

CITY OF ALAMEDA PLANNING BOARD  
**DRAFT RESOLUTION**

A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF ALAMEDA APPROVING A DESIGN REVIEW, USE PERMIT, AND A PARKING REDUCTION APPLICATION NO. PLN19-0477, FOR THE CONSTRUCTION OF A SIX-STORY SELF-STORAGE FACILITY WITH OUTDOOR STORAGE OF RECREATIONAL VEHICLES AND BOATS

WHEREAS, on October 10, 2019 the project applicant, Banner NorCal Developers LLC, submitted an application for a Design Review and Use Permit to construct and operate a six story tall, approximately 110,844 square foot in size, self-storage facility with outdoor storage of recreational vehicles and boats, which included a request for a parking reduction; and

WHEREAS, the subject property is designated as Specified Mixed Use 2 (Mariner Square) on the General Plan Diagram; and

WHEREAS, the subject property is located in the M-2, General Industrial (Manufacturing) Zoning District; and

WHEREAS, on January 27, 2020 the Planning Board held a study session and examined pertinent maps, drawings, and documents and provided feedback on the project; and

WHEREAS, based on feedback from the Planning Board, the applicant submitted revised plans for Planning Board consideration; and

WHEREAS, the Planning Board held a duly noticed public hearing on March 9, 2020 for the Project and examined pertinent maps, drawings, and documents.

NOW THEREFORE, BE IT RESOLVED, that the Planning Board finds this project is categorically exempt from environmental review pursuant to CEQA Guidelines Section 15332 – Infill Development, and finds that none of the exceptions to the categorical exemptions apply:

1. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.** The project is consistent with the General Plan Specified Mixed Use 2 (Mariner Square) designation. The project is consistent with General Plan Policy 2.5.a which calls for supporting services to provide Alameda residents with a full range of services. The location of a self-storage facility could serve new residential development at nearby Alameda Landing and Alameda Point beyond. General Plan Policy 2.6.b calls for preserving the existing mix of water-related uses. The project will not result in the loss of existing water-related land uses and will provide dry-dock boat storage in close proximity to several active marinas. The project is also consistent with Alameda Municipal Code (AMC) Section 30-4.12, which allows self-storage facilities as a permitted use and outdoor storage as a conditionally permitted use. The reduction in parking is consistent with the requirements of AMC Section 3-7.12.
2. **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounding urban uses.** The property is approximately 1.45 acres, is located entirely within city limits, and the surrounding uses are urban commercial or industrial uses.

3. **The project has no value as habitat for endangered, rare, or threatened species.** A portion of the site was once part of a railroad line. The remainder of the project site has historically and continuously been used as an outdoor storage yard, originally for the railroads and then by private operators. These conditions have made it so the project site has no value as habitat for endangered, rare, or threatened species.
4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.** A trip generation study was prepared for the project, which determined that the project would not create significant effects relating to traffic. The project will not have any impact to noise, air quality or water quality.
5. **The site can be adequately served by all required utilities and public services.** The property is located within a developed urban area that is served by existing utilities and services.

BE IT FURTHER RESOLVED, that the Planning Board finds as a separate and independent basis, the project is also exempt from CEQA pursuant to CEQA Guidelines Section 15183 (projects consistent with General Plan and Zoning); and

BE IT FURTHER RESOLVED that the Planning Board makes the following findings relative to the Design Review, Parking Reduction, and Use Permit application (PLN19-0477):

#### **Design Review Findings**

1. **The proposed design is consistent with the General Plan, Zoning Ordinance, and the City of Alameda Design Review Manual.** The project complies with the M-2 Zoning District development standards. The requested parking reduction is consistent with AMC 30-7.14, which allows for the reduction of required parking. The project supports General Plan policies to provide varied services to Alameda residents and General Plan policies to preserve and support water related land uses within the Mariner Square Specified Mixed Use district. The proposed structure is consistent with the Citywide Design Review Manual, because the building will have articulation to break up large wall surfaces, and uses different colored panels of various lengths to provide visual interest. The southwesterly corner of the building, which features prominently at the Mariner Square Drive and Marina Village Parkway intersection, has large panels of glazing and articulation and enhanced landscaping to enhance the street corner.
2. **The proposed design is appropriate for the site, is compatible with adjacent or neighboring buildings or surroundings and promotes harmonious transitions in scale and character in areas between different designated land uses.** The surrounding neighborhood was gradually developed over time and as a result has an eclectic mix of architectural styles from different eras, with no predominate style or features. The proposed building's modern architectural style is compatible with this eclectic mix of buildings. The surrounding neighborhood has several multi-story buildings. The height of the proposed building is matched or exceeded by some of these nearby structures, such as the Posey Tube Entrance building to the south and above ground silos to the north. Overall, the proposed design is appropriate for the site and compatible with its surroundings.
3. **The proposed design of the structure and exterior materials and landscaping are visually compatible with the surrounding development, and design elements have been incorporated to ensure the compatibility of the structure with the character and uses**

**of adjacent development.** The proposed building's modern architectural style is compatible with this eclectic mix of buildings. The building includes metal panel siding that will feature grooves of various dimensions and orientation. There is no predominant siding material in the surrounding neighborhood. Buildings utilize a mix of materials from horizontal wood siding, stucco, and standing seam metal roofs. The proposed grooved metal panels are a complementary addition to this mix of building materials. Overall, the proposed design is appropriate for the site and compatible with the site's commercial and industrial surroundings.

### **Parking Reduction Finding**

1. The City's Off-Street Parking and Loading Space Regulations, AMC Section 30-7, do not provide a schedule of required parking for self-storage facilities. Per AMC Section 30-7.6, when a land use is not listed then the parking standard shall be the same as the most similar use specified. For this project that would be the warehouse/storage standard of 0.67 spaces per 1,000 square feet of floor area, which would make the required parking for this project 70 spaces. A trip generation study was prepared that demonstrated the parking demand for this project will be much lower, based on the 2017 International Traffic Engineer (ITE) Trip Generation Manual and traffic counts at similar self-storage facilities. To mitigate the reduction in parking, the project conditions of approval require that the applicant provide long-term bike parking for employees and to prepare several off-site transit improvements that will improve traffic safety and improve the bicycle and pedestrian connections between the San Francisco Bay Trail and Cross Alameda Trail.

### **Conditional Use Permit Findings**

1. **The location of the proposed use is compatible with other land uses in the general neighborhood area, and the project design and size is architecturally, aesthetically, and operationally harmonious with the community and surrounding development.** The project qualifies as a commercial development pursuant to the M-2 General Industrial (Manufacturing) District, and satisfies the purposes of the M-2 district regulations. The building is visually interesting with architectural detailing and articulation. As conditioned, the project will comply with the City's Bay-Friendly and Water Efficient Landscape Ordinance. The height and location of the building will make it visible to the 41 house boats located at the Barnhill Marina, approximately 500 feet north of the project site. The building will not have windows or exterior lights along the northeasterly elevation to ensure there is no negative impact to these house boats from direct lighting or glare. The outdoor storage area will be screened from public view and is located behind a gate and accessible by customers of the facility.
2. **The proposed use will be served by adequate transportation and service facilities, including pedestrian, bicycle, and transit facilities.** The project is in an urban area with adequate transportation and service facilities. A traffic study was prepared by CHS Consulting Group, which found that self-storage facilities have a much lower parking demand than the City's standard storage parking requirement, based on the current ITE Trip Generation Manual. Additionally CHS Consulting Group conducted traffic counts at self-storage facilities of comparable size and located in similar jurisdictions, which confirmed the lower parking demand. As mitigation for the parking reduction the applicant will be required to make several public right-of-way improvements including, but not limited to: removal of an abandoned rail

spur in the public right of way, rebuilding the curb, gutter, and sidewalk along Mariner Square Drive, restriping street parking from angled street parking to parallel street parking, and providing a new bike lane along Mariner Square Drive. These improvements will help the City in achieving a future bicycle and pedestrian connection between the Cross Alameda Trail, approximately 0.5 miles south of the project site, and the San Francisco Bay Trail, located approximately 500 feet north of the project site.

3. **The proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity and will not have deleterious effects on existing business districts or the local economy.** The project is designed to be compatible with adjacent commercial uses by providing attractive improvements and pedestrian and bicycle amenities. The project includes street frontage improvements along Mariner Square Drive and Marina Village Parkway, including new landscaping at the northeast corner of the intersection, restriping street parking to be parallel, and adding a new bike lane. These improvements will improve traffic safety between pedestrians, bicyclists and automobile traffic. The outdoor storage area will be screened from the public right of way. The screening wall will be behind landscaping to lessen the visual impact of the screening wall.
4. **The proposed use relates favorably to the General Plan.** The project is consistent with General Plan Policy 2.5.a which calls for supporting services to provide Alameda residents with a full range of services. The location of a self-storage facility could serve new residential development at nearby Alameda Landing and Alameda Point beyond. General Plan Policy 2.6.b calls for preserving the existing mix of water-related uses. The project will not result in the loss of existing water-related land uses and will provide dry-dock boat storage in close proximity to several active marinas.

BE IT FURTHER RESOLVED, that the Planning Board approves file no. PLN19-0477 for a Design Review for a six-story self-storage facility, parking reduction, and Use Permit for the outdoor storage of recreational vehicles and boats, subject to the following conditions:

1. Vesting: The Design Review and Use Permit approval shall expire two (2) years after the date of approval or by **March 9, 2022** unless substantial construction or use of the property has commenced under valid permits. The applicant may apply for a time extension, not to exceed two (2) years, to be reviewed and approved by the Planning Director.
2. Compliance with Plans. Any modification on this site shall be in substantial compliance with the plans prepared by Sullivan, Goulette & Wilson Architects date-stamped received February 10, 2020 on file in the City of Alameda Planning, Building and Transportation Department, except as modified by the conditions listed in this report.
3. Changes to Approved Plans: This approval is limited to the scope of the project defined in the project description and does not represent a recognition and/or approval of any work completed without required City permits. Any substantial changes to the approved scope of the project shall be submitted to the Planning, Building and Transportation Department for review and approval.
4. Signage: Any temporary or permanent signage is subject to a sign permit approval.

5. Lighting: New exterior lighting fixtures shall be consistent with AMC Section 30-5.16.c, the Alameda Dark Skies Ordinance.
6. Water Efficiency Landscape Ordinance: Prior to issuance of building permits or improvement plans, Applicant/Developer shall submit a complete WELO Landscape Documentation Package, as defined by Alameda Municipal Code (AMC) Section 30-58.3(d), subject to the approval of the Planning Director.
7. Public Art: Prior to the issuance of building permits, the applicant/developer shall satisfy all applicable Public Art requirements pursuant to AMC Section 30-98.
8. Affordable Housing Fee: The applicant/developer shall pay all Affordable Housing Fees pursuant to AMC Section 27-1.
9. Development Impact Fees: Prior to the issuance of building permits, the applicant/developer shall pay all applicable Development Impact fees pursuant to AMC Section 27-3.5.
10. Bird Safe Building Ordinance: Building Permit plans shall demonstrate compliance with the Alameda Bird-Safe Building Ordinance (AMC Section 30-5.16.b).
11. Revocation: This Use Permit may be modified or revoked by the Zoning Administrator or Planning Board, pursuant to Alameda Municipal Code Section 30-21.3d should the Zoning Administrator or Planning Board determine any one of the following: 1) the use or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity; 2) the property is operated or maintained so as to constitute a public nuisance; or 3) the use is operated in violation of the conditions of the Use Permit.

#### **PUBLIC WORKS (GENERAL)**

12. The project shall comply with Chapter 22 of the Alameda Municipal Code (Streets and Sidewalks) as determined by the City Engineer.
13. The project shall comply with all current, applicable, plans, standards, policies and guidelines including Alameda's Municipal Code (AMC), Standard Plans and Specifications, and Standard Subdivision Specifications and Design.
14. The fee for plan checking and inspection shall be calculated in accordance with the latest Schedule of Fees & Charges as approved by the City Council. A cash security deposit of an amount as determined by the City Engineer will be required prior to issuance of the improvement plans.
15. A current title report, less than six months old, shall be submitted to identify current ownership

and any existing easements or land use restrictions.

16. An Encroachment Permit is required for all work within the Public Right-of-Way.

### **IMPROVEMENT PLANS**

17. The Applicant shall submit for review and approval construction Improvement Plans for all on- and off-site improvements. The plans shall be prepared, signed and stamped as approved by a registered Civil Engineer licensed in the State of California. The Improvement Plans shall be approved by the Public Works Department prior to issuance of a Building Permit for the development. The Improvement Plans shall also include the following off-site improvements:
- a. Removal and patching of defunct rail crossing across Mariner Square Drive adjacent to the project site.
  - b. New curb, gutter, and a seven foot and six inch (7'6") sidewalk along Mariner Square Drive, designed to City Standards.
  - c. New AC pavement installed along the project side of the centerline of Mariner Square Drive.
  - d. Fourteen new parallel parking spaces to be painted and striped along Mariner Square Drive in front of the project site.
  - e. Six foot (6') wide painted dedicated bike lane along parallel parking spaces along Mariner Square Drive.
  - f. Site clearing of dead trees, existing debris and installation of landscaping improvements to the Work Street right of way parcel. Prior to issuance of building permits the applicant/developer shall enter into a maintenance agreement for the landscaping installed within the Work Street right of way parcel, subject to the review and approval of the City Engineer and City Attorney.
18. An Engineer's Cost estimate for frontage and site improvements shall be submitted for review and approval by the Public Works Department. The developer shall provide a construction performance bond and a materials and labor bond equivalent to the cost of the public improvements within the right-of-way along the project frontage.
19. The developer shall construct and dedicate to the public full street improvements, including concrete curb, gutter, sidewalk, paving, drainage system, streetlights and landscaping, all to the satisfaction of the City Engineer. The existing street shall be resurfaced whenever a street is cut for utility or other installations. The pavement shall be resurfaced to the centerline of the street if the existing pavement is either damaged or the structural section is determined by the City Engineer to be inadequate for the intended traffic.
20. Any improvements to street lighting shall be designed in accordance with the City of Alameda Street, Parking Lot and Pathway Lighting Design Guide, latest edition. Any adjustments to bring street lighting up to City standards will be incorporated into final permit drawings.
21. The Applicant shall submit a soils investigation and geotechnical report for the proposed development, subject to the review and approval of the City Engineer. The report shall address the structural and environmental analysis of existing soils and groundwater and provide recommendations for all grading, retaining walls, bulkheads, surface and sub-surface drainage, lot drainage, utility trench backfilling, and pavement design. The improvement plans shall incorporate all design and construction criteria specified in the report and shall be

reviewed and signed by the Soils Engineer specifying that all recommendations within the report have been followed.

22. Any retaining walls, which are adjacent to a property line, shall be masonry, metal, or concrete. Any existing retaining walls to remain are to be evaluated by the Applicant's geotechnical/structural engineer for integrity and applicability to the geotechnical engineer's recommendations.
23. The geotechnical/soils engineer shall submit a letter report to the City at completion of construction certifying that grading, drainage and backfill installation was performed in general compliance with recommendations in the geotechnical report.
24. All development shall be designed to account for future predicted sea level rise to Elevation 13 feet, NAVD88 Datum.
25. Only two curb cuts per parcel will be allowed.
26. The improvement plans shall include a construction phase erosion and sedimentation plan for review and approval.

#### **DRAINAGE AND STORMWATER TREATMENT**

27. All on site surface drainage shall be collected and conveyed in an adequately designed underground storm drainage system in a manner to be approved by the City Engineer. The downstream drainage system shall be analyzed and inadequacies, if any, corrected as determined by the City Engineer. The site shall be graded so that no runoff is directed to adjacent properties.
28. A storm drainage hydrology analysis, identifying the total peak drainage flow quantities to be generated by the proposed development shall be prepared in accordance with the Alameda County Flood Control District Hydrology and Hydraulics Manual by a registered Civil Engineer licensed in the State of California and submitted as part of the construction improvement plans. The City will provide this data to an independent consultant who will assess the impact of the proposed development on the City's storm drainage system and determine the improvements, if any, to ensure sufficient capacity for this project and anticipated cumulative growth in the associated drainage basin. The applicant will pay for the cost of the modeling study. The Applicant shall include the recommended improvements into the project's improvements.
29. The project shall incorporate permanent stormwater design techniques and source control measures to manage the quantity and quality of stormwater runoff from the planned development to prevent and minimize impacts to water quality, in accordance with the City of Alameda's National Pollution Discharge Elimination System (NPDES) Permit, and consistent with the latest version of the Alameda County Clean Water Program's Provision C3 Technical Guidance Manual. Efforts should be made to minimize impervious surface areas, especially directly connected impervious surface areas.
30. The project shall incorporate permanent post-construction stormwater quality controls in accordance with the City of Alameda's National Pollution Discharge Elimination System

(NPDES) Permit. Stormwater design and treatment measures shall be constructed consistent with the latest version of the Alameda County Clean Water Program's Provision C3 Technical Guidance Manual.

31. The development is subject to full trash capture requirements of the City's NPDES permit. A full trash capture system or device is any single device or series of devices that traps all particles retained by a 5mm mesh screen and has a design treatment capacity of not less than the peak flow rate Q resulting from a one-year, one-hour storm in the sub-drainage area. Plan sheets shall include location, detail and cross-sectional drawings of any stormwater full trash capture device(s).
32. Prior to the issuance of any permits for the project, the Applicant shall include a finalized Stormwater Quality Management Plan with the Improvement Plans. The plans shall include detail drawings of the stormwater design and treatment measures consistent with the latest version of the Alameda County Clean Water Program's Provision C3 Technical Guidance.
33. The City of Alameda C3 certification form shall be submitted along with the Stormwater Quality Management Plan. The form shall be signed and stamped by a qualified independent civil engineer with stormwater treatment facility design experience, licensed in the State of California, and acceptable to the City Engineer that indicates the treatment meets the established sizing design criteria for stormwater treatment measures.
34. Prior to the issuance of any permits for the project, the Applicant shall submit for review and approval by the City Engineer a Stormwater Operations and Maintenance (O&M) Plan that provides a thorough discussion of the inspection, operations and maintenance requirements of all of the stormwater measures, including trash capture, stormwater treatment, and the pervious pavement measures of the site. This O&M Plan shall be consistent with the City of Alameda O&M Plan Checklist. Once approved as final, provide City Public Works a pdf file of the completed O&M plan.
35. Prior to issuance of the certificate of occupancy, the Property Owner(s) shall execute a Treatment Measures Maintenance Agreement with the City, complete with an approved Operations and Maintenance Plan, the template for annual self-reporting, and assurances for property access for City verification inspections.
36. Prior to issuance of the certificate of occupancy, the Applicant shall submit a certification report (Report) prepared by a registered civil engineer, licensed in the State of California, affirming that all project site stormwater treatment measures have been constructed per the City approved plans and specifications. As appropriate, the Report shall include, but not be limited to, assurances that: imported materials used for the treatment measure(s) are certified by the supplier; installation of these materials is per approved plans and specifications and meets the intent of the design engineer; required on-site testing results conform with approved plans and specifications; treatment measures conform to dimensions, grades and slopes on approved plans and specifications; all structural features of the treatment measures comply with plan specifications; the irrigation system is installed and functions as designed; healthy vegetation/ground cover is installed as shown on plans. The Report shall be submitted in a form acceptable to the City Engineer.
37. The Applicant shall pay for any required cleanup, testing, and City administrative costs



resulting from consequence of construction materials entering the storm water system and/or waters of the State.

## **TRAFFIC AND TRANSPORTATION**

38. The Applicant shall comply with all applicable policies and requirements of the current approved transportation plans, including Alameda's Bicycle Master Plan, the Pedestrian Master Plan, the Long Range Transit Plan, the Transportation Demand Management and Transportation System Management (TSM/TDM) Plan, and the Multimodal Circulation Plan, Transportation Element of the General Plan, and the Transportation Choices Plan. Bicycle parking shall be consistent with AMC 30-7.15 Bicycle Parking.
39. Transportation facilities, including streets, sidewalks, pathways, parking lots, striping, signage, and signalization, shall be designed in accordance with Alameda's Bicycle Facility Design Standards and Pedestrian Design Guidelines as well as the Caltrans Design Manual and Standard Plans and the California MUTCD.
40. Prior to the issuance of an Encroachment Permit, a traffic control plan that addresses pedestrian circulation around the site and parking and/or travel lane closures on the surrounding streets shall be submitted for review and approval by the City Engineer.
41. Parking layout shall be constructed in conformance with the City's off-street parking design standards, AMC Section 30-7.9 Off-Street Parking and Loading Space Regulations, and Accessible stalls and shall comply with all other applicable City and Caltrans and California MUTCD Standards.
42. No signs shall be installed or mounted on street light poles owned and/or maintained by the City. All new signs shall be installed on dedicated sign posts.

## **UTILITIES**

43. Sanitary sewers shall be in accordance with the EBMUD Regional Standards for Sanitary Sewer Installation.
44. A sanitary sewage flow analysis identifying the total peak sanitary sewage flow quantities to be generated by the proposed development, shall be prepared by a registered civil engineer licensed in the State of California and submitted as part of the construction improvement plans. The analysis shall identify required improvements, if any, to ensure sufficient sewage capacity for this project and anticipated cumulative growth in the associated sewer sub-area.
45. The Applicant shall include the City and EBMUD recommended improvements, if any, into the project's improvements plans prior to approval of the improvement plan.
46. The City participates in the EBMUD Regional Private Sewer Lateral Program; therefore the Applicant shall comply with the provisions of this program prior to the issuance of Certificate of Occupancy. The project must be issued a Compliance Certificate by EBMUD.
47. Prior to issuance of building permits, the Applicant shall secure all necessary permit approvals from EBMUD regarding the installation of all water or sewer service connections for the

project.

48. The Applicant shall design and construct water, power, telecom, gas, and other utilities in accordance with applicable utility standards.
49. All new utilities shall be placed underground prior to the issuance of an occupancy permit.
50. Fire sprinkler system test water discharges shall be directed to the sanitary sewer system or to appropriately-sized onsite vegetated area(s).
51. The project shall accommodate three waste streams: recycling, organics, and trash; as required by the Alameda County Waste Management Authority's Mandatory Recycling Ordinance (ACWMA Ord. 2012-01). All solid waste containers shall have fitted lids.
52. All trash containers outside the building shall be stored in a roofed trash enclosure. The trash enclosure shall have a concrete pad, designed to prevent run-on to and runoff from the enclosure. The enclosure shall have solid walls on three sides with a lockable gate on the fourth side. If the trash enclosure is attached to the building it should have fire sprinklers.
53. The design, location, access, and provisions for waste hauler collection of all external enclosures for solid waste, recycling, and organics shall be of sufficient size and design to serve the development as approved by the Public Works Department prior to approval of the improvements plans, parcel/final map(s), or the building permit, whichever comes first. If no building permit is required, the plans must be approved by the PWD prior to establishment of the use.
54. The Development shall comply with AMC Section 21-24, Chapter 21, Article 6 of the Alameda Municipal Code and submit a Waste Management Plan documenting the diversion of project related construction and demolition debris to the satisfaction of the Public Works Director.
55. The landscape and irrigation plans for on-site and public right-of-way improvements shall be prepared, and signed and stamped as approved, by a licensed landscape architect. The plans shall be in accordance with the most recent version of the "Bay-Friendly Landscape Guidelines" developed by StopWaste.Org, and the Bay Friendly Coalition, the AMC, the Alameda Master Tree Plan, the Integrated Pest Management Policy, and other applicable standards.
56. Construction activities are restricted to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday, unless a permit is first secured from the City Manager or designee based upon a showing of significant financial hardship.

#### **FIRE DEPARTMENT**

57. The applicant shall be responsible for a water main extension, if required, to serve the project, whose design shall be shown on the improvement plans to the satisfaction of the East Bay Municipal Utility District, the Public Works Director, and the Fire Chief.
58. All fire lanes within the development shall be marked as fire access roads to the satisfaction

of the Fire Chief.

59. A key box (Knox Box) shall be installed at a location approved by the fire code official. Key box to contain keys to enter the site and building for immediate access for life-saving or fire-fighting purposes. Keys to be placed within the box are to include the front gate key, exterior door key(s), electrical room key, elevator equipment room key, elevator operations key, fire alarm control panel room key, fire alarm control panel key, and the fire sprinkler riser room key.

### **ALAMEDA MUNICIPAL POWER (AMP)**

60. The applicant shall comply to AMP's Rules and Regulations as stated in Article X and AMP's "Material and Installation Criteria for Underground Electrical Systems" (both available at [www.alamedamp.com](http://www.alamedamp.com)) and provide completed "Service Planning Sheets" for AMP's review prior to submitting plans for building permits.
61. The applicant shall provide information on the location of transformers and total load in kilowatts or kilowatt/volts (KVA) to AMP for approval prior to building permit issuance. If necessary, the applicant shall provide (at no charge to AMP) an easement and access to all AMP facilities on the property prior to issuance of building permits.
62. Concurrent with submittal of Improvement Plans, the Applicant shall coordinate with AMP regarding power requirements. All submittals shall refer to AMP's "Material and Installation Criteria for Underground Electrical Systems" for minimum clearances of street trees/shrubs from streetlights, electrical transformers and other utility electrical equipment.
63. The Applicant shall provide and install street lighting, if required, consistent with AMP's standard specifications and AMP's "Material and Installation Criteria for Underground Electrical Systems".
- a. All public streets shall be lit with LED lighting and designed to preserve "dark skies" and direct light downward through the public right of way. Streetlight layout shall be staggered for a more uniform light distribution. Applicant can provide alternate design if a better efficient light distribution is met.
  - b. No signs shall be installed or mounted on street light poles owned and/or maintained by the City. All new signs shall be installed on dedicated sign posts.
  - c. The Applicant shall have all streetlights included in the Improvement Plans, installed, fully functional, operational and approved by the City of Alameda Public Works prior to issuance of a Certificate of Occupancy for any building unless a phasing plan is approved by the Director of Public Works. Applicant shall coordinate with the City to determine responsibilities for the streetlight ownership, maintenance and energy costs.
64. The Applicant/Developer shall install all electric pull boxes and vaults in-line with the conduit joint trench. No conduit bend will be allowed between electric pull boxes, unless conduit section terminates to an electrical equipment pad. All primary and secondary electrical distribution pull boxes shall not be greater than two section deep (34-inches from finish grade to bottom of pull box). Any deviations from this standard shall be approved by the AMP Project

Engineer in writing.

65. Applicant/Developer will be required to provide an oil containment facility for all AMP owned pad-mount distribution switches and/or transformers installed within 100-feet of any body of water or in other critical locations. Applicant/Contractor shall contact AMP to verify all dimensions, elevations, and orientation before commencing work.
66. The Applicant shall furnish and install code-size service cables in code-size conduit from each customer electric meter switchgear to the nearest secondary pull box (or Service Point) in the public right-of-way, as designated by AMP. AMP will connect the service to the distribution transformer or to the secondary distribution system.
67. The improvement plans and all subdivision maps shall show all necessary easements and access to all electrical utility facilities that are in the private properties, at no charge to AMP.
68. Prior to issuance of Certificate of Occupancy, the Applicant shall furnish and install service equipment for each building. The service equipment shall meet Electric Utility Service Equipment Requirement Committee (EUSERC) standards. Electric meter(s) shall be located as close as practicable to the point of entry of the service-entrance conductors to the building. Outdoor meter locations are preferred. When meters are located within a building, the meter room shall be directly accessible from the exterior of the building. No remote metering.
69. Concurrent with acceptance of work by City Council, the applicant/developer shall dedicate and AMP shall take over ownership and will be responsible for maintaining all new substructures for under grounding primary and secondary circuits, and distribution transformers once the improvements have been inspected by AMP and found to have been properly installed. The Applicant or successor property owner(s) shall be responsible for the service cables and service equipment.
70. The Applicant/developer shall be responsible for all expenses involved in the duct/joint trench system engineering design, plan check, project coordination, and electrical construction inspection. The Applicant shall be responsible for the cost of AMP assigned inspector during construction.
71. The Applicant/developer shall submit, with the site improvement plans, detailed drawings showing the required site electric utility facilities.
72. HOLD HARMLESS. The Applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Alameda, the Alameda City Planning Board, City Council and their respective agents, officers, and employees from any claim, action, or proceeding (including legal costs and attorney's fees) against the City of Alameda, Alameda City Planning Board, City Council and their respective agents, officers, or employees to attack, set aside, void or annul, an approval by the City of Alameda, the Planning, Building & Transportation Department, Alameda City Planning Board, or City Council related to this project. The City shall promptly notify the Applicant of any claim, action, or proceeding and the City shall cooperate in such defense. The City may elect, in its sole discretion, to participate in the defense of said claim, action, or proceeding.

NOTICE. No judicial proceedings subject to review pursuant to California Code of Civil Procedure Section 1094.5 may be prosecuted more than ninety (90) days following the date of this decision plus extensions authorized by California Code of Civil Procedure Section 1094.6.

NOTICE. The conditions of project approval set forth herein include certain fees and other exactions. Pursuant to Government Code section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations and exactions. The Applicant is hereby further notified that the 90-day appeal period, in which the Applicant may protest these fees and other exactions, pursuant to Government Code section 66020(a) has begun. If the Applicant fails to file a protest within this 90-day period complying with all requirements of section 66020, the Applicant will be legally barred from later challenging such fees or exactions.

The decision of the Planning Board shall be final unless appealed to the City Council, in writing and within ten (10) days of the decision, by filing with the Planning, Building & Transportation Department a written notice of appeal stating the basis of appeal and paying the required fees.

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