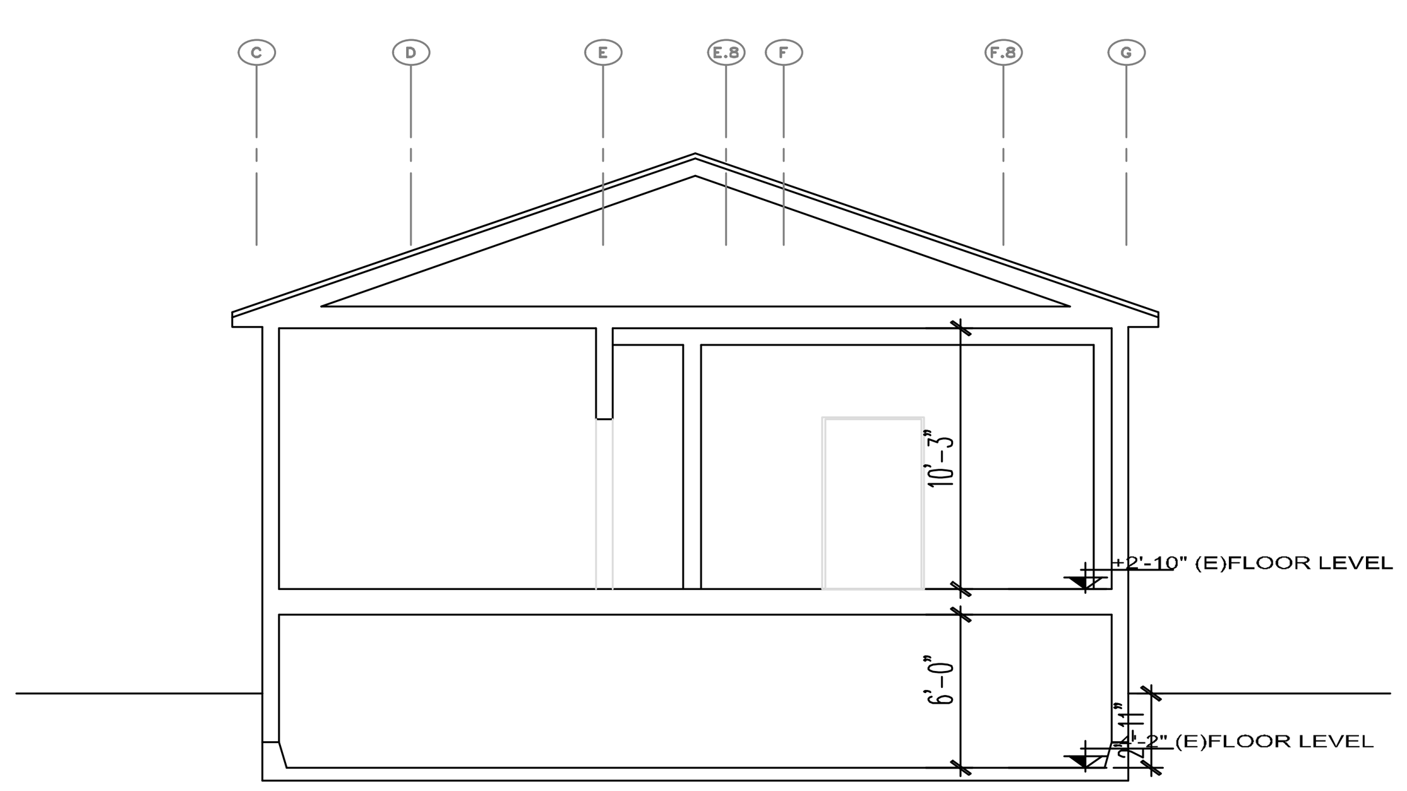
REVISION 0



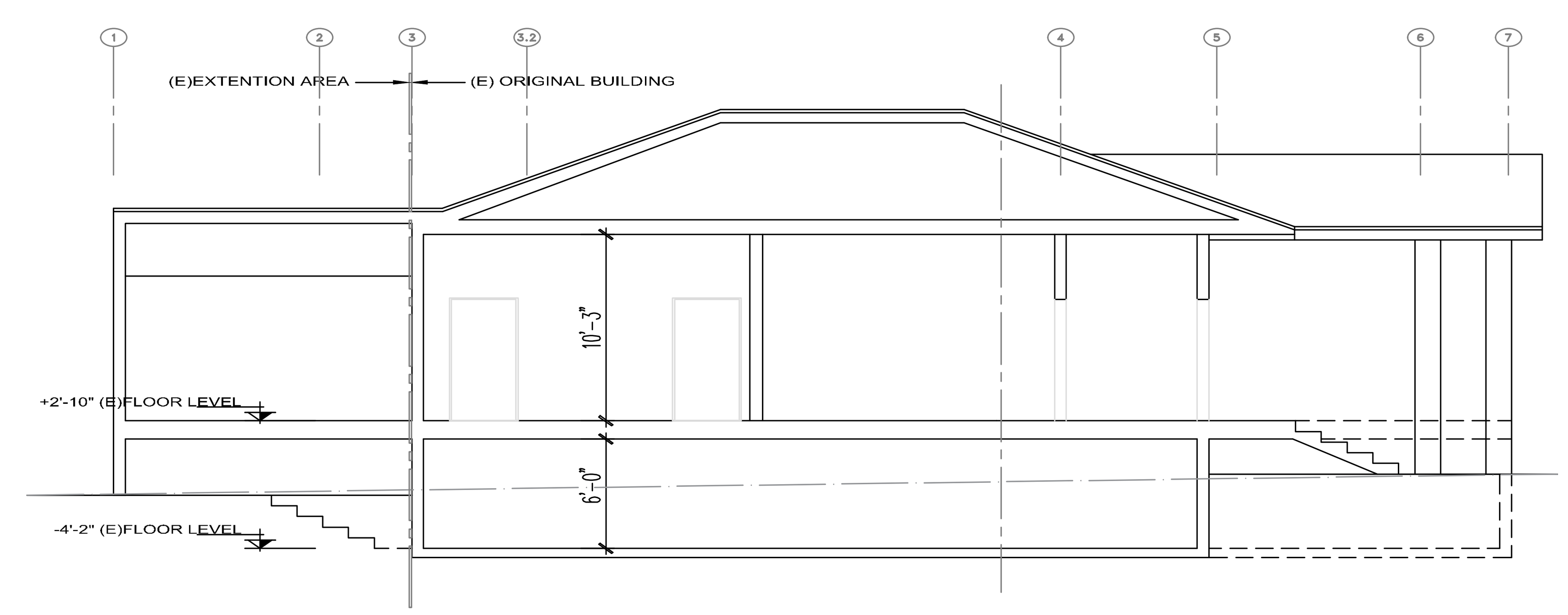
A PROPOSED TRANSVERSE SECTION



B PROPOSED LONGITUDINAL SECTION



C EXISTING TRANSVERSE SECTION



D EXISTING LONGITUDINAL SECTION

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STATE OF CALIFORNIA

CONSULTANT:

SUNFLOWERS DAYCARE INC.
LIFT/ ADDITION REMODEL
5315 COLLEGE AVE
OAKLAND, CA 94618
MAHTA MARASHI & MEHDI SHAFIEI, OWNER

0 OWNER REVIEW DATED 06/13/2022

REVISIONS DATE

APN: 014-1249-011-03
APP: ZW2201671

DATE: 04/20/2023

SHEET TITLE:
PROPOSED & EXISTING SECTION PLAN

SHEET NO.
A3.1

REVISION 0

APPENDIX B

Scope of Work

SCOPE OF WORK
FOR THE PROPOSED DAYCARE DEVELOPMENT at
5315 COLLEGE AVENUE, OAKLAND, CALIFORNIA

Project Understanding

The existing site is a single parcel with identification as Alameda County Assessor Parcel Number (APN) 014-1249-011-03, with an approximate lot area of 3,734 sq. ft., an approximate building area of 987 sq. ft., and zoning type of Neighborhood Commercial as CN-1[1]. The existing structure has two levels: a ground floor and a basement.

The owner is proposing to expand the existing building at 5315 College Avenue and convert its use from office to a daycare facility. The proposed structure will expand the basement and the first floors and add a second floor with a total area of 4,699 sq. ft. that includes Children Care Area of 1,029 sq. ft. and 1,030 sq. ft. on the 1st and 2nd floors respectively. There will be no off-street parking provided.

The scope of work statement provides the steps that consulting team will take to satisfy all the City's requirements for the daycare development including a drop-off and pickup plan to propose mitigations (if needed) to prevent any negative impacts on the traffic flow at College Avenue. The scope of work is based on the City's Transportation Impact Review Guidelines (TIRG).

California Environmental Quality Act (CEQA) Approach

The CEQA Guidelines on Evaluating Transportation Impacts direct lead agencies to evaluate projects' transportation impacts based on Vehicle Miles Traveled (VMT).

The City of Oakland's TIRG requires an evaluation of potential impacts related to VMT criteria in CEQA transportation studies of the proposed development. The purpose of this evaluation is to ensure that the potential impacts of the proposed development are captured in the transportation network.

A CEQA evaluation section will be provided that includes the City's thresholds of significance, describes the methodology and results of the VMT screening assessment, and project-specific evaluation.

Trip Generation

The Institute of Transportation Engineers [ITE] produces a document entitled Trip Generation report (10th Edition), which will be used to predict the number of trips associated with the new development.

ITE trip generation land use code number 565, Day Care Center rates will be utilized to estimate the number of peak-hour trips that would be generated by the proposed

[1] http://gisapps1.mapoakland.com/planmap/planmap.html?apn=014%20124901103

development.

Pick-up & Drop-off Plan

The drop-off time will be between 8 a.m. and 10 a.m. and the pickup time will be between 4 p.m. and 6 p.m.

The traffic study will examine vehicular and pedestrian circulation around the site and parking options for drop-off/pick-up plans. The plans will present drop-off and pick-up options to improve overall traffic flow and reduce congestion if needed.

Proposed tasks

The traffic study will include the project description, study area description, and a trip generation letter that addresses all the TIRG requirements. The proposed study will document the following:

Task 1: Start-up

- Kick-off Meeting: To discuss the project requirements and the anticipated CEQA process and provide a schedule for the completion of the report.
- Project Description: The project description will include all elements identified in the TIRG.
- Study Area Description: The report will provide a brief but complete description of existing transportation infrastructure and conditions in the vicinity of the project.

Task 2: VMT Screening Criteria

- There are three key screening criteria for land use development projects: small size, project location in a low-VMT area, and project location near transit stations. We will evaluate screening criteria relevant to the site and conclude our understanding.

Task 3: CEQA Requirements Evaluation

- This task will describe the evaluation criteria for the CEQA requirements and present our understanding and assumptions.

Task 4: Trip Generation

- Trip Generation: The report will analyze the multi-modal trips generated by the project and calculate how many auto trips will be distributed through the transportation network and require parking to drop off and pick up children attending the daycare.
- Pickup and Drop-off Plan: The plan will be provided to demonstrate the number of vehicles, pedestrians, and bicycles arriving and departing the daycare during peak times. The plan will provide mitigation to minimize any adverse impact on

the capacity of the existing traffic network circulation on College Avenue.

Task 5: Parking and Transit Availability

- Parking availability: Study the number of available parking spaces and the demand for those spaces during peak hours.
- Public transit routes: Evaluate the routes taken by public transit to drop off and pick up to/from the daycare.

The CITY OF OAKLAND, APPLICANT, and CONSULTANT have agreed to and accepted the above Scope of Work.

CITY OF OAKLAND PLANNING AND BUILDING DEPARTMENT

_____

_____ _____ _____

Printed Name Signature Date

APPENDIX C

ITE Trip Generation Output

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: New Project

Open Date: 7/20/2023
Analysis Date: 7/20/2023

ITE	Land Use		Weekday AM Peak Hour of Generator				Weekday PM Peak Hour of Generator				Weekday		
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
565	DAYCARE 1		19	17	36		17	19	36		73	72	145
	3.05 1000 Sq. Ft. GFA												
Unadjusted Volume			19	17	36		17	19	36		73	72	145
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			19	17	36		17	19	36		73	72	145

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 11th Edition

Krause Acoustics

2635 Monte Vista Ave.
El Cerrito, CA 94530
Tel (510) 685-9987
nickkrause@comcast.net

To: City of Oakland
250 Frank H. Ogawa Plaza
Oakland CA 94612

Attn: Neil Gray, Senior Planner

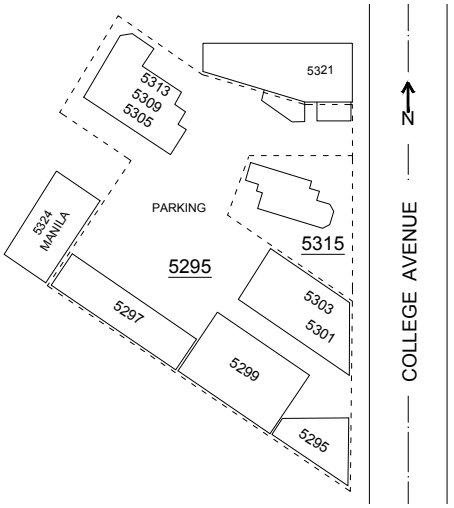
Date: January 2, 2024

Re: Case PLN22189
5315 College Ave. Oakland
Preschool Play Yard Noise Study

1. Introduction

The proposed project is a preschool in a renovated residence. Adjacent property at 5295 College has three office buildings used by health practitioners around an off street parking lot, along with a retail shop and restaurants fronting on College Avenue. Figure 1 shows the project and identifies the buildings on the adjacent lot; both properties are zoned CN-l.

Figure 1 - Project Setting



The primary study objective is to assess the potential impact of project operations with respect to performance standards defined in Chapter 17.120 of the Oakland Planning Code.

A secondary objective is to describe the effect of project noise as perceived inside the adjacent buildings, to address the issue of potential noise intrusion into consultation offices.

The study is based on a sound level survey at the project site to classify existing traffic noise and a play yard noise survey at local preschool. The study uses sound path analysis of the proposed project arrangement to predict the emissions of a similar play yard operation located at the project site.

2. Noise Regulations

Allowable noise levels are defined in City of Oakland Planning Code Section 17.120.050 - Noise, which states as follows:

"All activities shall be so operated that the noise level inherently and regularly generated by these activities across real property lines shall not exceed the applicable values indicated in Subsection A., B., or C. as modified where applicable by the adjustments indicated in Subsection D. or E.

A. Residential Noise Standards ... (N/A)

B. Commercial Noise Level Standards. The maximum allowable noise levels received by any land use activity within any Commercial Zone area ... are described in Table 17.120.02

Table 17.120.02
MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS

Cumulative Minutes in Either the Daytime or Nighttime One Hour Time Period	Anytime
20	65
10	70
5	75
1	80
0	85

C. Industrial Noise Standards ... (N/A)

D. In the event that the measured ambient noise level exceeds the applicable noise level standard in any category above, the stated applicable noise level shall be adjusted so as to equal the ambient noise level.

E. Each of the noise level standards specified above in Subsections A., B., and C. shall be reduced by (5) five dBA for a simple tone noise such as a whine, screech, or hum, noise consisting primarily of speech or music, or for recurring impulsive noise such as hammering or riveting.

F. Noise Measurement Procedures. Utilizing the "A" weighting scale of the sound level meter and "slow" meter response (use fast meter response for impulsive type sounds), the noise level shall be measured at a position or positions at any point on the receiver's property. In general, the microphone shall be located four (4) to five (5) feet above the ground; ten (10) feet or more from the nearest reflective surface, where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized."

(Subsection D implies that ambient noise level measurement is a necessary element of the assessment. Subsection E is assumed to be applicable since the noise is primarily speech.)

3. Sound Level Measurement Method

Sound level data was obtained using SPL Graph acoustic analysis software by Studio Six Digital installed in smartphones. Data was sampled at one-second intervals to approximate "Slow" sound level meter response; the system used "A-weighted" frequency response. Instruments were calibrated prior to use with a source traceable to national standards.

The SPL Graph system provides a time-stamped list of the individual data values. These were sorted after acquisition to find the statistical percentile values corresponding to Ln criteria used in the Planning Code. The convention in the following analysis is to use the average noise level L20 as a single descriptor for use in discussion.

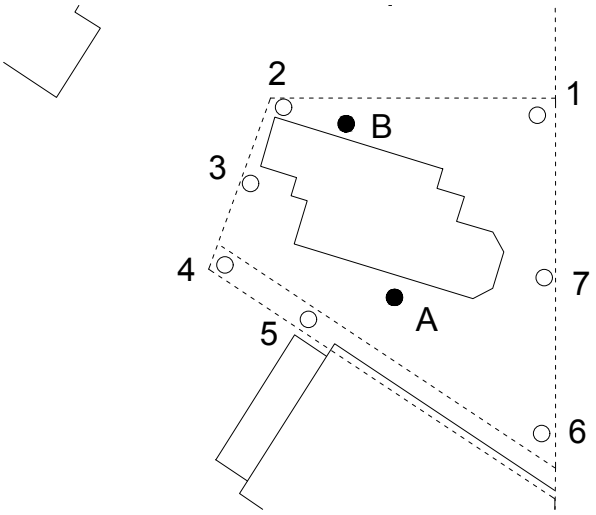
One system logged sound levels continuously at a fixed station and saved the data at the end of each one-hour record. This system used a micW type I436 measurement microphone.

Short-term measurements were made at various other locations around the site using a similar analysis system and the smartphone internal mic. This roving system logged sound levels at one-second intervals and saved the data at the end of each record of length three to five minutes.

4. Site Noise Survey

Figure 2 shows measurement stations used for the site ambient noise survey. Fixed Stations A and B recorded long-term trends of traffic noise from College Avenue on different days. Station A is the nominal location of the proposed play yard. Roving Stations 1 through 7 were used during one session for coincident short-term data to map traffic noise spatial pattern by using the correlations between roving stations and the fixed station.

Figure 2 - Site Noise Survey Stations



The dominant noise source near the project, especially at the front of the building, is vehicle traffic on College Avenue immediately to the east of the site. Noise level is slightly lower at the rear of the project lot due to distance and partial screening by adjacent buildings. Traffic noise level is significantly lower at Station 3 due to near-complete screening by the project building.

This noise is highly variable in both loudness and character, depending on vehicle mix, speed and separation. The traffic flow is intermittent, as influenced by the timing of nearby traffic lights at the intersections with Broadway and Manila.

A secondary source of ambient noise, especially at the rear of the lot, is traffic on Interstate Route 24, an elevated eight-lane freeway with median rail line about 2000 feet to the Northwest of the site. This noise is essentially steady and broadband with only occasional discrete anomalous events; it is audible during lulls in the dominant College Avenue traffic, and it constitutes the residual sound level or noise floor in the project vicinity.

5. Site Survey Results

The first survey session consisted of continuous recording at Station A from 2 p.m. November 30 through 4 p.m. December 1. The microphone was on a mast outside a window at a distance of three feet from the building and eight feet above the ground.

Figure 3 is a typical hourly survey record; Figure 4 is a 5-minute detail of the full hour. The detail shows a series of peaks as vehicles pass by, at a rate of about ten per minute; larger peaks are trucks or buses. The residual noise level is about 52 dB.

Figure 3 - Typical Hourly Survey Record

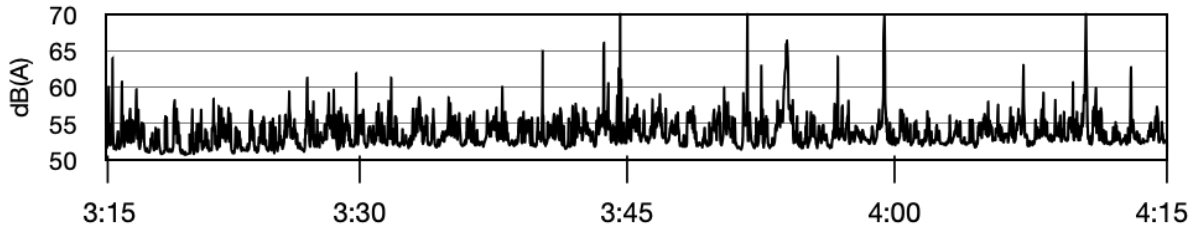


Figure 4 - Hourly Record Detail

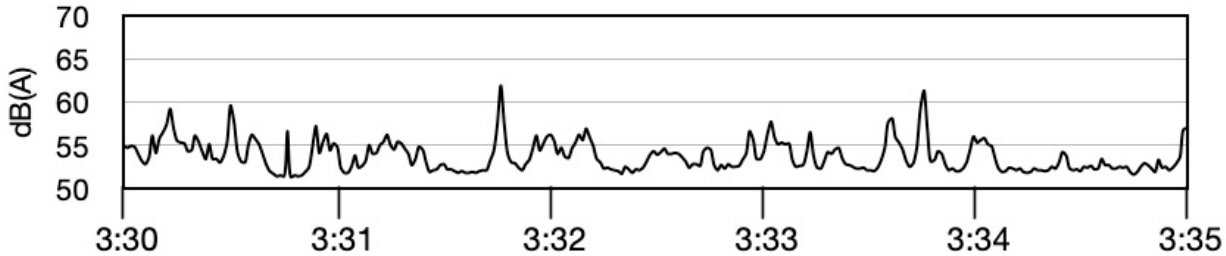


Table 1 lists values of Ln metrics found in analysis of data from five survey sessions at Stations A and B. The table also lists the overall averages of L20 - L0 values.

Table 1a - Site Noise Survey Station A

Date	Time	Station	L20	L10	L05	L01	L0
11/30	2 - 7 p.m.	A	55	56	57	60	70
12/01	7 - 11 a.m.	A	54	56	58	62	78
12/01	12 - 4 p.m.	A	53	55	56	60	71
	Average		54	56	57	61	73

A second survey session consisted of continuous recording at Station B on December 8. The microphone was positioned on a mast outside a window at a distance of two feet from the building and twelve feet above the ground. Portions of the data from 10:00 a.m. to Noon on 12/08 were omitted due to interference from another non-traffic noise source, such as nearby construction activity.

Table 1b - Site Noise Survey Station B

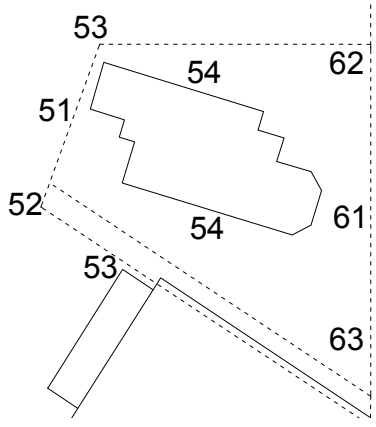
Date	Time	Station	L20	L10	L05	L01	L0
12/08	8 - 10 a.m.	B	55	58	60	68	73
12/08	12 - 5 p.m.	B	54	56	57	62	80
	Average		54	57	58	61	77

The value L20 = 54 dB is used as the basis for reference in the following discussions.

6. Traffic Noise Pattern

A short-term survey was used to assess the variance of traffic noise with respect to location around the property; results are Shown in Figure 5.

Figure 5 - Noise Pattern



A roving sound level meter took short-term records at seven locations, with coincident data taken by the continuous recorder. The roving and base data were compared to find the difference in sound levels.

Highest sound levels are along the east side of the lot near the dominant source of traffic noise, College Avenue.

Sound levels along the west side lot line are similar to the base stations except at the middle, where the house provides significant shielding from the traffic sound path.

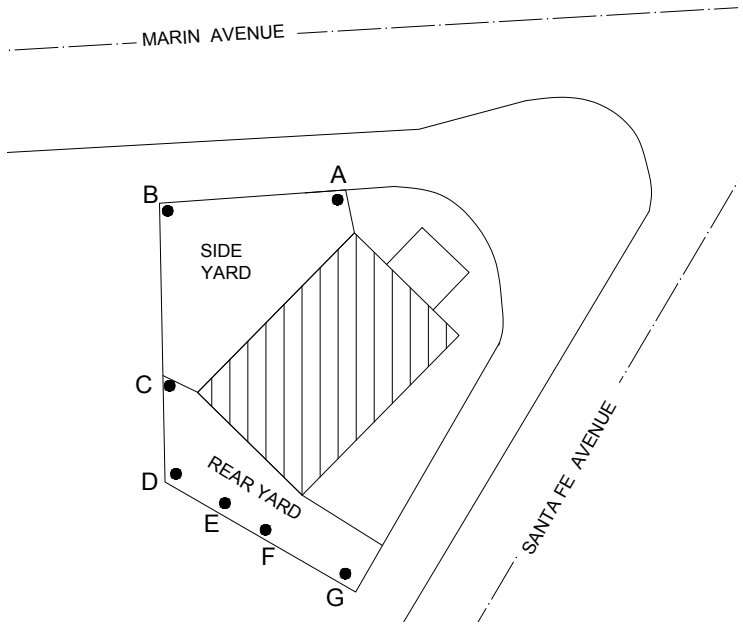
The west side of the house is slightly exposed to noise from Route 24, audible only during lulls in local traffic.

7. Play Yard Noise Survey

A series of sound level measurements was conducted from November 20 to December 5 at a facility similar to the project as shown in Figure 6. This is located at 1370 Marin Avenue in Albany, at the corner of Santa Fe Avenue. The lot has play yard areas at the side and rear of a two-story house, separated by a low fence.

Location C was used as the base station for continuous data recording and observation of yard activities; it has a direct view of both play yards, at a distance of about 30 feet from the center of each. Other stations along the yard perimeter were used for coincident short-term data to find the variance of play yard noise with location. Stations A and B were used for initial observations but were later dismissed due to excessive traffic noise. Stations D thru G were used to observe the shielding effect of the school building on sound paths from the side yard to the rear yard.

Figure 6 - Play Yard Noise Survey Stations



Maximum enrollment of the school is 36, with typically 30 - 32 in attendance. The play yards are used for two sessions each day; the younger kids (3's) use the rear yard and the older kids (4's) use the side yard.

The morning session is split into two halves, with 3's in the rear yard from 10:30 to 11:15 and 4's in the side yard from 11:15 to 12:00.

The afternoon session is from 3:15 to 5:00, with the side yard used the entire time and the rear yard used part time.

8. Play Yard Survey Results

Figure 7 shows examples of data from play yard noise surveys.

Figure 7 - Typical Play Yard Noise 11/20/23

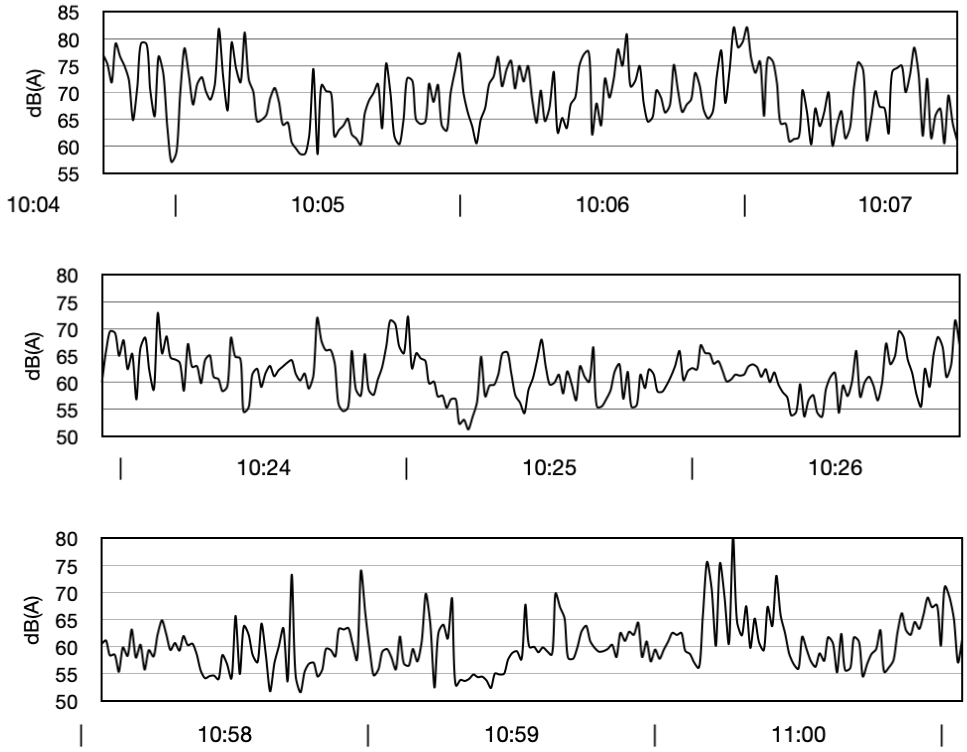


Table 2 lists values of Ln metrics found in analysis of data from four survey sessions on three days. These represent periods of maximum attendance, activity and noise. The table also lists the overall averages of values for L20 - L01 and the overall maximum value for L0.

Table 2 - Play Yard Noise Survey Summary

Date	Time	L20	L10	L05	L01	L0	Kids
11/20	10-11a.m.	68	71	74	79	83	10- 14
11/20	4 - 5 p.m.	65	68	71	74	81	17 - 28
11/28	4 - 5 p.m.	65	69	71	77	82	11 - 27
12/05	4 - 5 p.m.	68	72	75	78	83	15 - 28
	Average	67	70	73	77	83	

Overall average value of L20 = 67 dB @ 30' is taken as the basis for the following analysis.

9. Noise Prediction Method

Sound path analysis includes the effects of sound divergence with distance and diffraction around barriers. The sound level Divergence Attenuation term (Ad) between two points located at distances D1 and D2 from a source is calculated using the formula:

$$Ad = 10 \log(D2 / D1), \text{ dB}$$

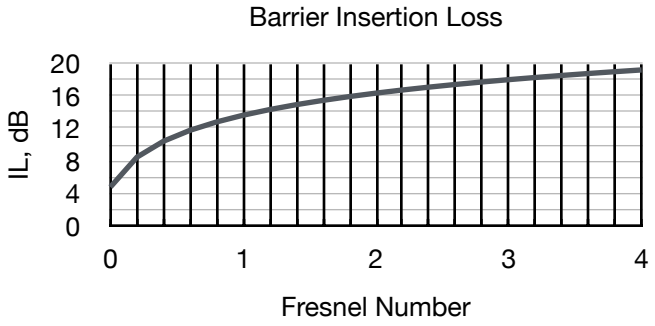
This means that the sound level decreases by about 3 dB if the distance is doubled or increases by 3 dB if the distance is halved.

The barrier attenuation or Insertion Loss (IL) between two points is a function of the Fresnel Number (N), which is the difference (Δ) between the length of the direct sound path and the length of the actual sound path around the barrier, compared to the Wavelength (W) of the sound.

$$N = 2 \times \Delta / W$$

The IL value is determined using the following formula, derived from empirical studies by Maekawa et.al. Practical barrier IL values range from 5 dB to a maximum limit of about 20 dB.

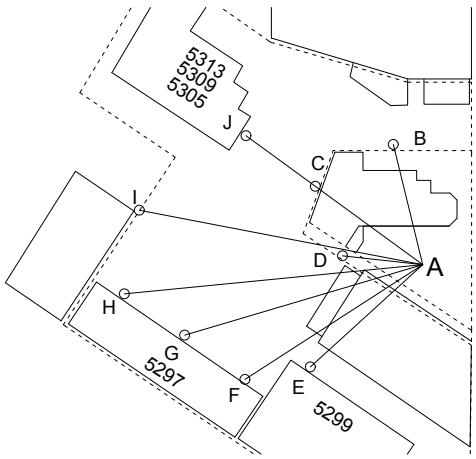
$$IL = 10 \log(3 + 20 N)$$



10. Noise Prediction Sound Paths

Figure 8 shows locations of sound paths around surrounding structures that act as sound barriers. Point A at the play yard center is 5' above the ground, as are Points B, C and D at the project lot line. Point E is at the third story of Building 5299. Points F, G and H are at the second story of Building 5297. Points I and D are along the only direct sound path from A. Point J is at the second story of Building 5305/5309/5313.

Figure 8 - Sound Path Locations



11. Noise Prediction - Base Case

Figure 9 shows the barrier geometries used to find the difference Δ between direct and indirect sound paths. Paths in the horizontal plane go around buildings; paths in the vertical plane go over buildings.

Figure 9 - Sound Path Geometries

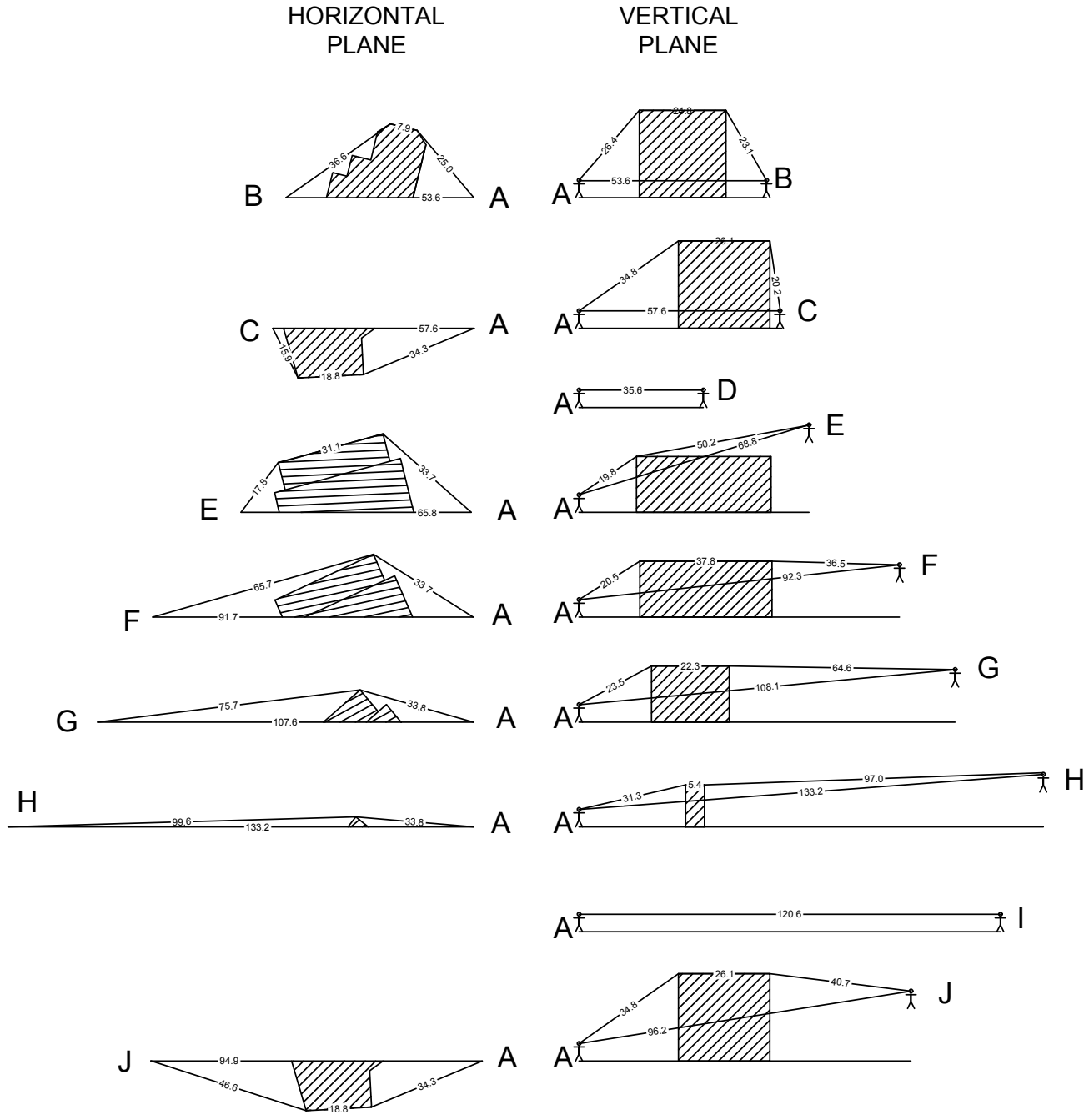


Table 3 lists the barrier calculations used to predict sound levels using the method of Section 7, based on a source of 67 dB at 30' with wavelength of one foot (i.e., 1000 Hz). Insertion Loss values are limited to a maximum of 20 dB for high Fresnel numbers.

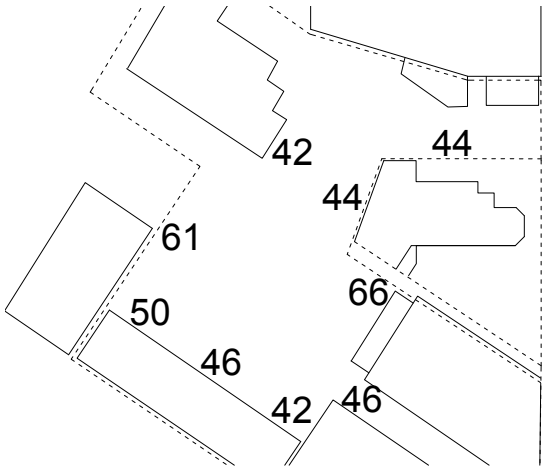
Table 3 - Barrier Calculations

VERT. PLANE	AB	AC	AD	AE	AF	AG	AH	AI	AJ
DIRECT PATH	53.6	57.6	35.6	68.8	92.3	108.1	133.2	120.6	96.2
INDIRECT PATH	74.3	81.1		70.1	94.8	110.4	133.7		101.6
PATH DIFFERENCE	20.7	23.5		1.3	2.5	2.3	0.5		5.4
FRESNEL NUMBER	41.4	47.0		2.6	5.0	4.6	1.0		10.8
INSERTION LOSS	20.0	20.0		17.4	20.0	19.8	13.6		20.0
DISTANCE ATTEN.	2.5	2.8	0.7	3.6	4.9	5.6	6.5	6.0	5.1
TOTAL ATTEN.	22.5	22.8	0.7	21.0	24.9	25.3	20.1	6.0	25.1
SPL	44	44	66	46	42	42	47	61	42

HORIZ. PLANE	AB	AC	AD	AE	AF	AG	AH	AI	AJ
DIRECT PATH	53.6	57.6	35.6	65.8	91.7	108.1	133.2	120.6	96.2
INDIRECT PATH	69.5	69.0		82.6	99.4	109.0	133.4		99.7
PATH DIFFERENCE	15.9	11.4		16.8	7.7	0.9	0.2		3.5
FRESNEL NUMBER	31.8	22.8		33.6	15.4	1.8	0.4		7.0
INSERTION LOSS	20.0	20.0		20.0	20.0	15.9	10.4		20.0
DISTANCE ATTEN.	2.5	2.8	0.7	3.4	4.9	5.6	6.5	6.0	5.1
TOTAL ATTEN.	22.5	22.8	0.7	23.4	24.9	21.5	16.9	6.0	25.1
SPL	44	44	66	44	42	46	50	61	42

Figure 10 shows the results of Base Case sound path predictions. Sound levels at most receiver locations are from 42 to 46 dB except at H, which has a sound path close to a barrier edge. Locations D and I are on direct sound paths and have sound levels in excess of the limit L20 = 60 dB allowed by the Planning Code.

Figure 10 - Predicted Play Yard Noise, Base Case



12. Noise Prediction - Alternate Case

A sound barrier wall could be used to block the direct sound path through the gap between buildings 5303 and 5315. This would be a vertical extension to the security fence between the play yard and the adjacent public access walkway.

Figure 11 - Sound Wall Location

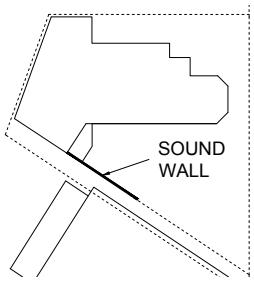


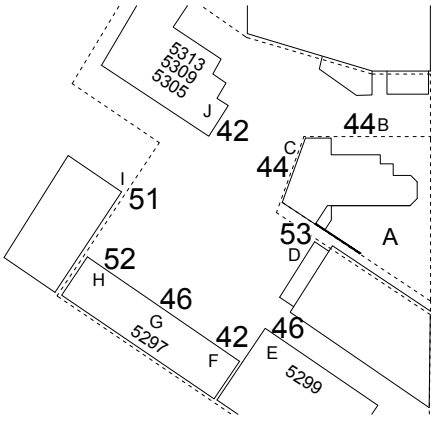
Table 4 lists the results of a study to determine the effect of sound wall height. The direct sound paths to locations D, H and I were analyzed for barrier heights of 8 to 14 feet. The study shows that a height of 8' would reduce sound levels to about 52 dB. Figure 12 shows the results of Alternate Case sound path predictions with 8' barrier hight.

Table 4 - Sound Wall Height Study

SOUND WALL CALCULATIONS: 67 dB @ 30', 1000Hz

VERT. PLANE	AD-8	AD-10	AD-12	AD-14	AH-8	AH-10	AH-12	AH-14	AI-8	AI-10	AI-12	AI-14
DIRECT PATH	35.6	35.6	35.6	35.6	133.2	133.2	133.2	133.2	120.6	120.6	120.6	120.6
INDIRECT PATH	36.1	37.1	38.5	40.1	133.3	133.6	134	134.9	120.8	121.2	121.7	122.4
PATH DIFFERENCE	0.5	1.5	2.9	4.5	0.1	0.4	0.8	1.7	0.2	0.6	1.1	1.8
FRESNEL NUMBER	1.0	3.0	5.8	9.0	0.2	0.8	1.6	3.4	0.4	1.2	2.2	3.6
INSERTION LOSS	13.6	18.0	20.0	20.0	8.5	12.8	15.4	18.5	10.4	14.3	16.7	18.8
DISTANCE ATTEN.	0.7	0.7	0.7	0.7	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0
TOTAL ATTEN.	14.4	18.7	20.7	20.7	14.9	19.3	21.9	25.0	16.5	20.4	22.8	24.8
SPL	53	48	46	46	52	48	45	42	51	47	44	42

Figure 12 - Predicted Play Yard Noise With 8' Barrier



13. Code Compliance Assessment

Commercial Zone noise level standards of Planning Code Section 17.120.050.B, when reduced by 5 dB per the noise characteristic penalty listed in 17.120.050.D, are as follows:

L20	L10	L05	L01	L0
60	65	70	75	80

The ambient sound levels at Stations A and B as summarized in Table 1 do not exceed the values listed above, so the condition of 17.120.050.E does not apply and the above values are the defining allowable limits.

Table 5 lists the LN values at office exterior locations for the alternate case prediction, based on the statistical distribution of the overall average survey result from Table 2. The table shows that the predicted play yard noise of the alternate case is significantly less than the allowable limit in all statistical categories.

Table 5 - Code Compliance Assessment

	L20	L10	L05	L01	L0
CODE LIMIT	60	65	70	75	80
PROJECT	42	45	48	52	58
	44	47	50	54	60
	46	49	52	56	62
	52	55	58	62	68

14. Barrier Construction

Since the barrier insertion loss will be no more than 20 dB, it is not necessary for the wall to be particularly massive, i.e., concrete or masonry. The barrier must be continuous, without any gaps at the bottom or between panel elements.

Recommended barrier design is to use 4 x 4 wood fence framing with a concrete footing to prevent gaps due to damage caused by fence material in contact with damp soil. Each side should have a facing of about one inch thickness. Siding of genuine or faux wood board material should have shiplap or tongue-in-groove edges to prevent gaps between boards; genuine wood should be clear grain and free of knot holes, kiln dried to prevent shrinkage that might cause gaps. Alternate face material for one or both sides is plywood sheathing with cement stucco face.

Recommended barrier height is 8' above the ground elevation at the play yard. The fence top would be 4' above the project porch near the play yard and about 6' above the elevation of the adjacent easement walkway pavement.

15. Conclusions

The site sound level survey did not include stations in the adjacent property parking lot. The following discussion is based on cursory observations made on the initial project walk-around.

Traffic noise level in the parking lot is similar to that at the rear of the project, i.e., a steady residual sound level of about 52 dB due to Route 24 traffic with a variable sound level of 55 dB average and 70 dB maximum due to College Avenue traffic.

The loudest project noise outdoors at stations near office buildings, with the alternate case including the sound barrier, is about 52 dB average and 70 dB maximum at location H. This means that the project noise level is slightly less than the ambient noise level, so the project noise may be audible at times. The project noise will be more audible when a peak in playground activity coincides with a lull in traffic.

The sound level inside offices on the adjacent property will be a function of the sound level outdoors and the noise reduction provided by office windows facing the parking lot.

Building 5305/5309/5313 windows appear to have double-hung wood frames with single glazing; this type of assembly provides about 15 dB of noise reduction, so interior noise level due to traffic is about 40 dB average and 55 dB maximum. The project noise will be about 10 dB less than the traffic noise and therefore inaudible.

Building 5297 windows appear to be double-hung metal frames with single glazing; there are numerous through-the-window air conditioning units, apparently one for each office. This arrangement provides noise reduction of only about 10 dB due to sound passage thru the air conditioners. Interior noise level at location H due to both traffic and the project will be about 45 dB average and 60 dB maximum; the project noise will be slightly audible some of the time and more audible when a peak in playground activity coincides with a lull in traffic. Interior noise level at location F due to the project will be about 10 dB less than the traffic noise and therefore inaudible.

This Report Prepared by:
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EXPERIENCE	Four decades of design and engineering work in the construction industry, with a specialty of sound and vibration control
EDUCATION	Redwood High School, Larkspur CA - Class of 1967
1967 - 1972	U.C. Berkeley, Mechanical Engineering - BSME 1972 Emphasis on machinery dynamics and acoustics
1974 - 1975	U.C. Berkeley - Mechanical Engineering Graduate research in vibration, impact and wave propagation
REGISTRATION	Professional Engineer (Mechanical # 17831) California 1976 - 2025

WORK HISTORY:

1976 - 1977	FMC Associates, San Francisco - Mechanical Engineer Central power plants and distribution systems for government facilities
1978 - 1993	Bechtel Group, San Francisco - Sound and Vibration Engineer Noise standards and practices development for company policies Project noise prediction, planning and management Environmental noise measurements for compliance verification Noise problem assessment and correction Structure and piping system vibration assessment surveys Rotating machinery balance and bearing condition assessment Temporary instruments used to identify control dynamics faults Structural integrity test instrument fabrication and installation
1994 - 2000	Krause Engineering Services, San Luis Obispo - Noise Consultant Traffic noise surveys and building design for noise plan compliance Interior noise insulation design and testing for building code compliance Environmental noise impact studies for proposed developments Sound level surveys for community noise impact assessment Sound absorption treatments for room ambience management Mechanical equipment noise and vibration controls
2001 - 2023	Krause Acoustics, El Cerrito - Senior Consultant Noise insulation studies for residential and mixed-use projects Environmental noise surveys and impact assessment Mechanical equipment noise measurements and mitigations Facility noise surveys and noise abatement programs Construction noise monitoring for ordinance compliance assessment Sound absorption treatments for room ambience management

Engineering studies provided by Krause Acoustics:

Exterior Noise Insulation

Apartment Complexes - Oakland, Pismo Beach, San Leandro, San Luis Obispo, San Mateo
Homes - Arroyo Grande, Berkeley, Mountain View, Oakland, San Mateo, San Rafael
Hotels and motels - Avila Beach, King City, San Luis Obispo, Shell Beach
Mixed use developments - El Cerrito, El Sobrante, Oakland, San Luis Obispo, Santa Maria
Residential developments - Atascadero, Oakland, Paso Robles, Shell Beach, Templeton

Interior Noise Insulation

Business offices - Avila Beach, Berkeley, San Luis Obispo
Dental offices - Berkeley, Templeton
Manufacturing plants - Berkeley, Hayward, Nipomo, Paso Robles, San Luis Obispo
Residences and hotels - Berkeley, King City, Larkspur, Oakland, San Francisco
Senior care centers - San Luis Obispo, Santa Maria

Community Noise Assessment

Airport area hotel and casino - Las Vegas
Amphitheaters - Kensington, Paso Robles, Santa Maria
Car washes - Buellton, Cambria, El Cerrito
Commercial retail centers - Nipomo, Redding, Yuba City
Construction sites - Avila Beach, Berkeley, Las Vegas, Milpitas, Oakland
County landfill expansion - San Luis Obispo
HVAC Equipment - Alameda, Lafayette, Piedmont
Miniature golf / go-cart track - Morro Bay
Restaurants and taverns - Berkeley, Oakland
School playgrounds - Berkeley, Cambria, Oakland, Santa Ynez

Sound Absorption Treatments

Community activity rooms - Arroyo Grande, Santa Maria
Churches - Alameda. Santa Maria
Health clubs - Oakland, Piedmont, Pismo Beach, Tiburon.
Music studios - Lucas Valley, Oakland, San Francisco, San Rafael
Open plan offices - Berkeley, San Francisco, San Luis Obispo,
Restaurants - Avila Beach, Berkeley, Oakland, San Luis Obispo, Shell Beach
Schools - Nicasio, Santa Ynez, Tomales

Machinery Noise Reduction

Generator power systems - Berkeley, Nipomo
HVAC systems - Alameda, Arroyo Grande, Berkeley, San Rafael
Juice bottling production line - Berkeley
Municipal water wells and pipelines - Atascadero, Berkeley, Nipomo
Power plant lube oil system - Avila Beach

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February 9, 2024

Neil Gray, Planner IV
City of Oakland Planning and Building Department
Bureau of Planning
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Re: Case File No. PLNP22189 (5315 College Avenue, APN 014-124901103) – appeal of Zoning Manager approval of Minor Conditional Use Permit for childcare facility for 48 students

Dear Mr. Gray:

Taylor, Wiley & Keasling represents John Allen with respect to his appeal of the City of Oakland (City) Zoning Manager's approval of a Minor Conditional Use Permit ("CUP") for a community education civic activity (childcare facility) for 48 students at 5315 College Avenue (the "Project"). Mr. Allen owns office buildings adjacent to the proposed project site and is concerned about the incompatibility of the proposed uses with established surrounding uses and the adverse effects of the Project on his office tenants. Our understanding is that the appeal is scheduled to be heard by the Planning Commission on February 21, 2024.

On September 7, 2023, Mr. Allen submitted a comment via e-mail on the Project expressing his concerns about the Project and its environmental effects, including, but not limited to, land use incompatibility and noise. The e-mail indicated that he had only received the written public notice on the Project the day before. The City acknowledged that it had received and would consider Mr. Allen's comments.

On October 12, 2023, the Project was approved by the City's Zoning Manager with no public hearing. Mr. Allen filed an appeal of this decision on October 20, 2023. The stated grounds for the appeal included the following: 1) non-compliance with state laws and regulations concerning childcare facilities, 2) the proposed categorical exemptions from the California Environmental Quality Act (CEQA) do not apply to the Project, and 3) the lack of evidence to support the City's findings for approval of the CUP for the Project.

This letter addresses the three issues raised in Mr. Allen's appeal. As discussed below, the City has not complied with CEQA with respect to its consideration of the Project. The City is proposing to rely upon categorical exemptions from CEQA for the Project. However, expert opinion demonstrates that the Project could have significant effects on the environment that require the City to prepare an environmental impact

report (EIR) that analyzes such impacts. Furthermore, the City cannot make the required findings for approval of the Project. Also, the Project is inconsistent with state laws and regulations governing childcare facilities. For these reasons, the Planning Commission should not uphold the approval of the Project.

I. CEQA allows for the submittal of comments concerning the environmental impacts of the Project until the close of the final public hearing on the Project.

Oakland Planning Code § 17.134.060 provides the following with respect to appeal of minor CUPs:

> During the hearing on the appeal, the appellant will be limited to issues and/or evidence presented to the Director of City Planning prior to the close of the written comment period for the underlying decision being appealed, as the appeal is not de novo. The appellant shall not be permitted to present any other issues and/or evidence (written, oral, or otherwise) during the appeal process.

(Oakland Planning Code § 17.134.060.) As written, this provision purports to preclude the submittal of additional materials in support of an appeal to the Planning Commission.

However, Section 17.134.060 conflicts with the express language of CEQA. Contrary to the City's provision, CEQA allows for the submittal of public comments regarding the environmental effects of a project through the close of the public hearing on the project before the issuance of the notice of determination. (Pub. Resources Code. § 21777; *Galante Vineyards v. Monterey Peninsula Water Management District*, 60 Cal.App.4th 1109, 1117-1121.)

Moreover, the City has recently completed a new noise study and an updated traffic report in response to this appeal, which indicates to us that the City concurs that it is appropriate for the Planning Commission to consider supplemental materials in conjunction with this appeal.

For these reasons, the City and the Planning Commission must receive and consider this letter and the attached reports in support of Mr. Allen's appeal.

II. The use of a CEQA exemption is not appropriate for the Project.

The Zoning Manager determined that the Project was exempt from CEQA pursuant to Sections 15301 and 15183 of the CEQA Guidelines. However, as discussed below, the use of these CEQA exemptions is not appropriate given the Project's potential for significant environmental effects.

A. The use of the Class I exemption under Section 15301 of the CEQA Guidelines is not appropriate for the Project.

Section 15301 of the CEQA Guidelines is the "Class 1" exemption for projects involving "negligible or no expansion" to an existing use, as described in the following language from the CEQA Guidelines:

> Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. *The key consideration is whether the project involves negligible or no expansion of use.*

(CEQA Guidelines §15301.) As noted in the italicized language, "[t]he key consideration is whether the project involves negligible or no expansion of use."

The Project requires substantial expansion to the existing building at 5315 College Avenue. According to the square-footage numbers included in the Project application and plans, the existing structure at 5315 College Avenue includes 1,191 square feet on the first floor and 1,238 square feet of basement. The proposed Project would "lift" the existing structure, enlarge the basement, and modify the existing structure to include a total of 4,699 square feet of interior space between three floors. This represents a 92% increase in building square footage if you rely on the square-footage numbers included in the Project's application and architectural plans. However, the existing square-footage figures in the application have been inflated by including the partially-finished basement area, which is not part of the assessed square-footage for the property and is not currently usable space. The basement does not have adequate height to be considered habitable space, and a substantial portion of it is dirt crawl space. As shown in the attached real estate listing and tax records for the property, there is actually only 987 square feet of legal square footage in the existing building[1]. The current basement floor is only 4'2" below grade. With the Project, the new substantially larger basement will be excavated to a depth of 5'10" below grade and will include a teachers' area, offices, and storage, all of which would be improved square footage. Thus, based on existing assessed square footage, the Project would more than triple the non-basement square footage and *more than quadruple the total square footage*. Such a substantial increase is not a "negligible" expansion to the size of the existing building as is required for the use of the proposed Class I exemption.

Moreover, the Project would result in a substantial change in the existing use of the property. The current use of the property is as a commercial office. (It has been a

[1] This square footage is also reflected in the original application for the Project and the traffic report that was prepared for the Project by the City's consultant.

quiet law office for decades.) The proposed use as a childcare facility for up to 48 students represents a substantial change in the current use of the property.

Because the Project would result in far greater than a negligible expansion to the existing building and a substantial change in use from commercial office to a childcare facility for 48 students, the Class I exemption is not appropriate for the Project, and the City's proposed use of this CEQA exemption is not supported by substantial evidence.

B. The City's reliance on Section 15183 of the CEQA Guidelines is not appropriate for the Project.

Section 15183 of the CEQA Guidelines allows for projects that are consistent with a community plan or zoning to rely on the prior EIR that was certified by the lead agency for a zoning action, community plan, or general plan. (CEQA Guidelines § 15183 (d).) However, this section is inapplicable if there are impacts that are peculiar to the parcel that have not been previously addressed in the prior EIR. (CEQA Guidelines § 15183 (c).) In this case, the prior environmental document would be the General Plan EIR, prepared and certified in October 2023, which did not consider the significant site-specific impacts of the Project discussed below. As such, reliance on the prior EIR is impermissible and violates CEQA.

C. The City's use of CEQA exemptions is not appropriate because the Project requires mitigation measures to reduce significant noise impacts.

Moreover, the City cannot use a CEQA exemption for the Project, because mitigation is required to ensure that the Project does not result in a significant effect on the environment. A recent noise analysis of the Project conducted by Krause Acoustics for the City indicates that the Project would have the potential to exceed the applicable City noise standards[2] at two locations in the project vicinity, identified in the noise study as "Locations D and I." As noted in that analysis:

> Locations D and I are on direct sound paths and have sound levels in excess of the limit L20 = 60 dB allowed by the Planning Code.

(Krause Acoustics, p. 10.) Accordingly, the noise study recommends the following mitigation to reduce this potentially significant impact to a less-than-significant level:

> Since the barrier insertion loss will be no more than 20 dB, it is not necessary for the wall to be particularly massive, i.e., concrete or masonry. The barrier must be continuous, without any gaps at the bottom or between panel elements.

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[2] As set forth in Oakland Planning Code § 17.120.050. Also, as discussed in further detail below, Krause Acoustics underestimated the noise generation of the Project by basing its noise estimates on a childcare facility with a maximum capacity of only 36 children rather than the proposed capacity of 48 children.

> Recommended barrier design is to use 4 x 4 wood fence framing with a concrete footing to prevent gaps due to damage cause by fence material in contact with damp soil. Each side should have a facing of about one inch thickness. Siding of genuine or faux wood board material should have shiplap or tongue-in-groove edges to prevent gaps between boards; genuine wood should be clear grain and free of knot holes, kiln dried to prevent shrinkage that might cause gaps. Alternate face material for one or both sides is plywood sheathing with cement stucco face.
>
> Recommended barrier height is 8' above the ground elevation at the play yard. The fence top would be 4' above the project porch near the play yard and about 6' above the elevation of the adjacent easement walkway pavement.

(Krause Acoustics, p. 12.)

The need for mitigation measures, such as the sound barrier proposed by Krause Acoustics, precludes the use of a categorical exemption for the Project. *Salmon Protection & Watershed v. County of Marin*, 125 Cal.App.4th 1098, 1108 (2004); *Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster*, 52 Cal.App.4th 1165, 1199 (1997). An agency should decide whether a project is eligible for a categorical exemption as part of its preliminary review of the project without reference to or reliance upon any proposed mitigation measures. *Salmon*, 125 Cal.App.4th at 1106; *Azusa*, 52 CalApp. 4th at 1199-1200. "Reliance upon mitigation measures (whether included in the application or later adopted) involves an evaluative process of assessing these mitigation measures and weighing them against potential environmental impacts, and that process must be conducted under established CEQA standards and procedures for EIRs or negative declarations." *Salmon*, 125 Cal.App.4th at 1108. Thus, because the Project requires mitigation, the use of a categorical exemption for the Project is not allowed under CEQA.

III. The Project could have a significant effect on the environment. Therefore, the City should prepare an environmental impact report (EIR) for the Project.

If there is a fair argument that a project may have a significant effect on the environment, the lead agency must prepare an environmental impact report (EIR) for that project. (Cal. Public Resources Code § 21151(a).) As discussed below, the Project may cause a significant effect with respect to historical resources, noise, and traffic. Therefore, the City should prepare an EIR for the Project.

A. The Project has the potential to cause a significant impact to a historical resource.

The Project could have a significant impact on a historical resource. "A project that may cause a substantial adverse change in the significance of an historical resource is

a project that may have a significant effect on the environment." (Cal. Public Resources Code § 21084.1.) For the purposes of CEQA, a historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Places. Cal. Public Resources Code § 21084.1; CEQA Guidelines § 15064.5(a)(1).) As noted in CEQA Guidelines § 15064.5(a)(3):

> Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:
>
> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (D) Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" in the significance of a historical resource means "demolition, destruction, relocation, or *alteration such that the significance of an historical resource would be impaired.*" (Cal. Public Resources Code § 5020.1(q).)

As indicated in the attached real estate listing, the building was constructed in 1886, much older than the 50-year threshold commonly used for determining eligibility for listing in the California Register of Historical Places. From 1895 to 1936, the building served as the home of Charles Shields, a scenic painter for Oakland Dramatic Theaters, an "important person" of the past that may justify a finding of historical significance. Additionally, the building has glasswork designed by Narcissus Quagliata, who is considered one of the most significant contemporary glass artists in the world. As such, the windows represent the work of an important artist. Having potentially met criteria (B) and (C) for determining historical significance, the building should be treated as a significant historic resource under CEQA.

Moreover, e-mail correspondence from Betty Marvin, the Historic Preservation Planner with the City of Oakland, indicates her thoughts on the Project:

> Turning a one story and basement cottage into a full two-story building with a decorated lower floor is a pretty ambitious undertaking, and not generally advised (false historicism - a further-raised basement would be more appropriate). Turning the stairs around to the side is also a big change to the street presence, as are the wings protruding at the back. My

> impression is that the applicant is proposing more than the lot and building can hold.
>
> The preliminary survey rating is C3, which translates to secondary importance or superior example, not in an identified potential historic district. (By the way, the rating is shown on the GIS "Complete Parcel Information" screen, two lines down from "PDHP." Translations of ratings are on p.3-2 of the Historic Preservation Element.) The straight C indicates that *the building is pretty much unaltered and puts it in about the top 10% citywide*. As such it is qualified to use the California Historical Building Code, which may make it easier to meet life safety and access requirements in the existing building (in order to protect historic features, and as long as the building does not lose its qualified status due to alterations).
>
> I think it would make more sense to explore separate, frankly modern addition(s), rather than trying to squeeze *three times the space* into and onto the existing cottage. The house is *a familiar and appreciated visual landmark* on this stretch of College and makes a lively architectural zoo along with the Ace Architects cluster.
>
> The Secretary of the Interior's Standards are a good sourcebook and checklist for Doing No Harm. Here's a link to the Additions page in the current online version of the illustrated guidelines The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings-New Additions (nps.gov). It's not particularly browsable but probably worth the effort.

(E-mail from Betty Martin, January 23, 2023, *emphasis added*.) Thus, even the City's own Historic Preservation Planner notes the historical significance of the building and explains her reservations about making the proposed modifications to the building. These comments alone warrant doing a full historical evaluation rather than attempting to hide these potential impacts from decision-makers by relying upon a CEQA exemption.

B. The Project could result in significant noise impacts that are not analyzed.

The Project could have significant noise impacts on the surrounding community that have not been analyzed. The neighborhood is currently relatively quiet, filled with small commercial stores and office buildings. As discussed previously, the City's noise analysis conducted for the Project by Krause Acoustics concluded that the Project could result in noise levels in excess of City standards at several locations in the vicinity of the Project. As a result, Krause Acoustics recommended mitigation consisting of an 8-foot tall sound barrier.

Moreover, the full extent of the Project's noise impacts have not been analyzed. The City's noise report's conclusions were based on a maximum enrollment of 36

students. (Krause Acoustics, p. 6.) However, the Project that is the subject of this appeal has a maximum enrollment of 48 students. Thus, the noise impacts of the Project with its greater maximum enrollment could be even more severe than those analyzed and disclosed in the City's noise study conducted by Krause Acoustics.

The acoustics, noise, and vibration consulting firm of Wilson Ihrig[3] conducted the attached peer review of the City's noise study. Based on that review, Wilson Ihrig concluded:

- The Krause Acoustics report underestimated noise levels associated with the Project;
- The Project could result in a substantial increase (up to 13 dBA) from the current background ambient noise levels of approximately 48 dBA.
- The Project could result in significant and unavoidable impacts associated with construction noise that were not addressed in the Krause Acoustics analysis
- The recommended mitigation of sound barrier would not be sufficient to mitigate the sound from children at play. Therefore, operational noise impacts of the Project would also be significant and unavoidable.

The information contained in the Wilson Ihrig and Krause Acoustics reports provide substantial evidence that the Project could result in a significant or potentially significant effect on the environment relative to noise. Moreover, the analysis conducted by Wilson Ihrig concludes that the project could have significant and unavoidable noise impacts. Therefore, the City should prepare an EIR for the Project that analyzes the full extent of the Project's noise impacts.

C. <u>The Project could result in significant traffic impacts that are not analyzed</u>.

The Project could have significant traffic impacts that are not addressed. The City relied upon a traffic impact study prepared by Fuad Sweiss, PE, in support of its conclusion that the Project would not have a significant traffic impact. However, as noted in the attached reports from PHA Transportation Consultants[4], the City's traffic report was inadequate for the following reasons:

- The City's traffic study underestimated that trip generation for the Project. PHA's analysis indicates that the Project will generate 76 a.m. peak hour trips and 76 p.m. peak hour trips, more than double the 36 a.m. peak hour trips and p.m. peak hour trips assumed in the City's traffic study.
- The City's traffic study erroneously applied bus/transit trip adjustment factors based on distance from BART and Amtrak stations, which ignores the fact that parents are not likely to rely on public transportation to drop off or pick up their young children.

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[3] A resume for Deborah Jue of Wilson Ihrig is also attached.

[4] The statement of qualifications for PHA Transportation Consultants is also attached.

- The City's traffic study failed to adequately analyze parking impacts for teachers and employees, who likely would not be able to use the two-hour metered spots in the vicinity of the Project.
- The City's traffic study mistakenly assumed that the City would convert two metered on-street parking places in front of the project site to short-term green curb parking spots. There is actually only one-and-half parking spots in front of the project site, as the other spot is shared with the frontage of Mr. Allen's property. Moreover, the City is unlikely to be willing to lose the meter revenue from these spots.

Moreover, as noted by PHA Transportation Consultants, the City's traffic report only evaluated the potential trip generation of the proposed daycare center. It failed to address other important traffic and circulation issues such as the environmental setting of the Project, the hours and operational characteristics of the Project, the traffic distribution of Project-generated trips, drop-off and pick-up of children, employee parking, and traffic safety. As noted in the PHA report:

> In summary, College Avenue is an arterial road connecting the cities of Oakland and Berkeley, and providing access to and from the University of California Berkeley Campus. The land use pattern on College Avenue and in particular near the site is all commercial and retail and not compatible with a daycare center. The layout of College Avenue with parking lanes and bike lanes on both sides of the street, difficult site access for vehicles and turnaround, the angle at which Bryant Avenue connects with College Avenue, and the high vehicle speed coming down from Broadway, coupled with the lack of adequate drop-off, pick-up and parking for employees, are reasons why we believe the proposed site is a poor location for a daycare facility.

For these reasons, the Project could result in significant traffic impacts that should be analyzed in an EIR.

As discussed above, the Project could have a significant effect on the environment, including significant effects related to historical resources, noise, and traffic. For these reasons, the City should prepare an EIR in accordance with CEQA.

IV. Because the Project requires an EIR, it requires a major CUP. The City cannot approve a minor CUP for it.

The Project currently involves an entitlement request for a minor conditional use permit (CUP). However, Section 17.34.020.A.3.a of the Oakland Planning Code provides that a major CUP is required for "[a] project requiring development of an Environmental Impact Report (EIR)." As discussed above, an EIR is required for the Project to assess significant effects on the environment, including, but not limited to, those associated with historical resources, noise, and traffic. Therefore, the City cannot proceed with a minor CUP for the Project, as a major CUP is required under the Oakland

Planning Code. Unlike a minor CUP, which can be approved at a staff level, a major CUP requires a public hearing before the Planning Commission.[5]

V. The City cannot make the required findings for approving the Project, because such findings are not supported by substantial evidence.

A local jurisdiction's findings made in approving an administrative entitlement such as a conditional use permit must be supported by substantial evidence. (*Topanga Association for a Scenic Community v. County of Los Angeles*, 11 Cal.3d 506 (1974); *Jacobson v. County of Los Angeles*, 69 Cal.App.3d 374 (1977).)

In the case of the Project, the City can only approve a CUP for a project if it can make specified findings provided in Section 17.134.050 of the Oakland Planning Code. One of the specified findings is "[t]hat the location, size, design, and operating characteristics of the proposed development will be compatible with and not adversely affect the livability or the 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 the desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to other relevant impacts of development." (Oakland Municipal Code § 17.134.050.A.) As discussed below, the City cannot make this finding for the Project, because there is no substantial evidence to support such a finding.

As indicated in the noise analyses prepared by Wilson Ihrig and Krause Acoustics, the noise associated with the Project will exceed the City's noise standards at several adjacent properties. A childcare center serving 48 children will present a major disruption to the tenants in the surrounding professional office uses. These tenants include more than 40 mental health professionals and psychotherapists who have offered mental health services for decades from the abutting buildings. These professionals offer an essential service to the community, one that is in increasing demand as the U.S. Surgeon General has declared that "mental health is the defining health crisis of our time." These therapists require a calm, controlled, and quiet environment for their clients. By introducing 48 children, staff, and associated childcare activities to the project site, the Project would adversely affect the current uses of abutting properties and the surrounding neighborhood.

Moreover, the traffic associated with the Project could adversely affect the livability and use of the abutting properties and the surrounding neighborhood, as discussed above and addressed in the traffic analysis prepared by PHA Associates. The proposed project seeks to serve 48 children without offering any staff parking and only two pick-up and drop-off street parking spaces. During rush hour when caregivers need to drop off their children, it is unlikely that there will not be issues of congestion, illegal parking, blocking lanes of travel, and danger to children who must cross the street to get

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[5] Oakland Planning Code § 17.34.040.

to school. The proposed crossing guard is being asked simultaneously to direct traffic, prevent illegal parking, and escort children across a very busy intersection.

Also, the neighboring buildings owned by Mr. Allen currently hold an easement over the property for emergency egress. This easement will be negatively impacted by construction and the proposed change in elevation of the buildings. The project will interfere with the use of the existing easement, which provides critical emergency access to Mr. Allen's property.

Additionally, there is no indication in the site plans how the Project's solid waste, i.e., garbage, recycle, and green waste/compost, will be accommodated on-site. The Project should be conditioned to provide a designated location for solid waste collection that does not interfere with or require access from Mr. Allen's property and that meets the City's new, more-stringent standards to combat rodents.

For these reasons, the City cannot make the required finding that the Project "will be compatible with and not adversely affect the livability or the appropriate development of abutting properties and the surrounding neighborhood," because there is no substantial evidence to support such a finding.

VI. The Project is does not comply with state regulations pertaining to the licensing of childcare facilities.

Finally, the Project does not comply with state regulations pertaining to childcare facilities. Specifically, the state Child Care Facility Licensing Regulations, as found in Title 22 of the California Code of Regulations, require that there be a minimum of 75 square feet of outdoor activity space per child based on the total licensed capacity of the facility. (22 Cal. Code Regs., § 101238.2.) Based on the stated capacity of 48 children for the Project, a total of 3,600 square feet of outdoor activity space is required for the Project. A review of the plans for the Project indicates that the project site is only 3,691 square feet in area and that approximately 1,649 square feet of that lot area would be occupied by the building footprint. Assuming that everything that is not part of the building qualifies as "outdoor activity space," the Project would only offer approximately 1,900 square feet of outdoor activity space. However, the actual dedicated outdoor space for a play area is under 800 square feet, as the remainder of the property is encumbered by or used for other purposes, such as an easement, vehicle circulation/parking, stairs and the area under the stairs, and a wheelchair lift. Thus, the Project does not comply with the State Child Care Facility Licensing Regulations. For this reason, the Planning Commission should not approve the Project.

As discussed above, the City has not complied with CEQA with respect to the Project and must prepare an EIR to assess the environmental impacts of the Project. Because an EIR is required for the Project, it requires the approval of a major CUP, not a minor CUP. Moreover, the City cannot make the required findings for approval of the Project. Furthermore, the Project is inconsistent with state laws and regulations governing childcare facilities. For these reasons, the Planning Commission should grant

the appeal, deny the Project, and direct staff to prepare an EIR prior to any future hearings on the Project.

Sincerely,

Jesse J. Yang

Enclosures

cc: Robert Merkamp, Zoning Manager
Catherine Payne Development Planning Manager
Michael Branson, Deputy City Attorney
John Allen
Jake Allen

OFFICE UNIT FOR SALE LOCATED IN NORTH OAKLAND | OFFERING MEMORANDUM

OFFICE FOR SALE

5315 College Ave, Oakland, CA 94618

AZIZ KHATRI
Director | KW Commercial - Oakland

DRE#: 01050721
510-368-8347
aziz@kw.com

MANO ACEBEDO
Investment Advisor | KW Commercial - Oakland

DRE#: 01872979
707-246-9714
macebedo@kw.com

KW COMMERCIAL

KW Commercial - Oakland
DRE#02029039

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DRE#02029039

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EACH PARTY SHALL CONDUCT ITS OWN INDEPENDENT INVESTIGATION AND DUE DILIGENCE.

Any party contemplating or under contract or in escrow for a transaction is urged to verify all information and to conduct their own inspections and investigations including through appropriate third-party independent professionals selected by such party. All financial data should be verified by the party including by obtaining and reading applicable documents and reports and consulting appropriate independent professionals. KW Commercial makes no warranties and/or representations regarding the veracity, completeness, or relevance of any financial data or assumptions. KW Commercial does not serve as a financial advisor to any party regarding any proposed transaction.

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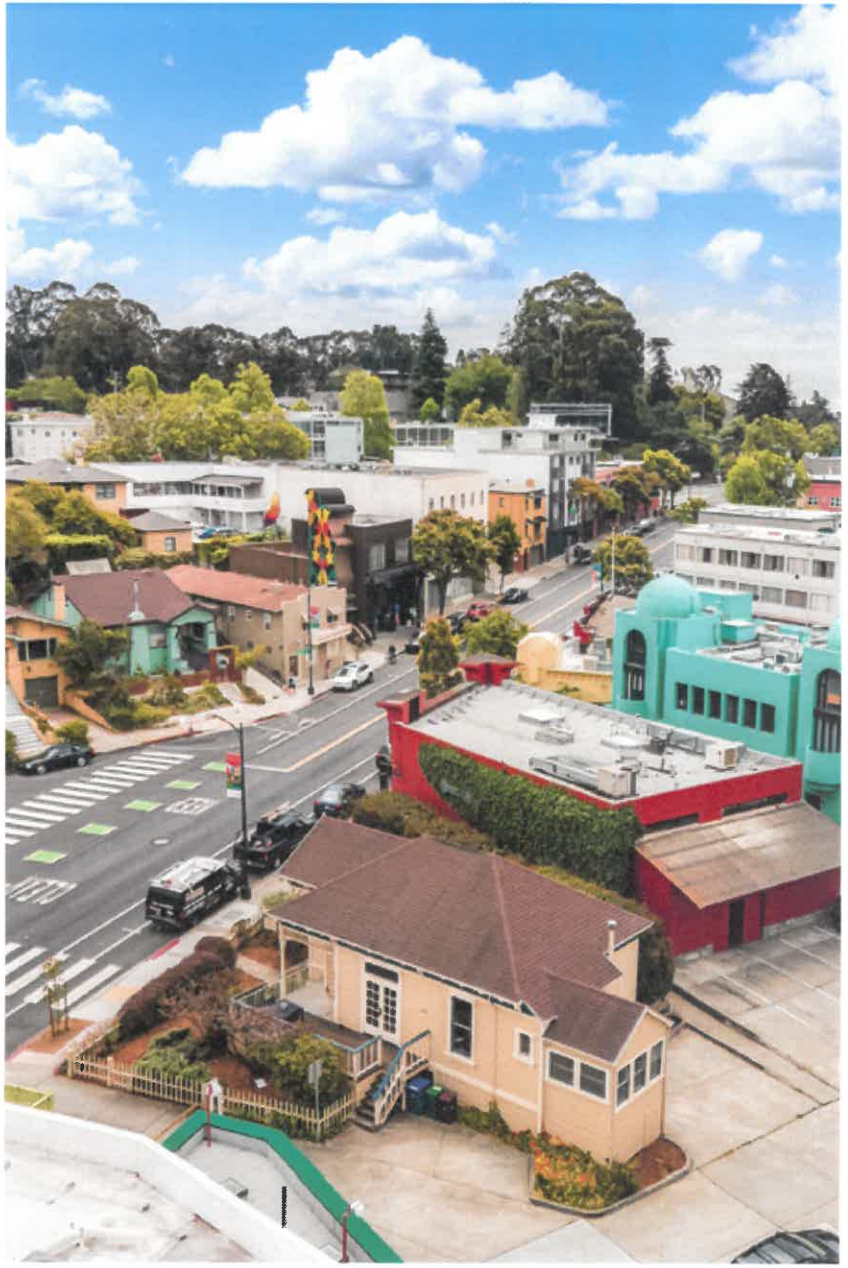
Legal questions should be discussed by the party with an attorney. Tax questions should be discussed by the party with a certified public accountant or tax attorney. Title questions should be discussed by the party with a title officer or attorney. Questions regarding the condition of the property and whether the property complies with applicable governmental requirements should be discussed by the party with appropriate engineers, architects, contractors, other consultants and governmental agencies. All properties and services are marketed by KW Commercial Oakland in compliance with all applicable fair housing and equal opportunity laws.

PROPERTY SUMMARY

The subject property is located in one of the most sought-after districts, Rockridge, in Oakland, CA. Rockridge is at the foot of the Oakland Hills and is a mix of residential and commercial neighborhoods. The property is on the south end of College Ave which is the main strip of the area. This community is thriving with many restaurants, cafes, retail stores, and is home to the Claremont Country Club. Public transportation is served by bus lines and the Rockridge Bart Station just 0.4 miles away. The charming property sits 1 mile to Highway 24 & I-580 making it easily accessible for any commuter in the San Francisco Bay Area. The beautiful building is ideally positioned two blocks from Broadway Ave, a direct route to Downtown Oakland (2.8 miles). With a walk score of 94, many people of all ages come to visit this desirable hub.

Rarely on the market, 5315 College Ave is a commercial office building approximately +/-987 SF situated on a +/-3,733 SF lot. Built in 1886, this unique Queen Anne Victorian was home to Charles Shields, a scenic painter for Oakland Dramatic Theaters from 1895-1936. The property has three office rooms, an open foyer, bathroom, storage closet, large bay windows, patio deck, basement, yard, and three parking spaces. The building exhibits glasswork designed by Narcissus Quagliata, who is considered one of the most significant contemporary glass artists in the world.

Ideally located in the Rockridge district of Oakland, CA, the property is on the south end of College Ave which is the main strip of the area. This fascinating community is thriving with many restaurants, cafes, retail stores, and is home to the Claremont Country Club. Rockridge is a mixed residential and commercial district with a walk score of 94.



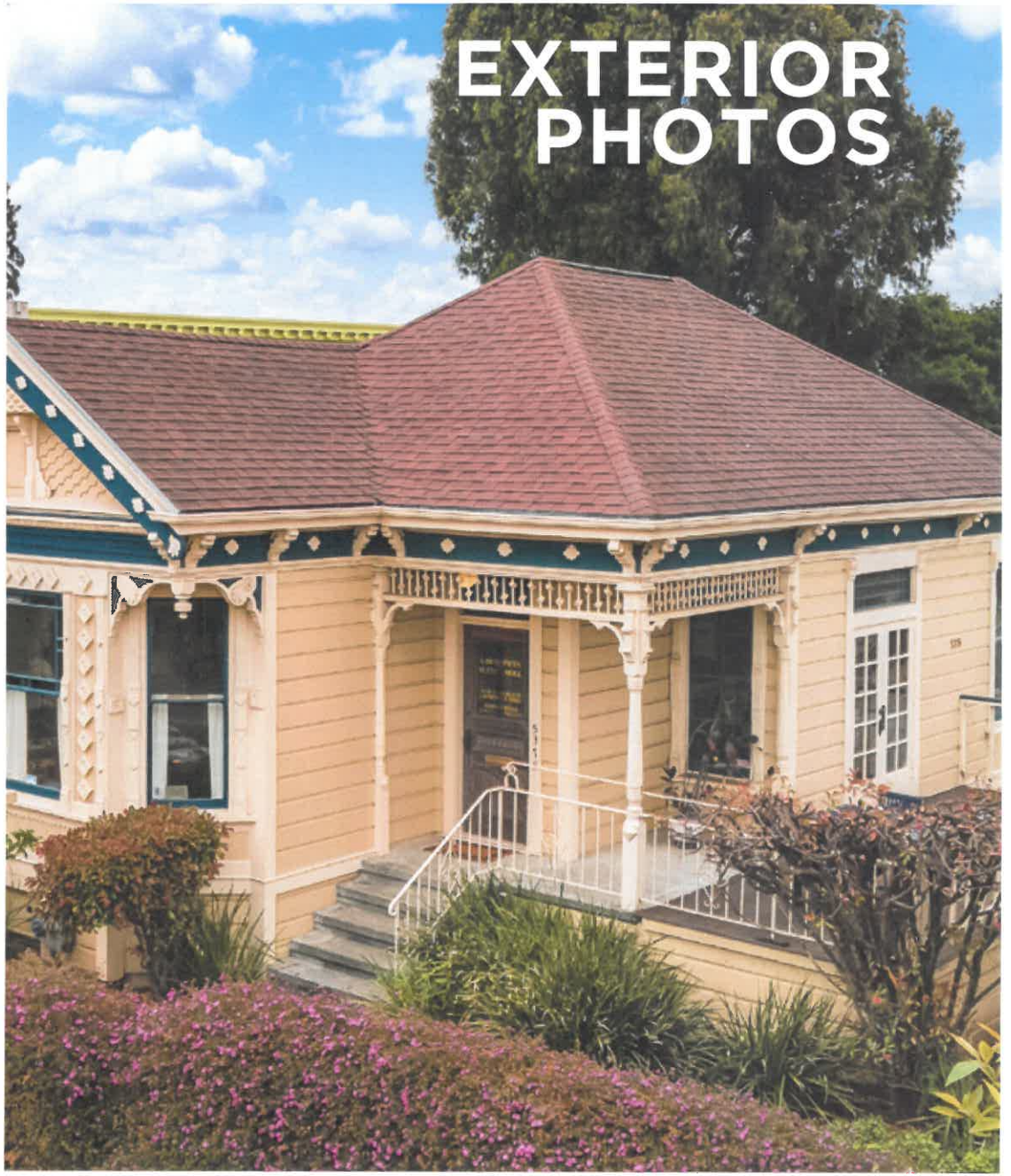
OFFERING SUMMARY

Address	5315 College Ave
City	Oakland, CA 94618
Zoning	CN-1
Lot Size	± 3,733 SF
Building Size	± 987 SF
Market	Oakland
Submarket	North Oakland

PROPERTY HIGHLIGHTS

- Prime location
- CN-1 Zoning
- Ideal for a high-end Owner/User
- Walk score of 94
- High traffic and street visibility
- Queen Anne Victorian style
- Stained glass installations created by Narcissus Quagliata
- Many restaurants, cafes, & retail shops
- 0.4 miles to Rockridge Bart Station

EXTERIOR PHOTOS



INTERIOR PHOTOS

INTERIOR GLASS WORK

AERIAL VIEW

AREA HIGHLIGHTS

Oakland

Oakland is a city in California with a population of **425,097**. Oakland is in Alameda County. Living in Oakland offers residents an urban-suburban mix feel and most residents rent their homes. In Oakland, there are a lot of bars, restaurants, coffee shops, and parks. Many families and young professionals live in Oakland and residents tend to be liberal.

Lake Merritt, Oakland, CA, USA

Oakland Rankings:

Most Diverse Cities in America **#2 of 228**
Most Diverse Places to Live in America **#6 of 18,523**
Best Cities for Outdoor Activities in America **#14 of 228**

Alameda County

Alameda County is located in California with a population of **1,656,754**. In Alameda County, most residents own their homes. Many families and young professionals live in Alameda County and residents tend to be liberal.

Alameda County Rankings:

Best Counties for Young Professionals in California **#1 of 55**
Best Counties for Families in California **#2 of 55**
Best Counties to Live in California **#2 of 55**

Walk Score

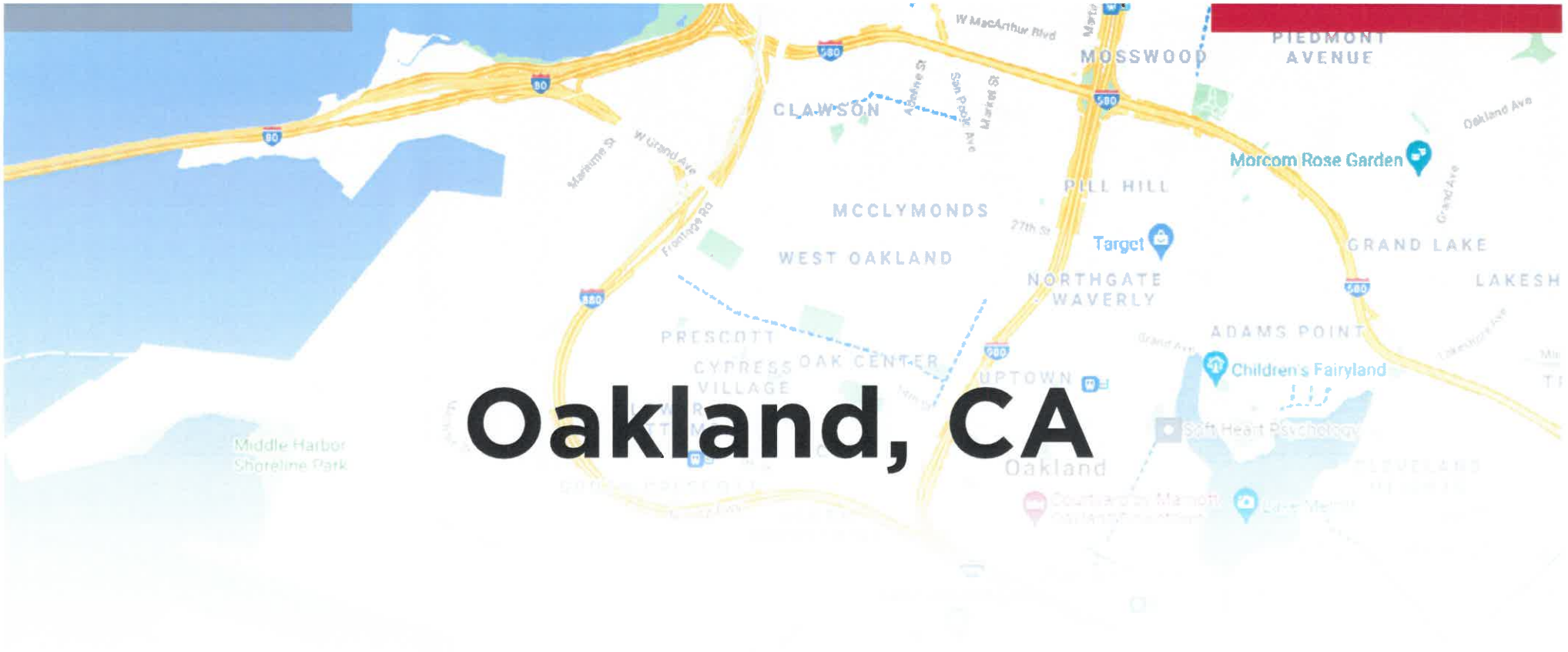
Walker's Paradise
Daily errands do not require a car

Transit Score

Good Transit
Many nearby public transportation options

Bike Score

Very Bikeable
Biking is convenient for most trips



Oakland, CA

Population	Median Household Income	Median Home Value	Median Rent
425,097	$73,692	$687,400	$1,445
	National Average: $62,843	National Average: $217,500	National Average: $1,062

LOCAL DEVELOPMENTS

BLOOM BERKELEY

New condo development by TimeSpace Group at 2747 San Pablo Avenue, Berkeley. Bloom Berkeley has a total of 41 units.

2747 San Pablo Avenue, Berkeley, CA

ELLIS AT CENTRAL STATION

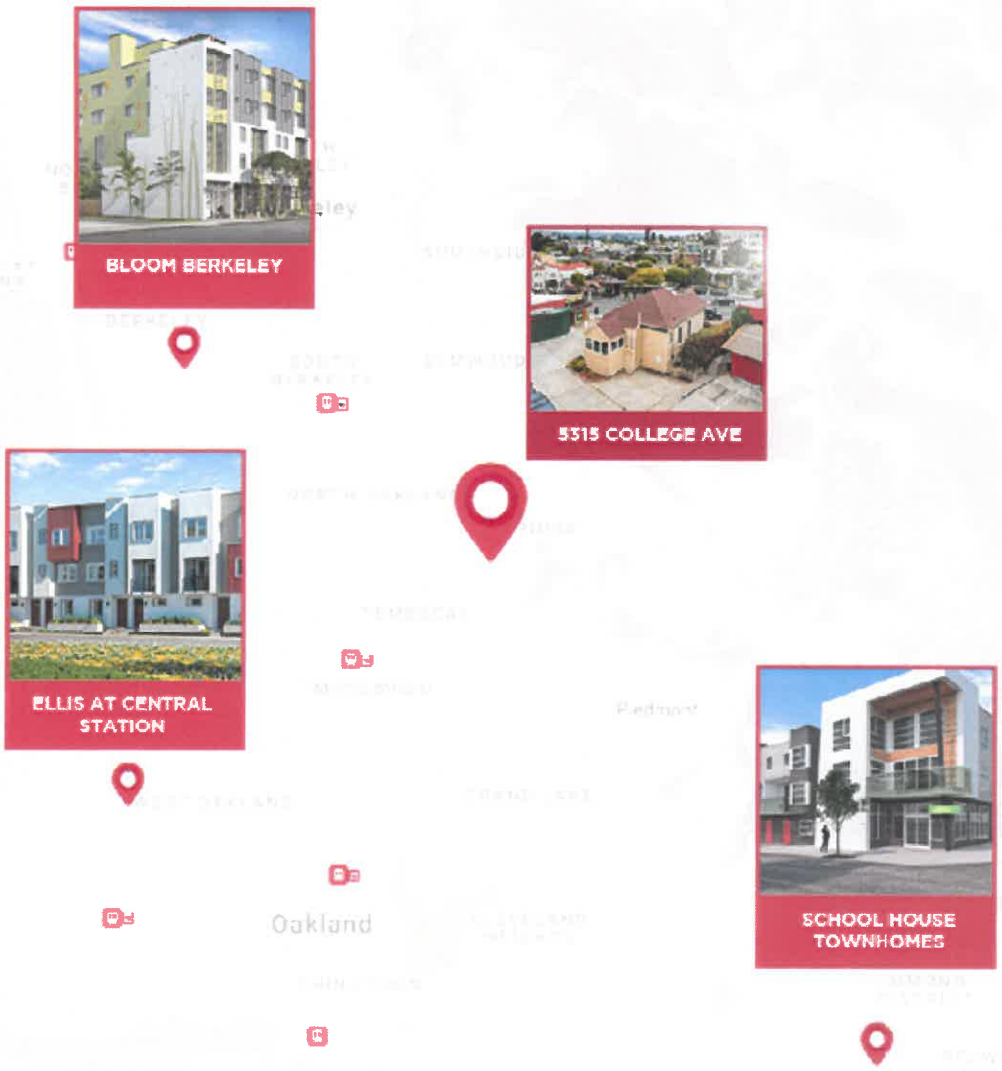
New townhouse development by TRI Pointe Homes currently under construction at 1792 Boxcar Circle, Oakland. Ellis at Central Station has a total of 128 units.

1792 Boxcar Circle, Oakland, CA

SCHOOL HOUSE TOWNHOMES

New townhouse development by Green Oak Builders, Inc. at 3101 35th Avenue, Oakland. School House Townhomes has a total of 8 units.

3101 35th Avenue, Oakland, CA



LOCAL AMENITIES


COCOON DAY SPA

Cocoon Day Spa


THE BURRITO SHOP

The Burrito Shop
Takeout


RIKYU

Rikyu
Takeout • Delivery


CLAREMONT VET HOSPITAL

Claremont Veterinary Hospital


MARICA RESTAURANT

Marica
Takeout • Delivery


JUDOKU SUSHI

Takeout • Delivery

Germany's Best
Auto repair shop


GERMANY'S BEST AUTO SHOP


POWERFORM GYM

Powerform


BANGKOK GARDEN

Bangkok Garden
Takeout • Delivery


WENDY'S

Wendy's
Takeout • Delivery

Holy Basil Phó And Cocktail bar
Takeout • Delivery


HOLY BASIL PHÓ AND COCKTAIL BAR

A16
Takeout • Delivery


A16

Khana Peena Indian Cuisine
Takeout • Delivery


KHANA PEENA INDIAN CUISINE

5315 College Ave, Oakland, CA...


5315 COLLEGE AVE, OAKLAND, CA

Blick Art Materials
Delivery


BLICK ART MATERIALS

Broadway Terrace

California College of the Arts (CCA) Clifton Hall


(CCA) CLIFTON HALL

California College of the Arts


CALIFORNIA COLLEGE OF THE ARTS

Lew Edward

AZIZ KHATRI

Director | KW Commercial - Oakland

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KW COMMERCIAL

KW Commercial Oakland
DRE#02029039

5315 College Ave, Oakland, CA 94618-1416, Alameda County

APN: 014-1249-011-03 CLIP: 8912800378

OWNER INFORMATION

Owner Name	**Marashi Mahta**	Tax Billing Zip	**94618**
Owner Name 2	**Shafiei Mehdi**	Tax Billing ZIP + 4 Code	**1712**
Tax Billing Address	**5690 Broadway Ter**	Owner Occupied	**No**
Tax Billing City & State	**Oakland, CA**		

LOCATION INFORMATION

Census Tract	**4003.00**	Flood Zone Code	**X**
Mailing Carrier Route	**C001**	Flood Zone Panel	**06001C0059G**
Subdivision	**Vernon Park**	Flood Zone Date	**08/03/2009**
School District	**Oakland**	Within 250 Feet of Multiple Flood Z one	**No**
Comm College District Code	**Peralta Jt**		

TAX INFORMATION

APN	**014-1249-011-03**	Lot #	**3**
Tax Area	**17001**	% Improved	**50%**
Block ID	**M**		
Legal Description	**OFFICIAL RECS 4 PG 8 BLK M PA RT OF LOT 3**		

ASSESSMENT & TAX

Assessment Year	2023	2022	2021
Assessed Value - Total	**$1,111,800**	**$182,067**	**$178,497**
Assessed Value - Land	**$555,900**	**$119,528**	**$117,185**
Assessed Value - Improved	**$555,900**	**$62,539**	**$61,312**
YOY Assessed Change ($)	**$929,733**	**$3,570**	
YOY Assessed Change (%)	**510.65%**	**2%**	

Tax Year	Total Tax	Change ($)	Change (%)
2021	**$4,144**		
2022	**$4,604**	**$460**	**11.1%**
2023	**$17,549**	**$12,945**	**281.16%**

CHARACTERISTICS

Lot Acres	**0.0857**	Construction	**Wood**
Lot Sq Ft	**3,734**	Effective Year Built	**1892**
Style	**L-Shape**	Building Class	**D**
Gross Area	**987**	County Use Code	**One To Five Story Office Build**
Building Sq Ft	**987**	Universal Land Use	**Office Building**
Quality	**Average**	# of Buildings	**1**

MORTGAGE HISTORY

Mortgage Date	03/10/2022	03/10/2022
Mortgage Amount	**$295,000**	**$295,000**
Mortgage Lender	**Private Individual**	**Private Individual**
Borrower Name	**Shafiei Mehdi**	**Shafiei Mehdi**
Borrower Name 2	**Marashi Mahta**	**Marashi Mahta**
Mortgage Purpose	**Resale**	**Resale**
Mortgage Type	**Private Party Lender**	**Private Party Lender**

Krause Acoustics

2635 Monte Vista Ave.
El Cerrito, CA 94530
Tel (510) 685-9987
nickkrause@comcast.net

To: City of Oakland
250 Frank H. Ogawa Plaza
Oakland CA 94612

Attn: Neil Gray, Senior Planner

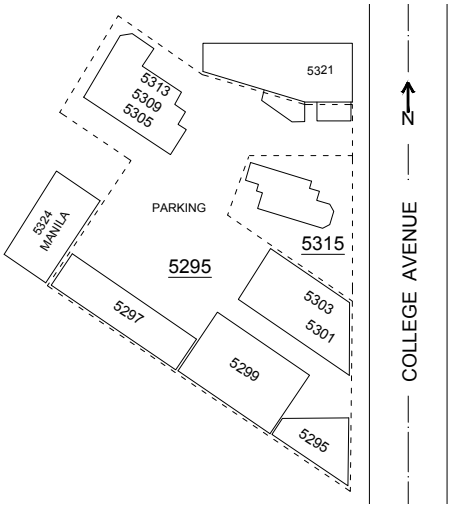
Date: January 2, 2024

Re: Case PLN22189
5315 College Ave. Oakland
Preschool Play Yard Noise Study

1. Introduction

The proposed project is a preschool in a renovated residence. Adjacent property at 5295 College has three office buildings used by health practitioners around an off street parking lot, along with a retail shop and restaurants fronting on College Avenue. Figure 1 shows the project and identifies the buildings on the adjacent lot; both properties are zoned CN-l.

Figure 1 - Project Setting



The primary study objective is to assess the potential impact of project operations with respect to performance standards defined in Chapter 17.120 of the Oakland Planning Code.

A secondary objective is to describe the effect of project noise as perceived inside the adjacent buildings, to address the issue of potential noise intrusion into consultation offices.

The study is based on a sound level survey at the project site to classify existing traffic noise and a play yard noise survey at local preschool. The study uses sound path analysis of the proposed project arrangement to predict the emissions of a similar play yard operation located at the project site.

2. Noise Regulations

Allowable noise levels are defined in City of Oakland Planning Code Section 17.120.050 - Noise, which states as follows:

"All activities shall be so operated that the noise level inherently and regularly generated by these activities across real property lines shall not exceed the applicable values indicated in Subsection A., B., or C. as modified where applicable by the adjustments indicated in Subsection D. or E.

A. Residential Noise Standards ... (N/A)

B. Commercial Noise Level Standards. The maximum allowable noise levels received by any land use activity within any Commercial Zone area ... are described in Table 17.120.02

Table 17.120.02
MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS

Cumulative Minutes in Either the Daytime or Nighttime One Hour Time Period	Anytime
20	65
10	70
5	75
1	80
0	85

C. Industrial Noise Standards ... (N/A)

D. In the event that the measured ambient noise level exceeds the applicable noise level standard in any category above, the stated applicable noise level shall be adjusted so as to equal the ambient noise level.

E. Each of the noise level standards specified above in Subsections A., B., and C. shall be reduced by (5) five dBA for a simple tone noise such as a whine, screech, or hum, noise consisting primarily of speech or music, or for recurring impulsive noise such as hammering or riveting.

F. Noise Measurement Procedures. Utilizing the "A" weighting scale of the sound level meter and "slow" meter response (use fast meter response for impulsive type sounds), the noise level shall be measured at a position or positions at any point on the receiver's property. In general, the microphone shall be located four (4) to five (5) feet above the ground; ten (10) feet or more from the nearest reflective surface, where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized."

(Subsection D implies that ambient noise level measurement is a necessary element of the assessment. Subsection E is assumed to be applicable since the noise is primarily speech.)

3. Sound Level Measurement Method

Sound level data was obtained using SPL Graph acoustic analysis software by Studio Six Digital installed in smartphones. Data was sampled at one-second intervals to approximate "Slow" sound level meter response; the system used "A-weighted" frequency response. Instruments were calibrated prior to use with a source traceable to national standards.

The SPL Graph system provides a time-stamped list of the individual data values. These were sorted after acquisition to find the statistical percentile values corresponding to Ln criteria used in the Planning Code. The convention in the following analysis is to use the average noise level L20 as a single descriptor for use in discussion.

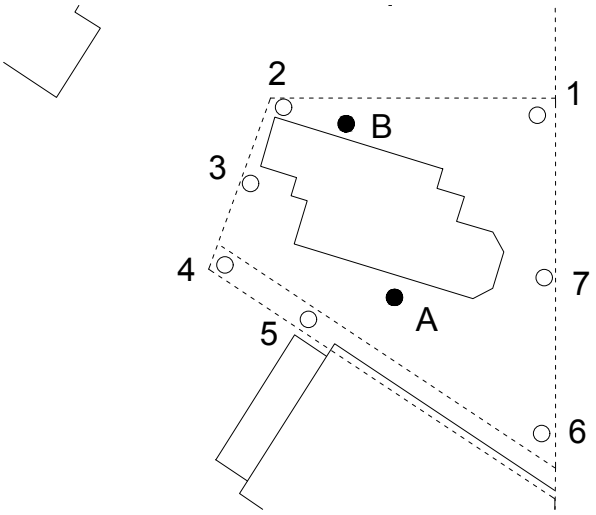
One system logged sound levels continuously at a fixed station and saved the data at the end of each one-hour record. This system used a micW type I436 measurement microphone.

Short-term measurements were made at various other locations around the site using a similar analysis system and the smartphone internal mic. This roving system logged sound levels at one-second intervals and saved the data at the end of each record of length three to five minutes.

4. Site Noise Survey

Figure 2 shows measurement stations used for the site ambient noise survey. Fixed Stations A and B recorded long-term trends of traffic noise from College Avenue on different days. Station A is the nominal location of the proposed play yard. Roving Stations 1 through 7 were used during one session for coincident short-term data to map traffic noise spatial pattern by using the correlations between roving stations and the fixed station.

Figure 2 - Site Noise Survey Stations



The dominant noise source near the project, especially at the front of the building, is vehicle traffic on College Avenue immediately to the east of the site. Noise level is slightly lower at the rear of the project lot due to distance and partial screening by adjacent buildings. Traffic noise level is significantly lower at Station 3 due to near-complete screening by the project building.

This noise is highly variable in both loudness and character, depending on vehicle mix, speed and separation. The traffic flow is intermittent, as influenced by the timing of nearby traffic lights at the intersections with Broadway and Manila.

A secondary source of ambient noise, especially at the rear of the lot, is traffic on Interstate Route 24, an elevated eight-lane freeway with median rail line about 2000 feet to the Northwest of the site. This noise is essentially steady and broadband with only occasional discrete anomalous events; it is audible during lulls in the dominant College Avenue traffic, and it constitutes the residual sound level or noise floor in the project vicinity.

5. Site Survey Results

The first survey session consisted of continuous recording at Station A from 2 p.m. November 30 through 4 p.m. December 1. The microphone was on a mast outside a window at a distance of three feet from the building and eight feet above the ground.

Figure 3 is a typical hourly survey record; Figure 4 is a 5-minute detail of the full hour. The detail shows a series of peaks as vehicles pass by, at a rate of about ten per minute; larger peaks are trucks or buses. The residual noise level is about 52 dB.

Figure 3 - Typical Hourly Survey Record

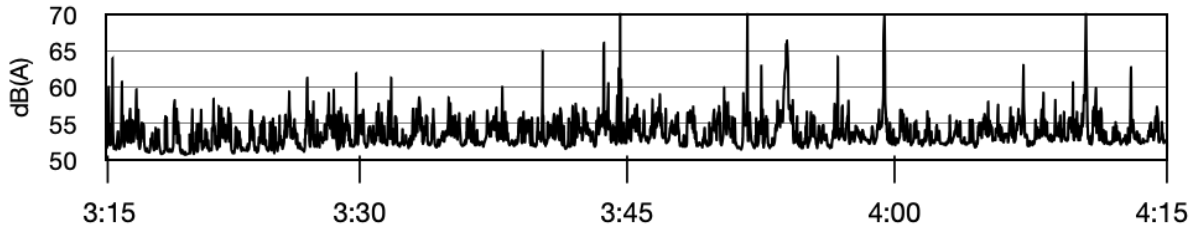


Figure 4 - Hourly Record Detail

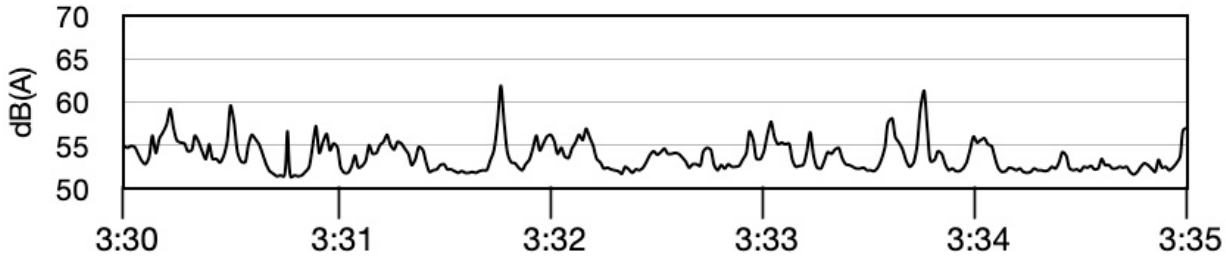


Table 1 lists values of Ln metrics found in analysis of data from five survey sessions at Stations A and B. The table also lists the overall averages of L20 - L0 values.

Table 1a - Site Noise Survey Station A

Date	Time	Station	L20	L10	L05	L01	L0
11/30	2 - 7 p.m.	A	55	56	57	60	70
12/01	7 - 11 a.m.	A	54	56	58	62	78
12/01	12 - 4 p.m.	A	53	55	56	60	71
	Average		54	56	57	61	73

A second survey session consisted of continuous recording at Station B on December 8. The microphone was positioned on a mast outside a window at a distance of two feet from the building and twelve feet above the ground. Portions of the data from 10:00 a.m. to Noon on 12/08 were omitted due to interference from another non-traffic noise source, such as nearby construction activity.

Table 1b - Site Noise Survey Station B

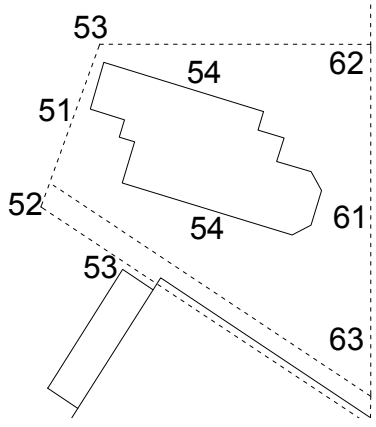
Date	Time	Station	L20	L10	L05	L01	L0
12/08	8 - 10 a.m.	B	55	58	60	68	73
12/08	12 - 5 p.m.	B	54	56	57	62	80
	Average		54	57	58	61	77

The value L20 = 54 dB is used as the basis for reference in the following discussions.

6. Traffic Noise Pattern

A short-term survey was used to assess the variance of traffic noise with respect to location around the property; results are Shown in Figure 5.

Figure 5 - Noise Pattern



A roving sound level meter took short-term records at seven locations, with coincident data taken by the continuous recorder. The roving and base data were compared to find the difference in sound levels.

Highest sound levels are along the east side of the lot near the dominant source of traffic noise, College Avenue.

Sound levels along the west side lot line are similar to the base stations except at the middle, where the house provides significant shielding from the traffic sound path.

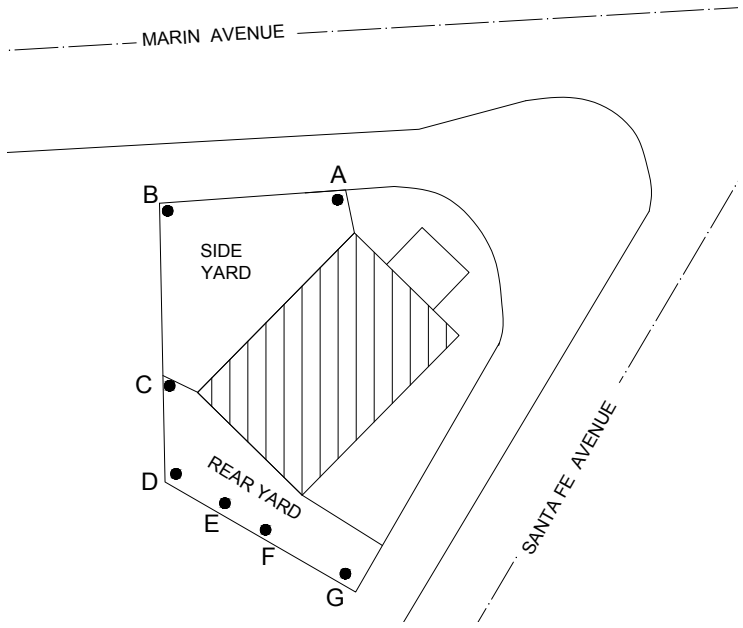
The west side of the house is slightly exposed to noise from Route 24, audible only during lulls in local traffic.

7. Play Yard Noise Survey

A series of sound level measurements was conducted from November 20 to December 5 at a facility similar to the project as shown in Figure 6. This is located at 1370 Marin Avenue in Albany, at the corner of Santa Fe Avenue. The lot has play yard areas at the side and rear of a two-story house, separated by a low fence.

Location C was used as the base station for continuous data recording and observation of yard activities; it has a direct view of both play yards, at a distance of about 30 feet from the center of each. Other stations along the yard perimeter were used for coincident short-term data to find the variance of play yard noise with location. Stations A and B were used for initial observations but were later dismissed due to excessive traffic noise. Stations D thru G were used to observe the shielding effect of the school building on sound paths from the side yard to the rear yard.

Figure 6 - Play Yard Noise Survey Stations



Maximum enrollment of the school is 36, with typically 30 - 32 in attendance. The play yards are used for two sessions each day; the younger kids (3's) use the rear yard and the older kids (4's) use the side yard.

The morning session is split into two halves, with 3's in the rear yard from 10:30 to 11:15 and 4's in the side yard from 11:15 to 12:00.

The afternoon session is from 3:15 to 5:00, with the side yard used the entire time and the rear yard used part time.

8. Play Yard Survey Results

Figure 7 shows examples of data from play yard noise surveys.

Figure 7 - Typical Play Yard Noise 11/20/23

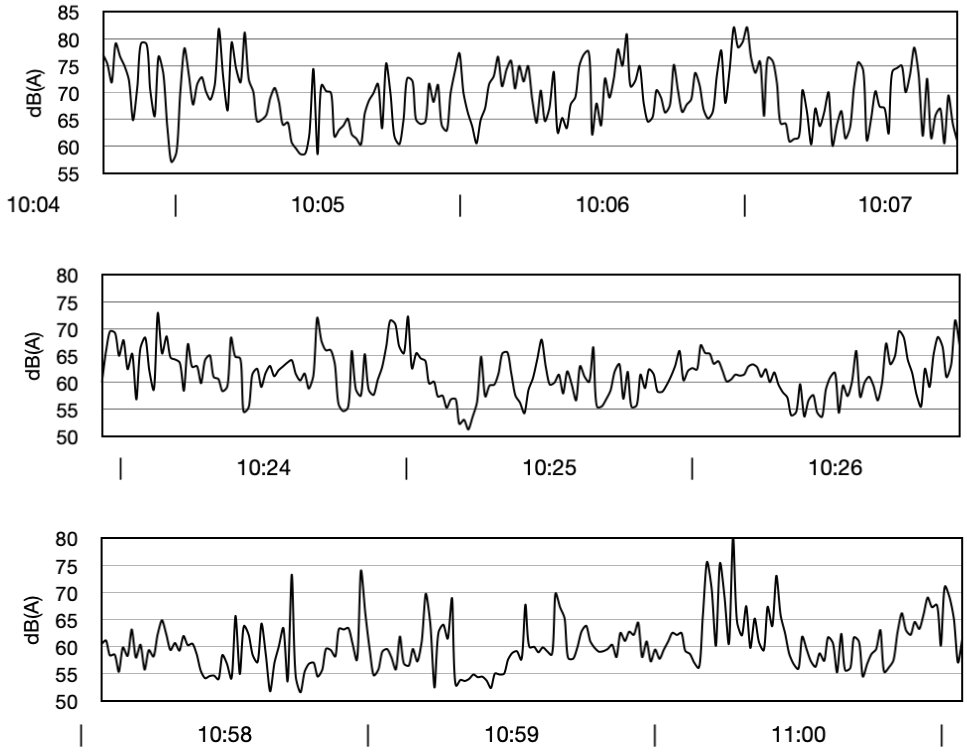


Table 2 lists values of Ln metrics found in analysis of data from four survey sessions on three days. These represent periods of maximum attendance, activity and noise. The table also lists the overall averages of values for L20 - L01 and the overall maximum value for L0.

Table 2 - Play Yard Noise Survey Summary

Date	Time	L20	L10	L05	L01	L0	Kids
11/20	10-11a.m.	68	71	74	79	83	10- 14
11/20	4 - 5 p.m.	65	68	71	74	81	17 - 28
11/28	4 - 5 p.m.	65	69	71	77	82	11 - 27
12/05	4 - 5 p.m.	68	72	75	78	83	15 - 28
	Average	67	70	73	77	83	

Overall average value of L20 = 67 dB @ 30' is taken as the basis for the following analysis.

9. Noise Prediction Method

Sound path analysis includes the effects of sound divergence with distance and diffraction around barriers. The sound level Divergence Attenuation term (Ad) between two points located at distances D1 and D2 from a source is calculated using the formula:

$$Ad = 10 \log(D2 / D1), \text{ dB}$$

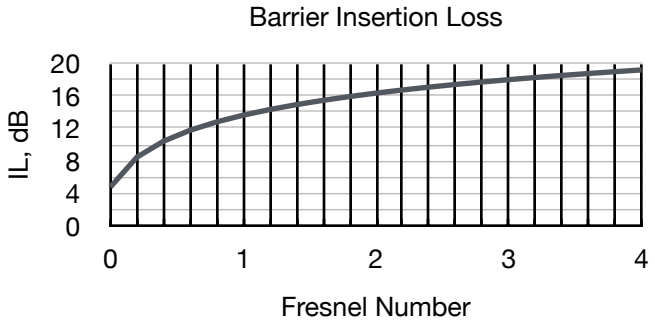
This means that the sound level decreases by about 3 dB if the distance is doubled or increases by 3 dB if the distance is halved.

The barrier attenuation or Insertion Loss (IL) between two points is a function of the Fresnel Number (N), which is the difference (Δ) between the length of the direct sound path and the length of the actual sound path around the barrier, compared to the Wavelength (W) of the sound.

$$N = 2 \times \Delta / W$$

The IL value is determined using the following formula, derived from empirical studies by Maekawa et.al. Practical barrier IL values range from 5 dB to a maximum limit of about 20 dB.

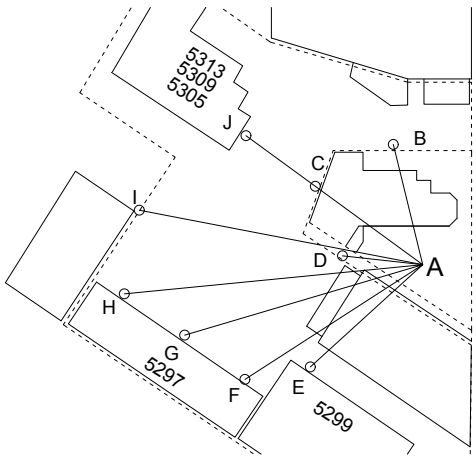
$$IL = 10 \log(3 + 20 N)$$



10. Noise Prediction Sound Paths

Figure 8 shows locations of sound paths around surrounding structures that act as sound barriers. Point A at the play yard center is 5' above the ground, as are Points B, C and D at the project lot line. Point E is at the third story of Building 5299. Points F, G and H are at the second story of Building 5297. Points I and D are along the only direct sound path from A. Point J is at the second story of Building 5305/5309/5313.

Figure 8 - Sound Path Locations



11. Noise Prediction - Base Case

Figure 9 shows the barrier geometries used to find the difference Δ between direct and indirect sound paths. Paths in the horizontal plane go around buildings; paths in the vertical plane go over buildings.

Figure 9 - Sound Path Geometries

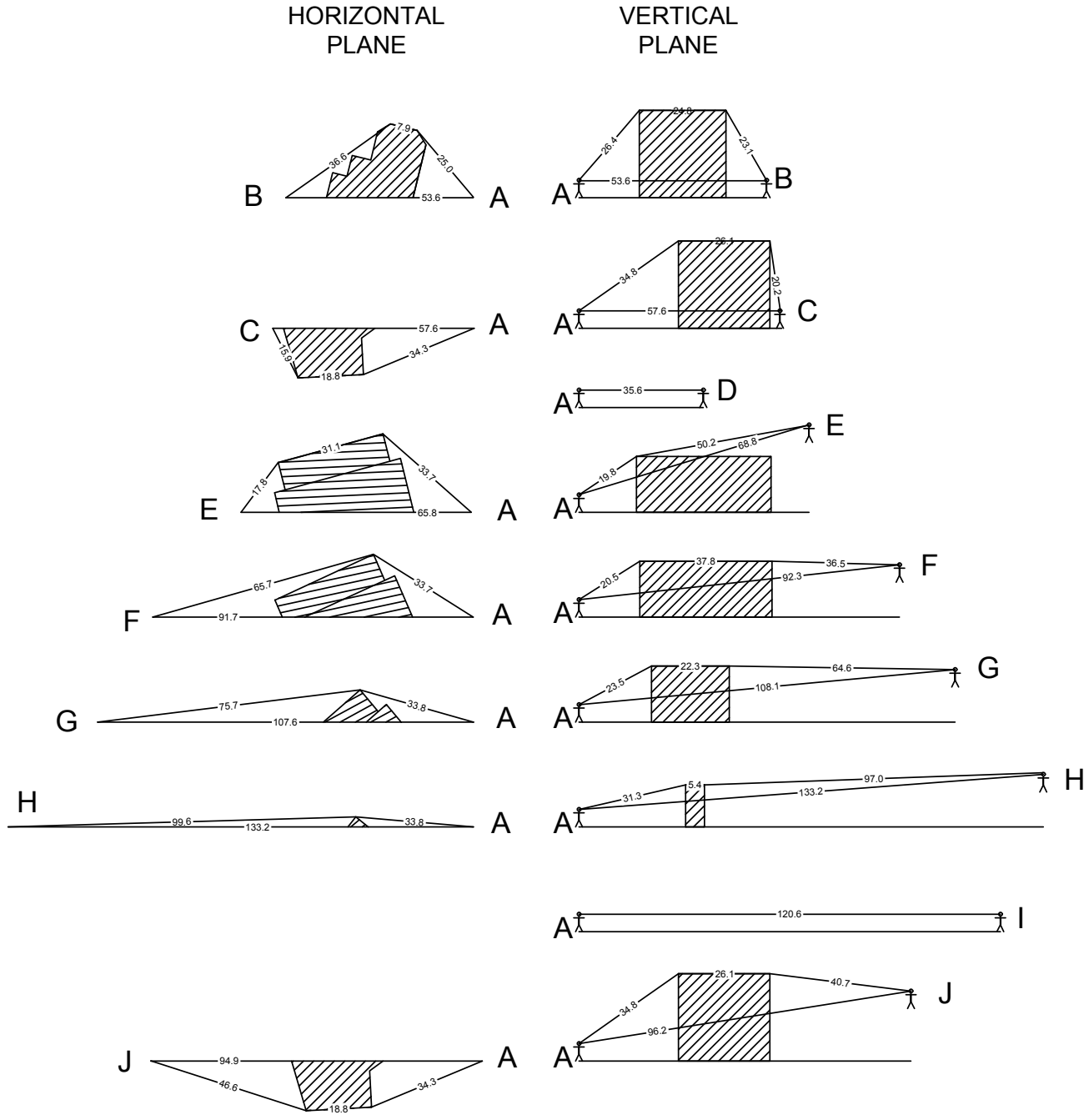


Table 3 lists the barrier calculations used to predict sound levels using the method of Section 7, based on a source of 67 dB at 30' with wavelength of one foot (i.e., 1000 Hz). Insertion Loss values are limited to a maximum of 20 dB for high Fresnel numbers.

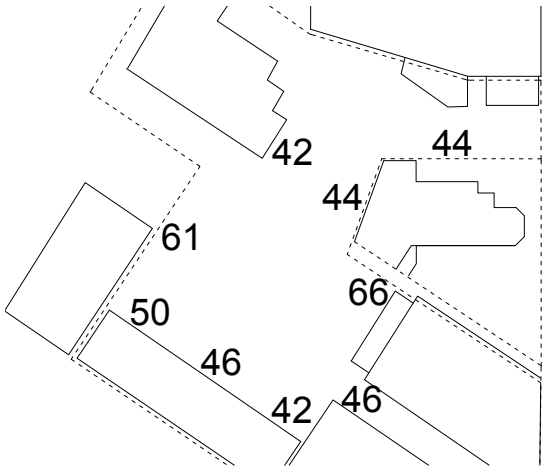
Table 3 - Barrier Calculations

VERT. PLANE	AB	AC	AD	AE	AF	AG	AH	AI	AJ
DIRECT PATH	53.6	57.6	35.6	68.8	92.3	108.1	133.2	120.6	96.2
INDIRECT PATH	74.3	81.1		70.1	94.8	110.4	133.7		101.6
PATH DIFFERENCE	20.7	23.5		1.3	2.5	2.3	0.5		5.4
FRESNEL NUMBER	41.4	47.0		2.6	5.0	4.6	1.0		10.8
INSERTION LOSS	20.0	20.0		17.4	20.0	19.8	13.6		20.0
DISTANCE ATTEN.	2.5	2.8	0.7	3.6	4.9	5.6	6.5	6.0	5.1
TOTAL ATTEN.	22.5	22.8	0.7	21.0	24.9	25.3	20.1	6.0	25.1
SPL	44	44	66	46	42	42	47	61	42

HORIZ. PLANE	AB	AC	AD	AE	AF	AG	AH	AI	AJ
DIRECT PATH	53.6	57.6	35.6	65.8	91.7	108.1	133.2	120.6	96.2
INDIRECT PATH	69.5	69.0		82.6	99.4	109.0	133.4		99.7
PATH DIFFERENCE	15.9	11.4		16.8	7.7	0.9	0.2		3.5
FRESNEL NUMBER	31.8	22.8		33.6	15.4	1.8	0.4		7.0
INSERTION LOSS	20.0	20.0		20.0	20.0	15.9	10.4		20.0
DISTANCE ATTEN.	2.5	2.8	0.7	3.4	4.9	5.6	6.5	6.0	5.1
TOTAL ATTEN.	22.5	22.8	0.7	23.4	24.9	21.5	16.9	6.0	25.1
SPL	44	44	66	44	42	46	50	61	42

Figure 10 shows the results of Base Case sound path predictions. Sound levels at most receiver locations are from 42 to 46 dB except at H, which has a sound path close to a barrier edge. Locations D and I are on direct sound paths and have sound levels in excess of the limit L20 = 60 dB allowed by the Planning Code.

Figure 10 - Predicted Play Yard Noise, Base Case



12. Noise Prediction - Alternate Case

A sound barrier wall could be used to block the direct sound path through the gap between buildings 5303 and 5315. This would be a vertical extension to the security fence between the play yard and the adjacent public access walkway.

Figure 11 - Sound Wall Location

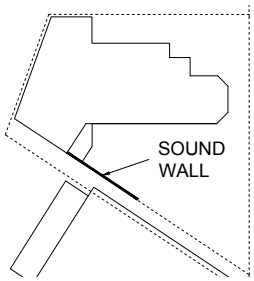


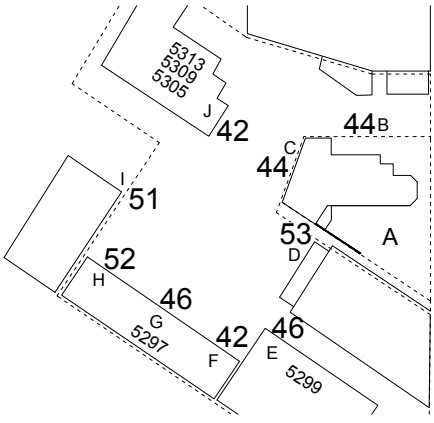
Table 4 lists the results of a study to determine the effect of sound wall height. The direct sound paths to locations D, H and I were analyzed for barrier heights of 8 to 14 feet. The study shows that a height of 8' would reduce sound levels to about 52 dB. Figure 12 shows the results of Alternate Case sound path predictions with 8' barrier hight.

Table 4 - Sound Wall Height Study

SOUND WALL CALCULATIONS: 67 dB @ 30', 1000Hz

VERT. PLANE	AD-8	AD-10	AD-12	AD-14	AH-8	AH-10	AH-12	AH-14	AI-8	AI-10	AI-12	AI-14
DIRECT PATH	35.6	35.6	35.6	35.6	133.2	133.2	133.2	133.2	120.6	120.6	120.6	120.6
INDIRECT PATH	36.1	37.1	38.5	40.1	133.3	133.6	134	134.9	120.8	121.2	121.7	122.4
PATH DIFFERENCE	0.5	1.5	2.9	4.5	0.1	0.4	0.8	1.7	0.2	0.6	1.1	1.8
FRESNEL NUMBER	1.0	3.0	5.8	9.0	0.2	0.8	1.6	3.4	0.4	1.2	2.2	3.6
INSERTION LOSS	13.6	18.0	20.0	20.0	8.5	12.8	15.4	18.5	10.4	14.3	16.7	18.8
DISTANCE ATTEN.	0.7	0.7	0.7	0.7	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0
TOTAL ATTEN.	14.4	18.7	20.7	20.7	14.9	19.3	21.9	25.0	16.5	20.4	22.8	24.8
SPL	53	48	46	46	52	48	45	42	51	47	44	42

Figure 12 - Predicted Play Yard Noise With 8' Barrier



13. Code Compliance Assessment

Commercial Zone noise level standards of Planning Code Section 17.120.050.B, when reduced by 5 dB per the noise characteristic penalty listed in 17.120.050.D, are as follows:

L20	L10	L05	L01	L0
60	65	70	75	80

The ambient sound levels at Stations A and B as summarized in Table 1 do not exceed the values listed above, so the condition of 17.120.050.E does not apply and the above values are the defining allowable limits.

Table 5 lists the LN values at office exterior locations for the alternate case prediction, based on the statistical distribution of the overall average survey result from Table 2. The table shows that the predicted play yard noise of the alternate case is significantly less than the allowable limit in all statistical categories.

Table 5 - Code Compliance Assessment

	L20	L10	L05	L01	L0
CODE LIMIT	60	65	70	75	80
PROJECT	42	45	48	52	58
	44	47	50	54	60
	46	49	52	56	62
	52	55	58	62	68

14. Barrier Construction

Since the barrier insertion loss will be no more than 20 dB, it is not necessary for the wall to be particularly massive, i.e., concrete or masonry. The barrier must be continuous, without any gaps at the bottom or between panel elements.

Recommended barrier design is to use 4 x 4 wood fence framing with a concrete footing to prevent gaps due to damage caused by fence material in contact with damp soil. Each side should have a facing of about one inch thickness. Siding of genuine or faux wood board material should have shiplap or tongue-in-groove edges to prevent gaps between boards; genuine wood should be clear grain and free of knot holes, kiln dried to prevent shrinkage that might cause gaps. Alternate face material for one or both sides is plywood sheathing with cement stucco face.

Recommended barrier height is 8' above the ground elevation at the play yard. The fence top would be 4' above the project porch near the play yard and about 6' above the elevation of the adjacent easement walkway pavement.

15. Conclusions

The site sound level survey did not include stations in the adjacent property parking lot. The following discussion is based on cursory observations made on the initial project walk-around.

Traffic noise level in the parking lot is similar to that at the rear of the project, i.e., a steady residual sound level of about 52 dB due to Route 24 traffic with a variable sound level of 55 dB average and 70 dB maximum due to College Avenue traffic.

The loudest project noise outdoors at stations near office buildings, with the alternate case including the sound barrier, is about 52 dB average and 70 dB maximum at location H. This means that the project noise level is slightly less than the ambient noise level, so the project noise may be audible at times. The project noise will be more audible when a peak in playground activity coincides with a lull in traffic.

The sound level inside offices on the adjacent property will be a function of the sound level outdoors and the noise reduction provided by office windows facing the parking lot.

Building 5305/5309/5313 windows appear to have double-hung wood frames with single glazing; this type of assembly provides about 15 dB of noise reduction, so interior noise level due to traffic is about 40 dB average and 55 dB maximum. The project noise will be about 10 dB less than the traffic noise and therefore inaudible.

Building 5297 windows appear to be double-hung metal frames with single glazing; there are numerous through-the-window air conditioning units, apparently one for each office. This arrangement provides noise reduction of only about 10 dB due to sound passage thru the air conditioners. Interior noise level at location H due to both traffic and the project will be about 45 dB average and 60 dB maximum; the project noise will be slightly audible some of the time and more audible when a peak in playground activity coincides with a lull in traffic. Interior noise level at location F due to the project will be about 10 dB less than the traffic noise and therefore inaudible.

This Report Prepared by:
Nicholas Krause, P.E.

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
WASHINGTON
NEW YORK

WI #23-141

February 8, 2024

Matthew S. Keasling, Esq.
Taylor, Wiley & Keasling
500 Capitol Mall, Suite 1150
Sacramento, California 95814

SUBJECT: Comments on Proposed Child Daycare Center at 5315 College Avenue Noise Study, Oakland, PLN22189

Dear Mr. Keasling,

Per your request, we have reviewed the analysis prepared by Mr. Nicholaus Krause of Krause Acoustics, dated January 2, 2024 (Noise Study). We have also reviewed the City of Oakland Approval Letter for this project, dated October 12, 2023 (Approval) and the project Design Review Drawings, dated April 20, 2023 (Drawings). The proposed project involves lifting the existing residential wood-framed structure to sit atop a new basement and full height ground floor level, which would also relocate the structure slightly to the west. The project would allow a maximum of 48 children who could potentially use the yard or sing and play indoors at various times of the day from 7 AM to 7 PM. The project is surrounded by psychotherapy offices to the west (5305, 5309, 5315 College Ave) and southwest (5297 College Ave), commercial/retail to the north (5321 College Ave) and south (5301/5303 College Ave), and College Avenue to the east. There is also a higher floor of psychotherapy offices at 5299 College Avenue which has line of site to the subject building. Residences are located further west and to the east across College Avenue. It is our understanding that this project has applied for a Categorical Exemption.

Wilson Ihrig is an acoustical consulting firm that has practiced exclusively in the field of acoustics since 1966. During our almost 58 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Roadway Construction Noise Model (RCNM), SoundPLAN, and CadnaA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Adverse Effects of Noise[1]

The health effects of noise are real and, in many parts of the country, pervasive.

Noise-Induced Hearing Loss. If a person is repeatedly exposed to loud noises, he or she may experience noise-induced hearing impairment or loss. In the United States, both the Occupational Health and Safety Administration (OSHA) and the National Institute for Occupational Safety and Health (NIOSH) promote standards and regulations to protect the hearing of people exposed to high levels of industrial noise.

Speech Interference. Another common problem associated with noise is speech interference. In addition to the obvious issues that may arise from misunderstandings, speech interference also leads to problems with concentration fatigue, irritation, decreased working capacity, and automatic stress reactions. For complete speech intelligibility, the sound level of the speech should be 15 to 18 dBA higher than the background noise. Typical indoor speech levels are 45 to 50 dBA at 1 meter, so any noise above 30 dBA begins to interfere with speech intelligibility. The common reaction to higher background noise levels is to raise one's voice. If this is required persistently for long periods of time, stress reactions and irritation will likely result.

Cardiovascular and Physiological Effects. Human's bodily reactions to noise are rooted in the "fight or flight" response that evolved when many noises signaled imminent danger. These include increased blood pressure, elevated heart rate, and vasoconstriction. Prolonged exposure to acute noises can result in permanent effects such as hypertension and heart disease.

Impaired Cognitive Performance. Studies have established that noise exposure impairs people's abilities to perform complex tasks (tasks that require attention to detail or analytical processes), and it makes reading, paying attention, solving problems, and memorizing more difficult. This is why there are standards for classroom background noise levels and why offices and libraries are designed to provide quiet work environments.

Projects with Mitigation Do Not Qualify for Categorical Exemptions

Per CEQA, a Categorical Exemption can only be applied to projects which have no significant effects. Per Title 14, 15300.2 (c), "a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." Thus, a project that has significant, or ***potentially significant***, effects cannot qualify for a categorical exemption. If a measure can be identified which lowers the impact below the significance threshold, then a significant impact has been identified and the project requires an Environmental Impact Report, or at the very least a Mitigated Negative Declaration. The Noise Study identifies that a sound wall is required to reduce sounds from the play yard to meet the identified noise limit. This barrier would shield the play yard as shown in Figure 11 and Figure 12, but this barrier does not appear in the project drawings, and thus the barrier is not part of the proposed project. The Noise Study has identified a **mitigation measure**, and for this reason the project does not qualify for a categorial exemption.

[1] More information on these and other adverse effects of noise may be found in *Guidelines for Community Noise*, eds B Berglund, T Lindvall, and D Schwela, World Health Organization, Geneva, Switzerland, 1999. (https://www.who.int/docstore/peh/noise/Comnoise-1.pdf)

Baseline Ambient Environment Lacks Information

The Noise Study presents statistical calculations measured over several hours in Tables 1a and 1b. Given that the standard of care for a Categorical Exemption is to address potentially significant effects which may be caused by "unusual circumstances", the Noise Study must characterize worst case scenarios, not typical conditions. Thus, since the neighboring psychotherapy offices rely on quiet conditions it is vital to characterize the existing ambient by identifying the quietest 50 minute periods occurring during project operating hours. Psychotherapy sessions are typically conducted in 50 minute increments, and they do not always start on the hour. The background noise can be characterized by the noise level exceeded 99% of the time, or L_{99}. See Figure 1, which was measured at the porch level of 5309 College Avenue in 2023 on December 21 (partial), 26, 27 and 28 (partial).

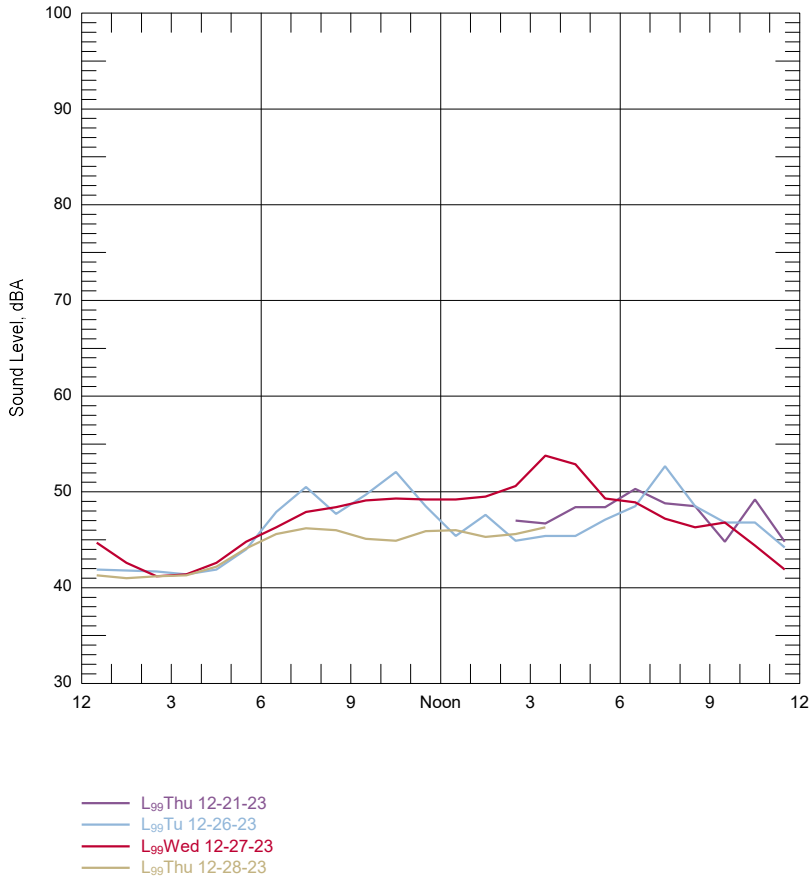


Figure 1 Background (L_{99})

To demonstrate that these results in Figure 1 are comparable to the noise environment shown in the Noise Study, Figure 2 shows the L_{20} and L_{10} measured at the same time as data shown in Figure 1. These data are directly comparable to the L_{10} results shown in Tables 1a and 1b of the Noise Study, demonstrating that despite the different dates the noise environment was similar to the Noise Study environment. Thus, the background noise levels shown in Figure 1 should be valid to consider for the purposes of CEQA, which show an average value around 48 dBA.

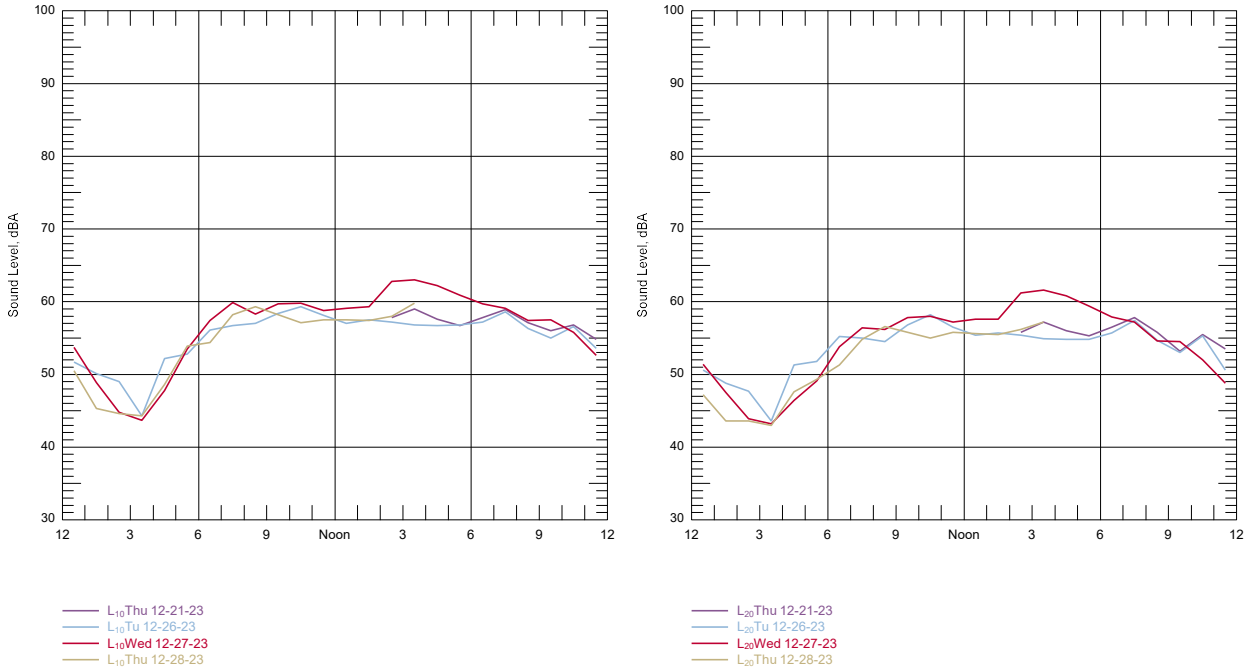


Figure 2 Frequently Occurring Noise (L_{10}, left), Noise Levels Exceeded 20% of the time (L_{10}, right)

Thresholds of Significance are Not Properly Developed

Per the CEQA noise checklist[2], the noise analysis should address the impacts from temporary and permanent (operational) noise and vibration sources, and it should evaluate whether the project noise would generate a substantial increase in the ambient noise. As noted above the standard of care for the Noise Study that supports a Categorical Exemption is to assess the noise impacts from worst case scenarios. These are presented as if these would be sufficient The Noise Study identifies only the noise limits from the City of Oakland Planning Code (17.120.050) and the L_{20} noise exceedance limit of 60 dBA has been applied to operational noise sources such as children at play. The Approval Attachment B cites the City of Oakland's Standard Conditions of Approval (SCA) as if those measures would be sufficient to avoid any impacts. SCA #26 affirms that the project would be subject to the Planning Code, but it also cites the Municipal Code section that addresses Nuisances. Per 8.18.010 "excessive or annoying noises" are prohibited near sensitive uses.

The Noise Study lacks thresholds to evaluate the following:

- Substantial noise increases over the existing background and ambient on an on-going and variable basis,
- Significance of noise and vibration during construction of the project (Table 17.120.04),
- Significance of daily and intermittent noises from daycare activities such as children at play and group singing to cause annoyance or speech interference in nearby psychotherapy offices,

[2] Available online https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/ceqa-checklist-a11y.docx

- Significance of noises from daycare activities to interfere with concentration in nearby offices while psychotherapists prepare notes and review medical studies.

Additionally, it may be difficult to quantify the potentially significant effect of stress caused by the proposed project on psychotherapists and their patients if the proposed project increases and changes the noise environment and generates uncertainty for the future.

Impact Analyses are Incomplete

Children at Play and Singing

The Noise Study does not appear to provide any information regarding the maximum number of children permitted for the project. The Approval cites that the project proposes a maximum occupancy of 48 children. The Noise Study measured approximately 10 to 28 children at the 1370 Marin Avenue facility which has a maximum capacity of 36 (Noise Study p. 6). Scaling for number of children, if all children at the project are outside at play, the results should be increased by at least 2 dBA and possibly by 7 dBA.

The sound paths used in the Noise Study assume a source height of 5 feet (Section 10, page 8) at the center of the play yard. The play structure shown on Drawing C0.3 indicates that the platform height is 48" (4 feet), and accounting for the height of the children (30 to 41" or 2.5 to 3.5 feet), the source height should be 7 feet high.

While the effects of shielding provided by the existing building have been taken into account in the Noise Study, the reverberant conditions where the voices reflect between buildings has not been taken into account, and this effect could add another 2 to 3 dBA to the results shown for the Base (Figure 10, page 10).

The Approval letter makes an unsubstantiated claim on page 4, per Section 17.134.050 item 1, which claims that neighbors would be "... buffered from noise produced at the landscaping and walls at the side and rear property...". The Drawings do not show any walls that would reduce noise. The Noise Study, prepared in January 2024 after the Approval letter was provided in October 2023, evaluates an Alternate Case with a sound barrier which is not included in the project. The Noise Study provides no evaluation of the benefits of landscaping.

Lively activities and fun would also occur indoors during periods of the day. It is reasonable to contemplate a concert or party where all 48 of the children could sing together, possibly with the windows open, and this could be significant. The Noise Study does not consider this possibility. With singing or similar activity occurring on the second floor with windows open there would be direct line of sight to the offices at 5299 College Avenue.

Substantial Increase in the Ambient

Even though traffic on College Avenue is variable, the character of vehicle noise is different from noise generated by children's voices emanating from a day care facility. There is a reasonable possibility that during what happens to be a quiet time of the day the children could generate sound that may be significant. The Noise Study does not consider this possibility.

With a background level around 48 dBA, the project noise from some children in the play yard would be as much as 13 dBA higher than the background (Figure 10, page 10) near the residence at 5324 Manila Ave. This would be perceived as more than twice as loud as the existing background environment.

Construction Noise and Vibration

Significant changes are being made to the existing site and structure; the existing building would be lifted and rotated. These actions will require demolition equipment and activities, excavation and vacuum trucks, concrete pump trucks, hammering, pneumatic tools, etc. The overall construction work would last several months, and it is possible that specific activities would last more than 10 days. Most common types of construction equipment and machinery used for this kind of project can generate maximum noise levels of 75 to 90 dBA[3] at a distance of 50 feet. With at least two in operation at the same time, the total noise could reach 78 to 88 dBA at a distance of 50 feet. The property line of 5315 College is closer than 40 feet to its nearest psychotherapy neighbor, and it could experience a noise level of 80 to 90 dBA at the façade if equipment is sited at the closest edge of the property. This would be well above the ambient exterior environment and would be substantial, significant and potentially unavoidable. At the interior of the nearby psychotherapy offices the noise level would be reduced by 10 to 15 dBA, or about 63 to 78 dBA at 50 feet distance, or 65 to 80 dBA at 40 feet distance which would cause speech disturbance.

In fact, Approval on page 13, Standard Conditional Use Item #13 would allow extreme construction noise (over 90 dBA). Such noise would also cause speech interference and greatly disrupt therapy sessions at nearby psychotherapy offices and generate significant and potentially unavoidable impacts.

Approval page 14, Item #24 cites noise reduction measures, claiming that some of them could achieve 5 to 10 dBA, but even with these measures, construction noise would still be greater than 45 dBA inside the psychotherapy offices and be significant and unavoidable.

Approval page 14,Item 25 requires a construction noise management plan if the project might exceed 90 dBA. As demonstrated above, most of the construction activities would be significant and unavoidable. A construction noise management plan should be required regardless of whether extreme noise would be generated, and it should also include provisions for temporary noise barriers or sound blankets to reduce construction noise by a minimum 15 dBA at all psychotherapy offices facing the construction. Even so, the construction noise would still be significant and unavoidable.

Mitigation Measures are Inadequate

The Noise Study incorrectly concludes that the children's voices will be inaudible (last two paragraphs, page 13). As the traffic on College Avenue is variable, such statements must be based on comparison with the background noise level. With a background level around 48 dBA, the children's voices would need to be reduced to 38 dBA or less to be hard to hear. Thus, based on the modeled

[3] FHWA Construction Noise Handbook, available online
https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

noise results in the Noise Study with the 8 feet high barrier (Figure 12, page 11), the children's voices would be 42 to 52 dBA which would still allow voices to be heard. Since the children's voices would be substantially different in character from traffic on College Avenue or distant noise from Highway 24, the children's voices would be clearly audible at many times of the day.

As noted above, the Noise Study provided no analysis of construction noise and vibration and necessary mitigation measures. The Noise Study also does not contemplate other group events, such as singing, or events that could occur indoors with the windows open (on the second floor). The analysis of children at play could underrepresent the noise as it does not appear to include all of the children who could be outside at any given time. The recommended sound barrier is not sufficient to mitigate the sound from children at play. The noise impacts would be significant and unavoidable.

Please feel free to contact me with any questions on this information.

Very truly yours,

WILSON IHRIG

Deborah A. Jue, INCE-USA
Principal

wilson ihrig 5315 proposed day care020924.docx

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

DEBORAH JUE

Principal

Since joining Wilson Ihrig in 1990, Ms. Jue has been involved in many projects from environmental assessments and entitlements through design development, construction documents and construction administration support. As an acoustical consultant, she has authored or provided input for many environmental documents and technical studies in accordance with NEPA and California's CEQA regulations, most of them related to surface transportation. Deborah has over 32 years of experience addressing impacts related to rail transit noise and vibration, highway noise, and construction-related noise, hydroacoustics, and vibration. She is keenly interested in finding solutions and providing clear communication to affected stakeholders to help achieve broad support. She also understands the importance of and brings experience effectively collaborating with multi-disciplinary teams to address noise and vibration impacts on sensitive resources including avian and aquatic/marine species in the SF Bay Area. She has a keen interest in finding solutions and providing clear communication to affected stakeholders to help achieve broad support.

As part of her work, Deborah, is a senior technical lead on highway and rail noise models, environmental analyses for all types of projects, and planning for long-term construction noise and vibration, and is also an integral part of the management team for the company.

Education

- M.S. in Mechanical Engineering, University of California, Berkeley, 1998
- B.S. in General Engineering: Acoustics, Stanford University, 1988

Professional Associations (Member)

- American Society of Mechanical Engineers
- Acoustical Society of America
- National Council of Acoustical Consultants
- Institute of Noise Control Engineering
- Women Transportation Seminar (WTS)
- Transportation Research Board, AEP80 Standing Committee Member (2021-2024)

Project Experience

CEQA Peer Reviews, CA
Peer review of noise and vibration analyses prepared per CEQA. These projects have primarily focused on the construction and operation of new facilities included residential in-fill, office and mixed-use projects, and educational buildings.

California Department of Justice Warehouse Noise Analysis, CA
Analyzed typical warehouse scenarios to determine appropriate buffer distances to address potential impacts from heavy truck and warehouse operations per CEQA requirements.

Houston Metro Next, Houston, TX
Evaluation of temporary construction impacts for bus rapid transit project along existing bus corridor near residential and university land use, including temporary shoofly railroad track relocation per NEPA.

Oregon DOT, Rose Quarter Peer Review, Portland, OR
Conducted peer review of the noise analysis prepared by Oregon DOT to address community concerns and provide recommendations.

Tren Urbano, Puerto Rico (1998-1999)
Assisted with noise and vibration projections and mitigation evaluation for the new light rail system at adjacent noise sensitive and residential areas per NEPA.

BART Extensions Program (1990-2005)
Tasks during environmental and engineering phases included measurement and characterization of existing ambient noise and vibration levels; characterization of vibration propagation; prediction of groundborne noise and vibration and airborne noise expected from BART operations; recommendations for mitigation measures, including vibration and noise control design features for elements such as trackwork, trackbed, stations, ventilation structures, yards and shops, and median and highway barriers; and support for Technical Report on noise and vibration; and review of contractor and engineering submittals.

BART San Francisco International Airport Extension
For EIR/EIS and during engineering design, made projections of the groundborne noise and vibration at residences and buildings adjacent to the BART SFO at-grade, tunnel and aerial alignment. During construction: assisted with long-term noise and vibration monitoring.

LA Metro Blue Line (1992-1994), Los Angeles, CA
Characterization of vibration propagation; prediction of ground-borne noise and vibration and airborne noise expected from LRT operations; recommendations for mitigation measures, including vibration and noise control design features for elements such as trackwork and trackbed; preparation of Technical Report on noise and vibration; and support of a Supplemental FEIS document.

LA Metro Crenshaw (2010-2011) and DB 2013-2020, Los Angeles, CA
Noise and vibration impact analysis and mitigation evaluation services for the FEIS/FEIR, Preliminary Engineering Design and Final Design for new 8.5-mile Light Rail Transit corridor from Crenshaw to LAX. Responsible for identification of noise and vibration sensitive buildings, and for evaluation and control of groundborne and wayside noise and vibration.

LA Metro Regional Connector (2010-present, Los Angeles, CA
Responsible for determining mitigation for noise and vibration from rail transit operations, subway station acoustics, construction noise and vibration effects, and noise control for auxiliary facilities in support for the FEIS/FEIR and coordinated field work and analysis through the Preliminary Engineering and the Construction Phases of the project.

Santa Clara VTA Silicon Valley Rapid Transit Extension, Tunnel Extension
Preliminary Engineering SEIR and EIS (2004-2008)
Extension of the BART system into San Jose. Evaluation of emergency ventilation fan noise at surface locations.

Santa Clara VTA BART Silicon Valley Rapid Transit Extension, Phase II (***2020+)***
Tunnel extension through San Jose for the BART system. Services have included support for environmental clearance of the new tunnel depth during Final Design, and evaluation of emergency

ventilation noise at the underground stations, noise from ancillary noise from the yard and stations, and review of station acoustical treatment needs, and design services during construction.

Santa Clara VTA Vasona Junction Extension SEIR (2009-2012)
Evaluated noise and vibration impacts from light rail system extension.

California High Speed Rail Caltrain Corridor EIR/EIS, San Francisco to San Jose
Provided regional environmental/engineering noise and vibration services for this 47-mile HSR corridor that is part of the proposed statewide HSR system, including extensive ambient noise and vibration measurement surveys; numerous site vibration characteristic measurements; environmentally sensitive receptor identification; development of noise and vibration prediction models for HST operations; prediction of wayside noise and vibration levels for HST operations; evaluation of environmental noise and vibration impacts using FRA procedures and criteria, and determining need for and type of noise and vibration mitigation.

Caltrain Peninsula Corridor Electrification EIR/EA, CA (2013-2016)
Provided noise and vibration analysis. Project tasks include documenting the existing noise and vibration ambient conditions, analysis of noise and vibration from project and construction-phase impacts. This project is part of the Caltrain Modernization Program and involves update of the EIR/EA previously completed in 2009.

MARTA On-Call Services, Atlanta, GA (2015-present)
Developed update for system-wide noise and vibration criteria and noise and vibration measurement protocols. Assisted with noise and vibration projections and mitigation evaluation for North Line AA/DEIS, and evaluation of traffic noise impacts at North Springs Station.

SFMTA Better Market Street, San Francisco, CA (2018-2019)
Vibration technical analysis, including internal review of environmental section for CEQA.

WMATA Outer Branch Avenue Segment (1993-1994), DC
Measurement and analysis of ambient noise and vibration, projections of construction noise and operational noise and vibration impacts; recommendations for mitigation; preparation of Technical Reports on noise and vibration and support of the environmental document. Analysis of noise from yard operations, including wheel squeal, in support of FSEIS.

WMATA Glenmont Route and Yard, Inner E Route, Green Line F Route, DC (1991-1992)
Measurement and analysis of ambient noise and vibration, projections of construction noise and operational noise and vibration impacts; recommendations for mitigation; preparation of Technical Reports on noise and vibration and support of the FEIS document.

Irvington Tunnel/Alameda Siphons Alternatives Project, Fremont/Alameda County, CA
The Project will increase the reliability of transmitting Hetch Hetchy and/or SVWTP water from Alameda East Portal to the Bay Division Pipelines by constructing a new 132-inch tunnel along a southern alignment. Work involved conducting an environmental noise and vibration impact assessment for the project per CEQA.

East Bay Municipal Utilities District – Walnut Creek and Lafayette Water Treatment Plant Improvements, CA
Preparation of noise section for EIR. Analyzed the potential airborne noise and vibration impacts at residences and other noise-sensitive uses near the project sites from construction and operation.

East Bay Municipal Utilities District – Quarry, San Leandro CA
Per CEQA, analyzed the potential airborne noise and vibration impacts at residences and other noise-sensitive uses near the project site from construction and operation.

San Francisco Public Utilities Commission – Central Bayside Sewer Interceptor, CA
Per CEQA, analyzed the potential airborne noise, groundborne noise and vibration impacts at residences, medical facilities, and other noise-sensitive uses near the construction sites and from tunneling during construction. The potential airborne and hydroacoustic effects on marine mammals was also analyzed.

San Francisco Public Utilities Commission – Southeast Plant New Headworks Replacement, CA
Per CEQA, analyzed the potential airborne noise and vibration impacts at residences and other noise-sensitive uses near the construction site.

San Francisco Public Utilities Commission - Crystal Springs/Polhemus Bypass Tunnel, San Francisco and San Mateo Counties, CA
Per CEQA, analyzed the potential airborne noise, groundborne noise and vibration impacts at residences near the two access shafts and above the proposed water (drinking water transport) tunnel (8 to 10 ft diameter) from construction activities.

Caltrans D7 and LACMTA State Route 710 North Environmental Study; Pasadena, CA
Screening Analysis for environmental vibration impacts for the various alternative alignments, in accordance with FTA guidelines, and conducting an environmental vibration impact analysis in accordance with CEQA and NEPA for the DEIS/DEIR phase.

Caltrans D4, Central Freeway Reconstruction, San Francisco, CA
Project Manager. Noise impact alternatives analysis of options for Central Freeway Reconstruction/Replacement, including noise survey and computer modeling with Caltrans SOUND32 Noise Prediction Model interfaced to a digitizer. An evaluation and analysis of Caltrans EA/FONSI (Environmental Assessment/Finding of No Significant Impact) was later performed for a proposed new alternative.

Santa Clara VTA, Capitol Corridor, CA
Environmental noise and vibration analysis per CEQA, including future motor vehicle traffic noise levels, assessment of noise impacts to numerous residential buildings, determination of the need for mitigation, and the evaluation of the effectiveness of sound barrier walls.

PHA Transportation Consultants
2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233

December 22, 2023

Jesse Yang
Taylor and Wiley
500 Capitol Mall, Suite 1150
Sacramento, CA 95814

Dear Jesse Yang,

In response to your request, we have conducted a traffic study to review the conditions associated with the proposed daycare center at 5315 College Avenue, Oakland, on a site currently occupied by a small law office that closed in April 2022.

Before conducting our traffic analysis, we obtained and reviewed the traffic report prepared for the proposed daycare center. Our review indicated that the traffic report evaluated only the potential trip generation of the proposed daycare center, but neglected important factors such as the overall environmental setting of the Project site, hours and operational characteristics of the Project, site-generated traffic distribution, access, parent drop-off and pick up, employee parking, and traffic safety. Below is our analysis focusing on key factors that were neglected but are crucial for the proposed daycare center.

Environmental Settings

As proposed, the daycare center would be located on the west side of College Avenue just north of Cliffton Avenue. College Avenue is a two-lane north-south arterial road with one northbound lane and one southbound lane connecting Broadway in the City of Oakland and the University of California Berkeley Campus in Berkeley. Within the city limits of Oakland bike lanes, parking lanes, and pedestrian sidewalks are provided on both sides of the road between Claremont Avenue and Broadway. The center of the road between Alcatraz Avenue and Broadway is stripped with solid double-yellow lines. This means no passing but making left turns into private driveways to access local properties is permitted. College Avenue measures about two miles long between Boadway in Oakland and the UC Berkeley Campus.

The land use along the Oakland side of the road is mostly retail and commercial with a high concentration of restaurants near the proposed Project site. The land use along the Berkeley side is a mixture of retail and residential.

College Avenue currently carries about 7,720 vehicles a day based on a recent traffic survey conducted just south of Bryant Avenue in late November 2023 after the Thanksgiving Holiday. The posted speed limit along College Avenue is 25 mph. However, the Oakland Municipal Code designates a 20 mph speed limit between Alcatraz Avenue and Broadway on College Avenue, while the Berkeley side (between Alcatraz Avenue and the UC Berkeley Campus) has an adopted speed limit of 25 mph citywide. Traffic at the two nearest intersections at Broadway and Manila Avenue is controlled by traffic lights. There are two pedestrian crosswalks in the area; one in front of the proposed Project site and one at Bryant Avenue at College Avenue. Neither of these pedestrian crosswalks has pedestrian push-buttons to alert motorists.

Because of the nature of College Avenue as an arterial road, high commercial and retail use in the area, and the traffic lane configurations, the proposed site is not ideal for a daycare center. Figure 1 shows the location of the proposed Project site and the College Avenue layout.

Figure 1 Project Site Location and the Layout of College and Bryant Avenues (Source: Google Maps)

Site Traffic Generation and Site Access

According to the traffic study obtained from the City of Oakland, the proposed daycare center is expected to generate 36 trips during the morning peak hour and another 36 trips during the afternoon peak hour. Based on the Project information provided in the applicant's application, the proposed daycare center will operate between 8 am and 6 pm Mondays through Fridays and will have 48 students and up to 10 employees. Assuming 20% (approx.10 students) of the students would be from the surrounding neighborhoods within walking distance to the daycare center, and that all employees will use alternative transportation such as public transits and

bicycles, the remaining 38 students will generate 76 vehicle trips in the morning peak hour (38 drop off trips and then 38 drive off after the drop off). In the afternoon the site will generate another 76 trips (38 trips as parents come in to pick up their children and then 38 trips when parents drive off afterward. This is well above the 36 am and 36 pm trip estimates from the city-provided traffic study.

The city-provided traffic study shows no directional site traffic distribution. Based on the layout of the area street system, site-related traffic (parent traffic) is expected to travel to and from the north and south via College Avenue; some will travel to and from the east via Bryant Avenue while some will travel to and from the west via Cliffton Avenue.

Based on our review of the College Avenue layout and configurations, parents accessing the Project site from the north via College Avenue to drop off their children would be able to do so with little problems but will be difficult for them to travel back to the north on College Avenue. They will have to make a U-turn or three-point U-turn on College Avenue in front of the proposed Project site, which is difficult and unsafe as they have to face descending traffic traveling from the Broadway direction in the south. During our field observation, we did not see motorists making U-turns on College Avenue near the Project site. It should be noted that while parents can make a U-turn on College Avenue, California Vehicle Code 22102 states that it is an offense to make a U-turn in a "business district". A business district is an area where at least 50% of the property bordering the street is occupied by businesses and a driver can access them from the road.

According to our speed survey, the majority (85th percentile) of the northbound vehicles descending from the south via Broadway were traveling at 30 mph, while the southbound traffic traveled about 28 mph, both are over the city's 20 mph speed limit for the Oakland section of College Avenue.

To circle back on College Avenue to go north parents could make a quick U-turn near the intersection with Bryant Avenue, or turn into Bryant Avenue and make a three-point U-turn there. However, making a quick U-turn at the College Avenue and Bryant Avenue intersection while possible is not a safe maneuver due to the high-speed traffic coming from Broadway and pedestrian crosswalks there. Bryant Avenue is a residential street that measures about 30 feet wide with parking on both sides and multiple driveways. Making a three-point U-turn also could be challenging. Alternatively, parents could continue to drive south from in front of the Project site, make a right-turn at Clifton Avenue, then a right-turn at Manila Avenue, and finally make a left-turn at College Avenue to travel back north.

Parents coming from the south via Broadway, east via Bryant Avenue, or west via Cliffton Avenue will all have to face similar problems either dropping off or picking up their children. To drop off their children they will either have to make a three-point U-turn on College Avenue to circle back to park their cars in front of the proposed daycare center as there are no left-turn pockets on College Avenue. This maneuver is difficult because of the parking lanes and bike lanes on both sides of College Avenue. Or they will have to park their vehicles on the opposite

side of the proposed daycare center, and then walk across the street to drop off or pick up their children.

There is a pedestrian crosswalk in front of the proposed daycare site, but there are no pedestrian push buttons to stop traffic. Our field observation indicated that not all motorists yield to pedestrians. In all, vehicle access for the Project site is poor, particularly for a daycare center.

Drop-off and Pick-up

Based on the traffic study provided by the City of Oakland, the proposed daycare center would not provide a drop-off and pickup lane within the site. Parent drop-off and pickup would have to be accommodated in front of the site on College Avenue. Our site review indicated that the entire frontage of the Project is about 75 feet long and has one paid marked parking space and one marked handicapped parking space, plus a 35-foot-long frontage that includes a painted red curb and the pedestrian crosswalk next to the Project site (See Figure 2).

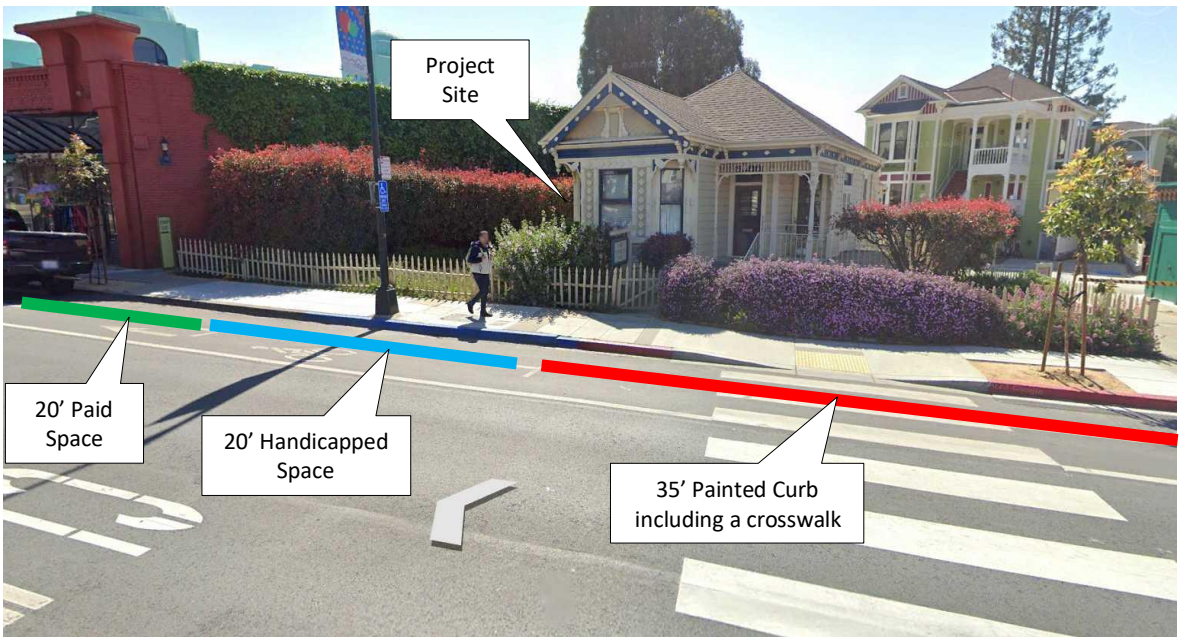


Figure 2 Project Site Frontage (Source: Google Maps)

In reality, the Project site frontage is very short and can accommodate one vehicle. This will not be able to handle the demand during drop-off and pickup times. Since the proposed project is a daycare center, as opposed to an elementary school where kids are older and can get in and out of the vehicle without much help, parents at daycare in this case would have to get out of their vehicles to unstrap and strap their children to get their children out from the child seat to

walk them to and from the facility. This maneuver may take several minutes, causing parents to arrive from behind to park at the handicapped space or double-park on the bike lane blocking the bike lane and creating an unsafe situation.

Currently, ITE (Institute of Transportation Engineers), a national transportation engineering organization that develops national standards, and policies, and promotes professional development and ethics, does not have a standardized methodology to determine school drop-off lane requirements. In general engineering experience and practice, the drop-off/pickup lane length is estimated based on the number of students who need to be dropped off and picked up by vehicles during peak times, usually in the afternoon as picking up students generally would take longer as parents tend to arrive earlier to wait for their kids to come out.

Research and surveys performed at five middle and elementary schools by Hatch Mott Macdonald, a North American Engineering Design Firm indicated that about 1.6 to 2.0 feet of queuing space should be provided for each enrolled student in designing the drop-off lane; research conducted by North Carolina Department of Transportation indicated 1.65 feet per student; and research conducted by The Texas Transportation Institute indicated 1.5 feet per student. The traffic study obtained from the City of Oakland did not have student enrollment information but estimated 36 trips based on the square footage of the facility. Assuming a 38-student enrollment (48 minus 10 students who are from within the neighborhood and without being driven) and a design estimate of 2.0 feet per student, the daycare center would need a 76-foot-long drop-off/pickup lane. For a daycare center, the drop-off/pick-up lane may need to be longer since it takes longer for parents to load and unload their children into and out of the vehicles. The proposed daycare center, with only one 20-feet paid parking space, will not have adequate space for parent drop-off and pick-up. The proposed daycare center will also need approval from the city to use the paid space and handicapped space for drop off/pick up.

Parking Availability in the Vicinity

The proposed daycare center will not provide parking on the site. Because of that, we conducted a parking survey in the area to identify whether or not there are parking spaces available to accommodate the parking needs of the estimated 10 employees.

The parking surveys were conducted over 2 days 7:30, 8:30, and 9:30 in the morning and then 4:00, 5:00, and 6:00 in the afternoon on Tuesdays and Wednesdays on College Avenue, Clifton Avenue, and Bryant Avenue, after the Thanksgiving holiday in November. Parked cars were counted once on top of the above designated hours. The survey areas are within walking distance and the days and hours were designed to capture available parking spaces at times when employees and parents are expected to arrive and leave the school.

The survey results indicated that there were 44 marked parking spaces on both sides of College Avenue between Manila Avenue and Broadway; 28 unmarked spaces on Clifton Avenue, both sides of the street between College Avenue and Manila Avenue; 40 spaces on Bryant Avenue,

both sides of the street between College Avenue and Ada Street. Parking spaces on Clifton Avenue and Bryant Avenue are unmarked and are estimated by first measuring the block length, subtracting driveways and painted curbs, and then dividing by 20 feet, the length of a standard marked parking space. Parking spaces along College Avenue occupied by sidewalk/curb-dining booths were not included in the survey.

The survey results also indicated that there are available parking spaces on College Avenue and to some extent on Clifton Avenue. However, they both have a maximum 2-hour restriction or require permits and as such will not be able to accommodate employee parking, they may, however, accommodate parent parking for short periods when dropping off and picking up their children. There are no parking restrictions or permits required on Bryant Avenue, but Bryant Avenue was mostly fully parked during the survey hours. It will be difficult for employees and parents to find parking there. Figure 3 shows the parking survey zones.

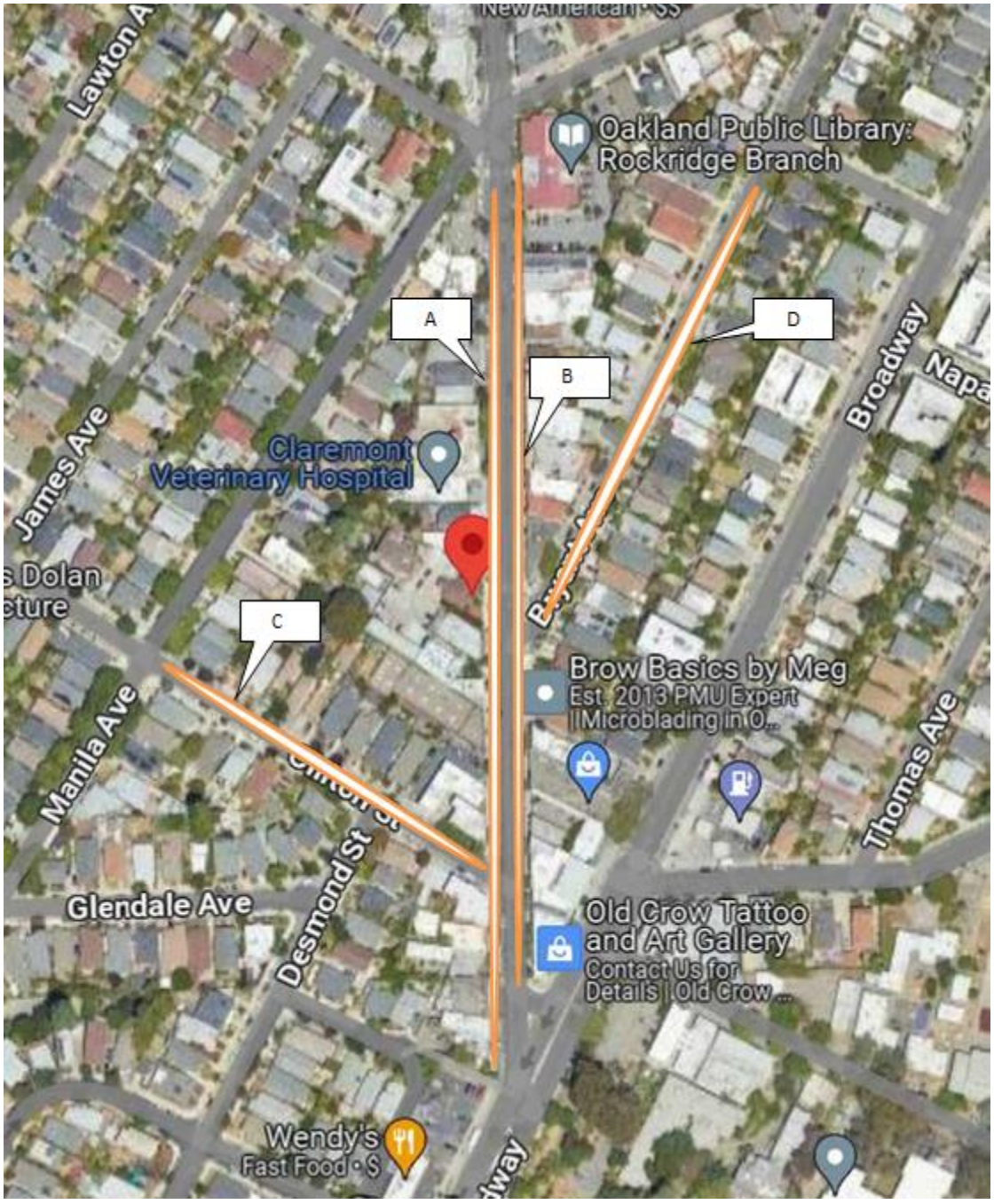


Figure 3 Parking Survey Zones (Source: Google Maps)

Study Area Parking Survey (Day 1- November 28)

Survey Zone	Space	7:30		8:30		9:30		4:00		5:00		6:00	
		Taken	Free	Taken	Free	Taken	Free	Taken	Free	Taken	Free	Taken	Free
Paid Parking (2-hour Limit)													
A: College Ave (Manila-Broadway (West side)	23	4	19	8	15	14	9	21	2	15	8	17	6
B: College Ave (Manila-Broadway East side)	21	5	16	11	10	10	11	23	-2	20	1	22	-1
Total Paid Parking Spaces	**44**	**9**	**35**	**19**	**25**	**24**	**20**	**44**	**0**	**35**	**9**	**39**	**5**
Residential Street Parking													
C: Clifton St. (College Ave-Manila Ave. 2-hour Limit or Permit)	28	12	16	22	6	19	9	27	1	24	4	22	6
D: Bryant Ave. (College Ave.-Ada St. No Restriction)	40	42	-2	48	-8	48	-8	48	-8	46	-6	42	-2
Total Residential Street Free Parking	**68**	**54**	**14**	**70**	**-2**	**67**	**1**	**75**	**-7**	**70**	**-2**	**64**	**4**

Survey Zone Capacity Calculations:

For College Ave., the capacity is defined by the number of marked parking spaces

For Bryant and Clifton Ave., the capacity is estimated by the following formula:

(Block length minus painted curbs, driveways, and space that is too short for a passenger car)/20'(standard parking space length)

Clifton Ave has a 2-hour limit or residential permits. Bryant Ave. has no restrictions and no permit requirement.

Taken: The space is occupied by a car.
Free, the space is available.

Study Area Parking Survey (Day 2- November 29)

Survey Zone	Space	7:30		8:30		9:30		4:00		5:00		6:00	
		Taken	Free	Taken	Free	Taken	Free	Taken	Free	Taken	Free	Taken	Free
Paid Parking (2-hour Limit)													
A: College Ave (Manila-Broadway (West side)	23	5	18	13	10	14	9	25	-2	25	-2	20	3
B: College Ave (Manila-Broadway East side)	21	6	15	10	11	13	8	22	-1	22	-1	23	-2
Total Paid Parking Spaces	**44**	**11**	**33**	**23**	**21**	**27**	**17**	**47**	**-3**	**47**	**-3**	**43**	**1**
Residential Street													
C: Clifton St. (College Ave-Manila Ave. 2-hour Limit/Permit)	28	15	13	20	8	25	3	30	-2	25	3	17	11
D: Bryant Ave. (College Ave.-Ada St. No Restriction)	40	39	1	46	-6	46	-6	48	-8	48	-8	36	4
	68	**54**	**14**	**66**	**2**	**71**	**-3**	**78**	**-10**	**73**	**-5**	**53**	**15**
Total Residential Street Free Parking													

Survey Zone Capacity Calculations:

For College Ave., the capacity is defined by the number of marked parking spaces

For Bryant and Clifton Ave., the capacity is estimated by the following formula:

(Block length minus painted curbs, driveways, and any space too short for a passenger car)/20'(standard parking space length)

Clifton Ave has a 2-hour limit or residential permits. Bryant Ave. has no restrictions and no permit requirement.

Taken: The space is occupied by a car.
Free, the space is available.

Traffic Safety

There were two recently reported traffic collisions on College Avenue at the intersection with Bryant Avenue according to the TIMS, Transportation Injuries Mapping System at the University of California at Berkeley. TIMS compiles traffic collision data obtained from SWITRS, the Statewide Integrated Traffic Records System is a database that serves as a means to collect and process data gathered from a collision scene.

While two traffic collisions do not constitute a collision hotspot, the layout of the intersection and the angle where Bryant Avenue approaches College Avenue makes it difficult for parents turning out to park their vehicles in front of the site. It is also likely that some parents will make a quick U-turn from in front of the daycare site to travel back north on College Avenue after dropping off their children. This maneuver means they will face traffic coming out from Bryant Avenue and the high descending vehicle speed from Broadway. As discussed previously, the vehicle speed recorded on College Avenue just south of the proposed daycare site in the northbound declining section is about 30 mph, well over the designated speed limit of 20 mph. The proposed site may not be a good location for a daycare center.

Conclusion

In summary, College Avenue is an arterial road connecting the cities of Oakland and Berkeley, and providing access to and from the University of California Berkeley Campus. The land use pattern on College Avenue and in particular near the site is all commercial and retail and not compatible with a daycare center. The layout of College Avenue with parking lanes and bike lanes on both sides of the street, difficult site access for vehicles and turnaround, the angle at which Bryant Avenue connects with College Avenue, and the high vehicle speed coming down from Broadway, coupled with the lack of adequate drop-off, pick-up and parking for employees, are reasons why we believe the proposed site is a poor location for a daycare facility

Please feel free to call if you have any questions.

Sincerely,

Pang Ho, AICP
PHA Transportation Consultants

Attachment:
Daily Traffic Volume Count, Vehicle Speed Survey

Attachment

College Avenue Traffic Count Data

Proposed Daycare

5315 College Avenue

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 - 12/3/2023
Site Code:

Time	Monday 11/27/2023			Tuesday 11/28/2023			Wednesday 11/29/2023			Thursday 11/30/2023			Friday 12/1/2023			Saturday 12/2/2023			Sunday 12/3/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	-	-	-	14	22	36	17	21	38	-	-	-	-	-	-	-	-	-	-	-	-	16	22	37
1:00 AM	-	-	-	7	5	12	8	10	18	-	-	-	-	-	-	-	-	-	-	-	-	8	8	15
2:00 AM	-	-	-	7	5	12	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
3:00 AM	-	-	-	8	2	10	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	5	4	8
4:00 AM	-	-	-	7	6	13	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
5:00 AM	-	-	-	25	14	39	34	12	46	-	-	-	-	-	-	-	-	-	-	-	-	30	13	43
6:00 AM	-	-	-	52	37	89	64	42	106	-	-	-	-	-	-	-	-	-	-	-	-	58	40	98
7:00 AM	-	-	-	165	104	269	159	98	257	-	-	-	-	-	-	-	-	-	-	-	-	162	101	263
8:00 AM	-	-	-	290	182	472	**303**	197	500	-	-	-	-	-	-	-	-	-	-	-	-	**297**	190	486
9:00 AM	-	-	-	264	193	457	254	203	457	-	-	-	-	-	-	-	-	-	-	-	-	259	198	457
10:00 AM	0	0	0	281	225	506	299	**206**	**505**	-	-	-	-	-	-	-	-	-	-	-	-	290	**216**	**506**
11:00 AM	**258**	**213**	**471**	**301**	**237**	**538**	208	31	239	-	-	-	-	-	-	-	-	-	-	-	-	255	134	389
12:00 PM	299	245	544	321	256	577	**146**	30	**176**	-	-	-	-	-	-	-	-	-	-	-	-	**234**	143	**377**
1:00 PM	287	266	553	278	244	522	102	**37**	139	-	-	-	-	-	-	-	-	-	-	-	-	190	141	331
2:00 PM	278	234	512	330	275	605	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	165	138	303
3:00 PM	318	330	648	334	325	659	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	168	163	330
4:00 PM	**344**	**331**	**675**	340	**343**	**683**	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	170	**172**	342
5:00 PM	326	277	603	**349**	308	657	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	176	155	330
6:00 PM	260	240	500	256	258	514	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	128	129	257
7:00 PM	160	178	338	185	218	403	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	93	109	202
8:00 PM	111	116	227	152	149	301	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	76	75	151
9:00 PM	60	90	150	78	108	186	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	39	54	93
10:00 PM	39	34	73	46	58	104	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	23	29	52
11:00 PM	15	29	44	22	36	58	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	11	18	29
Total	**2,755**	**2,583**	**5,338**	**4,112**	**3,610**	**7,722**	**1,611**	**905**	**2,516**	-	-	-	-	-	-	-	-	-	-	-	-	**2,862**	**2,258**	**5,119**
Percent	**52%**	**48%**		**53%**	**47%**		**64%**	**36%**		-	-		-	-		-	-		-	-		**56%**	**44%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	10:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	10:00	10:00
Vol.	258	213	471	301	237	538	303	206	505	-	-	-	-	-	-	-	-	-	-	-	-	297	216	506
PM Peak	16:00	16:00	16:00	17:00	16:00	16:00	12:00	13:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	16:00	12:00
Vol.	344	331	675	349	343	683	146	37	176	-	-	-	-	-	-	-	-	-	-	-	-	234	172	377

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Vehicle Classification Report Summary

Location: College Ave, S/O Bryant Ave

Count Direction: Northbound / Southbound

Date Range: 11/27/2023 to 11/30/2023

Site Code:

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	135	7,300	631	5	380	18	0	5	3	2	0	0	0	8,479
	1.6%	86.1%	7.4%	0.1%	4.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	54	5,913	766	2	353	4	0	6	3	0	0	0	0	7,101
	0.8%	83.3%	10.8%	0.0%	5.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	189	13,213	1,397	7	733	22	0	11	6	2	0	0	0	15,580
	1.2%	84.8%	9.0%	0.0%	4.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Monday, November 27, 2023
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	4	221	25	0	8	0	0	0	0	0	0	0	0	**258**
12:00 PM	7	266	17	0	9	0	0	0	0	0	0	0	0	**299**
1:00 PM	6	254	21	0	6	0	0	0	0	0	0	0	0	**287**
2:00 PM	7	247	13	0	10	0	0	0	0	1	0	0	0	**278**
3:00 PM	1	279	27	0	11	0	0	0	0	0	0	0	0	**318**
4:00 PM	6	303	24	0	11	0	0	0	0	0	0	0	0	**344**
5:00 PM	8	290	16	0	12	0	0	0	0	0	0	0	0	**326**
6:00 PM	2	238	11	0	9	0	0	0	0	0	0	0	0	**260**
7:00 PM	2	144	6	0	6	2	0	0	0	0	0	0	0	**160**
8:00 PM	3	89	9	0	9	0	0	0	1	0	0	0	0	**111**
9:00 PM	0	52	2	0	6	0	0	0	0	0	0	0	0	**60**
10:00 PM	0	33	1	0	5	0	0	0	0	0	0	0	0	**39**
11:00 PM	0	12	1	0	2	0	0	0	0	0	0	0	0	**15**
Total	**46**	**2,428**	**173**	**0**	**104**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2,755**
	1.7%	**88.1%**	**6.3%**	**0.0%**	**3.8%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Monday, November 27, 2023
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	174	23	0	16	0	0	0	0	0	0	0	0	**213**
12:00 PM	2	196	33	0	13	0	0	1	0	0	0	0	0	**245**
1:00 PM	2	218	26	0	18	0	0	2	0	0	0	0	0	**266**
2:00 PM	1	202	18	1	12	0	0	0	0	0	0	0	0	**234**
3:00 PM	1	287	33	0	9	0	0	0	0	0	0	0	0	**330**
4:00 PM	2	297	28	0	3	0	0	0	1	0	0	0	0	**331**
5:00 PM	1	242	25	0	9	0	0	0	0	0	0	0	0	**277**
6:00 PM	1	213	21	0	5	0	0	0	0	0	0	0	0	**240**
7:00 PM	0	158	13	0	7	0	0	0	0	0	0	0	0	**178**
8:00 PM	1	96	14	0	5	0	0	0	0	0	0	0	0	**116**
9:00 PM	2	76	8	0	4	0	0	0	0	0	0	0	0	**90**
10:00 PM	0	25	6	0	3	0	0	0	0	0	0	0	0	**34**
11:00 PM	1	21	4	0	3	0	0	0	0	0	0	0	0	**29**
Total	**14**	**2,205**	**252**	**1**	**107**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**2,583**
	0.5%	**85.4%**	**9.8%**	**0.0%**	**4.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

DATA SOLUTIONS

Tuesday, November 28, 2023
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	9	1	0	3	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	4	1	0	1	1	0	0	0	0	0	0	0	**7**
5:00 AM	0	15	2	0	6	2	0	0	0	0	0	0	0	**25**
6:00 AM	2	43	3	0	4	0	0	0	0	0	0	0	0	**52**
7:00 AM	5	133	13	0	13	1	0	0	0	0	0	0	0	**165**
8:00 AM	10	247	26	0	7	0	0	0	0	0	0	0	0	**290**
9:00 AM	6	213	31	0	14	0	0	0	0	0	0	0	0	**264**
10:00 AM	5	244	24	0	8	0	0	0	0	0	0	0	0	**281**
11:00 AM	5	258	26	0	11	0	0	0	1	0	0	0	0	**301**
12:00 PM	6	280	21	0	13	0	0	1	0	0	0	0	0	**321**
1:00 PM	6	241	15	0	16	0	0	0	0	0	0	0	0	**278**
2:00 PM	7	280	29	1	11	0	0	1	0	1	0	0	0	**330**
3:00 PM	8	299	18	0	9	0	0	0	0	0	0	0	0	**334**
4:00 PM	6	288	32	1	12	1	0	0	0	0	0	0	0	**340**
5:00 PM	8	306	23	0	9	0	0	3	0	0	0	0	0	**349**
6:00 PM	5	227	13	2	9	0	0	0	0	0	0	0	0	**256**
7:00 PM	1	159	16	0	8	1	0	0	0	0	0	0	0	**185**
8:00 PM	1	133	7	0	11	0	0	0	0	0	0	0	0	**152**
9:00 PM	0	69	3	0	6	0	0	0	0	0	0	0	0	**78**
10:00 PM	0	37	2	0	7	0	0	0	0	0	0	0	0	**46**
11:00 PM	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
Total	**82**	**3,516**	**312**	**4**	**185**	**6**	**0**	**5**	**1**	**1**	**0**	**0**	**0**	**4,112**
	2.0%	**85.5%**	**7.6%**	**0.1%**	**4.5%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Tuesday, November 28, 2023
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	**22**
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	8	0	0	6	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	25	5	0	7	0	0	0	0	0	0	0	0	**37**
7:00 AM	0	82	13	0	9	0	0	0	0	0	0	0	0	**104**
8:00 AM	0	149	20	0	12	1	0	0	0	0	0	0	0	**182**
9:00 AM	2	146	34	0	10	0	0	1	0	0	0	0	0	**193**
10:00 AM	1	185	27	0	12	0	0	0	0	0	0	0	0	**225**
11:00 AM	1	185	38	0	12	1	0	0	0	0	0	0	0	**237**
12:00 PM	1	212	27	0	15	0	0	1	0	0	0	0	0	**256**
1:00 PM	1	208	25	0	10	0	0	0	0	0	0	0	0	**244**
2:00 PM	2	234	25	0	13	0	0	0	1	0	0	0	0	**275**
3:00 PM	2	270	43	0	10	0	0	0	0	0	0	0	0	**325**
4:00 PM	4	293	30	0	14	1	0	0	1	0	0	0	0	**343**
5:00 PM	1	274	29	0	4	0	0	0	0	0	0	0	0	**308**
6:00 PM	3	230	18	0	7	0	0	0	0	0	0	0	0	**258**
7:00 PM	1	195	17	0	5	0	0	0	0	0	0	0	0	**218**
8:00 PM	1	129	13	0	6	0	0	0	0	0	0	0	0	**149**
9:00 PM	0	88	14	0	6	0	0	0	0	0	0	0	0	**108**
10:00 PM	0	46	9	0	3	0	0	0	0	0	0	0	0	**58**
11:00 PM	0	28	4	0	4	0	0	0	0	0	0	0	0	**36**
Total	**20**	**3,011**	**400**	**0**	**172**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**3,610**
	0.6%	**83.4%**	**11.1%**	**0.0%**	**4.8%**	**0.1%**	**0.0%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Wednesday, November 29, 2023
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	1	0	3	0	0	0	0	0	0	0	0	**17**
1:00 AM	0	4	1	0	3	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
5:00 AM	1	27	2	0	4	0	0	0	0	0	0	0	0	**34**
6:00 AM	0	45	5	1	9	4	0	0	0	0	0	0	0	**64**
7:00 AM	0	141	9	0	7	2	0	0	0	0	0	0	0	**159**
8:00 AM	1	255	35	0	12	0	0	0	0	0	0	0	0	**303**
9:00 AM	3	211	26	0	12	2	0	0	0	0	0	0	0	**254**
10:00 AM	2	253	28	0	14	2	0	0	0	0	0	0	0	**299**
11:00 AM	0	186	13	0	9	0	0	0	0	0	0	0	0	**208**
12:00 PM	0	126	11	0	9	0	0	0	0	0	0	0	0	**146**
1:00 PM	0	84	12	0	5	0	0	0	1	0	0	0	0	**102**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**7**	**1,356**	**146**	**1**	**90**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,611**
	0.4%	**84.2%**	**9.1%**	**0.1%**	**5.6%**	**0.6%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Wednesday, November 29, 2023
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	4	0	2	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	4	3	0	3	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	7	2	0	3	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	31	5	0	6	0	0	0	0	0	0	0	0	**42**
7:00 AM	0	75	11	0	10	1	0	1	0	0	0	0	0	**98**
8:00 AM	1	148	37	0	11	0	0	0	0	0	0	0	0	**197**
9:00 AM	1	154	28	0	20	0	0	0	0	0	0	0	0	**203**
10:00 AM	1	168	22	0	15	0	0	0	0	0	0	0	0	**206**
11:00 AM	5	25	0	0	1	0	0	0	0	0	0	0	0	**31**
12:00 PM	4	26	0	0	0	0	0	0	0	0	0	0	0	**30**
1:00 PM	7	30	0	0	0	0	0	0	0	0	0	0	0	**37**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**20**	**694**	**114**	**1**	**74**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**905**
	2.2%	**76.7%**	**12.6%**	**0.1%**	**8.2%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Thursday, November 30, 2023
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
	0.0%	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Thursday, November 30, 2023
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
	0.0%	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	14	1	0	3	1	0	0	0	0	0	0	0	**19**
6:00 AM	1	29	3	0	4	1	0	0	0	0	0	0	0	**38**
7:00 AM	2	91	7	0	7	1	0	0	0	0	0	0	0	**108**
8:00 AM	4	167	20	0	6	0	0	0	0	0	0	0	0	**197**
9:00 AM	3	141	19	0	9	1	0	0	0	0	0	0	0	**173**
10:00 AM	2	124	13	0	6	1	0	0	0	0	0	0	0	**146**
11:00 AM	2	166	16	0	7	0	0	0	0	0	0	0	0	**191**
12:00 PM	3	168	12	0	8	0	0	0	0	0	0	0	0	**191**
1:00 PM	3	145	12	0	7	0	0	0	0	0	0	0	0	**167**
2:00 PM	4	132	11	0	5	0	0	0	0	1	0	0	0	**153**
3:00 PM	2	145	11	0	5	0	0	0	0	0	0	0	0	**163**
4:00 PM	4	197	19	0	8	0	0	0	0	0	0	0	0	**228**
5:00 PM	5	199	13	0	7	0	0	1	0	0	0	0	0	**225**
6:00 PM	2	155	8	1	6	0	0	0	0	0	0	0	0	**172**
7:00 PM	1	101	7	0	5	1	0	0	0	0	0	0	0	**115**
8:00 PM	1	74	5	0	7	0	0	0	0	0	0	0	0	**87**
9:00 PM	0	40	2	0	4	0	0	0	0	0	0	0	0	**46**
10:00 PM	0	23	1	0	4	0	0	0	0	0	0	0	0	**28**
11:00 PM	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**
Total	**39**	**2,138**	**185**	**1**	**116**	**6**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2,487**
	1.6%	**86.0%**	**7.4%**	**0.0%**	**4.7%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	19	3	0	4	0	0	0	0	0	0	0	0	**26**
7:00 AM	0	52	8	0	6	0	0	0	0	0	0	0	0	**66**
8:00 AM	0	99	19	0	8	0	0	0	0	0	0	0	0	**126**
9:00 AM	1	100	21	0	10	0	0	0	0	0	0	0	0	**132**
10:00 AM	1	89	12	0	7	0	0	0	0	0	0	0	0	**109**
11:00 AM	2	96	15	0	7	0	0	0	0	0	0	0	0	**120**
12:00 PM	2	109	15	0	7	0	0	1	0	0	0	0	0	**134**
1:00 PM	3	114	13	0	7	0	0	1	0	0	0	0	0	**138**
2:00 PM	1	109	11	0	6	0	0	0	0	0	0	0	0	**127**
3:00 PM	1	139	19	0	5	0	0	0	0	0	0	0	0	**164**
4:00 PM	2	197	19	0	6	0	0	0	1	0	0	0	0	**225**
5:00 PM	1	172	18	0	4	0	0	0	0	0	0	0	0	**195**
6:00 PM	1	148	13	0	4	0	0	0	0	0	0	0	0	**166**
7:00 PM	0	118	10	0	4	0	0	0	0	0	0	0	0	**132**
8:00 PM	1	75	9	0	4	0	0	0	0	0	0	0	0	**89**
9:00 PM	1	55	7	0	3	0	0	0	0	0	0	0	0	**66**
10:00 PM	0	24	5	0	2	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	**21**
Total	**17**	**1,753**	**226**	**0**	**104**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2,103**
	0.8%	**83.4%**	**10.7%**	**0.0%**	**4.9%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	14	1	0	3	1	0	0	0	0	0	0	0	19
6:00 AM	1	29	3	0	4	1	0	0	0	0	0	0	0	38
7:00 AM	2	91	7	0	7	1	0	0	0	0	0	0	0	108
8:00 AM	4	167	20	0	6	0	0	0	0	0	0	0	0	197
9:00 AM	3	141	19	0	9	1	0	0	0	0	0	0	0	173
10:00 AM	2	166	17	0	7	1	0	0	0	0	0	0	0	193
11:00 AM	2	148	13	0	7	0	0	0	0	0	0	0	0	170
12:00 PM	2	135	11	0	7	0	0	0	0	0	0	0	0	155
1:00 PM	2	108	9	0	7	0	0	0	0	0	0	0	0	126
2:00 PM	2	93	10	0	4	0	0	0	0	0	0	0	0	109
3:00 PM	3	109	7	0	3	0	0	0	0	0	0	0	0	122
4:00 PM	3	144	16	1	6	1	0	0	0	0	0	0	0	171
5:00 PM	4	154	12	0	5	0	0	2	0	0	0	0	0	177
6:00 PM	3	114	7	1	5	0	0	0	0	0	0	0	0	130
7:00 PM	1	80	8	0	4	1	0	0	0	0	0	0	0	94
8:00 PM	1	67	4	0	6	0	0	0	0	0	0	0	0	78
9:00 PM	0	35	2	0	3	0	0	0	0	0	0	0	0	40
10:00 PM	0	19	1	0	4	0	0	0	0	0	0	0	0	24
11:00 PM	0	8	2	0	2	0	0	0	0	0	0	0	0	12
Total	**35**	**1,840**	**173**	**2**	**105**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2,164**
	1.6%	**85.0%**	**8.0%**	**0.1%**	**4.9%**	**0.3%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	9
6:00 AM	0	19	3	0	4	0	0	0	0	0	0	0	0	26
7:00 AM	0	52	8	0	6	0	0	0	0	0	0	0	0	66
8:00 AM	0	99	19	0	8	0	0	0	0	0	0	0	0	126
9:00 AM	1	100	21	0	10	0	0	0	0	0	0	0	0	132
10:00 AM	1	118	16	0	9	0	0	0	0	0	0	0	0	144
11:00 AM	2	70	13	0	4	0	0	0	0	0	0	0	0	89
12:00 PM	2	79	9	0	5	0	0	0	0	0	0	0	0	95
1:00 PM	3	79	8	0	3	0	0	0	0	0	0	0	0	93
2:00 PM	1	78	8	0	4	0	0	0	0	0	0	0	0	91
3:00 PM	1	98	16	0	4	0	0	0	0	0	0	0	0	119
4:00 PM	2	147	15	0	7	1	0	0	1	0	0	0	0	173
5:00 PM	1	137	15	0	2	0	0	0	0	0	0	0	0	155
6:00 PM	2	115	9	0	4	0	0	0	0	0	0	0	0	130
7:00 PM	1	98	9	0	3	0	0	0	0	0	0	0	0	111
8:00 PM	1	65	7	0	3	0	0	0	0	0	0	0	0	76
9:00 PM	0	44	7	0	3	0	0	0	0	0	0	0	0	54
10:00 PM	0	23	5	0	2	0	0	0	0	0	0	0	0	30
11:00 PM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
Total	**18**	**1,457**	**196**	**0**	**91**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,764**
	1.0%	**82.6%**	**11.1%**	**0.0%**	**5.2%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: College Ave, S/O Bryant Ave

Direction: Northbound / Southbound

Date Range: 11/27/2023 to 11/30/2023

Site Code:

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	57	435	1,640	3,210	2,381	641	82	14	2	2	5	1	0	0	2	4	3	8,479
	0.7%	5.1%	19.3%	37.9%	28.1%	7.6%	1.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	141	220	930	2,269	2,289	979	222	42	7	0	1	0	0	0	1	0	0	7,101
	2.0%	3.1%	13.1%	32.0%	32.2%	13.8%	3.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	198	655	2,570	5,479	4,670	1,620	304	56	9	2	6	1	0	0	3	4	3	15,580
	1.3%	4.2%	16.5%	35.2%	30.0%	10.4%	2.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	23.4	mph	Mean (Average) Speed	23.3	mph
85th Percentile	28.4	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	31.5	mph	Percent in Pace	68.5	%
Southbound			**Southbound**		
50th Percentile (Median)	24.9	mph	Mean (Average) Speed	24.8	mph
85th Percentile	30.6	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	34.2	mph	Percent in Pace	64.2	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Monday, November 27, 2023
Northbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	1	18	54	112	59	10	3	0	0	0	0	0	0	0	1	0	0	**258**
12:00 PM	2	17	61	112	94	10	3	0	0	0	0	0	0	0	0	0	0	**299**
1:00 PM	3	16	53	125	73	16	1	0	0	0	0	0	0	0	0	0	0	**287**
2:00 PM	3	7	50	117	67	26	4	0	0	1	0	0	0	0	0	3	0	**278**
3:00 PM	1	14	69	132	87	11	3	0	0	0	0	0	0	0	0	1	0	**318**
4:00 PM	2	36	116	112	66	9	1	1	0	0	0	0	0	0	1	0	0	**344**
5:00 PM	2	14	56	143	81	23	1	2	0	0	4	0	0	0	0	0	0	**326**
6:00 PM	2	5	43	103	86	19	2	0	0	0	0	0	0	0	0	0	0	**260**
7:00 PM	5	6	21	64	49	14	1	0	0	0	0	0	0	0	0	0	0	**160**
8:00 PM	2	2	13	27	48	17	2	0	0	0	0	0	0	0	0	0	0	**111**
9:00 PM	0	1	2	14	32	10	1	0	0	0	0	0	0	0	0	0	0	**60**
10:00 PM	1	1	3	2	18	11	3	0	0	0	0	0	0	0	0	0	0	**39**
11:00 PM	0	0	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	**15**
Total	**24**	**137**	**541**	**1,064**	**767**	**183**	**25**	**3**	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**4**	**0**	**2,755**
	0.9%	**5.0%**	**19.6%**	**38.6%**	**27.8%**	**6.6%**	**0.9%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**0.1%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.2	mph	Mean (Average) Speed	23.3	mph
85th Percentile	28.3	mph	10 mph Pace	18.5 - 28.5	mph
95th Percentile	31.3	mph	Percent in Pace	69.0	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Monday, November 27, 2023
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	1	7	24	77	74	24	5	1	0	0	0	0	0	0	0	0	0	**213**
12:00 PM	1	2	19	100	87	34	2	0	0	0	0	0	0	0	0	0	0	**245**
1:00 PM	1	0	12	122	88	36	7	0	0	0	0	0	0	0	0	0	0	**266**
2:00 PM	0	15	19	88	89	18	3	2	0	0	0	0	0	0	0	0	0	**234**
3:00 PM	4	15	70	117	81	41	1	1	0	0	0	0	0	0	0	0	0	**330**
4:00 PM	0	18	87	113	92	18	2	0	1	0	0	0	0	0	0	0	0	**331**
5:00 PM	1	7	29	94	109	28	9	0	0	0	0	0	0	0	0	0	0	**277**
6:00 PM	2	2	12	75	102	42	4	1	0	0	0	0	0	0	0	0	0	**240**
7:00 PM	4	6	20	59	60	23	6	0	0	0	0	0	0	0	0	0	0	**178**
8:00 PM	0	0	4	13	45	43	9	2	0	0	0	0	0	0	0	0	0	**116**
9:00 PM	4	2	3	15	35	24	6	1	0	0	0	0	0	0	0	0	0	**90**
10:00 PM	0	2	0	3	9	15	3	2	0	0	0	0	0	0	0	0	0	**34**
11:00 PM	0	0	0	4	9	10	2	4	0	0	0	0	0	0	0	0	0	**29**
Total	**18**	**76**	**299**	**880**	**880**	**356**	**59**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,583**
	0.7%	**2.9%**	**11.6%**	**34.1%**	**34.1%**	**13.8%**	**2.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.1	mph	Mean (Average) Speed	25.1	mph
85th Percentile	30.4	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	33.6	mph	Percent in Pace	68.18	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Tuesday, November 28, 2023
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	1	4	4	1	2	0	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	0	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	0	2	3	9	9	2	0	0	0	0	0	0	0	0	0	0	**25**
6:00 AM	0	0	4	4	22	16	5	1	0	0	0	0	0	0	0	0	0	**52**
7:00 AM	0	2	14	41	73	29	2	1	2	0	0	0	0	0	0	0	1	**165**
8:00 AM	0	2	26	101	122	29	7	2	0	1	0	0	0	0	0	0	0	**290**
9:00 AM	0	6	35	126	76	20	1	0	0	0	0	0	0	0	0	0	0	**264**
10:00 AM	0	9	52	97	105	17	0	1	0	0	0	0	0	0	0	0	0	**281**
11:00 AM	1	22	75	126	69	8	0	0	0	0	0	0	0	0	0	0	0	**301**
12:00 PM	3	35	97	109	67	10	0	0	0	0	0	0	0	0	0	0	0	**321**
1:00 PM	2	15	58	118	64	20	1	0	0	0	0	0	0	0	0	0	0	**278**
2:00 PM	2	14	75	158	65	15	1	0	0	0	0	0	0	0	0	0	0	**330**
3:00 PM	3	18	79	142	69	19	3	0	0	0	1	0	0	0	0	0	0	**334**
4:00 PM	5	26	100	141	55	11	1	0	0	0	0	1	0	0	0	0	0	**340**
5:00 PM	4	31	127	138	41	7	1	0	0	0	0	0	0	0	0	0	0	**349**
6:00 PM	3	23	64	98	53	14	0	1	0	0	0	0	0	0	0	0	0	**256**
7:00 PM	2	15	33	54	68	12	1	0	0	0	0	0	0	0	0	0	0	**185**
8:00 PM	0	12	25	51	48	13	3	0	0	0	0	0	0	0	0	0	0	**152**
9:00 PM	0	1	6	33	21	14	3	0	0	0	0	0	0	0	0	0	0	**78**
10:00 PM	0	0	2	5	22	16	1	0	0	0	0	0	0	0	0	0	0	**46**
11:00 PM	0	0	1	4	8	8	1	0	0	0	0	0	0	0	0	0	0	**22**
Total	**25**	**233**	**876**	**1,556**	**1,070**	**299**	**37**	**10**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**4,112**
	0.6%	**5.7%**	**21.3%**	**37.8%**	**26.0%**	**7.3%**	**0.9%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary		
50th Percentile (Median)	23.0	mph
85th Percentile	28.1	mph
95th Percentile	31.3	mph

Speed Statistics		
Mean (Average) Speed	23.0	mph
10 mph Pace	18.6 - 28.6	mph
Percent in Pace	67.5	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Tuesday, November 28, 2023
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	8	8	4	1	0	0	0	0	0	0	1	0	0	**22**
1:00 AM	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	2	2	2	5	2	1	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	0	2	3	7	12	12	1	0	0	0	0	0	0	0	0	0	**37**
7:00 AM	0	0	3	18	45	22	14	2	0	0	0	0	0	0	0	0	0	**104**
8:00 AM	0	1	14	41	65	46	13	2	0	0	0	0	0	0	0	0	0	**182**
9:00 AM	0	3	15	59	73	36	5	2	0	0	0	0	0	0	0	0	0	**193**
10:00 AM	0	8	39	52	87	34	4	1	0	0	0	0	0	0	0	0	0	**225**
11:00 AM	2	13	49	72	64	31	4	1	1	0	0	0	0	0	0	0	0	**237**
12:00 PM	4	21	57	93	59	15	6	1	0	0	0	0	0	0	0	0	0	**256**
1:00 PM	2	4	29	87	86	33	2	1	0	0	0	0	0	0	0	0	0	**244**
2:00 PM	2	10	55	92	77	31	8	0	0	0	0	0	0	0	0	0	0	**275**
3:00 PM	2	13	47	156	86	19	2	0	0	0	0	0	0	0	0	0	0	**325**
4:00 PM	4	20	84	136	86	11	1	0	1	0	0	0	0	0	0	0	0	**343**
5:00 PM	2	12	67	123	84	19	1	0	0	0	0	0	0	0	0	0	0	**308**
6:00 PM	2	12	36	99	80	25	3	1	0	0	0	0	0	0	0	0	0	**258**
7:00 PM	2	8	33	76	70	25	4	0	0	0	0	0	0	0	0	0	0	**218**
8:00 PM	3	3	15	36	59	28	4	1	0	0	0	0	0	0	0	0	0	**149**
9:00 PM	0	1	3	24	41	23	13	1	1	0	1	0	0	0	0	0	0	**108**
10:00 PM	0	0	0	6	18	21	12	1	0	0	0	0	0	0	0	0	0	**58**
11:00 PM	0	0	3	7	11	11	3	0	1	0	0	0	0	0	0	0	0	**36**
Total	**25**	**130**	**553**	**1,186**	**1,113**	**458**	**119**	**19**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3,610**
	0.7%	**3.6%**	**15.3%**	**32.9%**	**30.8%**	**12.7%**	**3.3%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.6	mph	Mean (Average) Speed	24.7	mph
85th Percentile	30.4	mph	10 mph Pace	19.6 - 29.6	mph
95th Percentile	34.3	mph	Percent in Pace	63.99	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Wednesday, November 29, 2023
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	3	9	2	1	0	0	0	0	0	0	0	0	0	0	**17**
1:00 AM	0	0	0	2	3	2	0	1	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	1	0	7	11	11	4	0	0	0	0	0	0	0	0	0	0	**34**
6:00 AM	0	2	3	10	33	11	5	0	0	0	0	0	0	0	0	0	0	**64**
7:00 AM	1	3	11	40	71	32	1	0	0	0	0	0	0	0	0	0	0	**159**
8:00 AM	4	15	33	111	110	27	3	0	0	0	0	0	0	0	0	0	0	**303**
9:00 AM	1	16	34	105	81	15	2	0	0	0	0	0	0	0	0	0	0	**254**
10:00 AM	2	18	74	123	67	14	1	0	0	0	0	0	0	0	0	0	0	**299**
11:00 AM	0	5	27	75	77	23	1	0	0	0	0	0	0	0	0	0	0	**208**
12:00 PM	0	4	24	73	40	4	1	0	0	0	0	0	0	0	0	0	0	**146**
1:00 PM	0	0	14	38	34	15	1	0	0	0	0	0	0	0	0	0	0	**102**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**8**	**65**	**223**	**590**	**544**	**159**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1,611**
	0.5%	**4.0%**	**13.8%**	**36.6%**	**33.8%**	**9.9%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.6	mph	Mean (Average) Speed	24.2	mph
85th Percentile	29.0	mph	10 mph Pace	19.0 - 29.0	mph
95th Percentile	31.9	mph	Percent in Pace	71.1	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Wednesday, November 29, 2023
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	5	10	4	0	1	0	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	0	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	0	0	1	9	24	7	1	0	0	0	0	0	0	0	0	0	**42**
7:00 AM	0	1	1	22	43	21	7	3	0	0	0	0	0	0	0	0	0	**98**
8:00 AM	1	3	15	46	78	42	10	2	0	0	0	0	0	0	0	0	0	**197**
9:00 AM	2	4	17	55	80	37	7	1	0	0	0	0	0	0	0	0	0	**203**
10:00 AM	3	5	34	68	62	27	7	0	0	0	0	0	0	0	0	0	0	**206**
11:00 AM	21	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**31**
12:00 PM	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**30**
1:00 PM	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**95**	**14**	**78**	**203**	**296**	**165**	**44**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**905**
	10.5%	**1.5%**	**8.6%**	**22.4%**	**32.7%**	**18.2%**	**4.9%**	**1.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.2	mph	Mean (Average) Speed	24.3	mph
85th Percentile	32.1	mph	10 mph Pace	21.7 - 31.7	mph
95th Percentile	35.6	mph	Percent in Pace	57.02	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Thursday, November 30, 2023
Northbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
	0.0%	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	89.5	mph
85th Percentile	0.0	mph	10 mph Pace	79.6 - 89.6	mph
95th Percentile	0.0	mph	Percent in Pace	100.0	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Thursday, November 30, 2023
Southbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
	100.0%	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	0.8	mph
85th Percentile	0.0	mph	10 mph Pace	.0 - 10.0	mph
95th Percentile	0.0	mph	Percent in Pace	100	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	4	2	1	1	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	1	3	7	7	2	0	0	0	0	0	0	0	0	0	0	**20**
6:00 AM	0	1	2	5	18	9	3	0	0	0	0	0	0	0	0	0	0	**38**
7:00 AM	0	2	8	27	48	20	1	0	1	0	0	0	0	0	0	0	0	**107**
8:00 AM	1	6	20	71	77	19	3	1	0	0	0	0	0	0	0	0	0	**198**
9:00 AM	0	7	23	77	52	12	1	0	0	0	0	0	0	0	0	0	0	**172**
10:00 AM	1	7	32	55	43	8	0	0	0	0	0	0	0	0	0	0	0	**146**
11:00 AM	1	11	39	78	51	10	1	0	0	0	0	0	0	0	0	0	0	**191**
12:00 PM	1	14	46	74	50	6	1	0	0	0	0	0	0	0	0	0	0	**192**
1:00 PM	1	8	31	70	43	13	1	0	0	0	0	0	0	0	0	0	0	**167**
2:00 PM	1	5	31	69	33	10	1	0	0	0	0	0	0	0	0	1	0	**151**
3:00 PM	1	8	37	69	39	8	2	0	0	0	0	0	0	0	0	0	0	**164**
4:00 PM	2	21	72	84	40	7	1	0	0	0	0	0	0	0	0	0	0	**227**
5:00 PM	2	15	61	94	41	10	1	1	0	0	1	0	0	0	0	0	0	**226**
6:00 PM	2	9	36	67	46	11	1	0	0	0	0	0	0	0	0	0	0	**172**
7:00 PM	2	7	18	39	39	9	1	0	0	0	0	0	0	0	0	0	0	**115**
8:00 PM	1	5	13	26	32	10	2	0	0	0	0	0	0	0	0	0	0	**89**
9:00 PM	0	1	3	16	18	8	1	0	0	0	0	0	0	0	0	0	0	**47**
10:00 PM	0	0	2	2	13	9	1	0	0	0	0	0	0	0	0	0	0	**27**
11:00 PM	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	**12**
Total	**16**	**128**	**476**	**932**	**705**	**197**	**25**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2,486**
	0.6%	**5.1%**	**19.1%**	**37.5%**	**28.4%**	**7.9%**	**1.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	23.4	mph	Mean (Average) Speed	23.3	mph
85th Percentile	28.4	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	31.5	mph	Percent in Pace	68.5	%

Location: College Ave, S/O Bryant Ave
Date Range: 11/27/2023 to 11/30/2023
Site Code:

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	6	4	1	1	0	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	1	1	5	12	6	1	0	0	0	0	0	0	0	0	0	**26**
7:00 AM	0	0	1	13	29	14	7	2	0	0	0	0	0	0	0	0	0	**66**
8:00 AM	0	1	10	29	48	29	8	1	0	0	0	0	0	0	0	0	0	**126**
9:00 AM	1	2	11	38	51	24	4	1	0	0	0	0	0	0	0	0	0	**132**
10:00 AM	1	3	18	30	37	15	3	0	0	0	0	0	0	0	0	0	0	**107**
11:00 AM	6	5	20	38	35	14	2	1	0	0	0	0	0	0	0	0	0	**121**
12:00 PM	9	6	19	48	37	12	2	0	0	0	0	0	0	0	0	0	0	**133**
1:00 PM	10	1	10	52	44	17	2	0	0	0	0	0	0	0	0	0	0	**136**
2:00 PM	1	6	19	45	42	12	3	1	0	0	0	0	0	0	0	0	0	**129**
3:00 PM	2	7	29	68	42	15	1	0	0	0	0	0	0	0	0	0	0	**164**
4:00 PM	1	13	57	83	59	10	1	0	1	0	0	0	0	0	0	0	0	**225**
5:00 PM	1	6	32	72	64	16	3	0	0	0	0	0	0	0	0	0	0	**194**
6:00 PM	1	5	16	58	61	22	2	1	0	0	0	0	0	0	0	0	0	**166**
7:00 PM	2	5	18	45	43	16	3	0	0	0	0	0	0	0	0	0	0	**132**
8:00 PM	1	1	6	16	35	24	4	1	0	0	0	0	0	0	0	0	0	**88**
9:00 PM	1	1	2	13	25	16	6	1	0	0	0	0	0	0	0	0	0	**65**
10:00 PM	0	1	0	3	9	12	5	1	0	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	0	1	4	7	7	2	1	0	0	0	0	0	0	0	0	0	**22**
Total	**37**	**63**	**272**	**662**	**686**	**297**	**68**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,100**
	1.8%	**3.0%**	**13.0%**	**31.5%**	**32.7%**	**14.1%**	**3.2%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	24.9	mph	Mean (Average) Speed	24.8	mph
85th Percentile	30.6	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	34.2	mph	Percent in Pace	64.2	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

PHA Transportation Consultants
2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233

January 25, 2024

Jesse Yang
Taylor and Wiley
500 Capitol Mall, Suite 1150
Sacramento, CA 95814

Dear Jesse Yang,

In response to your request, we have conducted a review of the updated traffic impact study for the proposed daycare center at 5315 College Avenue, Oakland dated 11/20/2023. Our review indicated that the updated traffic impact study is inadequate as it fails to provide a realistic site traffic generation, fails to provide realistic and workable solutions to address traffic operation and circulation during drop-off and pick-up times, and fails to evaluate and discuss site access issues. Below are our comments listed corresponding to the numbers marked on the attached updated traffic study provided by the City of Oakland.

1. The project description describes the size of the facility, zoning code, and county assessor parcel information but omits to provide the number of students, teachers/employees, and hours of operation. Those are critical aspects in evaluating traffic impact.

   As indicated, the facility has a total of 4,699 square feet but only 3,050 square feet is dedicated to children, while the rest is the basement for storage. We believe the basement is a part of the facility and should be considered in the trip generation analysis. In other words, the size of the facility should be 4,699 square feet and not 3,050. Further, the project application submitted by the applicant indicated the daycare center would have 48 students and 10 teachers/employees. The traffic study should use these figures to estimate site traffic generation instead of the size of the facility since students and teachers are the trip makers and as such will provide more realistic trip generation estimates.

2. Table 1, as noted above, the basement is part of the daycare center and should be included in the trip generation analysis as it can be converted and used as classrooms or play areas at any time. As such, the trip generation analysis should be revised to 4,669 square feet (4.66) instead of 3,050 (3.05) square feet which would result in a higher trip generation. Further, as shown above, the applicant's project application indicated the daycare center would have 48 students and up to 10 employees. Assuming 20%

(approx.10 students) of the students would be from the surrounding neighborhoods within walking distance to the daycare center, and that all employees will use alternative transportation such as public transits and bicycles, the remaining 38 students will generate 76 vehicle trips in the morning peak hour (38 drop off trips and then 38 drive off after the drop off). In the afternoon the site will generate another 76 trips (38 trips as parents come in to pick up their children and then 38 trips when parents drive off afterward. This is well above the 36 am and 36 pm trip estimates from the city-provided traffic study

3. It's not appropriate to apply the Oakland Multimodal Trip Generation Adjustment and Mode Split (Tables 2 and 3) in this case since the adjustment factors are based on distance from BART and Amtrak, with which parents are not likely to use to drop off or pick up the kids. Because of that, any trip adjustment/deduction based on these factors should be removed.

4. Public Transit Accessibility may benefit teachers/employees but will not likely reduce or minimize parent drop-off and pick-up traffic as parents will most likely drive their kids to the daycare center.

5. While there are parking spaces available on College Avenue near the site. They are all paid spaces with two-hour maximum limits. Parents may be able to use the paid parking when dropping off or picking up their kids, but teachers/employees will not be able to use them due to the time restriction. Further, parking spaces on the east side of College Avenue are not a good option for parents as they would have to carry or walk with their kids to cross the street facing high vehicle speed despite the crosswalk in front of the site.

6. The drop-off pick-up plan indicates there are two on-street parking spaces in front of the site. Based on our field observation, there is only one and a half space, plus a handicapped space. It's not likely the City would agree to convert them for the daycare center use.

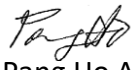
   Converting the paid parking space to a green curb means a loss of city revenues and handicapped parking. Without adequate parking spaces, parent traffic during drop-off and pick-up times would likely block the street and the bike lane due to insufficient parking on the site and in front of the site. Staff assisting parents during drop-off and pick-up time may improve drop-off and pick-up operation but would not reduce parent traffic. Carpool programs may work for other types of businesses but not for a daycare center as kids are needed to be secured in their child seats in their parent's car.

   The updated traffic impact study fails to discuss problems and solutions with site access, particularly for traffic coming from the south direction (Broadway) and east direction (Bryant Avenue) since it would be difficult to turn around on College Avenue.

In conclusion, the updated traffic impact study is inadequate, it underestimated the site traffic generation, failed to address the site access difficulty for parents coming from the east and south directions, and failed to provide realistic solutions to address traffic operation and circulation issues during drop-off and pick-up times.

Please call me if you have any questions regarding our review and comments.

Sincerely,



Pang Ho AICP
Principal

PHA TRANSPORTATION CONSULTANTS

Statement of Qualification

PHA

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Web: pangho.com
Email:pang@pangho.com

Firm Description

PHA is a transportation/traffic consulting firm providing planning and engineering services to clients in both public and private sectors. Pang Ho is the principal of the firm and has a graduate degree in Transportation Planning and Engineering from the University of Kansas. Before forming PHA Transportation Consultants, Pang Ho had worked for three municipalities and two civil engineering consulting firms and has more than 25 years of experience in both public and private sectors. Pang Ho is assisted by several associates, most have more than 20 years of professional experience. All associates are either registered civil and/or traffic engineers. Pang Ho founded the firm in September of 1992.

PHA is located in Berkeley and has conducted many traffic impact studies along with mitigation (traffic signal design, geometric modification, traffic signal system timing coordination, and other TSM projects and programs) for various land development projects in the San Francisco Bay Area, including cities of Alameda, Berkeley, Hayward, Hercules, Danville, San Ramon, Brentwood, Pittsburg, Milpitas, and San Jose. Over the years, the firm has helped many local communities and developers identify potential development traffic impacts and engineered practical mitigation measures. The firm's other projects include various types of traffic studies, circulation studies, parking studies, traffic signal design, traffic signals interconnect, system timing coordination, traffic operation analyses, grant applications, traffic data collection, and peer review.

PHA Transportation Consultants is currently an on-call transportation/traffic consultant for the Cities of Richmond, Antioch, and San Ramon. About 80 percent of our clients are public agencies such as local municipalities and regional agencies, while the remaining 30 percent are EIR consultants, architects, civil engineering firms, and land developers.

PHA has a crew of traffic surveyors for performing all traffic data collection and surveys in-house without having to subcontract out or use personnel from temporary employment agencies.

References

- Lynne Filson, Assistant City Engineer, City of Antioch, (925) 785-7741
- Steven Tam, Senior Civil Engineer, City of Richmond, (510) 307-8112
- Augustine Chou, Traffic Engineer, City of Burlingame, (650) 558-7236
- Martin Engelmann, CCTA, Deputy Director of Planning (925) 256-4729
- Mike Talley, Senior Civil Engineer, San Ramon Public Works (925) 973-2654
- Reh-Lin Chen, Senior Transportation Engineer, San Leandro (510) 577-3438
- Douglas Herring, Douglas Herring & Associates (510) 237-2233
- Beth Kelly, Burleson Consulting (916) 984-4651 Ext. 14

Our Services Include:

- Traffic impact studies
- Parking studies
- Circulation studies
- Citywide traffic monitoring/modeling
- Development feasibility studies
- Congestion management program (CMP) monitoring
- Traffic signal design
- Freeway operations analysis
- Intersection capacity/levels of service analyses
- Traffic signal timing plan development
- Traffic signal design and timing coordination.
- Traffic data collection
- Grant applications
- Staff services

The PHA Transportation Consultants staff is highly qualified in the field of transportation planning and engineering with expertise in sophisticated traffic analysis models, software packages, and the latest traffic counting devices and equipment. PHA is committed to providing our clients with the best service possible, combining professional integrity with efficient and responsive work. PHA is a minority business enterprise (DBE) certified by Caltrans.

Partial Client List

Public Sector

- City of Richmond
- City of Berkeley
- City of Burlingame
- City of Hercules
- Contra Costa Transportation Authority (CCTA)
- Marin Transportation Authority (TAM)
- City of San Mateo
- City of San Ramon
- City of San Leandro
- City of Pittsburg
- City of Brentwood
- Town of Danville
- City of San Jose
- City/County of San Francisco
- City of Cupertino
- City of Hayward
- City of Alameda

Private Sector

- BKF Engineers and Planners
- TY Lin International
- RBF Engineers
- RJA Civil Engineers
- DK Associate Civil Engineers
- Michael Kent and Associates
- Doug Herring Associates
- Lyon Homes
- Seeno Homes
- Chevron USA
- Carlson, Barbee, and Gibson Associates
- Coastland Consultants
- Carl's Jr. of America
- Wendy's Restaurant
- LRS Associates
- Wagstaff and Associates
- Dennis Kobza& Associates
- Berg and Berg Developers
- Homestead Village Inc. Santa Fe
- Donaldson Associates
- Burleson Consulting

Area of Expertise

PHA Transportation Consultants provides services in the following areas:

Traffic Impact and Parking Studies

PHA Transportation Consultants has conducted many traffic impact studies throughout the Bay Area for a variety of land development projects. We have extensive knowledge and experience in preparing traffic impact studies and believe that traffic studies should go beyond calculating intersection LOS and evaluating traffic conditions for required study scenarios. Good traffic studies focus also on internal circulation, parking lot layout, driveway operations in terms of safe sight distance, spacing, stacking for vehicle queues that could present problems, and the overall site access scheme and how it fits in with the existing circulation system. We are currently on-call traffic consultants with San Mateo, Hercules, and San Ramon. Our work includes citywide circulation studies, usually conducted annually, traffic data collection, parking surveys, grant applications, peer review, and other special projects as needed. Please call Mr. Erwin Blancaflor with Hercules (510) 799-8242, and Rich Davidson (510) 307-8091.

Traffic Signal Design

PHA Transportation Consultants has completed many traffic signal design projects. Most of our projects include signing, striping, and cost estimates. Our recent design projects include those in Hercules, Richmond, Pittsburg, Oakland, San Jose, San Ramon, and Vacaville. Please contact Erwin Blancaflor, with Hercules (510) 799-8242, and Rich Davidson with Richmond (510) 307-8091.

Evaluate Transportation Facilities Performance and Conduct Operations Analysis

PHA Transportation Consultants has been conducting citywide circulation studies for San Ramon, Danville, Hercules, and Cupertino, on an annual or bi-annual basis. Our work involves collecting traffic data and evaluating street capacity. Evaluate intersection LOS performance, and identify potential mitigation strategies. PHA has recently completed a Transportation System Monitoring Report (Congestion Monitoring Report) for Marin Transportation Authority (TAM), which is the designated Congestion Management Agency for Marin County. PHA is currently preparing a similar report for the Contra Costa Transportation Authority (CCTA).

PHA Transportation Consultants has developed many mitigation measures through geometric design and Transportation System Management (TSM) strategies for Bay Area cities over the years. Please contact Erwin Blancaflor, with Hercules (510) 799-8242, Rich Davidson with Richmond(510) 307-8091, and Phil Agostini with San Ramon (925)

973-2657.

PHA Statement of Qualification

Signal Timing Evaluation and Optimization

PHA Transportation Consultants has conducted many traffic signal timing/optimization projects for individual intersections and/or as a system along a corridor. We have expertise in most HCM-based software such as HCS, Traffix, and Synchro, which are the most popular software in the South Bay, and other corridor evaluation software such as Passer, Transyt 7F, and Synchro. PHA Transportation Consultants has secured several TFCA grants for San Ramon, Danville, Hercules, and San Mateo in the past to provide system development/interconnect and corridor signal timing coordination and optimization. During this 2001 funding year, PHA Transportation Consultants has secured two TFCA grants (the 60% portion through the Air District) for Hercules and Richmond and is expected to provide design and engineering service for system interconnect/timing plan development for Hercules and Richmond shortly. Please call Mr. Erwin Blancaflor with Hercules (510) 799-8242, Phil Agostini with San Ramon (925) 973-2657 and Rich Davidson (510) 307-8091.

Staff Services (Peer reviewed site plan, traffic studies, parking studies, prepared grant applications, perform traffic data collection and analysis)

PHA Transportation Consultants has prepared many grant applications (TFCA, RTSOP, and ISTEA) for several cities and was successful in securing grants with significant amounts for several cities including Hercules, Richmond, San Mateo, Pittsburg, Danville, and San Ramon.

PHA Transportation Consultants has a crew of 12 traffic survey personnel and has been providing annual citywide traffic count, radar speed survey, and all types of traffic data collection services to cities of San Ramon, Hercules, Richmond, Alameda, Danville, San Jose, San Mateo, Contra Costa Transportation Authority (CCTA) and Marin County Transportation Authority (TAM). Please call Mr. Erwin Blancaflor with Hercules (510) 799-8242, Phil Agostini with San Ramon (925) 973-2657 and Rich Davidson (510) 307-8091. Art Brook with Marin Transportation Authority (415) 499-6752, and Martin Englemann with Contra Costa Transportation Authority (925) 256-4729

Representative Projects

Figure 3-3

Overview of Existing PPMT Facilities

Honda Port of Entry Traffic Study – Richmond 2008

PHA recently completed a traffic study as part of an EIR to evaluate the potential impact of the importation of Japanese-made Honda vehicles to Richmond for distribution in the United States. Part of the vehicles will be shipped to dealerships in Northern California via auto carrier trucks while some will be distributed throughout the county by trains. Honda proposed to import 150,000 new vehicles to Richmond annually via its Point Potrero Marine Terminal (PPMT). The report is now complete and the EIR document is under review.

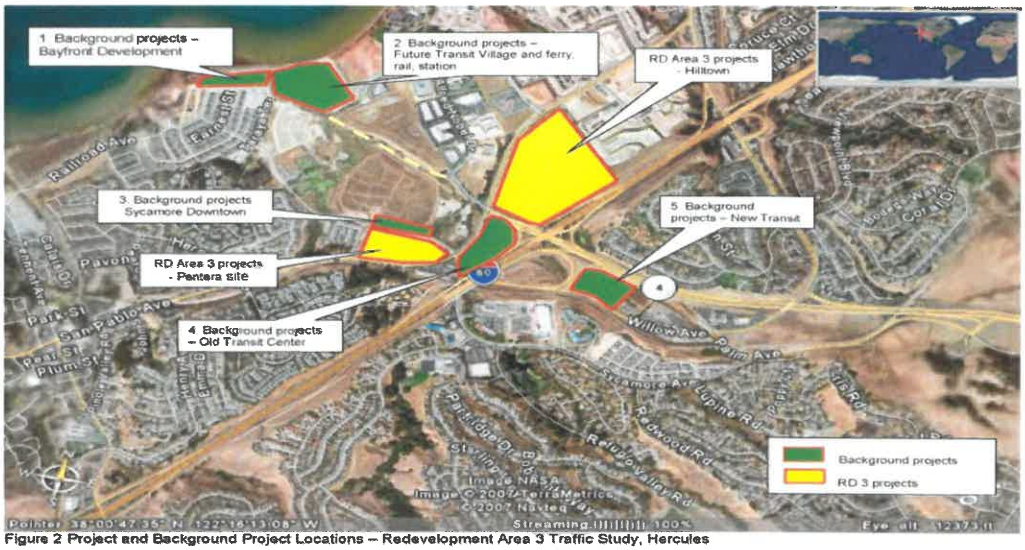


Figure 2 Project and Background Project Locations – Redevelopment Area 3 Traffic Study, Hercules

Hercules RDA 3 Traffic Study – Hercules 2008

PHA recently completed a traffic study as part of an EIR document for the City of Hercules to evaluate the potential impact of two proposed redevelopment projects. The two projects combined included more than 700 homes, a supermarket, a hotel, a multi-story office building, and other retail shops. The report is complete and the EIR document is in circulation and under review.

Refugio Valley Road/Pheasant Drive Traffic Signal Design and Interconnect-Hercules

PHA designed two traffic signals at Refugio Valley Road at Pheasant Drive and the Hercules Middle and High School. Interconnect 11 traffic signals along the San Pablo Avenue-Sycamore Drive-Refugio Valley Road corridor, and coordinated signal timing operation for the corridor. The project was funded by a grant from the San Francisco Bay Area Air Quality Management District.

Refugio Valley Road/Hercules Middle/High School Traffic Study - Hercules
PHA designed two traffic signals at Refugio Valley Road at Pheasant Drive and the Hercules Middle and High School entrance, interconnected 11 traffic signals along the San Pablo Avenue-Sycamore Drive-Refugio Valley Road corridor, and provided coordinated timing operation. The project was funded by a grant from the San Francisco Bay Area Air Quality Management District.

Ford Assembly Building Reuse - Richmond

PHA conducted a traffic impact study as part of an EIR document to evaluate the potential impact of the Ford Assembly Building Reuse Project. The building was once used for assembling Jeeps for the US Military during the Second World War and was later used as the University of California's book depository. The building was damaged during the Loma Prieta Quake in 1989. The current proposal includes offices, R&D, restaurants, museums, and live-work units. The project consists of more than a million square feet of space.

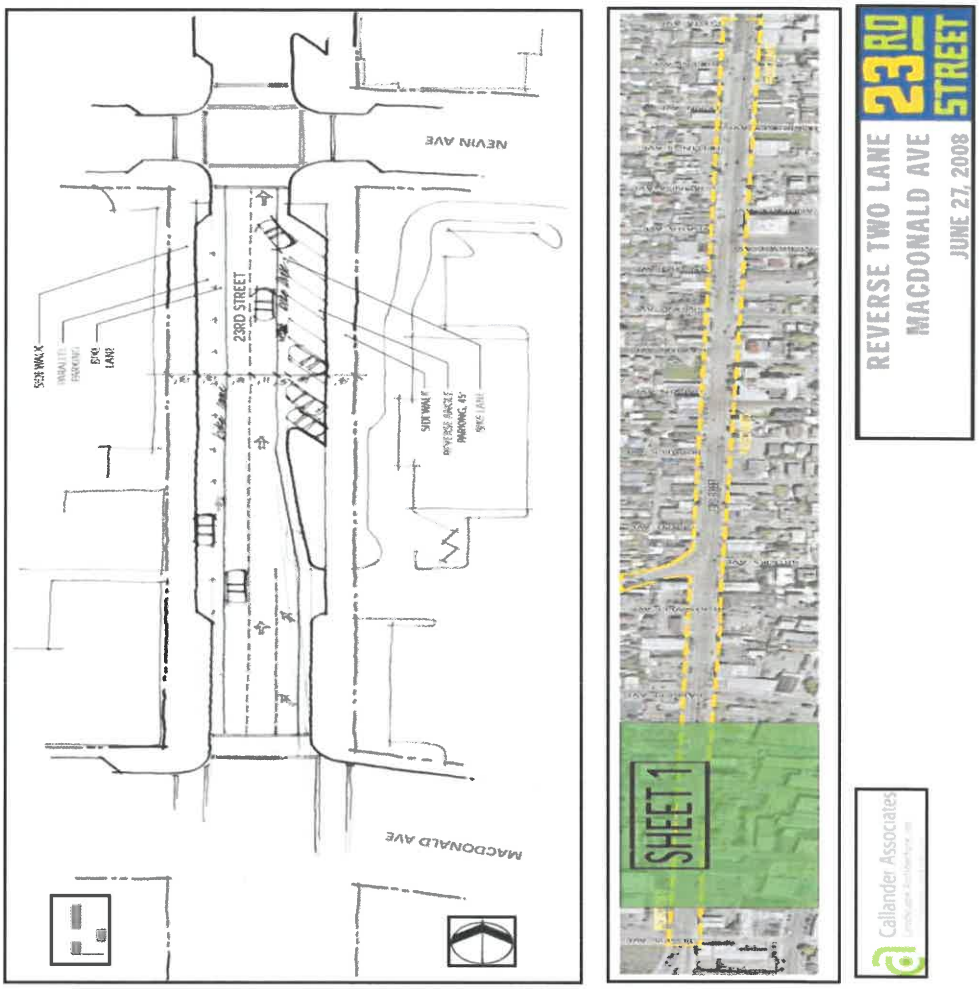
Highlands Ranch - Pittsburg

PHA prepared a traffic study for this Seeno Home Subdivision on Buchanan Road.
The project consists of more than 600 single-family homes along with a school and a fire station. PHA recommended adding left-turn lanes and right-turn lanes to accommodate site traffic and also designed traffic signals at the project entrances.

I-680/Bollinger Canyon Road On-off-ramp Traffic Signal - San Ramon
PHA conducted a traffic operation study to evaluate the potential impact of adding a left-turn lane to provide access to the Caltrans' park and ride lot near the interchange. PHA also completed a signal modification design plan for the intersection approved by Caltrans.

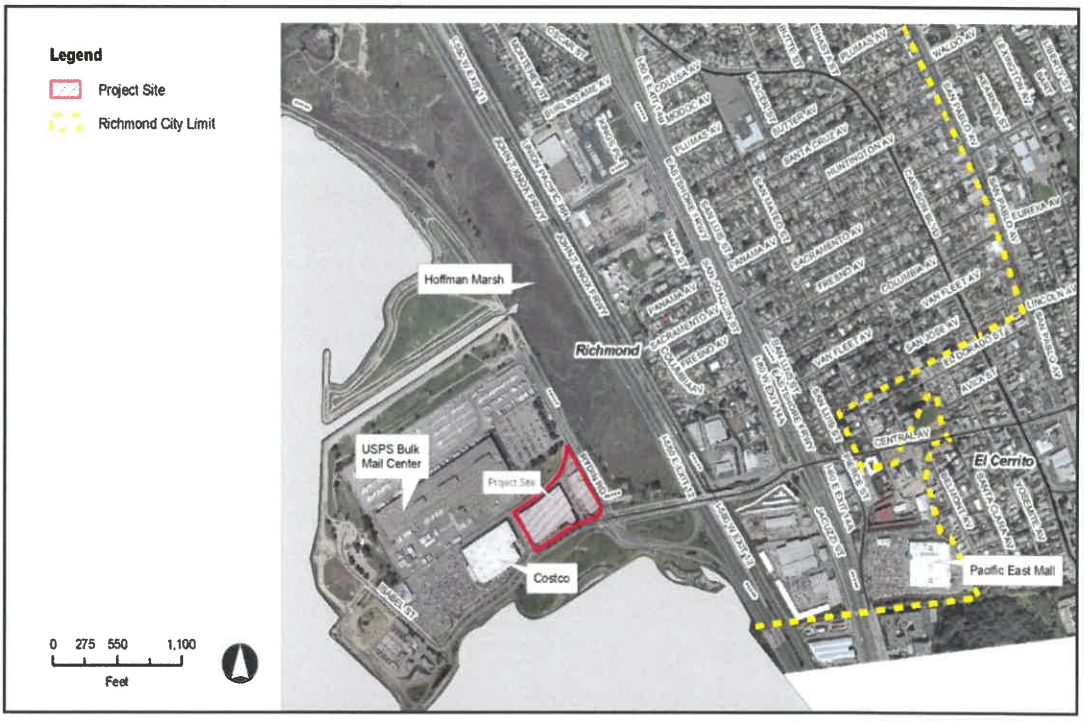
MacArthur Boulevard Parking and Access Study - San Leandro

PHA recently conducted a parking traffic operation study to evaluate the parking and access along the McArthur Boulevard Business Corridor and to recommend strategies to improve left-turn access and parking supply.



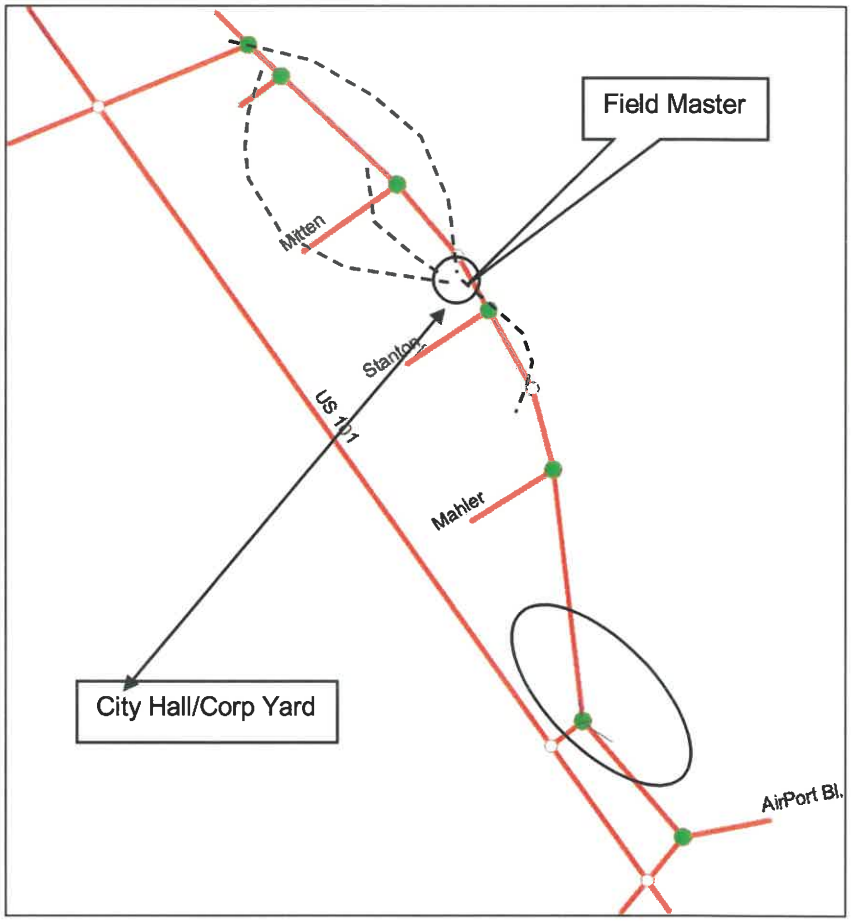
23rd Street Streetscape Project - Richmond

PHA worked with Callander Associates Landscape Architects and BKF Engineers to develop plans and alternatives for the 23 Street between The City of San Pablo and Macdonald Avenue in downtown Richmond. The purpose of the project is to narrow the street to reduce through traffic and to provide a better environment for pedestrians and local businesses. The corridor now is two-lane in each direction plus a pair of one-way couplet near Macdonald Avenue. PHA's role with the project is to evaluate design alternatives and assist the architect to provide a circulation plan that accommodates the needs of the local businesses.



Kohl's Department Store-Richmond

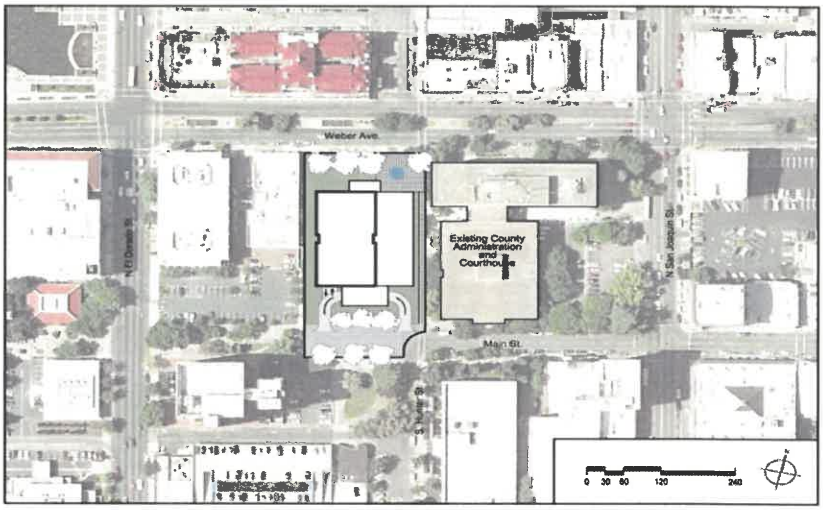
PHA recently completed a traffic study for a proposed Kohl's Department Store for the City of Richmond. The store consists of approximately 100,000 square feet of retail space on Central Avenue near I-580 freeway. The development plan also included a financial Institution on the same site. The study evaluated nearby intersections, the Central Avenue corridor, and I-580 and I-80 freeways. PHA recommended a mitigation package that consists of installing two traffic signals at the I-580 freeway ramps and relocating an existing traffic signal on Central/ Pierce Street further east to improve circulation in the area.

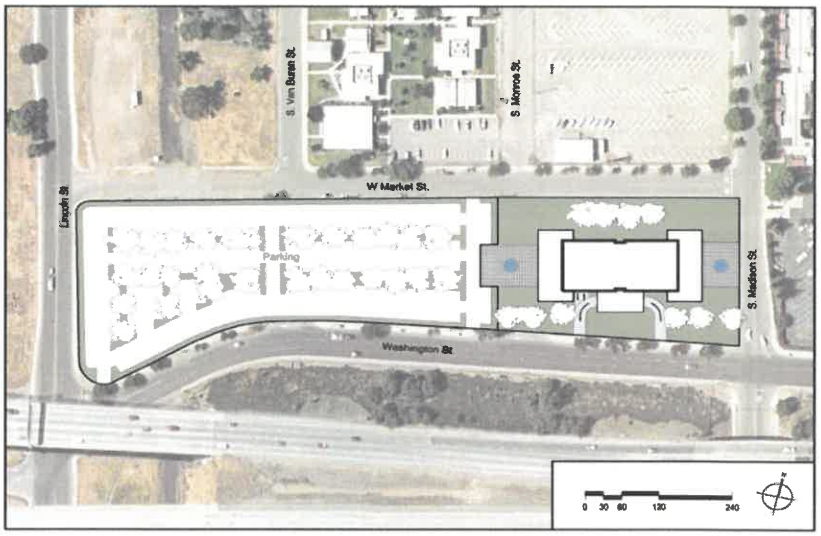


Bayshore Highway wireless interconnect - Burlingame-Millbrae
Option A (preferred)

Bayshore Highway Traffic Signal Interconnect

PHA is currently working with the City of Burlingame to interconnect traffic signals along the Bayshore highway. The project will interconnect five traffic signals using wireless technology. The project includes two traffic signals in the City of Millbrae and three in the City of Burlingame.





San Joaquin County Courthouse-Stockton

PHA recently completed a traffic study as part of an EIR to evaluate the potential impact of the proposed county courthouse in downtown Stockton. The study evaluates up to five potential sites in the downtown area. PHA is working with Tetra Tech EMI for the project.

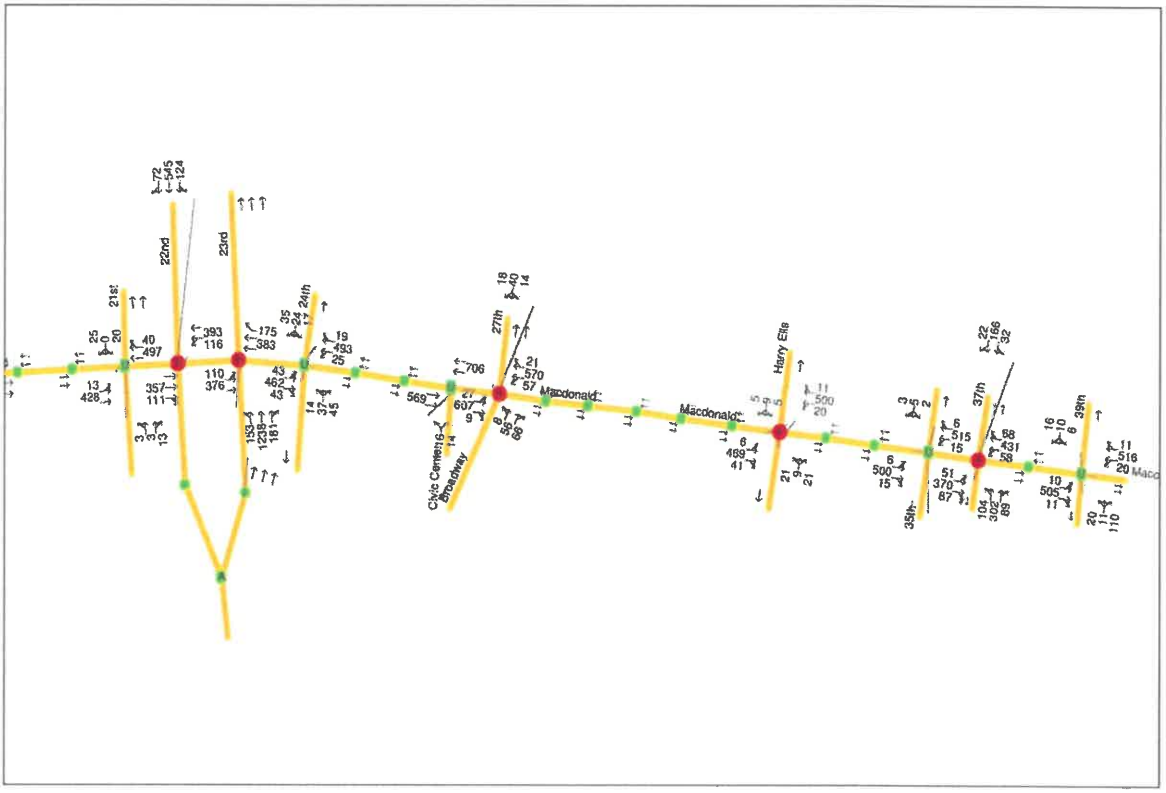
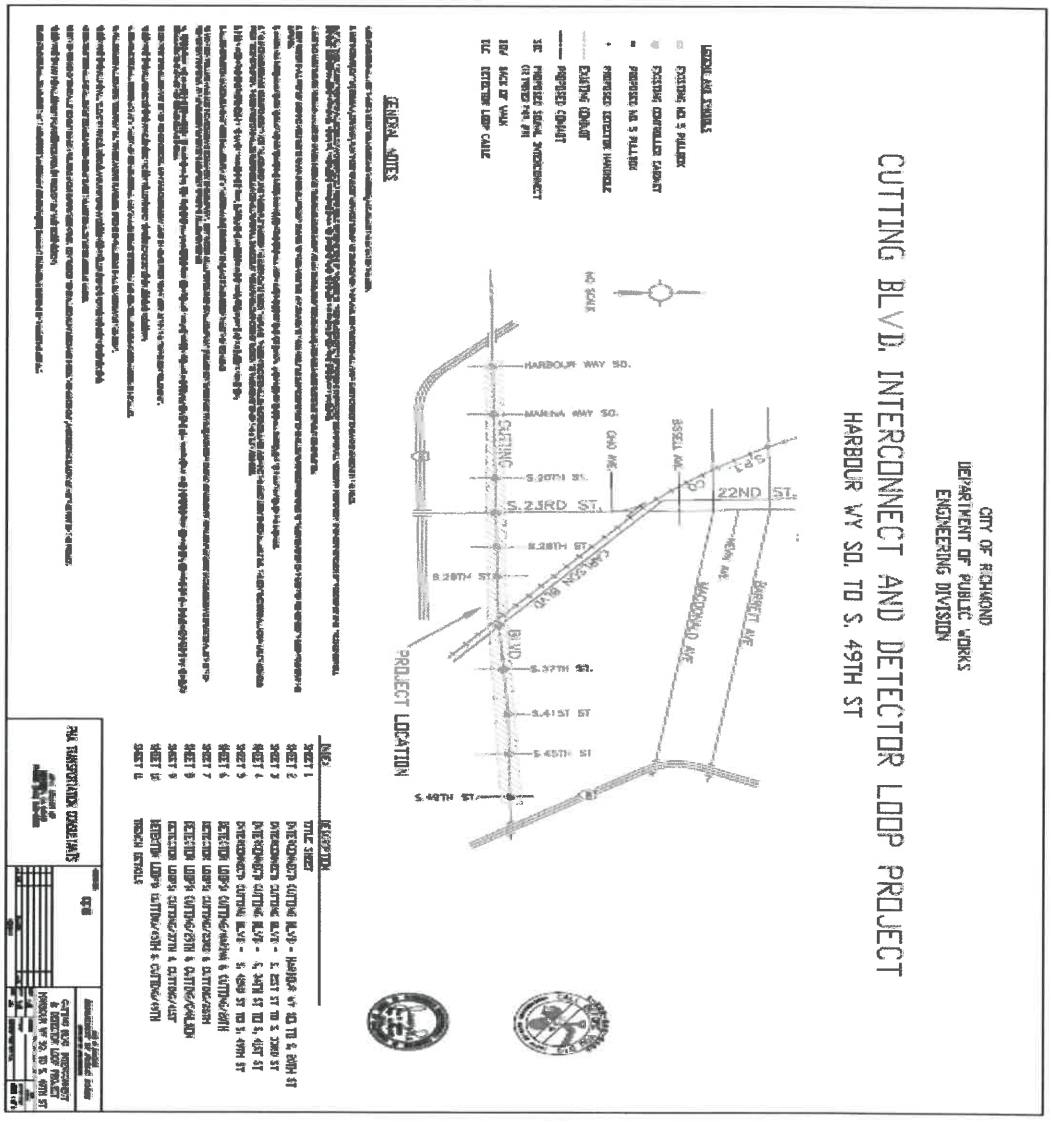


Figure 6 Existing PM Peak Hour Volumes and LOS
Macdonald Avenue - Richmond

PHA Transportation Consultants
12/23/2008

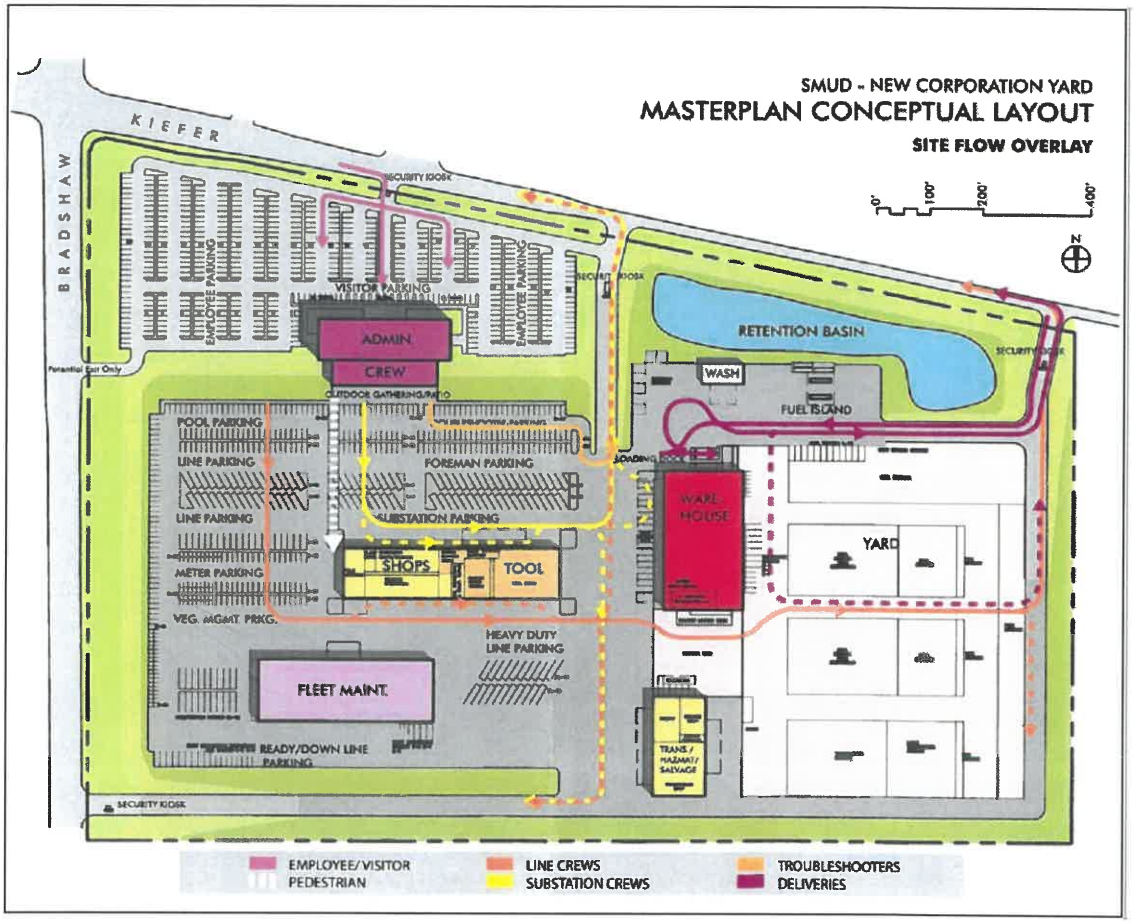
Macdonald Avenue Streetscape Project-Richmond

PHA-assisted WRT Landscape Architects and BKF Engineers in preparing plans for a streetscape project. The project area includes about 20 city blocks along Macdonald. PHA will evaluate various design alternatives for the corridor and prepare signal modification plans for at least four of the traffic signals.



Cutting Boulevard Traffic Signal Interconnect and timing Coordination-Richmond

PHA designed a traffic signal interconnect system for the City of Richmond in 2010 and prepared timing coordination plans for the corridor. The project was funded by The Bay Area Air Quality Management District. PHA also is helping with city staff on various traffic signal timing and operation issues along the corridor as part of the monitoring contract.



SMUD Corporation Yard Relocation - Sacramento

Working as a sub-consultant to Burleson consultant in Sacramento, PHA has recently completed a traffic study for Sacramento Municipal Utility District (SMUD). The study evaluated the potential traffic impact associated with the relocation of its corporation yard and from the City of Sacramento to a new location in the County near Rancho Cordova. The study evaluated traffic operation along major arterial street corridors including I-50 and developed a mitigation package to minimize project impact, which includes installing traffic signals and adding turning lanes, and acceleration/deceleration lanes. The study also recommended changes to the site design to enhance internal circulation and access.

PHA Recently completed a traffic study for EBMUD (East Bay Municipal Utility District) to evaluate the potential traffic impact of relocating and upgrading its pumping plant in Lafayette. For the project, PHA evaluated traffic operation for various construction stages and lane closures and recommended a series of mitigation to satisfy The City of Lafayette and CEQA requirements.

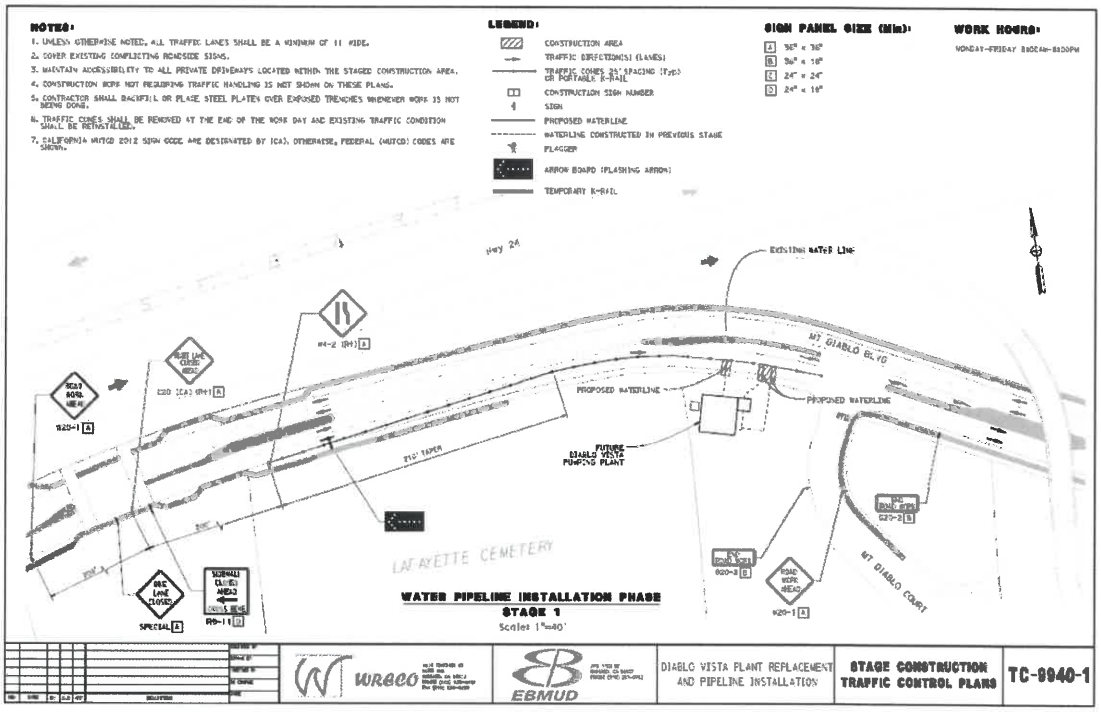


Figure 4 Stage 1 Water Pipeline Installation (Source: WRECO) - Diablo Vista Pumping Plant Replacement Traffic Study - PHA Transportation Consultants

Please follow the links below to view a traffic operations simulation for various scenarios:

Existing AM Peak Hour http://youtu.be/gUWRrqSo1-g
Existing AM Peak Hour-Stage 1 http://youtu.be/7v8aeG_ly_A
Existing AM Peak Hour-Stage 2 http://youtu.be/EESCSYevAN0
Existing AM Peak Hour-Stage 3 http://youtu.be/dzJBvltSejU
Existing AM Peak Hour-Stage 4 http://youtu.be/_GiNNBKtiFA

Existing PM Peak Hour http://youtu.be/w2K9Z-O0DqU
Existing PM Peak Hour-Stage 1 http://youtu.be/3kiMSwA9q8g
Existing PM Peak Hour-Stage 2 http://youtu.be/lUsH--YvWHw
Existing PM Peak Hour-Stage 3 http://youtu.be/FwCS2nDEpVg
Existing PM Peak Hour-Stage 4 http://youtu.be/1A8LZ5SqG5o

Professional Staff

Pang Ho, AICP, Principal

Over 20 years of experience in transportation planning, demand forecasting, thoroughfare planning, traffic operations analysis, parking analysis, capacity analysis, and signal timing analysis/timing plan development, project management, and business development. Hands-on experience in capacity analysis methodologies such as Highway Capacity Manual Method (HCM) Circular 212, and other recognized volume-to-capacity ratio methods. Extensive use of computer software programs in transportation planning and engineering

EDUCATION

M.U.P.	Transportation Planning - University of Kansas 1982
B.A.	Economics and Political Science – Texas A&M University 1979
B.S.	Business Administration - Hong Kong Baptist College 1977

AFFILIATIONS

Institute of Transportation Engineers (ITE) - Associate Member
American Institute of Planner (APA) - Member
American Institute of Certified Planner (AICP) Member

PROFESSIONALHISTORY

1992-present	**PHA Transportation Consultants**, Berkeley, CA. Principal
1990-1992	TJKM Transportation Consultants, Pleasanton, CA. Senior Transportation Engineer/Project Manager
1988-1990	H.W. Moore Associates, Boston MA. Transportation Engineer/Project Manager
1986-1988	City of Fort Worth, Fort Worth, TX. Associate Transportation Planner
1985-1986	City of Waco, TX. Planner, Advanced Planning
1982-1984	City of Wichita Falls, Wichita Falls, Community Development Department Transportation Planner TX.
1980-1982	University of Kansas Transportation Research Center Research Assistant

AREA OF EXPERTISE

Traffic Impact/Circulation Studies/Parking Studies/Traffic Operation Studies
Neighborhood Traffic Studies
Traffic Calming
Traffic Signal timing Plans
Capacity (LOS) Analysis

PHA Statement of Qualification

Paul Hom, C. E. T.E. - Associates

Has more than six years of professional experience in various aspects civil and traffic engineering.

EDUCATION

M.S.C.E. Civil Engineering (transportation design and planning)) - Brigham Young University Provo, UT 1999

B.S.C.E. Civil Engineering (water resource) - Brigham Young University Provo, UT 1996

Affiliation
Institute of Transportation Engineers (ITE) - Associate Member
American Society of Civil Engineer (ASCE)
Professional Engineer in Civil Engineering, California
Professional Engineer in Civil Engineering, California, Certificate No. 63574
Professional Engineer in Traffic Engineering, California, Certificate No. 2444

PROFESSIONAL HISTORY

2001 – present, Associate Engineer, City of Modesto, CA
2001 – Present, PHA Transportation Consultants, Berkeley, CA
2000 – 2001 Assistant Traffic Engineer, City of Oakland, CA
2000 – 2000 Transportation Engineer, California Department of Transportation

AREA OF EXPERTISE

Traffic Signal Design
Traffic Signal Systems
Highway Operations
Signal System interconnect
Traffic LOS Analysis
Traffic studies
Grant Application
GIS Applications in Transportation

Charles E. DeLeuw Jr. T.E. - Associates

Has more than 40 years of professional experience in traffic engineering, transportation planning, and development site plan review. Mr. Deleuw is working with PHA on a part-time basis.

EDUCATION

B.S. GeologyUniversity of Arizona 1957
Northwestern Traffic Institute
BrownUniversity

AFFILIATION Institute of Transportation Engineers (Life Member)
Professional Engineer in Traffic Engineering, California
Certificate No. 541

PROFESSIONAL HISTORY

2005-Present Traffic Engineering Consultant (Part-time)
2000-2005 Traffic Engineer (Part-time)
1985-1999 Traffic Engineer City of Berkeley
1979-1985 Principal. DKS Associates Oakland
1965-1979 Senior Traffic Engineer
1960-1965 Traffic Engineer DeLeuw Cather & Co. San Francisco
1957-1960 Assistant Soils Engineer DeLeuw Cather Co. Chicago

AREA OF EXPERTISE

Traffic Operations
Traffic Calming
Bicycle & Pedestrian Planning and Studies
Traffic Accident Analysis
Development Site Plan Review