Case File Number: PLN20108-PUDF01

| Location: | Lake Merritt Bart (51 9 ${ }^{\text {th }}$ Street) |
| :---: | :---: |
| Accessor's Parcel Number: | 001016900100 |
| Proposal: | The proposed project is a Final Development Permit (FDP) application for Lake Merritt Bart Phase One, Building B, part of the previously approved Planned Unit Development (PUD) for Lake Merritt Bart, located at 51-9 ${ }^{\text {th }}$ Street (APN 001 016900100). The Lake Merritt Bart PUD was approved on May 19, 2021. The PUD's conditions of approval specify two Phases. Phase One of the PUD includes three FDPs: the FDP for all horizonal improvements, the FDP for Building A, and the FDP for Building B. This is the second FDP application for the development at Lake Merritt Bart. This is the FDP for Building B; the proposal is for construction of a 97 -foot, 4 -inch-tall building with up to 97 residential units, 3,235 square feet of ground-floor commercial space, and related ancillary uses. |
| Applicant: | East Bay Asian Local Development Corporation (EBALDC), James Perez |
| Phone Number: | (510) 512-2444 |
| Owner: | San Francisco Bay Area Rapid Transit District (BART) |
| Case File Number: | PLN20108-PUDF01 \& PLN20108-PUDF02 |
| Planning Permits Required: | FDP, compliance with CEQA. |
| General Plan: | Central Business District |
| Zoning: | Lake Merritt Station Area District Pedestrian - 2 Commercial Zone (D-LM-2) |
| Environmental <br> Determination: | This FDP relies on the Lake Merritt Station Area Plan Environmental Impact Report (EIR), certified on July 28, 2014, and is entirely within the scope of, and was contemplated in, the CEQA Analysis for the Lake Merritt Bart PUD. The Lake Merritt Station Area Plan EIR can be reviewed at: https://cao-94612.s3.amazonaws.com/documents/Final-Environmental-Impact-Report-FEIR-July-28-2014.pdf <br> The Lake Merritt Bart PUD CEQA Analysis can be reviewed at: https://cao-94612.s3.amazonaws.com/documents/LMBART-CEQA-Checklist-Addendum_Final_signed-1.pdf. <br> Since it was contemplated in the previous Lake Merritt Bart PUD CEQA Analysis, the project meets all requirements under CEQA Guidelines Sections 15164, 15183, and 15168. As a result, no supplemental environmental review is required in accordance with Public Resources Code Section 21083.3 and Section 21166, and CEQA Guidelines Sections 15162 through 15164 , as well as 15168. |
| Historic Status: | n/a |
| City Council District: | 2 - Nikki Fortunato Bas |
| Status: | Under Review |
| Staff Recommendation: | Approval of FDP subject to Project Conditions of Approval. |
| Finality of Decision: | Appealable to City Council within ten (10) days |
| For further information: | Contact case planner Karen August by e-mail at kaugust@oaklandca.gov. |



PLN20108-PUDF02
51 9TH STREET 001016900100

Date: 6/28/2022

## SUMMARY

The proposed project is a Final Development Permit (FDP) application for Lake Merritt BART Vertical Improvements, Building B - a part of the previously approved Planned Unit Development (PUD) for the Lake Merritt BART Station located at 51-9 ${ }^{\text {th }}$ Street (APN 001 016900100). The Lake Merritt BART PUD was approved on May 19, 2021 (2021-LMB-PUD). The 2021-LMB-PUD's conditions of approval specifies two Phases. Phase One of the 2021-LMB-PUD includes three FDPs: the FDP for all horizonal improvements (both Block One \& Block Two), the FDP for Building A, and the FDP for Building B. For context, Phase Two the of PUD includes two FDPs: the FDP for Building C and the FDP for Building D.

This FDP is for the vertical improvements of Building B delineated in the 2021-LMB-PUD. Building B is proposed as a 97 -foot, 4 -inch-tall mixed-use building with up to 97 affordable housing units, 3,218 square feet of ground-floor commercial space, and related ancillary uses.

## PROPERTY DESCRIPTION

Project Site And Surrounding Area

Block 1 is bounded by 9th Street to the north, Fallon St to the east, 8th Street to the south, and Oak Street to west. The block currently contains BART parking, two small BART station head houses, and a small BART plaza. The block is surrounded by Laney College to the east, the BART plaza to the west, small scale commercial buildings to the south, and a pair of residential rowhouses to the north. Other nearby neighbors include Chinatown, the Oakland Museum of California, Alameda County Courthouse, Lake Merritt, and Jack London Square. The site is on the eastern boundary of the Central Business District (General Plan and Estuary Policy Plan Amendments; City of Oakland, Department of Planning and Building July 3, 2014).

## PROJECT BACKGROUND

## Project History

Approved by the City Planning Commission on May 19, 2021, the 2021-LMB-PUD encompasses both the 60,260-square foot "Block 1" located at 51 9th Street and the 59,978 -square foot "Block 2" at 107 8th Street. As noted above, Block 1 is bounded by 9th Street, Fallon Street, 8th Street, and Oak Street. Currently, this block serves the public transportation hub as a surface parking lot owned and operated by BART, and the BART tunnel runs underneath the centre of the site from Oak to Fallon. Additionally, this block has two station headhouse entrances on Oak Street, at the corners of 8th Street and 9th Street, which are not part of the 2021-LMB-PUD. The Project's Block 2 is bounded by 8th Street, Oak Street, 7th Street, and Madison Street. Block 2 is currently occupied by the existing BART-owned office building and its private parking lot.
In Spring of 2022, the applicant team, applied for two separate FDPs as part of Phase One of the 2021-LMBPUD. This FDP is for the vertical improvements consisting of Building B, an affordable housing development associated with the project. The companion FDP application is for the horizonal improvements, (subject to consideration under a separate staff report and recommendation).

In April 2022, the related Tree Permit for the 2021-LMB-PUD was extended to May 7, 2023.

In May 2022, both FDPs for the Horizonal Improvements and Building B were presented at the City's May $25^{\text {th }}$ Design Review Committee hearing. Detailed comments were provided to the applicant regarding the clarity of the design sheets, clarity of the proposed phasing, and scope for the required horizonal improvements.

## PROJECT DESCRIPTION

This FDP (PLN20108-PUDF01) includes Building B on Block One. Building B is a 97 -foot 4-inch-tall building encompassing approximately a third of a city block. The project includes $97100 \%$ affordable, deed restricted, senior housing units and 3,235 square feet of ground-floor commercial space and related ancillary uses. The ground floor is divided into commercial, back-of-house, and common area for the residents. The project includes a mix of studios, one- and two-bedroom units. In addition, the project includes a common area in the form of a lounge with a rooftop patio and with laundry facilities at the top level, level 7. Plans, elevations and illustrative drawings are provided in Attachment A to this report.

| Use | Floor Area | Vertical FDP Sheets | Notes |
| :--- | ---: | :--- | :--- |
| Commercial | 3,235 | G0.11 (Area by Occupancy Plan) | Incl. Commercial Restroom |
| Back-of-House | 2,865 | G0.11 (Area by Occupancy Plan) | Incl. Waste, Utility, Bike Rooms, FCC |

## GENERAL PLAN ANALYSIS

## Central Business District General Plan designation

The General Plan land use designation for this site is Central Business District. The classification is intended to "encourage, support, and enhance the downtown area as a high-density mixed use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California."
The desired character and use for the CBD classification includes a mix of large-scale offices, commercial, urban (high-rise) residential, institutional, open space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses.

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

- Objective T2. Provide mixed use, transit-oriented development that encourages public transit use and increases pedestrian and bicycle trips at major transportation nodes.

The proposed project provides a mixed-use, transit-oriented development at the Lake Merritt BART station, including residential, office, and retail. The project provides streetscape improvements that improve the conditions for pedestrians and bicyclists and includes a paseo to improve connections to the Lake Merritt BART station.

- Objective D1. Enhance the identify of Downtown Oakland and its distinctive districts; Policy D1.8 Planning for the Channel Park Arts, Educational, and Cultural Center. The area south of Lake Merritt that includes Laney College, the Henry J. Kaiser Auditorium, the Oakland Museum, and Alameda County offices should be enhanced as a walkable, bicycle-friendly educational, cultural and institutional center in downtown Oakland. Efforts to strengthen this area's identity and create transportation linkages with the Jack London Waterfront, City Center, and the Financial District, and BART should be promoted.

The proposed project creates a transit-oriented development at the Lake Merritt BART station that helps create a node of activity to connect Laney College and the Oakland Museum to the BART station, with improved bicycle and pedestrian connections and a mid-block activated paseo.

- Objective D3. Create a pedestrian-friendly downtown

The project improves the sidewalks on the four frontages of each block, providing a minimum 5.5-foot clear width for pedestrians on all frontages. The project also includes intersection improvements that improve pedestrian safety. The streetscape improvements also include landscaping, street furniture, and other amenities. The pedestrian paseo provides mid-block pedestrian access to the BART station.

- Objective D5. Enhance the safety and perception of safety downtown at all hours

The proposed project (Limited to Building B and the hard Landscaping) is being designed to activate the transit node at all hours, with ground floor active uses, activation of the paseo, and incorporation of Crime Prevention through Environmental Design (CPTED) techniques.

- Objective D7. Facilitate and promote downtown Oakland's position as the primary office center for the region.

This is Phase One (Limited to Building B and the Horizontal Improvements) of a multi-phased PUD. The PUD proposed provides 500,000 square feet of office space located in Building C, with direct access to the BART station. Building B is limited to $100 \%$ affordable, deed restricted, Senior housing units and ground-floor commercial space and related ancillary uses.

- Objective D10. Maximize housing opportunities in the downtown to create a better sense of community The proposed project provides 97 new affordable housing units of varying size and affordability levels.
- Objective D11. Foster mixed use developments to help create a diverse, lively, and vibrant downtown

The proposed project provides a mixed-use transit-oriented development with ground floor retail. The pedestrian paseo envisions a food hub near the BART head houses, with a commercial kitchen, restaurants, and outdoor seating. The corner of $8^{\text {th }}$ and Oak will also be a focal point for vibrant activity.

## Lake Merritt Station Area Plan policies

The Lake Merritt Station Area Plan provides land use policies for the plan area and, more specifically, for the Lake Merritt BART Station Area District.

Area-Wide Land Use Policies
LU-2 High intensity development potential. Support transit-oriented development and accommodate regional growth projections by promoting high intensity and high-density development in the Planning Area.

The project includes 97 new affordable housing units of varying size and affordability levels and a pedestrian paseo and food hub near the BART head houses, contributing to achieving regional growth projections by providing senior housing and thus creating a safer neighborhood with more eyes on the street and diverse denizens.

LU-3 Ground floor commercial uses. Expand active commercial uses, including retail and restaurants, throughout the Planning Area. This expansion supports an enhanced regional destination, building on and complementing the existing success of the Chinatown Commercial Center and diversifying retail options as an expansion of Oakland's Central Business District.

The Project provides ground floor limited-service restaurant space around the BART station entrances and retail along Oak St.

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

LU-5 Lake Merritt BART Station Area: key streets through this hub include Oak Street, Madison Street (excluding Madison Square Park), 8th Street, and 9th Street

The Project provides ground floor commercial uses (as described above) as well as residential lobbies, residential amenity space, and daycare activities to activate the ground floor.

LU-7 Diverse housing types. Ensure a diverse community by incentivizing a range of housing types, including housing for individuals and families of all sizes and all income levels.

The overall PUD project includes diverse housing types, including family-oriented affordable housing in Building D, affordable senior housing in Building B, and a mix of unit types in the market-rate Building A. The prosed project is for one part of this diversity, Building B.

Land Use Policies for the Lake Merritt BART Station Area District
LU-26 High intensity development. Promote high intensity development on the BART-owned blocks to support transit-oriented development. Ensure neighborhood compatibility through application of design guidelines.

The Project complies with the Lake Merritt Station Area Plan Design Guidelines as well as the project specific design guidelines, ensuring compatibility of the project with the overarching land use entitlements and policies.

LU-27 Community benefit. New development on the Lake Merritt BART blocks should reflect the unique community heritage of Chinatown, serve the existing and future community, and incorporate public amenities.

The Project serves the existing and future community by providing affordable housing options for families and seniors and provides community gathering spaces in the paseo.

LU-28 Community involvement. Work closely with the community and BART to develop the desired program of uses for the Lake Merritt BART blocks and ensure the provision of an appropriate range of community services, public uses, and amenities throughout the area.

The Project applicant has led extensive community engagement to help shape the Project. Engagement efforts included stakeholder meetings and interviews, Community Design Workshops, and community surveys.

LU-29 Catalyst development. Promote development on the Lake Merritt BART blocks that acts as a catalyst project that creates an active neighborhood hub and serves as part of activated spines along 8th, 9th, and Oak Streets, connecting the heart of Chinatown, the Lake Merritt BART Station, and Laney College.

The Project will serve as a catalyst within the broader neighborhood, creating a food hub and community gathering space in the paseo, providing safe and comfortable pedestrian and bicycle connections to the BART station, and providing 97 units of the PUD's proposed 557 residential units.

## ZONING ANALYSIS

The 2021-LMB-PUD is located within the D-LM Lake Merritt Station Area District Zones. The intent of the Lake Merritt Station Area District (D-LM) Zones is to implement the Lake Merritt Station Area Plan. In general, development in this zoning district shall be consistent with the Lake Merritt Station Area Plan, of a high-quality design, and include active ground floor uses where appropriate and feasible. The 2021-LMB-PUD conforms to the Zoning regulations of the District and Area Plan.

Six overarching objects of the 2021-LMB-PUD Design Guidelines applicable to the Phase One are listed below.

1. Create a more active and vibrant Lake Merritt Station Area District to serve and attract residents, businesses, students, and visitors;

The Project creates a mixed-use, transit-oriented development on one City Block of the Lake Merritt Station Area that will transform an existing parking lot into a mixed-use building with 97 100\% affordable housing units, with a paseo providing mid-block pedestrian connections to the BART station.
2. Increase activity and vibrancy in the area by encouraging vital retail nodes that provide services, restaurants, and shopping opportunities;

The commercial spaces in Block 1 will create a food hub, with restaurants and outdoor seating to create a food destination in the neighborhood.
3. Improve connections between the Lake Merritt BART Station and major destinations outside the Station Area District;

The pedestrian paseo provides an important connection between Laney College and the BART station.
4. Improve safety and pedestrian-orientation;

The proposed project provides pedestrian improvements including improved sidewalks with minimum 5.5 ft. clear width, improved intersections with curb bulbs, curb ramps, and crosswalks, and activation to improve safety.
5. Identify additional recreation and open space opportunities and improve existing resources; and

The pedestrian paseo in Block 1 provides increased landscaping and greening of the block as well as opportunities for gathering and potential play space for children.
6. Encourage and enhance a pedestrian-oriented streetscape.

The project includes improvements to the streetscape on all frontages, which provide pedestrian-oriented streetscapes with improved sidewalks, landscaping, and street furniture.

The approved 2021-LMB-PUD produced 206 itemized guidelines. Each guideline is address in the Zoning Matrix. Please see Attachment A for a comprehensive Zoning Regulations Matrix that reviews for consistence with the 2021-LMB-PUD and grants the assumption that all horizonal improvements on Block One and Block Two are included.

As demonstrated in the Zoning Matrix, the proposed project, Building B, meets the regulator requirements delineated in 2021-LMB-PUD.

## ENVIRONMENTAL DETERMINATION

This FDP relies on the Lake Merritt Station Area Plan Environmental Impact Report (EIR), certified on July 28, 2014, and is entirely within the scope of, and was contemplated in, the CEQA Analysis for the Lake Merritt BART PUD. The Lake Merritt Station Area Plan EIR can be reviewed at: https://cao-94612.s3.amazonaws.com/documents/Final-Environmental-Impact-Report-FEIR-July-28-2014.pdf

The Lake Merritt BART PUD CEQA Analysis can be reviewed at: https://cao-94612.s3.amazonaws.com/documents/LMBART-CEQA-Checklist-Addendum_Final_signed-1.pdf.

Since it was contemplated in the previous Lake Merritt BART PUD CEQA Analysis, the project meets all requirements under CEQA Guidelines Sections 15164, 15183, and 15168. As a result, no supplemental environmental review is required in accordance with Public Resources Code Section 21083.3 and Section 21166, and CEQA Guidelines Sections 15162 through 15164, as well as 15168.

## ZONING AND RELATED ISSUES

In general, staff finds the proposed project design to be consistent with the approved 2021-LMB-PUD. The project is visually interesting, although it may still be overly busy. The location of ground floor uses maximize activity and transparency along the public right-of-way and at the corners of the building. Back-of-house uses are generally contained within the project and are minimized along the middle of Building B.

## RECOMMENDATION

The proposed Lake Merritt BART Vertical FDP for Building B is consistent with and constitutes a design evolution and refinement of the previously approved Preliminary Development Plan. Staff specifically recommends that the Planning Commission:

1. Rely on the Lake Merritt Station Area Plan Environmental Impact Report (EIR), certified on July 28, 2014 as adequate under CEQA for analysis of the Lake Merritt BART Vertical Final Development Permit pursuant to CEQA Guidelines Section 15162, and based on the attached findings (and incorporated herein by reference);
2. Approve the Lake Merritt BART Vertical FDP for Building B, PLN20108-PUDF01 subject to Project Conditions.

Approved for forwarding to the
City Planning Commission by:


Ed Mannasse, Deputy Director of Planning

## Attachment:

A. Findings Approval/ Zoning Regulations Matrix
B. Proposed Plans, LMB-FDP-Vertical-Bldg B_dated 22-06-16_compressed
C. The Lake Merritt Station Area Plan EIR: https://cao-94612.s3.amazonaws.com/documents/Final-Environmental-Impact-Report-FEIR-July-28-2014.pdf
D. The Lake Merritt BART PUD CEQA Analysis: https://cao-
94612.s3.amazonaws.com/documents/LMBART-CEQA-Checklist-Addendum Final signed-1.pdf
E. 2021-LMB-PUD---DESIGN GUIDELINES
F. 2021 Lake Merritt BART PUD COA

| Category | Subheader | Guide line | Description | Which FDP? <br> (Horizontal, Vertical, Both, or N/A) | Com plies ? | Staff Response |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | General Guidelines for Blocks $1 \& 2$ | Coordinated Design | The design of the high-rise Buildings (A and C) and the mid-rise Buildings ( B and D ) should be coordinated to create a cohesive frontage and to reinforce the overall sense of identity for each Block. This coordinated design should take the form of a similar vocabulary of forms, openings, materials and colors. This should include consideration of how buildings work together to achieve the Design Principles for Lake Merritt BART, contribute to the public realm and the overall quality of life. (LMSAP/DG-1: Public Perception) | Both | Yes | Project is for Building $B$ and Landscaping of the Paseo. Design of massing and materials could be further refined to create pragmatic groundwork of later phased projects. Later projects include: Highrise and mid-rise buildings that must be coordinated to create a cohesive frontage. Building A, C, and D design still pending, refer to Building $B$ elevations on A3.00A3.05 of the Vertical FDP. |
| Building <br> Design | General Guidelines for Blocks $1 \& 2$ | Transition-in-Scale | Mid-rise Buildings (B and D) on each block should be designed to provide a visual transition between the scale and rhythm of the neighboring buildings and high-rise Buildings (A and C). (LMSAP/DG-17: <br> Reinforce the Existing Rhythm) | Both | Yes | Project is for Building $B$ and Landscaping of the Paseo. Design of massing and materials could be further refined to create pragmatic groundwork of later phased projects. Later projects include: Highrise and mid-rise buildings will be coordinated to create a cohesive frontage. Building A, C, and D design still pending, refer to Building B elevations on A3.00A3.05 of the Vertical FDP. <br> The height of Bldg-B (midrise) is designed to relate to the later phased podium base height of Bldg-A tower to assist in |

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\begin{array}{|l|l|l|l|l|l|}\hline & & & & & \begin{array}{l}\text { transition of massing } \\
\text { scale. }\end{array} \\
\hline & & & & & \begin{array}{l}\text { The Building B façade } \\
\text { fronting the Paseo is } \\
\text { articulated with } \\
\text { various materials } \\
\text { including textured }\end{array}
$$ <br>

brick, hardwood\end{array}\right]\)| screens, and |
| :--- |
| transparent storefront |
| to allow for a visual |
| Building |
|  |


|  |  |  | structures and play areas. Shared outdoor spaces such as the publicly accessible open space Paseo, the courtyard, the open space at the upper floor step backs and/or the rooftops, should be designed to have ample daylight and to be sheltered from the wind. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | General Guidelines for Blocks $1 \& 2$ | Residential Community Rooms | Where community rooms are provided, they should be located to promote active use by residents. Community rooms are encouraged to be located adjacent to shared outdoor spaces or public open areas to create strong connections between indoor and outdoor activities. (LMSAP/DG-57: Shared Spaces) | Vertical | Yes | Building B includes community room at ground level adjacent to public paseo to physically and visually connect residents to outside activity. Refer to A2.00 for L1 plan of the Vertical FDP. |
| Building <br> Design | General Guidelines for Blocks $1 \& 2$ | Exterior Color | The exterior color palette should be coordinated to provide a cohesive overall appearance and to reinforce the design intent. The color palette at adjacent buildings should be coordinated to achieve the desired balance of cohesion and variety. (LMSAP/DG-73: Color) | Vertical | Yes | Projects will coordinate overall exterior color pallet/appearance. Building A, C, and D pending. Refer to Building B elevations on A3.00-A3.05 of the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Standards | The Building A tower shall be setback from the base building a minimum of 20 feet. | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Standards | Parking uses located in the podium at Building A shall include $25 \%$ openings for natural ventilation. | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Standards | The corner of the podium at the Paseo and Oak Street shall be notched a minimum of 10 feet by 10 feet. | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Standards | A canopy shall be provided over entrances to the groundfloor commercial spaces. See Figure 13. | Vertical | Yes | Project provides canopy/awning at entrances to ground floor commercial. Refer to elevations on A3.00 and A3.03 of the Vertical FDP. |


| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | Architectural articulations and landmark features should be used to highlight and emphasize the building corners facing Oak Street, to visually define and animate the mid-block pedestrian thoroughfare entry and to facilitate pedestrian flow. | Vertical | Yes | Project provides canopy/awnings, storefront, various materials, and signing for articulation. Refer to elevations on A3.00 and A3.03 and preliminary signing on G0.18 of the Vertical FDP. SIGN PERMITS will be pursued under a separate application. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | Active commercial uses should be provided at the ground floor of all four building corners along Oak Street with visual transparency to create an active and inviting public realm and to connect the street life to the Paseo. (LMSAP/DG-39: Storefronts, DG-32: Views of Indoor Spaces) | Vertical | Yes | Building B includes commercial kitchen at ground floor corners along Oak Street with storefront for transparency. Public Restroom is accessible via the Paseo. Refer to L1 plan on Sheets A2.00 and elevations on A3.00 and A3.03 of the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | Open spaces and/or articulated roof shapes should be provided at step backs and the rooftop facing Oak Street to emphasize the gateway elements and to provide shared outdoor spaces overlooking the BART Plaza and Downtown. | Vertical | Yes | Building B includes an upper-level lounge and deck overlooking the BART plaza and downtown facing Oak Street. The upper-level lounge is articulated by a pitched gable roof. Refer to L7 plan on Sheets A2.06 and elevations on A3.00 and A3.03 of the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | The design of the high-rise Building A and the mid-rise Building B should be coordinated to create a cohesive frontage and to reinforce the overall identity for the block. This coordinated design should take the form of a similar vocabulary of forms, openings and materials. | Vertical | Yes | High-rise and mid-rise buildings will be coordinated to create a cohesive frontage. Building A design still pending, refer to Building B elevations on Sheets A3.00-A3.0 on the Vertical FDP. Further refinement of materials would make future coordination more realistic. |


| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | Use of canopies, awnings or other projecting elements should provide shelter and shade at west facing active uses. At Building B, horizontal awnings above the ground floor should wrap around both corners of Oak Street and the Paseo and at Oak and 8th Street. <br> (LMSAP/DG-35: Awnings) | Vertical | Yes | Building B provides canopies/awnings at both corners facing Oak Street. Refer to elevations on Sheets A3.00, A3. 01 and A3.03 on the Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | The visual prominence of the west facade of the Building A tower suggests incorporating three-dimensional elements such as balconies, recesses and similar architectural features that create deep shadows and provide shading for interior uses. <br> (LMSAP/DG-24: <br> Distinguished Tower Design) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Frontage: <br> Design <br> Guidelines | Varying materials, texture and scale should be used to differentiate the building base from the tower above. (LMSAP/DG-18: Transitions in Building Height) | Vertical | Yes | The base at Building B includes textured brick, hardwood screens, and storefront windows to differentiate from the upper levels above which are comprised of composite wood panels, fiber cement panels and painted cement plaster. Refer to elevations and material keynotes on Sheets A3.00 and A3.01 and materials on A3.05 on the Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Located in part above the BART tunnel, the design in this area must comply with the BART Facilities Standards. | Horizontal | Yes | BART Facilities Standards are complied with in areas above the BARTtunnel. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Block 1: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Furniture should include benches which orient in multiple directions and provide a variety of ways to sit including tiered, backed, non-backed, communal, etc. | Horizontal | Yes | Various seating arrangements around planters, moveable furniture, and near eating establishments provide a variety of ways to sit. |


| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Block 1: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Furniture should also accommodate all needs of transit users and include bike lockers, bike racks, lighting, waste stations, and information kiosks/maps. | Horizontal | Yes | Bike lockers, bike racks, lighting, and wayfinding signage included to accommodate transit users. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: Streetscape / Business Frontage Zone | The Paseo pavements shall extend to surround the skylight. | Horizontal | Yes | Paseo paving pattern extends around the skylight |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: <br> Streetscape / <br> Business <br> Frontage <br> Zone | The skylight should be visible and iconic and at night be lit for interest. | Horizontal | Yes | Skylight is a focal point of the paseo design. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Block 1: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk concrete should be colored with the maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Control joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Oak Street <br> Block 1: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Located in part above the BART tunnel, the furnishings in this area must comply with BART Facility Standards and should not block sightlines into the Paseo. | Horizontal | Yes | BART Facilities Standards are complied with in areas above the BARTtunnel. Sightlines are preserved across the paseo. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Furniture should include benches which orient towards both the Paseo and Oak Street. | Horizontal | Yes | Benches underneath the bus canopy orient towards Oak and benches around the skylight orient towards the paseo. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Oak Street Block 1: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | The expression of Oak Street as a "green street" encourages emphasizing public transit and where possible planting that does not conflict with the transit | Horizontal | Yes | Planting is limited on Oak Street given subterranean structures. |


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|  | Guidelines for Block 1 | Design Guidelines | to connect the street life to the Paseo. (LMSAP/DG-32: Views of Indoor Spaces) |  |  | along 8th street and the paseo. Refer to elevations on A3.00 and A3.03. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Fallon Street <br> Frontage: <br> Design <br> Guidelines | Residential entries should be designed as prominent elements that reinforce and activate street frontage. (LMSAP/DG-30: Ground Floor Entries) | Vertical | Yes | Building B provides a three-story height covered space with hanging art and lighting at the main residential entry at 9th and Fallon. Refer to Sheets 1/A3.00 and 1/A3.03 on the Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Fallon Street <br> Frontage: <br> Design <br> Guidelines | The narrow corner at Building B creates a dramatic frontage that should be enhanced with a recessed entry or other significant and welcoming element that provides a visual landmark for Block 1 and relates to the scale of the Laney Campus. | Vertical | Yes | Building B provides a recessed three-story height entry space along Fallon. The space includes hanging art and lighting and a public stairway leading into the Paseo resembling civic spaces surrounding, including Laney Campus. Refer to Sheets 1/A3.00 and 1/A3.03 on the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Fallon <br> Street: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and extension of the lobby to the outside should be encouraged. | Horizontal | Yes | Urban furniture elements are planned to be provided around the lobby entrances along Fallon St. The Building B ground floor community room will open up onto the Paseo - which will also provide this lobby "extension". Please see Sheet L4.01 on the Horizontal FDP for more detail. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Fallon <br> Street: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Elegant vertical circulation with clear sightlines to the Paseo should be maintained at entry points mid-block in the business frontage zone. | Horizontal | Yes | Design of massing and materials could be further refined to create "elegant" vertical circulation and pragmatic groundwork of later phased projects. The design of the visual connection and circulation from |


|  |  |  |  |  | Fallon Street into the <br> Paseo is a priority. |
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| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | Fallon <br> Street: <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage <br> Guidelines <br> for Block 1 | Fallon <br> Street: <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, and concrete. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 of the Horizontal FDP for furniture specs. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): Design <br> Standards | The Building A tower shall be setback from the base building a minimum of 10 feet along the 9th Street frontage. See Figure 29. | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building <br> A): Design Standards | Parking uses located in the Building A podium shall be wrapped in a porous screen with minimum $25 \%$ openings to allow for natural ventilation. Screening element to be integrated with overall building design, or consist of high-quality, contrasting material to create an architectural feature. (LMSAP/DG-98: Integral Design) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building <br> A): Design Guidelines | Set back the ground floor two to four feet from the public right-of-way to create a wider sidewalk with a minimum of eight-foot clearance. Upper levels of the building may extend over the ground floor set back to the public right-of-way, maintaining a 15 foot minimum height from the sidewalk. (LMSAP/DG125: Sidewalk Elements) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |


| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | Active ground floor uses should be provided at the building corners at Fallon Street and Oak Street. The minimum length of the active frontage from each corner should be not less than 30 feet. (LMSAP/DG-8: Primary Lot Frontage) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | Transparent openings should be provided at active uses such that windows allow views of indoor space between two and nine feet above the sidewalk. (LMSAP/DG-32: Views of Indoor Space) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | The access for parking and loading areas should be as narrow as functionally possible. (LMSAP/DG-92: Vehicular Access) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | Set back garage and other service access doors from the public right-of-way two to four feet to reduce prominence. Access doors should be fabricated from high-quality and easily maintained materials, with glazing incorporated where possible. (LMSAP/DG-93: Site Design) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | Non-active ground floor uses including service areas and parking facilities should be articulated with architectural elements such as a change in material and/or texture, screening elements, translucent windows and plantings (LMSAP/DG-93: Site Design) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building A): Design Guidelines | At the 9th Street frontage, the tower should be set back 10 feet from the Building Base to reduce apparent scale and modulation of the podium facade. (LMSAP/DG-19: Step Back Above the Podium Height) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage | 9th Street Frontage (Building | Step backs above the Building Base should be utilized as roof gardens and | N/A | N/A | This is for Building A. Details to be confirmed during |


|  | Guidelines for Block 1 | A): Design Guidelines | active outdoor space. (LMSAP/DG-27: Active Upper Stories) |  |  | Building A Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged. | Horizontal | Yes | Street trees provide a visual 3-block connection towards Chinatown. Bike parking provided along 9th street. Historical signage proposed at the corner of 9th and Oak provides historical context (See Sheet L9.1 of the Horizontal FDP). Banner poles along 8th and 9th provide a clear vocabulary along this pedestrian thoroughfare connecting the station to Chinatown. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | An overhead steel cable for lighting elements should be provided at each light pole and at equal distances not to exceed $18^{\prime}-0$ " between poles. Secured power should be provided at the corner-most light poles for the lighting elements. | Horizontal | Yes | See Sheet L9.1 for banner poles along 8th and 9th Street. See Sheet L5.1 for location of street pole lights. There are only two pole lights on 9th Street. See lantern cable infrastructure on Sheet L10.1 (Item \#18) of the Horizontal FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Control joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |
| Building <br> Design | Street Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street and or text connecting to cultural identity of site such as poetry or history. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |


| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | New street trees that could be carried west to Madison Park should be provided along 9th to connect to the campuses of Laney College and OMCA, strengthen its identity as a green street, and increase livability. (LMSAP/DG-110: <br> Tree Planting and Preservation) | Horizontal | Yes | Eight new street trees (Quercus Suber 36") proposed along 9th Street create a green connection towards Madison Park and OMCA and Laney. See Sheet L7.3 \& L7.4 for Planting Plan of the Horizontal FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage (Building <br> A): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Between tree wells concrete unit pavers, stamped concrete, or cobblestones should be used to unify the three blocks of 8th and 9th at the curb edge. Stamp design could be created with an artist to be culturally relevant to Chinatown. | Horizontal | Yes | Decorative edge at 8th and 9th Street shown on Sheet L4.03 of the Horizontal FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 9th Street <br> Frontage <br> (Building <br> A): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. For 8th and 9th these selections should extend to three block open space and should be colorful or otherwise stand out to reinforce the frame of the open space on 8th and 9th Streets. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 of the Horizontal FDP for furniture specs. |


| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design <br> Standards | 8th Street is considered a Principal Street and serves as an important connector for auto, bicycle and pedestrian traffic. It is designated as a pedestrian-oriented spine, a priority lighting corridor, a commercial corridor and transit preferential street. The Oak Street corner is the priority location for active retail uses on Block 1 and provides an important gateway to the public open spaces at the BART Plaza and the Paseo. The Fallon Street corner is also highly prominent due to the narrow building footprint and also provides an important gateway to the Paseo. Necessary ground floor services are located on 8th Street frontage to avoid impacting the Fallon Street frontage and public spaces at the Paseo and BART entrance areas. | Both | Yes | 8th Street: Bike land and transit loading emphasized on 8th Street to fulfill the City's objective of 8th being a priority lighting, transit, and commercial corridor. The commercial kitchen on 8th Street faces out towards 8th with large picture windows to emphasize retail activity. <br> Oak St Corner: Retail is currently programmed at Building A and Building B facing Oak Street and the BART plaza. <br> Fallon St Corner: Ground floor services are located far from the Fallon Street corner to promote traffic into the paseo and activation at both residential entrances to Building A and B which are accessed on opposite corners of Fallon. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design Guidelines | To allow for an eight-foot minimum clear width at sidewalk, the ground floor should be setback an average depth of two to four feet from the public right-of-way for the entire frontage length. Upper levels of the building may extend over the ground floor setback to the public right-of-way, maintaining a 15-foot-minimum height from the sidewalk. The ground floor setback may also provide room for planting treatments to reduce blank wall impacts where blank walls are unavoidable. See Figure 36. (LMSAP/DG- | Vertical | Yes | Yes, the ground floor of Building B is setback at least at an average depth of two to four feet from the public right-of-way for the entire frontage length. Potential locations for public art and planting along this frontage are starting to be identified particularly to reduce the amount of blank wall near service rooms. See Sheet L10.3 on the Horizontal FDP (8th St. cross section at |


|  |  |  | 29: Distinct Ground Floor, DG-38: Blank Wall Limitations) |  |  | Block 1), as well as Sheet A3.01 on the Vertical FDP (Building B 8th St. elevation) for more detail. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street Frontage (Building B): Design Guidelines | Use massing breaks and architectural elements to reduce the apparent building bulk along 8th Street. The massing breaks could correspond to the internal function of the building. (LMSAP/DG-16: Threedimensional Articulation) | Vertical | Yes | The Building B elevation along 8th Street is articulated with recessed and projecting elements and various materials to break up the building mass. Refer to rendering on G0.06, elevations on A3.01 and A3.04, and materials on A3.05. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street Frontage (Building B): Design Guidelines | Building design should take advantage of the south facing frontage on 8th Street to create visually interesting patterns of lights and shadows. Provide regular rhythms of elements such as awnings, metal canopies, sunshades and bays, and/or recessed windows to create playful light and shadow patterns. Consider use of awnings, canopies, and other details over 'back of house' activities to create a more interesting facade. (LMSAP/DG-16: Threedimensional Articulation) | Vertical | Yes | The Building B south elevation along 8th Street is articulated with recessed and projecting elements and perforated sunshades to provide rough, staccato rhythm and visually interesting lights and shadows - however rhythm would be improved by simplifying the pattern and materials. Refer to elevations on A3.01 and A3.04, and materials on A3.05, of the Vertical FDP. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design <br> Guidelines | Active ground floor commercial spaces should be provided at the Oak Street corner with a recommended minimum length on 8th Street of not less than 30 feet, utilizing large glazing and horizontal awnings that fully wrap the corner of this façade. The minimum height of the ground floor commercial space from the 8th Street sidewalk should be no less than 15 feet and no colonnades are allowed in front of the commercial | Vertical | Yes | Building B is designed to provide an active ground floor commercial space along the entire Oak Street elevation. The commercial kitchen is lined with storefront to allow for visibility into the active space. Refer to L1 Plan on A2.00 and elevations on A3.00 and A3.01 for heights, on the Vertical FDP. |


|  |  |  | space. (LMSAP/DG-32: <br> Views of Indoor Spaces, DG7: Corner Building Design, DG-6: Avoid Colonnades) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage <br> Guidelines <br> for Block 1 | 8th Street <br> Frontage (Building <br> B): Design <br> Guidelines | Emphasize and highlight the building corner at Oak Street and 8th Street by architectural forms and features such as change in the height, roof form, different material, and recessed or projected architectural elements, to visually define and animate the intersection. (LMSAP/DG-7: Corner Building Design) | Vertical | Yes | The building corner at 8th and Oak Street are articulated with large storefront windows and awnings to allow pedestrians a look into the active space. Refer to elevations on A3.01, A3.04 and materials on A3.05, on the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design <br> Guidelines | Provide active ground floor uses at Fallon Street corner with a minimum length on 8th Street of not less than 30 feet. Active uses at this location should include residential lobby entrance or residential amenity spaces. (LMSAP/DG-32: Views of Indoor Spaces) | Vertical | Yes | The ground floor at Building B along Fallon and 8th Street consists of active common spaces including the residential lobby, lounge, and community room which total more than $30-\mathrm{ft}$ of the 8th Street frontage. The spaces are lined with storefront to allow for visibility. Refer to L1 Plan on A2.00 and elevations on A3.00 and A3.01, on the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design Guidelines | Provide windows on both sides of the community room and lobby to allow views from 8th Street frontage to the Paseo. This would activate the street frontage and also create visual connections between 8th Street and the Paseo. (LMSAP/DG-1: Public Perception, DG-32: Views of Indoor Spaces) | Vertical | Yes | Building B community room and lobby are lined with storefront on both 8th street and Paseo elevations to create a visual connection between the two. Refer to L1 Plan on A2.00 and elevations on A3.00 and A3.01, on the Vertical FDP. |


| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design Guidelines | Provide a minimum of $50 \%$ active ground floor frontage. | Vertical | Yes | The majority of Building B ground floor is active ground floor space along all 4 frontages. Refer to L1 plan on A2.00. <br> Also refer to sheet G0.17, \#9: L1 - Active Ground Floor Diagram, on the Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage (Building <br> B): Design <br> Guidelines | Provide a ground floor setback at the Fallon Street corner to enhance public access and views to the Paseo from 8th Street. Upper levels of the building may extend over the corner setback to the public right-of-way. The corner ground floor setback should be a minimum of two stories. (LMSAP/DG-29: Distinct Ground Floor, DG26: Pedestrian Scale) | Vertical | Yes | The first three floors of the Building B corner at 8th Street and Fallon St are set back at an angle to provide public access and views to the paseo. Refer to L1 plan on A2.00, on the Vertical FDP |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): Design <br> Guidelines | Limit blank walls, service doors and other non-active elements to a maximum of $30 \%$ of the linear ground floor frontage on 8th Street. Consider use of windows, architectural details, landscaping, or art details at these non-active elements. (LMSAP/DG-38: Blank Walls) | Vertical | Yes | The majority of Building B ground floor frontage at 8th street is active and articulated by storefront and textured materials. Service spaces are limited to a small portion and will be masked by architectural features and potentially public art. Refer to elevation on A3.01 and A3.04, on the Vertical FDP. <br> Per Design Guidelines for Lake Merritt BART Project, Section B4-8th St. Frontage (Bldg. B): A minimum of $50 \%$ active ground floor frontage is required." <br> Please refer to Vertical FDP sheet G0.17, \#9 Level 1 - Active Frontage Diagram. We |

$\left.\begin{array}{|l|l|l|l|l|l|}\hline & & & & & \begin{array}{l}\text { are providing 52\% } \\ \text { active frontage at } \\ \text { ground floor and the } \\ \text { service frontage is } \\ \text { 27\% of the linear } \\ \text { ground floor frontage }\end{array} \\ \text { on 8th Street. }\end{array}\right]$

| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | An overhead steel cable for lantern elements should be provided at each light pole and at equal distances not to exceed $18^{\prime}-0$ "' between poles. Secured power should be provided at the corner-most light poles for the lantern elements | Horizontal | Yes | On the Horizontal FDP, see Sheet L11.1 for banner poles along 8th and 9th Street. See Sheet L11.2 for location of street pole lights. There are only two pole lights on 9th Street. See lantern cable infrastructure on Sheet L11.2 (Item \#18) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Extended space for pedestrians and transition from shuttles and cars to BART is provided outside the landscape furnishing zone | Horizontal | Yes | Additional loading for shuttles, passengers, paratransit, provided on 8th Street with additional sidewalk width to accommodate pedestrians. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |


| Building <br> Design | Street Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Between tree wells concrete unit pavers, stamped concrete, or cobblestones should be used to unify the three blocks of 8th and 9th at the curb edge. Stamp design could be created with an artist to be culturally relevant to Chinatown. | Horizontal | Yes | Decorative edge at 8th and 9th Street shown on Sheet L4.03. Seven new street trees (Quercus Suber 36") proposed along 8th Street create a green connection towards Madison Park and OMCA and Laney. See Sheet L7.1 for Planting Plan on the Horizontal FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street Frontage Guidelines for Block 1 | 8th Street <br> Frontage <br> (Building <br> B): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. For 8th and 9th these selections should extend to a three-block open space and should be colorful or otherwise stand out to reinforce the frame of the open space on 8th and 9th. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 for preliminary furniture ideas, further details are still needed. |
| Building <br> Design | Street Frontage Guidelines for Block 1 | Paseo <br> Frontage <br> (Building A <br> \& B): <br> Design <br> Standards | Building A tower shall be setback from the building base | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street Frontage Guidelines for Block 1 | Paseo <br> Frontage <br> (Building A <br> \& B): <br> Design <br> Standards | Parking uses located in the Building A podium shall be wrapped in a porous screen with minimum $25 \%$ openings to allow for natural ventilation. Screening element to be integrated with overall building design, or consist of high-quality, contrasting material to create an architectural feature. (LMSAP/DG-98: Integral Design) | N/A | N/A | This is for Building A. Details to be confirmed during Building A Vertical FDP. |
| Building <br> Design | Street <br> Frontage <br> Guidelines <br> for Block 1 | Paseo <br> Frontage <br> (Building A <br> \& B): | A canopy at least four feet in width shall be located above pedestrian level at the corner | N/A | N/A | This is for Building A. Details to be confirmed during |


|  |  | Design <br> Standards | of the Paseo and Oak Street. See Figure 13. |  |  | Building A Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Paseo <br> Frontage (Building A \& B): Design Guidelines | At the Paseo-fronting facades, visually interesting architectural features should be employed to encourage interactions with passersby and highlight focal points. (LMSAP/DG-26: Pedestrian Scale) | Vertical | Yes | The Building B façade fronting the Paseo is articulated with various materials including textured brick, hardwood screens, Julietbalconies at upperlevel residential units and transparent storefront to allow for a visual connection between passersby and the residential building. Refer to elevations on A3.00, A3.03, and materials on A3.05 of the Vertical FDP. Visual interest would be improved by refinement of materials and generation of material language that could be carried over to the later phased market rate units/ Building A -- See A3. 05 |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Paseo <br> Frontage (Building A \& B): Design Guidelines | Active uses such as storefronts, dining and building entrances should be located at the ground floor frontage on both sides of the Paseo to create a destination and active public space. <br> (LMSAP/DG-39: <br> Storefronts) | Vertical | Yes | The Building B ground floor includes entries into the residential community room as well as entrance and signage for the commercial kitchen space. Refer to L1 plan on A2.00 and elevations on A3.00A3. 05 of the Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 1 | Paseo <br> Frontage <br> (Building A <br> \& B): <br> Design <br> Guidelines | Use pedestrian-scale articulation such as overhangs, recesses, enhanced lighting, and increased transparency to create an active and inviting public scale. (LMSAP/DG26: Pedestrian Scale, DG-78: Building Lighting) | Vertical | Yes | The Building B façade fronting the Paseo is articulated with various materials including textured brick, hardwood screens, transparent storefront, and awnings to create a pedestrian scale |


|  |  |  |  |  | experience. Refer to <br> elevations on A3.00, <br> A3.03, and materials <br> on A3.05 of the <br> Vertical FDP. |
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| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): <br> Design Guidelines | To allow for a five-foot sixinch minimum clear width at sidewalk, set back the ground floor an average depth of two to four feet from the public right-of-way for the entire frontage length. The depth of this ground floor step back may vary. Upper levels of the building may extend over the ground floor set back to the public right-of-way. <br> (LMSAP/DG-29: Distinct Ground Floor) | N/A | N/A | This is for Building C $\&$ D. Details to be confirmed during Building C \& D Vertical FDPs. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): <br> Design Guidelines | Architectural articulations and landmark features should be used to highlight and emphasize the building corners at Madison and Oak Street to define and animate the intersections. <br> (LMSAP/DG-7: Corner Building Design) | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |
| Building Design | Street <br> Frontage <br> Guidelines <br> for Block 2 | 8th Street <br> Frontage <br> (Building C <br> \& D): <br> Design <br> Guidelines | Active ground floor uses with high transparency should be provided for the entire 8th Street frontage. Active uses may include building entries, residential amenities, childcare space or other community serving uses and retail. Office and administrative uses at the ground floor should not exceed $25 \%$ of the length of the frontage. (LMSAP/DG- <br> 32: Views of Indoor Spaces) | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): <br> Design Guidelines | At the Oak Street corner, Building C should provide an active use that wraps the corner on to Oak Street with large windows and other architectural features that create a strong relationship to the BART entrances and to Block 1. A flexible retail use with possible connection to the office lobby should be explored. (LMSAP/DG-32: Views of Indoor Spaces, DG42: Flexible Commercial Space) | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |


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|  |  |  | A small plaza, building <br> recess or other street level <br> open space should be <br> provided at or near the <br> juncture of Building C and <br> Building D. This mid-block <br> break should be designed as a <br> welcoming "front porch" to <br> accommodate a primary entry |  |  |
|  |  | Street <br> Frontage <br> Guidelines <br> for Block 2 2 | 8th Street <br> Frontage <br> (Building C <br> \& D): <br> Design <br> Guidelines | buildings. (LMSAP/DG-32: <br> Views of Indoor Spaces, DG- <br> 48: Entry) | N/A |


|  |  |  | Slender Towers, DG-24: Distinguished Tower Design) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): <br> Design Guidelines | Open spaces should be provided at step backs and roof tops facing 8th Street to take advantage of views to BART Plaza, Lake Merritt and to downtown Oakland. | N/A | N/A | This is for Building C $\&$ D. Details to be confirmed during Building C \& D Vertical FDPs. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): Design Guidelines | Blank walls, service doors and other non-active elements should be limited to a maximum of $15 \%$ of the linear ground floor frontage on 8th Street. (LMSAP/DG38: Blank Walls) | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street <br> Frontage (Building C \& D): <br> Design Guidelines | Where blank walls or service doors occur at the ground level, consider incorporating artwork to enhance the 8th Street as the primary frontage for Block 2. | N/A | N/A | This is for Building C $\&$ D. Details to be confirmed during Building C \& D Vertical FDPs. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | 8th Street: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged. | Horizontal | Yes | The Building B 8th street façade is articulated with building signage, refer to signage on G0.18. The sidewalk along 8th street is also lined with sidewalk planting, and a green space with a bench, refer to landscape plans on L4.1 and L7.1 in Horizontal FDP set. Sign Permit will be pursued under a separate permit. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |


| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street: <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree well and soil depth will be noted in detailed drawings and specifications at a later phase. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 8th Street: <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. | Horizontal | Yes | Furnishings noted in drawings on L4.03 and L5.1 in Horizontal FDP set as well as preliminary lighting on L11.1 of Horizontal FDP set. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage (Building C): Design Guidelines | Set back parts of the ground floor to allow for additional width at the sidewalk. The depth of the ground floor setback may vary but cannot exceed five feet. Where upper levels of the building extend over the ground floor setback, a generous 15 -foot minimum clear height should be provided, and the setback be free of columns to increase visibility between the interior and the public way. (LMSAP/DG-6: Avoid Colonnades, DG-32: Views of Indoor Spaces, DG-128: Streets with Special Functions) | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage <br> (Building <br> C): Design <br> Guidelines | Active ground floor uses should be provided along the entire Oak Street frontage. Active uses may include building entries, a maker space or retail use. Multiple entries are encouraged where feasible. Office and administrative uses at the ground floor should not | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |


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| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street Frontage (Building C): Design Guidelines | Where blank walls or service doors are unavoidable at the ground level, consider incorporating artwork to reinforce Oak Street as a gateway to the Lake Merritt BART Project. <br> (LMSAP/DG-38: Blank Wall Limitation) | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street Frontage (Building C): Design Guidelines | New street trees and lush planting should be provided along Oak to reinforce its role as a green street and provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation) | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street Frontage (Building C): Design Guidelines | The Oak St. facade should be designed in response to existing buildings that form part of the 7th St/Harrison API by considering the use of step-backs, texture and/or scale at the base of the building. | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Setbacks at portions of the frontage of the ground floor provide space for the extension of the lobby program outside | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged. | Horizontal | Yes | Promenade bench seating is provided on 8th Street at the corner of Oak Street in front of Building C. Uniform street trees provide a visual 3block connection, rhythm towards Chinatown. Bike parking provided along 9th street. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |


| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Oak Street <br> Frontage: <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, and non-backed benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 and L5.1 of the Horizontal FDP for furniture specs. |
| Building Design | Street <br> Frontage <br> Guidelines <br> for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Design <br> Guidelines | To allow for additional width at sidewalk, the ground floor should be setback an average depth of two feet from the public right-of-way for the entire frontage length. The depth of the ground floor setback may vary but cannot exceed five feet. Upper levels of the building may extend over the ground level setback. See Figure 36. | Horizontal | Yes | Building $B$ is set back an average of 2 ft from the public right of way for the entire length. |
| Building <br> Design | Street <br> Frontage <br> Guidelines <br> for Block 2 | 7th Street <br> Frontage (Building C \& D): <br> Design Guidelines | Architectural articulation should be used to highlight the building corners and active ground floor uses at Oak Street and Madison Street. | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |


| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Design <br> Guidelines | Active ground floor uses should be provided at the Oak and Madison Street corners with a minimum length on 7th Street of 30 feet. Active uses may include building entries, childcare classrooms, maker space or retail use. Entries to active space from 7th Street are encouraged where feasible. | N/A | N/A | This is for Building C \& D. Details to be confirmed during Building C \& D Vertical FDPs. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage (Building C \& D): Design Guidelines | Parking access and service areas should be located midblock. Curb cuts for parking access, loading and waste rooms should be consolidated where feasible. <br> (LMSAP/DG-92: Vehicular Access) | Horizontal | Yes | Curb cut is on midblock 8th street. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage (Building C \& D): <br> Design <br> Guidelines | The design of parking entries and service areas at Building C and Building D should be coordinated to provide an integrated design and an attractive pedestrian frontage. | Horizontal | Yes | Uniform street frontage and widened sidewalks provides an attractive pedestrian realm. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Design <br> Guidelines | Where the Building C tower is stepped back from the building base, occupied roof terraces should be provided to activate and improve the pedestrian experience. <br> (LMSAP/DG-27: Active Upper-Stories) | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage (Building C \& D): Design Guidelines | The tower at Building C should be stepped back from the interior lot line at Building D to provide a midblock massing break between Building C and Building D. The setback should be at least 10 feet in width and at least 30 feet in depth, measured from the public right-of-way. | N/A | N/A | This is for Building C. Details to be confirmed during Building C Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 and L5.1 of the Horizontal FDP for furniture specs. |


| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Concrete Color and Pattern to be complex, rich tones, and special install. See page L6.1 of Horizontal FDP Set with Civil for details. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage (Building C \& D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | New street trees and lush planting along 7th are encouraged to reinforce its role as a green street and provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation) | Horizontal | Yes | Eight (8) new trees proposed along 7th street to create a green street and provide additional livability. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet. | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | 7th Street <br> Frontage <br> (Building C <br> \& D): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 for furniture specs. |
| Building Design | Street <br> Frontage | Madison <br> Street <br> Frontage | A six-foot deep and a 40-foot-long awning along 7th Street and a 10-foot long | N/A | N/A | This is for Building D. Details to be confirmed during |


|  | Guidelines for Block 2 | (Building D): Design Standards | along Madison Street shall be provided at the southwest corner of Building D. |  |  | Building D Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage <br> Guidelines <br> for Block 2 | Madison <br> Street <br> Frontage (Building D): Design Standards | Upper-level horizontal awnings shall be included at the second and third floors of the 7th and Madison Street corners. These upper floor awnings shall be four-foot deep and 30 -foot long along 7th Street from the 7th and Madison Street. Additional horizontal awnings above the third floor are not required but encouraged. See Figure 63. | N/A | N/A | This is for Building D. Details to be confirmed during Building D Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): Design <br> Guidelines | To allow for an eight-foot minimum clear width at sidewalk, the ground floor should be setback a maximum depth of five feet from the public right-of-way for the entire frontage length. The depth of the ground floor setback may vary. Upper levels of the building may extend over the ground level set back to the public right-of-way. Architectural and landscape features such as awnings and planting should be used to enhance the pedestrian experience and to reduce the impact of upper floor overhang. See Figure 30. (LMSAP/DG-29: Distinct Ground Floor) | Horizontal | Yes | Building D setback complies along Madison Street. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage (Building D): Design Guidelines | Entries, transparent windows and glazing should be provided at the 8th Street and 7th Street corners with a minimum length on Madison Street of 30 feet. (LMSAP/DG-32: Views of Indoor Spaces) | N/A | N/A | This is for Building D. Details to be confirmed during Building D Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage (Building D): Design Guidelines | Active uses are encouraged at the remainder of the frontage. These uses may include offices, community amenity and childcare care facilities. (LMSAP/DG-42: Flexible Commercial Space) | N/A | N/A | This is for Building D. Details to be confirmed during Building D Vertical FDP. |


| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage (Building <br> D): Design <br> Guidelines | Architectural articulations should be used to highlight the building corners and to active ground floor uses at 7th Street and 8th Street. (LMSAP DG-26: Pedestrian Scale) | N/A | N/A | This is for Building D. Details to be confirmed during Building D Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage (Building <br> D): Design <br> Guidelines | A street level plaza or courtyard is encouraged to create a mid-block break at the street level. This space should be at least 30 feet in width and at least 20 feet in depth. This space may serve as a building entry, outdoor space for residents or outdoor space for a potential childcare space or other community serving use. A decorative fence may be provided to secure street level open space provided the fence is at least $75 \%$ transparent with a maximum eight-foot height. <br> (LMSAP/DG-46: Street Wall Openings) | Horizontal | Yes | Building D courtyard is at least 30 ft wide and 20 ft deep. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage (Building D): Design Guidelines | If a mid-block residential courtyard is provided at Building D at the street level or at an upper level, an opening to Madison Street is encouraged to provide additional sunlight into the courtyard and to provide a massing break at the upper floors. This opening should be at least 20 feet in width. Bridging elements are acceptable within this opening provided, they are open-air and allow significant visual transparency into the courtyard. (LMSAP/DG-46: Street Wall Openings) | N/A | N/A | This is for Building D. Details to be confirmed during Building D Vertical FDP. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Business <br> Frontage <br> Zone | Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged. | Horizontal | Yes | Promenade bench seating is provided along Madison Street at the mid-block courtyard. |


| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at $1 / 4$ inch wide using a radius of $1 / 8$ inch each side. | Horizontal | Yes | Not typically specified at this level of detail in an FDP, but we can add this note to our materials plans. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | Corners of sidewalks should be stamped with letters to show name of street. | Horizontal | Yes | Corners as designed can accommodate stamped street names. Details to be confirmed at later stage of design. |
| Building <br> Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Pedestrian <br> Pathway <br> Zone | New street trees are encouraged along Madison to provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation) | Horizontal | Yes | Five (5) new street trees are proposed along Madison St. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, nonwoody, evergreen plants should be selected for areas likely to be impacted by human feet | Horizontal | Yes | Tree wells designed for healthy tree growth range from 2 to 3 ft in depth. |
| Building Design | Street <br> Frontage Guidelines for Block 2 | Madison <br> Street <br> Frontage <br> (Building <br> D): <br> Streetscape / <br> Landscape <br> Furniture <br> Zone | Furniture types include loop bike racks, backed and nonbacked benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. | Horizontal | Yes | Durable furniture, bike racks, benches selected. See Sheet L4.03 for furniture specs. |


| Open <br> Space | Block 1 | Open Space | The following recommendations are guidelines for the larger open spaces, not the sidewalk open space that is described above in the street frontages: | Horizontal | See <br> Belo <br> w | See Below |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Open <br> Space | Block 1 | Open Space | In order to create a public realm that not only meets the needs of the community, but does so with the highest attention to health, safety, and environmental considerations the design should co-locate public or active ground floor programs and adjacent open space as an important partnership in the success of both. <br> (LMSAP/DG-11: Crime <br> Prevention through Environmental Design) | Horizontal | Yes | Paseo is flanked by active retail commercial uses as well as the residential lobbies for both Building A and Building B to promote active eyes on the public space. |
| Open <br> Space | Block 1 | Open Space | Maximize planting opportunities are encouraged to create identity, buffer, to create strong edges and to generally increase greening that can be experienced by users of the open space. It is recommended that planting selections meet WELO criteria and emphasize native and drought tolerant tough urban plants. Plants should also be selected for cultural resonance with Chinatown. (LMSAP/DG-84 through DG-87: Landscaping) | Horizontal | Yes | Planting palette creates a clear connection and distinct vocabulary along 8th and 9th street which create a direct three block connection to Chinatown. <br> In the paseo, planting is proposed along the edges of the entire paseo to soften the connection between the built environment and the public gathering spaces. Minor revision of allowing openings in the planting on the north of the paseo, would allow additional access to later phased market-rate Building A. |
| Open <br> Space | Block 1 | Open Space | It is encouraged to maximize a variety of conditions that include, sunny, shady, partially sunny, partially shady in well-scaled and hospitable locations for | Horizontal | Yes | Awnings flanking the paseo will provide shade cover and changing lighting conditions throughout the day will provide |


|  |  |  | seating. (LMSAP/DG-137: Sun Exposure) |  |  | varied sun exposure in the paseo. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Open <br> Space | Block 1 | Paseo | Concentrate outdoor dining at the west end of the Paseo to create a destination with multiple co-located options for dining. | Horizontal | Yes | Dining is concentrated at the west end of the paseo to capture maximum visibility for BART riders and transit riders in the Oak Street corridor. |
| Open <br> Space | Block 1 | Paseo | Create a layered program of use within the Paseo that is attractive at different times of day and attracts multigenerational users. (LMSAP/DG-142: Amenities and DG-146 through 148) | Horizontal | Yes | Varied gathering spaces for dining, passive gathering, and more quiet contemplative space is all programmed throughout the paseo. The west end is the more active commercial facing and transit interface, the middle is an area for passive recreation and play, and the eastern end is quieter and interfaces directly with the residential lobbies and amenity spaces in Building A and Building B. |
| Open <br> Space | Block 1 | Paseo | Utilize materials that are appropriate to the civic and public nature of this location and meet BART's Facilities Standards. (LMSAP/DG-143: Surfaces) | Horizontal | Yes | High quality materials are proposed in the paseo that speak to the civic nature of this destination and transit thoroughfare. See Sheet L4.03 and L6.1 for materials. |
| Open <br> Space | Block 1 | Paseo | Paseo design shall accommodate BART maintenance truck accessibility for regular maintenance of BART infrastructure." | Horizontal | Yes | A BART light weight maintenance vehicle can be accommodated through the planned paseo improvements and between moveable furniture. |
| Open <br> Space | Block 1 | Paseo: <br> Planting | Planting in the Paseo must conform with BART Facilities Standards for work over existing BART tunnels. The planting must be hand watered and drainage must be directed off-site. Structural load criteria for the tunnel may limit soil volume and | Horizontal | Yes | Planting has been reviewed by BART and meets their standards for maintenance and soil volume. |


|  |  |  | therefore the size or type of <br> plants that could be planted <br> here. The community process <br> has resulted in a strong desire <br> to maximize greening, so the <br> design should try to achieve <br> as much planting as possible <br> within these above stated <br> constraints. |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| Open <br> Space | Block 1 | Paseo: Lighting | Site lighting should be designed to provide a consistent level of lighting for faces across the Project site and at transitions off the Project area. | Horizontal | Yes | See lighting Plan and Specs on Sheet L11.1---L11.6 of the Horizontal FDP. Ample lighting in the paseo provides for diverse but consistent lighting zones. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Open <br> Space | Block 1 | Paseo: <br> Lighting | The Paseo identity during early evening gathering and dining should be strengthened with lighting that creates and celebrates the cultural identity of this site. Lanterns, color, and other lighting should be used to create a ceiling and sense of place. | Horizontal | Yes | A lighting cluster at the western end of the paseo creates a visual anchor above the paseo which will draw in pedestrians. |
| Open <br> Space | Block 1 | Paseo: <br> Pavement | Pavement in the Paseo must conform with BART <br> Facilities Standards for work over existing BART tunnels. | Horizontal | Yes | Paving complies with BFS standards. |
| Open <br> Space | Block 1 | Paseo: <br> Pavement | Pavement must be easily cleaned and durable for the heavy uses that are anticipated at most urban transit locations. | Horizontal | Yes | Paving complies with BFS standards. See Sheet L4.03 of the Horizontal FDP for materials spec. |
| Open <br> Space | Block 1 | Paseo: <br> Pavement | Cast-in-place concrete with Lithocrete finish or other durable materials may be used for strong graphic pattern. | Horizontal | Yes | Paving complies with BFS standards. See Sheet L4.03 of the Horizontal FDP for materials spec. |
| Open <br> Space | Block 1 | Paseo: <br> Pavement | Trench grate will integrate with ground floor pattern. | Horizontal | Yes | See Horizontal FDP Sheet L4.03 for materials spec and trench grate. See Horizontal FDP Sheet L8.0 Grading Plan for location of trench conforming to paving pattern. |
| Open <br> Space | Block 1 | Roof Deck | In consideration of local ecology of Lake Merritt and the open water, roof deck plantings should provide ecosystem services in the form of a pollinator garden. (LMSAP/DG-84 through DG-87) | Vertical | Yes | Please refer to Vertical FDP Sheet L2.0 for planting design. <br> Additional detail clarifying how the planting is selected for pollinator species will be added. |

\(\left.\left.$$
\begin{array}{|l|l|l|l|l|l|}\hline & & & & & \begin{array}{l}\text { Building B will } \\
\text { include a roof deck on } \\
\text { the 7th Floor that } \\
\text { overlooks the BART }\end{array} \\
\text { transit plaza on the }\end{array}
$$\right] \begin{array}{l}Oak St. frontage, and <br>
beyond towards core <br>
commercial <br>
Chinatown. This will <br>

include a community\end{array}\right]\)| room and laundry |
| :--- |
| room with generous |
| windows and doors |
| that open up to a deck |
| with ample seating |
| and planting, for |
| residents to enjoy. |
| More details can be |
| Open |


|  |  |  | (LMSAP/DG-84 through DG-87) |  |  | Building D Vertical FDP. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Open Space | Block 2 | Daycare Open Space | Children's play environments must meet the required codes of play spaces, but should also connect children with the natural world through materials, planting selections, and art. | Horizontal | Yes | Building D daycare open space conforms. |
| Signage | Consistenc <br> y | Consistency | Signage will be consistent with the guidelines set forth in the Lake Merritt Station Area Plan Design Guidelines (LMSAP/DG-79 through DG-83). | Both | Yes | Sign Permit to be pursued under separate permit. For Vertical FDP, see sheet G0.18 for signage plan. For Horizontal FDP, see Sheet L9.1 for signage plan. <br> DG-79 Illumination Complies. DG-80 Visibility Complies. Signs are placed for easy visibility for residents and transit riders. DG-81 Architectural Compatibility Complies. Will fit context of the Neighborhood, Building, and applicable surrounding/backgrou nd materials. DG-82 Consistency w/Area Character Complies. Signage designed to promote a strong connection to Chinatown. DG-83 Legibility Complies. Exact copy and typography to be confirmed at later stage of design. |


| Signage | Integrated Design | Integrated Design | Signage should be designed to reinforce the overall design character of the Lake Merritt Project. Signs and mounting systems should be integrated into the exterior design and should be constructed of high-quality materials that complement the exterior material and color palette. (LMSAP/DG79 through DG-82) | Both | Yes | Sign Permit to be pursued under separate permit. For Vertical FDP, see sheet G0.18 for signage plan. For Horizontal FDP, see Sheet L9.1 for signage plan. <br> DG-79 Illumination Complies. DG-80 Visibility Complies. Signs are placed for easy visibility for residents and transit riders. <br> DG-81 Architectural Compatibility - <br> Complies. Will fit context of the Neighborhood, Building, and applicable surrounding/backgrou nd materials. <br> DG-82 Consistency w/Area Character Complies. Signage designed to promote a strong connection to Chinatown. DG-83 Legibility Complies. Exact copy and typography to be confirmed at later stage of design. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |


| Signage | Visibility and Illuminatio n | Visibility and Illumination | Signage should be located and designed to be readily visible by pedestrians. Graphics should be designed to be highly legible and consistent with the exterior design intent. Illumination should be provided to ensure signage is visible in the evening hours. (LMSAP/DG79: Illumination, DG-83: Legibility and Readability) | Both | Yes | Sign Permit to be pursued under separate permit. For Vertical FDP, see sheet G0.18 for signage plan. For Horizontal FDP, see Sheet L9.1 for signage plan. <br> DG-79 Illumination Complies. DG-80 Visibility Complies. Signs are placed for easy visibility for residents and transit riders. <br> DG-81 Architectural Compatibility Complies. Will fit context of the Neighborhood, Building, and applicable surrounding/backgrou nd materials. <br> DG-82 Consistency w/Area Character Complies. Signage designed to promote a strong connection to Chinatown. DG-83 Legibility Complies. Exact copy and typography to be confirmed at later stage of design. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lighting | Lighting | Lighting | Exterior site lighting will be consistent with most of the guidelines set forth in the Lake Merritt Station Area Plan Design Guidelines (LMSAP/DG-123: Lighting and Safety, DG-124: Pedestrian-Oriented Lighting, DG-150: Lighting) However, the additional of light as a goal without consideration of overall levels is not recommended. Lighting design proposed is consistent with best practices and generally focused on evenness of transitions rather than increased brightness. | Both | Yes | For Vertical FDP, see Sheets LT2.00 - <br> LT3.00. For <br> Horizontal FDP, see Sheet L11.1 --- L11.6. <br> DG-123 Lighting \& Safety - Complies. <br> Public spaces are well lit. <br> DG-124 PedestrianOriented Lighting Complies. Continuous pedestrian lighting on all street frontages provided to increase safety. <br> DG-150 Lighting - |


|  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  |  |  |  | Complies. Lighting <br> maximized at transit <br> connections and in <br> public plazas. |
|  |  |  |  |  |
| Lighting |  |  |  |  |


| Lighting | Lighting | Lighting | The lighting plan will be designed to create well-lit plazas and pedestrian pathways through the site including surrounding sidewalks. | Both | Yes | Ample lighting will be provided on Building B to illuminate the adjacent sidewalk, walkways and Paseo. This includes major lighting features at the corners of the building. The 8th \& Oak corner will be illuminated around the ground floor commercial space of Building B, and will augment existing illumination at the existing BART headhouse. The double-height for Building B at the corner of 8th and Fallon will also have exceptional lighting features to create a well-lit entrance to the Paseo and residential lobby for Building B. Please see sheets LT2.00 - LT4. 02 for more detail. <br> The lighting plan for the entire TOD will result in well-lit plazas and pedestrian pathways. Lighting fixtures at numerous, context-sensitive scales, are provided along the length of the Paseo. This ranges from larger mounting poles and pedestrian poles to smaller fixtures such as light wands, up lights, etc. For the TOD Horizontal FDP, please see sheets L11.1-11.5 for more detail. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |


| Sustainabl <br> e Design | Site Design Measures | Site Design Measures | Orient units and/or provide architectural shading treatments to maximize winter solar exposure and minimize summer exposure. | Vertical | Yes | Building B is employing numerous design techniques to maximize winter solar exposure and minimize summer exposure. This includes having a large share of units that will be southfacing (along 8th St.), while also placing many units on the corners of the building, to be east and west-facing. For south-facing units, Building B will provide sunshades to minimize summer solar exposure. Large glazed openings will be provided on northfacing units to which provide more light and air to these units. See sheets A3.00-A3.01 and A3.03-A3.04 for more detail. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sustainabl <br> e Design | Site Design Measures | Site Design Measures | Provide on-site stormwater treatment as appropriate to the scale of the buildings and available open space. The stormwater design shall comply with the Municipal Regional Permit Order No. R2-0074 and the City of Oakland Storm Drainage Design Guidelines, which establish a $25 \%$ goal for peak flow reduction compared to existing conditions, to the extent possible. | Both | Yes | The stormwater design will comply with relevant local guidelines. There is limited space for detention measures onsite, as almost $90 \%$ of the site covered by permanent structure, including the BART tunnel. A $25 \%$ peak flow reduction will be accomplished in all areas except the Paseo. Please see sheet C7.1 for more detail for the Vertical FDP, and sheets C7.1-C7.2 for the Horizontal FDP. Stormwater Supplemental Forms for both the Vertical and Horizontal FDPs |


|  |  |  |  |  | were also submitted at <br> Intake. |
| :--- | :--- | :--- | :--- | :--- | :--- |
|  |  |  |  |  | The TOD (for the <br> Horizontal FDP) will <br> provide ample secure <br> bicycle parking. This <br> includes 38 bike racks <br> accommodating 76 <br> bikes total (16 block 1, <br> and in a later Phases, <br> Sustainabl Block 2) spots <br> across the TOD on <br> sidewalks and on the |
|  |  |  |  |  |  |
| Site Design |  |  |  |  |  |
| Measures |  |  |  |  |  |


| Sustainabl <br> e Design | Site Design Measures | Site Design Measures | Consider designated parking for carpool vans or car share vehicles. | Both | Yes | Buildings A \& Building C within the TOD that include offstreet parking have at least one (1) dedicated parking space for car share vehicles. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sustainabl <br> e Design | Site Design Measures | Site Design Measures | Use native, drought-tolerant and shade tolerant landscaping to minimize irrigation required. | Both | Yes | The landscaping for the TOD (for Horizontal FDP) and around/on Building B (for Vertical FDP) intends to utilize drought-tolerant and shade tolerant landscaping. This includes Tree Species such as the Brisbane Box, Paper box Tree, and Cork Oak. Because of the location over the BART tunnel on Block 1 in particular, the Developers do not plan to provide intensive irrigation. <br> For the Horizontal FDP - please refer to sheets L7.1-L7.4 to see the overall Planting Plan for the whole TOD. <br> For the Vertical FDP please refer to sheets L1.00-L1.01 for detail on planting on the Roof Deck on Building B. |
| Sustainabl <br> e Design | Site Design Measures | Site Design <br> Measures | Provide more vegetated spaces and street trees to reduce the heat island effect. | Both | Yes | Ample vegetated spaces and streets trees are provided throughout the TOD (for Horizontal FDP) and around/on Building B (for Vertical FDP). <br> For the Horizontal FDP - please refer to sheets L7.1-L7.4 to see the overall |


|  |  |  |  |  |  | Planting Plan for the whole TOD. <br> For the Vertical FDP please refer to sheets L1.00-L1. 01 for detail on planting on the Roof Deck on Building B. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sustainabl e Design | Building <br> Design <br> Measures | Building <br> Design <br> Measures | Use reflective roofing to minimize heat island effect. | Vertical | Yes | Building B will plan to provide reflective roofing. The Building will utilize a cool roof design for the flat roof area to reduce heat island effect. Please see sheet A2.04. Specs to be confirmed during later design stages/Building Permit stage. |
| Sustainabl e Design | Building <br> Design <br> Measures | Building <br> Design <br> Measures | Use water-conserving fixtures and irrigation systems. | Vertical | Yes | Building B will include a multitude of water-conserving fixtures and systems. EBALDC uses Energy-STAR appliances and fixtures as a requirement for all residential units. An irrigation system that is compliant with State requirements and the City's Water Efficient Landscape Ordinance (WELO) will be provided on the roof deck garden, as well as any Building-adjacent planting. More details can be found on sheets L2.0. Specs to be confirmed during later design stages/Building Permit stage. |
| Sustainabl <br> e Design | Building <br> Design <br> Measures | Building <br> Design <br> Measures | Design building envelope, HVAC systems, lighting, and other systems to maximize energy efficiency. Consider fundamental commissioning of development systems. | Vertical | Yes | Building B will be highly energy efficient, in order to meet the requirements of being GPR Gold certified. The building will provide an energy efficient VRF HVAC |

\(\left.\left.$$
\begin{array}{|l|l|l|l|l|l|l|}\hline & & & & & \begin{array}{l}\text { system, for example. } \\
\text { The building also } \\
\text { includes large }\end{array} \\
\text { windows and doors to } \\
\text { maximize natural light } \\
\text { throughout the day. }\end{array}
$$\right] \begin{array}{l}Building B will <br>
provide solar/PV <br>
arrays to offset some <br>

of the electrical\end{array}\right]\)| demands of the |
| :--- |
| building. Please see |
| sheet A2.04. |


|  |  |  |  |  |  | and recycled-content carpet. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sustainabl <br> e Design | Building <br> Design <br> Measures | Building <br> Design <br> Measures | Use low- or no-VOC materials in interior spaces. | Vertical | Yes | Building B will use low- or no-VOC materials in interior spaces. Specs to be confirmed during later design stages/Building Permit stage. Per GPR checklist: (Yes) K2.1 Zero-VOC Interior Wall and Ceiling Paints (<5 gpl) |
| Sustainabl <br> e Design | Building <br> Design Measures | Building <br> Design <br> Measures | The development should be designed and constructed in accordance with the recommendations of a recognized "Green" rating system such as GreenPoint, Enterprise Green Communities, and USGBC LEED rating. | Vertical | Yes | Building B will achieve GreenPoint Rated (GPR) "Gold". A copy of the current GPR scorecard for Building B was provided in the Basic Application. |

LAKE MERRITT BART－BUILDING B
AFFORDABLE SENIOR HOUSING
FDP SET BUILDING B－06／16／22


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PROJECT DATA AND BUILDING CODE SUMMARY Applcable cooes：



| STANDARDS （PER OMC） <br> （PER OMC） |  |
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| RESIDENTIAL DENSIT （17．101G．050） | （1）DWELLING UNIT PER 110 SF OF NET LOT AREA． NET LOT AREA $=11,633 \mathrm{SF}$ <br> $11,633 / 110=106$ UNITS |
| NON－RESIDENTIAL FAR （17．101G．050） | 12 maxWM |
| （euline |  |
| Openspace |  |
| FRONT \＆STREET S （17．101G．050） |  |
| OFF STREET PARKING （17．116） | NO MINIMUM PARKING REQUIREMENT FOR RESIDENTIAL （0）FOR LESS THAN 10，000 SF．COMMERCIAL （0）FOR LESS THAN 10，000 SF．COMMERCIA CAR SHARE SPACE：（1）FOR 5－100 UNITS |
| OFF STREET LOADING <br> （17．116） |  |
| BICYCLE PARKING <br> （RESIENTIAL） <br> （17．117）（AHSC FUNDING REQ．） | SHORT－TERM $=.05$ SPACES PER DU（ 97 ）$=5$ SPACES <br> LONG－TERM $=.1$ SPACES PER DU（97）$=10$ SPACES |
| $\begin{aligned} & \text { BICYCLE PARKING } \\ & \text { (COMMERCIAL) } \\ & \text { (17.117) } \\ & \hline \end{aligned}$ | SHORT－TERM $=1$ SPACE PER 2，000 SF．（MIN．2）$=2$ SPACES <br> RESTAURANT／CAFE＋ 2 SPACE FOR COMMERCIAL KITCHEN（4 TOTAL） |
| GROUND FLOOR COMMERCIAL FACADE TRANSPARENCY （17．101G．050） | MINIMUM 65\％OF GROUND FLOOR NONRESIDENTIAL FACILITIES FACADES FACING GROUND FLOOR） <br> $7^{\prime} \times 48^{\prime}=336$ SF TOTAL AREA OF COMMERCIAL STREET FRONTAGE ${ }^{*} 65 \%=218.4$ SF MINL <br> ${ }^{*} 65 \%=218.4$ SF MINIMUM GLAZING REQUIRED |
| MINIMUM HEIGHT OF RESIDENTIAL FACILITIES | ${ }_{15} 5$ F． |
| MINIMUM WIDTH OF STORE | 15 FT ． |
| RECYCLING SPACE （17．118） | RESIDENTIAL：（2）CUBIC FT．PER DU（MIN． $10 \mathrm{FT}^{3}$ ）$=\mathrm{MIN} .194 \mathrm{FT}^{3}$（LOOSE） COMMERCIAL •（2）CUBIC FT PER EACH 1000 SF（MIN． $10 \mathrm{FT}^{3}$ ）$=$ MIN $10 \mathrm{FT}^{3}$ |







## SHEET INDEX

| General |  | Prabect Mro shier M Mee |  |
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AXONOMETRIC VIEW LOOKING NORTH WEST


AXONOMETRIC VIEW LOOKING SOUTH EAST

| Submision \& Construction schedule | Blde B | Horizontal IPP |
| :---: | :---: | :---: |
| Block | 1 | 182 |
| FPP Comolete Application Submission | ${ }^{\text {Q4-2021 }}$ | Q4-2021 |
| FPP Approval | $022-2022$ | 02-2022 |
| Complete Building Peemit Submission | $01-2023$ | $01-2023$ |
| Start date of construction | ${ }^{022-2023}$ | Various |
| Certificte of Occupancy | Q4,2024 | Various |
| First year of operation | 2024 | Various |
| - Allow developers two years to submit their FinalDevelopment Plan (FDP) after PUD approval (Section |  |  |
| - Block 2 construction cannot start until BART Police vacates the premise, and critical BART infrastruis moved Dec-2025 at the earliest. |  |  |
| -Assums EDP Pagning Commisson May 202 |  |  |

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STREET VIEW, 8TH ST. AND OAK ST

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AREA PLAN BY OCCUPANCY-LEVEL $3-6$




| BLIG AREAANLIVIS - br occupant group perlevel |  |  |  |  |  |  |
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|  |  |  |  | Grand Nntal ${ }^{\text {NOTE: }} 618$ SF OF COVERED ROOF DECK ON LEVEL 7 TO BE NCLUDED IN GRAND TOTAL BUILDING AREA CALCULATION PER CBC |  |  |









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EXITING PLAN - LEVEL $3-6($ TYP $)$


EXITING PLAN - LEVEL 2 -


EGRESS GENERAL NOTES



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## ERE RATED WAL ASSEMBLLES AND PROTECTION:






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EXITING/PATH OF TRAVEL LEGEND


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FIRE AND LIFE SAFETY









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## FIRE ACCESS LEGEND



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SIGNAGE - UNDER AWNING SIGN (\#3)


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OPEN SPACE DIAGRAM - LEVEL 7 (146"


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## DEMOLITION KEYNOTES:

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SITE PLAN NOTES,

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2. Sse Lanoscape plans for all soewalk funhes an materals

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NOTES:


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## topuwater complance data block







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## ormwater area summary


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Roposen Mrevuus surfac
Ropose
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## STORMWATER PEAK FLOW REDUCTION

Peak fow cacialigi per cri of oak ino

 aulone A

Ompr-ome $^{2}=C 1 A=(0.090(3.48 \mathrm{~N} / \mathrm{HR})(19,333 \mathrm{sF})$
 eulonce




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 eilling A voume reuriof for 255+1,3,8\% Revectow





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(1) STORMWATER MEDIA FILTER VAULT (1 OF 2)

(2) STORMWATER MEDIA FILTER VAULT (2 OF 2)

(3) CONCRETE CURB $\&$ GUTTER


CTIV OF OARLAND ENGINEERING DESIGN SERVVCES OMIIION
(4) CONCRETEDRIVEWAY
(4) CONCRETE DRIVEWAY

(5) MANHOLE (TYPE 1)


6 STORMWATER MEDIA FILTER MANHOLE (1 OF 2)


PYATOK .DRAIN MAT SHALL BE VERSICELL AVAILABLE
FROM TOURNESOL SITE WORKS. FILTER FABRIC SHALL BE CARTHAGE 30 AVALLABLE FROM CARTHAGE MILLS

art oportunites for culture keeping


GATHERING SPACE PRECEDENT
YINIAN ROOFTOP GARDEN FOR SENIOR




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PLANTING CONCETPT STATEMENT: SITUATED WITHIN CHINATOWN, THE PROJECT ROOF PLANTINGS ARE DESIGNED TO USE
CULTURALLY RELEVANT PLANT SEECIES PLANTALG DESIGN SHOWCASES EVERGREEN PLANTING AND A MIX OF PLANT SPECIES THAT
WOULD BE MEANINGFUL TO THE CHIESE WOULD BE MEANINGFUL TO THE CHINESE
AMERICAN COMMUNITY. THE PLANTING IS
 INSTILL A SENSE OF CULTURALLY RELEVAN
PLAEE KEPING AND PLCE MAING IN
VISITORS. GREENING AND SEASONAL CHANG WILL ALSO PROVIDE COMFORT AND REFUGE FOR

THE FINAL PLANTING DESIGN MAY VARY FROM CONCEPT. SPECIES BASED ON PLANT
AVALLABLITY, QUALITY, AND OVERALL DESIGN COHESIVENESS BASED ON AVAILABILITY.

IRRIGATION CONCEPT STATEMENT
THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF
CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE $23--$ dIVISION 2-CHAPTER 2.7) AND THE CITY OF OAKLAND WATER EFFICIENT LANDSCAPE
STANDARDS. THE IRRIGATION SYSTEMS WIL BE AUTOMATICALLY CONTROLLED BY AN

ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEEENDEET | ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDEN |
| :--- |
| TIMING OF INDIIIDUL IRRIGATION SYTEMS THE COTTROLER WILL HAVE A $24-$ | HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUS

FOR SOIL PERCOLATION RAESTO COMPL WTH WELO. THE IRRIGATION SYSTEMS WIL CONIST PRIMARLLY OF LOW VOLUME, POINT SOURCE DRIP IRRIGATION FOR
SHRUBS AND GROUNDCOVERS. PLANTS WILL BE GROUPED ONTO SEPARATE VALVES SHRUBS AND GROUNDCOVERS. PLANTS WILL BE GROUPED ONTO SEPARATE VALVES
ACCORING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRIGATION
APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE
REGONE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIBE SITE WILL BE DE DESIGNED TO
RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFIIIENT.

Notes

1. ALL PLANTING AREAS SHALL BE TOPPED 2 1/4" MIN MINUS FIR BARK MULCH.


(1)





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8TH STREET




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A3. 02


EAST ELEVATION - RENDERING $\underset{3 / 32^{2}=1 \cdot 0^{\circ}}{ }(1)$



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STANDING SEAM ROOF ASSEMBLY


## LAKE MERRITT BART




A3. 20





UNIT TYPEA1.3-MOBILITY ACCESSIBLE 9


UNIT TYPE A9.3-MOBILITY ACCESSIBLE $\begin{aligned} & 1 / 4^{=1 \cdot 0^{\circ}}(6)\end{aligned}$
456S5F, 403 3sF
sunts
UNIT TYPE S3-MOBILITY ACCESSIBLE


UNIT TYPE A1.2-MOBILITY ACCESSIBLE $\underset{1 / 4=1.00^{-0}}{\text { - }}$
516.637 G5F, 454470 Ns

566 S5F. 50.507 TNS








UNIT TYPE S2 - ADAPTABLE


A4.00


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RIOR ELEVATION - EAST


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## Lake Merritt BART

Oakland/ Chinatown Redevelopment
PDP PACKAGE

GENERAL NOTE:
BART must comply with requirements enforced by CPUC as BART operates under a CPUC permit for rail operations. In addition, BART must respond and comply with Homeland security requirements impacting mass transit. These changes often result from terrorist activities throughout the world. Therefore it is imperative BART review any conditions or proposal that may impact station or system operations prior to project approval." and "BART has completed an initial review of the project PDP and the the project as presened is eaisonable to be const FDP Desin mut der FDP Design murs in macts to the tunnel per BFS standards.




## LAKE

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BART
REDEVELOPMENT
Oakland, CA 9460
PRELIMINARY DEVELOPMENT
PLAN PACKAGE PLAN PACKAGE




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TITLE SHEET \&
DRAWING INDEX
A0. 1










|  | Block 1 |  |  | Block 2 |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Area | $\sim^{-60,000 ~ S F(1.38 ~ A c r e s)}$ |  |  | ${ }^{-60,000 ~ S F(1.38 ~ A c r e s)}$ |  |  | 2.75 ACRES |
| Maximum Lengt and Wiath | 300 FX 200 F |  |  |  |  |  | 2.75 ACR |
| Existing Uses to Be Removed |  |  |  |  |  |  |  |
|  | Block1 |  |  | Block 2 |  |  | total |
| Ofice Space | NA |  |  | Office Space: 103,296 |  |  |  |
| Parking Space | Parking Spaces: 132 |  |  | Parking Spaces: 82 |  |  |  |
| Proposed Land Use Program |  |  |  |  |  |  |  |
|  | Block 1 |  |  | Block 2 |  |  | total |
|  | Builing A | Building B | Subtotal | Building C | Buil | subtotal |  |
| Residential (including amenity spaces, circulation and support ) | ${ }_{326,055}$ | ${ }_{69,276}$ | 399,331 |  | 101,703 | 3 | 497,034 |
| Residential Paking and asocoiate serice areas) | 53,500 | ${ }_{3,426}$ | 56,9 |  | 10,850 | 10,850 | 67,776 |
| Office (including icrulation and support) |  |  |  | ${ }_{495,333}$ |  | 499,333 | 499,333 |
| Day Care |  |  |  |  | 6.200 | 6,200 | 6,200 |
| Commerial Uses: |  |  |  |  |  |  |  |
| Limited-Service Restaurant and Care | 4,500 | 963 | 5,463 |  |  |  | 5.463 |
| Commercial Kitchen |  | 2.029 | 2.029 |  |  |  | 2.029 |
| Retail |  |  |  | 11,000 |  | 11,000 | 11,000 |
| Resideniallcommercial Parkng \& Service | 1,100 | 450 | 1,550 | 21,767 |  | 21,767 | 23,317 |
| Total Building Area | ${ }_{385,155}$ | 76.144 | 461,299 | 528,100 | 118,753 | 644,853 | 1,108,152 |


|  | Block 1 |  |  |  |  |  | Block 2 |  |  |  |  |  | Total |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Building A |  | Building B |  | Subtotal |  | Builing c |  | Building D |  | Subtotal |  |  |  |
|  |  | \% | \# | \% | \# | \% | \# | \% |  | \% | \# |  | \# |  |
| Studio | 108 | 30\% | 0 | 0\% | 108 | 24\% |  |  | 18 | 18\% | 18 | 18\% | 126 |  |
| ${ }^{1-B e d r o o m}$ | 180 | 50\% |  | 95\% |  | 60\% |  |  | 30 |  | 30 |  | 302 |  |
| 2-Bedroom | 72 | 20\% |  | 5\% | 77 | 17\% |  |  | 23 | 23\% | 23 | 23\% | 100 |  |
| 3-Bedroom | 0 | 0\% | 0 | \% | 0 | 0\% |  |  | 29 | 29\% | 29 | 29\% | 29 |  |
| Total Dwelling Units | 360 | 100\% | 97 | 100\% | 457 | 100\% |  |  | 100 | 100\% | 100 | 100\% | ${ }^{557}$ |  |
| Proposed Residential Density per Block |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Block 1 |  |  |  |  |  | Blocr |  |  |  |  |  |  |  |
| OWeling per Acre |  |  |  |  |  |  | 72 |  |  |  |  |  |  |  |
|  |  |  |  |  |  | *Note: For density calculation for Block 1, the BART plaza and the Paseo is excluded fom the lot rea. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Proposed Parking |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Block 1 |  |  |  |  |  | Block 2 |  |  |  |  |  | total |  |
|  | Builidin |  | Buildin |  | Subto |  |  | ing $C$ | Buildi | D |  |  |  |  |
| Venicle Parking Space (Total) |  | 105 |  |  |  | 105 |  | 254 |  | 49 |  | ${ }^{303}$ |  | 408 |
| *Car Share Spaces (Included in total) |  | 2 |  | 1 |  |  |  | Required) |  | 1 |  |  |  |  |
| Bicycle Pakking |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bicycle Parking Long-term |  | 92 |  | 14 |  | 106 |  | 54 |  | ${ }^{27}$ |  | 81 |  | 187 |
| Bicycle Parking Shor-term |  | 21 |  |  |  | 28 |  | 28 |  |  |  | 35 |  |  |
| Total Bicycle parking |  | 113 |  | 21 |  | 134 |  | 82 |  | 34 |  | 116 |  | 20 |



|  | Block1 |  |  | Block 2 |  |  | total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Building A | Builiding B | Total Block 1 | Building C | Builiding D | Subtotal |  |
| Publicy Accessible Open Space: |  |  |  |  |  |  |  |
|  |  |  | 11.610 <br> 15.761 <br> 1 |  |  |  |  |
| B. Paseo @ Block 1 (separatel | 12,609 305 | $\ldots{ }^{3.152}$ | ${ }^{15,761}$ |  |  |  |  |
| Total Publicy Accessible Open Space | 27,676 |  |  |  |  |  | 27676 |
| Group Useable Open Space |  |  |  |  | 6.800 | 6.800 | 16,730 |
| Private Useable Open Space | 12.90 | 1.940 | 12,900 |  |  |  | 12.900 |
| Total Open Space | 33,804 $\quad 5.092$ |  | 50.506 |  | 6.800 | 6,800 | 57,306 |
| $\cdots$-"Note: Covered open space is excluded from "Publicy Accessible Open Space" calculations. |  |  |  |  |  |  |  |
| Building Characteristics |  |  |  |  |  |  |  |
|  | Block 1 |  |  | Block 2 |  |  | average |
|  | Building A | Building B | Average | Building C | Building D | Average |  |
| Stories | ${ }^{28}$ | 7 |  | ${ }^{19}$ | 3 |  |  |

## LAKE <br> MERRITT <br> BART REDEVELOPMENT Oakand, CA 94607 <br> PRELIMINARY DEVELOPMENT PLAN PACKAGE

 PLAN PACKAGE







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PLANNING CODE COMPLIANCE CALCULATIONS FOR BUILDING B (SENIOR BUILDING) Oakand Planning Code 1997 (with uodates effective March 17, 2016)


BUILDING B- SENIOR HOUSING

PLANNING CODE COMPLIANCE CALCULATIONS FOR BUILDING A (RESIDENTIAL) Oakand Planning Code 1997 (with uodales effective March 17, 2016 )




BUILDING A - MARKET RATE RESIDENTIAL

## LAKE

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PRELIMINARY
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ZONING SUMMAR FOR BLOCK 1

A1.8

## PLANNING CODE COMPLIANCE CALCULATIONS FOR BUILDING D (AFFORDABLE HOUSING

| Property Development Standards |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Code Section for D -LM-2 | Trabe 17.1016.03 | REQURED | PROPOSED | COMPLAANT? | Note |
| min low widh |  | 25 t | 125 t | Yes |  |
| min bitron |  |  | 200085 | Yes |  |
| $\frac{\text { min }}{}$ |  | 4.000 0 | $\underline{0.000}$ | YES |  |
|  |  | 5 \# | 5 t | yes | along Madison st. |
| max fort and steets stes setback tor $2 / 3$ story or |  | 5 t | 0 ft | YES |  |
| min inerior side setack |  | 0 H | 0 \# | VES |  |
| min orners ide seleack |  | - | - | ¢ |  |
| average min setback from Lake Merritt Estuary |  | 60 tt |  | yes |  |
| Ground floor commercial lagade tanspaency |  | 65\% | 65\% | ves | minimum requiement to be detalied at FD |
| min height f fround floor non-residentiaf facilies |  | 15 t | 15 t | ves |  |
| min width of storeforot |  | 15 tt | 20 tt | Ves |  |
| Use |  |  |  |  |  |
| Code Section for LM-275 | ${ }^{17,10.180}$ | REQuIRED | PROPOSSD | Compllant? | NOTE |
| Day Care (for more than 15 chiliten) | $\begin{aligned} & \text { Community Education } \\ & \text { Civic Activity } \end{aligned}$ | less than $25 \%$ of total linear frontage length | 100\% | ves |  |


| Code Section for LM-275 | Table 17.0196.04 | REQurind | PROPOSED | Complant? | No |
| :---: | :---: | :---: | :---: | :---: | :---: |
| buiding base max height |  |  | 85 \# | VES |  |
| max leght |  | ${ }^{275 \mathrm{f}}$ |  |  |  |
| max esice |  | sFlunt | (250 sFlunt |  |  |

Usable Open Space Standards


| Code Section | 117.1016 .05 | REQuIRED | Proposed | Compllant? | NOTE |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Privale |  | 10 fon ${ }^{\text {ditr }}$ | NA |  |  |
| Roatop |  | 15 f |  | YeS | -3 |
| Courtard |  | $\frac{15}{15}$ | NA 16 H |  | rangestom 16 to 16 |


| Code Section | 17.11.0.060.080 | REQuired | PROPOSED | COMPLIANT | NOTE |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Residenial ( $0-$ LM zones) | ${ }^{\text {Nom minimum }}$ | . | 45 | VES |  |
| Code Section | 17.116.070 | REQuired | PROPOSED | Compliant | Note |
| Day Care | ${ }_{\text {a }}^{\text {Nomminumm }}$ |  | 4 | ves |  |
| Code Soction | 17.116.110 | REQuIRED | PROPOSED | COMPLLANT? | NOTE |
| Car Share Space | ${ }_{\text {One }}^{\text {Onespace for } 5 \text {-100 }}$ | 1 |  | ves |  |


| Code Section | 17.116.120.40 | REQUIRED | PROPOSED | Complant? | Note |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Resident |  | 1 space |  | Yes | FF |
| Code Sectio | 17.16.130 | REC | PROPOSED | Complant? |  |

Cay Sel
Less than 50,000 SF
cycle Parking

| Code Section | 17.117 | REQURED |  | PROPOSED | COMPLIANT? |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ong term: units wit parking space | 0.25 | spaceoper | 25 | ${ }^{25}$ | Yes |  |
| Short term: unis with parking space | 0.05 | Spaed | 5 | 5 |  |  |
| ong term Day Care |  | $\begin{gathered} \text { space pel } \\ 12,000 \mathrm{SF} \\ (\mathrm{MIN}=2) \end{gathered}$ | 2 | 2 | VES | -Toal lay Care area $=7,700$ SF f 6,200 SF |
| short emm: Day Care |  | ${ }_{\substack{\text { space } \\ \text { 200 ser }}}^{\substack{\text { ser }}}$ | 2 | 2 | YES | ${ }^{1,500}$ SF utitoor space) |


| 17.118 | REQURED |  | PROPOSED |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | ${ }^{200}$ | Min. 200 | ${ }^{*}$ |
|  | coid | 12 | Min. 12.4 | ${ }^{*}$ |

PLANNING CODE COMPLIANCE CALCULATIONS FOR BUILDING C (OFFICE)

| udatated 3141821 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Property Development Standards |  |  |  |  |  |
| Code Soction for D.LM-2 | table 17.1016.03 | REQuIRED | PROPSSED | Complant? | NOTE |
| min ot wisth |  | 50 t | 175 f | Yes |  |
| min oftronage |  |  | 200 SF | Yes |  |
| minotara |  | ¢000 SF |  | $\underset{\substack{\text { Yes } \\ \text { YeS }}}{\text { les }}$ |  |
| max foont ands street side setback for fhe firist |  | 5 | \% 10 | ves |  |
| sory |  |  |  |  |  |
| ${ }^{\text {max fron and street ste seteack for } 2 \text { 23 story or }}$ |  | 5 t | 0 ft | yes |  |
| mininerar sto setack |  | Of | $\bigcirc \mathrm{OH}$ | Yes |  |
| Ini coner stis setack |  | $\frac{0}{0+1}$ | $\frac{0}{0+1}$ | $\underbrace{\substack{\text { Yes } \\ \text { VIS }}}_{\text {res }}$ |  |
| average min seeback foo |  | 60 ft | NA | YEs |  |
| Channel |  |  | NA | res |  |
| Ground floor commercial fagade transpareny |  | 65\% | 65\% | ves | minimum requirement to be |
| min heghtof f ground foor non-resilential faities |  | 15 t | ${ }_{16-21}$ tt | ves | Stie sope causes varabele neight |
| min wistrin of steriforit |  | 15 i | 20 fit | Ves |  |
| Use |  |  |  |  |  |
| Code Section for D-LM-2 | atale 17.1016 | REQUIRED | PROPOSED | Complant? | NOTE |
| Adsminstrativ Commercial | frontage at ground | less than $25 \%$ of tota linear frontage length | 25\% | VEs |  |
| Height, Density, Bulk \& Tower Regulations |  |  |  |  |  |
| Code Section for LM-275 | table 17.019.04 | REQUIRED | PROPOSED | Complant? | NOTE |
| builing base max height |  |  | 45 t | Yes | Pemen |
| max enont |  | 275 | 7 | Ves |  |
| noonesidenenilil inensity (FAR) |  | 12 | 13.19 | yes |  |
| kk fom tower base |  | perineter | 53.3\% | yes | ata |
| max average eer story lot coverage above base |  | 75\% stie area | 5.0\% | Yes |  |
| max towere elevation lengh |  | 150 t | 20.00 | ves | Pex |
| max diagonal length |  | 180 t | 232.00 \# | Yes |  |
| Usable Open Space Standards |  |  |  |  |  |
| Code Section | open space notreauired for Administrative Commercial Actuvities |  |  |  |  |
| Required Dimensions of Usable Open Space |  |  |  |  |  |
| Code Section | open space not reaured for Administative Commercial Activities |  |  |  |  |
| Off Street Parking |  |  |  |  |  |
| Code Section | 17.16.080 | REQUIRED | PROPOSED | COMPLANT? | Note |
| Commercial Activity | noen reauried | spaces | spaces | Yes |  |
| Off Street Loading |  |  |  |  |  |
| Code Section | 17.161 .140 | REQuIRED | Proposed | Complant? | ${ }^{11,000 ~ s f ~ R e t a i l ~}$ |
|  | less than 25,00 sf | ${ }_{\text {spaces }}$ | spaces | Yes |  |
| Adsminstraive Commercial | 160,00 stor more | spaces | ${ }_{\text {spaces }}$ | ves |  |
| Bicycle Parking |  |  |  |  |  |
| Code Section | 17.117 | REQUIRED | PROPOSED | Complant? | Note |
| oong term Administraite Commercial | 1 | (tar | 52 | YES |  |
| short term: Adsinistatave Commercial | 1 |  | ${ }^{26}$ |  |  |
| erm: Reala | 1 | 12 K sf $(\mathrm{MIN} .=2)$ | 2 | YEs | 11,00 sf Reaia |
| sot term: Retail |  |  | 2 | YES |  |
| Recycling Space |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Commercial | 2 | coll | 1071 | yes | vertical stacking of recycling material in limited footprint |

## LAKE

MERRITT

RELIMINARY DEVELOPMENT PLAN PACKAGE


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| :--- | :--- | :--- |

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## SMAE <br> ZONING SUM MARY FOR BLOCK 2



## LAKE

MERRITT
BART redevelopment Oakkand, CA 94607
PRELIMINARY DEVELOPMENT
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View of Paseo Looking East


## Connecting Transit to Place

Transit oriented development can enhance the arrival of riders and be a tool to connect people to places, cultures, and ecology. The proposed open space design for the Lake Merritt BART Redevelopment connects this important station with the existing communities and institutions surrounding the station.

Connections to the Oakland Museum of Art, Laney College, the Waterfront, and most importantly Chinatown are the basis of the design organization and will be the inspiration for culture, art, and planting selections. The development of an active pedestrian environment on all sides of the new buildings were designed into the basic fabric of the site. The ground floor and open space for the project is integrated into a complementary whole. Community serving uses and activation on the ground floor will provide eyes on the street as well as new community resources in the new development.

Multi-modal connections and the importance of space planning for the many new and evolving forms of transportation are designed into the base condition of the project with maximum flexibility for the anticipated changes of the future.

Careful consideration of existing BART infrastructure was integrated into the overall project. Advance planning for maintenance, access, and the significant responsibilities of BART Police and other staff were highlighted and designed into the new project to increase flexibility and improve security.

LAKE
MERRITT
BART REDEVELOPMENT Oakland, CA 94607

## PRELIMINARY

 DEVELOPMENTPLAN PACKAGE

## PLAN PACKAGE


No. |ISSUE
2 $\qquad$

$\qquad$ ${ }^{6} 7$

 CONNECTION TO CHINATOWN
OPEN SPACE FUNCTIONS AS A CORRIDOR TO CHINATOWN AND DOWNTOWN OAKLAND


## LAKE

MERRITT
BART
redevelopment
Oakand, CA 94607
PRELIMINARY DEVELOPMENT
PLAN PACKAGE PLAN PACKAGE


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 7 .

OPEN SPACE CONCEPT

L0.11


BART must comply with requirements enforced by CPUC as BART operates under a CPUC permit for rail operations. In addition, BART must respond and com ply with Homeland security requirements impacting mass transit. These changes often result from terrorist activities throughout the world. Therefore it is imperative BART review any conditions or proposal that may impact station or system operations prior to project approval. and BART has completed an initia review of the project PDP and the the project as presened is reasonable to be constructed assuming desig criteria outlined in the BART BFS are complied with and staging of the construction is done so as to not impact station and rail operations."

Baseline design and construction in the West Plaza is fully funded by the developer.

Existing bus shelter, headhouses, and skylight to remain

ABKFIOO+

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## PRELIMINARY

 DEVELOPMENTPLAN PACKAGE

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4
5 $\qquad$
7
 FOUR-BLOCK AREA PLAN






TTH STREET


U $\begin{aligned} & 30 \text { OFFSET FROM CON- } \\ & \text { STRUCTION } \\ & \text { (LOW) FOR TREE ID AND }\end{aligned}$ (LOW) FOR TREE ID AND
PRESERVATION PURPOSES

NOTE ON REMOVAL:

1. We are recommending removing 40 protected trees because of overall poor structure and poor health. 2. To meet the needs of a multi modal transit center, new sidewalks designs, bike paths, pick up and drop off, ADA multi-modal drop off will all require the relocation and demolition of sidewalks. This will disrupt the roots and will create larger soil volume areas.
2. The master plans aim is to make a cohesive neighborhood identity (coordinating with Madison Sq. Park Bart plaza (TOF), and Block $1+2$ ) and to have a cohesive plant palette.
3. See page L0.8 and L0.81 for new tree planting. Intent of design to provide street trees within the scope of the project.

NOTE:
The following are Protected Trees according to City Ordinance Chapter 12.36. PROTECTED TREES:
A. Any Coast Live Oak tree that is larger than 4 inches DBH. B. Any tree (except Eucalyptus) that is larger than 9 inches DBH. (Eucalyptus trees and up to 5 Monterey Pines per acre are not considered Protected Trees under this section. Monterey Pines must be inspected and verified by the Public Works Agency- Tree Division prior to their removal. C. Any tree of any size located in the public right-of-way (including street trees).



Key Plan

EXISTING STREET TREES WITHIN THE 3 BLOCK OPEN SPACE FRAME


8th Street


Fallon Street


NOTE:

1. The project shall demonstrate compliance with the City of Oakland's Landscape Ordinance prior to building permit final. Project will be responsible to carry out any changes that may result from compliance with the Landscape Ordinance, which may include, but not limited to, revised plans, additional technical information, and/or additional planning applications. or overall coordination of planting palette.
2. The proposed planting type, character, and water use is in accordance to the City of Oakland's master street tree list. The species selection will develop as we work in conjunction with TOF and Madison Square Park.
3. This is intended to work as a 3 block open space, and the continuity of plant species will be consistent between project blocks

PROPOSED TREE SPECIES




The plants shown above the tunnel may need to be removed depending on the structural evaluation of soil loads.

Plant areas shown over the tunnel structure must comply with BES standards.

## LEGEND AND WUCOLS RATING <br> ※ Pollinator <br> Water Use Low <br> - Water Use Regular <br> ( Water Use High <br> Oakland Master Street Tree List

EXISTING TREE SPECIES
PROPOSED TREE SPECIES BY STREET


Madison Street


7th Street


Block 2 : Evacaypusus micoroteca


Non native, moderate water sse, polinator
Madison Street - 5 Tree


$\qquad$
$=$

## EBKF <br> $\qquad$

## LAKE

MERRITT
BART redevelopment Oakand, CA 9460
PRELIMINARY DEVELOPMENT
PLAN PACKAGE PLAN PACKAGE



1. The project shall demonstrate compliance with the City of Oakland's Landscape Ordinance prior to building permit final. Project will be responsible to carry out any changes that may result from compliance with the Landscape Ordinance, which may include, but not limited to, revised plans, additional technical information, and/or additional planning applications.
2. Species selections my change based on availability, disease, or overall coordination of planting palette.
3. We're proposing planting type, character, and water use in accordance to the City of Oakland's approved street tree list. The species selection will develop as we work in conjunction with TOF and Madison Square Park.
4. Species selected are sourced from Oakland's approved street tree species list.




## BMKFion



Morkey Grass. Mondo ogass
Non andive, regulart 0 ovw wate use






这:

(8)
(1) See Civil Drawings for limit of project sidewalk improvements.
(2) Street access plan striping shown for planning purposes only.
(3) Paseo design under study. Furniture is movable. Typical conditions shown
(4) All open space elements to be maintained by BART will be designed to BFS standards.
(5) The plants shown above the tunnel may need to be removed depending on the structural evaluation of soil loads. Plant areas shown over the tunnel structure must comply with BFS standards.
(6) BART security cameras to be included as agreed to with BART.
(7) Property lines between the headhouse and building frontage of Building $A$ and Building $B$ will be called out in the paving with physical markings. See Civil Drawings for Property Lines
(8) Adjacent corners will be updated to dual directional curbs if existing conditions lack the dual directional curb and are not covered by another project. Striping and crosswalks as necessary.

NOTE:
"BART must comply with requirements enforced by CPUC as BART operates under a CPUC permit for rail operations. In addition, BART must respond and comply with Homeland security requirements impacting mass transit. These changes often result from terrorist activities throughout the world. Therefore it is imperative BART review any conditions or proposal that may impact station or system operations prior to project approval" and "BART has completed an initial review of the project PDP and the project as presented is reasonable to be constructed assuming design criteria outlined in the BART BFS are complied with and staging of the construction is done so as to not impact station and rail operations."

HBKF $100+$PAINT STRIPING
f ADA PARKING
ADA PARKING
OR LOADING
SCOOTER CORRAL

## LAKE

MERRITT

## BART

 REDEVELOPMENT Oakland, CA 94607PRELIMINARY DEVELOPMENT
PLAN PACKAGE






1 Paseo from Oak St.


2 9th St. looking in towards Building A and Paseo


4 Paseo from Fallon St.


3 8th St. looking towards Building B


5 Fallon St. looking at Building A lobby and Paseo


## LAKE

MERRITT


Lake Merritt BART TOD Site \#1-Proposed Street Design Options by Access Plan Team

|  |  |  | - Option 2 ${ }^{\text {alon Street }}$ \|Option 3 |  |  |  | 9th Street |  |  | Oak Stre |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Option 1 | [option 2 |  |  |  | 1 lane WB, 1 lane EB $\quad 3$ lanes EB $\quad 2$ lanes EB |  |  | option 1 | \|option | pition 3 |
| Travel Lanes | 2 lanes WB |  | 1 lane NB, 1 lane SB |  |  |  |  |  | 2 lanes NB |  | 3 lanes NB |
| Transit? | Yes - outside lane should be 11'. Awaiting Confirmation from AC Transit if Bus Only Lane is Needed |  | es - lanes should b |  |  | No - 10 ' Lanes OK, consider $11 \begin{gathered}1 \text { outside lane if significant shuttle/paratransittruck } \\ \text { activity anticipated }\end{gathered}$ |  |  | Yes - outside lane should be 11'; install bus bulb on east side. Move layover elsewhere on the route due to spatial constraints |  | $\begin{aligned} & \text { Yes - outside lane should be } 11^{\prime} \\ & \text { - could stripe outside lane as } \\ & \text { bus only lane } \end{aligned}$ |
| Traffic Operations | One-Way WB |  | Existing two-way operations; consider extending two-way operations to 7 Th Street |  |  |  |  |  | One-Way NB |  |  |
| Curb Use/Parking Lane | Create wide shuttle zone/ accessible passenger loading zone the whole length of block. Design as a pull out with a boarding island. Retain existing Shuttle Zone for most of north side; add accessible passenger loading needed for senior housing entrance, assume no metered parking on north side. |  | Passenger loading needed along Laney frontage, west side pick up and drop off near paseo entrance |  |  | Passenger loading zone likely most of block (for BART and tower) plus commercia loading (? for tower). 5' buffer preferred for passenger/goods loading. |  |  | Passenger loading zone on west side - add passenger side buffer if space allows; bus stop on east side. Layover becomes a pullout or moves to another location if not enough space with double bus stop. No metered parking |  |  |
| Bikeway | One-way WB In-Roadway Protected Bike Lane | Buffered bike lane WB (existing condition) | In-Roadway, Directional Protected Bike Lanes | In-Roadway, Two-Way Protected Bike Lane | Shared Street (?) with Two-Way Protected Bike Lane | Raised (or in roadway) Two Way Protected Bike Lane | Raised One-Way Protected Bike Lane | In-Roadway One-Way Protected Bike Lane | Raised Two-Way Protected Bike Lane | In-Roadway $T$ Two-Way Protected Bike Lane | In-Roadway Two-Way Protected Bike Lane |
| Bike Implications/Notes <br> Sidewals <br> Iincluding furnishings <br> (incrud) |  |  | Cross-section should continue between 7 th and 10 th |  |  | Addresses BART and TOD tower access needs; Consider directional PBLs west of Oak Street |  | Does not resolve need fo two-way bike traffic to BART and TOD site | Would need channelization of pedestrian coming from passenger loading buffer needs to be bat least 4 f for loading | Would need channelization of pedestrian coming from passenger loading plus mid-block ramps |  |
|  | Widen north sidevalk widened by $1.5{ }^{\text {a }}$ |  | West Sidewalk Widened by ${ }^{6}$ | West Sidewalk Widened by $\mathrm{X}^{\prime}$ | West Sidewalk Wideneed by ${ }^{\text {K }}$ | $\begin{array}{\|l\|} \hline \text { South sidewalk widened by } \\ 6.5^{\prime} \\ \hline \end{array}$ | West Sidewalk Widened by $\mathrm{X}^{\prime}$ | West Sidewalk Widened by X' | No sidewalk widening (beyond bus bulb) No sidewalk widen |  |  |
| Intersection Notes | Protected intersection at 8 8thoak and $\begin{array}{c}\text { sth/Fallon plus } \\ \text { pedestrian safety upgrades }\end{array}$ |  |  |  |  | pedestrian safety upgrades needed at most signals,9th/Fallon and 9 th/Oak protected intersections plus pedestrian safety enhancements. Need to assess need for left-turn pockets. |  | $\begin{aligned} & \text { 9th/Fallon and oth/Oak } \\ & \text { protected intersections } \\ & \text { plus pedestrian safety } \end{aligned}$ | Special signalization (bike contra-flow signal); pedestrian safety upgrades needed at most signals; 9th/Oak and 8th/Oak protected intersections plus pedestrian safety enhancements |  |  |
| Pedestrian Implications/Notes | Consideration of matching DOSP sidewalk widening (at least on north side of street) and cross-section |  | Consideration of mid-block pedestrian crossings (or channelization) given location of double staircase + |  | May adress need for mid--lock | Consideration of Pedestrian access across the PBL from the heavily used passenger loading zone |  |  |  |  |  |
| Access Team <br> Recommends Moving <br> the Cross-Sectio <br> Forward? | Yes - recommend assuming north consistent with DOSP | No - adding the protection to the bike alane will enhance safoty and comfort | directional protected bike lanes between 7th and 9th Street with two-way 8th Consider EITHER (1) directional or (2) two-way protected bike lanes between 9th and 10th, East Bay Greenway project on 10th Street is. | No - not a strong reason to do a two-way south of 9th Street |  |  | No - does not resolve need for two-way bike traffic along TOD site | $\begin{array}{\|l\|l} \text { No- does not resolve } \\ \text { nead of two-way bike } \\ \text { traftic along ToD site } \end{array}$ |  | Yes- could be converted <br> consistentsecth Dosp cross- <br> section future. Consistent <br> curbbin eneeded with bus <br> bulb. |  |
| Consistency with Other <br> Plans |  | -Inconsistent with Let's Bike Oakland, which calls for protected bike lane -Allows for long-term twoconsistency with Dow Oakland Specific Plan assuming streetscape entirely rebuilt OR designed to make sense of $8.5^{\prime}$ | - -Consistent with Let's Bike Oakland -Cansistent with Downtown Oakland SSexific Plan -nconsistent with East Bay -Greenway | Bike Oakland <br> -Consistent with <br> Downtown Oakland <br> Specific Plan <br> Bay Greenway | -Inconsistent with Let's Bike O-akand -Consistent with Downtown Oakand Specific Plan -Consistent with East Bay Greenway |  | g-term two-way conversio Plan (DOSP) <br> eted bike lanes, but sugg <br> aklan | and consistency with <br> est need for two-way | Consistent with Alameda CTC -Narrows the double-wide pas -Two travel lanes consistent Allows for long-term two-way Plan $\qquad$ | C Access Project, but widens but ssenger loading zone on west, and the travel lane with OakDOT pedestrian safety akland | buffer <br> , but provides a buffer between <br> y project <br> with Downtown Oakland Specific |

For the block one street designs a series of options were developed by the design team for evaluation by the Access Plan Team (Fehr and Peers and Eisen|Letunic). Comments for each option are shown above and a preferred direction was selected for the project plans. Any time signals are added/altered we will recommend the traffic engineer to provide an accessibl pedestrian signal (aps) upgrade as referenced in Oakland Walks! Pedestrian Plan (2017, specifically recommended at 9th and Fallon), the draft Downtown Specific Plan, in PR AG and MUTCD). Because the final street design and full spectrum of transportation issues will continue to evolve options were selected for maximum future flexibility as well as their succes meeting the current stated programs of various transportation entities. A future proofing test for the Downtown Oakland Specific Plan is provided for each option to demonstrate flexibil . As additional criteria become apparent, additional testing of the flexibility of the scheme can be added






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Typical Cross Section

$\stackrel{r}{\text { rin }} \mathrm{r}$ Low

## LAKE <br> MERRITT <br> BART <br> redevelopment <br> PRELIMINARY DEVELOPMENT <br> PLAN PACKAGE <br> REVISIONSCHEDULE No. IISSUE <br>  <br> 1 | 1 |
| :--- | :--- | <br>  <br>  <br> 5.  <br> $\pi$  <br>  <br> 7TH STREET <br> SECTIONS



Typical Cross Section
$\stackrel{r}{-1}$ Low

# LAKE 

MERRITT
BART redevelopment
Oakland, CA 94607
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DEVELOPMENT DEVELOPMENT
PLAN PACKAGE
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BLOCK 2
MADISON STRE
SECTIONS


## NOTES:

1. Locations shown are diagrammatic based on information at this time.
2. Transportation planning decisions and phasing will affect ultimate build-out
3. BART station agent parking is subject to BART and

City coordination.
4. The final design will be ADA compliant.









NOTES:
(1)Locations shown are diagrammatic based on information at this time.
(2)Transportation planning decisions and phasing will affect ultimate build-out.
(3)Directional bike transitions are coordinating with city wide planning and subject to






rendering of the paseo entrance on fallon


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LAKE
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PRELIMINARY DEVELOPMENT
PLAN PACKAGE



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# LAKE MERRITT BART DEVELOPMENT 

PRELIMINARY DEVELOPMENT PLAN PACKAGE

CITY OF OAKLAND

PROJECT DESCRIPTION



general notes

2.



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PROJECT DATA omers:


ARCHITECTS:
CIML ENonerer:

LANDSCAPE ARCHITECT:





ASSESSOR PARCEL NO:

EXISTING LAND USE:
proposed land use:
LAND AREA:
utury information:






ALAMEDA COUNTY


VICINITY MAP
state of california


ENGINEER'S STATEMENT







## LAKE

 MERRITTNOTES
BART

horizontal control
 benchmark





## LAKE

 MERRITTNOTES
BART

| 4 |
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HORIZONTAL CONTROL


## benchmark





## DEMOLITION LEGEND



## LAKE

 MERRITT BART DEVELOPMENT
## PRELIMINARY

 DEVELOPMENTPLAN PACKAGE

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## DEMOLITION LEGEND:



## LAKE

 MERRITT BART DEVELOPMENTOakand, CA 94607

## PRELIMINARY DEVELOPMENT

 DEVELOPMENTPLAN PACKAGE
 (BLOCK 2)

C3.2


SITE PLAN NOTES


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6. SEE LANoSCAPE PLANS for all sidewalk finshes and maternals
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LAKE MERRITT BART DEVELOPMENT
Oakand, CA 94607

PRELIMINARY
DEVELOPMENT DEVELOPMENT
PLAN PACKAGE


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## SITE PLAN NOTES



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LAKE MERRITT
BART
DEVELOPMENT

## PRELIMINARY

 DEVELOPMENTPLAN PACKAGE

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PRELIMINARY SITE PLAN (BLOCK 2)
C4.2


GRADING NOTES.


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## LAKE

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EXISTING PLAN VIEW

(ifict LAKE MERITTT BART TUNNEL PROFLLE


NOTES

1. REEER KEYNOTES:




 3) Refer to shet cts-2 from bart contact \#koon1-Koo7 (4) REEER To SHEET AR61-1 From Bart Contract \#kool1-K007 (5) REEER to SHEET AR29-1 FROM BART Contract \#koo7-K007 6 REEER To SHEET RR30-1 FroM BART Contract \#foorl-K007
 8) REFER To SHEET CT-1 1 from Bart contract tikoor1-Koo



UTLITY NOTES



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LAKE MERRITT BART DEVELOPMENT
Oakand, CA 94607PRELIMINARY
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PRELIMINARY
UTLITY PLAN (BLOCK 1)
C6.1


UTLITY NOTES



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## LAKE MERRITT

BART
development
Oakkand, CA 94607



## STORMWATER COMPLIANCE DATA (BLOCK 1)





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3. IF A RESIENTIAL Development prouect, ACHEVE At Least a densiry of 25 DU/AC


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2. $30 \%$ REDUCTON CREOT - MXED USE PROUECT WTH DENSITY CREATER THAN 100 DU ACCRE


## STORMWATER LID TREATMENT SIZING STORMWATER AREA SUMMARY

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west plaza

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ulonge B


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west plaza




STORMWATER PEAK FLOW REDUCTION
Peak flow calculated per ciry of oaklan
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PASEO


 west plaza



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LAKE MERRITT BART DEVELOPMENT

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## STORMWATER COMPLIANCE DATA (BLOCK 2 )



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## STORMWATER LID TREATMENT SIZING

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## STORMWATER AREA SUMMARY





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| SF |

35,216 sf



## STORMWATER PEAK FLOW REDUCTION




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$\qquad$


1 STORMWATER MEDIA FILTER VAULT (1 OF 2)

$(2)$ STORMWATER MEDIA FILTER VAULT (2 OF 2)


3 CONCRETE CURB $\&$ GUTTER


4 ( 4 CONCRETE DRIVEWAY


5 MANHOLE (TYPE 1)




LAKE
MERRITT
BART REDEVELOPMENT

PRELIMINARY DEVELOPMENT




A2.11


TYPICAL PARKING PLAN (2-4)



MEZZANINE PLAN


## LAKE <br> MERRITT <br> PRELIMINARY DEVELOPMENT PLAN PACKAGE <br>  <br>  LOWER FLOOR PLANS <br> A2.12




TYPICAL RESIDENTIAL FLOOR PLAN (L3-L6)




ROOF PLAN



A2.15





A2. 18
SECTION C: EAST-WEST
fod design must demonstrate per bart's requirements that there are no structural impacts to the tunnel per brs standards.


2. BUILDING B SOUTH ELEVATION

4. BUILDING B NORTH ELEVATION


1. BUILDING B EAST ELEVATION

2. BUILDING B WEST ELEVATION



3. FALLON STREET VIEW TOWARDS THE PASEO

4. PASEO

VIEW TOWARDS EAST

3. FALLON STREET VIEW TOWARDS BLDG A LOBBY


7th St


## LAKE <br> MERRITT <br> BART REDEVELOPMENT Oakand, CA 94607 <br> PRELIMINARY DEVELOPMENT PLAN PACKAGE <br> 



BUILDING B:
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## KEY LEGEND

EXISTING HY
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(H)
GROUP USEABLE MDOOR OPEN SPACE
(FRR BLOC OCCUPANTSGroup USEABLE OPEN SPACE (FOR
BLOG OCCUPANTSPRIVATE USEABLE OPEN SPACE
(FORUNIT OCCUPANTS)



BUILDING A LEVEL 28


BUILDING A LEVEL 05

note:


$20 \%$ of the Paseo is used for Blidg. Bopen space calc.
$* * 80 \%$ of the Paseo is used for Bldg. A open space cald
.unt Covered entry laza on Parcel Bis not counted as Publicly Accessible Open Space.

## LAKE <br> MERRITT <br> BART REDEVELOPMENT <br> PRELIMINARY development <br>  <br>  SPACE EXHIBIT




TYPICAL RESIDENTIAL FLOOR PLAN (L3-7)


RESIDENTIAL FLOOR PLAN AT PODIUM LEVEL (L2)



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\end{aligned}
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EAST-WEST SECTION


2. BUILDING D SOUTH ELEVATION
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URABLE MATERRIA

1. BUILDING D NORTH ELEVATION
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2. BUILDING D WEST ELEVATION




NORTH-SOUTH SECTION

## LAKE <br> MERRITT <br> BART redevelopment <br> PRELIMINARY DEVELOPMENT PLAN PACKAGE <br>  <br>  <br>  <br>  <br>  <br> 77 <br>  <br> mem <br> BLOCK 2 /BLDG NORTH-SOUTH

 SECTION
2. MADISON STREET VIEW TOWARDS THE DAYCARE

3. 8TH \& OAK CORNER VIEW TOWARDS RETAIL SPACE


1. 8TH \& OAK STREET VIEW TOWARDS SOUTH WEST



BUILDING D (COURTYARD/PODIUM)

## LAKE

MERRITT
BART
redevelopment
PRELIMINARY
PRELIMINARY
DEVELOPMENT DEVELOPMENT
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No. 1 ISSUE

BLOCK 2 - GROUND LEVEL

|  | BUILIING D |
| :---: | :---: |
| PUBLICLY ACCESSIBLE OPEN SPACE |  |
| GROUP USEABLE NDOOR OPEN SPACE | 1,200 |
| $\begin{aligned} & \begin{array}{l} \text { GROUP USEABLE OPEN } \\ \text { SPACE } \end{array} \\ & \hline \end{aligned}$ | 5,600 |
| PRIVATE USEABLE |  |
| TOTAL | 6,800 |

NOTE

* Covered entry plaza (setback at ground level) is not included in Publicly Accessible open Space alculuations
$\%$ open space is not required for Bldg $C$ ( office buildinpublicly accessible open space
$\underset{\substack{\text { GROUP USEABLE INDOOR OPEN SPACE } \\ \text { (FOR BLD }}}{\text { IN }}$
GROUP USEABLE OPEN SPACE (FOR
BLDG OCCUPANTS)
blocour
PRIVATE USEABLE OPEN SPACE
(FOR UNIT OCCUPANTS)


Design Guidelines for Lake Merritt BART
table of contents

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## Design Guidelines for Lake Meritt BART

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8. Builing Design - $\qquad$ B.1. Oak Street Formage ( (Builidings $A$ and $B$ )





B.2.2 Fallon Street Frontage (Builingss A and B)




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## ATTACHMENT D:

## Conditions of Approval:

1. Standard Conditions of Approval
a. Standard Conditions of Approval and Mitigation Monitoring and Reporting Program
2. Oakland Department of Transportation, Engineering Services Conditions of Approval
3. Oakland Department of Transportation, City Surveyor Conditions of Approval
4. Oakland Fire Department 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, May 19, 2021 Planning Commission Staff Report and the approved plans dated May 12, 2021, 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 May 19, 2023, two years from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete Phase 1 Final Development Plan (FDP) has been filed with the Bureau of Planning and diligently pursued towards approval. Subsequent Phase 2 Final Development Plans shall be filed within 2 years of the approval of previous FDP to ensure the Preliminary Development Plan (PDP) does not expire. The FDP shall expire within two years from the approval date 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.

The approved Vesting Tentative Tract Map (VTTM) shall expire twenty-four (24) months after its approval or conditional approval, unless an extension is granted.

## 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 Maior Changes

a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning, such as a less than $10 \%$ change in the size of ground floor commercial, reduction in the amount parking that is not required by code, or reduction in the amount of off-street loading that is not required in the Planning Code.
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. Increase in the density or number of units, a reduction in the affordable residential units, inability to meet the design standards in the Design Guidelines for Lake Merritt BART, substantial changes to height, design, envelope, massing, or size of improvements, substantial changes to the public improvements including sidewalk, bicycle infrastructure, or plaza design, or changes that will result in any of the circumstances requiring further environmental review pursuant to CEQA Guidelines section 15162 or 15163 represent a non-exhaustive list of changes that would be considered Major Changes.

## 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.

## 12. Compliance Matrix

The project applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a sortable spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The project applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City.

## 13. Construction Management Plan

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

## 14. Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP)

a. All mitigation measures identified in the Lake Merritt BART Station Redevelopment Project CEQA Checklist are included in the Standard Condition of Approval / Mitigation Monitoring
and Reporting Program (SCAMMRP) which is included in these Conditions of Approval and are incorporated herein by reference, as Attachment A and at the end of these Conditions of Approval, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the Lake Merritt BART Station Redevelopment Project CEQA Checklist are also included in the SCAMMRP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the Lake Merritt BART Station Redevelopment Project CEQA Checklist has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the Lake Merritt BART Station Redevelopment Project CEQA Checklist into the SCAMMRP by reference, and adopted as a Condition of Approval. The project applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Unless otherwise specified, monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.
b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

## Part 3: Standard Conditions of Approval Other Standard Conditions

## 15. 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

## 16. 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

## 17. Neighborhood Retail Survey

Requirement: The project applicant shall conduct a survey of community members located within one-half mile of the project site to identify neighborhood needs and preferences for the
proposed commercial space. The City strongly encourages the project applicant to seek tenants for the proposed commercial space that meet the needs and preferences of local community members. Please refer to the City's Survey Guidelines for more information (contained in a separate document and available from the Oakland Planning Bureau).
When Required: Prior to commercial operations
Initial Approval: N/A
Monitoring/Inspection: N/A

## 18. Affordable Residential Rental Units - Agreement and Monitoring

Requirement \#1: In Compliance with Section 15.72 .100 of the Oakland Code, the proposed project shall provide a minimum of 233 target dwelling units available at very low/ low/ moderate income: 9\% (51 units) at 30\% AMI; 13\% (72 units) at 50\% AMI; 13\% (74 units) at $60 \%$ AMI; and 6\% (36 units) at 120\% AMI.

Requirement \#2: The approved residential affordable units that are part of this approval shall remain and continue to be affordable at the specified level in accordance with California Health and Safety Code Section 50053 and its implementing regulations for a term of not less than 55 years or a longer period of time if required by the construction or mortgage finance assistance program, mortgage insurance program, or rental subsidy program.

Requirement \#3: Prior to submittal of a construction-related permit, the applicant shall contact the Housing and Community Development Department (Housing Development Services Division) to enter into a Regulatory Agreement based on the City's model documents, as may be amended from time to time, governing the target dwelling units. The Agreement shall contain restrictive covenants to ensure the continued affordability of the target dwelling units at the specified rent levels for a period of not less than fifty-five (55) years and restrict the occupancy of those units only to residents who satisfy the affordability requirement as approved for this project. Only households meeting the eligibility standards for the target dwelling units shall be eligible to occupy the target dwelling units.

If the property has an approved condominium map and the developer chooses to rent the affordable units at initial occupancy, the units cannot convert to ownership during the term of the Agreement, even if the market rate units in the development convert to ownership.

The Regulatory Agreement shall be recorded with the Alameda County Recorder's Office as an encumbrance against the property, and a copy of the recorded agreement shall be provided to and retained by the City. The Regulatory Agreement may not be subordinated in priority to any other lien interest in the property.

Requirement \#4: Rental target dwelling units shall be managed / operated by the developer or developer's agent or the developer's successor. The developer of rental target dwelling units shall submit for review and approval by the Housing and Community Development Department and any other relevant City departments, an annual report identifying which units are target dwelling units, the monthly rent, vacancy information, monthly income for tenants of each
target rental dwelling unit throughout the prior year, and other information required by the City. Said agreement shall maintain the tenants' privacy. The applicant shall pay to the Housing and Community Development Department an annual monitoring fee pursuant to the Master Fee Schedule (updated annually and available from the Budget Office of the City Oakland's Finance Department: https://www.oaklandca.gov/departments/finance-department) for City monitoring of target dwelling units.

Requirement \#5: The floor area, number of bedrooms, and amenities (such as fixtures, appliances, location and utilities) of the affordable units shall be shall be substantially equal in size and quality to those of the market rate units. Further, the proportion of unit types (i.e. three-bedroom and four-bedroom, etc.) of the affordable units shall be roughly the same as the project's market rate units.

Requirement \#6: Tenant households in affordable units must have equal access to the project's services and facilities as tenant households in all other units within the project.

Requirement \#7: Affordable units must be evenly distributed throughout the project.

Requirement \#8: Affordable units shall be constructed before or concurrent with the construction of the market rate units in each phase of the project.

Requirement \#9: The City will not issue final certificates of occupancy for more than fifty percent $(50 \%)$ of the market rate units in any phase of development until final certificates of occupancy are issued for all of the affordable units in that phase.

When Required: First Construction-Related Permit Application and Ongoing
Initial Approval: Housing and Community Development Department - Housing Development Services Division
Ongoing Monitoring/Inspections: Housing Development Services Division

## 19. Phasing

Requirement: The project shall be implemented in the following phases:

- Phase 1: Horizontal FDP and Block 1 FDPs (Building A and Building B). May 2023. Within two (2) years after the approval the Preliminary Development Plan (PDP), the applicant shall file a complete application with the Planning Bureau for Final Development Plans (FDPs) for the horizontal improvements, Building A, and Building B to ensure the PDP does not expire. Within two years of approval of each Phase 1 FDP, a complete building permit application shall be submitted to the Building Bureau for Phase 1 development and shall be diligently pursued toward approval to ensure the FDP does not expire. In addition, within two years of approval of each Phase 1 FDP, a complete PX/PZ permit application for all horizontal improvements (including the paseo and BART plaza) associated with Phase 1 shall be submitted and diligently pursued toward approval, consistent with the FDP for Horizontal Improvements. The applicant shall bond for all horizontal improvements in Phase 1 at the time of the issuance of the Phase $1 \mathrm{PX} / \mathrm{PZ}$ permit in accordance with the City's established bonding
requirements. All horizontal improvements related to Phase 1 shall be completed prior to COO of the final building completed in Phase 1.
- Phase 2: Block 2 FDPs (Building C and Building D). May 2025. Within four (4) years of the approval of the PDP, the applicant shall file complete applications with the Planning Bureau for the FDPs for the parcels associated with Phase 2 (Building C and Building D) to ensure the PDP does not expire. Within two years of approval of each Phase 2 FDP, a complete building permit application shall be submitted for each Phase 2 development and shall be diligently pursued toward approval. In addition, within two years of approval of the Phase 2 FDP, a complete PX/PZ permit application for all horizontal improvements associated with Phase 2 shall be submitted and diligently pursued toward approval, consistent with the FDP for Horizontal Improvements. The applicant shall bond for all horizontal improvements in Phase 2 at the time of the issuance of the Phase $2 \mathrm{PX} / \mathrm{PZ}$ permit in accordance with the City's established bonding requirements. All horizontal improvements related to Phase 2 shall be completed prior to COO of the final building completed in Phase 2.


## When Required: After approval of PDP/PUD <br> Initial Approval: Planning Bureau <br> Monitoring/Inspection: Planning Bureau and Building Bureau

## 20. Submittal and Approval of FDP for Horizontal Improvements.

Requirement: The project applicant shall apply for the Final Development Plan (FDP) for all horizontal improvements before any other FDPs shall be considered. The FDP for horizontal improvements shall be approved before, or in conjunction with, any other FDP approval. The horizontal improvements required in Phase I should be developed prior to any other improvements in any other Phase. The FDP for horizontal improvements shall include a phasing plan for implementation of all horizontal improvements, ensuring uninterrupted AC Transit service and provision of adequate emergency vehicle access, to the satisfaction of AC Transit, the City of Oakland, and BART. Horizontal improvements include, but are not limited to: publicly accessible paseo, public plazas, public walkways, sidewalk improvements, public lighting, bikeways, crosswalks, curb extensions, bus stops, intersection improvements, etc.
The FDP for Horizontal Improvements can be implemented in the two phases approved as part of the PDP. The FDP for Horizontal Improvements shall have the same expiration requirements as the PDP. The FDP will provide information about construction phasing within Phase 1 and Phase 2 and will be implemented through a series of PJob permits that will include streets, sidewalks, and the paseo. The proposed construction phasing shall be approved by OakDOT and the Building Bureau.
When Required: Prior to submittal or approval of any other FDP.
Initial Approval: Bureau of Planning, Oakland Department of Transportation
Monitoring/Inspection: N/A

## 21. Submittal and Approval of PX/PZ permit for horizontal improvements.

Requirement: The project applicant shall apply for the PX/PZ permit for all horizontal improvements and receive approval from all relevant departments and agencies before any
building permits will be approved. Horizontal improvements include, but are not limited to: the publicly accessible paseo, public plazas, public walkways, sidewalks improvements, bikeways, crosswalks, curb extensions, bus stops, intersection improvements, etc. If the applicant requests to implement the public improvements in phases, the $\mathrm{PX} / \mathrm{PZ}$ permits shall be submitted consistent with the desired phases. In addition, the following phasing criteria shall be met:

- All improvements for Block 1 shall be operational and functional prior to the issuance of the Certificate of Occupancy for the final building constructed in Phase 1.
- All improvements for Block 2 shall be operational and functional prior to the issuance of the Certificate of Occupancy for the final building constructed in Phase 2.

When Required: Prior to approval of any building permit.
Initial Approval: Bureau of Building and OakDOT
Monitoring/Inspection: N/A

## 22. 17.142.070 Performance bonds.

Requirement: The City Planning Commission or, on appeal the City Council, may, as a condition of approval of any development for which a permit is required by Section 17.142.030, require a cash bond or surety bond for the completion of all or specified parts of the development deemed to be essential to the achievement of the purposes set forth in Section 17.142.010. The bond shall be in a form approved by the City Attorney, in a sum of one hundred percent $(100 \%)$ of the estimated cost of the work, and conditioned upon the faithful performance of the work specified within the time specified.

## 23. Project-Specific Public Improvements.

Requirement: The project includes public improvements to the public right of way on all four sides of each block. The public improvements include:

- Dual-directional curb-ramps at the intersection corners adjacent to the Project and as midblock ramps at the designated loading areas;
- High-visibility crosswalks on all the approaches of the intersections adjacent to the Project;
- Concrete bulb-outs at the intersection corners adjacent to the Project;
- Sidewalk improvements that generally provide a minimum pedestrian clear width of 8 feet along Block 1 frontages and 5.5 feet along Block 2 frontages;
- On-street passenger loading (including ADA-designated passenger loading) and associated sidewalk, curb improvements, and striping;
- ADA-designated on-street parking spaces;
- A two-way Class 4 separated bikeway, at the roadway level, on the south side of 9th Street between Oak and Fallon Streets;
- A one-way westbound Class 2B buffered bicycle lane on the north side of 8th Street between Fallon and Oak Streets
- A one-way southbound Class 4 separated bikeway, at the roadway level, on the west side of Fallon Street between 8th and 9th Streets; and
- Amenities such as street trees, short-term bicycle parking, and dockless scooter corrals along the Project frontage sidewalks that do not block the pedestrian through zones.

When Required: Prior to building permit final or as otherwise specified
Initial Approval: Bureau of Building; Department of Transportation
Monitoring/Inspection: Bureau of Building

## 24. Transportation Improvements.

Requirement: Consistent with SCA-TRANS-3: Transportation Improvements (\#77), the project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. While not required to address a CEQA impact, the City of Oakland has determined that the following should be implemented as part of the final design for the project. These improvements shall be submitted as part of a FDP and/or a PJob application for review and approval by the Department of Transportation (DOT). The full non-CEQA Transportation Assessment can be found in Attachment B to these conditions. If approved they shall be implemented.

Recommendation 1: While not required to address a CEQA impact, the following shall be implemented by the Project at the discretion of City staff:

- Ensure adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk at the Building A driveway on 9th Street and the Building C and Building D driveways on 7th Street. If adequate sight distance cannot be achieved, provide audio and visual warning devices at the driveway and/or provide three-foot low landscaping buffer along the building edge adjacent to the driveways.
- Consider extending the Buildings C and D curb-cut to the west to widen the curb-cut to 27 -feet to allow incoming and outgoing vehicles to utilize the driveways simultaneously.
- Study the turning movements for larger trucks (such as WB-40) maneuvering into and out of the Building A loading docks on 9th Street and the Building C loading docks on 7th Street to ensure adequate truck access.
- Consider redesigning the Building C garage to provide adequate circulation for vehicles and to allow two vehicles to simultaneously enter and exit the internal garage ramps. If the Building C garage cannot be redesigned, install mirrors at the bottom and top of each internal ramp to improve visibility.

Recommendation 2: While not required to address a CEQA impact, the following shall be implemented by the Project at the discretion of City staff:

- 9th Street/Oak Street - Replace existing signals with new mast arms and signal heads to provide signal head for the westbound 9th Street bike approach.

Recommendation 3: While not required to address a CEQA impact, the following shall be implemented by the Project at the discretion of City staff:

- Ensure that at least two of the short-term bicycle parking spaces near the Building D day-care are cargo-bike accessible to facilitate day-care pick-ups and drop offs.
- Ensure the bike parking in the sidewalks, fronting all streets in the Project vicinity do not conflict with the minimum pedestrian clear width areas or do not conflict with the minimum of 48 -inch clear distance at the curb to ensure access from the accessible passenger loading zones or parking spaces to the sidewalk.

Recommendation 4: While not required to address a CEQA impact, the following improvements shall be implemented by the Project at the discretion of City staff for at least the intersection corners along the Project frontages and the receiving corners, and preferably for the entire intersection, unless noted otherwise:

- 9th Street/Oak Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps, pedestrian countdown signal heads, high-visibility crosswalk markings, leading pedestrian intervals, and advance stop bars.
- 9th Street/Fallon Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps, high-visibility crosswalk markings, and advance stop bars on the west and south approaches of the intersection. In addition, consider installing a raised intersection or a raised crosswalk on the south side of the intersection.
- 8th Street/Madison Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps and leading pedestrian intervals.
- 8th Street/Oak Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps and leading pedestrian intervals.
- 8th Street/Fallon Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps, high-visibility crosswalk markings, and advance stop bars. Eliminate one of the two left-turn lanes on the northbound Fallon Street approach.
- 7th Street/Madison Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps, and leading pedestrian intervals.
- 9th Street/Oak Street intersection - Install concrete bulb-outs with ADA-accessible directional curb ramps, accessible pedestrian signals, pedestrian countdown signal heads, high-visibility crosswalk markings, leading pedestrian intervals, and advance stop bars.

Recommendation 5: While not required to address a CEQA impact, the following shall be implemented by the Project at the discretion of City staff:

- If feasible, subject to additional approval by BART, replace the existing concrete canopy with ADA-accessible bus shelters near the curb at each bus stop on the east side of Oak Street between 8th and 9th Streets.

Recommendation 6: While not required to address a CEQA impact, the following shall be implemented by the Project at the discretion of City staff:

- Consider eliminating one of the loading berths in Building A and relocating the remaining loading berth to have access through the main garage driveway to reduce the number of curb-cuts on 9th Street.

When Required: Varies depending on the specific recommendation. Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing
Initial Approval: Bureau of Planning; Bureau of Building; Oakland Department of Transportation
Monitoring/Inspection: OakDOT

## 25. Transportation Demand Management Measures

Requirement: The applicant shall implement each mandatory Transportation Demand Management (TDM) Plan measure that is Memo that is required in the SCAMMRP (see Attachment A) and the Transportation and Parking Demand Management Memo (see Attachment C). The project sponsor shall submit an annual compliance report for review and approval by the City. This report will be submitted within one year of occupancy and every following year for a total of at least five years. If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the project sponsor to find ways to meet their commitments and achieve Vehicle Trip Reduction (VTR) goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Project sponsors shall be required, as a condition of approval to reimburse the City for costs incurred in maintaining and enforcing the VTR program for the approved project.
When Required: Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing
Initial Approval: Bureau of Planning; Bureau of Building; Oakland Department of Transportation
Monitoring/Inspection: Bureau of Building

## 26. Transit Passes.

Requirement: The property owner or homeowners association shall make permanently available a monthly transit benefit to each dwelling unit in an amount equal to either one-half the price of an Adult 31-Day AC Transit Pass or an AC Transit EasyPass. This benefit shall be placed on a Regional Transit Connection Clipper Card. A notice describing this transit benefit shall be permanently posted in a common area of the building such as a lobby or mailroom that is clearly visible to residents.
When Required: The notice is required prior to Certificate of Occupancy, transit passes are ongoing
Initial Approval: OakDOT
Monitoring/Inspection: OakDOT

## 27. High-Ouality Design of Ground-Floor Public Paseo, Plazas, and Walkwavs.

Requirement: In order to ensure a safe and lively pedestrian realm around the BART station and the proposed project, the ground floor public plazas and walkways shall be high-quality, well designed spaces, as determined by City Staff, that include excellent pedestrian-scaled lighting, extensive furnishings, and interactive art or other amenities for children. When Required: FDP for horizontal improvements and PX/PZ Permit.
Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building

## 28. Building A and Building C Tower Design.

Requirements: In order to meet the requirements for waiving the tower dimensional standards for maximum diagonal length and maximum tower elevation length, ensure the proposals for both towers will result in a signature building within the neighborhood, City, or region based on qualities, including but not limited to, exterior visual quality, craftsmanship, detailing, and high quality and durable materials.
When Required: FDP for Building A and FDP for Building C
Initial Approval: Bureau of Planning
Monitoring and Inspection: Bureau of Building

## 29. Car Share Parking Spaces Requirements (17.116.105.A.)

Requirement: The Planning Code requires the following care share parking spots:

- Building A: 2 spaces
- Building B: 1 space
- Building C: none
- Building D: 1 space

The project shall provide a parking space for car-share purposes, either for private car-share or public car-share. A private car-share, operated by the property owner or homeowners association, provided within the development will have a private car-share space assigned to a vehicle owned and maintained by the property owner or homeowners association for the use of residents within the development. For public car-share, a parking space shall be provided at no cost to a public car-share organization for purposes of providing car-share services for its carshare service subscribers. A notice describing the requirement for car-sharing spaces shall be permanently posted in a common area of the building such as a lobby or mailroom that is clearly visible to residents.
The car-share spaces may be provided on the building site or on another site within 600 feet of the building site. All car-share vehicles shall be accessible to both non-resident and resident subscribers.
The required car share spaces will be provided as follows:

- Building A: 3 total spaces (2 spaces for A, plus 1 additional space for Building B)
- Building C: 1 car share space provided for Building D.

The owner or owners of both lots shall prepare and execute to the satisfaction of the City Attorney, and file with the Alameda County Recorder, an agreement guaranteeing that such facilities will be maintained and reserved for the activity served, for the duration of said activity.

When Required: Certificate of Occupancy
Initial Approval: OakDOT
Monitoring/Inspection: OakDOT

## 30. Compliance with the Lake Merritt Station Area Design Guidelines and Project Specific Design Guidelines "Design Guidelines for Lake Merritt BART"

Requirement: The Final Development Plans for the Project need to be consistent with both the Lake Merritt Station Area Design Guidelines (LMSADG) and the project specific Design Guidelines for Lake Merritt BART. The intent of the project specific guidelines is to be additive and provide more specificity to the LMSADG, but not replace or contradict the LMSADG, which were developed through a community-based planning process. The project specific Design Guidelines include design standards and design guidelines. If the project cannot meet the design standards, a Major Revision is required.
When Required: Final Development Plans
Initial Approval: Planning Bureau
Monitoring/Inspection: Building Bureau

## 31. Compliance with all relevant Conditions of Approval.

Requirements: In addition to the conditions above, project applicant shall comply with the conditions in the attached exhibits, including:

- Exhibit A: City of Oakland Department of Transportation, Engineering Services Conditions of Approval
- Exhibit B: City of Oakland Department of Transportation, Office of the City Surveyor Conditions of Approval
- Exhibit C: City of Oakland Fire Department, Conditions of Approval

When Required: As specified in the specific conditions of approval
Initial Approval: As specified in the specific conditions of approval
Monitoring/Inspection: As specified in the specific conditions of approval

## 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.

LMTOD PROPERTY, LLC (DBA STRADA INVESTMENT GROUP)

## Name of Project Applicant

Signature of Project Applicant

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Jun 4, }202
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Date

## Lake Merritt COA

Final Audit Report

By: Bryan Fat (bfat@stradasf.com)

Status: Signed

## "Lake Merritt COA" History

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