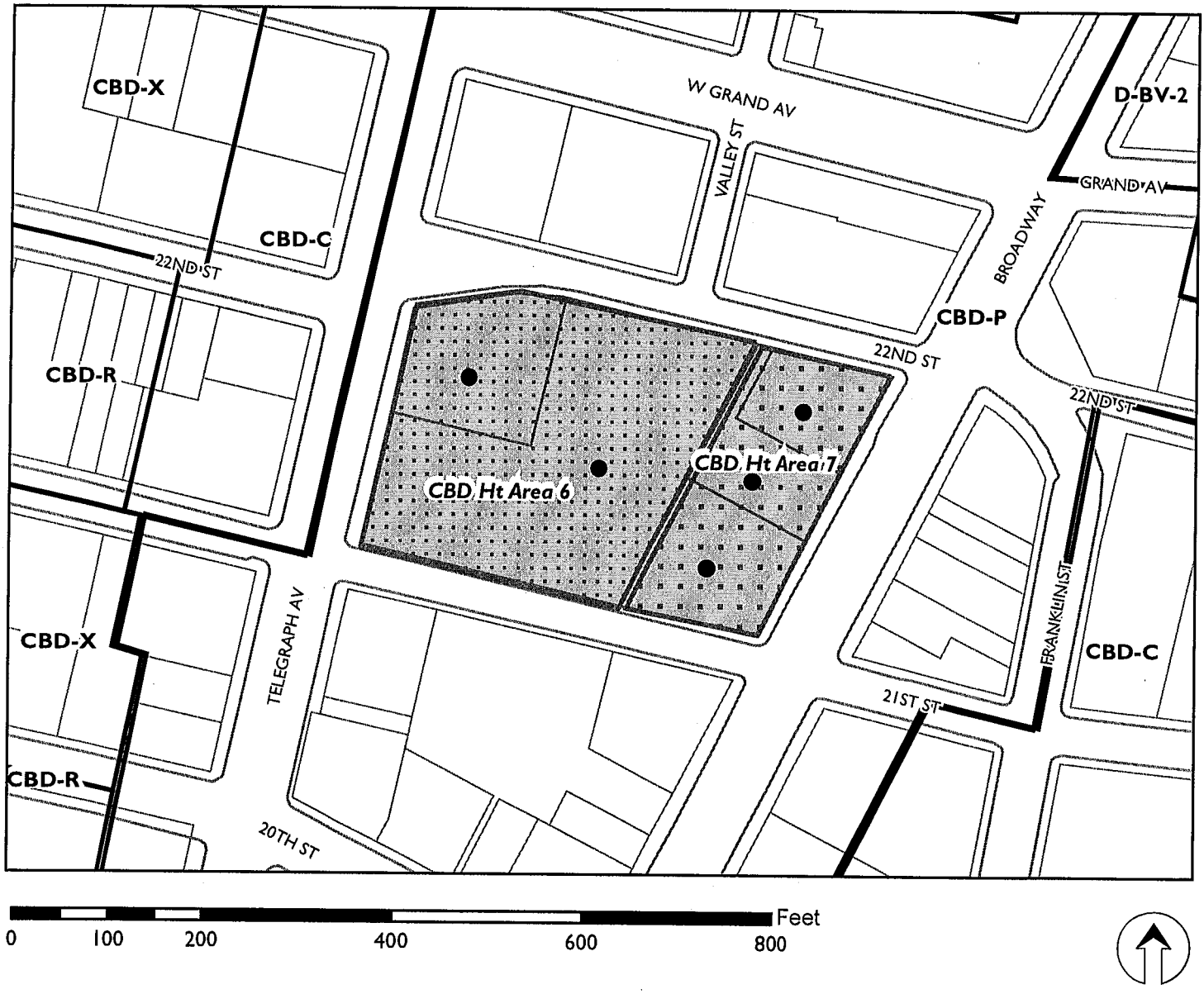
Location:	**2100 Telegraph Avenue** **(APN: 008-0648-001-00; -011-03; -016-03; -017-00; & -018-00)** **See map on the reverse**
Proposal:	Proposal to demolish the existing buildings on the entire city block including the City-owned public parking structure for a Planned Unit Development (PUD) with a potential range of development options that could include up to 2.8 million square feet of office or 1,556 residential dwelling units or a mix of the two. All development options within the PUD would include ground floor retail and a large parking garage. The application also includes two Final Development Plans as standalone development scenarios for the entire site which are: Scheme A - Development scenario that includes approximately 85,000 square feet of ground floor retail, approximately 18,000 square feet of community and/or assembly space, approximately 880,000 square feet of office, and 395 dwelling units Scheme B - Development scenario that includes approximately 72,000 square feet of ground floor retail, approximately 23,000 square feet of community and/or assembly space, and approximately 1,500,000 square feet of office use.
Applicant:	W/L Telegraph Holdings JV, LLC
Contact Person:	Andrew Haydel / Lane Partners - (650) 838-0100
Owners:	W/L Telegraph Owners LLC & City of Oakland
Planning Permits Required:	Planned Unit Development (PUD), Final Planned Unit Developments (PUDF), and Minor Variance to allow only four off-street loading berths (in all development scenarios).
General Plan:	Central Business District
Zoning:	CBD-P
Environmental Determination:	Draft Environmental Impact Report was published for a 45-day review period from December 22, 2017 to February 5, 2018.The Final EIR was published on June 29, 2018.
Historic Status:	495 22nd Street, Kwik Way #2, constructed circa1953-54 which does not contain an OCHS rating as a PDHP (rating of *3), but has been evaluated as eligible for listing to the California Register of Historical Resources and identified as a CEQA historical resource.
City Council District:	3
Action to be Taken:	Consideration of Certification of the Environmental Impact Report and decision on the applications.
Staff Recommendation:	Adopt the CEQA findings, including Certification of the Environmental Impact Report and Statement of Overriding Considerations, and approve the PUD and two Final Development schemes.
Finality of Decision:	Appealable to City Council within 10 days.
For further information:	Contact case planner **Pete Vollmann** at 510 238-6167 or by e-mail at pvollmann@oaklandnet.com.

CITY OF OAKLAND PLANNING COMMISSION



Case File:	ER16011, PLN16440-PUDF01 & PUDF02
Applicant:	W/L Telegraph Holdings JV, LLC
Address:	2100 Telegraph Avenue
Zone:	CBD-P
Height Areas:	CBD 6 & CBD 7

SUMMARY

In June 2016, Lane Partners filed a request for environmental review application to begin review and consideration of a proposal for a Planned Unit Development (PUD) at 2100 Telegraph Avenue.

The City is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and has the responsibility to prepare the Environmental Impact Report (EIR) for the Project. Staff published a Notice of Preparation (NOP) of an EIR on December 2, 2016. A scoping session was held before the Landmarks Preservation Advisory Board (LPAB) on December 12, 2016, and the Oakland Planning Commission on December 21, 2016.

The Notice of Availability for the Draft EIR was prepared and released on December 22, 2017 beginning a 45-day public comment period. The public comment period ended on February 5, 2018. Hearings on the DEIR were held before the Planning Commission on January 24, 2018 and before the LPAB on February 5, 2018.

The Environmental Document prepared for the project had appeared before the LPAB since one of the properties on site, at 495 22nd Street, was evaluated as eligible for listing on the California Register of Historic Places, though the property does not contain an OCHS rating. This was reviewed by the LPAB for the purposes of comments on the DEIR regarding potential mitigations and alternatives due to the proposed demolition of this structure. No further permitting related actions are under the purview of the LPAB since the subject site is not located within a historic district nor subject to any demolition findings.

The two proposed Final Planned Unit Development Schemes also appeared before the Design Review Committee (DRC) at two separate meetings. First the item appeared before the DRC on October 25, 2017 for preliminary comments. Once the project was refined based upon earlier comments the proposals returned on April 25, 2018. At the meeting, the DRC voted that the project was ready to proceed to the full Planning Commission.

The purpose of this meeting is to take any remaining public testimony concerning the Project and to consider the application submitted for the Project summarized in the Project Description section. Staff has prepared recommended actions for the Planning Commission to review and consider. These actions are listed below:

(1) Adoption of the enclosed CEQA findings, including Certification of the EIR, rejection of alternatives as infeasible and a Statement of Overriding Considerations.

(2) Approval of the Major Conditional Use Permit, Design Review, and Vesting Tentative Parcel Map for the Project as described in the Project Description section of this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

SITE DESCRIPTION

The approximately 3.2 acre project site consists of the entire city block bounded by 22nd Street to the north, 21st Street to the south, Broadway to the east and Telegraph Avenue to the west and includes five parcels and a portion of the public right of way at the corner of 22nd Street and Telegraph Avenue. The two parcels fronting Telegraph Avenue include a two-level city-owned public parking facility and a

vacant restaurant building surrounded by a parking lot, as well as the portion of the 22nd Street right-of-way. The City of Oakland has an Exclusive Negotiating Agreement with W/L Telegraph Owner, LLC ("W/L") for the sale/lease and development of a City-owned public parking garage located at 2100 Telegraph Avenue. The Exclusive Negotiating Agreement will expire on October 21, 2018, but can be administratively extended by 6 months or until April 21, 2019. During this time, staff and W/L will negotiate the terms of a Lease and/or Disposition and Development Agreement (LDDA/DDA) for the Property. The applicant will also need to request that the City abandon a portion of the public right-of-way located on the corner of Telegraph Avenue and 22nd Street to complete the site assembly. The remaining three parcels, fronting Broadway, contain three 2-story commercial buildings, including 2101 Broadway and 2127 Broadway which were both branch bank buildings, and 2131-2147 Broadway which contains a mix of retail and other commercial uses.

The project site is located within Downtown Oakland one block north of the 19th Street BART Station. Uses in the project vicinity are a mix of commercial and residential mixed use buildings. The project site sits directly above the BART tunnels as they curve off the Broadway spine. Construction limitations are imposed on any development that is to take place on the properties due to the tunnels.

The project site is adjacent to two historic districts that are Areas of Primary Importance (API's), with the Cathedral District to the west and the Uptown Commercial District to the south. The site is also surrounded by several major historic resources such as the Bruener Building across 22nd Street, the Paramount Theatre across 21st Street and First Baptist Church of Oakland across Telegraph Avenue.

Historical Ratings

The building at 2147 Broadway is known as the Sherman-Clay building and has an Oakland Cultural Heritage Survey (OCHS) rating of Dc3. The other properties on the block were built after 1945 and contain OCHS ratings of *3. However, the Historic Property Evaluation prepared for the DEIR identified the property at 2150 Telegraph/495 22nd Street (Kwik way/Spaceburger) as being eligible for the California Register, thus making it a Historic Resource under CEQA.

PROJECT DESCRIPTION

The project would demolish all of the existing buildings and parking structure to construct the proposed Project. As previously stated, the PUD would include a range of development options that could include up to 2.8 million square feet of office and 1,556 residential dwelling units. All development options within the PUD would include the proposed ground floor retail and parking. Currently the applicant has filed two separate Final Development Plans (Scheme A and Scheme B) that would implement the PUD for the entirety of the site. The applicant is seeking approval of both Scheme A and Scheme B, but only one of the schemes would ultimately be constructed.

Scheme A

Scheme A includes a development scenario that includes approximately 85,000 square feet of ground floor retail, approximately 18,000 square feet of community and/or assembly space, approximately 880,000 square feet of office, and 395 dwelling units. The development proposal would include an office building that would occupy the majority of the block with building heights ranging from 12 to 16 stories in three separate building masses that wrap around an internal atrium. At the northeast corner of the site at Broadway and 22nd Street there would be a residential high rise that would be approximately 450 feet in height. The ground floor of the development would include retail including a large anchor tenant space

accessed off Telegraph. A mid-block office lobby will also be provided along Telegraph between the two retail spaces, and a large plaza is proposed that would occupy 180 feet of the street frontage with a depth of approximately 38 feet (not including the 15-foot sidewalk depth). The Broadway frontage will contain retail space at the base of the residential tower and additional retail will be included inside a large indoor atrium space at the corner of Broadway and 21st Street. This atrium space would also provide access to an upper level community space that would be programmed for a community theater or similar type of assembly space as well as a large office lobby on the 5th level.

Parking would be provided on six levels above the retail floor with one level in a basement (on the side of the site clear from the BART tunnels). The upper level parking would be three structural floors with mezzanine levels in between so that they could be removed and repurposed to a different use such as office or retail in the future if the amount of parking is no longer desired. The parking garages would be mainly accessed off 21st Street with a second smaller access point off 22nd Street. The proposal will also include four loading berths with access off 22nd Street adjacent to the garage access point. Other back of house operations such as garbage and a large bike storage room will also be provided for along the 22nd Street frontage.

Scheme B

Scheme B includes a development scenario that includes approximately 68,000 square feet of ground floor retail, approximately 20,000 square feet of community and/or assembly space, and approximately 1,500,000 square feet of office use. Similar to Scheme A, mid-rise office building masses of 12 and 16 stories would occupy the Telegraph Avenue frontage while wrapping around an internal atrium, but in the Scheme B scenario the Broadway frontage would contain a large 29 story office building that would extend up to approximately 520 feet in height to the top of the southern facing wall. Outside of the tower on Broadway, the other components of Scheme B are very similar to that of Scheme A with the retail frontage along Telegraph Avenue and the large indoor atrium at the corner of Broadway and 21st Street. The parking access and layout is also similar in both schemes.

GENERAL PLAN

Land Use and Transportation Element of the General Plan

The General Plan's Land Use and Transportation Element (LUTE) classifies the project site as being located in the Central Business District (CBD) General Plan area. This land use classification is intended 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, community facilities, and visitor uses. 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.

Among the General Plan Land Use and Transportation policies and objectives applicable to the proposed Project are the following:

Objective D3: Create a pedestrian friendly downtown.

Objective D4: Increase the economic vitality of downtown.

Policy D4.3: Attracting Employment to the Downtown

Objective 7: Facilitate and promote downtown Oakland's position as the primary office center for the region.

Objective D8: Build near current office nodes near the 12th and 19th Street BART stations to establish these locations as the principal centers for office development in the city.

Policy D8.1: Locating Office Development

Policy 8.4: Developing the Broadway Spine

Policy D10.1 – Encouraging Housing – Housing in the downtown should be encouraged as a vital component of a 24-hour community.

Policy D10.2 – Locating Housing – Housing in the downtown should be encouraged in identifiable districts, within walking distance of the 12th Street, 19th Street, City Center, and Lake Merritt BART stations to encourage transit use, and in other locations where compatible with surrounding uses.

Objective D13: Create and coordinate a well-balanced regional and local transportation system to serve downtown.

The proposal is consistent with the LUTE by establishing a large-scale development project that may contain high density residential, high intensity office, or a mix of both on the Broadway spine in direct proximity to the 19th Street BART station. With a surrounding streetscape that will be focused on pedestrian friendly amenities while providing travel options with ample parking for vehicles and bicycles.

Historic Preservation Element

As stated earlier in this report the Historic Resource Evaluation of the project identified the structure at 2150 Telegraph/495 22nd Street (Kwik Way) as being eligible for the California Register, thus making it a Historic Resource under CEQA. While the subject building does not have an OCHS rating on the since it was built after 1945 and is not located within a district, the resource was identified in the EIR and mitigations were provided for the proposed demolition. One of those complies with Policy 3.7 of the Historic Preservation Element in that the applicant must provide a good faith effort to have the building relocated, in this case including contributing the cost of demolition to any feasible relocation effort.

ZONING COMPLIANCE

The project site is located within the CBD-P Zone, Central Business District Pedestrian Retail Commercial Zone, which is intended to create, maintain, and enhance areas of the Central Business District for ground-level, pedestrian-oriented, active storefront uses. Upper story spaces are intended to be available for a wide range of office and residential activities.

Height Areas

The site is also divided between the CBD Height Areas 6 and 7. Height Area 7 covers the portion of the site containing properties with frontage on Broadway, and Height Area 6 covers the reminder of the site west of the Broadway fronting properties out to Telegraph.

Both height areas allow for a maximum residential density of one dwelling unit per 90 square feet of lot area and a maximum non-residential FAR of 20.0.

Site Area	Maximum Residential	Maximum Commercial
140,041 square feet (3.2 Acres)	1:90 square feet = 1,556 units	FAR 20.0 = 2,800,820 sq. ft.

Neither height area contains a designated maximum height, but Height Area 6 sets a lower base height at 85 feet whereas Height Area 7 has a base height of 120 feet. Above the base height is where the tower dimensional regulations are applied. Height Area 7 only contains limitations on site coverage of the tower at 85% of the site, whereas Height Area 6 contains a limitation of 75% coverage as well as dimensional requirements for the towers.

Height Area	Base Height	Max. Height	Max. Site Coverage	Average Floor Plate	Tower Diagonal
6	85 feet	No Limit	75%	25,000 sq.ft.	235 feet*
7	120 feet	No Limit	85%	N/A	N/A

***The project applicant is requesting a bonus under the PUD regulations to waive the tower dimensional requirements.**

Planned Unit Development

Pursuant to Planning Code Section 17.142.020 an application for a PUD may be permitted when a tract of land includes more than 60,000 square feet of lot area and is looking to take advantage of a bonus for an integrated development within the PUD regulations. The applicant has filed for a PUD for the entire 3.2 acre block that will look to take advantage of a bonus to waive dimensional requirements for the tower diagonal limitations as permitted in Section 17.142.100.G. The applicant is looking to waive this requirement due to the difficulty of breaking down the office towers into multiple slender towers due to the structural truss system required to span the BART tunnels that run beneath the project site as well as being able to provide large continuous floor plates to integrate the office development together versus separating floor area into separate towers without connection.

Minor Variance for Loading

The applicant has requested a Minor Variance to the off-street loading berth requirements as part of the PUD application. The PUD includes a loading berth located off 22nd Street on the northern side of the project site, which would include four off-street loading stalls that would be applied to any of the Final PUD developments that would eventually be constructed. The loading berth requirements would vary depending upon the amount of development proposed under any final development scenario. In any case the number of loading berths above the four proposed becomes problematic from a design stand point as the area needed to accommodate the loading berths for a project of this scale would begin to eat away at the street frontage of the project and have a negative impact on the overall design of the site and the desired pedestrian orientation of the area.

The table below provides information on the required number of loading berths in the maximum office, maximum residential, and each of the Final PUD schemes being currently proposed:

Development Scheme	Dwellings/Commercial	Berths Required
Max. Residential PUD	1,556 units	1
Max. Commercial PUD	2,800,000 sq. ft.	19
PUDF - Scheme A	395 units/ 985,000 sq.ft.	10
PUDF- Scheme B	1,588,000 sq.ft.	13

Final Planned Unit Development

The project applicant has filed two separate Final Planned Unit Development applications that would implement the PUD for the entirety of the site. As stated earlier in this report the applicant is seeking approval of two development schemes (Scheme A and Scheme B), but only one of the schemes would ultimately be constructed as it would cover the entirety of the site. This approach is to allow maximum flexibility based upon market conditions.

The design of the two final development schemes appeared before the Design Review Committee on two occasions. The items listed below are those that were raised at the first DRC meeting in October of 2017 and includes a summary of how the applicant responded with revised plans that appeared before the DRC in April of this year and were acceptable for the project to proceed to the full Planning Commission:

- Façade materials – It was recommended that the applicant look to include other materials to help break down the large glass facades of the buildings as well as provide a contextual relationship with some of the surrounding buildings that contain a mix of terra cotta and masonry exteriors. The applicant included the use of a terra cotta material to break down the curtain wall system on the western portion of the project.

- Office building massing – An issue was raised over large continuous glass facades, particularly along 22nd Street in Scheme B. The applicant included a large multi-story rectangular recess in the 22nd Street façade to break down the continuity of the wall and provide visual interest.

- Plaza on Telegraph – There was concern that the recessed plaza on Telegraph of 38 feet plus the 15-foot sidewalk may create dead space. The applicant provided more detail into the design of the plaza and how it would be spatially separated by the sidewalk with raised landscaping areas and activated with adjacent retail uses, specifically restaurant uses.

- Garage Screening - Concerns were raised over proposed garage screening and a request was made to provide additional information on the proposal. The applicant provided a revised design to the garage screening in both Scheme A and B that removed the initial textured aluminum screen concept and replaced it with a design that is more integrated into the façade vocabulary of the building.

- Tower top in Scheme B – There was concern that the back side of the tower rooftop and northern (rear) face felt unfinished. The applicant provided a revised design that provided more façade articulation to the northern façade of the building as well as incorporating screening elements into the rooftop to provide more of an enclosed and finished appearance.

- Sightline context of nearby historic buildings – Concerns were raised that the size of the proposed building (in both schemes) may overwhelm nearby historic buildings and make them less visually significant. The applicant provided streetscape views from the sidewalks adjacent to the site with sightlines towards nearby historic buildings to address this concern.

While the majority of design issues were resolved with the revised design, at the 2nd DRC meeting the applicant was directed to address the design of the residential tower in Scheme A prior to appearing before the full Planning Commission. The concern was regarding the overall design concept of the residential tower at Broadway and 22nd Street. The proposal included a design concept that appeared to have offset stacked blocks by alternating the locations of a series of balconies in contrast to a curtain wall system. The misalignment of the cubed massing appeared to add a very horizontal appearance to the building which as one of the tallest buildings in the skyline should be of a more vertical orientation. In response, the applicant has revised the residential tower to provide a more vertical design orientation as requested. The proposed residential tower is largely glass with a saw tooth pattern to the norther façade, similar to that of the office tower in Scheme B, which add visual interest from a distance for the tallest elevation of the building. The other elevations include the stepping of the three vertical tower masses down to the adjacent office portion of the development. The lower portions of the tower along Broadway also create an interesting stepping effect from the corner of 22nd Street up to the tall recessed base of the office development. While this is an interesting design concept, more details will need to be provided for review and approval for the actual street/pedestrian level within the first 20 feet above grade prior to any permits being issued.

ENVIRONMENTAL REVIEW PROCESS

The City is the Lead Agency pursuant to CEQA and has the responsibility to prepare the EIR for the Project, under the requirements of CEQA, pursuant to Public Resources Code Section 21000 *et. seq.* An Initial Study was not prepared for the Project, as authorized under Section 15060(d) of the CEQA Guidelines.

Publication and Distribution of the DEIR

A Notice of Preparation was issued on December 2, 2016 and a scoping session held before the Landmarks Board on December 12, 2016 and the Planning Commission on May 6, 2015. The Eastline Project DEIR was prepared and released on December 22, 2017, beginning a 45 day public comment period. The DEIR was heard before the Planning Commission on January 24, 2018 and at the Landmarks Board on February 5, 2018. The public review and comment period ended on February 5, 2018. Chapter VI of the Draft EIR, *Effects Found Not to be Significant or Less Than Significant with Standard Conditions of Approval,* provides a brief discussion of the following environmental topics that during scoping were determined to have less than significant impacts: Agriculture and Forestry Resources; Biological Resources; Mineral Resources; and Population and Housing. The following environmental topics are addressed in detail in the Draft EIR:

A. Land Use
B. Cultural Resources
C. Traffic and Transportation
D. Air Quality
E. Greenhouse Gases and Climate Change
F. Soils, Geology and Seismicity

G. Hazards and Hazardous Materials
H. Hydrology and Water Quality
I. Noise and Vibration
J. Aesthetics, Shade and Shadow, and Wind
K. Public Services, Utilities, and Recreation

Potentially Significant Impacts Identified in the Draft EIR

All impacts, City Standard Conditions of Approval and Mitigation Measures identified in the Draft EIR are summarized in Table II-3 (see Attachment A) at the end of Chapter II (Summary) of the Draft EIR. Table II-3 also identifies the level of significance of the impact after City Standard Conditions of Approval and recommended Mitigation Measures are implemented. Other than the impacts discussed below, all of the environmental effects of the Project can be reduced to less than significant levels through implementation of Standard Conditions of Approval or recommended Mitigation Measures.

The Draft EIR identifies the following **Significant and Unavoidable** environmental impacts:

- **Impact HIST-1:** The project proposes demolition of all buildings in the project site, including a building that could be eligible for the California Register of Historical Resources: 2150 Telegraph Avenue/495 22nd Street.

- **Impact AIR-1:** Operation of the project, under the Maximum Office Scenario, would generate criteria air pollutants that could violate an air quality standard or contribute substantially to an existing or projected air quality violation.

- **Impact AES-1:** Under the All Office Scenario and Maximum Office Scenario, wind levels could exceed the City's wind hazard criterion of winds above 36 mph for more than 1 hour per year during daylight hours during the year.

- **Impact AES-2:** Under the Maximum Residential Scenario, All Office Scenario, and Maximum Office Scenario, cumulative wind levels could exceed the City's wind hazard criterion of winds above 36 mph for more than 1 hour per year during daylight hours during the year.

The following is a summary of Mitigations that are proposed to respond to the impacts listed above but do not reduce the impacts to Less than Significant:

- **HIST-1a:** HABS Documentation. Prior to demolition of the building at 2150 Telegraph Avenue/495 22nd Street, the project applicant shall undertake HABS-Level III documentation of the subject building. The documentation, which shall be reviewed and approved by the Planning Bureau and submitted to the Oakland History Room of the Oakland Public Library and OCHS, will include the following:
  - Drawings: Sketch floor plan of the building and a site plan.
  - Photographs: Photographs taken with large-format negatives of exterior and interior views.
  - Written History: A historical report summarizing the history of the building, property description, and historical significance.

  A qualified architectural historian meeting the qualifications in the Secretary of the Interior's *Professional Qualifications Standards* for architectural history shall oversee the preparation of drawings, photographs, and written history. The documentation will be printed on archival paper.

- **HIST-1b:** Commemoration and Public Interpretation. The project applicant shall prepare a permanent exhibit/display, in coordination with an experienced museum professional, of the history of the building, including but not limited to historic and current condition photographs, interpretive text, drawings, video, and interactive media. The interpretive display shall be reviewed and approved by the Bureau of Planning and will be placed in a suitable public space at the project site.

- **HIST-1c:** City of Oakland Façade Improvement Program. The project proponent shall contribute to the City of Oakland's Façade Improvement Program. The amount of contribution to the program is based on the following formula:
  - $10,000 for the first 25 feet of two façades of a building and $2,500 per each 10 additional linear feet of those two same façades beyond 25 feet.
  - There shall be a 20 percent increase for the buildings designated as Historical Resources under CEQA.
  - For the purposes of this mitigation, the two façades along 22nd Street and Telegraph Avenue are approximately 50 feet and 25 feet long, respectively. The building appears eligible as a historical resource under CEQA as noted in Appendix B, but is not located in an API. The following calculation results in a total contribution of $26,500:

    22nd Street façade: $10,000 + $2,500 x 25/10 feet = $16,250
    Telegraph Avenue façade: $10,000
    Total for both façades: $16,250 + $10,000 = $26,250
    CEQA Historical Resource – Increase by 20 percent: $26,250 x 1.20 = $31,500.

  The total Façade Improvement Program contribution for the demolition of the building at 2150 Telegraph Avenue/495 22nd Street is $31,500.

- **HIST-1d:** Relocation. The project applicant shall first make funds available for relocating the building. Contingent on plans for relocation, the façade improvement fee as well as demolition cost estimate would be made available by the applicant. If relocation is not feasible, the project applicant shall use commercially reasonable efforts to salvage the Googie-style cubes located above the former Kwik Way (Space Burger) building and the Googie-style awning across the building's main, street-facing façade. The applicant must make available a portion of the total $31,500 façade improvement fee required under Mitigation Measure HIST-1c as a contribution to an individual or group willing to take custody and/or to utilize these Googie–styled architectural elements.

- **AES-1:** Wind testing shall be repeated to reduce wind hazards, as feasible. The testing results shall be reviewed and approved by the City prior to submittal of an application for building permit(s).

The identified Air Quality impacts are from reactive organic gases (ROG) resulting from the use of consumer products such as cleaning supplies and oxides of nitrogen (NOx) resulting from vehicle exhaust in the Maximum Office Scenario. Consumer products have been regulated by the California Air Resources Board (CARB), which can set ROG limits for specific categories of consumer products. However, the purchase and use of consumer products cannot be feasibly mitigated on a project by project basis. Therefore, emissions of ROG during operation of the Maximum Office Scenario would result in a significant and unavoidable impact on regional air quality standards. While the project area has much lower average vehicle miles traveled (VMT) than the region the Air Quality NOx threshold is based upon total emissions (annual and daily) and not emissions per worker, thus the impact has been identified as a

conservatively significant and unavoidable impact in the Maximum Office Scenario where no feasible mitigation has been identified.

Project Alternatives

Chapter VII of the Draft EIR includes the analysis of two alternatives, beyond the *"No Project Alternative"*, to the Proposed Project that meet the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, and avoid or substantially lessen many of the Project's significant environmental effects. The CEQA alternatives analyzed in Chapter VII include:

- *Reduced Office Alternative* – The Reduced Office Alternative assumes a reduction in overall building square footage from the Maximum Office Scenario to avoid significant and unavoidable air quality impacts, but would not reduce impacts to cultural resources.

- *Reduced Building/Preservation Alternative* – The Reduced Building/Preservation Alternative assumes development would occur on the entire site except for the former Kwik Way at 2150 Telegraph/495 22nd Street, which would be preserved under this alternative. This alternative would avoid significant and unavoidable impacts to air quality and cultural resources.

The DEIR concluded that the No Project Alternative is the environmentally superior alternative. In instances where the No Project Alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. Comparison of the environmental impacts associated with each alternative, indicates that the Reduced Building/Preservation Alternative would represent the next-best alternative in terms of the fewest significant environmental impacts. Implementation of the Reduced Building/Preservation Alternative would result in slightly reduced environmental impacts and would avoid the significant unavoidable impacts related to Cultural Resources and Air Quality.

Both of the Final PUD's, that have been filed and are under consideration with this application, would be consistent with the Reduced Office Alternative and would reduce the identified impacts to air quality.

Response to Comments Document

A Notice of Release and Availability of the FEIR was published on June 29, 2018, and the Response to Comments Document (which together with the DEIR make up the Final EIR) was also published on June 29, 2018. The Response to Comments Document includes written responses to all comments received during the public review period on the DEIR and at the public hearings on the DEIR held by the Planning Commission. The FEIR was provided under separate cover for review and consideration by the Planning Commission, and notice of availability was sent to all who commented and is available to the public at the Bureau of Planning office.

KEY ISSUES

Paramount Theatre Loading Operations

The recommended traffic improvements for the site include a provision to convert 21st Street into a two-way street. This would make the street consistent with the configuration east of Broadway and provide for multiple access points into and out of the parking garage by allowing people to arrive from either Broadway or Telegraph. This was especially important because of the vast size of the proposed development and the expected traffic generation.

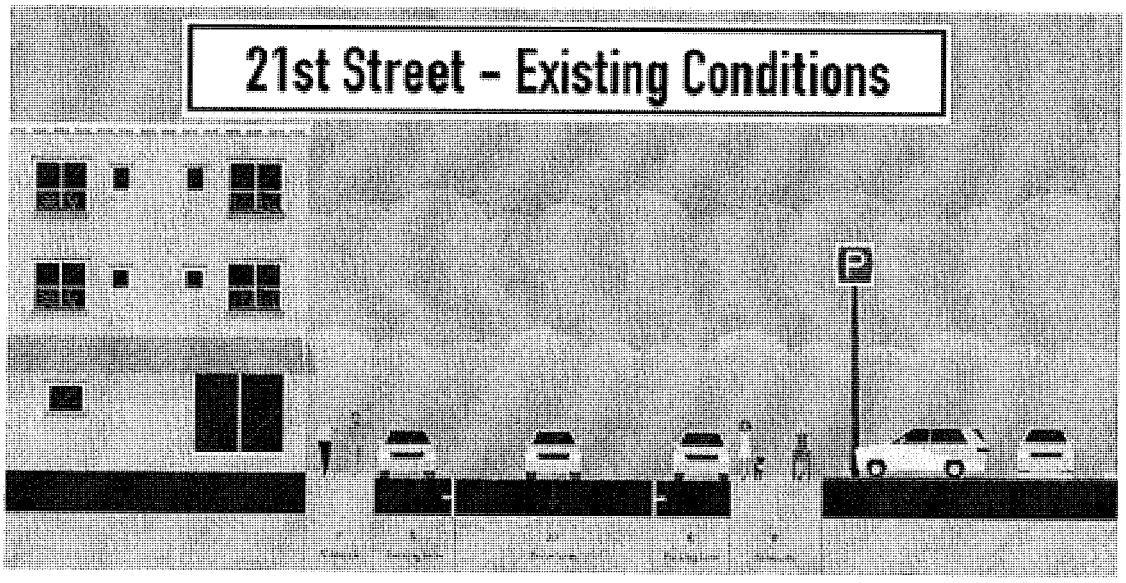
The issue is that currently the Paramount Theatre uses 21st Street as the location for their loading and stage preparation activities. This is necessary since the Paramount lacks an off-street loading berth to get trucks off the public street or even stage materials going in and out of the back doors.

The Paramount has serious concerns that the conflict with the two-way traffic would further complicate their already less than desirable loading situation, which could result in higher costs for shows and thus reducing the amount of shows at the theatre.

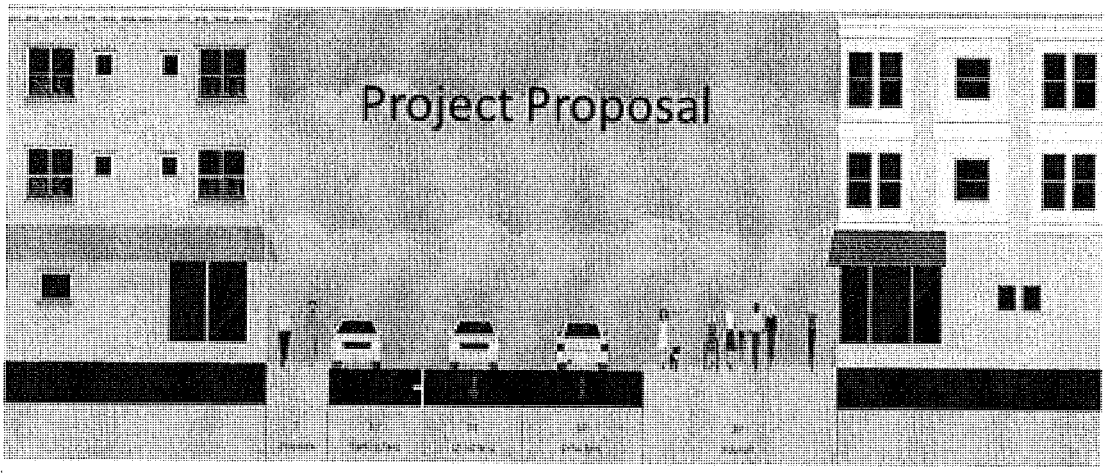
The Paramount had requested for auto access to be restricted on 21st Street and use only the 22nd Street entry/exit. After reviewing this potential scenario there were serious impacts to the proposed development regarding the ability to efficiently get people in and out of the parking garage in a reasonable time frame. Since 22nd Street is too close to West Grand Avenue, it is not possible to add signalized intersections at 22nd Street at the intersection of either Broadway or Telegraph. As a result, the queuing backups expected for people leaving the garage during the peak hour would exceed 45 minutes to an hour.

Due to the infeasibility of using 22nd Street at the sole entry/exit point for the garage, staff had the traffic consultant review and provide alternatives to accommodate Paramount loading operations. The proposal included a plan in which half of 21st Street west of the project garage entry could be closed off during shows that necessitate the closure to accommodate loading operations. The proposal included accommodations for three stage coach buses to be parked on the north side of the street, with room for four large semi-trucks that could move in and out of the closure space. The area would be blocked off to traffic and pedestrians on the southern sidewalk to prevent any conflicts with stagehands moving items in and out of the Paramount.

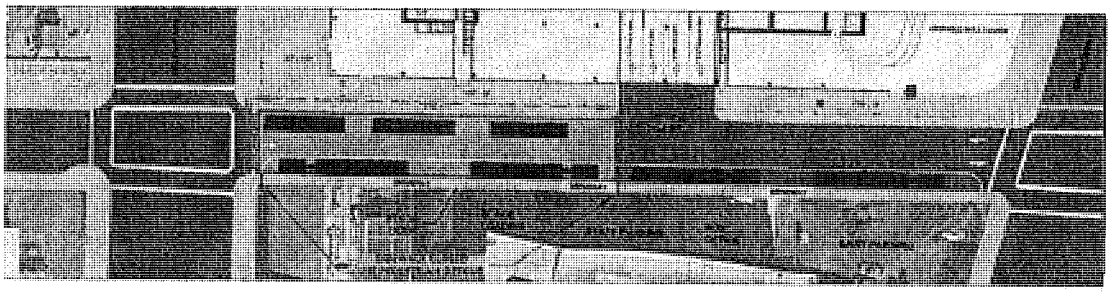
The Paramount Board reviewed the proposal and had their own traffic consultant prepare a peer review. Their consultant provided a similar proposal with additional loading space along the northern side of the site east of where the closure would take place to accommodate a fifth semi-truck. This would require widening the street an additional two feet and reduce the sidewalk width on the north side of 21st Street from 22 feet to 20 feet. The proposed sidewalk on the north side of 21st Street is largely located within the property lines of the proposed development and the additional two-foot reduction would prohibit street trees due to ADA requirements within the actual right of way portion of the proposed sidewalk. Staff has proposed a condition of approval that would require the applicant to grant a sidewalk easement to the City in order to allow for both the accommodation of the enhanced loading operations for the Paramount and for the presence of street trees on the north side of 21st Street.

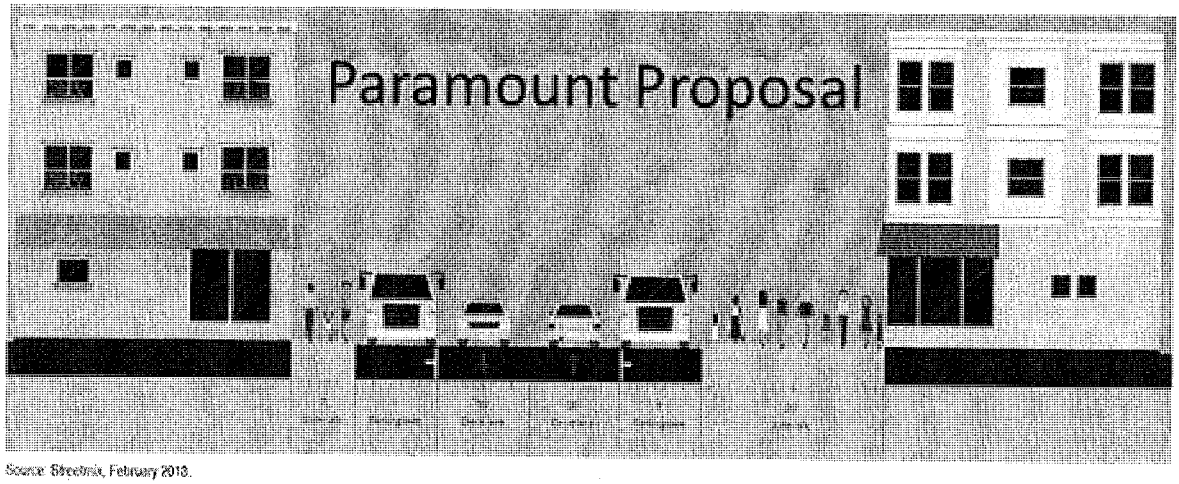


Source: Streetmix, February 2018.

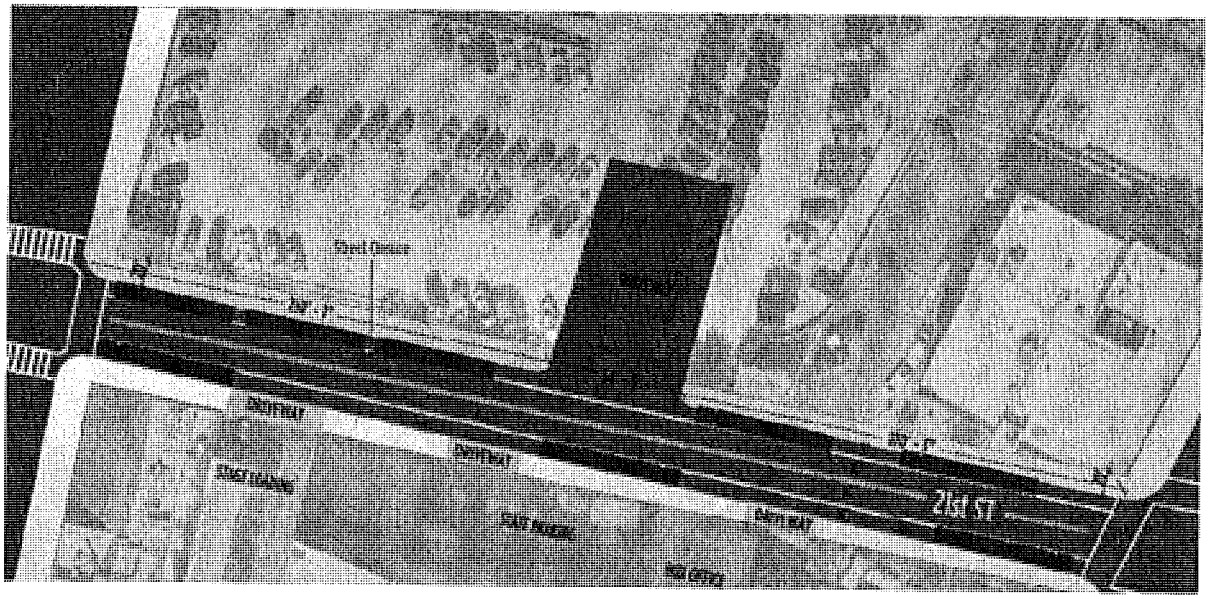


Source: Streetmix, February 2018; Fehr & Peers Preliminary Transportation Assessment Memorandum, October 20, 2017.





Source: Streetsnet, February 2018.



CONCLUSION

The project site is a large city block that is located directly adjacent to a major BART station of regional importance and contains frontage on two major downtown corridors. The site is currently very underutilized given its location, which in large part is not just due to past economic conditions but also the presence of the BART tunnels running beneath the site which complicates any potential development on the block. The PUD and both implementing Final Development Plans that have been proposed would provide for the type of development appropriate to this major city block in the core of downtown which will provide retail and community space opportunities as well as large employment (and potentially housing) opportunities. The development will activate a section of Telegraph and particularly Broadway that have had minimal pedestrian activity. Staff recommend that the Planning Commission support the proposed development with the attached Conditions and Mitigations.

RECOMMENDATION

1) Adopt the attached CEQA findings, including Certification of the EIR, rejection of alternatives as infeasible and, Statement of Overriding Considerations, and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP).

2) Approved the Planned Unit Development and two associated Final Planned Unit Development applications as described in this report subject to the conditions (including the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)), requirements, and findings contained in this staff report.

Prepared by:

Peterson Z. Vollmann, Planner IV

Reviewed by:

Catherine Payne, Acting Development Planning Manager
Bureau of Planning

Approved for forwarding to the Planning Commission:

Ed Manasse, Interim Deputy Director
Department of Planning and Building

Attachments:

A. Findings, including CEQA Findings
B. Conditions of Approval
C. SCAMMRP
D. Plans for PUD – with maximum development ranges
E. Plans for PUDF Scheme A
F. Plans for PUDF Scheme B

Note:

The FEIR was provided under separate cover for review and consideration by the Planning Commission, and is available to the public at the Bureau of Planning office at 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612.

ATTACHMENT A

FINDINGS

This proposal meets all the required findings under **Section 17.140.080 (Planned Unit Development), Section 17.136.050A (Design Review) and Section 17.148.050 (Minor Variance)** of the Oakland Planning Code (OMC Title 17) as set forth below and which are required to approve your application. Required findings are shown in **bold** type; reasons your proposal satisfies them are shown in normal type. In addition, findings have been developed pursuant to the California Environmental Quality Act (Pub. Res. Code, § 21000 et seq.; "CEQA") and the CEQA Guidelines (Cal. Code Regs. Title 14, § 15000 et seq.). The basis to approve the Project and related permits are not limited to the findings contained herein, but also includes the information contained in the July 18, 2018 Staff Report to the Planning Commission, the conditions of approval and the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP), the EIR prepared for the Project, and the entire administrative record, hereby incorporated by reference.

SECTION 17.140.080 – PLANNED UNIT DEVELOPMENT CRITERIA

A. That the location, design, size, and uses are consistent with the Oakland General Plan and with any other applicable plan, development control map, design guidelines, or ordinance adopted by the City Council or Planning Commission;

The PUD proposal is located on a large city block in the center of the downtown core located on the Broadway spine and with additional frontage on Telegraph Avenue which is another important downtown corridor. It is also located one block away from the 19th Street BART station. Given the location, the proposed intensity and uses are wholly appropriate for the site. The proposal is consistent with the relevant objectives and policies of the Oakland General Plan as outlined in the staff report and incorporated herein by reference.

The two submitted Final PUDs are within the scope of the overall PUD and contain proposed designs that would enhance the immediate area and the City's skyline. The proposal would also not detract from neighboring historic resources, and would provide appropriate mitigation for the demolition of the Kwik Way building, consistent with other projects in the City as outlined in the EIR.

B. That the location, design, and size are such that the development can be well integrated with its surroundings, and, in the case of a departure in character from surrounding uses, that the location and design will adequately reduce the impact of the development;

The project site is located on a large city block within the core of the downtown and is in close proximity to other existing tall office and residential towers as well as others that are proposed and under construction. The proposed development, both under the PUD and the two implementing Final PUDs, would be consistent with the character of the downtown area. The portion of the development on the Telegraph side, where the neighborhood height begins reduce

in the Cathedral Historic District, would be stepped down in both Final PUD schemes to create a successful transition from the taller high rise district to the lower scale neighborhood to the west.

C. That the location, design, size, and uses are such that traffic generated by the development can be accommodated safely and without congestion on major streets and will avoid traversing other local streets;

The project site is located within the core of downtown and the streets have a high carrying capacity as well as multiple modes of local and regional transportation with major AC Transit lines running on Broadway and Telegraph and the 19th Street BART station within one block. The traffic study prepared for the project also included recommendations, implemented by conditions of approval, that identify improvements to the intersections at Broadway and 21st Street and Telegraph and 21st Street along with converting 21st Street into a two-way street to address potential congestion. The recommendations also include other pedestrian and bike lane improvements in the surrounding area.

D. That the location, design, size, and uses are such that the residents or establishments to be accommodated will be adequately served by existing or proposed facilities and services;

The project site is located within the core of downtown and the proposed size and uses proposed within the development would be adequately served by utilities, public services such as police and fire, and public transportation.

E. That the location, design, size, and uses will result in an attractive, healthful, efficient, and stable environment for living, shopping, or working, the beneficial effects of which environment could not otherwise be achieved under the zoning regulations;

The project applicant has requested a bonus under the PUD regulations to allow the waiver of the dimensional requirements of towers above the base height. The bonus will allow the development to include large floor plate office space that would be connected at the higher floor levels and will provide for a more efficient method to accommodate the structural system required to span the underground BART tunnels that cut through the project site. The larger floor plate office will also be able to respond to market demand for such office space. Without the bonus the project would be required to break the office square footage down into several separate towers which would make the project less feasible by necessitating multiple major elevator cores across the site and would preclude interior connection of the floorplans.

The proposed Final PUD design in both schemes still incorporates numerous recesses in the building façades to provide the desired intent of the dimensional requirements of the zoning regulations by breaking down the visual mass of the building.

F. That the development will be well integrated into its setting, will not require excessive earth moving or destroy desirable natural features, will not be visually obtrusive and will harmonize with surrounding areas and facilities, will not substantially harm major views for surrounding residents, and will provide sufficient buffering in the form of spatial separation, vegetation, topographic features, or other devices.

The project site is located on a large city block in the core of downtown and does not contain any natural topographic or landscape features. The proposed high intensity mixed use development will be well integrated into the existing downtown setting, as the large majority of tall office buildings in the city are located within a couple of blocks of the site. Given that the site is within downtown, it will not impact any important views and itself will become an important element of the view of the city skyline. The only earth moving that would be required would be excavation and grading of the site consistent with other downtown development projects.

SECTION 17.136.050.A – DESIGN REVIEW CRITERIA

1. That the proposed design will create a building or set of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures.

The two proposed Final PUD's will create a building (or in the case of Scheme A – a set of buildings) that are well related to the surrounding area within the downtown core. The surrounding area contains multiple existing large high rise buildings as well as numerous others that are under construction or in the development process. Both development schemes will place the taller towers along the Broadway spine and will contain a mix of glass and metal exteriors consistent with other high rise buildings in the area. The western side of the project site will step down in height to transition to the lower intensity neighborhood to the west and will incorporate glazed terra cotta to relate to the exterior material of other historic buildings in the area that contain a mix of masonry and terra cotta facades. The project site is a large city block so the overall dimensions will be much larger than other surrounding buildings, but the design incorporates numerous building recesses to break down the visual bulk to feel more consistent with the bulk and scale of other buildings in the area.

2. That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics.

Both Final PUD schemes will enhance desirable neighborhood characteristics. The proposals will create a high intensity mixed development in the core of downtown that will provide for active retail street frontages along Broadway and Telegraph, will incorporate publicly accessible open spaces at the street level, and will establish buildings that are well designed and will enhance the city's skyline.

3. That the proposed design will be sensitive to the topography and landscape.

The project site is built out and is void of any natural landscape or topography.

4. **That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill.**

   The project site is not located on a hillside property.

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

   The PUD proposal is located on a large city block in the center of the downtown core located on the Broadway spine and with additional frontage on Telegraph Avenue which is another important downtown corridor. It is also located one block away from the 19th Street BART station. Given the location, the proposed intensity and uses are wholly appropriate for the site. The proposal is consistent with the relevant objectives and policies of the Oakland General Plan as outlined in the staff report and incorporated herein by reference.

   The two submitted Final PUD's are within the scope of the overall PUD and contain proposed designs that would enhance the immediate area and the City's skyline. The proposal would also not detract from neighboring historic resources, and would provide appropriate mitigation for the demolition of the Kwik Way building, consistent with other projects in the City as outlined in the EIR.

SECTION 17.148.050 – MINOR VARIANCE CRITERIA (Loading Berths)

1. **That strict compliance with the specified regulation would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning regulations, due to unique physical or topographic circumstances or conditions of design; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution improving livability, operational efficiency, or appearance.**

   The applicant is requesting a minor variance to the required loading berths as part of the PUD, and is requesting to only provide four off-street loading berths accessible off 22nd Street in all development scenarios, of which various numbers of loading berths would be required depending upon the intensity of the Final PUD scheme. Strict compliance with the loading berth regulations would preclude an effective design solution improving livability and appearance of the project. Given the scope of the development loading berths requirements could range from 10 to 19 off-street loading berths. Applying this standard would have detrimental impacts on the design of the building by eliminating active ground floor spaces with large loading dock doors. The requirement would also detract from the operational efficiency of the site by requiring a design that would be to the detriment of pedestrian flow around the site by cutting large swaths of the sidewalk with large curb cuts and loading dock doors.

2. **That strict compliance with the regulations would deprive the applicant of privileges enjoyed by owners of similarly zoned property; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution fulfilling the basic intent of the applicable regulation.**

   The basic intent of the loading berth regulations is to provide off-street locations for loading and unloading for a proposed development so it will not impact circulation in the public right of way. The proposed design, while requesting a variance, will still provide four off-street loading berths with access off 22nd Street. This design will enhance the overall project design by not detracting from the desired pedestrian environment on the street as well as meeting the loading needs of the proposed development. The four proposed off-street loading berths being provided should be sufficient for the site as this would be consistent if not exceed that of what is provided for similar large scale mixed use developments in central downtowns in the Bay Area, as many downtown buildings in Oakland and San Francisco contain anywhere from one to three loading berths.

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

   The granting of the variance will not adversely affect the character or livability of the surrounding area or the appropriate development of abutting properties. The granting of the variance will enhance the character and livability of the surrounding area by limiting the location of the loading berths to 22nd Street, which is a side street, and allowing for enhanced pedestrian environment encompassing the site. If the development were to provide the required number of loading berths much of the desirable pedestrian environment being included in the proposal, from ground floor activities to upgraded streetscapes, would be compromised by necessitating numerous curb cuts and loading dock doors along the sidewalks and ground floor facades.

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

   The zoning regulations contain loading berth requirements to have development projects provide off-street loading locations so that loading operations will not impact the circulation and environment of the public right of way. The regulations also include design standards that are often at conflict with the nature of the design of a loading berth. The desired character for the Downton area, especially within the CBD-P Zone, is to have active pedestrian oriented ground floors which loading dock doors and curb cuts directly conflict with. In many instances in downtown locations with similar zoning the required number of loading berth are not provided for this reason, but a lesser amount is provided so that off-street loading can still be accommodated, but not to the extent that would be detrimental to the desired pedestrian environment.

5. **That the elements of the proposal requiring the variance (e.g., elements such as buildings, walls, fences, driveways, garages and carports, etc.) conform with the regular design review criteria set forth in the design review procedure at Section 17.136.050**

   The granting of the variance to reduce the number of loading berths would be consistent with the Design Review Criteria by minimizing the negative effects of curb cuts and loading dock doors on the surrounding desired pedestrian environment. The project will locate the loading on the 22nd Street elevation near the garage entrance to centralize auto related facilities so that the majority of the site can be dedicated to an enhanced pedestrian environment with active ground floor activities and pedestrian amenities in the public right of way.

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

   The PUD proposal is located on a large city block in the center of the downtown core located on the Broadway spine and with additional frontage on Telegraph Avenue which is another important downtown corridor. It is also located one block away from the 19th Street BART station. Given the location, the proposed intensity and uses are wholly appropriate for the site. The proposal is consistent with the relevant objectives and policies of the Oakland General Plan as outlined in the staff report and incorporated herein by reference.

   The two submitted Final PUDs are within the scope of the overall PUD and contain proposed designs that would enhance the immediate area and the City's skyline. The proposal would also not detract from neighboring historic resources, and would provide appropriate mitigation for the demolition of the Kwik Way building, consistent with other projects in the City as outlined in the EIR.

CEQA FINDINGS, INCLUDING CERTIFICATION OF THE EIR, REJECTION OF ALTERNATIVES AS INFEASIBLE AND ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION

1. These findings are made pursuant to the California Environmental Quality Act (Pub. Res. Code section 21000 et seq; "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.) by the City of Oakland Planning Commission in connection with the Environmental Impact Report ("EIR") prepared for the Eastline Project at 2100 Telegraph (the "Project"), SCH #2016122009.

2. These CEQA findings are included as part of Attachment A and attached and incorporated by reference into each and every staff report, resolution and ordinance associated with approval of the Project. Attachment B contains conditions of approval, which includes as reference Attachment C, the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program ("SCAMMRP"). All Attachments are incorporated by reference into each other and into the ordinance or resolution to which the Attachment is attached.

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

II. PROJECT DESCRIPTION

The Project, which is the subject of the EIR, is located on approximately 140,041 sq. ft. (3.21 acres) in the Uptown District of Oakland. The Project site is comprised of five parcels and a portion of the 22nd Street right of way, and is bound by Telegraph Avenue to the west, 22nd Street to the north, Broadway to the east, and 21st Street to the south. To allow flexibility for the Eastline Project to be responsive to changes in market demands and opportunities, a range of development scenarios are considered in the EIR consistent with the filed Planned Unit Development/Preliminary Development Plan (PUD/PDP). The PUD/PDP includes a proposal to demolish all existing buildings on the project site with a potential range of replacement development options that could include up to 2.8 million square feet of office or 1,556 residential dwelling units or a mix of the two. All development options within the PUD/PDP would include ground floor retail and a large parking garage. Four illustrative development scenarios are programmed in the DEIR: a maximum residential scenario, a maximum office scenario, an office and residential scenario, and an all office scenario.

Approval of a Final Development Plan (FDP) is required subsequent to approval of the PUD/PDP. The FDP shall conform in all major respects with the approved PUD/PDP and provide sufficient detail to indicate fully the ultimate operation and appearance of the development. The FDP that will be built is not yet known, but to ready the site for redevelopment as soon as possible, the development team has submitted two FDPs that are concurrently under review by the City. The first was submitted in conjunction with the PUD/PDP and is specifically considered throughout the EIR.

- **Residential/Office Mix FDP**: Up to 880,550 square feet of large floor-plate office, a 365,000-square-foot residential tower (395 units), 85,000 square feet of ground floor retail, 18,500 square feet of community space, and six levels of parking.

Another FDP, the All Office FDP, was developed subsequent to the Residential/Office Mix FDP in response to current downtown market conditions. The All Office FDP is within the "book-ends" established in the PUD/PDP.

- **All Office FDP**: Up to 1,450,000 square feet of large floor-plate office, 80,000 square feet of ground floor retail, 23,000 square feet of community space, and six levels of parking.

The All Office FDP falls within the scope of the PUD/PDP EIR analysis. In any cases where potentially unique findings may be associated with the All Office FDP development scenario, such cases are described.

The project sponsor anticipates that full buildout of the Eastline Project will be less intense than is the maximum allowed under the site's FAR and under the proposed PUD/PDP. However, this EIR analyzed a maximum buildout under the proposed PUD/PDP to provide a comprehensive analysis that will cover subsequent FDP proposals that conform in all major respects with the proposed PUD/PDP. The proposed FDPs both fall within the "book-ends" of the two maximum development scenarios and are consistent with the blended development program included in the PUD/PDP.

III. ENVIRONMENTAL REVIEW OF THE PROJECT

4. Pursuant to CEQA and the CEQA Guidelines, a Notice of Preparation ("NOP") of an EIR was published on December 2, 2016. The topics studied in the EIR with less than-significant impacts after the implementation of mitigation measures include: Soils, Geology, and Seismicity. Factors studied in the EIR with less-than-significant impacts because of the requirements contained in the City's Standard Conditions of Approval include: Cultural Resources, Air Quality, Greenhouse Gas Emissions, Soils, Geology and Seismicity, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise and Vibration, and Aesthetics and Shade and Shadow. The following topics were found to be less than significant without the implementation of any mitigation measures or Standard Conditions of Approval: Traffic and Transportation, Land Use, Biological Resources, Mineral Resources, Population and Housing, and Public Services, Utilities, and Recreation. The topics studied in the EIR with significant and unavoidable impacts, even with all feasible mitigation measures include: Historic Resources, Air Quality, and Wind. The NOP was distributed to state and local agencies, posted at the Project site, and mailed to property owners within 300 feet of the Project site. Additionally, the NOP was sent to the State Clearinghouse. Scoping sessions were held for the Project on December 12, 2016 and December 21, 2016 before the Landmarks Preservation Advisory Board and Planning Commission, respectively concerning the scope of the EIR. The public comment period on the NOP ended on January 3, 2017.

5. A draft of the EIR was prepared for the Project ("DEIR") to analyze its environmental impacts. Pursuant to CEQA and the CEQA Guidelines, a Notice of Availability/Notice of Release and the DEIR were published on December 22, 2017. The Notice of Availability/Notice of Release of the DEIR was distributed to appropriate state and local agencies, posted at the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Copies of the DEIR were also distributed to appropriate state and local agencies, City officials including the Planning Commission, and made available for public review at the City of Oakland's Department of Planning and Building, Planning and Zoning Division (250 Frank H. Ogawa Plaza, Suite 2214) and on the City's website. Two duly noticed Public Hearings on the DEIR were held before the City of Oakland Planning Commission and Landmarks Preservation on January 24, 2018 and February 5, 2018, respectively. The DEIR was properly circulated for a 45-day public review period ending on February 5, 2018.

6. The City received written and oral comments on the DEIR. The City prepared responses to comments on environmental issues and made changes to the DEIR. The responses to comments, changes to the DEIR, and additional information were published in a Final EIR ("FEIR") on June 29, 2018. The DEIR, the FEIR and all appendices thereto constitute the "EIR" referenced in these findings. The FEIR was made available for public review on June 29, 2018, twenty-one (21) days prior to the duly noticed July 18, 2018 Planning Commission public hearing. The Notice of Availability of the FEIR was distributed to those state and local agencies who commented on the NOP and DEIR, posted on the Project site, mailed to property owners within 300 feet of the Project site, and mailed to individuals who have requested to specifically be notified of official City actions on the Project. Copies of the DEIR and FEIR were also distributed to those state and local agencies who commented on the DEIR, City officials including the Planning Commission and Landmarks Preservation Advisory Board, and made available for public review at the City's Department of Planning and Building, Planning and Zoning Division (250 Frank H. Ogawa Plaza, Suite 2214) and on the City's website. Pursuant to CEQA Guidelines, responses to public agency comments on the Draft EIR have been published and made available to all commenting agencies at least 10 days prior to hearing. The Planning Commission has had an opportunity to review all comments and responses thereto prior to consideration of certification of the EIR and prior to taking any action on the proposed Project.

IV. THE ADMINISTRATIVE RECORD

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

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

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

c. All information (including written evidence and testimony) presented to the Landmarks Preservation Advisory Board and Planning Commission by the environmental consultant and sub-consultants who prepared the EIR or incorporated into reports presented to the Planning Commission.

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

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

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

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

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

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

8. The City has relied on all of the documents listed above in reaching its decisions on the proposed Project even if not every document was formally presented to City decision making bodies or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City decision making bodies were aware in approving the Project. (*See City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-391; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City decision making bodies for the Project. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to approval of the Project. (*See* Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

9. The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Director of City Planning, Department of Planning and Building, Planning and Zoning Division, or his/her designee. Such documents and other materials are located at 250 Frank H. Ogawa Plaza, Suite 2214, Oakland, California, 94612.

V. CERTIFICATION OF THE EIR

10. In accordance with CEQA, the Planning Commission certifies that the EIR has been completed in compliance with CEQA. The Planning Commission has independently reviewed the record and the EIR prior to certifying the EIR and approving the Project. By these findings, the Planning Commission confirms, ratifies, and adopts the findings and conclusions of the EIR as supplemented and modified by these findings. The EIR and these findings represent the independent judgment and analysis of the City and the Planning Commission.

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

12. The Planning Commission certifies that the EIR is adequate to support all actions in connection with the approval of the Project and all other actions and recommendations as described in the July 18, 2018 Planning Commission staff report. The Planning Commission certifies that the EIR is adequate to support approval of the Project described in the EIR, each component and phase of the Project described in the EIR, any variant of the Project described in the EIR, any minor modifications to the Project or variants described in the EIR and the components of the Project.

VI. ABSENCE OF SIGNIFICANT NEW INFORMATION

13. The Planning Commission recognizes that the FEIR incorporates information obtained and produced after the DEIR was completed, and that the FEIR contains additions, clarifications, and modifications.

The Planning Commission has reviewed and considered the FEIR and all of this information. The new information added in the FEIR merely clarifies and makes insignificant changes to an adequate DEIR, and does not add significant new information to the DEIR that would require recirculation of the EIR under CEQA. The new information added to the EIR does not involve a new significant environmental impact, a substantial increase in the severity of a previously identified significant environmental impact, or a feasible mitigation measure or alternative considerably different from others previously analyzed that the project sponsor declines to adopt and that would clearly lessen the significant environmental impacts of the Project. No information indicates that the DEIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the DEIR. Thus, recirculation of the EIR is not required.

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

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

15. Public Resources Code section 21081.6 and CEQA Guidelines section 15097 require the City to adopt a monitoring or reporting program to ensure that the mitigation measures and revisions to the Project identified in the EIR are implemented. The Standard Conditions of Approval and Mitigation Monitoring and Reporting Program ("SCAMMRP") is attached and incorporated by reference into the July 18, 2018 Planning Commission staff report prepared for the approval of the Project, is included in the conditions of approval for the Project, and is adopted by the Planning Commission. The SCAMMRP satisfies the requirements of CEQA.

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

17. The Planning Commission will adopt and impose the feasible standard conditions of approval and mitigation measures as set forth in the SCAMMRP as enforceable conditions of approval. The City has adopted measures to substantially lessen or eliminate all significant effects where feasible.

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

VIII. FINDINGS REGARDING IMPACTS

19. In accordance with Public Resources Code section 21081 and CEQA Guidelines sections 15091 and 15092, the Planning Commission adopts the findings and conclusions regarding impacts, standard conditions of approval and mitigation measures that are set forth in the EIR and summarized in the SCAMMRP. These findings do not repeat the full discussions of environmental impacts, mitigation measures, standard conditions of approval, and related explanations contained in the EIR. The Planning Commission ratifies, adopts, and incorporates, as though fully set forth herein, the analysis, explanations, findings, responses to comments and conclusions of the EIR. The Planning Commission adopts the reasoning of the EIR, staff reports, and presentations provided by the staff and the Project sponsor as may be modified by these findings.

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

21. As a separate and independent basis from the other CEQA findings, pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183, the Planning Commission finds: (a) the Project is consistent with the Land Use and Transportation Element (LUTE) of the General Plan, for which an EIR was certified in March 1998, and with the Housing Element of the General Plan, for which an EIR was certified in 2010 (b) feasible mitigation measures identified in the LUTE EIR and Housing Element EIR were adopted and have been, or will be, undertaken; (c) this EIR evaluated impacts peculiar to the Project and/or Project site, as well as off-site and cumulative impacts peculiar to the Project; (d) uniformly applied development policies and/or standards (hereafter called "Standard Conditions of Approval") have previously been adopted and found to substantially mitigate impacts when applied to future projects, and to the extent that no such findings were previously made, the City Planning Commission hereby finds and determines that the Standard Conditions of Approval (or "SCA") substantially mitigate environmental impacts (as detailed below); and (e) no substantial new information exists to show that the Standard Conditions of Approval will not substantially mitigate project and cumulative impacts.

22. As a separate and independent basis from the other CEQA findings, pursuant to Public Resources Code section 21094.5 and CEQA Guidelines section 15183.3, the Planning Commission finds: (a) the Project is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter; (b) the Project satisfies the performance standards cited in CEQA Guidelines section 15183.3(b)(2) and set forth in CEQA Guidelines Appendix M; (c) the Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in a sustainable communities strategy; (d) effects of the Project were analyzed in the LUTE EIR and Housing Element EIR; (e) applicable feasible mitigation measures identified in the LUTE EIR and Housing Element EIR were adopted and have been, or will be, undertaken and incorporated into the Project; (f) the EIR evaluated potential new significant effects specific to the Project that were not addressed in, or are more significant

than described in, in the LUTE EIR and Housing Element EIR, and for which Standard Conditions of Approval would not substantially mitigate such effects; (g) Standard Conditions of Approval have previously been adopted that apply to the Project would substantially mitigate Project impacts, and to the extent that no such findings were previously made, the City Planning Commission hereby finds and determines that the Standard Conditions of Approval (or "SCA") substantially mitigate environmental impacts (as detailed below); and (f) no substantial new information exists to show that the Standard Conditions of Approval will not substantially mitigate project and cumulative impacts.

IX. POTENTIALLY SIGNIFICANT BUT MITIGABLE IMPACTS

23. Under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b), and to the extent reflected in the EIR, the SCAMMRP, mitigation measures and the City's Standard Conditions of Approval, the Planning Commission finds that changes or alterations have been required in, or incorporated into, the components of the Project that mitigate to a less than significant level or avoid the Project's potentially significant effects on the environment as identified in the EIR, except where expressly stated in Section X below.

24. The following potentially significant impacts of the Project will be reduced to a less-than-significant level through the implementation of Project mitigation measures, or where indicated, through the implementation of Standard Conditions of Approval, referenced in the EIR (which are an integral part of the SCAMMRP); some of the Standard Conditions of Approval are not CEQA-related but are nevertheless included for convenience and additional information provided to the decision-makers:

CULTURAL RESOURCES

25. Archeological and Paleontological Resources and Human Remains: Background research indicated that there are no prehistoric or historical archaeological deposits recorded within the project site. Historical maps depict residential development within the project site and vicinity by 1889, however, and the potential for associated intact deposits to be present beneath landscaping, buildings, paved surfaces, and fill material cannot be entirely ruled out. Subsurface archaeological deposits that may be affected by project activities include black-gray soils containing marine shell and bone artifacts and subsistence debris, culturally flaked stone artifacts and debris (i.e., obsidian and chert), heat/fire-affected rock, grinding implements (e.g., mortars and pestles), and human remains. In addition, there are no recorded paleontological resources (fossils) within the project site, nor does the project site contain a unique geological feature. The site is underlain by Holocene-age landforms, which are too recent to contain significant fossils. Underlying these Holocene deposits at an unknown depth are older Quaternary (i.e., Pleistocene) deposits, which have a potential to contain significant fossils, including bison, mammoths, ground sloths, saber-toothed cats, dire wolves, cave bears, rodents, birds, reptiles, and amphibians. All four development scenarios include one level of subterranean parking. Construction activities, including post-demolition site preparation, have the potential to cause a substantial adverse change in the significance of paleontological resources. Subsurface geology has been significantly compromised by the excavation and construction of three BART tunnels below and through the project site, however the remainder of the project site remains relatively intact. Therefore, the potential to encounter other, previously undisturbed archaeological and paleontological resources and human remains in the unexcavated areas of the project site cannot be discounted. Implementation of SCA-CULT-1: Archaeological and Paleontological Resources – Discovery During Construction (#29) and SCA-CULT-2: Archaeologically Sensitive Areas – Pre-Construction Measures (#30), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-CULT-1 requires that in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the

project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. If a find is found to be significant, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. Implementation of SCA-CULT-2 would require the project applicant to either implement either an intensive pre-construction survey, which would identify, prior to ground disturbing activities, the potential presence of history-period archaeological resources on the project site or a construction ALERT sheet, which will contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Implementation of these SCAs would ensure that this impact is reduced to a less-than-significant level.

AIR QUALITY

26. New Toxic Air Contaminants. Project construction would generate diesel particulate matter (DPM) and fine suspended particulate matter (PM2.5) emissions from the exhaust of off-road diesel construction equipment and on-road vehicles (worker, vendor, and haul trucks) accessing the project site. During construction, DPM emissions would have a cancer risk of 16.7 at the maximally exposed individual resident (MEIR) and 12.9 at the maximally exposed individual student (MEIS). However, with implementation of SCA-AIR-1: Construction-Related Air pollution Controls (Dust and Equipment Emissions) (#19), DPM emissions would be reduced to 0.8 for both the MEIR and MEIS, and would thus be reduced to a less-than-significant level. SCA-AIR-1 would require the project sponsor's construction contractor to implement several air pollution control measures during construction. Of these measures, most relevant to reducing the impact from DPM emissions includes the requirement for use of Tier 4 engines for construction equipment. Implementation of this SCA would ensure that this impact is reduced to a less-than-significant level.

GREENHOUSE GAS EMISSIONS

27. Conflict with Applicable Greenhouse Gas Plan, Policy, or Regulation. GHG emissions from the Project would be below the BAAQMD's thresholds, it can be assumed that the Project is consistent and not in fundamental conflict with the goals of AB 32. Moreover, the Project would be constructed within a priority development area (PDA) with land use density and intensity that meets or exceeds Plan Bay Area recommendations, thus, the Project would further and not be in conflict with Plan Bay Area's GHG reduction targets. The Project is also consistent with and would not hinder the GHG reduction goals set forth in the ECAP and the green planning policies of the General Plan because it would promote land use patterns and densities that help improve regional air quality conditions, as demonstrated by its compliance with Plan Bay Area's preferred development scenario. The Project would also be required to comply with the City's Green Building Ordinance, which supports the goals, policies, and actions of the ECAP and General Plan. Implementation of SCA-TRANS-4: Transportation and Parking Demand Management (#71), SCA-UTL-3: Construction and Demolition Waste Reduction and Recycling (#74), and because each development scenario is considered a very large project (as defined be SCA-GHG-1) and estimated GHG emissions were above the City's annual GHG threshold (1,100 metric tons CO_2e per year) for each development scenario, SCA-GHG-1: Greenhouse Gas (GHG) Reduction Plan (#38) would be required, as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-TRANS-4 requires the preparation of a transportation and parking demand management plan; SCA-UTL-3 requires the project applicant to comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP); and SCA-GHG-1 scenario preparation of GHG Reduction Plan.

SOILS, GEOLOGY, AND SEISMICITY

28. Unstable Soil Conditions During Project Operation. The Project faces unusual geotechnical challenges associated with designing foundation systems for some of the tallest buildings ever proposed in the City, including the presence of the underlying BART tunnels, undocumented fill, and soft compressible marine/marsh soils. Therefore, impacts related to geohazards, including settlement, differential settlement, and expansive soils, are considered significant. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA-GEO-2: Seismic Hazards Zone (Landslide/Liquefaction) (#36) and Mitigation Measure GEO-1, as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-GEO-2 requires the project applicant to submit a site-specific geotechnical report prepared by a registered geotechnical engineer for City review, containing (at a minimum) a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. In addition, implementation of Mitigation Measure GEO-1 requires the Project to prepare a geotechnical investigation report, have a licensed Geotechnical Engineer with specific experience in foundation design of high-rise buildings peer review the draft geotechnical aspects of the design and engineering plans, and the Geotechnical Engineer shall be allowed to evaluate any conditions differing from those encountered during the geotechnical investigation, and shall provide supplemental recommendations to the Building Official, as necessary, which the City shall require the project applicant to implement. Implementation of this SCA and mitigation measure would ensure that this impact is reduced to a less-than-significant level.

HAZARDS AND HAZARDOUS MATERIALS

29. Routine Transport, Use, or Disposal of Hazardous Materials. Construction of the Project would involve the use and transport of hazardous materials. These materials could include excavated contaminated soil and/or groundwater; building demolition debris containing hazardous materials; and fuels, oils, paints, adhesives, and other chemicals used during construction activities. Removal, relocation, handling, or transportation of hazardous materials could result in accidental releases or spills and associated health risks to workers, the public, and environment. Without implementation of SCAs, the Project could result in accidental releases or spills and associated health risks to workers, the public, and environment, and thus would result in a potentially significant impact. Implementation of SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#40), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-HAZ-2, would require preparation of a Health and Safety Plan to protect Project construction workers from risks associated with hazardous materials. Implementation of this SCA would ensure that this impact is reduced to a less-than-significant level.

30. Hazardous Emissions within ¼-Mile of Schools Exposure to Existing Toxic Air Contaminants. Oakland School for the Arts, at 530 18th Street, is approximately 850 feet southwest of the project site. While the Project would not involve the handling of acutely hazardous materials, implementation and compliance with SCA-HAZ-1: Hazardous Materials Related to Construction (#39) and SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#40), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level.

31. Exposure to Hazardous Materials. If additional characterization of soil and a geophysical survey to locate potential underground storage tanks (USTs) associated with the former gas station were not performed, hazards associated with contaminated soil, groundwater, and potential USTs may not be

appropriately addressed by the site management plan (SMP). Without implementation of SCAs, the Project has the potential to release hazardous materials and thus would result in a potentially significant impact. Implementation of SCA-HAZ-2: Hazardous Building Materials and Site Contamination (#40), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-HAZ-2, specifically SCA Implementation Measure HAZ-1, would require the SMP to be updated to reduce all impacts to less-than-significant levels if contaminated soil or ground water is identified upon additional characterization of soil in the area, and then submitted to the appropriate agencies for review and approval. In addition, SCA Implementation Measure HAZ-1 requires that if potential USTs are identified by the geophysical survey or if contaminated soil is encountered in the borings, the area of the former gas station shall be restricted from further development until the appropriate regulatory agencies have been notified and further investigation or remediation activities have been performed under regulatory agency oversight. Lastly, SCA Implementation Measure HAZ-1 requires an environmental professional shall be hired by the applicant to monitor and document excavation, dewatering, and waste transportation and disposal activities to ensure that the procedures of the SMP are followed. Implementation of this SCA would ensure that this impact is reduced to a less-than-significant level.

HYDROLOGY AND WATER QUALITY

32. Water Quality: The Project would involve construction activities that would disturb over 1 acre of land, and therefore would be required to comply with the Construction General Permit issued by the California State Water Resources Control Board (SWRCB) under Order 2009-0009-DWQ. On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and stockpiling. The Construction General Permit also requires the development of a stormwater prevention plan (SWPPP) by a certified Qualified SWPPP Developer, which identifies all potential pollutants and their sources, including erosion, sediments, and construction materials, and includes a list of best management practices (BMPs) to reduce discharges of construction-related stormwater pollutants. In addition, dewatering could be performed during construction of proposed below-grade parking and basement areas. Dewatering effluent could have high turbidity and could contain contaminants. Turbid/contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains without treatment. Any groundwater dewatering would be limited in duration, and the discharge of dewatering effluent would be subject to permits from the East Bay Municipal Utility District (EBMUD) (if discharged to the sanitary sewer system) or the RWQCB (if discharged to the storm sewer system). Implementation of SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#45) and SCA-HAZ-3: Hazardous Building Materials and Site Contamination (#40), as set forth in the EIR and SCAMMRP, would help ensure that this impact is reduced to a less-than-significant level. Implementation of SCA-HYD-1 would require construction activities to be performed under an Erosion and Sedimentation Control Plan, which, when properly implemented, would prevent excessive erosion and stormwater runoff of solid materials as a result of construction activities that could otherwise degrade receiving water quality. Implementation of SCA-HAZ-3 would require groundwater pumped from the subsurface to be contained on site in a secure and safe manner, prior to treatment and disposal, to ensure that environmental and health issues are resolved pursuant to applicable laws and policies. Implementation of these SCAs would ensure that this impact is reduced to a less-than-significant level.

33. Erosion and Siltation: The Project would increase the amount of pervious area at the project site from approximately 8,400 square feet to approximately between 32,900 and 37,900 square feet, primarily through the construction of landscaped areas on roof tops. The Project would also collect stormwater runoff from roof areas to supplement toilet flushing water as part of a greywater reuse system. The increase in pervious area and harvesting of rainwater would reduce the amount of stormwater runoff from the project site, which reduces the potential for erosion to occur in downstream drainage courses.

Implementation of SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#45), as set forth in the EIR and SCAMMRP, would help ensure that this impact is reduced to a less-than-significant level. SCA-HYD-1 would require construction activities to be performed under an Erosion and Sedimentation Control Plan. Compliance with these State and local regulations would prevent excessive erosion and siltation during construction activities, which could otherwise degrade receiving water quality. Implementation of these SCAs would ensure that this impact is reduced to a less-than-significant level.

NOISE AND VIBRATION

34. Construction Equipment Noise. Construction of the Project would involve demolition of all existing structures, site improvements, and landscaping on the project site. Construction is expected to occur over a period of approximately 24 to 30 months and would temporarily increase noise levels in the vicinity of the project site. Construction noise levels would vary from day to day, depending on the quantity and condition of the equipment being used, the types and duration of activity being performed, the distance between the noise source and the receptor, and the presence or absence of barriers, if any, between the noise source and receptor. Demolition, excavation/grading, and foundation work are typically the noisiest phases of construction, and would occur during the first phases of construction. The later phases of construction include activities that are typically quieter and that occur within the building under construction, thereby providing a barrier for noise between the construction activity and any nearby receptors. Any piece of heavy equipment used during construction of the Project would generate exterior noise levels above the 65-dBA long-term construction noise standard at the Mercy Housing and the First Baptist Church at 90 feet, and above the 70 dBA long-term construction noise standard at the nearest commercial receptors at 50 feet. Construction noise levels also have the potential to exceed 90 dBA at the adjacent receptors when multiple pieces of heavy equipment are used simultaneously within the same distance to the nearest receptors. Without implementation of SCAs, the Project could result in excess construction noise, and thus would result in a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after SCAs are reduced to a less than significant level. Implementation of SCA-NOI-1: Construction Days/Hours (#58), SCA-NOI-2: Construction Noise (#59), SCA-NOI-3: Extreme Construction Noise (#60), and SCA-NOI-4: Construction Noise Complaints (#62), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. SCA-NOI-1, provides limits on the days and hours of construction to avoid generating noise when it would be most objectionable to neighboring residences. These limitations, which limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday (among other restrictions), would prevent the disturbance of sleep for a majority of residents located near the project site. This SCA also requires any extension of these work hours to be approved in advance by the City and requires property owners and occupants within 300 feet of the project site to be notified of such an extension. SCA-NOI-2 requires all construction projects to implement basic noise-reduction measures during construction. Because the construction of the Project could generate noise levels greater than 90 dBA at the nearest receptors, SCA-NOI-3, would be triggered, requiring the project applicant to prepare and implement a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with extreme noise-generating activities. SCA-NOI-4 provides additional measures to respond to and track construction noise complaints during construction to allow sources of potentially disruptive construction noise to be quickly controlled or eliminated. Implementation of these SCAs would ensure that this impact is reduced to a less-than-significant level.

35. Project Operation Noise. Upon completion of Project construction, future occupants of the Project could be exposed to noise levels in excess of regulatory standards. Traffic noise levels from I-980 range from 65 to 70 dBA L_{dn} at the project site. This noise environment is regarded as "conditionally

acceptable" to "normally unacceptable" for residential and commercial land uses. The City of Oakland General Plan indicates that development within a "conditionally acceptable" environment requires an analysis of noise-reduction requirements and, if necessary, noise mitigation features in the design. Development within a "normally unacceptable" environment may be undertaken only if a detailed analysis of the noise reduction requirements is conducted, and if highly effective noise insulation and abatement features are included in the design. Without implementation of SCAs, the Project could result in excess operational noise, and thus would result in a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after SCAs are reduced to a less than significant level. Implementation of SCA-NOI-5: Exposure to Community Noise (#63), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-NOI-5, would require noise reduction to be incorporated into building design based on the recommendations of a qualified acoustical engineer. The noise control measures are required to be submitted to the City for review and approval prior to the issuance of a construction-related permit. Implementation of this SCA would ensure that this impact is reduced to a less-than-significant level.

AESTHETICS AND SHADE AND SHADOW

36. Visual Quality: As discussed in the EIR (DEIR Chapter 5.J), the Project would not have a substantial adverse effect on a public vista, scenic highway, or scenic resources, but could degrade the visual quality of the site and its surroundings without graffiti control and appropriate landscaping and maintenance thereof. Changes or alterations have been incorporated into the Project that substantially lessen this potentially significant impact as identified in the EIR, so that environmental effects after mitigation are reduced to a less than significant level. Implementation of SCA-AES-1 Graffiti Control (#16) and SCA-AES-2 Landscape Plan (#17), as set forth in the EIR and MMRP, would reduce this impact to a less than significant level by ensuring that the Project incorporate best management practices reasonably related to the control of graffiti and incorporates and maintains appropriate landscaping in a manner consistent with City design standards and in accordance with an approved landscape plan.

37. Light and Glare. The Project would provide additional sources of nighttime lighting within Downtown Oakland. In addition, during daylight hours, pedestrians and motorists could experience some degree of glare due to light reflecting off the new building façades. Without implementation of SCAs, the Project could result in light and glare that would affect day and nighttime views, and thus would result in a potentially significant impact. Changes or alterations have been incorporated into the Project that substantially lessen these potentially significant impacts as identified in the EIR, so that environmental effects after SCAs are reduced to a less than significant level. Implementation of SCA-AES-3: Lighting (#18), as set forth in the EIR and SCAMMRP, will reduce this impact to a less-than-significant level. Implementation of SCA-AES-3 would require the use of reflective material would not create additional daytime or nighttime glare. Implementation of this SCA would ensure that this impact is reduced to a less-than-significant level.

X. SIGNIFICANT AND UNAVOIDABLE IMPACTS

38. Under Public Resources Code sections 21081(a)(3) and 21081(b), and CEQA Guidelines sections 15091, 15092, and 15093, and to the extent reflected in the EIR and the SCAMMRP, the Planning Commission finds that the following impacts of the Project remain significant and unavoidable, notwithstanding the imposition of all feasible Standard Conditions of Approval and mitigation measures:

39. Historic Resources: As discussed in the EIR (DEIR Chapter 5.B), the proposed Project would result in one significant and unavoidable historic resources impact:

> Impact HIST-1. The demolition of the former Kwik Way Restaurant (Space Burger) at 2150 Telegraph Avenue/495 22nd Street, built by James Hutzler in 1953, would result in a significant adverse change in the significance of a historical resource. Although this building has a "*3" OCHS rating (indicating that it was constructed post-1945) and although the building is not located in an officially recognized historic district or API, a survey of this building prepared in September 2016 and October 2017 by architecture + history indicates that it appears eligible for the CRHR under Criterion 3 as a representative example of a mid-20th century Googie-style drive-in restaurant. Implementation of Mitigation Measure HIST-1, as set forth in the EIR and SCAMMRP, will reduce this significant project impact, but would not avoid or substantially lessen this impact to a less than significant level. Mitigation Measure HIST-1 is a four-part Mitigation Measure and is summarized as follows: HIST-1a requires that prior to demolition of the building at 2150 Telegraph Avenue/495 22nd Street, the project applicant undertake HABS-Level III documentation of the subject building; HIST-1b requires the project applicant to prepare a permanent exhibit/display, in coordination with an experienced museum professional, of the history of the building, including but not limited to historic and current condition photographs, interpretive text, drawings, video, and interactive media to be placed in a suitable public space at the project site; HIST-1c requires the project applicant to contribute $31,500 to the City of Oakland's Façade Improvement Program; and HIST-1d requires that the project applicant first make funds available for relocating the historic resource, or the Googie-style cubes if relocation is not feasible. No feasible mitigation measures have been identified that would avoid or substantially lessen this impact to a less than significant level. Accordingly, even with implementation of Mitigation Measure HIST-1, impact HIST-1 would remain a significant unavoidable impact.

40. Air Quality: As discussed in the EIR (DEIR Chapter 5.D), the proposed Project would result in one significant and unavoidable air quality impact:

> Impact AIR-1. Under the Residential/Office Mix Scenario, the Maximum Residential Scenario, and the All Office Scenario, the estimated emissions of ROG, NO_x, and exhaust PM_{10} and $PM_{2.5}$ were below the applicable thresholds of significance; therefore, operation of the Residential/Office Mix Scenario, the Maximum Residential Scenario, and the All Office Scenario would result in a less-than-significant impact on regional air quality standards. Under the Maximum Office Scenario, the estimated emissions of exhaust PM_{10} and $PM_{2.5}$ are below the applicable thresholds of significance; however, the estimated emissions of ROG and NO_x exceed the applicable thresholds. Approximately 71 percent of the estimated ROG emissions are from consumer products (e.g., cleaning supplies) and 76 percent of the estimated NO_x emissions are from vehicle exhaust. Consumer products have been regulated by the CARB in numerous rulemakings since 1989. While the CARB can set ROG limits for specific categories of consumer products, the purchase and use of consumer products cannot be feasibly mitigated on a project by project basis. Therefore, emissions of ROG during operation of the Maximum Office Scenario

would result in a significant and unavoidable impact on regional air quality standards. The estimated emissions of NO_x from vehicle trips generated by the Project does not take into account the potential benefits an infill project can have on regional travel and because the City's project-level threshold of significance for NO_x is based on total emissions instead of emissions per worker, the emissions of NO_x during operation of the Maximum Office Scenario would conservatively remain a significant and unavoidable impact on regional air quality standards. No feasible mitigation measures have been identified that would avoid or substantially lessen this impact to a less than significant level. Accordingly, Impact AIR-1 would remain a significant unavoidable impact.

41. Wind: As discussed in the EIR (DEIR Chapter 5.D), the proposed Project would result in two significant and unavoidable wind impacts:

Impact AES-1. Implementation of the Residential/Office Mix Scenario and Maximum Residential Scenario would not exceed the City of Oakland's wind hazard criterion at any location. However, implementation of the Maximum Office Scenario would result in six exceedances of the wind hazard criterion at ground level and implementation of the All Office Scenario would result in one exceedance of the wind hazard criterion at ground level. While several additional locations on the Project rooftops would also exceed the criteria under some scenarios, these do not represent impacts of the Project and thus would not require mitigation. Implementation of Mitigation Measure AES-1, as set forth in the EIR and SCAMMRP, will reduce this significant project impact, but would not avoid or substantially lessen this impact to a less than significant level. Mitigation Measure AES-1 would require repeated wind testing to reduce wind hazards, as feasible. The testing results shall be reviewed and approved by the City prior to submittal of an application for building permit(s). No feasible mitigation measures have been identified that would avoid or substantially lessen this impact to a less than significant level. Accordingly, even with implementation of Mitigation Measure AES-1, impact AES-1 would remain a significant unavoidable impact.

Impact AES-2. A test of potential wind conditions under cumulative levels of development was conducted as part of the wind analysis. A wind tunnel model was used with existing and proposed landscaping for all four development scenarios. Under cumulative conditions for the Residential/Office Mix Scenario, there were no exceedances of significance thresholds; however, under the Maximum Residential, All Office, and Maximum Office Scenarios, there were one, one, and four exceedances of significance thresholds, respectively. Implementation of Mitigation Measure AES-2, as set forth in the EIR and SCAMMRP, will reduce this significant project impact, but would not avoid or substantially lessen this impact to a less than significant level. Mitigation Measure AES-2 would require implementation of Mitigation Measure AES-1, which is discussed above. No feasible mitigation measures have been identified that would avoid or substantially lessen this impact to a less than significant level. Accordingly, even with implementation of Mitigation Measure AES-2, impact AES-2 would remain a significant unavoidable impact.

XI. FINDINGS REGARDING ALTERNATIVES

42. The Planning Commission finds that specific economic, social, environmental, technological, legal or other considerations make infeasible the alternatives to the Project described in the EIR for the reasons stated below, and that despite the remaining significant unavoidable impacts, the Project should

nevertheless be approved, as more fully set forth in Section XII below, Statement of Overriding Considerations.

43. The EIR evaluated a reasonable range of alternatives to the Project that was described in the EIR (DEIR Chapter 7) which are hereby incorporated by reference. The three alternatives analyzed in detail in the EIR represent a reasonable range of potentially feasible alternatives that reduce one or more significant impacts of the Project and/or provide decision makers with additional information about a Project that would include partial preservation of the existing building. These alternatives include: (a) No Project/No Build Alternative, (b) Reduced Office Alternative (assumes a less dense office project than the Maximum Office Scenario but more than the All Office Scenario), (c) Reduced Building/Preservation Alternative (assumes all development would occur on all project site parcels with the exception of the parcel with the former Kwik Way, an historic resource under CEQA). The No Project/No Build Alternative was identified as the environmentally superior alternative. Under CEQA Guidelines section 15126.6(e)(2), if the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative among the other alternatives. Excluding the No Project Alternative, the Reduced Building/Preservation Alternative is the environmentally superior alternative. Unlike the Project, the Reduced Building/Preservation Alternative would preserve the former Kwik Way and would therefore preserve a potential historic resource, unlike the Project or any other alternative (excluding the No Project alternative). Under the Reduced Building/Preservation Alternative, the Kwik Way would retain its status as an individual historic resource under CEQA. As explained in the EIR (Chapter 7), the Reduced Building/Preservation Alternative would have a less than significant impact on a building that could be eligible for the California Register of Historic Resources (i.e., the Kwik Way at 2150 Telegraph Avenue/495 22nd Street). By contrast, the Project would have a significant and unavoidable impact on the Kwik Way building and would result in a significant and unavoidable cumulative impact.

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

45. No Project/No Build Alternative: Under the No Project/No Build Alternative, the Project would not be undertaken and the site would remain in its existing condition, in which the five existing buildings would remain, including the two-level parking structure. This Alternative would not result in any significant impacts. This Alternative is rejected as infeasible because (a) it would not accomplish any of the project sponsor's objectives for the Project; (b) it would not construct an appropriate multi-family residential and/or office in-fill project that would complement and enhance the existing adjacent residential and commercial neighborhood; (c) it would not include resident-serving amenities and commercial space that benefits the community and activates portions of the ground level frontage along Broadway and Telegraph Avenue; (d) it would not provide safe multimodal access for residents, guests, and commercial patrons that is adequate for all modes; (e) it would not develop a project of quality design with an architectural character that balances relevance with the contextual district and contemporary style; (f) and it would not construct financially feasible developments with sufficient

flexibility to adjust to market needs to provide reasonable returns on investment so as to secure construction and long-term financing.

46. Reduced Office Alternative: The Reduced Office Alternative assumes a reduction in overall building square footage from the Maximum Office Scenario but more than the All Office Scenario to avoid significant and unavoidable air quality impacts. The Reduced Office Alternative assumes development of up to 1,579,000 square feet of office space, 80,000 square feet of retail space, and 1,750 parking spaces, compared to the Project's Maximum Office Scenario that includes 2,689,000 square feet of office, 87,000 square feet of retail and 1,750 parking spaces. The Reduced Office Alternative is rejected because it would not achieve the project objectives to the same extent as the Maximum Office Scenario. This Alternative would not maximize the site's development potential to the extent of the PUD/PDP which reflects the City's General Plan and zoning designations and would be less responsive to, and provide less flexibility to respond to, market demand while containing a less vibrant mix of uses that would be allowed under the PUD/PDP. The Reduced Office Scenario would also create fewer employment opportunities, a less robust economic impact on the City and would generate fewer new revenue streams for the city in terms of property tax bases, retail revenue, job creation, gross receipts taxes, impact fees and new office worker population that would support Broadway and Telegraph Avenue businesses.

47. Reduced Building/Preservation Alternative: The Reduced Building/Preservation Alternative assumes development would occur on the entire site except for the former Kwik Way at 2150 Telegraph/495 22nd Street, which is considered to be a historic resource, which would be preserved under this alternative. Development would include a total of 723,000 square feet housed in two towers: one 38-level tower on Broadway and 21st Street with 250,000 square feet of residential (360 units) and one 18 level tower at Telegraph and 22nd Street with 450,000 square feet of office, seven levels of parking, and 75,000 square feet of ground-floor retail. A two-level parking structure would be in the middle of the site, and a two-story retail building with rooftop open space would be located on the corner of Broadway and 21st Street. A total of 810 parking stalls would be provided. Nevertheless, the Reduced Building/Preservation Alternative is rejected because it would not achieve the majority of the project objectives to the same extent as the Project. It would create fewer employment opportunities, a less robust economic impact on the City and would generate fewer new revenue streams for the city in terms of property tax bases, retail revenue, job creation, gross receipts taxes, impact fees and new office worker population that would support Broadway and Telegraph Avenue businesses. In addition, it would redevelop less of the block and would not maximize the site's development potential and would lessen the activation of and connection between Telegraph and Broadway along 22nd Street. The Alternative would also create a less vibrant mix of uses and a lesser amount of opportunity for office tenants seeking large floor-place space. The Alternative would result in a less vibrant infill development than the Project that would not revitalize the City's Downtown Corridor and facilitate principles of sustainable planning and construction to the same extent as the Project.

Furthermore, the north face of the building is required to span across the BART tunnel width and its zone of influence, which is accomplished using a multi-story truss system. This truss system requires landing substantial structural loading on the east and west sides of the BART tunnel, including the parcel in the northwest corner of the project site currently occupied by the former Kwik Way structure. If this northwestern parcel were removed from the project, as it would be under the Reduced Building/Preservation Alternative, the landing zone for the truss system would be compromised and there would not be a suitable location that would be able to provide adequate foundations to support the truss system needed for the project, or the Reduced Building/Preservation Alternative itself. This northwestern parcel is crucial given how the BART tunnel crosses the site and provides only limited opportunity for support the structure. Thus, while the Reduced Building/Preservation Alternative would preserve the former Kwik Way, it would not facilitate the redevelopment of the site or accomplish the

vast majority of the Project objectives due to the structural challenges presented by the BART tunnel and the need to utilize the Kwik Way parcel to facilitate a project on the entire site that spans the BART tunnels.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

48. This Planning Commission adopts and makes this statement of overriding considerations concerning the Project's significant impacts to explain why the Project's benefits override and outweigh its unavoidable impacts. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the proposed Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the proposed Project against the proposed Project's significant and unavoidable impacts, the Planning Commission hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

49. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines sections 15091 et. seq. and after extensive review of the entire administrative record, including the Draft and Final EIR, the staff reports, and the oral and written testimony, and the evidence provided, this Planning Commission finds that the Project's significant unmitigated impacts are outweighed by the Project's overriding benefits. The below stated reasons summarize the benefits, goals, and objectives of the proposed Project and provide the rationale for the benefits of the proposed Project. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact.

50. The Project will replace an existing parking garage and other underutilized parcels with a high-quality, mixed-use project with ground floor retail which implements many of the City-wide General Plan goals, objectives, and policies.

51. The Project could add much needed residential units to the housing stock in a time of housing shortage by providing approximately 395 to 1,556 new multi-family residential units under the Residential/Office Mix or Maximum Residential Scenario, respectively. This additional housing stock is contemplated in the City of Oakland's 2015-2023 Housing Element, and while the project site is not specified as a Housing Opportunity Site in the 2015-2023 Housing Element, the Project would contribute to the total number of housing units needed for the City of Oakland to meet its Regional Housing Needs Assessment target, if housing is developed as a part of the site.

52. The Project could add approximately 400 to 12,100 jobs. Employment from the Project would provide job opportunities for Oakland and East Bay residents to work closer to home and avoid/reduce commutes, opportunities for new jobs nearby to advance skills and experience, and opportunities to become employed and gain experience for residents not now employed or seeking a new career. The Project also would employ people who currently reside in Oakland and the surrounding East Bay and would be closer to their new place of work, thereby decreasing vehicle miles traveled and in-commuting to San Francisco from the East Bay.

53. The City of Oakland's General Plan designates the project site as Central Business District, which 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 Project would meet many of these goals with construction of new dense housing, commercial, and large-scale office space, and serving as a catalyst for other development in the area.

54. The Project will provide new employment by adding many temporary construction jobs and permanent jobs for office and retail workers after project construction, thereby achieving a better job-housing balance in the City.

55. The Project will strengthen the surrounding neighborhood by potentially adding a significant number of new residential units in a sensitively-scaled pedestrian-friendly development that will enhance and connect with the surrounding residential neighborhoods. Policies D2.1 and D10.1 of the City's Land Use and Transportation Element encourage housing in the Downtown and emphasize pedestrian-orientation of Downtown development.

56. The Project will revitalize and activate an entire city block and provide a mix of retail, office, and/or residential uses that would contribute to and enhance a positive business climate in the Downtown area within one block of the 19th Street BART Station. The Project is also anticipated to accommodate a substantial number of jobs by providing retail and office space that would grow and diversify the economic base of Downtown. Policy D4.2 and D4.3 of the City's Land Use and Transportation Element encourage a positive business environment for new and existing businesses in the Downtown and uses that promote employment.

57. The Project will contribute to the City's Facade Improvement Program, which would benefit other businesses in the area and the City, and upgrade the urban environment for residents, employees, and visitors in Oakland.

58. The Project will include the required recordation and public interpretation of the historic structure and neighborhood context, which would contribute to increased understanding of the area's historic significance.

59. The Project will enhance the pedestrian experience by creating a modern and attractive street level experience by upgrading infrastructure, improving sidewalks, and adding landscaping.

60. The Project could bring new residents vested in the local neighborhood, bringing increased 24-hour and weekend activity to the area.

61. The Project will promote sustainability by meeting the contemporary energy and green building objectives of the City and the State by ensuring that the new building meets mandatory performance standards of CALGreen.

62. The Project will generate substantial new revenue to the City from increased business activity, growth of jobs and incomes, increased spending, and more retail opportunities downtown, together with increasing revenues from property tax, business tax, and numerous other taxes and assessments. These additional new revenues would constitute a substantial increase over the amount currently generated from existing uses on the project site.

63. The Project established a development program of a scale that is feasible given the unique development and engineering constraints associated with the BART tunnels and zone of influence that traverse the site and provides flexibility to be responsive to market demand.

ATTACHMENT B

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, **staff report** and the approved **PUD plans dated 12/9/2016 and Final PUD Plans dated 6/20/2018**, 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 **four 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 building permit application has been filed with the Bureau of Building and diligently pursued towards completion, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

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

4. **Minor and Major Changes**

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

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

5. Compliance with Conditions of Approval

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

b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.

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

6. Signed Copy of the Approval/Conditions

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

7. Blight/Nuisances

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

8. Indemnification

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

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

any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

9. Severability

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

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

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

11. Public Improvements

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

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 **Eastline Project – 2100 Telegraph EIR** 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 C**, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the **Eastline Project – 2100 Telegraph EIR** 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 **Eastline Project – 2100 Telegraph EIR** has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the **Eastline Project – 2100 Telegraph EIR** 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.

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. 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

17. 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

Project Specific Conditions

18. Exterior Finishes/ Final Design Details

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes and elevations for approval by the Director of Planning. If requested, sample materials shall be provided and/or materials mock ups constructed on-site.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

19. Right of Way Abandonment/ Site Acquisition

Requirement: The Project design is subject to the satisfaction of the following: a) Applicant shall apply to the City to prosecute and and diligently pursue to completion, at Applicant's cost and in accordance with the City processes: (i) a quiet title action, as necessary, adjudicating fee title ownership in the City with respect to that portion of the public right of way located at the corner of Telegraph and 22nd Street onto which the project encroaches (the "Encroachment Area"); (ii) a vacation of the public right of way related to the Encroachment Area, as said public right of way was acquired by the City to facilitate the direct connection of 22nd Street across Telegraph Avenue and is no longer necessary given the realignment of 22nd Street in conjunction with the Project; and (iii) acquisition of fee title of said vacated Encroachment Area, pursuant to a separately negotiated agreement with the City in its capacity as landowner. Should any of the foregoing conditions fail to be satisfied, the Applicant may apply for and diligently pursue to procure Major Encroachment Permits authorizing the installation of utilities under a specific portion of the Encroachment Area and authorizing the Project structure to cantilever out over the Encroachment Area. In the event that foregoing conditions are not satisfied and the Major Encroachment Permits are not granted, he Applicant shall submit a revised design removing the proposed building from the Encroachment Area. This condition shall not be read to pre-commit the City to approve the Major Encroachment Permit, cooperate with a quiet title action, nor approve the vacation of the public right of way. The applicant must independently apply to the City for such approvals, which may be granted or denied at the City's sole discretion. As noted above, in the event the City does not approve the above, Applicant must redesign the Project.

When Required: Prior to issuance of a building permit

Initial Approval: DOT Engineering Services

Monitoring/Inspection: Bureau of Planning

20. Lot Merger Required

Requirement: The project applicant shall show proof of ownership of all property needed to facilitate the Project development, and apply for a Tentative Parcel Map to merge the project site lots to accommodate the proposed development.

When Required: Prior to issuance of a building permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: N/A

21. Public ADA Access on 21st Street

Requirement: In order to permanently provide an ADA accessible path of travel along the sidewalk on the northern side of 21st Street, the applicant shall either include a sidewalk easement in the required Parcel Map, or alternatively apply for a right of way dedication or easement dedication for review and approval.

The Owner's Statement on the Parcel Map for a Sidewalk Easement (SE) shall include the following, *"I (We) also hereby dedicate to the public use easement(s) for sidewalk purposes and appurtenances thereto and the right to construct, install, use and replace a public sidewalk on or over those certain strips of land designated and delineated as "SE" (Sidewalk Easement). Said easement shall be kept open and free from all buildings or above ground structures, and Owner(s) shall repair and maintain the Sidewalk Easement and the adjacent public sidewalk within the right-of-way along 21st Street fronting the property as required by Oakland Municipal Code Chapter 12.04."* Owner's Statement shall be approved by the City Engineer and City Surveyor prior to recording the Parcel Map.

When Required: Prior to issuance of a building permit

Initial Approval: Bureau of Planning / DOT Engineering Services

Monitoring/Inspection: Bureau of Planning

22. Transportation Improvement Measures

The following improvements shall be submitted as part of a p-job application for review and approval by the Department of Transportation (DOT). If approved they shall be implemented.

Requirement #1: Installation of a traffic signal at the Telegraph Avenue/21st Street intersection. The plans shall include marked crosswalks on all approaches with ADA compliant curb ramps (directionally oriented if feasible), pedestrian push buttons, two-stage left-turn bike box for southbound and northbound Telegraph Avenue, and left-turn traffic signal phasing for Telegraph Avenue left turns.

Requirement #2: Conversion of 21st Street between Broadway and San Pablo from a one-way street to a two-way street. The two-way reconfiguration shall include the following:

- Provide a single lane in each direction while maintaining on-street meter parking. The two-way configuration to San Pablo Avenue provides a consistent design along the entire corridor between Harrison Street and San Pablo Avenue and sets driver expectations minimizing wrong-way driving where 21st Street now transitions from one-way to two-way configurations.
- Provide at least 20 feet of red curb on either side of the project driveway on 21st Street.
- Provide right-turn only movements to/from the 21st Street intersection with San Pablo Avenue with appropriate left-turn prohibition signs in the median, and provide a stop sign on 21st Street at San Pablo Avenue.

Requirement #3: High-visibility crosswalks crossing 22nd Street at Valley Street with directional curb ramps and red curb for 20 feet on either side of each crosswalk.

Requirement #4: A traffic signal at the West Grand Avenue/Valley Street intersection. Prior to designing the traffic signal conduct an engineering study that includes the full set of warrants for signalization, and use this engineering study as the basis for designing the traffic signal. Incorporate the traffic signal into the existing intersection, provide ADA accessible directional ramps (if feasible), and include two stage left-turn bike boxes for bicyclists turning onto Valley Street if bike lanes are installed on West Grand Avenue. Provide red curb for 20 feet on either side of each crosswalk.

Requirement #5: Class IV Bike Lanes on West Grand Avenue between Telegraph Avenue and Broadway, and install a traffic signal with two stage left-turn boxes (if bike lanes are provided) to facilitate bike access to/from Valley Street. Replace the 8-foot-wide on-street parking with 6-foot bike lanes with a 2-foot striped buffer between Telegraph Avenue and Broadway. This would necessitate the removal of 30 metered parking stalls and the eastbound lane would conflict with one existing commercial loading zone used by a restaurant, which is their only loading option.

Requirement #6: Install bus islands (potentially with shelters) at the Broadway bus stops at 22nd Street to facilitate passenger loading. To further improve bus rider comfort and bus speeds consider installing additional bus boarding islands along Telegraph Avenue (4 total) and Broadway (4 total) between 20th and 27th Streets to off-set the project's impact on transit speeds. Relocate one bike parking corral from West Grand Avenue to Broadway, incorporating it into the bus island design for Broadway bus stops at 22nd Street.

When Required: Prior to issuance of a building permit

Initial Approval: Bureau of Planning / DOT

Monitoring/Inspection: N/A

23. Street Improvements to 21st Street – Paramount Theatre Loading Accommodations

Requirement: To continue to allow adequate area along 21st Street, between Broadway and Telegraph Avenue, for use by the Paramount Theatre for stage loading and unloading for shows the applicant shall include the following street layout dimensions as part of their required p-job permit:

- Maintain the existing sidewalk width on the south side of 21st Street.
- Provide 9-foot-wide parking lanes that are of a size adequate for trucks.
- Provide two 10-foot-wide travel lanes.

When Required: Prior to issuance of a building permit

Initial Approval: Bureau of Planning / DOT

Monitoring/Inspection: N/A

24. Loading Accommodations on 22nd Street

Requirement: File a p-job permit application for review and approval by The Department of transportation that includes prohibiting all on-street parking (about 24 spaces) on 22nd Street between Broadway and Telegraph Avenue, and provide a 100-foot loading zone for the existing office building on the north side of the street.

When Required: Prior to issuance of a p-job permit

Initial Approval: Bureau of Planning / DOT

Monitoring/Inspection: N/A

ATTACHMENT C

STANDARD CONDITIONS OF APPROVAL / MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Condition of Approval / Mitigation Monitoring and Reporting Program (SCA/MMRP) was formulated based on the findings of the Environmental Impact Report (EIR) prepared for the Eastline Project in the city of Oakland. This SCA/MMRP is in compliance with Section 15097 of the *CEQA Guidelines*, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The SCA/MMRP applicable conditions of approval standardly applied to projects by the City and mitigation measures recommended in the EIR and identifies monitoring requirements.

The SCA/MMRP table below presents the mitigation measures identified in the Eastline Project – 2100 Telegraph EIR necessary to mitigate potentially significant impacts. Each mitigation measure is numbered according to the topical section to which it pertains in the EIR. As an example, Mitigation Measure HIST-1 is the first mitigation measure identified in the EIR for Eastline Project – 2100 Telegraph Project in Section B, Cultural and Historical Resources.

The first column of the SCA/MMRP table identifies the Standard Condition of Approval and/or Mitigation Measure. The second column identifies implementation action and responsibility, while the third column identifies the monitoring schedule or timing, and the fourth column names the party responsible for monitoring and the required monitoring action. The fifth column provides a place to record compliance with monitor dates and initials. These last columns will be used by the City to ensure that individual mitigation measures are monitored.

[PAGE IS INTENTIONALLY BLANK]

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
A. LAND USE				
Implementation of the project would not result in any significant land use impacts.				
B. CULTURAL AND HISTORICAL RESOURCES				
Mitigation Measure HIST-1: The following measures shall be incorporated to diminish this impact: Mitigation Measure HIST-1a: The following measures shall be incorporated to diminish this impact: ▪ Drawings: sketch floor plan of the building and a site plan; ▪ Photographs: photographs taken with large-format negatives of exterior and interior views; and ▪ Written History: a historical report summarizing the history of the building, property description, and historical significance. ▪ A qualified architectural historian meeting the qualifications in the Secretary of the Interior's Professional Qualifications Standards for architectural history shall oversee the preparation of drawings, photographs, and written history. The documentation will be printed on archival paper. Mitigation Measure HIST-1b: Commemoration and Public Interpretation. The project applicant shall prepare a permanent exhibit/display, in coordination with an experienced museum professional, of the history of the building including, but not limited to, historic and current condition photographs, interpretive text, drawings, video, or interactive media. The interpretive display will be placed in a suitable	Project Applicant: ▪ Select a qualified architectural historian to oversee documentation activities. ▪ Publicize the opportunity for interested parties to take custody of architecturally important elements of the historic Kwik Way building. ▪ Select an experienced museum professional. ▪ Review historical documentation materials to be displayed on site with museum professional. ▪ Select public space for historical exhibit/display. ▪ Pay $31,500 in Facade Improvement Program contributions. ▪ Earmark funds for building relocation or salvaging of architectural elements. ▪ Earmark a portion of the total $31,500 for individual or group who may take custody of Googie architectural elements. ▪ Propose a timeline and action plan to relocate the Kwik Way building. If deemed infeasible, establish and implement a strategy to salvage Googie-style elements of Kwik Way building. Project Contractor:	Prior to demolition.	City of Oakland Planning & Building Department: ▪ Review and approve the historical documentation completed in Mitigation Measure HIST-1a. ▪ Hold a meeting with project applicant and museum professional to review and approve plan for historical display required in Mitigation Measure HIST-1b. ▪ Verify calculation, amount, payment and recipient of Façade Improvement Program contributions per Mitigation Measure HIST-1c. ▪ Perform monthly calls with project applicant to check on status of Kwik Way building relocation or strategy to salvage Googie style elements until feasibility study and action plan are approved in compliance with Mitigation Measure HIST-1d.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
public space in the project site. Mitigation Measure HIST-1c: City of Oakland Façade Improvement Program. The project proponent shall contribute to the City of Oakland's Façade Improvement program. The amount of contribution to the program is based on the following formula: ▪ $10,000 for the first 25 feet of two façades of a building and $2,500 per each 10 additional linear feet of those two same façades beyond 25 feet. ▪ There shall be a 20 percent increase for the buildings designated as Historical Resources under CEQA. ▪ For the purposes of this mitigation, the two façades along 22nd Street and Telegraph Avenue are approximately 50 feet and 25 feet long, respectively. The building appears eligible as a historical resource under CEQA, but is not located in an API. The following calculation results in a total contribution of $26,500: 22nd Street façade: $10,000 + $2,500 x 25/10 feet = $16,250 Telegraph Avenue façade: $10,000 $16,250 + $10,000 = $26,250 CEQA Historical Resource - increase by 20 percent: $26,250 x 1.20 = $31,500. Mitigation Measure HIST-1d: Relocation. The project applicant shall first make funds available for relocating the building. Contingent on plans for relocation, the façade improvement fee as well as demolition cost estimate would be made available by the applicant. If relocation is not feasible, the project applicant shall	▪ Install permanent commemoration display at selected site.	During construction.		

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
use commercially reasonable efforts to salvage the Googie-style cubes located above the former Kwik Way (Space Burger) building and the Googie-style awning across the building's main, street-facing façade. The applicant must make available a portion of the total $31,500 façade improvement fee required under Mitigation Measure HIST-1c as a contribution to an individual or group willing to take custody and/or to utilize these Googie–styled architectural elements. Although implementation of Mitigation Measures HIST-1a, HIST-1b, HIST-1c, and HIST-1d would diminish the level of impact to this historical resource as a result of the project, this impact cannot be mitigated to a less-than-significant level, and the impact after mitigation would be significant and unavoidable.				
SCA-CULT-1: Archaeological and Paleontological Resources – Discovery During Construction. (#29) Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined	Project Applicant: ▪ Adhere to conditions and standards regarding the discovery of historic or prehistoric subsurface cultural resources and paleontological resources; avoidance measures; excavation plans; preparation of an ARDTP; and qualifications of consulting archaeologists and paleontologists.	Ongoing throughout all demolition and construction activities.	City of Oakland Planning & Building Department: ▪ Verify qualifications of as-needed consulting archeologist and/or paleontologist. ▪ Review and approve the ATDTP if one is required under conditions of the SCA.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant. When Required: During construction. Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
SCA-CULT-2: Archaeologically Sensitive Areas – Pre-Construction Measures (#30) Requirement: The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources. **Provision A: Intensive Pre-Construction Study** The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include: a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring	Project Applicant: ▪ Decide whether to implement Provision A or Provision B. ▪ Select a qualified archaeologist to perform the tasks outlined in Provision A and/or B. ▪ Authorize and instruct archaeologist and contractors to remain in compliance with SCA CULT-2. Provide training or educational materials to ensure field personnel remain in compliance. ▪ Perform the studies, information dissemination tactics, treatment plans, notifications, and all other activities outlined in the Provision of choice.	Provision A: Prior to approval of construction-related permit; Potential for additional monitoring activities during construction depending on results of study. Provision B: Prior to any soil-disturbing activities, and ongoing throughout all construction activities.	City of Oakland Planning & Building Department: ▪ Provision A: Review and approve site-specific intensive pre-construction study and workplan. ▪ Provision B: Review and approve the ALERT sheet. During site visit(s), confirm that ALERT sheet is posted in a visible location.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction. **Provision B: Construction ALERT Sheet** The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing ac-				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
tivities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site. The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site. When Required: Prior to approval of con-				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
struction-related permit; during construction Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building				
SCA-CULT-3: Human Remains – Discovery During Construction (#31) Requirement: Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Instruct site personnel on human remains discovery protocol. ▪ Halt work immediately and notify appropriate people if human remains are found. ▪ Adhere to conditions regarding avoidance measures, work stop and restart, data recovery, and monitoring. ▪ Accept financial responsibility for any delays or plan changes that result from the conditions.	Ongoing throughout all construction activities.	City of Oakland Planning & Building Department: ▪ Notify the NAHC if Native American remains are discovered. ▪ If human remains are found to be significant, perform a site visit to verify that work has stopped within 50 feet of discovery.	
SCA-CULT-4: Property Relocation Rather than Demolition (#32) Requirement: Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland	Project Applicant: ▪ Post advertisements at the project site (signs/banners) and on Bay Area news media sources (print, audio, or visual) to an-	Prior to approval of construction-related permit.	City of Oakland Planning & Building Department: ▪ Approve news media that will be used	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
General Plan, the project applicant shall make a good faith effort to relocate the historic resource to a site acceptable to the City. A good faith effort includes, at a minimum, all of the following: a. Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3' x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations; b. Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the City; c. Maintaining the signs and advertising in place for a minimum of 90 days; and d. Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning (including Oakland Cultural Resource Survey) Monitoring/Inspection: N/A	nounce the Kwik Way building availability for a minimum of 90 days. ▪ Contact neighborhood associations and other stakeholders about the property relocation. Follow up with each contact at least once if the contact is not reachable the first time. ▪ Assign someone to manage and regularly update a log of all efforts made to advertise and facilitate the property relocation and provide to the City. ▪ Earmark funds for the potential property relocation, consistent with OCHS estimate. ▪ Wait at least 90 days after advertising is placed before any demolition occurs.		to advertise property relocation. ▪ Review log of all advertising efforts, including photos of large signs or banners, prior to approving any demolition or other activities that will impact the Kwik Way building. ▪ Verify that 90 days of advertising efforts will have passed before demolition or other impactful activities are scheduled to occur. ▪ Facilitate contact between the applicant and neighborhood associations and other interested organizations as needed. OCHS: ▪ Review the cost to relocate the building.	
C. TRAFFIC AND TRANSPORTATION				
Implementation of the project would not result in any significant impacts related to transportation, however, the following City SCAs apply.				
SCA-TRANS-1: Construction Activity in the Public Right-of-Way (#68) ***a. Obstruction Permit Required***	Project Applicant: ▪ Obtain an obstruction permit to place any temporary construc-	Prior to approval of any construction-related permit.	City of Oakland, Planning & Building Department and Public Works Department,	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Requirement: The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	tion-related obstruction in the public right-of-way.		Transportation Services Division: ▪ Review and approve obstruction permit application.	
b. Traffic Control Plan Required Requirement: In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction. When Required: Prior to approval of construction-related permit Initial Approval Public Works Department, Transportation Services Division Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Submit Traffic Control Plan to the Public Works Department, Transportation Services Division. ▪ Submit evidence of approved Traffic Control Plan with obstruction permit. ▪ Implement Traffic Control Plan.	Prior to obtaining an obstruction permit and ongoing throughout construction activities.	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division: ▪ Review and approve the Traffic Control Plan. ▪ Verify project compliance with the Plan during construction.	
c. Repair of City Streets Requirement: The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within	Project Applicant: ▪ Repair any damage or excessive wear in the public-right-of-way caused by construction activities.	If no further damage/ excessive wear is expected, within one week of the occurrence of the damage (or excessive	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division:	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately. When Required: Prior to building permit final Initial Approval: N/A Monitoring/Inspection: Bureau of Building		wear) and prior to final building permit. If further damage/excessive wear may continue, prior to approval of the final inspection of the construction-related permit.	▪ Review and approve obstruction permit application. ▪ Verify whether damage or excessive wear to public right-of-way has occurred during construction. If so, verify adequate repair is or replacement by the project applicant.	
SCA-TRANS-2: Bicycle Parking (#69) Requirement: The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (Chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Consult Chapter 17.118 of the Oakland Planning Code to determine the required level of bike parking for the project. ▪ Illustrate the required amount of bicycle parking in drawings with the plan submittal.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: ▪ Verify project compliance with City of Oakland Bicycle Parking Requirements prior to issuing construction-related permit.	
SCA-TRANS-3: Transportation Improvements (#70) Requirement: The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and pedestrian and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all	Project Applicant: ▪ Submit PS&E and signal timing plans.	Prior to final building permit final	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division: ▪ Review and approve PS&E and signal timing plans. ▪ If intersection improvements will occur, verify that the applicant will be us-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
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. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below: a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication			ing the latest City standards and ADA standards.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group When Required: Prior to building permit final or as otherwise specified Initial Approval: Bureau of Building; Public Works Department, Transportation Services Division Monitoring/Inspection: Bureau of Building				
SCA-TRANS-4: Transportation and Parking Demand Management (#71) ***a. Transportation and Parking Demand Management (TDM) Plan Required*** Requirement: The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City. i. The goals of the TDM Plan shall be the following: ▪ Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. ▪ Achieve the following project vehicle trip reductions (VTR): ▪ Projects generating 50-99 net new AM or PM peak hour vehicle trips: 10 percent VTR	Project Applicant: ▪ Draft and submit a TDM Plan that is consistent with City policies and programs and will achieve the appropriate VTR goal. ▪ Draft an ongoing monitoring and enforcement program to implement the Plan. ▪ If applicable, include the topics to be discussed in the TDM annual compliance report in the TDM Plan.	Prior to approval of construction-related permit	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division: ▪ Review and approve TDM plan.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
▪ Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR ▪ Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. ▪ Enhance the City's transportation system, consistent with City policies and programs. ii. TDM strategies to consider include, but are not limited to, the following: ▪ Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in Chapter 5 of the Bicycle Master Plan and the Bicycle Parking Ordinance (Chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. ▪ Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. ▪ Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. ▪ Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. ▪ Construction and development of transit stops/shelters, pedestrian ac-				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
cess, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. ▪ Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). ▪ Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. ▪ Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). ▪ Guaranteed ride home program for employees, either through 511.org or through separate program. ▪ Pre-tax commuter benefits (commuter checks) for employees. ▪ Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. ▪ On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
and vanpools. ▪ Distribution of information concerning alternative transportation options. ▪ Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. ▪ Parking management strategies including attendant/valet parking and shared parking spaces. ▪ Requiring tenants to provide opportunities and the ability to work off-site. ▪ Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five 8-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four 10-hour days; allowing employees to work from home 2 days per week). ▪ Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the an-				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
nual report. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A				
b. TDM Implementation – Physical Improvements Requirement: For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project. When Required: Prior to building permit final Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Obtain necessary permits/approvals for VTR strategies that involve physical improvements. ▪ Install all physical improvements during project construction.	Prior to final building permit.	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division: ▪ Ensure the applicant obtains necessary permits/approvals. ▪ Confirm installation of any improvements.	
c. TDM Implementation – Operational Strategies Requirement: For projects that generate 100 or more net new AM or PM peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first 5 years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforce-	Project Applicant: ▪ If project generates 100 or more net new AM or PM peak hour vehicle trips and if the TDM Plan contains ongoing operational VTR strategies, prepare an annual compliance report for the first 5 years that the project is operational. ▪ Detail the actual VTR achieved by the project. ▪ Submit annual compliance report in a timely manner to City for approval. ▪ Pay consultant fees for peer review, if required.	Ongoing, for the first 5 years following completion of the project (or completion of each phase). Submit annual compliance reports for the first 5 years following completion of the project (or completion of each phase).	City of Oakland, Planning & Building Department and Public Works Department, Transportation Services Division: ▪ Review annual compliance reports to verify that TDM strategies are being implemented. ▪ Initiate enforcement action according to Conditions of Approval if project is not implementing TDM Plan or not submitting annual compliance reports.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ment action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved. When Required: Ongoing Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Planning				
D. AIR QUALITY				
The Maximum Office Scenario had one significant and unavoidable impact that could not be reduced with mitigation nor SCA (although the City's Green Building Code would help minimize). Nonetheless, the SCA's listed below still apply to any development scenario that would occur.				
SCA-AIR-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions) (#19) Requirement: The project applicant shall implement all of the following applicable air pollution control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.	Project Applicant: ▪ Require construction contractor to implement all applicable dust and air pollution control measures in SCA-AIR-1.	Ongoing, throughout demolition, grading, and/or construction activities.	City of Oakland, Building Services Division: ▪ Verify that a designated dust control coordinator is on-call during construction periods. ▪ Make regular site visits to verify dust control measures and equipment and vehicle operation protocols are being implemented and followed. ▪ Ensure all other measures in the SCA are implemented as applicable.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used. e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). f. Limit vehicle speeds on unpaved roads to 15 miles per hour. g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. j. Portable equipment shall be powered by electricity if available. If electricity is not				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas. k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity. q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
amount of disturbed surface area at any one time. s. All trucks and equipment, including tires, shall be washed off prior to leaving the site. t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met. v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM. x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard. y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
hours. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Building Services Division				
SCA-AIR-2: Exposure to Air Pollution (Toxic Air Contaminants) (#20) **Health Risk Reduction Measures** Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.	Project Applicant: ▪ Shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the Health Risk Measures listed in the SCA and submit to the City for approval.	Prior to approval of construction-related permit and ongoing throughout construction activities.	City of Oakland, Planning & Building Department, Planning and Zoning Division and Building Services Division: ▪ Verify that an appropriate method to achieve an acceptable interior air quality level is implemented. ▪ Verify that the outdoor areas are shielded or buffered from air pollution sources to the maximum extent feasible.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: ▪ Installation of air filtration to reduce cancer risks and Particulate Matter exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. ▪ Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). ▪ Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. ▪ The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods. ▪ Sensitive receptors shall be located on the upper floors of buildings, if feasi-				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ble. ▪ Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis leylandii), Hybrid popular (Populus deltoids X trichocarpa), and Redwood (Sequoia sempervirens). ▪ Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. ▪ Existing and new diesel generators shall meet CARB's Tier 4 emissions standards, if feasible. ▪ Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: ▪ Installing electrical hook-ups for diesel trucks at loading docks. ▪ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. ▪ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. ▪ Prohibiting trucks from idling for more than two minutes. ▪ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. When Required: Prior to approval of construction-related permit				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Initial Approval: Planning and Zoning Division Monitoring/Inspection: Building Services Division **Maintenance of Health Risk Reduction Measures** Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter. When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Building Services Division				
SCA-AIR-3: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#21) Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary	Project Applicant: ▪ Select one of the methods to reduce the potential health risks due to on-site stationary sources of toxic air contaminants and submit to the City for approval.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: ▪ Review the HRA and/or design measures prior to issuing the construction-related permit. City of Oakland, Building Services Division: ▪ Verify that the building generator meets health risk reduction measures during inspection.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: ▪ Installation of non-diesel fueled generators, if feasible, or; ▪ Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. When Required: Prior to approval of construction-related permit Initial Approval: Planning and Zoning Division Monitoring/Inspection: Building Services Division				
SCA-AIR-4: Asbestos in Structures (#23) Requirement: The project applicant shall	Project Applicant: ▪ Implement all applicable regu-	Ongoing, throughout all demolition activities for	City of Oakland, Planning & Building Department:	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request. When Required: Prior to approval of construction-related permit Initial Approval: Applicable regulatory agency with jurisdiction Monitoring/Inspection: Applicable regulatory agency with jurisdiction	latory agency/agencies with jurisdiction over the project site. ▪ Submit evidence of compliance if requested by the City.	structures that may contain ACM.	▪ If structures that may contain ACM are planned for demolition, City will request evidence of compliance as needed.	
SCA-TRANS-4: Transportation and Parking Demand Management (#71) *See SCA-TRANS-4 above.*				
E. GREENHOUSE GAS EMISSIONS				
No significant impacts to greenhouse gas emissions would occur with implementation of the City's SCAs listed in this table.				
SCA-GHG-1: Greenhouse Gas (GHG) Reduction Plan (#38) ***a. Greenhouse Gas (GHG) Reduction Plan Required*** Requirement: The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan. The requirement for a Greenhouse Gas Reduction Plan, would apply under any of the following scenarios:	Project Applicant: ▪ Prepare a GHG Reduction Plan by a qualified air quality consultant and submit to the City. ▪ Implement GHG Reduction Plan.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: ▪ Review and approve the GHG Reduction Plan.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Scenario A: Projects which (a) involve a land use development (i.e., a project that does not require a permit from the Bay Area Air Quality Management District (BAAQMD) to operate), (b) exceed the greenhouse gas (GHG) emissions screening criteria contained in the BAAQMD CEQA Guidelines, AND (c) after a GHG analysis is prepared would produce total GHG emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.6 metric tons of CO_2e per service population annually (with "service population" defined as the total number of employees and residents of the project).				
Scenario B: Projects which (a) involve a land use development, (b) exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines, (c) after a GHG analysis is prepared would exceed at least one of the BAAQMD Thresholds of Significance (more than 1,100 metric tons of CO_2e annually OR more than 4.6 metric tons of CO_2e per service population annually), AND (d) are considered to be "Very Large Projects."				
Scenario C: Projects which (a) involve a stationary source of GHG (i.e., a project that requires a permit from BAAQMD to operate) AND (b) after a GHG analysis is prepared would produce total GHG emissions of more than 10,000 metric tons of CO_2e annually.				
The goal of the GHG Reduction Plan shall be to increase energy efficiency and reduce GHG emissions to below at least one of the Bay Area Quality Management District's (BAAQMD's) CEQA Thresholds of Significance (1,100 metric tons of CO2e per year or 4.6 metric tons of CO2e per year per service population) AND to reduce GHG emissions				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
by 36 percent below the project's "business-as usual" scenario (as explained below) to help achieve the City's goal of reducing GHG emissions. The GHG Reduction Plan shall include, at a minimum, (a) a detailed GHG emissions inventory for the project under a "business-as-usual" scenario with no consideration of project design features, or other energy efficiencies, (b) an "adjusted" baseline GHG emissions inventory for the project, taking into consideration energy efficiencies included as part of the project (including the City's Standard Conditions of Approval, proposed mitigation measures, project design features, and other City requirements), (c) a comprehensive set of quantified additional GHG reduction measures available to further reduce GHG emissions beyond the adjusted GHG emissions, and (d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emissions scenarios by phase. Potential GHG reduction measures to be considered include, but are not be limited to, measures recommended in BAAQMD's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council. The types of allowable GHG reduction				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below. The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off site within the city of Oakland; (3) off site within the SFBAAB; (4) off site within the state of California; then (5) elsewhere in the U.S. As with preferred locations for the implementation of all GHG reductions measures, the preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the city of Oakland; (2) within the SFBAAB; (3) within the state of California; then (4) elsewhere in the U.S. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
b. GHG Reduction Plan Implementation During Construction Requirement: The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects). When Required: During construction Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Implement all measures of the GHG Reduction Plan during construction, as approved by the City. Submit evidence of payment/purchase of carbon credits, if applicable.	Ongoing throughout construction activities and project operations.	City of Oakland, Planning & Building Department: ▪ Review and approve proof of carbon credit purchase(s), if applicable.	
c. GHG Reduction Plan Implementation After Construction Requirement: The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis. The project applicant shall satisfy the follow-	Project Applicant: ▪ Implement all measures of the GHG Reduction Plan after construction, as approved by the City. ▪ Conduct ongoing monitoring and reporting of implemented GHG reduction measures.	Generally, starting two years after the first certificate of occupancy issuance and ongoing for a period of approximately 40 years.	City of Oakland, Planning & Building Department: ▪ Review Annual Report, and, if needed, a Corrective GHG Action Plan. ▪ Verify all applicable conditions in the SCA are implemented.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ing requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan. **Annual Report.** Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant. The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Plan. The GHG Reduction Plan shall be considered fully attained when project emissions are less than either applicable numeric BAAQMD CEQA Thresholds AND GHG				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
emissions are 36 percent below the project's "adjusted" baseline GHG emissions, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below. **Corrective Procedure.** If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan. If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked, altered or additional conditions of approval imposed. The penalty as described in (a) above shall				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved (compared to the applicable numeric significance thresholds) or required percentage reduction from the "adjusted" baseline. In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan. The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the GHG Reduction Plan. **Timeline Discretion and Summary.** The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project. When Required: Ongoing Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Planning				
SCA-TRANS-4: Transportation and Parking Demand Management (#71) *See SCA-TRANS-4 above.*				
SCA-UTL-3: Construction and Demolition Waste Reduction and Recycling (#74) *See SCA-UTL-3 below.*				
SCA-UTL-6: Green Building Requirements				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
(#77) *See SCA-UTL-6 below.*				
F. SOILS, GEOLOGY, AND SEISMICITY				
Mitigation Measure GEO-1: Implementation of the following three-part mitigation measure would reduce impacts to project structures or property related to unstable soils to a less-than-significant level: Mitigation Measure GEO-1a: Prior to the issuance of any grading or construction permits, a final geotechnical investigation report shall be prepared by a qualified Geotechnical Engineer or Certified Engineering Geologist with input from a structural engineer and submitted to the City of Oakland Bureau of Building for review and acceptance. In addition to all other requirements, the final geotechnical investigation report shall specifically provide recommendations to minimize the following: ▪ The potential damage to structures, utilities, and pavements from total and differential settlement, soil collapse, and cyclic densification ▪ The potential for damage to structures, utilities, and pavements caused by expansive soils ▪ The potential for damage to nearby structures, utilities, and pavements caused by any construction-period dewatering-induced subsidence ▪ The potential for damage caused by expected seismic shaking The final geotechnical investigation report shall include estimates of allowable settlement, construction-period and post-construction settlement monitoring meth-	Project Applicant: ▪ Hire a qualified Geotechnical Engineer or Certified Engineering Geologist to perform a final geotechnical investigation report. ▪ Submit the final geotechnical investigation report to the City.	Prior to the issuance of any grading or construction permits.	City of Oakland, Planning & Building Department: ▪ Review and approve the final geotechnical investigation report.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ods, and measures to be taken if settlement monitoring results indicate exceedance of allowable settlement estimates. All design measures, recommendations, design criteria, and specifications set forth in the final geotechnical investigation report shall be implemented as a condition of project approval.				
Mitigation Measure GEO-1b: A licensed Geotechnical Engineer with specific experience in foundation design of high-rise buildings, and whose selection is approved by the Building Official, shall peer review the draft geotechnical aspects of the design and engineering plans. The Geotechnical Engineer shall be allowed sufficient time to provide the project design team with comments prior to the building permit application. These comments shall be considered by the Geotechnical Engineer or Certified Engineering Geologist preparing the plans. Where consensus is reached between the two parties, the plans shall be modified accordingly, prior to building permit application. If consensus is not reached, another third-party Geotechnical Engineer whose selection is approved by the Building Official shall make the determination.	Project Applicant: ▪ Select a licensed and experienced Geotechnical Engineer to peer review the draft geotechnical aspects of the design and engineering plans. ▪ Ensure peer review comments are distributed to the Geotechnical Engineer or Certified Engineering Geologist preparing the plans for the plans to be adapted accordingly. ▪ Hire a third-party Geotechnical Engineer to make decisions on any issues where consensus cannot be reached.	Prior to submittal for a Building Permit Application.	City of Oakland, Planning & Building Department: ▪ Approve the licensed Geotechnical Engineer(s) selected to perform the peer review(s). ▪ Review and approve geotechnical aspects of the design and engineering plans.	
Mitigation Measure GEO-1c: A licensed Geotechnical Engineer, or representative, whose selection is approved by the Building Official, shall provide third-party geotechnical observation and testing during all earthwork and foundation construction activities. The Geotechnical Engineer shall be allowed to evaluate any conditions differing from those encountered during the geotechnical investigation, and	Project Applicant: ▪ Select a licensed Geotechnical Engineer or representative to provide expertise during construction activities. ▪ Implement all supplemental recommendations provided by the Geotechnical Engineer. ▪ Authorize the Geotechnical	Ongoing throughout construction activities and at the completion of construction.	City of Oakland, Planning & Building Department: ▪ Approve the selected Geotechnical Engineer or representative. ▪ Review geotechnical recommendations made during construction activi-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
shall provide supplemental recommendations to the Building Official, as necessary, which the City shall require the project applicant to implement. At the end of construction, the Geotechnical Engineer shall provide a letter regarding contractor compliance with project plans and specifications and with the recommendations of the final geotechnical investigation report and any supplemental recommendations issued during construction. The letter shall be submitted for review to the City. Implementation of the above three-part mitigation measure would reduce this impact to a less-than-significant level.	Engineer to write a letter evaluating contractor compliance with geotechnical recommendations and submit the letter to the City.		ties and require applicant to implement recommendations. ▪ Review geotechnical letter at construction completion.	
SCA-GEO-1: Construction-Related Permit(s) (#33) Requirement: The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	Project Applicant: ▪ Obtain all required construction-related permits/approvals from the City.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: ▪ Review compliance with construction-related codes before administering permit/approvals.	
SCA-GEO-2: Seismic Hazards Zone (Landslide/Liquefaction) (#36) Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer	Project Applicant: ▪ Select a registered geotechnical engineer to prepare a site-specific geotechnical report. ▪ Ensure the report contains all required information and sub-	Prior to approval of any construction-related permit.	City of Oakland, Planning & Building Department: ▪ Review and approve site-specific geotechnical report and recommendations.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	mit the report to the City. ▪ Implement the recommendations contained in the approved report during project design and construction.			
G. HAZARDS AND HAZARDOUS MATERIALS				
SCA-HAZ-1: Hazardous Materials Related to Construction (#39) Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and	Project Applicant: • Ensure that contractor understands and implements BMPs to minimize construction activities' potential negative effects on groundwater, soils, and human health. • If any soil, groundwater, or other environmental medium is encountered unexpectedly and suspected of contamination, cease work in the vicinity, close off the area, and notify the City and/or applicable regulatory agencies.	Ongoing throughout all construction activities.	City of Oakland, Planning & Building Department: • Perform periodic site visits to verify that construction BMPs are implemented.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
SCA Implementation Measure HAZ-1: Additional characterization of soil in the areas to be excavated shall be performed by an environmental professional before the start of construction. If contaminated soil or groundwater is identified that could pose hazards to human health or the environment, the SMP shall be updated to ensure that the SMP in-	Project Applicant: ▪ Hire an environmental professional to assess the soil in areas to be excavated. ▪ Notify regulatory agencies if contaminated soil or groundwater is identified. ▪ If necessary, update the SMP	Studies to be performed and certified before the start of construction and again after the removal of the existing parking structure. Monitoring will be ongo-	City of Oakland, Planning & Building Department: ▪ Review and approve the SMP. ▪ Check in with the environmental professional hired to	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
cludes appropriate procedures to mitigate potential hazards to human health or the environment to a less-than-significant level, the appropriate regulatory agencies shall be immediately notified of the identified soil or groundwater contamination, and the updated SMP shall be submitted to the appropriate regulatory agencies for review and approval. The SMP must be finalized and certified by an environmental professional prior to the start of construction. Additional investigation of the former gas station area shall be performed by an environmental professional after removing the existing parking structure, including a geophysical survey and soil borings. If potential USTs are identified by the geophysical survey or if contaminated soil is encountered in the borings, the area of the former gas station shall be restricted from further development until the appropriate regulatory agencies have been notified and further investigation or remediation activities have been performed under regulatory agency oversight. An environmental professional shall be hired by the applicant to monitor and document excavation, dewatering, and waste transportation and disposal activities to ensure that the procedures of the SMP are followed.	with mitigation procedures and submit the updated SMP to the appropriate agencies. ▪ Ensure the SMP is finalized and certified by an environmental professional. ▪ Hire an environmental professional to perform a geotechnical survey and soil borings on the former gas station area once the parking structure is removed. ▪ Restrict the former gas station from development should the investigation uncover contaminated soil or potential USTs. ▪ Notify regulatory agencies if contaminated soil or potential USTs. ▪ Hire an environmental professional to monitor and document excavation, dewatering, waste transportation, and disposal activities.	ing throughout all construction activities.	monitor and document the SMP procedures at site visits or through quarterly phone calls to verify the SCA is being implemented.	
SCA-HAZ-2: Site Contamination (#40) ***a. Hazardous Building Materials Assessment*** Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and	Project Applicant: ▪ Hire an environmental professional to document hazardous building materials or stored materials. Ensure the environmental professional signs the report. ▪ Hire an environmental professional to prepare and sign specifications for the stabiliza-	Prior to approval of demolition, grading, or building permits.	City of Oakland, Planning & Building Department: ▪ Review and approve the comprehensive assessment report. Ensure that it is signed by a qualified environmental professional. ▪ If hazardous mate-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. When Required: Prior to approval of demolition, grading, or building permits Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	tion and/or removal of hazardous materials in accordance with applicable laws and regulations. ▪ Submit specifications to the City for approval. ▪ Implement approved recommendations ▪ Discern whether clearance is required by any local, state, or federal agencies for implementation of recommendations. If so, obtain and submit evidence of the approvals from the relevant agencies.		rials were identified, review the evidence of approval and clearances for proposed remedial actions.	
b. Environmental Site Assessment Required Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.	Project Applicant ▪ Hire a qualified environmental professional to perform environmental assessments. ▪ Manage the preparation and submittal of a Phase I Environmental Site Assessment report (and Phase II Environmental Site Assessment if necessary). Ensure the assessment includes recommendations for remedial action for hazardous materials. ▪ Obtain the necessary approvals/clearances from local, state, or federal regulatory agencies to implement the assessment recommendations. Submit ap-	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: ▪ Review and approve the Environmental Site Assessment(s). ▪ Review evidence of the local, state, and/or federal approvals for the remedial actions.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	proval proof to the City. ▪ Implement the approved remedial action recommendations.			
c. Health and Safety Plan Required Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. When Required: Prior to approval of construction-related permit Initial Approval: Applicable regulatory agency with jurisdiction Monitoring/Inspection: Applicable regulatory agency with jurisdiction	Project Applicant: ▪ Submit and implement a Health and Safety Plan.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: • Review and approve the Health and Safety Plan.	
d. Best Management Practices (BMPs) Required for Contaminated Sites Requirement: The project applicant shall ensure that BMPs are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal require-	Project Applicant: ▪ Ensure that contractor understands and implements BMPs to minimize potential soil and groundwater hazards.	Ongoing throughout construction activities.	City of Oakland, Planning & Building Department: • Conduct periodic site visits to verify that BMPs are being implemented.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ments. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
H. HYDROLOGY AND WATER QUALITY				
SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#45) ***Erosion and Sedimentation Control Plan Required*** Requirement: The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials onto lands of adjacent property owners or public streets or into creeks as a result of conditions created by grading and/or construction operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting; waterproof slope covering; check dams; interceptor ditches; benches; storm drains; dissipation structures; diversion dikes; retarding berms and barriers; devices to trap, store, and filter out sediment; and stormwater retention ba-	Project Applicant: • Prepare and submit an Erosion and Sedimentation Control Plan to the City. • Obtain any required easements and permits for off-site work. • Ensure post-construction inspection and maintenance.	Submit Plan prior to construction-related permit. Complete inspection and clearance after construction and prior to final permit.	City of Oakland, Planning & Building Department: • Review and approve Erosion and Sedimentation Control Plan. • Conduct post-construction inspection of drain system for debris or sediment.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
sins. Off-site work by the project applicant could be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to modification as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The plan shall specify that, after construction is completed, the project applicant shall ensure that the storm drain system is inspected and that the project applicant clears the system of any debris or sediment. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: N/A				
Erosion and Sedimentation Control During Construction Requirement: The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet-weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building	Project Applicant: • Implement all measures of the approved Erosion and Sedimentation Control Plan.	Ongoing throughout all construction activities.	City of Oakland, Planning & Building Department: • Ensure implementation of Erosion and Sedimentation Control Plan. • If applicable, authorize grading during the wet season.	
SCA-HYD-2: State Construction General Permit (#46) Requirement: The project applicant shall comply with the requirements of the Construction General Permit issued by the SWRCB. The project applicant shall submit an NOI, SWPPP, and other required Permit Registration Documents to the SWRCB. The	Project Applicant: • Prepare and submit an NOI, SWPPP, and other required Permit Registration Documents to SWRCB. • Submit evidence of compliance to the City.	Prior to issuance of any construction-related permit.	City of Oakland, Planning & Building Department: • Verify compliance with all Permit requirements.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
project applicant shall submit evidence of compliance with permit requirements to the City. When Required: Prior to approval of construction-related permit Initial Approval: SWRCB; evidence of compliance submitted to Bureau of Building Monitoring/Inspection: SWRCB				
SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#50) ***Post-Construction Stormwater Management Plan Required*** Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the NPDES. The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface. ii. Directional surface flow of stormwater runoff. iii. Location of proposed on-site storm drain lines. iv. Site design measures to reduce the amount of impervious surface area. v. Source control measures to limit stormwater pollution. vi. Stormwater treatment measures to remove pollutants from stormwater runoff,	Project Applicant: • Prepare and submit a Post-Construction Stormwater Management Plan to the City with the site improvement plans. • Implement all approved measures of the Post-Construction Stormwater Management Plan.	Submit Post-Construction Stormwater Management Plan with site improvement plans prior to construction. Implement Plan throughout all construction activities.	City of Oakland, Planning & Building Department: • Verify compliance with the requirements of Provision C.3 of the NPDES Permit. • Review and approve the Post-Construction Stormwater Management Plan. Compare plan to the requirements listed in the SCA. • Perform period site visits to the Plan is being implemented during construction.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
including the method used to hydraulically size the treatment measures. vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning; Bureau of Building Monitoring/Inspection: Bureau of Building				
Maintenance Agreement Required Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity. ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the RWQCB, San Francisco Bay Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures, and to take corrective action if necessary. The maintenance agreement shall be rec-	Project Applicant: • Sign Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement with the City. • Record agreement at the County Recorder's Office and pay all associated fees.	Prior to final building permit approval.	City of Oakland, Planning & Building Department: • Verify that the applicant has entered into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
orded at the County Recorder's Office at the applicant's expense. When Required: Prior to building permit final Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building				
I. NOISE AND VIBRATION				
No significant impacts related to noise and vibration would occur with implementation of the City's SCAs listed in this table.				
SCA-NOI-1: Construction Days/Hours (#58) Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held	Project Applicant: • Comply with all time windows for construction activities. • Obtain approval from the City for any construction to occur outside of standard construction windows. In the request, specify the type and duration of proposed construction activity and the draft public notice for approval. • Notify property owners and occupants within 300 feet of site at least 14 calendar days before when construction will occur outside of standard construction windows.	Ongoing throughout all construction activities and project operations. Public notice required 14 days prior to construction outside of standard times.	City of Oakland, Planning & Building Department: • Review and approve requests for construction outside the standard time windows and draft public notice.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
SCA-NOI-2: Construction Noise (#59) Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.	Project Applicant: • Implement noise reduction measures as described in SCA-NOI-2.	Ongoing throughout all construction activities.	City of Oakland, Planning & Building Department: • Verify that noise reduction measures are being used during periodic site visits.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. When Required: During construction Initial Approval: N/A				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Monitoring/Inspection: Bureau of Building				
SCA-NOI-3: Extreme Construction Noise (#60) ***a. Construction Noise Management Plan Required*** Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for	Project Applicant: • Hire a qualified acoustical consultant to prepare a Construction Noise Management Plan with site-specific noise attenuation measures. • Submit a Construction Noise Management Plan to the City. • Implement the Construction Noise Management Plan and periodically take noise measurements to monitor effectiveness.	Submit a Construction Noise Management Plan prior to approval of construction-related permit. Implement measures during construction activities.	City of Oakland, Planning & Building Department: • Review and approve Construction Noise Management Plan. • Verify implementation of Plan attenuation measures during periodic site visits.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building				
b. Public Notification Required Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented. When Required: During construction Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	Project Applicant: • Submit proposed type and duration of extreme noise generating activities to the City for approval. • Prepare public notices outlining the timeline of noise generating activities and noise attenuation measures. Submit draft notice to City for review. • Distribute approved notice to property owners within 300 feet of site of noise generating activities.	During construction activities. Notices to be distributed 14 calendar days before extreme noise generating activities.	City of Oakland, Planning & Building Department: • Review and approve noise-generating construction activities, timeline, and public notices.	
SCA-NOI-4: Construction Noise Complaints (#62) Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a mini-	Project Applicant: • Prepare and submit noise complaint response and tracking procedures. • Implement noise complaint procedures. The procedures must include the designation of an on-site complaint manager, a posted informational sign,	Preparation and review of complaint procedure prior to approval of construction-related permit. Complaint protocols to be implement throughout construction activities.	City of Oakland, Planning & Building Department: • Review and approve construction noise complaints procedures.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
mum, the procedures shall include: a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building	protocols for managing complaints, and a complaint log. • Maintain a log of complaints and actions taken.			
SCA-NOI-5: Exposure to Community Noise (#63) Requirement: The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activi-	Project Applicant: • Hire a qualified acoustical engineer to prepare a Noise Reduction Plan with noise reduction measures for interior noise level compliance. • Submit Noise Reduction Plan to City.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: • Review and approve Noise Reduction Plan.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
ties, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building				
SCA-NOI-6: Operational Noise (#64) Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building	Project Applicant: • Ensure at point of sale or lease that operator/tenants are aware of noise performance standards.	Ongoing during project operation.	City of Oakland, Planning & Building Department: • Verify that project complies with performance standards during building inspections. • Order noise-generating activity to halt if noise levels exceed the standards. Review and approve noise reduction measures before activity may resume. • Investigate any noise complaints.	
SCA-NOI-7: Exposure to Vibration (#65) Requirement: The project applicant shall submit a Vibration Reduction Plan prepared by a qualified acoustical consultant for City review and approval that contains vibration reduction measures to reduce groundborne vibration to acceptable levels per Federal Transit Administration (FTA) standards. The applicant shall implement the approved Plan	Project Applicant: • Hire a qualified acoustical consultant to prepare a Vibration Reduction Plan with vibration reduction measures aligned with FTA standards. • Submit and implement the Vibration Reduction Plan.	Submit Plan prior to approval of any construction-related permit. Implementation of Plan throughout all construction activities.	City of Oakland, Planning & Building Department: • Review and approve the Vibration Reduction Plan. • Verify compliance with the Plan during periodic site visits.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
during construction. Potential vibration reduction measures include, but are not limited to, the following: a. Isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a "spring isolation" system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of groundborne vibration to the residences above. b. Trenching, which involves excavating soil between the railway and the project so that the vibration path is interrupted, thereby reducing the vibration levels before they enter the project's structures. Since the reduction in vibration level is based on a ratio between trench depth and vibration wavelength, additional measurements shall be conducted to determine the vibration wavelengths affecting the project. Based on the resulting measurement findings, an adequate trench depth and, if required, suitable fill shall be identified (such as foamed styrene packing pellets [i.e., Styrofoam] or low-density polyethylene). When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building				
J. AESTHETICS AND SHADE AND SHADOW				
Mitigation Measure AES-1: Wind testing shall be repeated to reduce wind hazards, as feasible. The testing results shall be reviewed and approved by the City prior to submittal of	Project Applicant: • After final development plan approved, repeat wind testing	Prior to submittal of building permit application.	City of Oakland, Planning & Building Department: • Review and ap-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
an application for building permit(s).	and submit results to City.		prove wind testing results.	
Mitigation Measure AES-2: Implement Mitigation Measure AES-1.	See above.			
SCA-AES-1: Graffiti Control (#16) Requirement: a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar	Project Applicant: • Implement graffiti control best management practices, such as methods listed in the SCA-AES-1. • Remove graffiti within 72 hours or its emergence. • Obtain City permits as necessary if removal requires new surfacing.	Ongoing throughout construction and operation.	City of Oakland, Planning & Building Department: • Verify graffiti control best management practices are being implemented during plan review and site visits. • Track any reported new graffiti incidents to verify they are removed with appropriate means within 72 hours.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). When Required: Ongoing Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
SCA-AES-2: Landscape Plan (#17) ***a. Landscape Plan Required*** Prior to the final building permit, the project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: N/A	Project Applicant: • Prepare and submit a final landscape plan consistent with the approved landscape plan and landscape requirements of the Planning Code. • Include landscape plan in the set of drawings submitted during permit application.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: • Review and approve final landscape plan.	
b. Landscape Installation Requirement: The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Land-	Project Applicant: • Determine whether to implement or fund the landscape plan. • Implement the approved landscape plan or pay for its implementation using a City-accepted funding instrument.	Prior to final building permit.	City of Oakland, Planning & Building Department: • Verify that landscape materials are planted and comply with the final landscape plan. or • Verify that a City-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
scape Plan based on a licensed contractor's bid. When Required: Prior to building permit final Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building			accepted funding instrument is in place and Landscape Plan is implemented by a licensed contractor	
SCA-AES-3: Lighting (#18) Requirement: Prior to the issuance of an electrical or building permit. The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site. When Required: Prior to building permit final Initial Approval: N/A Monitoring/Inspection: Bureau of Building	Project Applicant: • Prepare and submit lighting plans that comply with the SCA-AES-1.	Prior to the issuance of an electrical or building permit.	City of Oakland, Planning & Building Department: • Review and approve lighting plan(s).	
K. PUBLIC SERVICES, UTILITIES, AND RECREATION				
Implementation of the project would not result in any public services, utilities, and recreation impacts; however, the following City SCAs listed in this table apply.				
SCA-UTL-1: Compliance with Other Requirements (#3) *Included in project Conditions of Approval*				
SCA-UTL-2: Construction Management Plan (#13) *Included in project Conditions of Approval*				
SCA-UTL-3: Construction and Demolition Waste Reduction and Recycling (#74) Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (Chapter 15.34 of the Oak-	Project Applicant: • Prepare and submit (electronically or in-person) a Construction and Demolition Waste Reduction and Recycling Plan (WRRP).	Preparation of WRRP prior to approval of construction-related permit. Implementation of plan throughout construction activities.	City of Oakland, Public Works Department, Environmental Services Division: • Review and approve the WRRP.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
land Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center. When Required: Prior to approval of construction-related permit Initial Approval: Public Works Department, Environmental Services Division Monitoring/Inspection: Public Works Department, Environmental Services Division	• Implement the approved WRRP.			
SCA-UTL-4: Underground Utilities (#75) Requirement: The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other	Project Applicant: • Make plans and allocate resources to underground all new utilities. • Comply with standard specifications during the installation of all utilities.	During construction.	City of Oakland, Planning & Building Department: • Review and approve utility plans.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building				
SCA-UTL-5: Recycling Collection and Storage Space (#76) Requirement: The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building	Project Applicant: • Prepare, submit, and implement project plans demonstrating compliance with the Oakland Recycling Space Allocation Ordinance.	Submit plans prior to approval of construction-related permit. Implement plan throughout all construction activities and project operations.	City of Oakland, Planning & Building Department: • Review and approve project plans for compliance with the Ordinance.	
SCA-UTL-6: Green Building Requirements (#77) ***a. Compliance with Green Building Requirements During Plan-Check*** Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable re-	Project Applicant: • Prepare and submit CALGreen compliance documentation specified in SCA with permit application.	Prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: • Review and approve CALGreen documentation.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
quirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: ▪ Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. ▪ Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. ▪ Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. ▪ Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. ▪ Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. ▪ Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. ▪ Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: ▪ CALGreen mandatory measures. ▪ All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. ▪ The point level certification requirement is 53 points for residential and LEED Gold (mid-60s minus cool roof requirements) for non-residential per the appropriate checklist approved during the Planning entitlement process. ▪ All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. ▪ The required green building point minimums in the appropriate credit categories. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: N/A				
b. Compliance with Green Building Requirements During Construction	Project Applicant: • Prepare and submit CALGreen and Oakland Green Building	Submit documents during Planning and Zoning	City of Oakland, Planning & Building Department: • Review and ap-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. When Required: During construction Initial Approval: N/A Monitoring/Inspection: Bureau of Building	Ordinance documents to the City.	permit and building permit reviews. Implement requirements during construction.	prove CALGreen and the Oakland Green Building Ordinance documentation.	
c. Compliance with Green Building Requirements After Construction Requirement: Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Build It Green (Res) / Green Building Certification Institute (Commercial) and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.	Project Applicant: • Coordinate with Green Building Certifier to complete certification and submit documentation to the appropriate body. • Submit certification and compliance with Green Building Certification Institute to the City.	Following the building permit final inspection as specified.	City of Oakland, Planning & Building Department: • Review and approve the Certificate from the Green Building Certification Institute.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
When Required: After project completion as specified Initial Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building				
SCA-UTL-7: Sanitary Sewer System (#79) Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system. When Required: Prior to approval of construction-related permit Initial Approval: Public Works Department, Department of Engineering and Construction Monitoring/Inspection: N/A	Project Applicant: • Prepare and submit a Sanitary Sewer Impact Analysis. • Comply with wastewater flow estimates identified in the Analysis. • Pay Sanitary Sewer Impact Fee as needed for system improvements.	Submit plan prior to approval of construction-related permit.	City of Oakland, Public Works Department, Department of Engineering and Construction: • Review and approve Sanitary Sewer Impact Analysis.	
SCA-UTL-8: Storm Drain System (#80) Requirement: The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition. When Required: Prior to approval of construction-related permit	Project Applicant: • Submit Storm Drainage Design Plans pursuant to City guidelines and performance measures.	Submit plan prior to approval of construction-related permit.	City of Oakland, Planning & Building Department: • Review and approve Storm Drainage Design Plans.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building				
SCA-HYD-1: Erosion and Sedimentation Control Plan for Construction (#45) *See SCA-HYD-1 above.*				
SCA-HYD-3: NPDES C.3 Stormwater Requirements for Regulated Projects (#50) *See SCA-HYD-3 above*				
SCA-GHG-1: Greenhouse Gas Reduction Plan (#38) *See SCA-GHG-1 above.*				
VI. EFFECTS FOUND NOT TO BE SIGNIFICANT				
Implementation of the project would not result in any impacts related to biology, mineral resources, or population and housing; however, the following City SCAs listed in this table apply.				
SCA-BIO-1: Tree Removal During Bird Breeding Season (#26) Requirement: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully	Project Applicant: • Conduct pre-removal surveys by a qualified biologist if work occurs during the bird breeding season. • Submit pre-removal surveys to City of Oakland. • If necessary, conduct work around nesting birds within the appropriately sized buffer, as determined by biologist in consultation with the California Department of Fish and Wildlife.	Pre-removal surveys to be completed within 15 days before the start of any relevant tree or vegetation removal. If necessary, agency consultation to occur prior to the start of work involving ground disturbance, building dismantling, relocation or demolition.	City of Oakland, Planning & Building Department: • Review and approve pre-removal surveys. • Conduct periodic site visits during bird breeding season to verify compliance per the SCA. California Department of Fish and Wildlife: • If pre-removal surveys indicate the potential presence of nesting raptors or other birds, consult with qualified biolo-	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. When Required: Prior to removal of trees Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building			gist on size of nest buffer.	
SCA-BIO-2: Tree Permit (#27) ***a. Tree Permit Required*** Requirement: Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. When Required: Prior to approval of construction-related permit Initial Approval: Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building Monitoring/Inspection: Bureau of Building ***b. Tree Protection During Construction*** Requirement: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excava-	Project Applicant: • Prepare and submit Tree Permit application and proposed tree removal/planting plans. • Consult with arborist as needed. • Conduct work, tree removal, and tree replacements pursuant to the approved tree removal/planting plans, the Tree Permit, and the SCA. • Ensure that contractor is aware of all tree protection, tree removal, and tree replacement requirements.	Submit Tree Permit application prior to approval of construction-related permit. Abide by approve tree permit throughout construction activities	City of Oakland, Public Works Department, Tree Division: • Review and approve Tree Permit application and proposed tree removal/planting plans. City of Oakland, Planning & Building Department: • Conduct periodic site visits to verify compliance with SCA.	

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
tion, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations. When Required: During construction Initial Approval: Public Works Department,				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
Tree Division Monitoring/Inspection: Bureau of Building ***c. Tree Replacement Plantings*** Requirement: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: ▪ For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; ▪ For other species listed, seven hundred (700) square feet per tree.				

Mitigation Measures and/or Standard Condition of Approval (SCA), and SCA Implementation Measures	Implementation Responsibility & Action	Timing	Monitoring Responsibility & Action	Date Completed/ Signature
v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense. When Required: Prior to building permit final Initial Approval: Public Works Department, Tree Division Monitoring/Inspection: Bureau of Building				

2100 Telegraph

W/L Telegraph Holdings JV, L.L.C.
Gensler

Preliminary Development Plan
December 9, 2016

Client:

W/L Telegraph Holdings JV, L.L.C.
644 Menlo Avenue # 204
Menlo Park, CA 94025

Architect:

Gensler
2101 Webster Street
Suite 2000
Oakland, CA 94612

Lighting Consultant:

Luma Lighting Design
425 California Street, Suite 1200
San Francisco, CA 94104

Acoustic Consultant:

Charles M. Salter Associates Inc.
130 Sutter Street, Floor 5
San Francisco, CA 94104

Landscape Architect:

Bionic
833 Market Street; Suite 601
San Francisco, CA 94103

Vertical Transportation:

Edgett Williams Consulting Group
102 East Blithedale Avenue, Suite 1
Mill Valley, CA 94941

Civil, Geotechincal, and Traffic Engineer:

Langan Treadwell Rollo
501 14th Street, 3rd Floor
Oakland, CA 94612

Mech., Electrical, Plumbing:

ARUP
560 Mission Street #700
San Francisco, CA 94105

Parking Consultant:

International Parking Design, Inc.
560 14th Street, Suite 300
Oakland, CA 94612

Parking Consultant:

Nelson Nygaard
116 New Montgomery Street, Suite 500
San Francisco, CA 94105

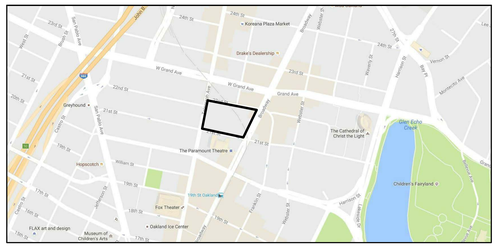
Structural Engineer:

Magnusson Klemencic Associates
1301 Fifth Avenue, Suite 3200
Seattle, WA 98101-2699

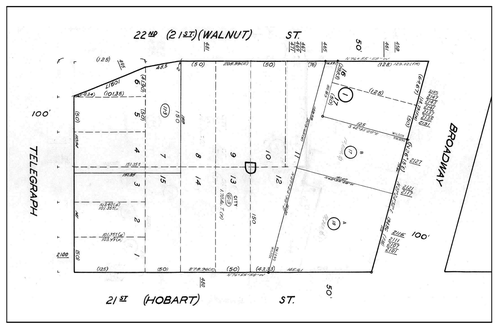
Fire and Life Safety:

The Fire Consultants
1981 N. Broadway, Suite 400
Walnut Creek, CA 94596

LOCATION MAP



ASSESOR'S PARCEL MAP



The existing project site consists of five properties and two additional 'fragment parcels' which are owned by, or subject to an easement by the City of Oakland. As part of the PDP submittal, all available parcels will be combined into a single parcel with the exception of one small 'fragment parcel'. See tentative map to right.

Existing Parcels:

2100 Telegraph Avenue
Oakland, CA 94612
Assessor's parcel numbers: 8-648-16-3
Existing use of property: (0300-exempt public agency) – parking structure

495 22nd Street
Oakland, CA 94612
Assessor's parcel numbers: 8-648-11-3
Existing use of property: (3000-vacant commercial land) – space burger

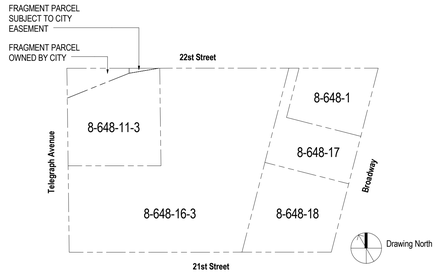
2147 Broadway
Oakland, CA 94612
Assessor's parcel numbers: 8-648-1
*Existing use of property: (*3200-store on first floor, with offices, apartments/lofts second/third) – parking lot

2127 Broadway
Oakland, CA 94612
Assessor's parcel numbers: 8-648-17
Existing use of property: (9200-bank) – Bank of the West

2101 Broadway
Oakland, CA 94612
Assessor's parcel numbers: 8-648-18
Existing use of property: (9400-one to five story office building) – vacant

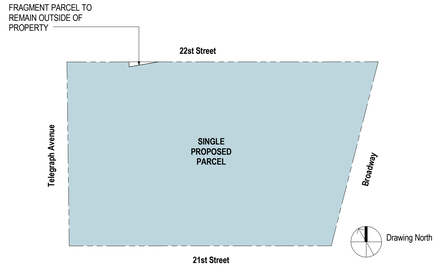
Two additional 'Fragment Parcels' at North-West corner of site are as defined in Liber 36 of Deeds, page 173. The larger parcel adjacent to Telegraph Ave will be purchased by W/L Telegraph Holdings for reincorporation into property.

EXISTING PARCEL MAP

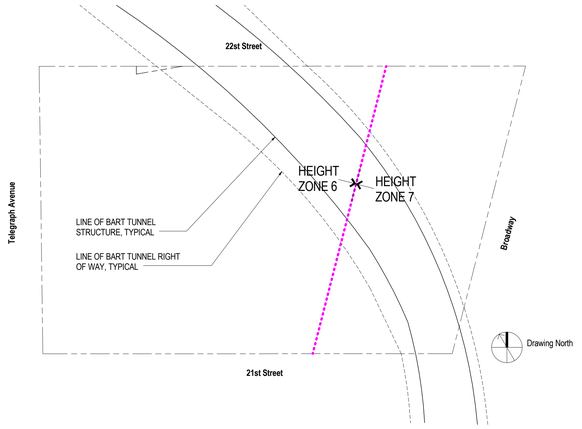


PROPOSED PARCELIZATION

Note: All area calculations and drawings in this PDP submission are based on the assumption that the diagram below will be approved. A Tentative Parcelization Application will be submitted separately.



SITE DIAGRAM



ZONING SUMMARY

Address: 2100 Telegraph Avenue; Oakland, CA 94612
Existing Parcels: 8-648-16-3, 8-648-11-3, 8-648-1, 8-648-17, 8-648-18
Development Standard Zone: CBD-P
Height / Bulk / Intensity Area: 6 and 7 (see site diagram to right)

Total Lot Area: 140,041 sf
Maximum Allowable Floor Area: 20 x lot area = 2,800,820 sf
Maximum Allowable Dwelling Units: 1 unit per 90 sf lot area = 1,556 units

Anticipated Permitted Activity Types (per table 17.58.01):
General Retail Sales, General Food Sales, Full Service Restaurant, Limited Service Restaurant and Cafe, Nonassembly Cultural, Community Education, Recreational Assembly, Consultative and Financial Service, Group Assembly, Business, Administrative, Multifamily Dwelling, Sidewalk Cafe, Permitted Sign Facilities. All permitted by Oakland Planning Code.

Anticipated Activity Types requiring a Conditional Use Permit:
Community Assembly, Alcoholic Beverage Sales, Mechanical or Electronic Games, Automotive Fee Parking

HEIGHT / BULK / INTENSITY AREA SUMMARY TABLE

Planning Code Regulation Per table 17.58.04	**Area 6 Requirement**	**Area 7 Requirement**	**Max. Residential Proposal**	**Max. Office Proposal**	**Blended Mixed Use Proposal**
Max. Floor Area Ratio	20	20	15 Complies	20 Complies	9.8 Complies
Max. Lot Coverage at Base	100%	100%	100% Complies	100% Complies	85% Complies
Max. Lot Coverage Above Base	75% or 10k sf	85% or 10k sf	26% Complies	15% Complies	15% Complies
Max. Residential Unit Density	1 unit / 90 sf = 1,556 units	1 unit / 90 sf = 1,556 units	1,556 units Complies	N/A	395 units Complies
Max. Base Building Height	85 ft	120 ft	***Variance Requested***	***Variance Requested***	***Variance Requested***
Max. Tower Building Height	None	None	520 ft	940 ft	440 ft
Max. Floor Plate Area Above Base	25k sf	None	11,710 sf Complies	13,000 sf Complies	8,900 sf Complies
Max. Tower Length	195 ft	None	118 ft Complies	178 ft Complies	122 ft Complies
Max. Diagonal Length Above base	235 ft	None	175 ft Complies	172 ft Complies	146 ft Complies
Min. Distance Between Towers on Same Lot	40 ft	None	102 ft Complies	120 ft Complies	N/A

DRAWING INDEX

PROJECT DESCRIPTION

The 2100 Telegraph project is a full city block development bounded by Telegraph and Broadway and 21st and 22nd Streets in Uptown Oakland. This Preliminary Development Plan submission seeks preliminary approval for development on the site which could take many potential forms. In order to outline the broad range of potential development scenarios we are proposing three alternates. The first proposal illustrates a development with the maximum residential unit density allowable on site. The second proposal illustrates an office building with the maximum floor area ratio allowable on site. The third proposal illustrates a mixed use development which balances office, residential, parking, and retail programs with the scale of the surrounding neighborhood. See Height / Bulk / Intensity Area Summary table to left for a summary of the three proposals.

Running beneath the site are three existing BART tunnels which cannot accept increased gravity or lateral loads within the 'zone of influence' as defined by the BART agency. See Site Diagram above for illustration of Bart tunnel location and the 'zone of influence'. Due to this existing site condition, the construction of subgrade floor area and building foundations are severely restricted which in turn significantly complicates both the building foundations and above-grade structure.

This Preliminary Development Plan submission is related to a Final Development Plan submission that proposes the 'Blended Mixed Use' alternate as the final development configuration.

VICINITY PHOTOS

(1,2)

(3)

(4)

(4)

(5)

(5)

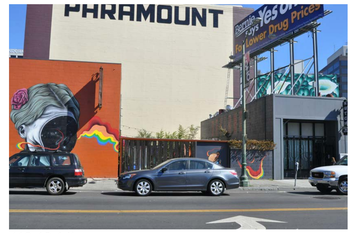
(6)

(7)

(8)

(9)

(10,11,12)



(12,13,14)

(12,13,14)

(15)

(16)

(16)

(17)

(18)

(19)

(20)

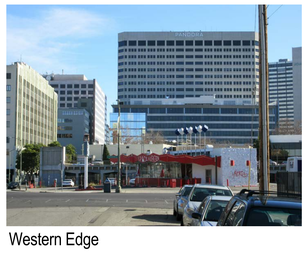
KEYPLAN

SITE PHOTOS

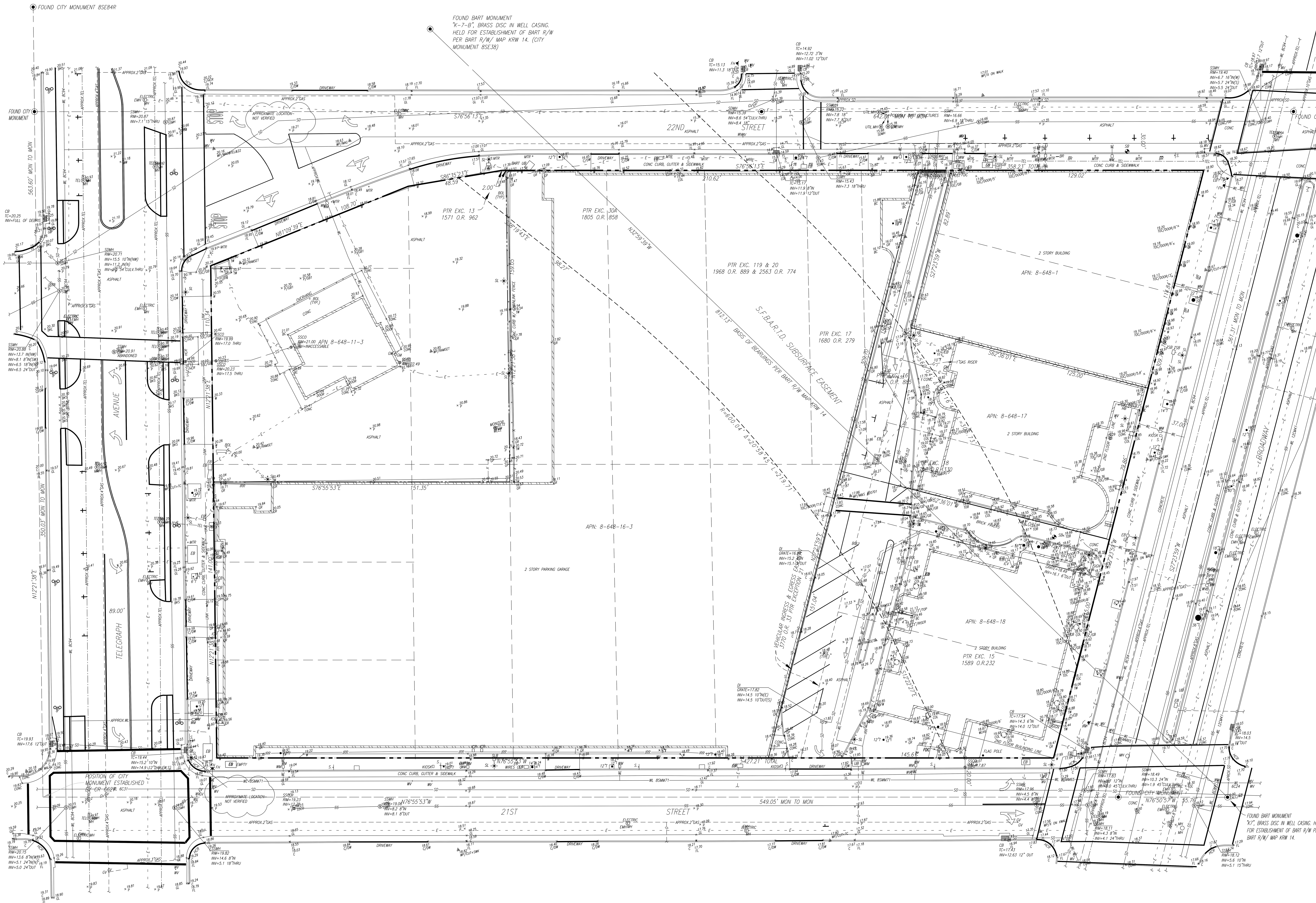
Eastern Edge

Northern Edge

Southern Edge



Western Edge



GENERAL NOTES:

1. EXISTING INFORMATION SHOWN ON THESE PLANS IS BASED ON THE "BOUNDARY & TOPOGRAPHIC SURVEY, PORTION OF BLOCK 'D", WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016, "UTILITY SURVEY, PORTION OF BLOCK 'D", WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016 AND "BOUNDARY & EASEMENT PLAT, PORTION OF BLOCK 'D", WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016.
2. THE LOCATIONS OF PROPERTY LINES, RIGHT OF WAYS, EASEMENTS AND OTHER MATTERS OF RECORD ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. NCS-793774-SC, DATED AS OF MAY 2, 2016, AND AMENDED AUGUST 24, 2016.
3. BASIS OF BEARINGS: THE BEARING N32°59'39"W BETWEEN BART MONUMENTS "K-7" AND "K-7-B" AS SHOWN ON BART RIGHT-OF-WAY MAP CONTRACT 3R5031, PACKAGE K0013 AND K0015, SHEET KRW 14. DISTANCES SHOWN ARE GROUND LEVEL DISTANCES.
4. BENCHMARK: BART BENCHMARK "KB8", BRASS DISC SET IN TOP OF CURB AT THE NORTHEAST CORNER OF TELEGRAPH AND 21ST STREET. ELEVATION = 19.501 NGVD29 DATUM.
5. ALL ELEVATIONS SHOWN REFER TO NGVD29 DATUM.
6. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HERON ARE BASED ON ABOVE-GROUND STRUCTURES AND RECORD DRAWINGS. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM THE LOCATIONS SHOWN HERON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES.
7. CONTRACTORS PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES.

ABBREVIATIONS:

10"T	10" DIAMETER TREE	COL	COLUMN	GM	GAS METER	S	SIGN	TW	TOP OF WALL
BC	BUILDING CORNER	CONC	EDGE OF CONCRETE	GP	GATE POST	SDMH	STORM DRAIN MANHOLE	UB	UTILITY BOX
BR	BIKE RACK	DI	DROP INLET	GR	GROUND	SL	STREET LIGHT	W	BACK OF WALK
BFP	BACK FLOW PREVENTER	EB	ELECTRIC BOX	ICB	IRRIGATION CONTROL BOX	SLB	STREET LIGHT BOX	WM	WATER METER
BOL	BOLLARD	F	FENCE LINE	ICV	IRRIGATION CONTROL VALVE	SSCO	SANITARY SEWER CLEAN OUT	WV	WATER VALVE
C	TOP OF CURB	FDC	FIRE DEPARTMENT CONNECTION	MTR	PARKING METER	SSMH	SANITARY SEWER MANHOLE	WVB	WATER VALVE BOX
C/DW	TOP OF CURB AT DRIVEWAY	FL	FLOW LINE	MH	MANHOLE	TOC	TOP OF CONCRETE		
C/HCR	TOP OF CURB AT HANDICAP RAMP	G	GAS	P	PAVEMENT	TS	TRAFFIC SIGNAL		
CB	CATCH BASIN	GL	GUTTER LIP	PIV	POST INDICATOR VALVE	TSB	TRAFFIC SIGNAL BOX		

LEGEND:

GAS LINE	---G---	STREET LIGHT	✳	ELECTRIC BOX	EB
TELEPHONE LINE	—TEL—	STREET LIGHT BOX	SLB	WATER METER	WM
ELECTRIC LINE	---E---	TRAFFIC SIGNAL	▼	IRRIGATION CONTROL BOX	ICB
SANITARY SEWER	—SS—	STORM DRAIN MANHOLE	Ⓓ	FIRE HYDRANT	
STORM DRAIN	—SD—	STORM DRAIN CLEANOUT	ⓓ	SIGN	
WATER LINE	—WL—	CATCH BASIN	▥		
UNKNOWN UTILITY PIPE/CONDUIT	---UNK---	SANITARY SEWER MANHOLE	Ⓢ		
GAS VALVE	GV •	SANITARY SEWER CLEANOUT	ⓢ		
TELEPHONE MANHOLE	Ⓣ	ELECTRIC MANHOLE	Ⓔ		

0 5 10 20 40

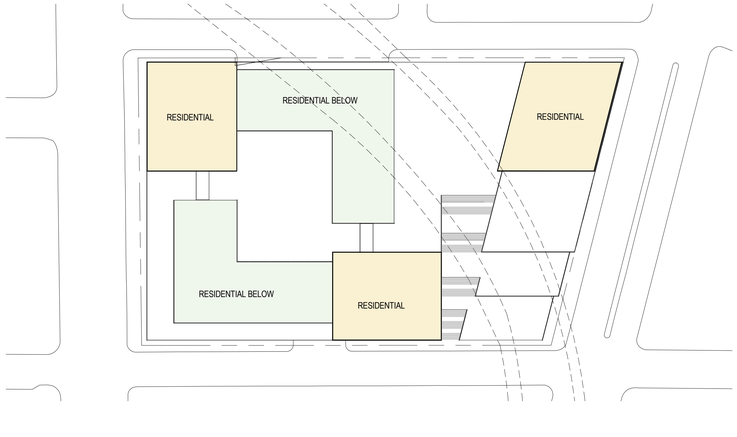
LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16
PRELIMINARY DEVELOPMENT PLAN

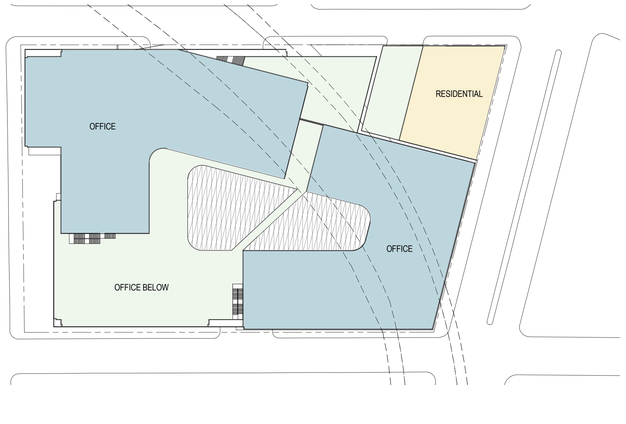
EXISTING CONDITIONS PLAN

C0.01



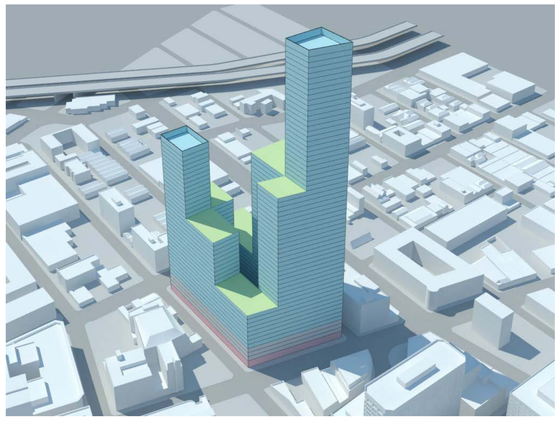
RESIDENTIAL MIXED USE - PLAN DIAGRAM

OFFICE MIXED USE - PLAN DIAGRAM



BLENDED MIXED USE - PLAN DIAGRAM

RESIDENTIAL MIXED USE - MASSING



OFFICE MIXED USE - MASSING

BLENDED MIXED USE - MASSING

BUILDING AND TOTAL DEVELOPMENT AREA

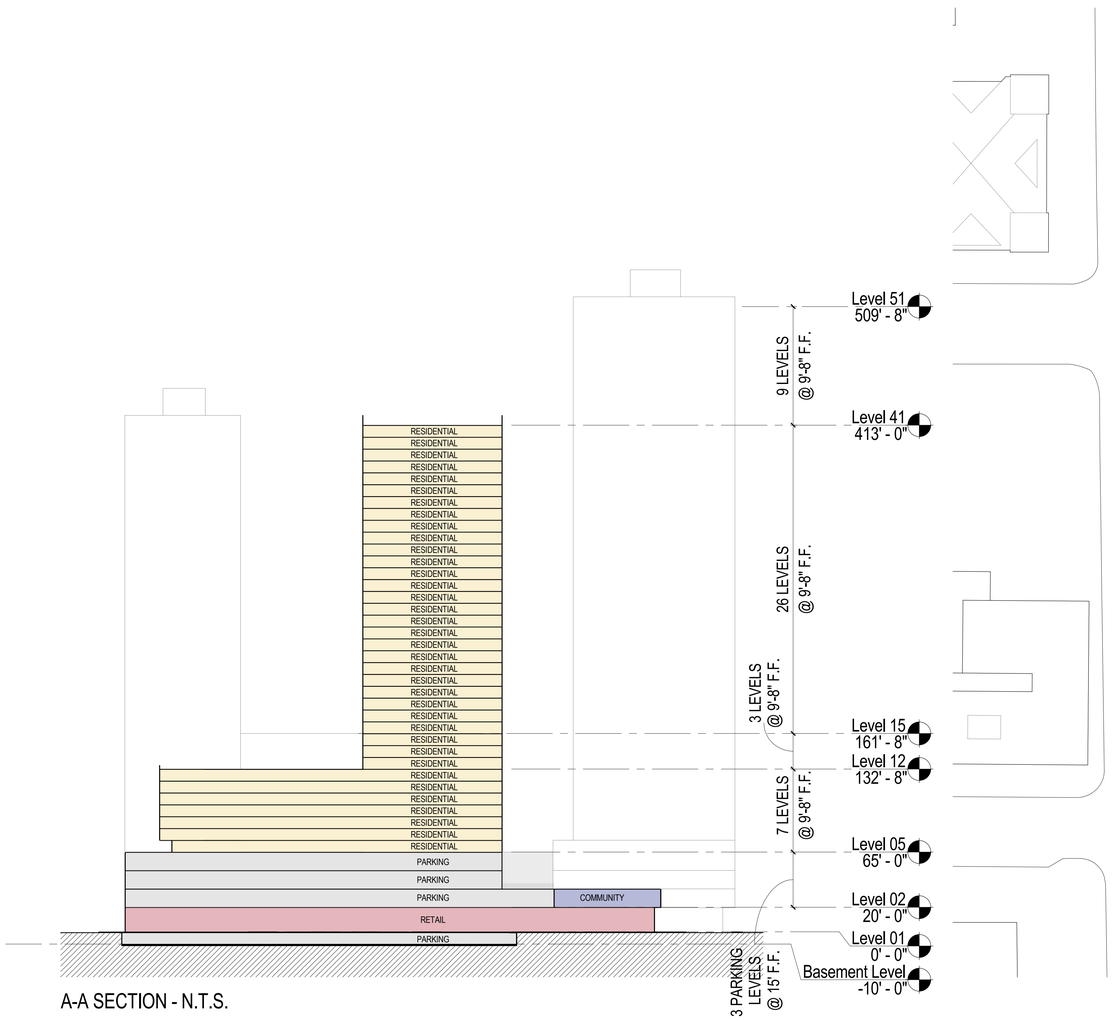
Use		Total GSF
Residential	(1,556 Units)	1,652,385
Community		37,150
Retail		99,220
Building Service		9,390
Total Floor Area		1,798,145
Parking	(1,750 Stalls)	386,800
Total Gross Area		2,184,945

USABLE OPEN SPACE REQUIRMENT

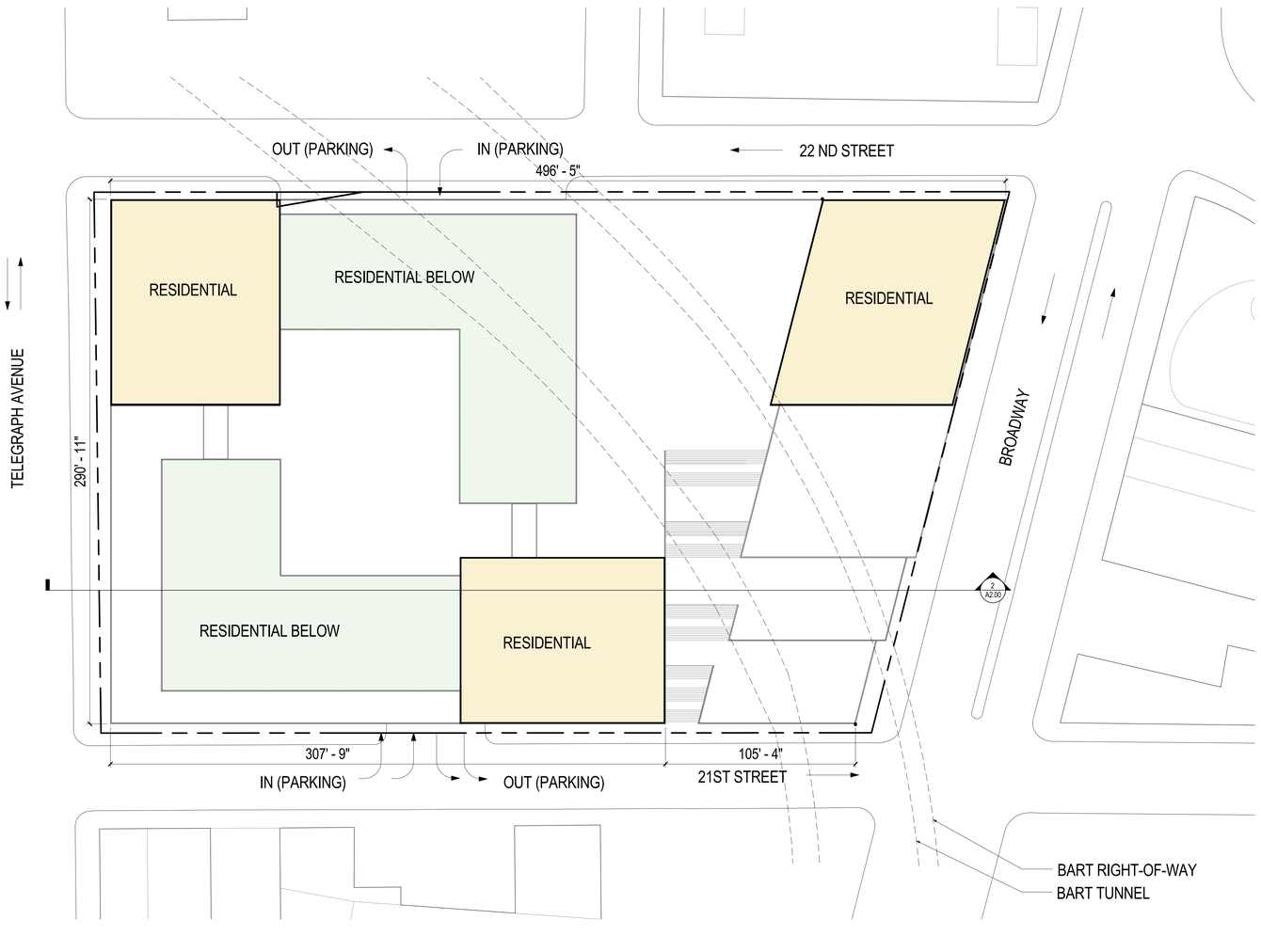
Per section 17.58.070

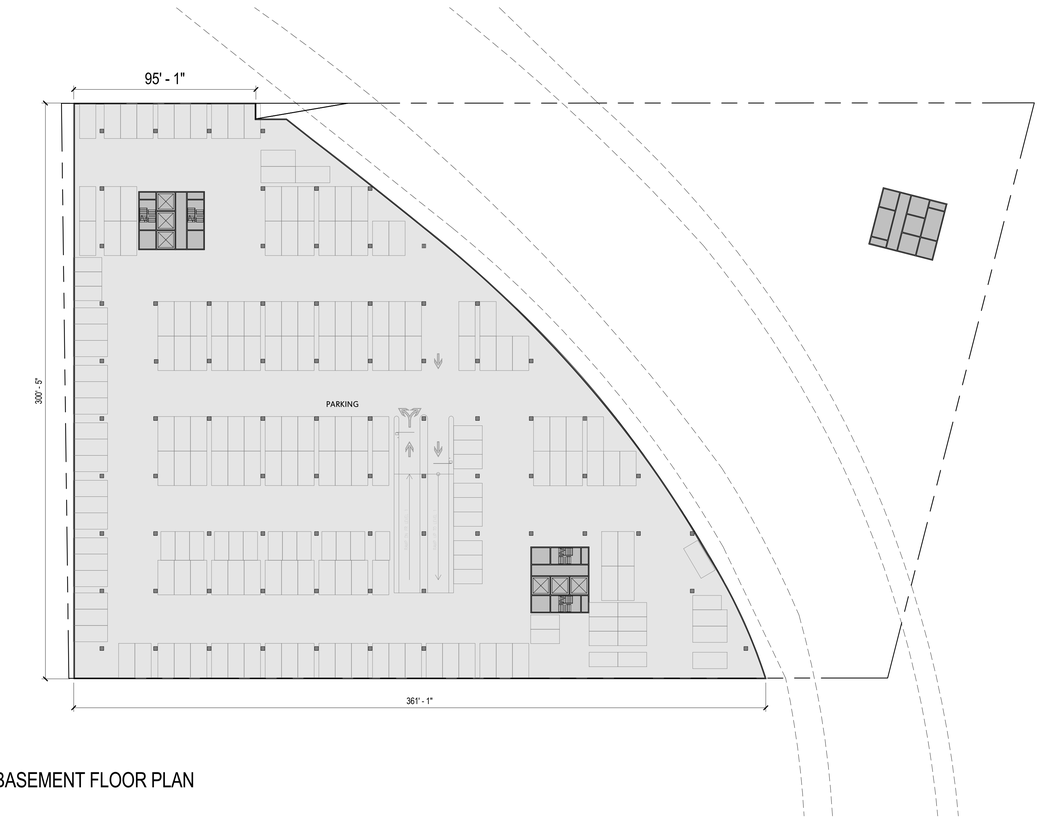
	Area per Unit	Units	Area Required	Area Provided
Open Space Requirement	75	1,556	116,700 sf	120,725 sf Complies

Note: All provided usable open space will comply with requirements of section 17.58.070 including minimum dimensions, accessibility, and landscaping requirements.

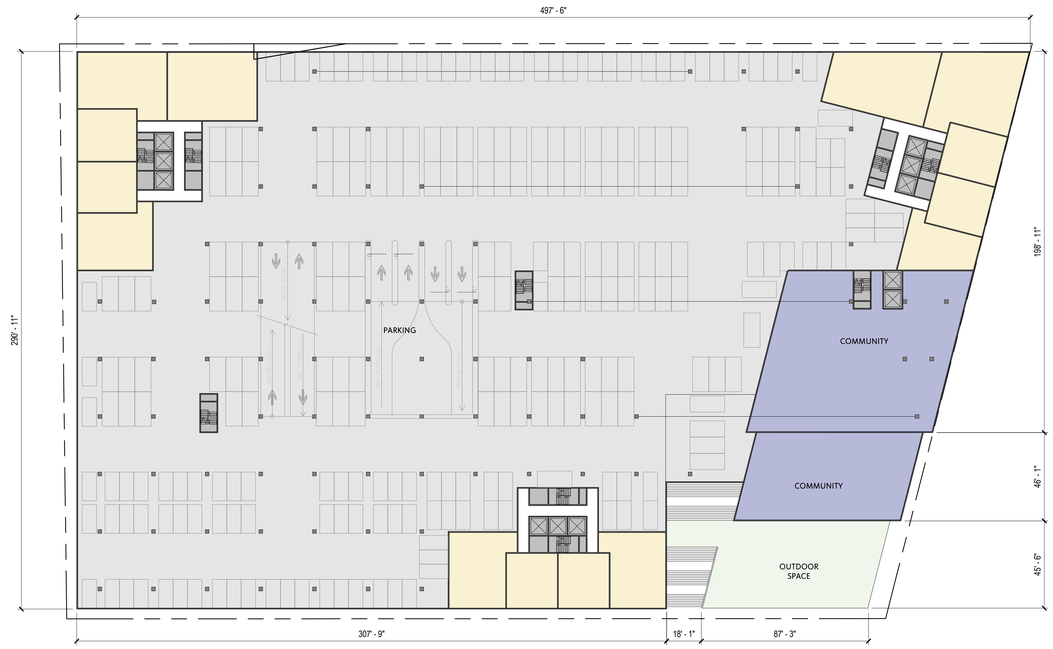


A-A SECTION - N.T.S.

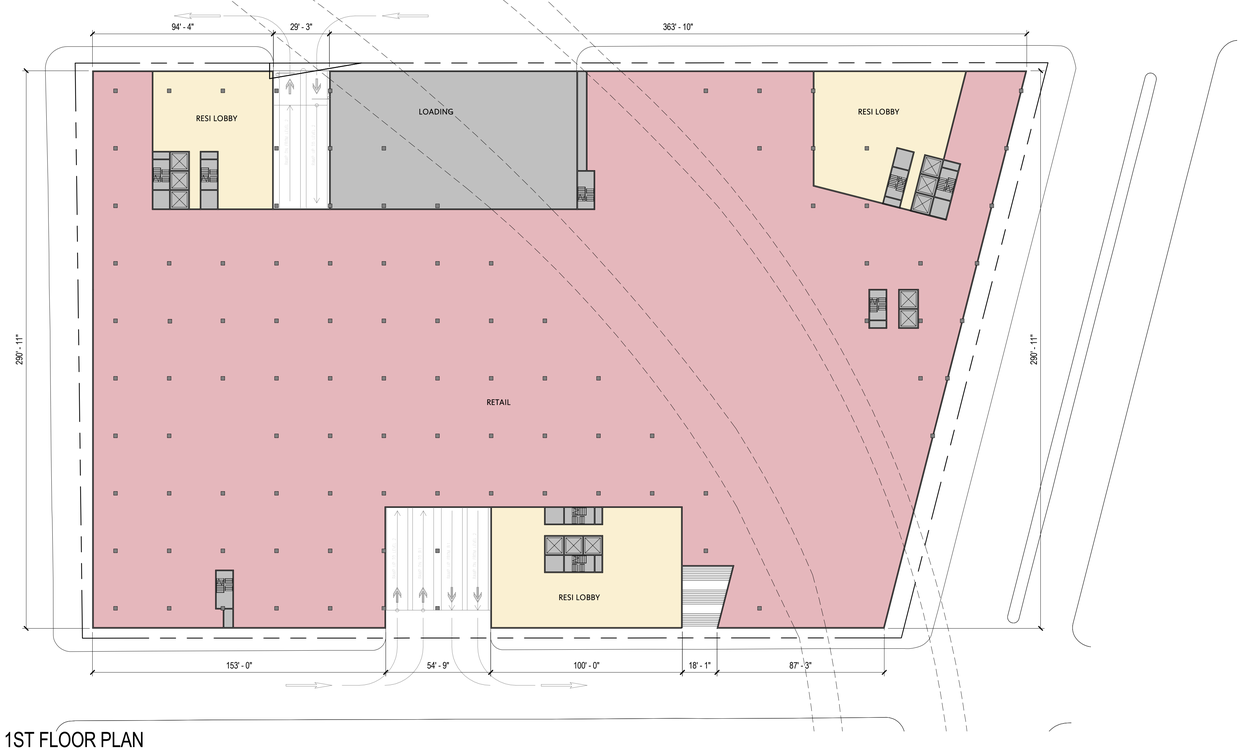




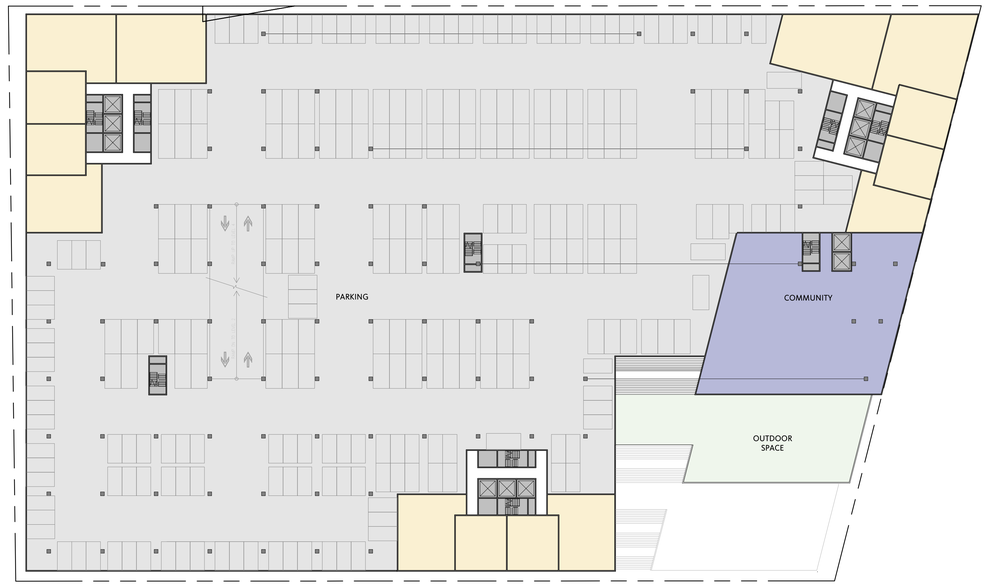
BASEMENT FLOOR PLAN



2ND FLOOR PLAN



1ST FLOOR PLAN



3RD FLOOR PLAN

0 8 16 32 64

Gensler

2100 TELEGRAPH

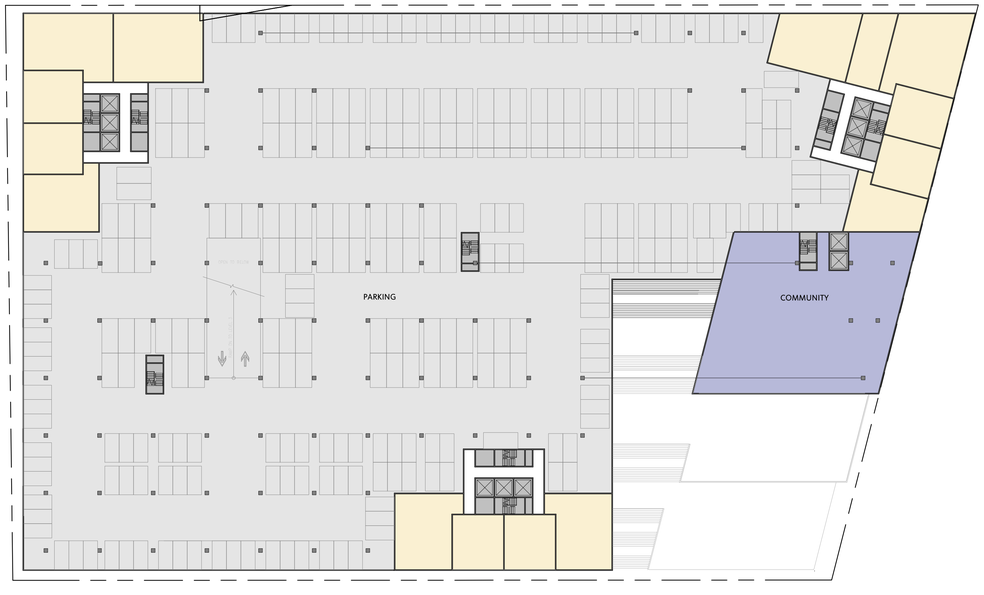
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16

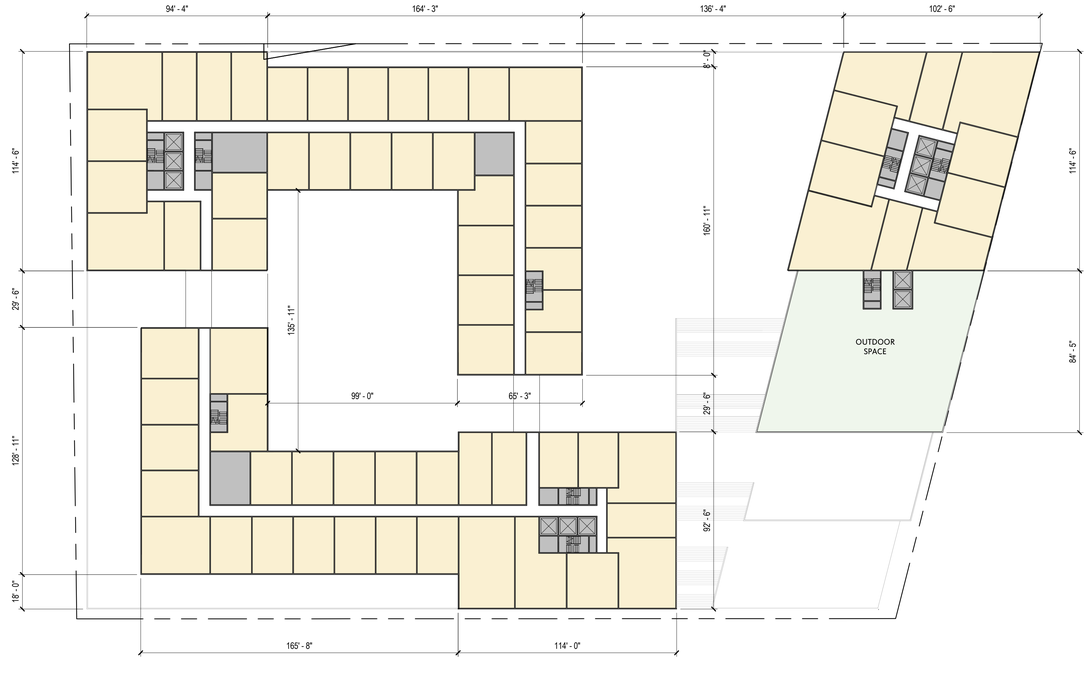
PRELIMINARY DEVELOPMENT PLAN

RESIDENTIAL MIXED USE - PLANS

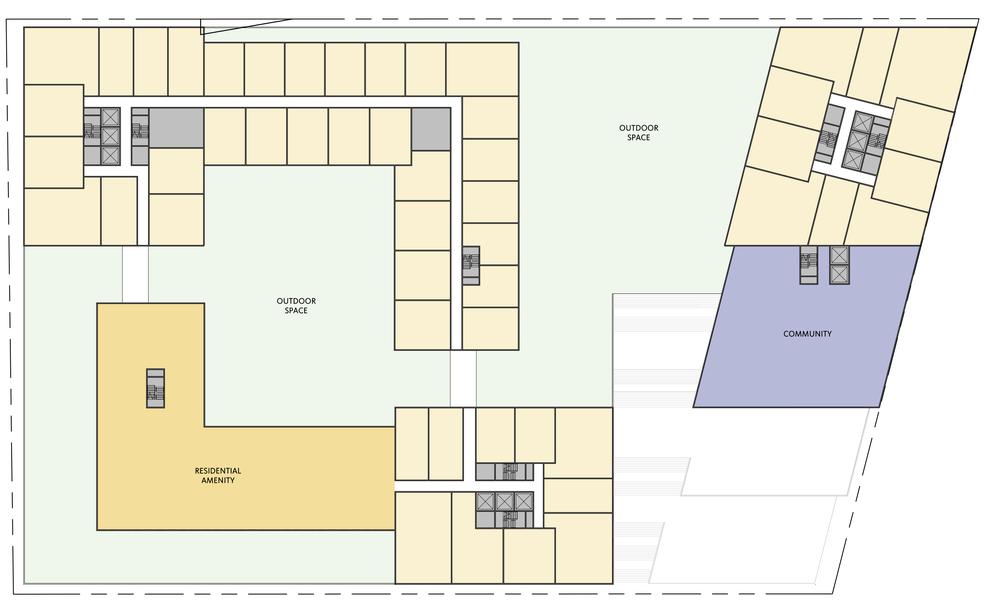
A2.01



4TH FLOOR PLAN



6TH-11TH FLOOR PLAN



5TH FLOOR PLAN

12TH-14TH FLOOR PLAN

0 8 16 32 64

Gensler

2100 TELEGRAPH

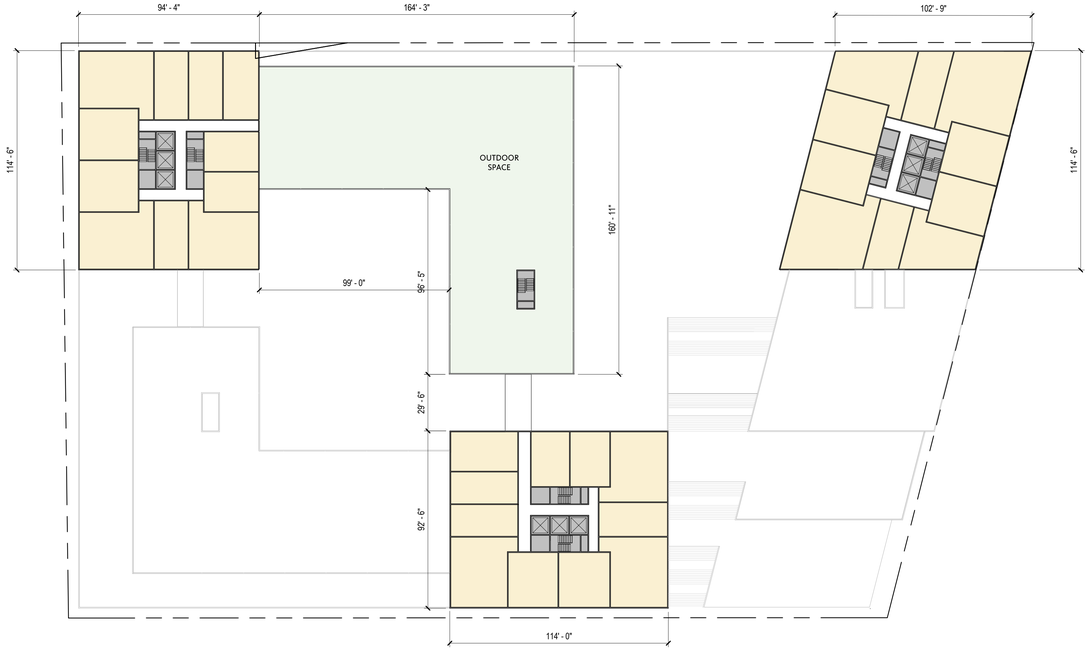
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16

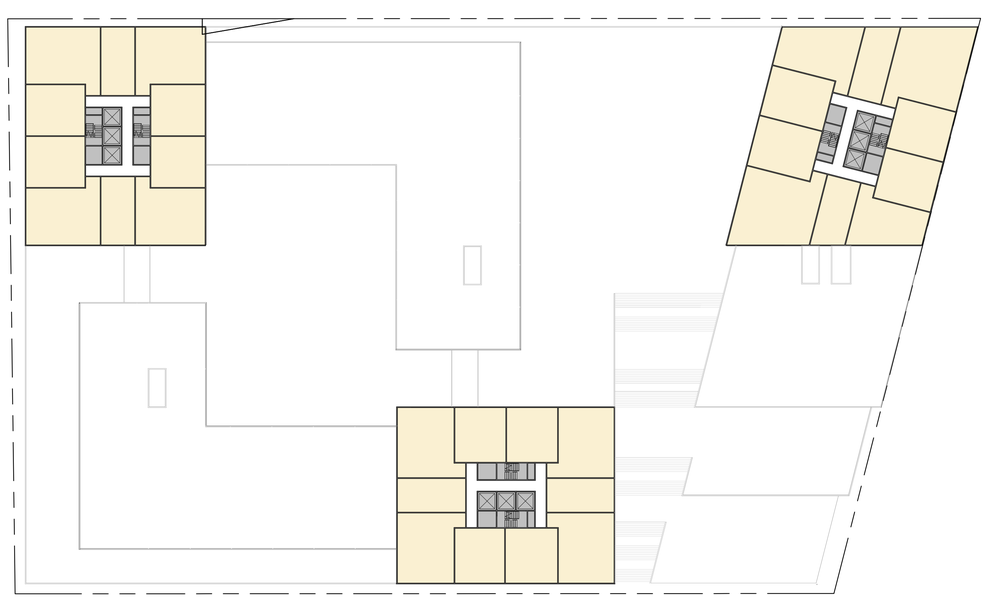
PRELIMINARY DEVELOPMENT PLAN

RESIDENTIAL MIXED USE - PLANS

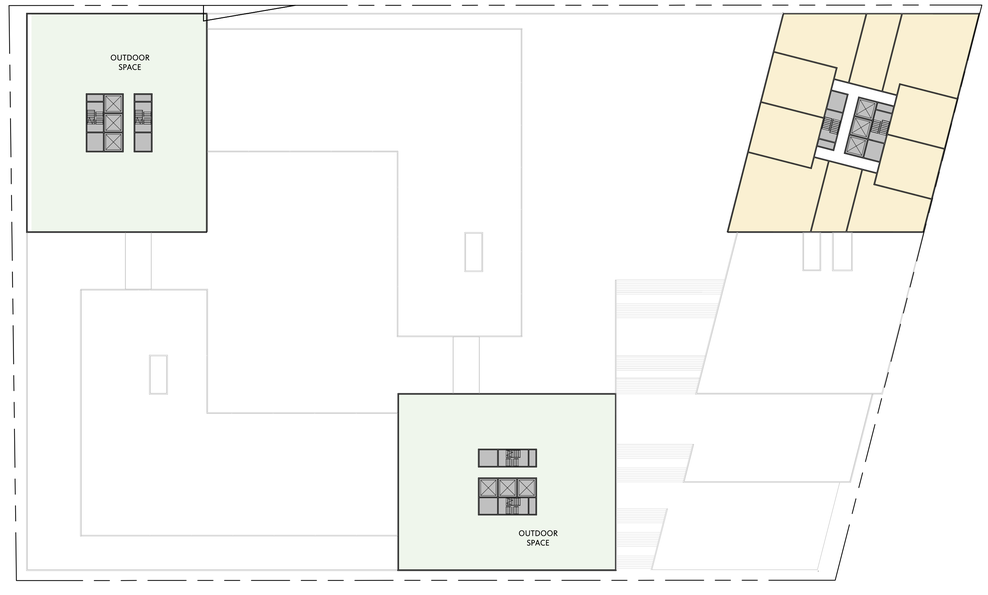
A2.02



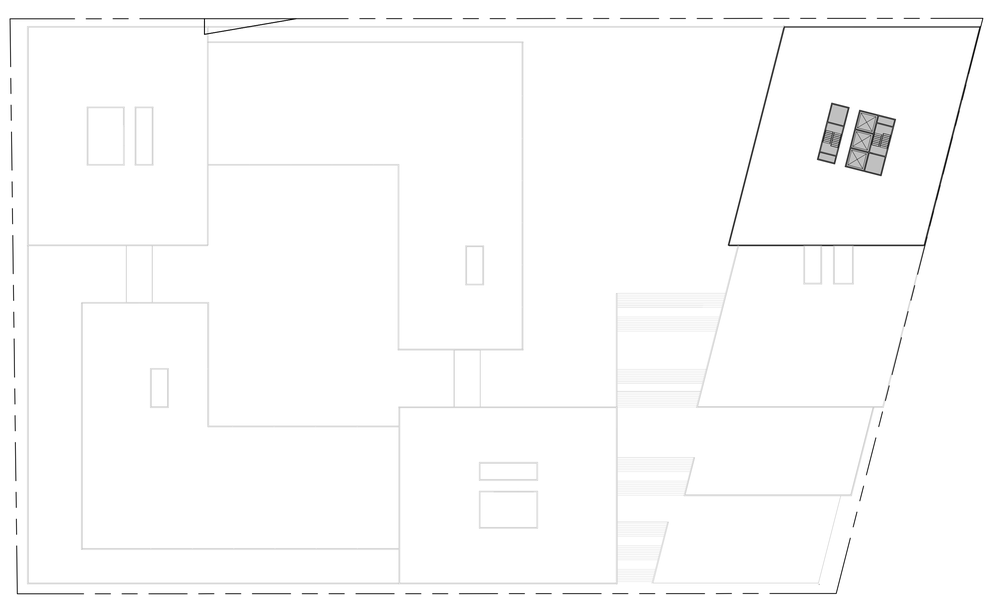
15TH-19TH FLOOR PLAN



20TH-40TH FLOOR PLAN



41ST-50TH FLOOR PLAN



ROOF PLAN

0 8 16 32 64

Gensler

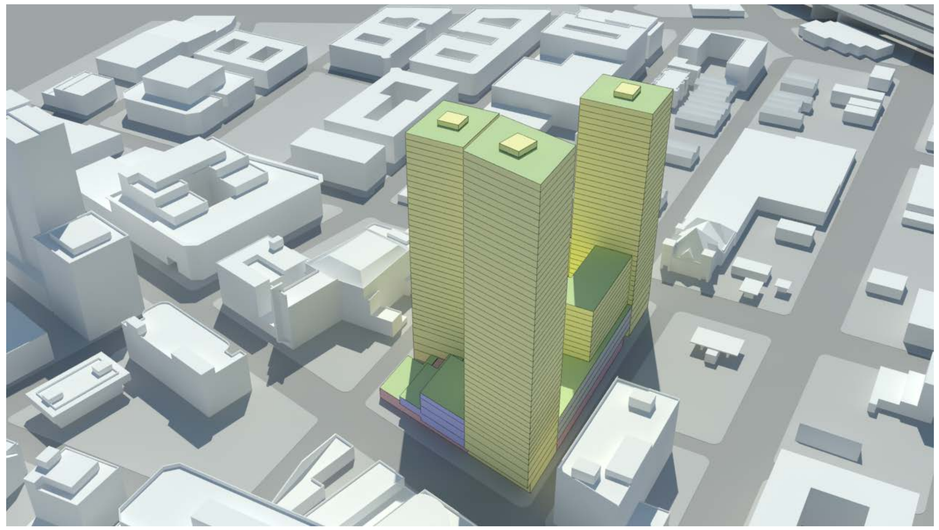
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16
PRELIMINARY DEVELOPMENT PLAN

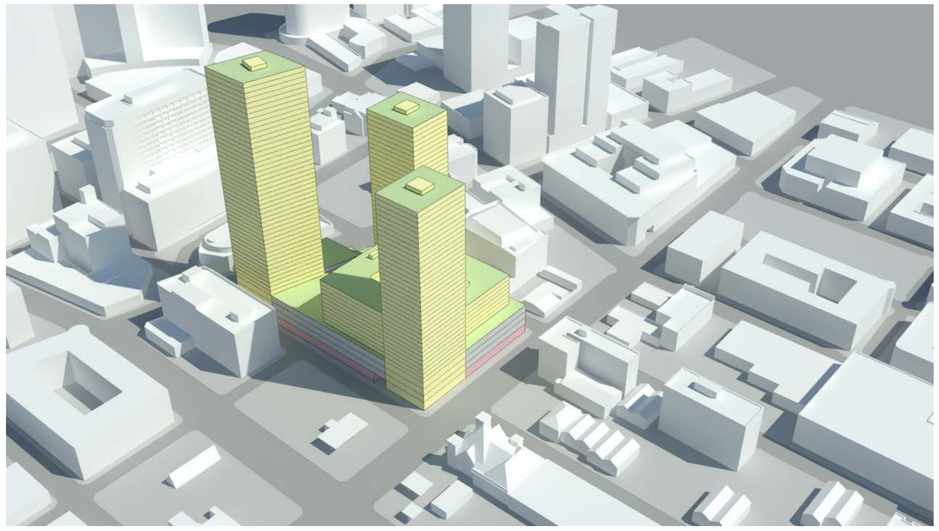
RESIDENTIAL MIXED USE - PLANS

A2.03

(A)

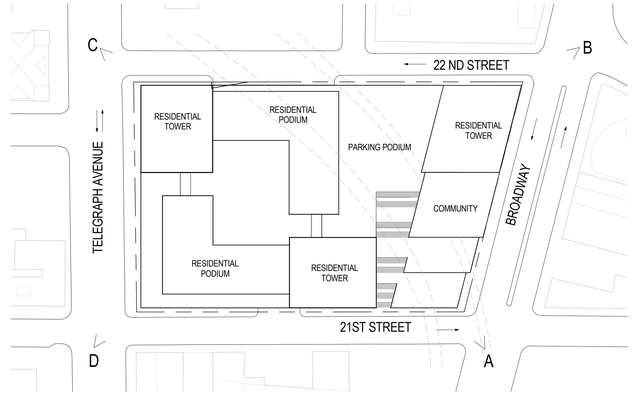


(B)



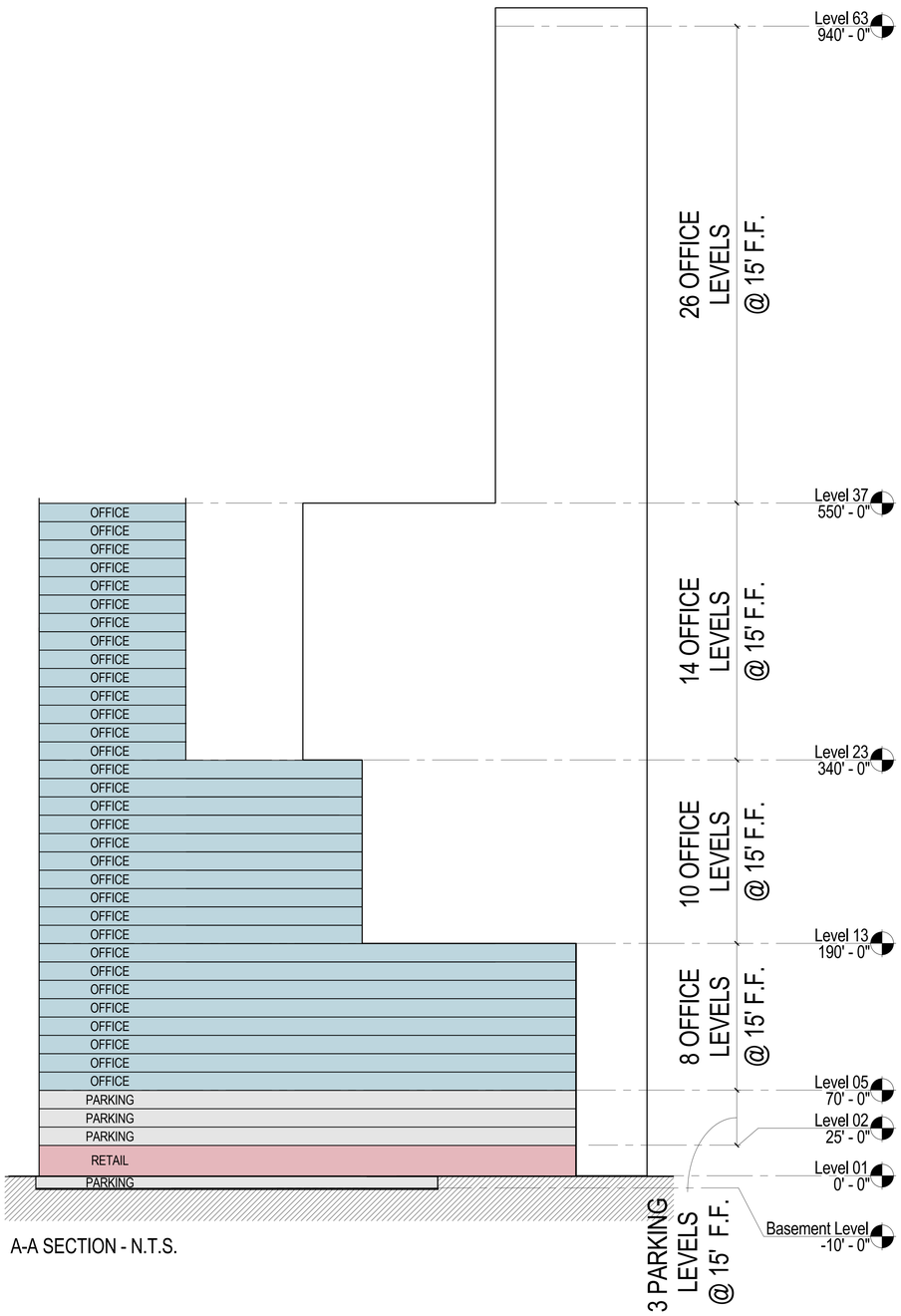
(C)

(D)

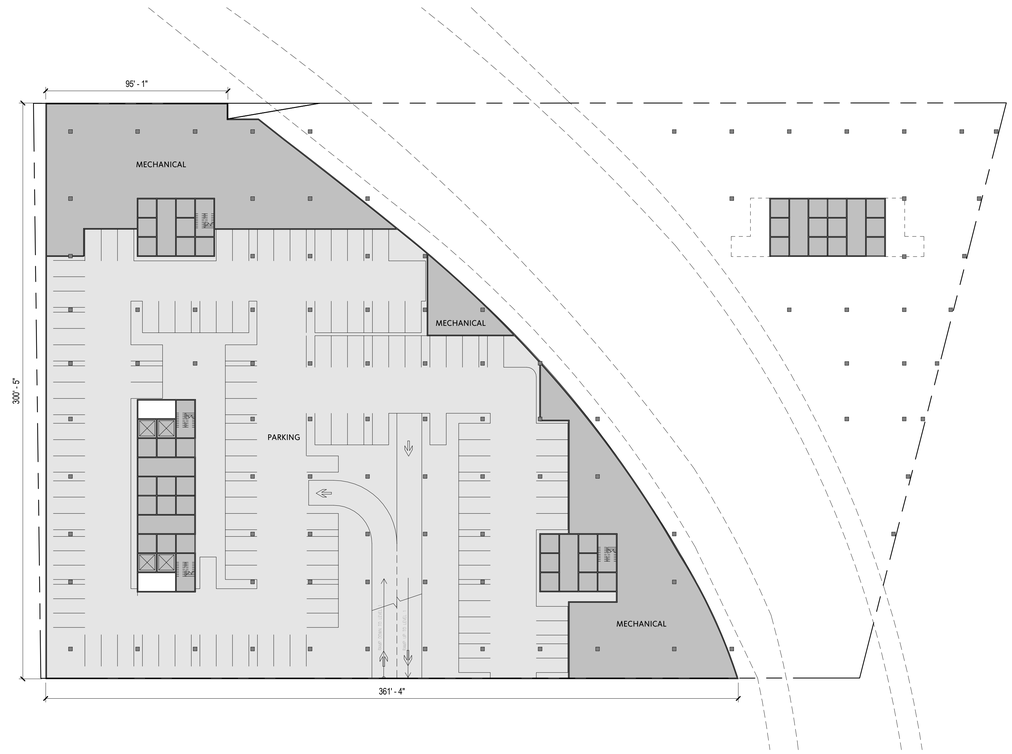

C
B
22 ND STREET
RESIDENTIAL TOWER
RESIDENTIAL PODIUM
PARKING PODIUM
RESIDENTIAL TOWER
TELEGRAPH AVENUE
COMMUNITY
BROADWAY
RESIDENTIAL PODIUM
RESIDENTIAL TOWER
21ST STREET
D
A

BUILDING AND TOTAL DEVELOPMENT AREA

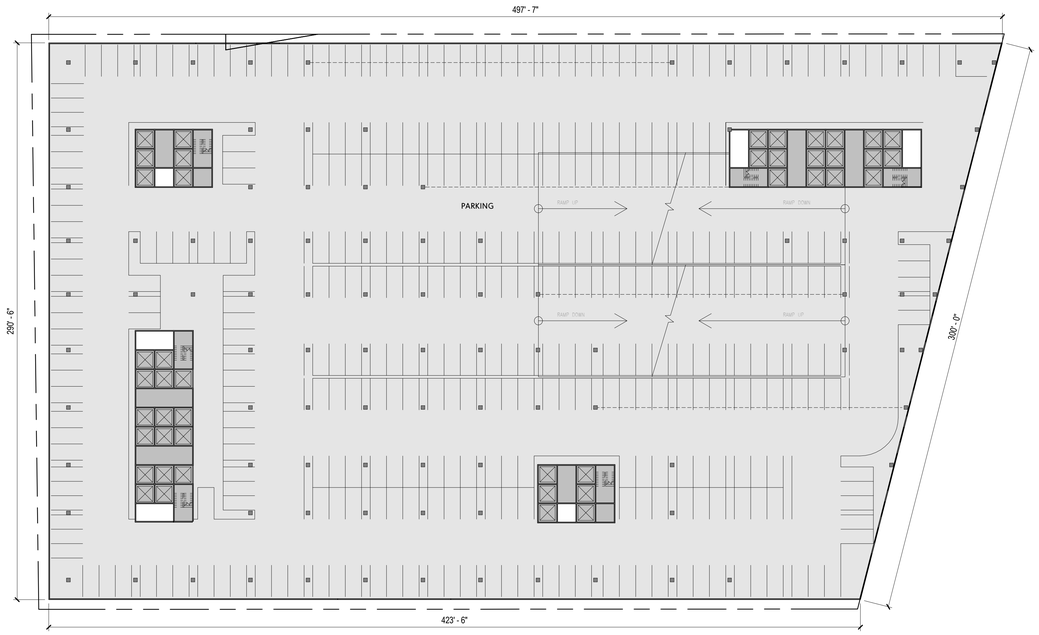
Use		Total GSF
Office		2,689,000
Retail		87,000
Building Service		24,000
Total Floor Area		2,800,000
Parking	(1,750 Stalls)	310,000
Total Gross Area		3,110,000



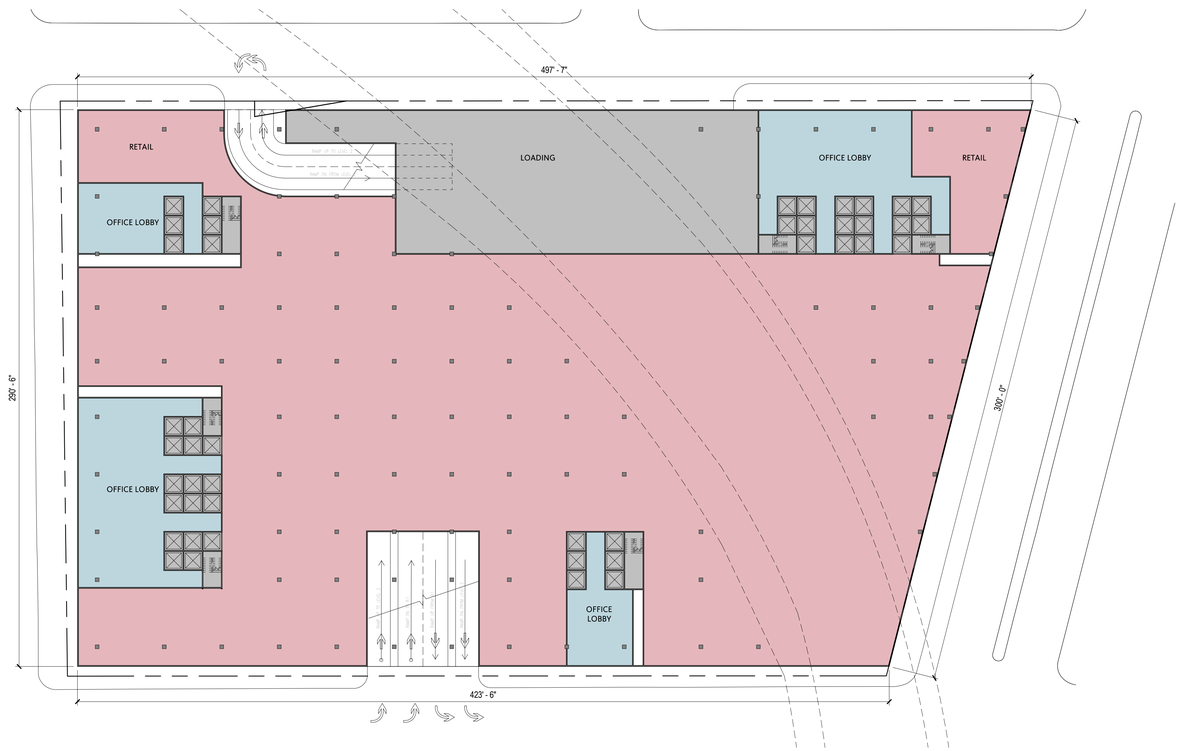
A-A SECTION - N.T.S.



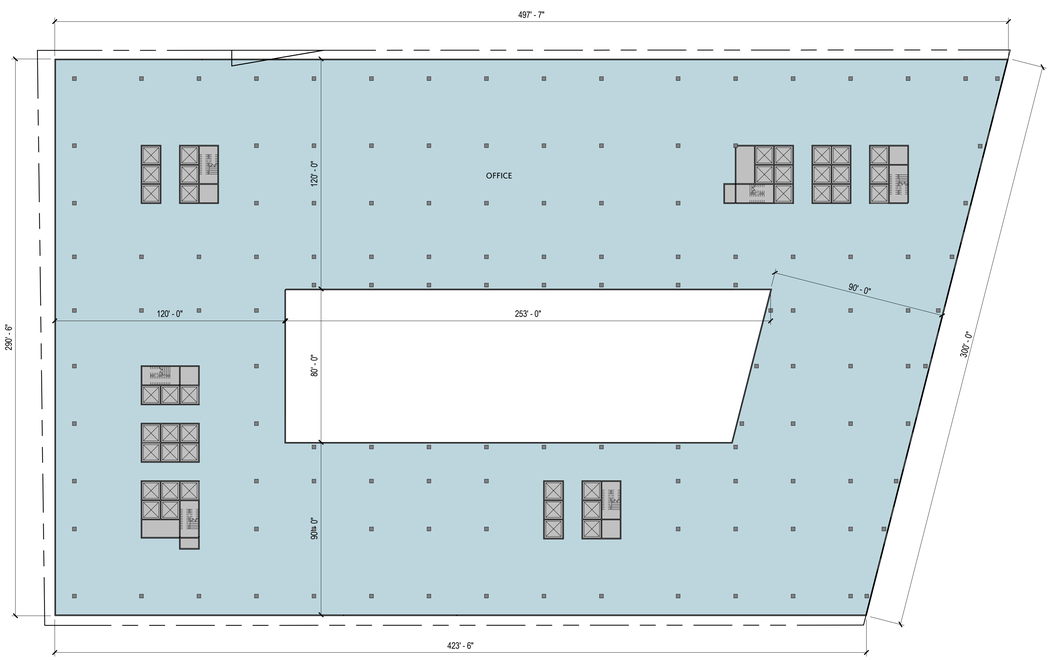
BASEMENT FLOOR PLAN



2ND-4TH FLOOR PLAN



GROUND FLOOR PLAN



5TH-12TH FLOOR PLAN

0 8 16 32 64

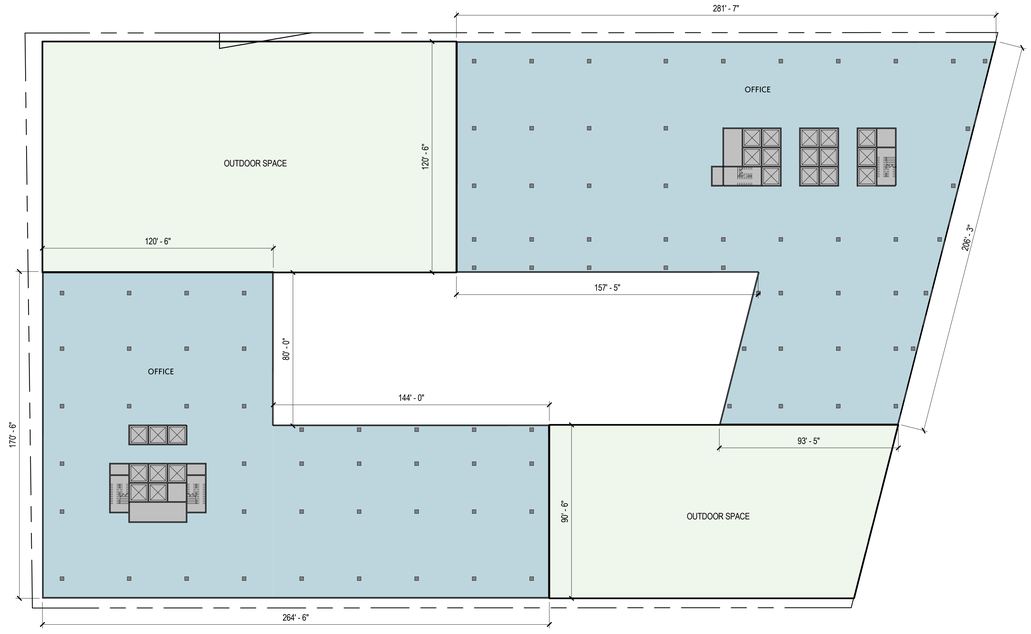
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16
PRELIMINARY DEVELOPMENT PLAN

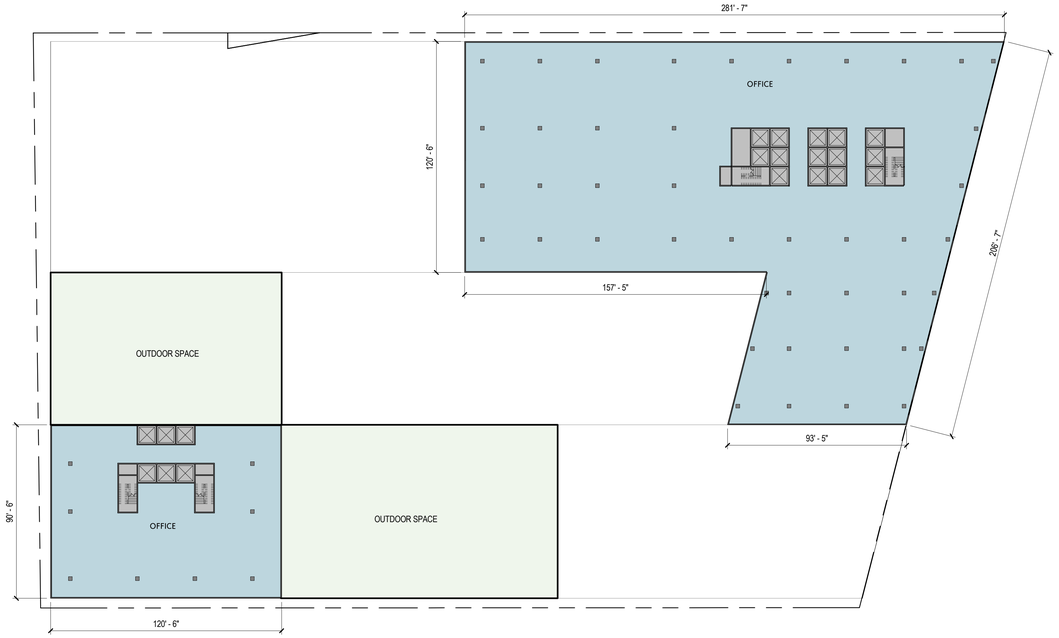
OFFICE MIXED USE - PLANS

A3.01

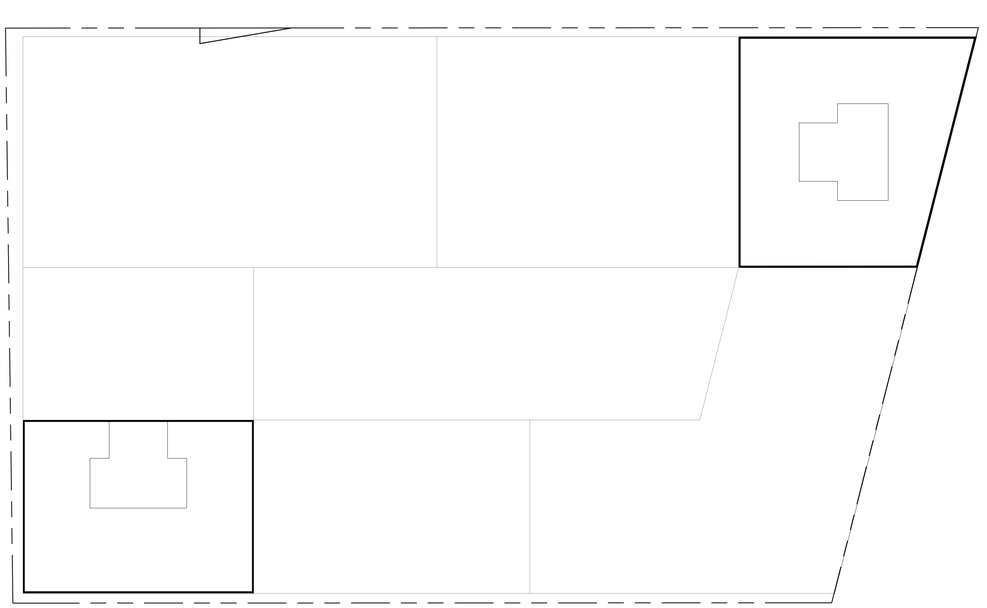


13TH-22ND FLOOR PLAN

37TH-62ND FLOOR PLAN



23RD-36TH FLOOR PLAN



ROOF PLAN

0 8 16 32 64

Gensler

2100 TELEGRAPH

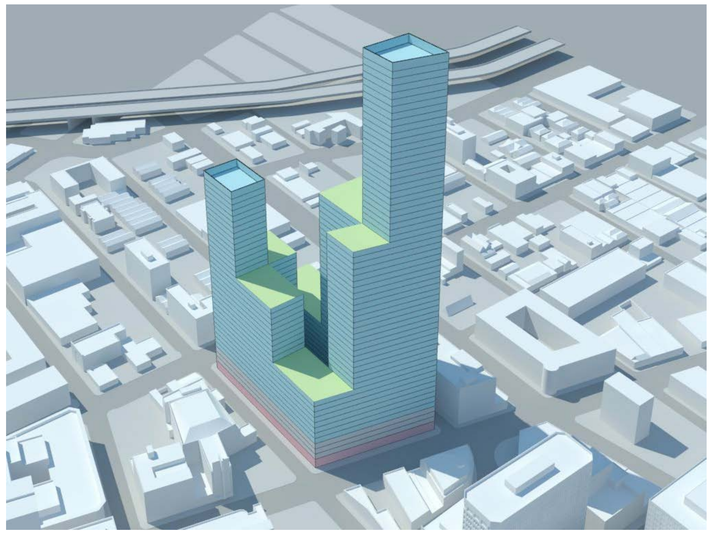
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16

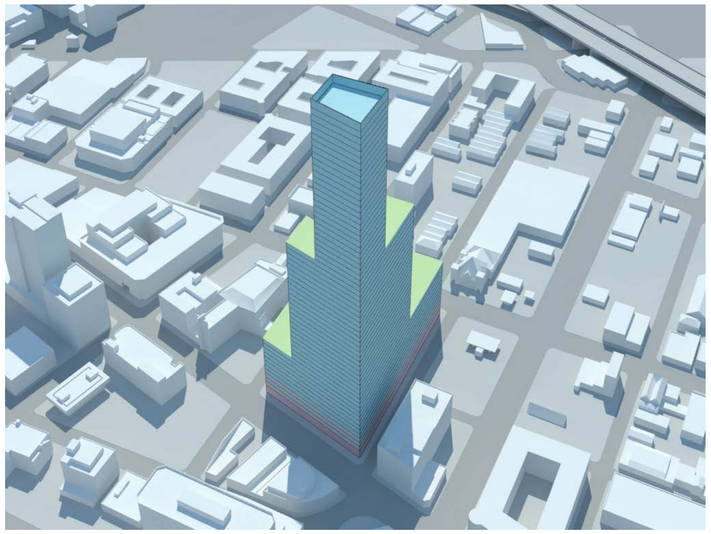
PRELIMINARY DEVELOPMENT PLAN

OFFICE MIXED USE - PLANS

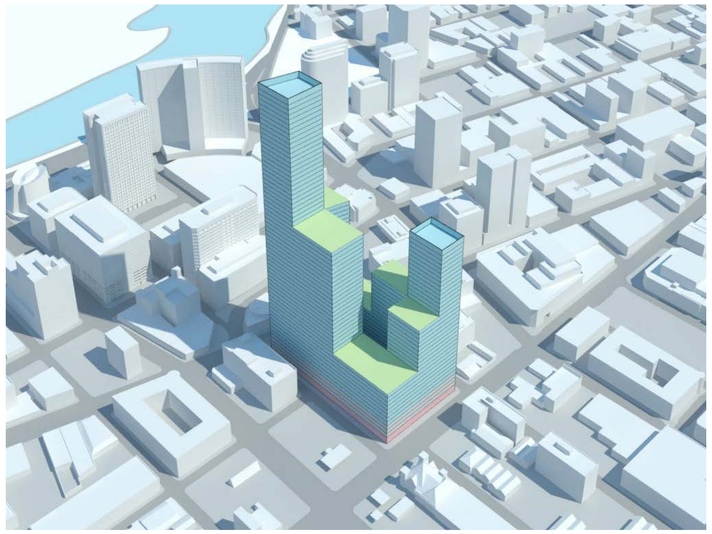
A3.02



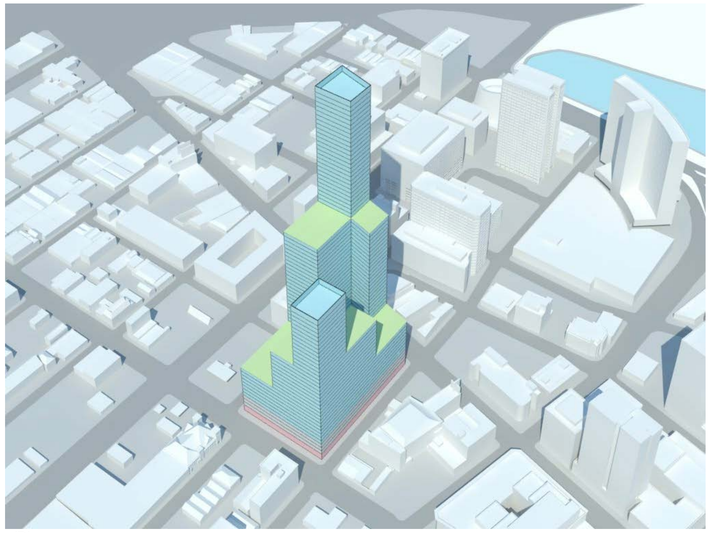
(A)



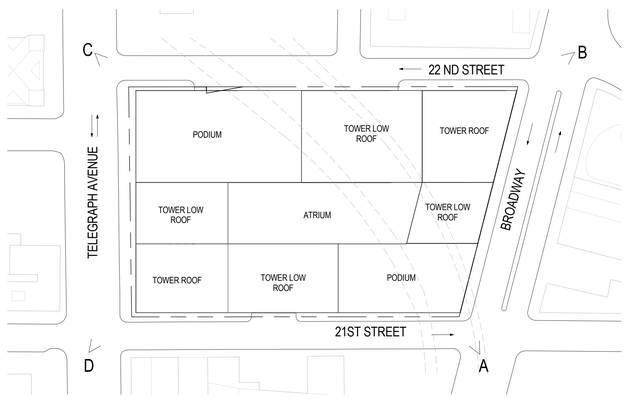
(B)



(C)



(D)


C
B
22 ND STREET
PODIUM
TOWER LOW ROOF
TOWER ROOF
TELEGRAPH AVENUE
TOWER LOW ROOF
ATRIUM
TOWER LOW ROOF
BROADWAY
TOWER ROOF
TOWER LOW ROOF
PODIUM
21ST STREET
D
A

BUILDING AND TOTAL DEVELOPMENT AREA

Use	Office Building GSF	Resi Tower GSF	Total GSF
Office	880,550	0	880,550
Residential	0	365,000	365,000
Community	18,500	0	18,500
Retail	80,660	4,340	85,000
Building Service and Mech	109,000	17,000	126,000
Total Floor Area	1,088,710	386,340	1,475,050
Parking	307,600	0	307,600
Total Gross Area	1,396,310	386,340	1,782,650

USABLE OPEN SPACE REQUIRMENT

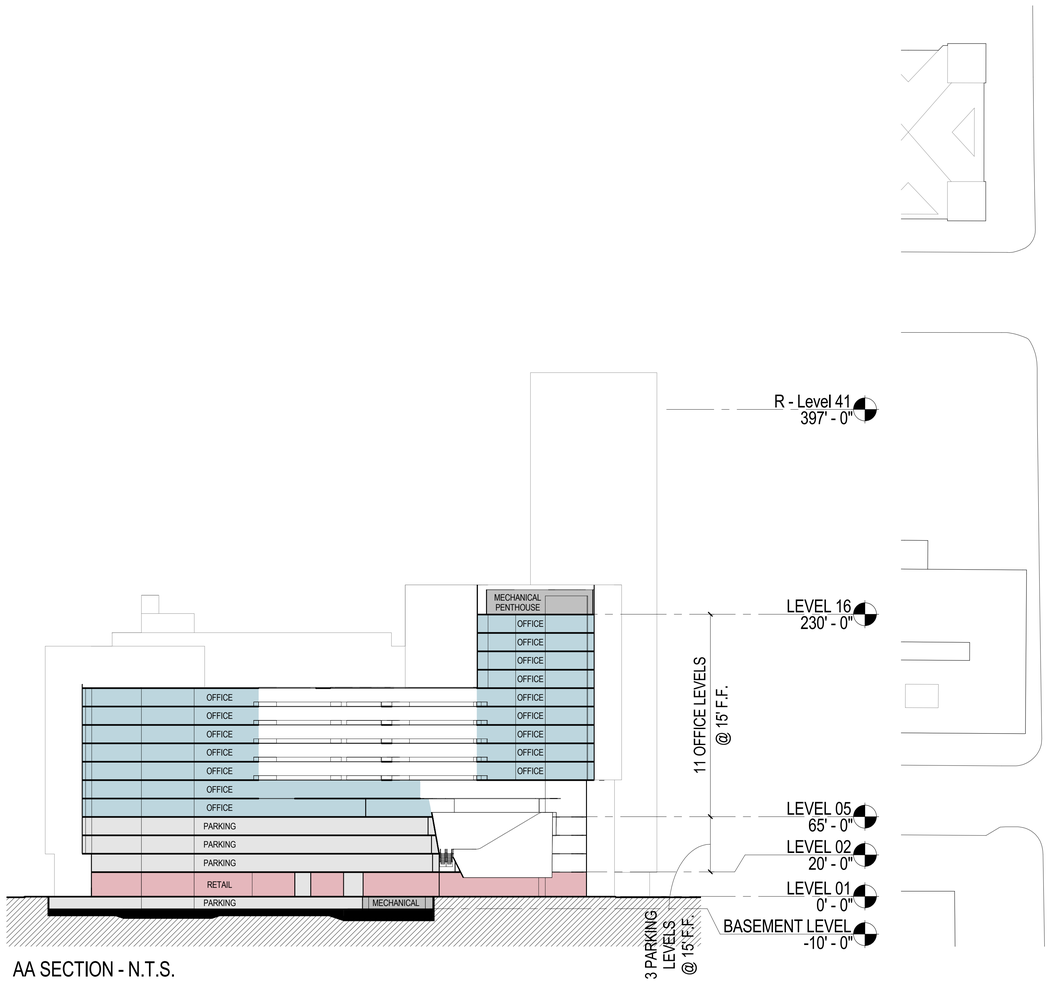
Per section 17.58.070

	Area per Unit	Units	Area Required	Area Provided
Open Space Requirement	75	395	29,625 sf	31,100 sf Complies

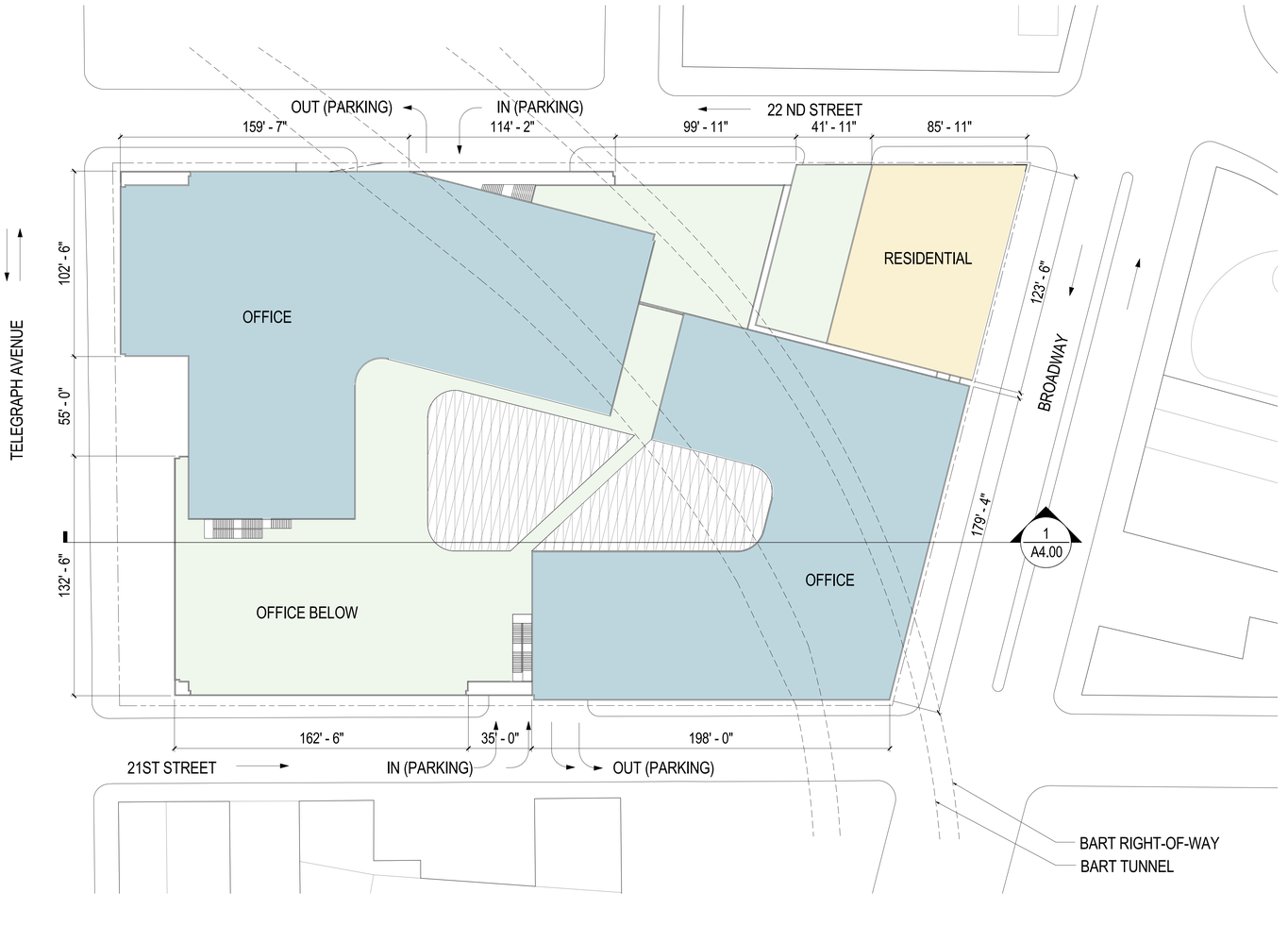
Note: All provided usable open space will comply with requirements of section 17.58.070 including minimum dimensions, accessibility, and landscaping requirements.

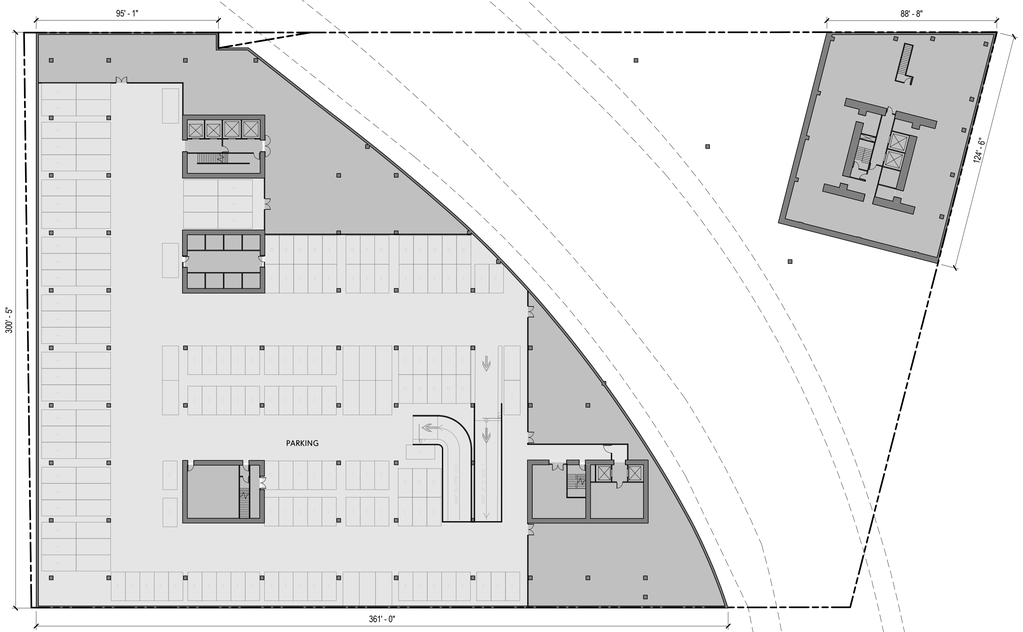
PARKING INFORMATION

Total Parking Area: 307,600 sf
Number of Cars Parked Per Plan: 835 cars
Maximum Number of Cars with Valet and Stacking: 1,750 cars

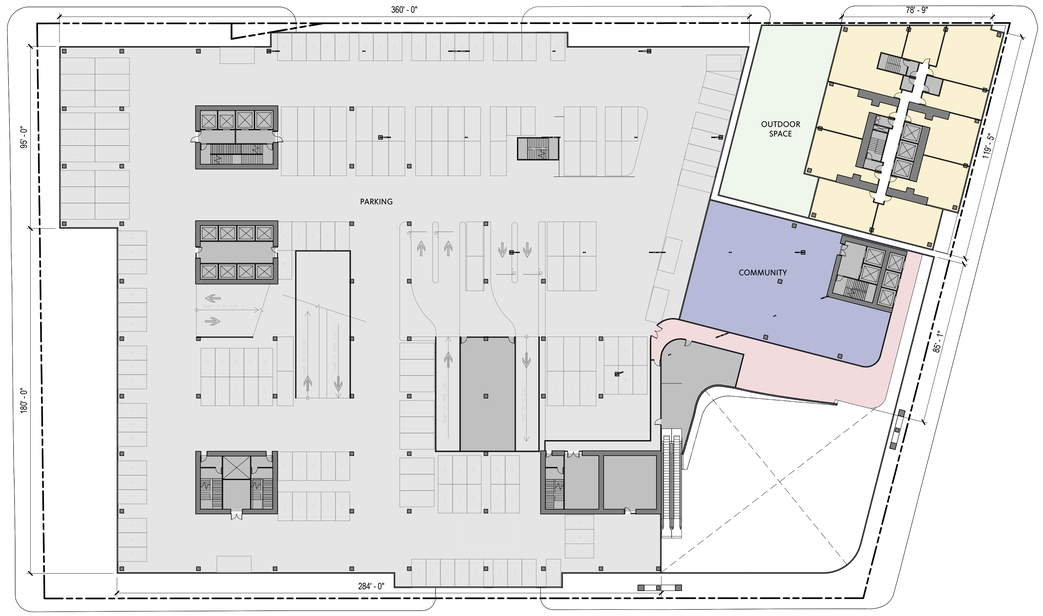


AA SECTION - N.T.S.

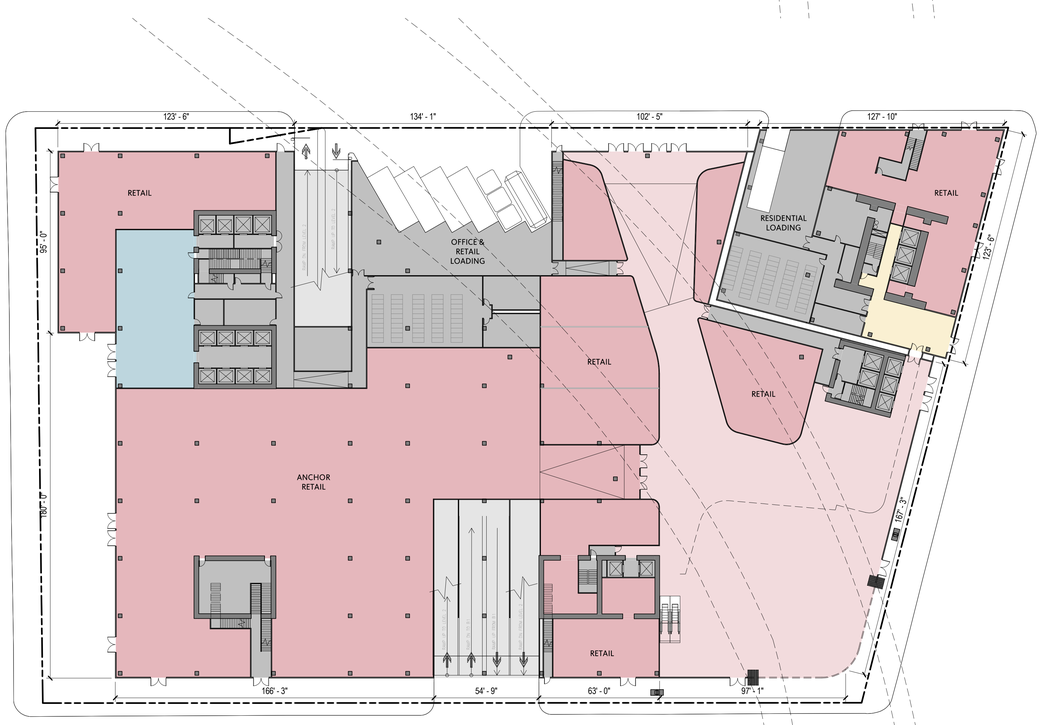




BASEMENT FLOOR PLAN



2ND FLOOR PLAN



GROUND FLOOR PLAN

3RD - 4TH FLOOR PLAN

0 8 16 32 64

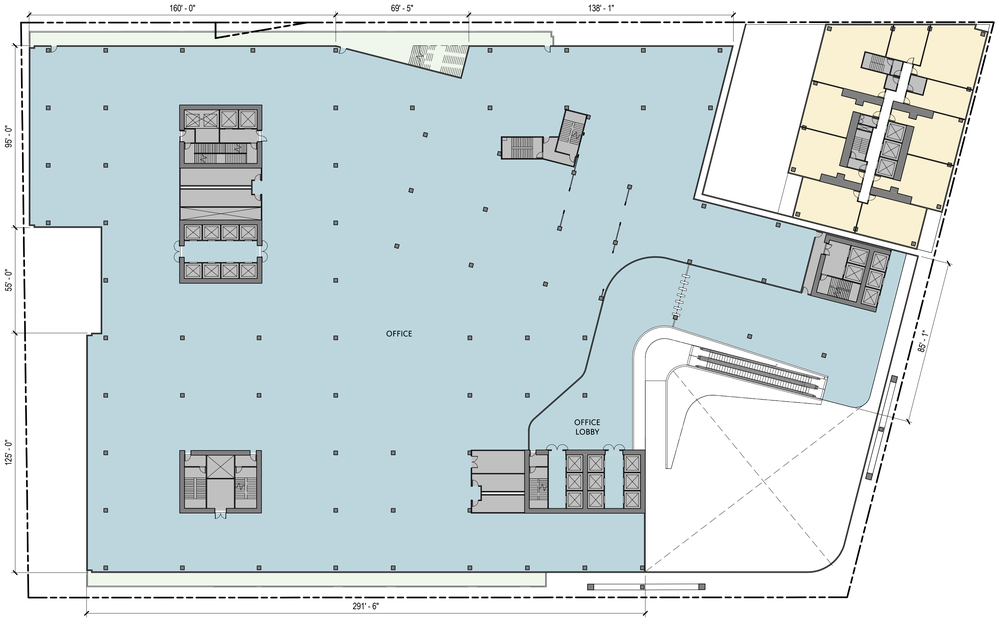
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

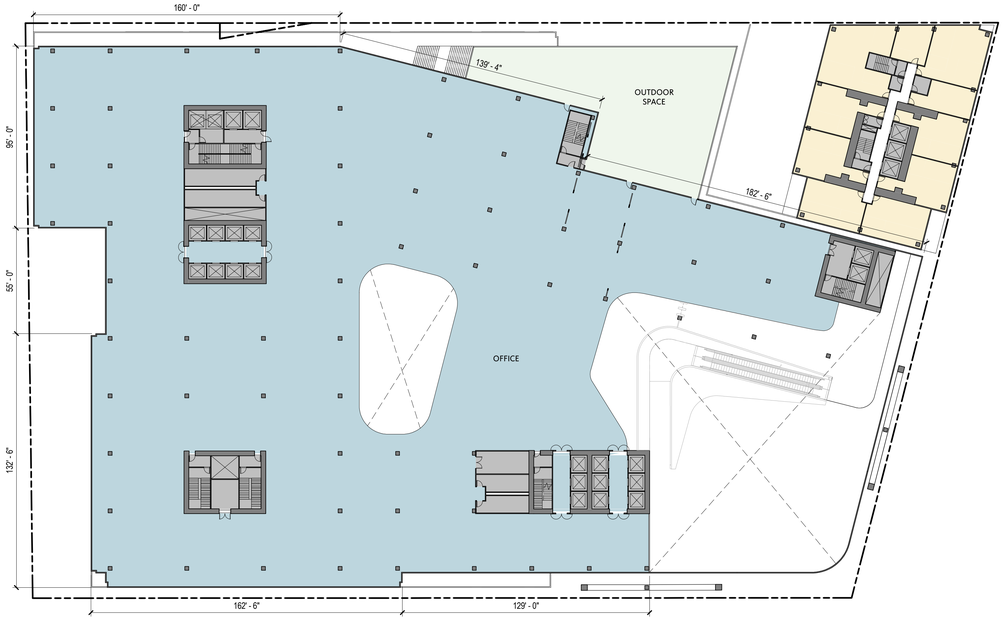
APPLICATION: 12/09/16
PRELIMINARY DEVELOPMENT PLAN

BLENDED MIXED USE - PLANS

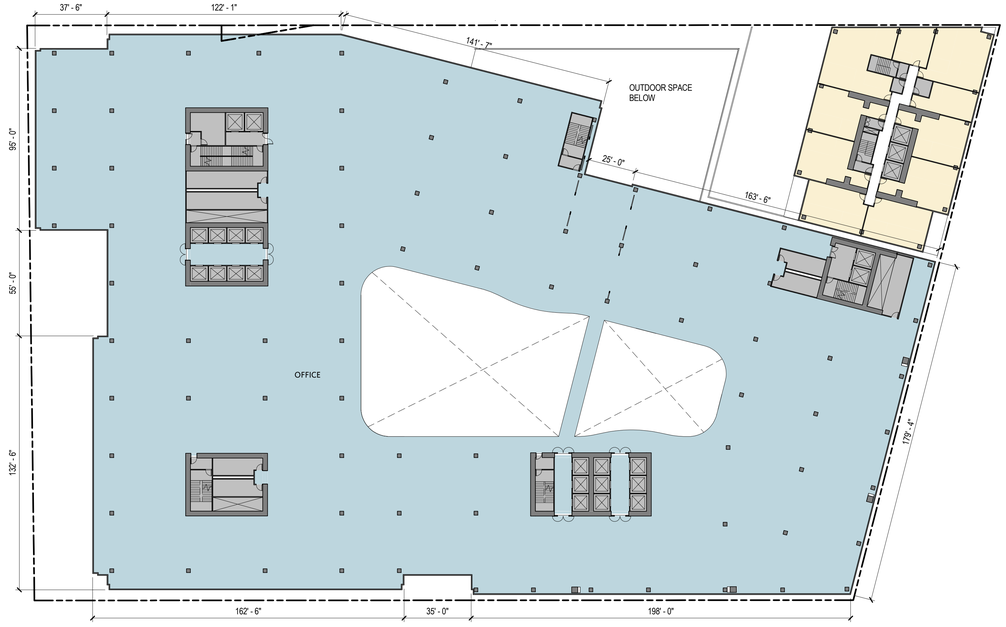
A4.01



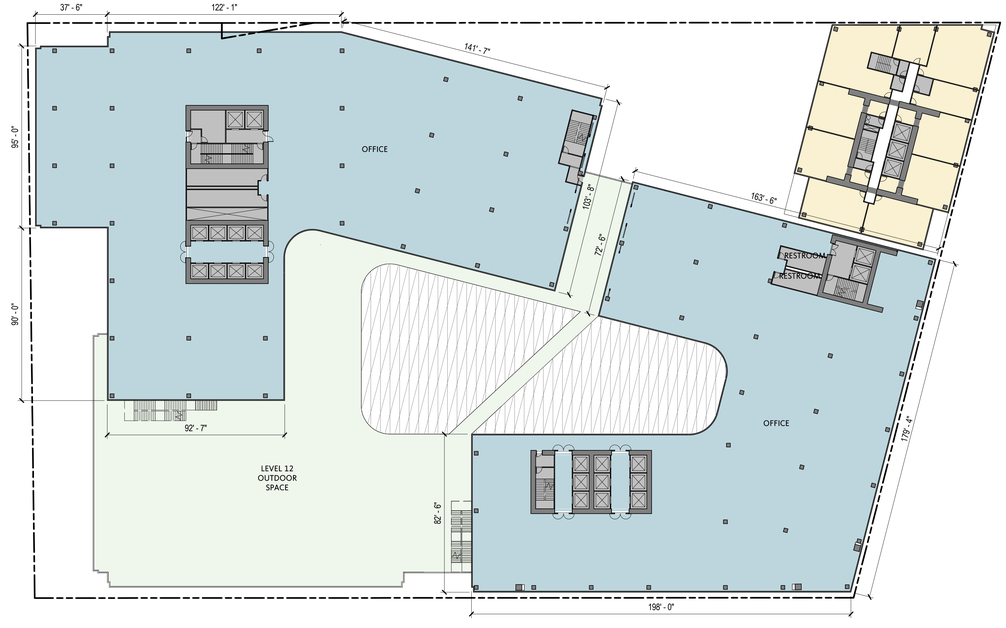
5TH FLOOR PLAN



6TH FLOOR PLAN



7TH-11TH FLOOR PLAN



12TH-13TH FLOOR PLAN

0 8 16 32 64

Gensler

2100 TELEGRAPH

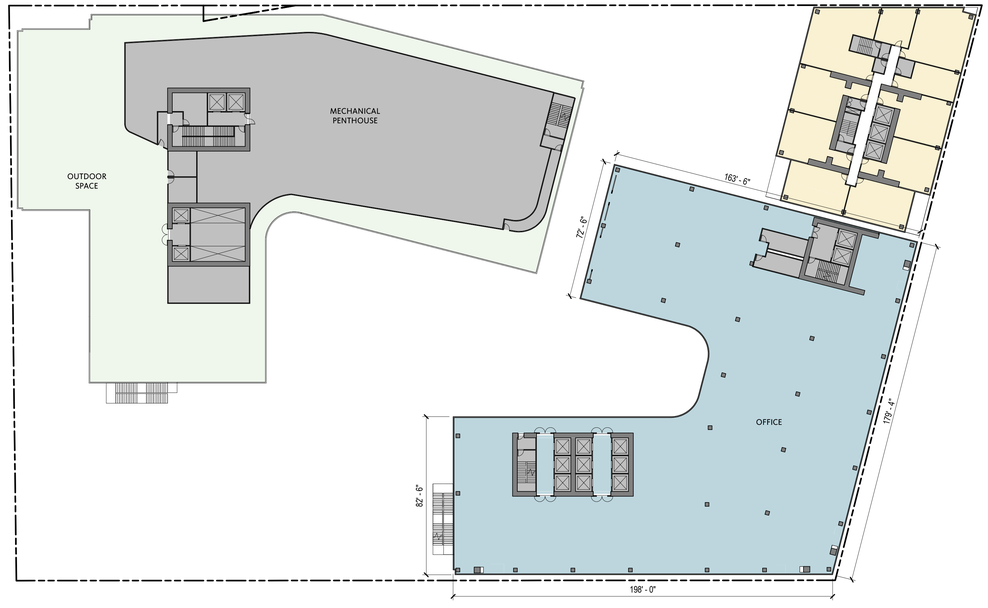
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16

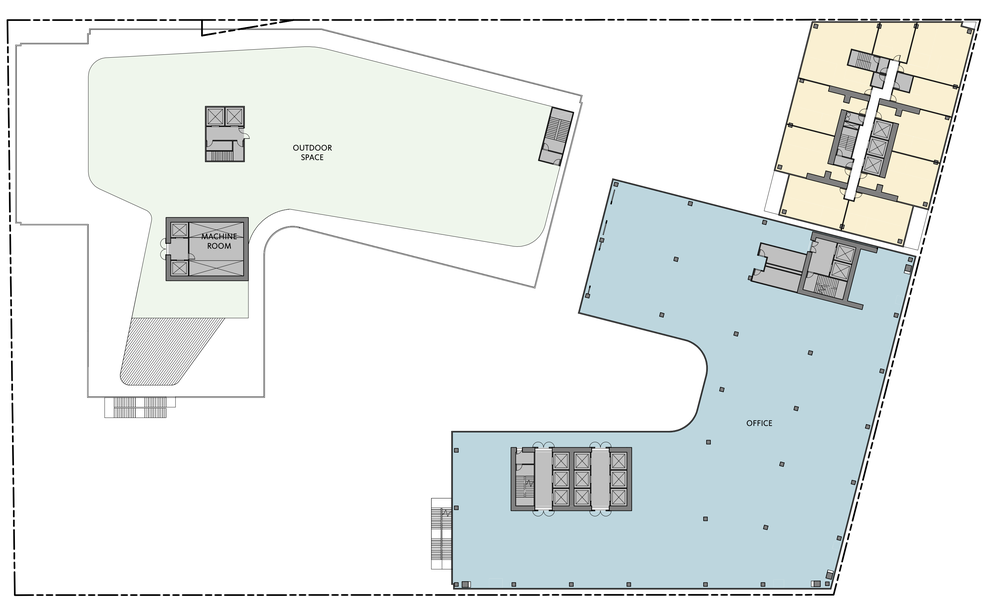
PRELIMINARY DEVELOPMENT PLAN

BLENDED MIXED USE - PLANS

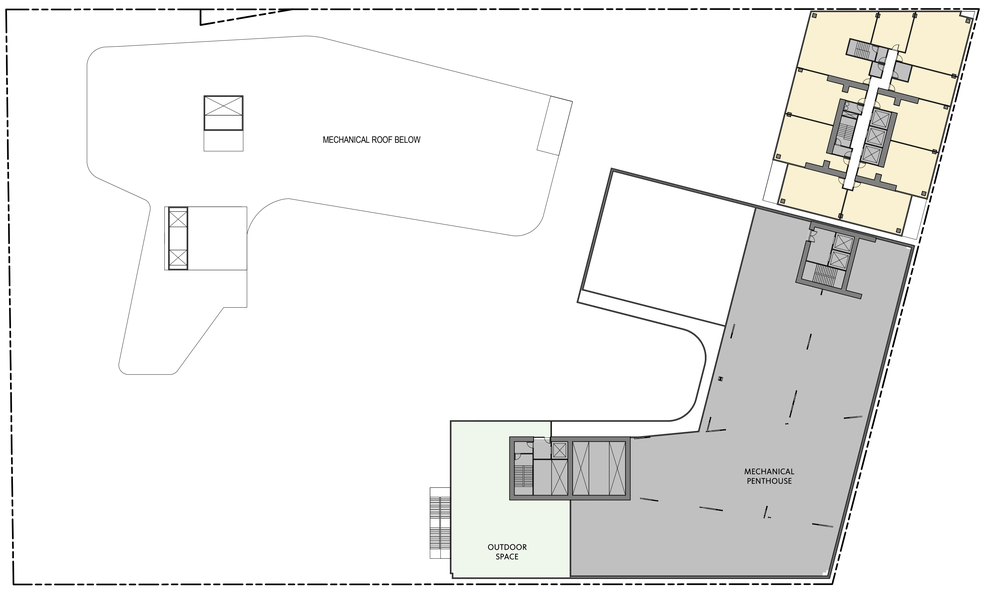
A4.02



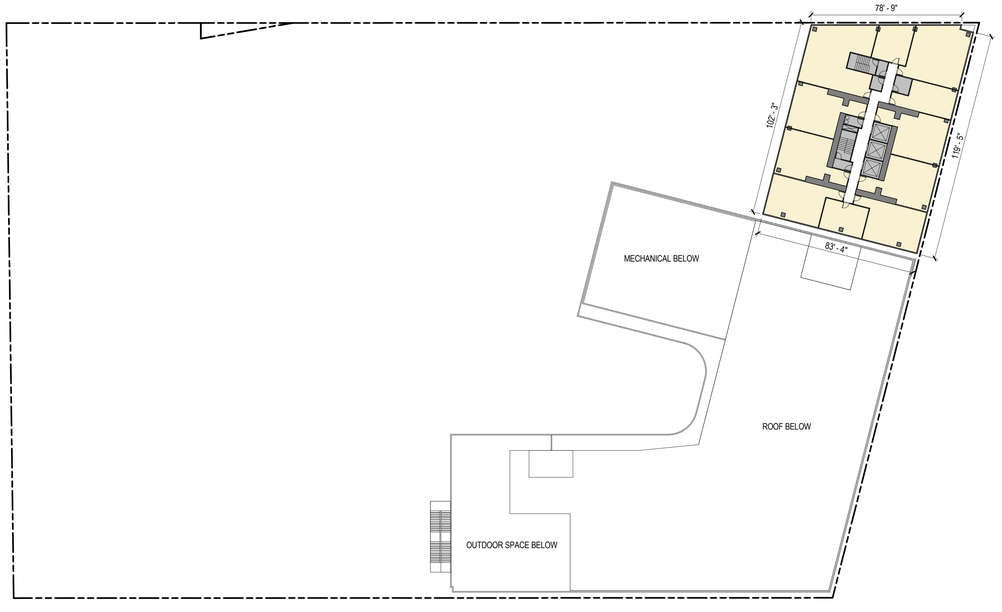
14TH FLOOR PLAN



15TH FLOOR PLAN



16TH FLOOR PLAN



ROOF PLAN

0 8 16 32 64

Gensler

2100 TELEGRAPH

W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 12/09/16

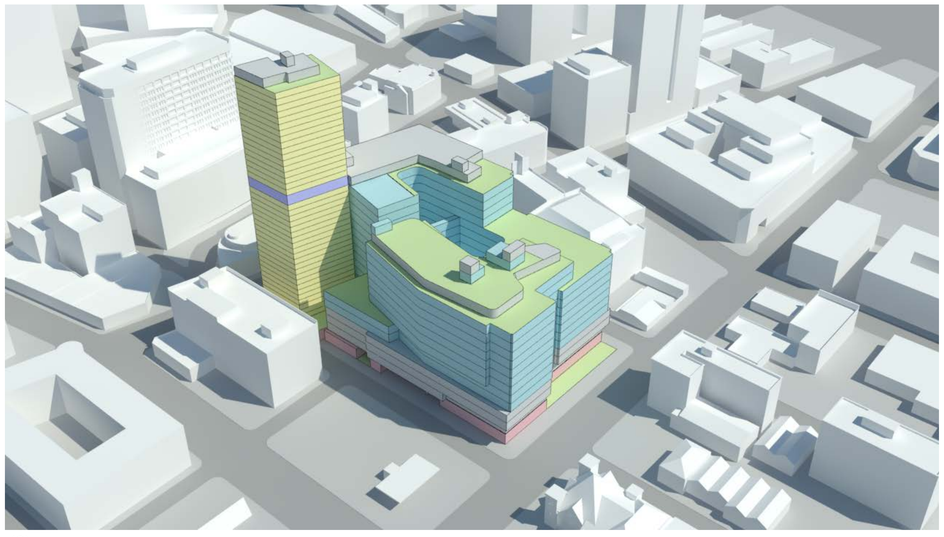
PRELIMINARY DEVELOPMENT PLAN

BLENDED MIXED USE - PLANS

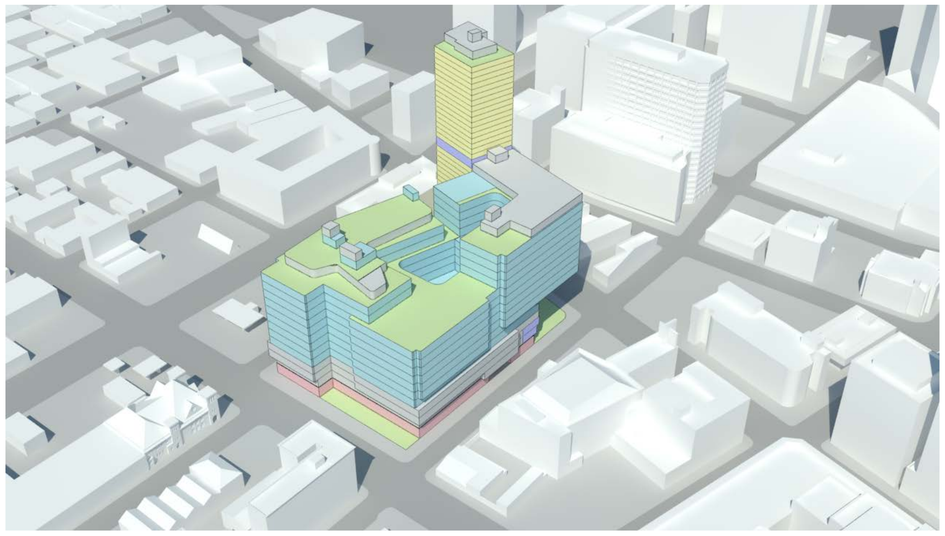
A4.03

(A)

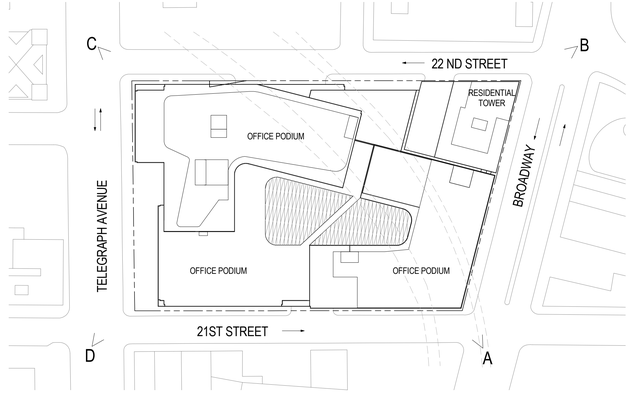
(B)



(C)



(D)


C
B
22 ND STREET
RESIDENTIAL TOWER
OFFICE PODIUM
BROADWAY
TELEGRAPH AVENUE
OFFICE PODIUM
OFFICE PODIUM
21ST STREET
D
A

2100 Telegraph

W/L Telegraph Holdings JV, L.L.C.
Gensler

Final Development Plan - Scheme A
June 20th, 2018

Client:

W/L Telegraph Holdings JV, L.L.C.
644 Menlo Avenue # 204
Menlo Park, CA 94025

Architect:

Gensler
2101 Webster Street
Suite 2000
Oakland, CA 94612

Lighting Consultant:

Luma Lighting Design
425 California Street, Suite 1200
San Francisco, CA 94104

Acoustic Consultant:

Charles M. Salter Associates Inc.
130 Sutter Street, Floor 5
San Francisco, CA 94104

Landscape Architect:

Bionic
833 Market Street; Suite 601
San Francisco, CA 94103

Vertical Transportation:

Edgett Williams Consulting Group
102 East Blithedale Avenue, Suite 1
Mill Valley, CA 94941

Civil, Geotechincal, and Traffic Engineer:

Langan Treadwell Rollo
501 14th Street, 3rd Floor
Oakland, CA 94612

Mech., Electrical, Plumbing:

ARUP
560 Mission Street #700
San Francisco, CA 94105

Parking Consultant:

International Parking Design, Inc.
560 14th Street, Suite 300
Oakland, CA 94612

Parking Consultant:

Nelson Nygaard
116 New Montgomery Street, Suite 500
San Francisco, CA 94105

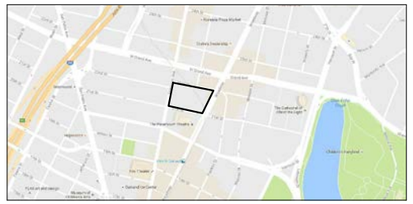
Structural Engineer:

Magnusson Klemencic Associates
1301 Fifth Avenue, Suite 3200
Seattle, WA 98101-2699

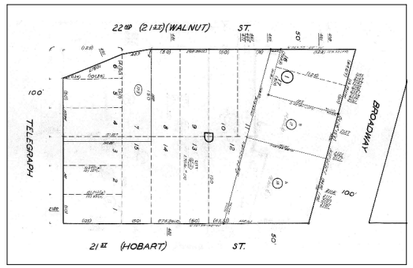
Fire and Life Safety:

The Fire Consultants
1981 N. Broadway, Suite 400
Walnut Creek, CA 94596

LOCATION MAP



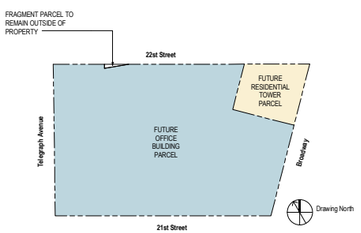
ASSESOR'S PARCEL MAP



The existing project site consists of five properties and two additional 'fragment parcels' which are owned by, or subject to an easement by the City of Oakland. As part of the PDP submittal, all available parcels are assumed to be combined into a single parcel with the exception of one small 'fragment parcel' along 22nd Street. All area calculations in this FDP are be based on the assumption that the site is treated as a single parcel.

PROPOSED PARCELIZATION

Following this FDP submission a Tentative Parcelization Application will be filed to reparcel the site into separate parcels for the residential tower and the office building. This future parcelization strategy is shown on all FDP plans.



PROJECT DESCRIPTION

The 2100 Telegraph project is a full city block development bounded by Telegraph and Broadway and 21st and 22nd Streets in Uptown Oakland. The proposed development consists of an office podium building which includes at-grade retail, community space, and parking, and an independent residential tower building which may be separated into a separate property or built at different times.

Running beneath the site are three existing Bart tunnels which cannot accept increased gravity or lateral loads. Therefore the construction of subgrade space and foundations is severely restricted which in turn significantly complicates both the building foundations and above-grade structure.

This Final Development Plan submission is related to a Preliminary Development Plan (PDP) submission that proposed multiple options for maximized development on the site. This submission is a further developed version of the 'Blended Mixed Use' PDP alternate.

PROJECT & ZONING SUMMARY

Address: 2100 Telegraph Avenue; Oakland, CA 94612
Existing Parcels: 8-648-16-3, 8-648-11-3, 8-648-1, 8-648-17, 8-648-18
Development Standard Zone: CBD-P
Height / Bulk / Intensity Area: 6 and 7 (see site diagram)

Total Lot Area: 140,041 sf
Total Building Footprint: 119,625 gsf
Maximum Allowable Floor Area: 2,800,820 sf
Proposed Floor Area: 1,466,320 sf (as defined in section 17.09.040)
Gross Building Area: 2,006,320 gsf (includes parking area)
Building Height: 453 ft
Maximum Allowable Dwelling Units: 1 unit per 90 sf lot area = 1,556 units
Proposed Number of Dwelling Units: 395 units
Proposed Number of Parking Spaces: approximately 800 (835) spaces

Anticipated Permitted Activity Types (per table 17.58.01):
General Retail Sales, General Food Sales, Full Service Restaurant, Limited Service Restaurant and Cafe, Non-assembly Cultural, Community Education, Recreational Assembly, Consultative and Financial Service, Group Assembly, Business, Administrative, Multifamily Dwelling, Sidewalk Cafe, Permitted Sign Facilities. All permitted by Oakland Planning Code.

Anticipated Activity Types requiring a Conditional Use Permit:
Community Assembly, Alcoholic Beverage Sales, Mechanical or Electronic Games, Automotive Fee Parking

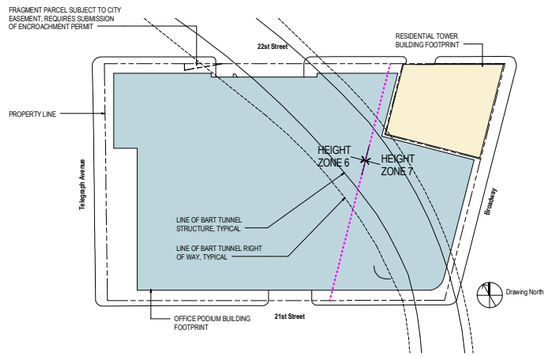
PARKING INFORMATION

Total Parking Area: 307,600 sf
Number of Cars Parked Per Plan: 835 cars
Maximum Number of Cars with Valet and Stacking: 1,750 cars

PRELIMINARY LIFE SAFETY CODE INFORMATION

Occupancy Type: Mixed Use including M, S-2, R-2, A-3, and B with accessory A-3
Seismic Risk Category: III (5,000 occupants max)
Type of Construction: I A
Required Ratings: 3 hour rated structural frame, 2 hour rated floors
Fire Protection: Fully Sprinklered
Atrium: Atrium is assumed to have an active smoke control system which will be designed in subsequent design phases.

SITE DIAGRAM



HEIGHT / BULK / INTENSITY AREA SUMMARY TABLE

Planning Code Regulation Per table 17.58.04	**Area 6 Requirement**	**Area 7 Requirement**	**Proposed Project**
Max. Floor Area Ratio	20	20	9.8 Complies
Max. Lot Coverage at Base	100%	100%	85% Complies
Max. Lot Coverage Above Base	75% or 10k sf	85% or 10k sf	15% Complies
Max. Dwelling Unit Density	1 unit / 90 sf = 1,556 units	1 unit / 90 sf = 1,556 units	395 units Complies
Max. Base Building Height	85 ft	120 ft	***N/A, per variance in PDP submittal***
Max. Total Height	None	None	453' Complies
Max. Floor Plate Area Abv Base	25,000 sf	None	8,900 sf Complies
Max. Tower Length	195 ft	None	122' Complies
Max. Diagonal Length Abv base	235 ft	None	146' Complies
Min. Distance Between Towers	40 ft	None	Not Applicable

PROPOSED DEVELOPMENT AREA

Proposed Program	**Office Building GSF**	**Resi Tower GSF**	**Total Development GSF**
Office	880,550	0	880,550
Residential	0	356,750	356,750
Community	18,500	0	18,500
Retail	80,660	3,860	84,520
Building Service and Mech	109,000	17,000	126,000
Parking	540,000	0	540,000
Total Proposed Gross Area	1,628,710	377,610	2,006,320

DRAWING INDEX

OFF-STREET LOADING REQUIREMENTS

Per 8/18/2016 update to chapter 17.116

Office Building Program	Loading Berths Required	Loading Berths Proposed	Trash and Recycling Required	Trash and Recycling Provided
Office - 880,550 sf (Commercial Type B)	6	3	1,739 cu ft	
Retail - 80,660 sf (Commercial Type A)	2	1	0	
Community Space - 18,500 sf (Civic)	0	0	37 cu ft	
Office Building Total	**8**	**4*** See Note	**1,776 cu ft**	**2,000 cu ft Complies**

Residentail Tower Program	Loading Berths Required	Loading Berths Provided	Trash and Recycling Required	Trash and Recycling Provided
Residential - 356,750 sf (Residential)	1	1	81 cu ft	
Residential Bldg Retail - 3,860 sf (Commercial - Type A)	0	0	0	
Residential Building Total	**1**	**1 Complies**	**81 cu ft**	**100 cu ft Complies**

*Note: Off-Street loading berth requirement calculations are based on the 08/18/2016 approved update to chapter 17.116. Proposed loading berth count does not meet the city requirement but is based on Traffic Engineer's recommendations. Their recommendation is based on recently conducted field observations of existing developments of similar program and size. Their research has shown that given current trends in shipping and delivery, combined with professionally managed and scheduled dock operations, our project can operate sucessfully with fewer berths than required. However, this analysis is still based on an assumption of future tenant types and their loading requirements. As the actual tenants are identified the loading program will be further studied and designed to meet all tenant requirements.

OFF-STREET PARKING REQUIREMENTS

Per 8/18/2016 update to chapter 17.116

Program	Allowable Parking Ratio	Maximum Parking Allowable	Proposed Parking
Office - 880,550 sf (Commercial upper story areas)	1:500 sf	1,761	N/A shared
Retail - 80,660 sf (Commercial ground floor areas)	1:300 sf	268	N/A shared
Community Space - 18,500 sf (Commercial upper story areas)	1:500 sf	37	N/A shared
Residential - 395 units (Commercial upper story areas)	1.25 per unit	493	Unbundled Parking Only
Developemnt Total		**2,559**	**1,750 Complies**

Note: Off-Street parking requirement calculations are based on the 08/18/2016 approved update to chapter 17.116. All proposed parking will be provided in the Office Building portion of the development. Parking spaces provided will be shared between office, City public parking, and retail programs. Exact count is still TBD and will be based on operation and management strategies that are still to be determined.

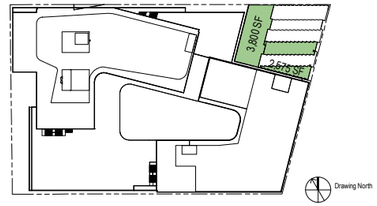
USABLE OPEN SPACE REQUIREMENT

Per section 17.58.070

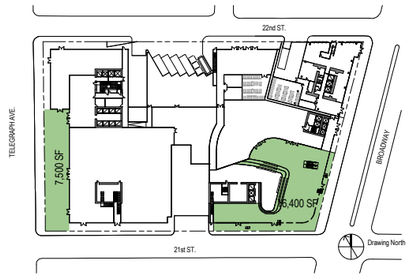
Residential Program Requirement	Area per Unit	Units	Area Required	Area Provided
Usable Open Space	75	395	29,625 sf	30,275 sf Complies

Note: All provided usable open space will comply with requirements of section 17.58.070 including minimum dimensions, accessibility, and landscaping requirements.

USABLE OPEN SPACE AT BUILDING ROOF



USABLE OPEN SPACE AT GRADE



BICYCLE PARKING REQUIREMENTS

Per section 17.117.090, .100, and .110

Office Building Program	Long Term Ratio	Long Term Spaces	Short Term Ratio	Short Term Spaces
Office - 880,550 sf (Commercial - Office)	1:10,000 sf	88	1:20,000 sf	44
Retail - 80,660 sf (Commercial - Retail)	1:12,000 sf Min 2	7	1:5,000 sf Min 2	16
Community Space - 18,500 sf (Non-Assmbly Cultural)	Min 2	2	Min 2	2
Office Building Total Required	97		62	
Office Building Total Provided	100 Complies		62 to be provided at sidewalk	

Residential Tower Program	Long Term Ratio	Long Term Spaces	Short Term Ratio	Short Term Spaces
Residential - 395 units (Multifamily - without garage)	1:4 units	98	1:20 units	20
Retail - 3,860 sf (Commercial - Retail)	1:12,000 sf Min 2	2	1:5,000 sf Min 2	2
Resi Tower Total Required	100		22	
Resi Tower Total Provided	100 Complies		22 to be provided at sidewalk	

SHOWER AND LOCKER REQUIREMENTS

Per section 17.117.130

Office Building Program	Showers Male	Showers Female	Lockers Male	Locker Female
Office - 880,550 sf (Commercial - Office)	7	7	28	28
Retail - 80,660 sf (Commercial - Retail)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)
Office Building Total Req'd	7	7	28	28

Residential Tower Program	Showers Male	Showers Female	Lockers Male	Locker Female
Residential	0	0	0	0
Retail in Tower - 3,860 sf (Commercial - Retail)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)
Residential Bldg Total Req'd	0	0	0	0

VICINITY PHOTOS


(1,2)


(3)


(4)

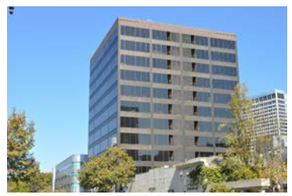

(4)


(5)

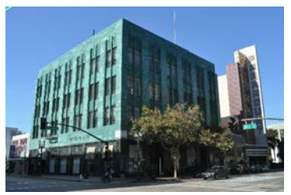

(5)

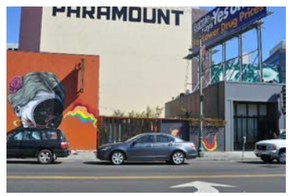

(6)


(7)


(8)


(9)


(10,11,12)



(12,13,14)


(12,13,14)


(15)

(16)


(16)

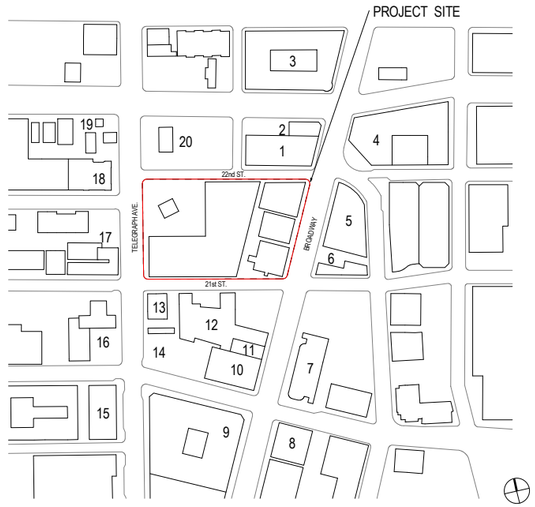

(17)


(18)


(19)


(20)

KEYPLAN



SITE PHOTOS


Eastern Edge


Northern Edge


Southern Edge

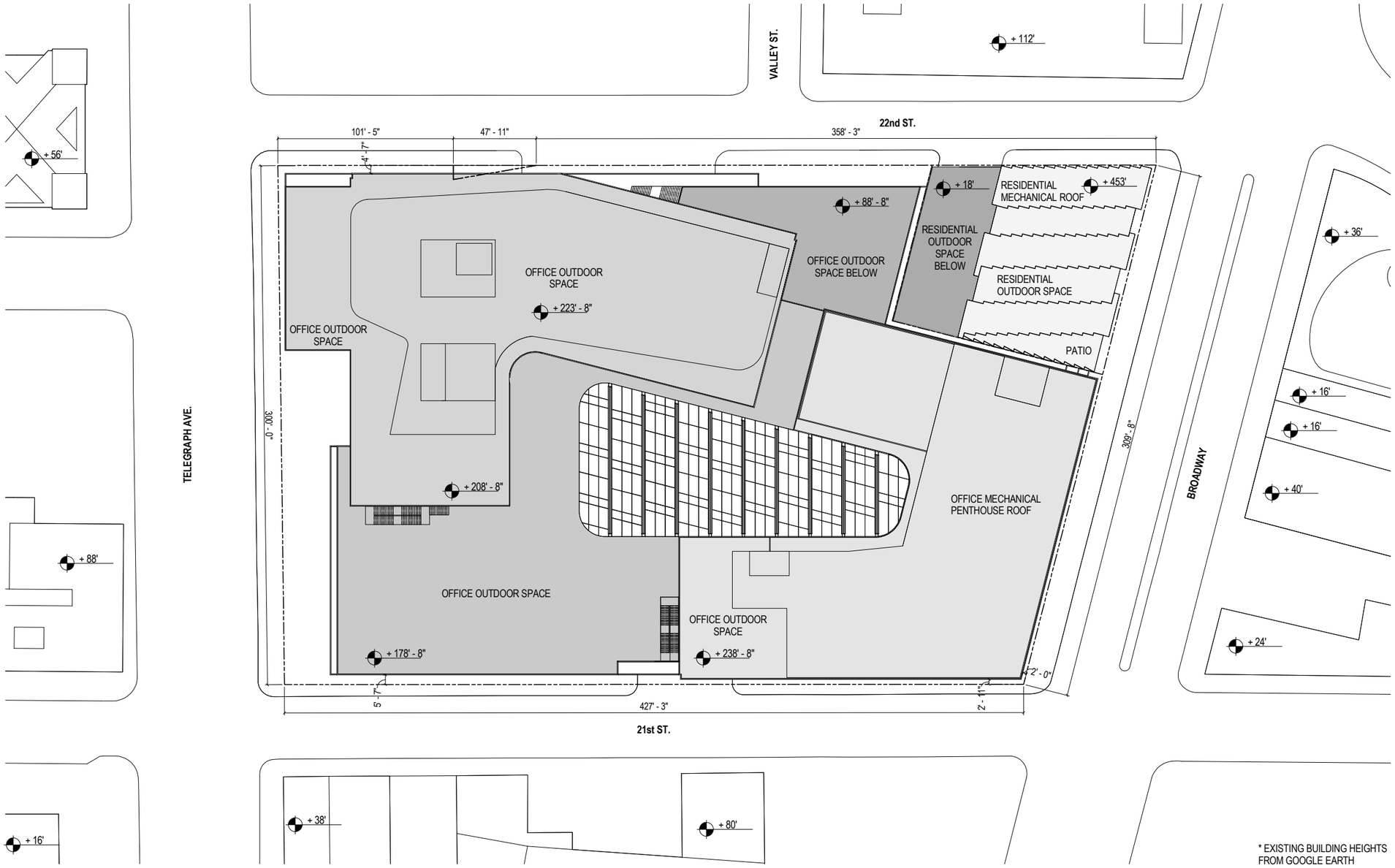

Western Edge

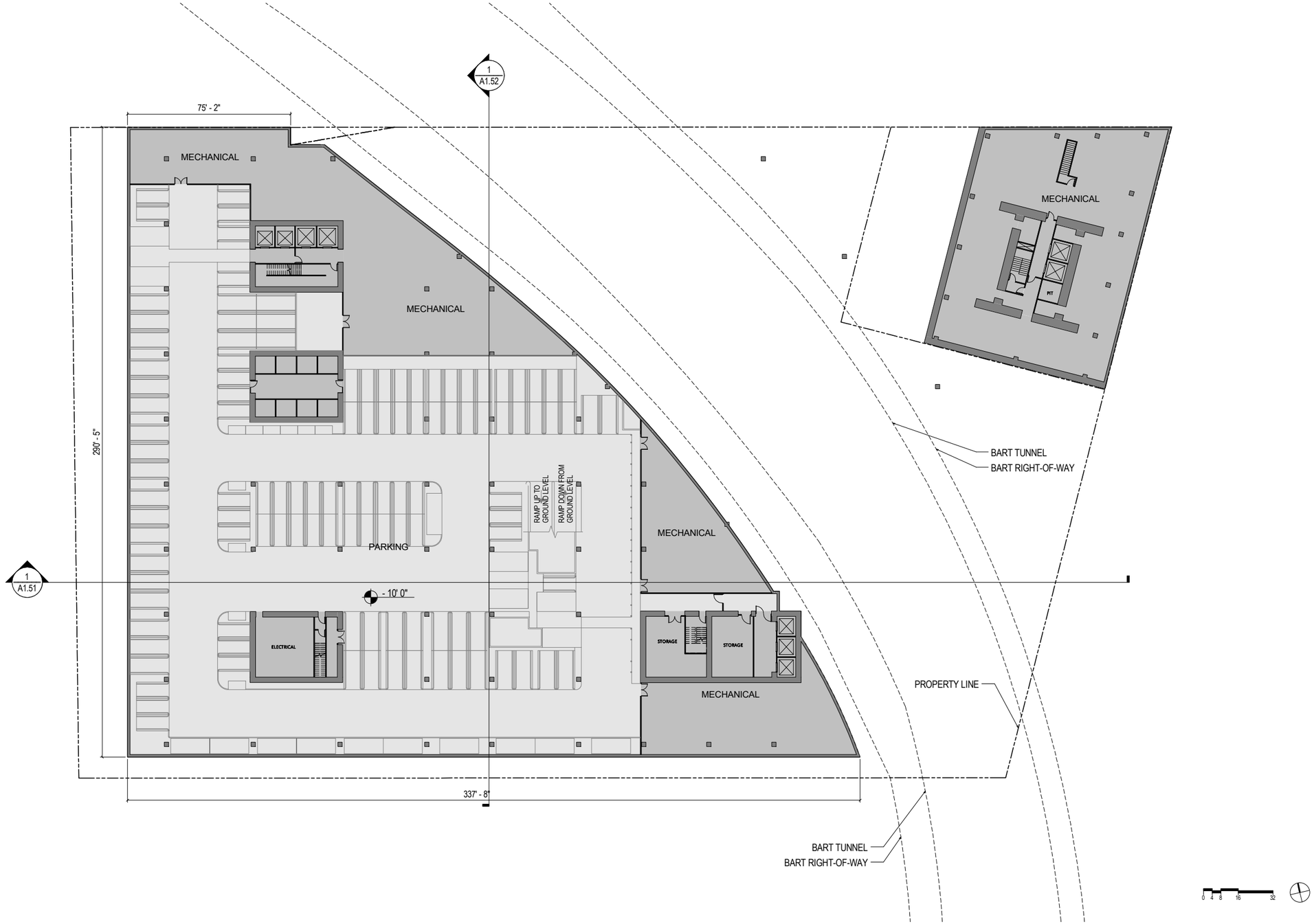
BROADWAY & 21ST

TELEGRAPH & 21ST

BROADWAY STREET VIEW

TELEGRAPH & 22ND


VALLEY ST.
+ 112'
22nd ST.
101' - 5"
47' - 11"
358' - 3"
4' - 7"
+ 56'
+ 18'
RESIDENTIAL MECHANICAL ROOF
+ 453'
+ 88' - 8"
OFFICE OUTDOOR SPACE BELOW
RESIDENTIAL OUTDOOR SPACE BELOW
RESIDENTIAL OUTDOOR SPACE
PATIO
OFFICE OUTDOOR SPACE
+ 223' - 8"
OFFICE OUTDOOR SPACE
+ 36'
TELEGRAPH AVE.
300' - 0"
+ 16'
+ 16'
309' - 8"
BROADWAY
+ 208' - 8"
OFFICE MECHANICAL PENTHOUSE ROOF
+ 40'
+ 88'
OFFICE OUTDOOR SPACE
OFFICE OUTDOOR SPACE
+ 178' - 8"
+ 238' - 8"
+ 24'
2' - 0"
5' - 7"
427' - 3"
2' - 11"
21st ST.
+ 16'
+ 38'
+ 80'
* EXISTING BUILDING HEIGHTS FROM GOOGLE EARTH
0 4 8 16 32

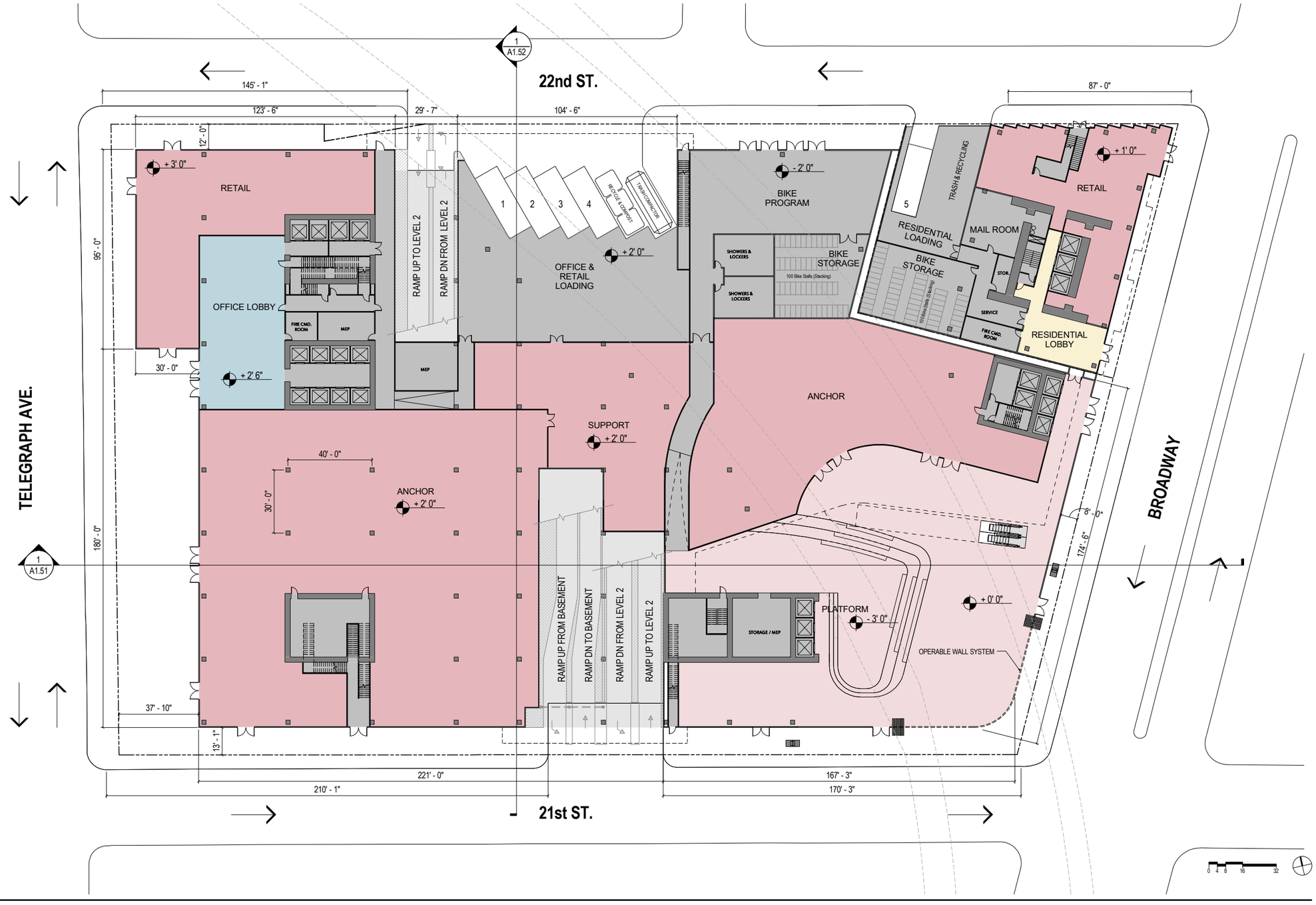


Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

BASEMENT - PLAN **A1.00**

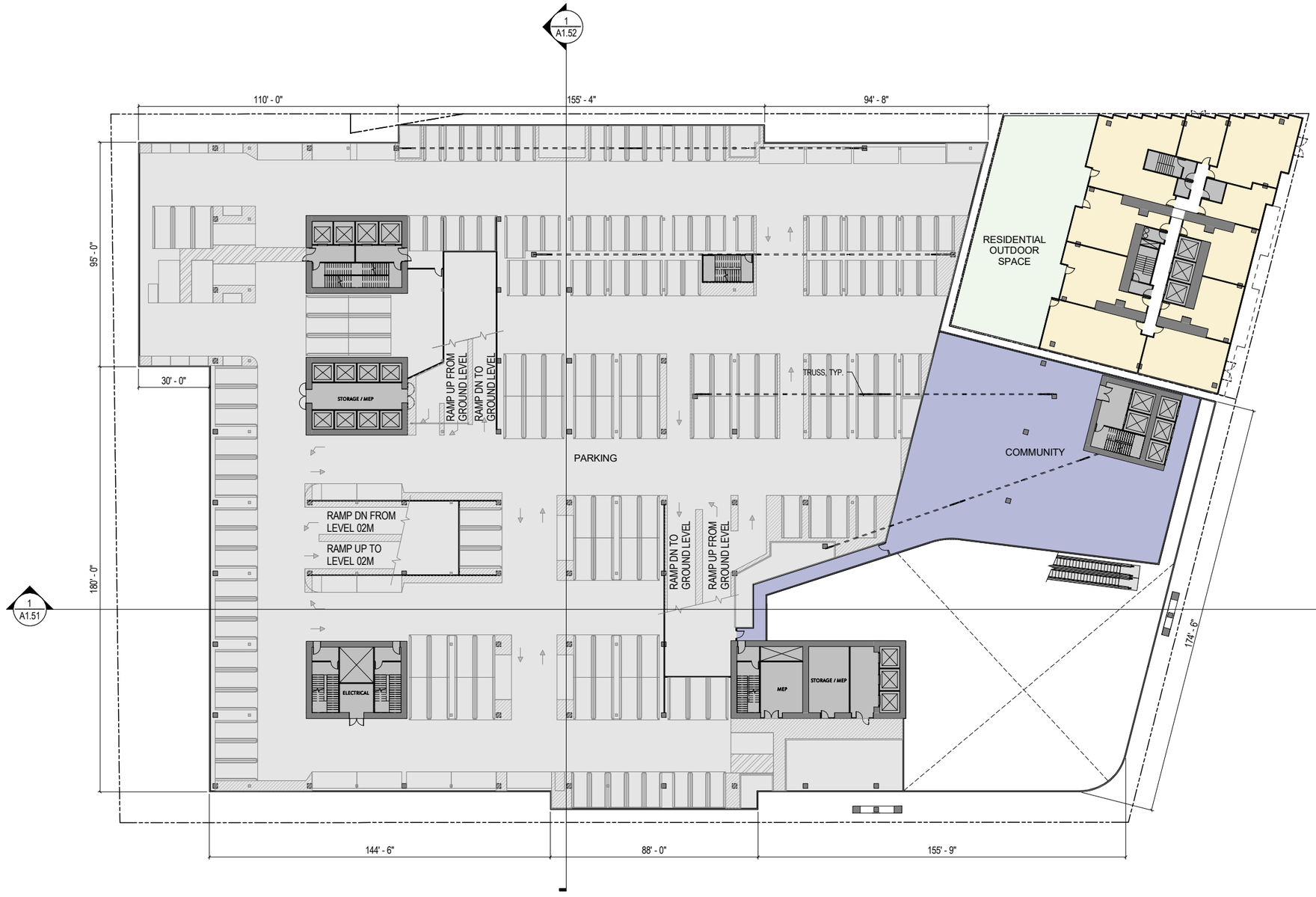


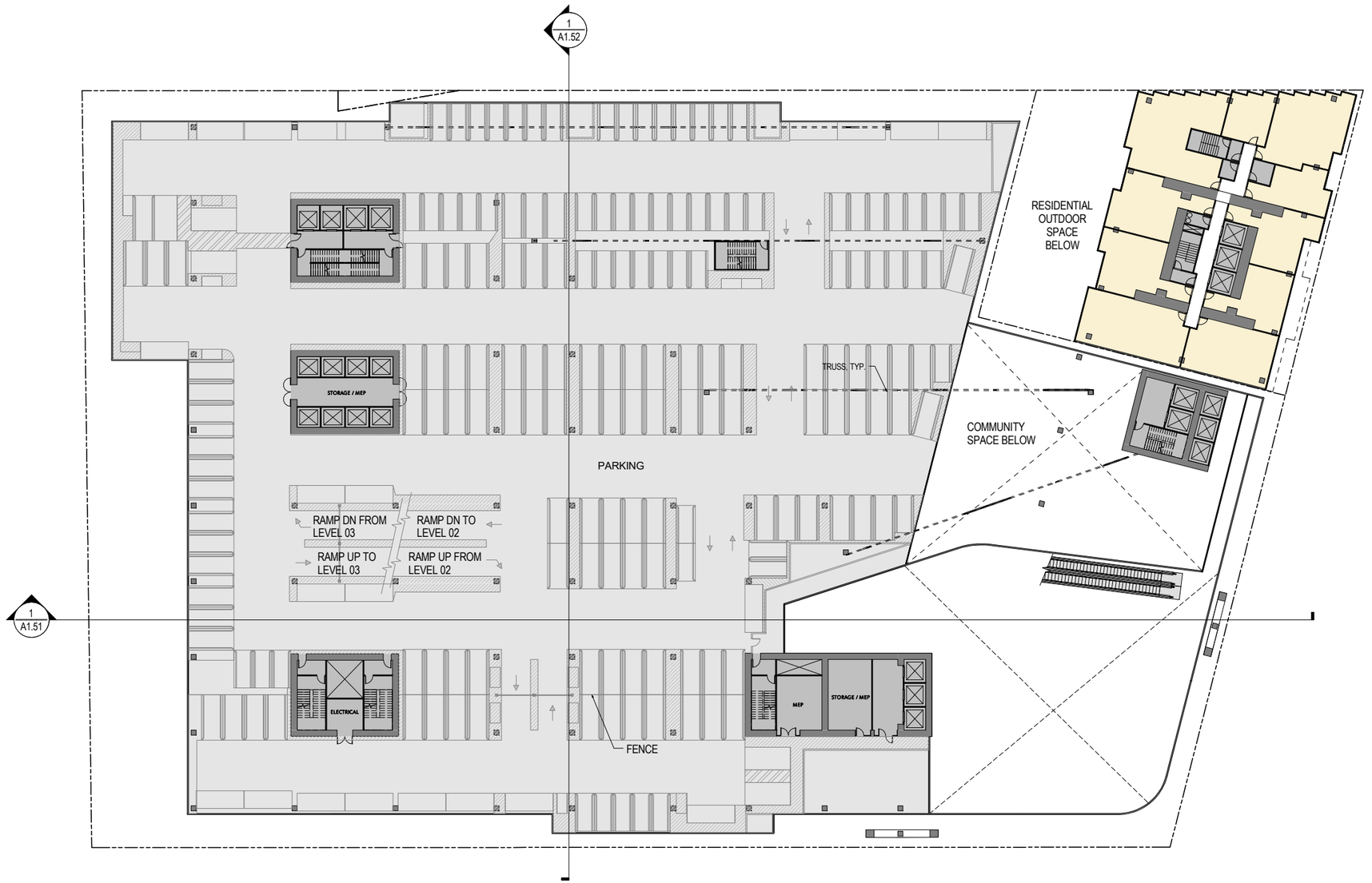
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 01 - PLAN **A1.01**


1
A1.52
110' - 0"
155' - 4"
94' - 8"
95' - 0"
30' - 0"
STORAGE / MEP
RAMP UP FROM GROUND LEVEL
RAMP DN TO GROUND LEVEL
TRUSS, TYP.
PARKING
RESIDENTIAL OUTDOOR SPACE
COMMUNITY
RAMP DN FROM LEVEL 02M
RAMP UP TO LEVEL 02M
RAMP DN TO GROUND LEVEL
RAMP UP FROM GROUND LEVEL
ELECTRICAL
MEP
STORAGE / MEP
180' - 0"
1
A1.51
174' - 6"
144' - 6"
88' - 0"
155' - 9"
0 4 8 16 32



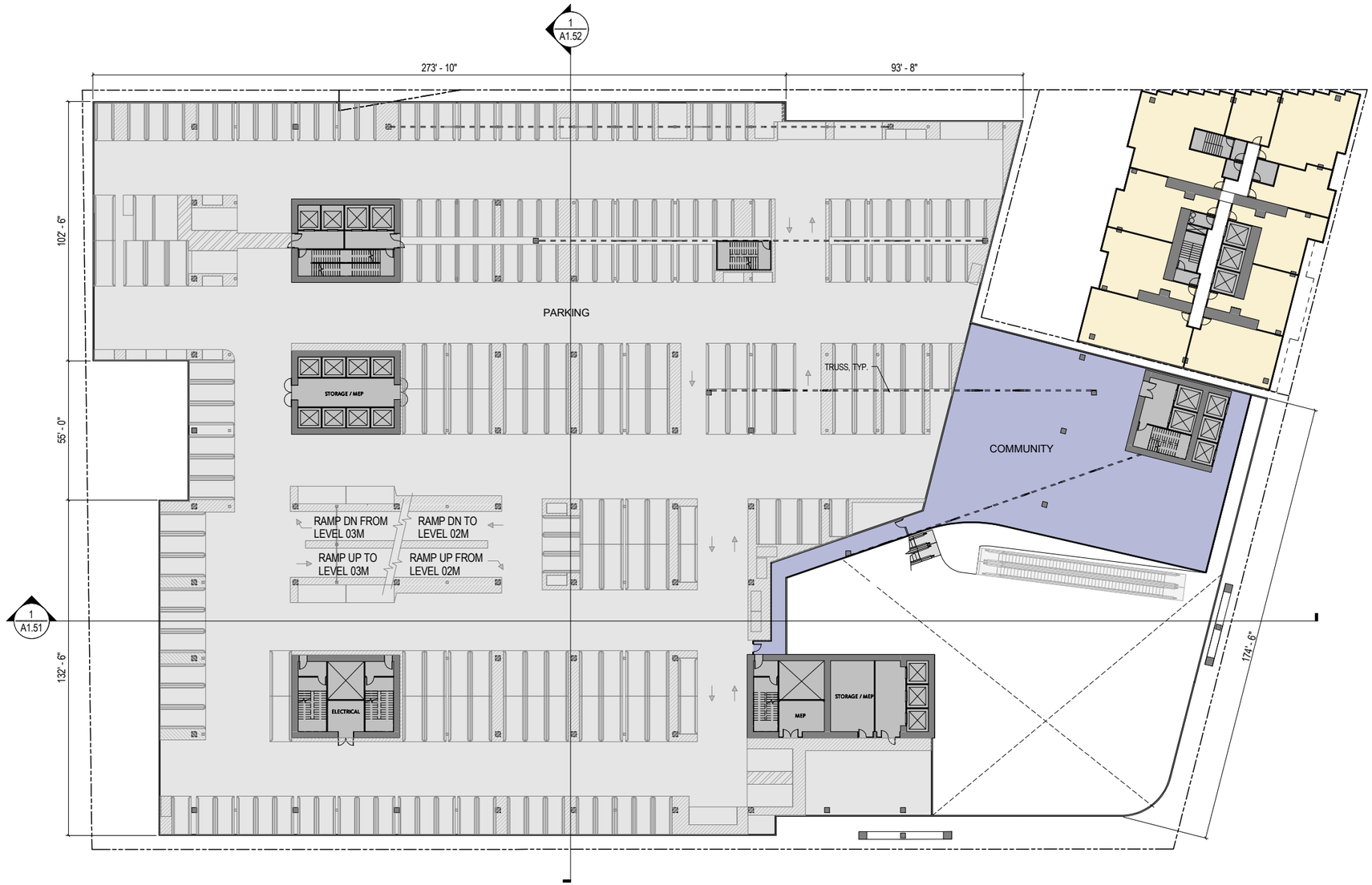
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 02M - PLAN **A1.02M**



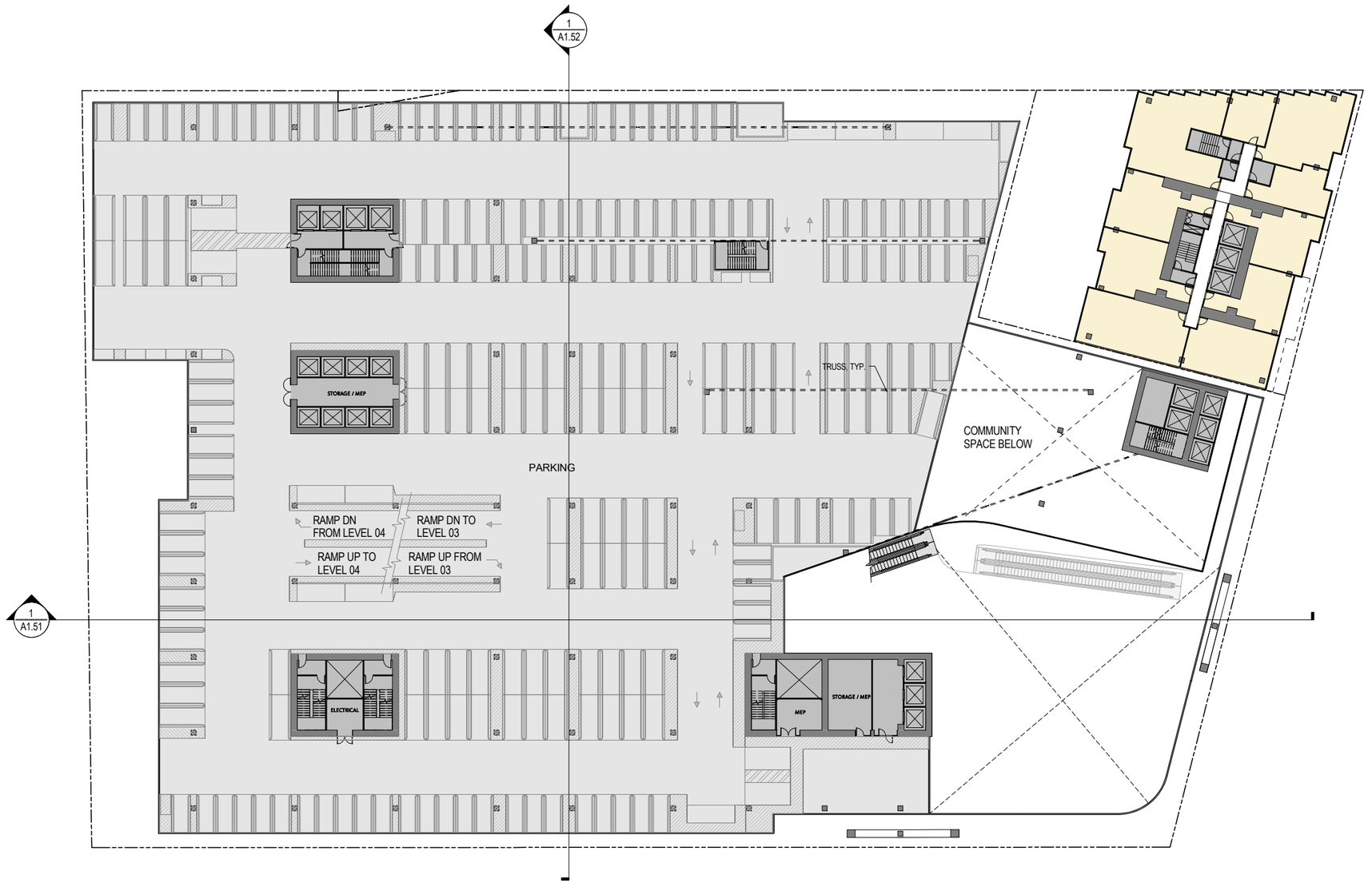
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 03 - PLAN **A1.03**


1
A1.52
TRUSS TYP.
STORAGE / MEP
PARKING
COMMUNITY
SPACE BELOW
RAMP DN
FROM LEVEL 04
RAMP DN TO
LEVEL 03
RAMP UP TO
LEVEL 04
RAMP UP FROM
LEVEL 03
1
A1.51
ELECTRICAL
MEP
STORAGE / MEP
0 4 8 16 32

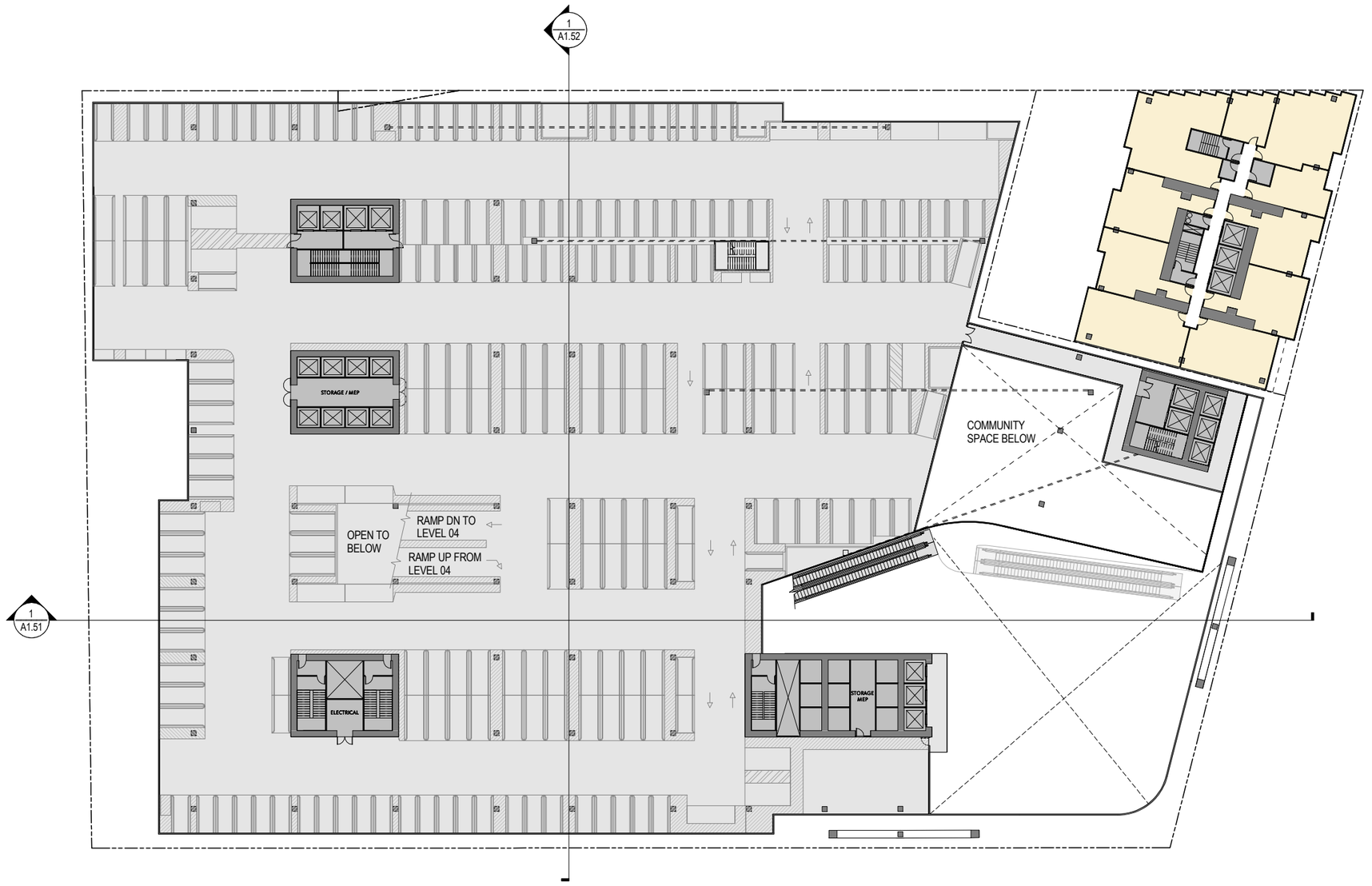
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 04 - PLAN **A1.04**



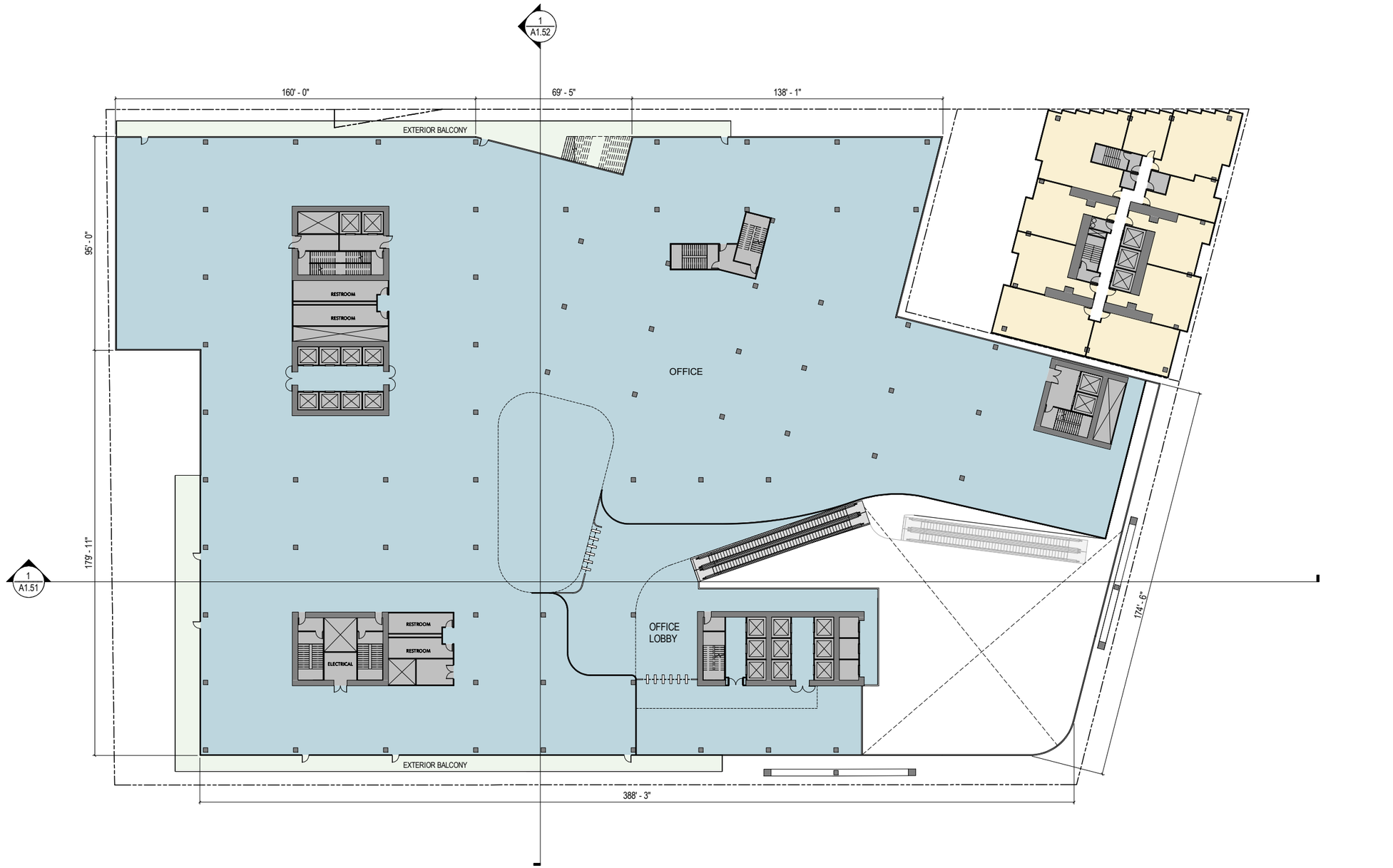
0 4 8 16 32

Gensler

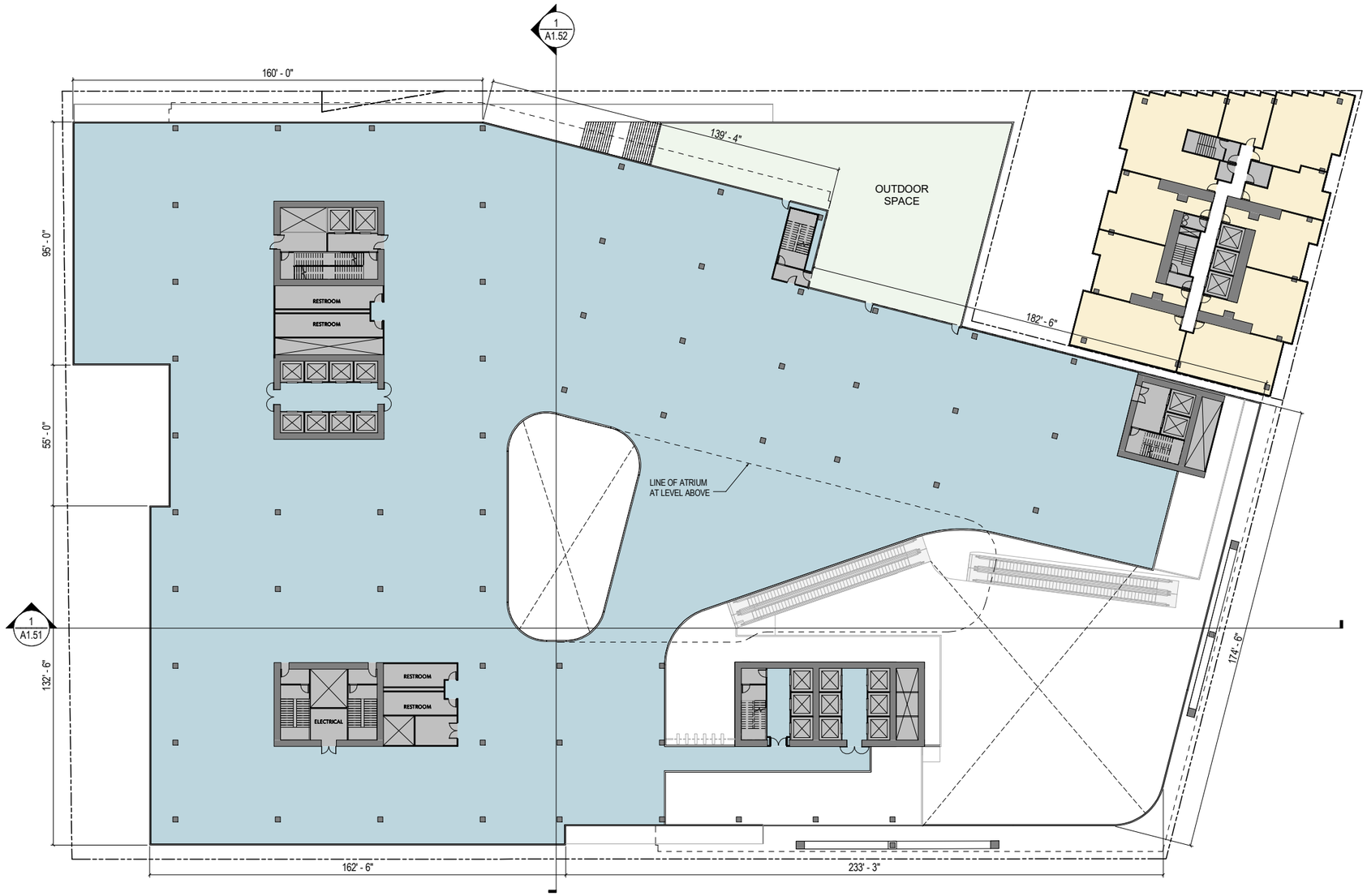
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

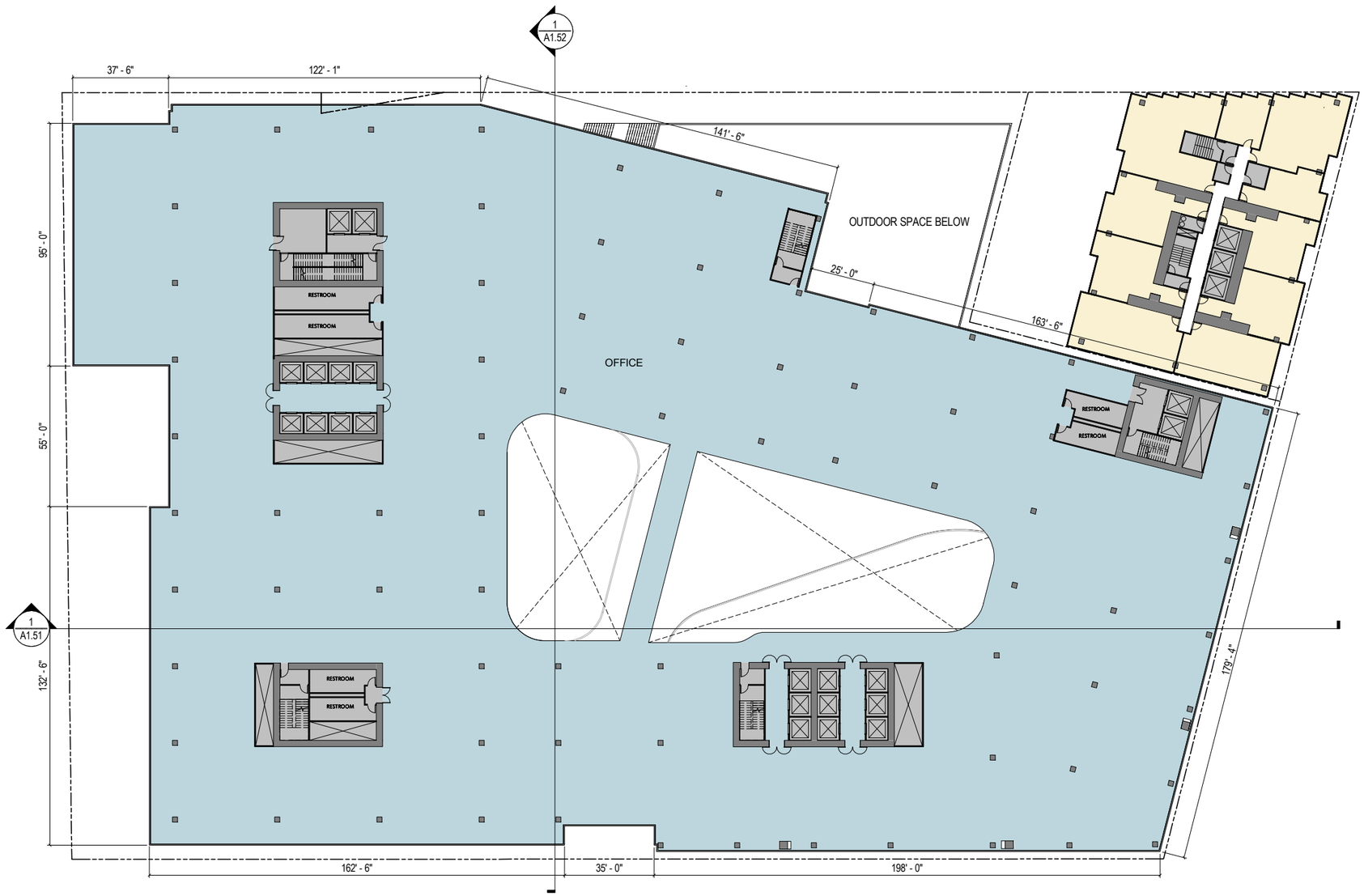
LEVEL 04M - PLAN **A1.04M**


1
A1.52
160' - 0"
69' - 5"
138' - 1"
EXTERIOR BALCONY
95' - 0"
RESTROOM
RESTROOM
OFFICE
1
A1.51
179' - 11"
ELECTRICAL
RESTROOM
RESTROOM
OFFICE
LOBBY
174' - 6"
EXTERIOR BALCONY
388' - 3"

0 4 8 16 32

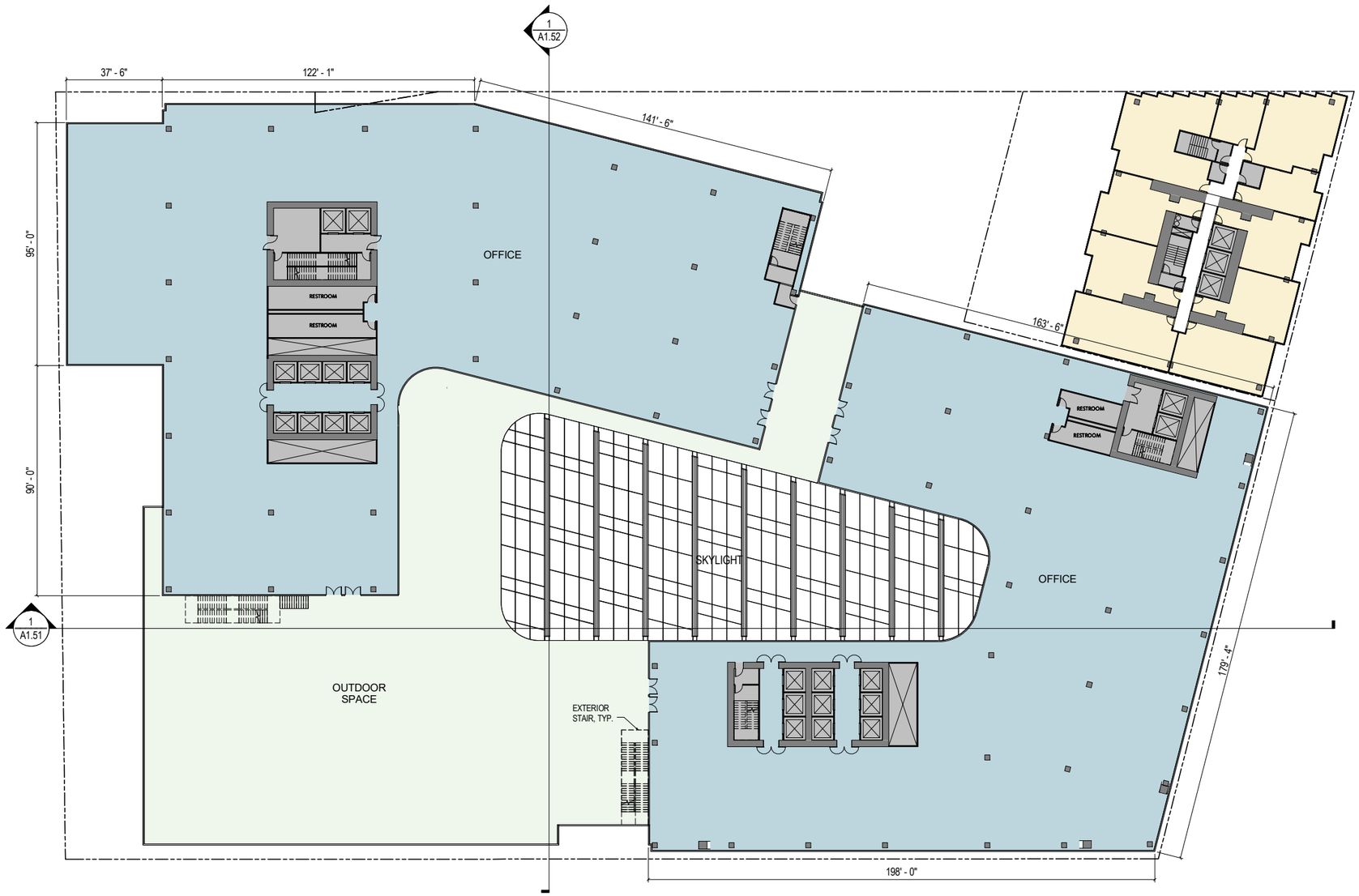

1
A1.52
160' - 0"
139' - 4"
OUTDOOR
SPACE
182' - 6"
95' - 0"
55' - 0"
RESTROOM
RESTROOM
LINE OF ATRIUM
AT LEVEL ABOVE
1
A1.51
132' - 6"
RESTROOM
RESTROOM
ELECTRICAL
174' - 6"
162' - 6"
233' - 3"

0 4 8 16 32

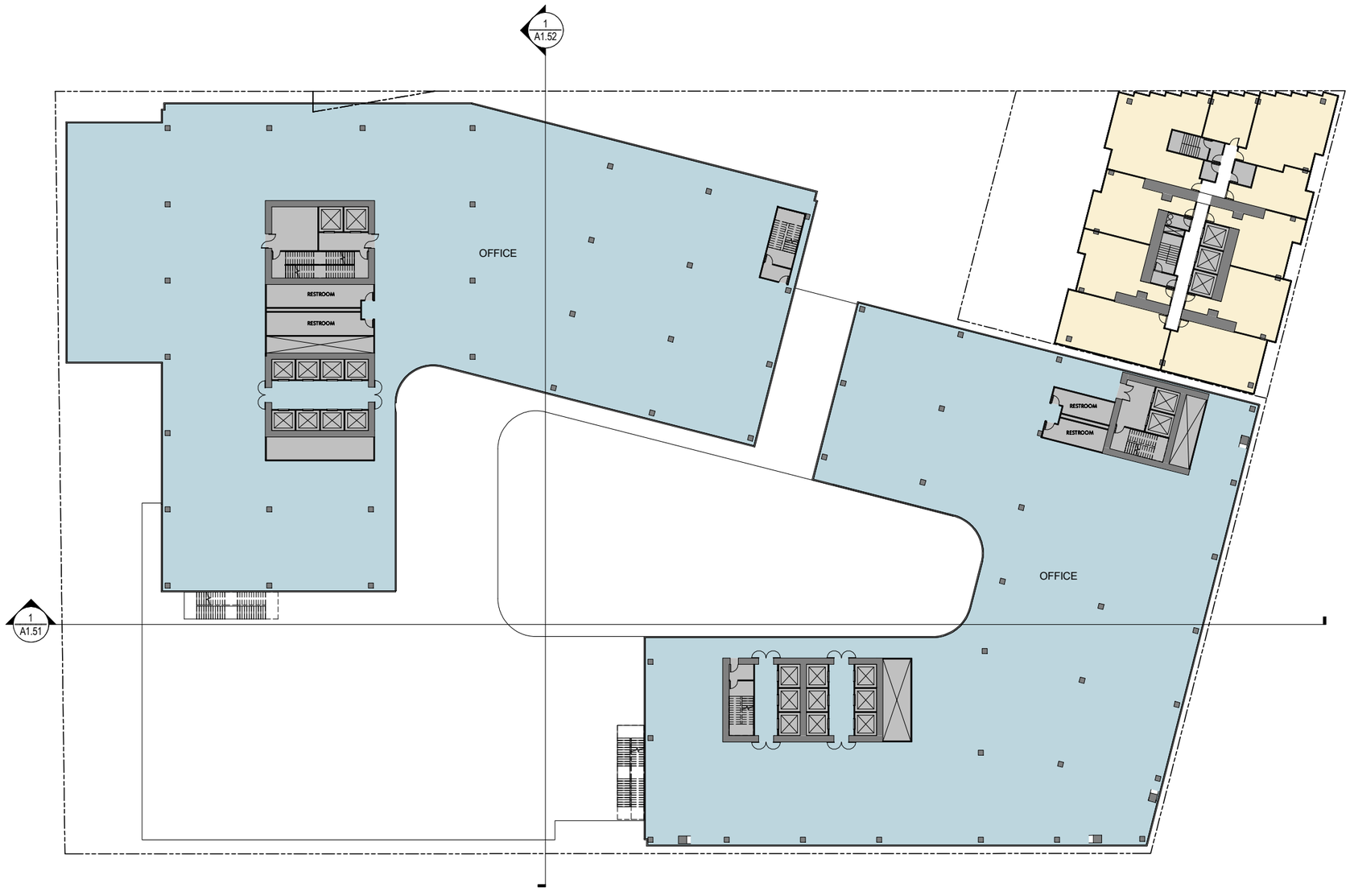


OFFICE 7TH-10TH FLOOR PLAN

0 4 8 16 32


1
A1.52
37' - 6"
122' - 1"
141' - 6"
95' - 0"
90' - 0"
OFFICE
RESTROOM
RESTROOM
163' - 6"
RESTROOM
RESTROOM
SKYLIGHT
OFFICE
1
A1.51
OUTDOOR
SPACE
EXTERIOR
STAIR, TYP.
179' - 4"
198' - 0"

0 4 8 16 32

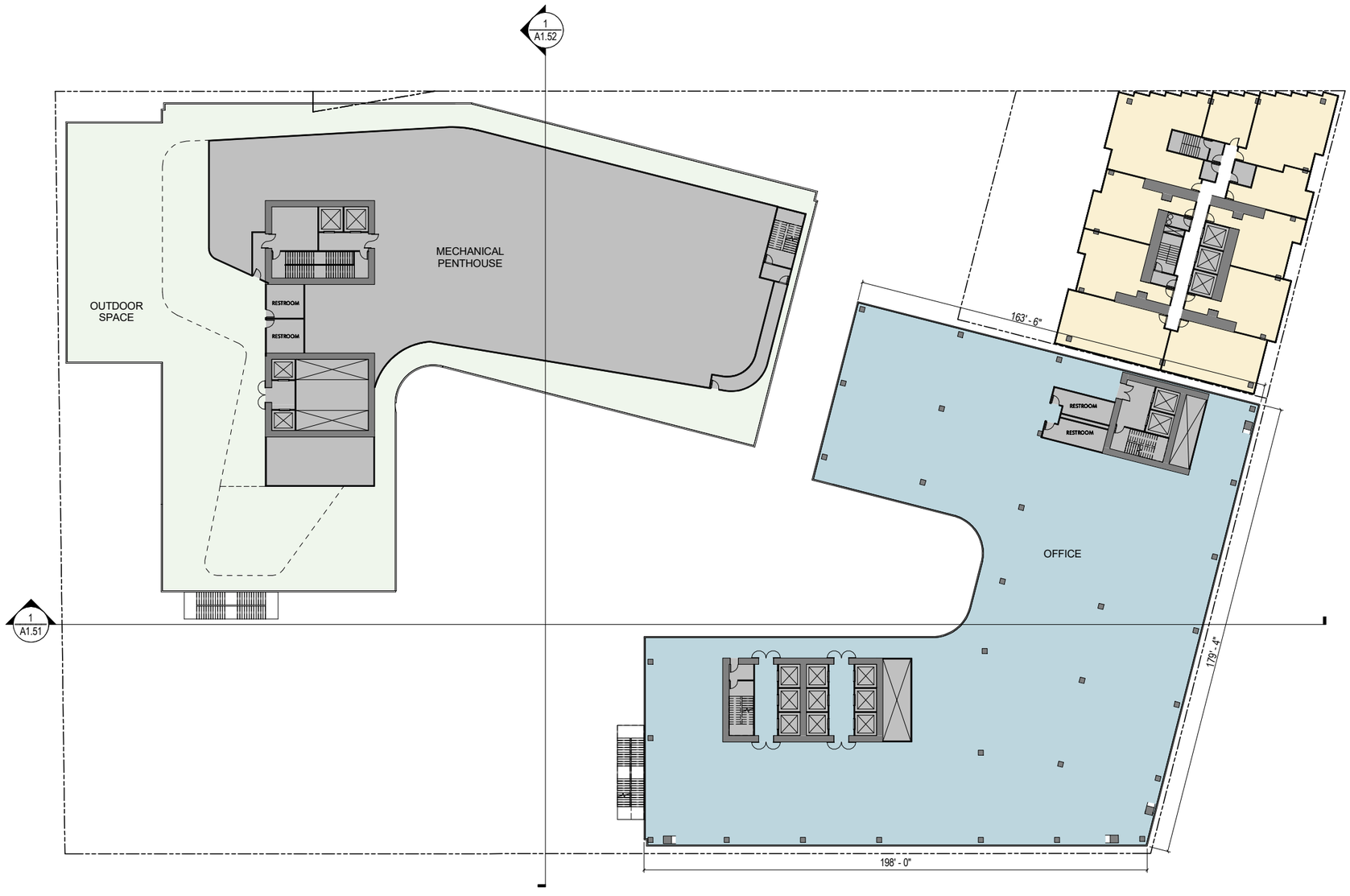


Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 13 - PLAN **A1.13**



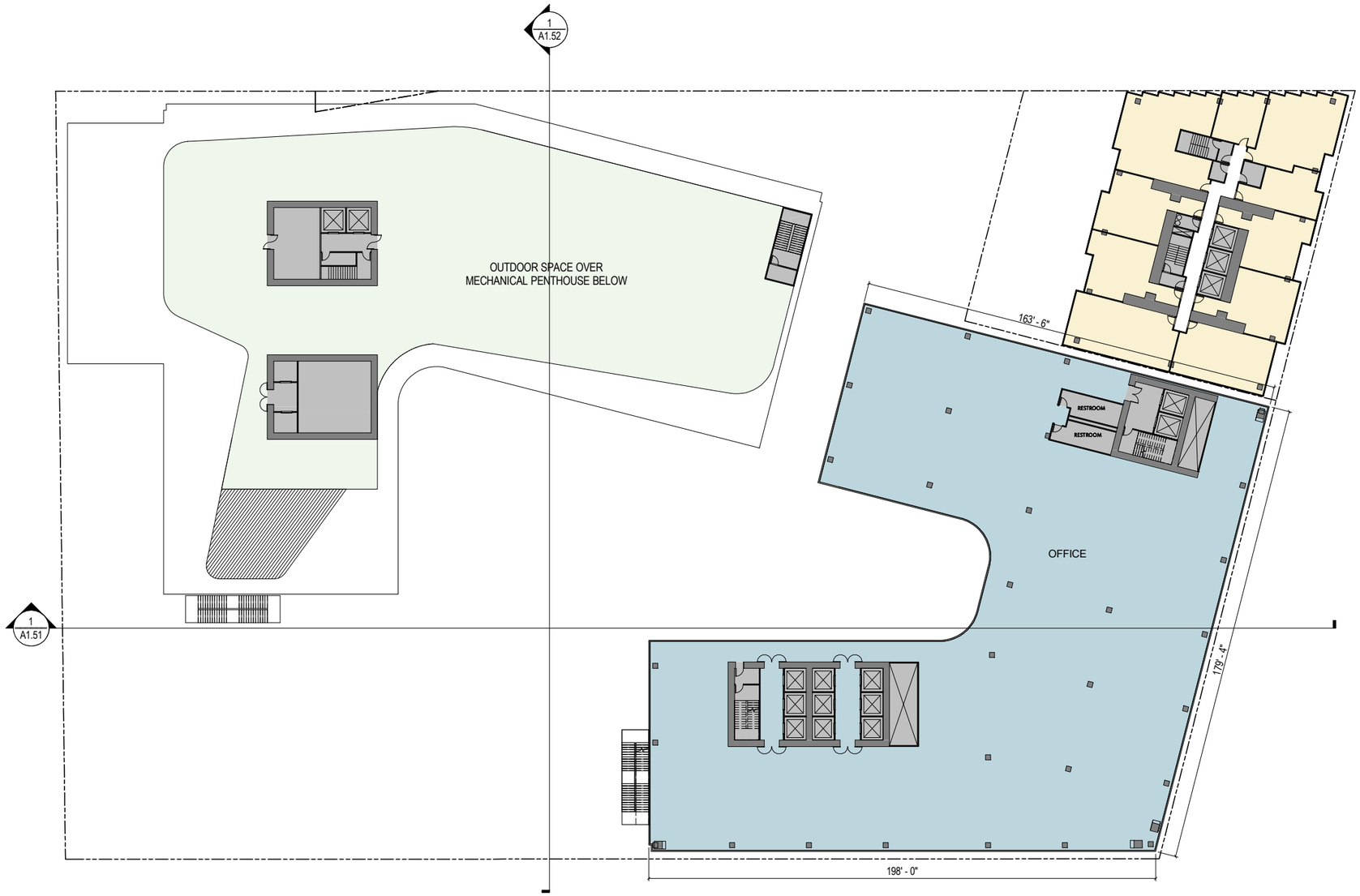
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 14 - PLAN **A1.14**



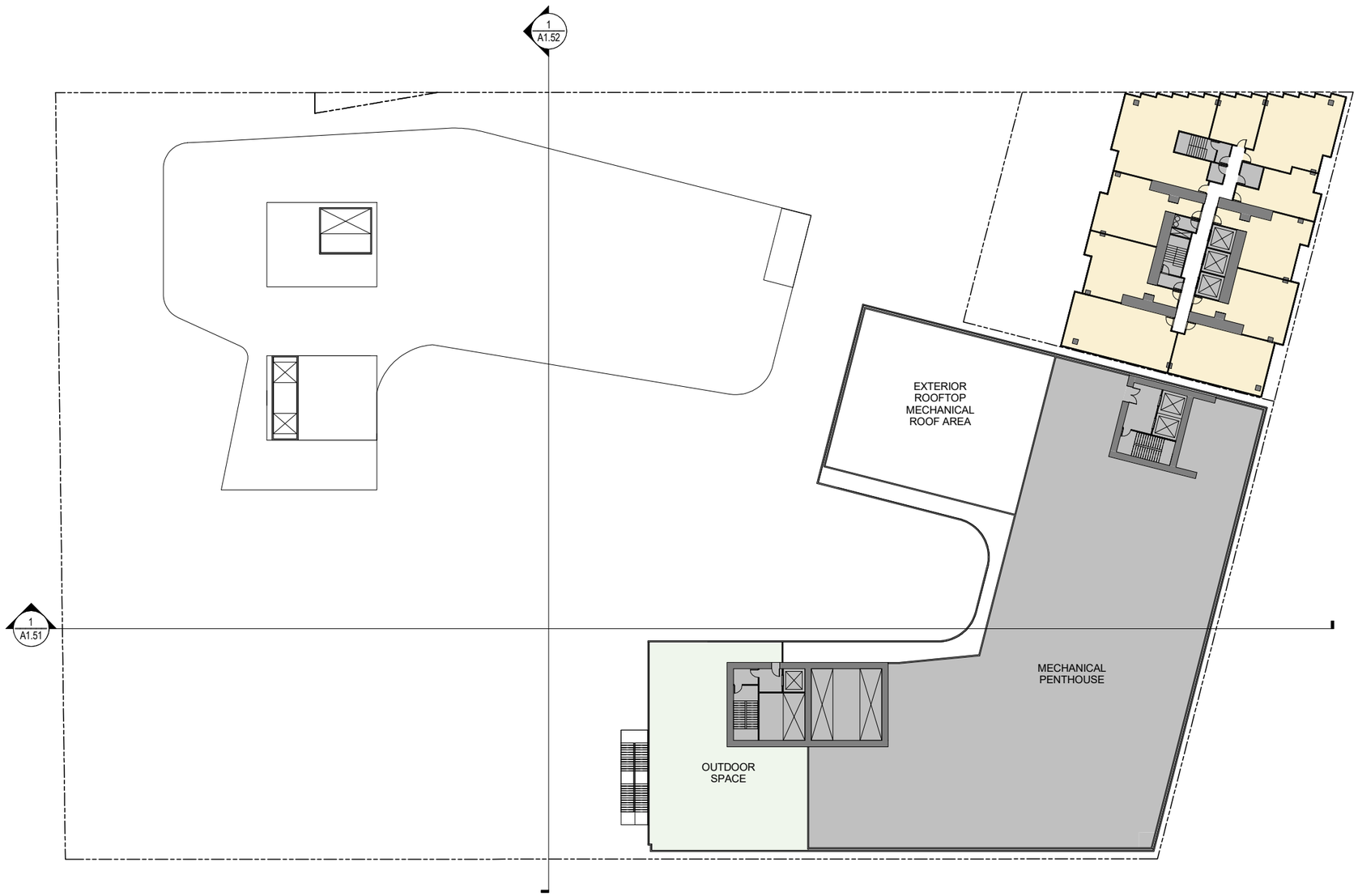
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 15 - PLAN **A1.15**



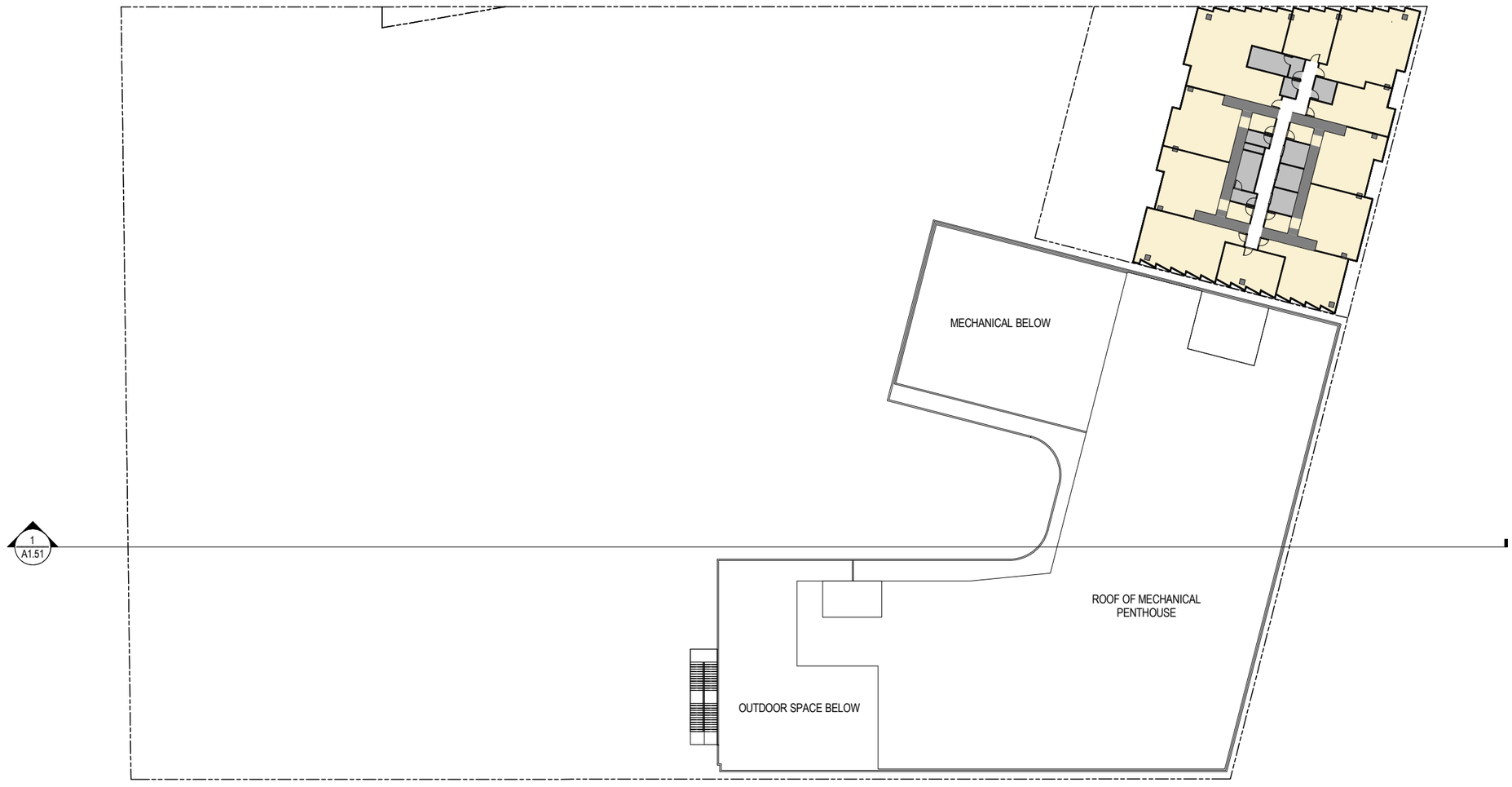
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL 16 - PLAN **A1.16**



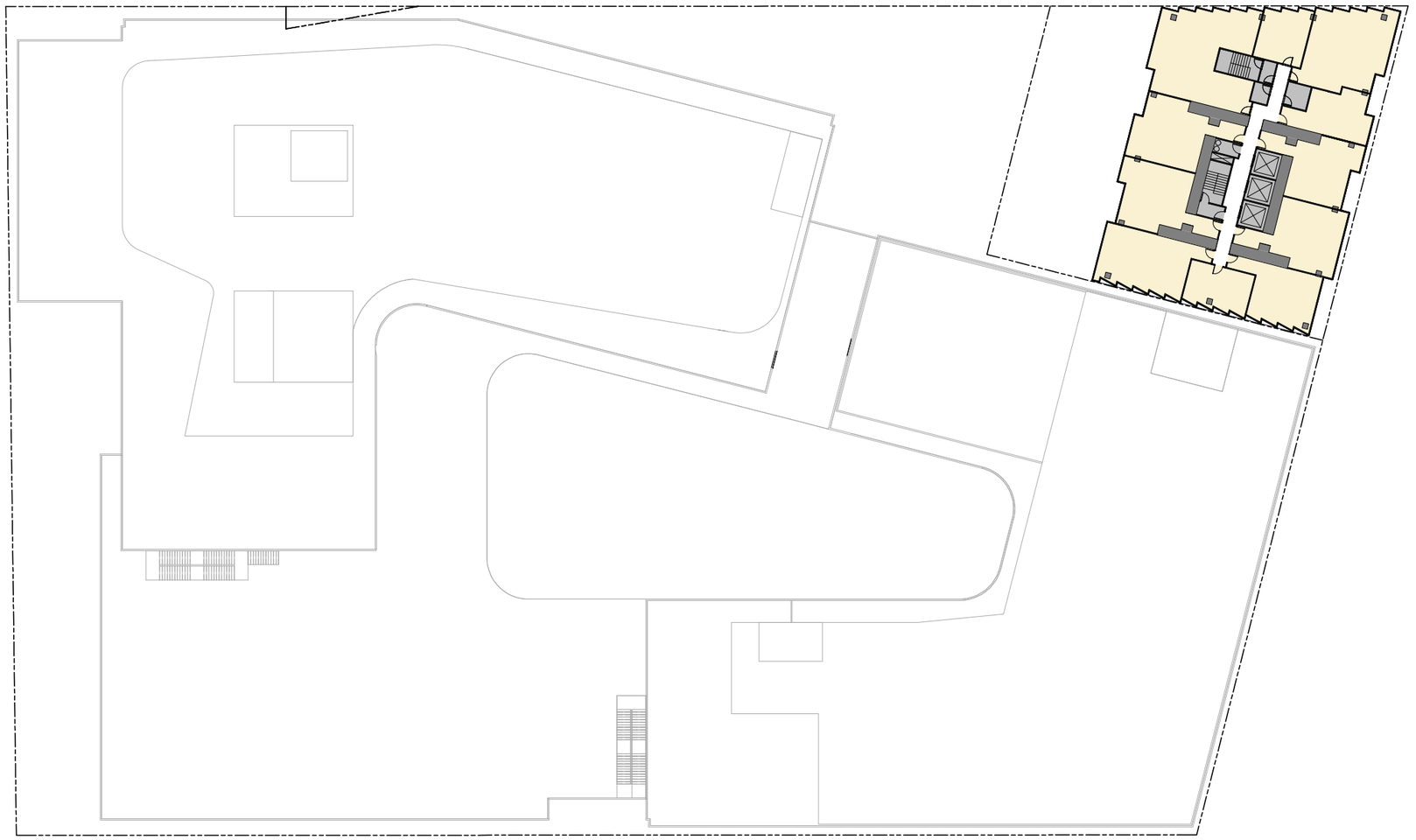
0 4 8 16 32

Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

ROOF - PLAN **A1.17**



0 4 8 16 32

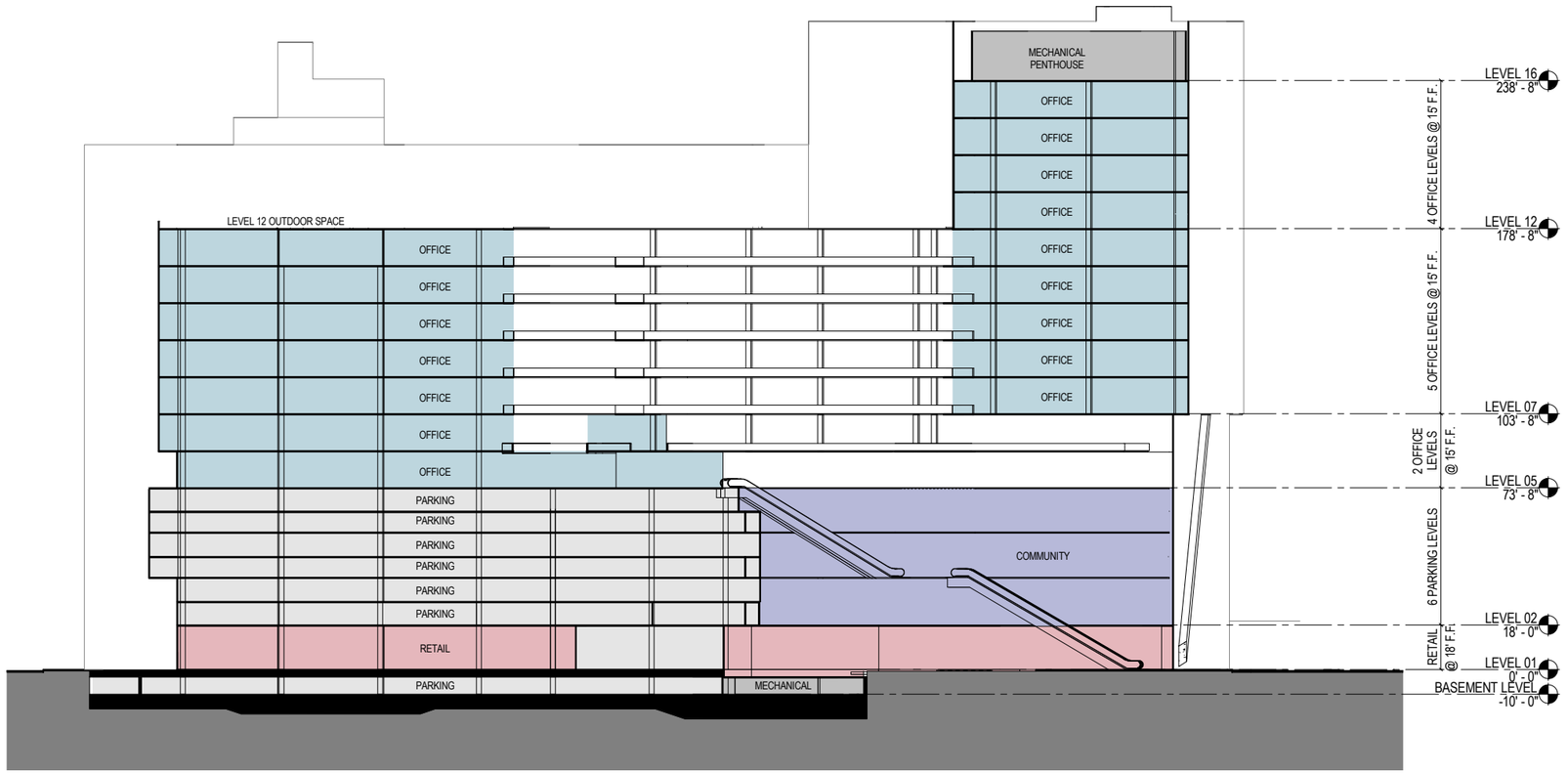
Gensler

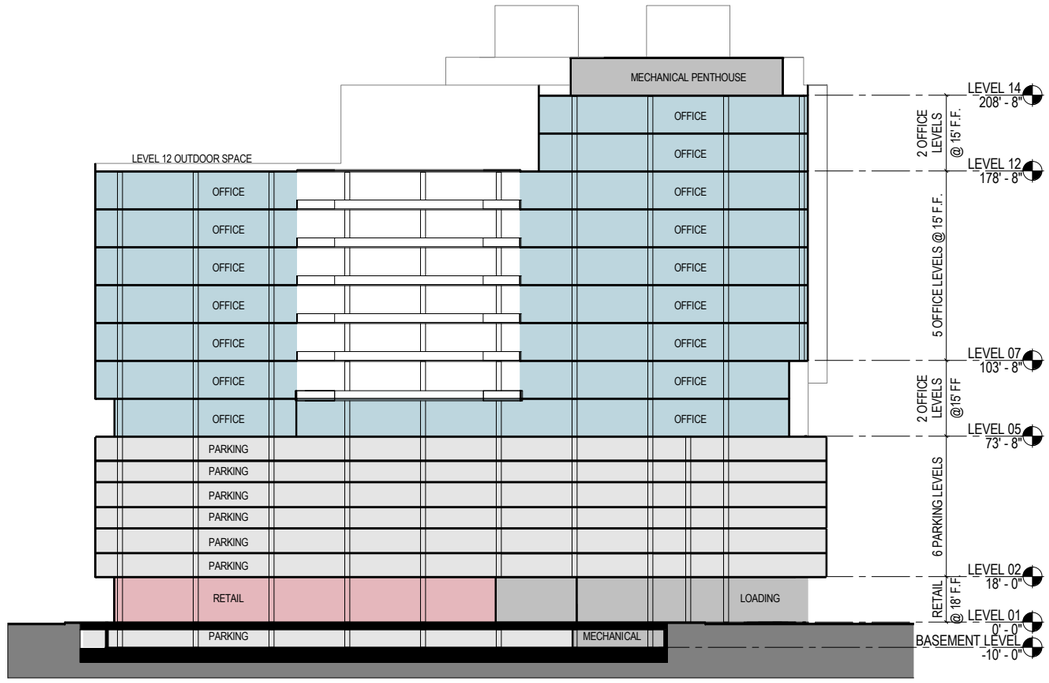
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN - SCHEME A

LEVEL R28-R37 - PLAN

A1.37


MECHANICAL PENTHOUSE
OFFICE
OFFICE
OFFICE
OFFICE
LEVEL 12 OUTDOOR SPACE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
PARKING
PARKING
PARKING
PARKING
PARKING
PARKING
COMMUNITY
RETAIL
PARKING
MECHANICAL
LEVEL 16
238' - 8"
LEVEL 12
178' - 8"
LEVEL 07
103' - 8"
LEVEL 05
73' - 8"
LEVEL 02
18' - 0"
LEVEL 01
0' - 0"
BASEMENT LEVEL
-10' - 0"
4 OFFICE LEVELS @ 15' F.F.
5 OFFICE LEVELS @ 15' F.F.
2 OFFICE LEVELS @ 15' F.F.
6 PARKING LEVELS
RETAIL @ 18' F.F.
0 5 10 20 40


MECHANICAL PENTHOUSE
LEVEL 12 OUTDOOR SPACE
OFFICE
PARKING
RETAIL
LOADING
MECHANICAL
LEVEL 14
208' - 8"
LEVEL 12
178' - 8"
LEVEL 07
103' - 8"
LEVEL 05
73' - 8"
LEVEL 02
18' - 0"
LEVEL 01
0' - 0"
BASEMENT LEVEL
-10' - 0"
2 OFFICE LEVELS @ 15' F.F.
5 OFFICE LEVELS @ 15' F.F.
2 OFFICE LEVELS @15' FF
6 PARKING LEVELS
RETAIL @ 18' F.F.

0 5 10 20 40

GLASS

- GL-01:
PPG
LOW IRON IGU
"STARPHIRE TEMPERED"

- GL-02:
VIRACON
DOUBLE LAMINATED SINGLE PANE
"STARPHIRE LAMINATED"

- GL-03:
AGC INTERPANE
LOW IRON IGU
"STOPRAY VISION 50"

- GL-04:
VIRACON
LOW IRON IGU
"VE24-2M"

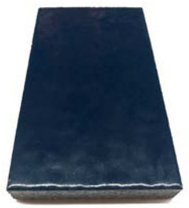
METAL FINISHES

- MT-01:
PPG COATING
GRAPHITE GRAY
UC106708LB

- MT-02:
PPG COATING
CHARCOAL
UC109852

- MT-03:
PPG COATING
GRAY VELVET
UC70214F

TERRA COTTA



- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

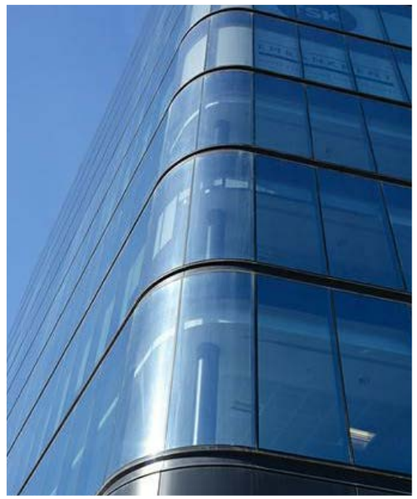
GLASS MATERIAL PRECEDENTS

1099 NEW YORK AVE, BROOKLYN

- GL-01:
PPG
LOW IRON IGU
"STARPHIRE TEMPERED"

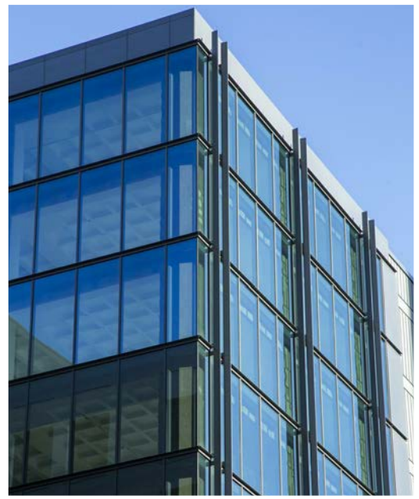
CALIFORNIA ACADEMY OF SCIENCES, SAN FRANCISCO

- GL-02:
VIRACON
DOUBLE LAMINATED SINGLE PANE
"STARPHIRE LAMINATED"



100 EMBANKMENT, MANCHESTER

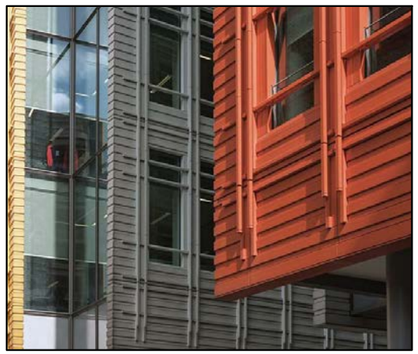
- GL-03:
AGC INTERPANE
LOW IRON IGU
"STOPRAY VISION 50"



1 10TH ST, SAN FRANCISCO

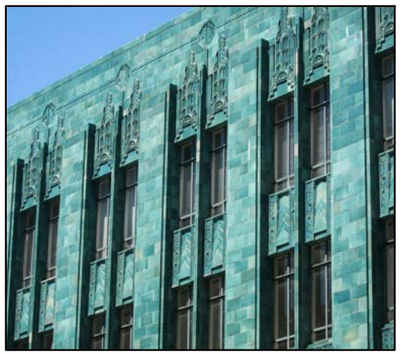
- GL-04:
VIRACON
LOW IRON IGU
"VE24-2M"

TERRA COTTA MATERIAL PRECEDENTS



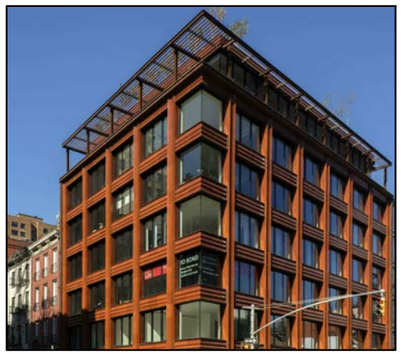
CENTRAL SAINT GILES, LONDON

- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC



I. MAGNIN BUILDING, OAKLAND

- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC



10 BOND STREET, NEW YORK

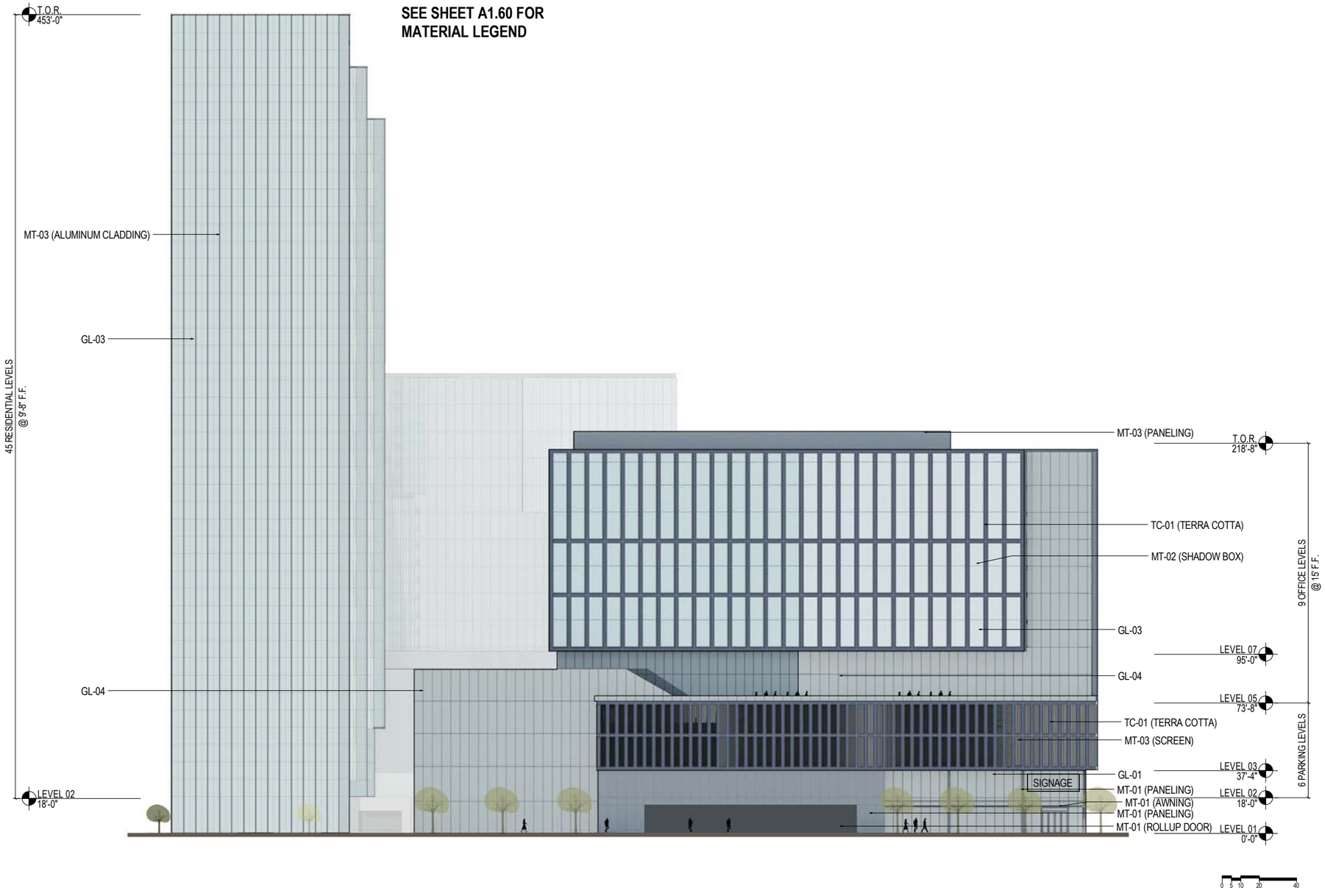
- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

75 DAVIES STREET, LONDON

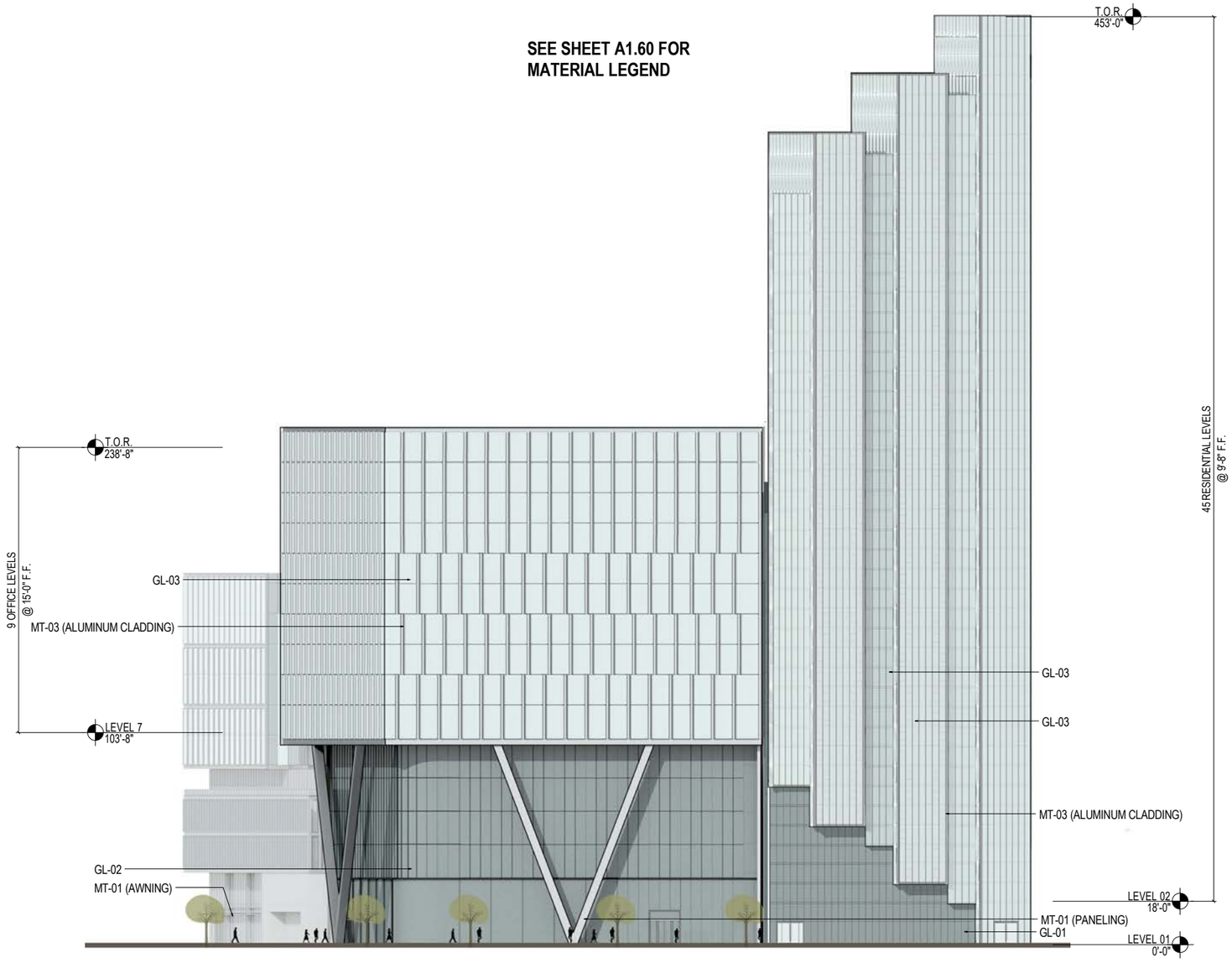
- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

SEE SHEET A1.60 FOR MATERIAL LEGEND

SEE SHEET A1.60 FOR MATERIAL LEGEND

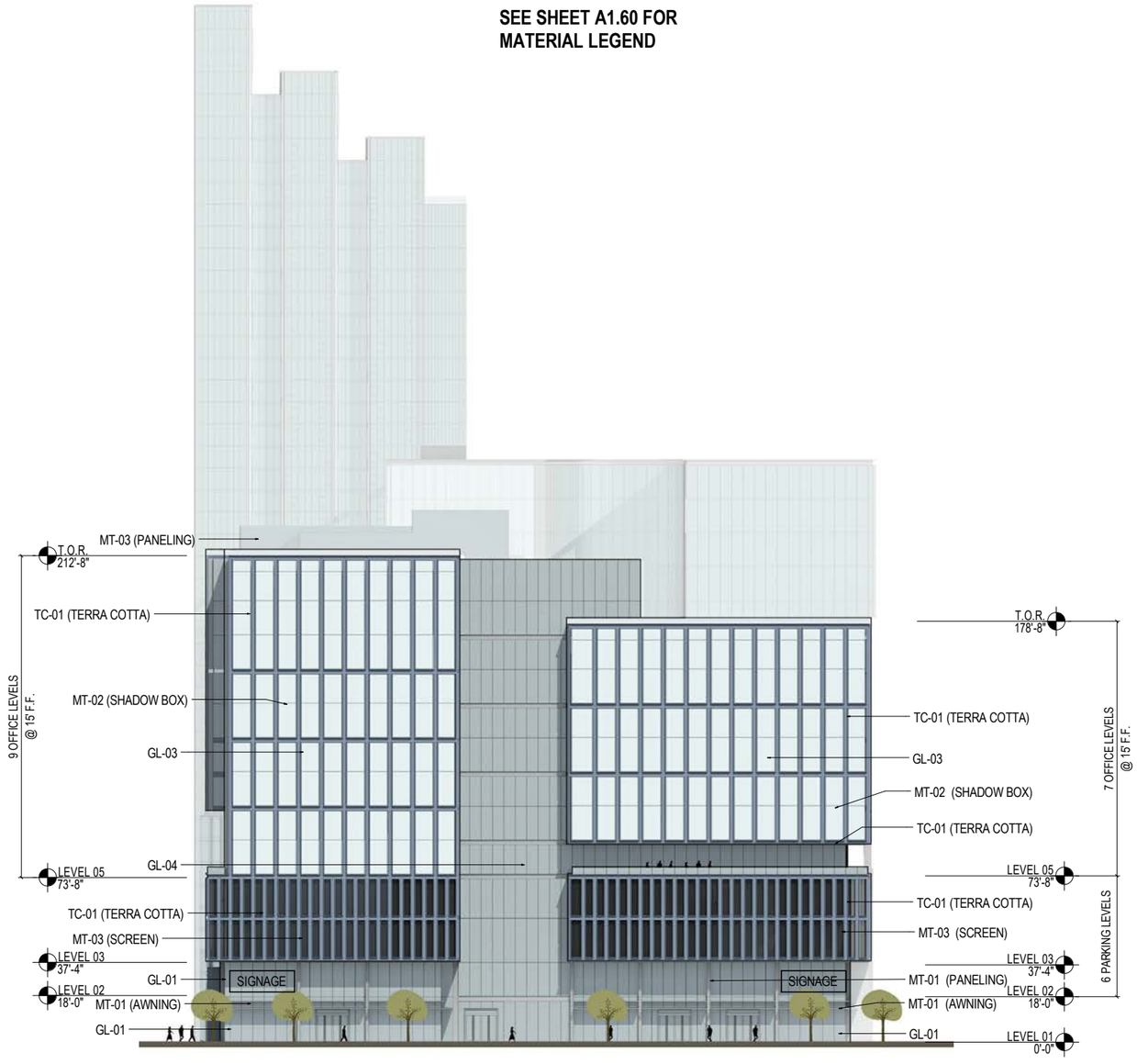


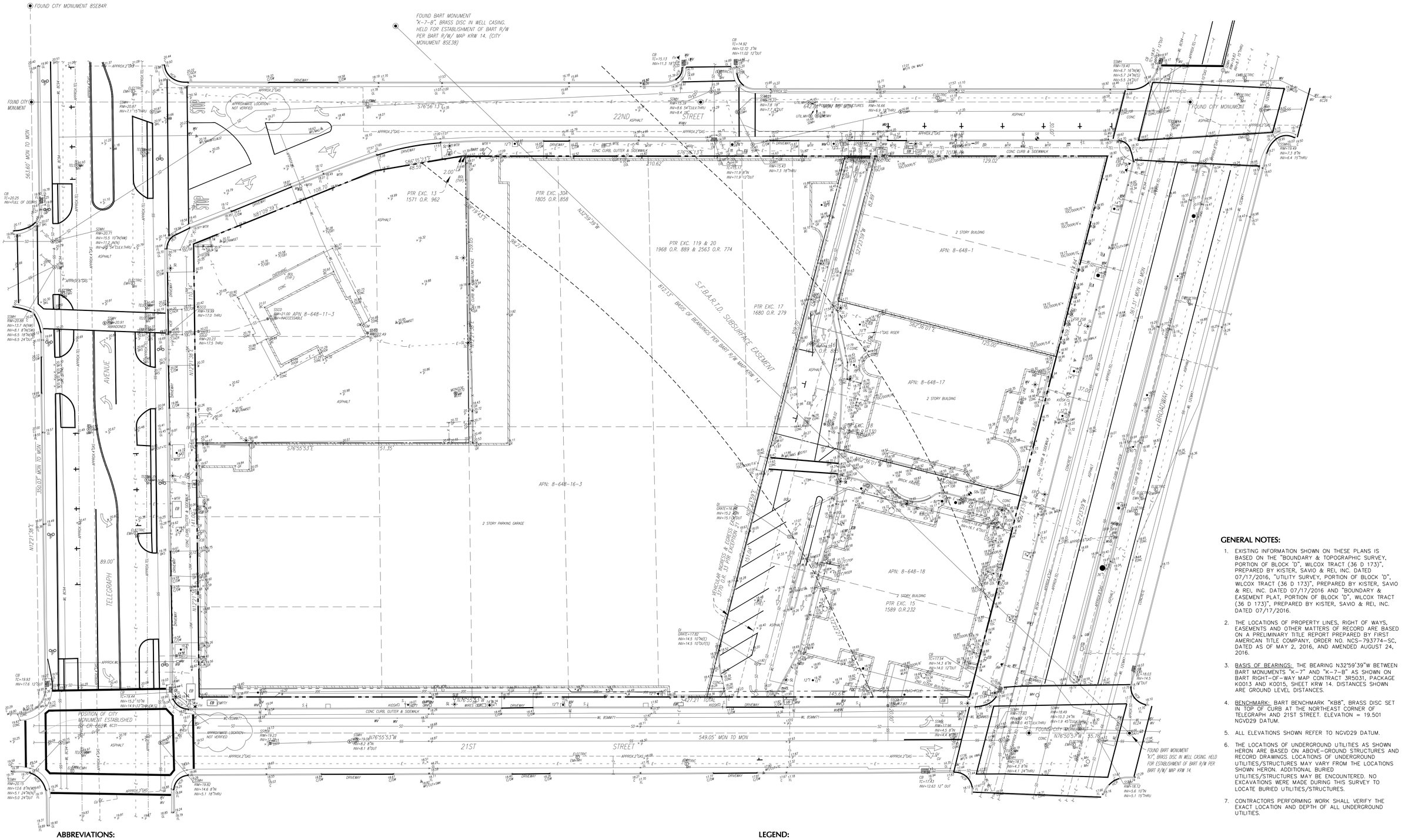
SEE SHEET A1.60 FOR MATERIAL LEGEND



0 5 10 20 40

SEE SHEET A1.60 FOR MATERIAL LEGEND





GENERAL NOTES:

1. EXISTING INFORMATION SHOWN ON THESE PLANS IS BASED ON THE "BOUNDARY & TOPOGRAPHIC SURVEY, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016, "UTILITY SURVEY, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016 AND "BOUNDARY & EASEMENT PLAT, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016.
2. THE LOCATIONS OF PROPERTY LINES, RIGHT OF WAYS, EASEMENTS AND OTHER MATTERS OF RECORD ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. NCS-793774-SC, DATED AS OF MAY 2, 2016, AND AMENDED AUGUST 24, 2016.
3. BASIS OF BEARINGS: THE BEARING N32°59'39"W BETWEEN BART MONUMENTS "K-7" AND "K-7-B" AS SHOWN ON BART RIGHT-OF-WAY MAP CONTRACT 3R5031, PACKAGE K0013 AND K0015, SHEET KRW 14. DISTANCES SHOWN ARE GROUND LEVEL DISTANCES.
4. BENCHMARK: BART BENCHMARK "KB8", BRASS DISC SET IN TOP OF CURB AT THE NORTHEAST CORNER OF TELEGRAPH AND 21ST STREET. ELEVATION = 19.501 NGVD29 DATUM.
5. ALL ELEVATIONS SHOWN REFER TO NGVD29 DATUM.
6. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HERON ARE BASED ON ABOVE-GROUND STRUCTURES AND RECORD DRAWINGS. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM THE LOCATIONS SHOWN HERON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES.
7. CONTRACTORS PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES.

ABBREVIATIONS:

10"T	10" DIAMETER TREE	COL	COLUMN	GM	GAS METER	S	SIGN	TW	TOP OF WALL
BC	BUILDING CORNER	CONC	EDGE OF CONCRETE	GP	GATE POST	SDMH	STORM DRAIN MANHOLE	UB	UTILITY BOX
BR	BIKE RACK	DI	DROP INLET	GR	GROUND	SL	STREET LIGHT	W	BACK OF WALK
BFP	BACK FLOW PREVENTER	EB	ELECTRIC BOX	ICB	IRRIGATION CONTROL BOX	SLB	STREET LIGHT BOX	WM	WATER METER
BOL	BOLLARD	F	FENCE LINE	ICV	IRRIGATION CONTROL VALVE	SSCO	SANITARY SEWER CLEAN OUT	WV	WATER VALVE
C	TOP OF CURB	FDC	FIRE DEPARTMENT CONNECTION	MTR	PARKING METER	SSMH	SANITARY SEWER MANHOLE	WVB	WATER VALVE BOX
C/DW	TOP OF CURB AT DRIVEWAY	FL	FLOW LINE	MH	MANHOLE	TOC	TOP OF CONCRETE		
C/HCR	TOP OF CURB AT HANDICAP RAMP	G	GAS	P	PAVEMENT	TS	TRAFFIC SIGNAL		
CB	CATCH BASIN	GL	GUTTER LIP	PIV	POST INDICATOR VALVE	TSB	TRAFFIC SIGNAL BOX		

LEGEND:

GAS LINE	—G—	STREET LIGHT		ELECTRIC BOX	EB
TELEPHONE LINE	—TEL—	STREET LIGHT BOX	SLB	WATER METER	WM
ELECTRIC LINE	—E—	TRAFFIC SIGNAL		IRRIGATION CONTROL BOX	ICB
SANITARY SEWER	—SS—	STORM DRAIN MANHOLE		FIRE HYDRANT	
STORM DRAIN	—SD—	STORM DRAIN CLEANOUT		SIGN	
WATER LINE	—W—	CATCH BASIN			
UNKNOWN UTILITY PIPE/CONDUIT	—UNK—	SANITARY SEWER MANHOLE			
GAS VALVE	GV	SANITARY SEWER CLEANOUT			
TELEPHONE MANHOLE		ELECTRIC MANHOLE			

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

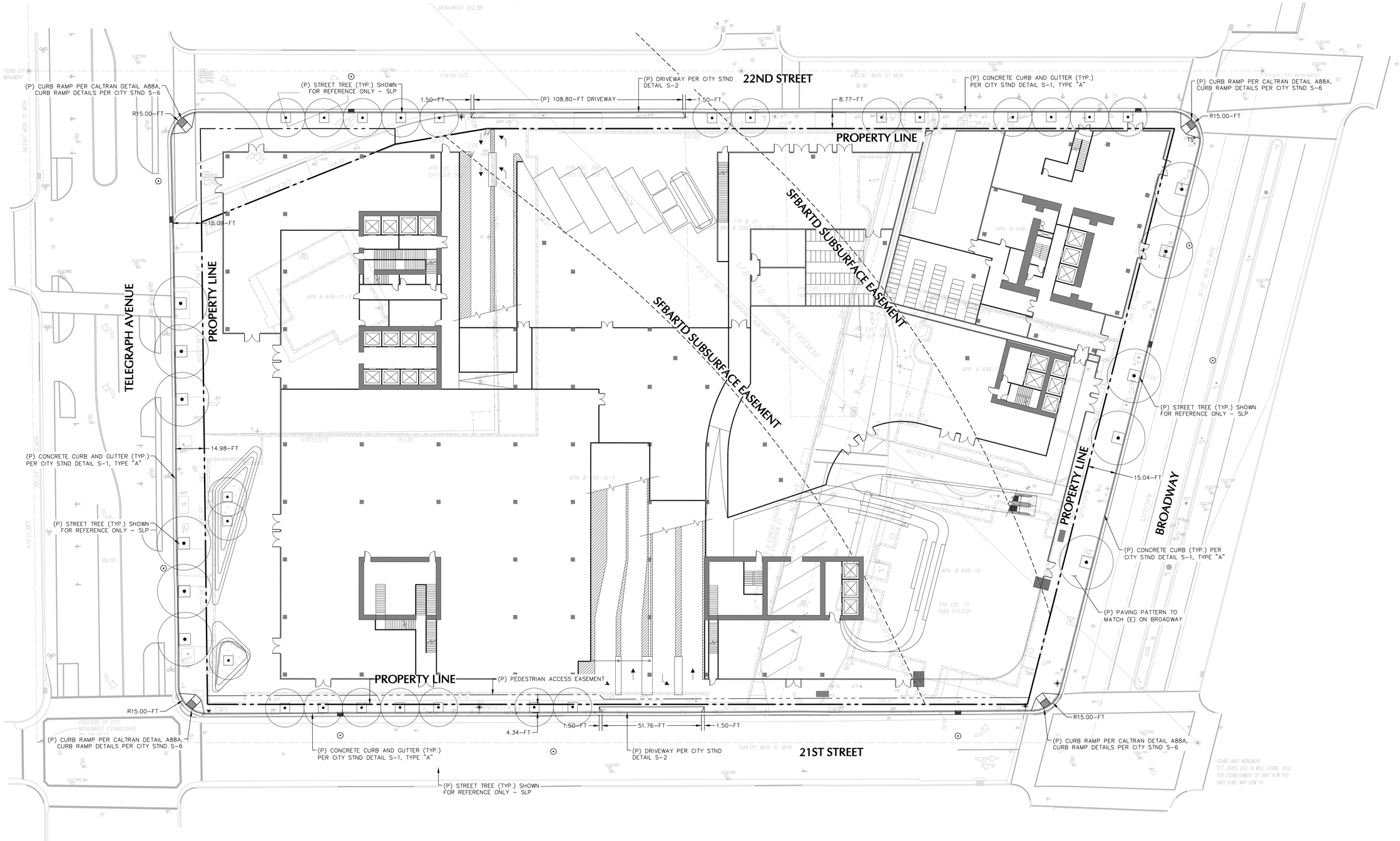
2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

EXISTING CONDITIONS PLAN

C0.01



0 5 10 20 40

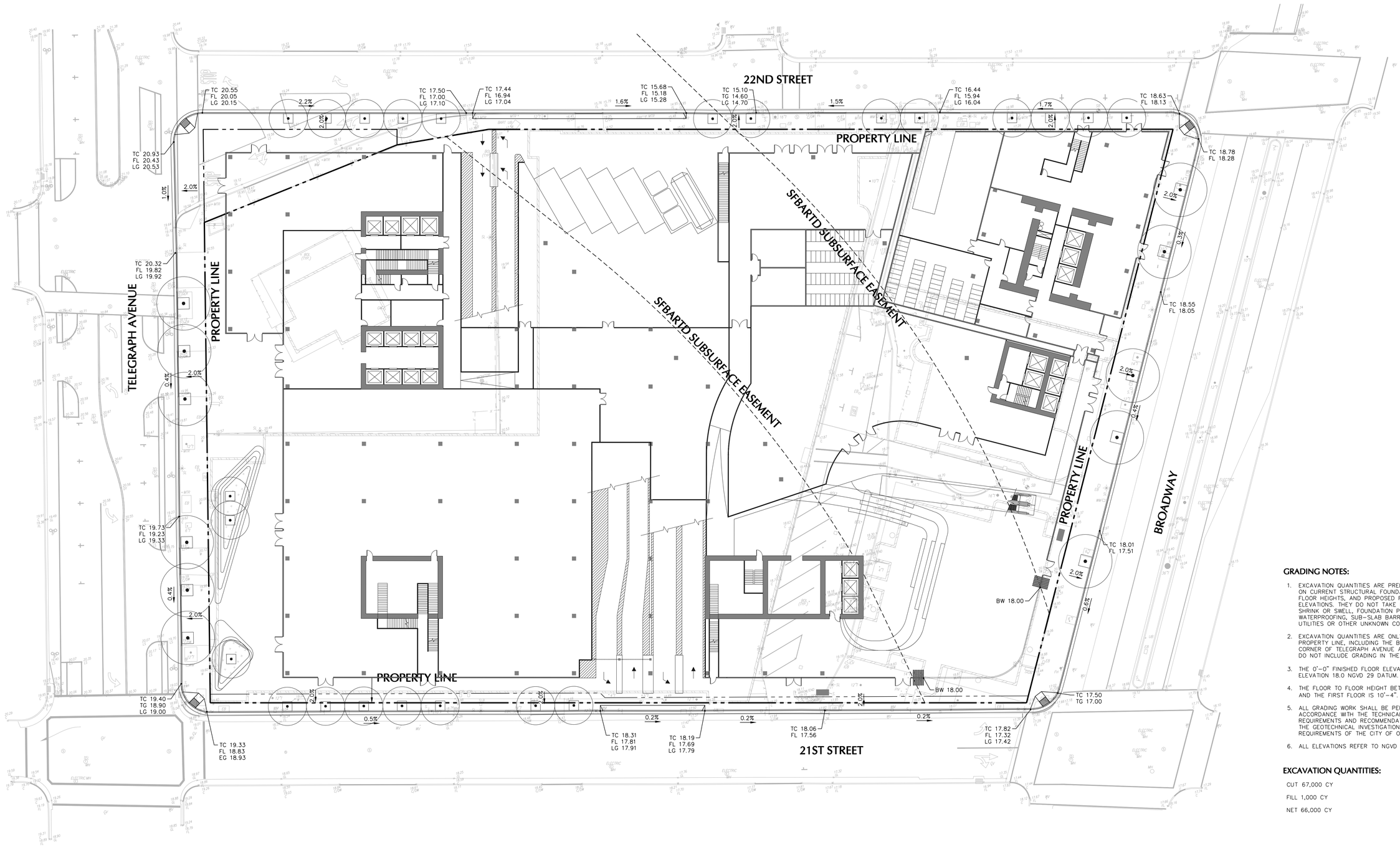
LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE PLAN **C1.01**



GRADING NOTES:

1. EXCAVATION QUANTITIES ARE PRELIMINARY AND BASED ON CURRENT STRUCTURAL FOUNDATION PLANS, FLOOR TO FLOOR HEIGHTS, AND PROPOSED FINISHED FLOOR ELEVATIONS. THEY DO NOT TAKE INTO ACCOUNT ANY SHRINK OR SWELL, FOUNDATION PREPARATION, WATERPROOFING, SUB-SLAB BARRIERS, SUB-SLAB UTILITIES OR OTHER UNKNOWN CONDITIONS.
2. EXCAVATION QUANTITIES ARE ONLY FOR WORK WITHIN THE PROPERTY LINE, INCLUDING THE BUILDING AREA OVER THE CORNER OF TELEGRAPH AVENUE AND 22ND STREET AND DO NOT INCLUDE GRADING IN THE PUBLIC RIGHT-OF-WAY.
3. THE 0'-0" FINISHED FLOOR ELEVATION IS SET AT ELEVATION 18.0 NGVD 29 DATUM.
4. THE FLOOR TO FLOOR HEIGHT BETWEEN THE BASEMENT AND THE FIRST FLOOR IS 10'-4".
5. ALL GRADING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS, REQUIREMENTS AND RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL INVESTIGATION AND REPORT, AND ANY REQUIREMENTS OF THE CITY OF OAKLAND.
6. ALL ELEVATIONS REFER TO NGVD 29 DATUM.

EXCAVATION QUANTITIES:

CUT 67,000 CY

FILL 1,000 CY

NET 66,000 CY

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

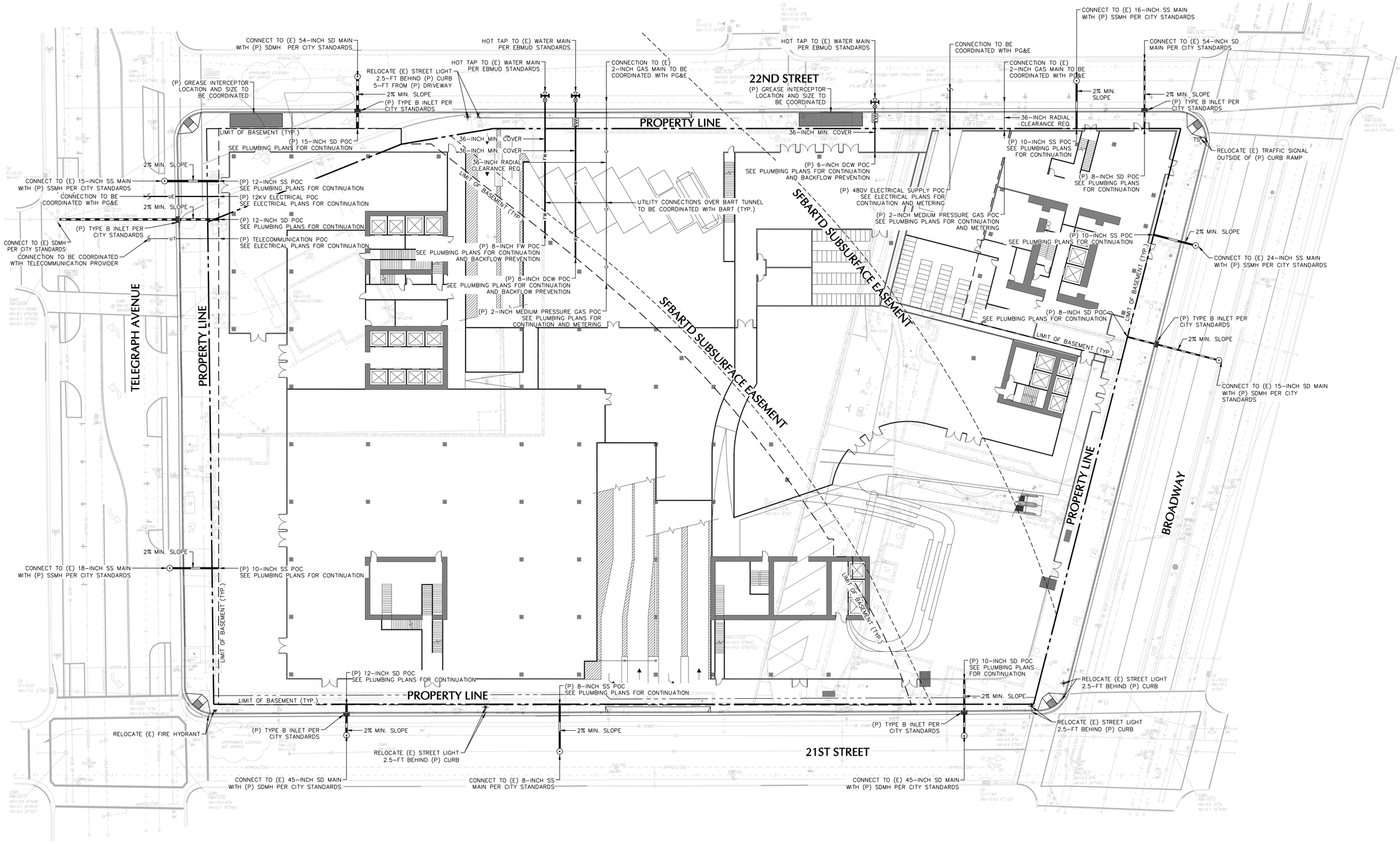
2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE ROUGH GRADING PLAN

C2.01



0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

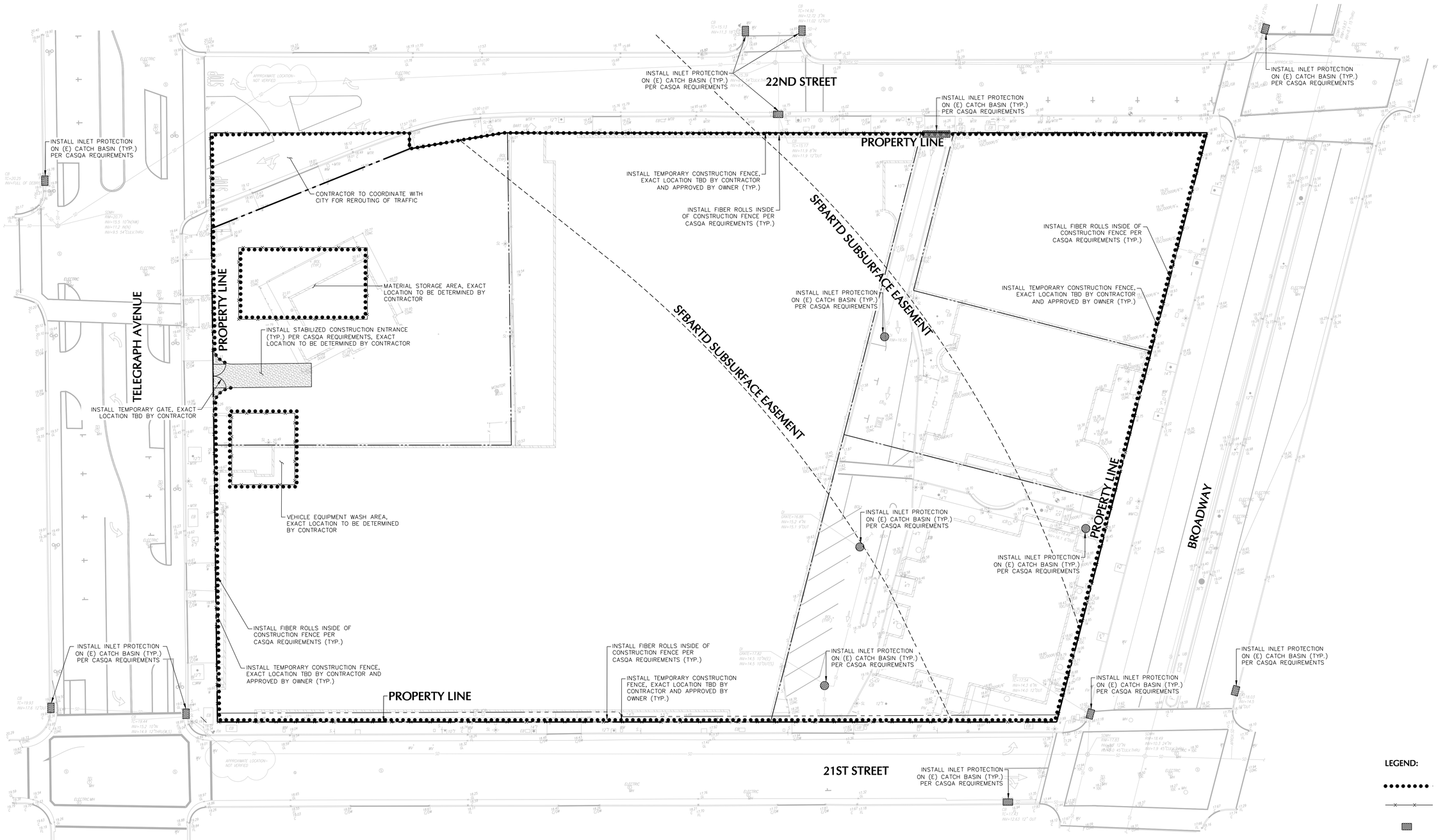
2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE UTILITY PLAN

C3.01



LEGEND:

- FIBER ROLLS
- CONSTRUCTION FENCE
- INLET PROTECTION

0 5 10 20 40

LANGAN

501 14th Street, 3rd Floor, Oakland, CA 94612

T: 510.874.7000 F: 510.874.7001 www.langan.com

Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME A

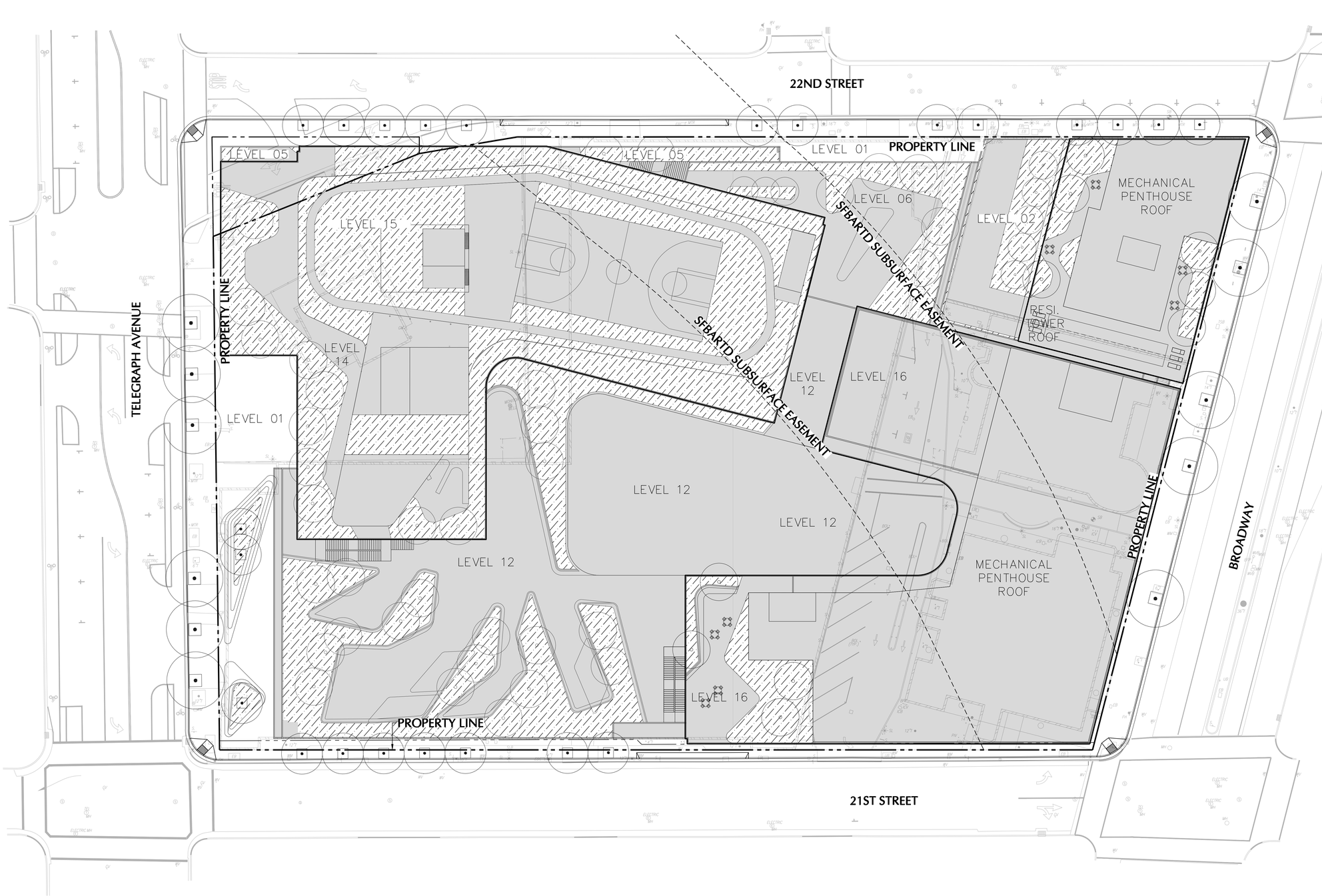
W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18

FINAL DEVELOPMENT PLAN

EROSION & SEDIMENTATION CONTROL PLAN

C4.01



LEGEND:

- LANDSCAPE
- ROOF/PODIUM HARDSCAPE
- GROUND FLOOR HARDSCAPE

NPDES C.3 COMPLIANCE:

THE PROJECT CREATES AND/OR REPLACES 10,000 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE AND THEREFORE IS CONSIDERED A REGULATED PROJECT UNDER PROVISION C.3 OF THE MUNICIPAL REGIONAL STORMWATER PERMIT. REGULATED PROJECTS ARE REQUIRED TO INCORPORATE POST-CONSTRUCTION STORMWATER MANAGEMENT MEASURES (SITE DESIGN MEASURES, SOURCE CONTROL MEASURES AND STORMWATER TREATMENT MEASURES) TO REDUCE STORMWATER POLLUTION FROM ALL NEW AND REPLACED IMPERVIOUS SURFACES POST-CONSTRUCTION.

THE PROJECT IS NOT SUBJECT TO HYDROMODIFICATION.

THE PROJECT QUALIFIES AS A SPECIAL PROJECT (CATEGORY C: TRANSIT ORIENTED DEVELOPMENT) AND IS ELIGIBLE FOR 100% TREATMENT REDUCTION CREDITS BASED ON THE FOLLOWING CRITERIA:

1. THE PROJECT IS LOCATED WITHIN ½ MILE OF AN EXISTING TRANSIT HUB (50% TREATMENT REDUCTION CREDIT).
2. THE PROJECT HAS GREATER THAN A 6.0 FLOOR AREA RATIO (30% TREATMENT REDUCTION CREDIT).
3. THE PROJECT HAS NO SURFACE PARKING (EXCEPT FOR INCIDENTAL PARKING FOR EMERGENCY BEHICLE ACCESS, ADAD ACCESS AND PASSENGER OR FREIGHT LOADING ZONES (20% TREATMENT REDUCTION CREDIT).

THE PROJECT INTENDS TO TREAT THE REQUIRED STORMWATER RUNOFF FROM ALL NEW/REPLACED IMPERVIOUS SURFACES TO THE MAXIMUM EXTENT FEASIBLE.

THE PROJECT WILL COMPLY WITH NPDES C.3 REQUIREMENTS BY TREATING AND COLLECTING STORMWATER RUNOFF FROM ALL EXPOSED LEVELS USING LID TREATMENT TO THE MAXIMUM EXTENT FEASIBLE. IN THE EVENT LID TREATMENT IS DEEMED INFEASIBLE, NON-LID TREATMENT MEASURES SHALL BE USED AND BE CERTIFIED FOR "BASIC" GENERAL USE LEVEL DESIGNATION (GULD) BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY'S TECHNICAL ASSESSMENT PROTOCOL – ECOLOGY (TAPE).

IMPERVIOUS/PERVIOUS SUMMARY TABLE		
	EXISTING CONDITIONS	PROPOSED CONDTIONS
IMPERVIOUS AREA (SF)	131,641	102,330
PERVIOUS AREA (SF)	8,439	37,750
TOTAL AREA (SF)	140,080*	140,080*

*NOTE: THE PROJECT SITE AREA IS 140,041SF, THE ROOF OVERHANGS 39SF OVER PARCEL 1.

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

PRELIMINARY POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN

C5.01

EXCAVATION LEGEND:

- (P) LEVEL 1 – 8-FT THICK MAT FOUNDATION
- (P) LEVEL 1 – 12-INCH THICK MILD SOG BEARING ON INSULATION
- (P) BASEMENT LEVEL – 12-FT THICK MAT FOUNDATIION
- (P) BASEMENT LEVEL – 6-FT THICK MAT FOUNDATION
- (P) BASEMENT LEVEL – 10-FT THICK MAT FOUNDATION
- (P) BASEMENT LEVEL – 8-FT THICK MAT FOUNDATION
- (P) BASEMENT LEVEL – 3:1 SLOPE TRANSITION

NOTES:

1. 4-INCHES HAS BEEN ADDED TO ALL FOUNDATION ELEMENTS TO ACCOUNT FOR THE STRUCTURAL SLAB THICKNESS. CONTRACTOR TO VERIFY STRUCTURAL PLANS FOR ACTUAL SLAB THICKNESS.
2. BASEMENT LEVEL IS 10-FT BELOW LEVEL 1 FINISH FLOOR.
3. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND INSTALLING SHEETING AND SHORING AS REQUIRED AS LOCATIONS WHERE A STEP IN EXCAVATION ELEVATION OCCURS PER THE GEOTECHNICAL REPORT. SHEETING AND SHORING MUST BE DESIGNED AND APPROVED BY THE GEOTECHNIAL ENGINEER PRIOR TO INSTALLATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL GRADING ACTIVITIES REQUIRED FOR THE CONSTRUCTION OF PILE CAPS, FOUNDATION, GRADE BEAMS, AND ANY OTHER STRUCTURAL ELEMENTS AS SHOWN ON THE STRUCTURAL PLANS.

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME A

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

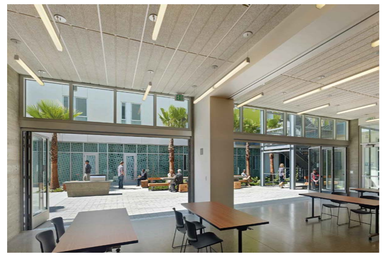
EXCAVATION PLAN

C6.01

REFERENCE

LIVING WALL

SPORT COURTS



INDOOR / OUTDOOR CONNECTIONS

LIVING ROOF

ROOFTOP COURTYARDS

STREETSCAPE - CANOPY TREES

STREETSCAPE - COLUMNAR TREES

TABLE OF CONTENTS

LEGEND

TREE

PLANTING (RESIDENTIAL)

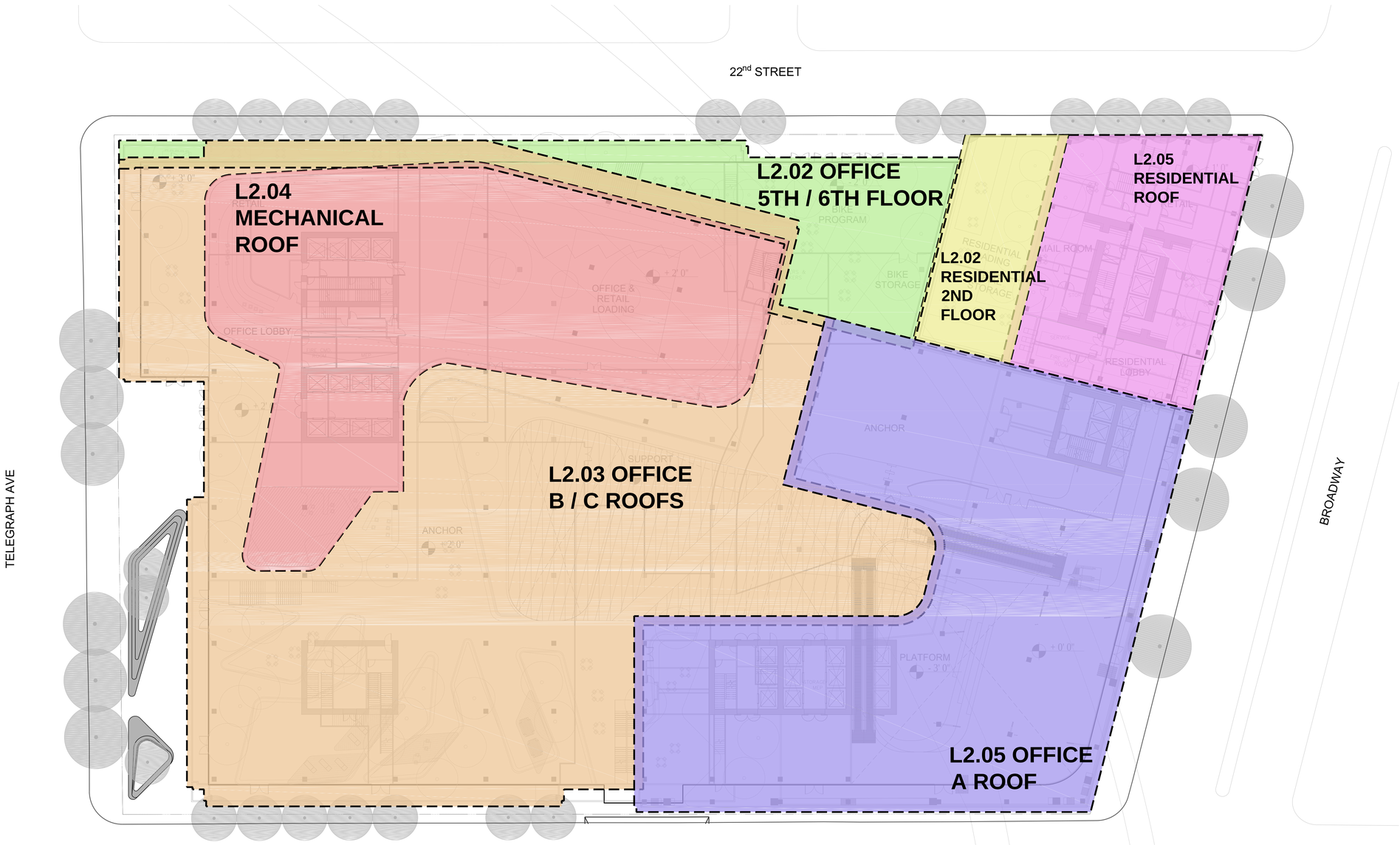
PLANTING (OFFICE)

WATER FEATURE (RESIDENTIAL)

WATER FEATURE (OFFICE)

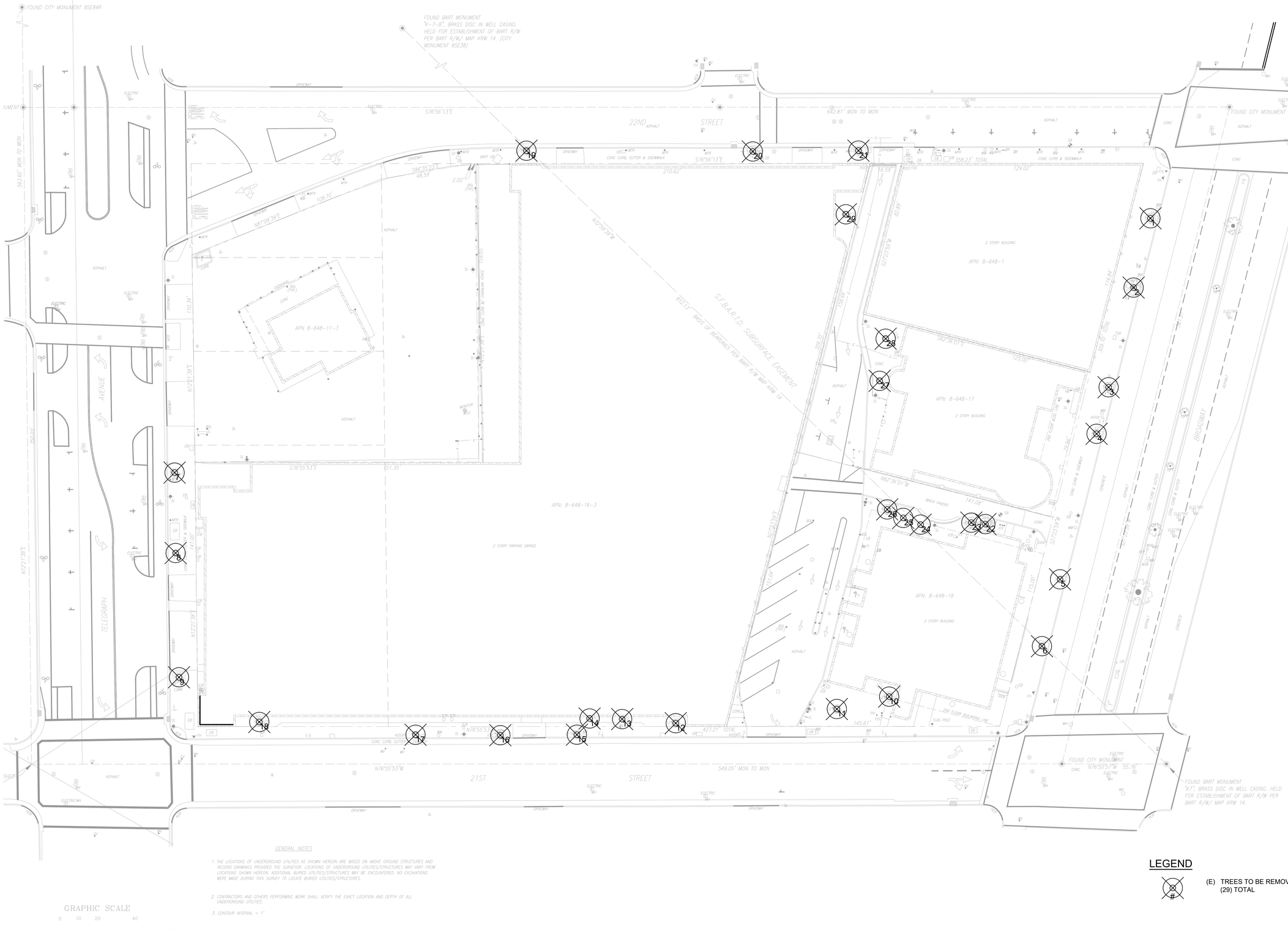
CANOPY STRUCTURE

0 5 10 20 40



L2.01 GROUND FLOOR

0 5 10 20 40



TREE PRESERVATION ORDINANCE

PURSUANT TO THE TREE PRESERVATION ORDINANCE (§12.36 O.M.C.) A TREE PRESERVATION/REMOVAL PERMIT IS REQUIRED FOR ANY PROPOSED CONSTRUCTION ACTIVITY (INCLUDING BUILDINGS, DRIVEWAYS, PATHS, DECKS, CONSTRUCTION VEHICLE ROUTES, SIDEWALK IMPROVEMENTS, & PERIMETER GRADING) WITHIN 10 FEET OF A PROTECTED TREE, EVEN IF SUCH TREES ARE NOT BEING REMOVED OR IF THEY ARE LOCATED ON A NEIGHBOR'S PROPERTY.

THE FOLLOWING ARE 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. CONTACT THE TREE DIVISION AT (510) 615-5850 FOR MORE INFORMATION OR TO SCHEDULE AN INSPECTION).

c. ANY TREE OF ANY SIZE LOCATED IN THE PUBLIC RIGHT-OF-WAY (INCLUDING STREET TREES).

I ATTEST THAT: *(CHECK ONE)*

❑ (1) THERE ARE NO EXISTING PROTECTED TREES ANYWHERE ON THE SUBJECT PROPERTY OR WITHIN 10 FEET OF THE PROPOSED CONSTRUCTION ACTIVITIES** (INCLUDING NEIGHBOR'S PROPERTIES OR THE ADJACENT PUBLIC RIGHT-OF-WAY).

❑ (2) THERE ARE PROTECTED TREES ON THE SUBJECT PROPERTY OR WITHIN 10 FEET OF THE PROPOSED CONSTRUCTION ACTIVITIES**, AND THEIR LOCATION IS INDICATED ON THE SITE PLAN AND LANDSCAPE PLAN **AND** *(CHECK ONE);*

❑ (A) NO PROTECTED TREES ARE TO BE REMOVED AND NO CONSTRUCTION ACTIVITY** WILL OCCUR WITHIN 10 FEET OF ANY PROTECTED TREE.

❑ (B) NO PROTECTED TREES ARE TO BE REMOVED AND CONSTRUCTION ACTIVITY** WILL OCCUR WITHIN 10 FEET OF ANY PROTECTED TREE.

✓ (C) PROTECTED TREES WILL BE REMOVED.

IF YOU CHECKED (2B) OR (2C), A TREE PRESERVATION/REMOVAL PERMIT IS REQUIRED. PLEASE COMPLETE THE SECTION BELOW.

TREES PROPOSED FOR REMOVAL

#	SPECIES	DBH
1	*Platanus x hispanica*	13.5
2	*Platanus x hispanica*	21
3	*Platanus x hispanica*	16.5
4	*Platanus x hispanica*	13.5
5	*Platanus x hispanica*	7
6	*Platanus x hispanica*	7.5
7	*Platanus x hispanica*	13.5
8	*Platanus x hispanica*	7
9	*Platanus x hispanica*	14
10	*Acer palmatum*	7, 5.5, 6, 4.5
11	*Betula pendula*	11.5
12	*Quercus agrifolia*	14.5
13	*Quercus agrifolia*	6.5
14	*Quercus agrifolia*	5
15	*Lophostemon confertus*	14.5
16	*Lophostemon confertus*	18
17	*Lophostemon confertus*	11
18	*Juniperus chinensis*	13.5
19	*Lophostemon confertus*	11
20	*Lophostemon confertus*	16.5
21	*Lophostemon confertus*	12
22	*Afrocarpus gracilior*	15
23	*Afrocarpus gracilior*	15
24	*Acer palmatum*	4, 4, 3.5, 3.5, 6.5
25	*Acer palmatum*	4, 6
26	*Acer palmatum*	4, 4.5, 5.5, 3, 5
27	*Acer palmatum*	9"@32"
28	*Prunus serrulata*	12"@42"
29	*Cupressus sempervirens*	9.5

REASON FOR REMOVAL/IMPACTING OF TREES:

- TREES 5, 20, 25 TO BE REMOVED DUE TO ITS POOR HEALTH. REPLACEMENT TREE TO BE PLANTED.
- THE REST OF THE TREES TO BE REMOVED DUE TO CONSTRUCTION ACTIVITIES. REPLACEMENT TREE TO BE PLANTED. ADDITIONAL PLATANUS X HISPANICA AND LOPHOSTEMON CONFERTUS TREES TO BE PLANTED ONSITE. SEE L2.01 LANDSCAPE PLAN - GROUND FLOOR FOR DETAILS.
- OTHER SPECIES TO BE REPLACED AS PLATANUS X HISPANICA AND LOPHOSTEMON CONFERTUS FOR DESIGN CONSISTENCY.

LEGEND

(E) TREES TO BE REMOVED
(29) TOTAL

0 5 10 20 40

STREETSCAPE - CANOPY TREES

STREETSCAPE - COLUMNAR TREES

GROUND FLOOR PLANTING SCHEDULE

SYMBOL	TYPE	SCIENTIFIC NAME	COMMON NAME	QTY / AREA (SQ FT)	SIZE	IRRIGATION
1	TREE	*Olea europaea 'Swan Hill'*	Fruitless Olive 'Swan Hill'	3	48" OR 60" Box	Drip Irrigation
2	TREE	*Lophostemon confertus*	Brisbane Box	23	36" Box	Drip Irrigation
3	TREE	*Platanus × hispanica*	London Planetree	18	48" Box	Drip Irrigation
	PLANTING	*Lavandula latifolia*	Lavandula latifolia	462 (SQ FT)	1 Gal	Drip Irrigation

0 5 10 20 40

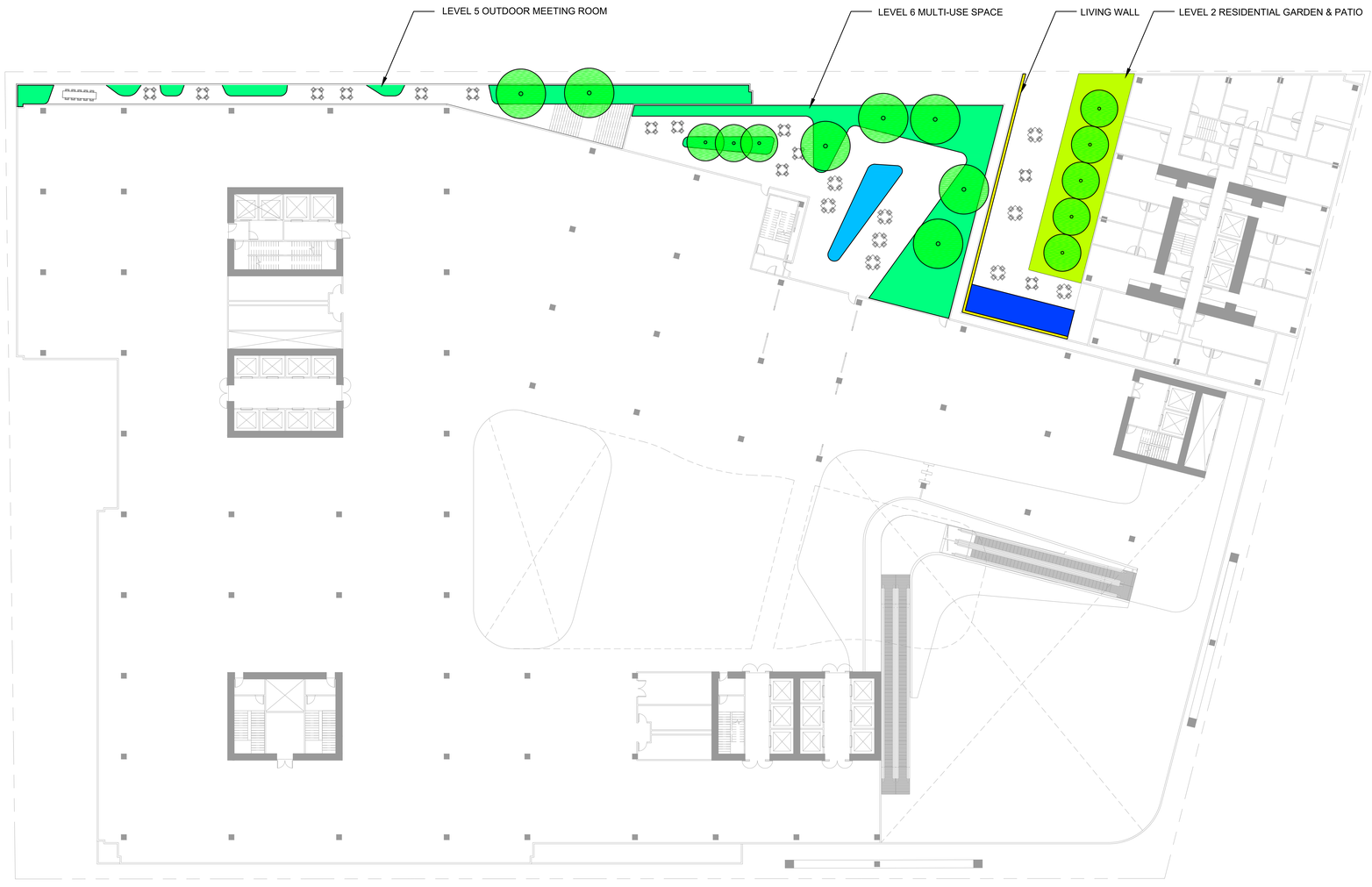
bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

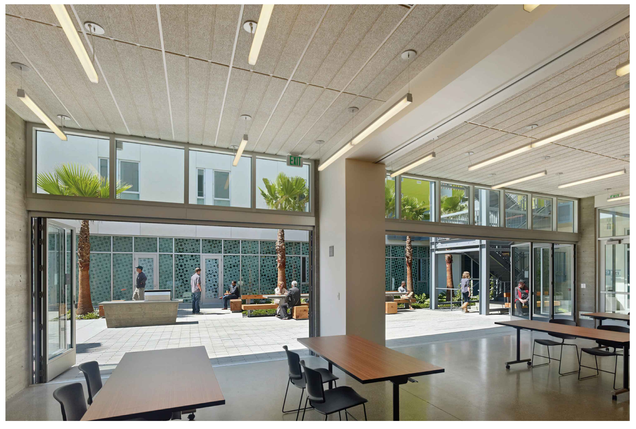
APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME A

Landscape Plan - Ground Floor

L2.01



LIVING WALL



INDOOR / OUTDOOR CONNECTIONS

PLANTING SCHEDULE

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)	IRRIGATION
	TREE	15	Drip Irrigation
	PLANTING (OFFICE)	3,380 (SQ FT)	Drip Irrigation
	PLANTING (RESIDENTIAL)	1,550 (SQ FT)	Drip Irrigation
	LIVING WALL (RESIDENTIAL)	7,800 (SQ FT)	Drip Irrigation

OTHER LANDSCAPING ELEMENTS

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)
	WATER FEATURE (OFFICE)	340 (SQ FT)
	WATER FEATURE (RESIDENTIAL)	450 (SQ FT)

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME A

Landscape Plan - Office 5th / 6th Floors &
Residential Tower 2nd Floor

L2.02

LIVING ROOF

ROOFTOP COURTYARDS

ROOF PLANTING SCHEDULE

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)	IRRIGATION
	TREE	38	Drip Irrigation
	PLANTING (OFFICE)	18,340 (SQ FT)	Drip Irrigation

0 5 10 20 40

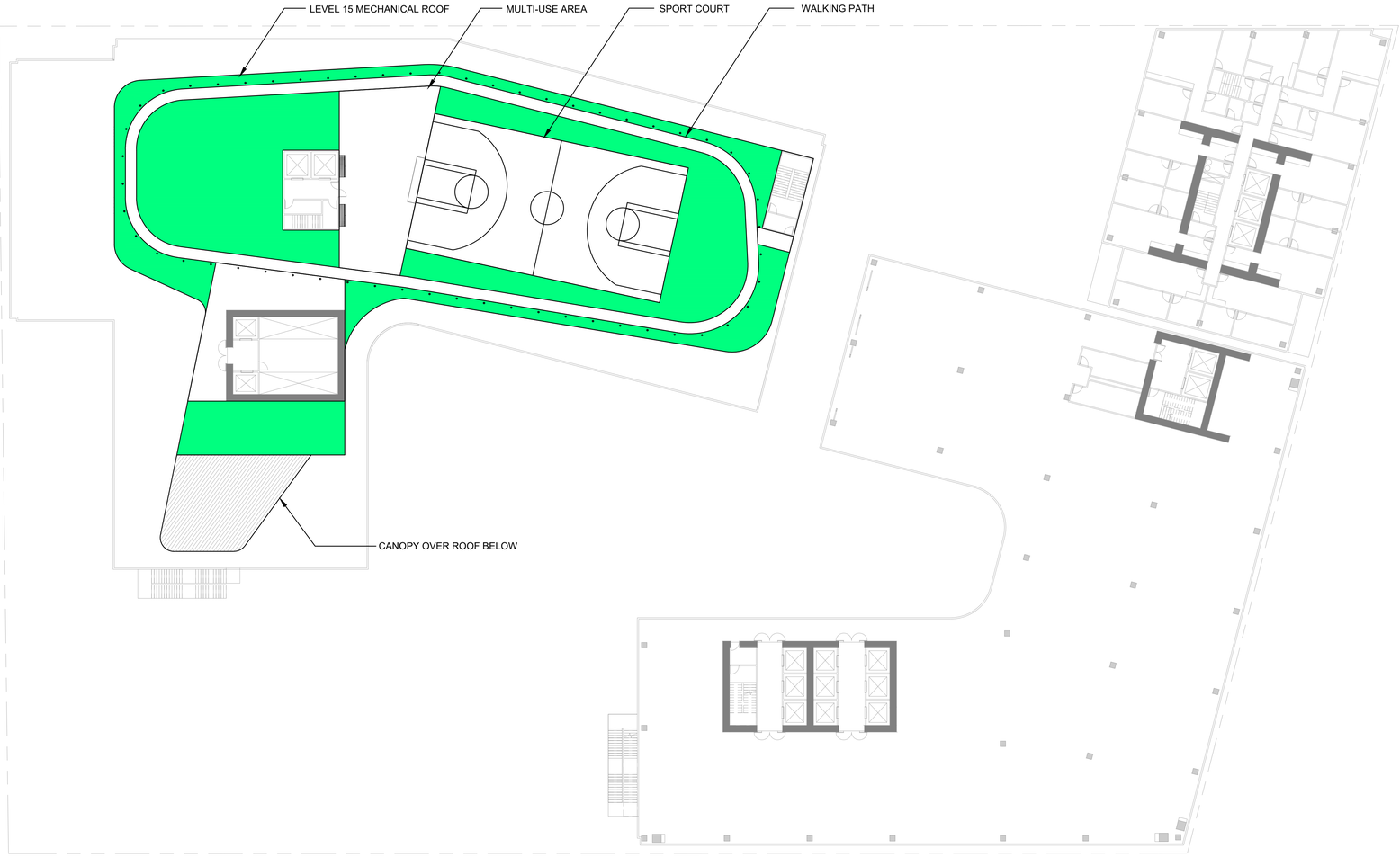
bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME A

Landscape Plan - Office B/C Roofs

L2.03



LIVING ROOF

SPORT COURTS

ROOF PLANTING SCHEDULE

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)	IRRIGATION
	PLANTING (OFFICE)	10,800 (SQ FT)	Drip Irrigation

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME A

Landscape Plan - Mechanical Roof on Office B

L2.04

LIVING ROOF

ROOF PLANTING SCHEDULE

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)	IRRIGATION
	TREE	10	Drip Irrigation
	PLANTING (OFFICE)	1,950 (SQ FT)	Drip Irrigation
	PLANTING (RESIDENTIAL)	1,460 (SQ FT)	Drip Irrigation

OTHER LANDSCAPING ELEMENTS

SYMBOL	TYPE	QUANTITY / AREA (SQ FT)
	POOL (RESIDENTIAL)	660 (SQ FT)

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME A

Landscape Plan - Office A &
Residential Tower Roofs

L2.05

2100 Telegraph

W/L Telegraph Holdings JV, L.L.C.
Gensler

Final Development Plan - Scheme B
June 20th, 2018

W/L Telegraph Holdings JV, L.L.C.
644 Menlo Avenue # 204
Menlo Park, CA 94025

Gensler
2101 Webster Street
Suite 2000
Oakland, CA 94612

Luma Lighting Design
425 California Street, Suite 1200
San Francisco, CA 94104

Charles M. Salter Associates Inc.
130 Sutter Street, Floor 5
San Francisco, CA 94104

Bionic
833 Market Street; Suite 601
San Francisco, CA 94103

Edgett Williams Consulting Group
102 East Blithedale Avenue, Suite 1
Mill Valley, CA 94941

Langan Treadwell Rollo
501 14th Street, 3rd Floor
Oakland, CA 94612

ARUP
560 Mission Street #700
San Francisco, CA 94105

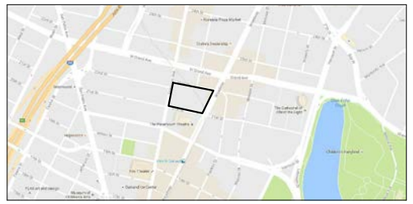
International Parking Design, Inc.
560 14th Street, Suite 300
Oakland, CA 94612

Nelson Nygaard
116 New Montgomery Street, Suite 500
San Francisco, CA 94105

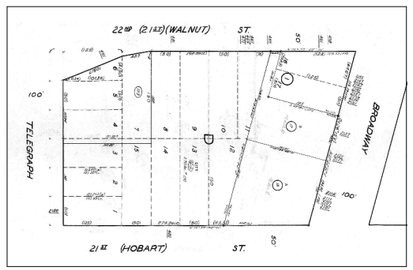
Magnusson Klemencic Associates
1301 Fifth Avenue, Suite 3200
Seattle, WA 98101-2699

The Fire Consultants
1981 N. Broadway, Suite 400
Walnut Creek, CA 94596

LOCATION MAP



ASSESOR'S PARCEL MAP



The existing project site consists of five properties and two additional 'fragment parcels' which are owned by, or subject to an easement by the City of Oakland. As part of the PDP submittal, all available parcels are assumed to be combined into a single parcel with the exception of one small 'fragment parcel' along 22nd Street. All area calculations in this FDP are be based on the assumption that the site is treated as a single parcel.

PROJECT DESCRIPTION

The 2100 Telegraph project is a full city block development bounded by Telegraph and Broadway and 21st and 22nd Streets in Uptown Oakland. The proposed development consists of an office podium building which includes at-grade retail, community space, and parking.

Running beneath the site are three existing Bart tunnels which cannot accept increased gravity or lateral loads. Therefore the construction of subgrade spaces and foundations is severely restricted which imposes constraints and performance requirements on both the building foundations and above-grade structure.

This Final Development Plan submission is related to a Preliminary Development Plan (PDP) submission that proposed multiple options for maximized development on the site. This submission is a further developed version of the 'Blended Mixed Use' PDP alternate.

PROJECT & ZONING SUMMARY

Address: 2100 Telegraph Avenue; Oakland, CA 94612
Existing Parcels: 8-648-16-3, 8-648-11-3, 8-648-1, 8-648-17, 8-648-18
Development Standard Zone: CBD-P
Height / Bulk / Intensity Area: 6 and 7 (see site diagram)

Total Lot Area: 140,041 sf
Total Building Footprint: 116,814 gsf
Maximum Allowable Floor Area: 2,800,820 sf
Proposed Floor Area: 1,686,025 sf (as defined in section 17.09.040)
Gross Building Area: 2,382,986 gsf (includes parking area)
Building Height: 517ft
Proposed Number of Parking Spaces: approximately 1,820 spaces

Anticipated Permitted Activity Types (per table 17.58.01):
General Retail Sales, General Food Sales, Full Service Restaurant, Limited Service Restaurant and Cafe, Non-assembly Cultural, Community Education, Recreational Assembly, Consultative and Financial Service, Group Assembly, Business, Administrative, Sidewalk Cafe, Permitted Sign Facilities. All permitted by Oakland Planning Code.

Anticipated Activity Types requiring a Conditional Use Permit:
Community Assembly, Alcoholic Beverage Sales, Mechanical or Electronic Games, Automotive Fee Parking

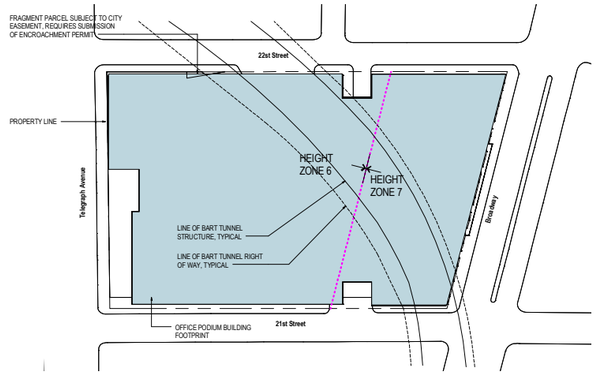
PARKING INFORMATION

Total Parking Area: 701,755 sf
Number of Cars Parked Per Plan: 1,820 cars
Maximum Number of Cars with Valet and Stacking: 1,967 cars

PRELIMINARY LIFE SAFETY CODE INFORMATION

Occupancy Type: Mixed Use including M, S-2, R-2, A-3, and B with accessory A-3
Seismic Risk Category: III (greater than 5,000 occupants max)
Type of Construction: I A
Required Ratings: 3 hour rated structural frame, 2 hour rated floors
Fire Protection: Fully Sprinklered
Atrium: Atrium is assumed to have an active smoke control system which will be designed in subsequent design phases.

SITE DIAGRAM



HEIGHT / BULK / INTENSITY AREA SUMMARY TABLE

Planning Code Regulation Per table 17.58.04	**Area 6 Requirement**	**Area 7 Requirement**	**Proposed Project**
Max. Floor Area Ratio	20	20	9.8 Complies
Max. Lot Coverage at Base	100%	100%	85% Complies
Max. Lot Coverage Above Base	75% or 10k sf	85% or 10k sf	15% Complies
Max. Dwelling Unit Density	1 unit / 90 sf = 1,556 units	1 unit / 90 sf = 1,556 units	N/A
Max. Base Building Height	85 ft	120 ft	***N/A, per variance in PDP submittal***
Max. Total Height	None	None	517' Complies
Max. Floor Plate Area Abv Base	25,000 sf	None	127,014 sf Complies
Max. Tower Length	195 ft	None	294' Complies
Max. Diagonal Length Abv base	235 ft	None	338' Complies
Min. Distance Between Towers	40 ft	None	Not Applicable

PROPOSED DEVELOPMENT AREA

Proposed Program	**Office Building GSF**
Office	1,484,012
Community	20,735
Retail	68,300
Building Service and Mech	92,243
Parking	696,961
Total Proposed Gross Area	2,382,986

DRAWING INDEX

OFF-STREET LOADING REQUIREMENTS

Office Building Program	Loading Berths Required	Loading Berths Proposed	Trash and Recycling Provided
Office - 1,484,012 sf (Commercial Type B)	10	3	
Retail - 68,300 sf (Commercial Type A)	1	1	
Community Space - 20,735 sf (Civic)	0	0	
Office Building Total	**11**	**4*** See Note	**3,400 cu ft Complies**

*Note: Off-Street loading berth requirement calculations are based on the 08/18/2016 approved update to chapter 17.116. Proposed loading berth count does not meet the city requirement but is based on Traffic Engineer's recommendations. Their recommendation is based on recently conducted field observations of existing developments of similar program and size. Their research has shown that given current trends in shipping and delivery, combined with professionally managed and scheduled dock operations, our project can operate sucessfully with fewer berths than required. However, this analysis is still based on an assumption of future tenant types and their loading requirements. As the actual tenants are identified the loading program will be further studied and designed to meet all tenant requirements.

OFF-STREET PARKING REQUIREMENTS

Program	Allowable Parking Ratio	Maximum Parking Allowable	Proposed Parking
Office - 1,484,012 sf (Commercial upper story areas)	1:500 sf	2,968	N/A shared
Retail - 68,300 sf (Commercial ground floor areas)	1:300 sf	227	N/A shared
Community Space - 20,735 sf (Commercial upper story areas)	1:500 sf	41	N/A shared
Development Total		**3236**	**1,820 Complies**

Note: Off-Street parking requirement calculations are based on the 08/18/2016 approved update to chapter 17.116. All proposed parking will be provided in the Office Building portion of the development. Parking spaces provided will be shared between office, City public parking, and retail programs. Exact count is still TBD and will be based on operation and management strategies that are still to be determined.

BICYCLE PARKING REQUIREMENTS

Office Building Program	Long Term Ratio	Long Term Spaces	Short Term Ratio	Short Term Spaces
Office - 1,484,012 sf (Commercial - Office)	1:10,000 sf	148	1:20,000 sf	74
Retail - 68,300 sf (Commercial - Retail)	1:12,000 sf Min 2	5	1:5,000 sf Min 2	13
Community Space - 20,735 sf (Non-Assmbly Cultural)	Min 2	2	Min 2	2
Development Total Required	155		89	
Development Total Provided	170 Complies		92	

SHOWER AND LOCKER REQUIREMENTS

Office Building Program	Showers Male	Showers Female	Lockers Male	Locker Female
Office - 1,484,012 sf (Commercial - Office)	12	12	48	48
Retail - 68,300 sf (Commercial - Retail)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)	0 (<150,000 sf)
Office Building Total Req'd	12	12	48	48

VICINITY PHOTOS


(1,2)


(3)

(4)

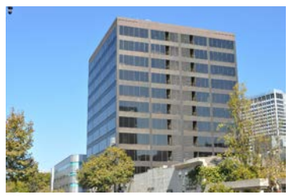

(4)


(5)


(5)


(6)


(7)


(8)


(9)


(10,11,12)

(12,13,14)


(12,13,14)


(15)

(16)


(16)

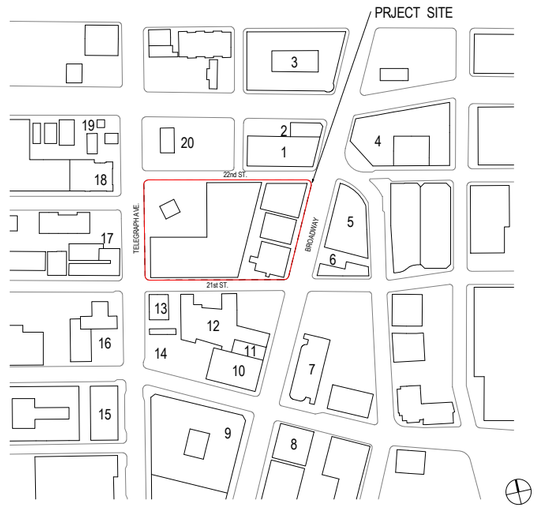

(17)


(18)


(19)


(20)

KEYPLAN



SITE PHOTOS


Eastern Edge


Northern Edge


Southern Edge

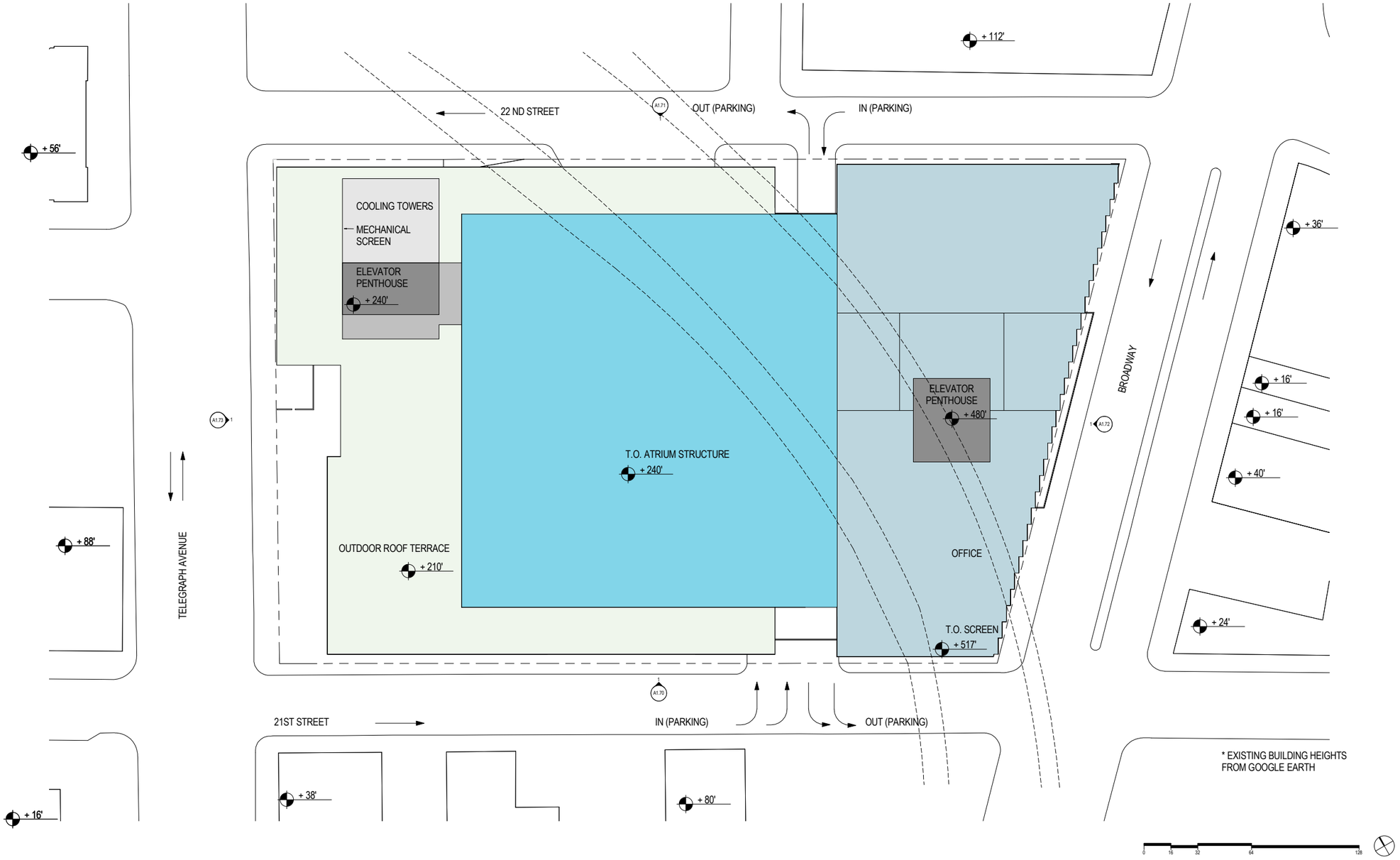

Western Edge

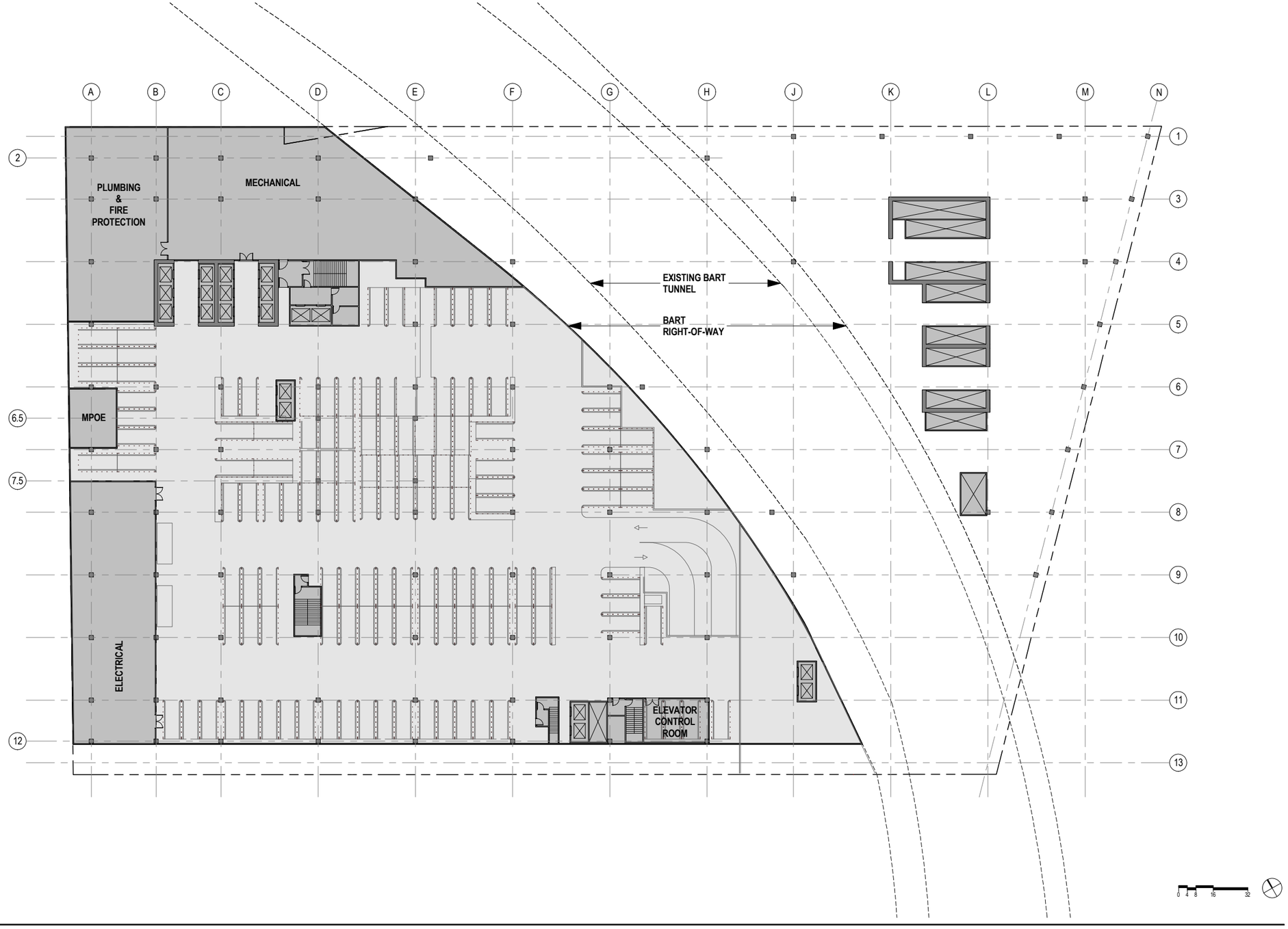
BROADWAY & 21ST - OVERVIEW

BROADWAY & 21ST - CORNER

Telegraph & 21ST

Telegraph & 22ST


+ 112'
22 ND STREET
A1.71
OUT (PARKING)
IN (PARKING)
+ 56'
COOLING TOWERS
MECHANICAL SCREEN
ELEVATOR PENTHOUSE
+ 240'
T.O. ATRIUM STRUCTURE
+ 240'
ELEVATOR PENTHOUSE
+ 480'
BROADWAY
A1.72
+ 36'
+ 16'
+ 16'
+ 40'
A1.70
1
TELEGRAPH AVENUE
+ 88'
OUTDOOR ROOF TERRACE
+ 210'
OFFICE
T.O. SCREEN
+ 517'
+ 24'
21ST STREET
IN (PARKING)
OUT (PARKING)
+ 38'
+ 80'
+ 16'
* EXISTING BUILDING HEIGHTS FROM GOOGLE EARTH
0
16
32
64
128

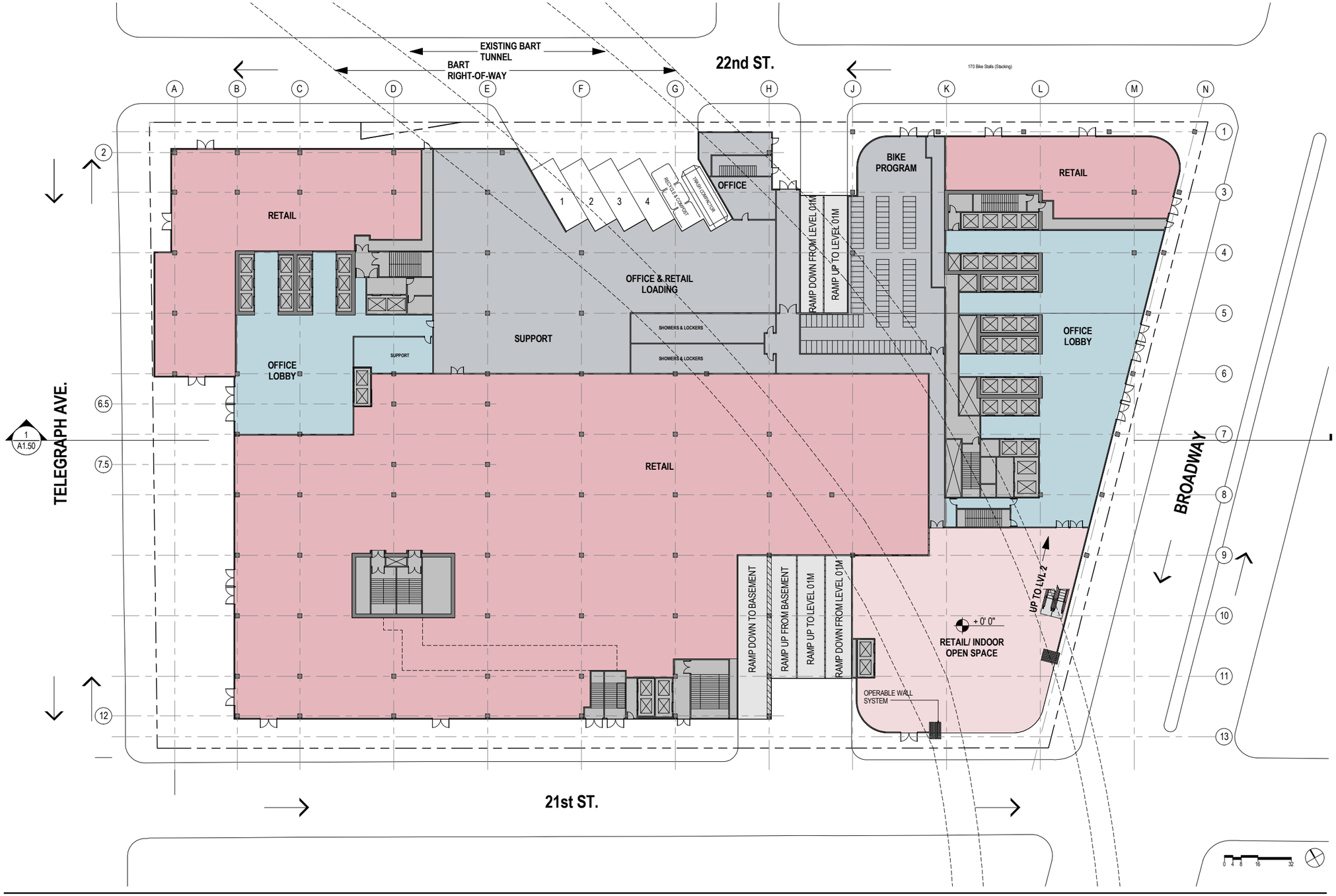


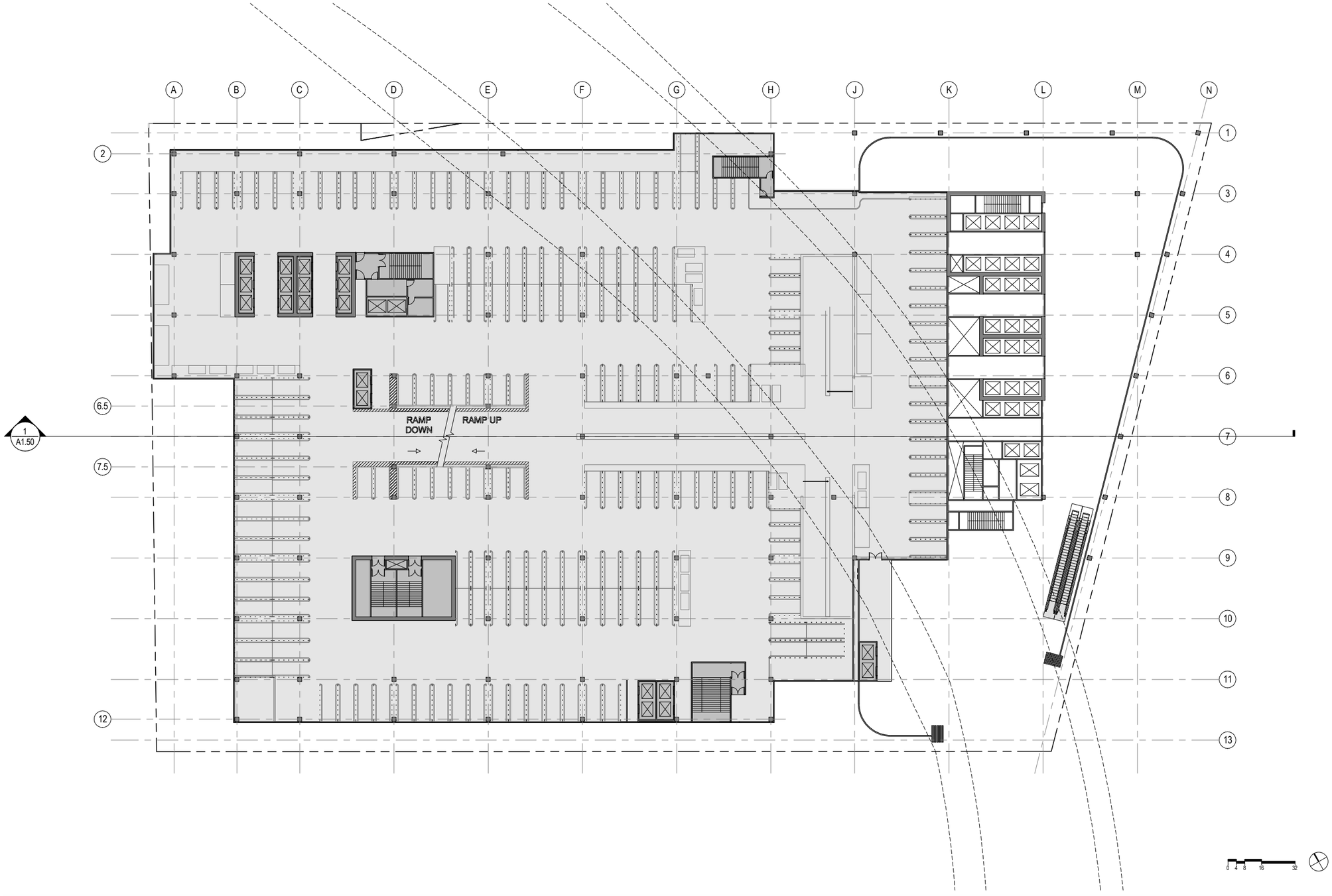
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

BASEMENT - PLAN **A1.00**


EXISTING BART TUNNEL
BART RIGHT-OF-WAY
22nd ST.
170 Bike Stalls (Stacking)
A
B
C
D
E
F
G
H
J
K
L
M
N
1
2
3
4
5
6
6.5
7
7.5
8
9
10
11
12
13
RETAIL
OFFICE
BIKE PROGRAM
RETAIL
RAMP DOWN FROM LEVEL 01M
RAMP UP TO LEVEL 01M
OFFICE & RETAIL LOADING
SUPPORT
SHOWERS & LOCKERS
SHOWERS & LOCKERS
SUPPORT
OFFICE LOBBY
OFFICE LOBBY
RETAIL
RAMP DOWN TO BASEMENT
RAMP UP FROM BASEMENT
RAMP UP TO LEVEL 01M
RAMP DOWN FROM LEVEL 01M
UP TO LVL 2
+ 0' 0"
RETAIL/ INDOOR OPEN SPACE
OPERABLE WALL SYSTEM
TELEGRAPH AVE.
BROADWAY
21st ST.
1
A1.50
0 4 8 16 32

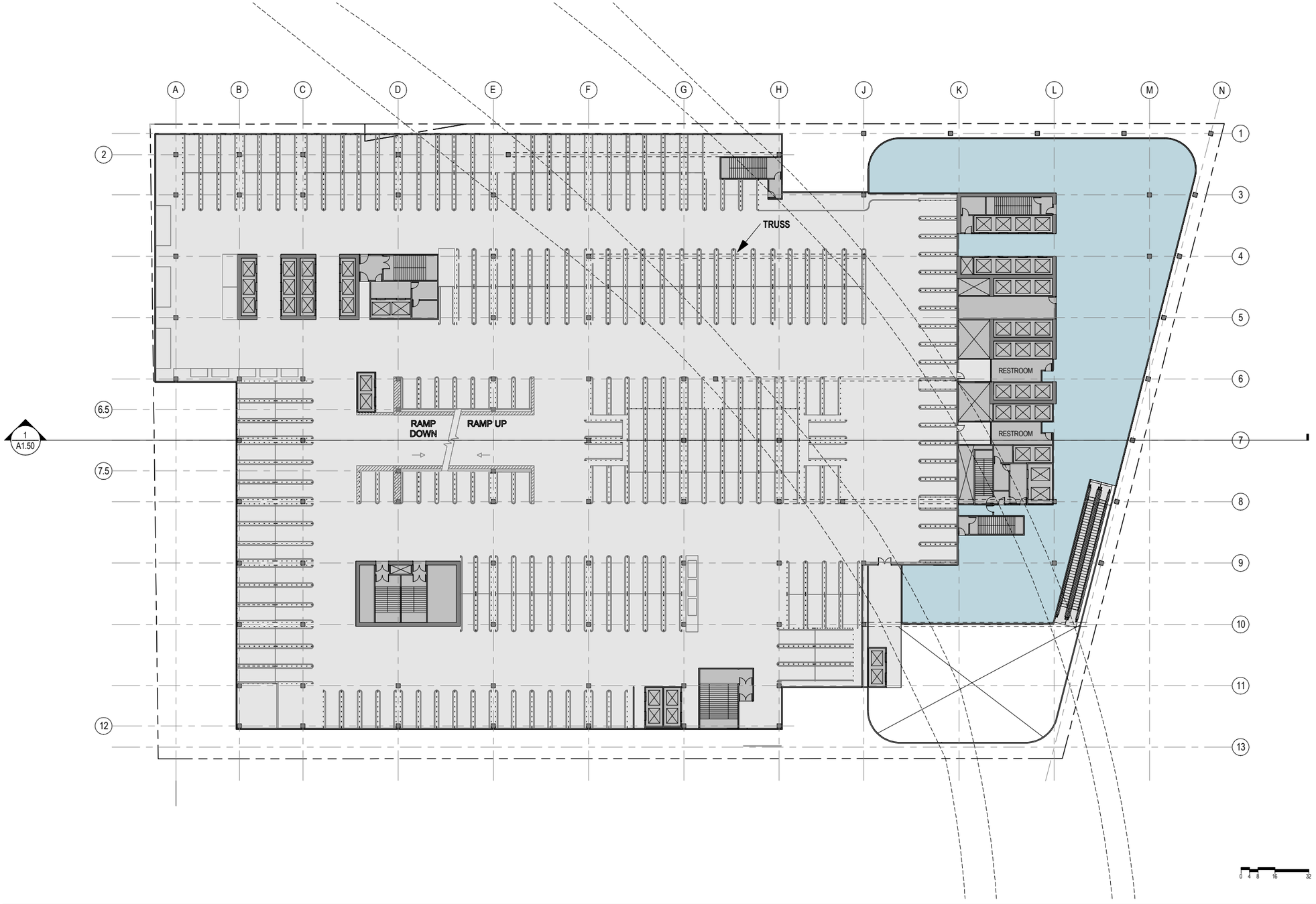


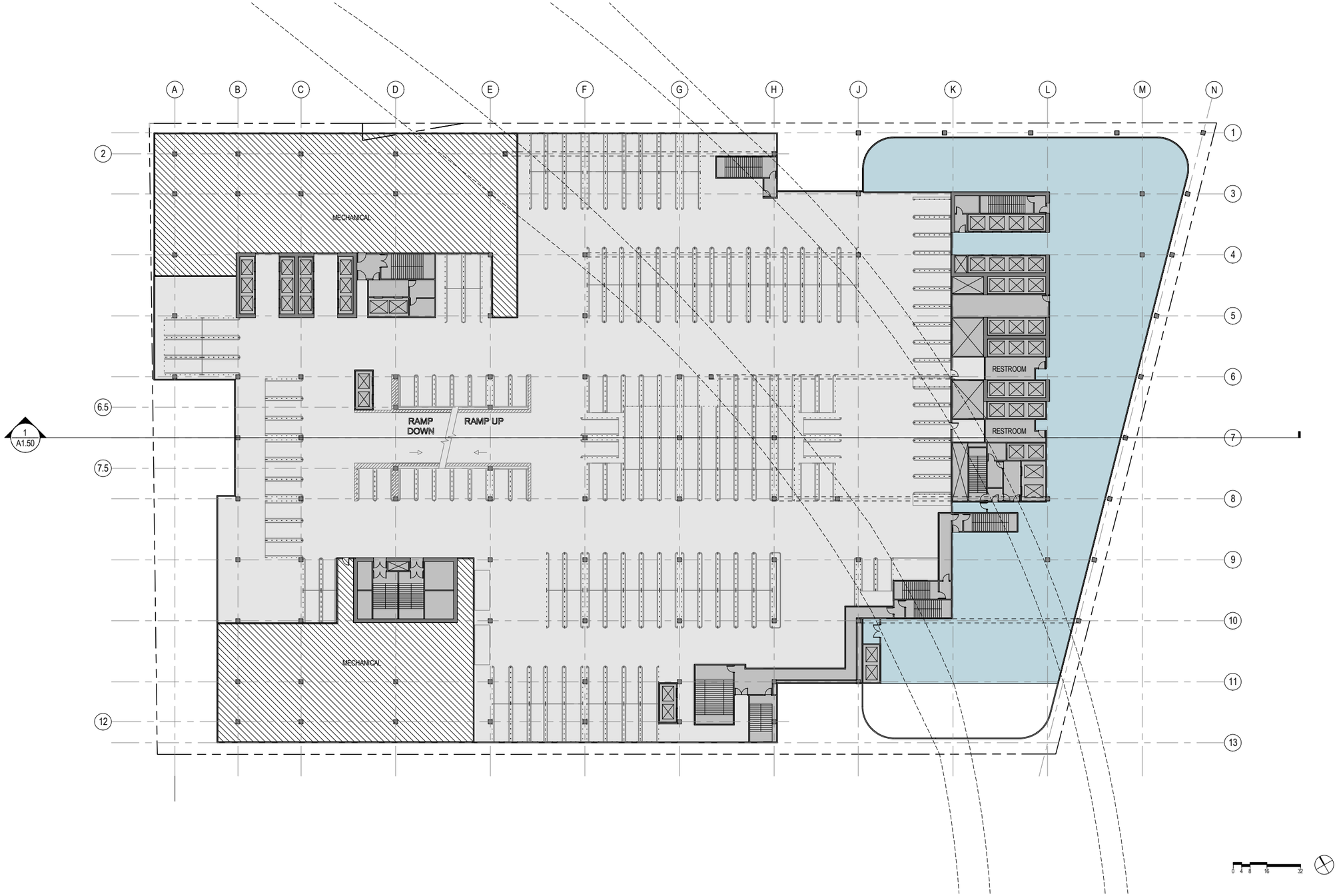
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 01M - PLAN **A1.01M**


A
B
C
D
E
F
G
H
J
K
L
M
N
1
2
3
4
5
6
6.5
7
7.5
8
9
10
11
12
13
TRUSS
RAMP DOWN
RAMP UP
RESTROOM
RESTROOM
1
A1.50
0 4 8 16 32



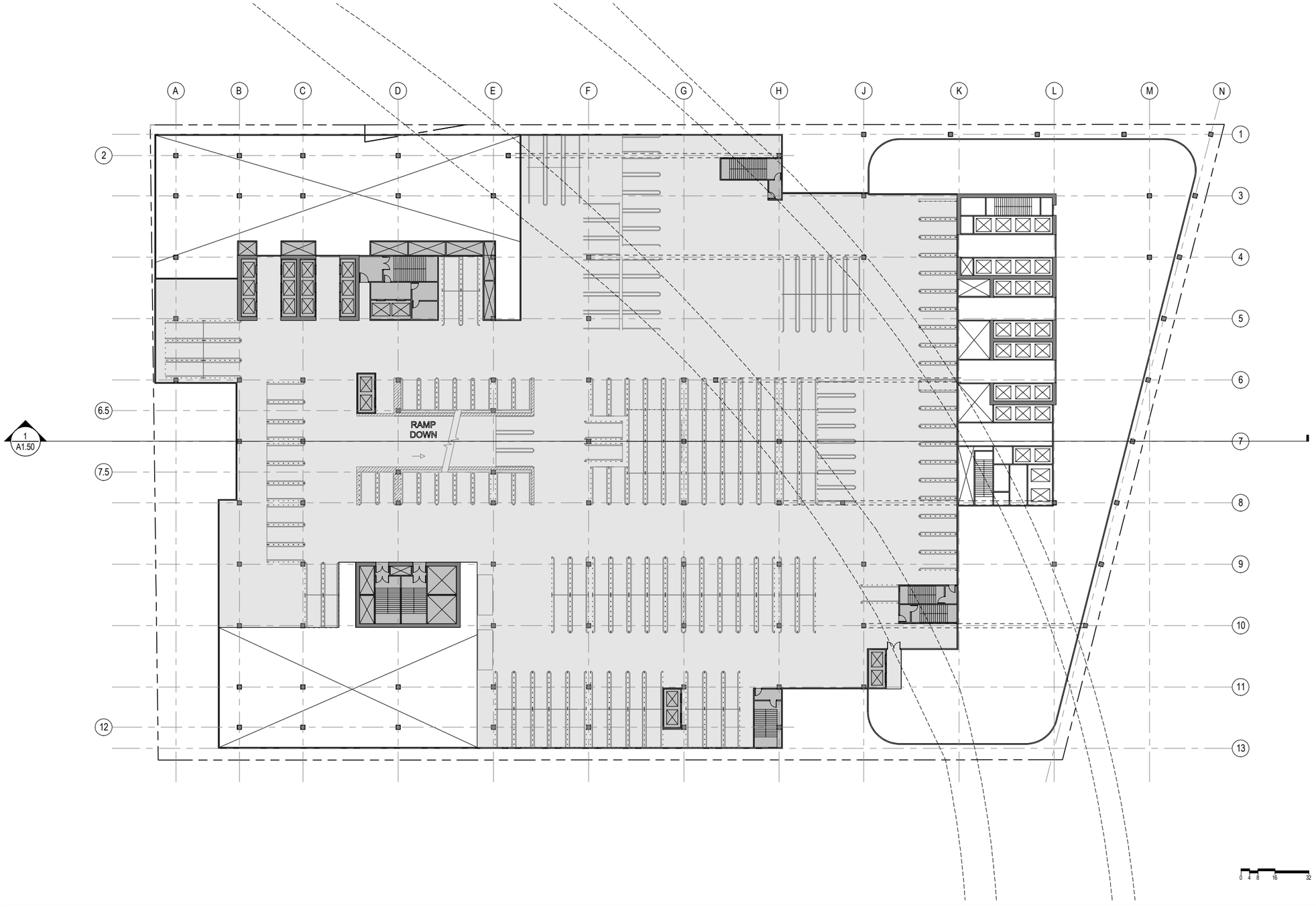
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 04 - PLAN

A1.04

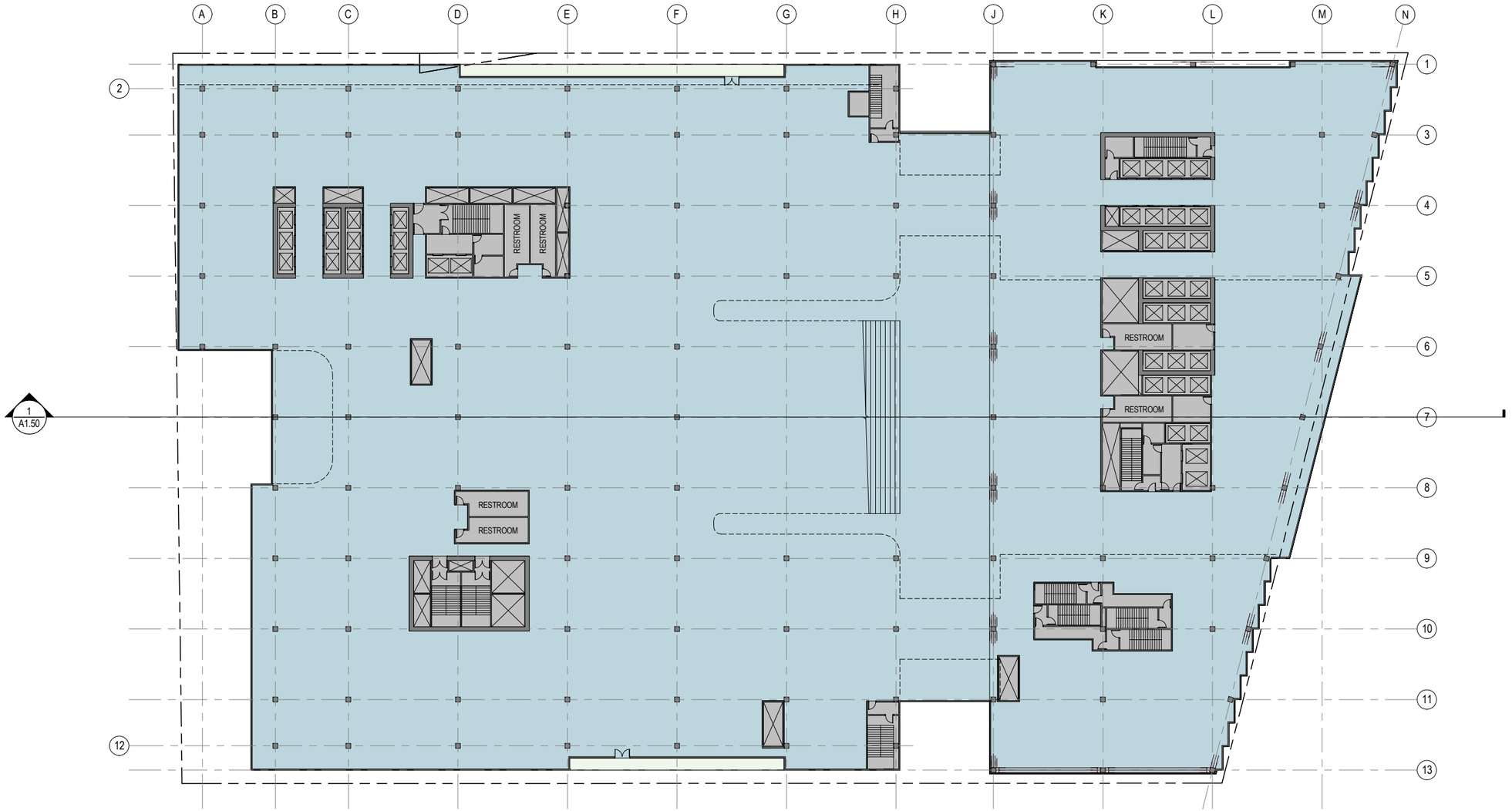


Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 04M - PLAN **A1.04M**

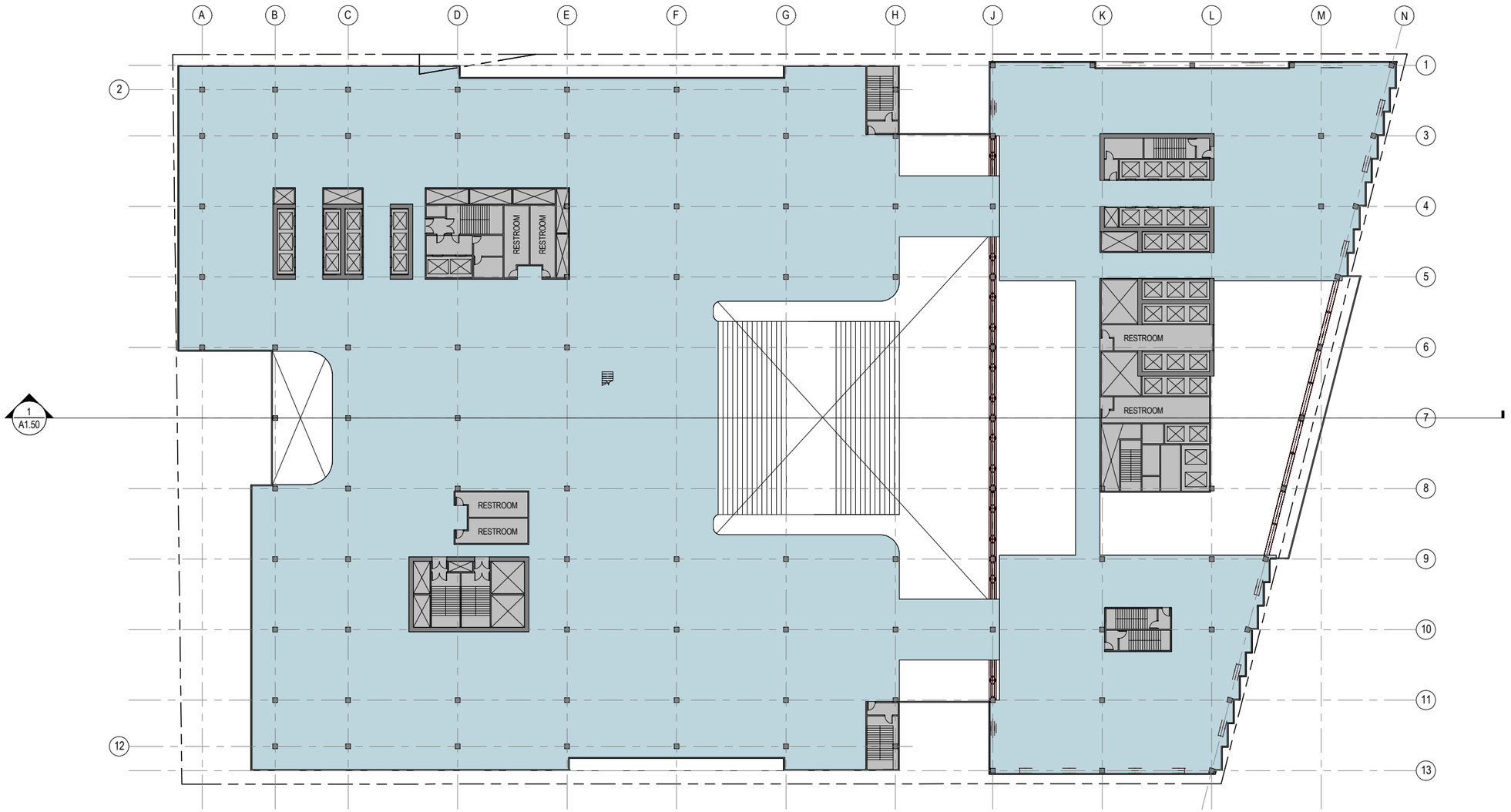


Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 05 - PLAN **A1.05**

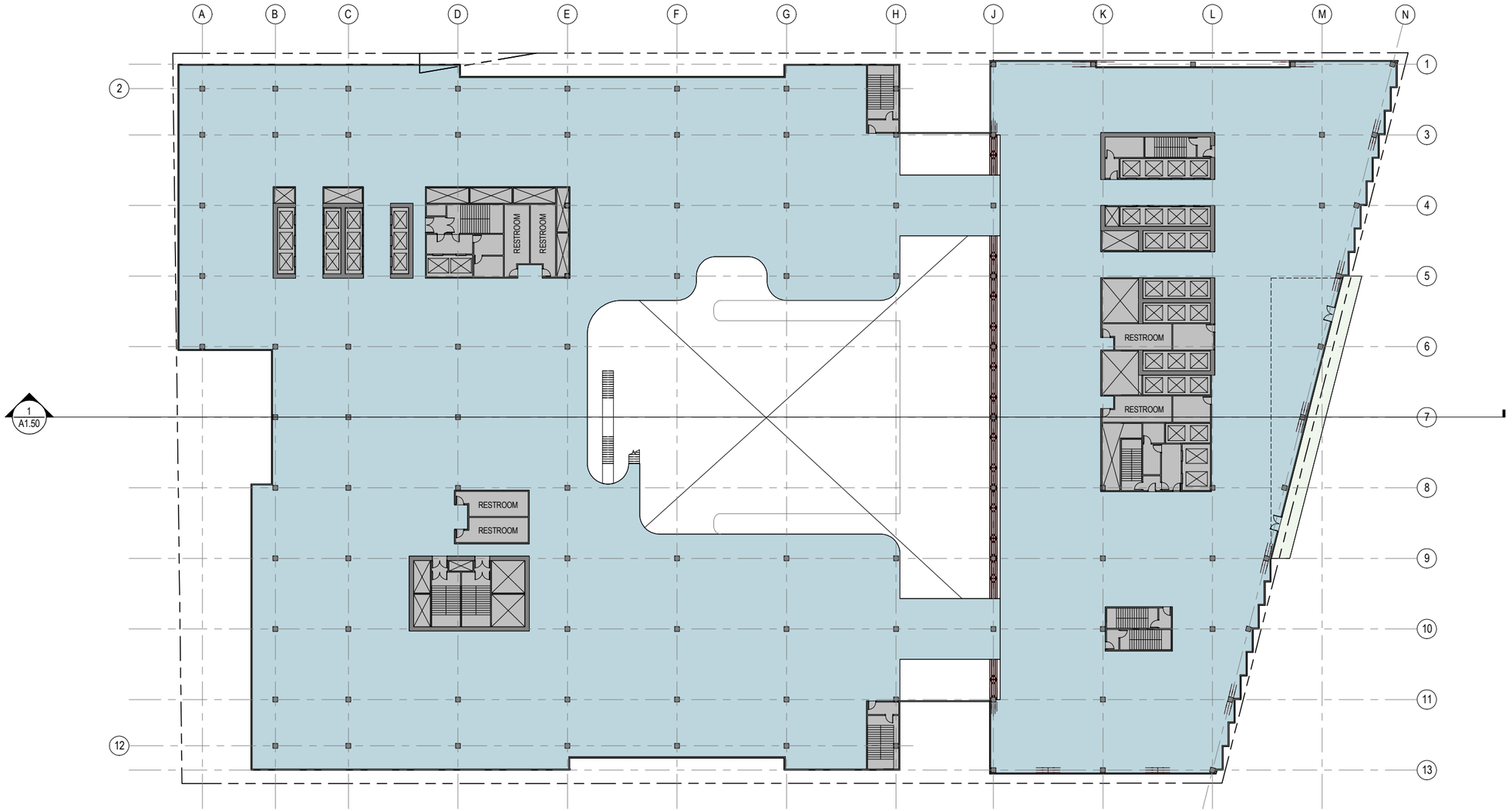


Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 06 - PLAN **A1.06**



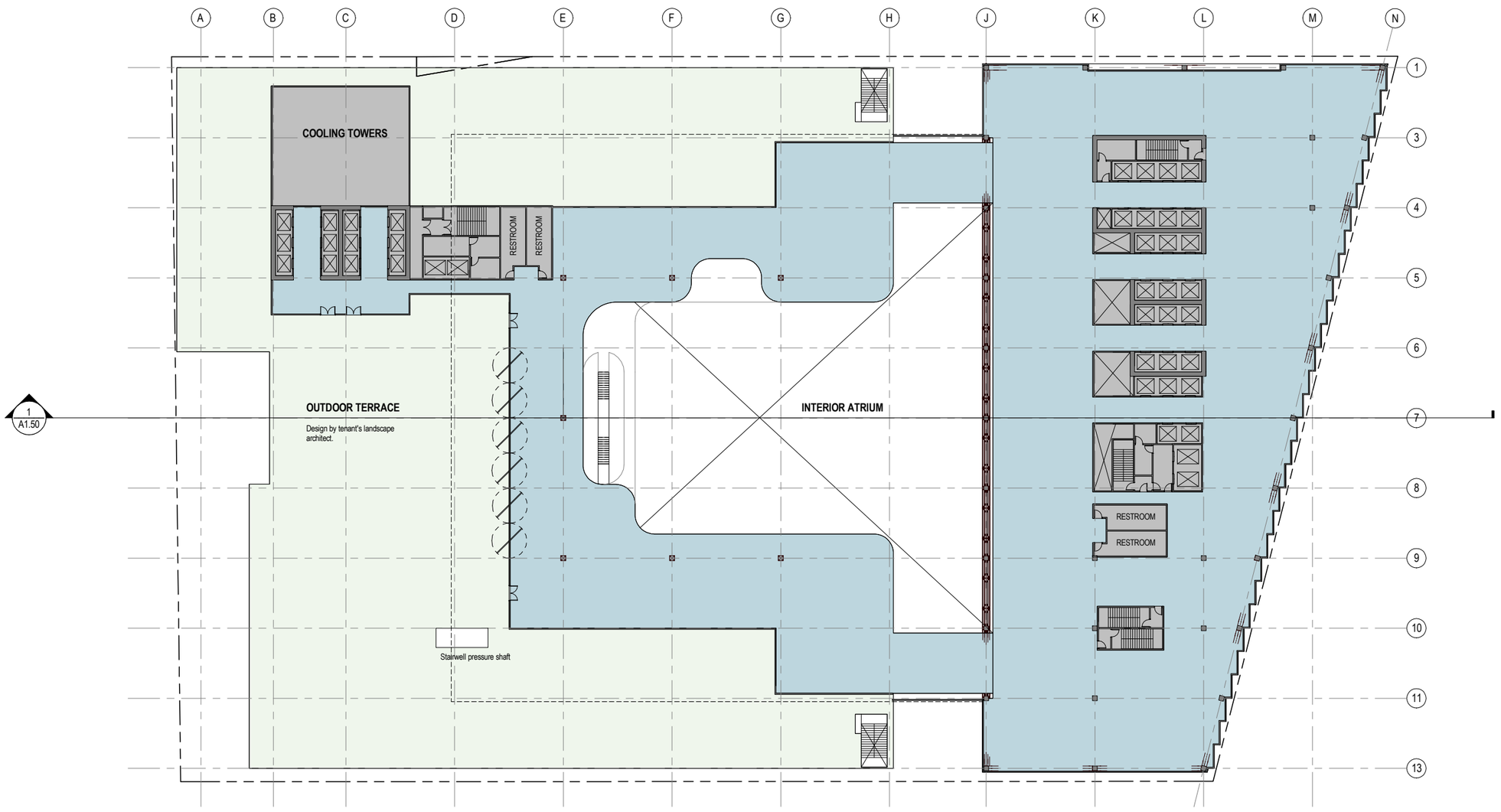
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 07-12 - TYPICAL ATRIUM PLAN

A1.07



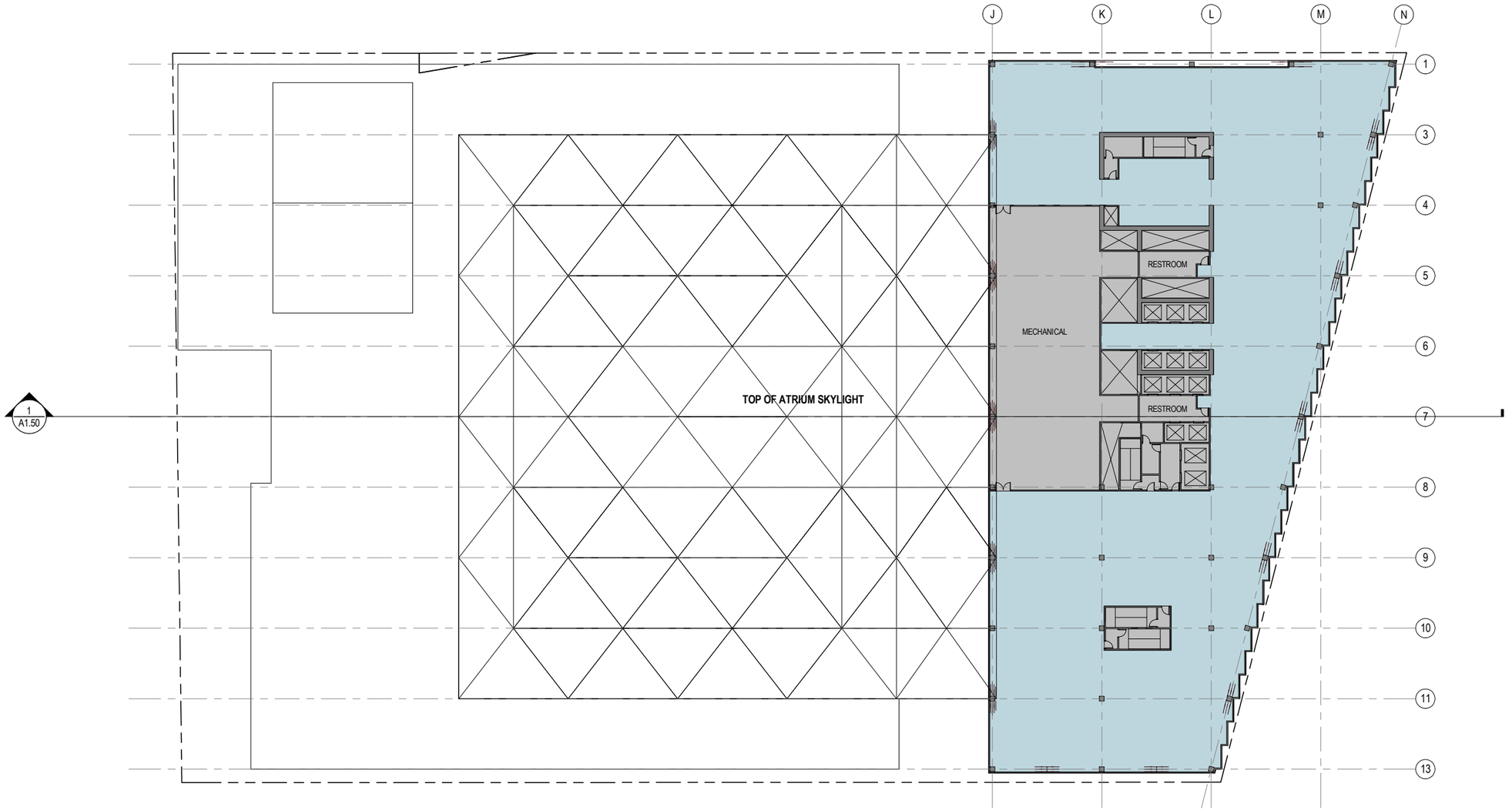
Gensler

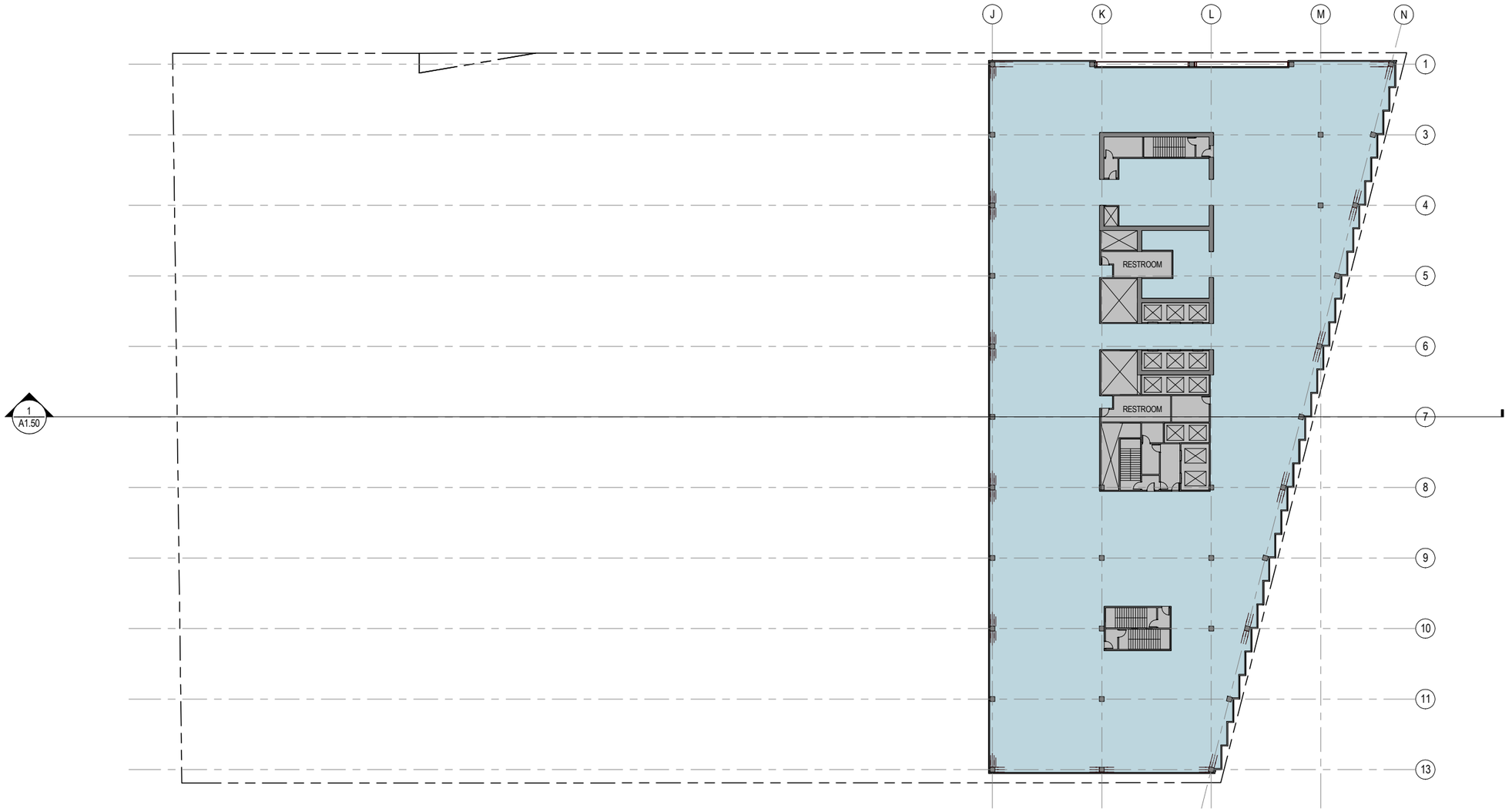
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 13 - TERRACE PLAN

A1.13


J
K
L
M
N
1
3
4
5
6
7
8
9
10
11
13
RESTROOM
MECHANICAL
RESTROOM
TOP OF ATRIUM SKYLIGHT
1
A1.50
0 4 8 16 32



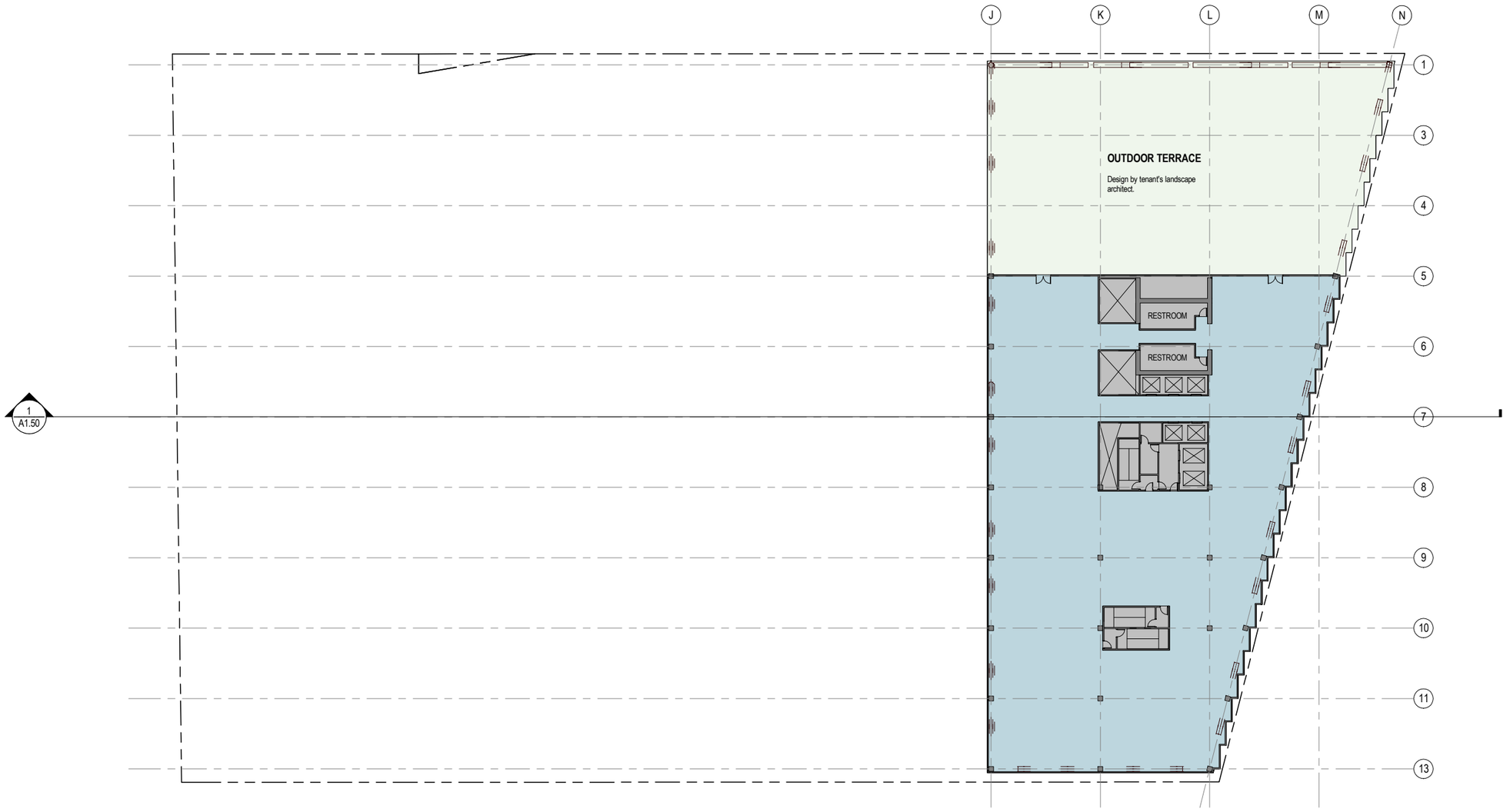
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 17-25 - TYPICAL TOWER PLAN

A1.17



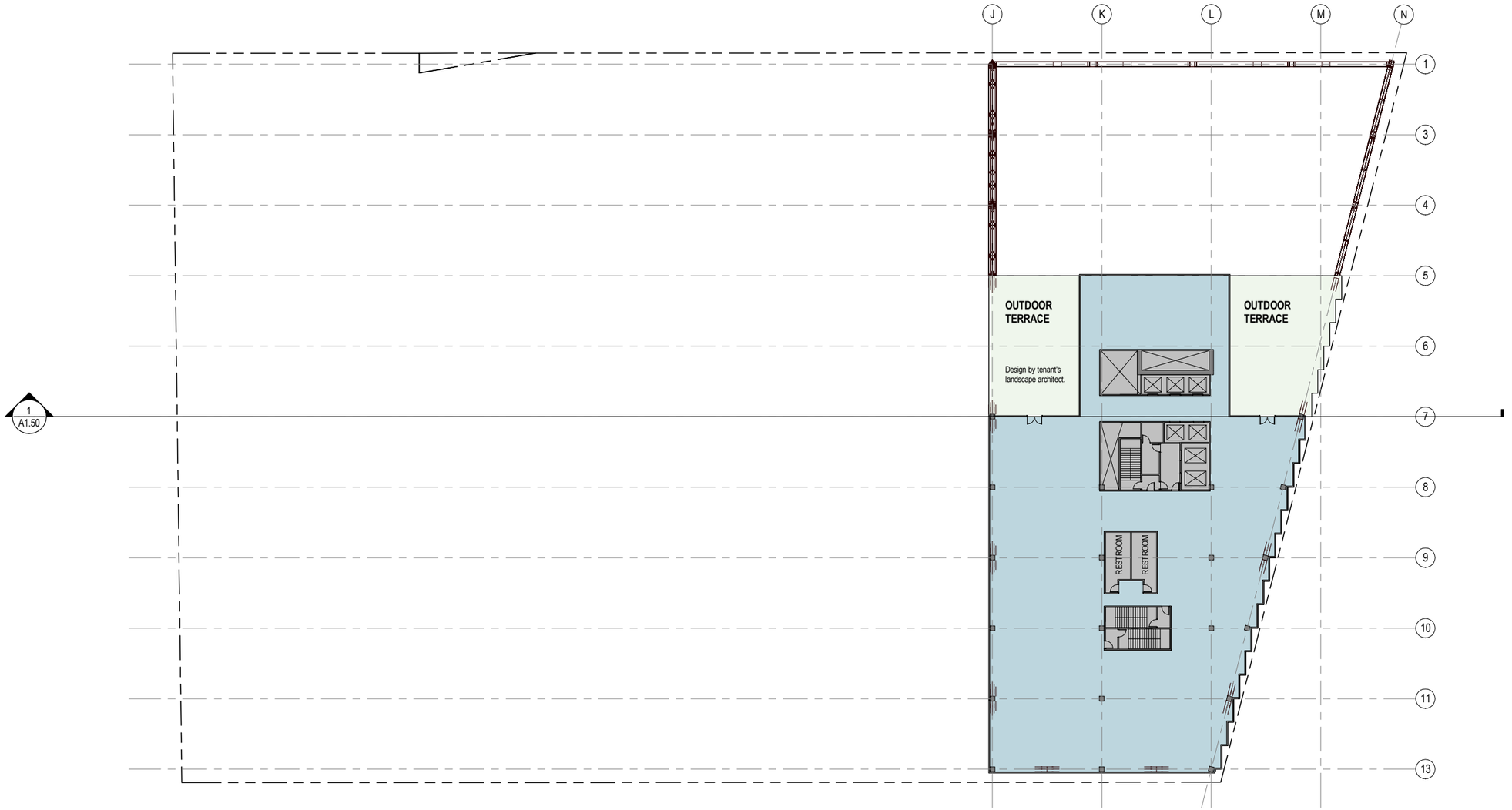
Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 26 - PLAN

A1.26

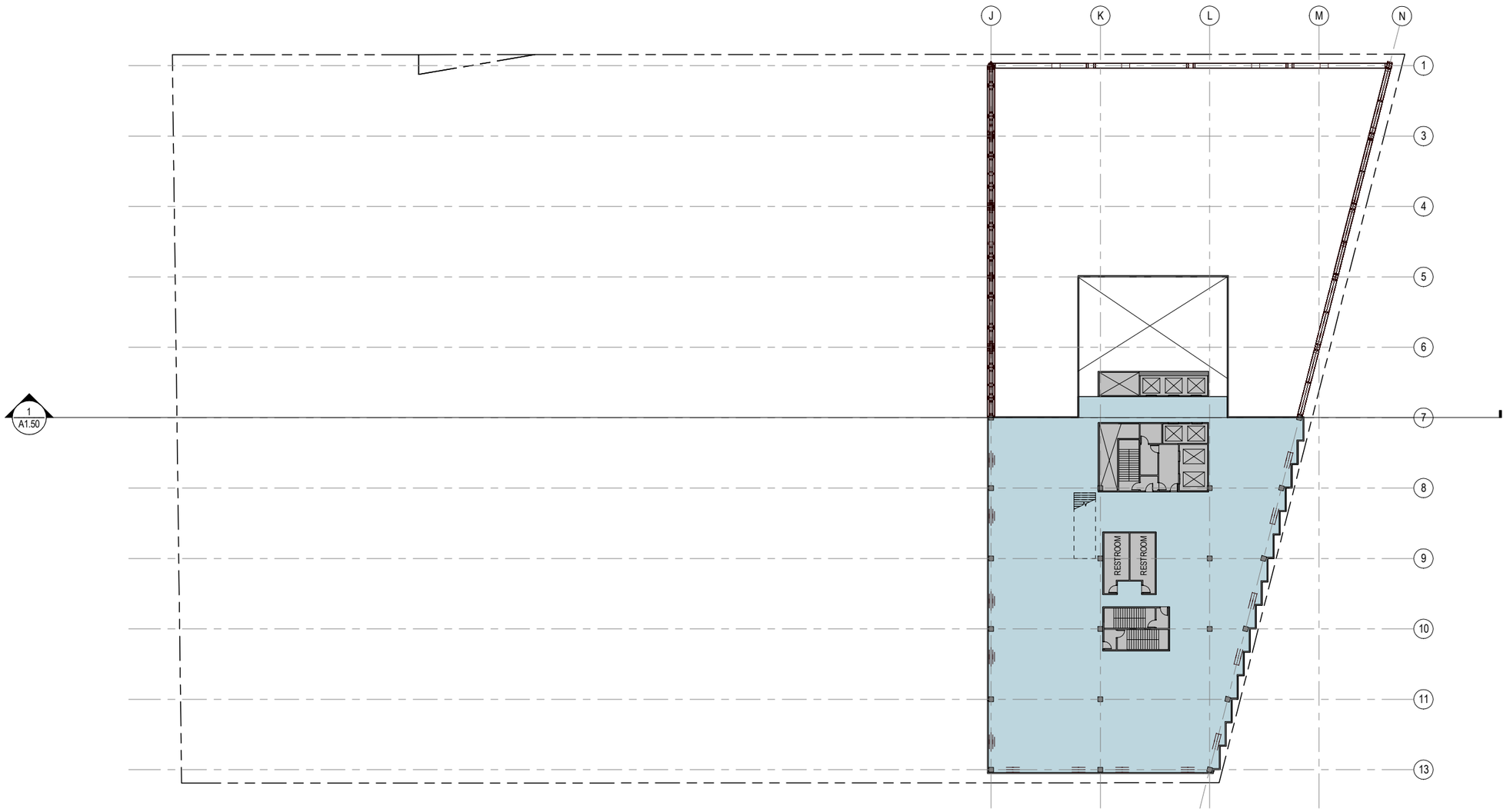


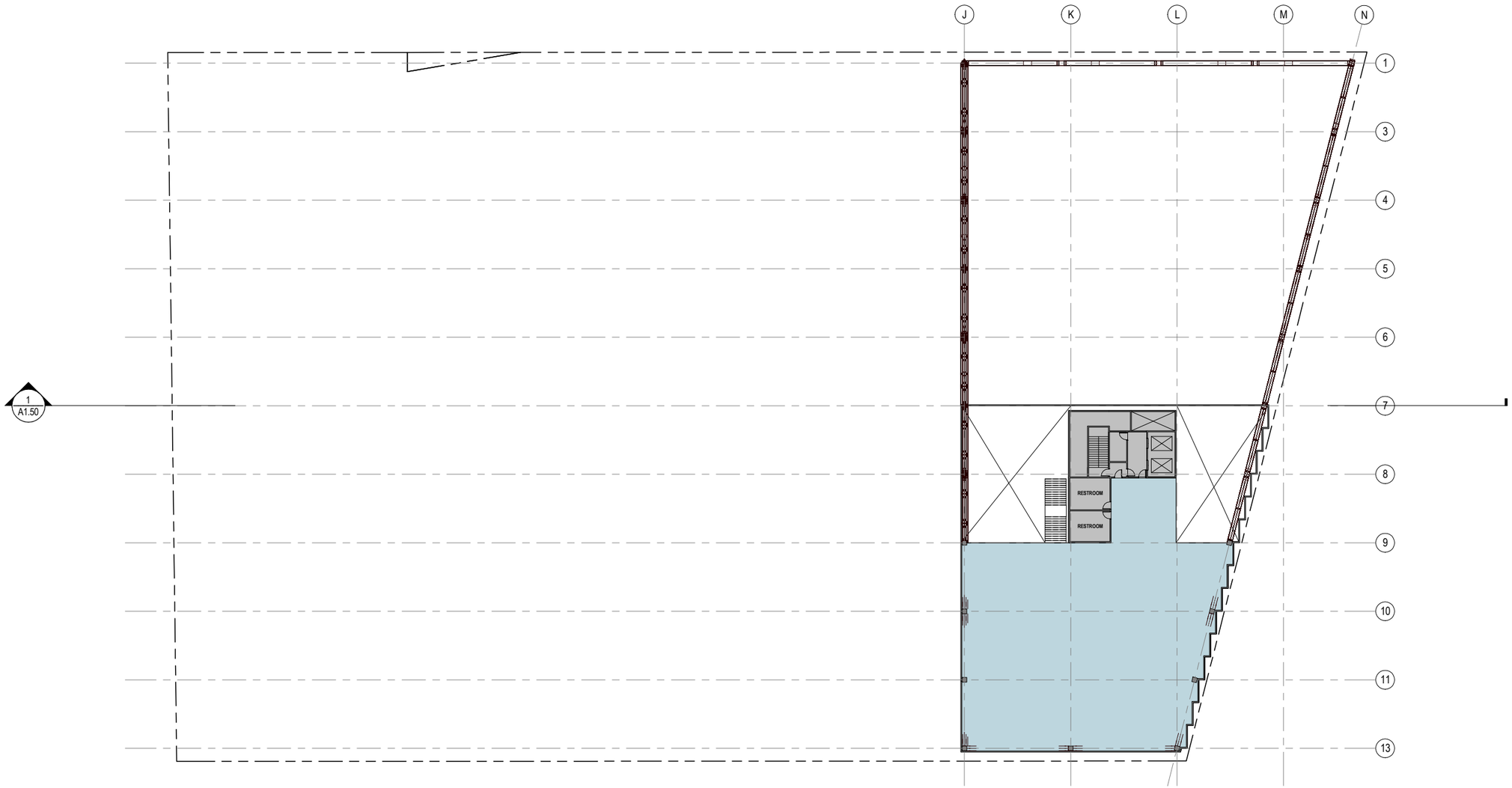
Gensler

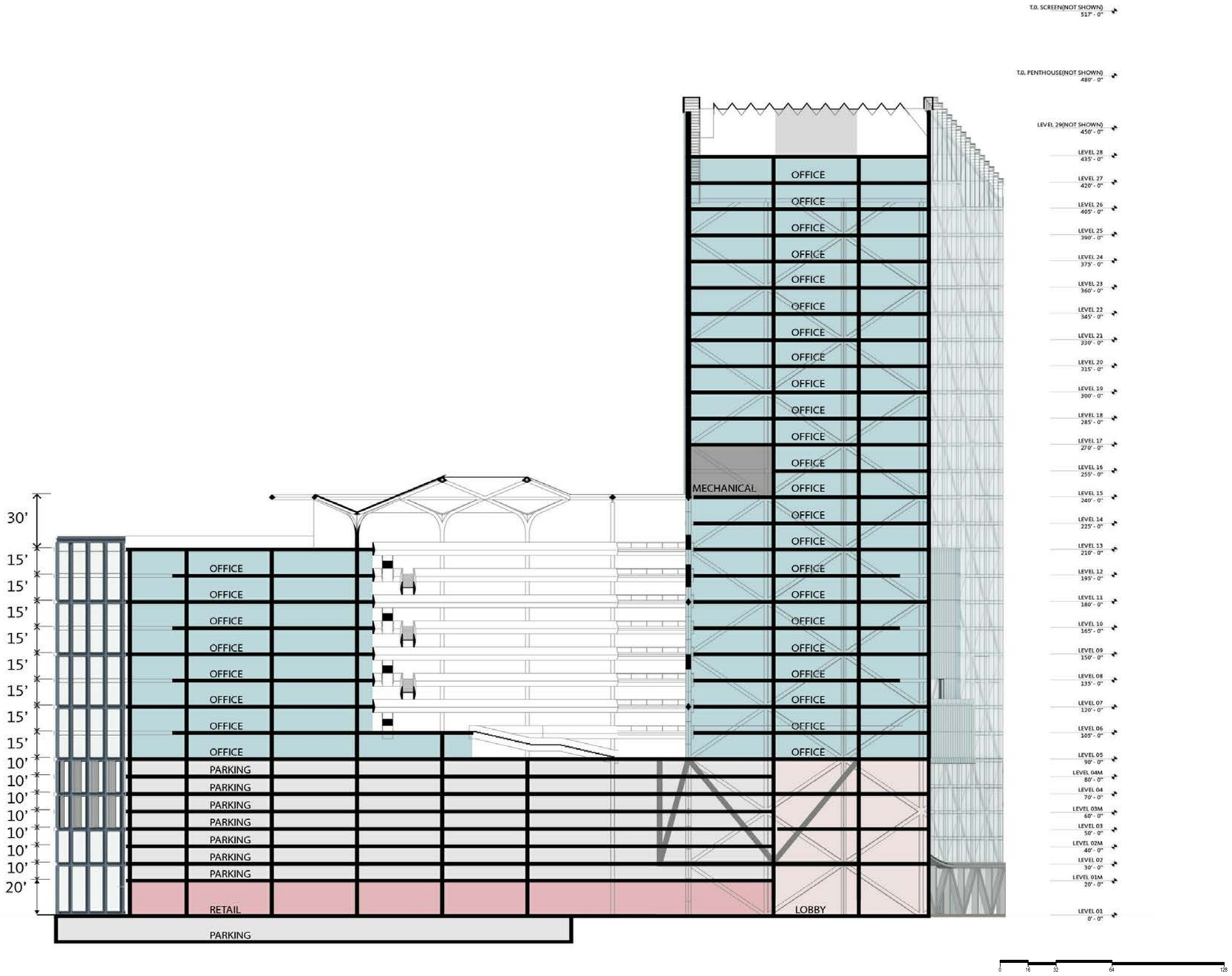
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

LEVEL 27 - PLAN **A1.27**


J
K
L
M
N
1
3
4
5
6
7
8
9
10
11
13
1
A1.50
RESTROOM
RESTROOM
0 4 8 16 32


J
K
L
M
N
1
3
4
5
6
7
8
9
10
11
13
RESTROOM
RESTROOM
1
A1.50
0 4 8 16 32



Gensler

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

DATE: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

SECTION **A1.50**

GLASS

- GL-01:
PPG
LOW IRON IGU
"STARPHIRE TEMPERED"

- GL-02:
VIRACON
DOUBLE LAMINATED SINGLE PANE
"STARPHIRE LAMINATED"

- GL-03:
AGC INTERPANE
LOW IRON IGU
"STOPRAY VISION 50"

- GL-04:
VIRACON
LOW IRON IGU
"VE24-2M"

METAL FINISHES

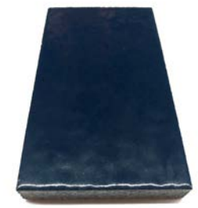
- MT-01:
PPG COATING
GRAPHITE GRAY
UC106708LB

- MT-02:
PPG COATING
CHARCOAL
UC109852

- MT-03:
PPG COATING
GREY VELVET
UC70214F

- WD-01:
METAL PANEL WITH SIMULATED
WOOD FINISH

TERRA COTTA



- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

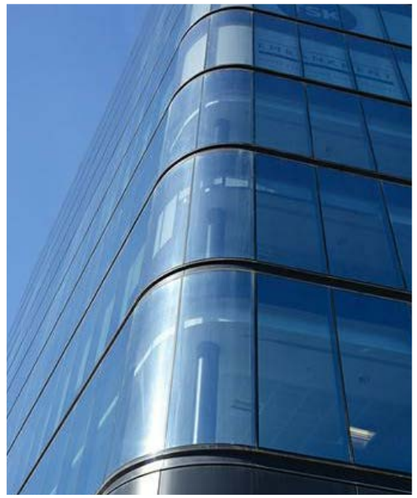
GLASS MATERIAL PRECEDENTS

1099 NEW YORK AVE, BROOKLYN

- GL-01:
PPG
LOW IRON IGU
"STARPHIRE TEMPERED"

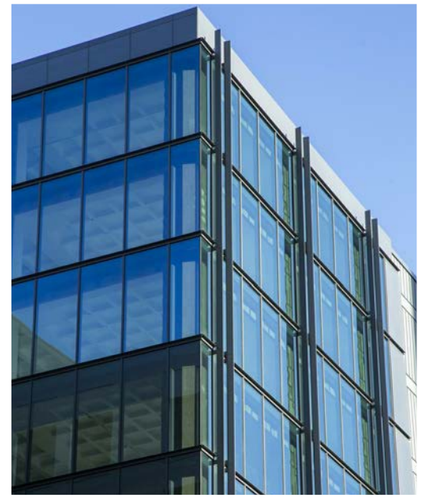
CALIFORNIA ACADEMY OF SCIENCES, SAN FRANCISCO

- GL-02:
VIRACON
DOUBLE LAMINATED SINGLE PANE
"STARPHIRE LAMINATED"



100 EMBANKMENT, MANCHESTER

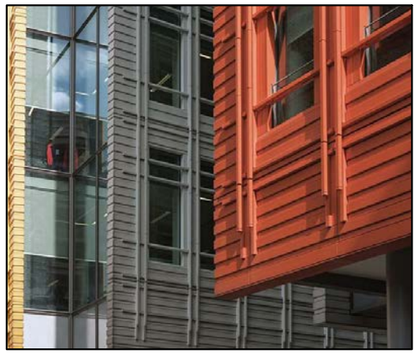
- GL-03:
AGC INTERPANE
LOW IRON IGU
"STOPRAY VISION 50"



1 10TH ST, SAN FRANCISCO

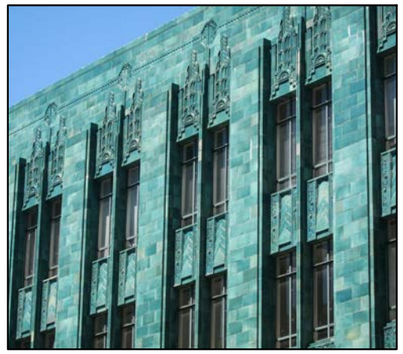
- GL-04:
VIRACON
LOW IRON IGU
"VE24-2M"

TERRA COTTA MATERIAL PRECEDENTS



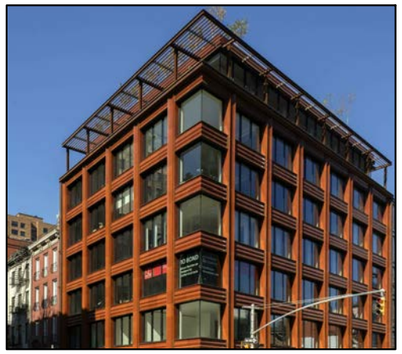
CENTRAL SAINT GILES, LONDON

- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC



I. MAGNIN BUILDING, OAKLAND

- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC



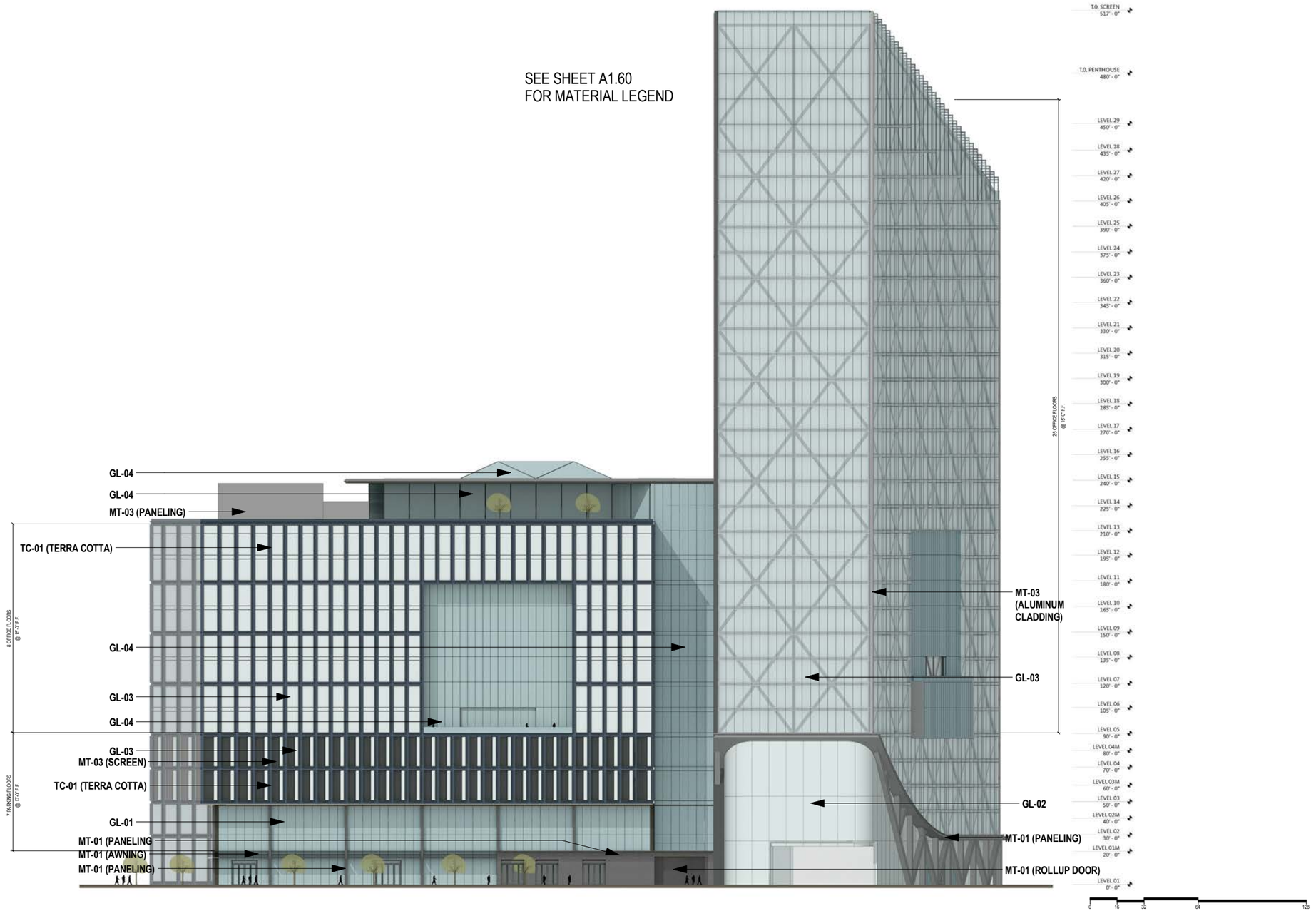
10 BOND STREET, NEW YORK

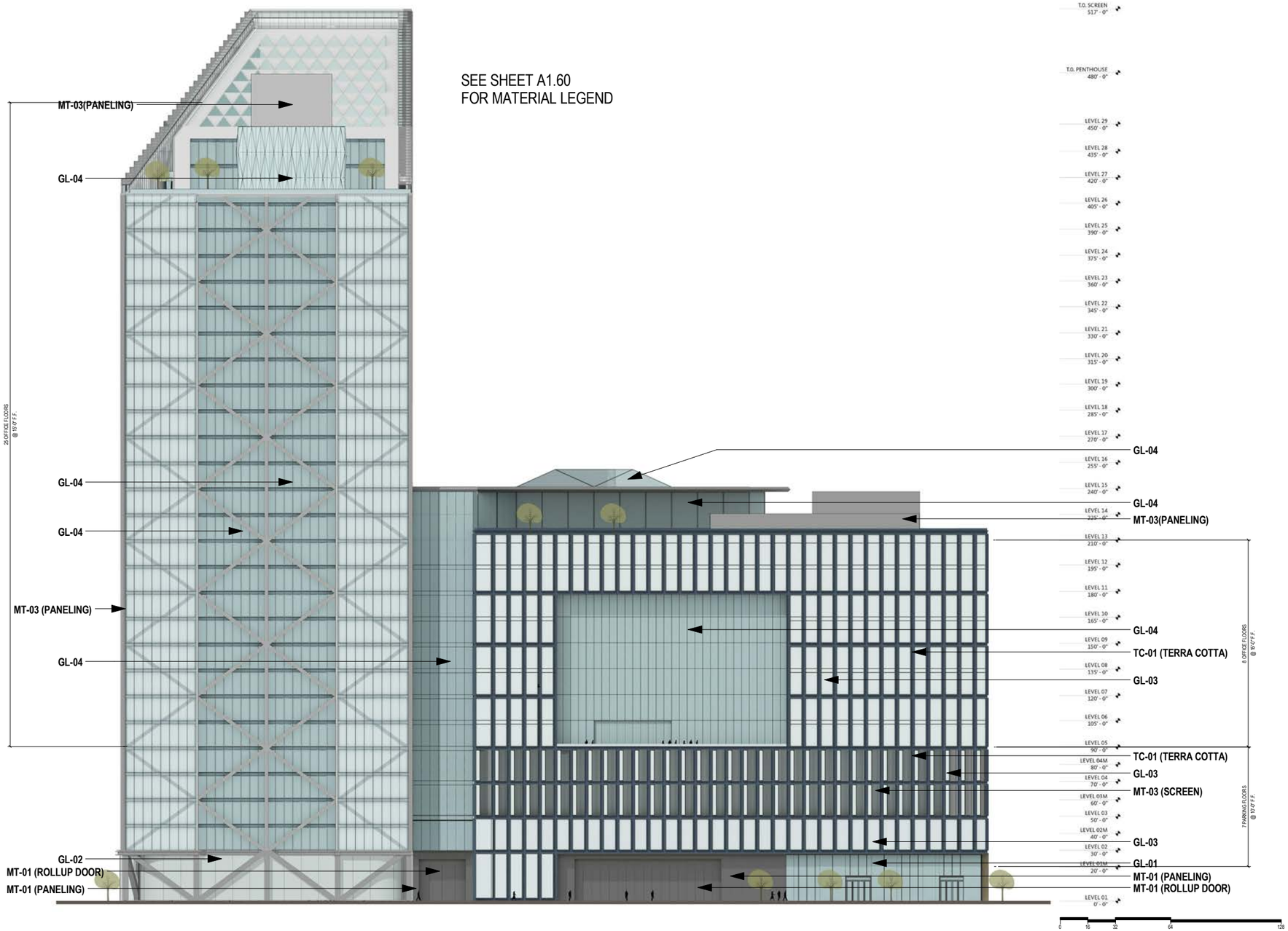
- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

75 DAVIES STREET, LONDON

- TC-01:
EXTRUDED TERRA COTTA
DOUBLE FIRE GLAZED
DARK BLUE METALLIC

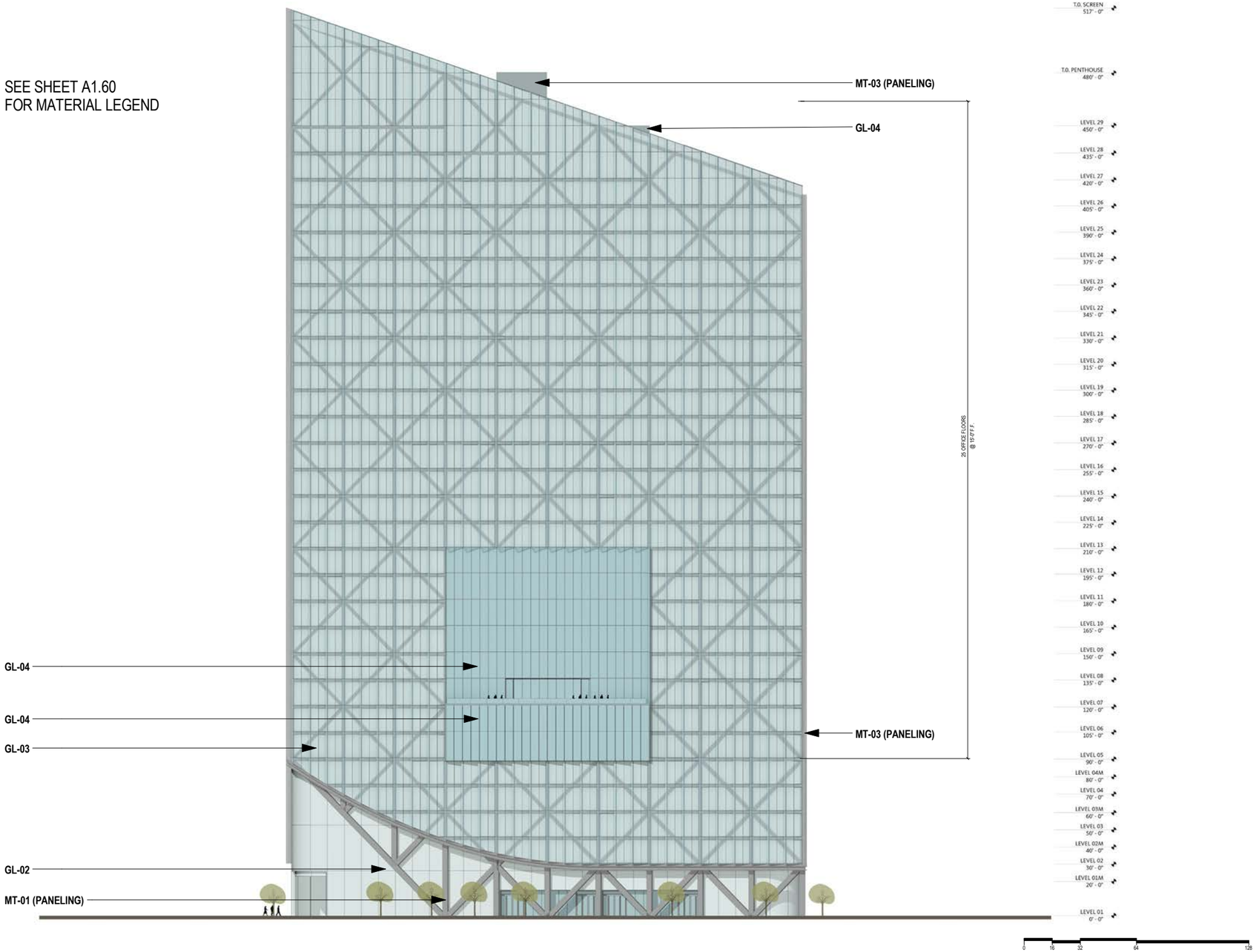
SEE SHEET A1.60
FOR MATERIAL LEGEND



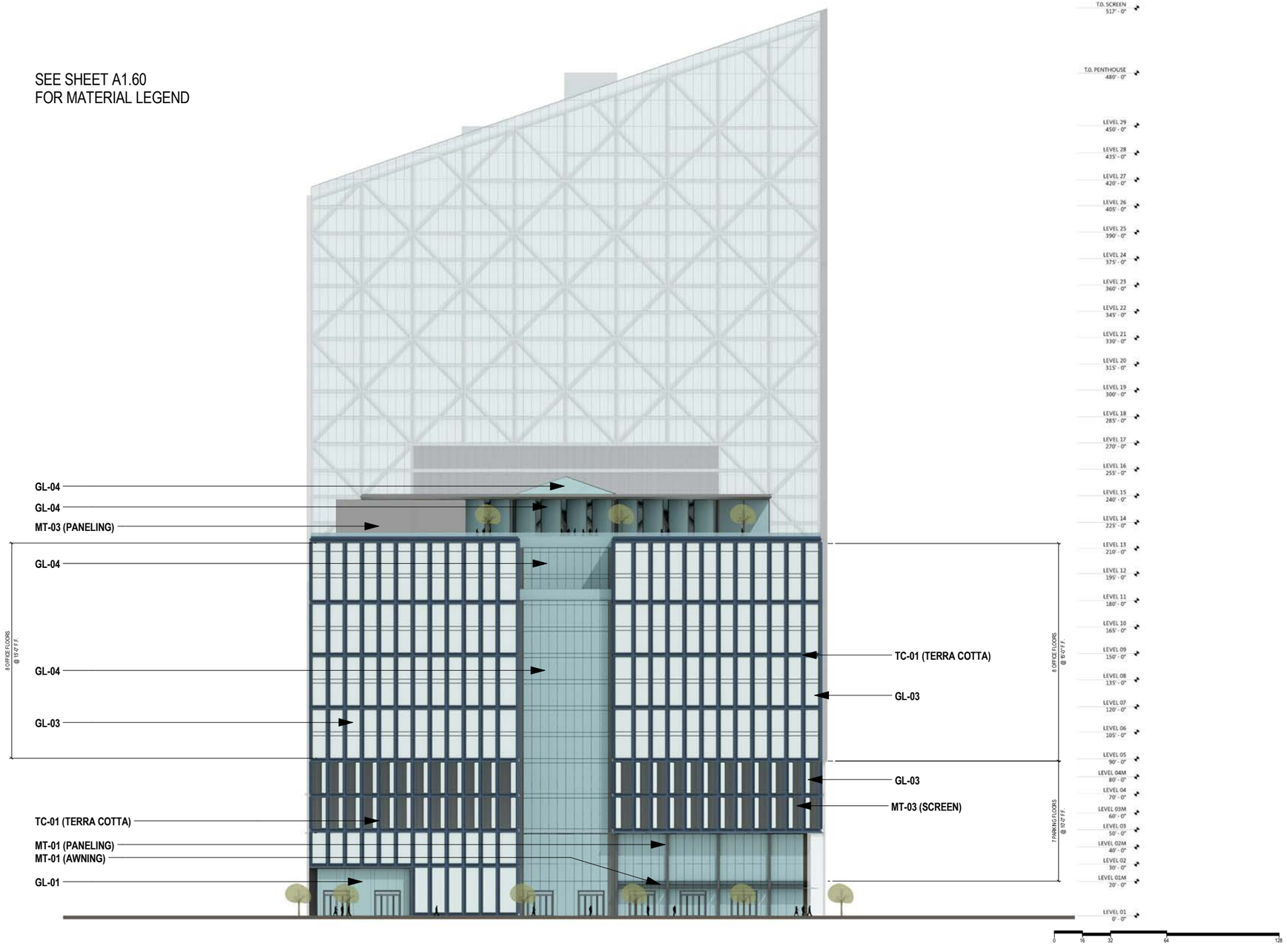


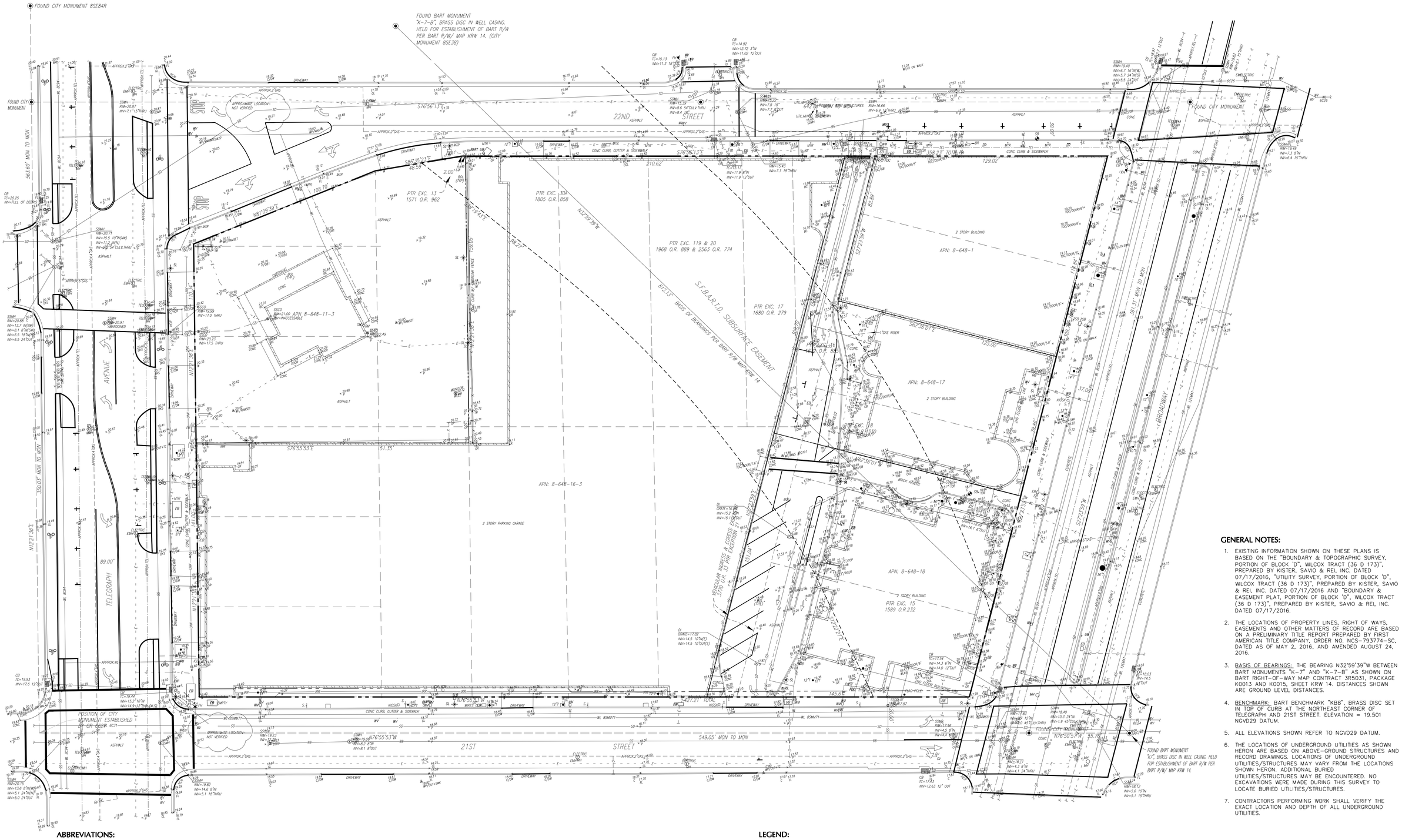
SEE SHEET A1.60
FOR MATERIAL LEGEND

SEE SHEET A1.60
FOR MATERIAL LEGEND



SEE SHEET A1.60
FOR MATERIAL LEGEND





GENERAL NOTES:

1. EXISTING INFORMATION SHOWN ON THESE PLANS IS BASED ON THE "BOUNDARY & TOPOGRAPHIC SURVEY, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016, "UTILITY SURVEY, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016 AND "BOUNDARY & EASEMENT PLAT, PORTION OF BLOCK 'D', WILCOX TRACT (36 D 173)", PREPARED BY KISTER, SAVIO & REI, INC. DATED 07/17/2016.
2. THE LOCATIONS OF PROPERTY LINES, RIGHT OF WAYS, EASEMENTS AND OTHER MATTERS OF RECORD ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. NCS-793774-SC, DATED AS OF MAY 2, 2016, AND AMENDED AUGUST 24, 2016.
3. BASIS OF BEARINGS: THE BEARING N32°59'39"W BETWEEN BART MONUMENTS "K-7" AND "K-7-B" AS SHOWN ON BART RIGHT-OF-WAY MAP CONTRACT 3R5031, PACKAGE K0013 AND K0015, SHEET KRW 14. DISTANCES SHOWN ARE GROUND LEVEL DISTANCES.
4. BENCHMARK: BART BENCHMARK "KB8", BRASS DISC SET IN TOP OF CURB AT THE NORTHEAST CORNER OF TELEGRAPH AND 21ST STREET. ELEVATION = 19.501 NGVD29 DATUM.
5. ALL ELEVATIONS SHOWN REFER TO NGVD29 DATUM.
6. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HERON ARE BASED ON ABOVE-GROUND STRUCTURES AND RECORD DRAWINGS. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM THE LOCATIONS SHOWN HERON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES.
7. CONTRACTORS PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES.

ABBREVIATIONS:

10"T	10" DIAMETER TREE	COL	COLUMN	GM	GAS METER	S	SIGN	TW	TOP OF WALL
BC	BUILDING CORNER	CONC	EDGE OF CONCRETE	GP	GATE POST	SDMH	STORM DRAIN MANHOLE	UB	UTILITY BOX
BR	BIKE RACK	DI	DROP INLET	GR	GROUND	SL	STREET LIGHT	W	BACK OF WALK
BFP	BACK FLOW PREVENTER	EB	ELECTRIC BOX	ICB	IRRIGATION CONTROL BOX	SLB	STREET LIGHT BOX	WM	WATER METER
BOL	BOLLARD	F	FENCE LINE	ICV	IRRIGATION CONTROL VALVE	SSCO	SANITARY SEWER CLEAN OUT	WV	WATER VALVE
C	TOP OF CURB	FDC	FIRE DEPARTMENT CONNECTION	MTR	PARKING METER	SSMH	SANITARY SEWER MANHOLE	WVB	WATER VALVE BOX
C/DW	TOP OF CURB AT DRIVEWAY	FL	FLOW LINE	MH	MANHOLE	TOC	TOP OF CONCRETE		
C/HCR	TOP OF CURB AT HANDICAP RAMP	G	GAS	P	PAVEMENT	TS	TRAFFIC SIGNAL		
CB	CATCH BASIN	GL	GUTTER LIP	PIV	POST INDICATOR VALVE	TSB	TRAFFIC SIGNAL BOX		

LEGEND:

GAS LINE	G	STREET LIGHT		ELECTRIC BOX	EB
TELEPHONE LINE	TEL	STREET LIGHT BOX	SLB	WATER METER	WM
ELECTRIC LINE	E	TRAFFIC SIGNAL		IRRIGATION CONTROL BOX	ICB
SANITARY SEWER	SS	STORM DRAIN MANHOLE		FIRE HYDRANT	
STORM DRAIN	SD	STORM DRAIN CLEANOUT		SIGN	
WATER LINE	W	CATCH BASIN			
UNKNOWN UTILITY PIPE/CONDUIT	UNK	SANITARY SEWER MANHOLE			
GAS VALVE	GV	SANITARY SEWER CLEANOUT			
TELEPHONE MANHOLE		ELECTRIC MANHOLE			

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

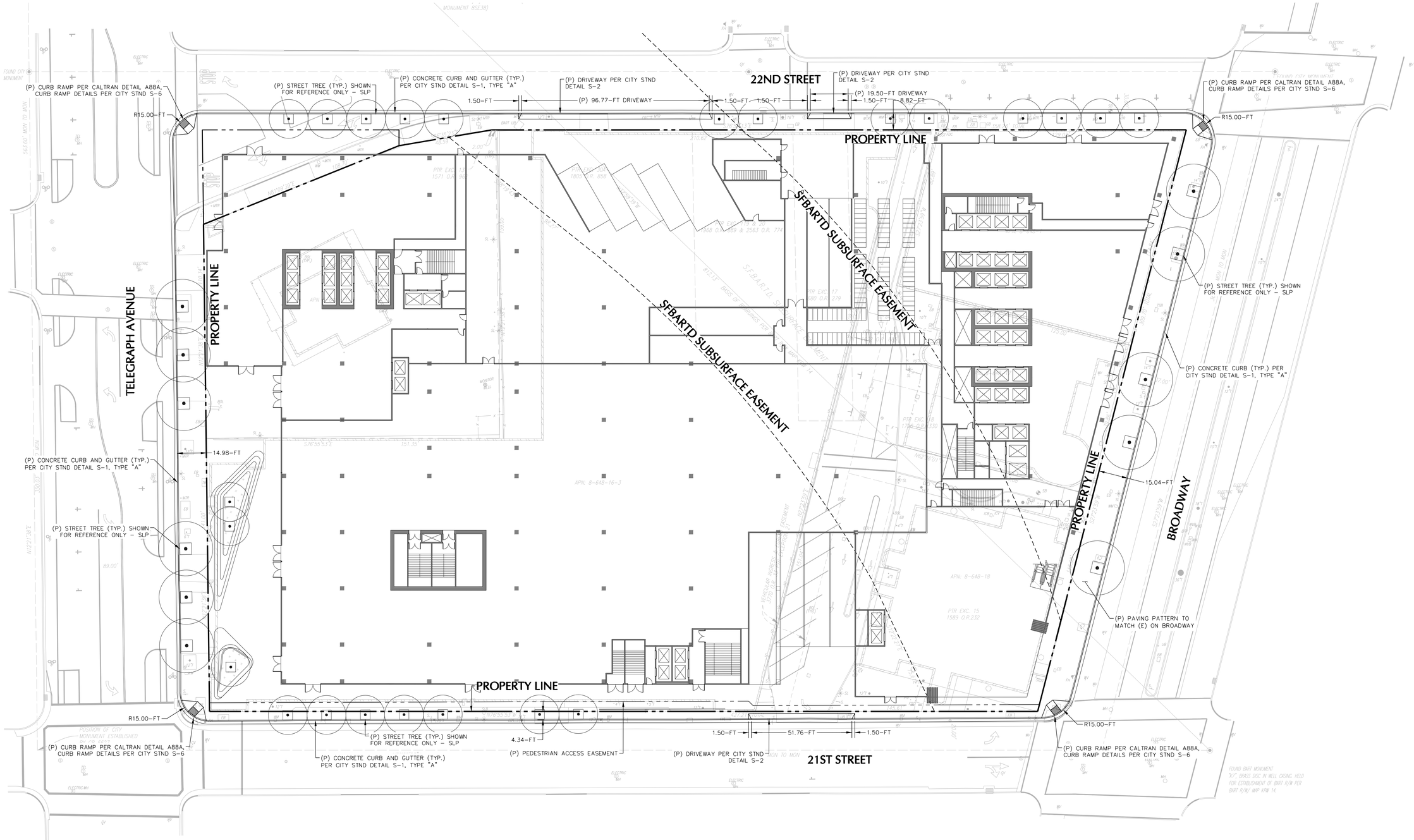
2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

EXISTING CONDITIONS PLAN

C0.01



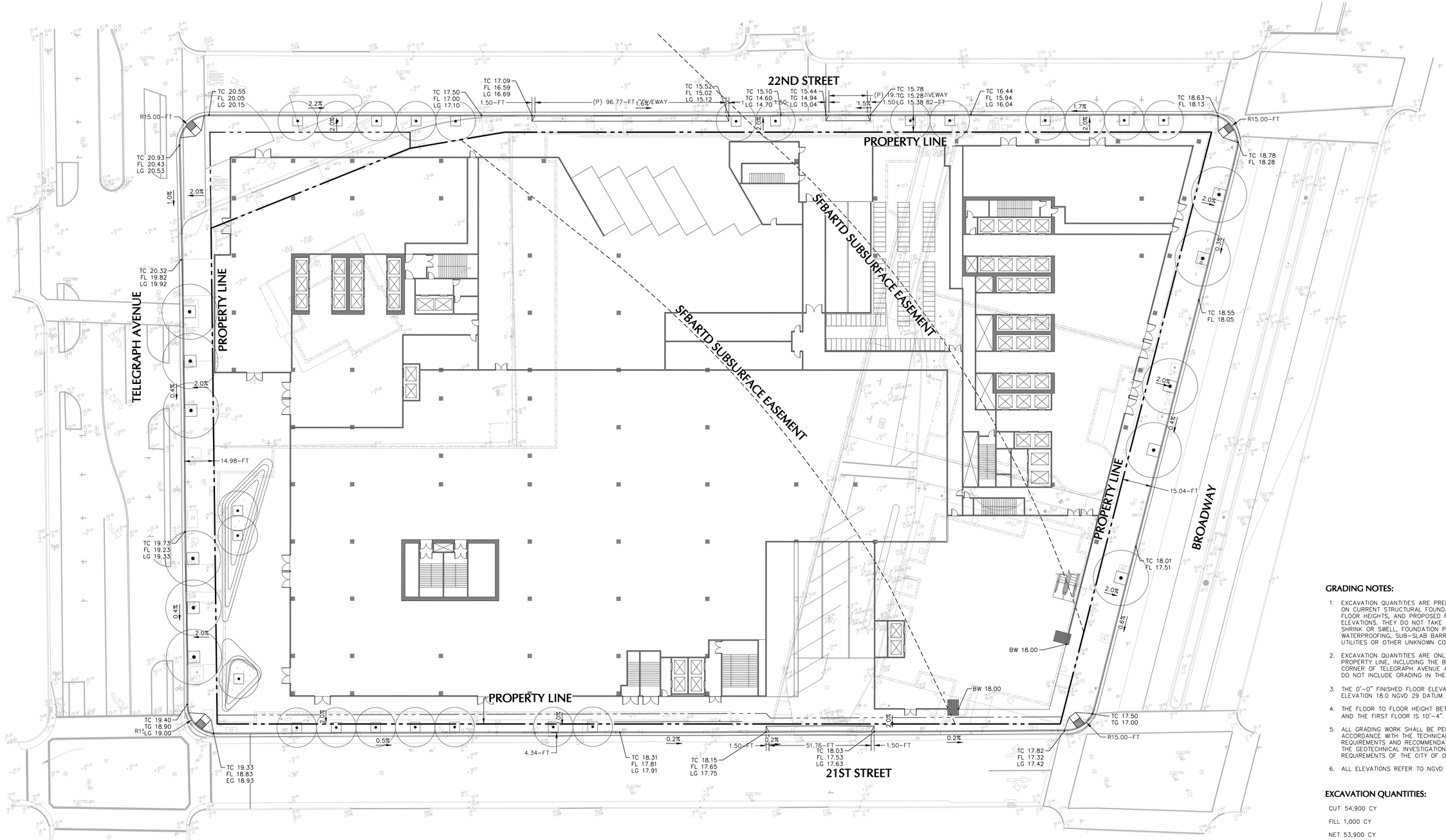
LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE PLAN **C1.01**



GRADING NOTES:

1. EXCAVATION QUANTITIES ARE PRELIMINARY AND BASED ON CURRENT STRUCTURAL FOUNDATION PLANS, FLOOR TO FLOOR HEIGHTS, AND PROPOSED FINISHED FLOOR ELEVATIONS. THEY DO NOT TAKE INTO ACCOUNT ANY SHRINK OR SWELL, FOUNDATION PREPARATION, WATERPROOFING, SUB-SLAB BARRIERS, SUB-SLAB UTILITIES OR OTHER UNKNOWN CONDITIONS.
2. EXCAVATION QUANTITIES ARE ONLY FOR WORK WITHIN THE PROPERTY LINE, INCLUDING THE BUILDING AREA OVER THE CORNER OF TELEGRAPH AVENUE AND 22ND STREET AND DO NOT INCLUDE GRADING IN THE PUBLIC RIGHT-OF-WAY.
3. THE 0'-0" FINISHED FLOOR ELEVATION IS SET AT ELEVATION 18.0 NGVD 29 DATUM.
4. THE FLOOR TO FLOOR HEIGHT BETWEEN THE BASEMENT AND THE FIRST FLOOR IS 10'-4".
5. ALL GRADING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS, REQUIREMENTS AND RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL INVESTIGATION AND REPORT, AND ANY REQUIREMENTS OF THE CITY OF OAKLAND.
6. ALL ELEVATIONS REFER TO NGVD 29 DATUM.

EXCAVATION QUANTITIES:

CUT 54,900 CY

FILL 1,000 CY

NET 53,900 CY

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

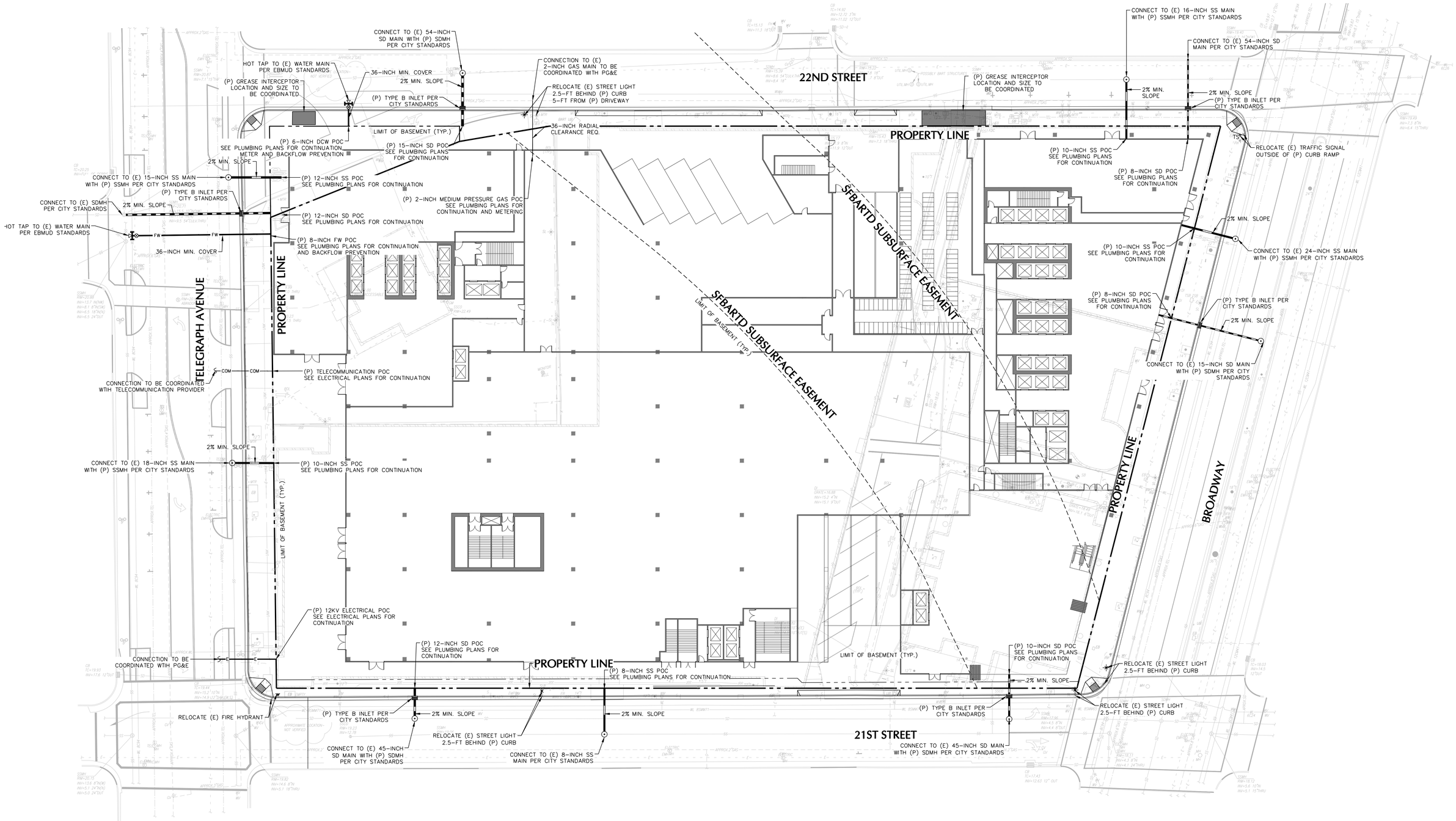
2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE ROUGH GRADING PLAN

C2.01



0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

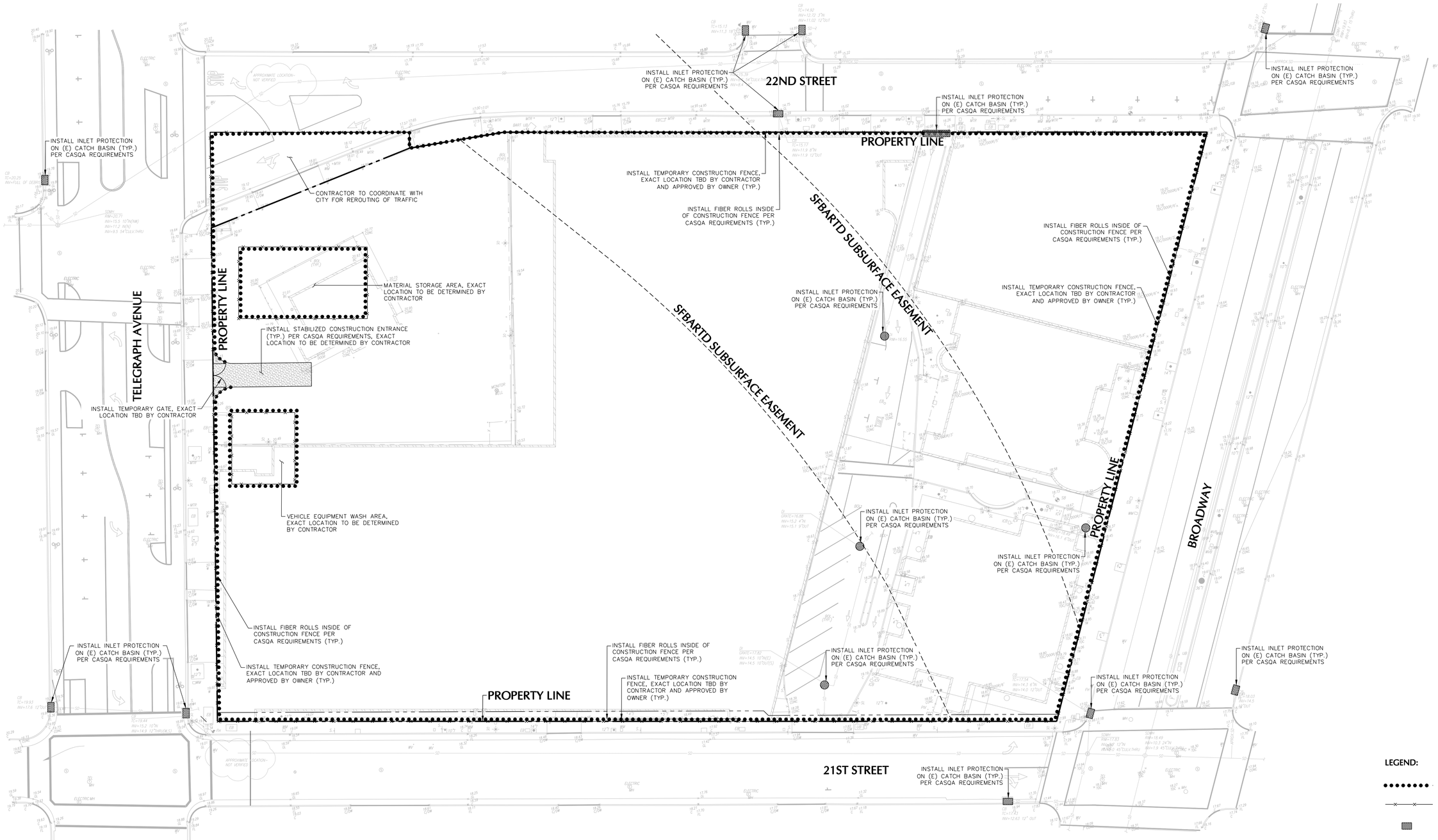
2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

SITE UTILITY PLAN

C3.01



INSTALL INLET PROTECTION ON (E) CATCH BASIN (TYP.) PER CASQA REQUIREMENTS

CONTRACTOR TO COORDINATE WITH CITY FOR REROUTING OF TRAFFIC

INSTALL TEMPORARY CONSTRUCTION FENCE, EXACT LOCATION TBD BY CONTRACTOR AND APPROVED BY OWNER (TYP.)

INSTALL FIBER ROLLS INSIDE OF CONSTRUCTION FENCE PER CASQA REQUIREMENTS (TYP.)

MATERIAL STORAGE AREA, EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

INSTALL STABILIZED CONSTRUCTION ENTRANCE (TYP.) PER CASQA REQUIREMENTS, EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

INSTALL TEMPORARY GATE, EXACT LOCATION TBD BY CONTRACTOR

VEHICLE EQUIPMENT WASH AREA, EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

LANGAN

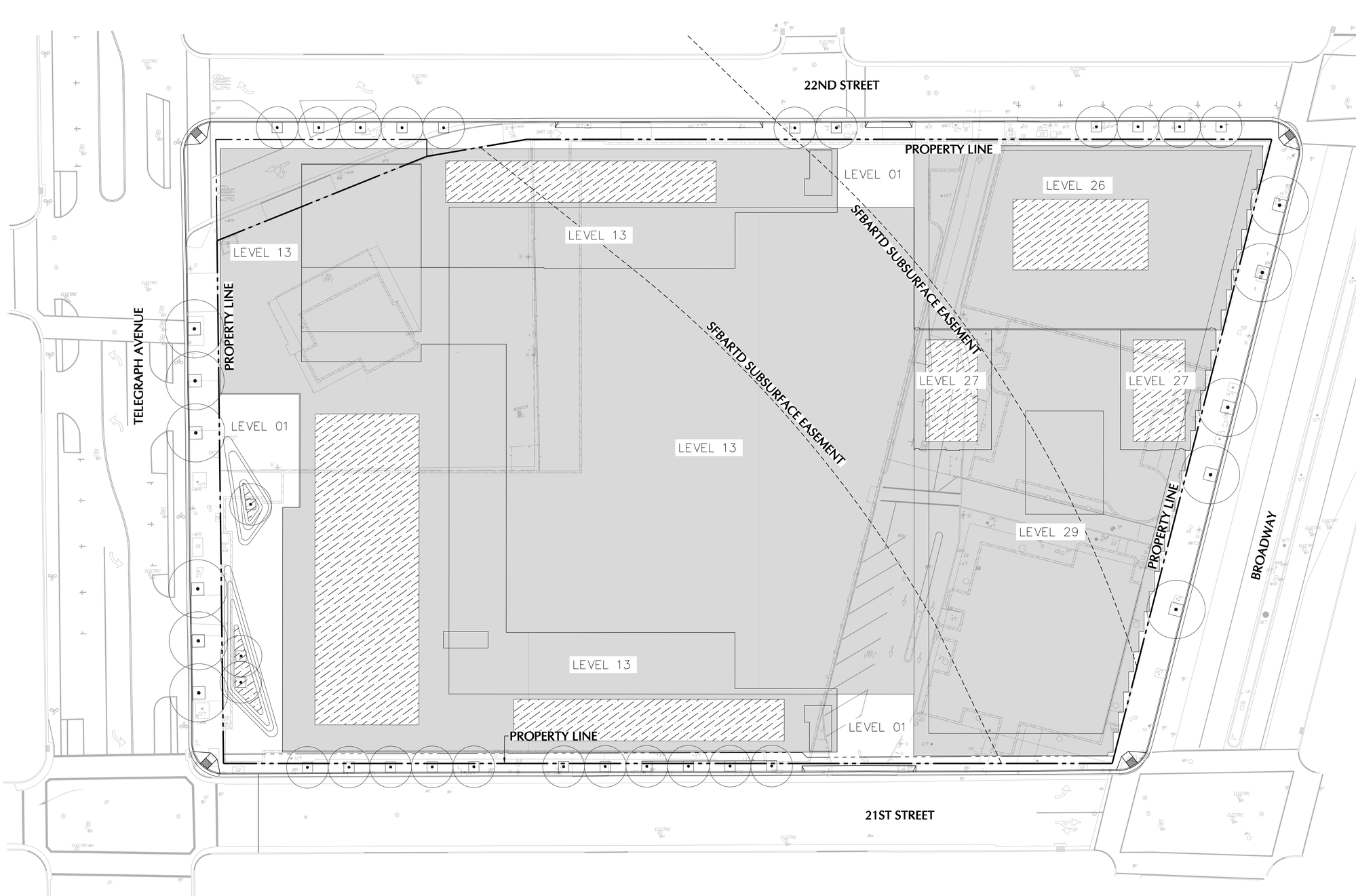
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME B
W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

EROSION & SEDIMENTATION CONTROL PLAN

C4.01



LEGEND:

LANDSCAPE

ROOF/PODIUM HARDSCAPE

GROUND FLOOR HARDSCAPE

NPDES C.3 COMPLIANCE:

THE PROJECT CREATES AND/OR REPLACES 10,000 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE AND THEREFORE IS CONSIDERED A REGULATED PROJECT UNDER PROVISION C.3 OF THE MUNICIPAL REGIONAL STORMWATER PERMIT. REGULATED PROJECTS ARE REQUIRED TO INCORPORATE POST-CONSTRUCTION STORMWATER MANAGEMENT MEASURES (SITE DESIGN MEASURES, SOURCE CONTROL MEASURES AND STORMWATER TREATMENT MEASURES) TO REDUCE STORMWATER POLLUTION FROM ALL NEW AND REPLACED IMPERVIOUS SURFACES POST-CONSTRUCTION.

THE PROJECT IS NOT SUBJECT TO HYDROMODIFICATION.

THE PROJECT QUALIFIES AS A SPECIAL PROJECT (CATEGORY C: TRANSIT ORIENTED DEVELOPMENT) AND IS ELIGIBLE FOR 100% TREATMENT REDUCTION CREDITS BASED ON THE FOLLOWING CRITERIA:

1. THE PROJECT IS LOCATED WITHIN ½ MILE OF AN EXISTING TRANSIT HUB (50% TREATMENT REDUCTION CREDIT).
2. THE PROJECT HAS GREATER THAN A 6.0 FLOOR AREA RATIO (30% TREATMENT REDUCTION CREDIT).
3. THE PROJECT HAS NO SURFACE PARKING (EXCEPT FOR INCIDENTAL PARKING FOR EMERGENCY BEHICLE ACCESS, ADAD ACCESS AND PASSENGER OR FREIGHT LOADING ZONES (20% TREATMENT REDUCTION CREDIT).

THE PROJECT INTENDS TO TREAT THE REQUIRED STORMWATER RUNOFF FROM ALL NEW/REPLACED IMPERVIOUS SURFACES TO THE MAXIMUM EXTENT FEASIBLE.

THE PROJECT WILL COMPLY WITH NPDES C.3 REQUIREMENTS BY TREATING AND COLLECTING STORMWATER RUNOFF FROM ALL EXPOSED LEVELS USING LID TREATMENT TO THE MAXIMUM EXTENT FEASIBLE. IN THE EVENT LID TREATMENT IS DEEMED INFEASIBLE, NON-LID TREATMENT MEASURES SHALL BE USED AND BE CERTIFIED FOR "BASIC" GENERAL USE LEVEL DESIGNATION (GULD) BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY'S TECHNICAL ASSESSMENT PROTOCOL – ECOLOGY (TAPE).

IMPERVIOUS/PERVIOUS SUMMARY TABLE		
	EXISTING CONDITIONS	PROPOSED CONDTIONS
IMPERVIOUS AREA (SF)	131,641	122,422
PERVIOUS AREA (SF)	8,439	17,658
TOTAL AREA (SF)	140,080*	140,080*

*NOTE: THE PROJECT SITE AREA IS 140,041SF, THE ROOF OVERHANGS 39SF OVER PARCEL 1.

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

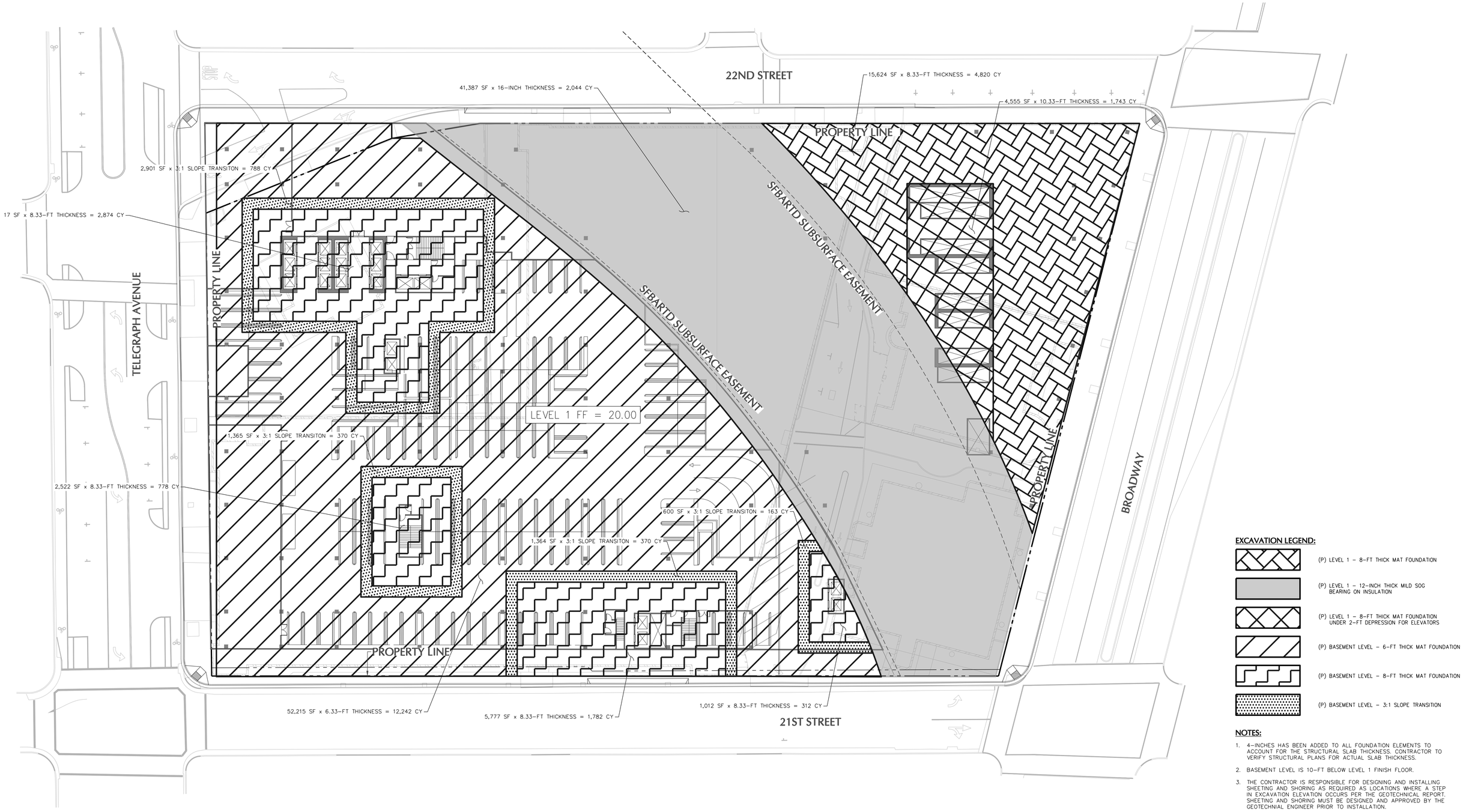
2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

PRELIMINARY POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN

C5.01



EXCAVATION LEGEND:

- (P) LEVEL 1 – 8-FT THICK MAT FOUNDATION
- (P) LEVEL 1 – 12-INCH THICK MILD SOG BEARING ON INSULATION
- (P) LEVEL 1 – 8-FT THICK MAT FOUNDATION UNDER 2-FT DEPRESSION FOR ELEVATORS
- (P) BASEMENT LEVEL – 6-FT THICK MAT FOUNDATION
- (P) BASEMENT LEVEL – 8-FT THICK MAT FOUNDATION
- (P) BASEMENT LEVEL – 3:1 SLOPE TRANSITION

NOTES:

1. 4-INCHES HAS BEEN ADDED TO ALL FOUNDATION ELEMENTS TO ACCOUNT FOR THE STRUCTURAL SLAB THICKNESS. CONTRACTOR TO VERIFY STRUCTURAL PLANS FOR ACTUAL SLAB THICKNESS.
2. BASEMENT LEVEL IS 10-FT BELOW LEVEL 1 FINISH FLOOR.
3. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND INSTALLING SHEETING AND SHORING AS REQUIRED AS LOCATIONS WHERE A STEP IN EXCAVATION ELEVATION OCCURS PER THE GEOTECHNICAL REPORT. SHEETING AND SHORING MUST BE DESIGNED AND APPROVED BY THE GEOTECHNIAL ENGINEER PRIOR TO INSTALLATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL GRADING ACTIVITIES REQUIRED FOR THE CONSTRUCTION OF PILE CAPS, FOUNDATION, GRADE BEAMS, AND ANY OTHER STRUCTURAL ELEMENTS AS SHOWN ON THE STRUCTURAL PLANS.

0 5 10 20 40

LANGAN
501 14th Street, 3rd Floor, Oakland, CA 94612
T: 510.874.7000 F: 510.874.7001 www.langan.com
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

2100 TELEGRAPH - SCHEME B

W/L Telegraph Holdings, JV L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN

EXCAVATION PLAN

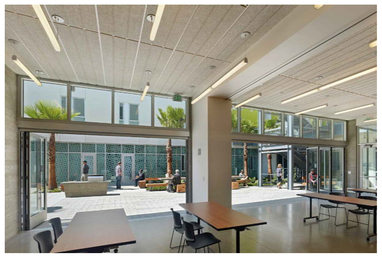
C6.01

REFERENCES

STREETSCAPE - CANOPY TREES

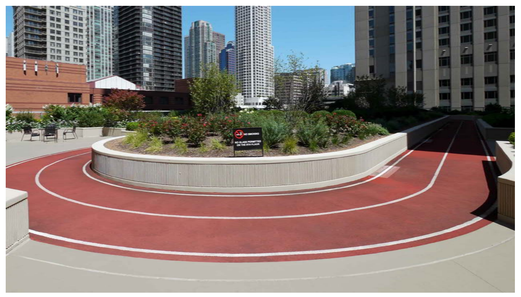
STREETSCAPE - COLUMNAR TREES

TRELLIS



INDOOR / OUTDOOR CONNECTIONS

LIVING ROOF



WALKING PATH

SPORT COURTS

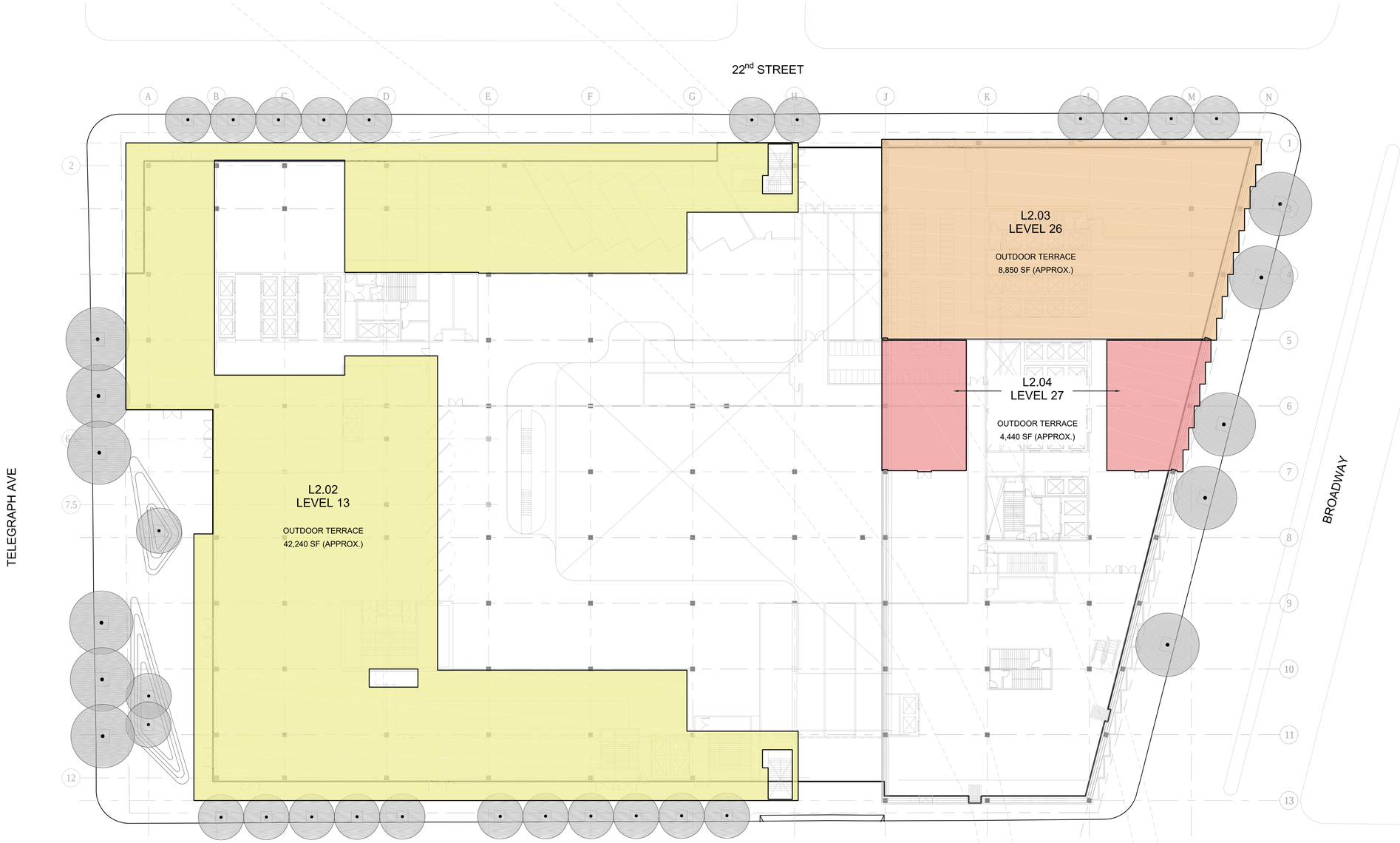
TABLE OF CONTENTS

DRAWING #	SHEET #	DRAWING TITLE	SHEET SIZE	SCALE
1	L0.01	Site Key Plan	42"x30"	1"=20'
2	L0.02	Tree Protection Plan and Preservation Ordinance	42"x30"	1"=20'
3	L2.01	Landscape Plan - Ground Floor	42"x30"	1"=20'
4	L2.02	Landscape Plan - Level 13	42"x30"	1"=20'
5	L2.03	Landscape Plan - Level 26	42"x30"	1"=20'
6	L2.04	Landscape Plan - Level 27	42"x30"	1"=20'

LEGEND

TREE PLANTING POOL TRELLIS

0 5 10 20 40



SYMBOL	TYPE	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)
	LEVEL 13	29,565	12,675	42,240
	LEVEL 26	6,640	2,210	8,850
	LEVEL 27	2,000	2,440	4,440

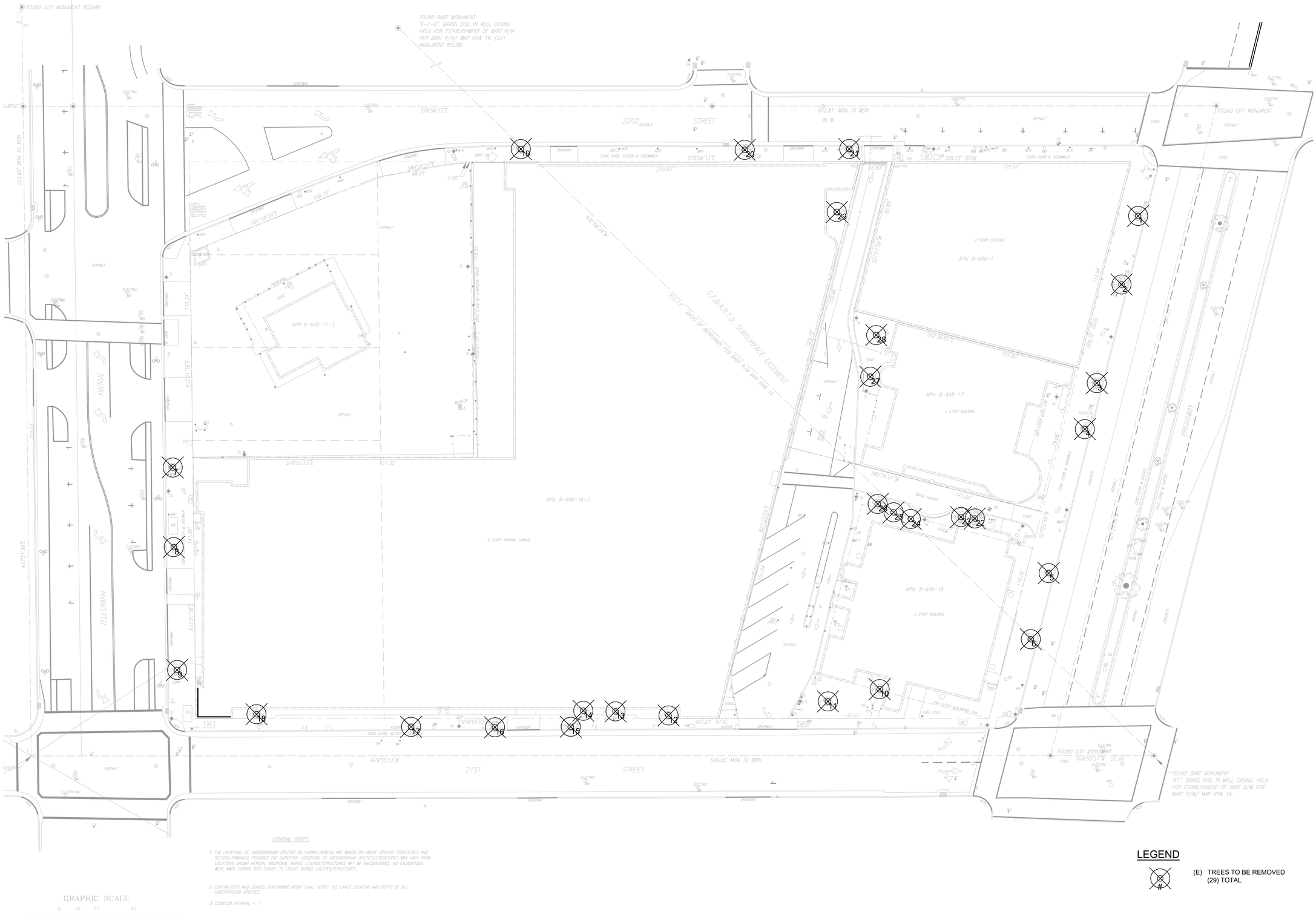
0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

Site Key Plan **L0.01**



TREE PRESERVATION ORDINANCE

PURSUANT TO THE TREE PRESERVATION ORDINANCE (§12.36 O.M.C.) A TREE PRESERVATION/REMOVAL PERMIT IS REQUIRED FOR ANY PROPOSED CONSTRUCTION ACTIVITY (INCLUDING BUILDINGS, DRIVEWAYS, PATHS, DECKS, CONSTRUCTION VEHICLE ROUTES, SIDEWALK IMPROVEMENTS, & PERIMETER GRADING) WITHIN 10 FEET OF A PROTECTED TREE, EVEN IF SUCH TREES ARE NOT BEING REMOVED OR IF THEY ARE LOCATED ON A NEIGHBOR'S PROPERTY.

THE FOLLOWING ARE 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. CONTACT THE TREE DIVISION AT (510) 615-5850 FOR MORE INFORMATION OR TO SCHEDULE AN INSPECTION).

c. ANY TREE OF ANY SIZE LOCATED IN THE PUBLIC RIGHT-OF-WAY (INCLUDING STREET TREES).

I ATTEST THAT: *(CHECK ONE)*

❑ (1) THERE ARE NO EXISTING PROTECTED TREES ANYWHERE ON THE SUBJECT PROPERTY OR WITHIN 10 FEET OF THE PROPOSED CONSTRUCTION ACTIVITIES** (INCLUDING NEIGHBOR'S PROPERTIES OR THE ADJACENT PUBLIC RIGHT-OF-WAY).

❑ (2) THERE ARE PROTECTED TREES ON THE SUBJECT PROPERTY OR WITHIN 10 FEET OF THE PROPOSED CONSTRUCTION ACTIVITIES**, AND THEIR LOCATION IS INDICATED ON THE SITE PLAN AND LANDSCAPE PLAN **AND** *(CHECK ONE)*;

❑ (A) NO PROTECTED TREES ARE TO BE REMOVED AND NO CONSTRUCTION ACTIVITY** WILL OCCUR WITHIN 10 FEET OF ANY PROTECTED TREE.

❑ (B) NO PROTECTED TREES ARE TO BE REMOVED AND CONSTRUCTION ACTIVITY** WILL OCCUR WITHIN 10 FEET OF ANY PROTECTED TREE.

✓ (C) PROTECTED TREES WILL BE REMOVED.

IF YOU CHECKED (2B) OR (2C), A TREE PRESERVATION/REMOVAL PERMIT IS REQUIRED. PLEASE COMPLETE THE SECTION BELOW.

TREES PROPOSED FOR REMOVAL

#	SPECIES	DBH
1	*Platanus x hispanica*	13.5
2	*Platanus x hispanica*	21
3	*Platanus x hispanica*	16.5
4	*Platanus x hispanica*	13.5
5	*Platanus x hispanica*	7
6	*Platanus x hispanica*	7.5
7	*Platanus x hispanica*	13.5
8	*Platanus x hispanica*	7
9	*Platanus x hispanica*	14
10	*Acer palmatum*	7, 5.5, 6, 4.5
11	*Betula pendula*	11.5
12	*Quercus agrifolia*	14.5
13	*Quercus agrifolia*	6.5
14	*Quercus agrifolia*	5
15	*Lophostemon confertus*	14.5
16	*Lophostemon confertus*	18
17	*Lophostemon confertus*	11
18	*Juniperus chinensis*	13.5
19	*Lophostemon confertus*	11
20	*Lophostemon confertus*	16.5
21	*Lophostemon confertus*	12
22	*Afrocarpus gracilior*	15
23	*Afrocarpus gracilior*	15
24	*Acer palmatum*	4, 4, 3.5, 3.5, 6.5
25	*Acer palmatum*	4, 6
26	*Acer palmatum*	4, 4.5, 5.5, 3, 5
27	*Acer palmatum*	9"@32"
28	*Prunus serrulata*	12"@42"
29	*Cupressus sempervirens*	9.5

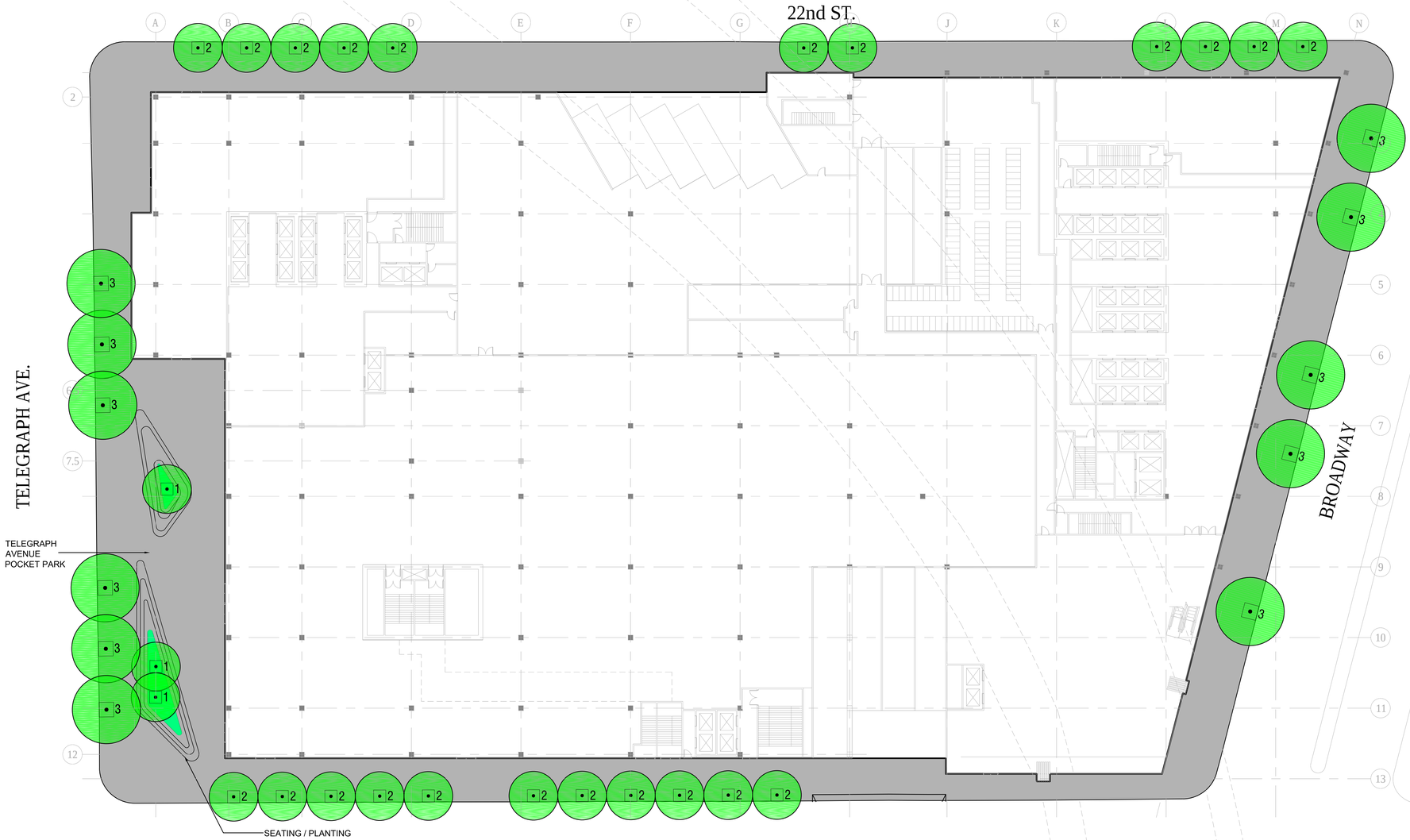
REASON FOR REMOVAL/IMPACTING OF TREES:

- TREES 5, 20, 25 TO BE REMOVED DUE TO ITS POOR HEALTH. REPLACEMENT TREE TO BE PLANTED.
- THE REST OF THE TREES TO BE REMOVED DUE TO CONSTRUCTION ACTIVITIES. REPLACEMENT TREE TO BE PLANTED. ADDITIONAL PLATANUS X HISPANICA AND LOPHOSTEMON CONFERTUS TREES TO BE PLANTED ONSITE. SEE L2.01 LANDSCAPE PLAN - GROUND FLOOR FOR DETAILS.
- OTHER SPECIES TO BE REPLACED AS PLATANUS X HISPANICA AND LOPHOSTEMON CONFERTUS FOR DESIGN CONSISTENCY.

LEGEND

(E) TREES TO BE REMOVED (29) TOTAL

0 5 10 20 40



STREETSCAPE - CANOPY TREES

STREETSCAPE - COLUMNAR TREES

GROUND FLOOR PLANTING SCHEDULE

SYMBOL	TYPE	SCIENTIFIC NAME	COMMON NAME	QTY / AREA (SQ FT)	SIZE	IRRIGATION
1	TREE	*Olea europaea 'Swan Hill'*	Fruitless Olive 'Swan Hill'	3	48" OR 60" Box	Drip Irrigation
2	TREE	*Lophostemon confertus*	Brisbane Box	23	36" Box	Drip Irrigation
3	TREE	*Platanus × hispanica*	London Planetree	18	48" Box	Drip Irrigation
	PLANTING	*Lavandula latifolia*	Lavandula latifolia	462 (SQ FT)	1 Gal	Drip Irrigation

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

Landscape Plan - Ground Floor

L2.01

22nd STREET

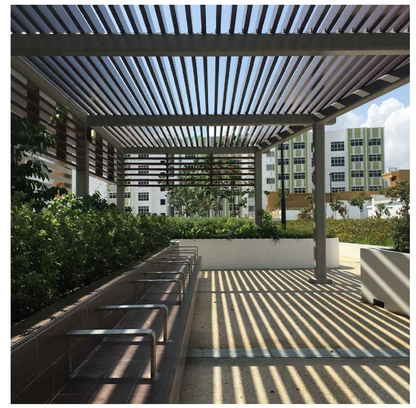
TELEGRAPH AVE

BROADWAY

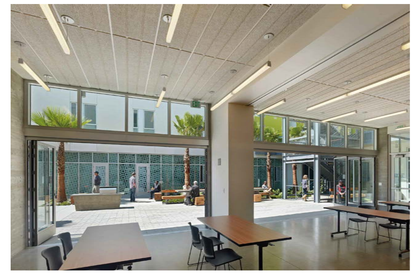
21st STREET

OUTDOOR TERRACE
42,240 SF (APPROX.)

TO BE DESIGNED BY TENANT'S
LANDSCAPE ARCHITECT



TRELLIS



INDOOR / OUTDOOR CONNECTIONS

LIVING ROOF

13TH LEVEL

SYMBOL	TYPE	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)
	OUTDOOR TERRACE	29,565	12,675	42,240

0 5 10 20 40

bionic
planning | landscape architecture | urban design

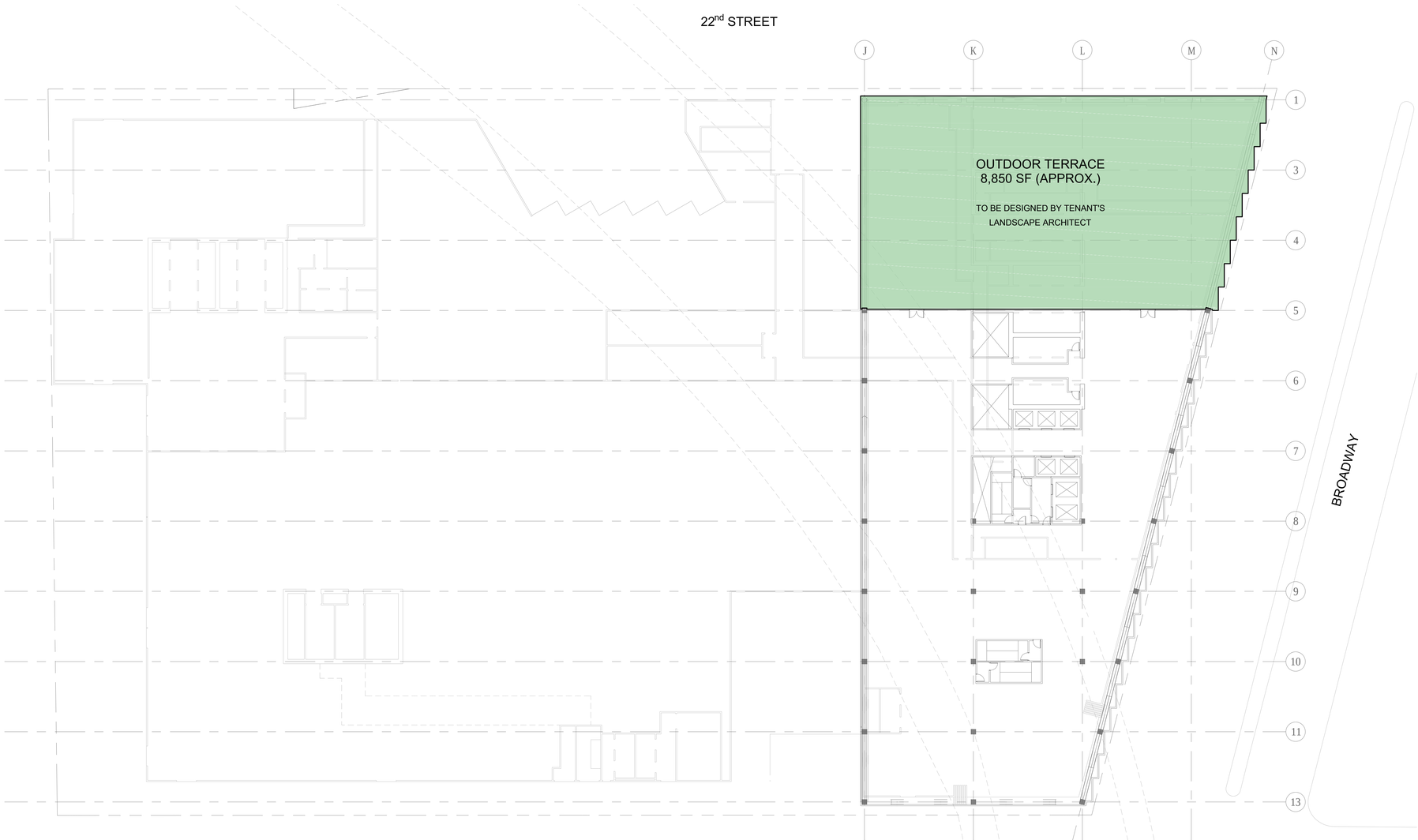
2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

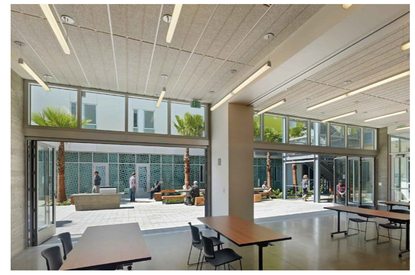
Landscape Plan - Level 13

L2.02

22nd STREET



21st STREET



INDOOR / OUTDOOR CONNECTIONS

LIVING ROOF

26TH LEVEL

SYMBOL	TYPE	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)
	OUTDOOR TERRACE	6,640	2,210	8,850

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

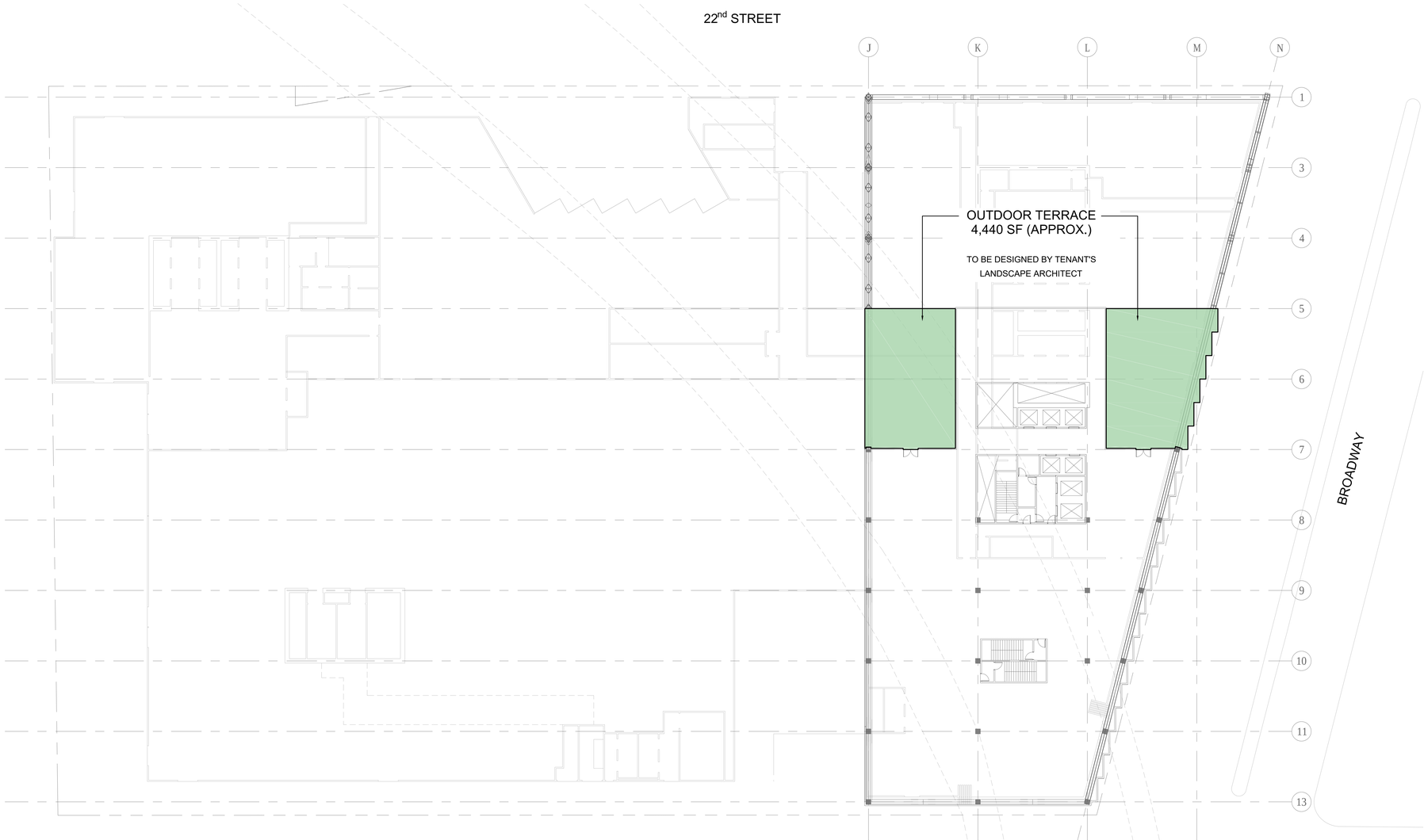
Landscape Plan - Level 26

L2.03

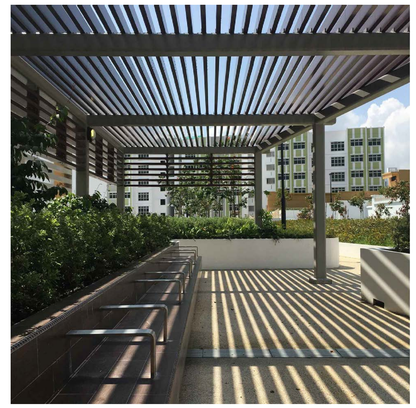
22nd STREET

TELEGRAPH AVE

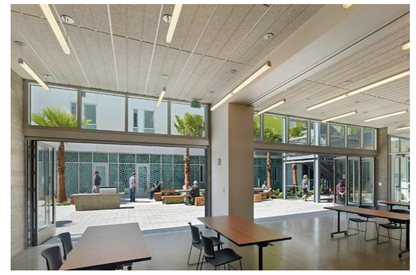
BROADWAY



21st STREET



TRELLIS



INDOOR / OUTDOOR CONNECTIONS

LIVING ROOF

27TH LEVEL

SYMBOL	TYPE	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)
	OUTDOOR TERRACE	2,000	2,440	4,440

0 5 10 20 40

bionic
planning | landscape architecture | urban design

2100 TELEGRAPH
W/L Telegraph Holdings JV, L.L.C.

APPLICATION: 06/20/18
FINAL DEVELOPMENT PLAN, SCHEME B

Landscape Plan - Level 26

L2.04