Oakland City Planning Commission REVISED-AGENDA

Design Review Committee

Jim Moore, Chair
Adhi Nagraj
Chris Pattillo

September 30, 2015
Regular Meeting

*Notice – **Staff reports are now available on-line. See web site download instructions below.***

Revised 09-23-15 *(see end of Agenda)

CONVENE **4:00 P.M.**

Hearing Room 3, City Hall

One Frank Ogawa Plaza

ROLL CALL

OLD BUSINESS

1. **500 Kirkham Street Case File PLN15211 & PLN15212.** Conduct design review of responses to Design Review Committee comments from the July 15, 2015 and August 26, 2015 meetings for a proposed mixed-use residential and commercial development consisting of an 11-story building with Live-Work studios, residential units, ground-floor/upper floor commercial uses and a parking garage above grade, located near the West Oakland BART Station. An Environmental Report is being prepared for the project. For further information contact the case Planner, **Mike Rivera** at **(510) 238-6417** or by email: mrivera@oaklandnet.com

DISCUSSION

2. The proposed project is a Final Development Permit application for Shoreline Park, part of the previously approved Planned Unit Development for Brooklyn Basin, along the Oakland waterfront (generally between the Lake Merritt Channel and 10th Avenue). The project was originally approved in 2006 (with final approval in 2009). This is the first Final Development Permit application for a park at Brooklyn Basin. The Design Review Committee previously reviewed the project at their regularly scheduled meeting on June 24, 2015. The applicant requests consideration of the revised proposed park design. For further information contact **Catherine Payne** at **(510) 238-6168** or by e-mail at cpayne@oaklandnet.com.

3. **5110 Telegraph Avenue Case File PLN15074.** Conduct design review discussion to construct a four-story to six-story mixed-use development consisting of 204 residential units and 34,000 square feet of ground-floor commercial space, including two levels of underground garage for 297 parking spaces. The development includes the demolition of the vacant two-story commercial building " Global Video" . The site measures approximately 72,866 square foot. An Environmental Report is being prepared for the project. For further information contact the case Planner, **Mike Rivera** at **(510) 238-6417** or by email: mrivera@oaklandnet.com

4. **1640 Broadway Case File PLN15281**. Conduct design review discussion to construct a 38-story (375 feet) high-rise mixed-use development consisting of 254 residential units with 4,135 square foot of ground-floor retail/ commercial space including a four-level garage above grade for 254 parking spaces. The property is a corner parcel that is occupied by a surface auto-fee parking lot that will be demolished. The site measures approximately 22,500 square foot. An Environmental Report is being prepared for the project. For further information contact the case Planner, **Mike Rivera** at **(510) 238-6417** or by email: mrivera@oaklandnet.com

For further information on any case listed on this agenda, please contact the case planner indicated for that item. For further information on Historic Status, please contact the Oakland Cultural Heritage Survey at 510-238-6879. For other questions or general information on the Oakland City Planning Commission, please contact the Community and Economic Development Agency, Planning and Zoning Division, at 510-238-3941.

Staff reports are available on-line, generally one week prior to each meeting, at **www.oaklandnet.com** by searching "Frequently Visited Pages" located on the City of Oakland Homepage. Clicking on "Planning Commission Meetings" will open a menu of Planning Commission and Committee Agendas. Staff reports are available by clicking on the highlighted case file number. For further information, please call ***510-238-3941.***

♿ This meeting is wheelchair accessible. To request materials in alternative formats, or to request an ASL interpreter, or assistive listening devise, please call the Planning Department at 510-238-3941 or TDD 510-238-3254 at least three working days before the meeting. Please refrain from wearing scented products to this meeting so attendees who may experience chemical sensitivities may attend. Thank you.

OPEN FORUM

At this time members of the public may speak on any item of interest within the Committee's jurisdiction, generally subject to a two-minute time limit per speaker.

ADJOURNMENT By 7:30 p.m. unless a later time is agreed to by a quorum of the Committee.

NEXT REGULAR MEETING: October 28, 2015

*Revised 09-23-15 to indicate change in location from Hearing Room 1 to Hearing Room 3

Oakland City Planning Commission **STAFF REPORT**
Design Review Committee
Case File Number: PLN15211 **September 30, 2015**

Project Location: **Assessor's Parcel Numbers:**	500 Kirkham Street 004-0049-001-00; 004-0049-003-00
Proposal:	To construct an 11-story mixed-use development consisting of commercial space, residential units, live-work units and garage.
Applicant/ Phone Number:	Jabari Herbert / West Oakland Development Group, LLC
Property Owner:	State of California - Caltrans
Case File Number:	PLN15211
Planning Permits Required:	Major Conditional Use Permits for projects in a site over 1 acre or more, and for nonresidential projects involving twenty-five thousand square feet or more of floor area in the S-15W Zone; and Design Review for new construction.
General Plan:	Community Commercial
Zoning:	S-15W Transit-Oriented Development Zone (West Oakland)
Environmental Determination:	Determination Pending
Property Historic Status:	Non-Historic Property
Service Delivery District:	1
City Council District:	3
Action to be Taken:	Conduct Design Review, make recommendations to Staff & Applicant
For Further Information:	Contact Case Planner, **Mike Rivera** at **(510) 238-6417,** or by email at mrivera@oaklandnet.com

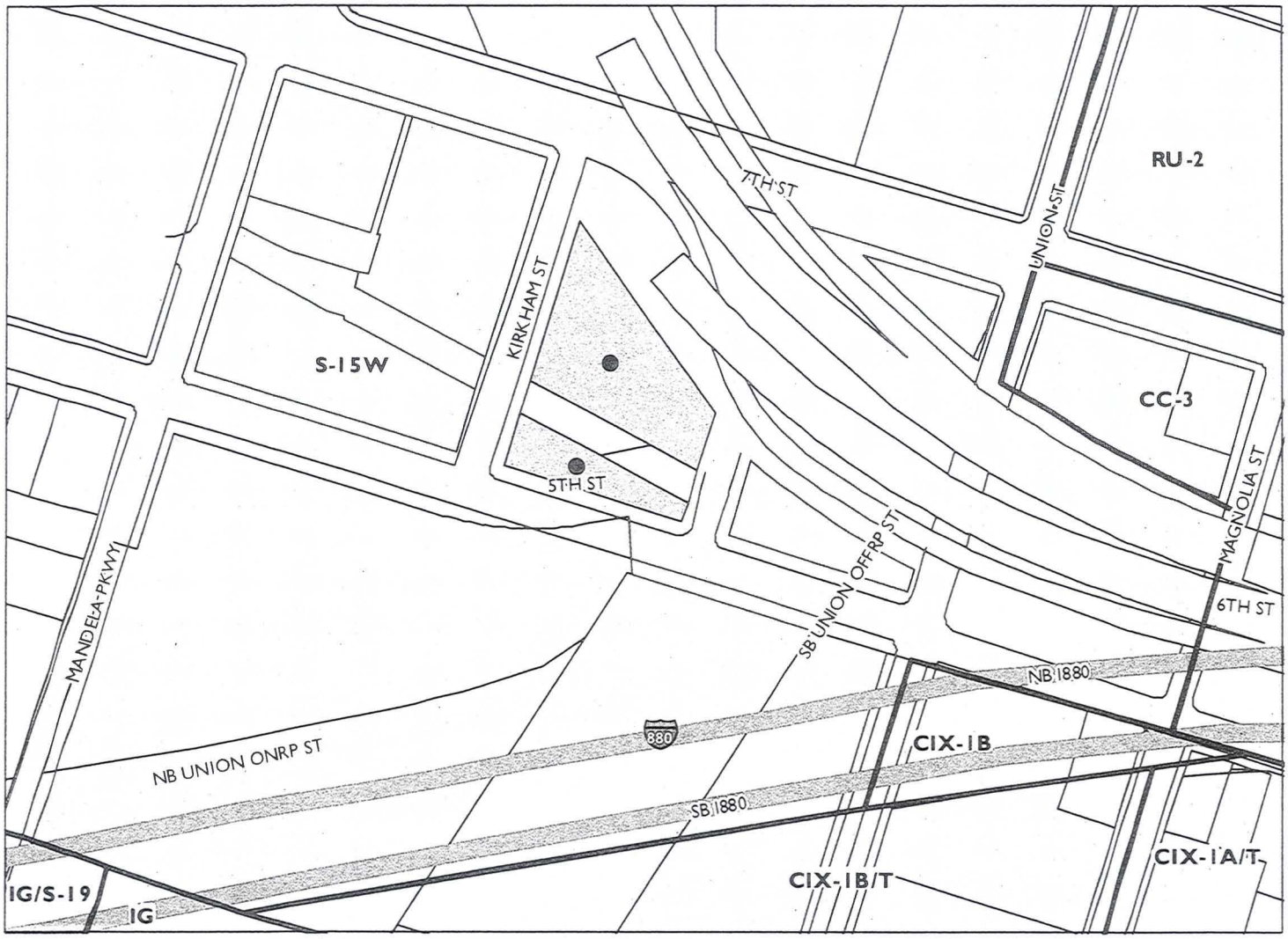
PROJECT SUMMARY

The applicant proposes to construct a 6 to 12-story high mixed-use development consisting of commercial space, residential units and live-work type units including two-levels of garage above grade. The project plans consist of a massing study to reflect the new design concept based on previous comments and/or concerns addressed by staff and the Design Review Committee on the last two previous meetings. **(See Attachment 1)** The applicant is presenting a massing design alternative showing the building footprint is broken-up into four separate buildings. The massing model would reduce bulk appearance so that the project fits with the site, is more in scale and in character with the different size of buildings in surrounding area.

PROJECT BACKGROUND

The Design Review Committee reviewed two different building design alternatives for this site on the August 26, 2015 and July 15, 2015 public meetings. Alternative A included the proposal for an 11-story mixed-use building; and Alternative B included a 17-story mixed-use building. Please refer to the July and August 2015 staff reports and plans. **(See Attachment 2)**

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet

Case File: PLN15212
Applicant: Jabari Herbert / West Oakland Development Group, LLC
Address: 500 Kirkham Street
Zone: S-15W

Based on staff written analysis and Design Review Committee comments, the Committee continued to express concerns and felt confused about the two separate building design alternatives. The two design alternatives presented an 11-story building and a 17-story building that looked massive and institutional to the undeveloped parcels along the West Oakland BART Station, and to the character of the traditional residential neighborhood in the Prescott neighborhood.

PROJECT DESCRIPTION-New Mass Study

On September 21, 2015 the applicant submitted a massing study plan showing the model of a building broken up into four separate buildings. The study plan shows a combination of a 10-story and 12-story high building along 5th Street and around the corners of Kirkham Street and Union Street. The plan also shows a combination of a 6-story and 7-story high building along 7th Street and around the corners of Union Street and Kirkham Street. This massing study would still maintain the same number of 426 residential units, but off-street parking would be reduced from 432 spaces to 288 spaces in the garage.

The building masses are separated by a glass framing building built over the two-story podium. The glass building will create opportunities for meeting or lobby spaces and will also serve as a walkway to connect the residential units. The glass framing buildings vary in height and would allow transparency for light to go through the proposed elevated courtyard, located in the center of the property. The plan also shows two separate 2-story glass framing buildings, located above the 10-story building facing 5th Street. The proposed two-story garage above grade will be in the center of the building. Access to the garage will be from Kirkham Street and near the corners of 5th Street and Union Street. The project includes a courtyard in the center of the building and above the 2-story garage.

The proposed building has a traditional design with bricks as the base for the building facades, storefront style glazing for the lobbies and penthouses, bronze aluminum curtain walls, bronze metal clad wood windows, bronze aluminum Juliette balconies and wide cornices and trim. The storefront along 7th Street is set back 9 feet more to allow a wider sidewalk and new trees. The storefront is recessed from the 2-story row of colonnade supports and the facade contains plaster with curtain walls. The 2-story façade along 5th Street has brick arches with recessed decorative ironwork framing along the garage. The applicant has also overlapped on the preliminary plans the City adopted 2004 7th Street Masterplan by Walter Hood. The intent is for the future project to have a landscaping plan that compliments the 7th Street Master plan that calls for selective trees, low grasses, open areas, and pedestrian street lights.

Overall, staff feels that the proposed massing study is the start for a new building design that would eventually meet the original comments made by staff and Committee in the July and August public meetings. Staff, however, feels that further design improvements are needed to reduce the visual scale of this large building. Staff recommends implementing various roof planes and prominent rooflines, vertical wall volumes, façade projections or recesses to provide a transition from a height context. Furthermore, the storefront or active ground-floor commercial space needs to have different wall plane sections to create a distinctive façade and include architectural features to unify the street frontages. The new landscaping plan also needs to consider and implement around this site the design features of the 7th Street Masterplan, so that it is consistent with streetscape, plazas and open spaces.

RECOMMENDATION

Staff recommends that the Design Review Committee consider the applicant's new approach for the proposed massing model, staff comments and provide further comments and direction to staff and to the applicant before the proposal is considered by the Planning Commission on a future public hearing.

Prepared by:

Mike Rivera
Planner II, Major Projects
Bureau of Planning

Approved for forwarding to the
Design Review Committee:

Robert D. Merkamp
Development Planning Manager
Bureau of Planning

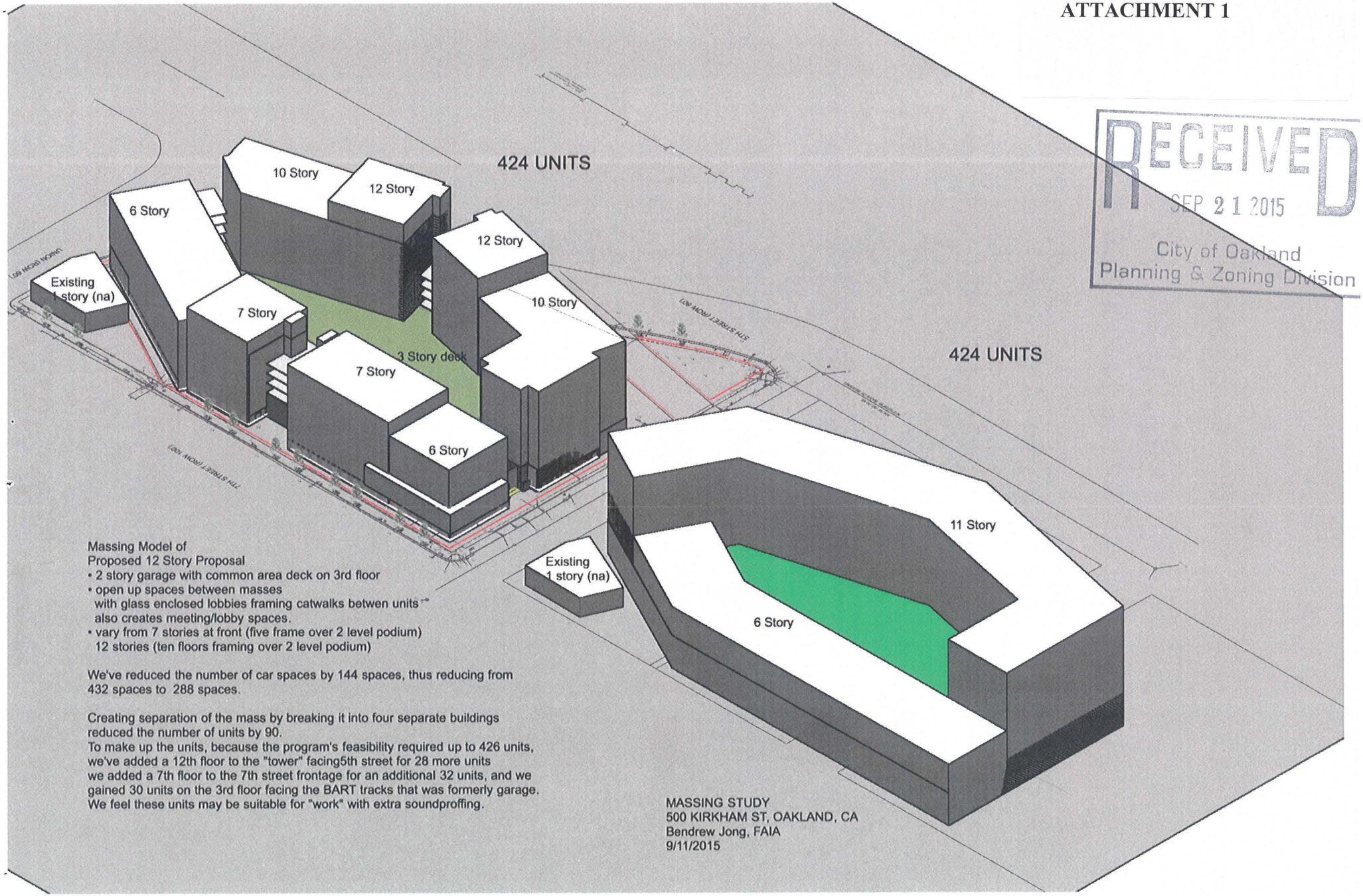
ATTACHMENTS

1. Massing/Design Plans, submitted September 21, 2015
2. Staff reports, dated August 26, 2015 and July 15, 2015

PLN15211

ATTACHMENT 1

RECEIVED
SEP 21 2015
City of Oakland
Planning & Zoning Division

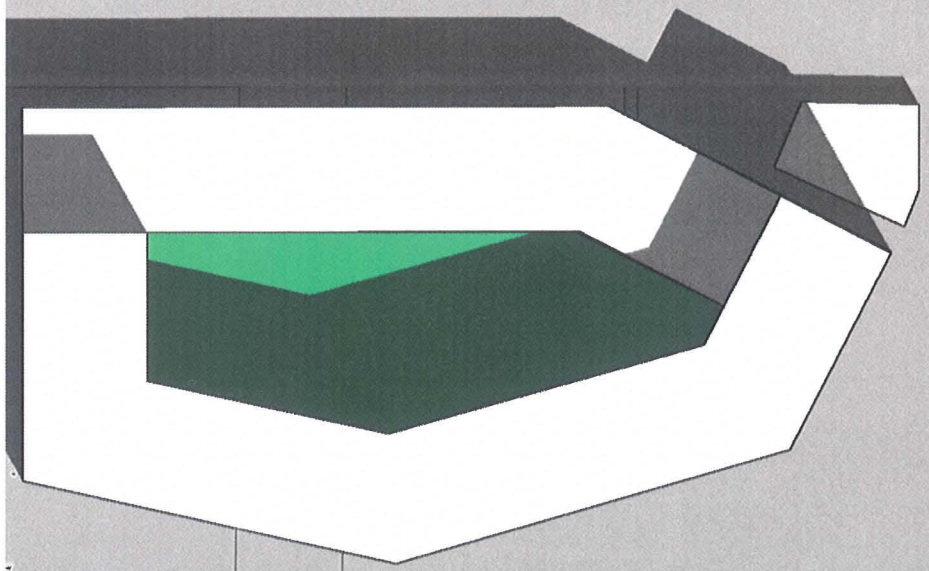


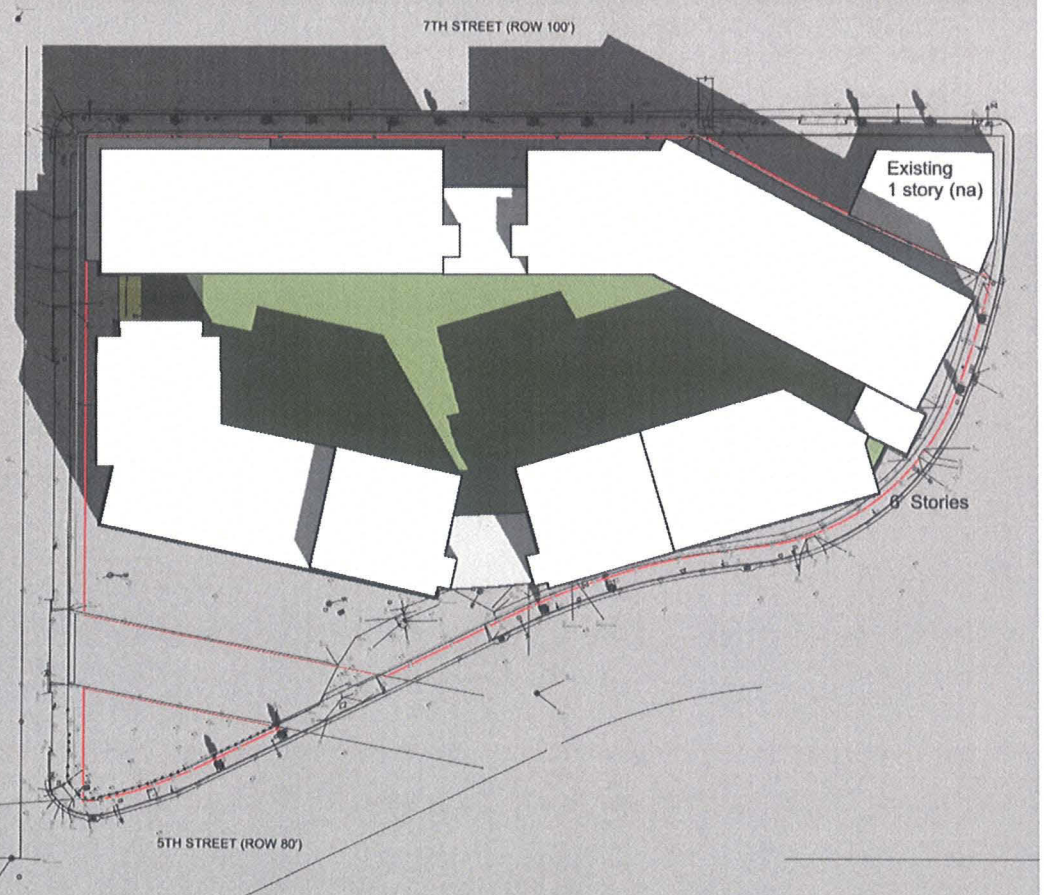
Massing Model of
Proposed 12 Story Proposal
- 2 story garage with common area deck on 3rd floor
- open up spaces between masses
  with glass enclosed lobbies framing catwalks betwen units
  also creates meeting/lobby spaces.
- vary from 7 stories at front (five frame over 2 level podium)
  12 stories (ten floors framing over 2 level podium)

We've reduced the number of car spaces by 144 spaces, thus reducing from 432 spaces to 288 spaces.

Creating separation of the mass by breaking it into four separate buildings reduced the number of units by 90.
To make up the units, because the program's feasibility required up to 426 units, we've added a 12th floor to the "tower" facing5th street for 28 more units
we added a 7th floor to the 7th street frontage for an additional 32 units, and we gained 30 units on the 3rd floor facing the BART tracks that was formerly garage.
We feel these units may be suitable for "work" with extra soundproffing.

MASSING STUDY
500 KIRKHAM ST, OAKLAND, CA
Bendrew Jong, FAIA
9/11/2015





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MASSING STUDY
500 KIRKHAM ST, OAKLAND, CA
Bendrew Jong, FAIA
9/11/2015

DESCRIPTION OF GROUND FLOOR

Commercial

- Commercial frontage on 7th Street set back and additional 9' to create a broader sidewalk area and new trees along sidewalk
- The Commercial frontage opens up at the Union Street frontage providing a more open face as patrons to the 7th street Historic Area approach from 7th Street. (Notice that the sign that crosses over 7th Street starts at the break of the building.)
- The single story warehouse building at the corner is not a part of the project.
- Meanwhile, the commerical space bends towards Union Atreet, with a wide landscaped sidewalk offering airspace and light to the frontage, so pedestrian access is unimpeded on the ground floor. Above 3 stories, the building will be open.
- There is hope that the Commericial space may be inviting to a magnet school for the arts, like a Jazz/Blues Arts Charter School.
- The main entry off of 7th Street can have appropriate drop of zone as required by such use as a school or other specialty use.
- The sales office for the complex will be at 500 Kirkham Street.

Garage

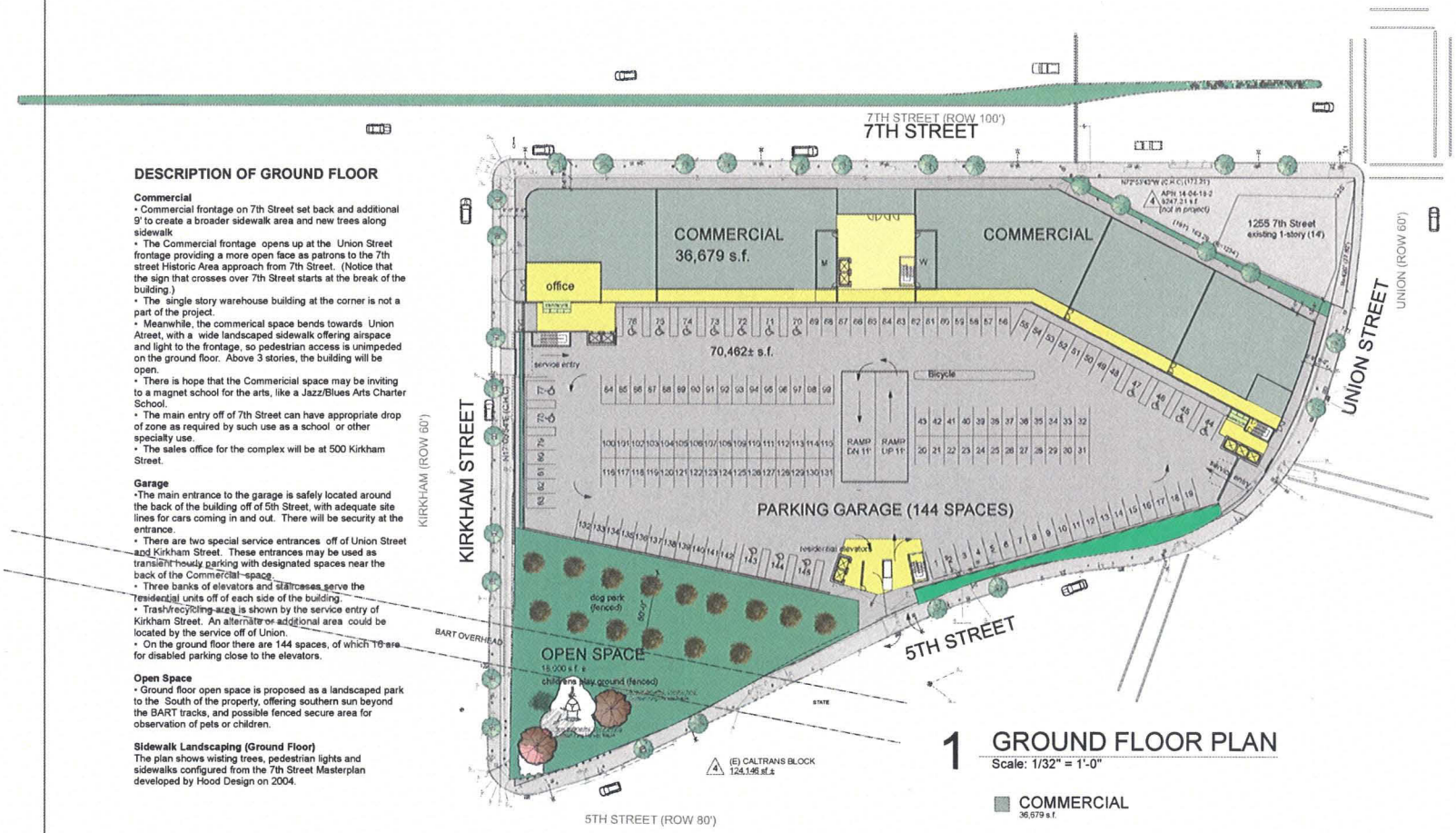
- The main entrance to the garage is safely located around the back of the building off of 5th Street, with adequate site lines for cars coming in and out. There will be security at the entrance.
- There are two special service entrances off of Union Street and Kirkham Street. These entrances may be used as transient hourly parking with designated spaces near the back of the Commercial space.
- Three banks of elevators and staircases serve the residential units off of each side of the building.
- Trash/recycling area is shown by the service entry of Kirkham Street. An alternate or additional area could be located by the service off of Union.
- On the ground floor there are 144 spaces, of which 16 are for disabled parking close to the elevators.

Open Space

- Ground floor open space is proposed as a landscaped park to the South of the property, offering southern sun beyond the BART tracks, and possible fenced secure area for observation of pets or children.

Sidewalk Landscaping (Ground Floor)

The plan shows wisting trees, pedestrian lights and sidewalks configured from the 7th Street Masterplan developed by Hood Design on 2004.



GROUND

1 GROUND FLOOR PLAN

Scale: 1/32" = 1'-0"

COMMERCIAL
36,679 s.f.

PARKING GARAGE
70,452 s.f. = 144 spaces
(3 floors total = 3432 spaces)

0 50 100 150 200 FT

N

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER
West Oakland Development Group LLC
c/o Jabari Herbert
1357 5th St, Oakland, CA 94607
(510) 355-9714
jabariherbert@yahoo.com

OWNER
CalTrans
California Department of Transportation
c/o Mark Shindler
1111 Grand Ave. P.O. Box 23660
Oakland, CA 94623-0660
(510) 286-5400
mark.shindler@dot.ca.gov

6-12 Story Massing Alternative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.08.04	DRB 2
6	15.09.21	DRB 3

ARCHITECT

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PROJECT NO. 500 KIRK ALT
DATE REV. SEPT 21, 2015

A1.1 (revised)

More compact garage allows green bank on 5th Street without reducing parking

(we are eliminating the 3rd floor parking, so now we have 2 floors of 144 spaces totalling 288 auto spaces, with bicycle area.)

© 2015 Bendrew Jong • note: verify all dimensions and conditions on site before construction

DESCRIPTION OF 4th Floor

Flexible space: Live/Work/Commercial Space
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.

Open Space
• There is a 23,505 s.f. landscaped courtyard on the 3rd floor, serving as semi-private joint open space for the tenants of the building. This allows light and air and greenery into the interior facing units.

3rd FLOOR PLAN

Scale: 1/32" = 1'-0"

73,476 s.f. + 23,505 s.f. private courtyard deck

LIVE/WORK up to 32 live/work units (former parking deck) facing 7th street 28,000 sq.ft. commercial (possible 19 live work + commecial)

LANDSCAPE COURTYARD
23,505 sq.ft. landscaped space.

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER
West Oakland Development Group LLC
c/o Jabari Herbert
1357 5th St, Oakland, CA 94607
(510) 385-9714
jabarijherbert@yahoo.com

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California Department of Transportation
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6-12 Story Massing Alternative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.08.04	DRB 2
6	15.09.21	DRB 3

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REG. C 8292
EXPIR. 8-30-15
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE REV. SEPT 21, 2015

A1.3R

Replace 3rd floor parking podium with landscaped deck and additional livework units

Up to 32 units now facing 5th Street.
Up to 19 additional units facing 7th Street

© 2015 Bendrew Jong • note: verify all dimensions and conditions on site before construction

① all set backs remain and are enhanced.
② perimeter decks which DRC objected to as undermining horizontality are eliminated and replaced with decorative wrought iron balconies
③ large indentions separates the new building masses to create looking individual building

elevator serves all floors. Former plan stopped at 3rd floor with residence using side elevators. DRC wanted shorter hallways so we continued elevator to all floors and up to 8th floor roof. (This removed 4 units)

DESCRIPTION OF 4th Floor

Flexible space: Live/Work/Commercial Space (73, 476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 4th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

Open Space
• There is a 23,505 s.f. landscaped courtyard on the 4th floor, serving as semi-private joint open space for the tenants of the building. This allows light and air and greenery into the interior facing units.
• Additionally, each unit was a 6' balcony or courtyard private space.

③ long hallway at 7th St has broken up by new elevator lobby.

④ reduced # of cars to better coincide with smaller building 426 units ÷ 2 = 213 space.

We've eliminated one floor of parking = 288 total space allowing an excess of 75 space. We anticipate a fleet of car shares to take half the space, and the other for transient parking

lose 10 units, have now we propose losing 4 units to create "separation"

lose 4 units to create separation

an "opening" with glass

4

(71) 1 bd/1ba @ 700± s.f.
(3) 1+ bd/1ba @ 900± s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units,

(See Sh.A3.0 for typical Unit Layouts)

4, 5, 6, 7 floor similar

4 4TH·FLOOR PLAN
Scale: 1/32" = 1'-0"

LIVE/WORK up to 74 units
73,476 s.f. + 23,505 s.f. private courtyard deck + 8572 s.f. ext. private deck

LANDSCAPE COURTYARD
23,505 sq.ft. landscaped space.

N

0 50 100 150 200 FT

⑤ daylight, at least thru the glass walkways can help light up courtyard. We also propose "opes" at the 3rd floor deck with catwalks enclosed above

⑥ the 3rd floor deck & 8th floor deck = ½ acre of open space + have good views

⑦ finally we've retained walter street for landscape amenity. The front doors of 20 4th St. is it has already been approved & we will abide by it.

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER
West Oakland Development Group LLC
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(510) 365-3714
jabari@herbert@yahoo.com

OWNER
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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
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3	15.06.05	New L1.0 and rev A1.1 A1.4 A1.12

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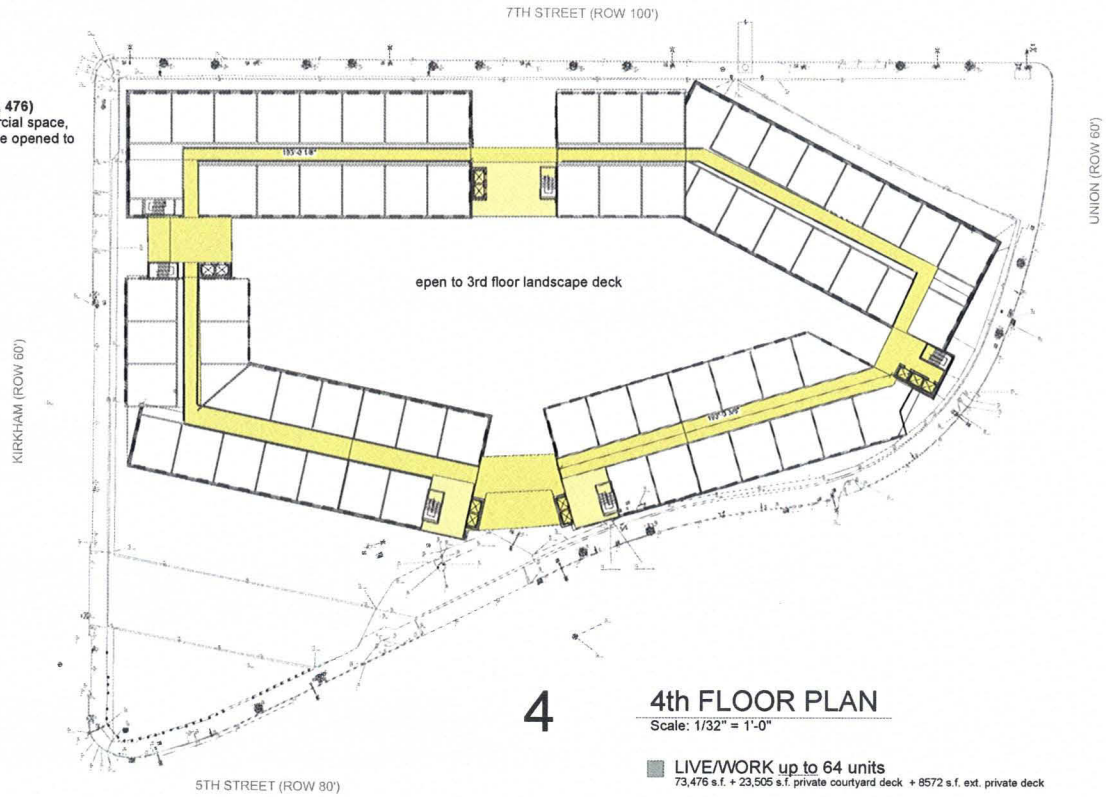
PROJECT NO 500 KIRK ALT
DATE REV JUNE 8, 2015

4th FLOOR PLAN

A1.4

DESCRIPTION OF 4th Floor

Flexible space: Live/Work/Commercial Space (73, 476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.



4

4th FLOOR PLAN

Scale: 1/32" = 1'-0"

LIVE/WORK up to 64 units
73,476 s.f. + 23,505 s.f. private courtyard deck + 8572 s.f. ext. private deck

LANDSCAPE COURTYARD
23,505 sq.ft. landscaped space.

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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West Oakland Development Group LLC
c/o Jabari Herbert
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6-12 Story Massing Alternative
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5	15.08.04	DRB 2
6	15.09.21	DRB 3

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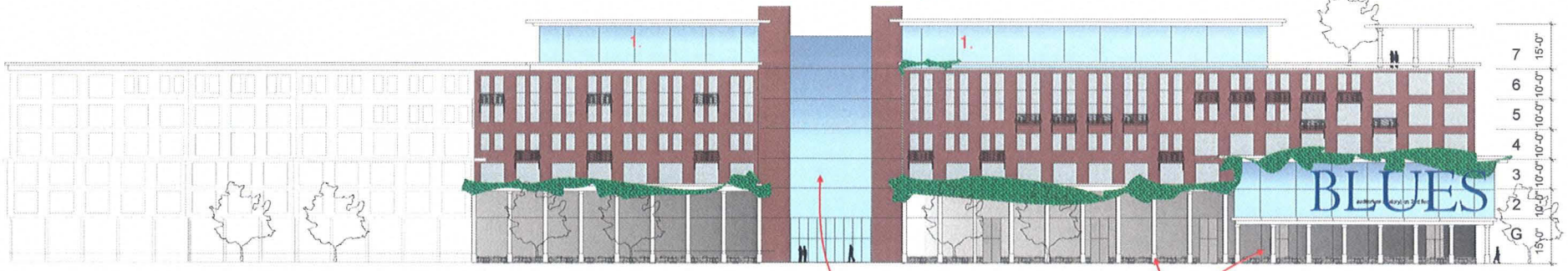
PROJECT NO 500 KIRK ALT
DATE REV. SEPT 21, 2015

A1.4R

Increased number of elevator shafts so that hallways are limited to short runs. Add lobbies at various elevator shafts form places for casual meeting between floors.

© 2015 Bendrew Jong • note: verify all dimensions and conditions on site before construction

1 .Typical "penthouse" with storefront style glazing
2. Typical Elevator/Staircase tower
3. Typ. bronze metal clad wood windows in various configurations approx 6' x6'
4. Typ. brick or tan colored EIFS
5. Typ. bronze alum. storefront



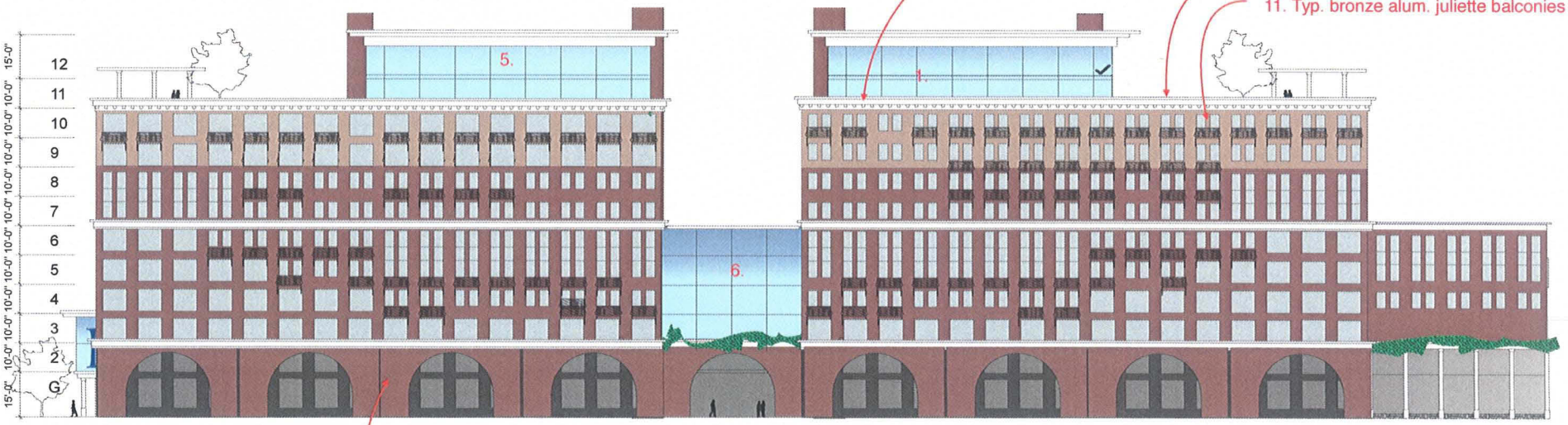
2 story curtain wall set back from 2 story collonades

7th Street Facade looking South

8. Colonnade supports Theater overhang
9. 2 Story Plasters over curtainwall
10. Typ.Roof Deck and Wood Trellis
11. Typ. bronze alum. juliette balconies

6. Typ. bronze alum. curtainwall

7. Typ EIFS Cornice and Trim



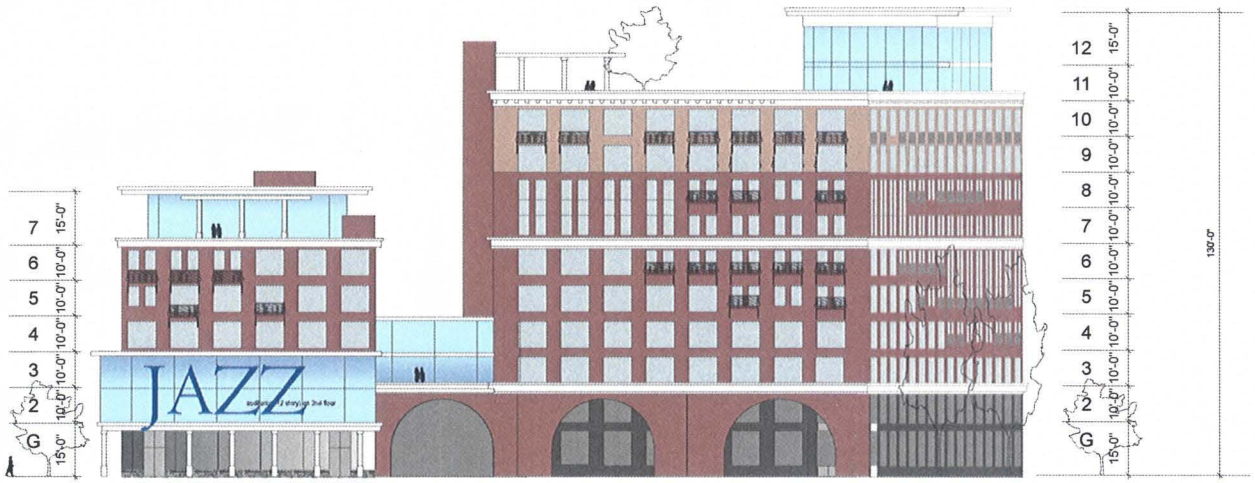
5th Street Facade looking North

12. Typ. Brick "arch" buildout over decorative ironworf vent framing at 2 story gaage deck

A2.1R

0 50 100 150 200 250 FT

Scale: 1" = 32'-0"
500 Kirkham St. DRB #3 Submittal
Bendrew Jong, FAIA (15.09.21)

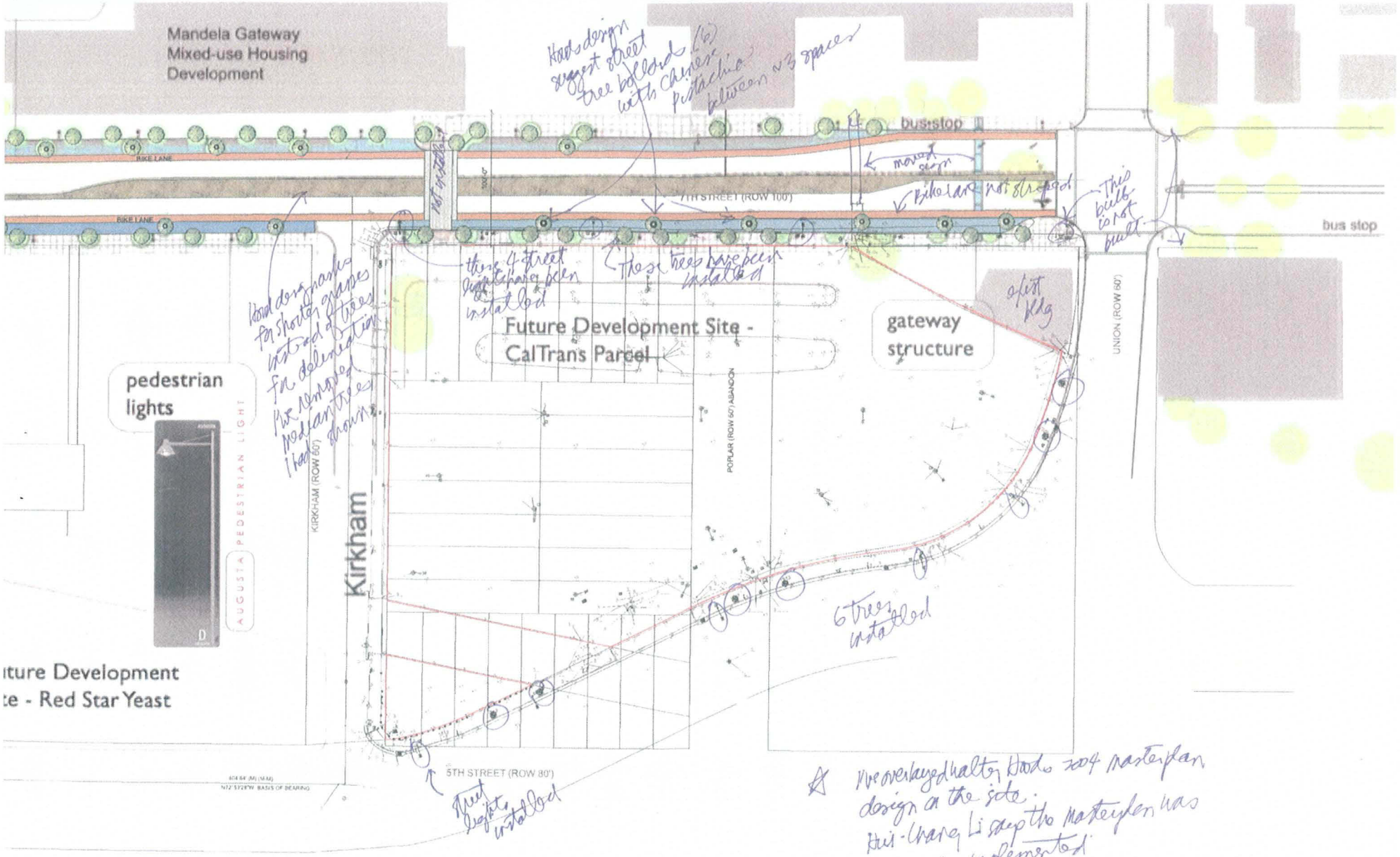


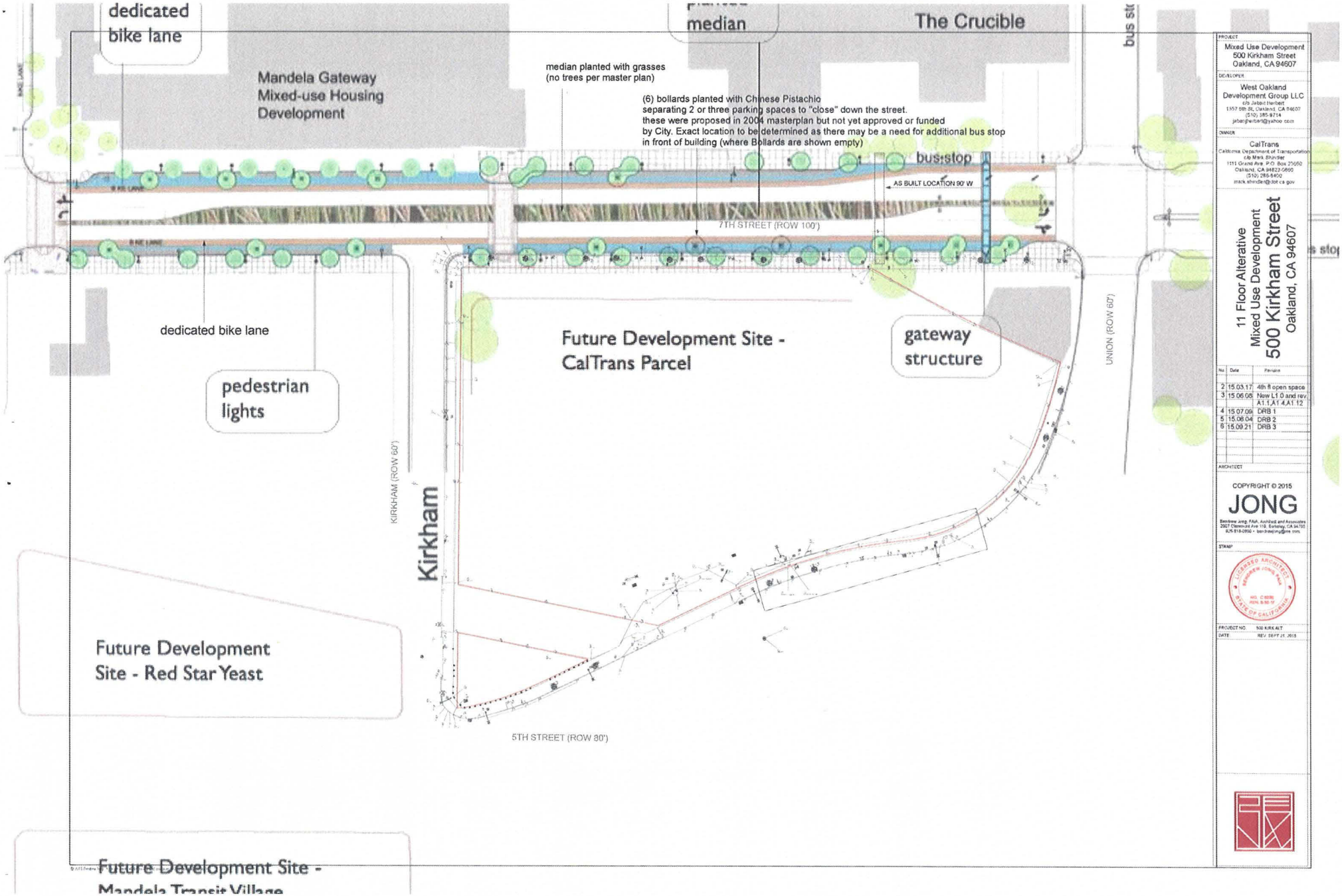
KIRKHAM STREET ELEVATION (looking East)

A2.2R

0 50 100 150 200 250 FT

Scale: 1" = 32'-0"
500 Kirkham St. DRB #3 Submittal
Bendrew Jong, FAIA (15.09.21)


Mandela Gateway
Mixed-use Housing
Development
BIKE LANE
BIKE LANE
busstop
bus stop
7TH STREET (ROW 100')
KIRKHAM (ROW 60')
Kirkham
POPLAR (ROW 60') ABANDON
UNION (ROW 60')
AUGUSTA PEDESTRIAN LIGHT
pedestrian
lights
Future Development Site -
CalTrans Parcel
gateway
structure
5TH STREET (ROW 80')
ture Development
te - Red Star Yeast
ture Development Site -
Hood design suggest street tree bollards (to) with chinese pistachio between ~3 spaces
not installed
street sign
bike lane not striped
This bulb is not built
these 4 street pistachio have been installed
These trees have been installed
Hood designs for shorter spaces instead of trees for delineation. We removed pedestrian trees shown
elist Bldg
6 trees installed
street lights installed
We overlayed Walter Hood's 2004 masterplan design on the site. Hui-Chang Li says the masterplan has stopped & is implemented
Ben Jang, FAIA


dedicated bike lane
Mandela Gateway Mixed-use Housing Development
median
The Crucible
median planted with grasses (no trees per master plan)
(6) bollards planted with Chinese Pistachio separating 2 or three parking spaces to "close" down the street. these were proposed in 2004 masterplan but not yet approved or funded by City. Exact location to be determined as there may be a need for additional bus stop in front of building (where Bollards are shown empty)
bus stop
AS BUILT LOCATION 90' W
7TH STREET (ROW 100')
dedicated bike lane
pedestrian lights
Future Development Site - CalTrans Parcel
gateway structure
UNION (ROW 60')
KIRKHAM (ROW 60')
Kirkham
Future Development Site - Red Star Yeast
5TH STREET (ROW 80')
Future Development Site - Mandela Transit Village
PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607
DEVELOPER
West Oakland Development Group LLC
c/o Jabari Herbert
1357 5th St, Oakland, CA 94607
(510) 385-9714
jabari@herbert@yahoo.com
OWNER
CalTrans
California Department of Transportation
c/o Mark Shindler
1111 Grand Ave. P.O. Box 23660
Oakland, CA 94623-0660
(510) 286-5400
mark.shindler@dot.ca.gov
11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607
No. Date Revision
2 15.03.17 4th fl open space
3 15.06.08 New L1.0 and rev. A1.1,A1.4,A1.12
4 15.07.09 DRB 1
5 15.08.04 DRB 2
6 15.09.21 DRB 3
ARCHITECT
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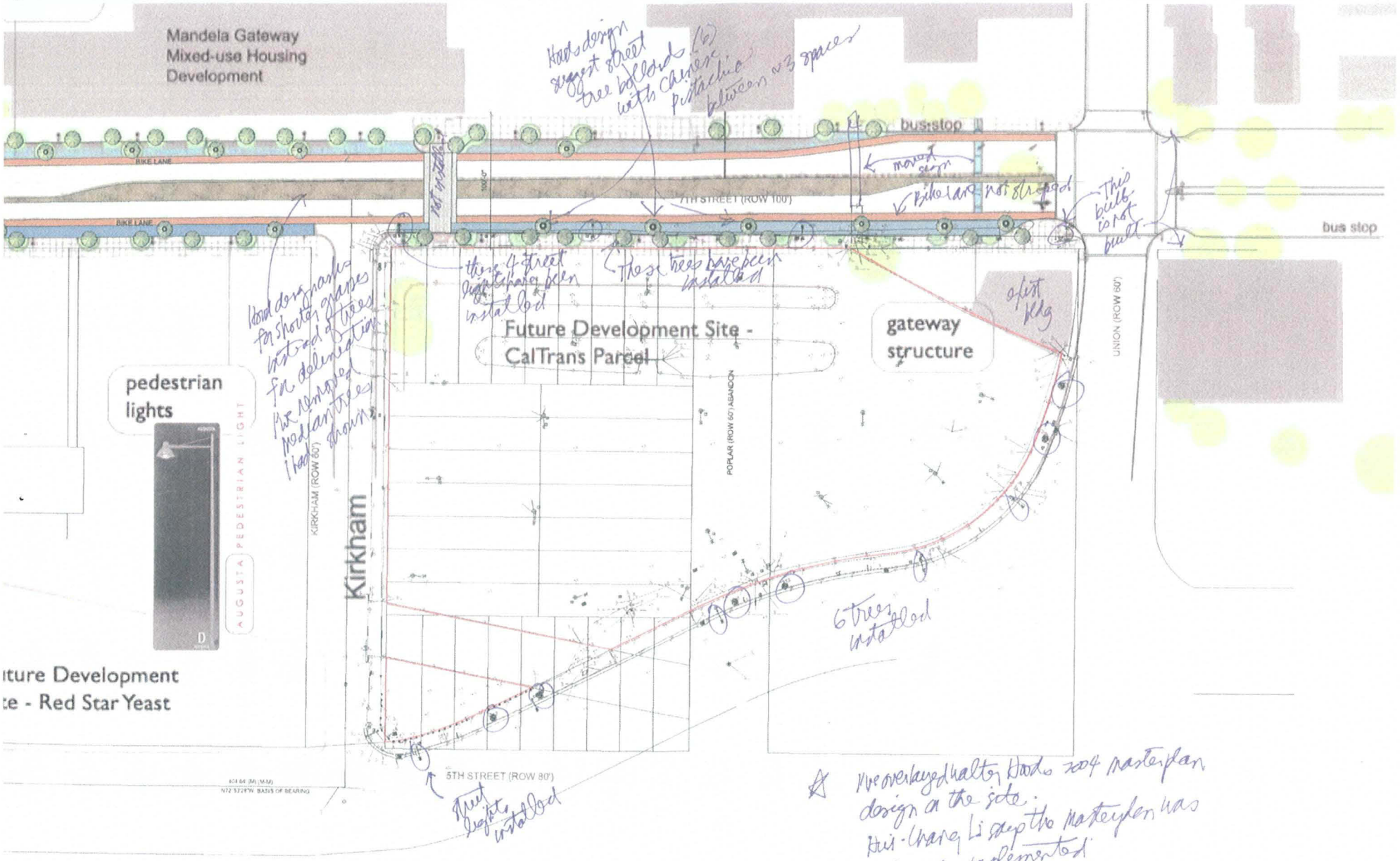
925-818-0850 • benbeejong@aol.com
STAMP
LICENSED ARCHITECT
ANDREW JONG, FAIA
NO. C 8036
REN. 6.30.17
STATE OF CALIFORNIA
PROJECT NO. 500 KIRK ALT
DATE REV. SEPT 21, 2015



Hood design suggest street tree bollards (6) with cameras pistachio between ~3 spaces

not installed

moved sign

bike lane not shared

This bulb is not built

these 4 street light have been installed

These trees have been installed

Hood design suggests for shorter spaces instead of trees for delineation. We removed pedestrian trees shown

of list bldg

6 trees installed

street light installed

☆ We overlayed Walter Hood's 2004 masterplan design on the site. Hui-Chang Li says the masterplan has improved & implemented

Ben Jang, FAIA

Oakland City Planning Commission
Design Review Committee

STAFF REPORT

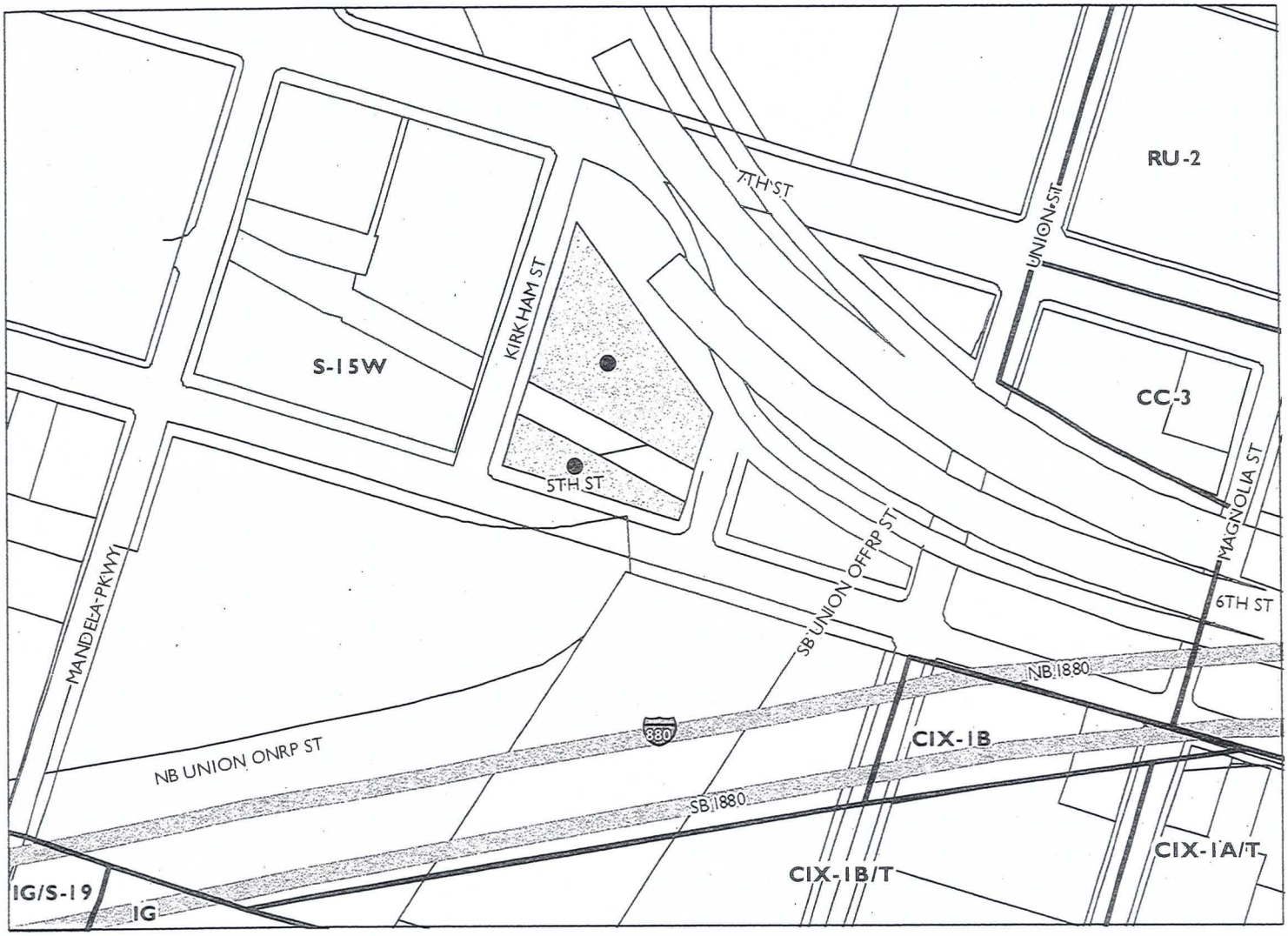
Case File Number: PLN15211 & PLN15-212

August 26, 2015

Location:	**500 Kirkham Street**
Assessor's Parcel Number(s)	004-0049-003-00, 004-0049-00100
Proposal:	Design Review and Consideration of Responses to Committee Comments from the July 15, 2015 Committee Meeting regarding the Proposal to develop a Mixed-Use project as part of a West Oakland Transit-Oriented Development near the West Oakland BART Station on property currently owned by the State of California (Caltrans), comprising two alternative development programs: Alternative A: An 11-story development consisting of 222 Live-Work Studios and 204 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 442-space parking garage; OR Alternative B: A 17-story development consisting of 222 Live-Work Studios and 351 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 432-space parking garage.
Applicant:	Jabari Herbert/West Oakland Development Group, LLC.
Phone Number:	(510) 385-9714.
Owner:	State of California (Caltrans)
Planning Permits Required:	Design Review, Conditional Use Permit
General Plan:	Community Commercial
Zoning:	S-15W Transit-Oriented Development Zone (West Oakland)
Environmental Determination:	Determination Pending
Historic Status:	N/A: Vacant Site
Service Delivery District:	1
City Council District:	3 – Lynette Gibson McElhaney
Action to be Taken:	Conduct design review, make recommendation to Staff & Applicant
Finality of Decision:	NA
For further information:	Contact case planner **Elois A. Thornton** at **510-238-6284** or by e-mail at **eathornton@oaklandnet.com**

ATTACHMENT 2

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet

Case File: PLN15212
Applicant: Jabari Herbert / West Oakland Development Group, LLC
Address: 500 Kirkham Street
Zone: S-15W

SUMMARY

On July 15, 2015 the Committee considered the proposal to develop one of two alternative developments on the 2.85-acre vacant property at 500 Kirkham Street currently owned by the State of California (Caltrans):

> Alternative A: An 11-story development consisting of 222 Live-Work Studios and 204 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 442-space parking garage;
>
> OR
>
> Alternative B: A 17-story development consisting of 222 Live-Work Studios and 351 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 432-space parking garage.

The City of Oakland, through its former Redevelopment Agency (now Project Implementation Division), is in the process of obtaining the property for transfer to the applicant West Oakland Development Group, LLC, (Jabari Herbert), for purposes of developing one element of an eventual multi-site Transit-Oriented Development project at the West Oakland BART Station.

Both alternatives are consistent with the site's S-15W Transit-Oriented Development (West Oakland) zoning, Community Commercial General Plan designation, and the West Oakland Specific Plan. The issue is the architectural appearance of both proposals which staff believed was bulky and massive given the character of surrounding developments. At the July 15 meeting, the Committee echoed staff's concerns regarding the project's appearance and provided many additional comments. Those comments - along with responses from the Applicant - have been summarized below. Following consideration of the responses, staff requests the Committee advise whether design concerns have been addressed to a satisfactory level where the entire project can now be brought to the full Planning Commission for evaluation and decision.

BACKGROUND

The project site, surrounding area characteristics and other background information is described in detail in the July 15, 2015 Design Review Committee staff report (**Attachment A**). In summary:

- The project site is generally bounded by 7th, 5th, Kirkham and Union Streets, consists of various contiguous vacant parcels that were once used for the Cypress Street section of the original Interstate 880 freeway alignment in West Oakland, and is dissected near its 5th Street boundary by overhead West Oakland BART tracks.

- An adjacent, triangular property at the corner of 7th and Union Streets is owned by another party and is not a part of the proposal. The applicant has attempted to secure ownership of this parcel however at present it remains independent of the current proposal.

- The surrounding environment is characterized by a mix of commercial, custom and light industrial, and multi-family residential uses particularly along 7th Street, live-work and low-density residential units in the nearby South Prescott and Prescott neighborhoods of West Oakland, and public facilities (West Oakland BART Station and surface parking lots, Oakland Main Post Office, and the relocated I-880 freeway).

- Aside from the difference in unit count and height, both alternatives are generally similar with respect to proposed uses and configuration:

  - Each alternative proposes commercial activities along the 7th Street frontage of the project, and continues this use behind the adjacent 7th and Union Street triangular parcel not a component of this project;

  - There is additional commercial space and possibly a charter school located on the 2nd and 3rd floors of each alternative. The school would be located at the corner of 7th Street and Kirkham Street, with a concert hall open from the 2nd story proposed to overlook this intersection in particular;

  - Each alternative locates the parking spaces behind the commercial uses, and contains them in a three-story parking garage (parking activity is located on the ground floor / 1st floor, 2nd and 3rd floors of the project);

  - Ground-floor open space is proposed at the rear of the property along 5th Street near the Kirkham Street side; part of this open space area is located below the overhead BART tracks that dissect this portion of the site;

  - A 43,505 square foot landscaped courtyard / open space resource on the 4th floor serves to separate the taller structures at the rear of the project site (11 stories in 'Alternative A' and 17 stories in 'Alternative B') from the relatively shorter 6-story frontage along 7th Street;

  - Each alternative contains 74 Live-work units proposed for each of the 4th thru 6th Floors (222 total Live-work units). On each floor, the Live-work units encircle the above-noted landscaped courtyard. Each of these floors contains 71 one-bedroom/one-bathroom Live-work units that are 700 square feet in size, and three similar units of 900 square feet in size. Each Live-work unit has intermediate walls which can open to double or triple the size of each unit to create larger units as needed, and contains an approximately 130 square foot private deck;

- Each alternative contains residential dwelling units beginning from the 7th Floor of the proposal and continuing on remaining floors as follows:

	11-Story Proposal		**17-Story Proposal**
7th Floor:	38 Units		38 Units
8th Floor:	40 Units		40 Units
9th – 11th Floors:	42 Units		42 Units
12th Floor:	-----		42 Units
13th - 17th Floors	-----		24 Units
	204 Units Total		**366 Units Total**

- The residential units are one-Bedroom/one-Bathroom and two-Bedroom/two-Bathroom units in design and range from 700 square to 1400 square feet in size; each unit additionally contains an approximately 130 square foot private deck;

- Each alternative includes a 43,098 square foot landscaped roof deck for additional common open space beyond that indicated above for the 4th Floor courtyard area. There is also a proposed option of installing solar panels on the roof garden overhang. Conceptual landscape plans are included in the project plans for both scenarios (see **Attachment B and C**).

DISCUSSION

The Committee expressed the following at the July 15, 2015 meeting.

Topic	Committee Comment[1] (generalized)	Applicant's Response
Proposed School	1. Is there a need by the community for the proposed school? 2. Make sure you have someone interested in using the school. 3. Theater is really intriguing...glass and illuminated beacon for the neighborhood…vibrancy…like Walter Hood's dancing lights on 7th Street proposal.	The community, as per recent community meetings, embraces schools as an appropriate use and more are needed as the area's residential population increases. The notion of a school within this project makes sense, particular for working parent(s) who can have their children schooled in the same building they are living in. We will work with the broker community on the need for a charter school. In addition, if we can't accommodate a school, we'd

[1] For brevity, only the major point(s) of the comment are conveyed; the Committee's comments are not presented in verbatim.

Topic	Committee Comment[1] (generalized)	Applicant's Response
Proposed School, continued.		convert the area to residential units. In the event that the conversion occurs, the design would still fall under the 426 units (at least on the 11-story alternative). The Project Architect is working with various charter schools who are seeking 60,000-80,000 square feet of flexible space very similar to the space provided for grades K-12, but we will continue to work with the community and brokers.
	4. Can Oakland support two schools for the Arts? There should be market studies to make sure that we are not taking away from the [existing] School for the Arts.	The use will be correct for the market, and that is one of the reasons that the spaces remain flexible.
Retail / Commercial Viability	5. Concern regarding the viability of the commercial spaces. 6. Other parties have found it extremely difficult to get commercial to work…a well thought-out plan is necessary to get the commercial to work. 7. Like the program a lot, commercial, live-work, residential …having said that [there is a need in] making the commercial space accessible…planting trees in front of storefronts isn't what commercial wants. 8. There are excellent local retail brokers with ton of expertise… seek advice from local retail brokers… advice will inform the design.	The plan is flexible enough to accommodate many types of commercial spaces depending on what the commercial brokers can come up with. Parts that may be labeled commercial could also be used as assembly spaces for schools, or meeting halls as may be needed by the community. What we are proposing allows for commercial spaces needing more than 500 sf that are lacking in the neighborhood. The commercial space allows some medium-size users unavailable in the area. [Maybe] not as big as a Trader Joes, but certainly a medium-size version. We plan to seek advice from the local retail community also.

Topic	Committee Comment[1] (generalized)	Applicant's Response
Proposed Open Space Areas	9. Play area…should be relocated in one of the play areas protected. 10. Mini-park should not have a play area. 11. Dog park seems like too much…	The mini-park and dog-park are patterned after the very successful under freeway Oakland Park at the Claremont Ave exit off of Highway 24. There is a little play area, and a nice dog park about the same size as proposed that used throughout the day.
	12. Questions raised regarding the little green strip at 7th Street between the project site and the adjacent property.	The green strip ranges from 4 feet in width at 7th Street but increases to as much as 15 feet towards 5th Street because we wanted separation from the corner parcel which currently has a one-story warehouse at the property line. This would allow a green buffer and still a normal sidewalk.
Proposed Unit Mix	13. Seems like from a marketing perspective there should be more of a mix of units, and larger units.	Sheet A3.0 of the project plans (**Attachments B & C**) shows various alternatives for 1-, 2-, and 3-bedroom units that can be chosen by the developer depending on need. The unit count is a maximum unit count and depending on the need, we can increase the size of the units to accommodate that need. We desire to keep as much flexibility as possible in the number, type and size of units and whether they are live/work or not, etc. The designs are for up to 426 units and 573 units for the 11-story and 17-story Alternatives respectively, with a range of units sizes, etc. The plans and presentations accommodate this flexibility.
	14. Concern that all of the units were the same size. The Applicant	Please see Sheet A3.0 for typical units of various sizes.

Topic	Committee Comment[1] (generalized)	Applicant's Response
Proposed Unit Mix, continued	should look at varying the square footages, ranging from 600 square feet all the way up to 1,400 square feet.	While doing this will reduce the number of units that we have in the design, we should keep the overall unit counts the same in any descriptions that we give. Please note that unit count will range depending on unit distribution, but that the ultimate design will not exceed 426 units for the 11-story and the current unit count for the 17-story design.
Project Design	15. Nice, monumental big proposal, curvature, BART rail, challenging [site] and applaud the effort. 16. Would love to see more variety in the massing. 1st proposal (17-story Alternative) feels very repetitive, very massive with very little vertical differential. One can walk along the city block and it feels like Kaiser Center or an institutional building	The creation of a step-back from 7th Street was based on the [West Oakland Specific Plan] guidelines. Our original submittal last year had a monolithic block surrounding an internal open space. The City suggested stepping back the building, and it was logical to have a lower massing on 7th Street, and a higher massing to the rear. The back of the building faces the BART tracks and the elevated 880 Freeway. There are no residences and virtually no pedestrian activity along the back [south] face. An attempt has been made to having the ground level pedestrian interesting with vintage lamps and street trees, colored and patterned sidewalks, and green planted walls going up 12 feet around the perimeter of the west, south, and east side. The 7th Street side is pedestrian-scaled. The first floor is largely storefront with flexible spaces for small- to medium-sized users. We will work with commercial brokers

Topic	Committee Comment[1] (generalized)	Applicant's Response
Project Design, continued		for the best use, but there are virtually no other commercial uses in the area that could support a medium-size grocer (like Monterey Market in Berkeley). Just this market could take one half of the store frontage and like Monterey Market, attract the smaller support stores surrounding it. The 1st floor is broken back significantly to give room for outdoor eating areas, or fruit displays, or carts, which would enliven the neighborhood. We've taken this sidewalk and made it as attractive as possible, suggesting plentiful street trees and vintage lamps. We will ask our landscape architect to coordinate with the landscape plan started at the Jazz/Blues Walk of Fame area up the street. The Alternative 11-story Plan, partially because it's lower, is less massive; the steel panels and wire meshes can break up the heavy block. This theme, which shows in the 7th Street façade of the 11-story Alternative, was developed later, but will be used on the 17-story Alternative as well. The successful use of these living green cages surrounding ironwork panels will be used to differentiate the horizontal elements and successfully differentiate this building as residential. Neighbors won't get lost in the

Topic	Committee Comment[1] (generalized)	Applicant's Response
Project Design, continued		vastness of the building and recognizes the "beacon" effect of the proposed theater on the corner attracting visitors from the BART Station; and the ground floor on 7th Street is pedestrian scale, with a set-back creating a larger sidewalk but with a 6.5' covering, for protection against rain and sun, as well as an area for carts, fruit stands, and dining. The neighbors won't get lost at the rear because that is the garage and automobile entrances facing a concrete skeleton of elevated freeway and BART tracks.
	17. Like the irregular shape of the building…makes it more interesting…different uses, and different shapes of the units is a definite plus…like the way parking is separating the residences from the service areas…auto charging space for cars.	*[No response required.]*
Triangular Parcel at 7th and Union Streets	18. The triangular place [at 7th and Union Street which is not a part of the proposal] should be a plaza on 7th Street, more urban. 19. City should help make this space available.	We have reached out to the owner and are awaiting a response *[Response from City Staff:]* Prior to the elimination of Redevelopment, staff could utilize resources to purchase the property for inclusion in a larger prospective development. The elimination of Redevelopment powers now limits staff's ability and financial resources for these partnership opportunities. Any transactions at this point are solely between the two private parties - the Applicant and the parties who

Topic	Committee Comment[1] (generalized)	Applicant's Response
Triangular Parcel at 7th and Union Streets, continued		currently own the adjacent parcel. The City has no mechanism or resources to make the parcel available for this project.
Solar Panels	20. The solar panels idea is great.	We have options for solar as well as alternative energy sources for this project.
Roof Gardens / Courtyards	21. Only one access to huge roof garden.	There are three roof gardens. The top floor, which is about an acre, has three accesses to three banks of elevator shafts, with outdoor covered gazebos easily accessed, and one large barbeque assembly patio at the middle elevator. The 7th floor, which is about ½ acre, has two accesses on each end to the elevator shafts. There is a large patio outside the entrance from the lounge/lobby community room. The fourth floor is an enclosed courtyard of about ½ acre. Every unit surrounding the courtyard has a private patio of about 130 sf opening up to the courtyard. There is one public entrance from the elevator lobby. We plan to add a 2nd entrance at the other side of the courtyard to access a 2nd elevator lobby.
Elevator Access	22. Elevators have long corridors, doesn't feel as if it would be nice. One more elevator would shorten those walks.	There are three separate elevator banks to serve the residences (and a separate elevator bank to serve the commercial and school). The corridors bend in right angles or go along the sinuous curve of the street below. From any elevator,

Topic	Committee Comment[1] (generalized)	Applicant's Response
Elevator Access, continued		the maximum number of units (doors) that a resident would have to pass is four before reaching their unit.
Massing & Appearance	23. Agree with comments of staff regarding bulkiness. The biggest problem is that it looks way too institutional. The smaller proposal [the 11-story Alternative] is moving in the right direction but you have a long way to go…needs more articulation of the facade. The red column on V1 looks too slender.	The ironwork panels and green cages is an interesting and good way to break up the horizontal lines and articulate the individual residential units. Addendum Sheet V has been added to illustrate this…as well as some of the detail sheets. This is a design that mixes the modern capabilities of insulated glass to gain great views of the City and Hills, and every unit has a private deck that is 6 ½ feet deep, where you can actually sit, dine, and sun yourself. The plans showcase a sinuous tower that forms a U shape around an open courtyard and rooftop deck facing 7th Street.
General Comments	24. You first have to decide which one you want to do, and the landscape needs to follow the big picture… big green area with a big curving path area repeated on every level…most clients want to see quiet and active spaces, pool spaces, and bocce courts. 25. After you get your architecture resolved [then address the issue of] more detail on streetscape…How does this project support and compliment Walter Hood's design features?	For reasons explained below, we must continue with both alternatives at this time. We will hire a landscape architect to work with the developer prior to securing Building permits and gauge the proper use. We indicate more active spaces where people can assemble and small garden spaces. There is a curving walkway around the center to one or more smaller gazebos, but around the perimeter is a walking, jogging space which is straight and can serve as exercise pathways. Depending on the residences, there may be a desire for specific uses that meet a residential standard,

Topic	Committee Comment[1] (generalized)	Applicant's Response
General Comments, continued		like Bocce Ball, and that will be determined
	26. Really excited to see this project coming forward…suddenly we have a project that is exactly what we wanted to see. Package has nice narrative…helped a lot to understand the ideas.	*[No response required.]*
	27. Just the fact that there are two whole different schemes proposals make it [the project] seem conceptual…hard to review. 28. In general feels like a preliminary proposal…once more clearly detailed we would have much more appreciation of the design than we can with limited understanding of what you intended. I went back and forth, I liked the taller proposal because it looked like it stepped back.	*[Note from Staff: See detailed explanation later in this report]*
	29. Regarding the Perspective drawing on Sheet A6.2: That visual was really helpful…keep it in both alternatives.	Sheet A6.2 was included in the 17-story Alternative plans and is now am included an A6.2 for the 11-story Alternative.
	30. Likes the dog park…big is good. 31. I'm really excited about this project. I believe it will be successful. It's a good design…but it's preliminary from our point of view…bring us along with you.	*[No response required.]* The additional explanations contained provided to staff for this staff report is intended to further explain the objectives of the current design.

The Applicant has clarified that two proposals are submitted at this time for the following reasons:

> 'The 11-story proposal was made as an option to accommodate the developer's building structural option for a structural system based on a concrete frame system optimized for 11 stories. The 17-story proposal optimized the building for the maximum number of units allowed, given that one half of the building is only 6 stories. Once we get beyond 11 stories, then the framing would be a more expensive steel-framed structure. The infrastructure cost is the same, i.e., the parking, commercial, charter school and live-work, and the almost 3 acres of roof deck whether we have an 11-story or 17-story building…the only difference is the added 6 stories to the tower….
>
> In order to add green walls and green panels, we are increasing the cost of the project by about $20,000 per unit which affects the affordability, so the taller proposal helps underwrite the development costs, plus the upper floors may have a chance of a bay view if the developments surrounding the property go up to their allowed 120' or 12 or 13 stories.'

Staff's longstanding primary concern is that the development is still massive/monolithic in appearance, given current surrounding developments. Staff recommended the integration of more vertical elements at the rear and sides of the project, i.e., the elevations of the project most visible to the South Prescott neighborhood and BART Station. In respect to these concerns, the applicant has made an attempt to break up the substantial horizontal appearance of each floor through use of the green panels. The development will be highly visible upon construction, however, if other adjacent parcels in the vicinity of the West Oakland BART Station develop in the future as planned – particularly given that the two parcels immediately west of the project site have allowable heights of 160-feet and 100-feet respectively – pedestrian level views of this project from the nearby South Prescott neighborhood southwest will be partially masked by future developments. Further explanations regarding the design are as follows:

> 'We purposely put the three-story garage on the 5th Street and the rear of the Kirkham elevation because it would be hidden from view by the freeway and adjacent developments, [to produce an] active pedestrian level on 7th Street….we have commercial and schools fronting 7th Street and landscape median and landscaped sidewalks…'

To address the institutional feel of the architecture, the applicant believes this is softened by individual usable decks surrounding each of the units, the useable roof decks and garden spaces. The applicant will provide at the August 26 Design Review Committee meeting, design boards and examples of proposed colors and materials to further address concerns regarding institutional appearance. Additional elements that are intended to address this concern are a large amount of street trees, period light standards, colored sidewalks and living green walls from Kirkham Street down through 5th Street and up Union Street.

Additional drawings have been provided by the applicant to revise prior depictions and/or clarify design features (see **Attachment B** which includes revised and/or new Sheets A3.0, A3.1, V5c, V5d, V6a, V6b and V10 for the 11-story Alternative, and **Attachment C** which includes revised and/or new Sheets V2, V5b, V5c, V5d, V6a and A3.1 for the 17-story Alternative).

RECOMMENDATION

Staff recommends that the Committee consider both the illustrative and text responses to concerns expressed at the July 15 Committee meeting and indicate if the design revisions and clarifications are sufficient for now forwarding the project to the full Planning Commission for consideration.

Prepared by:

ELOIS A. THORNTON
Planner IV

Approved for forwarding to the
Design Review Committee:

Robert D. Merkamp
Development Planning Manager

Attachments:

A. July 15, 2015 Design Review Committee Staff Report
B. Proposed Project Plans & Addendum Pages 11-Story Proposal
C. Proposed Project Plans & Addendum Pages 17-Story Proposal

Oakland City Planning Commission
Design Review Committee

STAFF REPORT

Case File Number: PLN15211 & PLN15-212

July 15, 2015

Location:	**500 Kirkham Street**
Assessor's Parcel Number(s)	004-0049-003-00, 004-0049-00100
Proposal:	Proposal to develop a Mixed-Use project as part of a West Oakland Transit-Oriented Development near the West Oakland BART Station on property currently owned by the State of California (Caltrans), comprising two alternative development programs: Alternative A: An 11-story development consisting of 222 Live-Work Studios and 204 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 442-space parking garage; OR Alternative B: A 17-story development consisting of 222 Live-Work Studios and 351 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 432-space parking garage.
Applicant:	Jabari Herbert/West Oakland Development Group, LLC.
Phone Number:	(510) 385-9714.
Owner:	State of California (Caltrans)
Planning Permits Required:	Design Review, Conditional Use Permit
General Plan:	Community Commercial
Zoning:	S-15W Transit-Oriented Development Zone (West Oakland)
Environmental Determination:	Determination Pending
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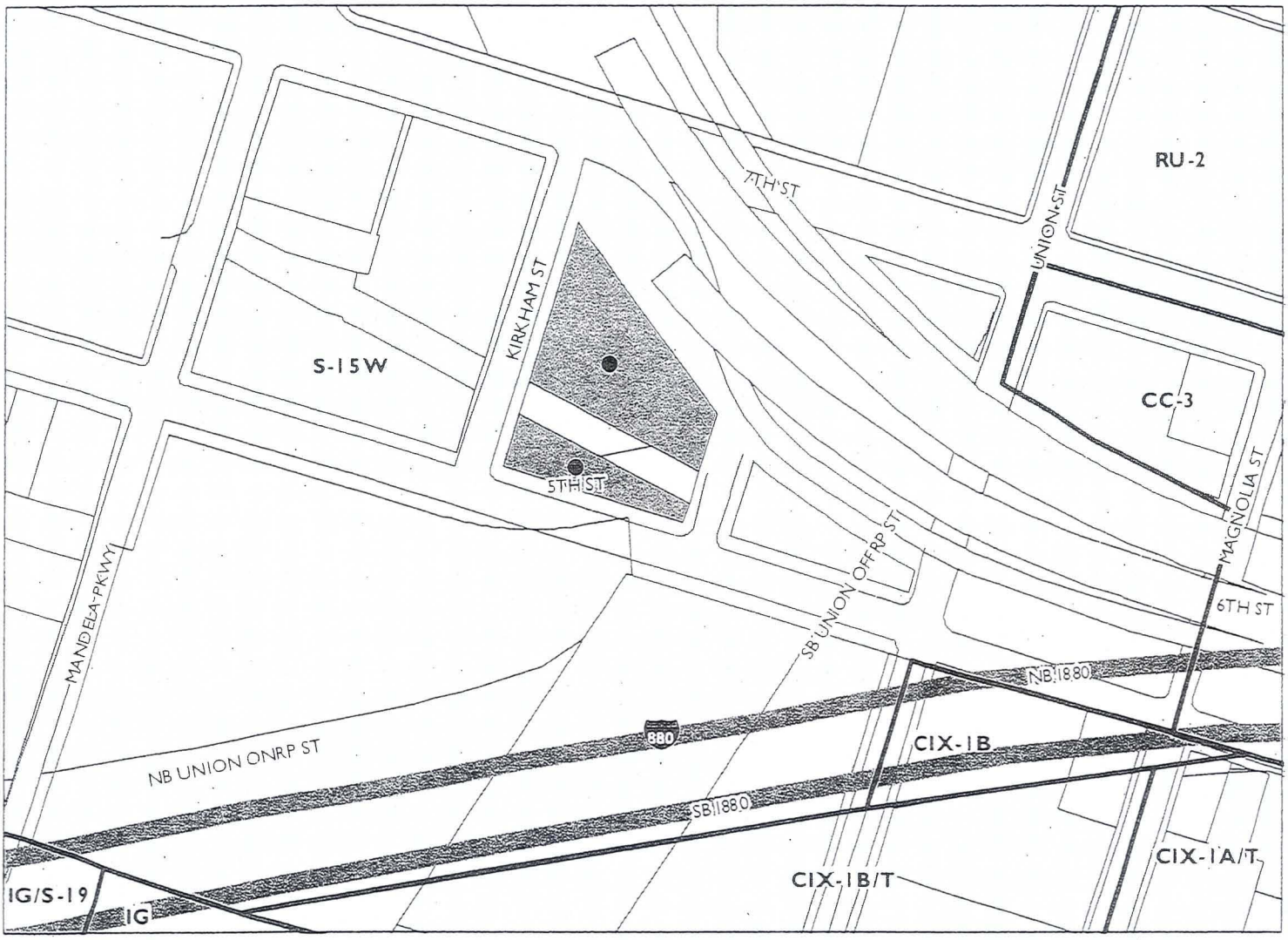
Service Delivery District:	1
City Council District:	3 – Lynette Gibson McElhaney
Action to be Taken:	Conduct design review, make recommendation to Staff & Applicant
Finality of Decision:	NA
For further information:	Contact case planner **Elois A. Thornton** at **510-238-6284** or by e-mail at **eathornton@oaklandnet.com**

#2

ATTACHMENT A

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet

Case File: PLN15212
Applicant: Jabari Herbert / West Oakland Development Group, LLC
Address: 500 Kirkham Street
Zone: S-15W

SUMMARY

The subject property is a 2.85-acre vacant property at 500 Kirkham Street currently owned by the State of California (Caltrans). The City of Oakland, through its former Redevelopment Agency (Project Implementation Division), is in the process of obtaining the property for transfer to the applicant West Oakland Development Group, LLC, (Jabari Herbert), for purposes of developing one element of an eventual multi-site Transit-Oriented Development project at the West Oakland BART Station. Two alternative development scenarios for the site proposal are presently proposed:

> Alternative A: An 11-story development consisting of 222 Live-Work Studios and 204 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 442-space parking garage;
>
> OR
>
> Alternative B: A 17-story development consisting of 222 Live-Work Studios and 351 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 432-space parking garage.

The proposed uses and intensities of both alternatives are consistent with the site's S-15W Transit-Oriented Development (West Oakland) zoning, Community Commercial General Plan designation, and the West Oakland Specific Plan. Staff seeks direction from the Design Review Committee regarding the design aspects of the two alternatives.

PROJECT SITE AND SURROUNDING AREA

The project site consists of various contiguous vacant parcels that were once used for the Cypress Street section of the original Interstate 880 freeway alignment in West Oakland. The subject site is generally bounded by 7th Street to the north, 5th Street to the south, Kirkham Street to the west and Union Street to the east. An adjacent, triangular property at the corner of 7th and Union Streets is owned by another party and is not a part of the proposal. The project site is vacant, paved, and is dissected near its 5th Street boundary by overhead West Oakland BART tracks.

The surrounding environment is characterized by a mix of commercial, custom and light industrial, and multi-family residential uses particularly along 7th Street, and live-work and low-density residential units in the historically significant South Prescott and Prescott neighborhoods of West Oakland. Major public facilities in the vicinity of the project site include the West Oakland BART Station and surface parking lots immediately west of the site, and the Oakland Main Post Office located approximately five blocks from the site. The relocated I-880 freeway is approximately two blocks south of the site. The site is strategically located due to its immediate

accessibility by BART, nearby freeway access, and proximity to downtown Oakland further east of the site.

PROJECT DESCRIPTION

The proposed project involves the construction of either of the following developments:

Alternative A: An 11-story development consisting of 222 Live-Work Studios and 204 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 442-space parking garage (see **Attachment A** for Project Plans);

OR

Alternative B: A 17-story development consisting of 222 Live-Work Studios and 351 residential units, 36,679 square feet of ground-floor commercial uses, 64,871 square feet of 2nd and 3rd floor commercial and Charter School space, and a 432-space parking garage (see **Attachment B** for Project Plans).

Aside from the difference in unit count and height, both alternatives are generally similar with respect to proposed uses and configuration:

- Each alternative proposes commercial activities along the 7th Street frontage of the project, and continues this use behind the adjacent 7th and Union Street triangular parcel not a component of this project;
- There is additional commercial space and possibly a charter school located on the 2nd and 3rd floors of each alternative. The school would be located at the corner of 7th Street and Kirkham Street, with a concert hall open from the 2nd story proposed to overlook this intersection in particular;
- Each alternative locates the parking spaces behind the commercial uses, and contains them in a three-story parking garage (parking activity is located on the ground floor / 1st floor, 2nd and 3rd floors of the project);
- Ground-floor open space is proposed at the rear of the property along 5th Street near the Kirkham Street side; part of this open space area is located below the overhead BART tracks that dissect this portion of the site;
- A 43,505 square foot landscaped courtyard / open space resource on the 4th floor serves to separate the taller structures at the rear of the project site (11 stories in 'Alternative A' and 17 stories in 'Alternative B') from the relatively shorter 6-story frontage along 7th Street;

- Each alternative contains 74 Live-work units proposed for each of the 4th thru 6th Floors (222 total Live-work units). On each floor, the Live-work units encircle the above-noted landscaped courtyard. Each of these floors contain 71 one-bedroom/one-bathroom Live-work units that are 700 square feet in size, and three similar units of 900 square feet in size. Each Live-work unit has intermediate walls which can open to double or triple the size of each unit to create larger units as needed, and contains an approximately 130 square foot private deck;

- Each alternative contains residential dwelling units beginning from the 7th Floor of the proposal and continuing on remaining floors as follows:

	11-Story Proposal		**17-Story Proposal**
7th Floor:	38 Units		38 Units
8th Floor:	40 Units		40 Units
9th – 11th Floors:	42 Units		42 Units
12th Floor:	-----		42 Units
13th - 17th Floors	-----		24 Units
	204 Units Total		**366 Units Total**

- The residential units are one-Bedroom/one-Bathroom and two-Bedroom/two-Bathroom units in design and range from 700 square to 1400 square feet in size; each unit additionally contains an approximately 130 square foot private deck;

- Each alternative includes a 43,098 square foot landscaped roof deck for additional common open space beyond that indicated above for the 4th Floor courtyard area. There is also a proposed option of installing solar panels on the roof garden overhang. Conceptual landscape plans are included in the project plans for both scenarios (see Attachments A and B).

Because a definitive proposal has not yet been selected, both alternatives have been submitted for consideration at this point.

DESIGN ISSUES

The West Oakland Specific Plan (WOSP) envisioned multi-story, high-density, Transit-Oriented Development (TOD) projects in the area of West Oakland in which the project site is located, therefore the proposed project is consistent in respect to general Zoning and General Plan matters. The principal issue under present consideration is the architectural and overall appearance of both alternatives. The proposal has been evaluated in two Pre-Application review processes and changes in design have been incorporated by the Applicant's architect to improve the proposal since the initial submittal to Staff; such improvements include the addition of the two-story space at the 7th Street/Kirkham intersection and additional landscape features on the roof and courtyard open space resources. However, staff has lingering concerns that both

alternatives are still too bulky and massive in appearance given the surrounding environment and seeks Committee guidance.

Specifically, there is a concern that the project may still appear too imposing and monolithic vis-à-vis the surrounding environment, and that additional articulation of exterior elements - particularly at the southern and western elevations along 5th Street and Kirkham Street respectively - may be needed.

In reference to this specific concern staff recommended that the proposal incorporate the following, at a minimum, to minimize the overall horizontal / massive appearance of either alternative:

- Integrate more vertical elements at the rear and sides of the project, i.e., the elevations of the project most visible to the South Prescott neighborhood and BART Station;
- Add more variation in heights for these elevations;
- Incorporate additional variety in exterior detailing as a means of reducing massive appearance and to better relate to adjacent historic neighborhoods;
- Consider changes in setbacks along the lengthier elevations (i.e., along 5th Street and 7th Street) to visually 'break-up' the project and reduce massive appearance.

Other concerns related to the exterior appearance as depicted in the attached drawings include the potential for the development to project an institutional feel, i.e., where the development appears to be more of a high-rise office complex and less residential in architectural character. The introduction of large, institutional – appearing facilities has often been a disruptive influence in West Oakland; given that this project will be one of the first large-scale developments pursued in accordance with the WOSP, it will set the visual tone for later TOD developments in this area and there is a strong need to ensure that all new projects are sensitively designed in a manner that enhances the strong, residential character of adjacent West Oakland neighborhoods as well as the current nearby multi-family developments.

A related staff recommendation intended to soften the appearance of the project particularly at pedestrian levels along Kirkham Street which is closest to BART and Mandela Parkway foot traffic and along the 5th Street frontage, is to incorporate additional green features such as green walls along the ground floor frontages that serve as perimeter walls to the proposed parking garage.

Staff also seeks Committee input on the proposed 18,000 square foot triangular open space amenity at Kirkham and 5th Streets. This space is at the rear of the property, with a portion on the other side of the overhead BART tracks. In particular, Staff welcomes ideas for minimizing the potential for this area to become underutilized and an attraction for discarded materials and/or other nuisances, particularly if there is a long delay in development of other future projects in the immediate vicinity.

In addition to the standard design review criteria, the proposal must also be consistent with Design Guidelines adopted as part of the WOSP. The WOSP established specific design

considerations for the 7th Street Opportunity Area in which the project site is located. The intent of the Design Guidelines for projects that front on 7th Street is that:

> *"7th Street...should become the focus of the surrounding neighborhoods with active street edges that encourage neighbors and visitors to enjoy a high-quality urban streetscape."*

DESIGN GUIDELINES APPLICABLE TO ALL INDUSTRIAL / BUSINESS / COMMERCIAL OPPORTUNITY AREAS[1]

These guidelines are applicable throughout the West Oakland Specific Plan's industrial / business / commercial Opportunity Areas.

Intent: New construction and renovation in the four identified Opportunity Areas should be designed to maintain continuity with West Oakland's unique history and character.

Site Planning

Site Planning 1: *Pedestrian Circulation.* Active street edges with entrances from city sidewalks should directly face streets, maximizing the utilization of city sidewalks by users of the buildings.

Site Planning 2: *Vehicular Circulation.* Vehicular entrances and garages should be less prominent than pedestrian entrances.

Site Planning 3: *Service Circulation.* Service areas should be hidden from view from sidewalks whenever possible.

Site Planning 4: *Building Footprint.* New construction should be built to the edge of sidewalks to maintain continuity of the area's street walls. Small ground-level inset bays for entrances, outdoor seating, and special corner features are appropriate variations within the street wall. In addition, an occasional plaza may also be appropriate.

- Relate to existing buildings and utilitarian structures, which need to be rehabilitated and reused.
- Expansion of existing buildings is encouraged, with unique aspects of existing buildings respected, featured, and protected.
- Surface parking is strongly discouraged along frontages facing public streets.

Site Planning 5: *Open Space.* West Oakland's public streetscapes along with its parks need to be embraced, improved, and enriched as public open space elements. Any new open space located in public view should not be walled from the street by dense planting or a tall fence.

[1] The 500 Kirkham Street site is located in WOSP's Opportunity Area 2 (7th Street Opportunity Area)

Building Design 1: *Massing*. New buildings should be designed with major massing elements that are consistent with those found in existing desirable buildings located in the immediate vicinity.

Building Design 2: *Fenestration and Materials*. Fenestration elements, such as windows, doors, louvers, vents, wall panels, skylights, storefronts, curtain walls, and other glazed systems, can be either more historic or more contemporary depending on the context, and should be articulated to maintain the sense of scale found in the immediate context.

DESIGN GUIDELINES SPECIFIC TO THE 7TH STREET AND SAN PABLO AVENUE OPPORTUNITY AREAS

This section of the Design Guidelines addresses the urban design strategies and guidelines that are particular to the 7th Street and San Pablo Avenue Opportunity Areas, especially as to neighborhood commercial corridors with housing.

Neighborhood Commercial

Intent: 7th Street and San Pablo Avenue should become the focus of the surrounding neighborhoods with active street edges that encourage neighbors and visitors to enjoy a high-quality urban streetscape.

Neighborhood Commercial 1: *Site Planning*. Buildings should be built immediately fronting 7th Street and San Pablo to emphasize and re-establish where necessary the continuity of the neighborhood commercial street.

- Ground floors should have active publically accessible uses such as restaurants, retail, lobbies and galleries.
- Driveways and vehicular entrances are discouraged from accessing directly from 7th Street and moved to side streets where feasible.
- Small segments of roadway adjoining West Grand Avenue, San Pablo, and Market Street could be repurposed to accommodate the site planning of larger projects.

Neighborhood Commercial 2: *Massing*. Residential upper stories are encouraged to include bay windows above the ground floor to provide light and air, and to break up the scale of buildings and convey residential use.

Neighborhood Commercial 3: *Height*. Except when located at important intersections such as Mandela Parkway and 7th Street, buildings over 5 stories in height should generally include a significant step-back along commercial arterial roadways to harmonize the scale of new buildings with the existing neighborhood.

Neighborhood Commercial 4: *Fenestration.* Ground floors should have as many openings as possible with as few blank wall sections as possible. Awnings and canopies are encouraged.

Neighborhood Commercial 5: *Materials*: Buildings should have a variety of high quality materials that will define an interesting character when viewed up close and from a distance.

Neighborhood Commercial 6: *Renovation of Older Buildings.* Older commercial buildings should be restored in a manner consistent with their original architectural style.

Neighborhood Commercial 7: *Landscape*. Street trees should be of a type that allows high visibility to storefronts and spaced to allow street lights to penetrate to sidewalks during nighttime.

Neighborhood Commercial 8: *Landscape*. Publicly accessible outdoor space areas should be comprehensively designed with high quality pavement, landscaping, and seating, and are encouraged at the following locations:

- Mandela and 7th Street
- San Pablo and West Grand Avenue
- San Pablo and 32nd Street

Both alternatives incorporate many of these features, however staff believes the designs could be further refined to reduce massiveness and further visually integrate the ultimately selected project into the surrounding West Oakland context.

RECOMMENDATION

Staff recommends that the Committee review each alternative for the proposed project for design considerations and provide direction to staff and the project Applicant regarding any recommended changes prior to submitting the alternatives to full consideration by the City Planning Commission.

Prepared by:

for

ELOIS A. THORNTON
Planner IV

Approved for forwarding to the
Design Review Committee:

Robert D. Merkamp
Development Planning Manager

Attachments:

A. Proposed Project Plans – Alternative A: 11-Story Proposal
B. Proposed Project Plans – Alternative B: 17-Story Proposal

MIXED USE DEVELOPMENT for

500 KIRKHAM STREET

RECEIVED
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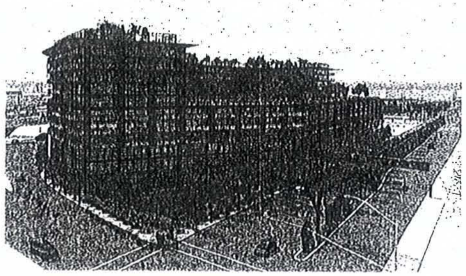
City of Oakland
Planning & Zoning Division



PROJECT INFORMATION

36,679 s.f. Ground Floor Commercial
64,871 s.f. 2nd & 3rd Floor Commercial/Charter School
219,828 s.f. Live/work studios: up to 222 units
206,749 s.f. Residential = up to 204 units
95,699 s.f. Common Open Space: 18,000 s.f. ground level park, 4,848 s.f. 4th fl. court, 29,753 s.f. 7th fl. deck 43,098 18th floor landscaped deck
55,380 s.f. Private Open Space (approx. 130 s.f. per unit)
432 Parking Spaces: 213 spaces (for 426 habitable units at .5 to 1)
(3) 229 spaces for staff, transient, & commercial

HISTORY:

This parcel currently belongs to CalTrans, and was part of the City fabric that was destroyed during the expansion of the ill-fated freeway expansion which cut thru this block. Since 1989, after the earthquake caused the removal of the freeway, the parcel has been used by CalTrans as a staging and storage area for CalTrans vehicles.

Union Street and 7th Street was at one the the beginning of a historic strip that hosted neighborhood activities and at its peak was the center for west coast jazz and blues in an area now determined to be of historic interest, and study by the City of Oakland for the last two decades.

BART's decision to cross overhead and locate it's West Oakland BART Station two blocks away from this site of course disrupted even more of the traditional neighborhood, and currently since BART's inception, the surrounding area has been largelly vacant parcels, like the CalTrans site, or empty lots used for daily commuter parking.

This shall change with the instigation of the West Oakland Specific Plan commissioned by the City of Oakland and completed in 2014 by JRDV Architects.
In this plan, the area around the BART Station will be developed into mixed uses, with commercial along 7th Street and residences above.;

In order to stimulate the type of growth necessary to sustain this development, as well as allow commercial and residential development to take place in this central transportation hub (the West Oakland BART Station is the final stop to San Francisco, taking only 6 minutes door to door) the plan calls for many of the older neighborhoods to remain intact while allowing for more dense buildings along 7th Street. This proposal will be the first major mixed use development in this area.

PROPERTY:

The edge of the West Oakland Specific Plan is indeed this CalTrans block, approximately 3.13 acres (136,353 s.f. ±) surrounded by 7th Street to the north, Kirkham Street to the West (facing the BART Station one block away), 5th Street to the South, and Union Street to the North. The Project's Address will be nominally 500 Kirkham Street as the sales/rental offices will be located facing the BART station. There is an approbate 7800 sq.ft. corner wedge at 7th and Union which is not a part of this project, and currently owned privately. There is a vacant single story warehouse building at this corner which currently will remain, but the development plan calls for turning this into a green space, which will open up the 7th Street Corridor and funnel cars to the future smaller street envisioned in the Specific Plan. The "entry" to the new 7th Street historic blocks indeed begins at the edge of the wedge and is marked by a marker sign that spans the entire street.

The adjacent lot is only 7,117 sq.ft. ± and with the necessary setbacks is virtually undevelopable. As it stands as a single story warehouse, it doesn't affect the viability of this project, but the future plans would be to obtain this lot and keep it as an open space landscaped plaza to serve as the entry to the 7th St. historic area.

DESIGN:

Beyond the marker sign is Ground Floor Commercial with high ceilings. The commercial is further stepped back 9'6" from the existing inside edge of the sidewalk offering protection as well as a more graceful pedestrian space, with additional street trees along 7th street.

At the break (where the historic sign is located) the project's ground floor commercial breaks along the property line, cutting with a gental curve to the side Union Street beyond. The sidewalk here is 6', to allow glazing along this interior corridor, and because of the curve of the property line, there is an additional greenspace of as much as 9' beyond this interior sidewalk to allow landscaping and a buffer from the rear of the existing warehouse building on the corner. Eventually, our hopes is that this sight becomes a signature small civic park denoting the start of 7th street historic Jazz/Blues area, and we expect it can be used for outdoors performances, surrounded by what we have as large ironwork silhouettes of musicians.

There is interest in a charter school for the arts at this location, and the commercial area is designed with open space areas that can be easily renovated to large and small classrooms and assembly spaces, including a two story assembly performance space on the 2nd floor at the northwest corner of 7th and Kirkham, with a potential stage area cantilevered over the corner and holding as many as 350 patrons.

The commercial space/school would take over as much as three stories, and the design accommodates this use. In addition, there is three stories of live/work, either residences or small commercial areas above that to accommodate the artists and arts oriented users that may be attracted to this development.

All the parking for both the commercial and the residential is handled by a three story garage which takes up the rear of the project, with entrance off of 5th Street. The garage then faces the freeway and the BART tracks, and all the habitable residential, live/work, or commercial space will be at the 4th floor level or 32', which is above the 25' high BART tracks.

All the commercial/school area and live/work spaces take up the first 6 stories for a total of 60' height.

Above 60', starting with the 7th floor, will be the residential tower wing which will rise from the 7th to 11th floor. As mentioned, the units will rise in a slender sinuous tower, following the shape of the side and back streets. This allows every unit to have an excellent and unique view, both the front units and the back units will have unimpeded views and air and light.

The design allows for some flexibility in the arrangement of unit sizes. As shown in this proposal there are 95 2 bed/2 bath units of approx. 1300 s.f., and 256 1 bed/1bath units of approx. 700 to 900 s.f. in size, each unit having an average 130 sq.ft. of private exterior decks and all with unimpeded views of Oakland and the Bay.

A significant design element is to step back every unit 6'6" back from the edge of the building expanse, allowing for a covered outdoor private deck, with a sound-resistant laminated glass railing.

PLAN:

The plan allows a height limit of 160 feet at this area, but the plan calls for a lower profile facing 7th street to be more in scale with the existing buildings, and to allow more sunlight into the 7th Street corridors.

So the design calls for a minimum of 60' along 7th Street along the projects north wing, and the building is stepped back to 114 feet along the curing south border, and stepped back 50' from the BART right-of-way which cuts through the southern corner of the property. The____ acre of land at the south will be a ground level landscaped park, serving as a green buffer for the building.

By creating a u-shape, the tower follows the curing street of 5th and Union, but is largely set back from the 7th street wing allowing light and air into the property, so that the garden deck on the roof of the 7th Street building will get sunlight during most of the day. This is 1/2 acre of outdoor space for the use of the tenants of the building, who can enjoy a view to the interior courtyard as well as the 7th street corridor.

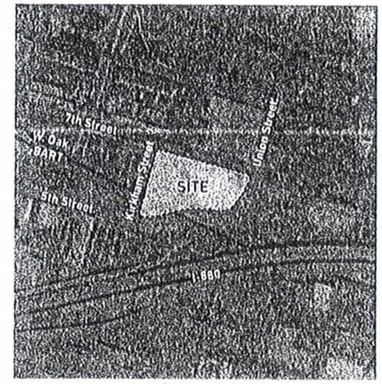
On the very top of the 114 foot tower, rather than private units, we've designed another open space landscape deck of almost 1 acre, surrounded at this height by a glass protective wall of 8' to shield against wind. This will be added to the common open space as well and is access by multiple elevator banks from all the residential floors.

STRUCTURE:

The Structure will be a Type I Class A Fire-Resistive steel and concrete bulidling, composed of 8" concrete slab floors, which extend beyond the edge of the perimeter of the building another 6'6" to serve as private open space and as a sound buffer for the noise of BART and the traffic in the area. The perimeter of each slab is surrounded with laminated sound resistant glass. The outside walls will be all thermal insulated glazed generally floor to cieling save areas, and each unit will have it's own energy-efficient heating/cooling unit.

Four banks of elevators serve the property on each side of the building as well as 4 banks of staircases.

VICINITY MAP



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PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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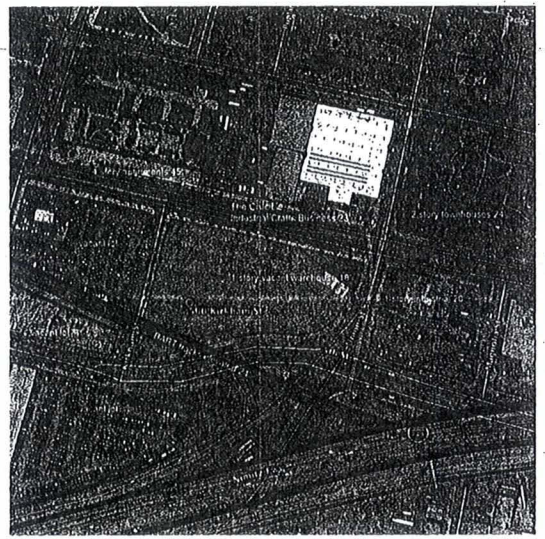
PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

COVER SHEET & INDEX

G001

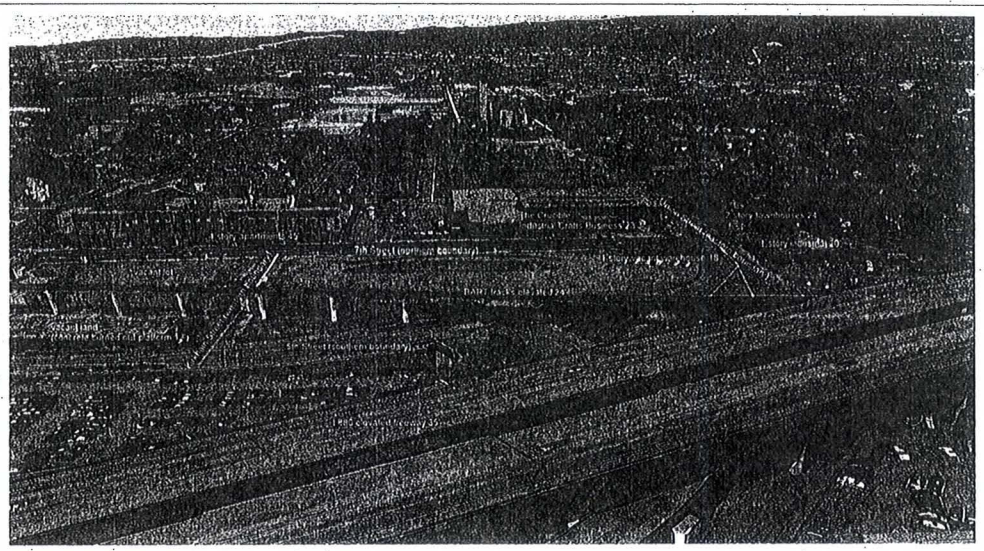
ATTACHMENT B



Aerial showing (true north at top)

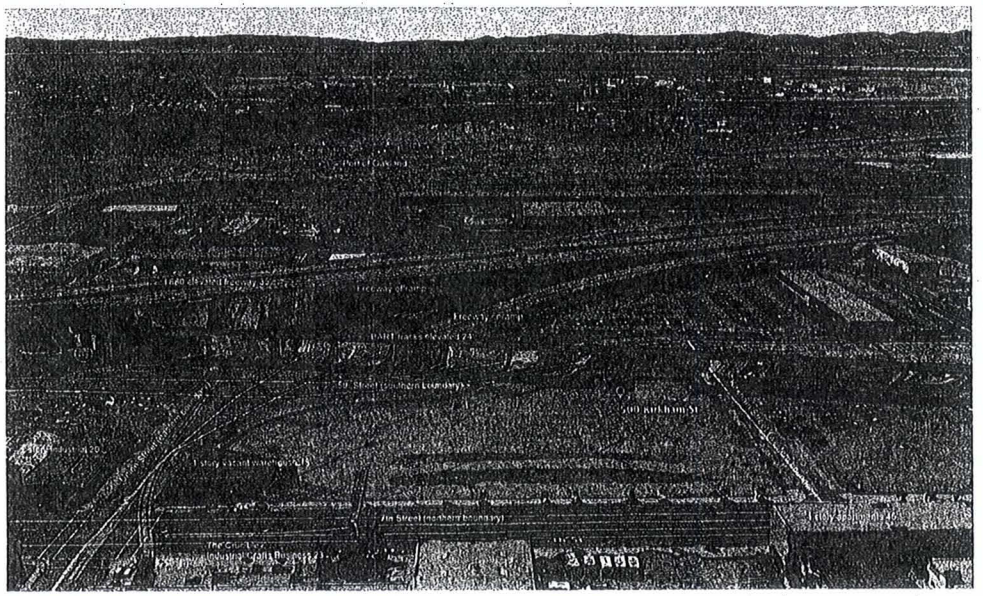
The projet as is evident is surrounded on three sides by largelyvacant parcels of land, with the BART tracks and elevated I 880 Freeway forming a concrete barrier dividing this Project and the industrial area that is the Port of Oakland

PHOTOGRAPHS OF NEIGHBORHOOD



View looking north

The project's north boundary faces 7th Street. Immediately accross the street is the Industrial Crafts Manufacturing complex known as The Crucible. to the left of the porject is 4 story apratments and to the right are 2 story townhouses



View looking south

No residential on three sides looking south. Industrial warehouses to the least, vacant lots to the south and west, and the elevated BART tracks and I 880 freeway to the south and the Port of Oakland beyond.

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PROJECT

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

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NO. C 8230
REN. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK

DATE: MARCH 3, 2015

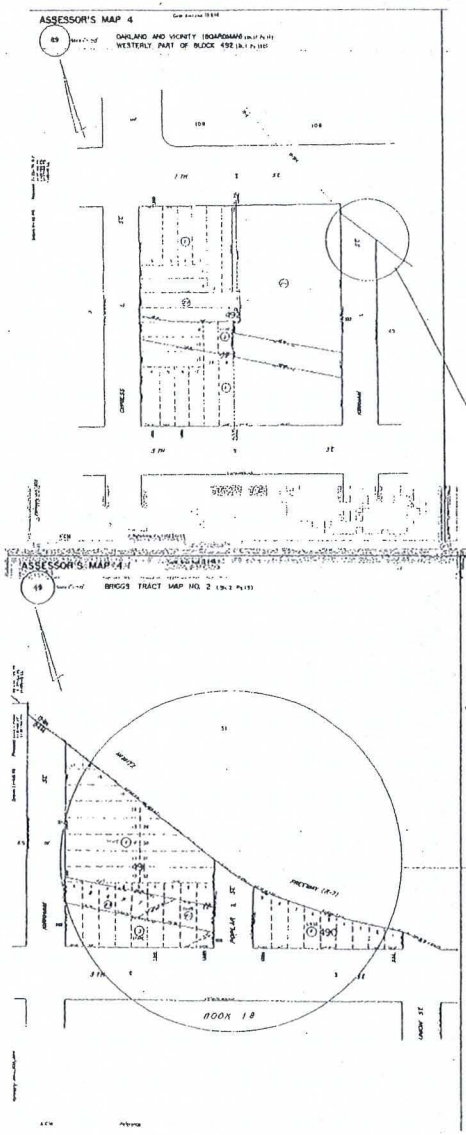
SITE
NEIGHBORHOOD
PHOTOGRAPHS

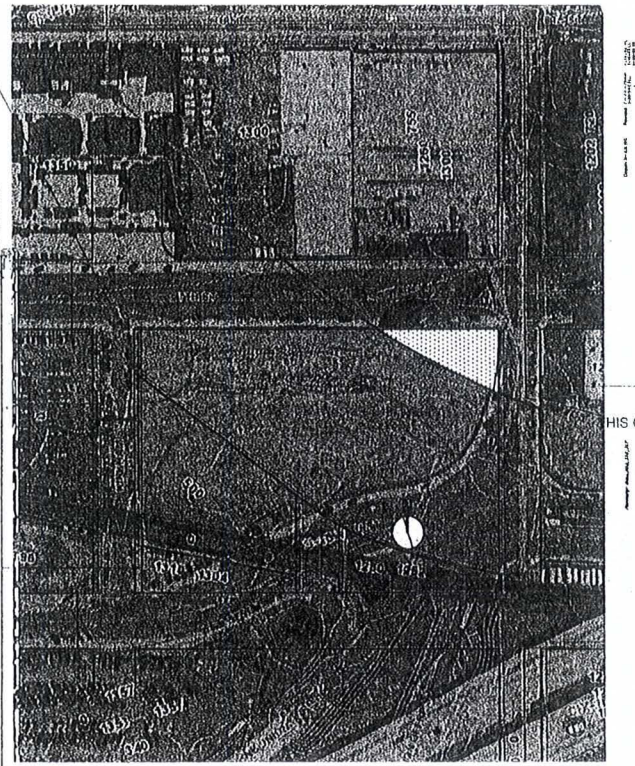
G0002

ASSESSOR'S PARCEL MAPS

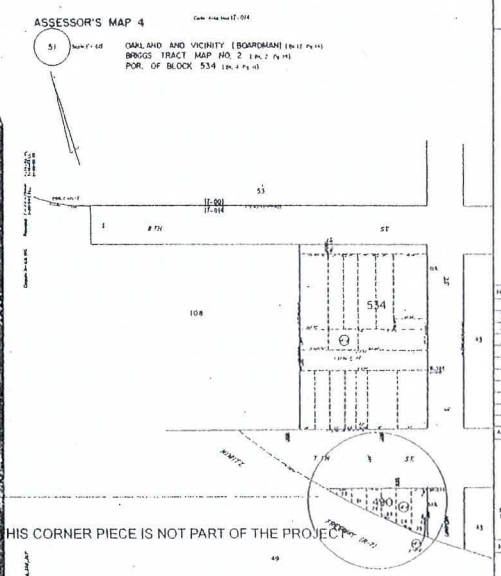
ASSESSOR'S PARCEL MAP 4 INDICATES CURRENT LOTS OF RECORD, WITH A CENTER SWATCH OF LAND CURRING THROUGH THE SITE (FORMER CYPRESS FREEWAY) OWNED BY THE STATE AS NEGATIVE SPACE. THE CORNER LOT ON THE UPPER LEFT IS NOT A PART OF THE PROJECT.

THE PROJECT BOUNDED BY 7th STREET TO THE NORTH, KIRKHAM STREET TO THE WEST, 5th STREET TO THE SOUTH, AND UNION STREET TO THE EAST.





AERIAL PARCEL MAP DOCUMENT FROM ALAMEDA COUNTY RECORDS, TAKEN 12/31/14



THIS CORNER PIECE IS NOT PART OF THE PROJECT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.18

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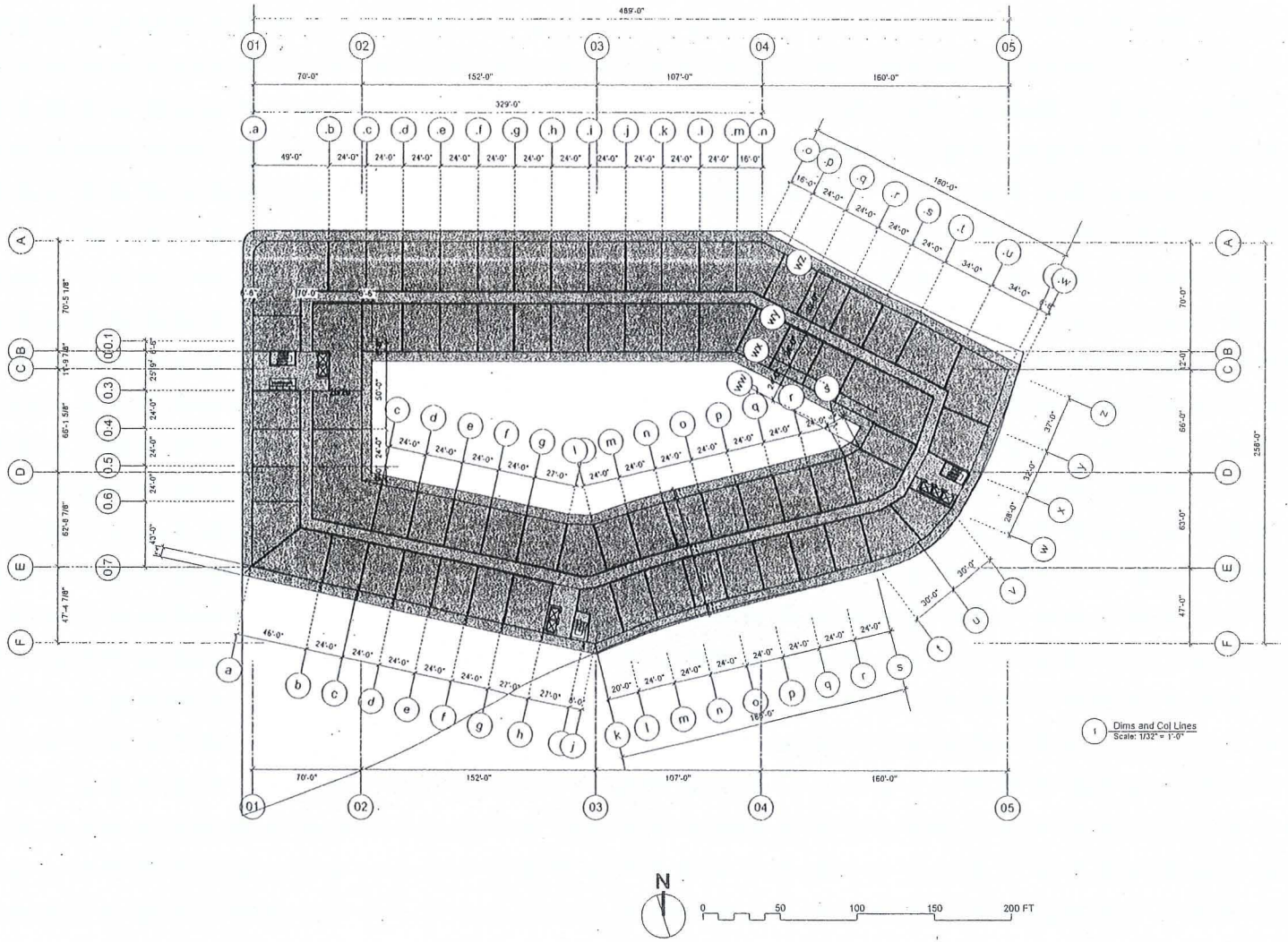
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK
DATE: MARCH 9, 2015

ASSESSOR'S PARCEL MAPS

G0003



1 Dims and Col Lines
Scale: 1/32" = 1'-0"

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision

DEVELOPER

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PROJECT NO. 500 KIRK
DATE: JUNE, 2014

SITE PLAN
DIMENSIONS
&
COLUMN LINES

A0.2

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DESCRIPTION OF GROUND FLOOR

Commercial

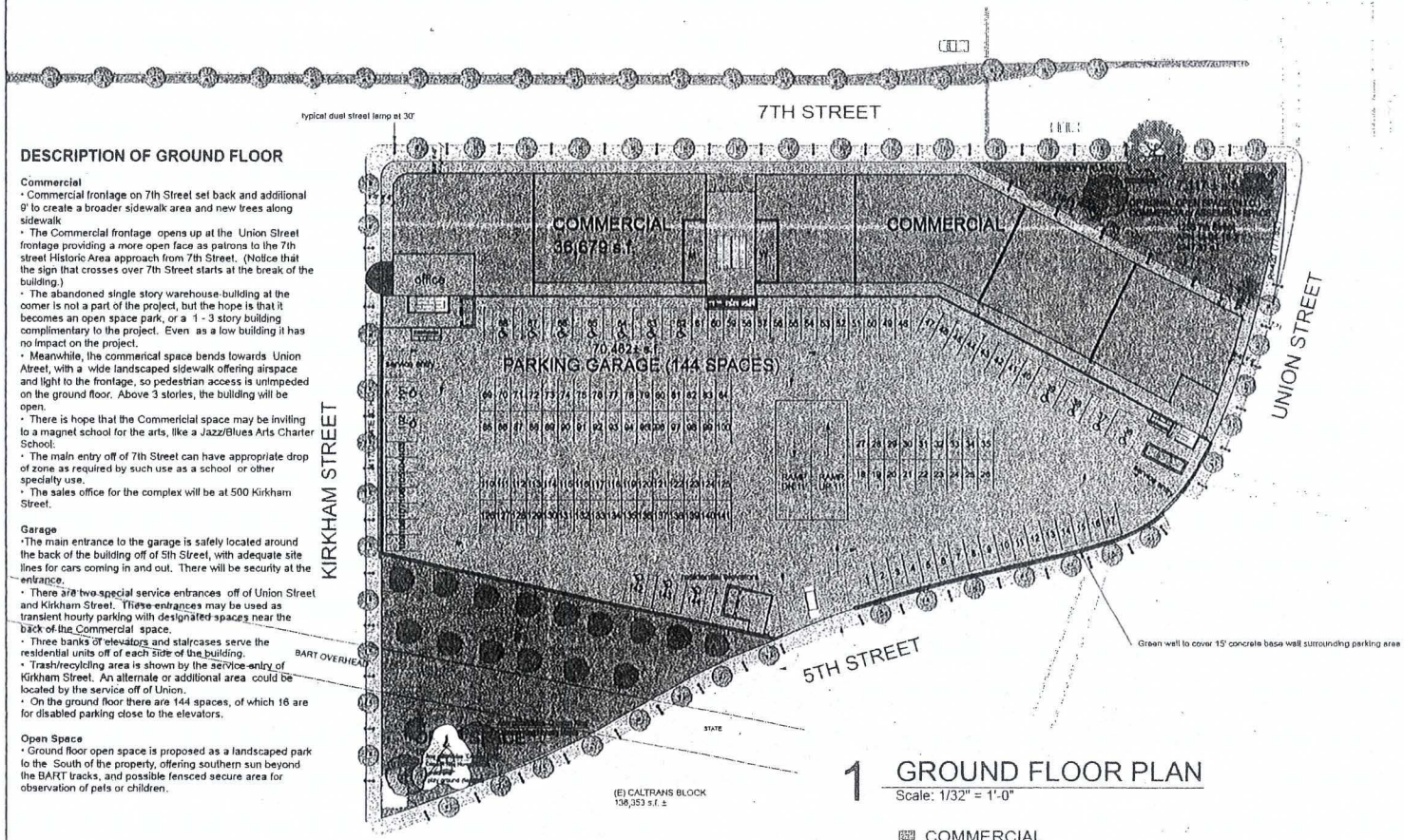
- Commercial frontage on 7th Street set back and additional 9' to create a broader sidewalk area and new trees along sidewalk
- The Commercial frontage opens up at the Union Street frontage providing a more open face as patrons to the 7th street Historic Area approach from 7th Street. (Notice that the sign that crosses over 7th Street starts at the break of the building.)
- The abandoned single story warehouse building at the corner is not a part of the project, but the hope is that it becomes an open space park, or a 1 - 3 story building complimentary to the project. Even as a low building it has no impact on the project.
- Meanwhile, the commerical space bends towards Union Atreet, with a wide landscaped sidewalk offering airspace and light to the frontage, so pedestrian access is unimpeded on the ground floor. Above 3 stories, the building will be open.
- There is hope that the Commericial space may be inviting to a magnet school for the arts, like a Jazz/Blues Arts Charter School.
- The main entry off of 7th Street can have appropriate drop of zone as required by such use as a school or other specialty use.
- The sales office for the complex will be at 500 Kirkham Street.

Garage

- The main entrance to the garage is safely located around the back of the building off of 5th Street, with adequate site lines for cars coming in and out. There will be security at the entrance.
- There are two special service entrances off of Union Street and Kirkham Street. These entrances may be used as transient hourly parking with designated spaces near the back of the Commercial space.
- Three banks of elevators and staircases serve the residential units off of each side of the building.
- Trash/recycling area is shown by the service entry of Kirkham Street. An alternate or additional area could be located by the service off of Union.
- On the ground floor there are 144 spaces, of which 16 are for disabled parking close to the elevators.

Open Space

- Ground floor open space is proposed as a landscaped park to the South of the property, offering southern sun beyond the BART tracks, and possible fenced secure area for observation of pets or children.



1 GROUND FLOOR PLAN

Scale: 1/32" = 1'-0"

COMMERCIAL
36,679 s.f.

PARKING GARAGE
70,452 s.f. = 144 spaces
(3 floors total = 3432 spaces)

0 50 100 150 200 FT

N

GROUND

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.12

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STATE OF CALIFORNIA

PROJECT NO. 500 REV ALT
DATE REV. JUNE 8, 2015

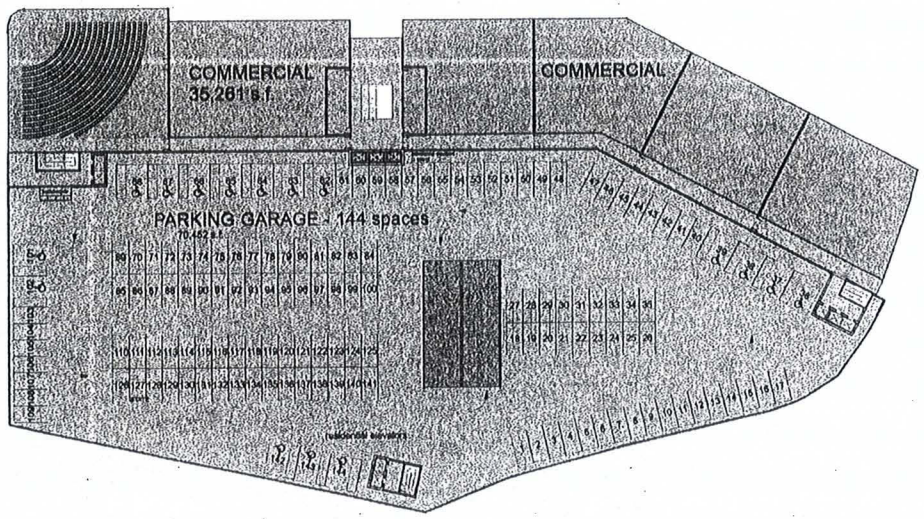
GROUND FLOOR PLAN

A1.1

DESCRIPTION OF 2nd FLOOR

Commercial/Education (35,261 sq.ft.)
• Commercial is designed as flexible open space on the third floor, with gracious large staircase entry from the 7th Street lobby and central restrooms.
• The floor to floor height is 10 feet, except 20' in the unit facing Northwest at the corner of 7th and Kirkham, which has a cantilevered performance/assembly space, which is the same size at Yoshi's performance space. Like the other apces this can be configures in many ways...shown is a tiered Continental seating arrangement with 350 seats facing a corner stage area which can be seen going up 7th street and will light up the intersection at night.

Garage (70,452 sq.ft.)
•2nd floor garage space is accessed via a straight ramp similar to that at Ikea's in Emeryville, allowing each circulation.
• There are a total of 144 spaces on the 2nd floor, with 16 handicap spaces close to the elevators.



2

Commercial/Education Space: 35,361 s.f.

Garage: 70,452 s.f. with 144 spaces

2 2ND FLOOR PLAN
Scale: 1/32" = 1'-0"

COMMERCIAL/EDUCATION
35,261 s.f.
spaces x 3 floors = 362 spaces

PARKING GARAGE
70,452 s.f. = 144 spaces
3 floors total = 362 spaces

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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EXPI. 6-30-11
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

2nd FLOOR PLAN

A1.2

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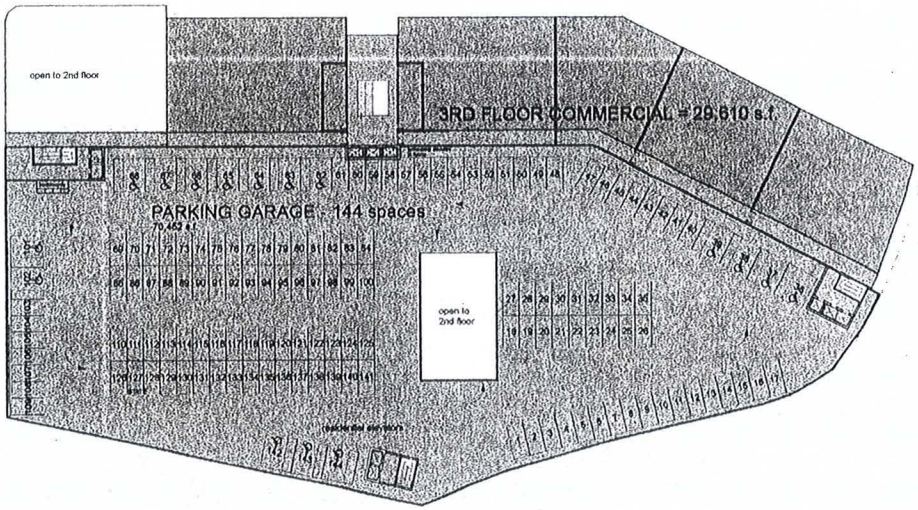
DESCRIPTION OF 3rd FLOOR

Commercial/Education (29,610 sq.ft.)

- Commercial is designed as flexible open space on the third floor, with gracious large staircase entry from the 7th Street lobby and central restrooms.
- The floor to floor height is 10 feet, with the farthest West unit looking out over the open 2nd floor space, serving as a audience balcony or simply as sharing space.
- Access to the the 3rd floor is via a wide elegant staircase open to the 2nd and 1st floor again with a service core of restrooms. There is additional emergency staircases located at each end of the corridor.
- A bank of 3 elevators serves the 3 stories of commeical.

Garage (70,452 sq.ft.)

- 2nd floor garage space is accessed via a straight ramp similar to that at Ikea's in Emeryville, allowing each circulation.
- There are a total of 144 spaces on the 3nd floor, with 16 handicap spaces close to the elevators.



3

Commercial/Education Space: 29,610 s.f.

Garage: 70,452 s.f. with 144 spaces

3 Scale: 1/32" = 1'-0"

3RD FLOOR PLAN

COMMERCIAL/EDUCATION
29,610 s.f.

PARKING GARAGE
70,452 s.f. = 144 spaces
3 floors total = 362 spaces

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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REG. 9-26-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

3rd FLOOR PLAN

A1.3

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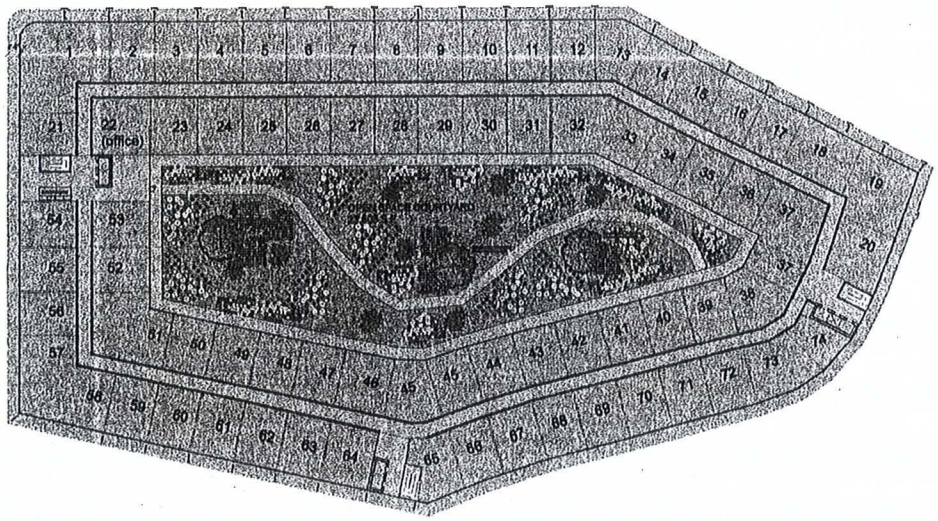
DESCRIPTION OF 4th Floor

Flexible space: Live/Work/Commercial Space (73, 476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 4th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

Open Space
• There is a 23,505 s.f. landscaped courtyard on the 4th floor, serving as semi-private joint open space for the tenants of the building. This allows light and air and greenery into the interior facing units.
• Additionally, each unit was a 6' balcony or courtyard private space.



4

(71) 1 bd/1ba @ 700± s.f.
(3) 1+ bd/1ba @ 900± s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units,

(See Sh.A3.0 for typical Unit Layouts)

4 **4TH FLOOR PLAN**
Scale: 1/32" = 1'-0"

LIVE/WORK up to 74 units
73,476 s.f. + 23,505 s.f. private courtyard deck + 8572 s.f. ext. private deck

LANDSCAPE COURTYARD
23,505 sq.ft. landscaped space.

N

0 50 100 150 200 FT

PROJECT
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500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
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500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.06	New L1.0 and rev. A1.1,A1.4,A1.12

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STATE OF CALIFORNIA

PROJECT NO. 500 KIRKALT
DATE REV. JUNE 6, 2015

4th FLOOR PLAN

A1.4

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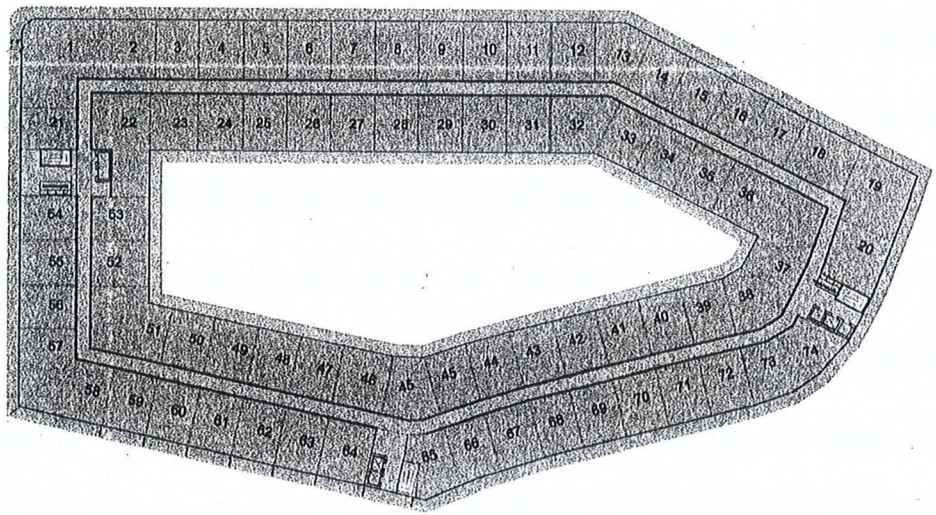
DESCRIPTION OF 5th Floor

Flexible space: Live Work/CommercialSpace (73,476)
•Altractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 5th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

Open Space
• There is a landscaped courtyard on the 4th floor, and the surrounding interior units particularly on the 5th and 6th floor will closely enjoy the landscaping.
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



5

(71) 1 bd/1ba @ 700± s.f.
(3) 1+ bd/1ba @ 900± s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units,

(See Sh.A3.0 for typical Unit Layouts)

5 5TH FLOOR PLAN
Scale: 1/32" = 1'-0"

FLEX SPACE: LIVE/WORK/COMMERCIAL (up to 74 units)
73,476 s.f. + 4,898 s.f. prinvate interior deck + 8,572 s.f. private exterior deck

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
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500 Kirkham Street
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No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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REN. 8-30-11
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

5th FLOOR PLAN

A1.5

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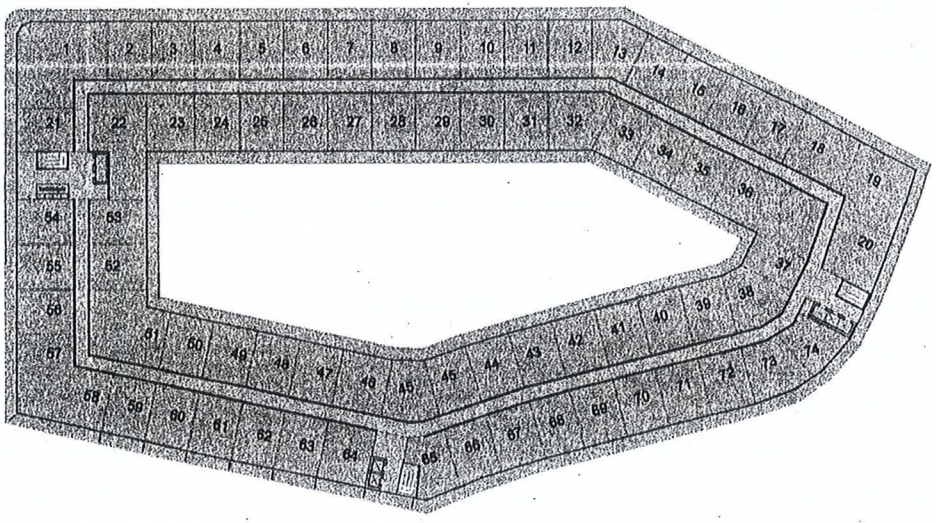
DESCRIPTION OF 6TH FLOOR

Flexible space: Live/Work/Commercial Space (73,476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 6th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

Open Space
• There is a landscaped courtyard on the 4th floor, and the surrounding interior units particularly on the 5th and 6th floor will closely enjoy the landscaping.
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



6

(71) 1 bd/1ba @ 700± s.f.
(3) 1+ bd/1ba @ 900± s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units,

(See Sh.A3.0 for typical Unit Layouts)

6 6TH FLOOR PLAN
Scale: 1/32" = 1'-0"

FLEX SPACE: LIVE/WORK/COMMERCIAL (74 units)
73,476 s.f. + 4,898 s.f. prinvate interior deck + 8,572 s.f. private exterior deck

N

0 50 100 150 200 FT

PROJECT
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500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
Mixed Use Development
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Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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REN. 6-30-14
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

6th FLOOR PLAN

A1.6

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DESCRIPTION OF 7th FLOOR

RESIDENTIAL SPACE

•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.

• Current arrangment shows these 700 sq.ft. 1 bed/1bath units on Floors 7 thru 11.

• Each unit on the 7th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

COMMON LOUNGE SPACE

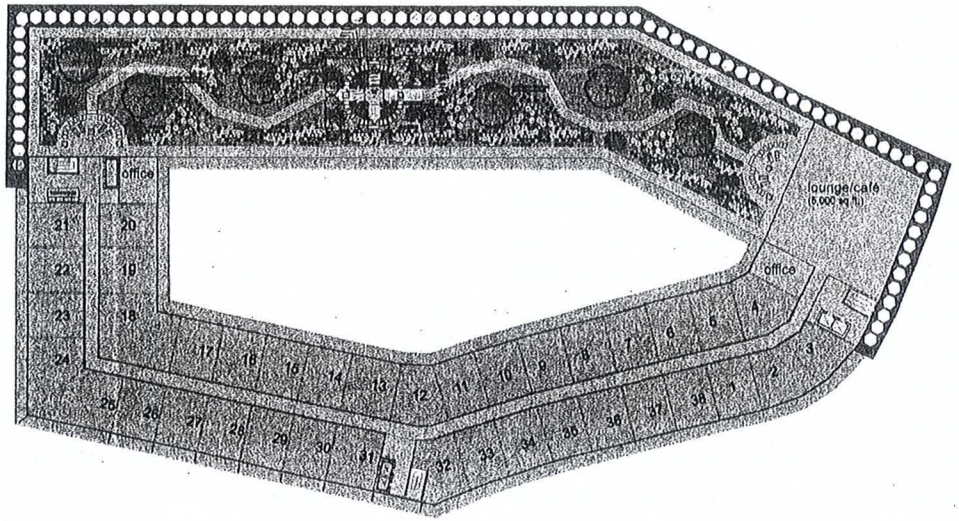
• Overlooking the corner of 7th St. and Union St., this two story lounge space is 5000 sq.ft. of common space for the use of the tenants, with an adjacent office space as well as a secondary office space on the other end of the hall.

COMMON OPEN SPACE (29,753 s.f. landscaped roof deck)

• There is over 1/2 acre of common landscaped courtyard on the 7th floor overlooking 7th Street and served off of both ends of the residential hallway and easily accessed via elevator or stairs.

PRIVATE OPEN SPACE

• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



7

(35) 1 bd/1ba to 2 bd/2ba @ 700 s.f.

(3) 1+ bd/1ba to 2 bd/2ba @ 900 s.f.

Total 38 units w/130± s.f. private deck each

Individual units may be combined into larger units, by removal of separating walls as an option.

(See Sheet A3.0 for typical unit layouts)

7 **7TH FLOOR PLAN**

Scale: 1/32" = 1'-0"

RESIDENTIAL (up to 38 units + lounge)
38,843 s.f. + 5,000 s.f. common area lounge

LANDSCAPE ROOF DECK
29,753 s.f.

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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EXP. 8-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM
DATE: REV. JUNE 8, 2015

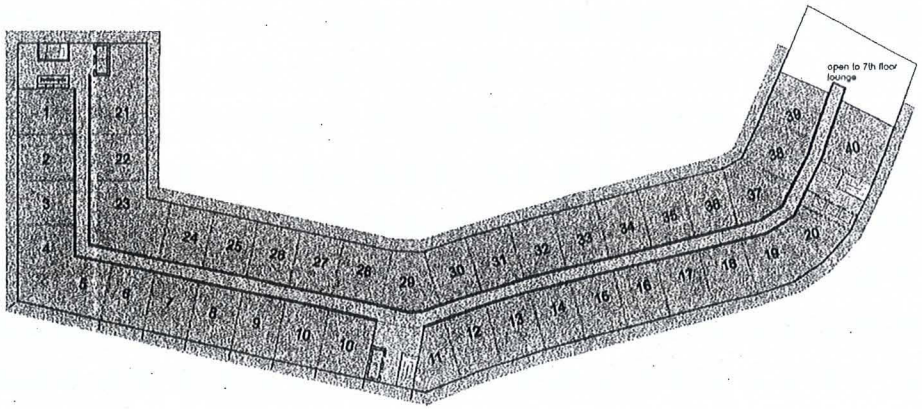
7th FLOOR PLAN

A1.7

DESCRIPTION OF 8th FLOOR

RESIDENTIAL SPACE (43,098 s.f. for 40 units)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• There are 40 units on the 8th floor and 42 units on floors 9 thru 11 (fewer on 8 because of the two story lounge area).
• Each unit on the 8th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

PRIVATE OPEN SPACE
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



8

(35) 1 bd/1ba - 2 bd/2ba @ 700 s.f.

(5) 1+ bd/1ba - 2 bd/2ba @ 900 s.f.

Total 40 units w/130± s.f. private deck each

Optional dual units (combining two unit spaces) available for extra large units.)

(See A3.0 for typical unit layout alternatives)

8 **8TH FLOOR PLAN**
Scale: 1/32" = 1'-0"

RESIDENTIAL (up to 40 units)
40,621 s.f. + 9,122 s.f. exterior private deck

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER
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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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STAMP
LICENSED ARCHITECT
GERSHON JONG, FAIA
NO. C 9230
REN. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

8th FLOOR PLAN

A1.8

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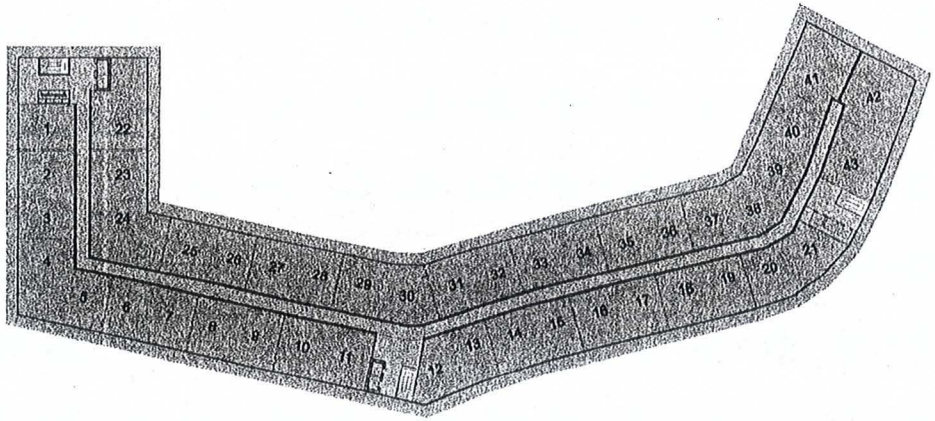
DESCRIPTION OF 9th - 11th FLOOR

RESIDENTIAL SPACE (43,098 s.f. up to 42 units)
•Attractive spaces for residential.
• The sinuous shape and angles allow each unit to have interesting and unique views.
• There are up to 42 units each on floors 9 thru 11.
• Units may be configured by doubling up typical 720 s.f. units into larger units. (See sheet A3.0 for alternative floor plans)
• Each unit on has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks but will be typical of all the units.

PRIVATE OPEN SPACE
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



9-11

Total 42 units from 700-900 s.f.
Typ. 720 - 900 s.f. units at 1 bd/ba to 2bd/2ba.

Optional dual units (combining two unit spaces) available for extra large units,,as shown with dual numbers indicating removal ofnon-structural separating walls.

As shown, the option would have
Total 24 units from 700 - 1400 s.f.

Total 24 units w/130± s.f. private deck each

9-11 9TH - 11TH FLOOR PLAN

Scale: 1/32" = 1'-0"

RESIDENTIAL (up to 42 units)
43,098 s.f. + 9,122 s.f. exterior private deck

N

0 50 100 150 200 FT

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
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Rev	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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DATE REV. JUNE 8, 2015

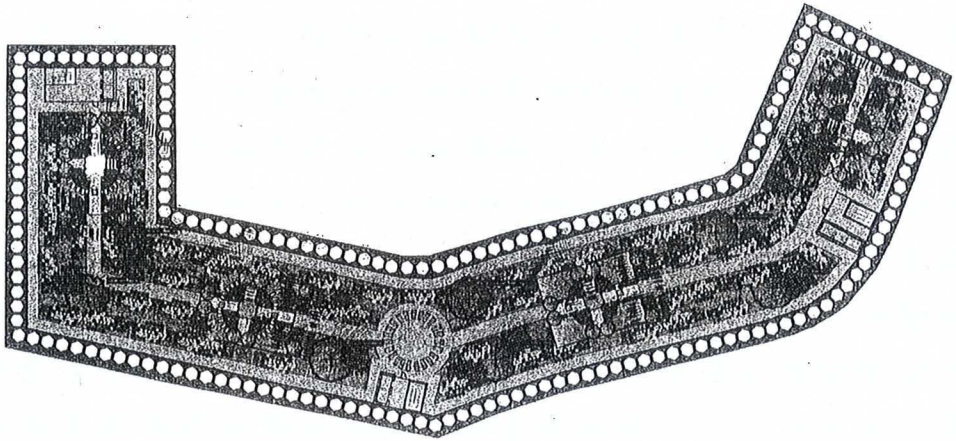
9th thru 11thFLOOR TYPICALPLAN

A1.9

DESCRIPTION OF 12 FLOOR ROOF DECK

COMMON OPEN SPACE (43,098 sq.ft.)

• Proposed common open space, utilizing the roof deck of the 12th floor as almost an acre of landscape open space for the enjoyment of the tenant. The space is surrounded by an 8' tall laminated glass railing for safety and protection against the wind.
• Percieved future use with possible ourdoor furniture, fountains, trellis, and obviously landscaping and trees that will be drought tolenrant but capable of surviving in a rooftop environment.



12 ROOF FLOOR PLAN
Scale: 1/32" = 1'-0"

LANDSCAPED GREEN ROOF DECK
43,098 s.f. + 9,122 s.f. exterior private deck

N

0 50 100 150 200 FT

ROOF

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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SEAL
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PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

ROOF FLOOR PLAN

A1.12

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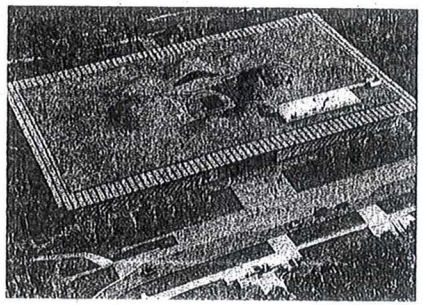
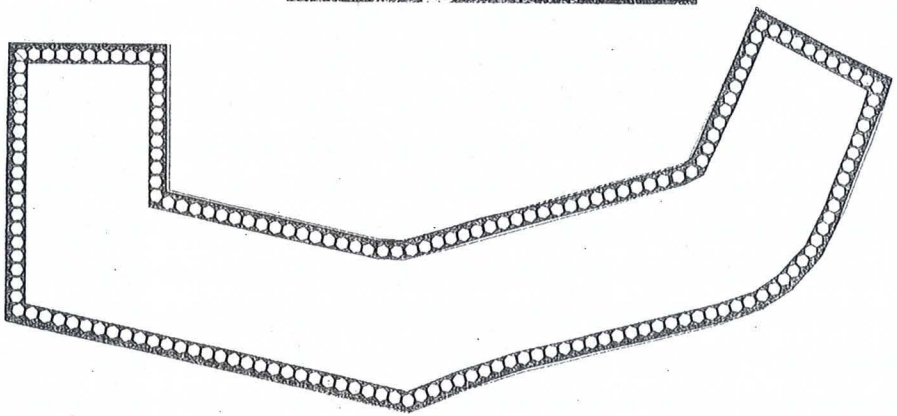
Open Energy Corporation's solar canopy featuring 720 4 x 8 foot glass panels embedded with photovoltaic cells on the roof of the new California Academy of Sciences in Golden Gate Park, San Francisco, California. (Photo: Business Wire)



DESCRIPTION OF OPTION TO USE ROOF OVERHANG AS SOLAR PANELS

ROOF EAVE OVERHANG (12' deep = approx 16,700 sf)

- Proposed option is to incorporate a solar canopy feature simlar to the Califorani Academy of sciences.
- Using solar panels laminated between PPG glass panesl of approx 4'x6'x2deep, there is 2,847 perimeter feet there is room to have a similar set up to Open Energy's solar collectors.
- This option will possibly more than compensate for the common area electrical energy use.
- There is a 2nd option on the board to add or to substitute a hydrogen fuel cell which would have the equal or larger benefit.



18 ROOF FLOOR PLAN
Scale: 1/32" = 1'-0"

EAVES (12' deep, approx 16,700 s.f.)

SOLAR PANELS

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev A1.1,A1.4,A1.18

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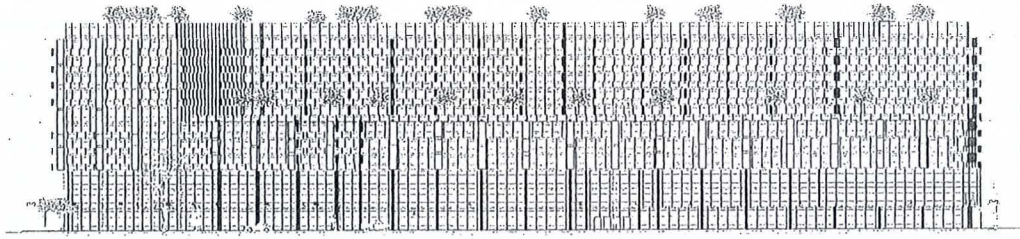
STATE OF CALIFORNIA

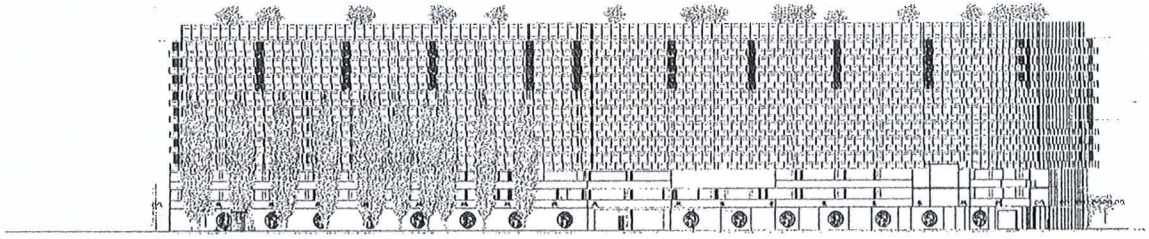
PROJECT NO. 500 KIRK
DATE MARCH 3, 2015

SOLAR ROOF PANELS (OPTION)

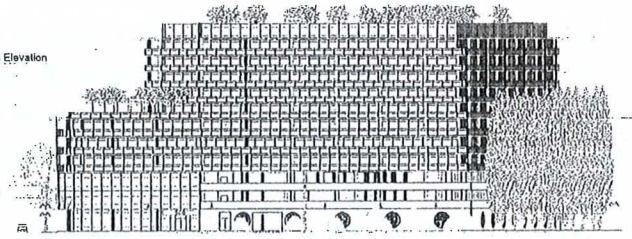
A1.18a



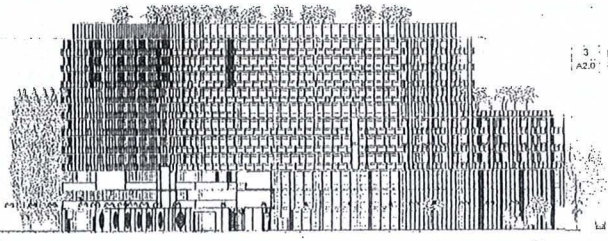
1 A2.0 North (7th St) Elevation
Scale: 1" = 30 ft



2 A2.0 South (5th St) Elevation
Scale: 1" = 30 ft



4 A2.0 West (Kirkham St) Elevation
Scale: 1" = 30 ft



3 A2.0 East (Union St) Elevation
Scale: 1" = 30 ft

0 50 100 150 200 250 FT

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11 Floor Alterative
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500 Kirkham Street
Oakland, CA 94607

No.	Date	Remarks
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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NO. C 6330
REN. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

EXTERIOR
ELEVAATIONS

A2.0

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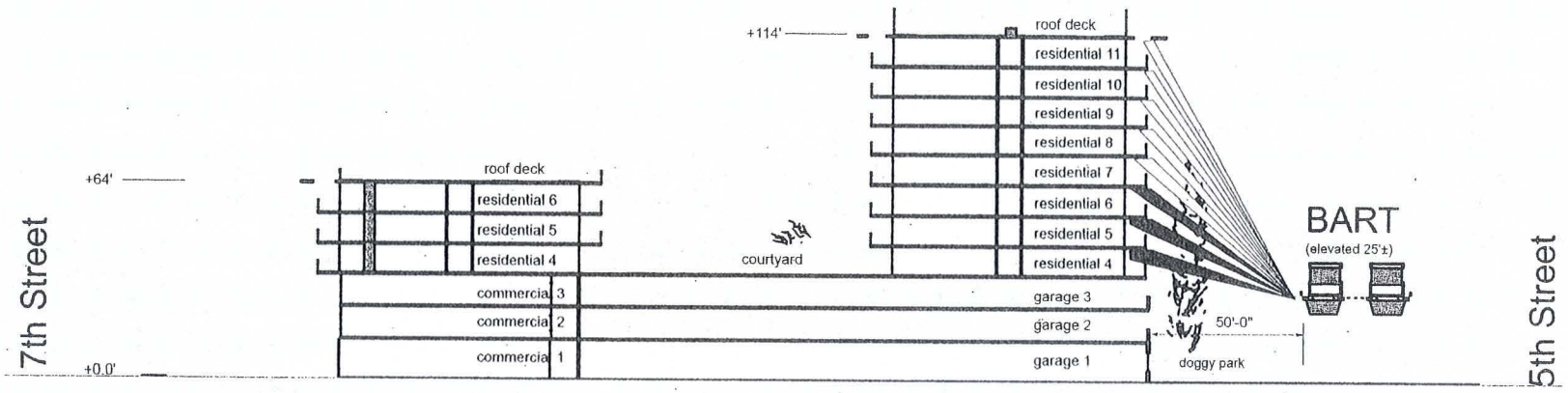


1 A8.1 Section thru BART
Scale: 1/16" = 1'-0"

TYPICAL NOISE LEVEL in DECIBELS (dB)

For comparison here are the sound levels by comparison.

Threshold of hearing	10 dB	
Quiet Room	30 dB	
Soft Whisper	40 dB	
Average Home	50 dB	
Quiet Library	50 dB	
Light Traffic	70 dB	
Diesel Truck	90 dB	
Motorcyle	90 dB	
Garbage Truck	90 dB	
5th Row Rock Concert	100 dB	
BART Station (no train)	80 dB	
BART Station (moving)	90 dB	
BART loudest assume	100 dB	
BART (loudest) from 50'	80 dB	(20% reduction)
Laminated Glass reduction (railings)		-35 dB
Standard Insulated glass (windows)		-31 dB
Laminated Insulated Glass (special)		-37 dB
8" concrete wall or floor slab		-40 dB
STC reduction (STC sim dB)		
1/2" drywall		
on wood stud		33 STC
fiberglass fill		36 - 39 STC
cotton denim fill		50 STC
conc wall/slab 8"		40 STC

NOISE REDUCTION from BART TRAIN

1. The residences are set back an additional 6'6" from the normal 50' setback of the building
2. The 8" concrete slab extends 6'6" beyond the living area and the railing is sound reducing laminated glass.
3. The combination of the setback, slab (serving as a sound barrier, and glazing offers a reduction of noise to a normal level, even as the BARTY trains pass by at 100 dB..

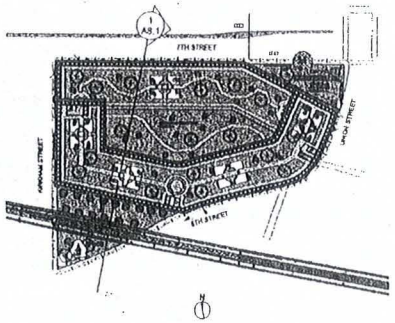
The theory of sound reduction from the BART train at 50' away produces a 20% reduction in dB of an assumed loudest sound (100dB) produces 80 dB at the ear. To reduce the sound to a level of an average home, we need to get to 50 dB or a reduction of 30 dB.

The closest wall to the BART tracks is actually 56' away using standard insulated glass with an STC of 31, will reduce the BART noise (which is only temporary when the BART train passes) to 80 - 31 = 49, the noise level of a quiet library or avg. home.

Even with the windows open, the sound is blocked by the laminated glass rail with an STC of 35, thus the noise level is reduced to a normal level.

Above the 3rd floor, the design of the building, means the habitable area is 6' set back from the edge of the slab. The 8" concrete slab serves also as a sound barrier (just like a freeway noise barrier) and has an STC of 40 dB. For most of the building, the concrete slab balcony serves as the sound block for the BART noise (we need to reduce the sound by 30 dB and the slab reduces the sound by 40 dB.

Generally speaking, the combination of the slab, the laminated deck retailing, and the insulated glass wall produces a combined STC of 40 + 31 + 35 = 108 STC, assuming 80 db at the very closest (50' from the tracks) and the sound will generally be mitigated to the level of a quiet library.



1 3 Noise Reduction from BART Train

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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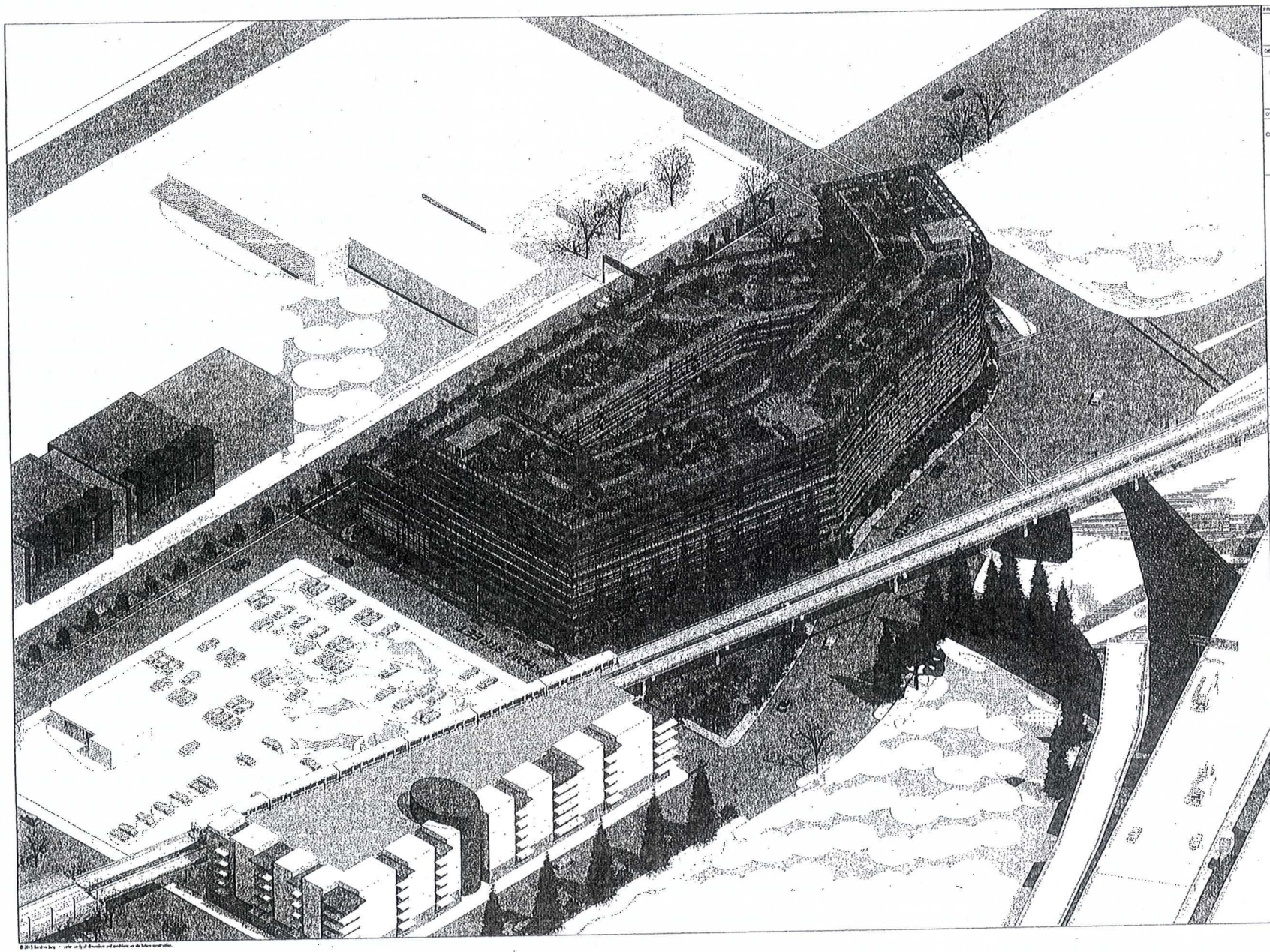
REN. 6-30-17

PROJECT NO. 500 KIRKHAM
DATE: REV. JUNE 8, 2015

SECTION
thru
BLDG & BART

A8.1



PROJECT

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1,A1.1,A1.12

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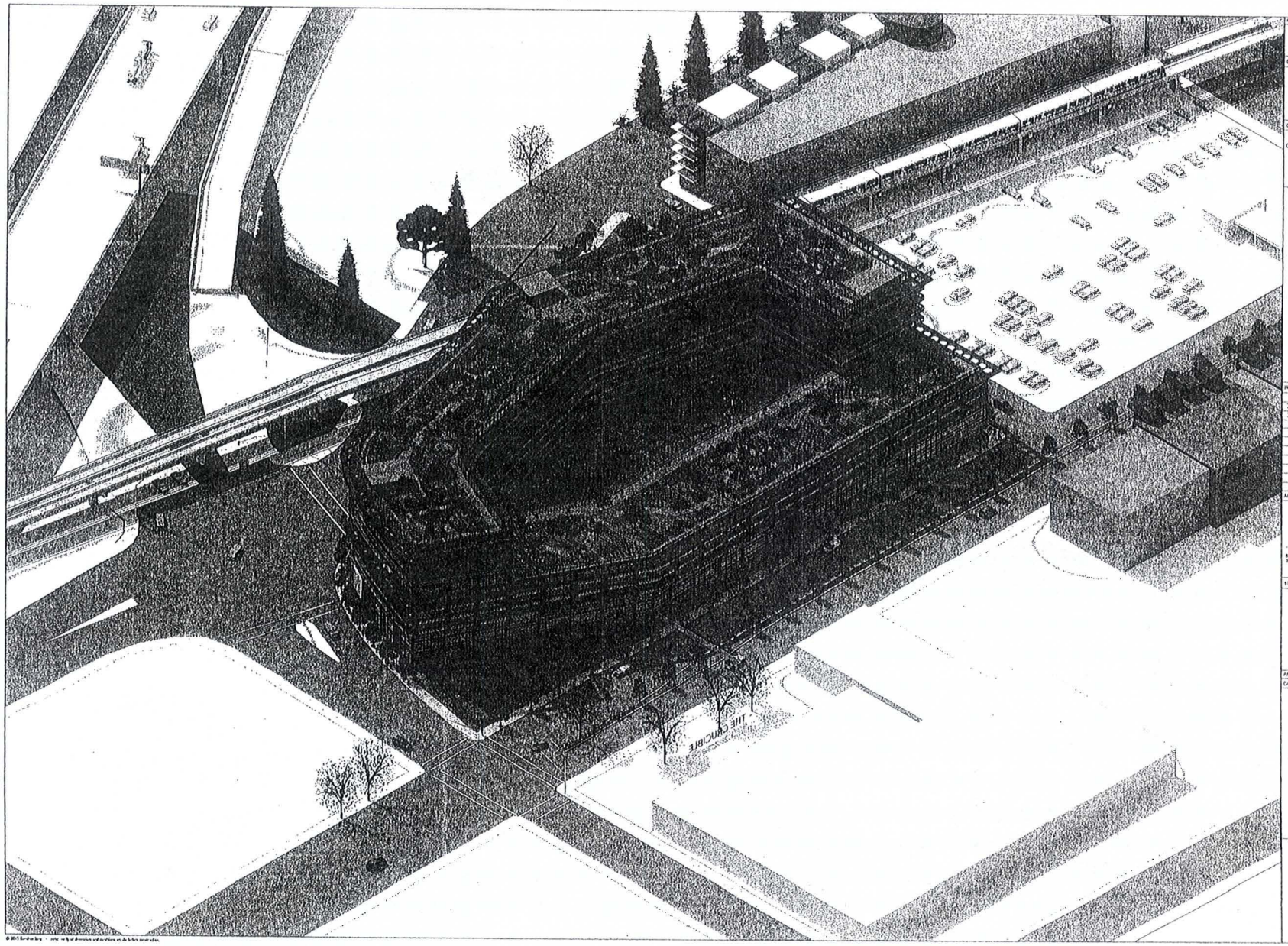
REGISTERED ARCHITECT
BENEDICT JONG, FAIA
NO. C 6828
REN. 6-30-11
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM

DATE: REV. JUNE 8, 2015

ISOMETRIC
looking
NORTHEAST

A9.0



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No	Date	Remarks
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.12

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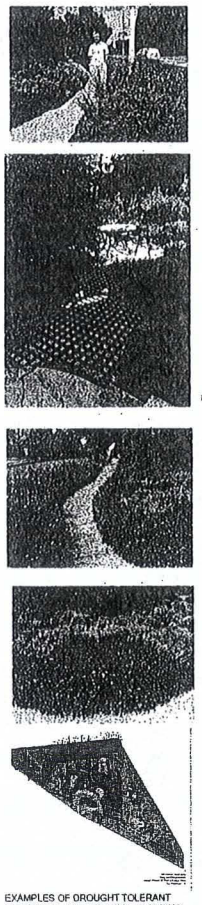
No. C 8230
EXP. 8-30-1

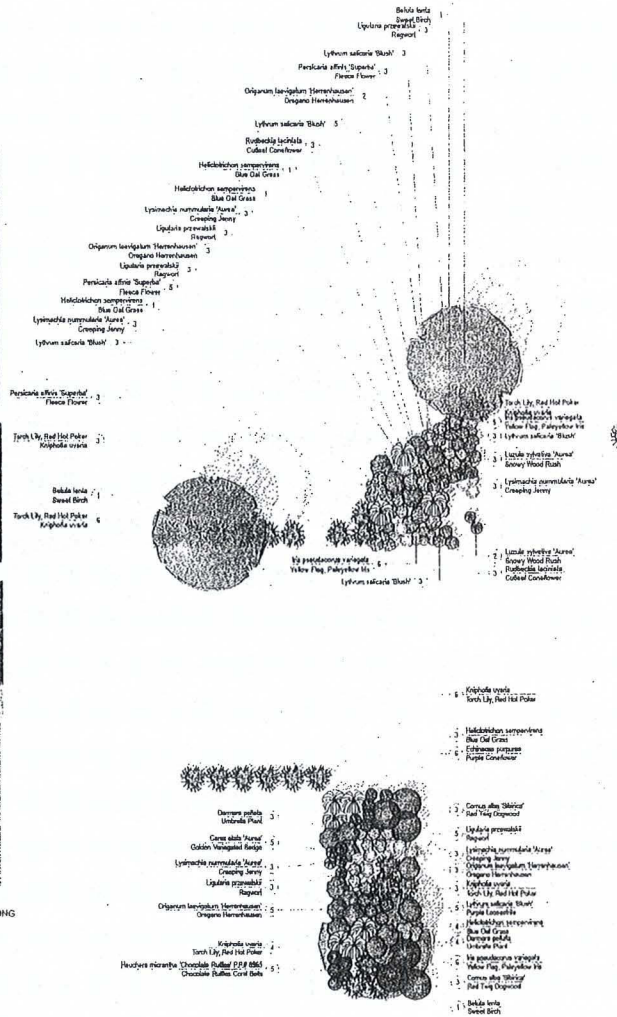
PROJECT NO. 500 KIRKHAM
DATE REV. JUNE 8, 2015

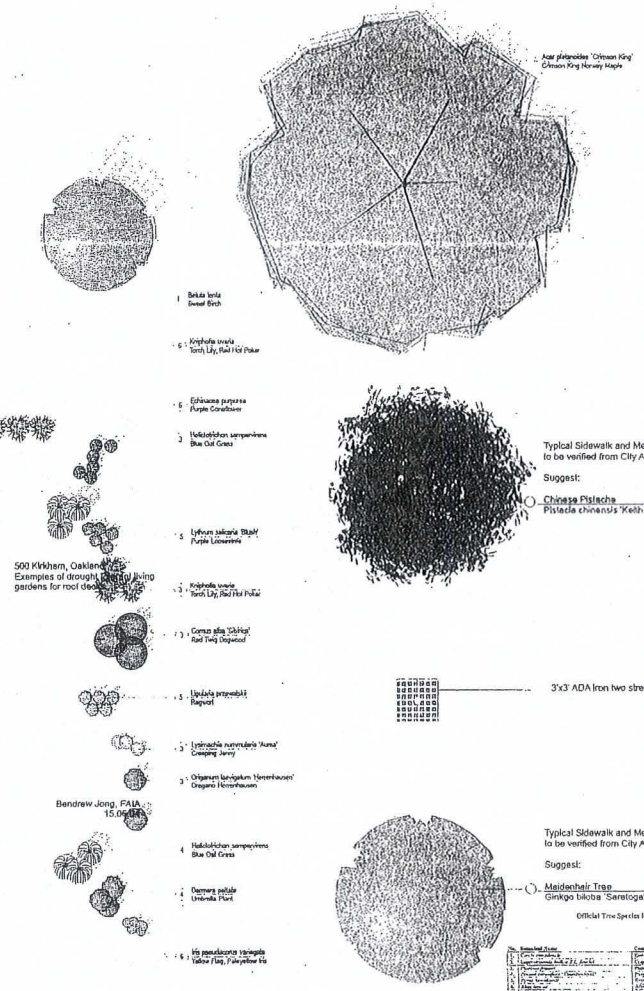
ISOMETRIC
looking
SOUTHWEST

A9.3



EXAMPLES OF DROUGHT TOLERANT
LOW-WATER CONSUMPTION PLANTING
TYPICAL OF ROOF DECK GARDENS BY JONG





500 Kirkham, Oakland, CA
Examples of drought tolerant living gardens for roof decks

Bendrew Jong, FAIA
15.06.08

Official Tree Species List for Oakland

No.	Botanical Name	Common Name	Size	H W S
1.	Carpinus betulus	European Hornbeam	L	15 X 15
2.	Cercis canadensis 'ALFTA ALFA'	Eastern Redbud	L	25 X 25
3.	Cercis occidentalis	Western Redbud	L	15 X 15
4.	Chionanthus retusus	Chinese Fringe Tree	L	15 X 15
5.	Cornus mas	Cornelian Cherry	L	15 X 15
6.	Cornus nuttallii	Pacific Dogwood	L	15 X 15
7.	Fraxinus oxycarpa 'Raywood'	Raywood Ash	L	35 X 35
8.	Malus species	Crabapple, Species	L	15 X 15
9.	Olea europaea 'Swan Hill'	Swan Hill Olive	L	25 X 25
10.	Pistacia chinensis 'Keith Davey'	Keith Davey Pistache	L	35 X 35
11.	Pistacia chinensis 'Pearl Street'	Pearl Street Pistache	L	35 X 35
12.	Prunus cerasifera 'Krauter Vesuvius'	Krauter Vesuvius Plum	L	15 X 15
13.	Prunus species	Flowering Plum	L	15 X 15
14.	Quercus agrifolia	Coast Live Oak	L	40 X 40
15.	Quercus ilex	Holly Oak	L	40 X 40
16.	Quercus suber	Cork Oak	L	40 X 40
17.	Quercus species	Oak, Species	L	40 X 40
18.	Tilia cordata 'Greenspire'	Greenspire Linden	L	40 X 30
19.	Ulmus species	Elm, Species	L	40 X 40
20.	Zelkova serrata 'Green Vase'	Green Vase Zelkova	L	40 X 40
21.	Zelkova serrata 'Musashino'	Musashino Zelkova	L	40 X 40
22.	Zelkova serrata 'Village Green'	Village Green Zelkova	L	40 X 40
23.	Acer palmatum species	Japanese Maple, Species	M	15 X 15
24.	Acer palmatum 'Bloodgood'	Bloodgood Japanese Maple	M	15 X 15
25.	Acer palmatum 'Sango Kaku'	Sango Kaku Japanese Maple	M	15 X 15
26.	Acer palmatum species	Japanese Maple, Species	M	15 X 15
27.	Arbutus marina	Strawberry Tree	M	15 X 15
28.	Arbutus unedo 'Compacta'	Compact Strawberry Tree	M	15 X 15
29.	Arbutus unedo 'Marina'	Marina Strawberry Tree	M	15 X 15
30.	Arbutus unedo species	Strawberry Tree, Species	M	15 X 15
31.	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	M	15 X 15
32.	Cercis occidentalis 'Texas'	Texas Redbud	M	15 X 15
33.	Chionanthus virginicus	Virginia Fringe Tree	M	15 X 15
34.	Cornus species	Dogwood, Species	M	15 X 15
35.	Cotinus coggygria 'Royal Purple'	Royal Purple Smoke Tree	M	15 X 15
36.	Cotinus obovatus	American Smoke Tree	M	15 X 15
37.	Crataegus laevigata 'Paul's Scarlet'	Paul's Scarlet Hawthorn	M	15 X 15
38.	Crataegus phaenopyrum	Washington Hawthorn	M	15 X 15
39.	Ilex aquifolium 'Golden Queen'	Golden Queen English Holly	M	15 X 15
40.	Ilex aquifolium 'Silver Queen'	Silver Queen English Holly	M	15 X 15
41.	Ilex species	Holly, Species	M	15 X 15
42.	Lagerstroemia species	Crape Myrtle, Species	M	15 X 15
43.	Lagerstroemia 'Tuscarora'	Tuscarora Crape Myrtle	M	15 X 15
44.	Lagerstroemia 'Natchez'	Natchez Crape Myrtle	M	15 X 15
45.	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	M	15 X 15
46.	Magnolia grandiflora 'Samuel Sommer'	Samuel Sommer Magnolia	M	15 X 15
47.	Magnolia soulangiana	Saucer Magnolia	M	15 X 15
48.	Pittosporum species	Pittosporum, Species	M	15 X 15
49.	Prunus cerasifera 'Krauter Vesuvius'	Krauter Vesuvius Plum	M	15 X 15
50.	Prunus species	Flowering Plum	M	15 X 15
51.	Pyrus calleryana 'Aristocrat'	Aristocrat Pear	M	15 X 15
52.	Sapium sebiferum	Chinese Tallow Tree	M	15 X 15
53.	Arbutus species	Strawberry Tree	S	10 X 10
54.	Cercis canadensis 'Alba'	Alba Redbud	S	10 X 10
55.	Cercis chinensis 'Shirai Sakura'	Shirai Sakura Redbud	S	10 X 10
56.	Cercis species	Redbud, Species	S	10 X 10
57.	Chionanthus retusus 'Tomas Jefferson'	Tomas Jefferson Chinese Fringe Tree	S	10 X 10
58.	Ilex vomitoria	Yaupon Holly	S	10 X 10
59.	Lagerstroemia 'Sioux'	Sioux Crape Myrtle	S	10 X 10
60.	Lagerstroemia 'Zuni'	Zuni Crape Myrtle	S	10 X 10
61.	Pittosporum species	Pittosporum, Species	S	10 X 10
62.	Prunus cerasifera 'Krauter Vesuvius'	Krauter Vesuvius Plum	S	10 X 10
63.	Prunus species	Flowering Plum	S	10 X 10
64.	Pyrus calleryana 'Bradford'	Bradford Pear	S	10 X 10
65.	Quercus species	Oak, Species	S	10 X 10
66.	Quercus suber 'Afro'	Afro Cork Oak	S	10 X 10

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Mixed Use Development
500 Kirkham Street
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No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

ARCHITECT

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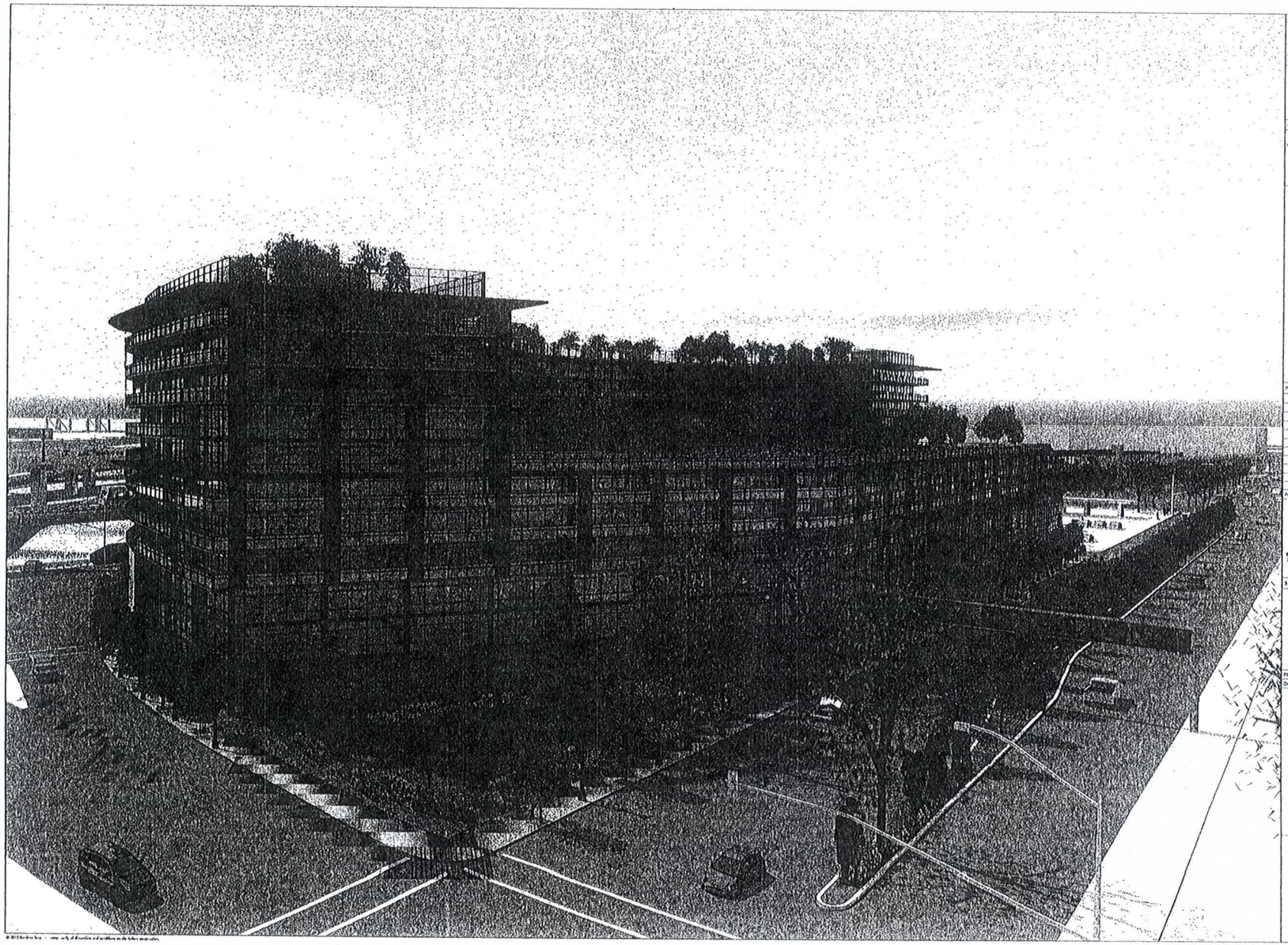
NO. C 8510
REN. 8-20-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK
DATE: MARCH 3, 2015

LANDSCAPE
General Legend

L1.0



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11 Floor Alterative
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No.	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12

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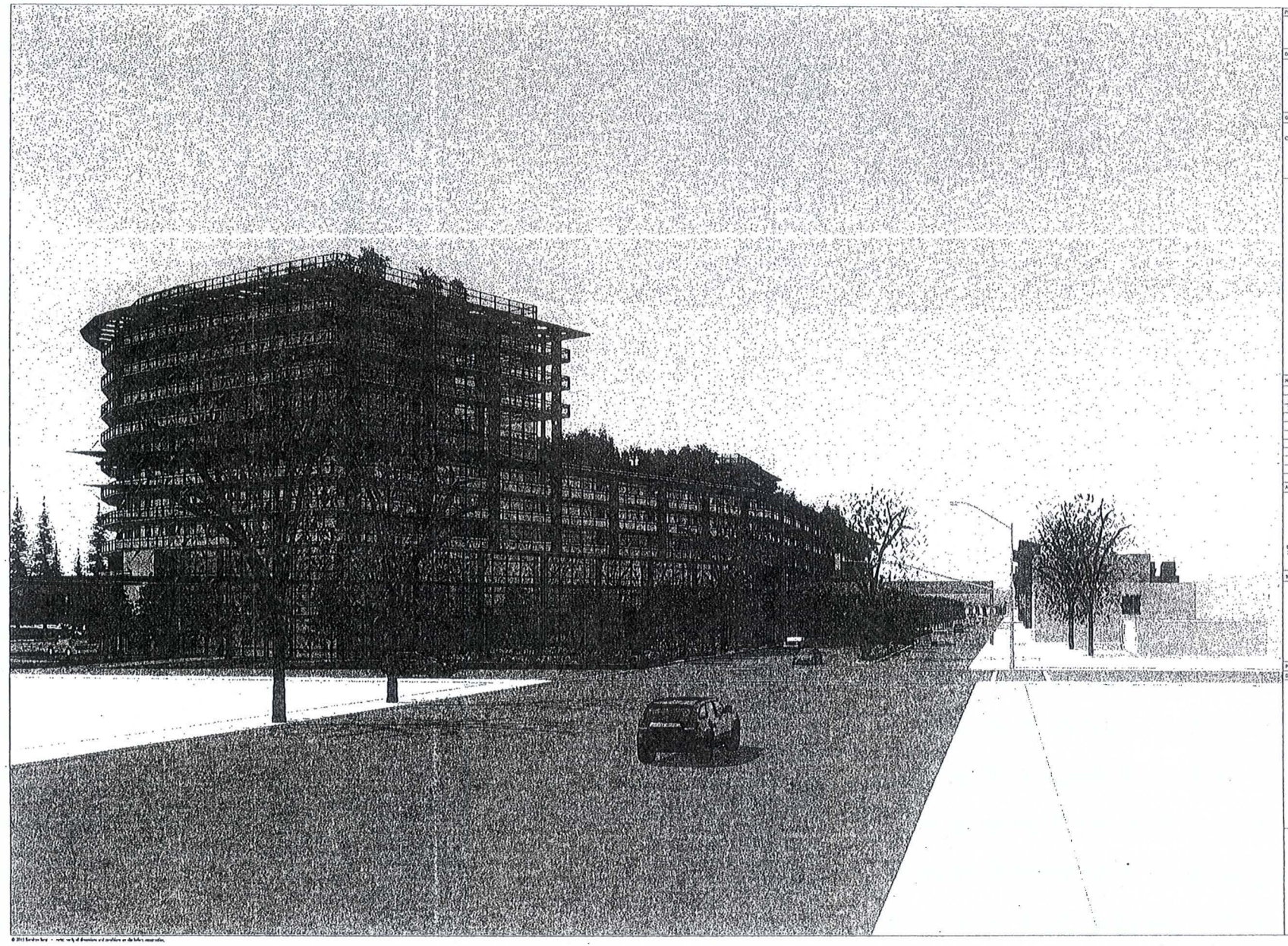
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK-ALT
DATE REV. JUNE 8, 2015

RENDERING
looking down
7th Street

V1



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11 Floor Alterative
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No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.00	New L1.0 and rev. A1.1,A1.4,A1.12

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PROJECT NO. 500 KIRK ALT
DATE REV. JUNE 8, 2015

VIEW 2
looking down
7th ST.

V2

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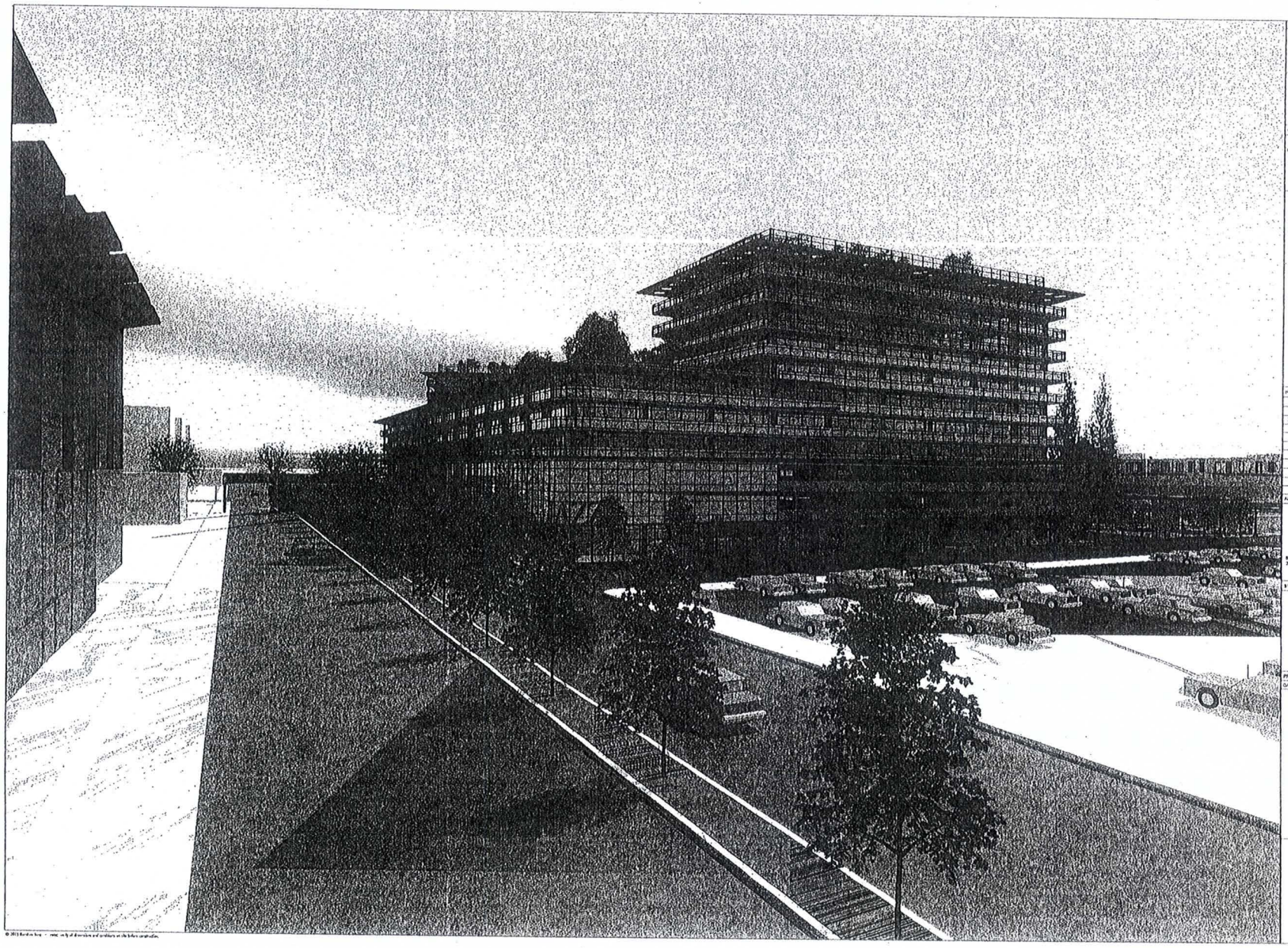

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11 Floor Alterative
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500 Kirkham Street
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No.	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.12

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PROJECT NO. 500 KIRKHAM
DATE: REV. JUNE 8, 2015

VIEW 4
looking East
up 7th ST.

V4

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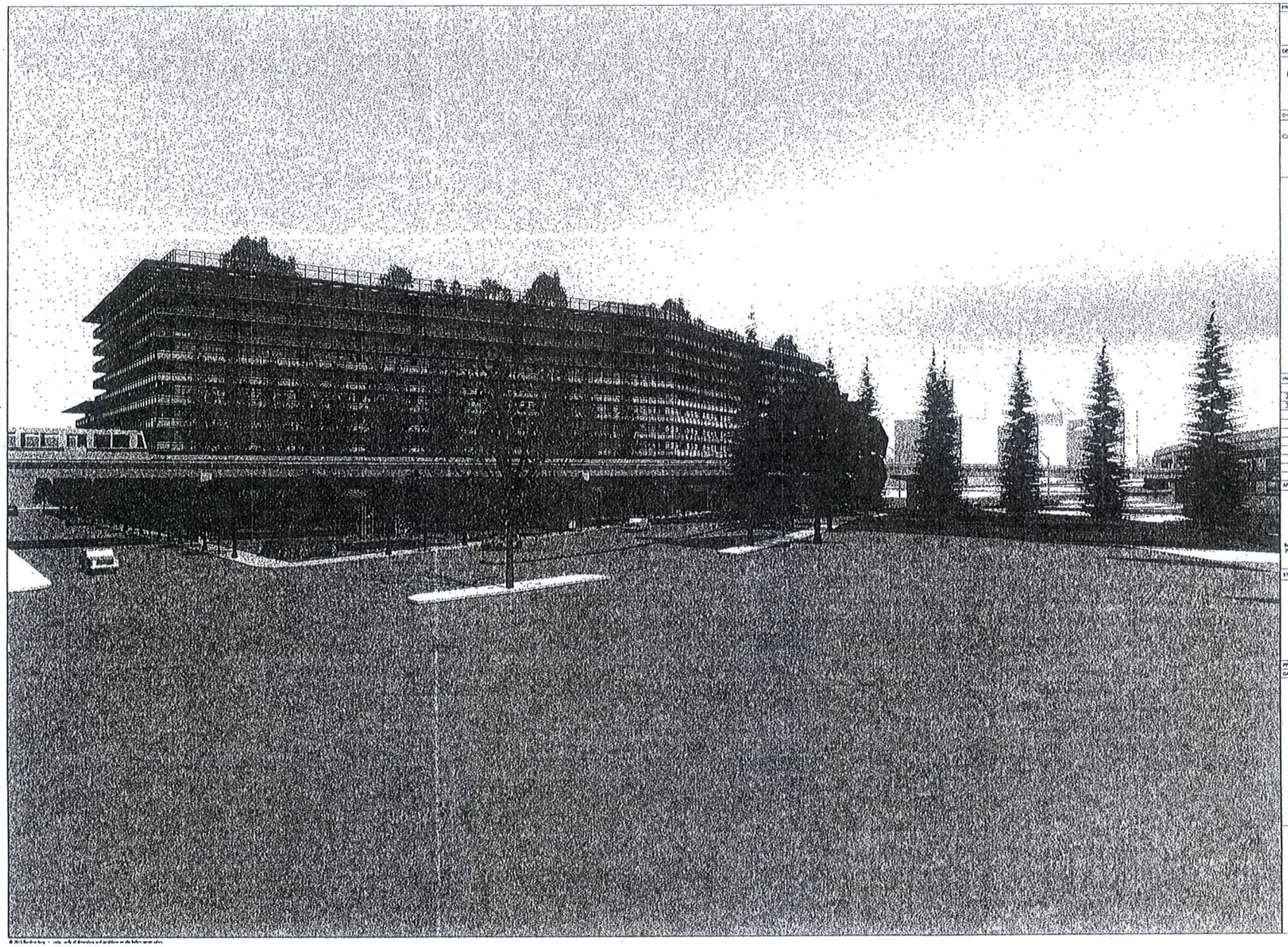

PROJECT

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
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No	Date	Revision
2	15.03.17	4th floor open space
3	15.06.09	New L1.0 and rev. A1.1,A1.4,A1.12

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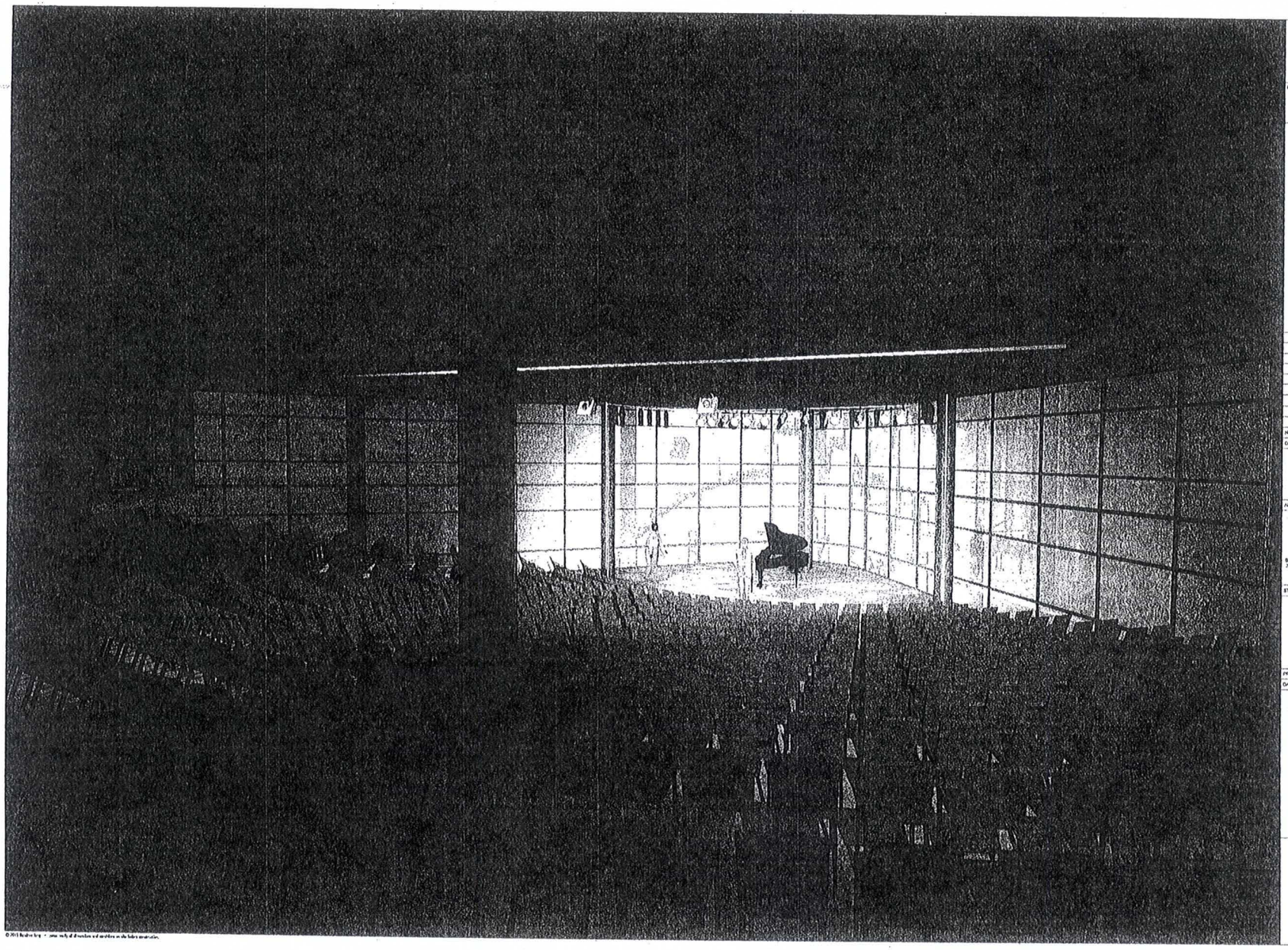
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM

DATE REV. JUNE 9, 2015

VIEW 6
looking Northeast
from 5th Street

V6



West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Description

DEVELOPER

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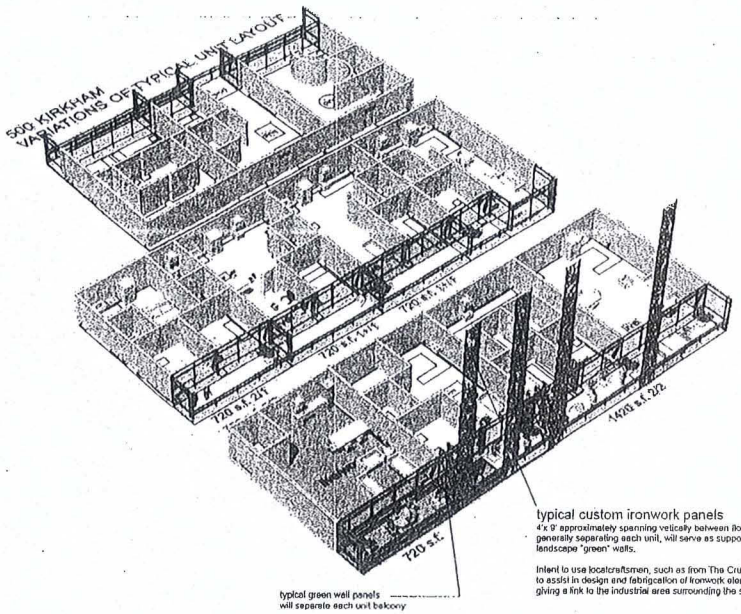
PROJECT NO. 500 KIRK

DATE: JUNE, 2014

VIEW OF
JAZZ THEATER

V9



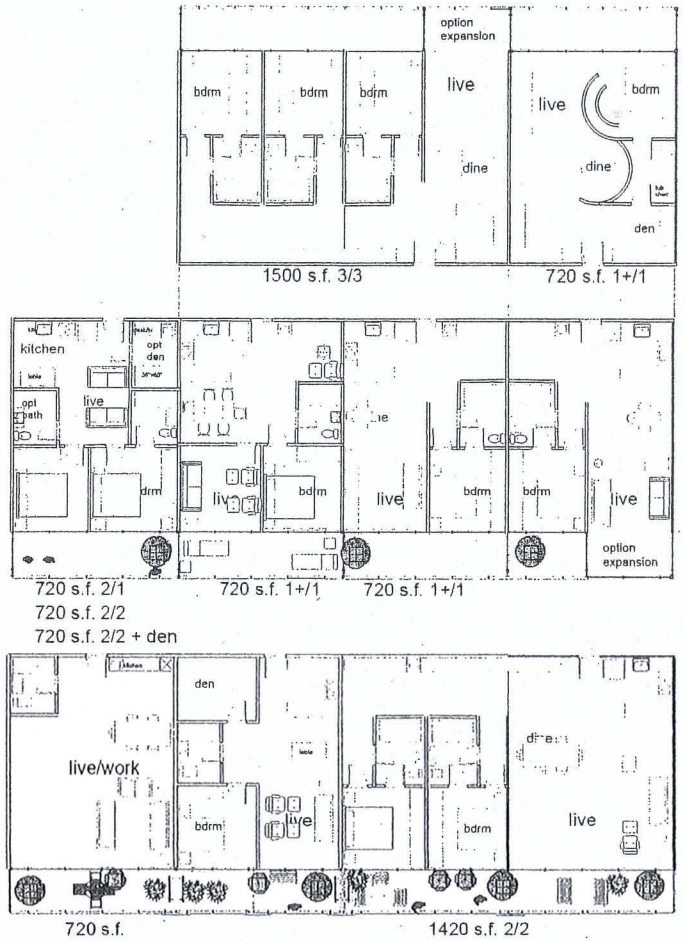
Typical Unit Plans - Isometric Illustration

typical custom ironwork panels
4'x 9' approximately spanning vertically between floor slabs generally separating each unit, will serve as support for landscape "green" walls.

Intent to use local craftsmen, such as from The Crucible, to assist in design and fabrication of ironwork elements, giving a link to the industrial area surrounding the site.

example of 4'x9' ironwork panel
silhouette of oak tree

500 KIRKHAM
VARIATIONS OF TYPICAL UNIT LAYOUT



Typical Unit Plans
1/8" = 1'0"
Showing variations in a n approximately 24' wide by 20' deep Unit

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revisions
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

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PROJECT NO. 500 KIRK
DATE: MARCH 3, 2015

TYP UNIT
PLANS

A3.0

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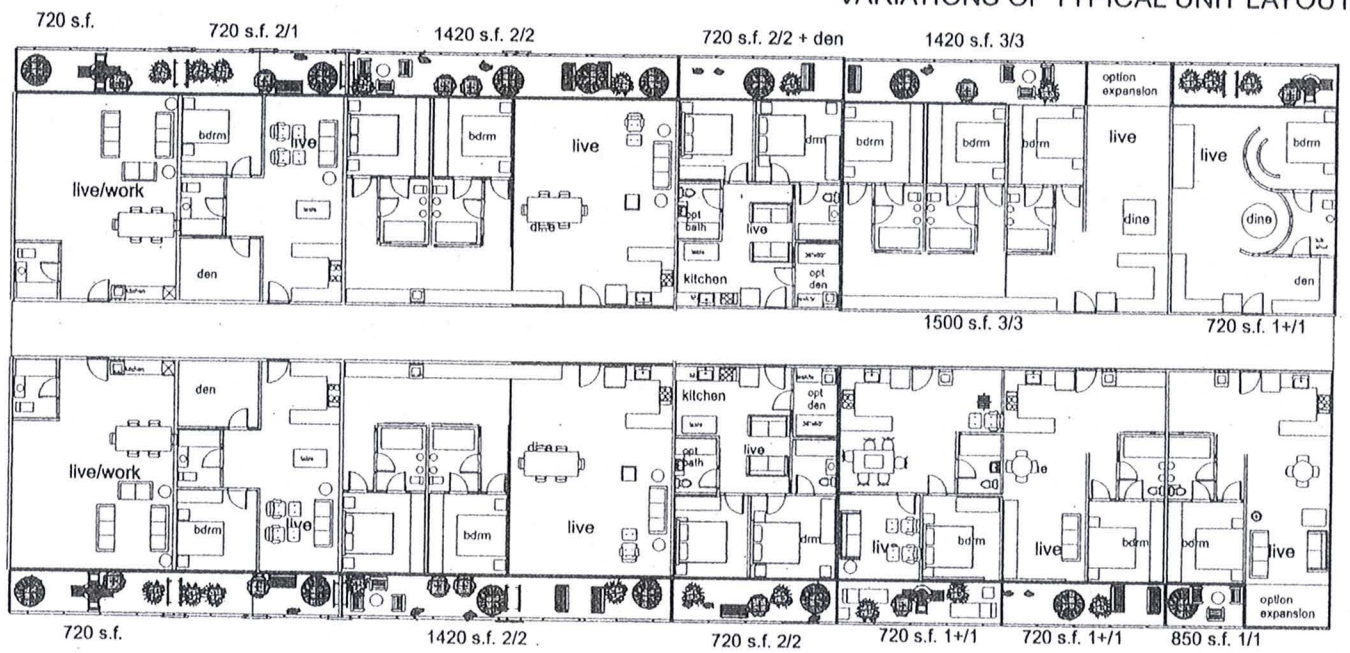
500 KIRKHAM
VARIATIONS OF TYPICAL UNIT LAYOUT



1 Typical Units
Scale: 1/8" = 1'-0"

0 10 20 30 40 50 FT

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11 Floor Alterative
Mixed Use Development
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No.	Date	Revision
2	15.03.17	4th fl open space
3	16.08.08	New L1.0 and rev. A1.1, A1.4, A1.12
4	15.01.09	DRB 1
6	16.07.24	DRB 2

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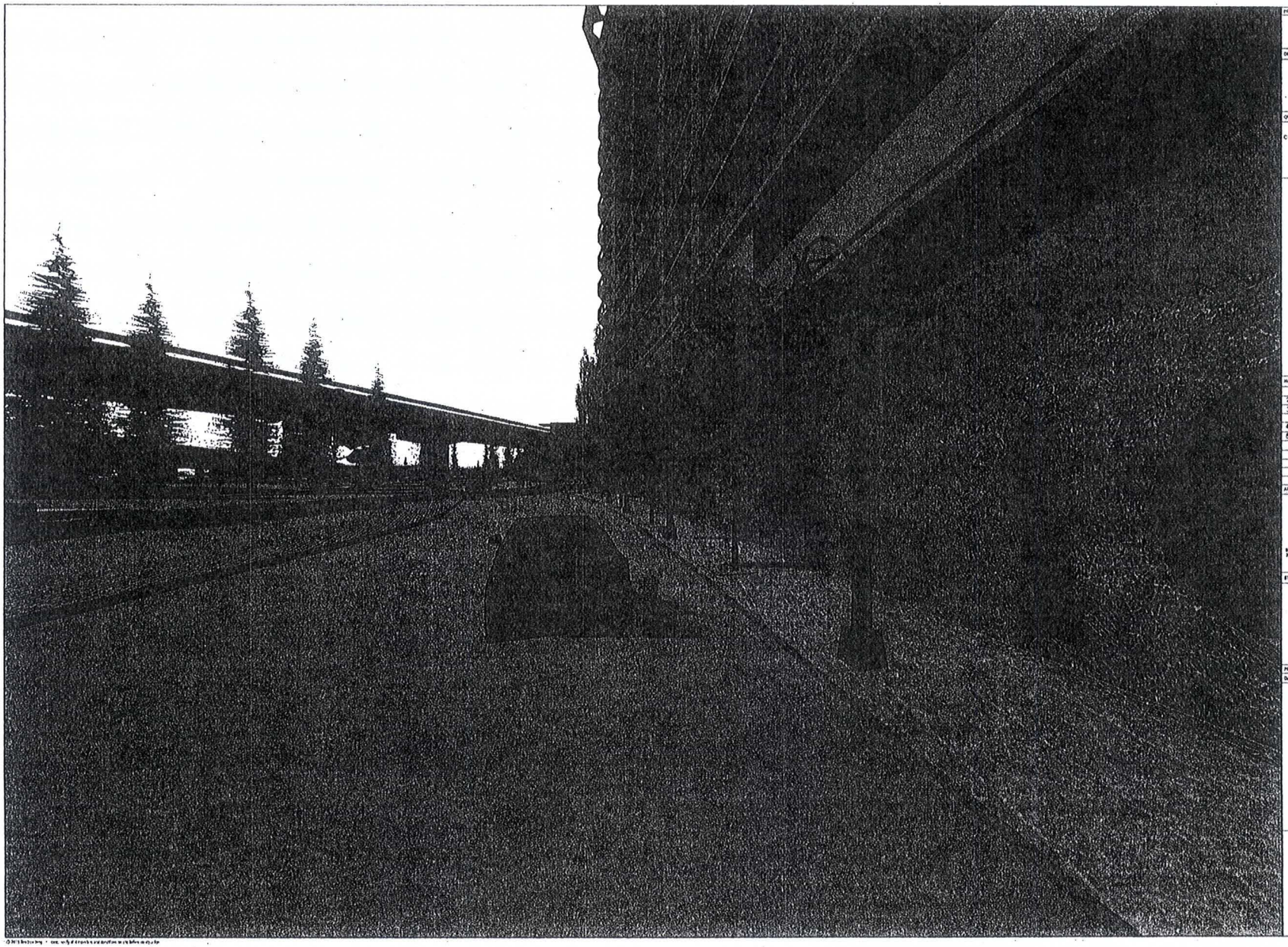
EXP. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM
DATE: REV. APRIL 8, 2015

TYP UNIT PLANS

A3.1



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Mixed Use Development
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No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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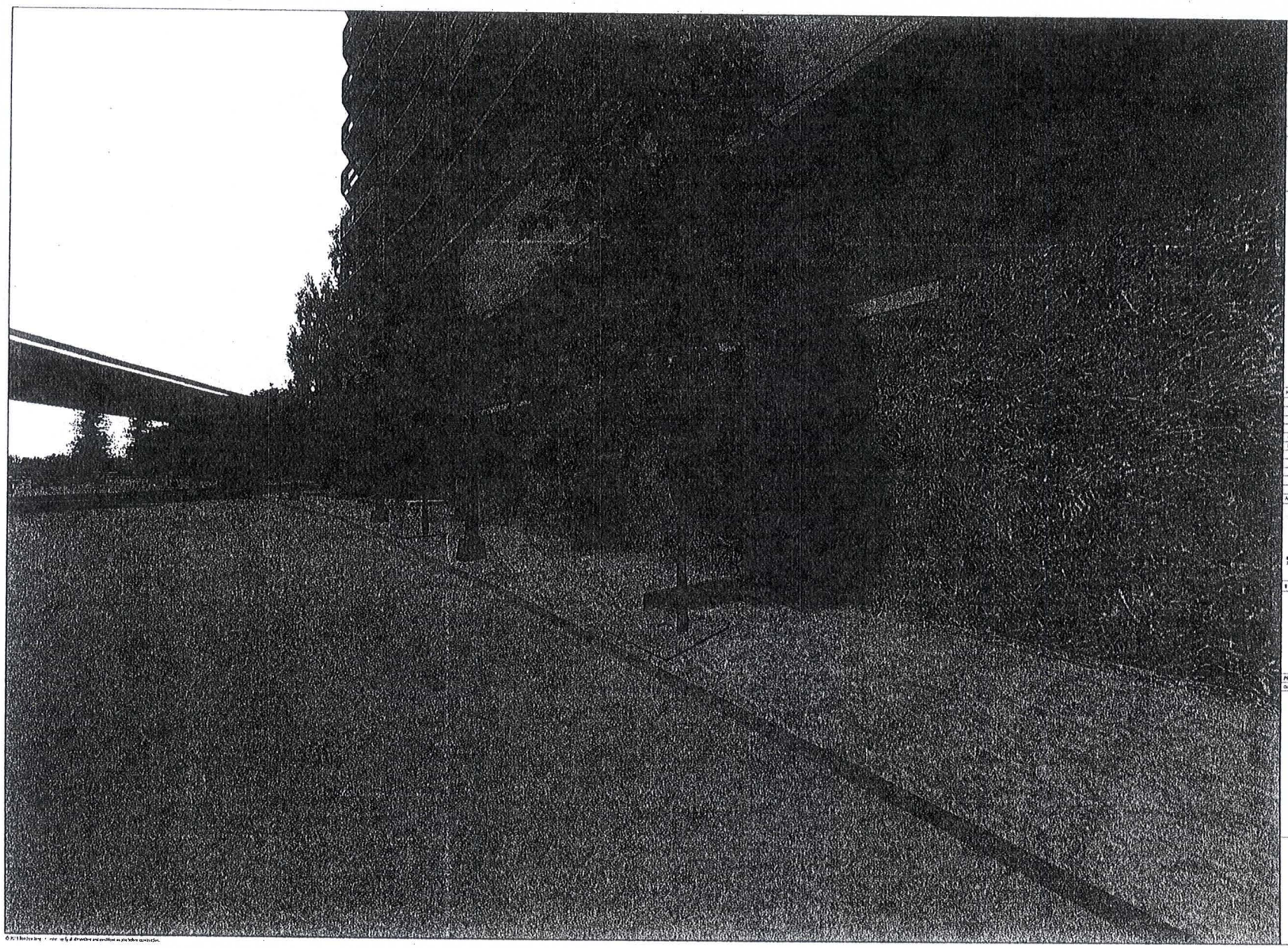
FCDN 6-30-16
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK ALT
DATE: REV. JUNE 8, 2015

VIEW 5c
Pedestrian
view down
5th Street

V5c



PROJECT

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No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.06	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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PROJECT NO. 500 KIRKHAM

DATE: REV. JANE 6, 2015

VIEW 5c
Pedestrian
view down
5th Street

V5d

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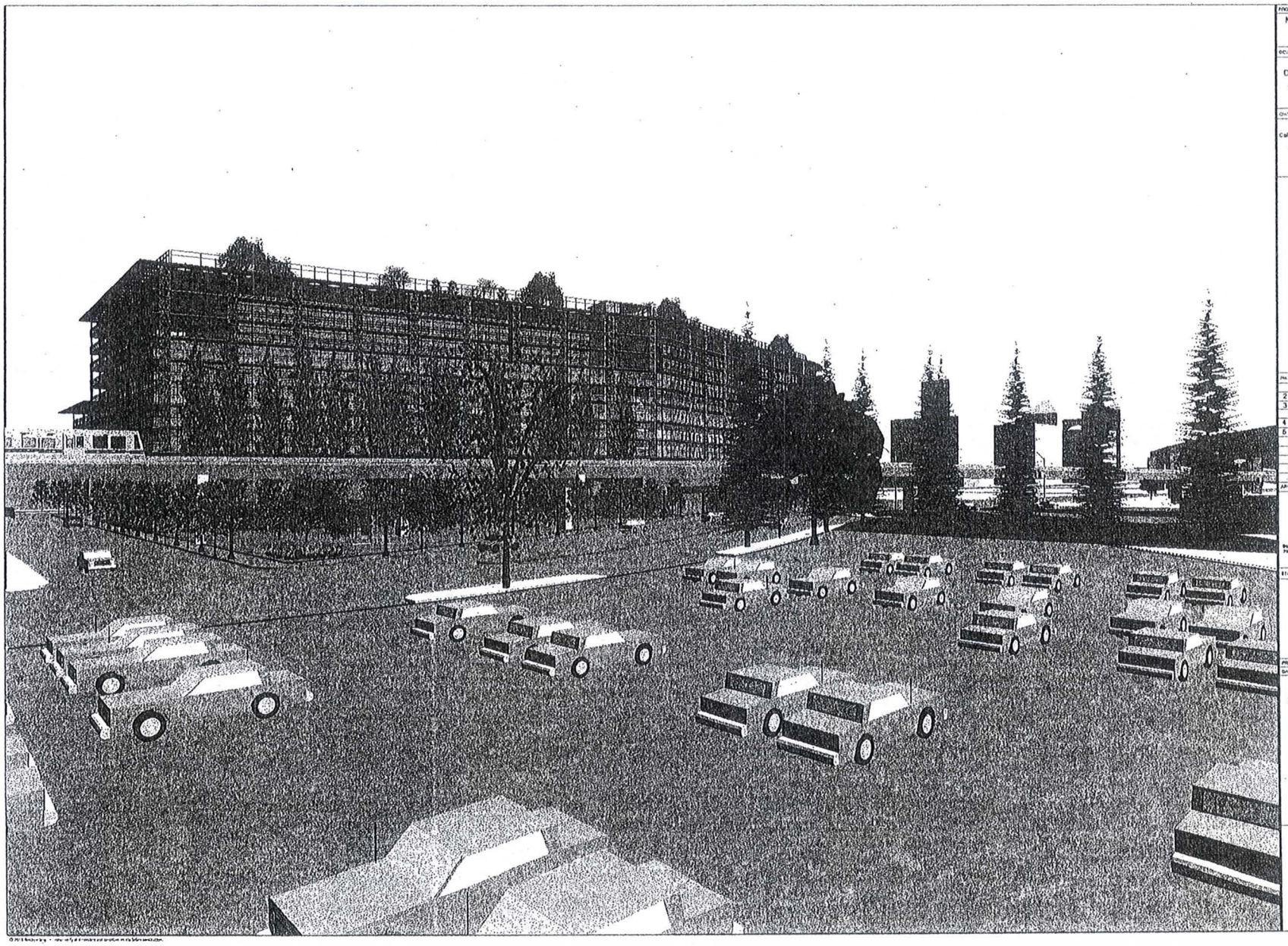

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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
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No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.06	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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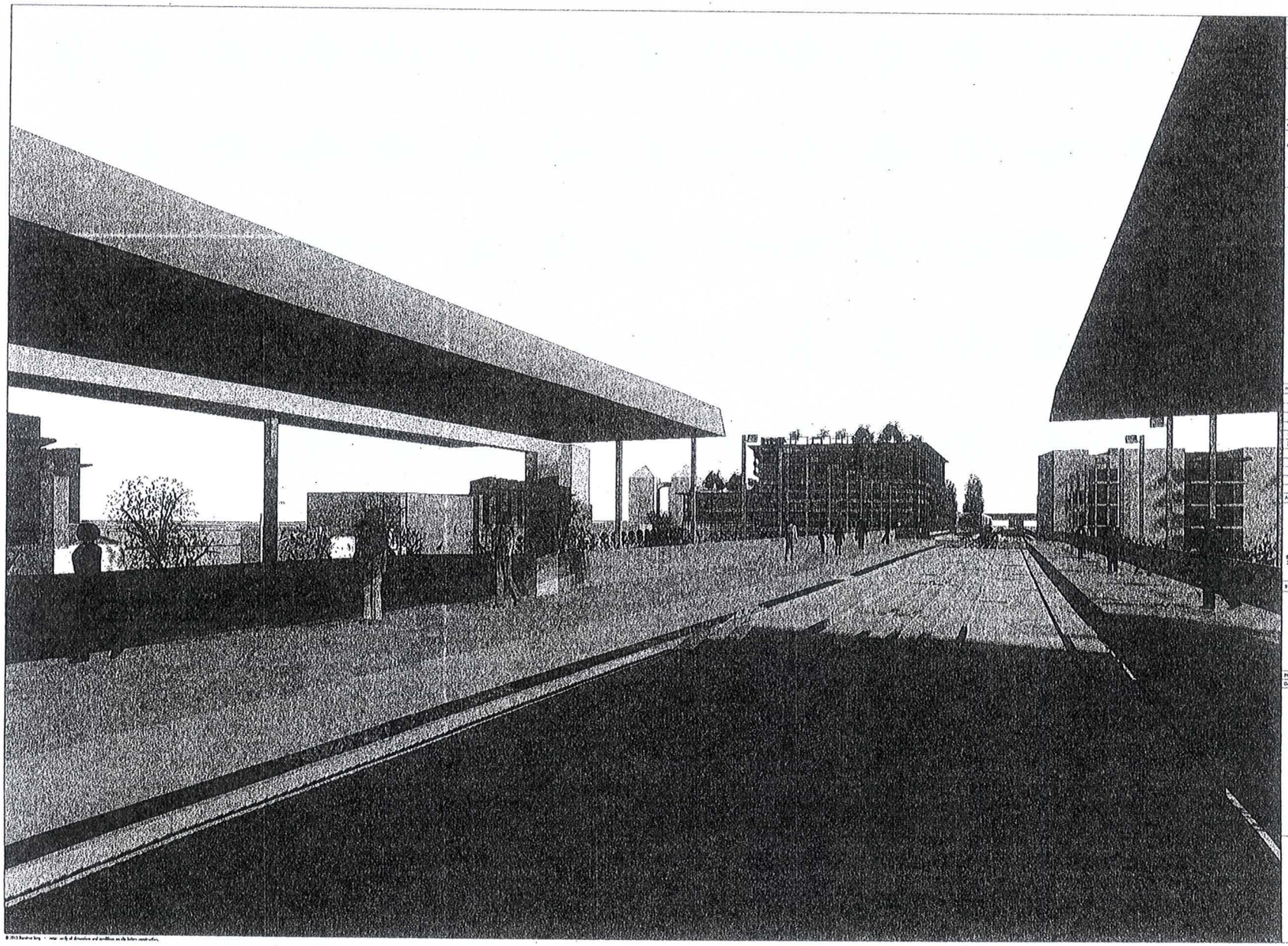
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM

DATE REV. JUNE 8, 2015

VIEW 6
looking Northeast
from 5th Street

V6a



PROJECT

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No	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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DATE 8-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM
DATE: REV. JUNE 8, 2015

VIEW
looking from
BART

V10

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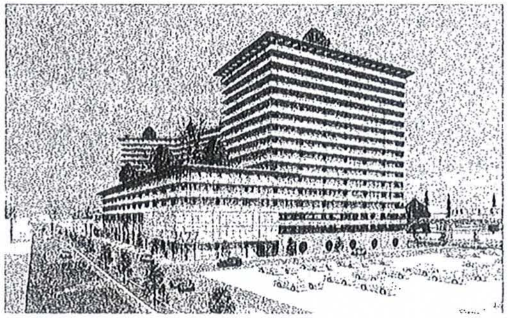
MIXED USE DEVELOPMENT for

500 KIRKHAM STREET



PROJECT INFORMATION

36,679 s.f. **Ground Floor Commercial**
64,871 s.f. **2nd & 3rd Floor Commercial/Charter School**
219,828 s.f. **Live/work studios: 222 units**
465,337 s.f. **Residential: 95 2bd/2ba + 256 1bd/1ba = 351 units**
95,699 s.f. **Common Open Space: 18,000 s.f. ground level park, 4,848 s.f. 4th fl. court, 29,753 s.f. 7th fl. deck 43,098 18th floor landscaped deck**
74,490 s.f. **Private Open Space (approx. 130 s.f. per unit)**
432 Parking Spaces: 287 spaces (for 573 habitable units at .5 to 1)
(3) **145 spaces for staff, transient, commercial, storage**

HISTORY:

This parcel currently belongs to CalTrans, and was part of the City fabric that was destroyed during the expansion of the ill-fated freeway expansion which cut thru this block. Since 1989, after the earthquake caused the removal of the freeway, the parcel has been used by CalTrans as a staging and storage area for CalTrans vehicles.

Union Street and 7th Street was at one the the beginning of a historic strip that hosted neighborhood activities and at its peak was the center for west coast jazz and blues in an area now determined to be of historic interest, and study by the City of Oakland for the last two decades.

BART's decision to cross overhead and locate it's West Oakland BART Station two blocks away from this site of course disrupted even more of the traditional neighborhood, and currently since BART's inception, the surrounding area has been largely vacant parcels, like the CalTrans site, or empty lots used for daily commuter parking.

This shall change with the instigation of the West Oakland Specific Plan commissioned by the City of Oakland and completed in 2014 by JRDV Architects.
In this plan, the area around the BART Station will be developed into mixed uses, with commercial along 7th Street and residences above.;

In order to stimulate the type of growth necessary to sustain this development, as well as allow commercial and residential development to take place in this central transportation hub (the West Oakland BART Station is the final stop to San Francisco, taking only 6 minutes door to door) the plan calls for many of the older neighborhoods to remain intact while allowing for more dense buildings along 7th Street. This proposal will be the first major mixed use development in this area.

PROPERTY: (4)

The edge of the West Oakland Specific Plan is indeed this Caldrons block, approximately 2.850 acres (124,126 sf ±) surrounded by 7th Street to the north, Kirkham Street to the West (facing the BART Station one block away), 5th Street to the South, and Union Street to the North. The Project's Address will be nominally 500 Kirkham Street as the sales/rental offices will be located facing the BART station. There is an approbate 7800 sq.ft. corner wedge at 7th and Union which is not a part of this project, and currently owned privately. There is a vacant single story warehouse building at this corner which currently will remain, but the development plan calls for turning this into a green space, which will open up the 7th Street Corridor and funnel cars to the future smaller street envisioned in the Specific Plan. The "entry" to the new 7th Street historic blocks indeed begins at the edge of the wedge and is marked by a marker sign that spans the entire street.

The adjacent lot is only 7,117 sf ± and with the necessary setbacks is virtually undevelopable. As it stands as a single story warehouse, it doesn't affect the viability of this project, but the future plans would be to obtain this lot and keep it as an open space landscaped plaza to serve as the entry to the 7th St. historic area.

DESIGN:

Beyond the marker sign is Ground Floor Commercial with high ceilings. The commercial is further stepped back 9'6" from the existing inside edge of the sidewalk offering protection as well as a more graceful pedestrian space, with additional street trees along 7th street.

At the break (where the historic sign is located) the project's ground floor commercial breaks along the property line, cutting with a gentle curve to the side Union Street beyond. The sidewalk here is 6', to allow glazing along this interior corridor, and because of the curve of the property line, there is an additional green space of as much as 9' beyond this interior sidewalk to allow landscaping and a buffer from the rear of the existing warehouse building on the corner. Eventually, our hopes is that this sight becomes a signature small civic park denoting the start of 7th street historic Jazz/Blues area, and we expect it can be used for outdoor performances, surrounded by what we have as large ironwork silhouettes of musicians.

There is interest in a charter school for the arts at this location, and the commercial area is designed with open space areas that can be easily renovated to large and small classrooms and assembly spaces, including a two story assembly performance space on the 2nd floor at the northwest corner of 7th and Kirkham, with a potential stage area cantilevered over the corner and holding as many as 350 patrons.

The commercial space/school would take over as much as three stories, and the design accommodates this use. In addition, there is three stories of live/work, either residences or small commercial areas above that to accommodate the artists and arts oriented users that may be attracted to this development.

All the parking for both the commercial and the residential is handled by a three story garage which takes up the rear of the project, with entrance off of 5th Street. The garage then faces the freeway and the BART tracks, and all the habitable residential, live/work, or commercial space will be at the 4th floor level or 32', which is above the 25' high BART tracks.

All the commercial/school area and live/work spaces take up the first 6 stories for a total of 60' height.

Above 60', starting with the 7th floor, will be the residential tower wing which will rise from the 7th to 16th floor. As mentioned, the units will rise in a slender sinuous tower, following the shape of the side and back streets. This allows every unit to have an excellent and unique view, both the front units and the back units will have unimpeded views and air and light.

The design allows for some flexibility in the arrangement of unit sizes. As shown in this proposal there are 95 2 bed/2 bath units of approx. 1300 sf, and 256 1 bed/1bath units of approx. 700 to 900 sf in size, each unit having an average 130 sq.ft. of private exterior decks and all with unimpeded views of Oakland and the Bay.

A significant design element is to step back every unit 6'6" back from the edge of the building expanse, allowing for a covered outdoor private deck, with a sound-resistant laminated glass railing.

PLAN:

The plan allows a height limit of 160 feet at this area, but the plan calls for a lower profile facing 7th street to be more in scale with the existing buildings, and to allow more sunlight into the 7th Street corridors.

So the design calls for a minimum of 60' along 7th Street along the projects north wing, and the building is stepped back to 159 feet along the curving south border, and stepped back 50' from the BART right-of-way which cuts through the southern corner of the property. The 1/2 acre+ of land at the south will be a ground level landscaped park, serving as a green buffer for the building. (4)

By creating a u-shape, the tower follows the curing street of 5th and Union, but is largely set back from the 7th street wing allowing light and air into the property, so that the garden deck on the roof of the 7th Street building will get sunlight during most of the day. This is 1/2 acre of outdoor space for the use of the tenants of the building, who can enjoy a view to the interior courtyard as well as the 7th street corridor.

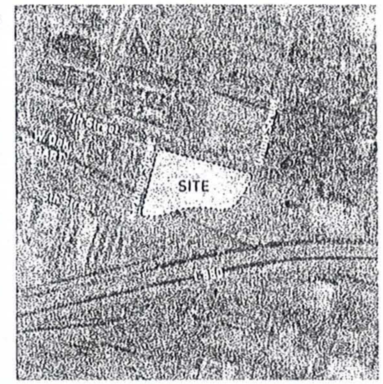
On the very top of the 160 foot tower, rather than private units, we've designed another open space landscape deck of almost 1 acre, surrounded at this height by a glass protective wall of 8' to shield against wind. This will be added to the common open space as well and is access by multiple elevator banks from all the residential floors.

STRUCTURE:

The Structure will be a Type I Class A Fire-Resistive steel and concrete building, composed of 8" concrete slab floors, which extend beyond the edge of the perimeter of the building another 6'6" to serve as private open space and as a sound buffer for the noise of BART and the traffic in the area. The perimeter of each slab is surrounded with laminated sound resistant glass. The outside walls will be all thermal insulated glazed generally floor to cieling save areas, and each unit will have it's own energy-efficient heating/cooling unit.

Four banks of elevators serve the property on each side of the building as well as 4 banks of staircases.

VICINITY MAP



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PROJECT
Mixed Use Development
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Oakland, CA 94607

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Mixed Use Development
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No.	Date	Revision
1	15.03.13	pre-app rev
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18
4	15.07.09	DRB 1
5	15.08.04	DRB 2

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PROJECT NO.
DATE:

COVER SHEET & INDEX

G001

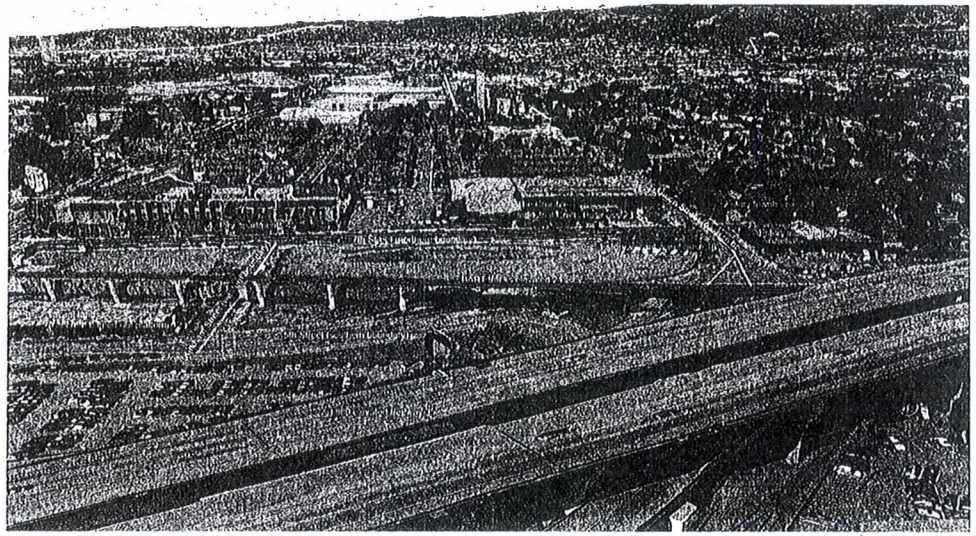
RECEIVED
AUG 4 2015
City of Oakland
Planning & Zoning Division

ATTACHMENT C

Aerial showing (true north at top)

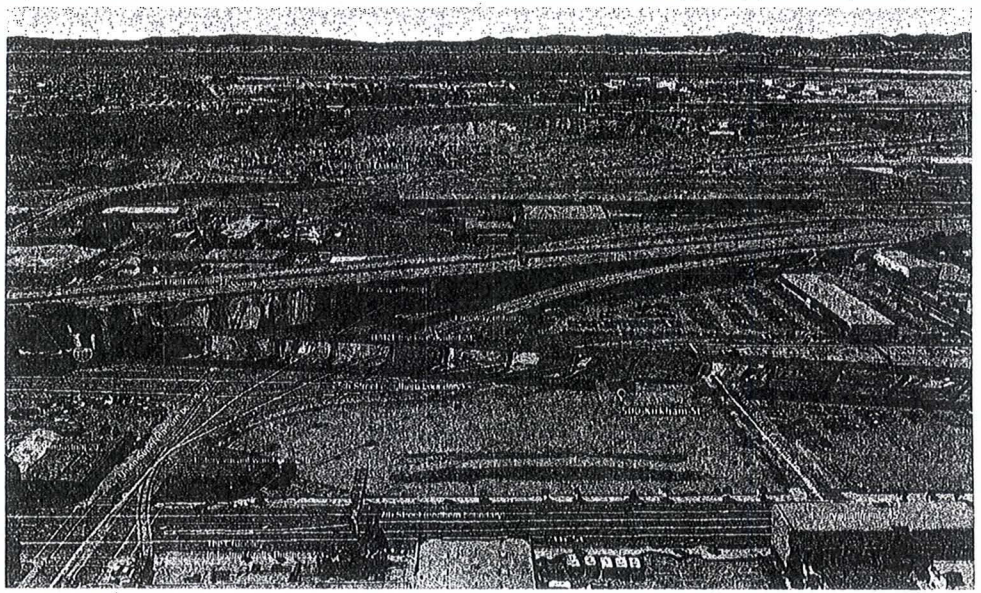
The projel as is evident is surrounded on three sides by largelyvacant parels of land, with the BART tracks and elevated I 880 Freeway forming a concrete barrier dividing this Project and the industrial area that is the Port of Oakland

PHOTOGRAPHS OF NEIGHBORHOOD



View looking north

The project's north boundary faces 7th Street. Immediately accross the street is the Industrial Crafts Manufacturing complex known as The Crucible. to the left ôf the porject is 4 story apartments and to the right are 2 story townhouses



View looking south

No residential on three sides looking south. Indusclial warehouses to the least, vacant lots to the south and west, and the elevated BART tracks and I 880 freeway to the south and the Port of Oakland beyond.

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Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

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STATE OF CALIFORNIA

PROJECT NO. 500 KIRK

DATE: MARCH 3, 2011

SITE
NEIGHBORHOOD
PHOTOGRAPHS

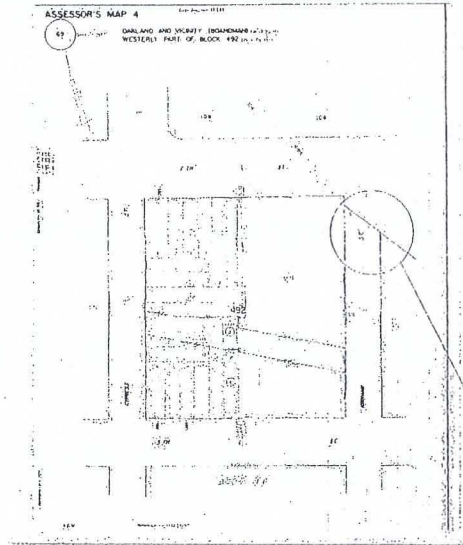
G0002

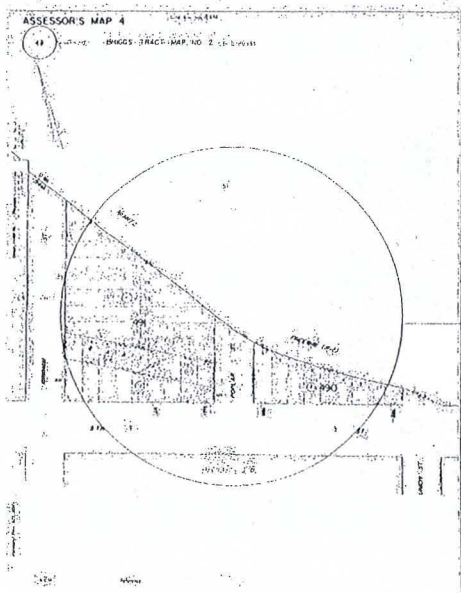
© 2015 Bernard Jong • note: verify all dimensions and conditions on site before construction

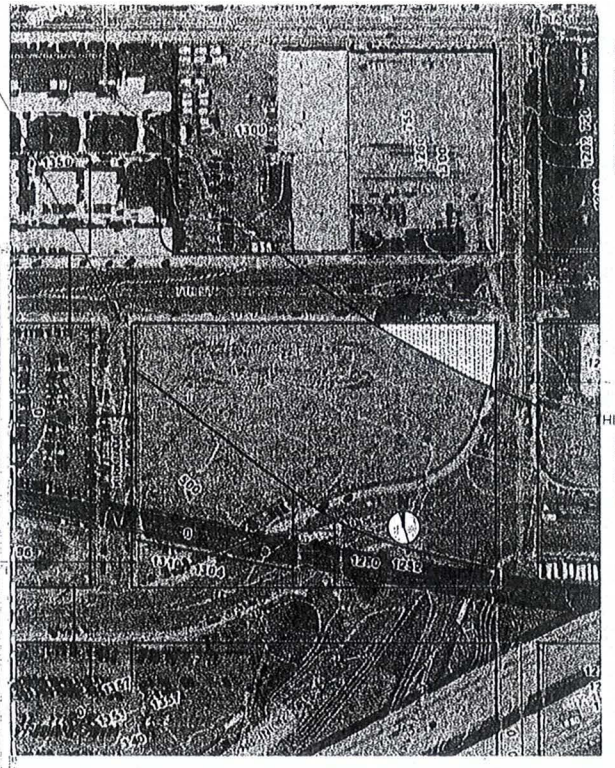
ASSESSOR'S PARCEL MAPS

ASSESSOR'S PARCEL MAP 4 INDICATES CURRENT LOTS OF RECORD, WITH A CENTER SWATCH OF LAND CURRING THROUGH THE SITE (FORMER CYPRESS FREEWAY) OWNED BY THE STATE AS NEGATIVE SPACE. THE CORNER LOT ON THE UPPER LEFT IS NOT A PART OF THE PROJECT.

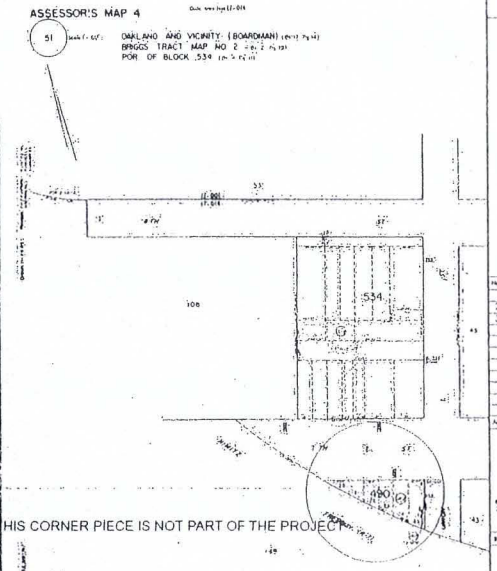
THE PROJECT BOUNDED BY 7th STREET TO THE NORTH, KIRKHAM STREET TO THE WEST, 5th STREET TO THE SOUTH, AND UNION STREET TO THE EAST.







AERIAL PARCEL MAP DOCUMENT FROM ALAMEDA COUNTY RECORDS, TAKEN 12/31/14



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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.18

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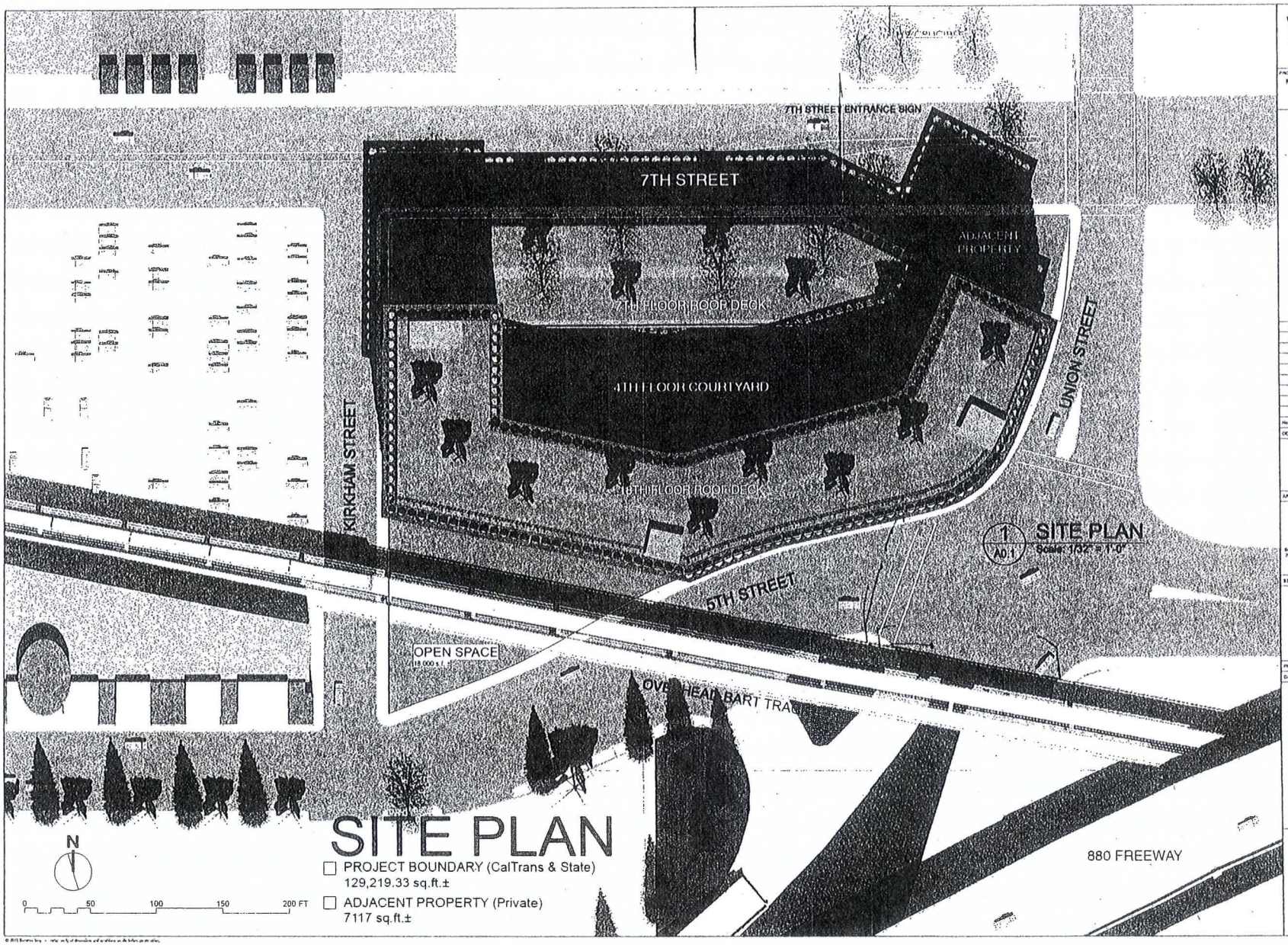
BERNARD WONG JONG
NO. C 6338
REG. 8-30-14
STATE OF CALIFORNIA

PROJECT NO: 500 KIRK
DATE: MARCH 3, 2015

ASSESSOR'S PARCEL MAPS

G0003



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PROJECT
Mixed Use Development
500 Kirkham Street
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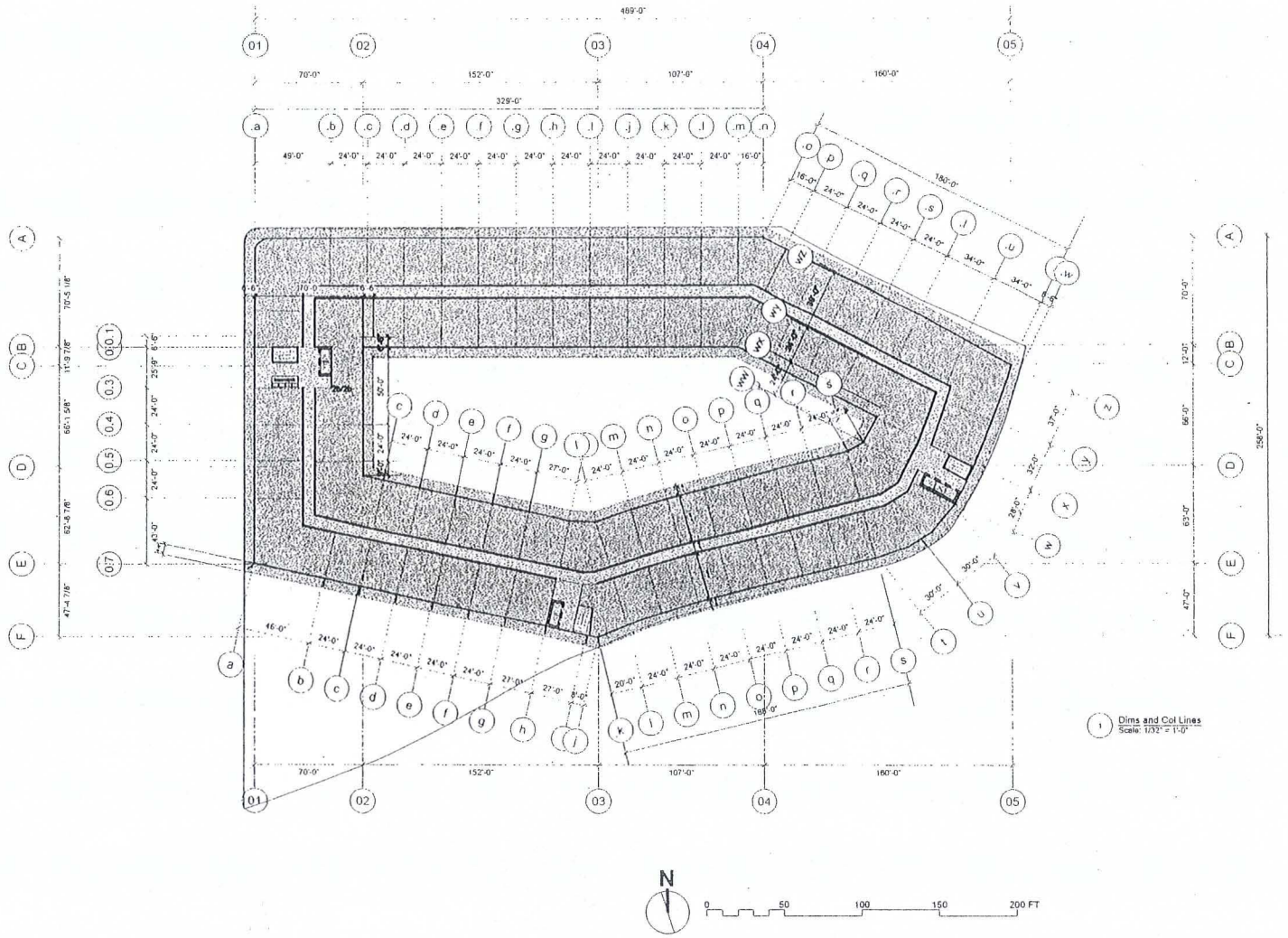
PROJECT NO. 308 KRK

DATE JANC 2014

SITE PLAN
(sun at noon on Mar/Sep 20)

A0.1



1 Dims and Col Lines
Scale: 1/32" = 1'-0"

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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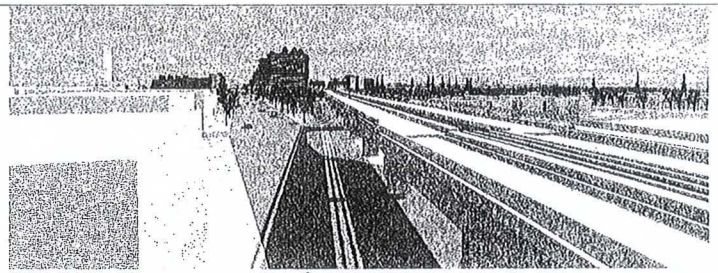
PROJECT NO. 508 KIRK

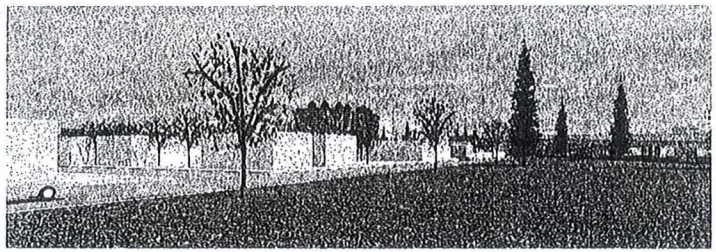
DATE APRIL 2014

SITE PLAN
DIMENSIONS
&
COLUMN LINES

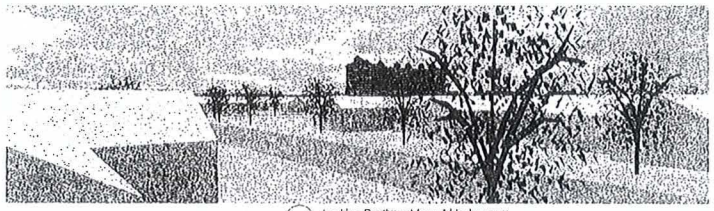
A0.2



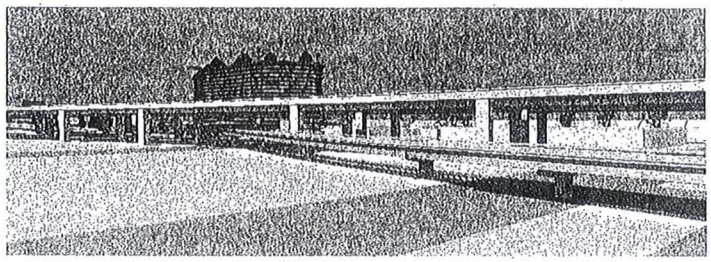
1 Looking North down 7th St. from 4 blocks away
Scale: 1:500



2 Looking Northeast from 4 blocks away
Scale: 1:500

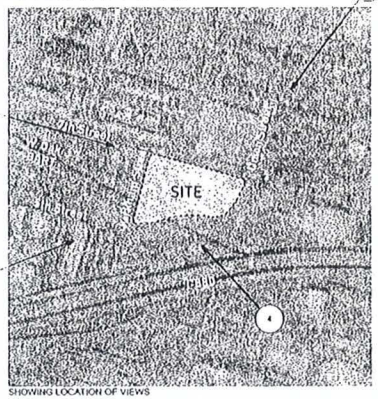


3 Looking Southwest from 4 blocks away
Scale: 1:500



4 Looking Southwest from 3 blocks away at BART
Scale: 1:500

VICINITY MAP



SHOWING LOCATION OF VIEWS

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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PROJECT NO. 500 KIRK

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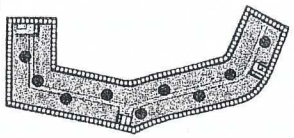
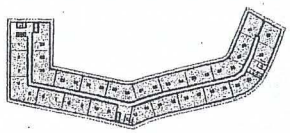
VIEWS FROM SURROUNDING NEIGHBORHOOD

A0.3



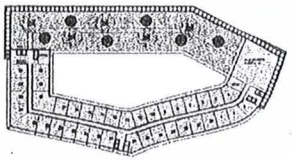
18 ROOF FLOOR PLAN

ROOF



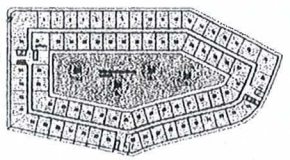
13 thru 17 typ.

17 TH FLOOR PLAN



7

7 7TH FLOOR PLAN



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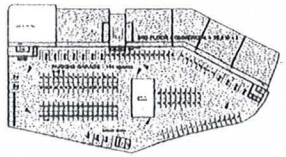
4 4TH FLOOR PLAN



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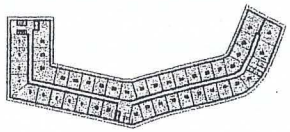
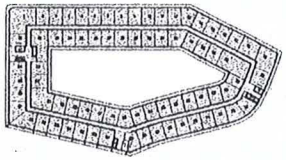
3 3RD FLOOR PLAN



9-12 typ.

9 9TH FLOOR PLAN



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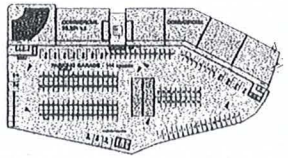
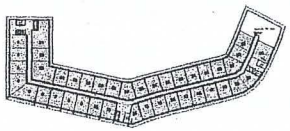
6 6TH FLOOR PLAN



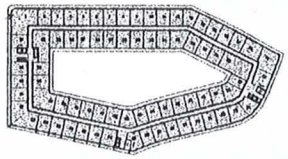
2

2 2ND FLOOR PLAN



8

8 8TH FLOOR PLAN



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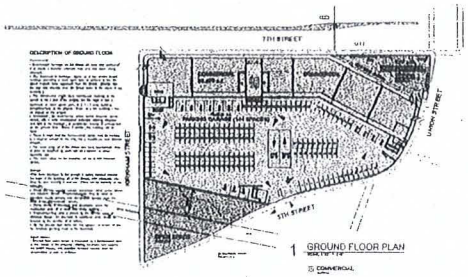
5 5TH FLOOR PLAN



GROUND

1 GROUND FLOOR PLAN

West Oakland Development Group LLC

PROJECT:
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision

DEVELOPER

ARCHITECT

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PROJECT NO. 500 KIRK

DATE: APR. 2014

FLOOR PLAN VISUAL INDEX

A1.0

scale: 1" = 100'

DESCRIPTION OF GROUND FLOOR

Commercial

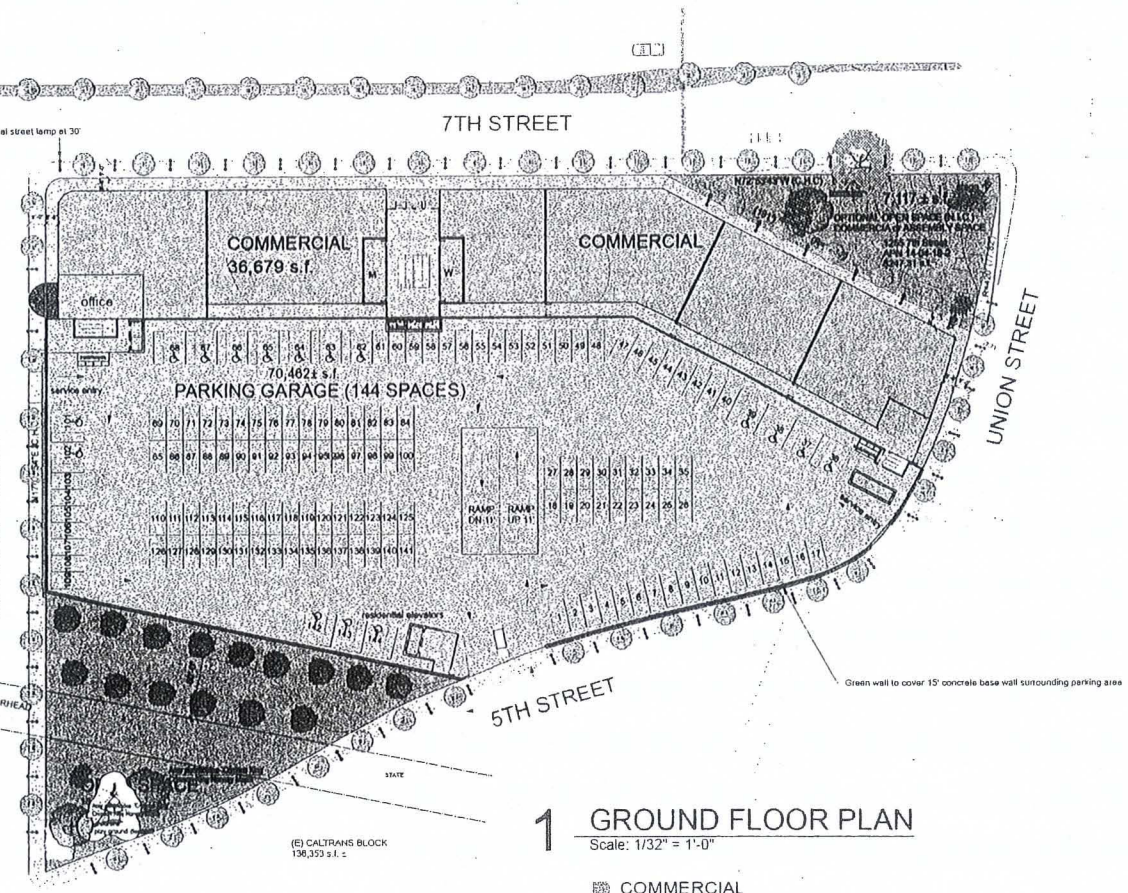
- Commercial frontage on 7th Street set back and additional 9' to create a broader sidewalk area and new trees along sidewalk
- The Commercial frontage opens up at the Union Street frontage providing a more open face as patrons to the 7th street Historic Area approach from 7th Street. (Notice that the sign that crosses over 7th Street starts at the break of the building.)
- The abandoned single story warehouse building at the corner is not a part of the project, but the hope is that it becomes an open space park, or a 1 - 3 story building complimentary to the project. Even as a low building it has no impact on the project.
- Meanwhile, the commerical space bends towards Union Atreet, with a wide landscaped sidewalk offering airspace and light to the frontage, so pedestrian access is unimpeded on the ground floor. Above 3 stories, the building will be open.
- There is hope that the Commericial space may be inviting to a magnet school for the arts, like a Jazz/Blues Arts Charter School.
- The main entry off of 7th Street can have appropriate drop of zone as required by such use as a school or other specialty use.
- The sales office for the complex will be at 500 Kirkham Street.

Garage

- The main entrance to the garage is safely located around the back of the building off of 5th Street, with adequate site lines for cars coming in and out. There will be security at the entrance.
- There are two special service entrances off of Union Street and Kirkham Street. These entrances may be used as transient hourly parking with designated spaces near the back of the Commercial space.
- Three banks of elevators and staircases serve the residential units off of each side of the building.
- Trash/recycling area is shown by the service entry of Kirkham Street. An alternate or additional area could be located by the service off of Union.
- On the ground floor there are 144 spaces, of which 16 are for disabled parking close to the elevators.

Open Space

- Ground floor open space is proposed as a landscaped park to the South of the property, offering southern sun beyond the BART tracks, and possible fensced secure area for observation of pets or children.



1 GROUND FLOOR PLAN
Scale: 1/32" = 1'-0"

COMMERCIAL
36,679 s.f.

PARKING GARAGE
70,452 s.f. = 144 spaces
(3 floors total = 3432 spaces)

0 50 100 150 200 FT

N

GROUND

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Mixed Use Development
500 Kirkham Street
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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1, A1.4, A1.18

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JONG
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LICENSED ARCHITECT
GERALD W. JONG FAIA
STATE OF CALIFORNIA
NO. C 8250
REG. 8-30-1

PROJECT NO. 500 KIRK
DATE MARCH 3, 2015

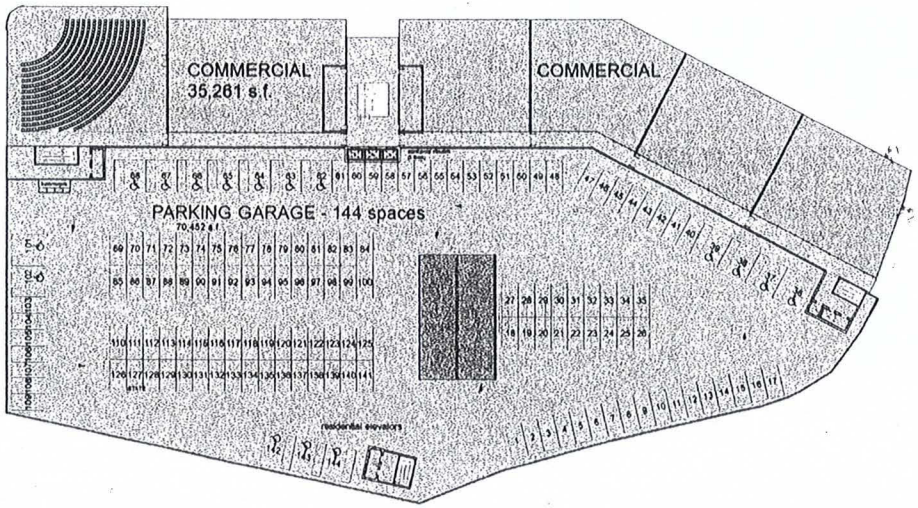
GROUND FLOOR PLAN

A1.1

DESCRIPTION OF 2nd FLOOR

Commercial (35,261 sq.ft.)
- Commercial is designed as flexible open space on the third floor, with gracious large staircase entry from the 7th Street lobby and central restrooms.
- The floor to floor height is 10 feet, except 20' in the unit facing Northwest at the corner of 7th and Kirkham, which has a cantilevered performance/assembly space, which is the same size at Yoshi's performance space. Like the other apces this can be configures in many ways...shown is a tiered Continental seating arrangement with 350 seats facing a corner stage area which can be seen going up 7th street and will light up the intersection at night.

Garage (70,452 sq.ft.)
- 2nd floor garage space is accessed via a straight ramp similar to that at Ikea's in Emeryville, alllowing each circulation.
- There are a total of 144 spaces on the 2nd floor, with 16 handicap spaces close to the elevators.



2

Commercial Space: 35;361 s.f.

Garage: 70,452 s.f. with 144 spaces

2 2ND FLOOR PLAN

Scale: 1/32" = 1'-0"

COMMERCIAL
35,261 s.f.
spaces x 3 floors = 362 spaces

PARKING GARAGE
70,452 s.f. = 144 spaces
3 floors total = 362 spaces

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Remarks

DEVELOPER

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PROJECT NO: 508 #06

DATE: JUNE, 2014

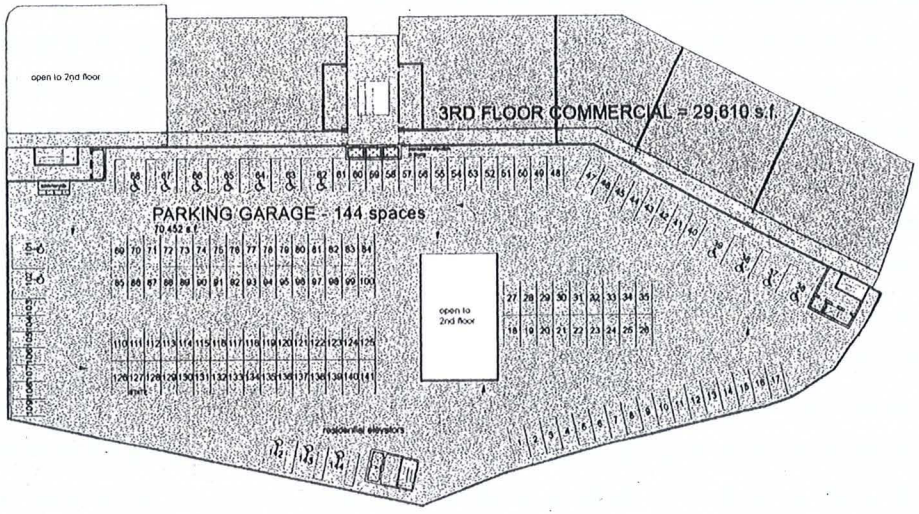
2nd FLOOR PLAN

A1.2

DESCRIPTION OF 3rd FLOOR

Commercial (29,610 sq.ft.)
- Commercial is designed as flexible open space on the third floor, with gracious large staircase entry from the 7th Street lobby and central restrooms.
- The floor to floor height is 10 feet, with the farthest West unit looking out over the open 2nd floor space, serving as a audience balcony or simply as sharing space.
- Access to the the 3rd floor is via a wide elegant staircase open to the 2nd and 1st floor again with a service core of restrooms. There is additional emergency staircases located at each end of the corridor.
- A bank of 3 elevators servces the 3 stories of commeical.

Garage (70,452 sq.ft.)
- 2nd floor garage space is accessed via a straight ramp similar to that at Ikea's in Emeryville, allowing each circulation.
- There are a total of 144 spaces on the 3nd floor, with 16 handicap spaces close to the elevators



3

3 Scale: 1/32" = 1'-0"

3RD FLOOR PLAN

COMMERCIAL
29,610 s.f.

PARKING GARAGE
70,452 s.f. = 144 spaces
3 floors total = 362 spaces

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
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No.	Date	Revisions

DEVELOPER

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PROJECT NO. 500 KIRK
DATE APRIL 2014

3rd FLOOR PLAN

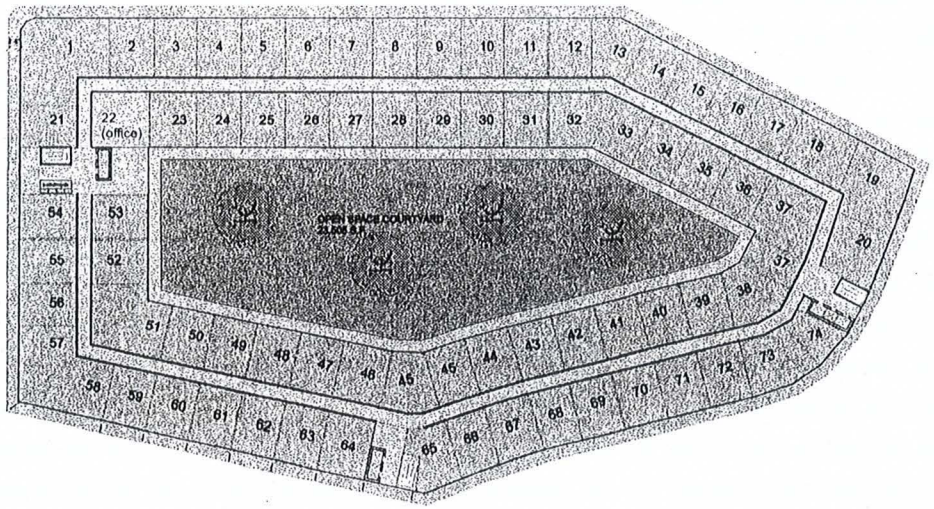
A1.3

© 2015 Benedrew Jong • reuse, verify all dimensions and conditions on site before construction.

DESCRIPTION OF 4th Floor

Flexible space: Residential/Classroom/Office Space (73, 476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 4th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

Open Space
• There is a 23,505 s.f. landscaped courtyard on the 4th floor, serving as semi- prirvate joint open space for the tenants of the building. This allows light and air and greenery into the interior facing units.
• Additionally, each unil was a 6' balcony or courtyard private space.



4

(71) 1 bd/1ba @ 700 s.f.
(3) 1+ bd/1ba @ 900 s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units

4 4TH FLOOR PLAN

Scale: 1/32" = 1'-0"

LIVE/WORK 74 units: (66) 700 sf units and (8) 900 sf units each with 130 sf private deck
73,476 s.f. + 23,,505 s.f. courtyard deck + 8572 s.f. ext. private deck

LANDSCAPE COURTYARD
4,898 sq.ft. landscaped space.

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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Mixed Use Development
500 Kirkham Street
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#	Date	Revision
1	15.03.13	pre app rev. 1
2	15.03.17	4th fl open space

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SANDRA JONG, FAIA
No. C 6030
REG. & 20 Yr.
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK
DATE MARCH 3, 2015

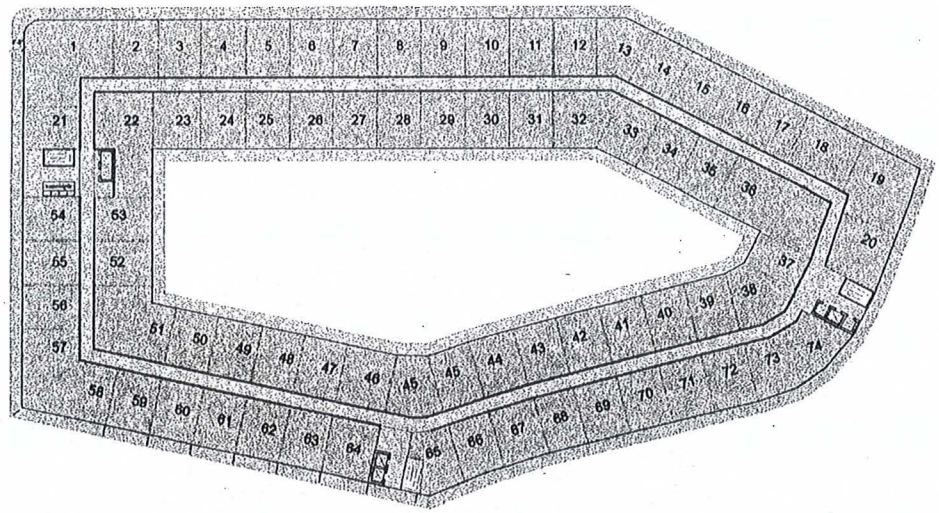
4th FLOOR PLAN

A1.4

DESCRIPTION OF 5th Floor

Flexible space: Residential/Classroom/Office Space (73,476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 5th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

Open Space
• There is a 4,898 s.f. landscaped courtyard on the 4th floor, and the surrounding interior units particularly on the 5th and 6th floor will closely enjoy the landscaping.
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



5

(71) 1 bd/1ba @ 700 s.f.
(3) 1+ bd/1ba @ 900 s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units

5 5TH FLOOR PLAN

Scale: 1/32" = 1'-0"

FLEX SPACE: LIVE/WORK/COMMERICAL (74 units)
73,476 s.f. + 4,898 s.f. prinvate interior deck + 8,572 s.f. private exterior deck

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
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500 Kirkham Street
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No.	Date	Revision

DEVELOPER

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PROJECT NO. 500 KIRK
DATE: JUNE, 2014

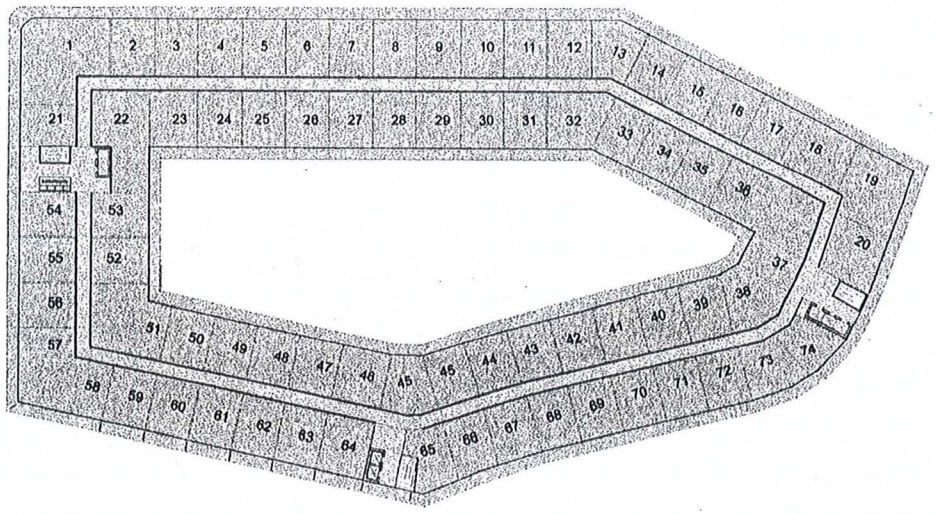
5th FLOOR PLAN

A1.5

DESCRIPTION OF 6TH FLOOR

Flexible space: Residential/Classroom/Office Space (73,476)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• Each unit on the 6th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

Open Space
• There is a 4,898 s.f. landscaped courtyard on the 4th floor, and the surrounding interior units particularly on the 5th and 6th floor will closely enjoy the landscaping.
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



6

(71) 1 bd/1ba @ 700 s.f.
(3) 1+ bd/1ba @ 900 s.f.
Total 74 units w/130± s.f. private deck each

These units are designed to have intermidiate walls open to double or triple the size of each unit to create larger live/work or commercial units

6 6TH FLOOR PLAN

Scale: 1/32" = 1'-0"

FLEX SPACE: LIVE/WORK/COMMERICAL (74 units)
73,476 s.f. + 4,898 s.f. private interior deck + 8,572 s.f. private exterior deck

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
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Oakland, CA 94607

Rev	Date	Revision

DEVELOPER

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PROJECT NO. 300 PW
DATE APR. 2014

6th FLOOR PLAN

A1.6

DESCRIPTION OF 7th FLOOR

RESIDENTIAL SPACE

•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.

• Current arrangment shows these 700 sq.ft. 1 bed/1bath units on Floors 7 thru 11.

• Each unit on the 7th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

COMMON LOUNGE SPACE

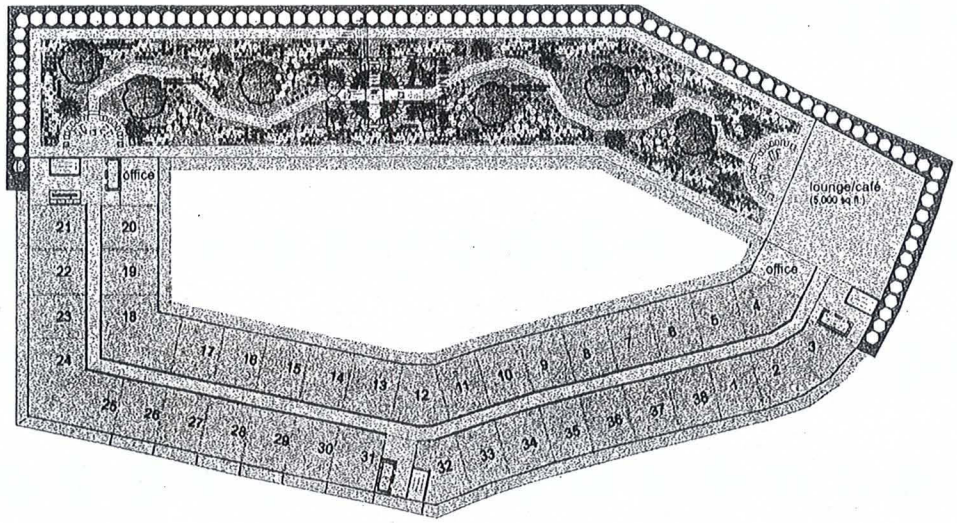
• Overlooking the corner of 7th St. and Union St., this two story lounge space is 5000 sq.ft. of common space for the use of the tenants, with an adjacent office space as well as a secondary office space on the other end of the hall.

COMMON OPEN SPACE (29,753 s.f. landscaped roof deck)

• There is over 1/2 acre of common landscaped courtyard on the 7th floor overlooking 7th Street and served off of both ends of the residential hallway and easily accessed via elevator or stairs.

PRIVATE OPEN SPACE

• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



7

(35) 1 bd/1ba @ 700 s.f.

(3) 1+ bd/1ba @ 900 s.f.

Total 38 units w/130± s.f. private deck each

7 7TH FLOOR PLAN

Scale: 1/32" = 1'-0"

RESIDENTIAL (38 units + lounge)
36,843 s.f. + 5,000 s.f. common area lounge

LANDSCAPE ROOF DECK
29,753 s.f.

N

0 50 100 150 200 FT

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

ARCHITECT

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SEAL

LICENSED ARCHITECT
BARNSTONE JONG, FAIA
NO. C 6320
REN. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK
DATE MARCH 3, 2015

7th FLOOR PLAN

A1.7

DESCRIPTION OF 8th FLOOR

RESIDENTIAL SPACE (43,098 s.f. for 40 units)

•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.

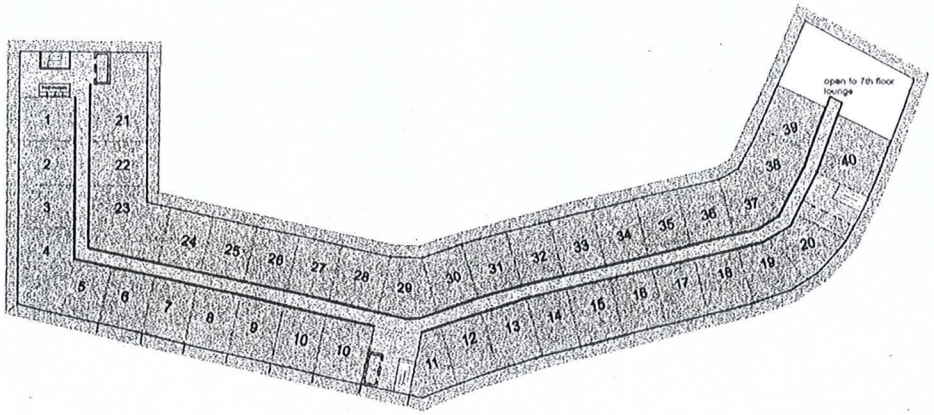
• There are 40 units on the 8th floor and 42 units on floors 9 thru 11 (fewer on 8 because of the two story lounge area).

• Each unit on the 8th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').

• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

PRIVATE OPEN SPACE

• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



8

(35) 1 bd/1ba @ 700 s.f.

(5) 1+ bd/1ba @ 900 s.f.

Total 40 units w/130± s.f. private deck each

8 8TH FLOOR PLAN

Scale: 1/32" = 1'-0"

RESIDENTIAL (40 units)
40,621 s.f. + 9,122 s.f. exterior private deck

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision

DEVELOPER

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PROJECT NO

DATE

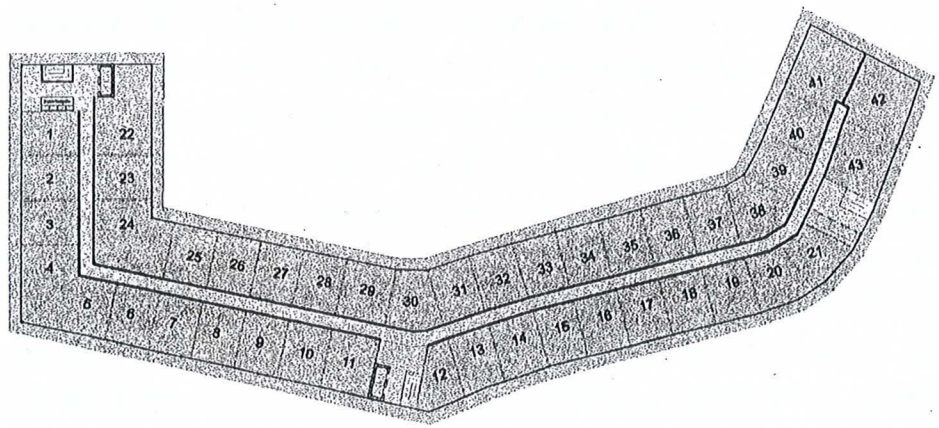
8th FLOOR PLAN

A1.8

DESCRIPTION OF 9th THRU 12th FLOOR

RESIDENTIAL SPACE (43,098 s.f. for 40 units)
•Attractive spaces for residential, livework, or commercial space, with each unit about 700 square feet, but which can be opened to larger units.
• There are 40 units on the 8th floor and 42 units on floors 9 thru 11 (fewer on 8 because of the two story lounge area).
• Each unit on the 8th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
• The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks (units 58-64), but will be typical of all the units.

PRIVATE OPEN SPACE
• Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



9-12 typ.

(35) 1 bd/1ba @ 700 s.f.

(7) 1+ bd/1ba @ 900 s.f.

Total 42 units w/130± s.f. private deck each

(TYPICAL 9TH THRU 12TH FLOOR PLAN)

9 9TH FLOOR PLAN
Scale: 1/32" = 1'-0"

RESIDENTIAL (42 units)
43,098 s.f. + 9,122 s.f. exterior private deck

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
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Oakland, CA 94607

Mixed Use Development
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PROJECT NO. 500 KIRK

DATE: JUNE, 2014

9th FLOOR PLAN

A1.9

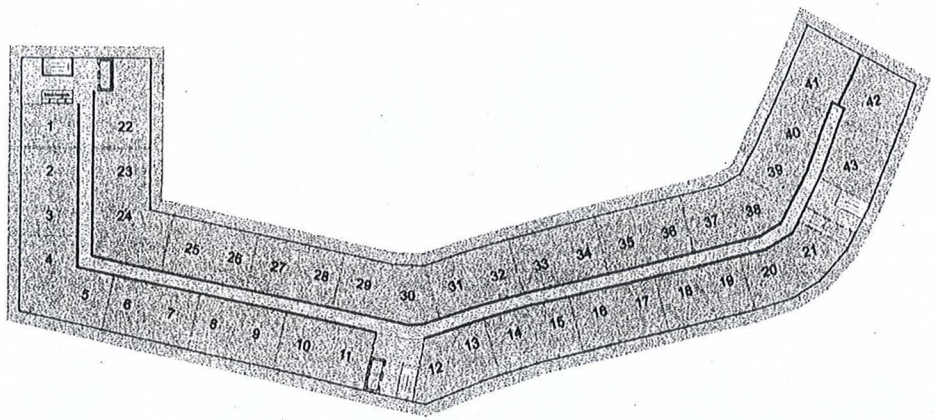
DESCRIPTION OF 13th THRU 17th FLOOR

RESIDENTIAL SPACE (43,098 s.f. for 24 units)

- Attractive spaces for residential, with most units 1400 square feet, a doubling up of the typical 1 bedroom unit.
- The sinuous shape and angles allow each unit to have interesting and unique views.
- There are 42 units each on floors 13 thru 17.
- Each unit on the 8th floor either has a private balcony approximately 130 sq.ft. in size (6' x 23').
- The privacy of the deck is established by full height ironwork panels with a landscape pattern of an oak tree. This is illustrated in the panels that are shown typically on the units closest to the BART tracks but will be typical of all the units.

PRIVATE OPEN SPACE

- Every unit has access to a private deck off of the unit of approx. 130 sq.ft.



13 thru 17 typ.

(19) 2 bd/2ba @ 1400 s.f.
(1) 1 bd/1ba @ 700 s.f.
(1) 1+ bd/1ba @ 900 s.f.

Total 24 units w/130± s.f. private deck each

17TH FLOOR PLAN

Scale: 1/32" = 1'-0"

RESIDENTIAL (24 units)
43,098 s.f. + 9,122 s.f. exterior private deck

(IFLOOR PLAN SHOWS POSSIBLE OPTIONS FOR 2 BEDROOM 2 BATH UNITS COMBINING TYP. 1 BEDROOM UNITS)

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

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Mixed Use Development
500 Kirkham Street
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No	Date	Revisions
2	15.03.17	4th floor open space
3	15.06.05	New L1 & bond rev. A1.1,A1.4,A1.16

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NO. C 8330
REG. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 14.0 PPC
DATE: MARCH 3, 2015

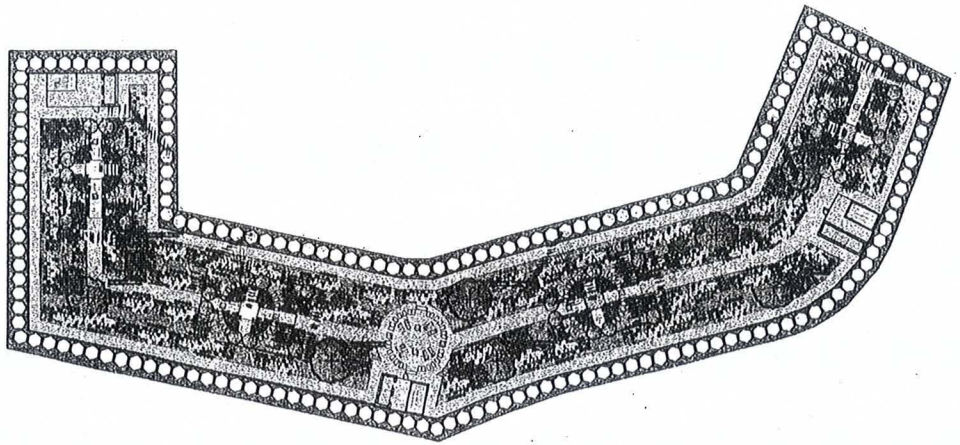
17th FLOOR PLAN

A1.17

DESCRIPTION OF 18 FLOOR ROOF DECK

COMMON OPEN SPACE (43,098 sq.ft.)

• Proposed common open space, utilizing the roof deck of the 18th floor as almost an acre of landscape open space for the enjoyment of the tenant. The space is surrounded by an 8' tall laminated glass railing for safety and protection against the wind.
• Percieved future use with possible ourdoor furniture, fountains, trellis, and obviously landscaping and trees that will be drought tolenrant but capable of surviving in a rooftop environment.



18 ROOF FLOOR PLAN
Scale: 1/32" = 1'-0"

LANDSCAPED GREEN ROOF DECK
43,098 s.f. + 9,122 s.f. exterior private deck

ROOF

N

0 50 100 150 200 FT

West Oakland Development Group LLC

PROJECT
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

Mixed Use Development
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Oakland, CA 94607

No.	Date	Revision

DEVELOPER

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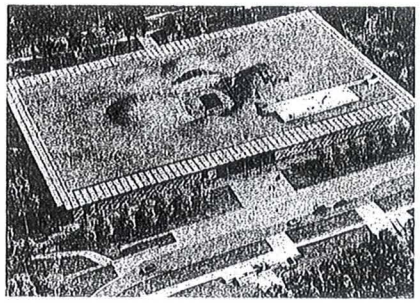
PROJECT NO. 500 KIRK
DATE JUNE, 2014

ROOF FLOOR PLAN

A1.18

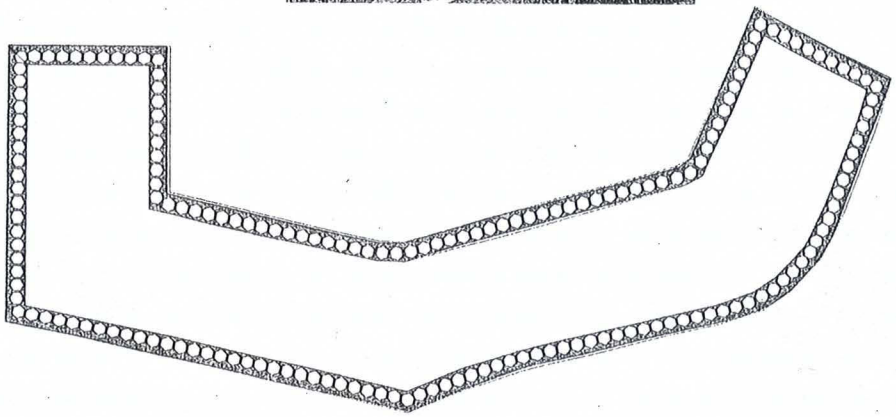
Open Energy Corporation's solar canopy featuring 720 4 x 6 foot glass panels embedded with photovoltaic cells on the roof of the new California Academy of Sciences in Golden Gate Park, San Francisco, California. (Photo: Business Wire)



DESCRIPTION OF OPTION TO USE ROOF OVERHANG AS SOLAR PANELS

ROOF EAVE OVERHANG (12' deep = approx 16,700 sf)

- Proposed option is to incorporate a solar canopy feature simlar to the Califorani Academy of sciences.
- Using solar panels laminated between PPG glass panesl of approx 4'x6'x2deep, there is 2,847 perimeter feet there is room to have a similar set up to Open Energy's solar collectors.
- This option will possibly more than compensate for the common area electrical energy use.
- There is a 2nd option on the board to add or to substitute a hydrogen fuel cell which would have the equal or larger benefit.



18 ROOF FLOOR PLAN
Scale: 1/32" = 1'-0"

EAVES (12' deep, approx 16,700 s.f.)

SOLAR PANELS

N

0 50 100 150 200 FT

PROJECT
Mixed Use Development
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Nr	Date	Re Action
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

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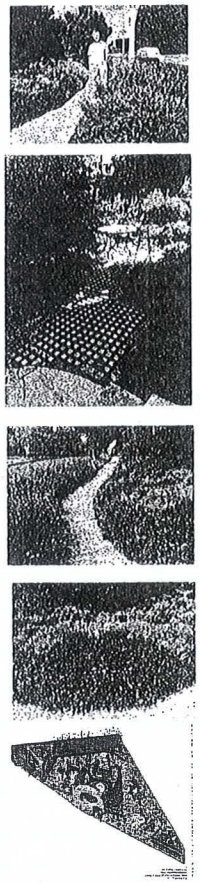
LICENSED ARCHITECT
BERNARD JONG FAIA
NO. C 8538
NOV. 4 2015
STATE OF CALIFORNIA

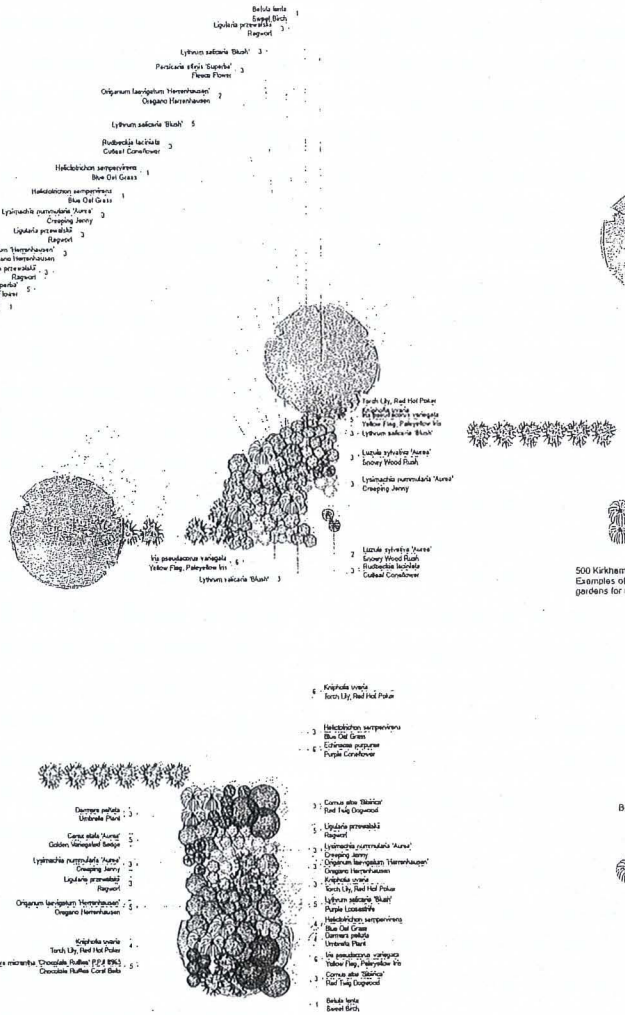
PROJECT NO. 500 KIRK
DATE MARCH 3, 2016

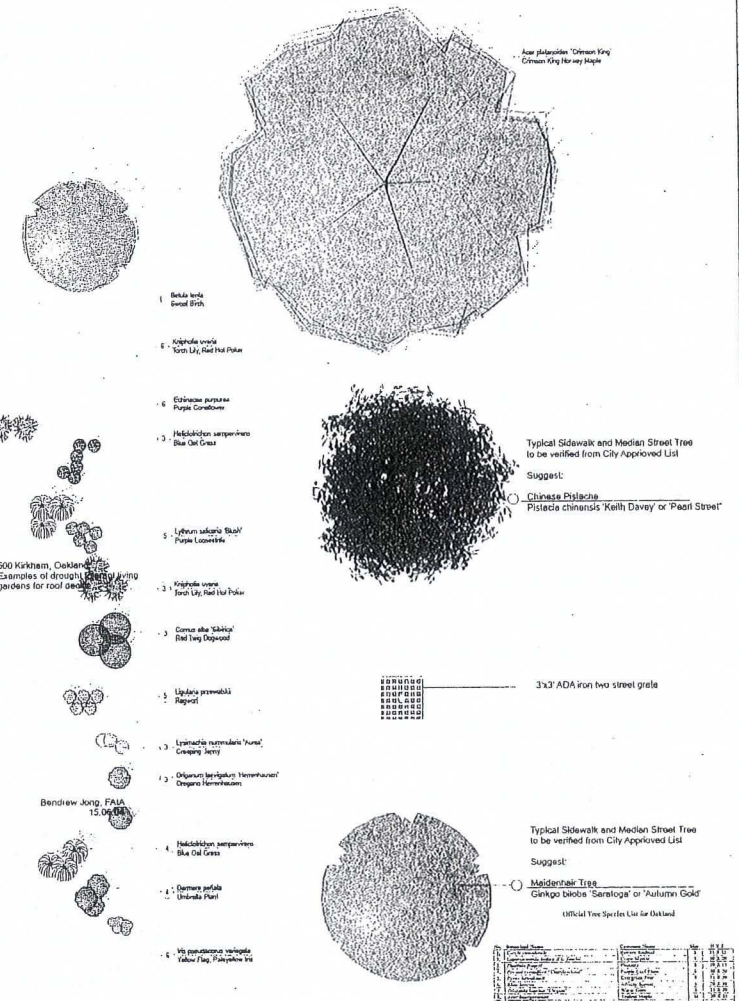
SOLAR ROOF PANELS (OPTION)

A1.18a



EXAMPLES OF DROUGHT TOLERANT
LOW-WATER CONSUMPTION PLANTING
TYPICAL OF ROOF DECK GARDENS BY JONG





Official Tree Species List for Oakland

[illegible]	[illegible]	[illegible]	[illegible]

PROJECT

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER

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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No	Date	Revision
2	15.03.17	4th fl open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.10

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BENDREW JONG, FAIA
NO. C 8330
EXP. 8-25-?
STATE OF CALIFORNIA

PROJECT NO. 500 KIRK

DATE: MARCH 3, 2015

LANDSCAPE
General Legend

L1.0

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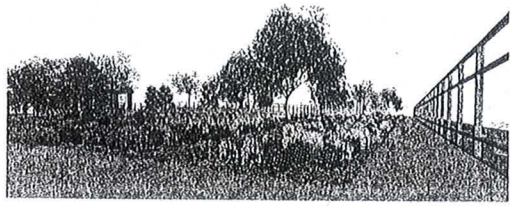
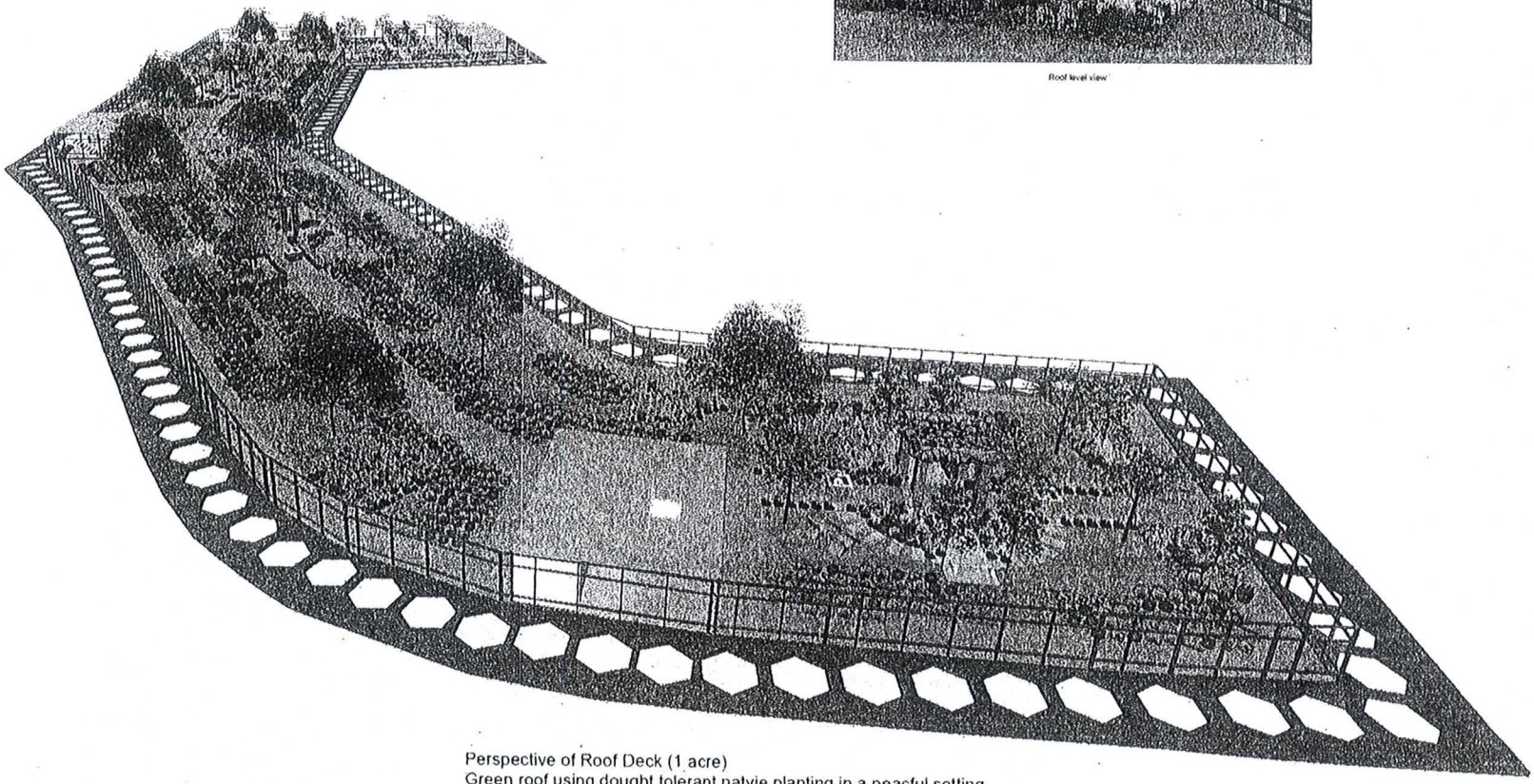


Roof level view



Perspective of Roof Deck (1 acre)
Green roof using dought tolerant natvie planting in a peacful setting
Perimeter shielded with glass railing. Four seating areas.
Brick walkway serves as walking path, and raised beds for appropriate trees and folieage.
Drip irrigation, recycled grey water will be part of the program.

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2	15.03.17	4th floor open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.18

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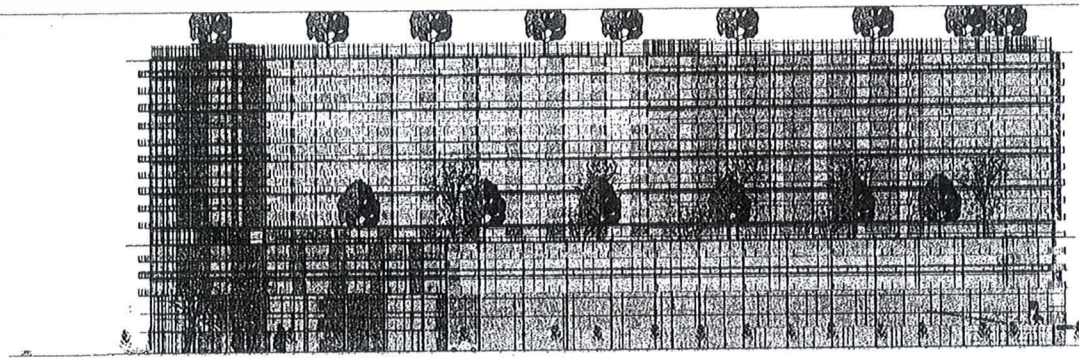
STATE OF CALIFORNIA

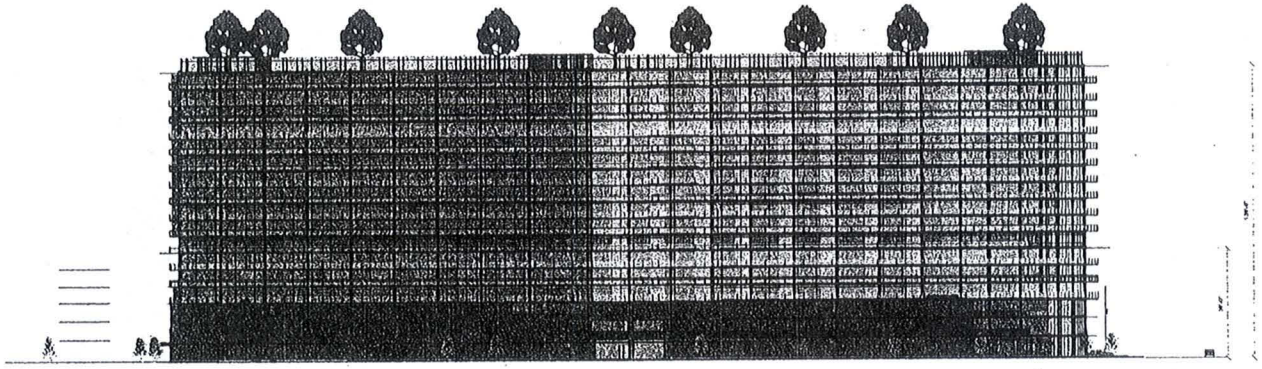
PROJECT NO. 500 KIRK
DATE: MARCH 3, 2015

ROOF DECK
images

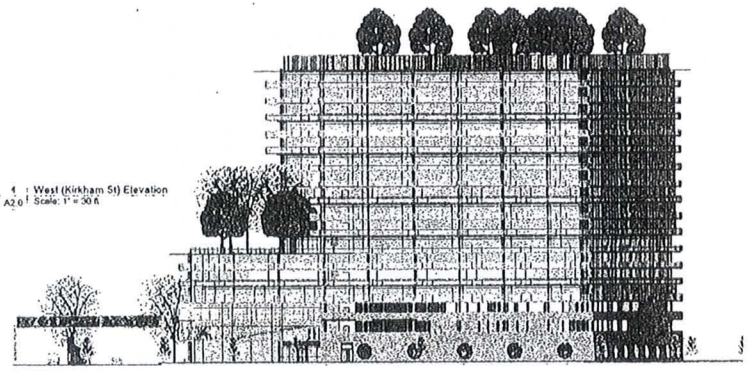
L1.1



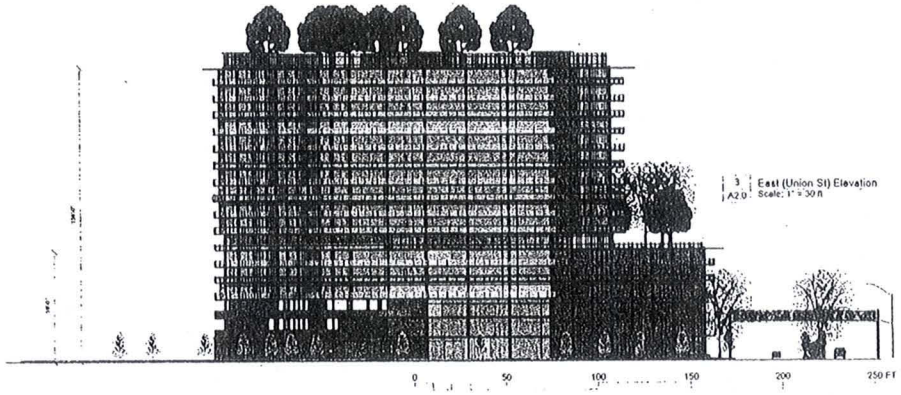
1 North (7th St) Elevation
A2.0 Scale: 1" = 30 ft



2 South (5th St) Elevation
A2.0 Scale: 1" = 30 ft



4 West (Kirkham St) Elevation
A2.0 Scale: 1" = 30 ft



3 East (Union St) Elevation
A2.0 Scale: 1" = 30 ft

0 50 100 150 200 250 FT

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PROJECT NO. 500 KIRK
DATE JUNE, 2014

EXTERIOR ELEVAATIONS

A2.0

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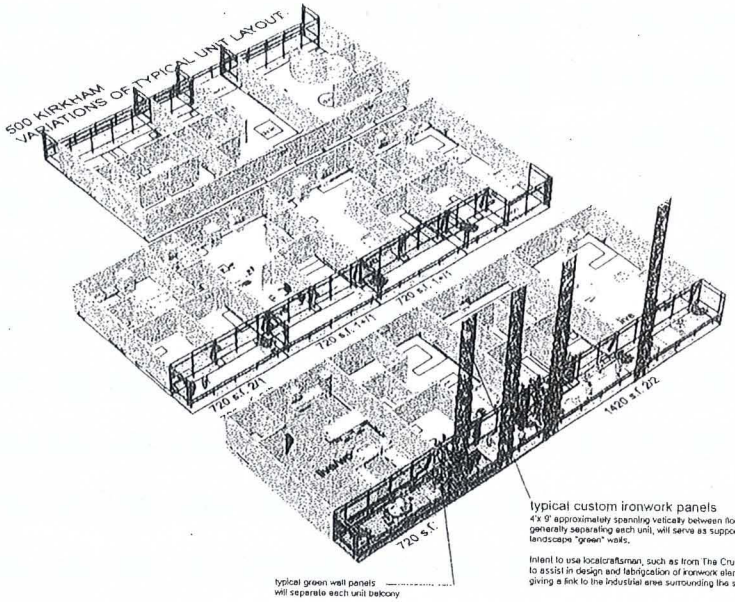


Typical Unit Plans - Isometric Illustration

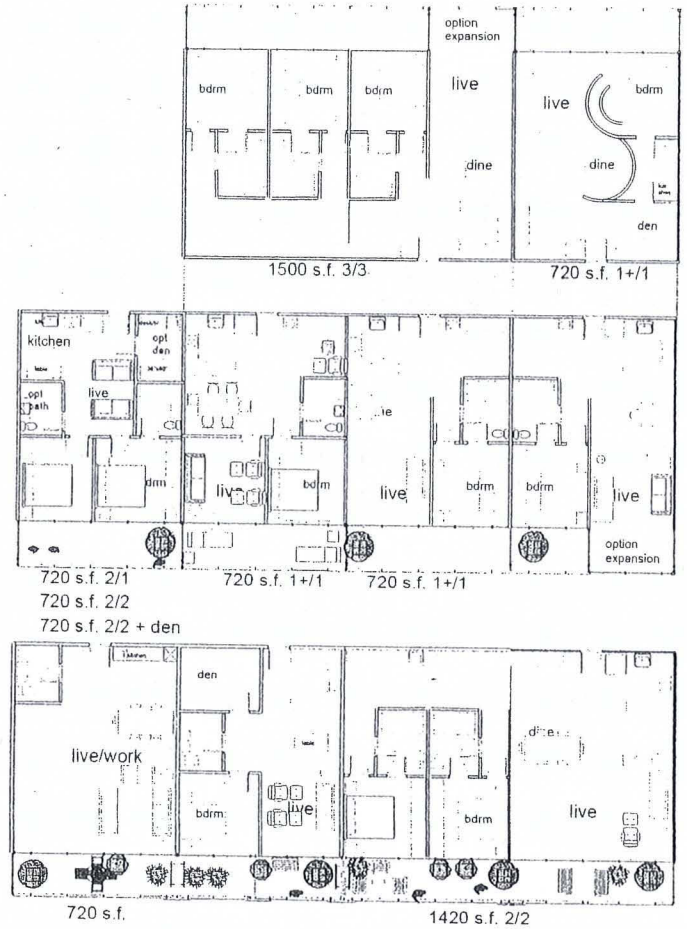
typical custom ironwork panels

4'x 9' approximately spanning vertically between floor slabs generally separating each unit, will serve as support for landscape "green" walls.

Intent to use local craftsmen, such as from The Crucible, to assist in design and fabrication of ironwork elements, giving a link to the industrial area surrounding the site.

example of 4'x9' ironwork panel
silhouette of oak tree

500 KIRKHAM
VARIATIONS OF TYPICAL UNIT LAYOUT



Typical Unit Plans

1/8" = 1'0"

Showing variations in a n approximately 24; wide by 20' deep Unit

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REG. 8-05-1
STATE OF CALIFORNIA

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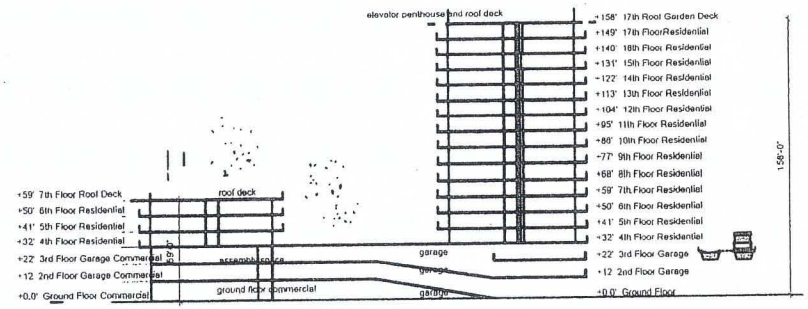
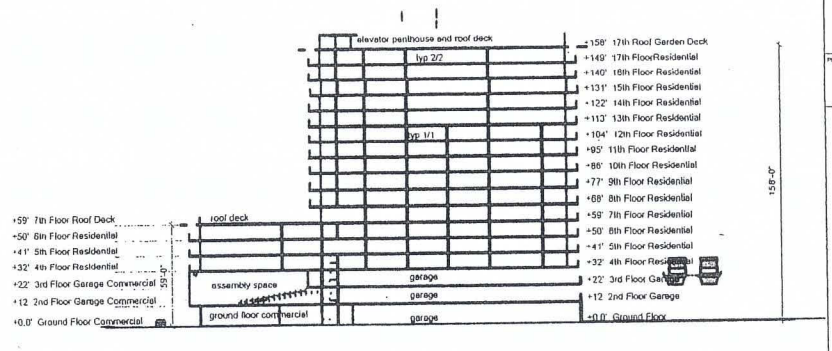
TYP UNIT PLANS

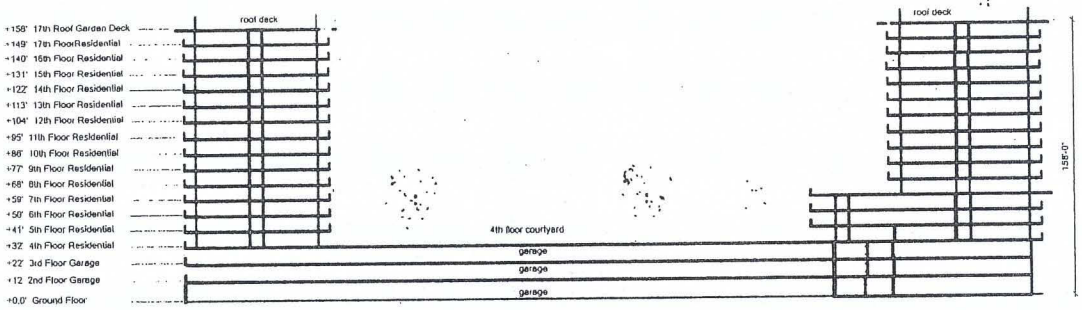
A3.0



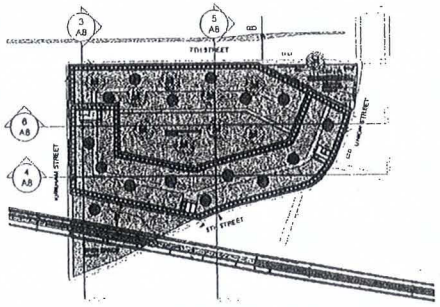
5 / A8 [Drawing Title]
Scale: 1/32" = 1'-0"



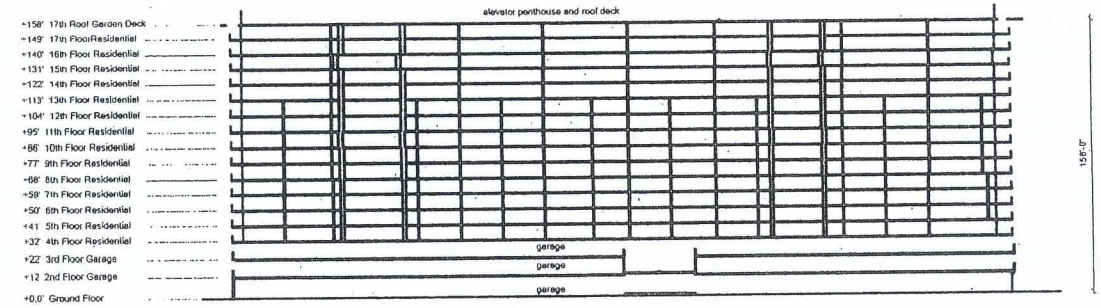
3 / A8 Section North-South
Scale: 1/32" = 1'-0"



6 / A8 Section EW thru 4th floor roof deck
Scale: 1/32" = 1'-0"



1 Section Mapping
Scale: 1" = 100 ft



4 / A8 Section E-W thru 5th St. 17 story tower
Scale: 1/32" = 1'-0"

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PROJECT NO. 500 KIRK
DATE JUNE, 2014

SECTIONS
TYPICAL

A8.0

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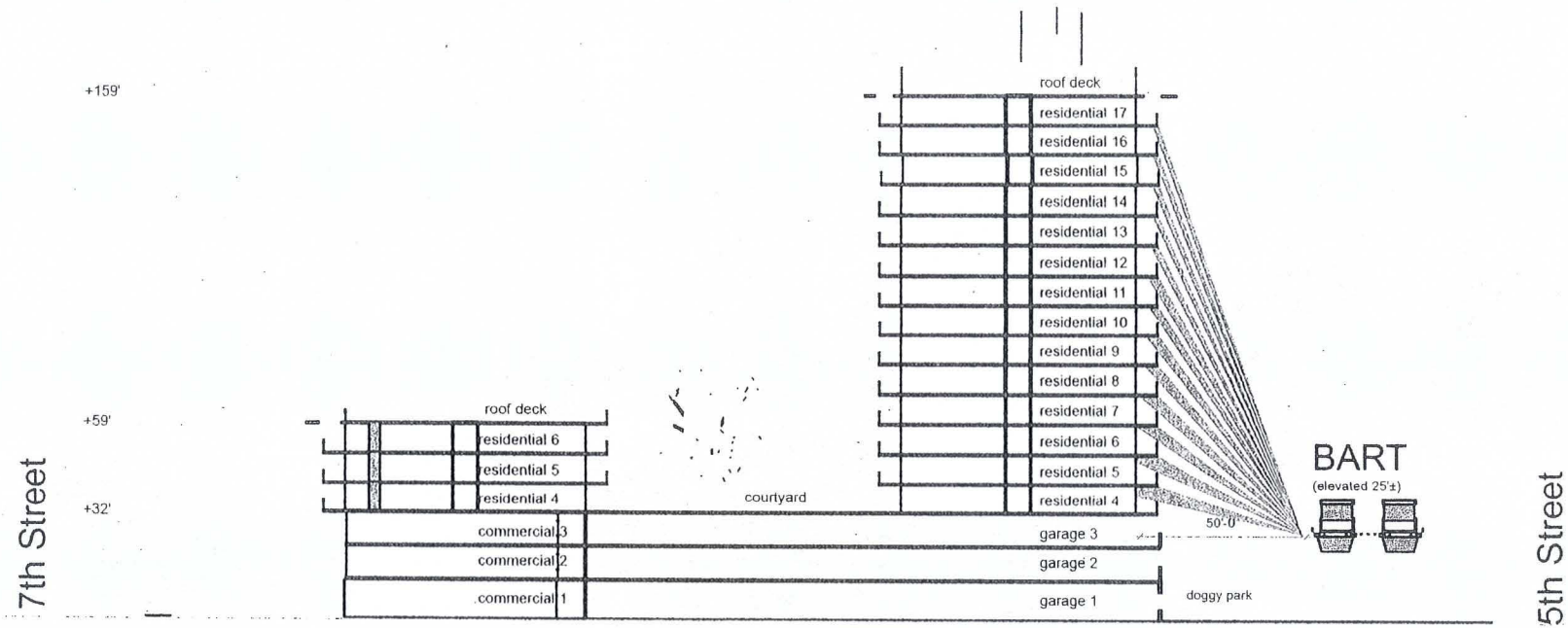


1 A8.1 Section thru BART
Scale: 1/16" = 1'-0"

TYPICAL NOISE LEVEL in DECIBELS (dB)

For comparison here are the sound levels by comparison.

Threshold of hearing	10 dB	
Quiet Room	30 dB	
Soft Whisper	40 dB	
Average Home	50 dB	
Quiet Library	50 dB	
Light Traffic	70 dB	
Diesel Truck	90 dB	
Motorcyle	90 dB	
Garbage Truck	90 dB	
5th Row Rock Concert	100 dB	
BART Station (no train)	80 dB	
BART Station (moving)	90 dB	
BART loudest assume	100 dB	
BART (loudest) from 50'	80 dB	(20% reduction)
Laminated Glass reduction (railings)		-35 dB
Standard Insulated glass (windows)		-31 dB
Laminated Insulated Glass (special)		-37 dB
8" concrete wall or floor slab		-40 dB
STC reduction (STC sim dB)		
1/2" drywall		
on wood stud	33 STC	
fiberglass fill	36 - 39 STC	
cotton denim fill	50 STC	
conc wall/slab 6"	40 STC	

NOISE REDUCTION from BART TRAIN

1. The residences are set back an additional 6'6" from the normal 50' setback of the building
2. The 8" concrete slab extends 6'6" beyond the living area and the railing is sound reducing laminated glass.
3. The combination of the setback, slab (serving as a sound barrier, and glazing offers a reduction of noise to a normal level, even as the BARTY trains pass by at 100 dB.

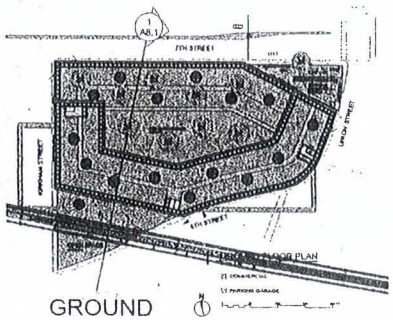
The theory of sound reduction from the BART train at 50' away produces a 20% reduction in dB of an assumed loudest sound (100dB) produces 80 dB at the ear. To reduce the sound to a level of an average home, we need to get to 50 dB or a reduction of 30 dB.

The closest wall to the BART tracks is actually 56' away using standard insulated glass with an STC of 31, will reduce the BART noise (which is only temporary when the BART train passes) to 80 - 31 = 49, the noise level of a quiet library or avg. home.

Even with the windows open, the sound is blocked by the laminated glass rail with an STC of 35, thus the noise level is reduced to a normal level.

Above the 3rd floor, the design of the building, means the habitable area is 6' set back from the edge of the slab. The 8" concrete slab serves also as a sound barrier (just like a freeway noise barrier) and has an STC of 40 dB. For most of the building, the concrete slab balcony serves as the sound block for the BART noise (we need to reduce the sound by 30 dB and the slab reduces the sound by 40 dB.

Generally speaking, the combination of the slab, the laminated deck retailing, and the insulated glass wall produces a combined STC of 40 + 31 + 35 = 106 STC, assuming 80 db at the very closest (50' from the tracks) and the sound will generally be mitigated to the level of a quiet library.



3 Noise Reduction from BART Train

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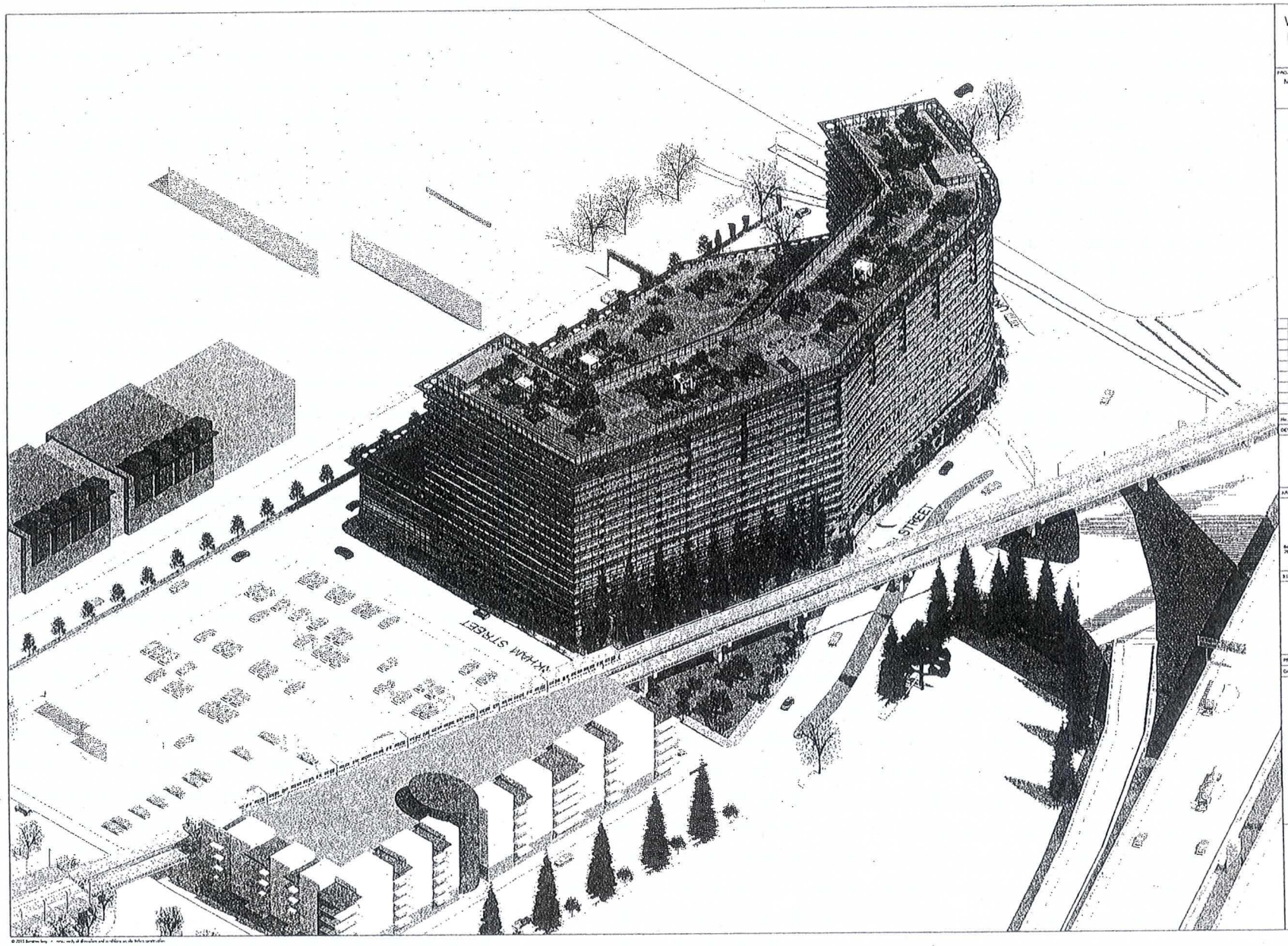
SECTION thru BLDG & BART

A8.1



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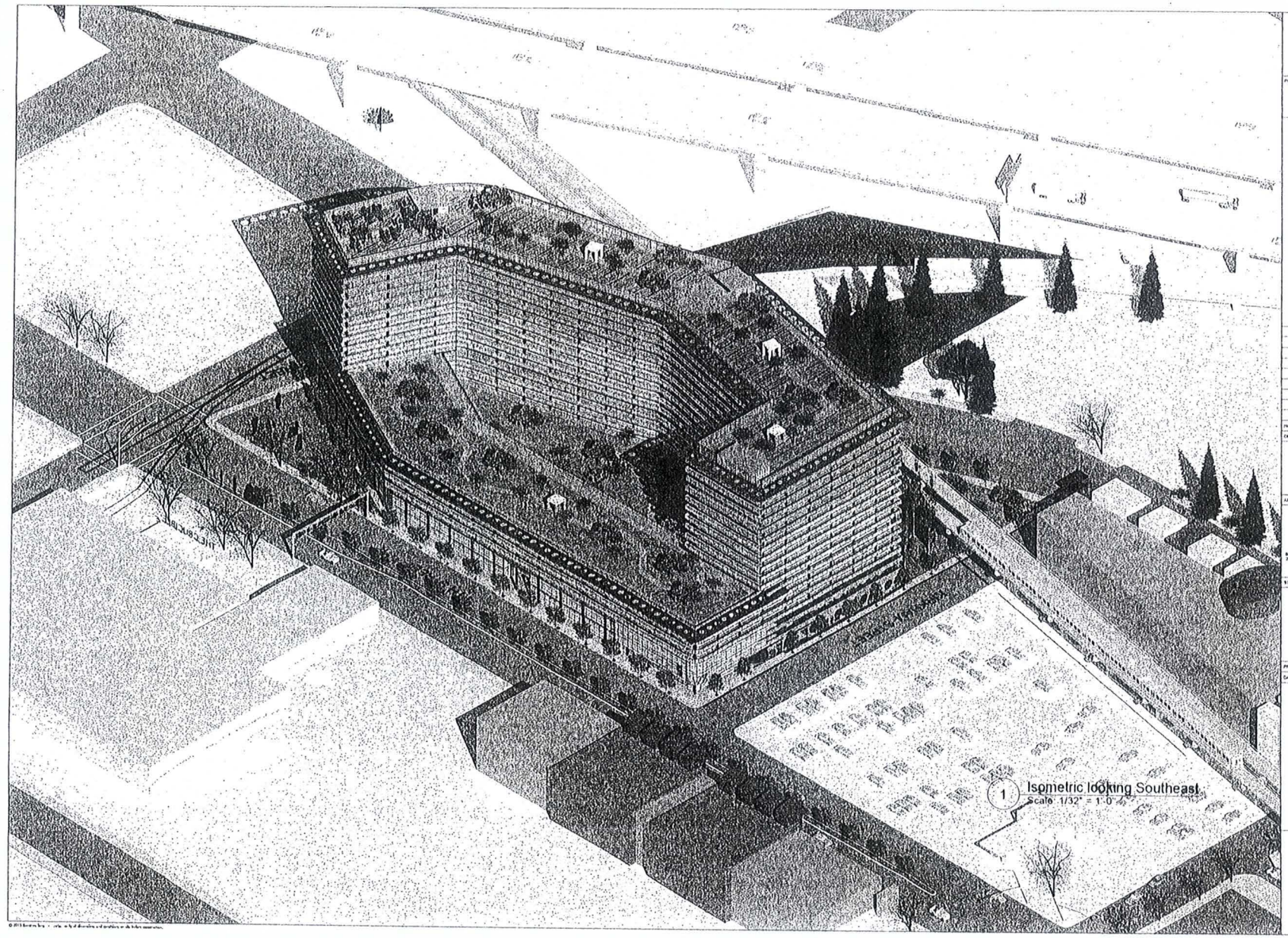
PROJECT NO: 500 KIRK

DATE: APRIL 2014

ISOMETRIC
looking
NORTHEAST

A9.0



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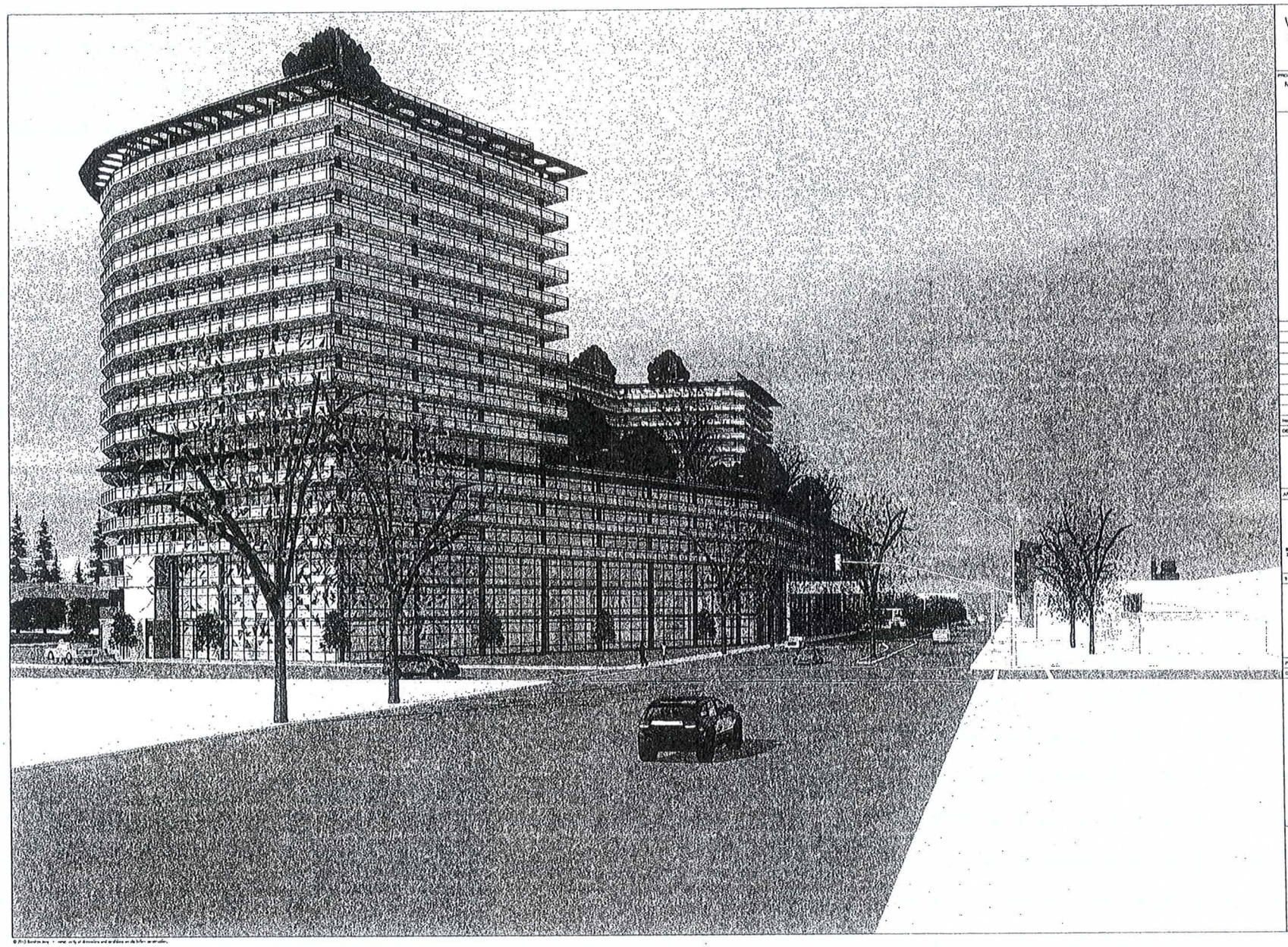
ISOMETRIC
looking
NORTHWEST

A9.1



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PROJECT NO. 308 FAC

DATE. JUNE, 2014

VIEW 2
looking down
7th ST.

V2

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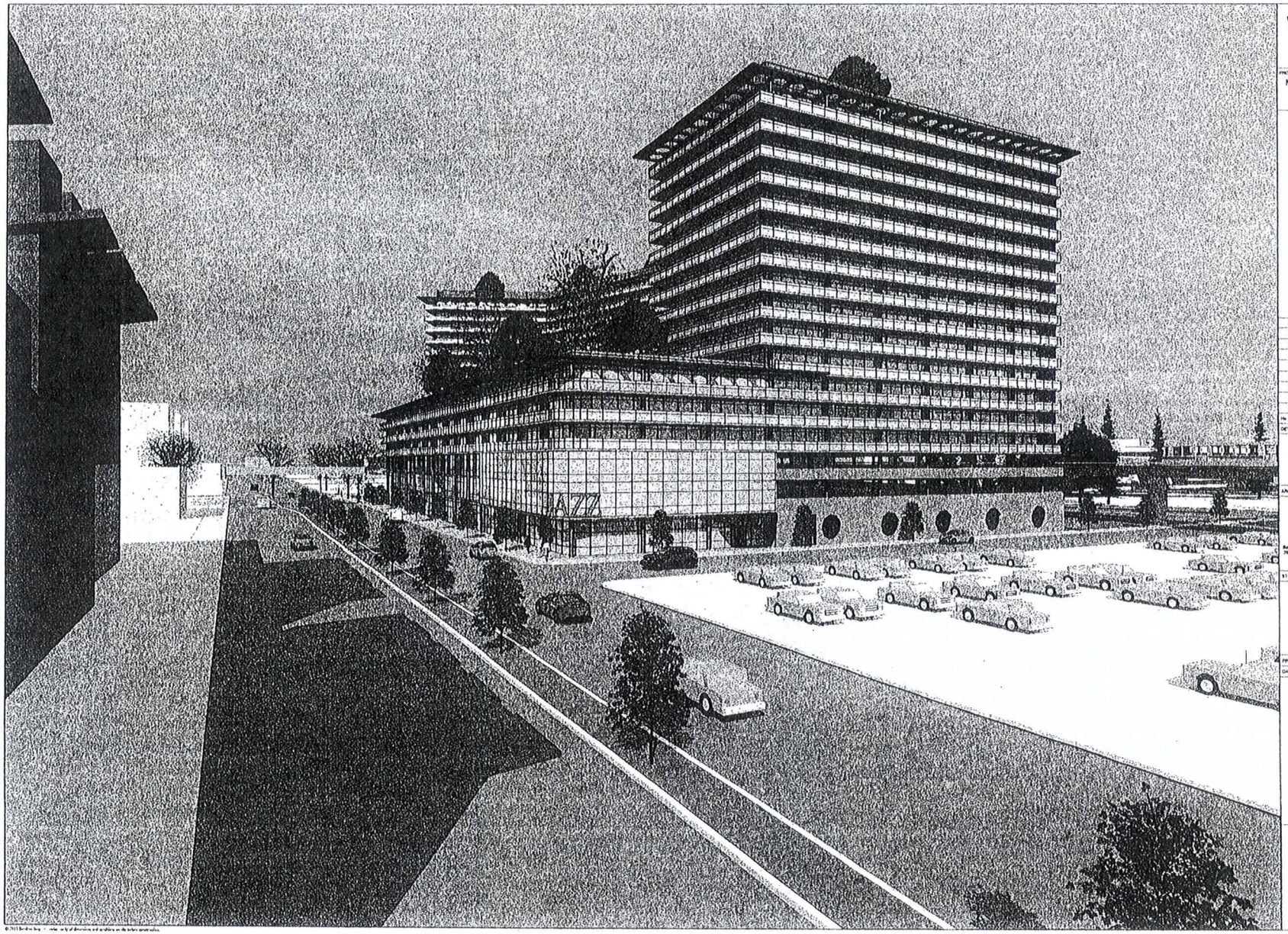

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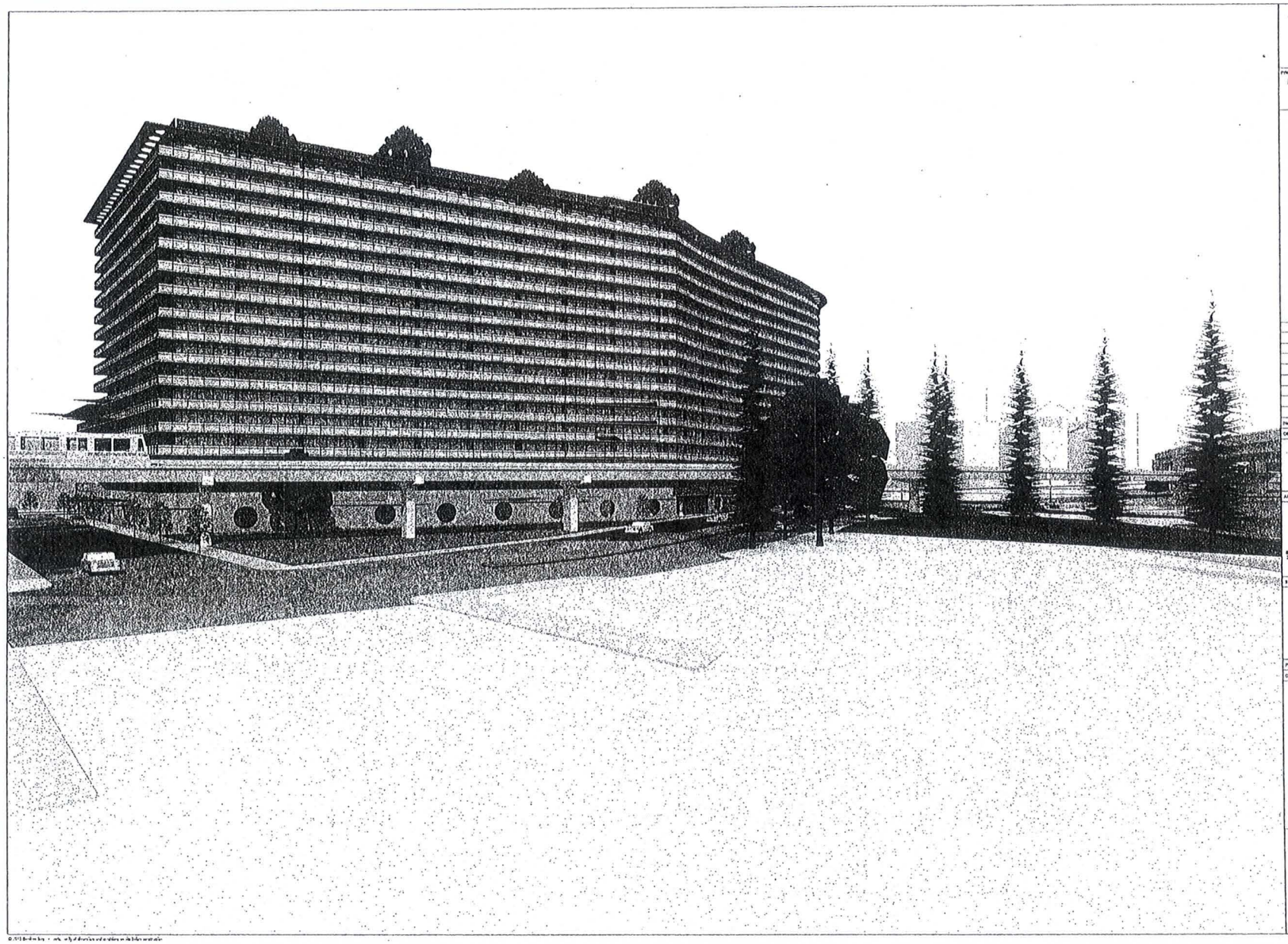
VIEW 4
looking East
up 7th ST.

V4



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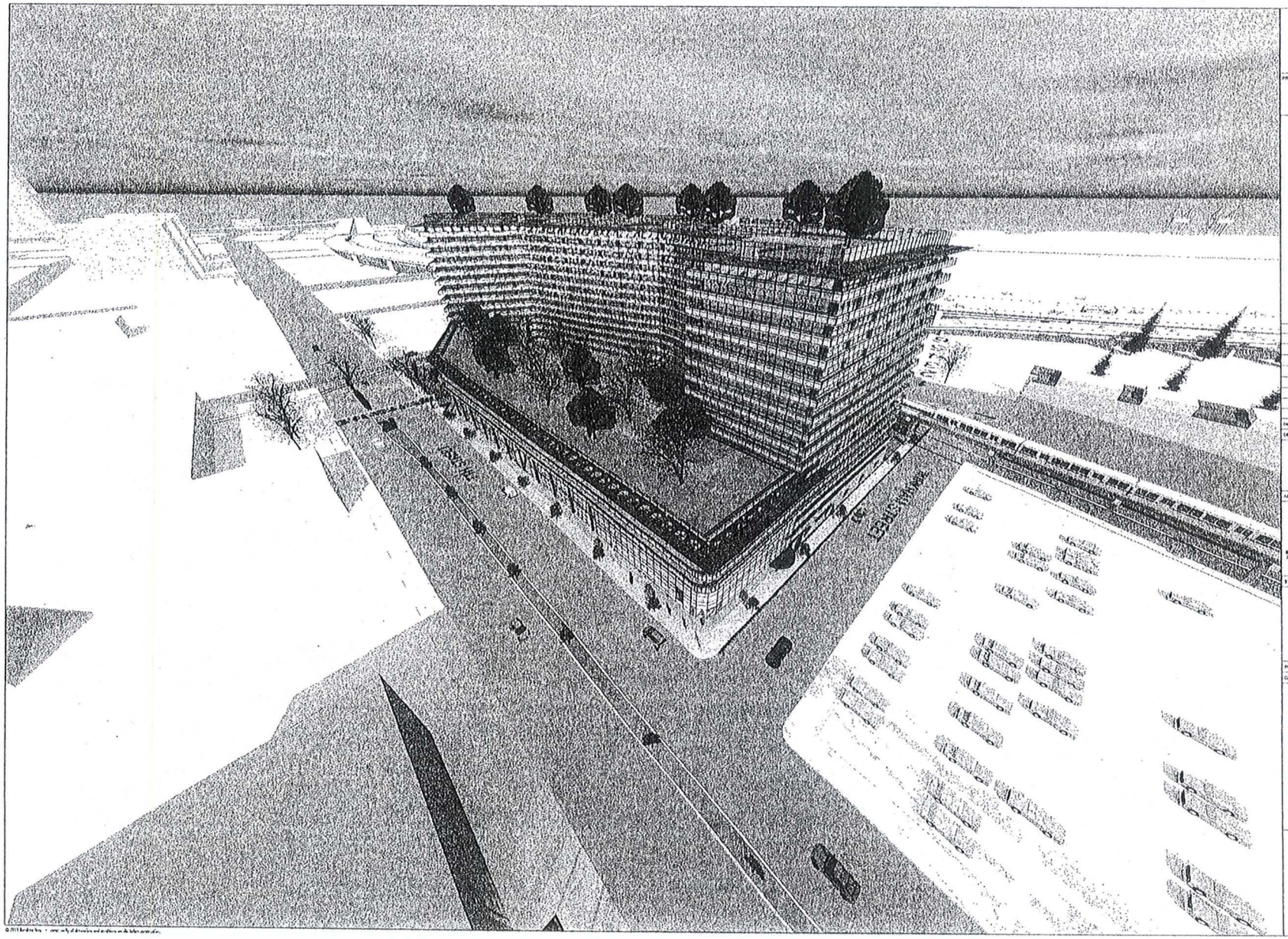
DATE: JUNE, 2014

VIEW 6
lookint north from
5th Street

V6



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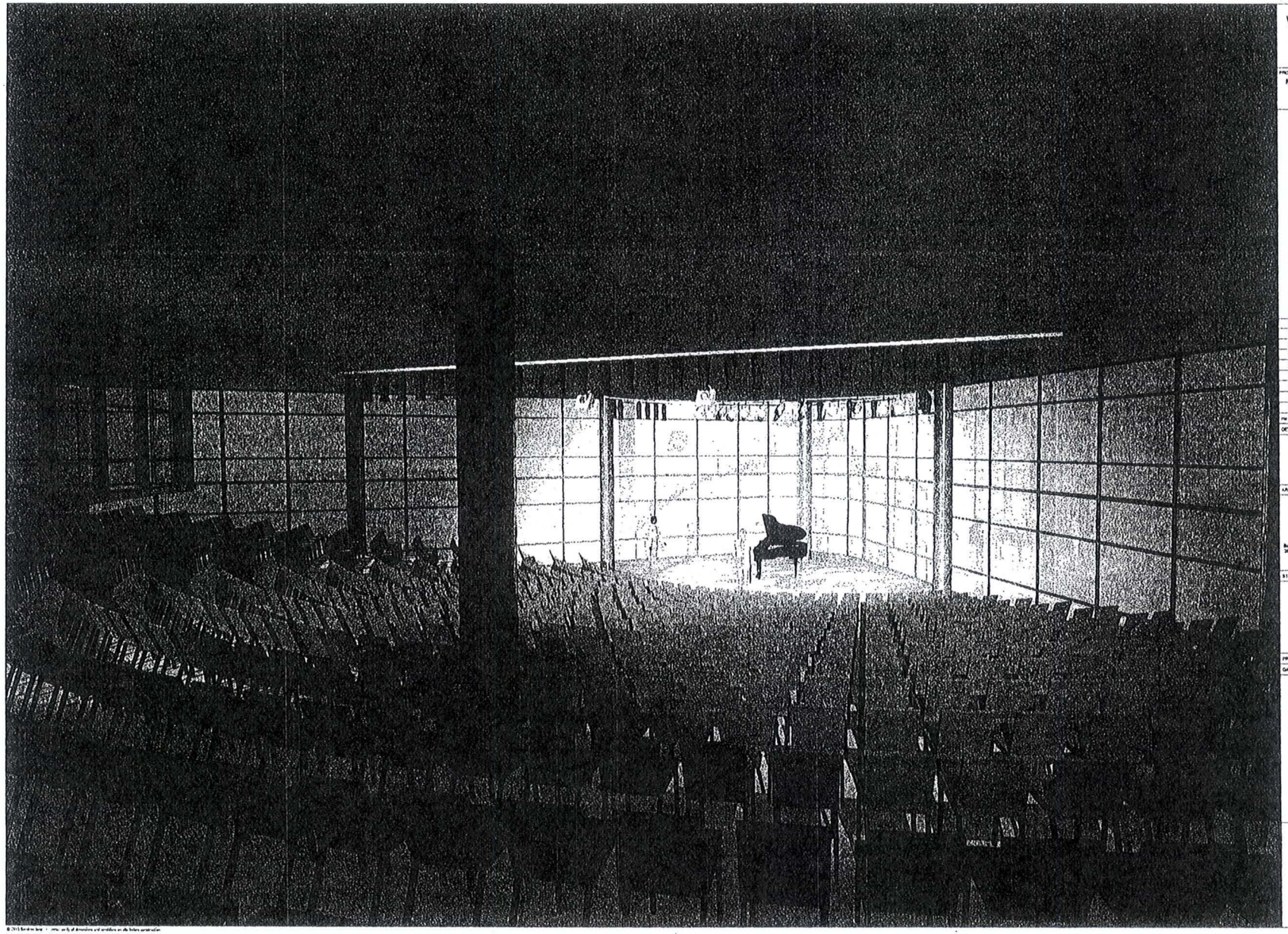
PERPECTIVE
LOOKING
SOUTHEAST

V8



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No	Date	Particulars

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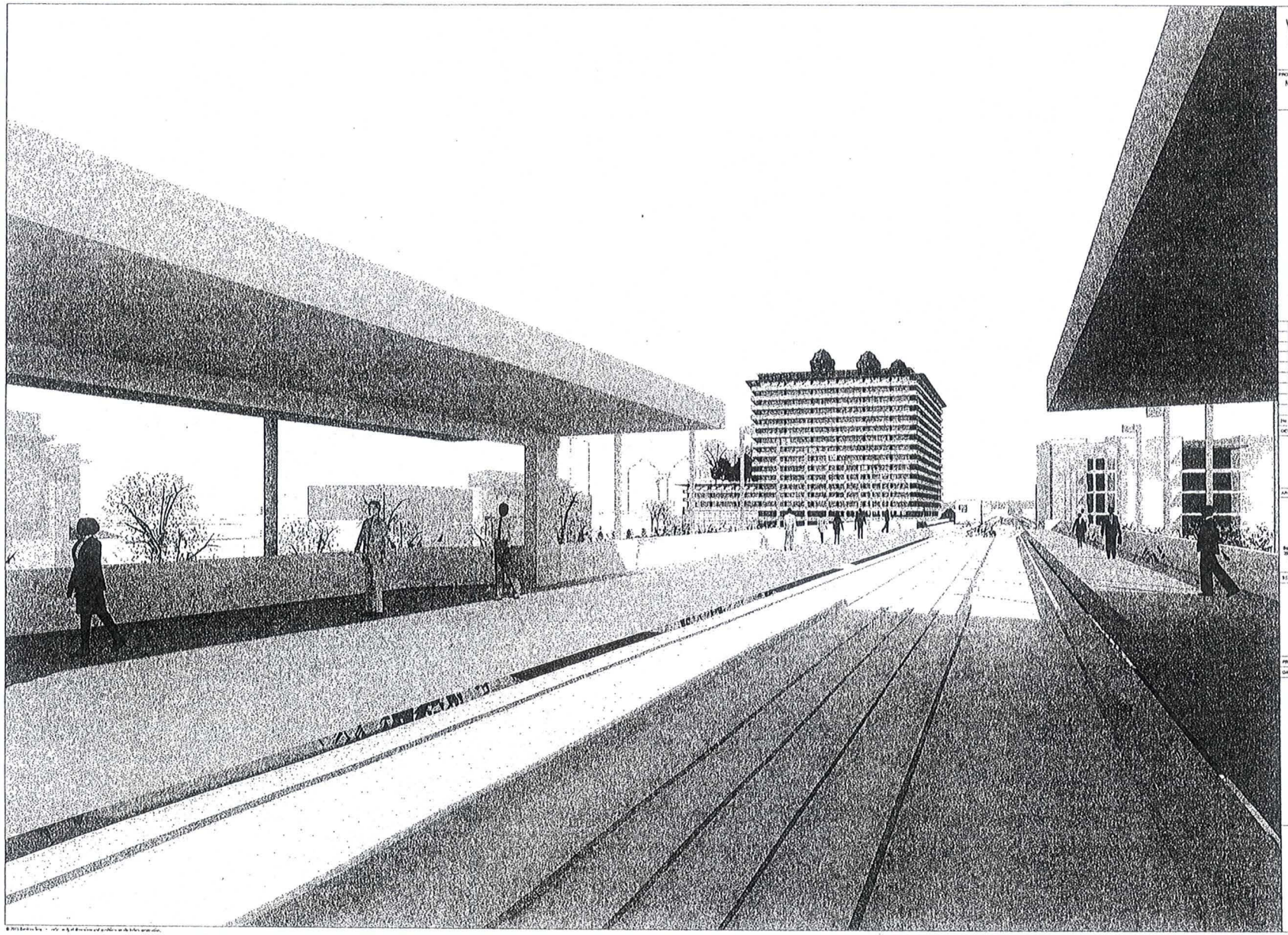
VIEW OF
JAZZ THEATER

V9



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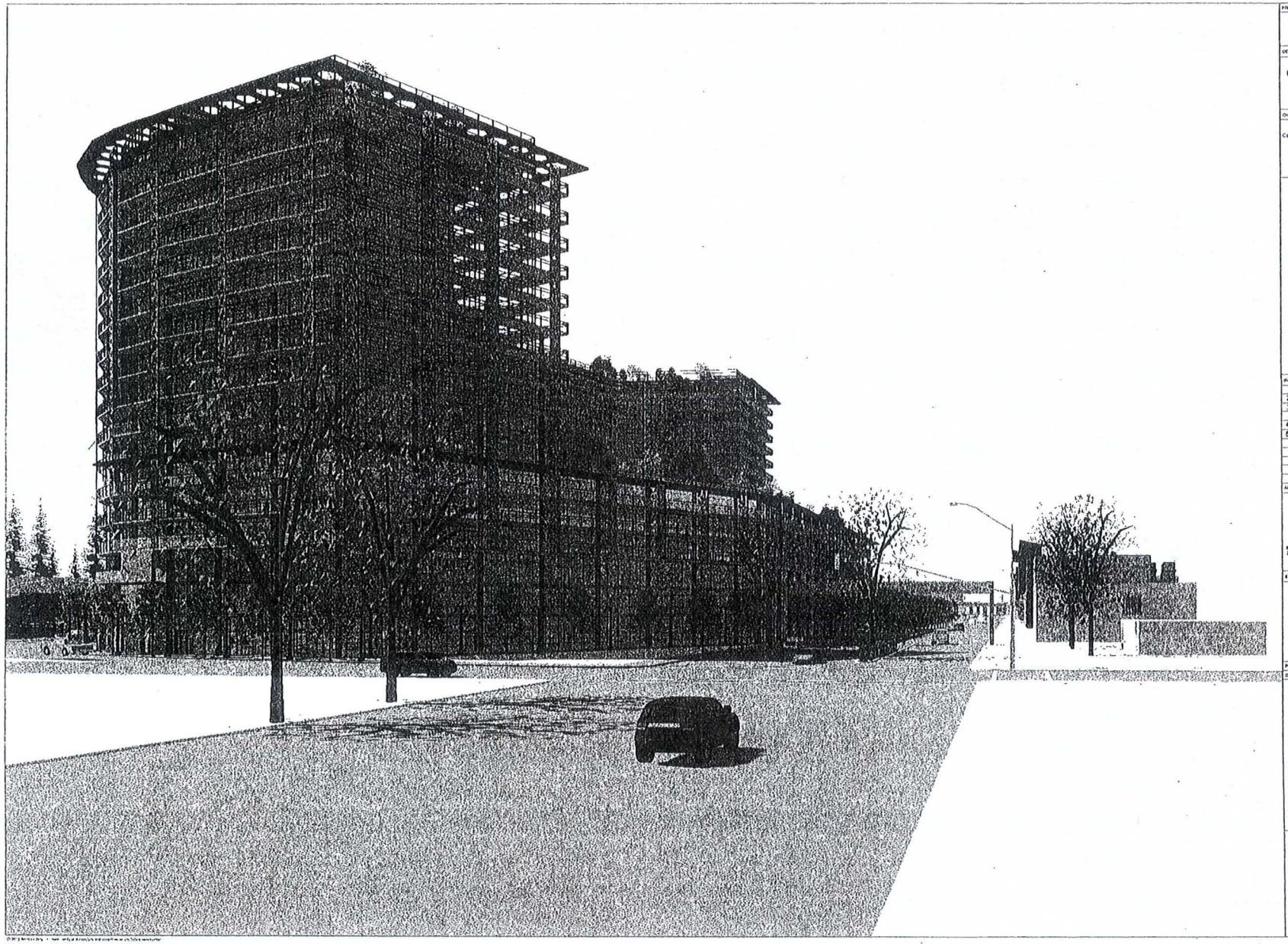
DATE: JUNE, 2014

VIEW
looking from
BART

V10



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11 Floor Alterative
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No	Date	Re:/Adjs
2	15.03.17	4th & open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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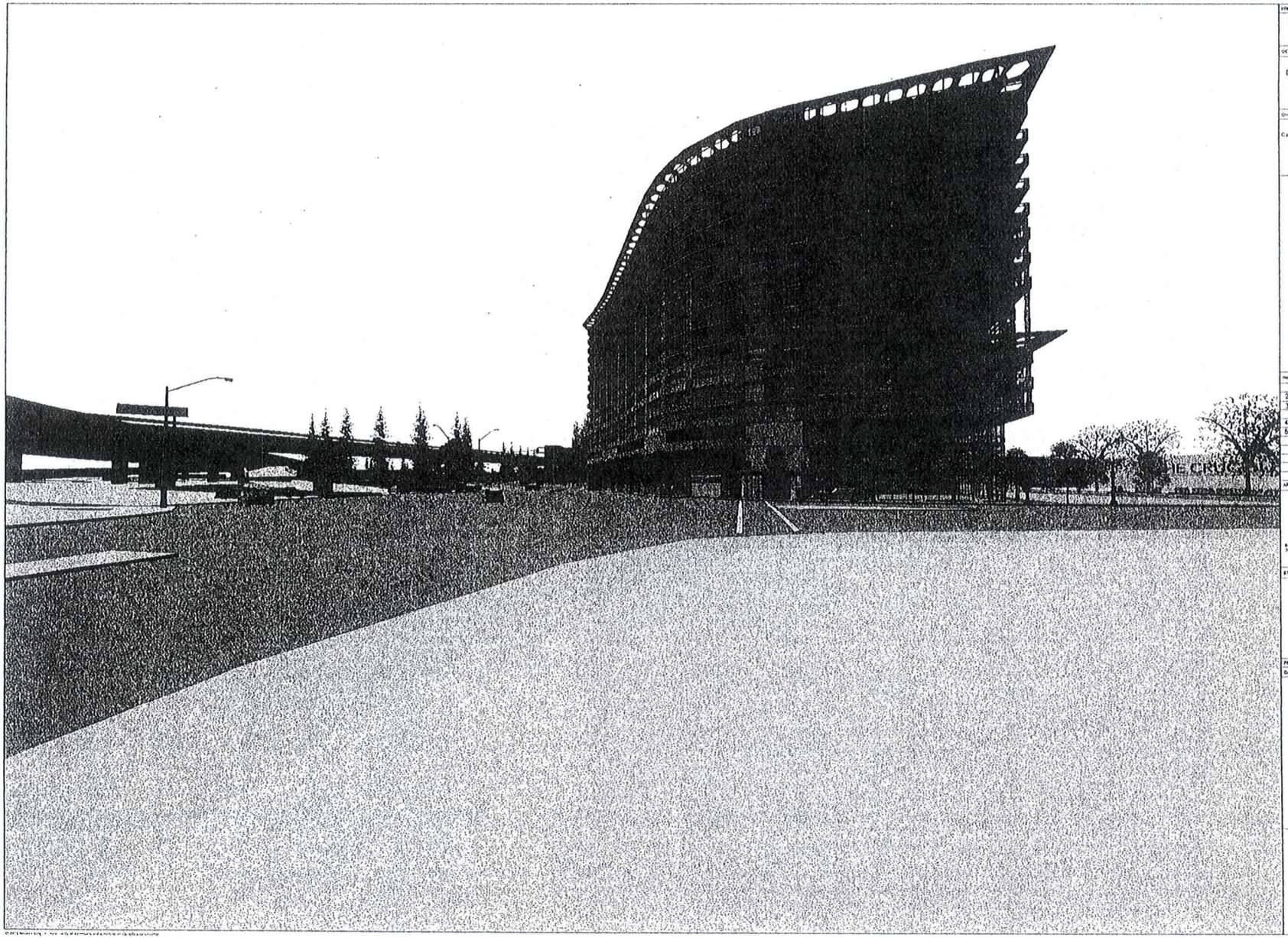
FCDL 6-054
STATE OF CALIFORNIA

PROJECT NO: 500 KIRKHAM

DATE: REV. JUNE 9, 2015

VIEW 2
looking down
7th ST.

V2



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4	15.07.09	DRB 1
5	16.07.24	DRB 2

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FCDN 6-26-17
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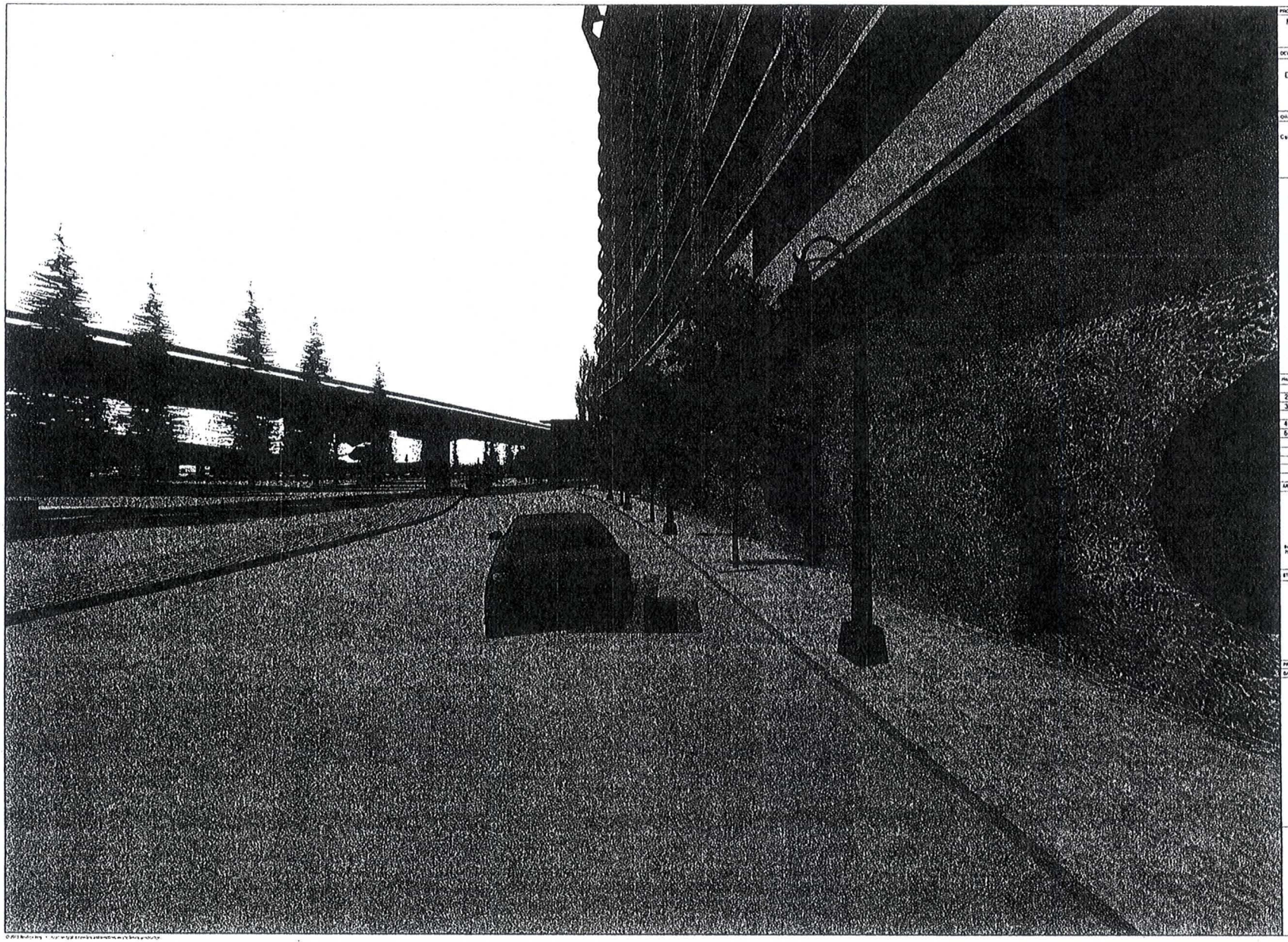
PROJECT NO: 500 KIRKHAM

DATE: REV. JUNE 8, 2015

VIEW
Pedestrian
view down
5th Street

V5b



PROJECT

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

DEVELOPER

West Oakland
Development Group LLC
c/o Jabed Herbert
1337 5th St, Oakland, CA 94607
(510) 385-8114
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OWNER

CalTrans
California Department of Transportation
c/o Mark Shinder
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Oakland, CA 94623-0660
(510) 286-5400
mark.shinder@dot.ca.gov

Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

ARCHITECT

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STAMP

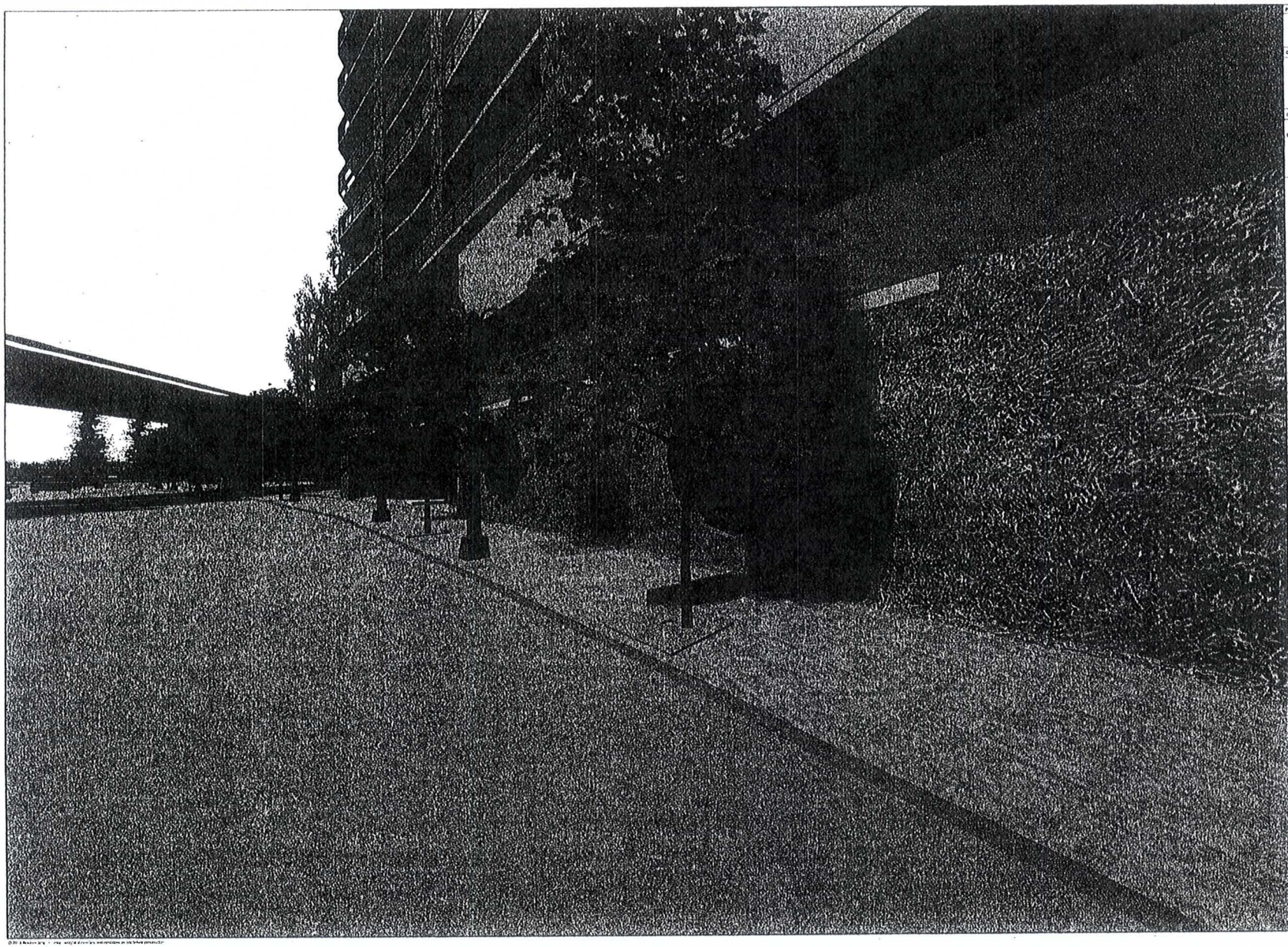
LICENSED ARCHITECT
BENJAMIN JONG, FAIA
REG. C 15658
EXP. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 1015XR-ALT

DATE: REV. JUNE 8, 2015

VIEW 5c
Pedestrian
view down
5th Street

V5c



PROJECT

Mixed Use Development
500 Kirkham Street
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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
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3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
6	15.07.24	DRB 2

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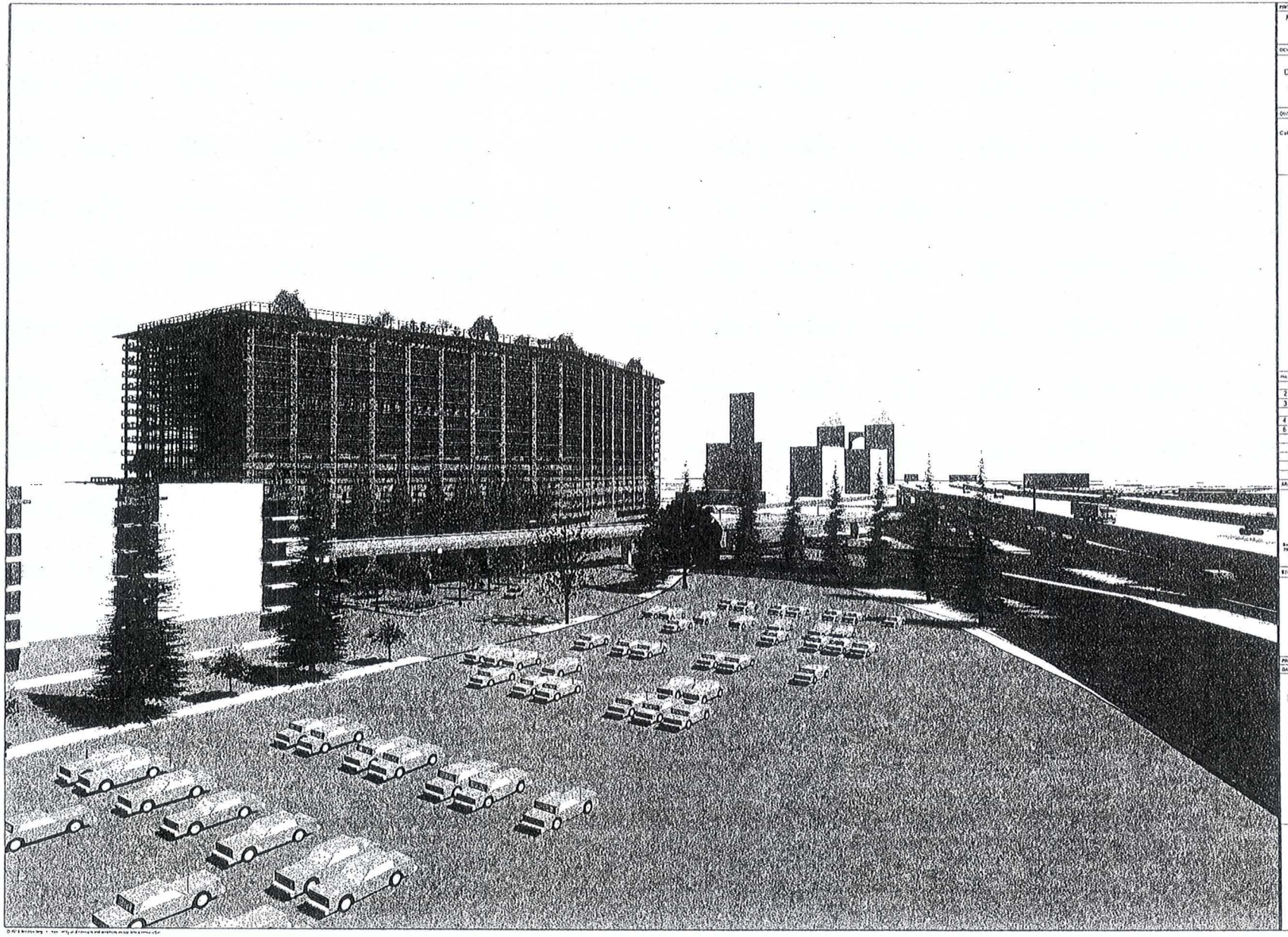
LICENSED ARCHITECT
ANDREW JONG, FAIA
NO. C 6418
FOR 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 00.XXE.01.01

DATE: REV. JUNE 8, 2015

VIEW 5c
Pedestrian
view down
5th Street

V5d



PROJECT

Mixed Use Development
500 Kirkham Street
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Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Re-Ason
2	15.03.17	4th & open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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ANDREW JONG, FAIA
STATE OF CALIFORNIA

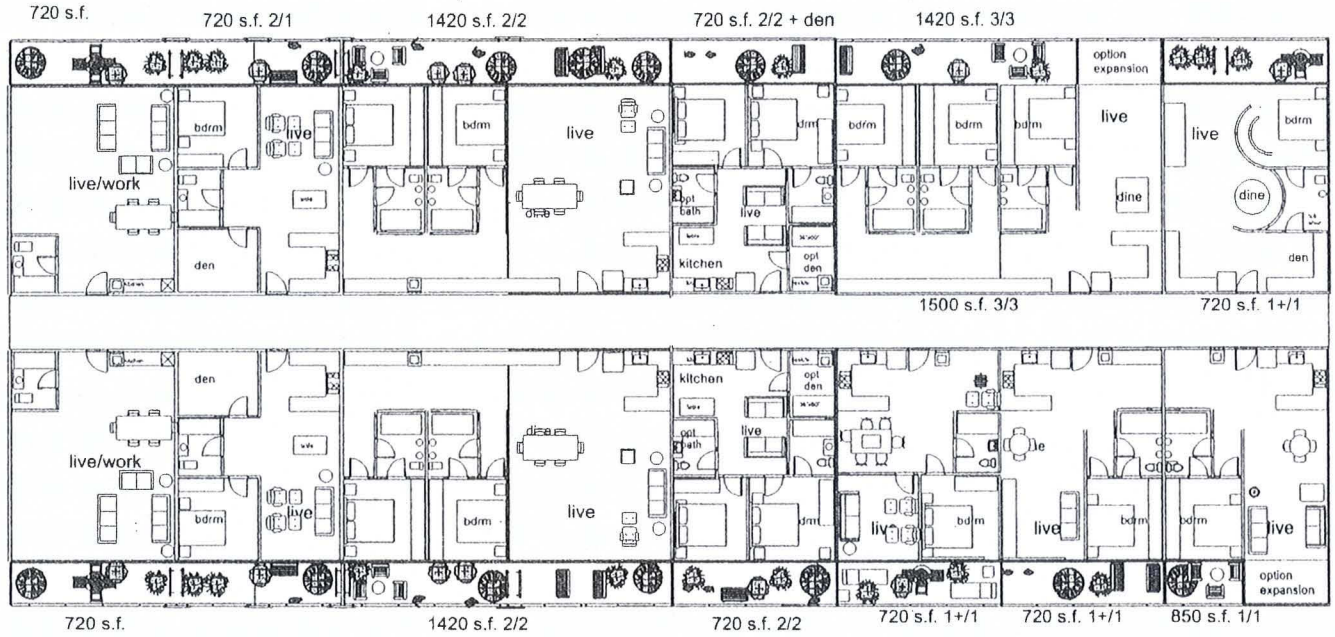
PROJECT NO. 500 KIRKHAM

DATE: REV. JUNE 8, 2015

VIEW 6
looking Northeast
from 5th Street

V6a

500 KIRKHAM
VARIATIONS OF TYPICAL UNIT LAYOUT



1 Typical Units
Scale: 1/8" = 1'-0"

0 10 20 30 40 50 FT

PROJECT
Mixed Use Development
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11 Floor Alterative
Mixed Use Development
500 Kirkham Street
Oakland, CA 94607

No.	Date	Revision
2	15.03.17	4th & open space
3	15.06.08	New L1.0 and rev. A1.1,A1.4,A1.12
4	15.07.09	DRB 1
5	15.07.24	DRB 2

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BRANDON JONG, FAIA
NO. C 6213
EXP. 6-30-17
STATE OF CALIFORNIA

PROJECT NO. 500 KIRKHAM
DATE REV. MARCH 2, 2015

TYP UNIT
PLANS

A3.1

Oakland City Planning Commission
Design Review Committee

STAFF REPORT

Case File Number: DA06011, PUD06010, PUD06010-PUDF02

September 30, 2015

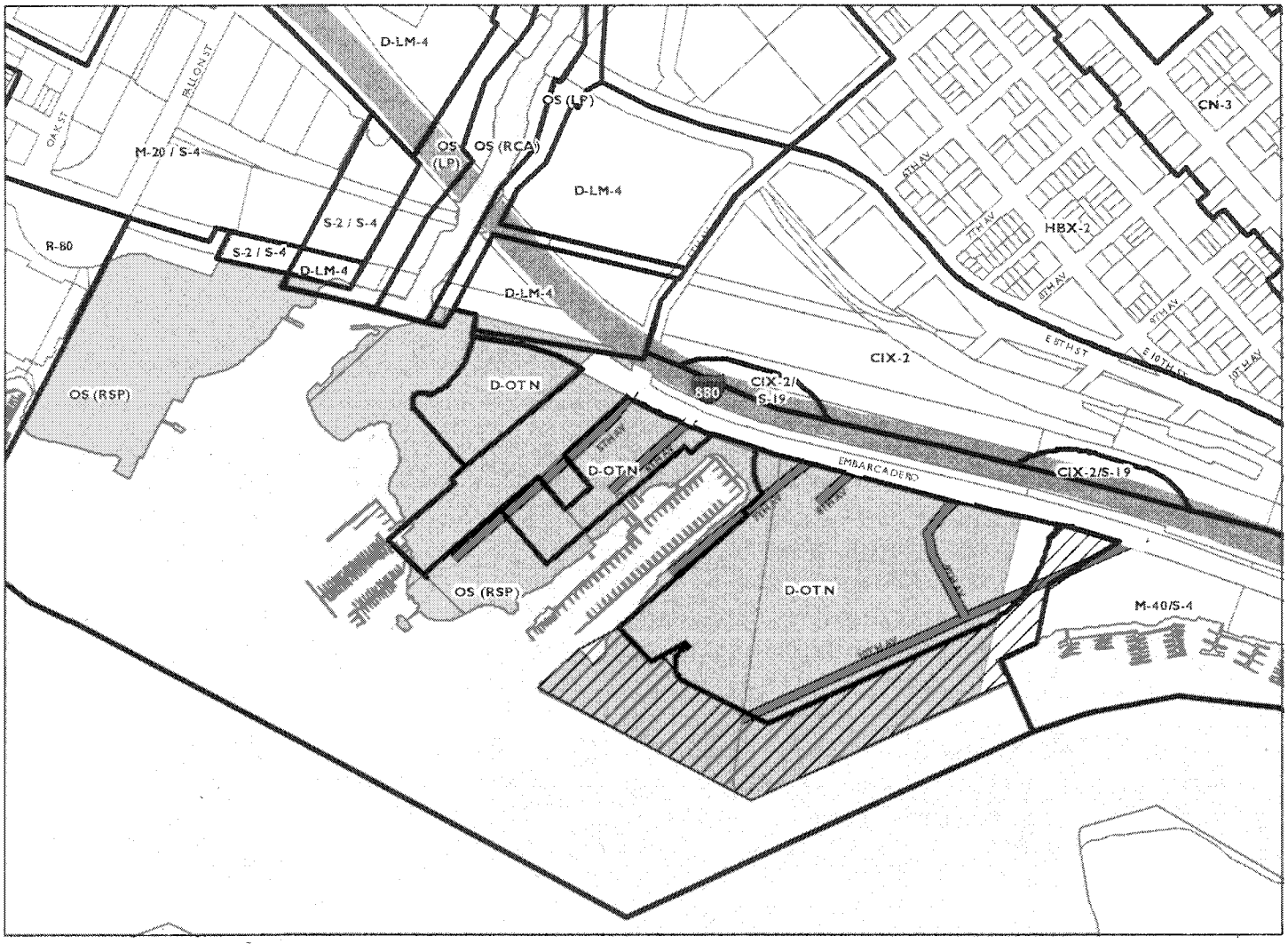
Location:	**Brooklyn Basin (formerly known as "Oak to 9th Avenue"); specifically, Shoreline Park, located on the current site of the 9th Avenue Terminal.**
Proposal:	Final Development Permit (FDP) for Shoreline Park, including demolition and retention of portion of 9th Avenue Terminal.
Applicant:	Zarsion-OHP 1, LLC (ZOHP), Patrick Van Ness (510) 251-9272.
Owner:	ZOHP, Port of Oakland, City of Oakland
Planning Permits Required:	FDP, compliance with CEQA.
General Plan:	EPP-Parks (Estuary Policy Plan-Parks).
Zoning:	OS-RSP (Open Space-Region-Serving Park)
Environmental Determination:	Final EIR certified on January 20, 2009
Historic Status:	9th Avenue Terminal, rated "A"
Service Delivery District:	3
City Council District:	2 – Abel Guillen
Action to be Taken:	Conduct design review, consider recommendation to Planning Commission for FDP application
Finality of Decision:	NA
For further information:	Contact case planner **Catherine Payne** at **510-238-6168** or by e-mail at **cpayne@oaklandnet.com**

SUMMARY

The purpose of this report is to provide design review analysis of the revised Shoreline Park design. The Brooklyn Basin Project land use entitlements were originally approved in 2006. At this time, the applicant, Zarsion-OHP 1, LLC (ZOHP) is seeking additional approvals in response to or required under the terms of the original land use entitlements, in order to initiate delivery of City parks. Specifically, ZOHP is seeking approval of a Final Development Permit (FDP), consistent with the applicable zoning regulations, for Shoreline Park, which is required to be completed and operational prior to Certificate of Occupancy of the 550th dwelling unit (or five years after the first construction-related permit) for the project. The development of Shoreline Park includes the demolition of 90 percent of the existing 9th Avenue Terminal, retention and historic preservation of the remaining portion of the building and the provision of a new 10-acre City park. The Design Review Committee (DRC) previously reviewed an earlier iteration of the Shoreline Park design at their regularly scheduled meeting on June 24, 2015.

#2

CITY OF OAKLAND PLANNING COMMISSION



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

Case File: DA06011, LM15002
Applicant: Zarsion-OHP 1, LLC (ZOHP), Patrick Van Ness
Address: Brooklyn Basin Phase I, Shoreline Park generally located south of Embarcadero, along 9th Avenue
Zone: OS-RSP

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 10th Avenue to the east, and Fallon Street to the west. The project includes 29.9 acres of City parks located along the Oakland Estuary edge of the Brooklyn Basin Site. Shoreline Park is the southeastern-most park in Brooklyn Basin and is located on the water side of 10th Avenue, generally where the 9th Avenue Terminal is currently located.

The Shoreline Park site and surrounding area previously contained commercial and industrial uses (the 9th Avenue Terminal, a retail furniture store, a metal recycling facility, and outdoor storage of shipping containers). As of this writing, construction of Phase 1 infrastructure and Embarcadero improvements is underway adjacent to the Shoreline Park site.

PROJECT BACKGROUND

Project History

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

The Shoreline Park site is the current location of the 9th Avenue Terminal. The 9th Avenue Terminal is a historically significant facility, with an "A" rating on the Oakland Cultural Heritage Survey (OCHS). The facility is a break-bulk shipping facility, one of the last and largest on the West Coast. The approved PUD allows for demolition of approximately 80 percent of the building to make way for Shoreline Park. The remaining 20 percent of the building contains the head house, and the project includes historic restoration.

Public Comments to Date

Staff previously brought the incomplete Shoreline Park FDP application before the DRC to seek early input into the design process. In addition, staff previously introduced the project to the Landmark Preservation Advisory Committee and Parks and Recreation Advisory Commission—comments from those meetings are contained in *Attachment C: DRC Report, dated June 24,*

2015. The DRC made the following comments at their June 24, 2015 meeting (with Applicant and staff responses indicated in indented, italicized text below the applicable comment):

- DRC:
  - Moore:
    - Come back to DRC;
      - *The Applicant has revised the plans and provided a greater level of detail for DRC consideration. See complete discussion throughout this report.*
    - How does Shoreline Park relate to other Brooklyn Basin parks (and Jack London Square and Lake Merritt);
      - *Shoreline Park will include features that will carry through to other Brooklyn Basin parks, including lighting, furnishings and interface with the waterfront (including the continuous Bay Trail along the water's edge), plant palette and general focus on the waterfront and San Francisco Bay. See further discussion below. In addition, see Attachment A: Revised Shoreline Park Plans.*
    - Will there be community gardening opportunities for the residents?
      - *Shoreline Park is a regional-serving park and will not include facilities intended specifically for local use, consistent with State Lands jurisdiction. Community gardening may be considered for the residential development program.*
    - Will the park be accessible to pets?
      - *Currently, Shoreline Park is designated as a park where dogs will be allowed on-leash.*
    - Where is boat launch access?
      - *The approved PDP includes a new marina at Clinton Basin. The design for Shoreline Park does not specifically include boat launch access. However, the current plans indicate a variety of ways visitors can interact with the Estuary. Where the waterfront includes a significant grade difference between dry land and water (in particular, along the edge of the 9th Avenue Terminal wharf and near Clinton Basin), the plans indicate ample seating and gathering opportunities along a continuous railing. The plans now also include wood and concrete stairs down to the water between Clinton and Brooklyn Basins. This is an opportunity for park visitors without boats to access the water directly.*
    - Provide additional information and refinement requested by staff (and plans are progressing in that direction).
      - *The current plan set includes refinement and revisions, as requested by staff. The plans indicate a range of gathering spaces for different visitor experiences, a richly designed promenade that provides diverse experiences of the waterfront while providing a unified design theme to accentuate the edge of the waterfront as the most important thematic layer defining the importance of*

Shoreline Park. In addition, the plans better incorporate a sense of history of the site, respecting the scale of the existing (but to be demolished) 9th Avenue Terminal building, and marking the terminus of the building, and providing smaller gathering spaces that allow the larger building to be meaningful.

- Pattillo:
  - What is the program for the park? How will spaces be used?
    - *The current plans indicate a variety of spaces: the large open space where the 9th Avenue Terminal is currently located, and medium and small gathering spaces to the west and along the shoreline. The range of gathering spaces will encourage use of the park at all times and allow users to engage in unprogrammed activities such as exercise, picnicking, informal group gatherings, and contemplation. The master developer has rights to occupy and program the remaining portion of the 9th Avenue Terminal. This will result in some synergistic use of the adjacent large area. In addition, Office of Public Recreation (OPR) has committed to programming the park (sponsored activities could include exercise classes, naturalist tours, day camps, and larger events similar to "An Intimate Evening".*
  - Are there common themes between this and the other Brooklyn Basin parks?
    - *Shoreline Park is unique in that it is the most developed park site (as it is located almost entirely on a wharf structure) and will include a portion of the historic 9th Avenue Terminal building (and is the site of the ninety percent of the building that is planned for demolition). However, Shoreline Park will also be the southeastern terminus of a chain of parks in Brooklyn Basin (that then connect to Jack London Square and Lake Merritt) to the northwest. As the first Brooklyn Basin park to be developed, Shoreline Park will establish the themes and design strategies that will be carried through the other Brooklyn Basin parks. Shoreline Park will include features that will carry through to other Brooklyn Basin parks, including signage, waterfront treatment, including railing, lighting, furnishings, Bay Trail, plant palette and general focus on the waterfront and San Francisco Bay. See further discussion below.*
  - How will the Brooklyn Basin parks be different from one another?
    - *As noted above, Shoreline Park will occupy the most developed, constructed site within the Brooklyn Basin park system. Located on an existing wharf, Shoreline Park has the greatest opportunity to host festivals and organized events, as well as include intensive design treatment such as hardscape and furnishings. The current plans indicate large event space, as well as significant hardscape*

and site furnishings (including a variety of seating, art opportunities, and lighting).

- Park design should reflect Oakland: hip, edgy, funky; this does not equal rustic;
    - *Staff believes that the first step to designing Shoreline Park is place-making. Staff is first focusing on developing park plans that include clearly usable and inviting spaces for a wide range of activities and clear separations and connections between those spaces. Following this process, staff will evaluate the plans in terms of layering the uses with the themes that will provide the park with its identity. The appearance and ambiance sought by the community will be provided in large part by the themes (such as art, sustainability, reuse, interaction between historic and present-day facilities) and design details (benches, lighting, surface treatments, signage) that will overlay the uses. The current plans indicate solid place-making: a variety of areas that comfortably allow for intimate, small group and large group gatherings. In addition, the plans include public art and a strong design connection to the Estuary, key objectives of the park design.*
- The deck over the pile-supported wharf is 1.5 football fields in size; this will feel barren, particularly once there is no institutional memory of size of 9th Avenue Terminal;
    - *The current plans include a large space framed by the remaining portion of the 9th Avenue Terminal on one end and a pergola structure (based on the steel frame of the 9th Avenue Terminal) on the opposite end of the open space, marking the approximate location of the terminus of the portion of the 9th Avenue Terminal to be removed. This change to the plans accomplishes key objectives: framing and enclosing the large space which contains it visually so it won't feel barren; and it more dramatically and accurately reflects the history of the 9th Avenue Terminal structure by maintaining the area as a kind of structural void where visitors can sense the size of the previous use and facility at that location. The current plans also include a range of gathering areas that will be attractive to a variety of users such that the large space will feel like a part of a well-used park, even if it is not fully occupied the majority of the time.*
- Modulate park to create smaller gathering areas;
    - *The current plans show three small gathering spaces near the 9th Avenue Terminal (picnic area and outdoor dining); small and medium-sized gathering spaces in the western portion of the park, and small gathering opportunities all along the waterfront (including extensive lighting and a range of seating). In addition, the waterfront promenade will be a more dynamic, linear-oriented use area.*

- Retain building columns to support "hip, edgy, funky" feel and provide opportunities/structure for shade and wind buffers;
    - *As noted above, the current plans include a pergola at the western terminus of the existing 9th Avenue Terminal, the design of which is based on the steel structure of the 9th Avenue Terminal. This structure should provide some wind buffer and shade. The structure, in concert with the remaining portion of the 9th Avenue Terminal, will accentuate the grand space the marks the location of the portion of the 9th Avenue Terminal to be demolished. One could argue that the appearance of the design is or is not aesthetically pleasing or appropriate; however, the grand space marked by the bookend structures creates a powerful experience of the historic use and structure, a meaningful experience in-and-of-itself.*
- Need at least 200 people in a space to feel inviting and populated: that requires significant and continuous programming;
    - *There are various departments in the City of Oakland that program large civic space for community activities. In terms of very large events (similar to Eat Real or Art & Soul), the site will be challenged by its decentralized location and limited parking (up to approximately 500 spaces in the future for events), and will be defined by the approximately 4,000 residents that will make up the neighborhood. With this in mind, the large gathering space lends itself to gatherings of up to 1,200 people. Examples of this size of event include local-serving movie nights, Off-the-Grid food truck events, and "An Intimate Evening" sponsored by the Office of Parks and Recreation (OPR). OPR has committed to whatever level of programming is desirable and appropriate for this space. OPR can provide: youth and adult play days; movie nights; nature education, interpretation and volunteer days; Zumba and outdoor exercise; recitals highlighting local youth talent; larger events similar to the Intimate Evening fundraiser that hosts 1,000 guests. In addition, private parties will be able to lease the space subject to current OPR regulations and requirements.*
- Occasional events are not enough programming for large space;
    - *Staff believes that, in addition to maximizing programming of the larger spaces, the spaces should be designed to be attractive and engaging when not occupied by large events. This would require the provision of a variety of gathering spaces (from contemplative to intimate to large gatherings) layered with the themes that define the distinctive character of the park. The current plan achieves this by providing a variety of inviting gathering spaces with ample lighting and furnishings, and opportunities to interact with the waterfront. In addition, as noted below, staff recommends that the*

Applicant supplement OPR programming in the early life of the park.

- Revise plant list with support of horticulturalist;
  - *According to the Applicant, the plant palette has been reviewed by HortScience.*
- Rain gardens need to be clearly interpreted: otherwise, unclear why they are there;
  - *The "rain gardens" are required storm retention basins that are part of the approved plans for compliance with the National Pollutant Discharge Elimination System permit for Oakland. That they are "rain gardens" is a design approach to integrating the features with the look and function of the park and its landscaping. Construction permits were previously issued for the "rain garden" adjacent to Embarcadero (May 2015) as part of the Phase One infrastructure construction permits (FDP approved in November 2014). However, the feature can be revised through the FDP review process.*
- The radial points (knuckles) where pathways meet (near Clinton Basin) should be designed to host smaller, more intimate events;
  - *The current plan is responsive to this comment: The radial point adjacent to the large gathering area has been redesigned to act as a somewhat formal, medium-sized gathering space with an inviting pergola structure and seating. In addition, the current plan includes many more opportunities for small gatherings along the water's edge than were previously included.*
- Include a public art theme over the entire park;
  - *The current plan has a stronger site plan than previously reviewed by the DRC, and an improved site design regarding locations for public art. Following approval of a FDP, the Shoreline Park plans should be further detailed with a number of thematic layers that would inform the design details of the park, including: natural history interpretation; cultural interpretation; sustainability and reuse; and art. The construction documents would not simply indicate locations where art pieces could be located, but demonstrate how art will inform interaction between park visitors and the Estuary, how art can provide children's play opportunities, how art will be incorporated in the design of park entrances and other park features (railings and planters, for example), and how art can be used to carry out design continuity between Shoreline Park and future Brooklyn Basin parks.*
- Work with Cultural Arts Division to include robust public art program;
  - *The Cultural Arts Division has discussed this with the applicant. At this time, the City of Oakland is not in a position to make a commitment to delivering public art for this project. However, the Cultural Arts Division has advised the applicant regarding: how to*

incorporate art into the project; a list of local artists and examples of their work; and explained the various cultural arts funding opportunities and review procedures to facilitate the incorporation of art in the Shoreline Park design.

- Need explanation of why softscape (lawn area, in particular) has been reduced from PDP;
  - *The expansive lawn area included in the PDP has been eliminated (and partially replaced with raised planting beds) for a number of reasons, including: lawn is a high-water landscaping material that is inconsistent with contemporary water conservation objectives; expansive lawn on a pile-supported structure requires substantial site preparation and engineering to support; lawn is not consistent with a sea-water and salt-air environment; and expansive lawn is not conducive to the high-impact uses envisioned for the pile-supported wharf portion of the site.*
- How would parking be accommodated for major events?
  - *In addition to the 90 parking spaces included in and/or immediately adjacent to Shoreline Park, the Brooklyn Basin project includes extensive on-street parking, as well as a 400-space auto-fee parking facility within two blocks of Shoreline Park. There is planned public transit access within the first phase of the project, as well.*
- See Walter Hood/Murakami/Nelson Oakland Waterfront Trail signage plan for ideas;
  - *The current plans do not include a specific signage program. A site-wide signage program would be considered at a different time. Comment noted and applicant advised, accordingly.*

- Public Comments:
  - Park plan is unimaginative and uninteresting;
    - *The primary goal of the FDP review process is to establish appropriate site planning for Shoreline Park and establish themes to provide the park with a unique and meaningful personality. The current plans indicate more varied types of spaces for park users, as well as development of thematic components that will provide visual and intellectual interest and an imaginative experience for visitors. Themes include: natural history interpretation; cultural interpretation; sustainability and reuse; and art.*
  - It is a rare opportunity to design a park in Oakland, particularly of this scale; process and results should be inspired and exciting;
    - *The current plans include more site planning and thematic development that, as noted above, should provide for a more inspired and exciting experience for visitors to Shoreline Park.*
  - Park plans should include more trees and grass;
    - *Shoreline Park is the first Brooklyn Basin Park to be developed and will be constructed on a man-made structure (a pile-supported wharf). This*

park provides the most opportunity for high-impact, heavy-duty visitor traffic (such as programmed events). In addition, the park site does not include any existing soil. Staff finds this is the one park in Brooklyn Basin that need not incorporate expansive softscape. However, the ground plane should be designed in a way to provide the level of visual interest and complexity that would otherwise be provided by planting material.

- Like 9th Avenue Terminal design;
  - *Comment noted.*
- Restaurant(s) should accommodate bicyclists (convenient bike racks, casual food);
  - *The FDP includes bicycle parking adjacent to the 9th Avenue Terminal, near the on-site parking lot.*
- Would it be difficult for bicyclists to navigate 90-degree angles along Bay Trail?
  - *The Bay Trail can include 90-degree angles, as traffic is expected to move at a leisurely pace compared to the Class I bicycle path. The Class 1 bicycle path includes less acute angles to allow for less restrictive bicycle movement.*
- Park will be exposed (windy, glare, no shade) and inhospitable without any buffers;
  - *The current Shoreline Park plan includes plant groupings of small trees and a pergola structure at the western edge of Brooklyn Basin, as well as single and double rows of trees within the park. These elements will provide some wind buffer and shade in the park.*
- Water fountains should be dog-friendly;
  - *The current plans for Shoreline Park include a water fountain specification that hosts a low spigot for filling water bowls for dogs.*
- Preserve views;
  - *The proposed plans for Shoreline Park include demolition of the 9th Avenue Terminal and large areas with no or limited plantings. Views from the park, and through the park, will be expansive.*
- Program activities through Office of Parks and Recreation, Master Developer;
  - *Office of Parks and Recreation (OPR) has identified a number of appropriate activities that they can program at Shoreline Park, including: movie nights, concert series, bicycle clubs and activities, boating activities and outdoor classes that don't require specialized courts or fields (like yoga or tai chi). In addition, the Master Developer will work with OPR to host farmers' markets, "Off-the-Grid"-style and other neighborhood-serving events.*
- Accommodate the "San Francisco Bay Area Water Trail" (Water Trail);
  - *The plan for Shoreline Park does include direct access to the water between Clinton and Brooklyn Basins, although no boat launch. Marina facilities are included in the approved Preliminary Development Plan (PDP) for Clinton Basin and will be provided as part of the overall Brooklyn Basin project.*
- State Lands is an elected body so City has some sway with them;

    - *At this time, the applicant is not proposing any features that would not be compliant with State Lands jurisdiction. If at any time there is a proposal for a specifically local-serving use, such as a sports court or field, or a tot lot, then the City, along with the Master Developer, could communicate with the Tidelands Trust to propose such a use.*
  - Should not build anything at Brooklyn Basin other than wetlands; The site will be underwater in 16 years; Any flooding will be City's responsibility (and cost);
    - *Comment noted.*
  - Keep railroad trestle;
    - *The proposed plans retain the railroad trestle (and include a retrofit of the structure) as a bicycle and pedestrian pathway.*
  - Highline is not an applicable example for this park; this is not a linear park;
    - *The currently proposed plans include a wide range of gathering spaces and opportunities, including the unique grand wharf area currently occupied by the 9th Avenue Terminal and a waterfront promenade. The proposed plans include an emphasis on the linear experience along the edge of the waterfront, as well as a focus on the site of the 9th Avenue Terminal and framing of views and axis points from the inland neighborhood to support connectivity to the surrounding area.*
  - Any public art should be considered by the Public Arts Commission;
    - *Comment noted.*
  - Park should include ample public restrooms convenient to park users throughout day;
    - *Current plans for Shoreline Park indicate restrooms in the 9th Avenue Terminal (5 stalls, total) that would be available to the public during park hours (presumably, dawn to dusk).*
  - Need more robust community involvement in design;
    - *The City requires a public outreach process for any public art to be included in the park. The current plans include a commitment to three pieces of public art. There would be a public process to consider approval of those art pieces.*
  - No century plants;
    - *Comment noted. The plans continue to include agave (century) plants, as part of a drought-tolerant, low-maintenance planting palette.*
  - No tupelo trees;
    - *Comment noted.*
  - Parks should be a unique and special place;
    - *As discussed above, the park plan now includes a variety of spaces and a strong waterfront edge that will provide opportunities for a broad range of experiences and gatherings, and a strong emphasis on the linear waterfront experience at this location. This approach will celebrate the Estuary waterfront in an area where it has not been broadly accessible to the public in the past. In addition, as part of the design refinement that will occur as part of design development and construction documents, the applicant will further develop the themes that will be layered on the park*

site plan to provide unique character, excitement and imagination in the design details.

- Bike East Bay supports park plans as presented for bicycling.
  - *Comment noted.*

PROJECT DESCRIPTION

Shoreline Park

The planned Shoreline Park is approximately 10 acres, much of which is located on an existing pile-supported wharf over the San Francisco Bay. The park was originally approved as part of the Preliminary Development Permit (PDP) in 2006. The approved design includes demolition of approximately 90 percent of the 9th Avenue Terminal, and historic preservation of the southeastern portion of the building. The park is envisioned to host periodic special events. There are 30 off-street parking spaces and up to 60 on-street parking spaces (public spaces located on 9th Avenue, adjacent to the park). The PDP included an open lawn area occupying up to four acres of the site; however, due to structural limitations of the wharf and interest in drought-resistant design, the FDP application includes wood decking in lieu of lawn. The following discussion provides details about the design and use of park facilities:

- *Shoreline Park Design*:
  - *Layout*: The proposed park is a linear-oriented park along the edge of the San Francisco Bay (Bay). The park is generally oriented toward the Bay, with the San Francisco Bay Trail (Bay Trail) located along the water's edge, and axis oriented toward views across the Bay. Off-street parking is located on the southeastern end of the park, adjacent to the remaining portion of the 9th Avenue Terminal (which is planned for commercial uses). The park design includes a range of spaces to accommodate a variety of users: large spaces that can accommodate both casual use and programmed events; smaller spaces for picnicking and smaller gatherings; contemplative opportunities, and pathways and connectors for active movement through and around the park.
  - *Circulation*: The proposed park design accommodates a wide range of access features, including the following:
    - *Vehicular Access*: The Shoreline Park design includes 90 parking spaces, including approximately 30 on-site parking spaces in a lot adjacent to the 9th Avenue Terminal, and 60 on-street parking spaces located immediately adjacent to the park on 9th Avenue and available to the public, including park visitors.
    - *Bicycle Circulation*: Bicycle circulation is provided on a Class 1 dedicated bike path adjacent to 9th Avenue, and on the shared use Bay Trail along the water's edge. The Class 1 dedicated path provides a regional linkage between East Oakland and downtown Oakland.
    - *San Francisco Bay Trail*: Shoreline Park incorporates a new section of the Bay Trail. The Bay Trail will be a minimum of 30 feet wide, surfaced

with concrete and include standard Bay Trail signage for identification purposes. The Bay Trail will provide leisure access for bicyclists and pedestrians. This Bay Trail section is designed as a waterfront promenade with ample seating, lighting and limited access to the water for visitors.

- *Park Entries*: Shoreline Park is generally accessible along the length of 9th Avenue. However, there are three main park entrances where 9th Avenue meets 8th Avenue, where Main Street ends at 9th Avenue and from the existing Bay Trail access (and Embarcadero) at the southeastern end of the park.

- *Parking*: As noted above, there will be 30 on-site parking spaces exclusive to park use, as well as 60 on-street public parking spaces located immediately adjacent to the park along 9th Avenue.
- *Hardscape Materials*: Shoreline Park is predominantly a hard-surface park. The park will be constructed on top of existing pile-supported wharf in the Bay. The Bay Trail and Class 1 bike trial portions of the park will be concrete. The applicant proposes that the remaining hardscape be recycled wood plank from the roof of the 9th Avenue Terminal.
- *Park Furnishings*: The applicant proposes site furnishings including seating, garbage receptacles, lighting and railings, planters, water fountains and signage.
- *Planting Materials*: Although the park will not include turf areas, there will be raised planting areas with a palate of drought-tolerant trees, shrubs, ground-covers and grasses.
- *Special Features*: Special features include:
  - *Interpretive Features*: The plans include references to interpretive signage and the Development Agreement requires interpretive facilities within the remaining portion of the 9th Avenue Terminal.
  - *Public Art*: The plans indicate three locations for public art.
  - *Reuse of the 9th Avenue Terminal*:
  - *Sustainable Design*: The proposed surface for the part of the area where the 9th Avenue Terminal would be demolished includes recycled materials from the demolition.
- *Relationship to Brooklyn Basin Park Network*: Shoreline Park is the first of five parks to be developed as part of the larger Brooklyn Basin project, and includes one-third of the overall project park acreage. Shoreline Park is unique amongst the five parks in that it will exist almost entirely on a human-built structure (the wharf on which the 9th Avenue Terminal currently sits). Whereas the other Brooklyn Basin parks are envisioned as places for more passive recreation, observation and experience of the natural world, and abundant softscape, Shoreline Park is intended to provide a more urban experience, including: extensive hardscape, large gathering areas for organized events, and opportunities for more programmed and commercial uses (in the 9th Avenue Terminal, as well as possible boat, skate and kite rentals).

- *9th Avenue Terminal Design*: The 9th Avenue Terminal building will be reduced from 200,000 to 20,000 square feet, retaining the southeastern end of the building, including the harbor master's office. The changes to the building will retain four building bays, and an exposed roof section (no walls) continuing two bays to the northwest.
    - *Design Treatment*: The remaining portion of the building will be seismically engineered, and will include repair and preservation of historic exterior materials, inserting glazing into delivery bays and exposing and repairing existing clerestory windows. The renovation includes placing solar panels on the roof of the building, as well.
    - *Historic Preservation*: Historic preservation includes retaining 20,000 square feet of the building, revealing original siding materials and openings (to the degree feasible), as well as preserving and renovating details such as the decorative terra cotta medallions on the exterior of the building.
    - *Proposed Uses*: The project developer will be the building lessee and can use the building for commercial purposes. The project will retain the historic harbor master office (approximately 200 square feet) and provide a historic maritime interpretive experience for visitors. Primary building uses will be retail and restaurant space, as well as seating and restrooms for visitors.

GENERAL PLAN ANALYSIS

Please see *Attachment C: DRC Report, Dated June 24, 2015* for General Plan analysis. The purpose of this report is to present the revised Shoreline Park plans to the DRC for further review and comment. The earlier DRC report establishes project background.

ZONING ANALYSIS

Please see *Attachment C: DRC Report, Dated June 24, 2015* for background zoning analysis. The purpose of this report is to present the revised Shoreline Park plans to the DRC for further review and comment. The earlier DRC report establishes project background.

Allowed Activities and Facilities in Shoreline Park

Shoreline Park is subject to City of Oakland Open Space-Region Serving Park zoning regulations (OS-RSP), State Lands and Bay Conservation and Development Commission (BCDC) jurisdiction (see *Attachment C: DRC Report, Dated June 24, 2015*). In summary, park activities and facilities are limited by the regulatory framework and include the following:

Shoreline Park Permitted Activities and Facilities

Activity/Facility Type (OS-RSP activity and facility types)	State Lands Jurisdiction	OS-RSP Zoning Regulations*	Permitted at Shoreline Park?	Provided at Shoreline Park?
Caretaker's Quarters	INCONSISTENT	EP (Parcel "N" only)	No	
Botanical Gardens	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Community Gardens	INCONSISTENT	EP (Parcel "N" only)	No	
Trails and Paths	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Electrical, gas, and Telephone lines	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Water, Storm Drain, Sewage Lines	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Athletic Fields	INCONSISTENT	EP (Parcel "N" only)	No	
Basketball Courts	INCONSISTENT	EP (Parcel "N" only)	No	
Boathouse	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Bocce Ball	INCONSISTENT	EP (Parcel "N" only)	No	
Carousel/Amusement Rides	INCONSISTENT	EP (Parcel "N" only)	No	
Dog Play Area Off Leash (fenced)	INCONSISTENT	EP (Parcel "N" only)	No	
Fishing Pond	INCONSISTENT	EP (Parcel "N" only)	No	
Food Service and Other Concessions	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Gymnasium	INCONSISTENT	EP (Parcel "N" only)	No	
Handball Courts	INCONSISTENT	EP (Parcel "N" only)	No	
Horseback Riding	INCONSISTENT	EP (Parcel "N" only)	No	
Horseshoe Pit	INCONSISTENT	EP (Parcel "N" only)	No	
Lawn Bowling	INCONSISTENT	EP (Parcel "N" only)	No	
Miniature Golf	INCONSISTENT	EP (Parcel "N" only)	No	
Picnic Areas	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Play Grounds/Tot lots/Play Equipment	INCONSISTENT	EP (Parcel "N" only)	No	
Recreation Center	INCONSISTENT	EP (Parcel "N" only)	No	
Skate Park	INCONSISTENT	EP (Parcel "N" only)	No	
Swim Center	INCONSISTENT	EP (Parcel "N" only)	No	
Temporary Uses	**CONSISTENT (may be limited)**	**SHP,GP,SP,CHP,EP**	**Yes (with limitations)**	**✓ (accommodated)**
Tennis Court	INCONSISTENT	EP (Parcel "N" only)	No	
Wading Pools	INCONSISTENT	EP (Parcel "N" only)	No	

Water Play Feature (Fountain)	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Museum	INCONSISTENT	EP (Parcel "N" only)	No	
Maritime Office (Harbor Master)	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Auditorium	INCONSISTENT	EP (Parcel "N" only)	No	
Bandstand	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Docks/Wharves/Piers	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Outdoor Performance Area/Stage/Amphitheater	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Stormwater Detention/Water Quality Facilities	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Full Service Restaurant, within a publicly owned building	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
General Food Sales	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Accessory Buildings	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Fences Walls, or Gates	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Benches and Street Furniture	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Irrigation Systems	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Kiosks/Maps/Historic Markers	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Interpretive Signage	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Lighting	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Lighting (Sports Facilities)	INCONSISTENT	EP (Parcel "N" only)	No	
Maintenance Sheds	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Parking for Park use	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Public Art	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
Scenic Overlooks and Pullouts	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	
Rest Room Facilities	**CONSISTENT**	**SHP,GP,SP,CHP,EP**	**Yes**	✓
San Francisco Bay Trail	**CONSISTENT (Required)**	**SHP,GP,SP,CHP,EP**	**Yes (Required)**	✓

*SHP = Shoreline Park; GP = Gateway Park; SP = South Park; CHP = Channel Park; and EP = Estuary Park.

Shoreline Park has been designed to include only activities and facilities supported by the complex regulatory framework for the park. For example, in an effort to accommodate competing interests, the park design does not include a designated playground or tot lot (not a State Lands-compliant use); however, the park design does include public art and interpretive facilities which could feasibly engage children in much the same way as a playground facility might.

Brooklyn Basin Planned Unit Development Applicable Regulations and Design Guidelines

The following discussion outlines the park-related requirements of the project, as administered by the City of Oakland. Staff analysis of compliance is indicated in indented, italicized text below each requirement.

Oak to 9th Mixed Use Development Conditions of Approval

- 25.B.5) a schedule for completing the work. In no case shall the time allotted for project completion exceed the time allotted in Exhibit C of the Development Agreement (issuance of a certificate of occupancy for the 1,000th unit or 5 years from the issuance of the first building permit for Phase I.)
    - *The applicant has prepared and submitted the Shoreline Park FDP application prior to issuance of any construction-related permits for dwelling units in an effort to ensure delivery of Shoreline Park prior to delivery of the 1,000th residential unit or any other applicable milestone.*
- 38. Prior to and at the time of approval of the first final map for the project, a Community Facilities District (CFD) or other similar financing mechanism acceptable to the City, shall be fully operational, and all assessments, reserve funding and/or other long-term financing and other requirements necessary to fully fund, in perpetuity, the maintenance of the parks, open space and public right of way. In addition, a Community Services District (CSD) may be formed with the responsibility for operation and maintenance of all parks, open spaces, shoreline trails, piers and public rights of way within the project, following the Minimum Maintenance Standards set forth in Exhibit F of the Development Agreement. If at any time the CSD is dissolved or is otherwise unable to adequately perform specified functions, the Development Director may exercise his or her authority under the Development Agreement and Condition of Approval No. 7. The CFD shall specify, without limitation, those obligations as set forth in Section 4.4.3, 4.4.4. a., b., c. d., e. and f. in the Development Agreement, along with the following other provisions…
    - *As noted elsewhere in this report, staff is currently working with the applicant to prepare the CFD; in the meantime, the Phase 1 Final Map is subject to an estoppel certificate that ensures the applicant will comply with maintenance responsibilities otherwise provided under a CFD until such time as the CFD or other financial tool is in place. Specifically, park maintenance would be provided by the CFD (or by the applicant).*
- 40. The Project Applicant shall prepare and implement a Landscape, Open Space, Park and Trail Plan substantially consistent with the Preliminary Development Plans dated February 2006. This plan shall be part of the Final Development Plan package for each phase of the Project set forth in the Phasing Schedule in Exhibit C of the Development Agreement. The plans shall be developed based on detailed surveys of existing site conditions and locations of major features including utility lines and other public improvements. This plan shall include a phasing and staging schedule showing how the landscaping for each phase of the project shall be implemented along with the detailed master improvement plan set forth in Condition of Approval No. 33 that must accompany and correlate with each Development Parcel. This plan must reference and incorporate all applicable conditions and requirements as set forth in these Conditions of Approval. This

plan shall be submitted to the Development Director for review and approval prior to the issuance of the building permit for the first Development Parcel. This plan shall include:

a. Complete soils information, including soil preparation and amendment specifications, soil particle size for existing site soils and imported soils, representative soils and water table tests confirming the suitability of the site for the plant materials selected.

b. Plans for each park shall include paving materials, tree and plant materials, street furniture, lighting, major recreational and landscaping features, public art installations, play equipment, courts, plazas, sculptural features, etc.

c. An evaluation of feasible modifications to the grading and overall elevations to improve views of the Estuary from the western portion of the site, particularly from 9th Avenue and Shoreline Park.

d. Preservation of a significant portion of the 9th Avenue Terminal building wharf/apron area on the waterfront side to the recommended 26 foot width and the ramp to the water, as a part of the Shoreline Park and building reuse plan, as practically feasible.

e. Plans for all street sections including typical paving and materials cross sections, trees and plant materials,

f. Plans and general specifications for other landscaping features and public art installations. Oak to 9th Mixed Use Development

g. Plans and general specifications for the segments of the Bay Trail through the site pathways throughout the site, including the boardwalk areas adjacent to the Estuary.

h. Plans for the historic and interpretive elements in and around the area of the preserved portion of the 9th Avenue Terminal Building and Shoreline Park, including the reinstallation of existing features honoring the history and use of the area as a breakbulk cargo terminal, with an overall physical theme and other unifying physical elements.

i. All play surfaces and play structures throughout the development will comply with ADA standards.

j. Prior to the issuance of the first building permit for each Development Area, a final landscape plan shall be submitted for that phase, based on the results, requirements, information and recommendations contained in the master schematic landscape plan, and including but not limited to the following:

- Detailed irrigation plans, consistent with water conservation and sustainability practices. Planting details such as location, number and sizes of the plant materials and the specifications for planting.

• Street trees shown on the site plan.
• Specifications for driveways, paving, entry and other surface treatments.
• A detailed landscape maintenance plan for each phase, including short and long term plant and tree care, irrigation system maintenance and other information to assure that the landscape plan will be successfully established and maintained consistent with the Minimum Park Maintenance Standards specified in Exhibit F of the Development Agreement.
• All applicable mitigation measures in the MMRP.

All landscape plans shall be independently reviewed and approved by a qualified landscape architect and other professional consultant, as deemed required by the Development Director, at the Project Applicant's expense.
The Project Applicant shall work with staff regarding the design of the open space such that, to the extent such uses are approved by the State Lands Commission (now or in the future), the Project Applicant shall engineer and design portions of the open space for active (sports) recreation opportunities.

- *The Shoreline FDP submittal reflects progress toward providing each of the components described above. Once a schematic design is approved by the Planning Commission, the applicant will prepare construction documents that indicate the soils information, as well as the specific features that would constitute historic and interpretive elements and irrigation.*

- 40.a. Refer to Exhibit N of the Development Agreement
  - *Exhibit N requires the delivery of the Temporary Bay Trail during the build-out of Brooklyn Basin. The Temporary Bay Trail has been constructed and is open to the public for use from dawn until dusk on a daily basis.*

<u>Oak to 9th Brooklyn Basin Design Guidelines</u>

- Urban Design Principles:
  1. Establish a continuous and diverse network of public open spaces, including parks, promenades and plazas along the Estuary shoreline.
  2. Configure and design the open space system to serve as a city-side and regional resource.
  3. Provide a range of cultural, recreational and commercial activities that reinforce the public destination appeal and civic role of the waterfront.
  4. Maintain and enhance public views to the waterfront.
     - *The proposed Shoreline Park plans indicate range of spaces to accommodate intimate gatherings to large events. The plans indicate opportunities for nature appreciation, exercise, play, dining and entertainment, and appreciation of the San Francisco Bay. The park design maintains clear views of the San Francisco Bay along the entire waterfront and provides axis and otherwise frames views of the waterfront from the major park entries and further inland.*

- "Shoreline Park along the southern and western edges of the community provides a grand civic space oriented to the open water of Brooklyn Basin. The park is designed to

accommodate large celebrations, concerts, water festivals, as well as day-to-day activities, such as informal play and passive recreation. Much of the park is built on the existing pile-supported pier structure of the 9th Avenue Terminal, the maritime history of which will be celebrated through interpretive elements and displays." (p.7)

- *The Shoreline Park FDP application respects the adopted vision for the park by maintaining a space for large events and gatherings while also including pathways and smaller gathering spaces for contemplation, picnics and conversation. The park plans also include opportunities for interpretation of the history and prior use of the site.*

- "A refurbished section the 9th Avenue Terminal will provide an opportunity for historical and interpretive exhibits that celebrate the maritime heritage of the site, a cultural center, community-gathering place, restaurant and retail opportunities." (p.9)
  - *The proposed plans for the 9th Avenue Terminal include demolition of 90 percent of the building (consistent with approvals) and retention and restoration of the remaining 20,000 square feet of the building for commercial and interpretive purposes. The space is designed to accommodate cultural interpretive opportunities, gathering space, a restaurant, restrooms, and possible small retail opportunities. In addition, the space is designed to maximize connections to the remaining outdoor wharf area that will be the site of Shoreline Park.*

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City Council certified an EIR for the existing project approvals on January 20, 2009. Prior to consideration of the FDP application by the Planning Commission, staff will evaluate whether or not any circumstances could feasibly trigger the requirement for subsequent or supplemental environmental review under CEQA.

DESIGN AND RELATED ISSUES

Design

The DRC previously reviewed preliminary conceptual design plans for Shoreline Park in June 2015. The current submittal (dated September 4, 2015, see *Attachment A* to this report) is more refined and detailed than the previous submittal and responds to many of the comments received. The current set reflects schematic design level of development and detail and includes plan revisions that greatly improve the quality of the design. In summary, the currently proposed plans include improved site planning, more attention to furnishing the site in an inviting manner, and thoughtful and integrated layers of meaning.

In terms of site planning, the current plans have been revised to provide a range of gathering spaces and place an emphasis on the waterfront. The plans include small- and medium-size gathering spaces and ample seating and platforms along the waterfront to allow for and

accommodate formal gatherings, picnics, contemplation, exercise and large events. In addition, the plans now indicate a strong focus on the water's edge with a clear promenade, including extensive seating opportunities, a strong railing design and continuous pole lighting along the railing to mark the linear experience of the water's edge along the Bay Trail and to provide an inviting and safe experience at all times of the day. Finally, the plans include a marker (a pergola that harkens to the design of the steel structure of the 9th Avenue Terminal) near the end of the portion of the 9th Avenue Terminal to be demolished. This design feature provides a gathering space and, along with the remaining portion of the 9th Avenue Terminal, frames the large open wharf area. This design reveals the size and scale of the 9th Avenue Terminal, provides a design response to the future demolition, and frames the area to limit the scale of the space so that it feels inviting rather than barren.

The current project plans indicate a wide range of site furnishings. Along the waterfront, there is stepped seating, broad backless seating for groups and picnics, traditional benches and bar-stool seating along the waterfront railing to accommodate a range of visitors and park uses. In addition, the plans indicate a railing and lighting system that will mark the length of the waterfront (with breaks for access to the water between Clinton and Brooklyn Basins). The lighting along the edge of the water, in particular, emphasizes the importance of the waterfront and enhances safety for users.

The schematic design plans for Shoreline Park reveal an emphasis on the water's edge, historic uses of the site and public art. The railing and lighting system along the water's edge, as well as the range of seating near and facing the water, create a promenade that will clearly draw visitors to the waterfront and provide opportunities for gatherings and activity along the waterfront. As noted above, the plans include a marker (a pergola that responds to the design of the steel structure of the 9th Avenue Terminal) near the terminus of the portion of the 9th Avenue Terminal to be demolished. The location and design of the pergola element reveals the size and scale of the 9th Avenue Terminal, provides a design reflection on the demolition, and frames the area of the demolition to limit the scale of the space so that it feels inviting rather than barren.

Appearance

During earlier review of the proposed Shoreline Park FDP application, commenters expressed dissatisfaction with the design style of the park. In summary, commenters noted that the design does not reflect contemporary design trends in Oakland. In some ways, staff agrees. However, the revised plans have a more compelling site planning approach than before resulting in both an inviting place to visit as well as a powerful statement about the place itself. In particular, the site plan includes a strong promenade and more outdoor rooms that include appropriate furnishings and edges to provide comfortable use of the park in a variety of ways (from small to large groups, from informal to formal gatherings, for exercise, picnics or concerts). In addition to a range of amply furnished gathering spaces, the design of the park places a clear emphasis on the water's edge and on the historic presence of the 9th Avenue Terminal. The park design includes the Bay Trail along the water's edge, a strong railing and light pole system (as well as a break in that system to provide direct access to the water between Clinton and Brooklyn Basins), and a wide range of furnishings (including stepped seating, seating slabs, traditional benches, and bar-stool

style seating along the railing) facing the water and at the water's edge. This rich provision of improvements along the water's edge is inviting to users. The current park design also responds to the importance of the 9th Avenue Terminal as a truly massive historic land use that will be demolished to make way for the park. Following approval of a FDP for Shoreline Park, design development and construction documents will provide more specificity regarding the way materials will be used and detailed in the delivery of the park. No matter the style of the park, though, the site plan now provides for a usable space that will be inviting to the community.

Previously Identified Issues

Staff previously identified the following concerns for Design Review Committee consideration (and current staff analysis and responses are indicated in indented, italicized text below each stated concern):

- What is the main vision or themes for Shoreline Park?

  Shoreline Park will be a major new park for the City of Oakland and will be a regional draw because of its proximity to the Bay. In addition, it is the first of four new parks (and one expanded park) in Brooklyn Basin. The addition of 10 acres of park in the near future (and 30 acres when the Brooklyn Basin project is built out) is a very significant positive change for Oakland. Shoreline Park will have a distinct personality due its unique situation of being located on human-made structure (existing pile-supported wharf), and will set the tone for the entire park system at Brooklyn Basin. In addition, Shoreline Park has the unique distinction of being located at the site of a historic structure and use (the 9th Avenue Terminal break-bulk shipping facility). In addition to providing recreation opportunities expected of municipal and regional parks, Shoreline Park should carry out a unified vision (or multiple themes) in the design, details, and planned use for the site. Examples of possible themes include sustainable design and reuse, public art, and historic interpretation. A vision or themes could be carried out in the design details of the park plan. For example, sustainable design materials used throughout the park could benefit from interpretive materials and public art/displays that demonstrate how sustainable materials are made. Staff believes the park plans should state and demonstrate development of a clear vision and/or themes that will engage the public in a meaningful way.

  Staff has worked with the applicant to: 1) establish a well-designed site plan to accommodate a variety of uses and users at Shoreline Park; and 2) after finessing the site plan, develop the thematic components of Shoreline Park that will provide its personality and engaging qualities. The current park plans indicate a commitment to provide features and design details that will support a thematic approach to imbuing the park with meaning and whimsy for visitors, including:

  - *Focus on the Waterfront: The current plans include a clear, richly-designed promenade along the waterfront that includes a variety of gathering spaces and seating opportunities, different ways to access the water's edge, and inviting design details, such*

as the pole lighting along the water's edge to both draw visitors to the waterfront and provide visual safety.

- *Historic Interpretation: The current plans include better resolution of the design of the large space where the portion of the 9th Avenue Terminal to be demolished is currently located. By including a pergola near the western terminus of the existing building that references the steel structure of the facility, the design frames the large space. The two "book-ends" of the existing building mark the location and scale of the structure to be demolished and define the space so that it feels inviting rather than vacant.*
- *Public Art: The current plans include three locations for public art pieces.*

- How much more detailed should plans be?

  As noted above, the previous Shoreline Park submittal was not complete. Staff indicated the level of information required to ensure that the park is constructed consistent with Planning Commission approval. Does the DRC recommend delivery of additional materials beyond those identified by staff?

  The current plans for Shoreline Park are more developed than the previously considered conceptual design plans. The current plans indicate the site planning and size and scale of improvements (including the height and length of walls and railings, planting schemes, number and type of furnishings, extent of pathways, and possible materials for these improvements. The Applicant has now also provided information to suggest the character and level of development of key locations and features including images of other work and/or design details that indicate ideas for detailing and materials of steps, furnishings and the design of the waterfront promenade. The current schematic plans better reflect the design detailing of the promenade, how the history of the 9th Avenue Terminal will be honored, and how the site will generally be furnished.

- Required Findings.

  The Shoreline Park FDP application will be subject to required findings related to FDPs, design review and demolition of historic properties, as shown in Attachment B to this report. The DRC may want to consider whether they are able to recommend approval of the project based on the required findings (see *Attachment B: Required Findings*).

- Fiscal Impact.

  There will be no fiscal impact to the City of Oakland related to development and maintenance of Shoreline Park. The project is responsible for both development and maintenance of all Brooklyn Basin parks, including Shoreline Park.

Regarding development costs and responsibilities, the Development Agreement between City of Oakland, Redevelopment Agency of the City of Oakland, and Oakland Harbor Partners, LLC (Development Agreement) Section 4.4.2 states that:
"Developer, at it[s] sole cost, shall be responsible for the construction of the Public Open Space improvements for that portion of the Public Open Space located east of the Lake Merritt Channel pursuant to plans approved by the City, which plans shall be substantially similar to the conceptual plans included within the Project Approvals... Notwithstanding the foregoing to the contrary, Developer shall have the right to fund all or a portion of the costs associated with the construction of the Public Open Space improvements through the CFD {Community Facilities District]."

In summary, the Development Agreement states that the developer, ZOHP, is responsible for construction and delivery of park improvements to the City of Oakland.

Regarding future ongoing park maintenance, the Development Agreement assumes maintenance to be undertaken by the project:
"The City and Developer shall work together to form the CSD {Community Services District} (Section 4.4.4)... The CSD would be responsible for day to day maintenance of the following public improvements pursuant to the Minimum Maintenance Standards attached hereto as Exhibit F: (i) the improvements within the Public Open Space (including, without limitation, the pile supported deck underlying Shoreline Park) (Section 4.4.4.2)... Regardless of whether or when the CSD is formed, (i) the CFD shall be formed, and (ii) full funding established and authorized as necessary to fulfill in perpetuity (A) the maintenance and service obligations specified in this Section 4.4 or otherwise specified for inclusion in the CSD or CFD budget..." (Section 4.4.4.4)

In summary, the DA states that a CSD and/or CFD or other separate financial tool, acceptable to the City will fund park maintenance and not the City of Oakland.

> *Staff is currently working with the developer, ZOHP, to establish a Community Facilities District and other financial tools to provide park maintenance that ensure no City of Oakland responsibility, consistent with the terms of the Development Agreement. In the meantime, Shoreline Park is subject to an Estoppel Certificate recognizing the Applicant's responsibility to maintain Shoreline Park.*

Recommendations:

Staff finds the current submittal to be an improvement over the previous submittal. The current plans are responsive to comments regarding providing inviting gathering areas, clarifying and supporting central design themes (e.g., the waterfront promenade, the scale of the to-be-

demolished historic 9th Avenue Terminal), and providing more design detail information, especially with regards to the waterfront promenade, furnishings and the prominent pergola feature. However, staff acknowledges that the proposed project will undergo further design development and refinement prior to construction and will be a City park for which the community is a primary stakeholder. In order to ensure procedural transparency and responsiveness of the evolving design process to the City's expectations, and in order to formalize the Applicant commitment to the delivery of a successful park as shown in the current plans, particularly in the early years of use, staff recommends the DRC make the following recommendations to the Applicant and to the Planning Commission:

- Require Applicant to commit to the delivery of three public art pieces for Shoreline Park, consistent with the plans, to be approved by the Cultural Arts Commission, and installed prior to completion of park construction. In addition, require at least one of these pieces be expressly designed to allow and encourage children to interact with the piece physically in a safe manner.
- Establish and require the Applicant to work with a DRC subcommittee to confirm design consistency with the approved FDP through design development and construction documents for Shoreline Park. The DRC subcommittee would review a Design Development set of plans to confirm that materials and design details reflect Oakland's creative essence in this era, and that the design evolves to integrate public art, sustainability and reuse, and cultural interpretation in the design details. The DRC subcommittee would report their findings out to the full DRC.
- Require the Applicant to supplement OPR park programming until buildout of Brooklyn Basin Phase 1. The DRC should ask the Applicant to develop a program of activities (including timing and frequency) for Planning Commission consideration. The program might include, consistent with the images in the current plans: provision of food carts, equipment rentals and instruction (e.g., small boats, inline skates, bikes, kites), exercise classes (e.g., cross-fit, line dancing), monthly outdoor concert series in the dry season; monthly regional festivals in the summer (e.g., kite/bike/food/music/art);
- Provide moveable furniture near 9th Ave Terminal: chairs and small tables for park users that visitors can configure as they like; 50 chairs/15 small tables could be available throughout the programming period during non-curfew hours (could be stored in 9th Avenue Terminal or in an enclosure to be approved by staff during park curfew hours);
- Direct Applicant to revise plans for Planning Commission consideration to ensure consistency between information contained on plan set sheets and to include illustratives that accurately represent the plans; and
- Direct staff to report Planning Commission decision out to the PRAC, including analysis regarding how PRAC comments are or are not addressed in final decision for Shoreline Park FDP.

CONCLUSION

Staff requests the DRC to conduct design review of the proposal. Specifically, staff requests the DRC to:

- Hear public comments;
- Conduct design review;
- Consider staff recommendations; and
- Make a recommendation to the Planning Commission regarding the Shoreline Park Final Development Permit application and regarding staff recommendations included in this report.

Prepared by:

CATHERINE PAYNE
Planner IV

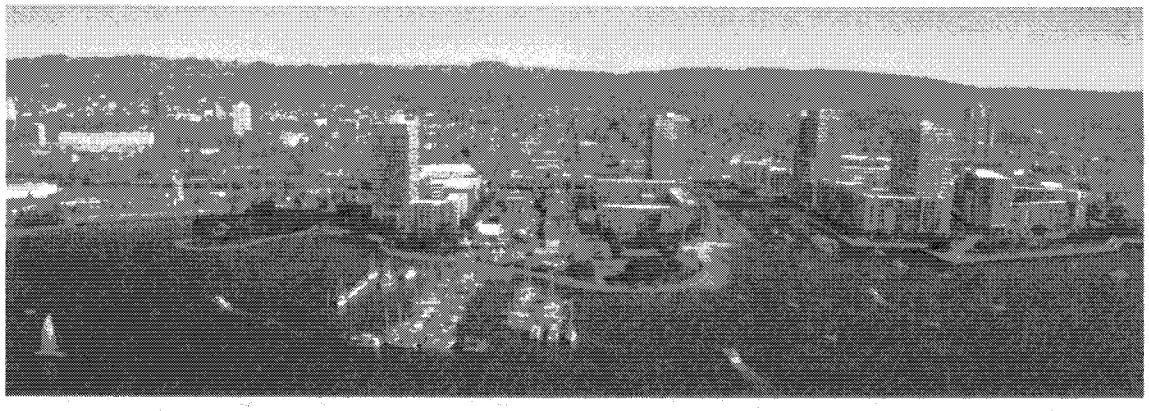
Approved for forwarding to the
Design Review Committee:

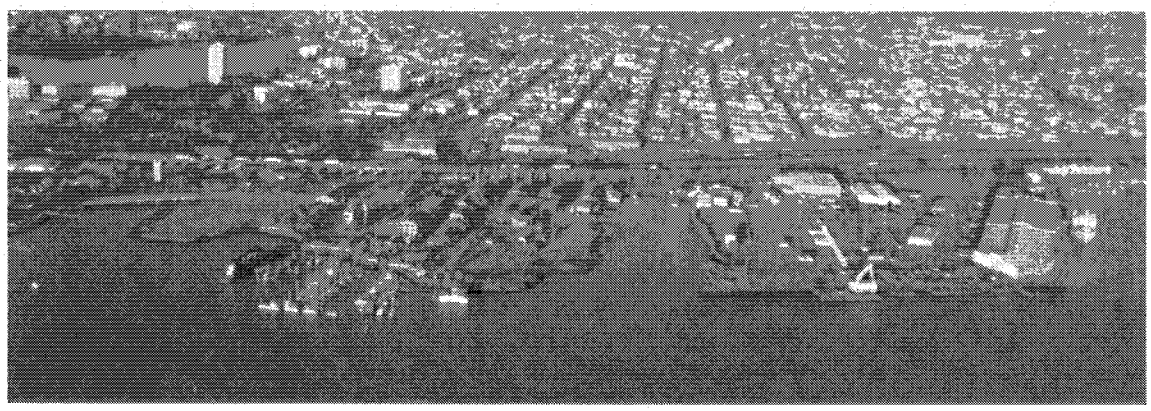
Robert D. Merkamp
Development Planning Manager

Attachments:

A. Revised Shoreline Park Plans, dated September 4, 2015
B. Required Findings
C. DRC Report, dated June 24, 2015

Attachment A: Revised Shoreline Park Plans, dated September 4, 2015





OAKLAND PLANNING COMMISSION SUBMISSION

Shoreline Park Design Plan, Brooklyn Basin

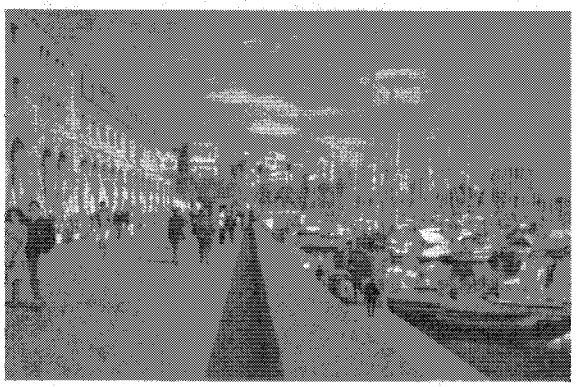
Prepared for Signature Development / Zarsion by ROMA Design Group, September 4, 2015

OAKLAND PLANNING COMMISSION SUBMISSION

Shoreline Park Design Plan, Brooklyn Basin

Prepared for Signature Development / Zarsion by ROMA Design Group, September 4, 2015

Brooklyn Basin will create a variety of open space experiences that provide for public access and enjoyment of the Bay



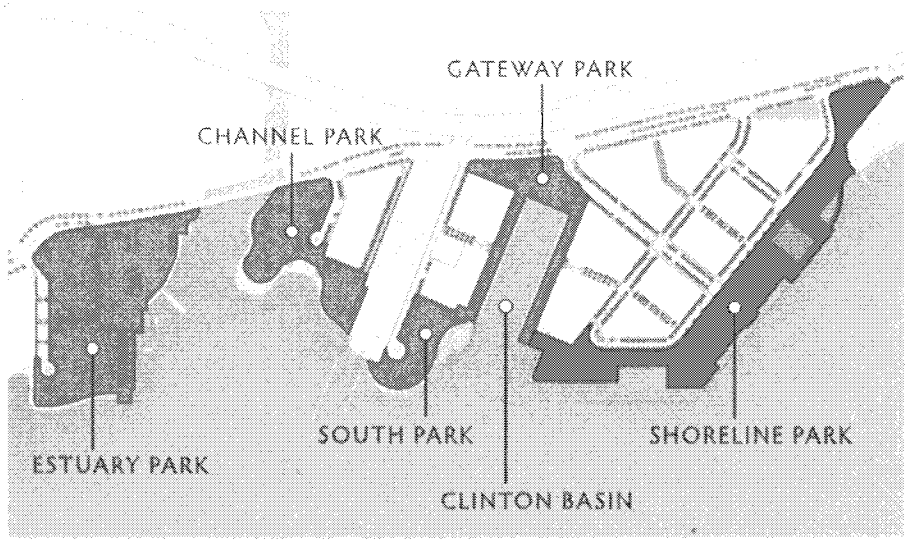
Urban Quay – Clinton Basin

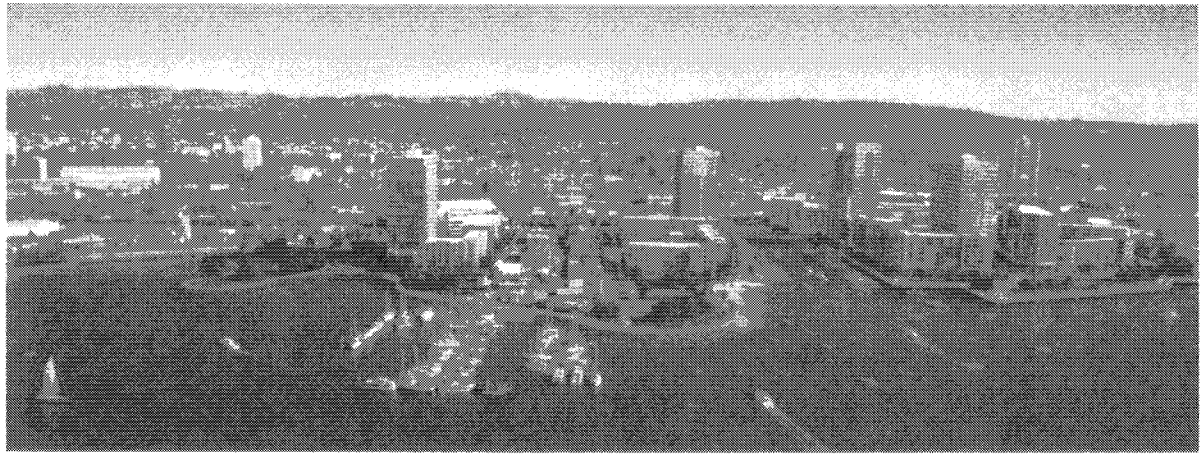
Playfields – Estuary Park

Approximately 30 acres of open spaces are planned along the bayfront edges of Brooklyn Basin, creating a diverse network of parks, promenades, and plazas along the shoreline linked by a pedestrian and bicycle trail system that extends from Jack London Square on the west to Estuary Channel and along the entire perimeter of Brooklyn Basin to Shoreline Park.

On the west, Estuary Park will be improved and expanded for a variety of recreational opportunities; Channel Park will feature a meadow with vegetated edges for passive recreation and enjoyment of the bay; South Park provides a quiet setting with panoramic views up and down the Estuary; Gateway Park provides a dramatic vista to Clinton Basin and is connected to wide promenades and commercial recreational uses along its edge. At the far eastern end, Shoreline Park is located in a portion of the site that was extensively modified to accommodate break-bulk cargo handling activities.

Place for Social Gathering – Gateway Park

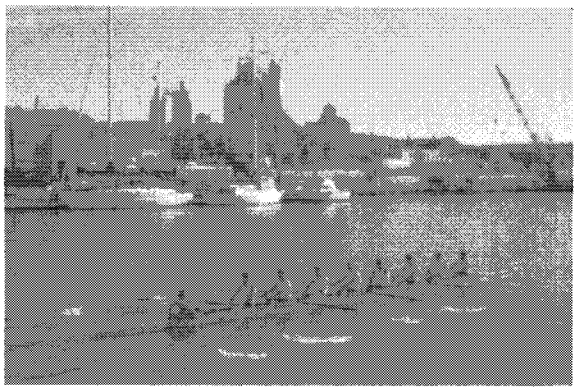




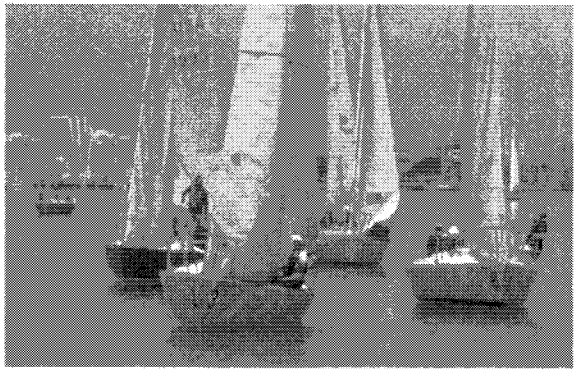
Rendering of Brooklyn Basin

Greenway Trail - Channel Park and South Park

Shoreline Park will engage the Estuary and heighten the opportunity for viewing and enjoying its diversity of activities



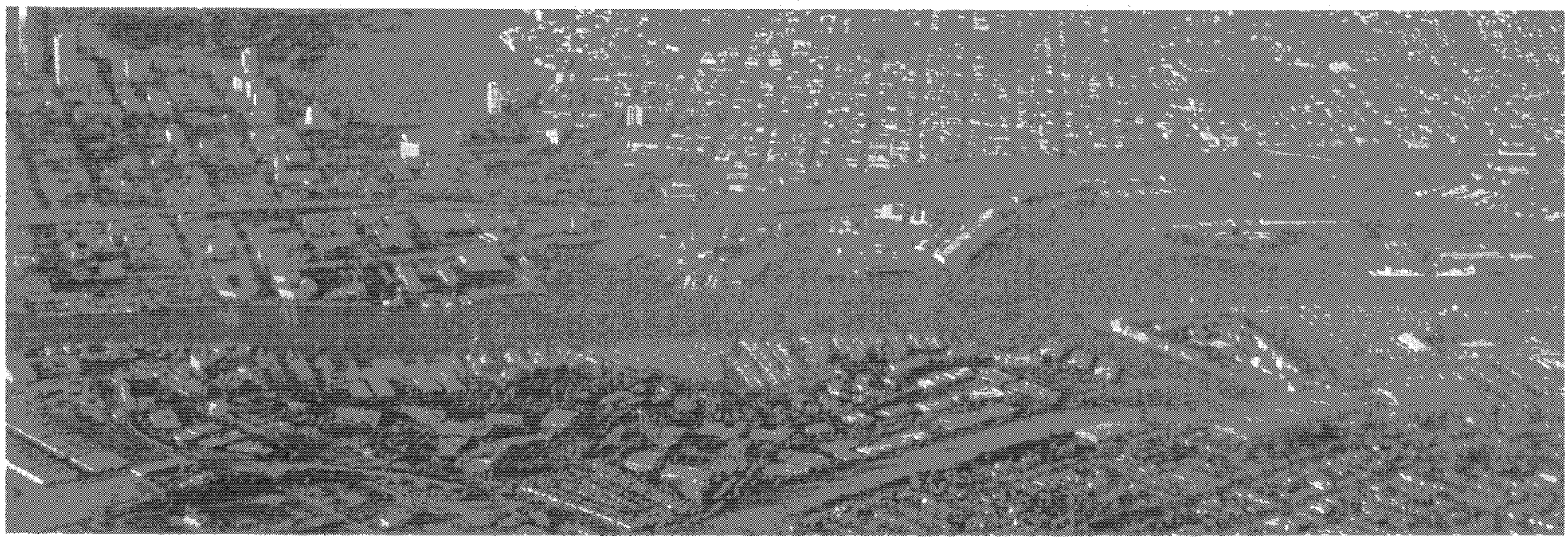
Sculling on the Estuary



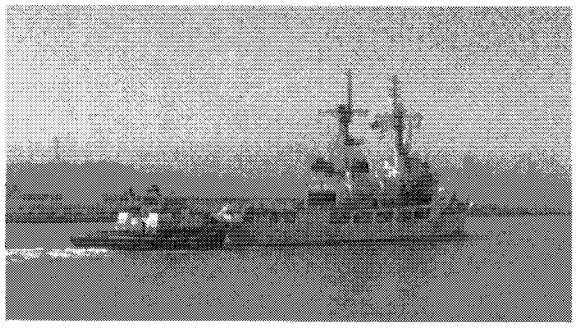
Sailing on the Estuary

The Estuary contributes significantly to Oakland's civic identity, creating continuity from the airport to the port and along the bay and into Lake Merritt. It provides an intimate stage of water activity, offering unique views to passing vessels and a direct connection to the opposite shore. The scale, beauty and ever-changing spectacle of the Estuary demand a restrained design approach that reveals its intrinsic qualities and builds upon the power of its setting. Rather than compete with the waterfront or mimic a pastoral park inland, Shoreline Park will heighten the sense of the waterfront and derive its identity by relation with it.

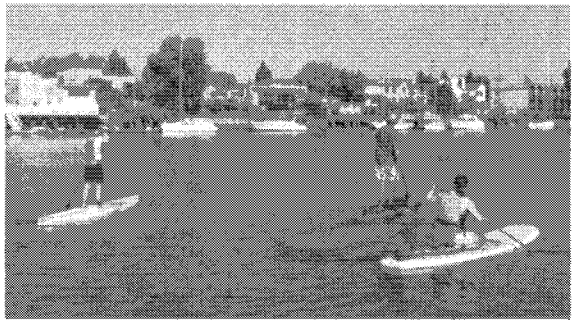
Broad waterfront promenades, view corridors extending from adjacent streets, axial vistas, changes in grade and stepped seating areas will open up to the Estuary in different ways, creating unobstructed and tiered places for viewing and experiencing everyday activities as well as seasonal pageants and special events, such as lighted boat parades and races.



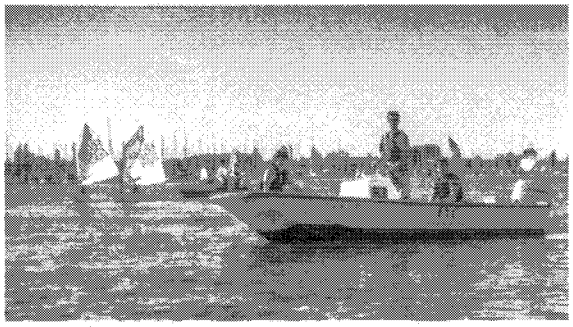
Oakland Urban Waterfront



Coast Guard Vessels

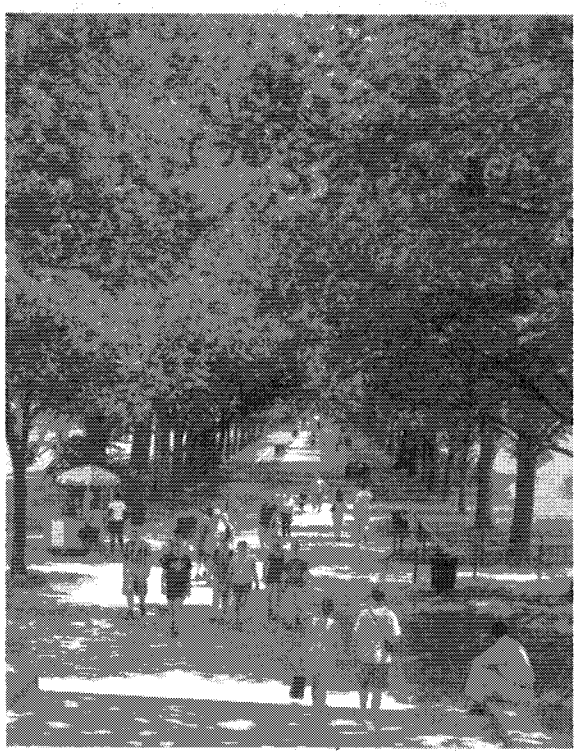


Paddleboarders



Recreational Boating

Landscape elements and linear recreational activities will reinforce the shoreline edge and meeting place of land and water

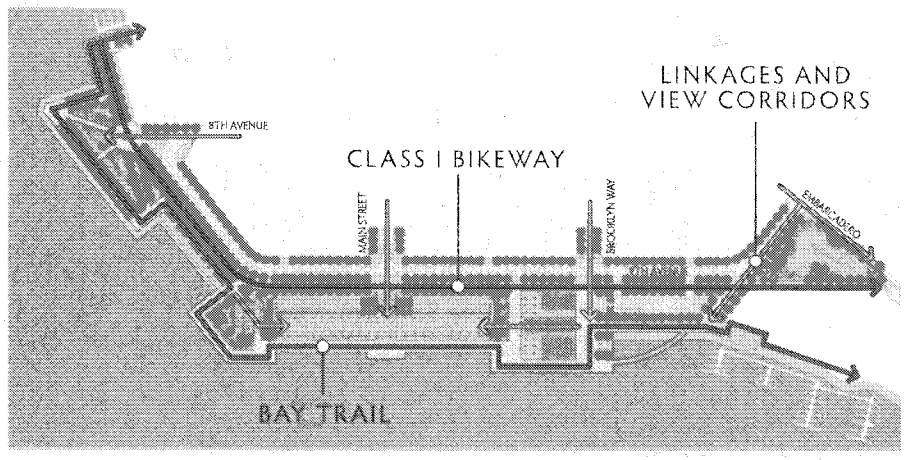


Tree-lined Promenade

Shoreline Park extends over a half mile along the shoreline, connecting Clinton Basin with the Embarcadero. A variety of shoreline conditions will be created along its length, from an extended overlook, to a defined water basin, to a pile supported structure and wood trestle that recalls its maritime legacy. At the same time, the street pattern of the community creates not only visual corridors but also linkages to the activities, whether on Main Street, 8th Avenue, Brooklyn Way or the Embarcadero. Ninth Avenue reinforces the shoreline and the activities of the park.

The design approach is to strengthen the "line of force" of the water's edge and make it more visible and perceptible, to enhance the opportunities for linear recreational activities, which are both fundamental to the waterfront setting and to provide for some of the most popular forms of recreation today, creating connections back into the community, reuniting the city and the bay.

Waterfront Promenade



Class I Bikeway

Waterfront Promenade

Rendering of Bay Trail and 9th Avenue Terminal Building, looking west

THE VISION FOR SHORELINE PARK

The central plaza will become a civic gathering place that recalls its maritime heritage and creates opportunities for a variety of activities

Lounge Chairs

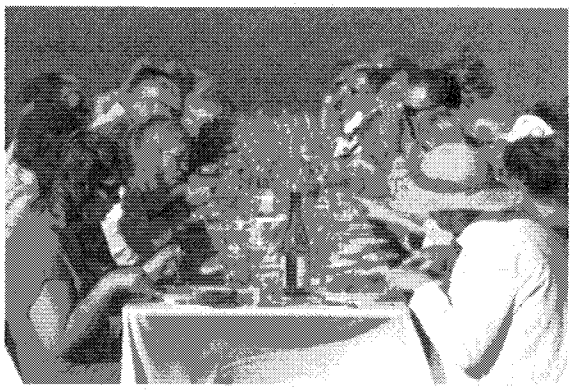
Stepped Edges

The design for Shoreline Park builds upon the nature of the pile-supported structure that underlies the central plaza and expresses its maritime heritage. It is intended to express its authentic identity as a deck over water rather than be treated as if part of land and it builds upon the maritime role of the Ninth Avenue terminal building.

The design references the building scale and form and incorporates an adaptive reuse of building materials, including recycled wood members for decking and remnant elements that speak to the essential qualities of the place. Within this context, changes in grade and stepped edges provide opportunities and suggestions for informal everyday activities while allowing for major special events, such as markets, fairs, theatrical performances, and dancing, that would happen on occasion. This kind of landscape approach brings together the industrial landscape in a modern way to create an attractive and engaging park setting.

Rendering of Central Plaza

A carefully conceived program of managed events and activities will establish a culture of use and lead to a vibrant, self-regulating place



Outdoor Dining

Children's Event

Shoreline Park is the first park to be built at Brooklyn Basin and it will involve a significant transformation of the existing industrial landscape. Critical to its success, particularly in the early years before the area is fully populated, will be the programming and management of a variety of activities that are welcoming to individuals and groups of all sizes throughout the year.

Shoreline Park is composed of a series of bold gestures with spatial variety that foster activity and reinforce the sense of place. Rather than being filled up with specific facilities, the park is intentionally designed to be more flexible and adaptable for a variety of activities and experiences that can change over time. Programming will be organized such activities as children's play, education and discovery tours, yoga, fishing, twilight dancing and concerts, weekend markets, community dining, and gathering for races and other events on the Estuary. Staffing of the park will further a sense of security and safety until it becomes a self-sustaining space.

Informal Musical Performance

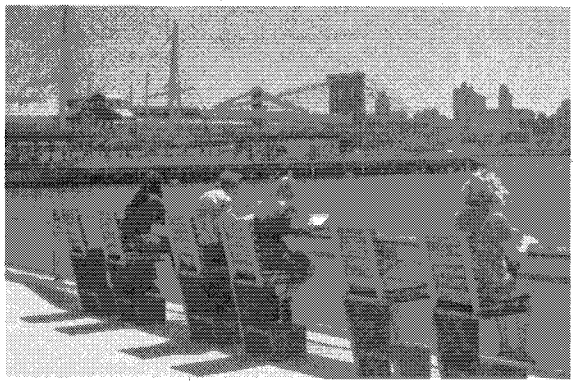
Farmer's Market

Carts

Yoga

Dancing

The east and west extensions from the plaza contribute to the episodic experience of place and enhance "staying activities"

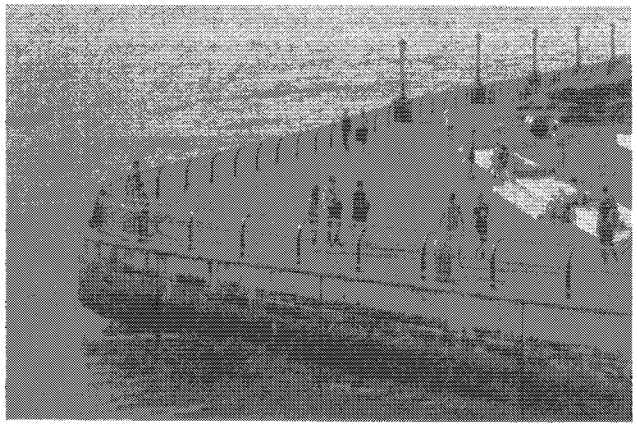


Countertop Seating

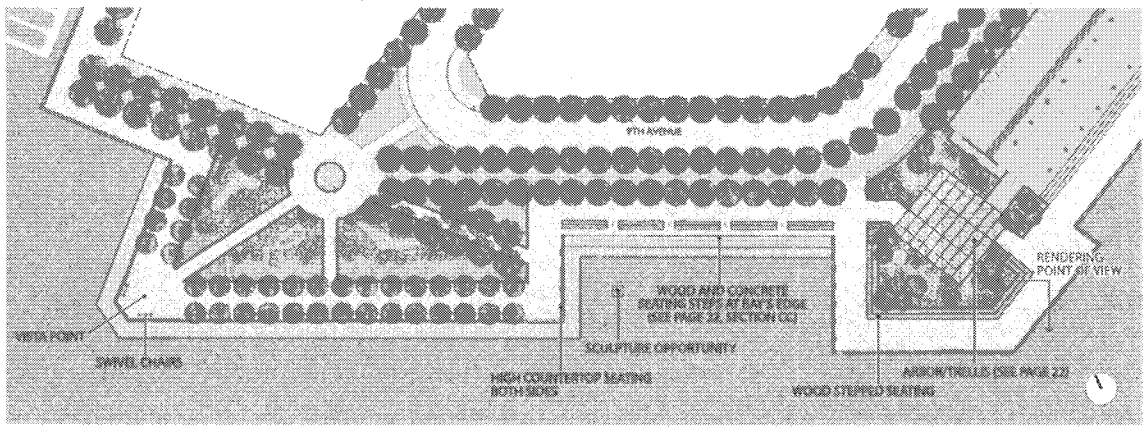
Stepped Seating

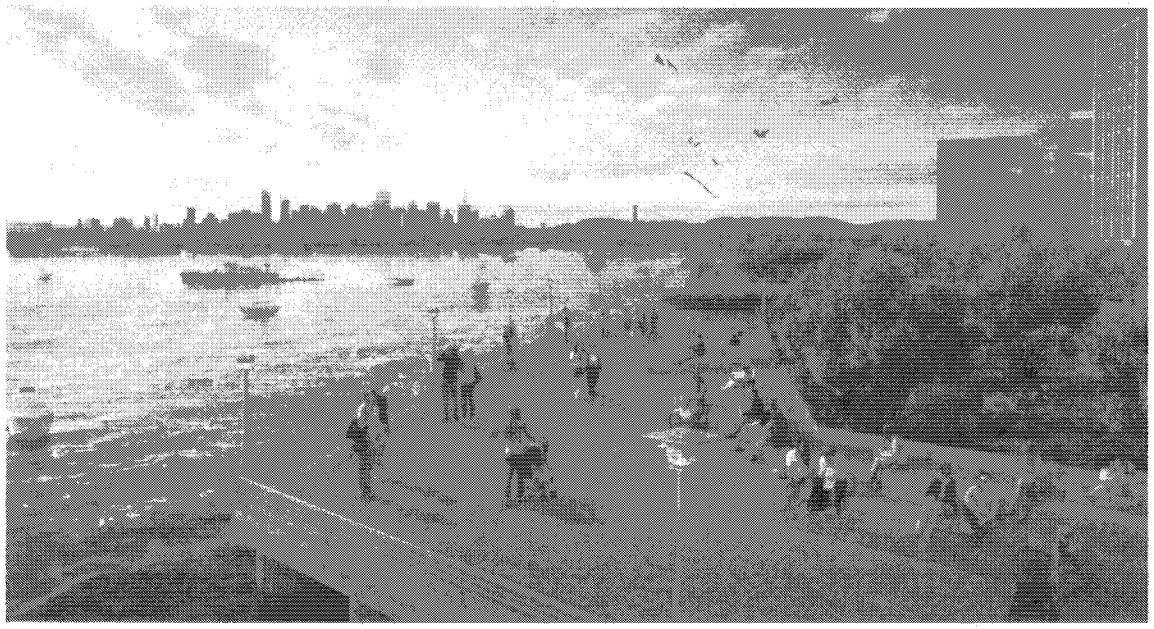
Shoreline Park is composed of a number of special places that help to punctuate the shoreline, create destinations within it and provide for a variety of experiences. To the east of the Central Plaza, the 9th Avenue Terminal Building will become a major focus with activities that spill out into the park. The trestle structure will provide for a unique walking experience separated from the shoreline, with views back to it. A large landscaped area will create a strong gateway to Shoreline Park from the Embarcadero, with a portion of it used as rain gardens with Bay Friendly plantings.

To the west of the Central Plaza, raised planters and at grade landscape will further add to the environmental quality, biodiversity and amenity of the site. A change in direction of the shoreline with a defined water basin and outlooks will enhance a sense of orientation and place and create places to stop and linger along the linear route.



Vista Point

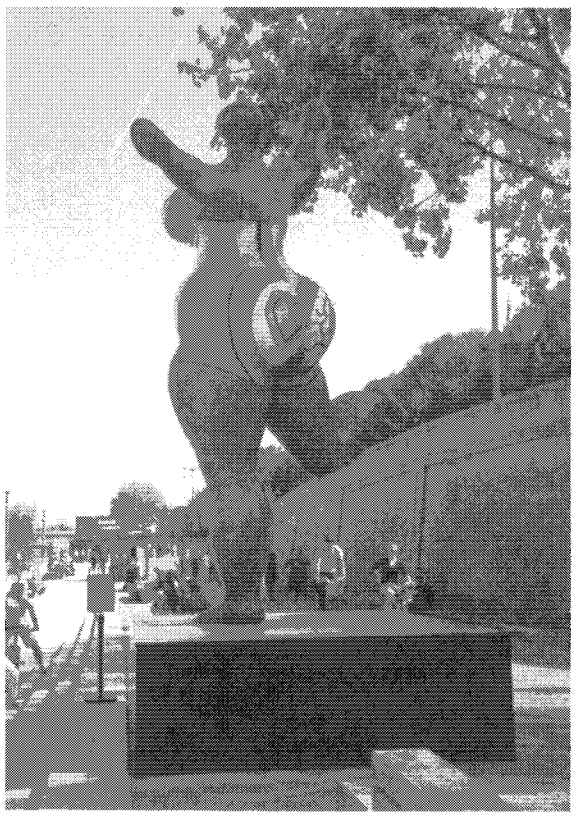




Rendering of Bay Trail Edge, with views west down Estuary to San Francisco

Informal Gathering Space

Public art, interpretive elements and wayfinding can add to the experience and understanding of place

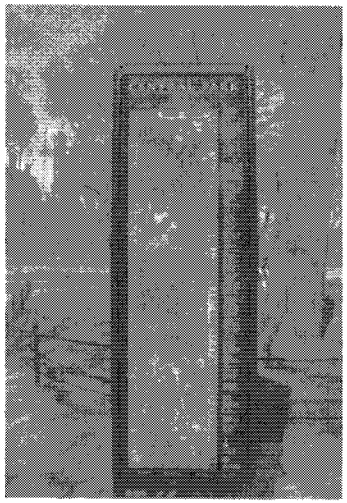


Major Public Art

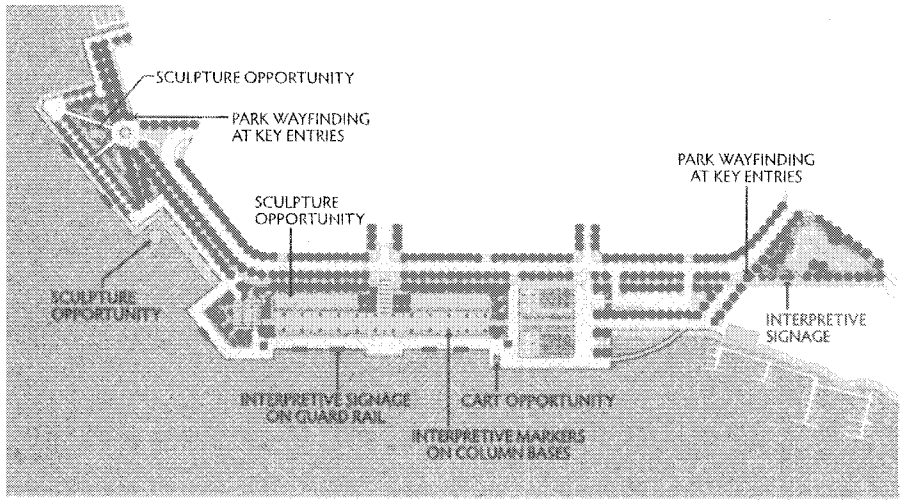
All of Shoreline Park is intended to become an artful composition that is lasting, meaningful and appropriate to its environmental setting. Within the park, public art and interpretive elements will be incorporated to further add to the dimensionality and understanding of place.

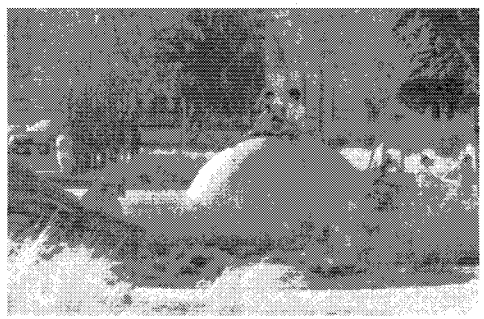
Opportunities for public art will be created along the promenade and offshore to engage the visitor, reveal and heighten a sense of the landscape and add meaning to the perception of place.

Narrative opportunities include the historic location of the 9th Avenue building, expanding upon its maritime role as a break-bulk cargo terminal and its relevance to Oakland and the Bay Region. The rain gardens and other landscaped areas within the park will also provide an opportunity for interpretive signage that describes the plantings and their contributions to water quality, habitat and local landscape identity.



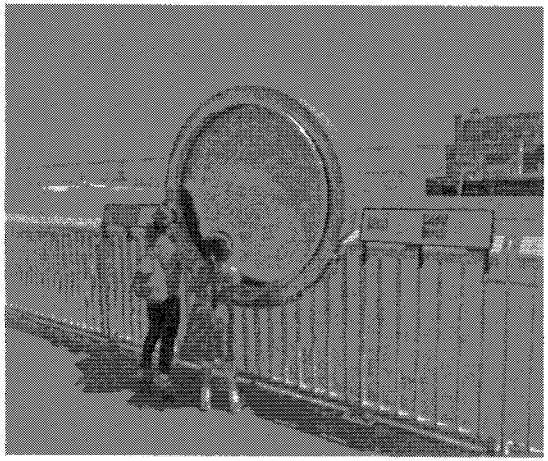
Wayfinding Signage



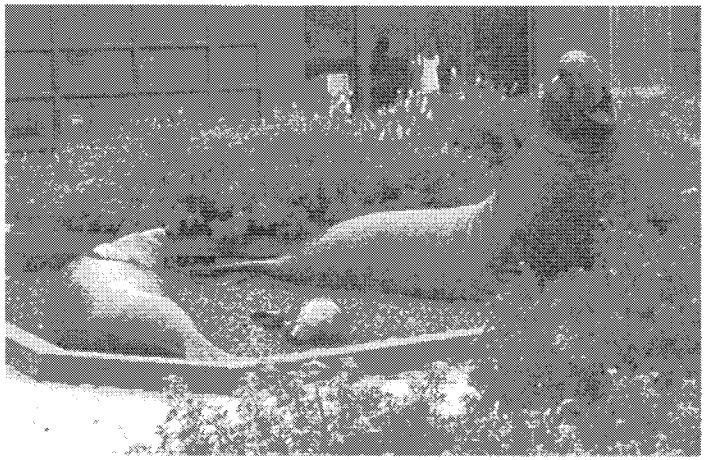


Interactive Elements

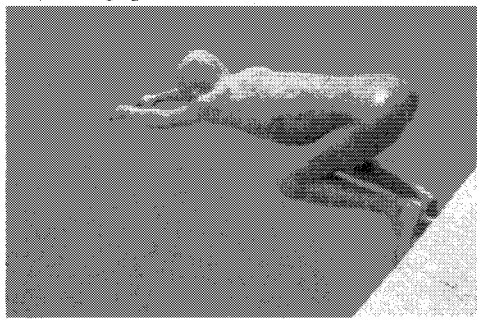
Interpretive Signage



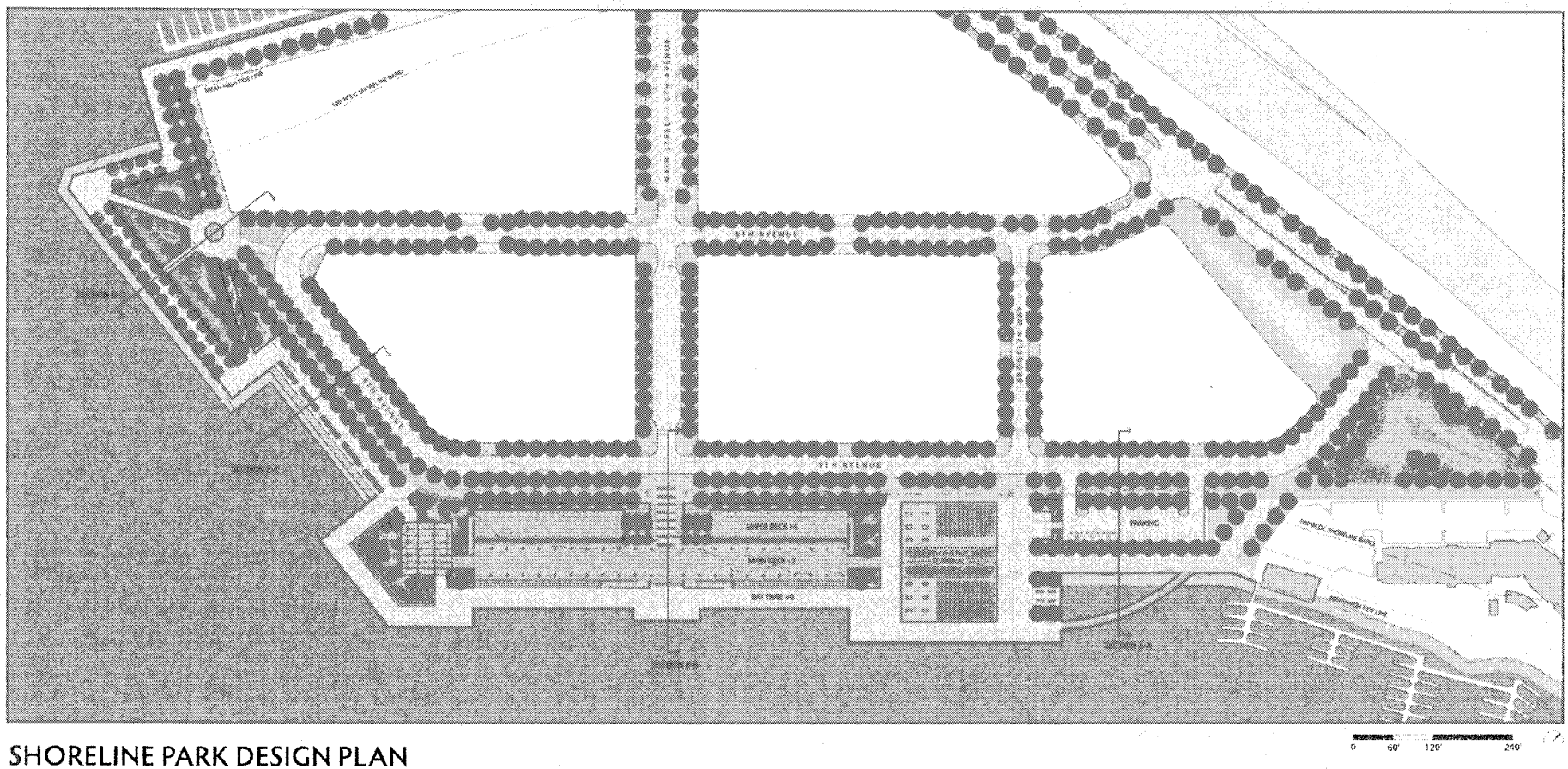
Bay Discovery



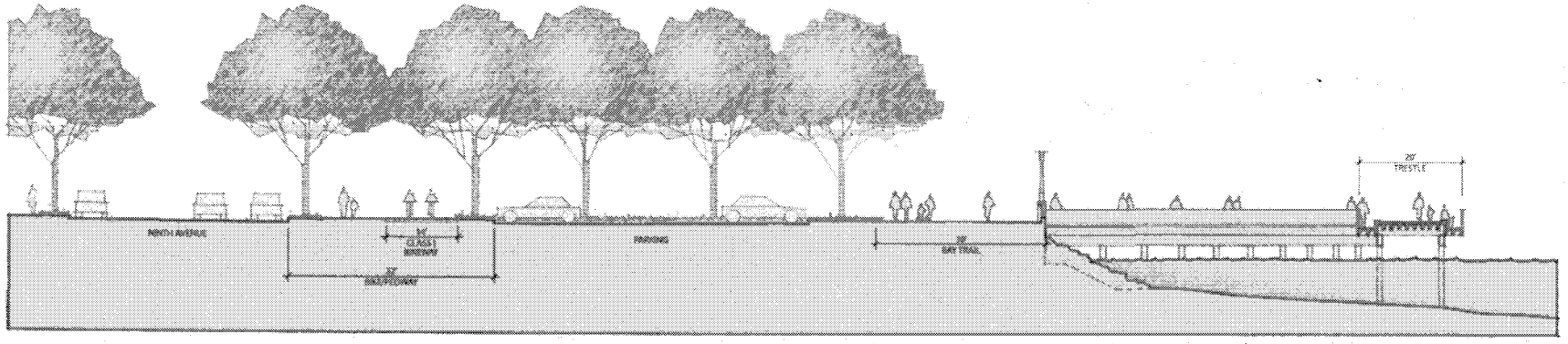
Marine Mammal Sculptures



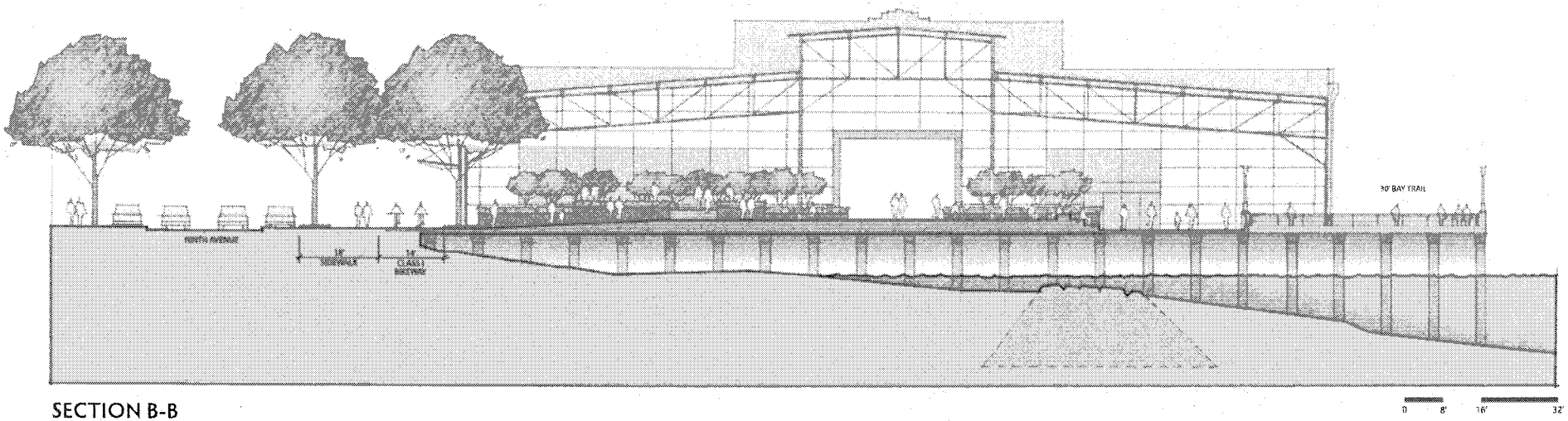
Public Art and Engagement



SHORELINE PARK DESIGN PLAN

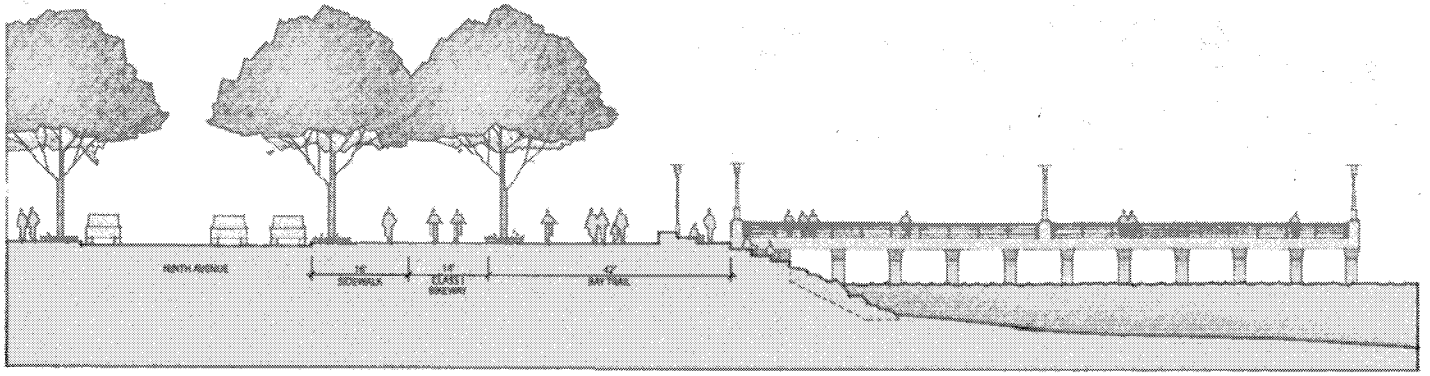


SECTION A-A

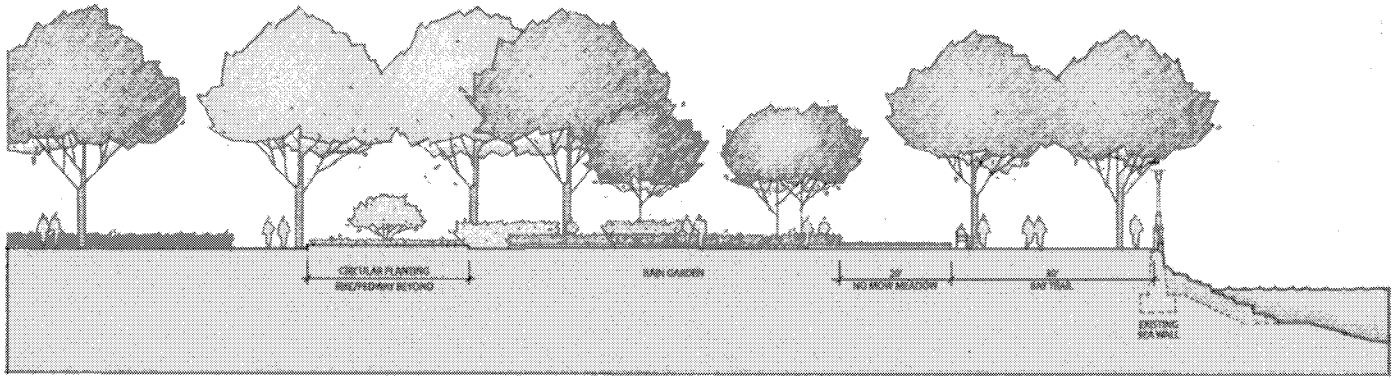


SECTION B-B

CROSS SECTIONS

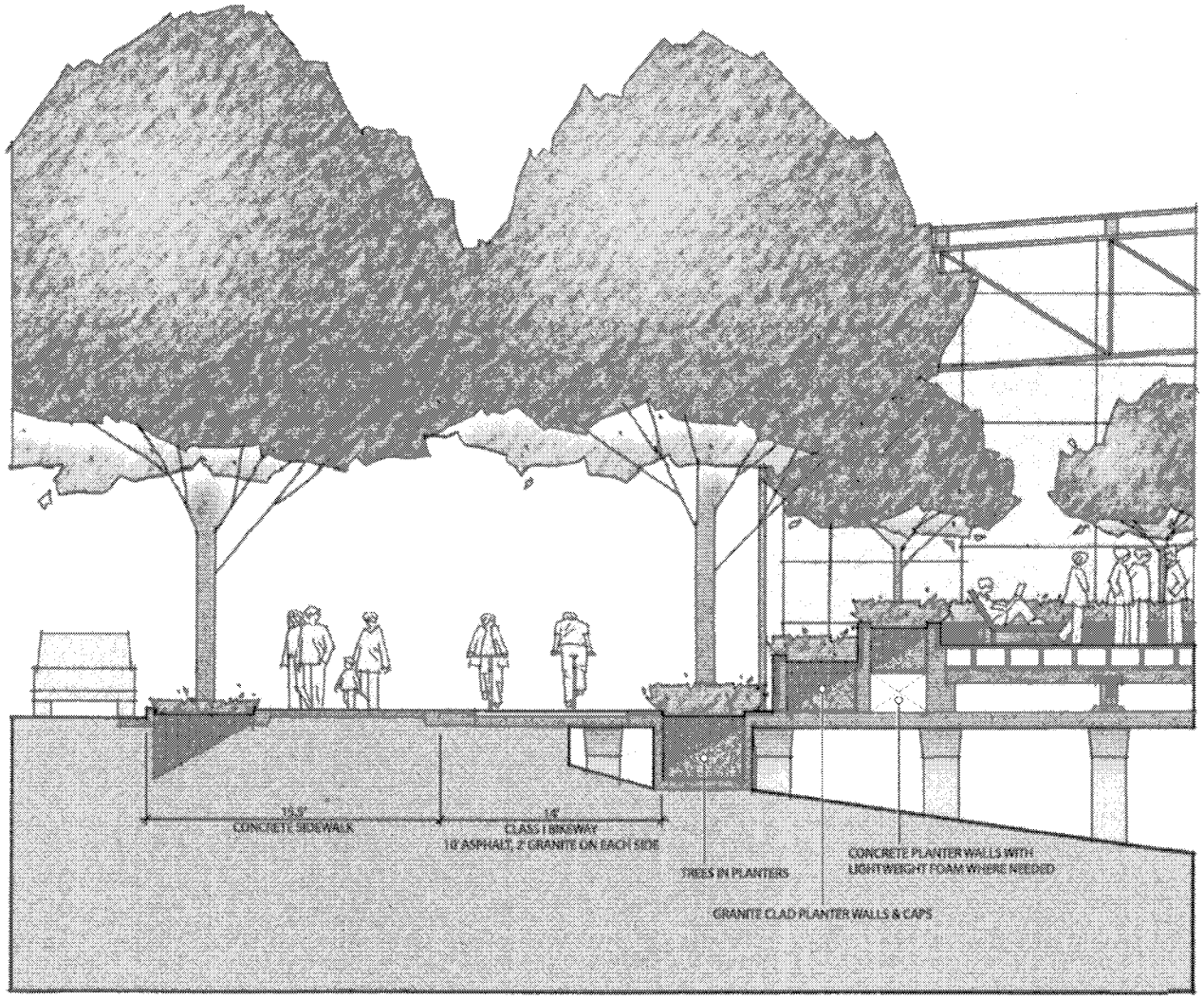


SECTION C-C

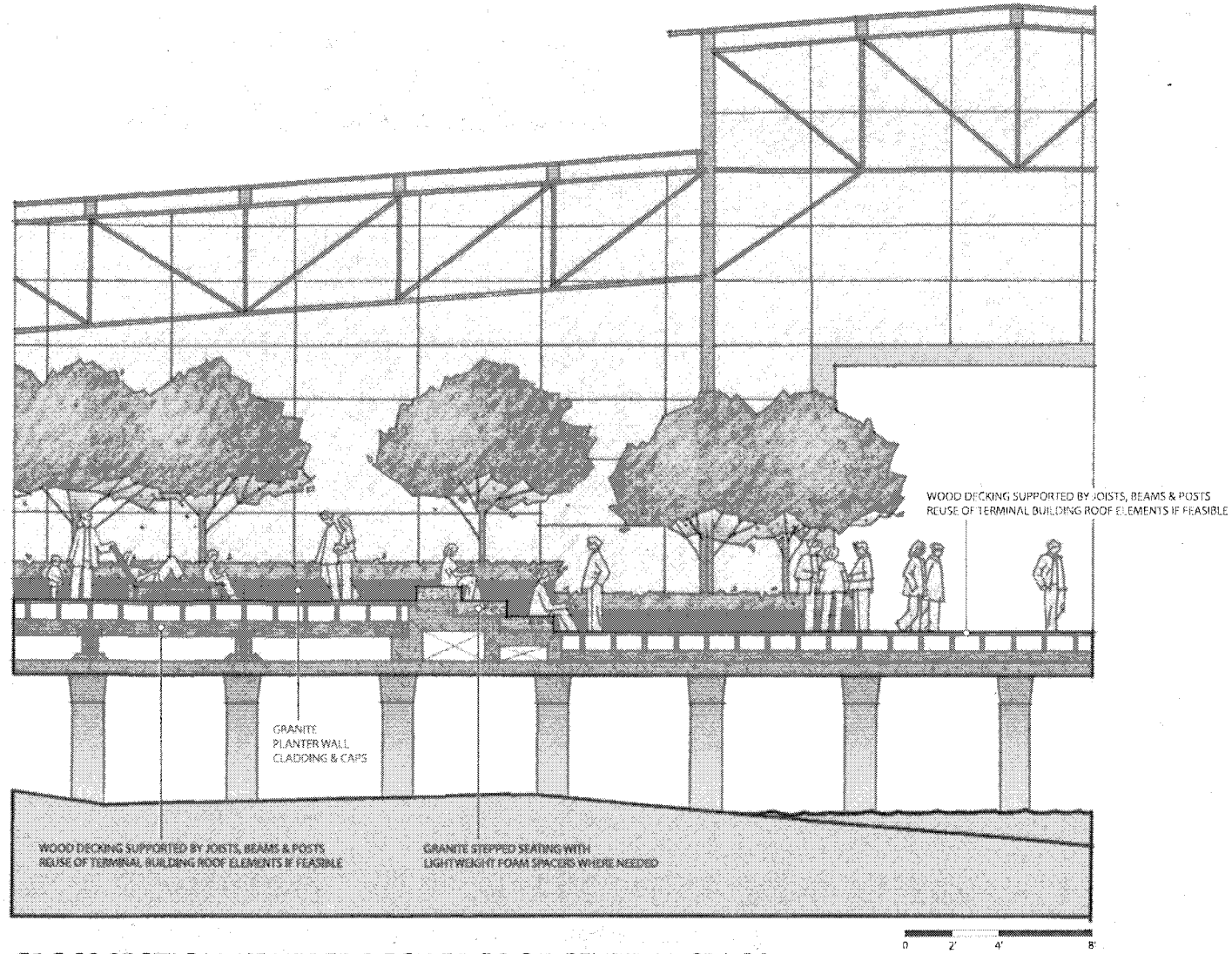


SECTION D-D

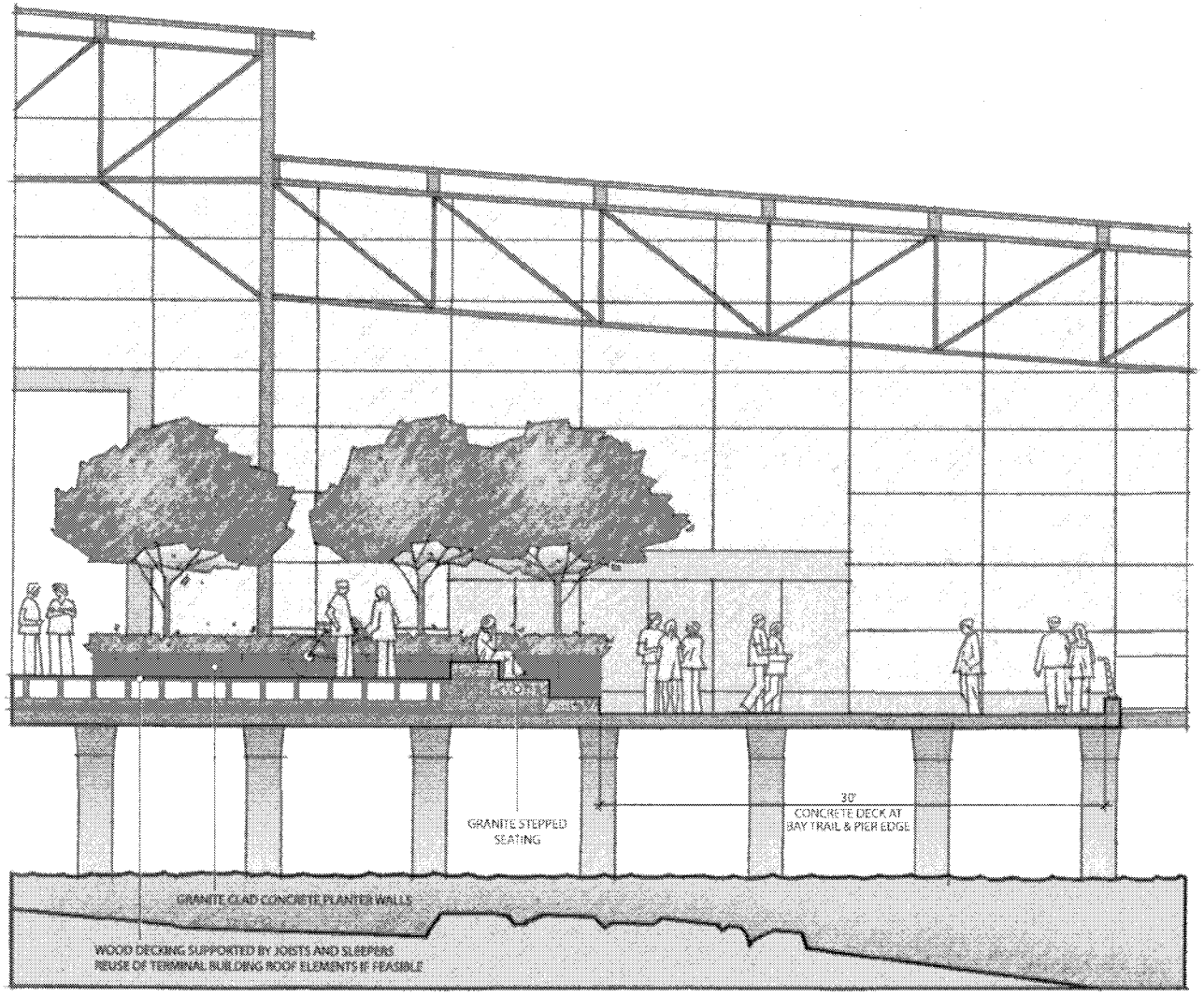
CROSS SECTIONS



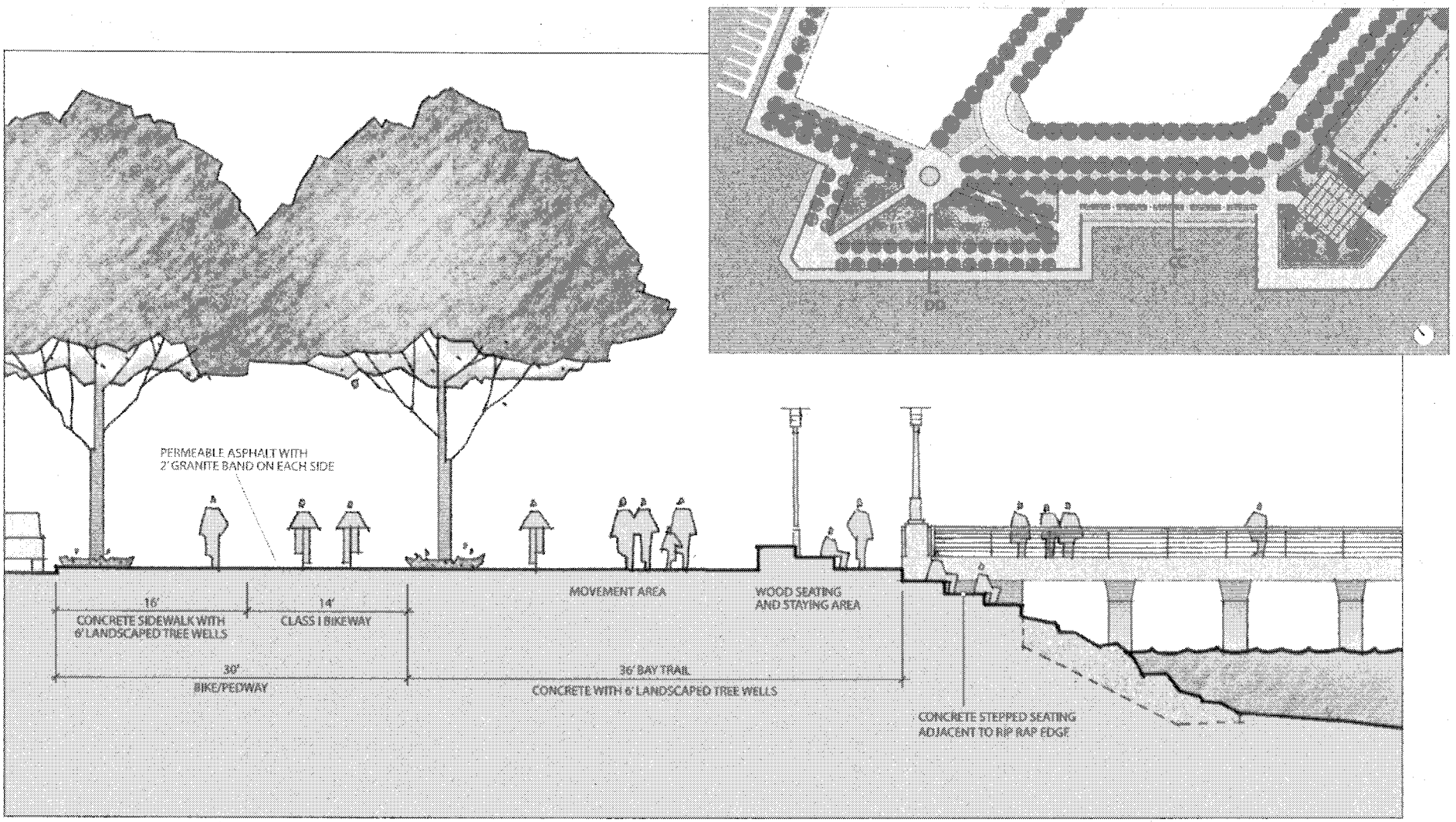
CROSS SECTION AT NINTH AVENUE EDGE OF CENTRAL SPACE



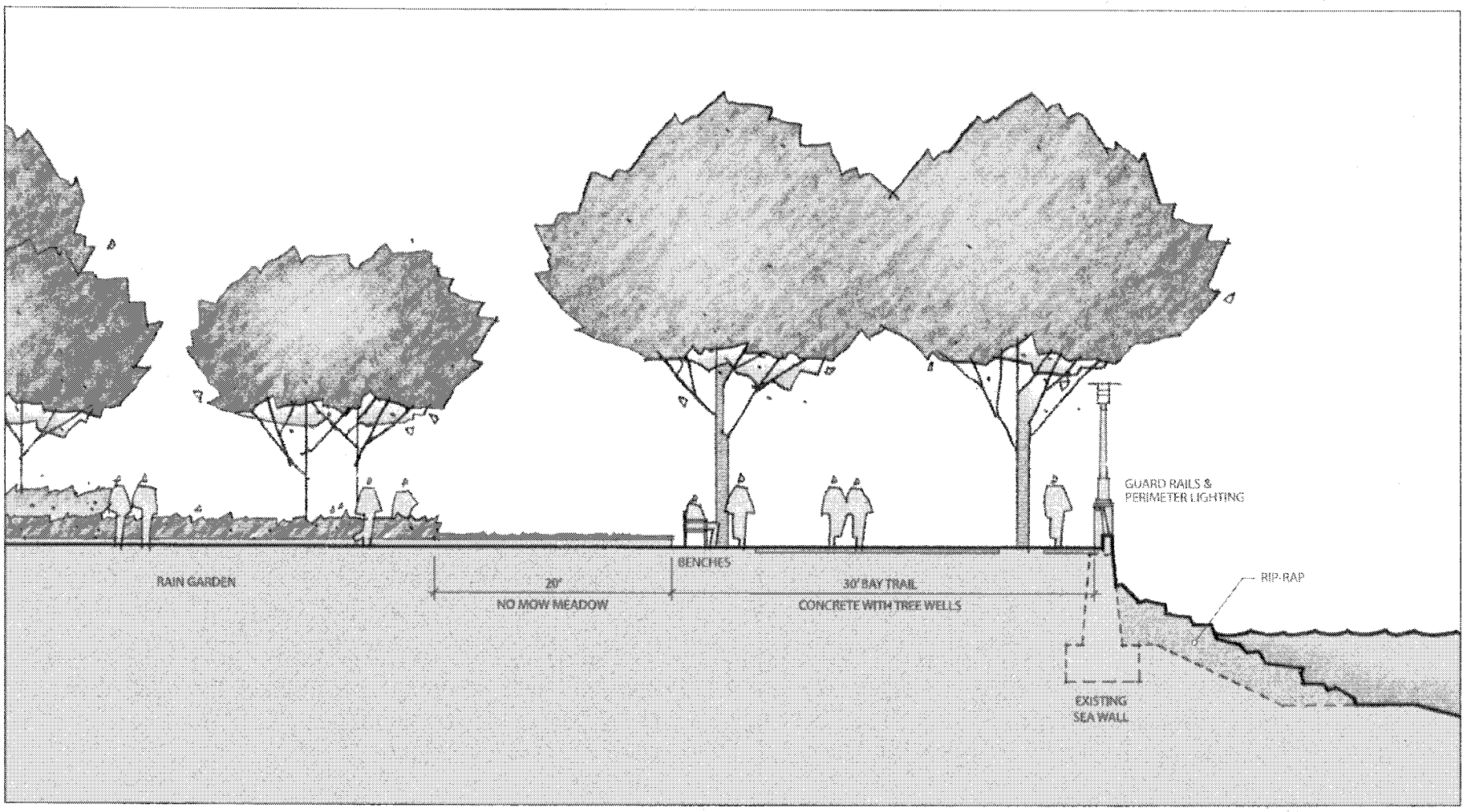
CROSS SECTION AT UPPER DECK EDGE OF CENTRAL SPACE



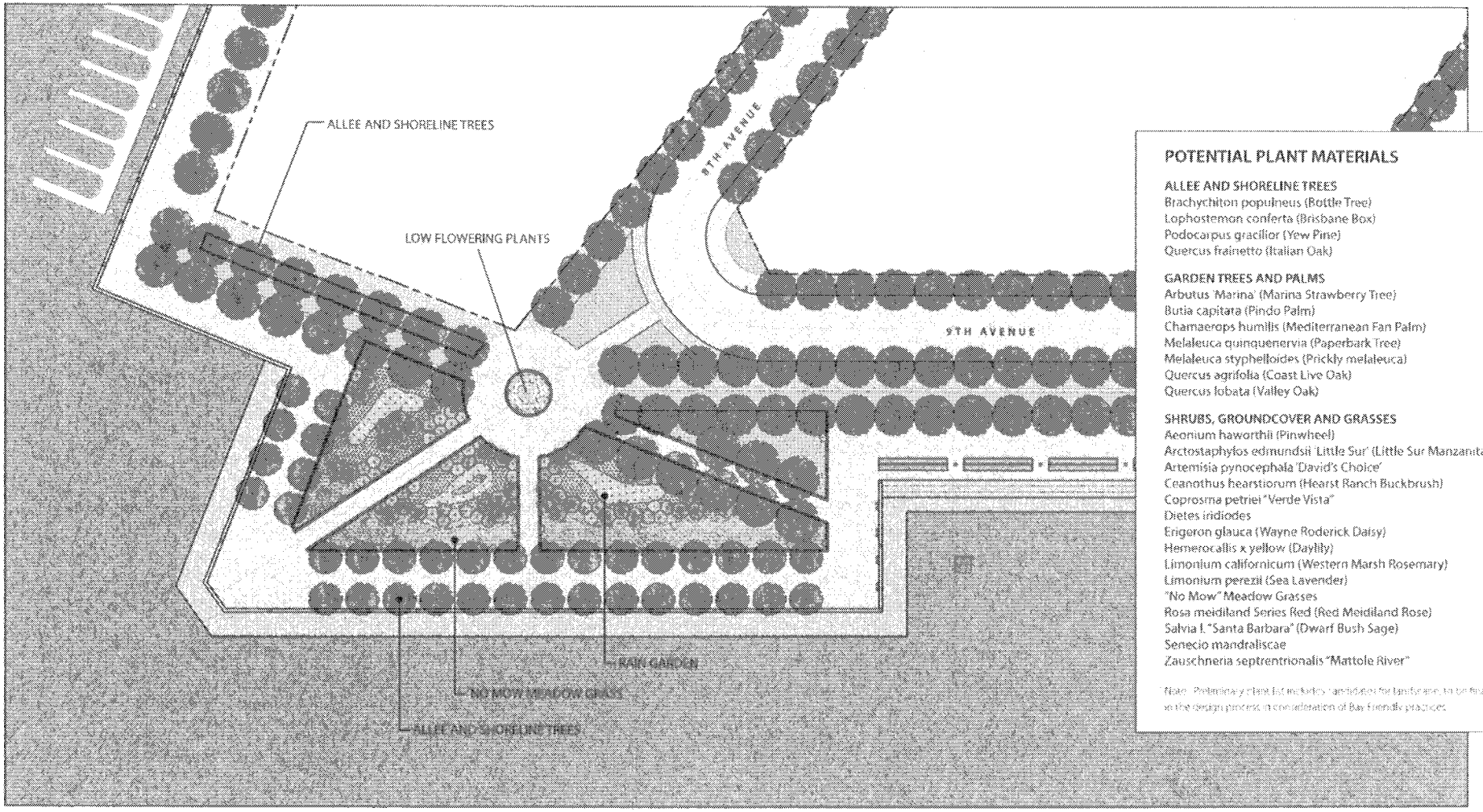
CROSS SECTION AT MAIN DECK EDGE OF CENTRAL SPACE



DETAIL SECTION CC



DETAIL SECTION DD



POTENTIAL PLANT MATERIALS

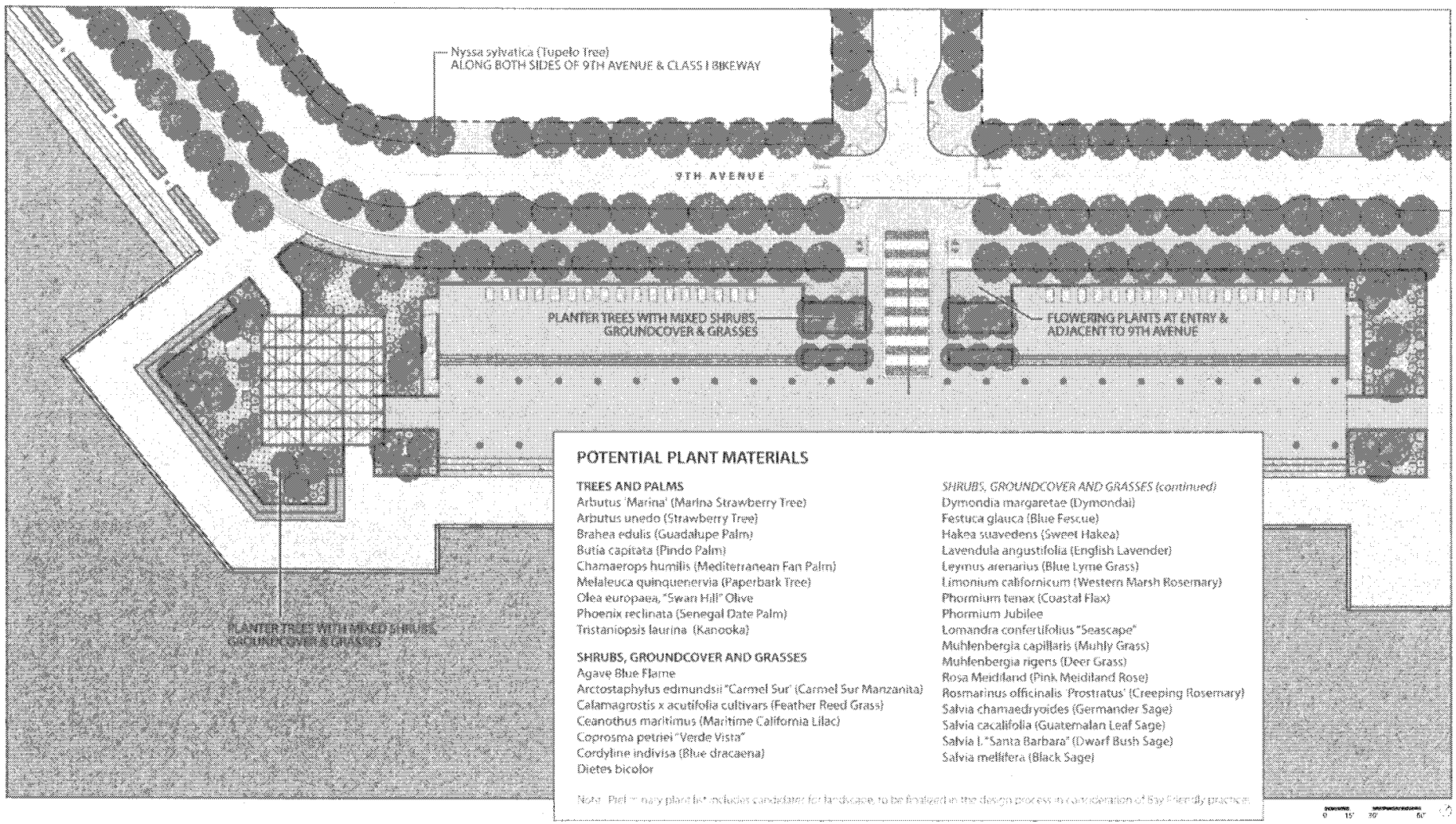
ALLEE AND SHORELINE TREES
Brachychiton populneus (Bottle Tree)
Lophostemon conferta (Brisbane Box)
Podocarpus gracilior (Yew Pine)
Quercus frainetto (Italian Oak)

GARDEN TREES AND PALMS
Arbutus 'Marina' (Marina Strawberry Tree)
Butia capitata (Pindo Palm)
Chamaerops humilis (Mediterranean Fan Palm)
Melaleuca quinquenervia (Paperbark Tree)
Melaleuca styphelioides (Prickly melaleuca)
Quercus agrifolia (Coast Live Oak)
Quercus lobata (Valley Oak)

SHRUBS, GROUNDCOVER AND GRASSES
Aeonium haworthii (Pinwheel)
Arctostaphylos edmundsii 'Little Sur' (Little Sur Manzanita)
Artemisia pynocephala 'David's Choice'
Ceanothus hearstiorum (Hearst Ranch Buckbrush)
Coprosma petriei "Verde Vista"
Dietes iridiodes
Erigeron glauca (Wayne Roderick Daisy)
Hemerocallis x yellow (Daylily)
Limonium californicum (Western Marsh Rosemary)
Limonium perezii (Sea Lavender)
"No Mow" Meadow Grasses
Rosa meidiland Series Red (Red Meidiland Rose)
Salvia l. "Santa Barbara" (Dwarf Bush Sage)
Senecio mandraliscae
Zauschneria septrentrionalis "Mattole River"

Note: Preliminary plant list includes candidates for landscape, to be finalized in the design process in consideration of Bay Friendly practices.

ALLEE AND SHORELINE WEST GARDENS



POTENTIAL PLANT MATERIALS

TREES AND PALMS
Arbutus 'Marina' (Marina Strawberry Tree)
Arbutus unedo (Strawberry Tree)
Brahea edulis (Guadalupe Palm)
Butia capitata (Pindo Palm)
Chamaerops humilis (Mediterranean Fan Palm)
Melaleuca quinquenervia (Paperbark Tree)
Olea europaea, "Swan Hill" Olive
Phoenix reclinata (Senegal Date Palm)
Tristaniopsis laurina (Kanooka)

SHRUBS, GROUNDCOVER AND GRASSES
Agave Blue Flame
Arctostaphylus edmundsii "Carmel Sur' (Carmel Sur Manzanita)
Calamagrostis x acutifolia cultivars (Feather Reed Grass)
Ceanothus maritimus (Maritime California Lilac)
Coprosma petriei "Verde Vista"
Cordyline indivisa (Blue dracaena)
Dietes bicolor

SHRUBS, GROUNDCOVER AND GRASSES (continued)
Dymondia margaretae (Dymondai)
Festuca glauca (Blue Fescue)
Hakea suavedens (Sweet Hakea)
Lavendula angustifolia (English Lavender)
Leymus arenarius (Blue Lyme Grass)
Limonium californicum (Western Marsh Rosemary)
Phormium tenax (Coastal Flax)
Phormium Jubilee
Lomandra confertifolius "Seascape"
Muhlenbergia capillaris (Muhly Grass)
Muhlenbergia rigens (Deer Grass)
Rosa Meidiland (Pink Meidiland Rose)
Rosmarinus officinalis 'Prostratus' (Creeping Rosemary)
Salvia chamaedryoides (Germander Sage)
Salvia cacalifolia (Guatemalan Leaf Sage)
Salvia l. "Santa Barbara" (Dwarf Bush Sage)
Salvia mellifera (Black Sage)

Note: Preliminary plant list includes candidates for landscape, to be finalized in the design process in consideration of Bay Friendly practices.

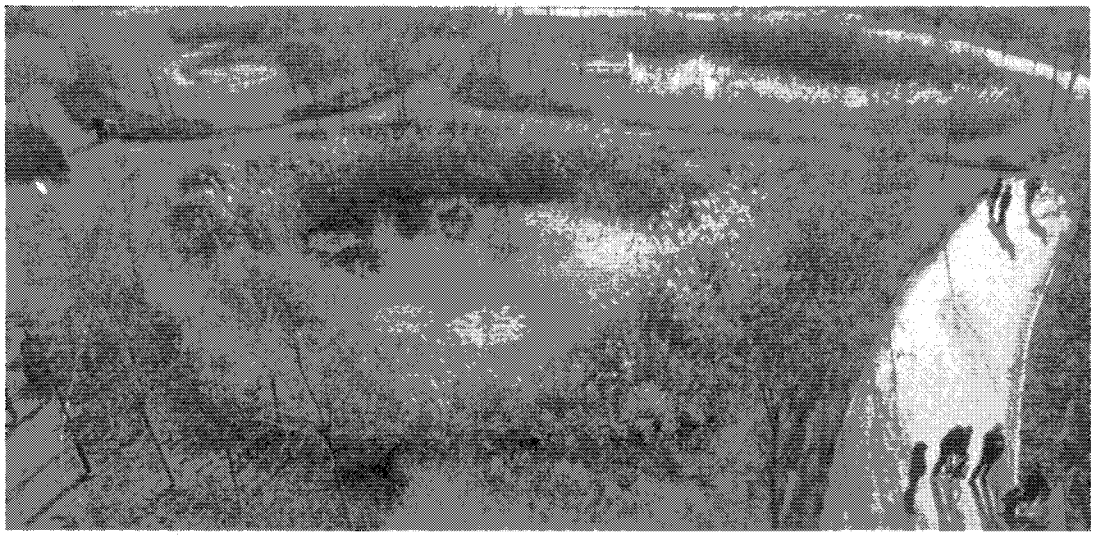
CENTRAL PLAZA PLANTER LANDSCAPE

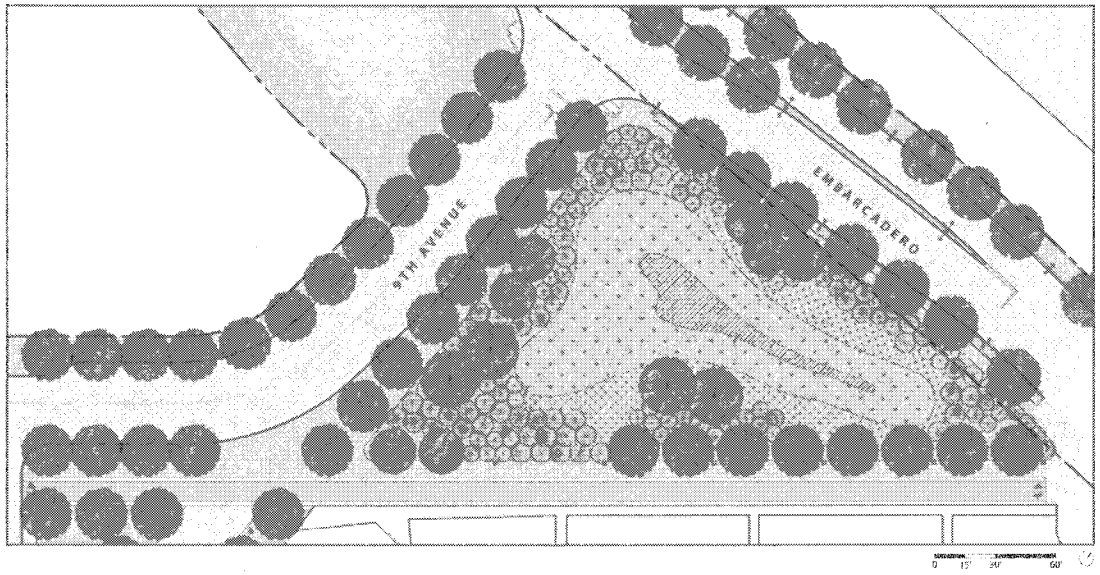
POTENTIAL PLANT MATERIALS

RAIN GARDEN TREES
Cercocarpus betuloides (Mountain Mahogany)
Quercus agrifolia (Coast Live Oak)
Quercus lobata (Valley Oak)
Platanus X acerifolia "Columbia" (London Plane Tree)

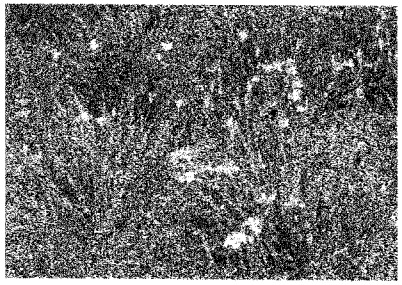
SHRUBS, GROUNDCOVER AND GRASSES
Arctostaphyles densiflora 'Howard McMinn' (Howard McMinn Manzanita)
Arctostaphylos edmundsii 'Little Sur' (Little Sur Manzanita)
Artemisia pynocephala "David's Choice" (David's Choice Artemisia)
Ceanothus x concha (California Lilac)
Chondropetalum tectorum (Cape Rush)
Cistus salvifolius 'Prostratus' (Sageleaf Rockrose)
Dietes bicolor (African Iris)
Festuca glauca (Blue Fescue)
Frangula californica 'Mound San Bruno' (California Coffeeberry)
Griselinia littoralis
Hemerocallis x yellow (Daylily)
Leymus arenarius
Limonium californicum (Western Marsh Rosemary)
Lomandra longifolia "Breeze"
Lomandra confertifolius "Seascape"
Muhlenbergia capillaris 'Autumn Blush' (Pink Muhly)
Muhlenbergia rigens (Deer Grass)
Loropetalum chinense
Rosa californica (California Wild Rose)
Salvia l. "Santa Barbara" (Dwarf Bush Sage)
Salvia mellifera (Black Sage)

Note: Preliminary plant list includes candidates for landscape, to be finalized in the design process in consideration of Bay Friendly practices.

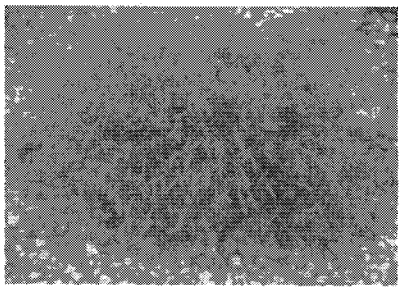




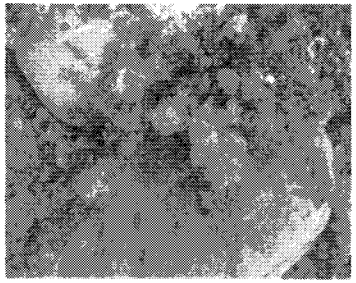
EMBARCADERO GATEWAY



Dietes iridoides (African Iris)

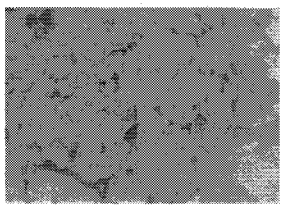


Zauschneria septentrionalis "Mattole River"

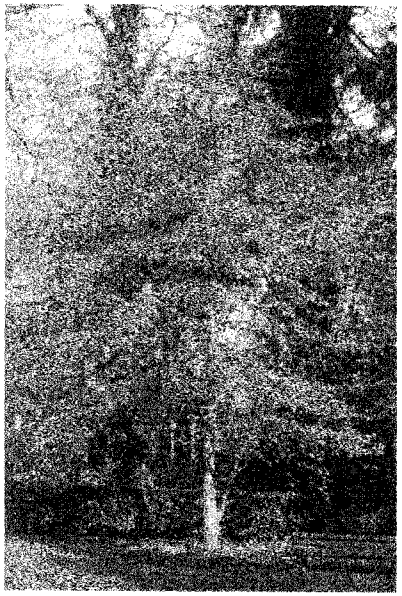


Ceanothus hearstiorum (Hearst Ranch Buckbrush)

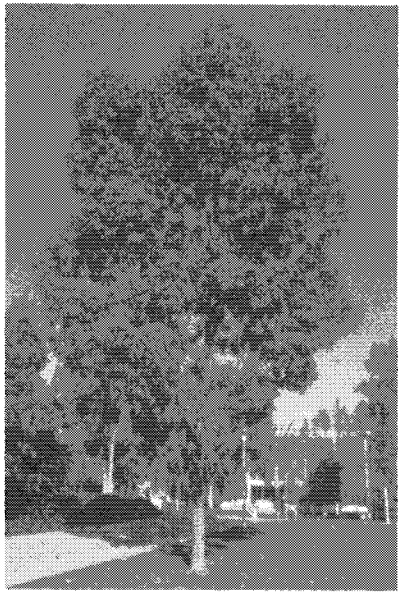
Anigozanthus "Big Red" (Red Kangaroo Paw)



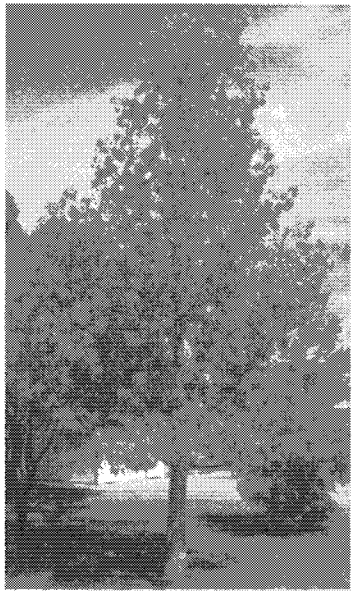
Aeonium haworthii (Pinwheel)



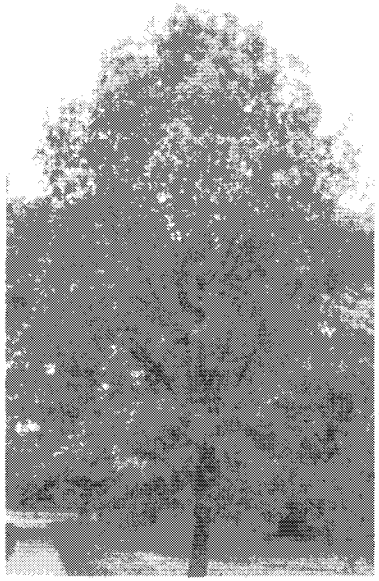
Nyssa sylvatica (Tupelo Tree)



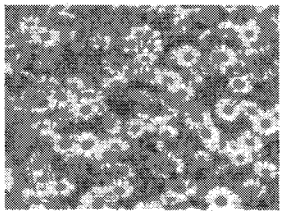
Lophostemon conferta (Brisbane Box)



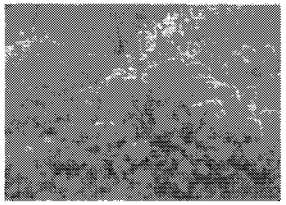
Brachychiton populneus (Bottle Tree)



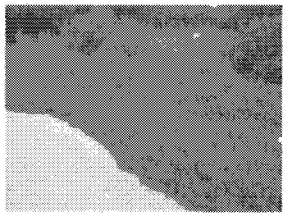
Quercus frainetto (Italian Oak)



Erigeron glauca (Wayne Roderick Daisy)



Limonium perezii (Sea Lavender)

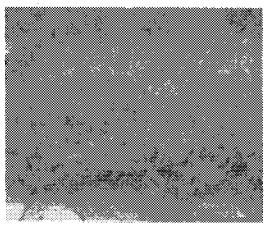


Coprosma petriei "Verde Vista"

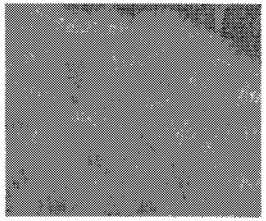
PLANT PALETTE: ALLEE, SHORELINE AND OTHER LINKAGES

Arbutus 'Marina' (Marina Strawberry Tree)

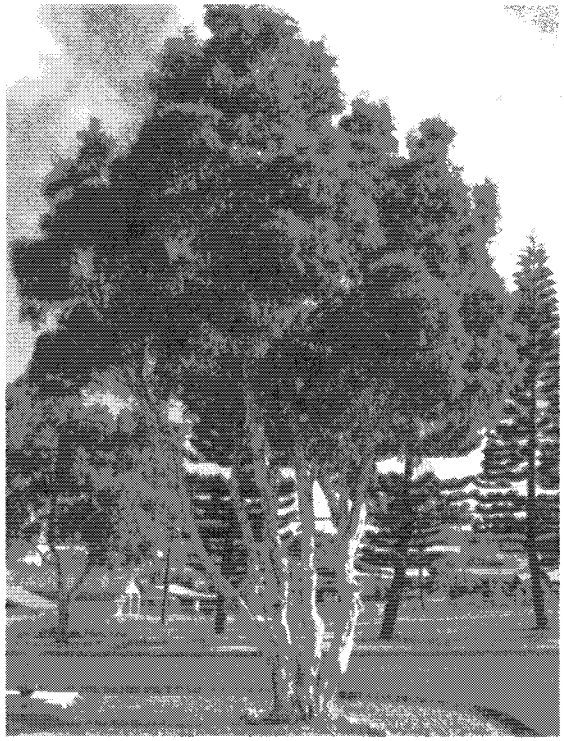
Olea europaea, "Swan Hill" Olive



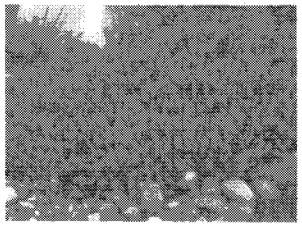
Salvia chamaedryoides
(Germander Sage)



Festuca glauca (Blue Fescue)

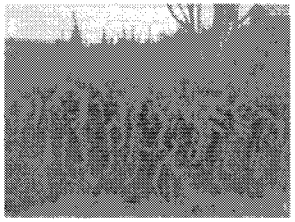


Melaleuca quinquenervia (Paperbark Tree)

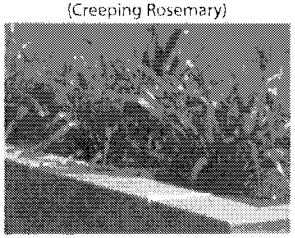


Arctostaphylos edmundsii "Little Sur"

Ceanothus maritimus
(Maritime California Lilac)



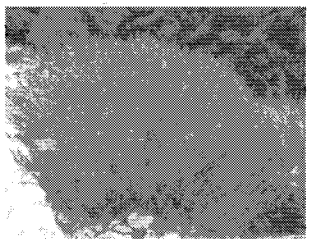
Rosmarinus officinalis 'Prostratus'
(Creeping Rosemary)



Phormium Jubilee

Cordyline indivisa (Blue dracaena)

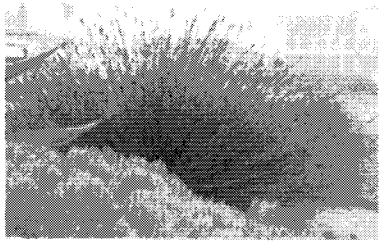
Agave Blue Flame



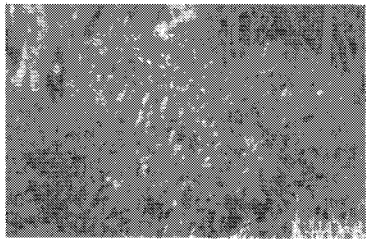
Lavendula angustifolia (Lavender)

PLANT PALETTE: PLANTER LANDSCAPE

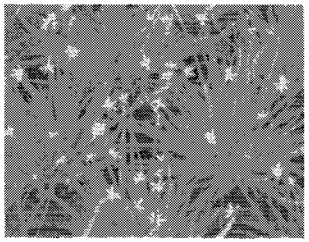
Juncus patens, Elk Blue



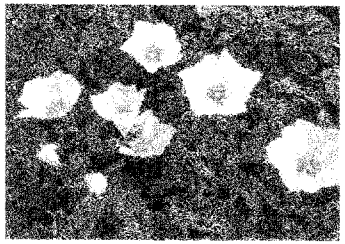
Chondropetalum tectorum (Thatching Reed)



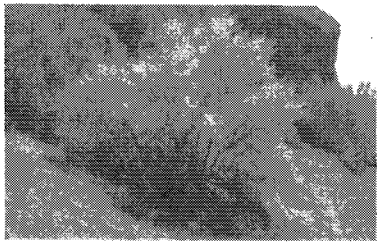
Frangula californica, "Mound San Bruno"



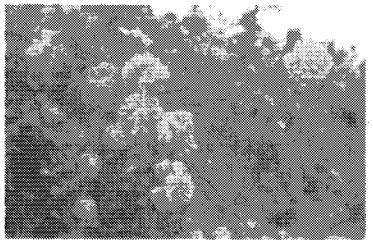
Sisyrinchium californicum (Yellow Eyed Grass)



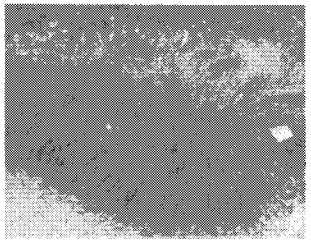
Cistus salvifolius, "Prostratus" (Sageleaf Rockrose)



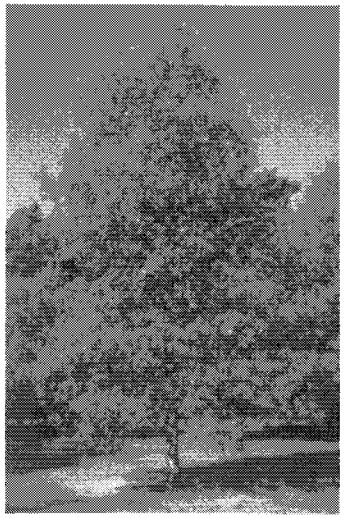
Cercocarpus betuloides (Mountain Mahogany)



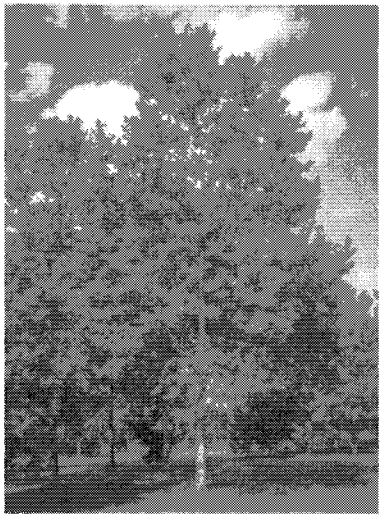
Rosa californica (California Wild Rose)



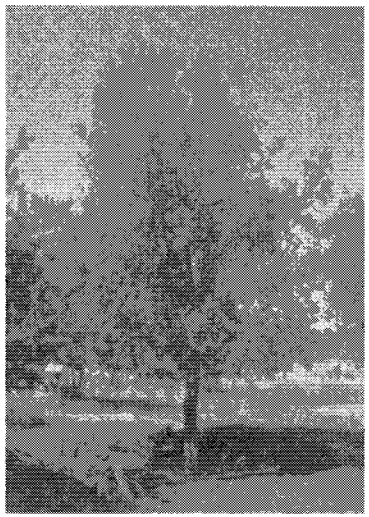
Carex divulsa (Berkeley Sedge)



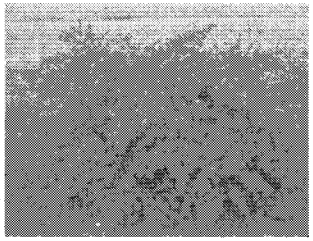
Quercus lobata (Valley Oak)



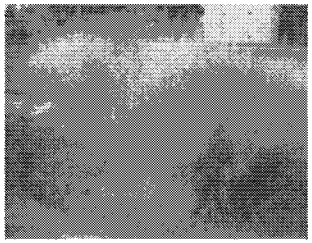
Platanus X acerifolia "Columbia" (London Plane Tree)



Quercus agrifolia (Coastal Live Oak)

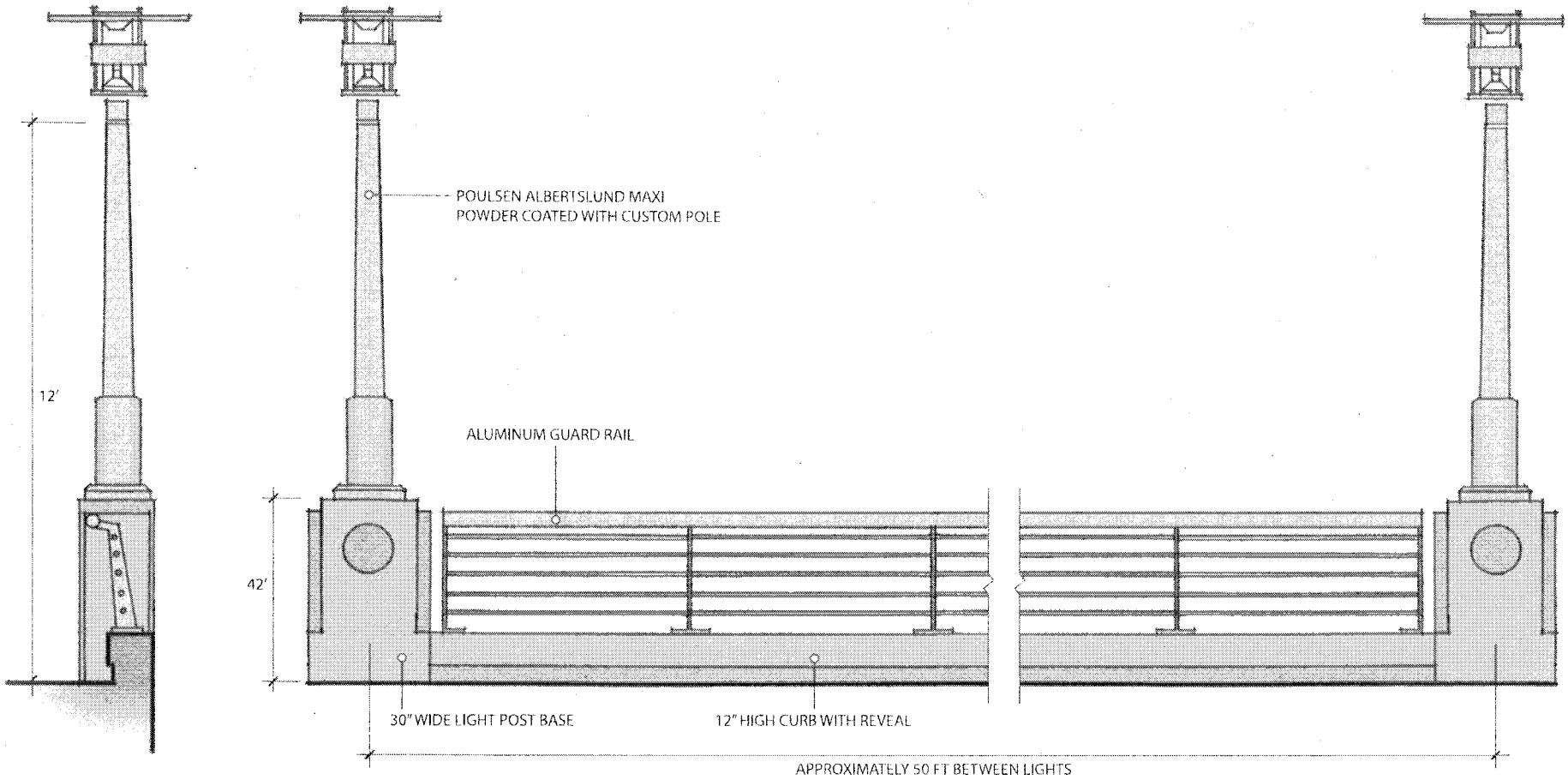


Ceanothus x Concha

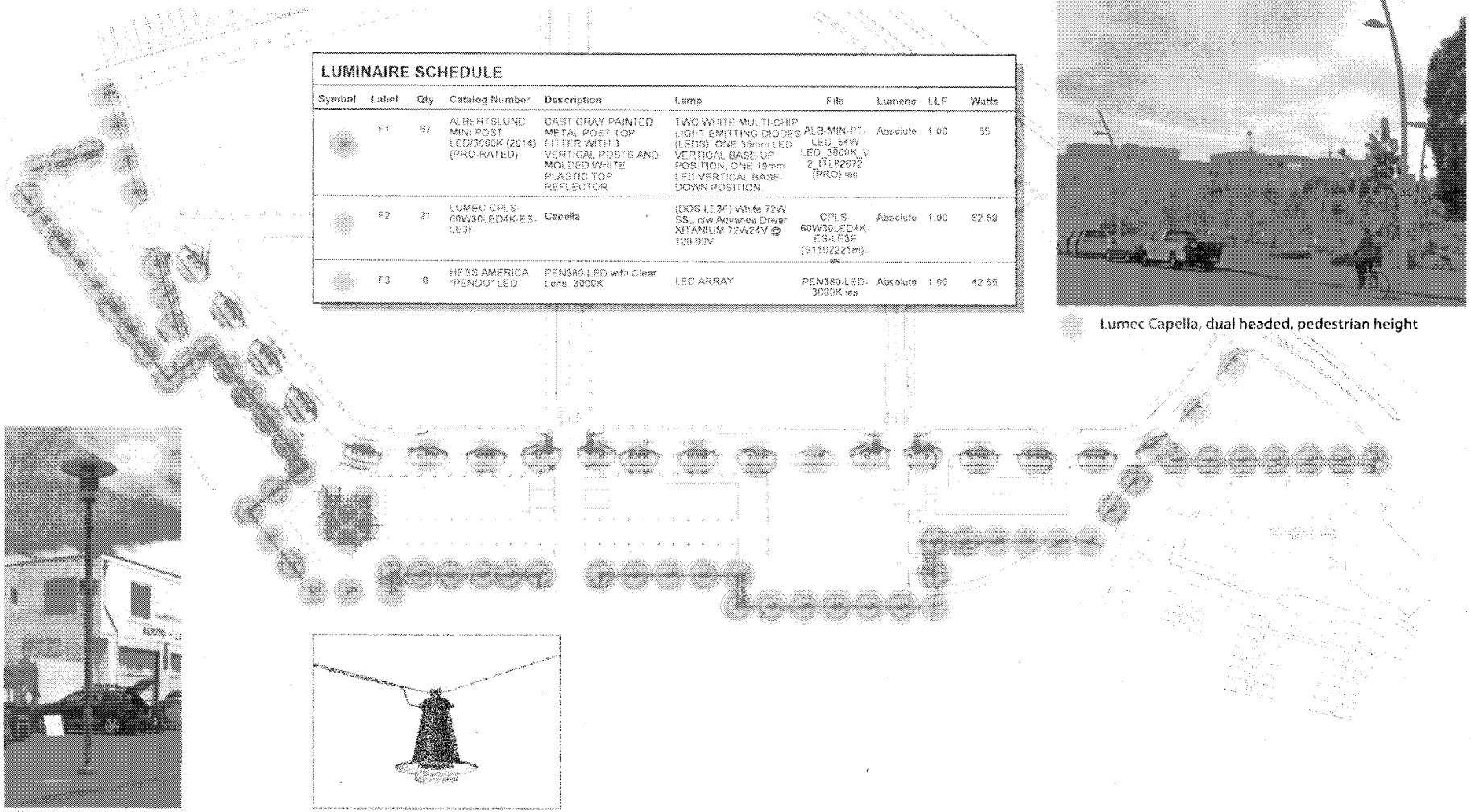


Muhlenbergia capillaris (Pink Muhly Grass)

RAIN GARDENS



Typical Elevation of Promenade Lighting and Guard Rail



LUMINAIRE SCHEDULE

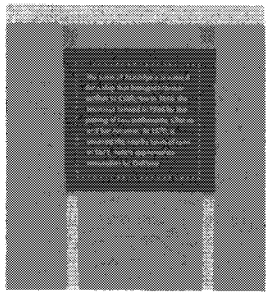
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	F1	67	ALBERTSLUND MINI POST LED/3000K (2014) (PRO-RATED)	CAST GRAY PAINTED METAL POST TOP FITTER WITH 3 VERTICAL POSTS AND MOLDED WHITE PLASTIC TOP REFLECTOR	TWO WHITE MULTI-CHIP LIGHT EMITTING DIODES (LEDS), ONE 35mm LED VERTICAL BASE-UP POSITION, ONE 19mm LED VERTICAL BASE-DOWN POSITION	ALB-MIN-PT-LED_54W LED_3000K_V 2_ITL82672 (PRO) ies	Absolute	1.00	55
	F2	21	LUMEC CPLS-60W30LED4K-ES-LE3F	Capella	(DOS LE3F) White 72W SSL c/w Advance Driver XITANIUM 72W24V @ 120 00V	CPLS-60W30LED4K-ES-LE3F (S1102221m) ies	Absolute	1.00	62.59
	F3	6	HESS AMERICA "PENDO" LED	PEN380-LED with Clear Lens, 3000K	LED ARRAY	PEN380-LED-3000K ies	Absolute	1.00	42.55

Lumec Capella, dual headed, pedestrian height

Poulsen Albertslund Maxi (14' tall)

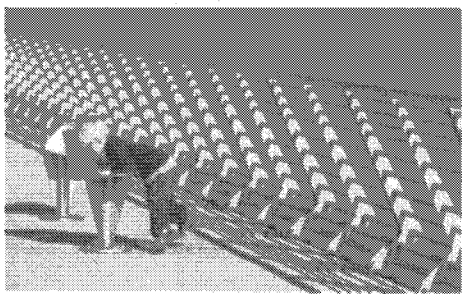
Hess America "Pendo", pendant

LIGHTING CONCEPT



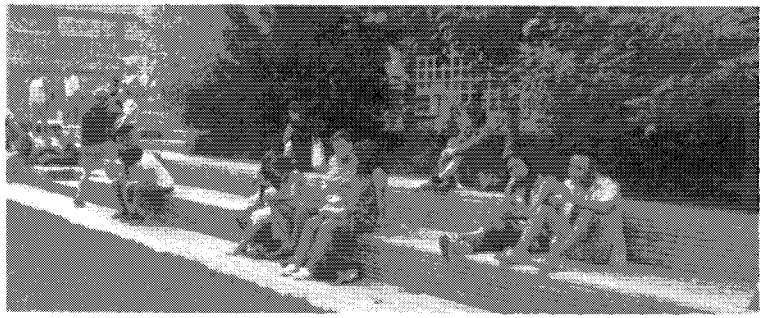
Interpretive Signage on Railing

Arbor/Trellis with Vine Planting

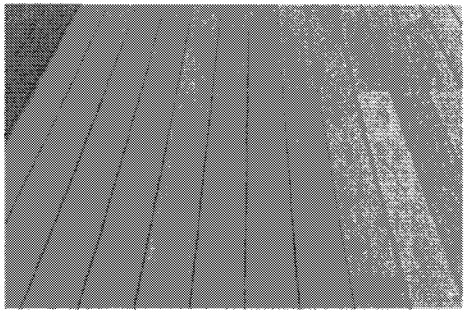


Swivel Chairs at Vista Point

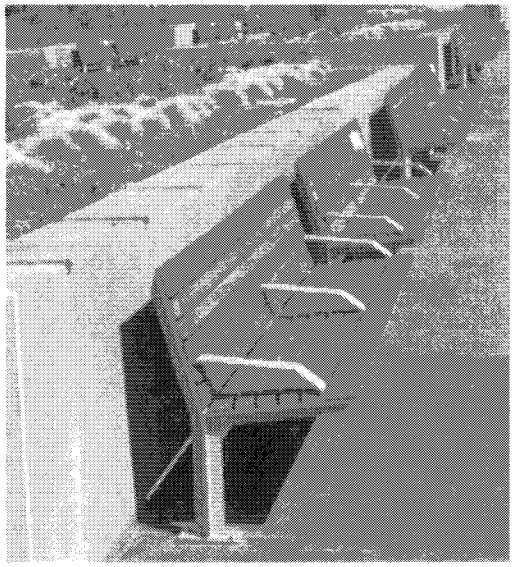
Lounge Chairs on Central Plaza



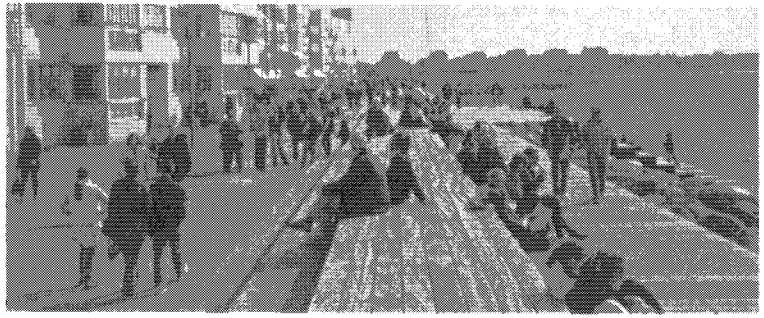
Seating Steps at Planters



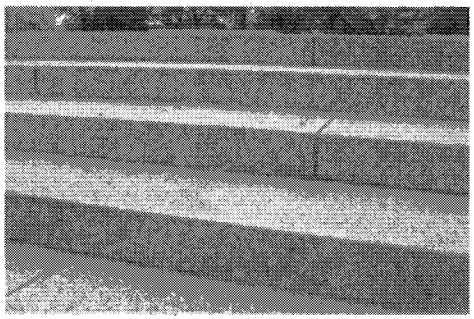
Hardwood Decking



Knight Bench, Forms+Surfaces



Seating Steps at Water's Edge



Granite Stepped Seating

MATERIALS AND FURNISHINGS PRECEDENT

Attachment B: Required Findings

DRC, September 30, 2015
ATTACHMENT B:

REQUIRED FINDINGS:
BROOLYN BASIN SHORELINE PARK
FINAL DEVELOPMENT PERMIT

Required findings include:

- California Environmental Quality Act
- Planned Waterfront Zoning District-4(PWD-4)Findings for FDP
- City of Oakland Demolition Findings for Historic Properties: Planning Code Section 17.136.075
- Regular Design Review: Planning Code Section17.136.050

California Environmental Quality Act

To be provided for Planning Commission at a later date.

Planned Waterfront Zoning District-4(PWD-4)
Findings for FDP

"The Planning Commission shall approve the Final Development Plan if it makes written findings that the Final Development Plan is in substantial conformance with the Preliminary Development Plan; Oak to Ninth Design Guidelines, Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S4) regulations, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement..."

As demonstrated throughout this staff report, the Brooklyn Basin Shoreline Park Final Development Permit is consistent with the Preliminary Development Plan, the Oak to Ninth Design Guidelines, and the OS-RSP zoning regulations, the Conditions of Approval, the MMRP, and the Development Agreement. As noted in this report, the FDP is a refinement of the PDP and includes only non-substantive changes intended to carry out the Oak to Ninth Design Guidelines and refine the design of Shoreline Park.

City of Oakland Demolition Findings for Historic Properties

Demolition of the 9th Avenue Terminal would need to comply with Planning Code Section 17.136.075 Regulations for demolition or removal of designated historic properties and potentially designated historic properties. The Planning Commission will be asked to make the following findings for Category I Historic Properties:

B. Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 zone or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the regular design review criteria, all other applicable design review criteria, and the following additional criteria:

1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;

2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and

3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.

At the time of project consideration in 2006, retention of the 9th Avenue Terminal was found to be economically infeasible, resulting in a substantial negative return for the project (see Attachment B, Oak to Ninth Alternatives Feasibility Analysis). Based on the Oak to Ninth Alternatives Feasibility Analysis, retention of the facility would result in the deepest financial loss, as compared to replacing the facility with open space. The proposed plans include rehabilitation of a portion of the existing 9th Avenue Terminal (ten percent, or 20,000 square feet). This rehabilitation would require seismic retrofit, insulation, provision of ingress and egress, overhaul and expansion of utilities, and additional interior and exterior treatments to restore the historic appearance of the building. This investment is not possible for the entire, very large, 200,000 square-foot facility.

City of Oakland Design Review Findings

The proposed Shoreline Park design is subject to Planning Code Section 17.136.050 - Regular design review criteria. Accordingly, regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

A. For Nonresidential Facilities and Signs.

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

   Shoreline Park will provide a buffer between the planned development in Brooklyn Basin and the Oakland Estuary. The park will be constructed upon an existing pile-supported wharf. The plan includes axis that connect to the streets and views in the neighborhood, providing visual connections between the waterfront and development.

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   Shoreline Park will provide a buffer between the planned development in Brooklyn Basin and the Oakland Estuary. The park will be constructed upon an existing pile-supported wharf. The plan includes axis that connect to the streets and views in the neighborhood, providing visual connections between the waterfront and development.

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

   The proposed Shoreline Park plans emphasize access to, use of and the aesthetic beauty of the Oakland Estuary. In addition, the Shoreline Park plans provide

ample open space opportunities for the public, including an area for large events that is unique along the Oakland waterfront. These improvements would make positive use of the site for the community in particular and the region as a whole.

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

   The proposed Shoreline Park plans would result in significant new public open space in Oakland, consistent with the Brooklyn Basin approvals to date and the underlying zoning regulations for the site.

C. For Local Register Properties that are not Landmarks or located in the S-7 or S-20 Zone:

1. That for additions or alterations, the proposal will not substantially impair the visual, architectural, or historic value of the affected site or facility. Consideration shall he given to design, form, scale, materials, texture, lighting, landscaping, Signs, and any other relevant design element or effect, and, where applicable, the relation of the above to the original design of the affected facility.

The project would demolish ninety percent of the existing 9th Avenue Terminal. However, the proposed project includes rehabilitation of the remaining portion of the facility. Specifically, the project includes restoration of the eastern (front) façade, functional rehabilitation of the north and south facades, and opening up the western façade by apparently deconstructing the building to the west to reveal the existing truss structure as a transition to the openness of the park.

Attachment C: DRC Report, dated June 24, 2015

Oakland City Planning Commission
Design Review Committee

STAFF REPORT

Case File Number: DA06011, PUD06010

June 24, 2015

Location:	**Brooklyn Basin (formerly known as "Oak to Ninth Avenue"); specifically, Shoreline Park, located on the current site of the Ninth Avenue Terminal.**
Proposal:	Final Development Permit (FDP) for Shoreline Park, including demolition and retention of portion of Ninth Avenue Terminal.
Applicant:	Zarsion-OHP 1, LLC (ZOHP), Patrick Van Ness (510) 251-9272.
Owner:	ZOHP, Port of Oakland, City of Oakland
Planning Permits Required:	FDP, compliance with CEQA.
General Plan:	EPP-Parks (Estuary Policy Plan-Parks).
Zoning:	OS-RSP (Open Space-Region-Serving Park)
Environmental Determination:	Final EIR certified on January 20, 2009
Historic Status:	Ninth Avenue Terminal, rated "A"
Service Delivery District:	3
City Council District:	2 – Abel Guillen
Action to be Taken:	Conduct design review, consider recommendation to Planning Commission for FDP application
Finality of Decision:	NA
For further information:	Contact case planner **Catherine Payne** at **510-238-6168** or by e-mail at **cpayne@oaklandnet.com**

SUMMARY

The purpose of this report is to provide design review analysis of the proposed Shoreline Park design. The Brooklyn Basin Project land use entitlements were originally approved in 2006. At this time, the applicant, Zarsion-OHP 1, LLC (ZOHP) is seeking additional approvals in response to or required under the terms of the original land use entitlements, in order to initiate delivery of City parks. Specifically, ZOHP is seeking approval of a Final Development Permit (FDP), consistent with the applicable zoning regulations, for Shoreline Park, which is required to be completed and operational prior to Certificate of Occupancy of the 550th dwelling unit (or five years after the first construction-related permit) for the project. The development of Shoreline Park includes the demolition of 80 percent of the existing Ninth Avenue Terminal, retention and historic preservation of the remaining portion of the building and the provision of a new 10-acre City park.

#1

Site Map here.

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 10th Avenue to the east, and Fallon Street to the west. The project includes 29.9 acres of City parks located along the Oakland Estuary edge of the Brooklyn Basin Site. Shoreline Park is the southeastern-most park in Brooklyn Basin and is located on the water side of 10th Avenue, generally where the Ninth Avenue Terminal is currently located.

The Shoreline Park site and surrounding area previously contained commercial and industrial uses (the Ninth Avenue Terminal, a retail furniture store, a metal recycling facility, and outdoor storage of shipping containers). As of this writing, construction of Phase 1 infrastructure improvements is underway adjacent to the Shoreline Park site.

PROJECT BACKGROUND

Project History

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

The Shoreline Park site is the current location of the Ninth Avenue Terminal. The Ninth Avenue Terminal is a historically significant facility, with an "A" rating on the Oakland Cultural Heritage Survey (OCHS). The facility is a break-bulk shipping facility, one of the last and largest on the West Coast. The approved PUD allows for demolition of approximately 80 percent of the building to make way for Shoreline Park. The remaining 20 percent of the building contains the head house, and the project includes historic restoration.

Over the past year, ZOHP has worked with the City of Oakland to comply with the terms of the zoning regulations, Development Agreement (DA), Planned Unit Development permit (PUD), Environmental Impact Report (EIR) and the adopted project Conditions of Approval

(CoAs) to prepare the Phase I site for parcel development activities. As of this writing, the project has met the following development milestones:

Summary of Brooklyn Basin Milestones Spring 2015

Milestone	Requirement	Status
Land Use Entitlements (DA, PUD/PDP, GPA, Rezone, EIR)	Oakland Municipal Code	Complies: Initial (challenged) approval 7/18/2006; Final approval 1/2009
Schematic Master Improvement Plan	CoA 33, Prior to issuance of site development grading permit	Complies: Submitted to the City of Oakland and revised based on City comments 3/2014; City Engineer approval 5/2014
Soil remediation (grading/surcharge permits)	EIR MM H, Prior to issuance of site development building permits	Complies: Activities initiated 6/2014
Sale of Parcels F, G and T to the City of Oakland	CoA 48 90 days after determination of Finished Lots or earlier	Complies: Close of escrow 8/2014 (prior to Finished Lot)
Phase I Infrastructure FDP	Zoning regulations	Planning Commission approved on November 25, 2014
Submittal of CC&Rs	CoA 30, Prior to submittal of First Final Map	Complies: 8/2014
Phase I Final Map	Subdivision Map Act	City Council approval on April 21, 2015
Transportation Demand Management Plan	EIR MM B and C, CoA 22, Prior to approval of FDP	City Council approval on April 21, 2015
Phase I Infrastructure permits	P-job permit	Issued May 2015
Embarcadero roadway construction permits	Public Work in Right-of-Way (P-job) permit	Issued June 2015
Community Facilities District	CoA 38, Prior to issuance of first Final Map	In process; Estoppel Certificate in lieu of CFD for first Final Map

Public Comments to Date

Staff previously brought the incomplete Shoreline Park FDP application before the Landmark Preservation Advisory Board (LPAB) and Parks and Recreation Advisory Commission (PRAC) to acquaint the public bodies to the project and its status, as well as to solicit early input into the design process. The LPAB and PRAC made the following comments:

Landmark Preservation Advisory Board

The LPAB reviewed the preliminary Shoreline Park FDP application at their regularly scheduled meeting on March 9, 2015, and held a public hearing on the information item. The following comments were received:

- LPAB:
  - Landmark application:
    - Prefer to process Landmark application sooner rather than later (prior to demolition)
    - Would like to receive an application to landmark entire building
      - *Staff note: CoA 25.b(5) states project requirement as: ...an application to nominate the remaining portion of the building and the site as a City of Oakland landmark*
    - Can 2004 landmark application be revived?
    - Would like applicant to work with community to submit application
    - LPAB might receive two separate applications at two different times
  - Design:
    - Park design should incorporate references to extent and footprint of historic building: carry evidence of building out into landscape (keep pedestals/columns)
    - Ensure long-term maintenance of unique park features
    - Need more public amenities: restrooms, seating and gathering areas
    - Park feels vast and empty:
    - Invigorate space with pop-up retail and activities;
    - Indicate immense scale of Ninth Avenue Terminal;
  - Express landscape that might have been there historically
  - Established a subcommittee:
    - Board Members Andrews and MacDonald volunteered to be on subcommittee
- Public Speakers:
  - Naomi Schiff:
    - Likes Michael Willis design for the remaining portion of the Ninth Avenue Terminal
    - Mark the original portion of the building to indicate the earlier (vs. the later) construction phase of the building
    - Park design is not adequately detailed
    - Does not support landmarking the building: this is a remnant of a facility and landmarking such would be an insult
    - Believes the wharf may be historic given its' age
    - No high-end restaurant
    - Integrate indoor/outdoor space
  - Joyce Roy:
    - How many building bays is the project required to preserve?
      - *Staff note: The required retention of twenty thousand square feet of the original building is accommodated by retention of four*

building bays; keeping an additional two bays as outdoor space is not part of the required building retention

- Designate entire building as a landmark, as the planned project may never happen

Parks and Recreation Advisory Commission

The PRAC reviewed the preliminary Shoreline Park FDP application at their regularly scheduled meeting on April 8, 2015, and held a public hearing on the information item. The following comments were received:

- The PRAC should request items from the demolition of the Ninth Avenue Terminal be reused in the project.
- Staff should verify that the project maximizes reuse of on-site materials in the design of Shoreline Park.
- The air quality near Interstate 880 is poor. How would this affect park use?
- Concern that the planned park will not provide a wind break as the terminal currently provides.
- The FDP should ensure provisions for maintenance of the new park.

PROJECT DESCRIPTION

Shoreline Park

The planned Shoreline Park is approximately 10 acres, much of which is located on an existing pile-supported wharf over the San Francisco Bay. The park was originally approved as part of the Preliminary Development Permit (PDP) in 2006. The approved design includes demolition of approximately 90 percent of the Ninth Avenue Terminal, and historic preservation of the southeastern portion of the building. The park is envisioned to host periodic special events. There are 30 off-street parking spaces and up to 60 on-street parking spaces (public spaces located on Ninth Avenue, adjacent to the park). The PDP included an open lawn area occupying up to four acres of the site; however, due to structural limitations of the wharf, the FDP application includes wood decking in lieu of lawn. The following discussion provides details about the design and use of park facilities:

- *Shoreline Park Design*:
  - *Layout*: The proposed park is a linear-oriented park along the edge of the San Francisco Bay (Bay). The park is generally oriented toward the Bay, with the San Francisco Bay Trail (Bay Trail) located along the water's edge, and axis oriented toward views across the Bay. Off-street parking is located on the southeastern end of the park, adjacent to the remaining portion of the Ninth Avenue Terminal (which is planned for commercial uses).
  - *Circulation*: The proposed park design accommodates a wide range of access features, including the following:

- *Vehicular Access*: The Shoreline Park design includes 90 parking spaces, including approximately 30 on-site parking spaces in a lot adjacent to the Ninth Avenue Terminal, and 90 on-street parking spaces located immediately adjacent to the park on Ninth Avenue and available to the public, including park visitors.
- *Bicycle Circulation*: Bicycle circulation is provided on a Class 1 dedicated bike path adjacent to Ninth Avenue, and on the shared use Bay Trail along the water's edge. The Class 1 dedicated path provides a regional linkage between East Oakland and downtown Oakland.
- *San Francisco Bay Trail*: Shoreline Park incorporates a new section of the Bay Trail. The Bay Trail will be a minimum of 30 feet wide, surfaced with concrete and include standard Bay Trail signage for identification purposes. The Bay Trail will provide leisure access for bicyclists and pedestrians.
- *Park Entries*: Shoreline Park is generally accessible along the length of Ninth Avenue. However, there are three main park entrances where Ninth Avenue meets 8th Avenue, where Main Street ends at Ninth Avenue and from the existing Bay Trail access (and Embarcadero) at the southeastern end of the park.

- *Parking*: As noted above, there will be 30 on-site parking spaces exclusive to park use, as well as 60 on-street public parking spaces located immediately adjacent to the park along Ninth Avenue.
- *Hardscape Materials*: Shoreline Park is predominantly a hard-surface park. The park will be constructed on top of existing pile-supported wharf in the Bay. The Bay Trail and Class 1 bike trial portions of the park will be concrete. The applicant proposes that the remaining hardscape be recycled wood plank from the roof of the Ninth Avenue Terminal.
- *Park Furnishings*: The applicant proposes site furnishings including seating, garbage receptacles, lighting and railings, planters, water fountains and signage.
- *Planting Materials*: Although the park will not include turf areas, there will be raised planting areas with a generally Mediterranean palate of drought-tolerant trees, shrubs and ground-covers and grasses.
- *Special Features*: Special features include:
  - *Interpretive Features*:
  - *Public Art*:
  - *Reuse of the Ninth Avenue Terminal*:
  - *Sustainable Design*:
- *Relationship to Brooklyn Basin Park Network*: Shoreline Park is the first of five parks to be developed as part of the larger Brooklyn Basin project, and includes one-third of the overall project park acreage. Shoreline Park is unique amongst the five parks in that it will exist almost entirely on a human-built structure (the wharf on which the Ninth Avenue Terminal currently sits). Whereas the other Brooklyn Basin parks are envisioned as places for more passive recreation, observation and experience of the natural world, and abundant softscape, Shoreline Park is intended to provide a more urban experience, including:

extensive hardscape, large gathering areas for organized events, and opportunities for more programmed and commercial uses (in the Ninth Avenue Terminal, as well as possible boat, skate and kite rentals).

- *Ninth Avenue Terminal Design*: The Ninth Avenue Terminal building will be reduced from 200,000 to 20,000 square feet, retaining the southeastern end of the building, including the harbor master's office. The changes to the building will retain four building bays, and an exposed roof section (no walls) continuing two bays to the northwest.
    - *Design Treatment*: The remaining portion of the building will be seismically engineered, and will include repair and preservation of historic exterior materials, inserting glazing into delivery bays and exposing and repairing existing clerestory windows. The renovation includes placing solar panels on the roof of the building, as well.
    - *Historic Preservation*: Historic preservation includes retaining 20,000 square feet of the building, revealing original siding materials and openings (to the degree feasible), as well as preserving and renovating details such as the decorative terra cotta medallions on the exterior of the building.
    - *Proposed Uses*: The project developer will be the building lessee and can use the building for commercial purposes. The project will retain the historic harbor master office (approximately 200 square feet) and provide a historic maritime interpretive experience for visitors. Primary building uses will be retail and restaurant space, as well as seating and restrooms for visitors.

GENERAL PLAN ANALYSIS

Existing General Plan Land Use Classifications

The Shoreline Park site is located in the Estuary Policy Plan-Parks (EPP-Parks) land use designation of the Estuary Policy Plan (the General Plan for the subject site). The Estuary Policy Plan states, "With ambitious plans to change land use, this area of the shoreline could be converted into a large-scale network of open spaces and economic development that extend for over 60 acres from Estuary Park to Ninth Avenue. The assemblage of parkland would create the major open space resource in Oakland and, at the same time, establish a recreation asset of regional significance." Shoreline Park would be the first of the planned parks to be developed in support of and consistent with this vision.

ZONING ANALYSIS

Zoning District Analysis

The Shoreline Park site is located entirely within the Open Space-Region-Serving Park (OS-RSP) zoning district. The OS zone is intended to "create, preserve, and enhance land for permanent open space to meet the active and passive recreational needs of Oakland residents and to promote park uses which are compatible with surrounding land uses and the city's natural environment." The OS-RSP zoning allows for regional-serving uses, such as athletic fields and courts, concessions, temporary uses (fairs and carnivals), public art and restrooms. Although Shoreline Park is in the OS-RSP zoning district, it is subject to an approved PUD and PDP. Whereas conditional use permits are typically required for park improvements, in this case Shoreline Park improvements shall be processed under the PUD regulations and are subject to a Final Development Permit (FDP). In essence, the OS-RSP zoning regulations control the allowable park uses, whereas the PUD regulations control the process for considering approval of such uses.

PDP Analysis

The PDP identifies an approximately 10-acre site, generally the current location of the Ninth Avenue Terminal, as the future site of Shoreline Park. In addition, the PDP shows a preliminary park layout that assumes non-exclusive uses and some softscape. The FDP is intended to be an evolution and refinement of the PDP. The FDP includes the same park square footage as in the PDP and does not include facilities for exclusive uses. In addition, the FDP is consistent with the approved PDP in terms of demolition of 90 percent of the Ninth Avenue Terminal building and historic preservation of the remaining portion of the building. The design, as evidenced from the attached plans, has evolved from conceptual to schematic design, consistent with the purpose of the FDP. The plans now include schematic design of the Ninth Avenue Terminal, plans and sections of the park, and include site furnishings, hardscape, planting, lighting and circulation plans.

Civic Center/Design Review Combining Zone (S-2/S-4) regulations

The requirement for design review under the S-2 and S-4 combining districts does not specifically apply to the FDP because the project is already subject to a valid PUD (that was the subject of design review) (Planning Code Section 17.76.200). However, the FDP review process does inherently include design review by the Planning Commission.

Vesting Tentative Tract Map No. 7621

The proposed FDP is entirely consistent with the Vesting Tentative Tract Map (TTM7621) and shows the location for Shoreline Park is unchanged.

Conditions of Approval and Mitigation Monitoring Reporting Program

The Conditions of Approval for the Brooklyn Basin Project include conditions that provide specific guidance regarding what should be included in each FDP, requirements for FDPs and other milestones for which specific FDPs might be required. The following conditions of approval are specific to all FDPs and/or the Shoreline Park FDP:

- CoA 22: CoA 22 requires each FDP to be responsive to the approved Transportation Demand Management Plan (TDM). The TDM was approved by the City Council in March 2015. Shoreline Park FDP would result in the addition of visitors to the area, resulting in parking demand, in particular. The TDM recommends metered parking, for which the applicant shall work with the City of Oakland to procure prior to delivery of the park. Delivery of Shoreline Park does not trigger shuttle requirements. However, consistent with the TDM, the applicant will demonstrate a good faith effort to provide car-share and bike-share opportunities serving Shoreline Park, and will provide adequate bicycle parking on-site.

- CoA 25: CoA 25 requires submittal of a development plan demonstrating that the proposes renovation and ruse of the remaining portion of the Ninth Avenue Terminal is consistent with the approved project plans and policies, as well as submittal of an application to nominate the remaining portion of the building and the site as a City of Oakland landmark. In compliance with this CoA, the FDP considered herein includes plans for the Ninth Avenue Terminal which are fully detailed in Attachment A to this report with regards to the reuse and renovation plans for the site. In addition, the City of Oakland has received and deemed complete an application to landmark the Ninth Avenue Terminal site. Staff recommends that the City not make a decision regarding the landmark application until after Shoreline Park has been developed to ensure an accurate representation of the site in its planned future condition in the application and any decision related to the application.

- CoA 26: CoA 26 requires the applicant to submit payment of $500,000 prior to demolition of the Ninth Avenue Terminal building. The City will collect this payment following approval of the FDP (upon submittal of the demolition permit application.

- CoA 40: CoA 40 requires a Landscape, Open Space, Park and Trail Plan substantially consistent with the approved PDP. In compliance with this CoA, the FDP considered herein includes park plans which are fully detailed in Attachment A to this report with regards to site design. Materials to be more fully developed in the future in compliance with this CoA include:
    - CoA 40.a. Soils information;
    - CoA 40.b. Plans for each park shall include paving materials, tree and plant materials, street furniture, lighting, major recreational and landscaping features, public art installations, play equipment, courts, plazas, sculptural features, etc.
    - CoA 40.h. Plans for the historic and interpretive elements in and around the area of the preserved portion of the Ninth Avenue Terminal Building and Shoreline

Park, including the reinstallation of existing features honoring the history and use of the area as a break-bulk cargo terminal, with an overall physical theme and other unifying physical elements.

Development Agreement

DA Exhibit C requires Shoreline Park to be built prior to completion of the 550th unit or 5 years after first building permit. Submittal of this FDP application is intended to facilitate development of the park in a timely manner. Otherwise, the DA does not specifically dictate any requirements for FDPs or revisions to the PDP.

Oak to Ninth Design Guidelines

The Oak to Ninth Brooklyn Basin Design Guidelines (Design Guidelines) include the following guidelines with regards to public open space (with staff comments below each guideline in *italics*):

- Urban Design Principles:

  1. Establish a continuous and diverse network of public open spaces, including parks, promenades and plazas along the Estuary shoreline.

     Shoreline Park represents the first of four new parks along the shoreline at Brooklyn Basin. Shoreline Park will be the most urban and active use park of the four, as it will have the most level, hardscape area (as opposed to more natural, planted areas).

  2. Configure and design the open space system to serve as a city-wide and regional resource.

     The proposed design does not include any specific programming at this time that would preclude a broad audience. The large, level hardscaped areas of Shoreline Park are conducive to city-wide and regional events, as is the proximity to the waterfront.

  3. Create walkable and lively public streets, open spaces and pedestrian ways that provide strong visual and pedestrian linkages between the waterfront and inland areas.

     Shoreline Park includes three major entrances to the park, which should be made visually prominent and emphasize the connection to the waterfront.

  4. Provide a range of cultural, recreational and commercial activities that reinforce the public destination appeal and civic role of the waterfront.

     The proposed park design includes recreation and commercial opportunities, including restaurant and retail space within the Ninth Avenue Terminal building. Staff will request more information about recreational programming of the exterior park areas as part of the FDP review process.

  5. Not applicable.

6. Maintain and enhance public views to the waterfront.
   The proposed park design includes ample waterfront access and includes landscaped axis and focal points designed to frame and accentuate views across the Estuary and Bay.

- Urban Design Concept: A Continuous Necklace of Waterfront Open Space:
  Shoreline Park along the southern and western edges of the community provides a grand civic space oriented to the open water of Brooklyn Basin. The park is designed to accommodate large celebrations, concerts, water festivals, as well as day-to-day activities, such as informal play and passive recreation. Much of the park is built on the existing pile-supported pier structure of the Ninth Avenue Terminal, the maritime history of which will be celebrated through interpretive elements and displays.
  Shoreline Park is designed to accommodate large events, although the frequency and programming of those events is not yet clear. Staff will request more information from the applicant as part of the FDP review process. Staff will also request more information regarding design details designed to provide visual linkages and unity between all of the Brooklyn Basin parks.

- Urban Design Concept: A Diverse Mix of Public-Oriented Activities
  Ninth Avenue Terminal: A refurbished section of the Ninth Avenue Terminal will provide an opportunity for historical and interpretive exhibits that celebrate the maritime heritage of the site, a cultural center, community-gathering place, restaurant and retail opportunities.
  The Ninth Avenue Terminal design includes 200 square feet of interpretive exhibits and historical information. In addition, the space is designed to provide restaurant and retail opportunities as well as unprogrammed interior space.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City Council certified an EIR for the existing project approvals on January 20, 2009. Prior to consideration of the FDP application by the Planning Commission, staff will evaluate whether or not any circumstances could feasibly trigger the requirement for subsequent or supplemental environmental review under CEQA.

DESIGN AND RELATED ISSUES

Design

The applicant is working with staff to ensure that key decision-makers have adequate opportunity to opine regarding desirable elements of the park and design details. As such, the plans before the DRC at this time are not yet schematic drawings appropriate to a FDP application. The intent of the plans currently in front of the DRC is to elicit response to the conceptual design and allow the DRC to recommend direction for further design refinement. Staff recommends that refinement of the Shoreline Park plans include the following:

- Further design development and refinement of the following park areas:
    - Three main park entrance points;
    - Major axis points;
    - Park detail at edge of Bay; and
    - Planting plan.
- Surface treatment diagram with examples of proposed materials keyed to diagram;
- Conceptual signage diagram specific to Shoreline Park;
- Interpretive opportunity diagram with interpretive opportunities identified and examples keyed to diagram;
- Public art diagram with opportunity sites identified and examples keyed to diagram;
- Reuse opportunity diagram with reuse opportunities identified and images of materials/features to be reused keyed to diagram;
- Sustainable design concept diagram with sustainable design and interpretive features identified and images of examples keyed to diagram;
- Diagram of design details to provide visual linkages and unity between Brooklyn Basin parks;
- Circulation diagram showing main park entry points, pathways, connections and access to/views of Bay (and path widths/materials/classifications should be identified);
- Activity diagram showing ways in which different areas might be used (e.g., event area, water viewing area, bicycle path, etc.);
- A matrix of physical park features and types/frequency of events indicating whether they are permitted under current BCDC and State Lands regulations (both agencies have jurisdiction over the park); and
- Illustrative perspective drawings from three or more vantage points descriptive of visitors' experience of the park.

Regulatory Environment

In addition to City of Oakland regulations, development of Shoreline Park is also subject to BCDC and State Lands jurisdictions regarding allowable use of this waterfront property, as follows:

- *State Lands Jurisdiction*: The Public Trust Policy for the California State Lands Commission controls waterfront land uses generally (and Shoreline Park, specifically), as follows:

> *Uses of trust lands, whether granted to a local agency or administered by the State directly, are generally limited to those that are water dependent or related, and include commerce, fisheries, and navigation, environmental preservation and recreation. Public trust uses include, among others, ports, marinas, docks and wharves, buoys, hunting, commercial and sport fishing, bathing, swimming, and boating. Public trust lands may also be kept in their natural state for habitat, wildlife refuges, scientific study, or open space. Ancillary or incidental uses, that is, uses that directly promote trust uses, are directly supportive and necessary for trust uses, or that accommodate the public's enjoyment of trust lands, are also permitted. Examples include facilities to serve visitors, such as hotels and restaurants, shops, parking lots, and restrooms. Other examples are commercial facilities that must be located on or directly adjacent to the water, such as warehouses, container cargo storage, and facilities for the development and production of oil and gas. Uses that are generally not permitted on public trust lands are those that are not trust use related, do not serve a public purpose, and can be located on non-waterfront property, such as residential and nonmaritime related commercial and office uses.*

In summary, applicable State Lands jurisdiction requires Shoreline Park uses to be waterfront-related and public in nature. For example, a designated playground area including fencing and standard playground equipment might not be permitted under State Lands jurisdiction; however, a public art or interpretive installation that is of maritime interest on which children can play would be permitted.

- *Bay Conservation and Development Commission*

With regards to the Shoreline Park project, The Bay Conservation and Development Commission (BCDC) has jurisdiction over the 100 feet of land inland from the San Francisco Bay shoreline and requires the provision of a minimum 10-foot wide section of the Bay Trail through all redeveloped bayfront parcels in their jurisdiction, as well as "maximum feasible public access" (Shoreline Spaces: Public Access Design Guidelines for the San Francisco Bay, BCDC). More specifically, Shoreline Park is subject to a BCDC Permit (No. 2006.007.01) that is generally consistent with the PDP (see Attachment B), and includes: 345,000 square feet of access, including a public fountain, 40 benches, pedestrian-scale lighting, wharf railings, one Bay Trail directional map, four interpretive/historic markers, a vertical trail marker; a 24,600 square-foot rain garden for stormwater detention, as well as public access improvements along the train trestle located to the northeast of the Ninth Avenue Terminal.

Issues

Staff has identified the following concerns for Design Review Committee consideration:

- What is the main vision or themes for Shoreline Park?

  Shoreline Park will be a major new park for the City of Oakland and will be a regional draw because of its proximity to the Bay. In addition, it is the first of four new parks (and one expanded park) in Brooklyn Basin. The addition of 10 acres of park in the near future (and 30 acres when the Brooklyn Basin project is built out) is a very significant positive change for Oakland. Shoreline Park will have a distinct personality due its unique situation of being located on human-made structure (existing pile-supported wharf), and will set the tone for the entire park system at Brooklyn Basin. In addition, Shoreline has the unique distinction of being located at the site of a historic structure and use (the Ninth Avenue Terminal break-bulk shipping facility). In addition to providing recreation opportunities expected of municipal and regional parks, Shoreline Park should carry out a unified vision (or multiple themes) in the design, details, and planned use for the site. Examples of possible themes include sustainable design and reuse, public art garden, and historic interpretation. A vision or themes could be carried out in the design details of the park plan. For example, sustainable design materials used throughout the park could benefit from interpretive materials and public art/displays that demonstrate how sustainable materials are made. Staff believes the park plans should state and demonstrate development of a clear vision and/or themes that will engage the public in a meaningful way.

- Identify desirable park activities and recreational programming.

  As noted above, staff believes it would be beneficial to identify all possible and desirable uses of Shoreline Park. This exercise would reveal what the community wants at this park, which would indicate how to further develop the park plans. In addition, because of the complex regulatory environment for Shoreline Park (including the limitations related to BCDC and State Lands jurisdiction noted above), this exercise would help clarify what can and cannot be included in the park in terms of facilities and programming.

- How much more detailed should plans be?

  As noted above, the current Shoreline Park submittal is not yet complete. Staff has indicated the level of information required to ensure that the park is constructed consistent with Planning Commission approval. Does the DRC recommend delivery of additional materials beyond those identified by staff?

- Required Findings.

  The Shoreline Park FDP application will be subject to required findings related to FDPs, design review and demolition of historic properties, as shown in Attachment E to this report. The DRC may want to consider whether they are

able to recommend approval of the project based on the required findings (see *Attachment E: Required Findings*).

- Fiscal Impact.

  There will be no fiscal impact to the City of Oakland related to development and maintenance of Shoreline Park. The project is responsible for both development and maintenance of all Brooklyn Basin parks, including Shoreline Park.

  Regarding development costs and responsibilities, the Development Agreement between City of Oakland, Redevelopment Agency of the City of Oakland, and Oakland Harbor Partners, LLC (Development Agreement) Section 4.4.2 states that:
  "Developer, at it[s] sole cost, shall be responsible for the construction of the Public Open Space improvements for that portion of the Public Open Space located east of the Lake Merritt Channel pursuant to plans approved by the City, which plans shall be substantially similar to the conceptual plans included within the Project Approvals... Notwithstanding the foregoing to the contrary, Developer shall have the right to fund all or a portion of the costs associated with the construction of the Public Open Space improvements through the CFD {Community Facilities District]."

  In summary, the Development Agreement states that the developer, ZOHP, is responsible for construction and delivery of park improvements to the City of Oakland.

  Regarding future ongoing park maintenance, the Development Agreement assumes maintenance to be undertaken by the project:
  "The City and Developer shall work together to form the CSD {Community Services District} (Section 4.4.4)... The CSD would be responsible for day to day maintenance of the following public improvements pursuant to the Minimum Maintenance Standards attached hereto as Exhibit F: (i) the improvements within the Public Open Space (including, without limitation, the pile supported deck underlying Shoreline Park) (Section 4.4.4.2)... Regardless of whether or when the CSD is formed, (i) the CFD shall be formed, and (ii) full funding established and authorized as necessary to fulfill in perpetuity (A) the maintenance and service obligations specified in this Section 4.4 or otherwise specified for inclusion in the CSD or CFD budget..." (Section 4.4.4.4)

  In summary, the DA states that a CSD and/or CFD or other separate financial tool, acceptable to the City will fund park maintenance and not the City of Oakland.

  Staff is currently working with the developer, ZOHP, to establish a Community Facilities District and other financial tools to provide park maintenance that ensure no City of Oakland responsibility, consistent with the terms of the Development Agreement. In the meantime, Shoreline Park is subject to an

Estoppel Certificate recognizing the Applicant's responsibility to maintain Shoreline Park.

CONCLUSION

Staff requests the DRC to conduct design review of the proposal. Specifically, staff requests the DRC to:

- Review and comment on the completeness of the plans and further recommended design development and detail;
  - Which use areas should be shown enlarged with schematic design-level detail?
  - Which planting areas should be shown at schematic-design level detail?
  - Does the DRC agree that the staff-developed list of details and diagrams should be part of the FDP submittal?
- Comment on a vision and/or design themes for Shoreline Park, including the following:
  - Design elements to provide linkages between Brooklyn Basin parks;
  - Sustainable design;
  - Public art;
  - Historic use; and
  - Interpretive experience/information.
- Comment on the plans, as developed to date; and
- Comment on desirable uses/type and number of events for Shoreline Park.

Prepared by:

CATHERINE PAYNE
Planner III

Approved for forwarding to the
Design Review Committee:

Robert D. Merkamp
Development Planning Manager

Attachments:

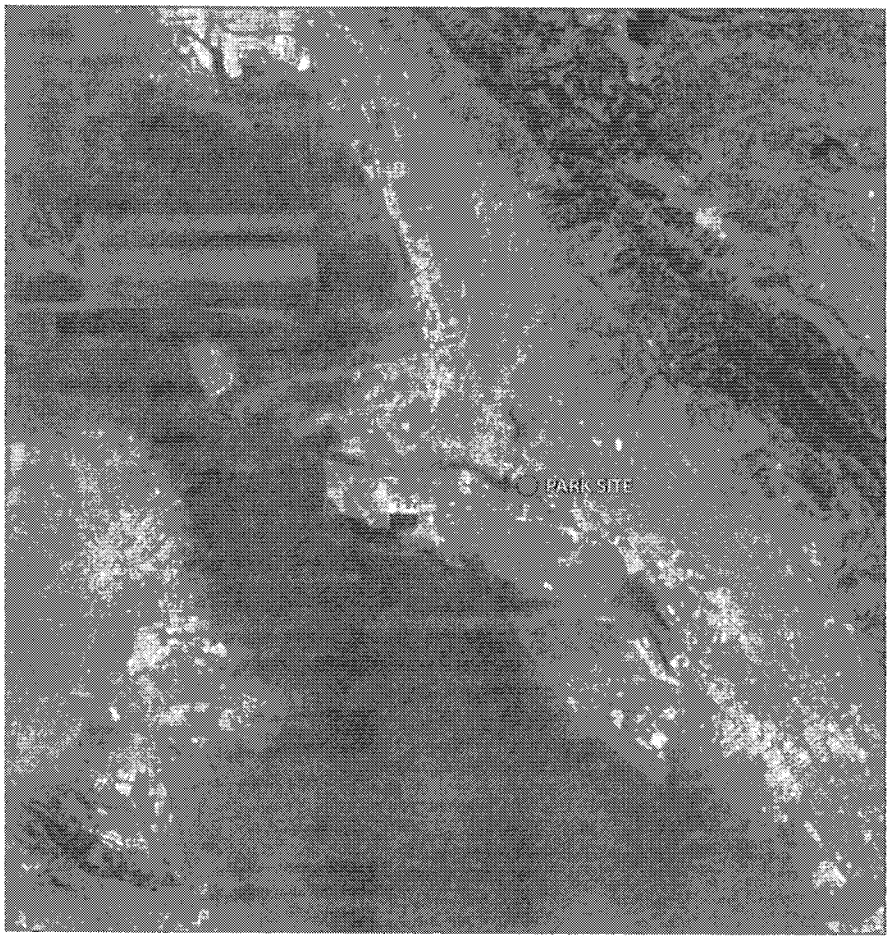
A. Proposed Project Plans, dated June 8, 2015
B. Adopted Brooklyn Basin PUD
C. PRAC Staff Report, dated April 8, 2015
D. LPAB Staff Report, dated March 9, 2015
E. Required Findings
F. Image Study

A. Proposed Project Plans, dated June 12, 2015

FINAL DEVELOPMENT PLAN: JUNE 12, 2015

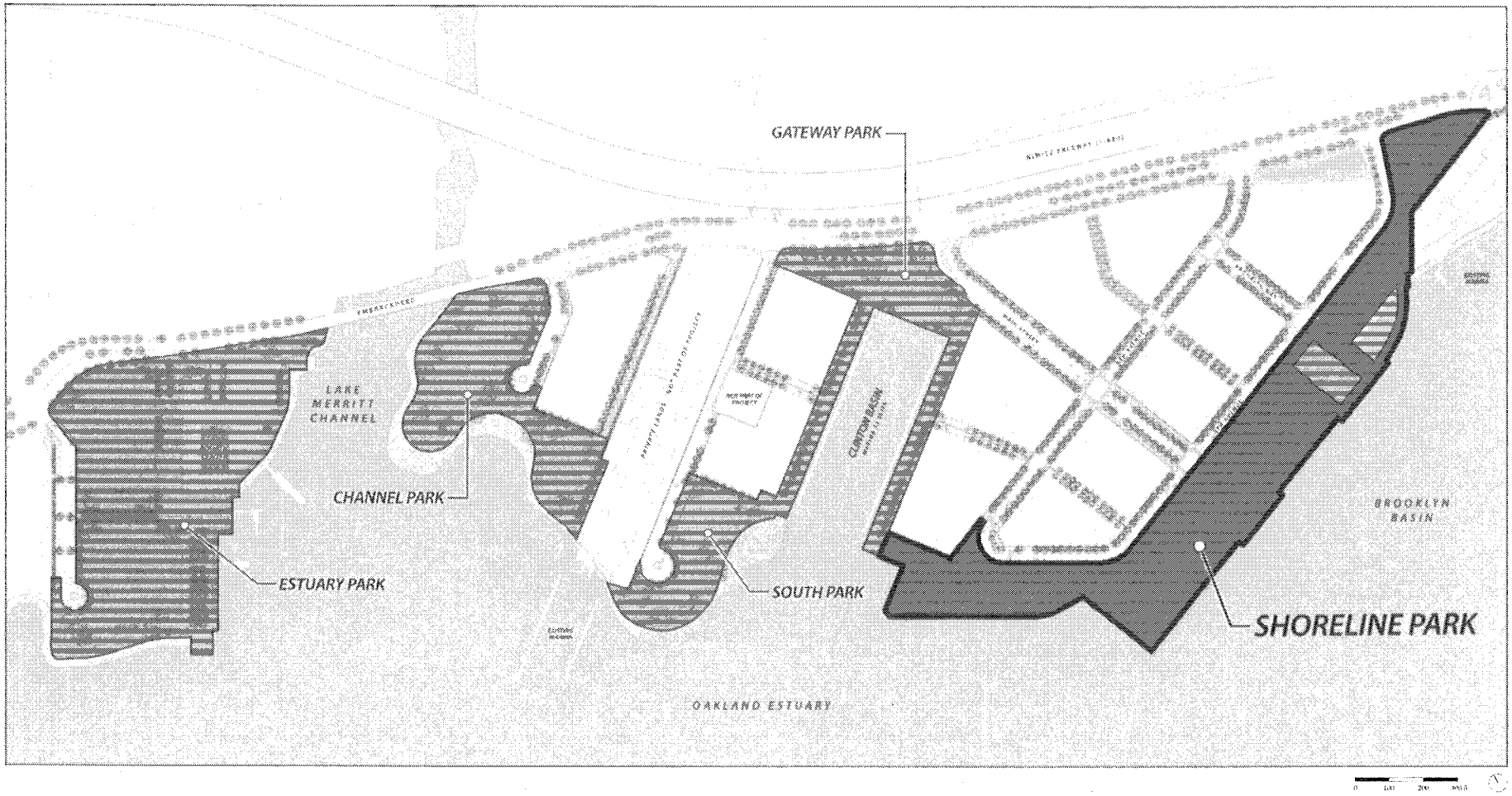
Shoreline Park Design Plan, Brooklyn Basin

Prepared for Signature Development / Zarsion by ROMA Design Group



REGIONAL AND LOCAL CONTEXT

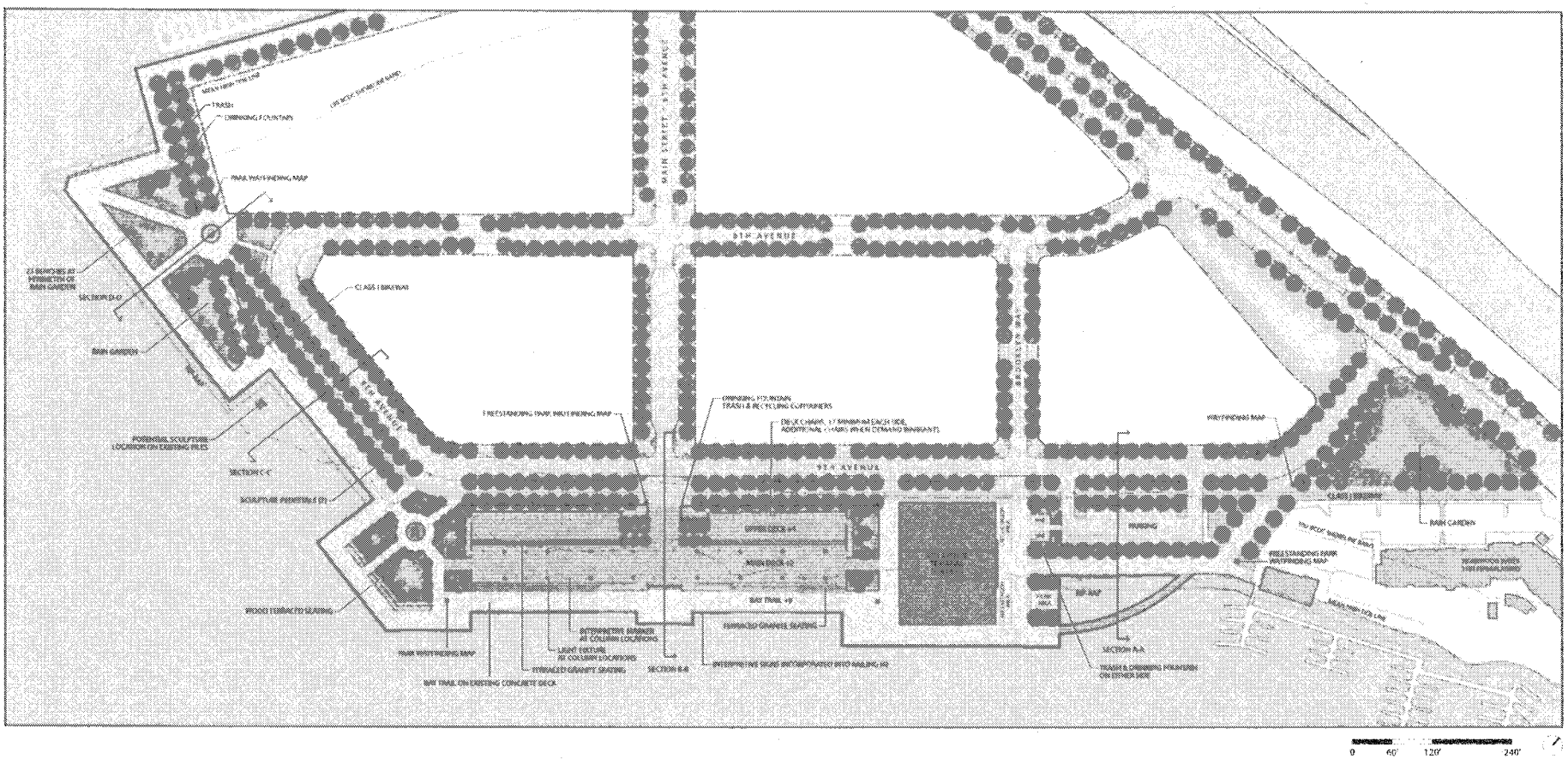
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN



OPEN SPACE CONTEXT

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

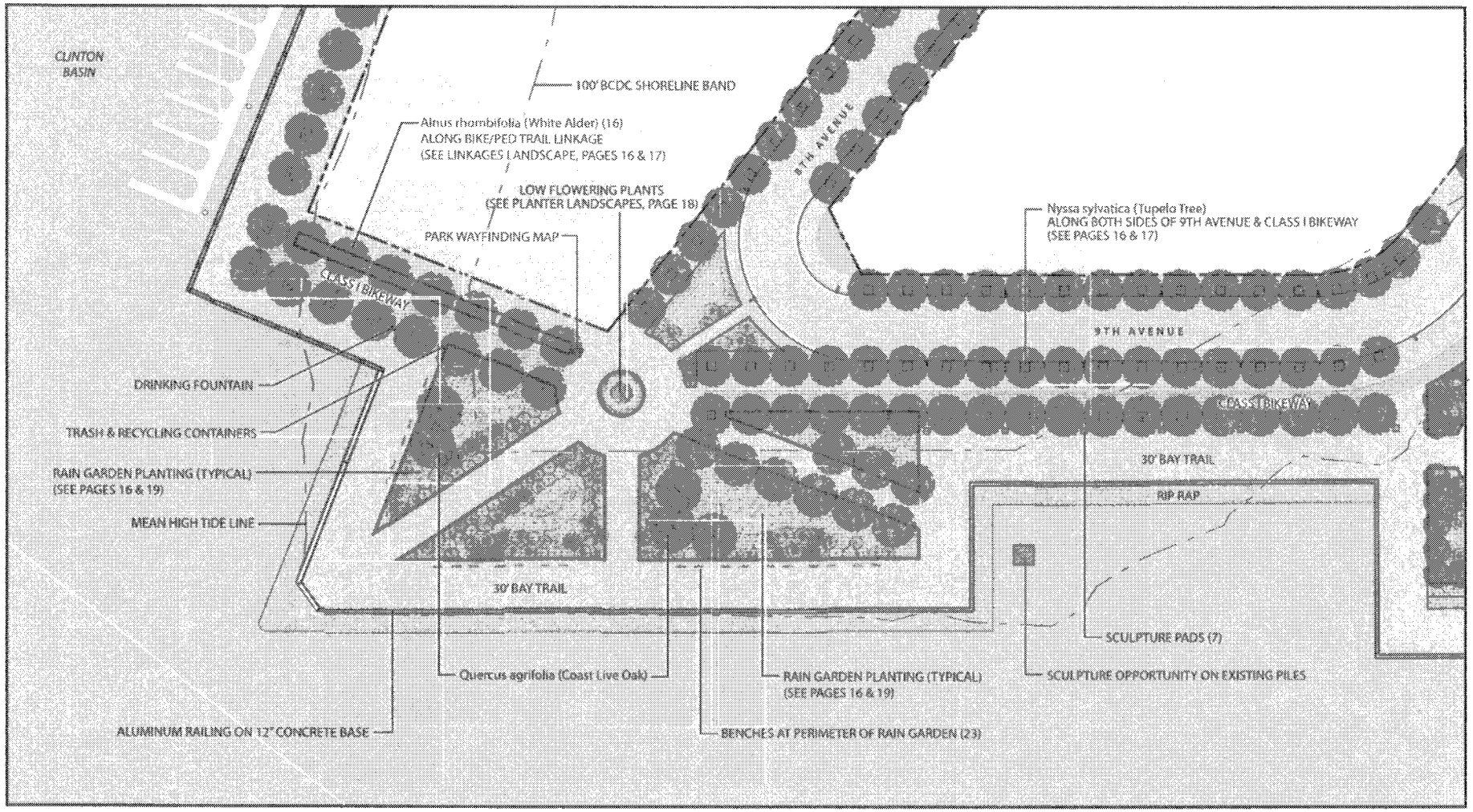
FINAL DEVELOPMENT PLAN, JUNE 12, 2015 · PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP



SHORELINE PARK DESIGN PLAN

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

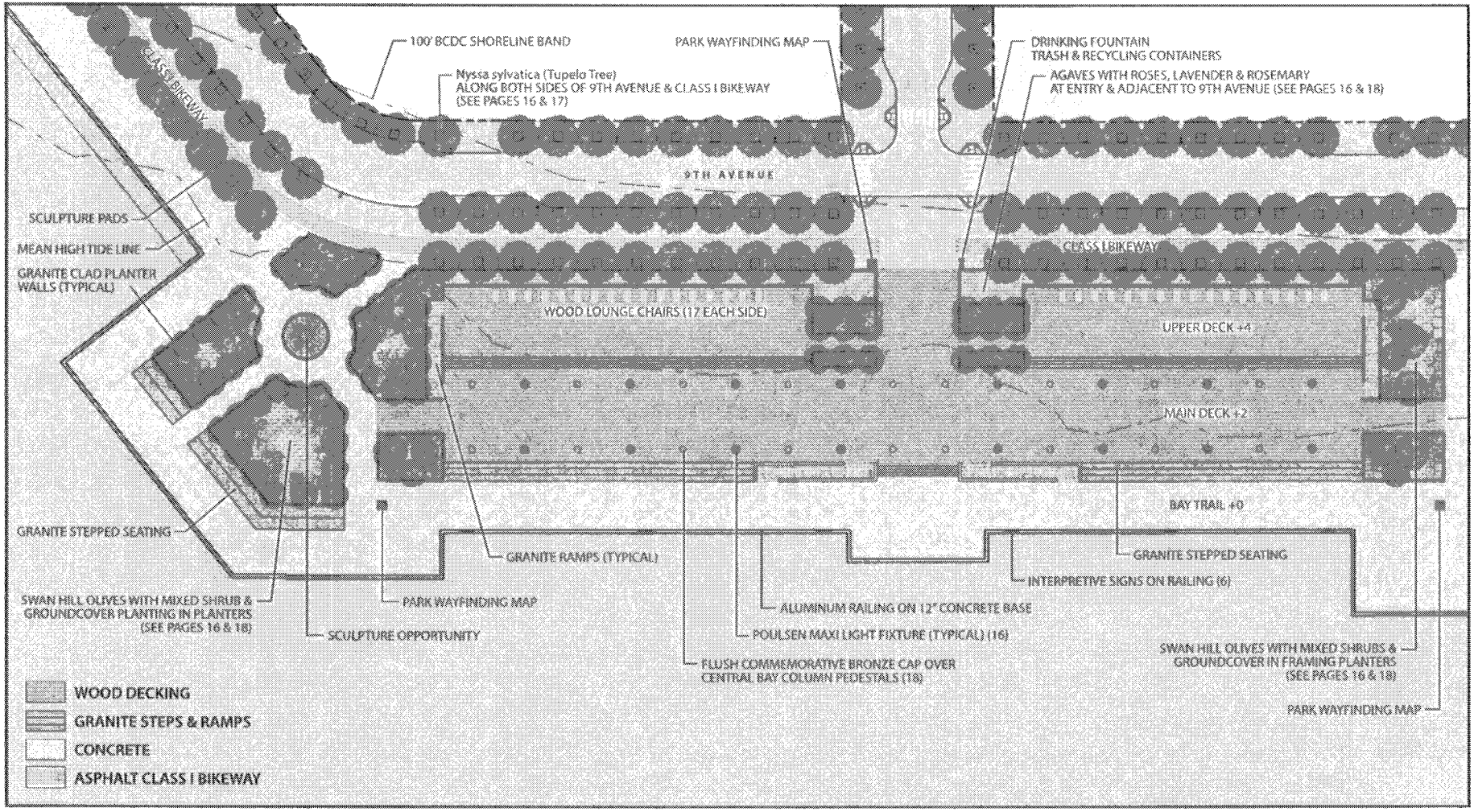
FINAL DEVELOPMENT PLAN, JUNE 12, 2015 · PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP



WEST RAIN GARDEN LANDSCAPE PLAN

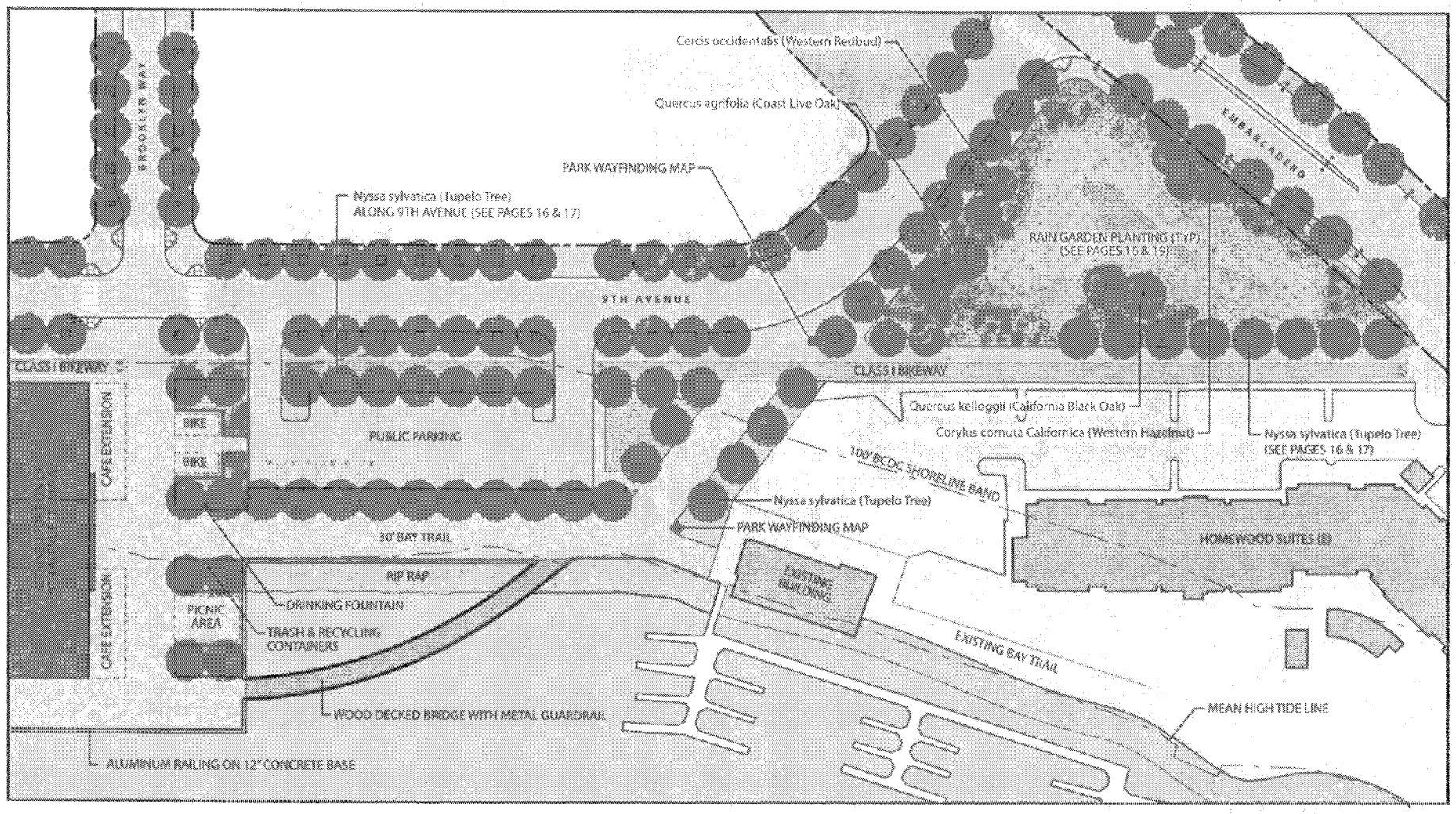
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

FINAL DEVELOPMENT PLAN, JUNE 12, 2015 • PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP



CENTRAL PLAZA LANDSCAPE PLAN

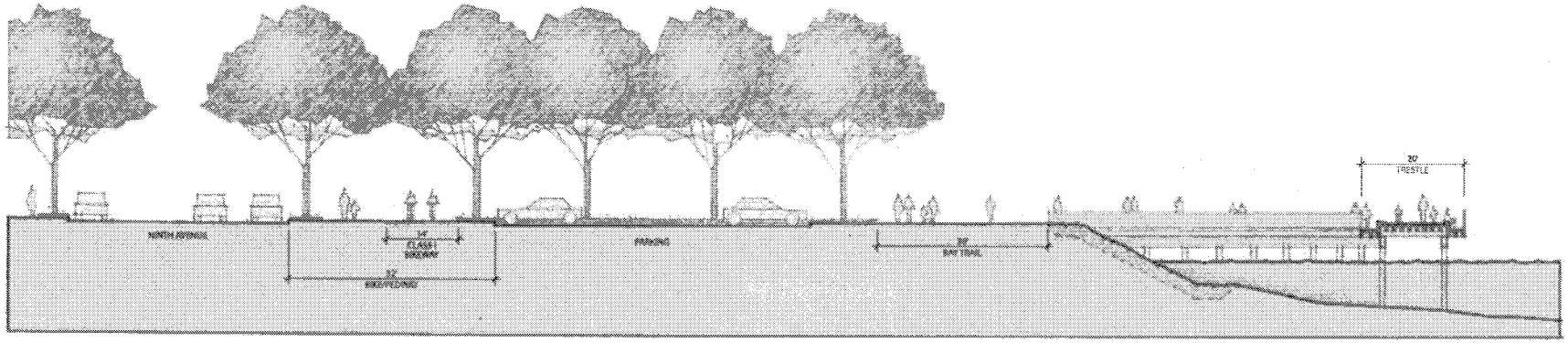
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN



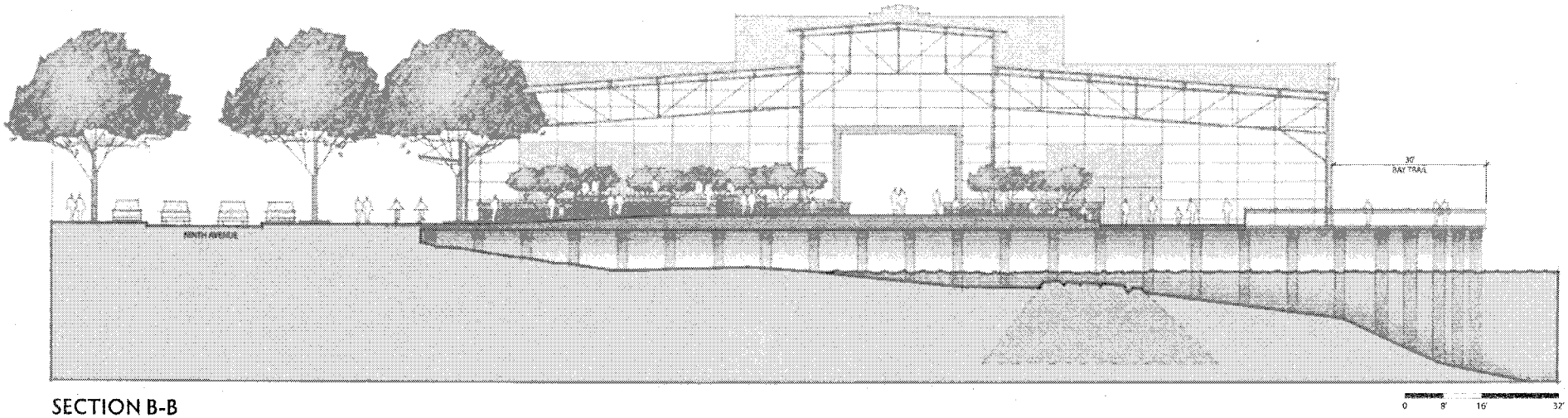
EASTSIDE LANDSCAPE PLAN

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

FINAL DEVELOPMENT PLAN, JUNE 12, 2015 · PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP



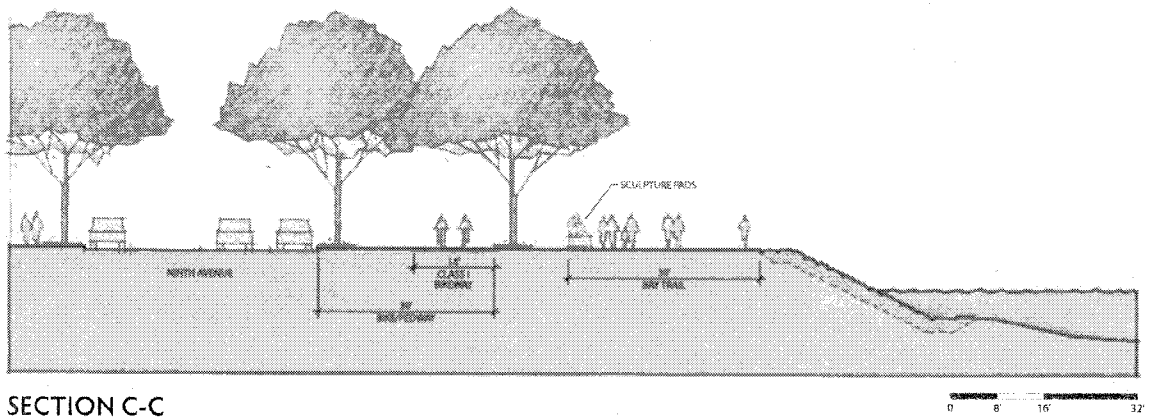
SECTION A-A



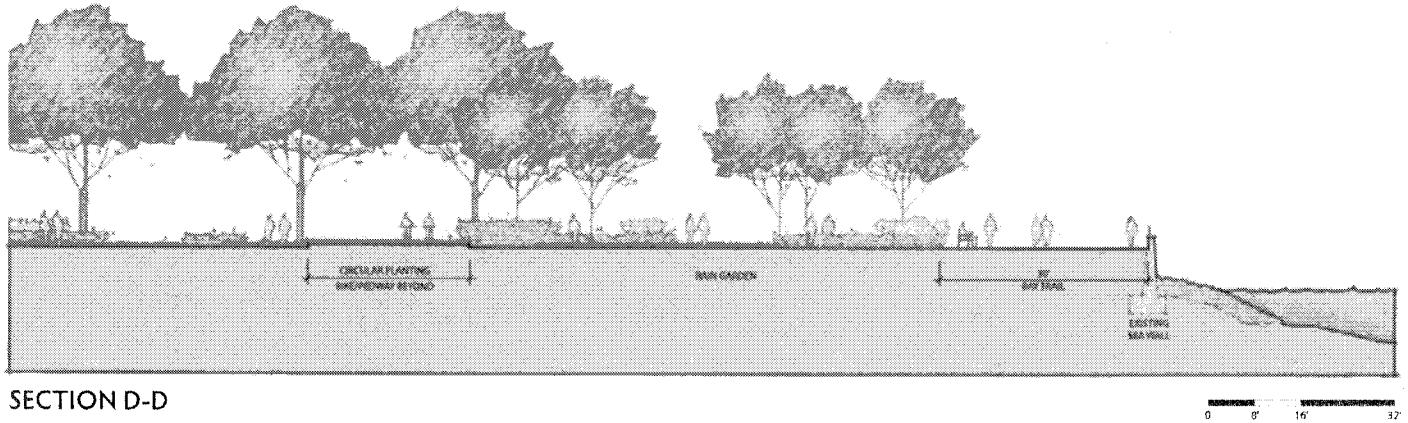
SECTION B-B

CROSS SECTIONS

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

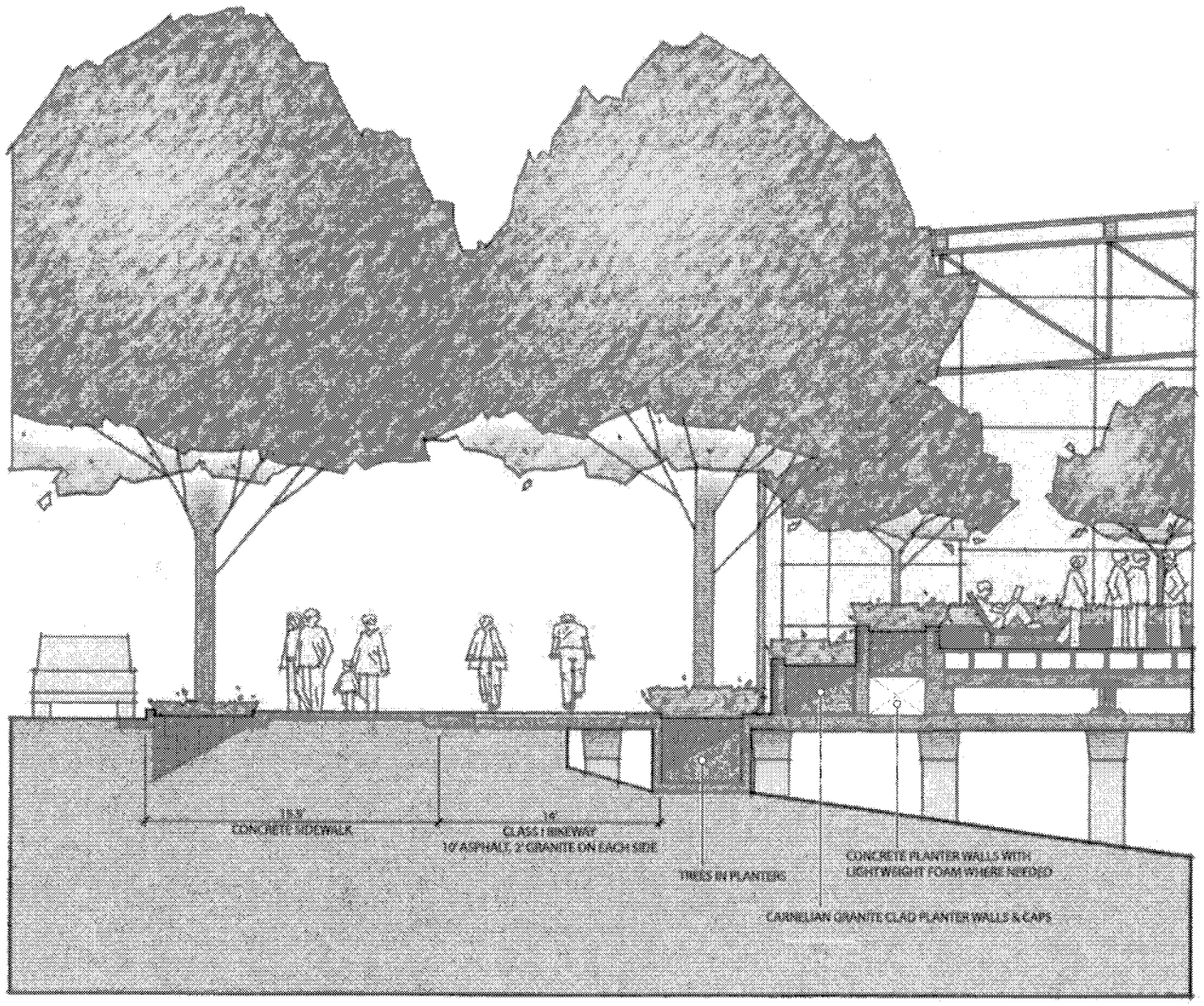


SECTION C-C



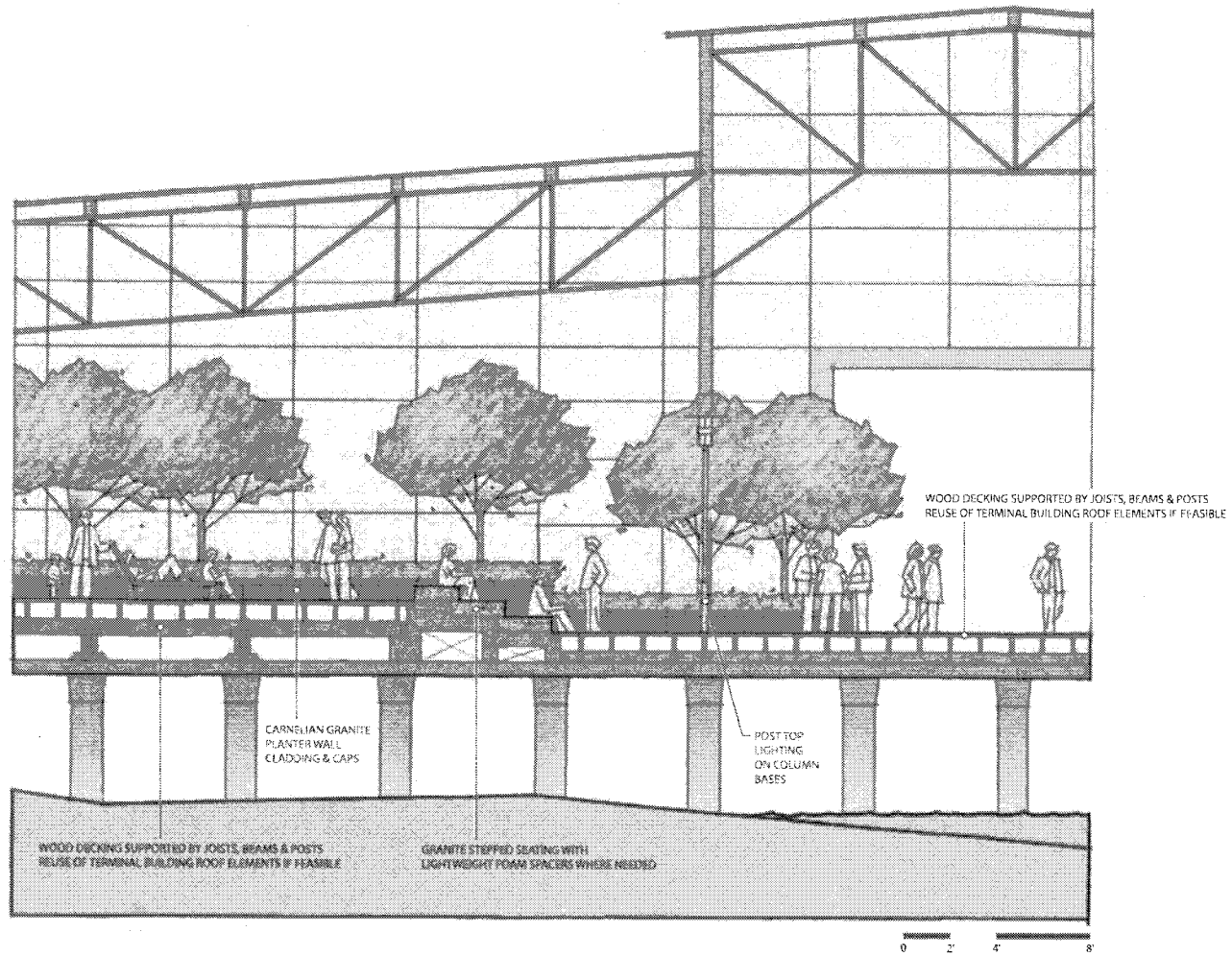
SECTION D-D

CROSS SECTIONS



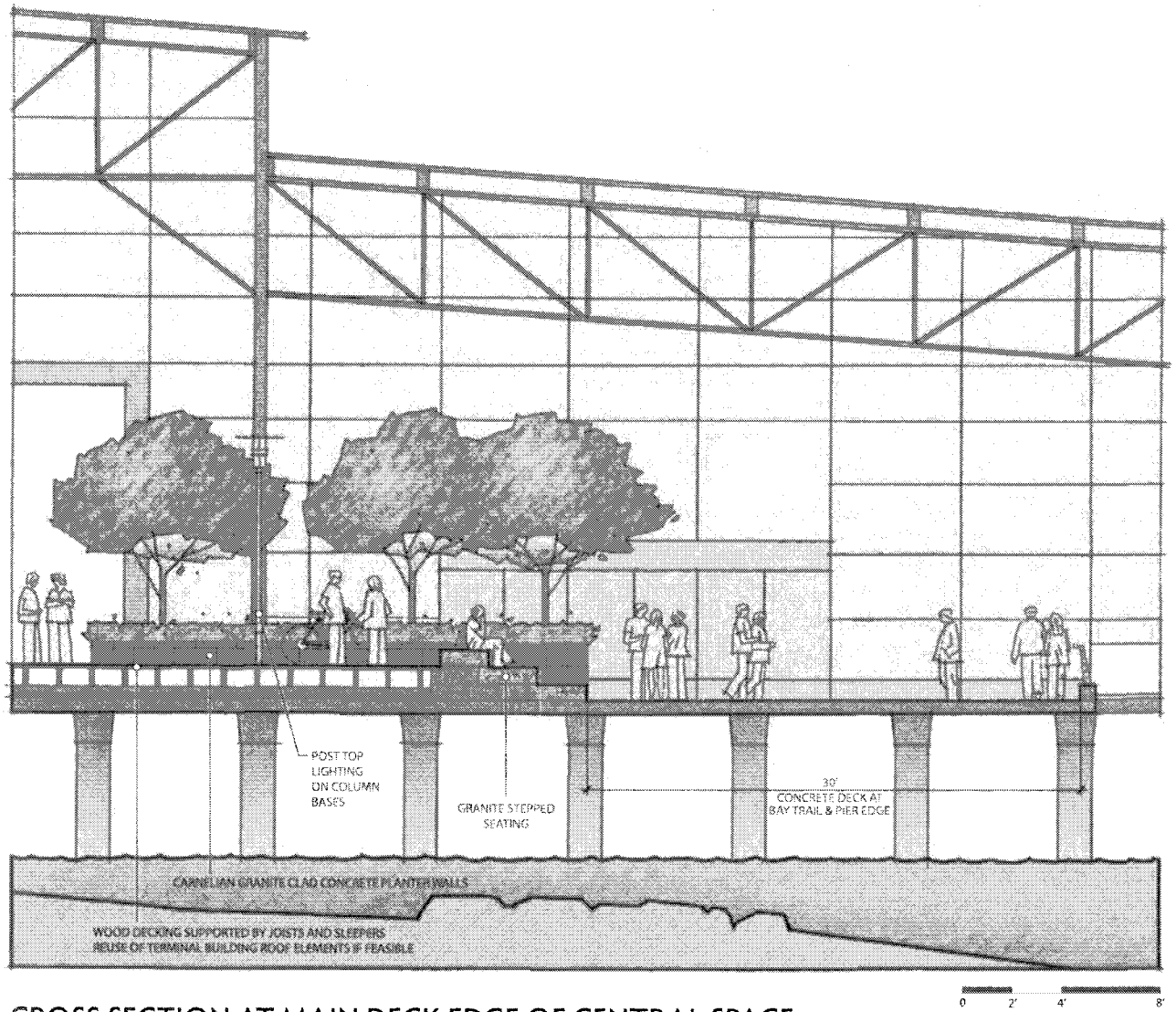
CROSS SECTION AT NINTH AVENUE EDGE OF CENTRAL SPACE

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN



CROSS SECTION AT UPPER DECK EDGE OF CENTRAL SPACE

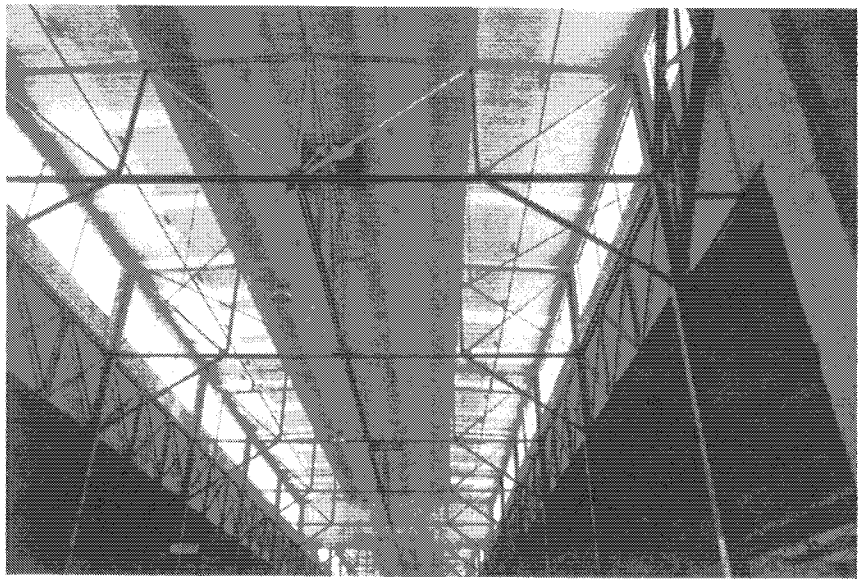
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN



CROSS SECTION AT MAIN DECK EDGE OF CENTRAL SPACE

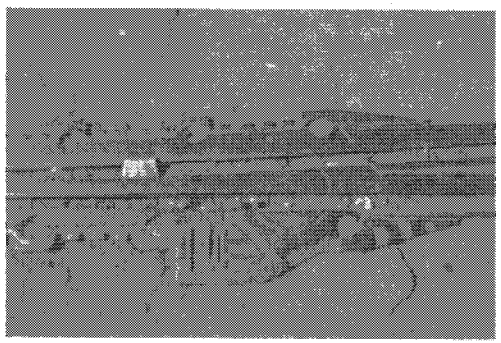
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

FINAL DEVELOPMENT PLAN, JUNE 12, 2015 · PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP

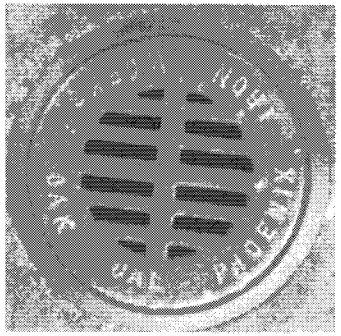


Wood decking and beams to be reused if feasible

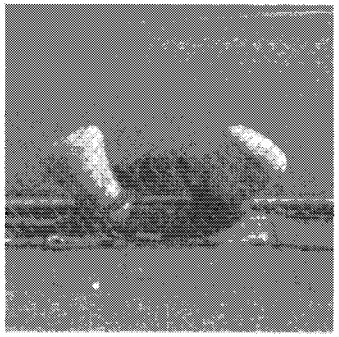
Column bases to be retained in Main Deck area & capped or used for lighting



Rail Track



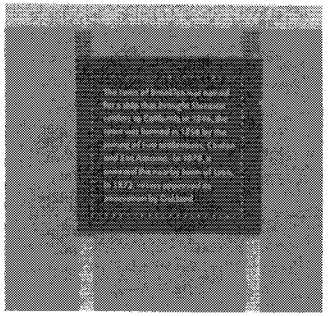
Cast drains retain in place where feasible



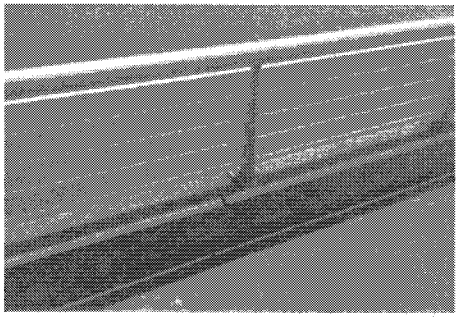
Mooring cleats relocate & reuse along shoreline where appropriate

Retain column bases

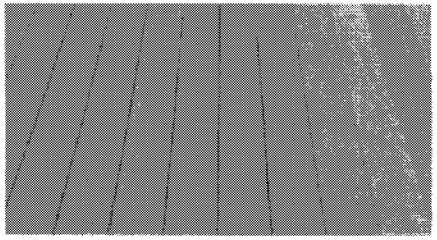
POTENTIAL RECLAIMED AND SALVAGED ELEMENTS



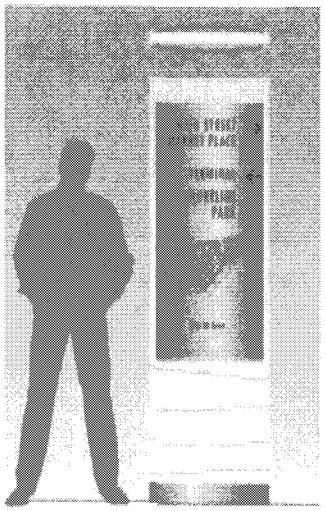
Interpretive Signage on Railing



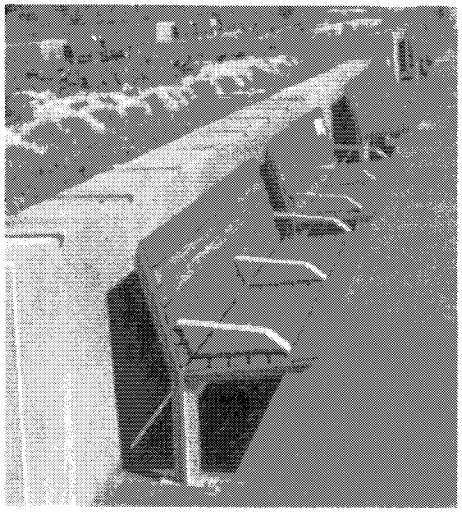
Custom built railing of aluminium tubes on 12" high concrete curb



Wood Decking

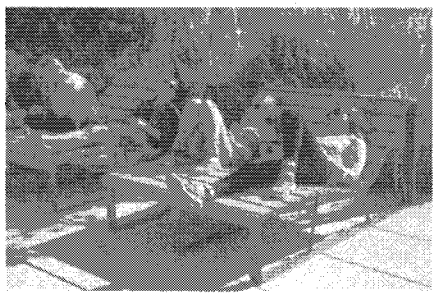


Custom Park Wayfinding Signage



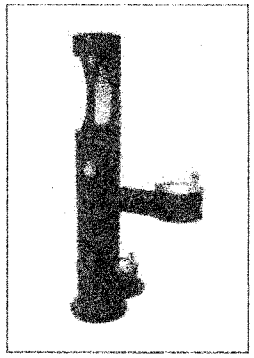
Knight Bench, Forms+Surfaces (23)

Granite Stepped Seating



Custom Lounge Chairs

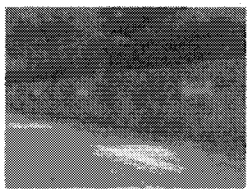
Poulsen Albertslund Maxi (14' tall)



Halsey Taylor Endura II Bottle Filling Stations with Pet Fountain (3)

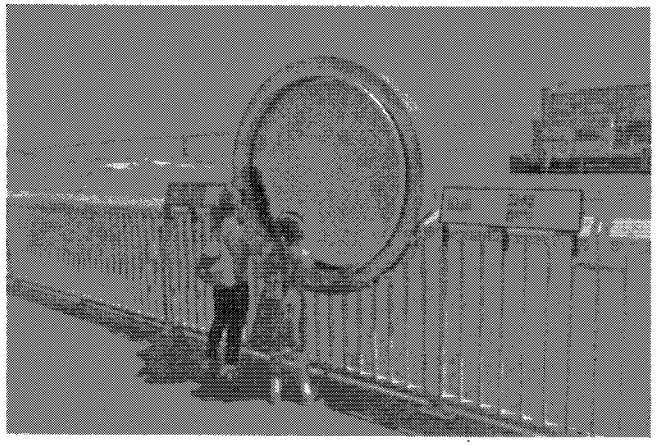
BigBelly, Solar Powered Waste & Recycling Stations (3)

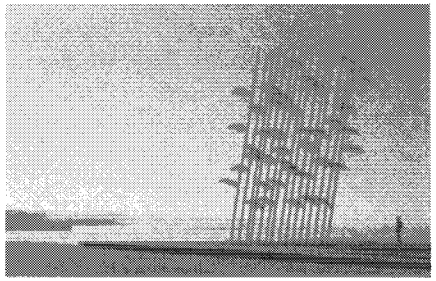
Selux Notch LED Bollard

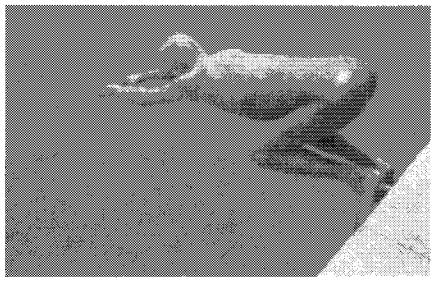


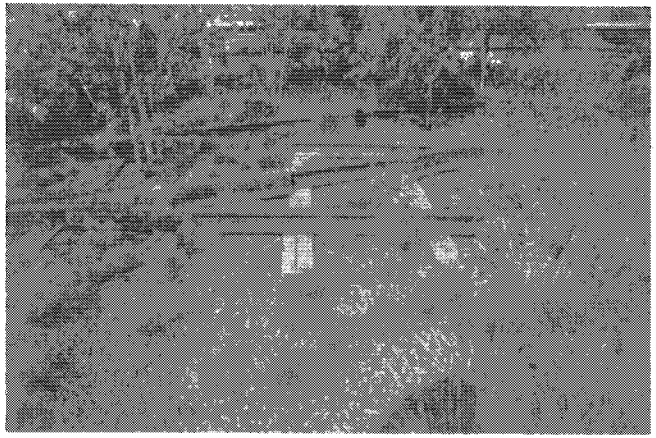
MP Lighting - Wall Mount L49

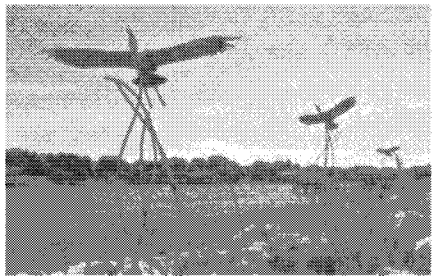
MATERIALS AND FURNISHINGS PRECEDENTS





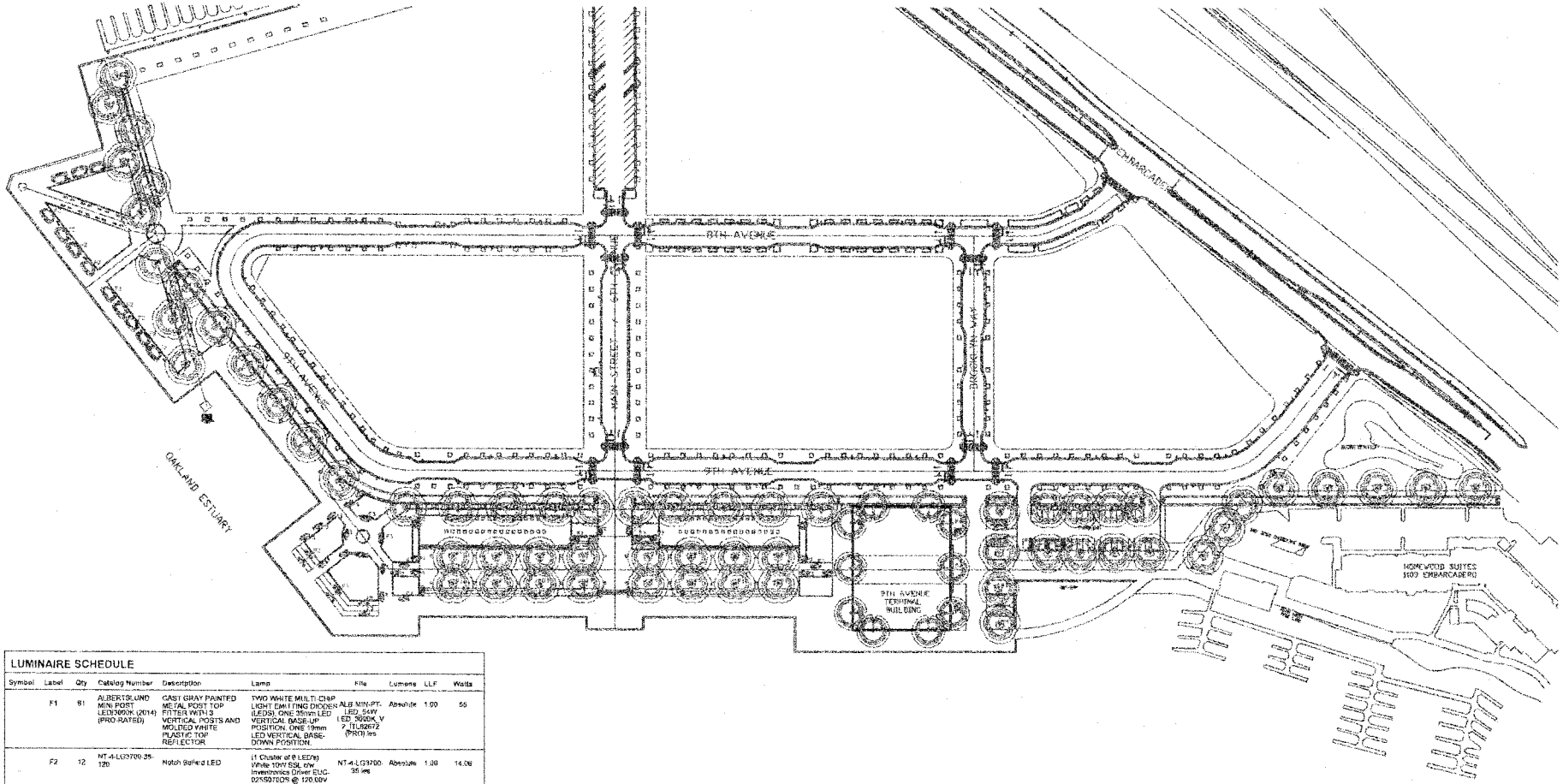






DISCOVERY AND ENGAGEMENT PRECEDENTS

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

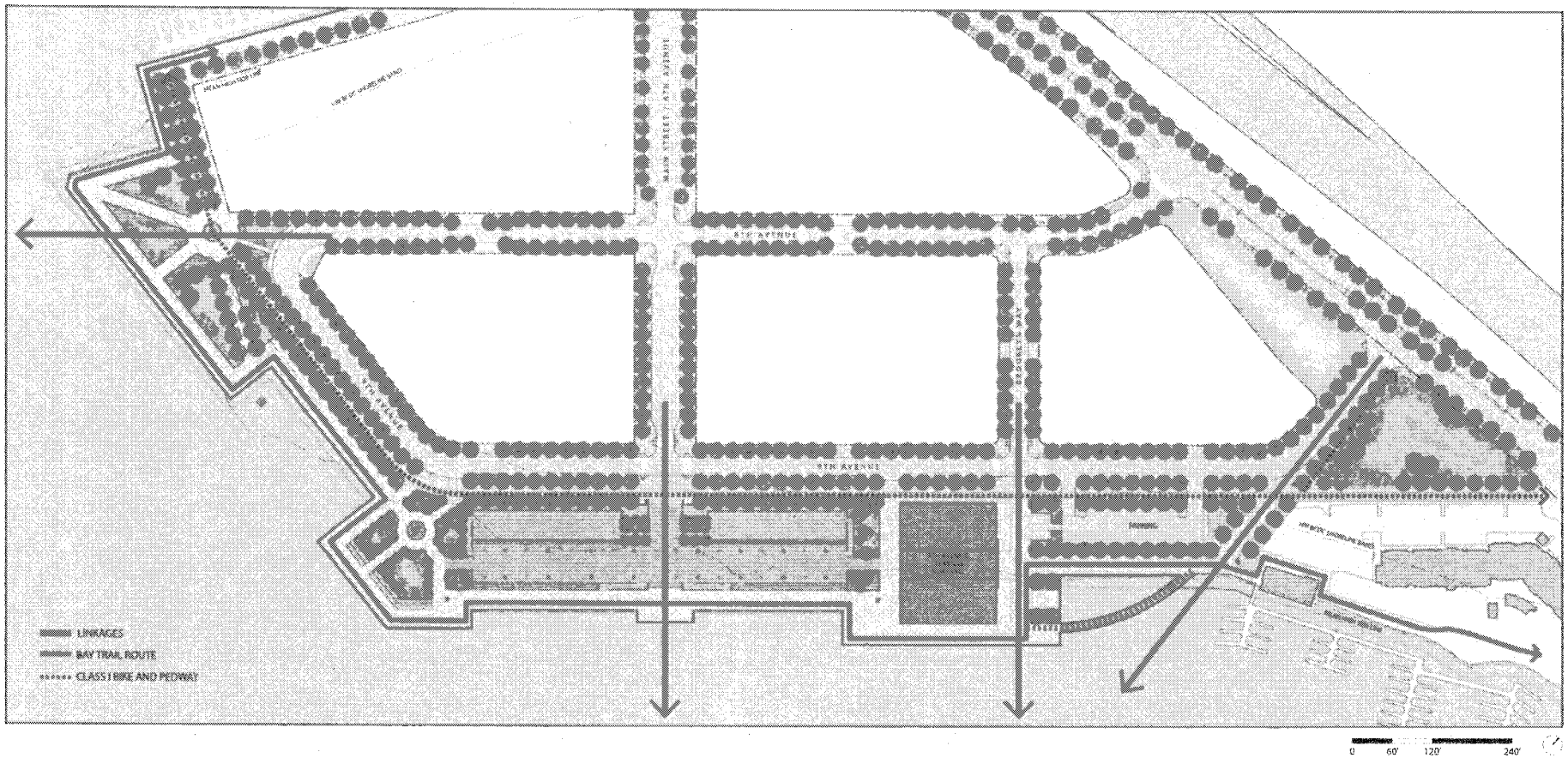


LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	F1	81	ALBERTSLUND MINI POST LED3060K (2014) (PRO-RATED)	CAST GRAY PAINTED METAL POST TOP FITTER WITH 3 VERTICAL POSTS AND MOLDED WHITE PLASTIC TOP REFLECTOR	TWO WHITE MULTI-CHIP LIGHT EMITTING DIODES (LEDS). ONE 35mm LED VERTICAL BASE-UP POSITION. ONE 19mm LED VERTICAL BASE-DOWN POSITION.	ALB-MINI-PT-LED_54W LED_3000K_V 2_TLS2672 (PRO).ies	Absolute	1.00	55
	F2	12	NT-4-LG3700-35-120	Notch Bollard LED	(1 Cluster of 8 LED's) White 10W SSL o/w Inventronics Driver EUC-025S070DS @ 120.00V	NT-4-LG3700-35.ies	Absolute	1.00	14.08
	F3	39	L49-6W30SW30-MA	LED 3000K, 80+ CRI	LED	L49-6W30SW30-MA.ies	72	1.00	6
	F4	10	TOW-610-NATURAL	By building Architect	1/70WMH/OSRAM	TOW-B-7-11-4-B-7-1-70-W-MH-ED-17-MEDIUM.ies	6200	0.86	70

LIGHTING PLAN

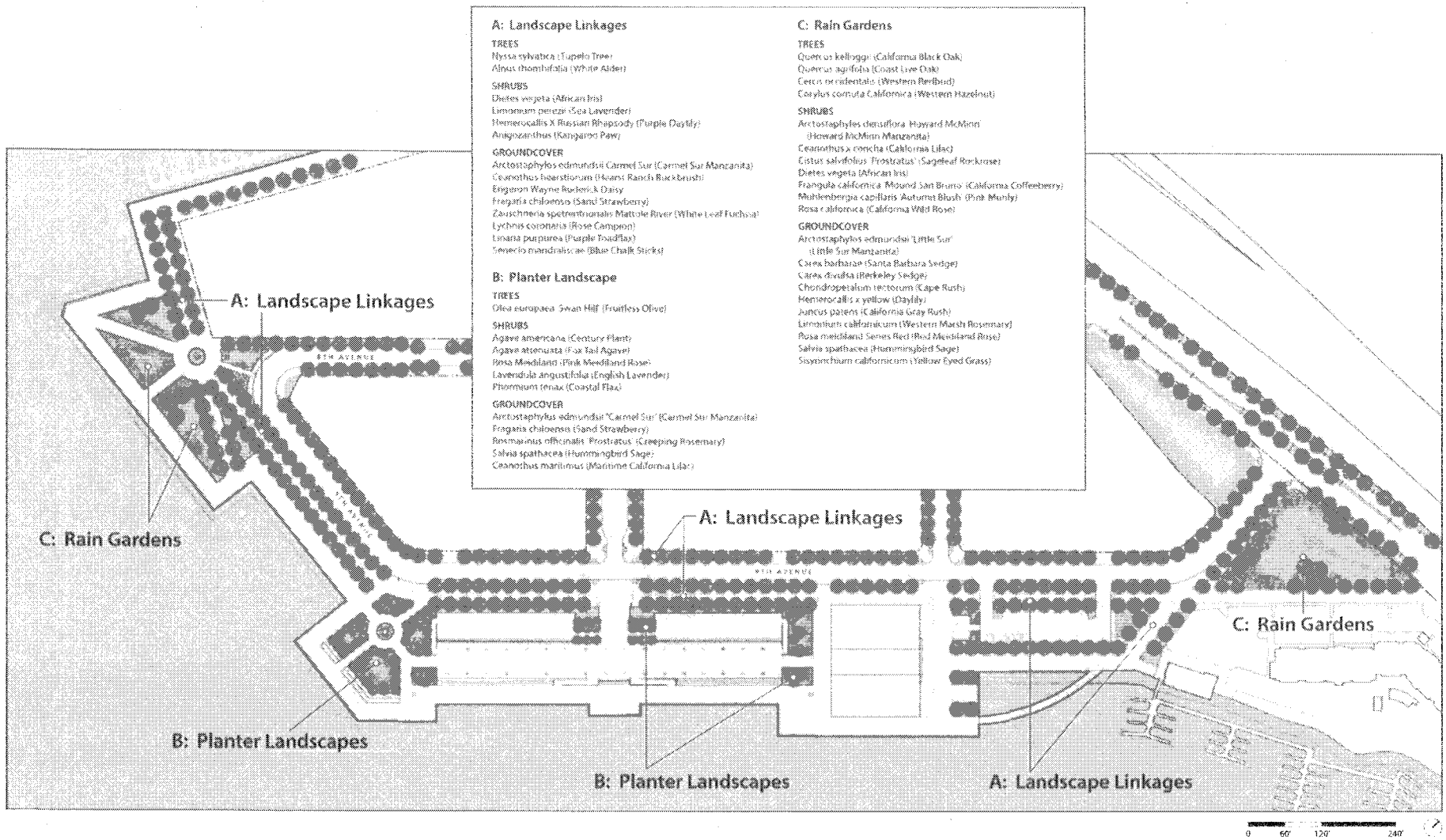
SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN



CIRCULATION AND LINKAGES

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

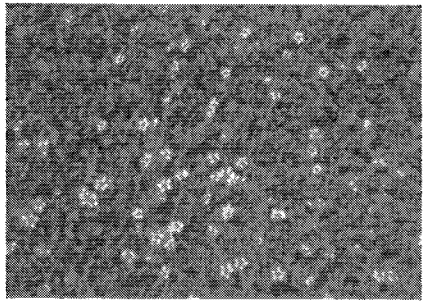
FINAL DEVELOPMENT PLAN, JUNE 12, 2015 · PREPARED FOR SIGNATURE DEVELOPMENT / ZARSION BY ROMA DESIGN GROUP



ILLUSTRATIVE PLANTING CONCEPT

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

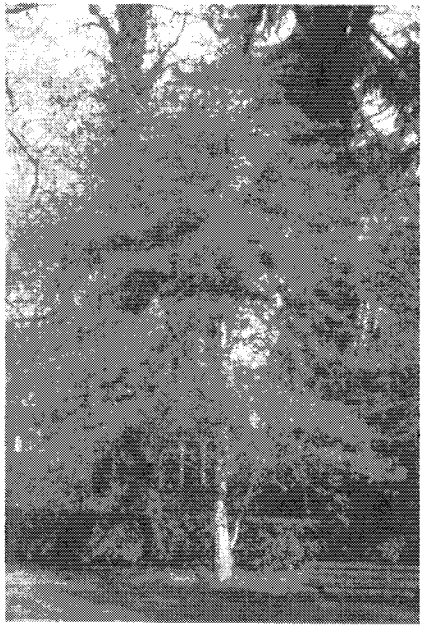
Limonium perezii (Sea Lavender)



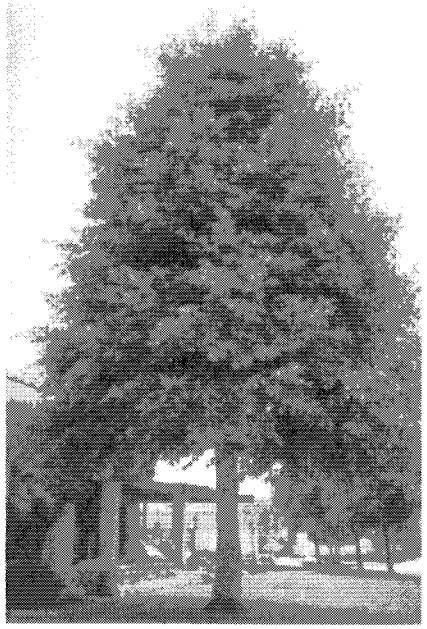
Fragaria chiloensis (Sand Strawberry)

Anigozanthus "Big Red" (Red Kangaroo Paw)

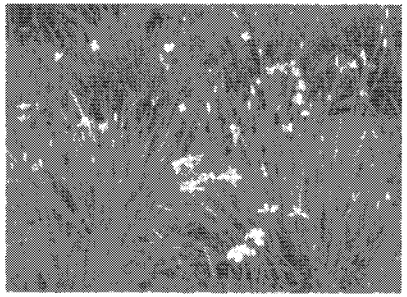
Anigozanthus (Gold Kangaroo Paw)



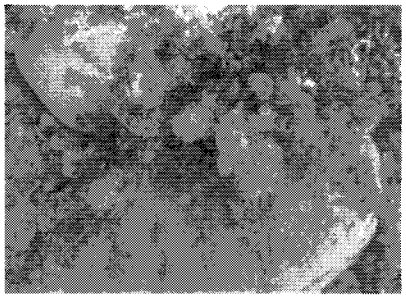
Nyssa sylvatica (Tupelo Tree)



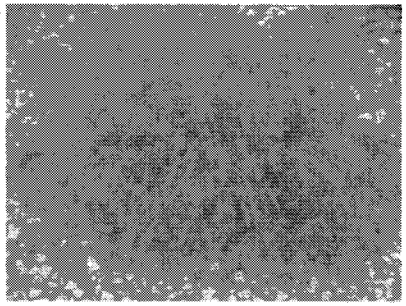
Alnus rhombifolia (White Alder)



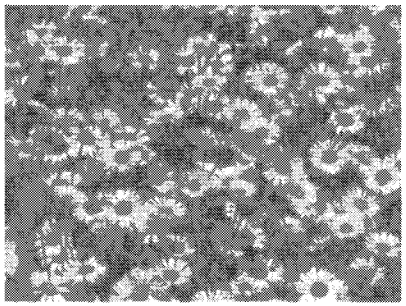
Dietes vegeta (African Iris)



Ceanothus hearstiorum (Hearst Ranch Buckbrush)



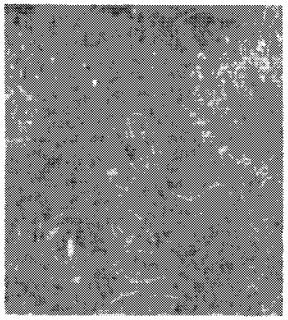
Zauschneria septentrionalis "Mattole River"



Erigeron glanca (Wayne Roderick Daisy)

PLANT PALETTE: LANDSCAPE LINKAGES

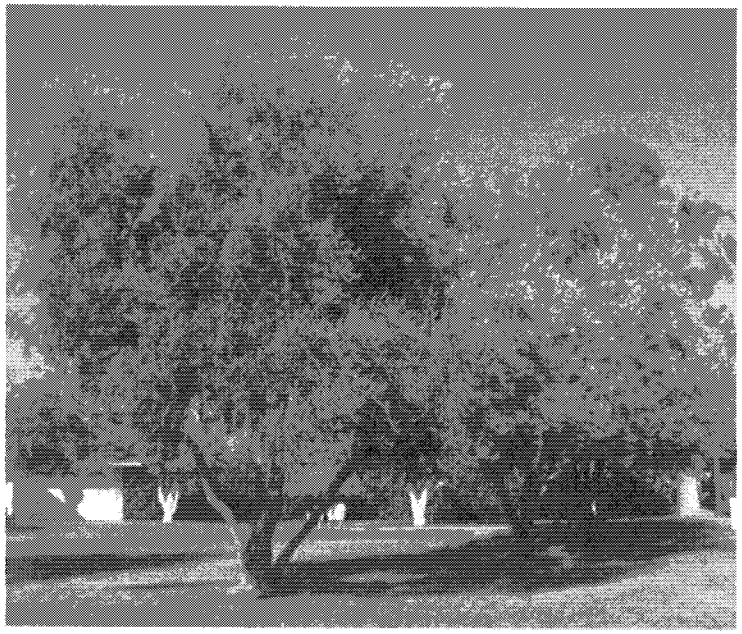
Ceanothus maritimus (Maritime California Lilac)



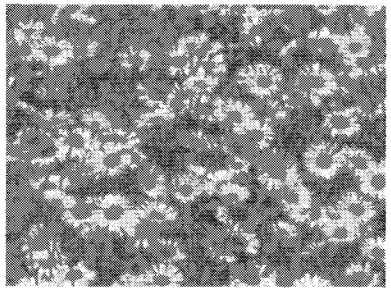
Salvia spathacea (Hummingbird Sage)

Agave americana (Century Plant)

Rosmarinus officinalis 'Prostratus' (Creeping Rosemary)



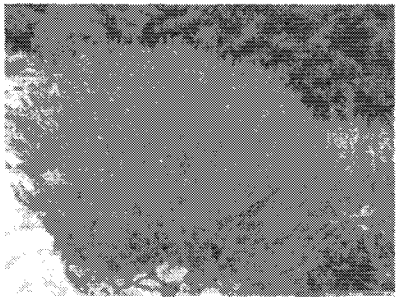
Olea europaea (Swan Hill Olive)



Rosa "Pink Meidiland" (Pink Meidiland Rose)

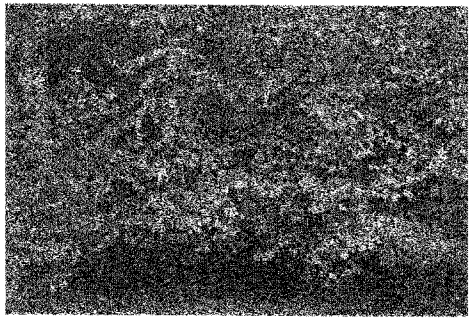
Arctostaphylos edmundsii "Little Sur"

Agave attenuata (Foxtail Agave)

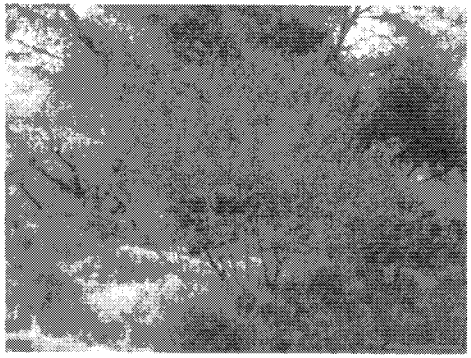


Lavendula angustifolia (Lavender)

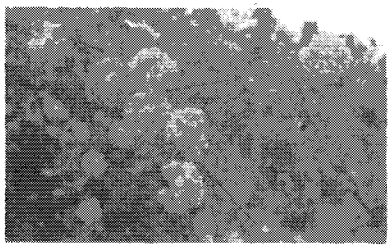
PLANT PALETTE: PLANTER LANDSCAPE



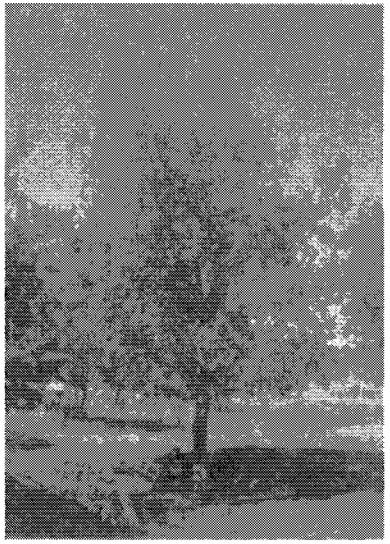
Corylus cornuta California (Western Hazelnut)



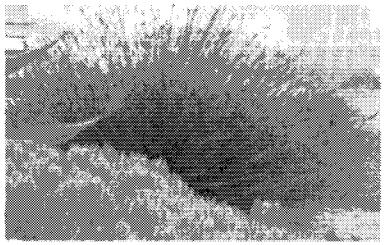
Cercis occidentalis (Western Redbud)



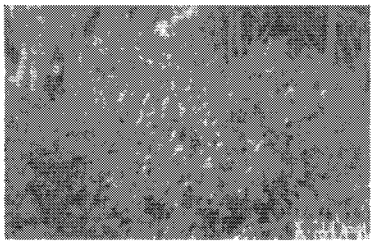
Rosa californica (California Wild Rose)



Quercus agrifolia (Coastal Live Oak)



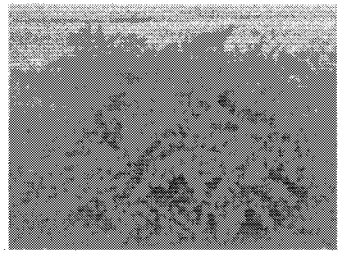
Chondropetalum tectorum (Thatching Reed)



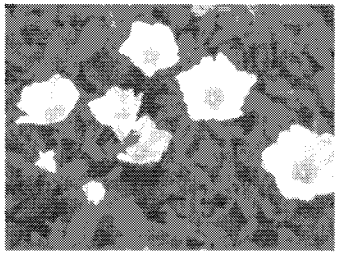
Frangula californica, "Mound San Bruno"

Carex divulsa (Berkeley Sedge)

Juncus patens, Elk Blue



Ceanothus x Concha



Cistus salvifolius, "Prostratus" (Sageleaf Rockrose)

Muhlenbergia capillaris (Pink Muhly Grass)

Sisyrinchium californicum (Yellow Eyed Grass)

RAIN GARDEN PLANT PALETTE

SHORELINE PARK DESIGN PLAN, BROOKLYN BASIN

VIEW FROM BAY TRAIL (EAST)

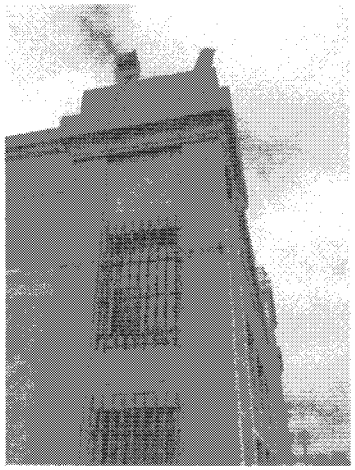
June 20, 2014

mwa architects

Ninth Avenue Terminal
Oakland, California

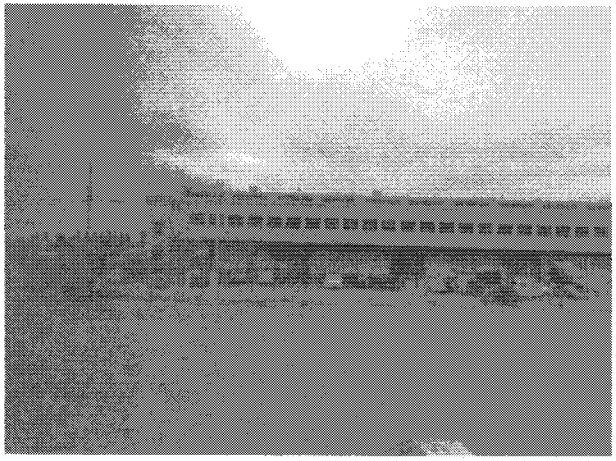
SIGNATURE DEVELOPMENT GROUP

FRONT OF BUILDING



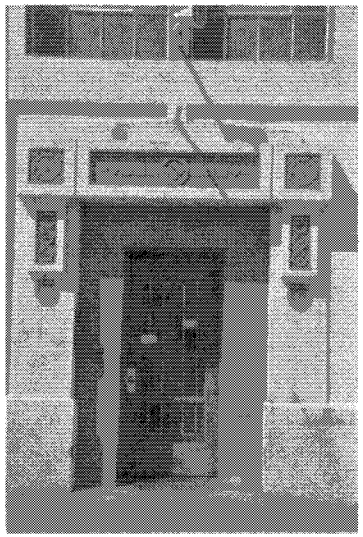
TERRACOTTA DETAIL ON SIDE FACADE

FRONT CORNER – WATER SIDE

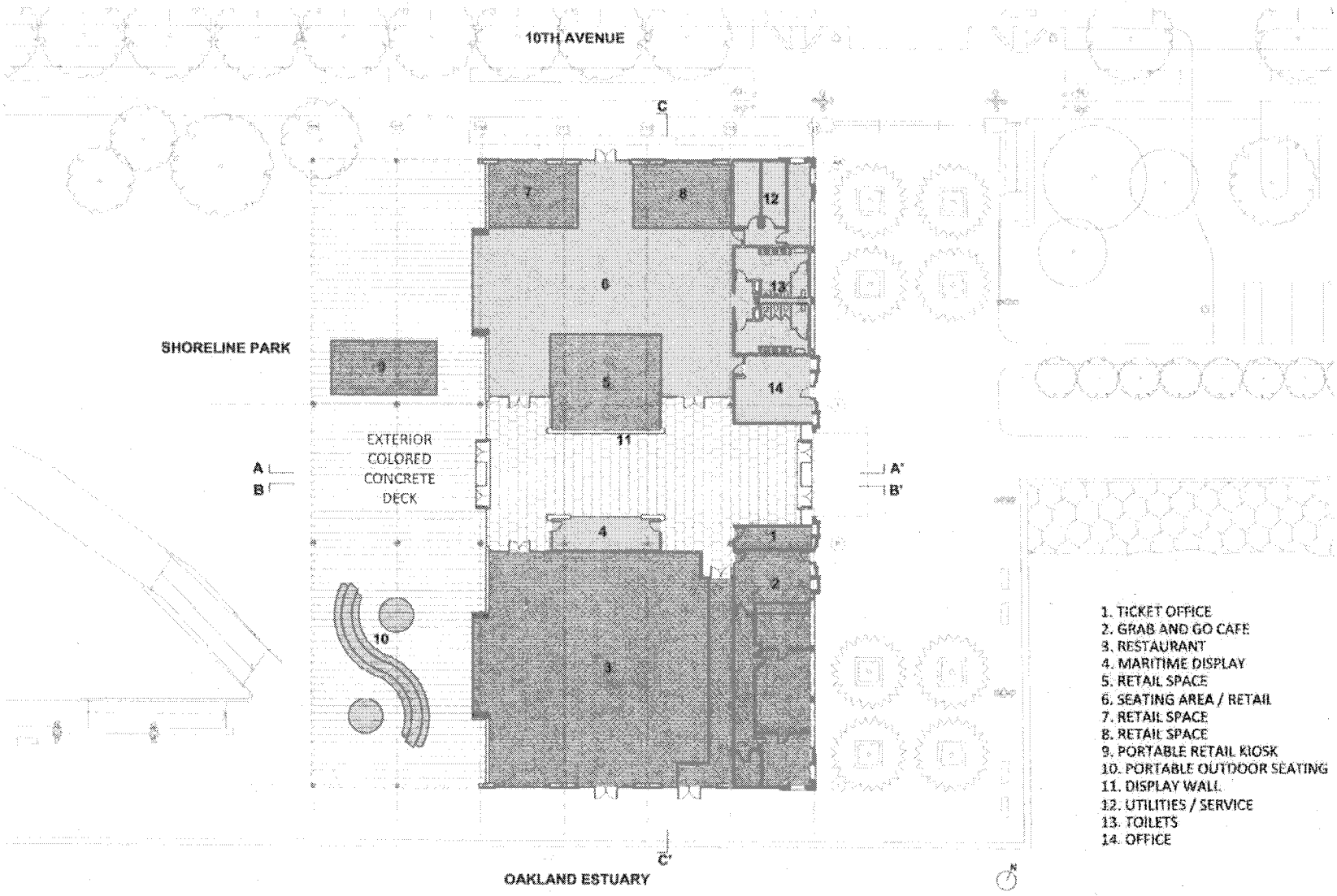


LAND SIDE

TERRACOTTA DETAIL ON FRONT FACADE



FRONT DOOR DETAIL



SITE PLAN

June 20, 2014

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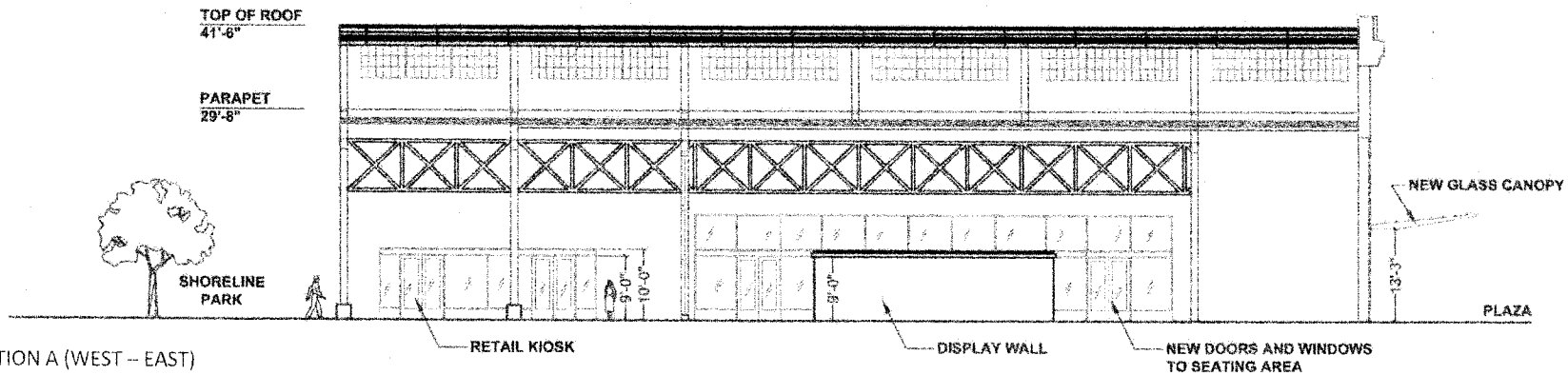
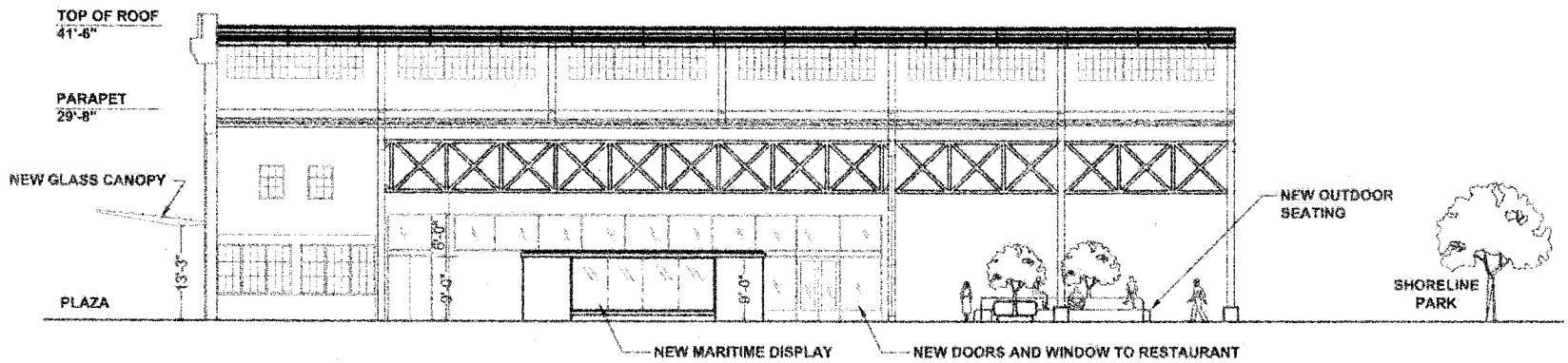
Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



SECTION A (WEST -- EAST)



SECTION B (EAST-WEST)

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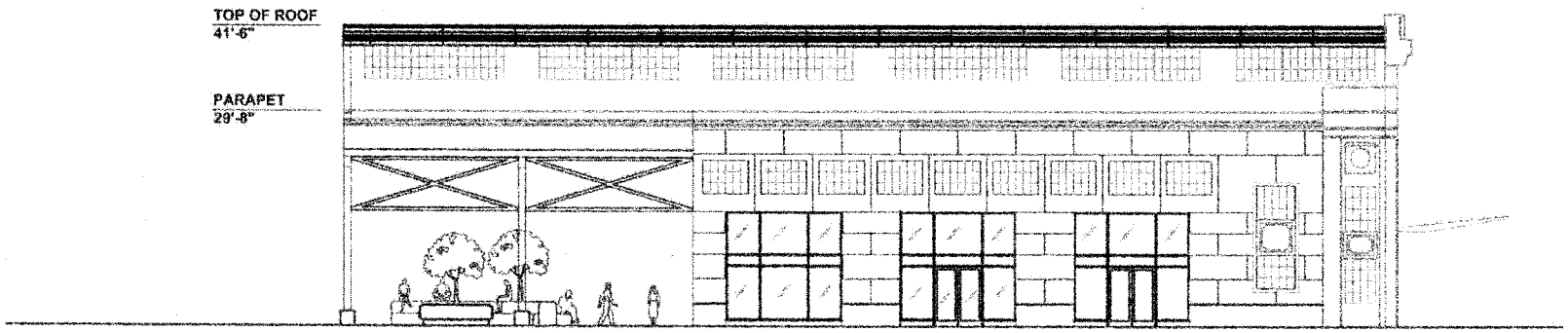
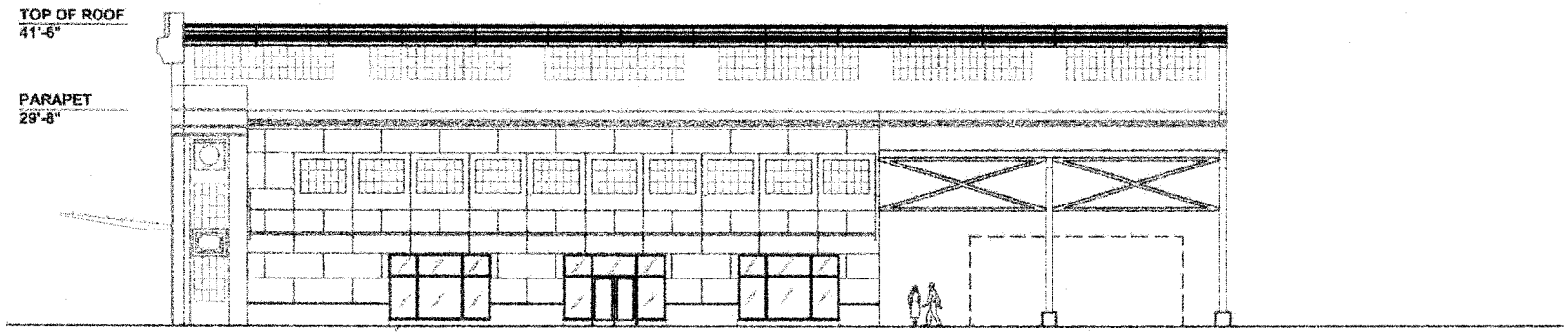
Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



SOUTH ELEVATION – WATER SIDE



NORTH ELEVATION – LAND SIDE

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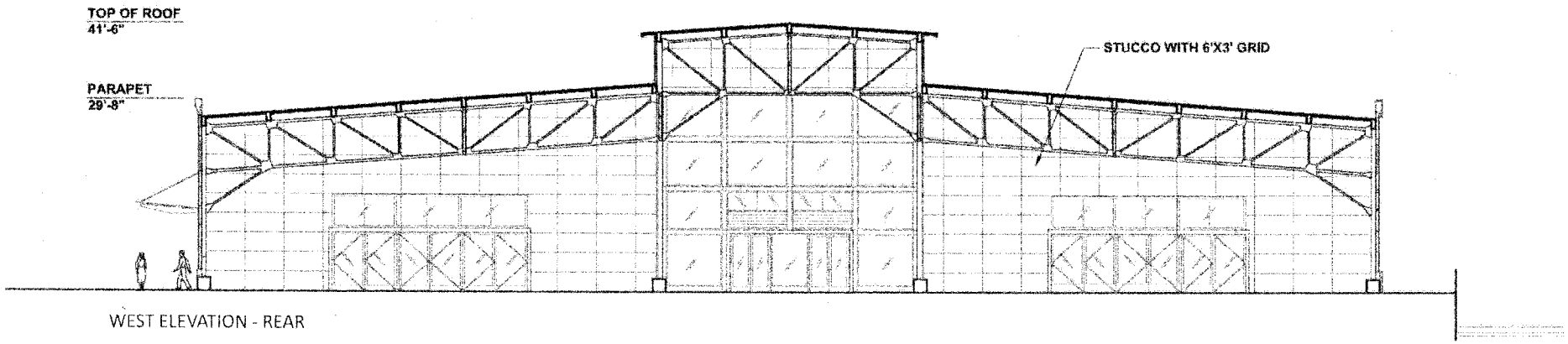
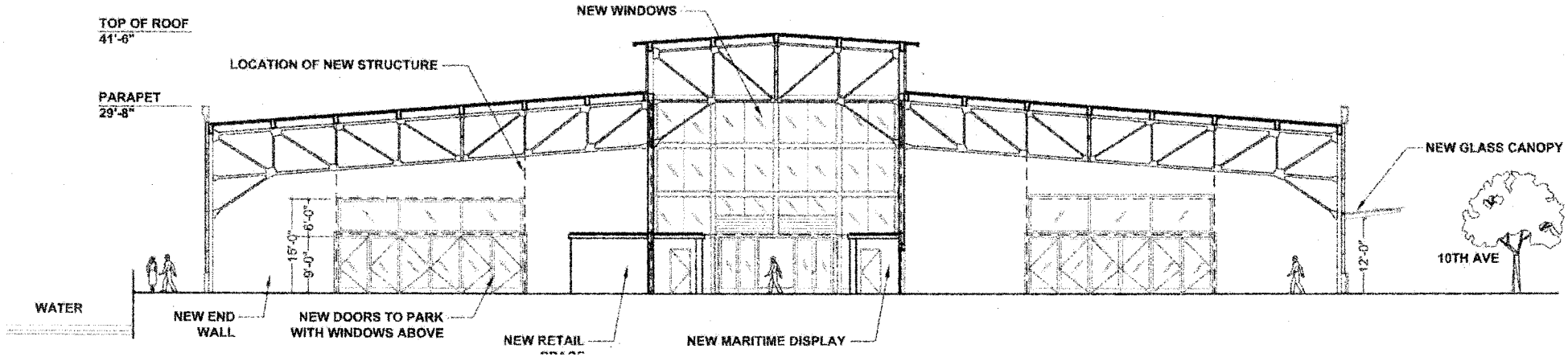
Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



WEST ELEVATION - REAR

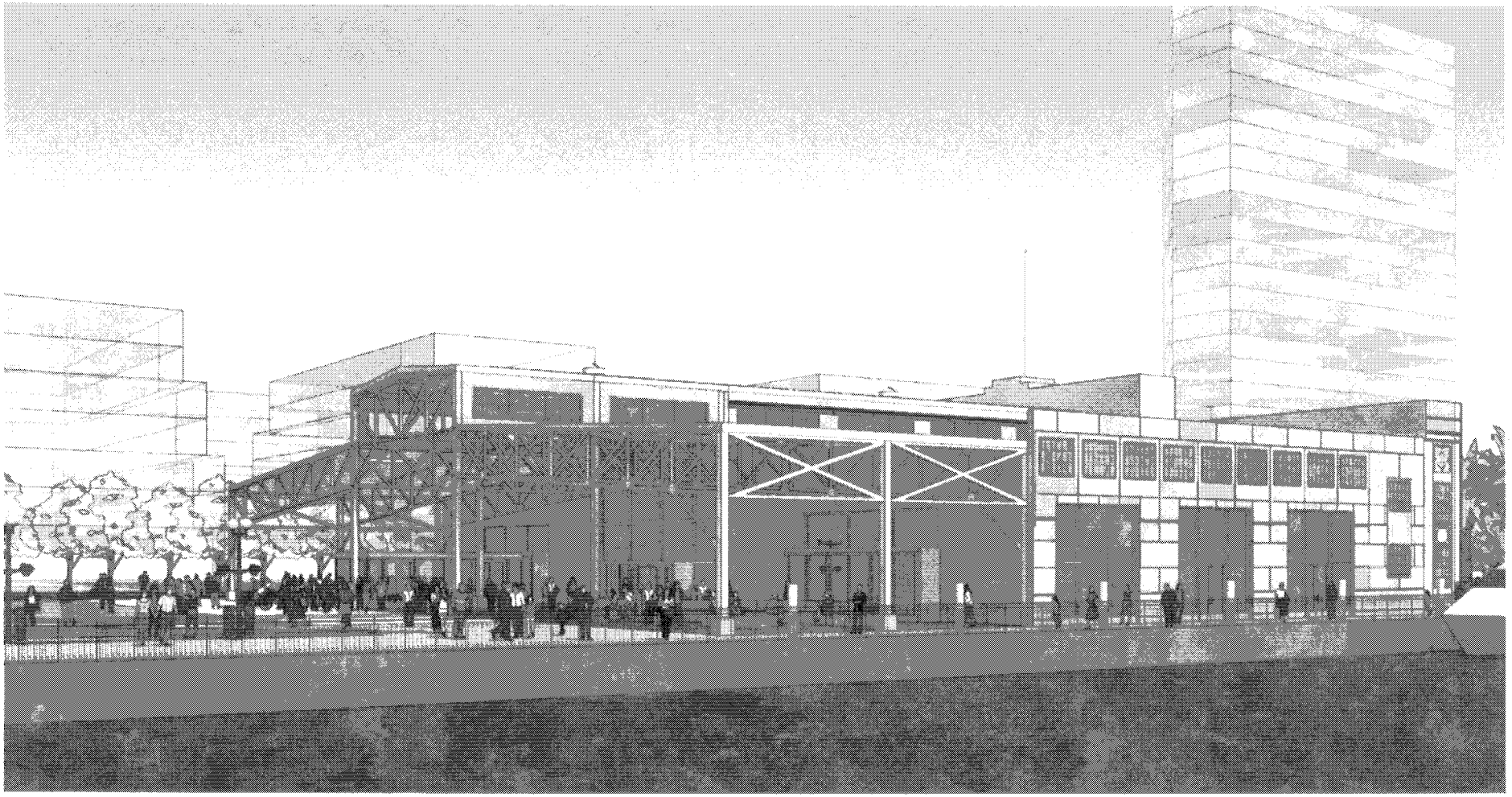


SECTION C (SOUTH-NORTH)

niwa architects

Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



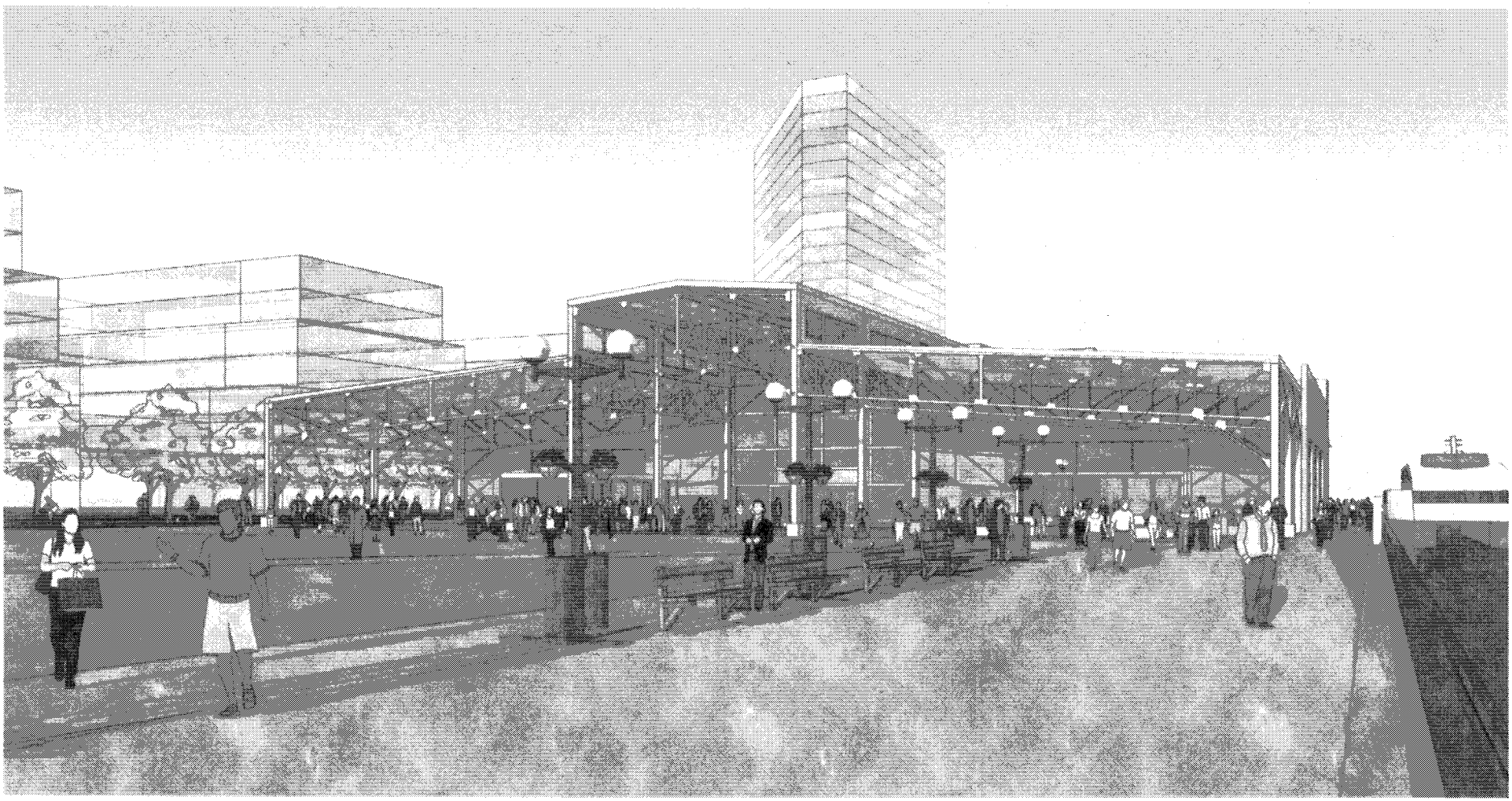
VIEW FROM OAKLAND ESTUARY (SOUTH)

June 20, 2014

mwe architects

Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



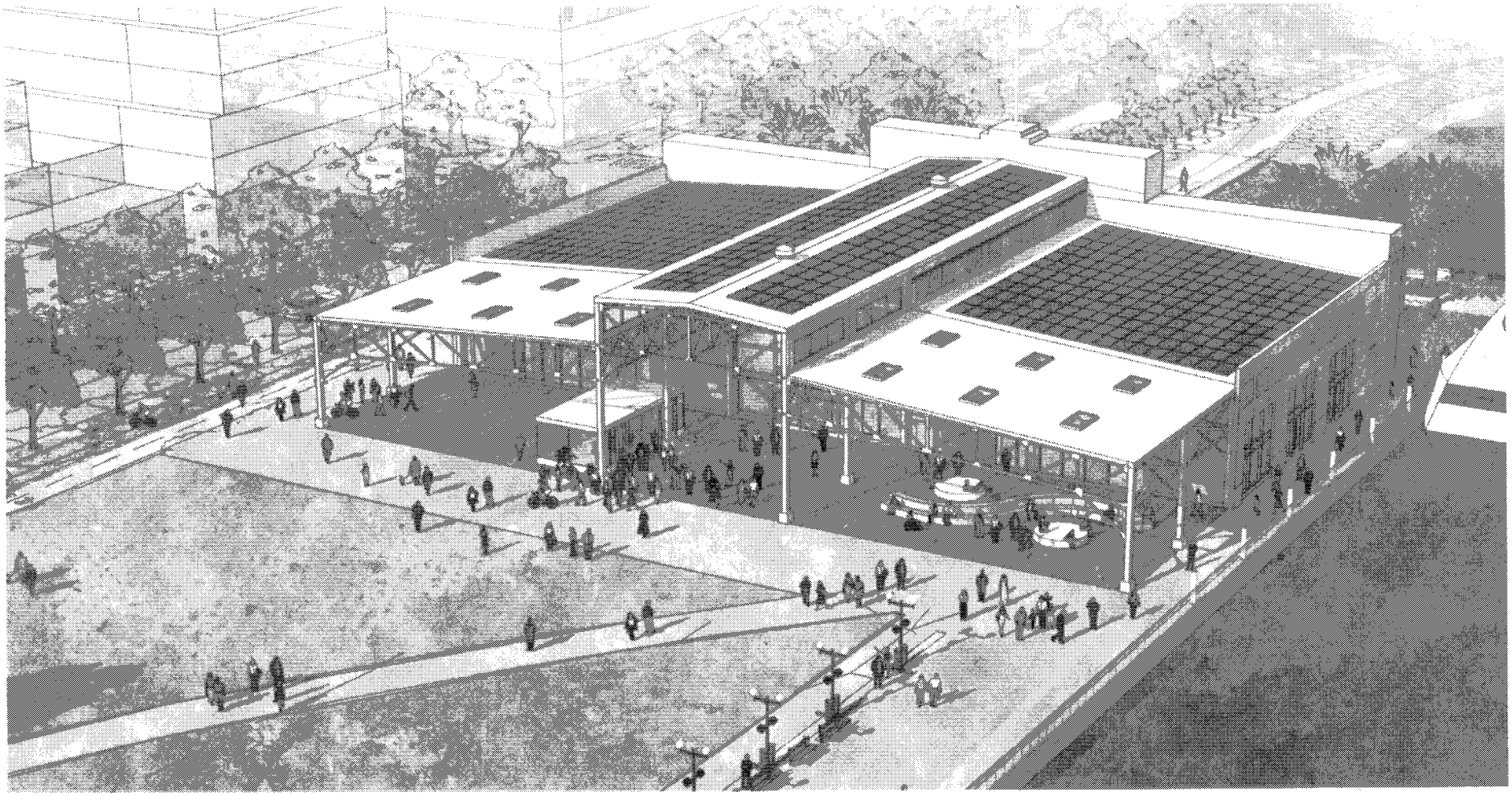
VIEW FROM SHORELINE PARK (WEST)

June 20, 2014

mwa architects

Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP



AERIAL VIEW FROM SOUTHWEST

June 20, 2014

mwa architects

Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP

VIEW FROM 10TH AVENUE (NORTH)

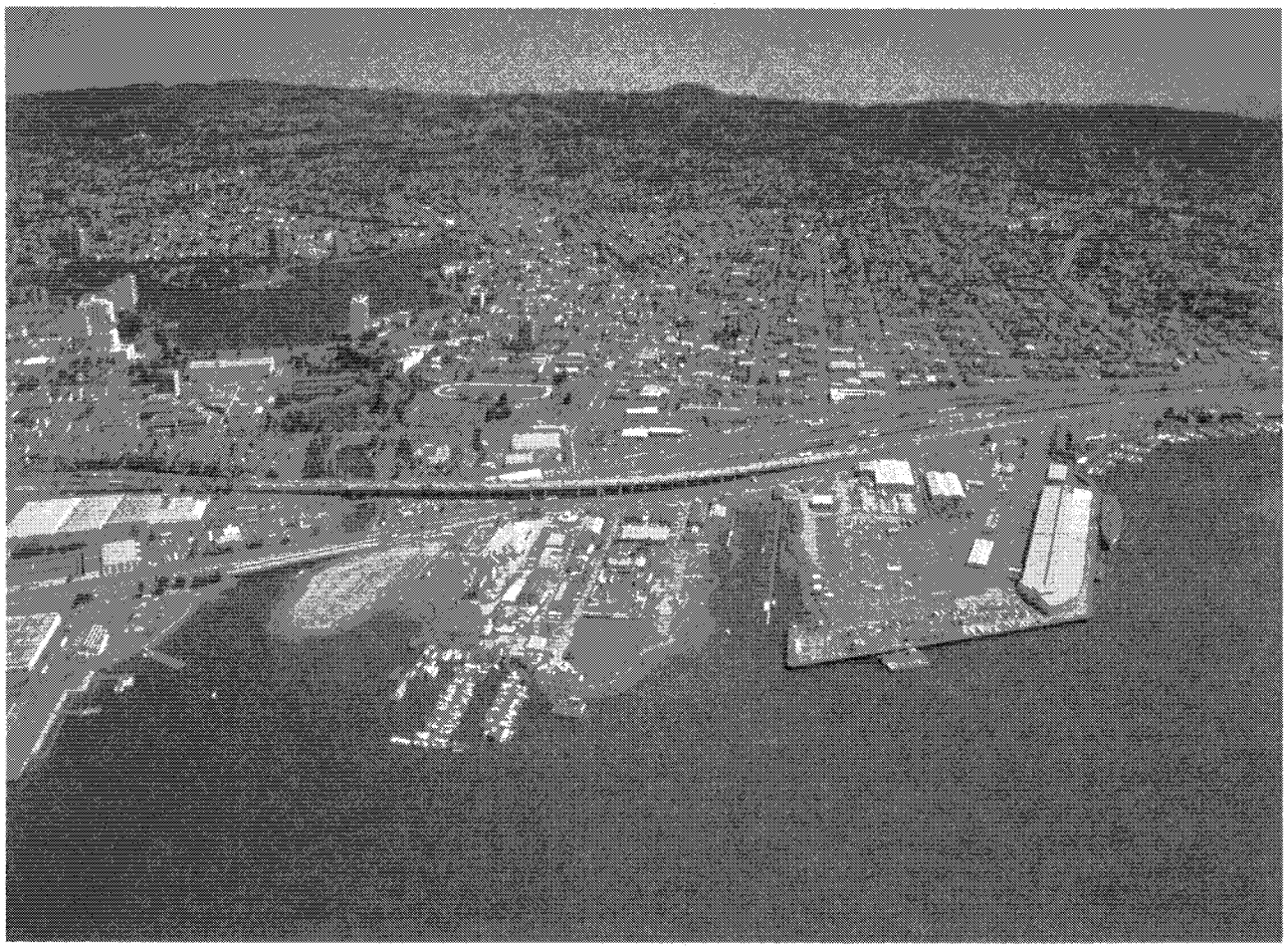
June 20, 2014

mwa architects

Ninth Avenue Terminal
Oakland, California

SIGNATURE DEVELOPMENT GROUP

B. Adopted Brooklyn Basin PUD



PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

Preliminary Development Plan Submittal

COMMUNITY AND ECONOMIC DEVELOPMENT AGENCY
City of Oakland, California
Permit No._____

Developer

OAKLAND HARBOR PARTNERS

4670 Willow Road
Pleasanton, CA 94588
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Fax: (925)463-0832

Consultants

Master Plan Architect:

ROMA Design Group
1527 Stockton Street
San Francisco, CA 94133
Phone: (415)616-9900
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Civil Engineer:

BKF Engineers
255 Shoreline Drive, Suite 200
Redwood City, CA 94065
Phone: (650)482-6300
Fax: (650)482-6399

Associated Architects:

McLarand Vasquez & Partners
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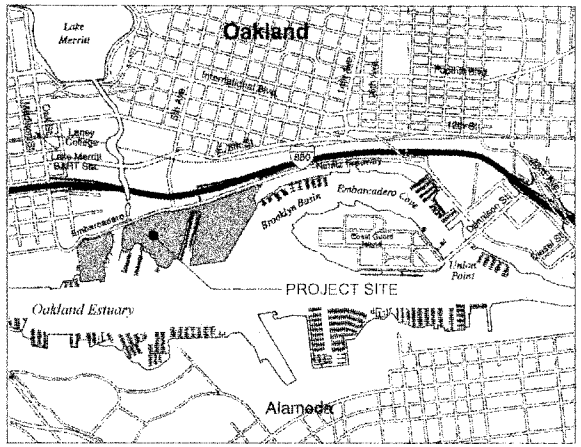
Irvine, CA 92614
Phone: (949)809-3300
Fax: (949)809-3350

Coastal Engineer:

Moffatt & Nichol Engineers
2001 North Main Street, Suite 360
Walnut Creek, CA 94596
Phone: (925)944-5411
Fax: (925)944-4732



Vicinity Map

N.T.S.

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   - 1.2 Illustrations
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   - 2.2b Shoreline Sections

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   - 3.1 Parks and Open Space Plan
   - 3.2 Pedestrian and Bike Circulation Diagram
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   - 3.5 Enlarged Plan - Park Grading Concept - West
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   - 3.7a Enlarged Plan - Clinton Basin Quays
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   - 4.5 Streetscape Standards - 50' and 60' R.O.W.
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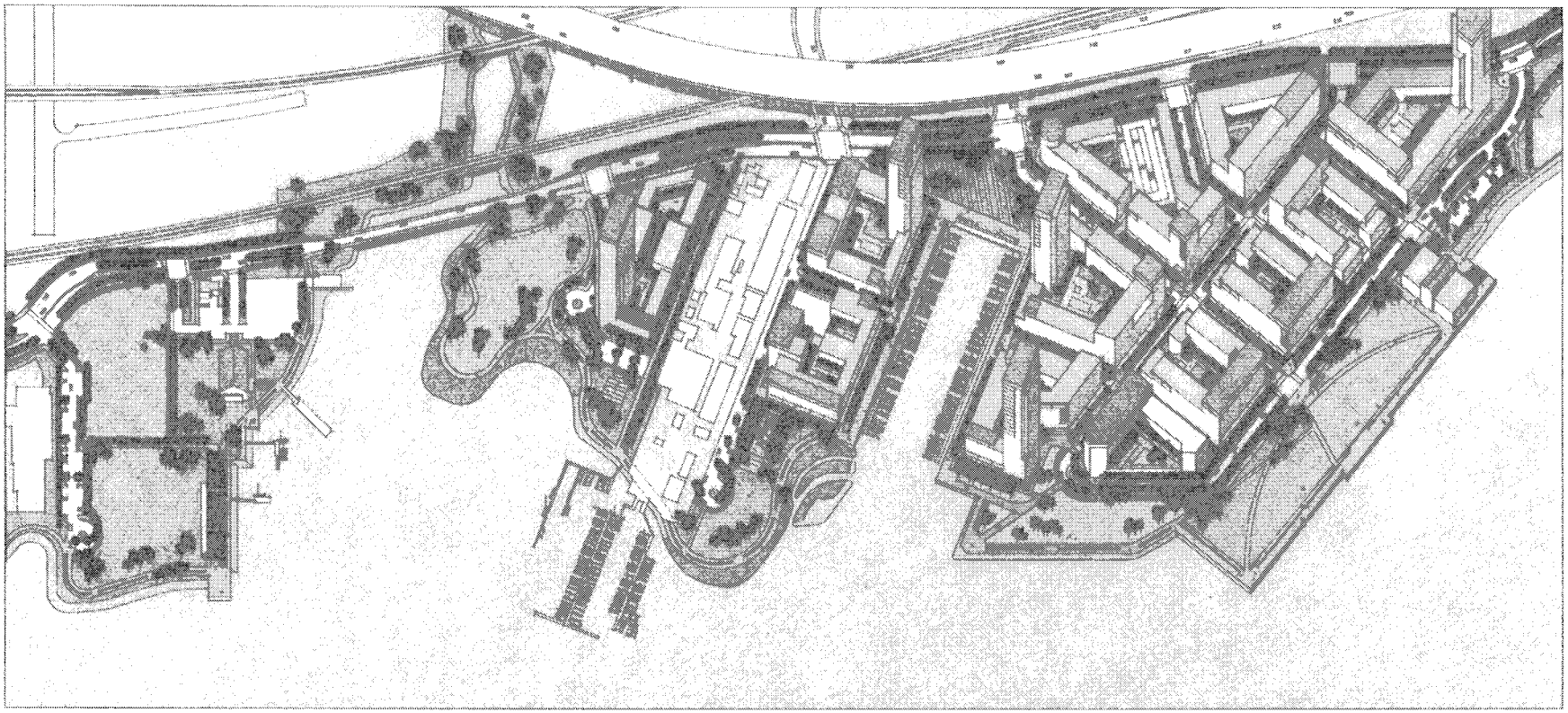
6. Civil Engineering
   - C-1 Existing Topography
   - C-2 Existing Utilities
   - C-3 Preliminary Grading Concept Plan
   - C-4 Preliminary Utility Concept Plan



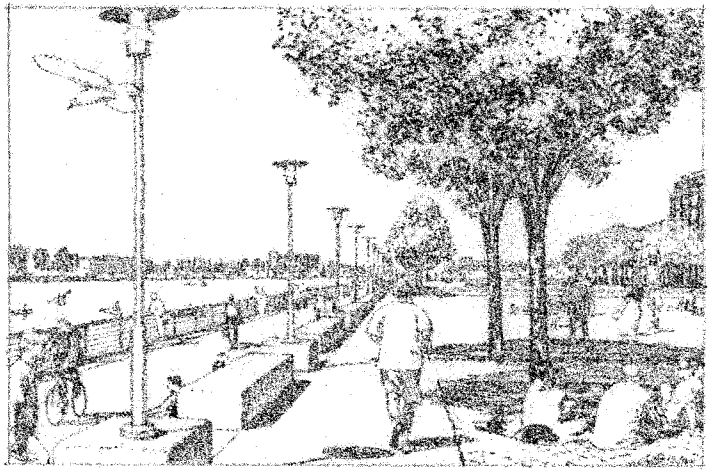
AXONOMETRIC VIEW

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

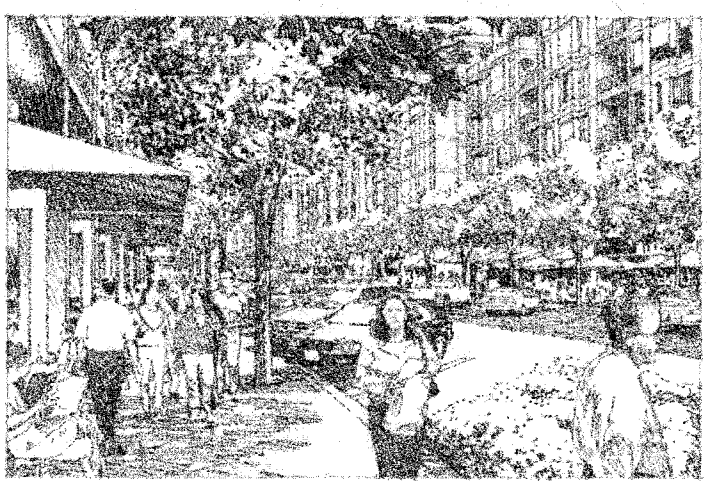
OCTOBER 2006

SHEET NO
I.1

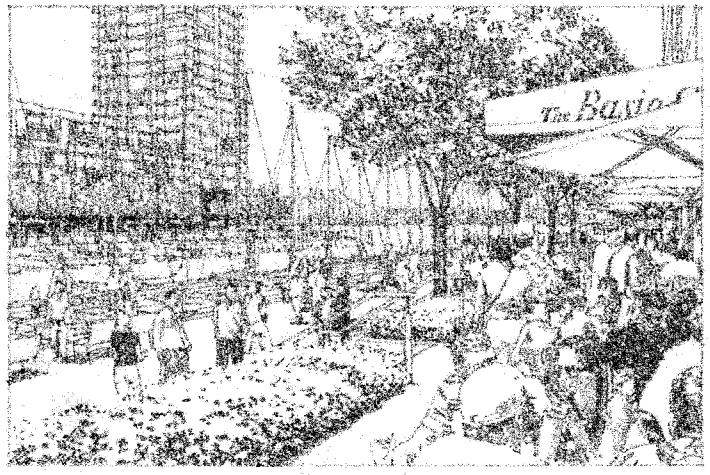


Shoreline Park Promenade

Residential Streetscape Character



Retail Streetscape Character



Clinton Basin Quay

ILLUSTRATIONS

Brooklyn Basin - Oak to 9th Development Plan

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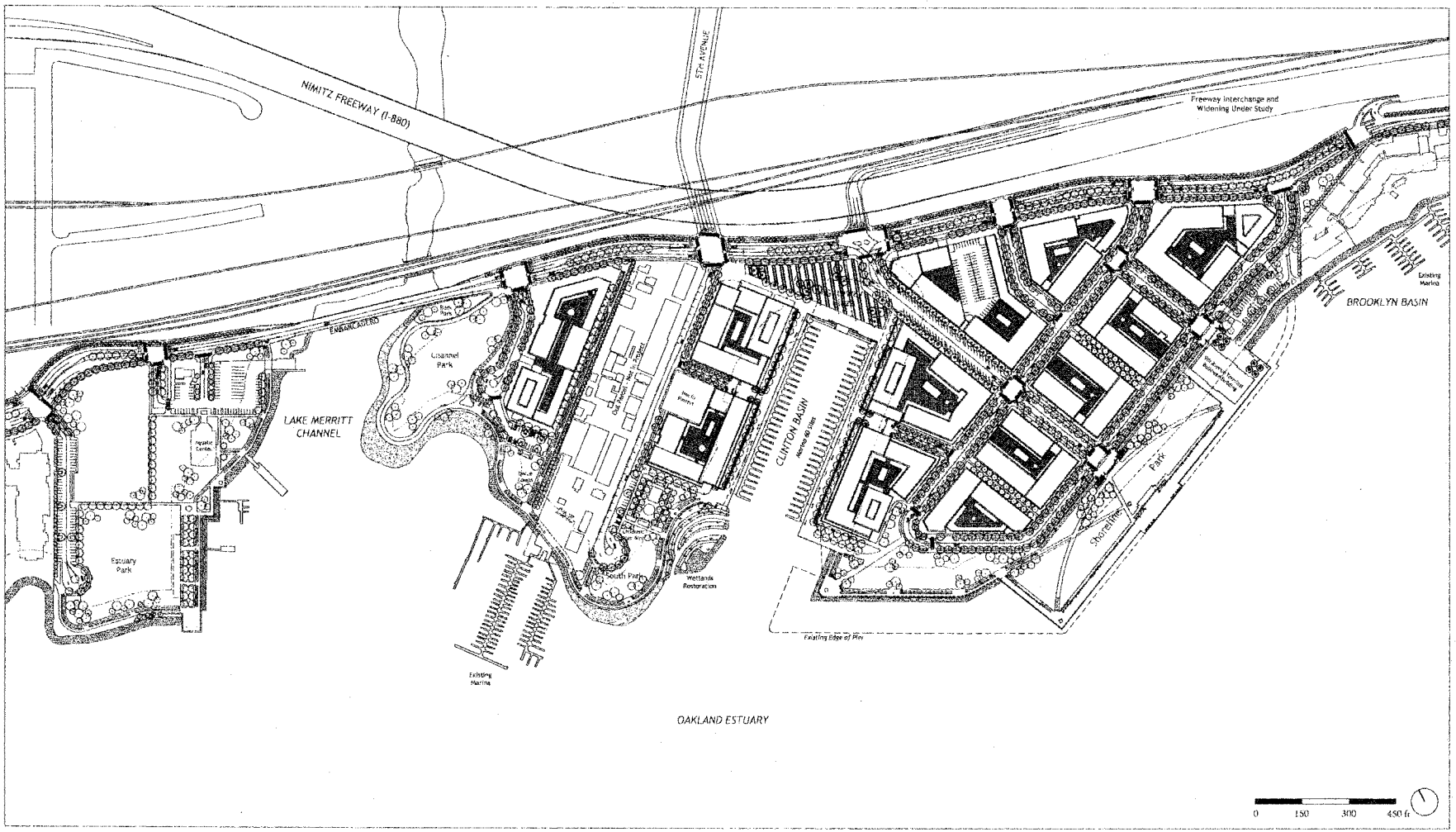
OCTOBER 2006

SHEET NO.
I.2



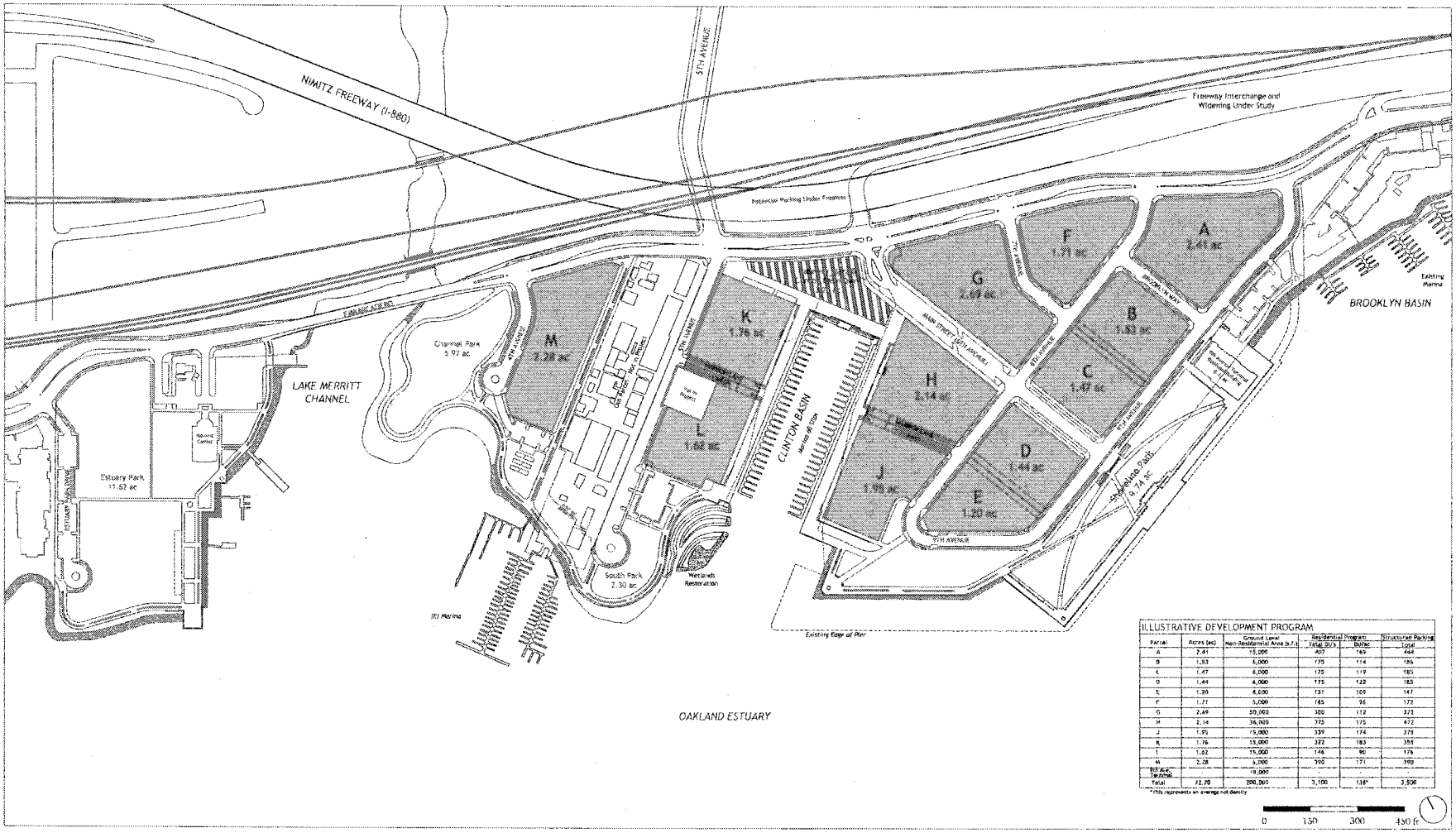
ILLUSTRATIVE DEVELOPMENT PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
1.3



ILLUSTRATIVE DEVELOPMENT PROGRAM

Parcel	Acres (ac)	Ground Level Non-Residential Area (s.f.)	Residential Program Total DU's	Residential Program Du/ac	Structurall Parking Total
A	2.41	15,000	407	169	464
B	1.53	6,000	175	114	185
C	1.47	6,000	175	119	185
D	1.44	6,000	175	122	185
E	1.20	8,000	131	109	147
F	1.71	5,000	165	96	172
G	2.69	59,000	300	112	375
H	2.14	36,000	375	175	472
J	1.91	15,000	339	174	375
K	1.76	15,000	322	183	355
L	1.02	15,000	144	90	175
M	2.28	3,000	390	171	390
BART Air Terminal	-	19,000	-	-	-
Total	22.70	200,000	3,100	136*	3,500

*This represents an average net density

DEVELOPMENT PROGRAM AND PARCELIZATION PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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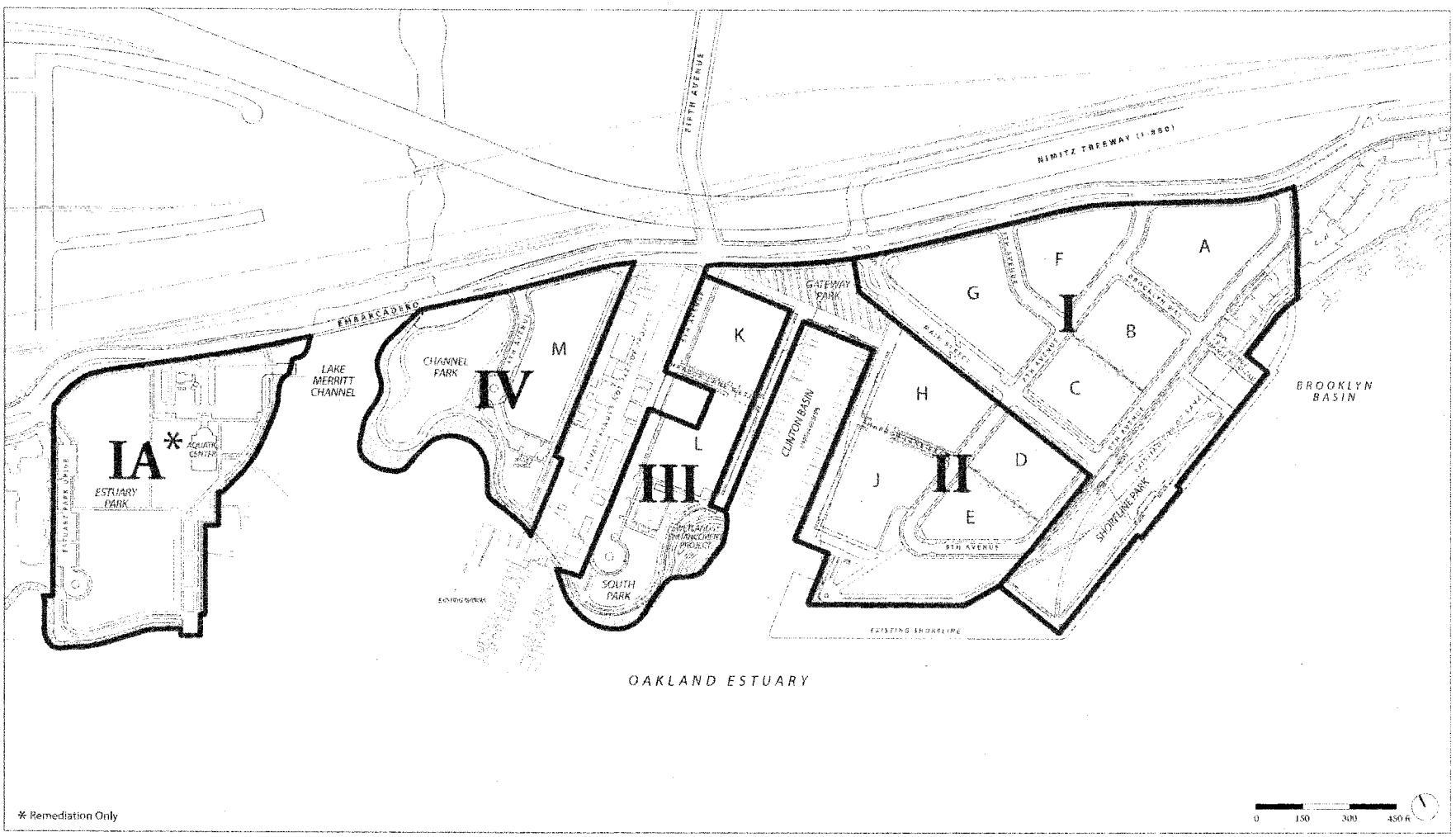
SHEET NO.
1.4



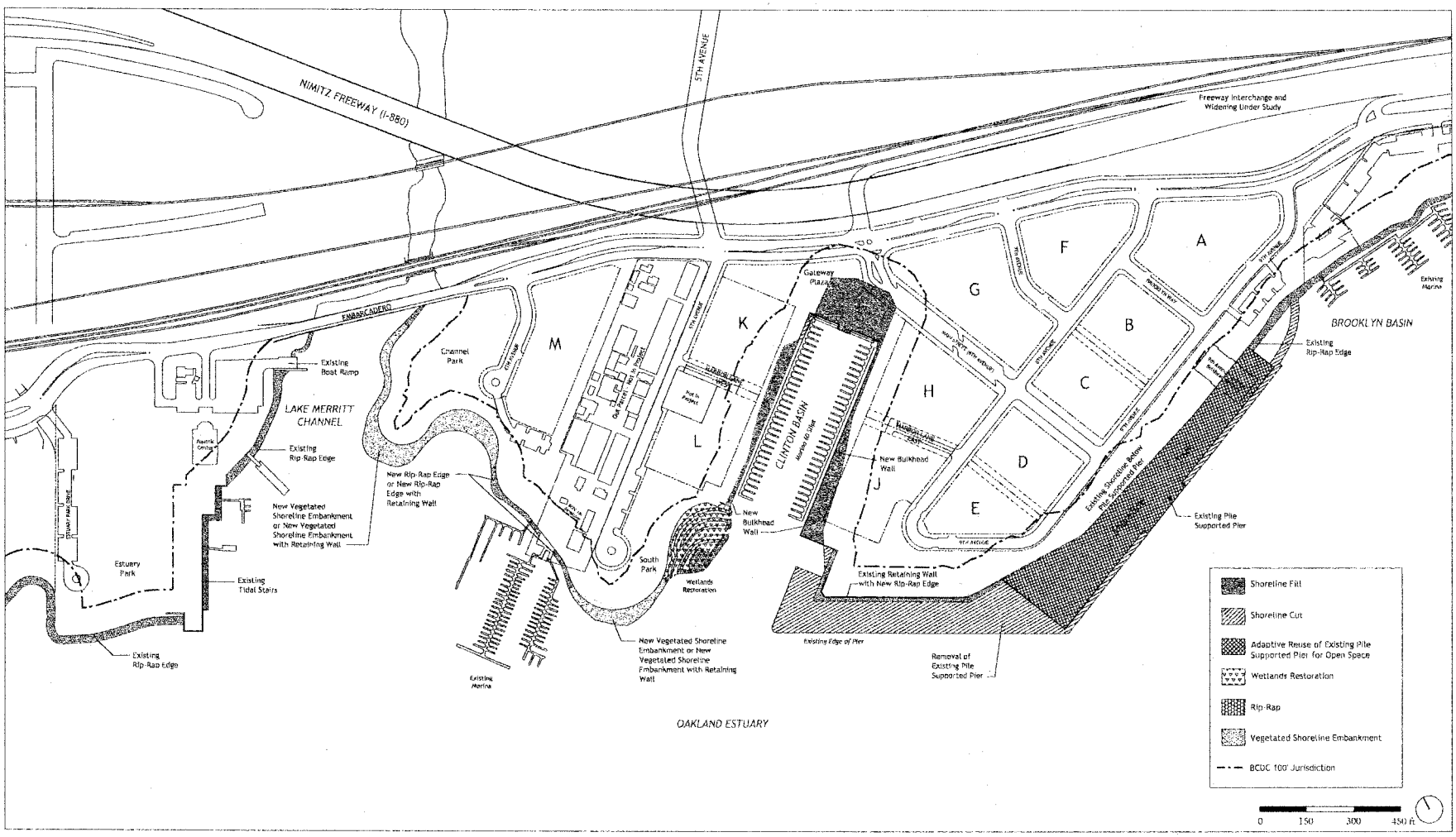
PHASING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
I.5



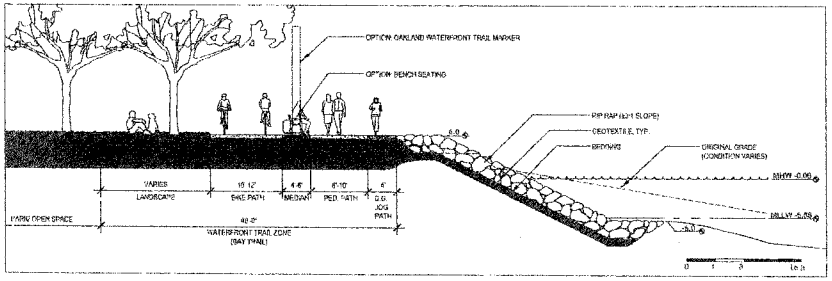
SHORELINE RECONFIGURATION AND STABILIZATION PLAN

Brooklyn Basin - Oak to 9th Development Plan

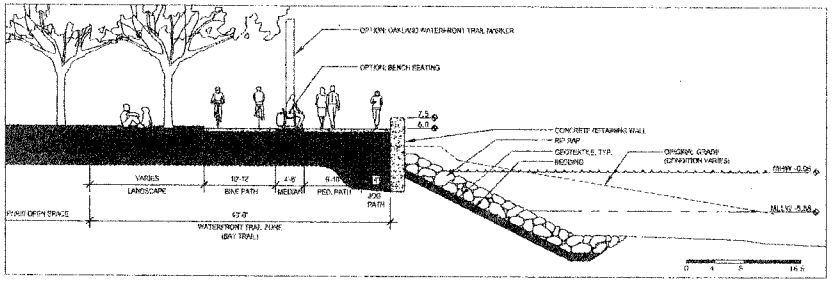
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

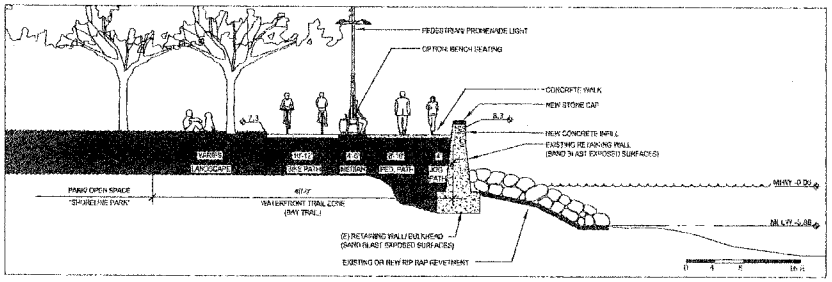
SHEET NO.
2.1



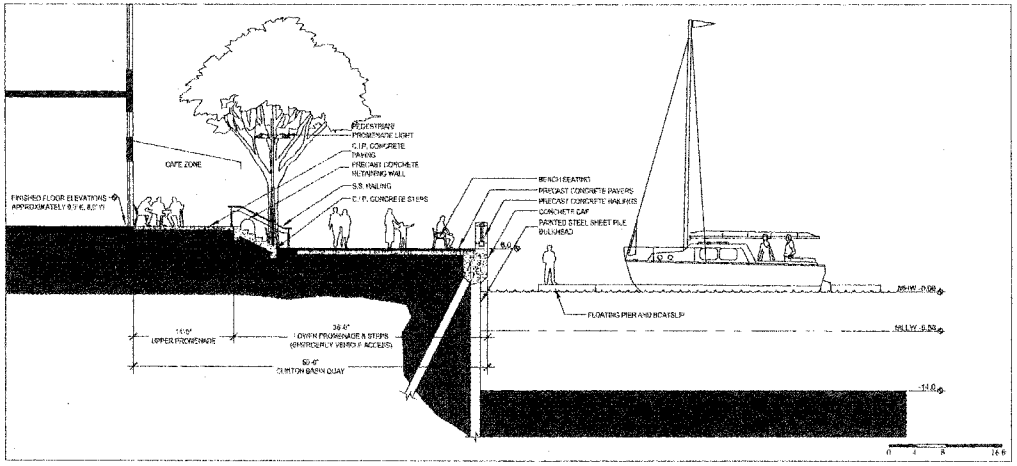
1 RIP-RAP SHORELINE EMBANKMENT WITH WATERFRONT / BAY TRAIL



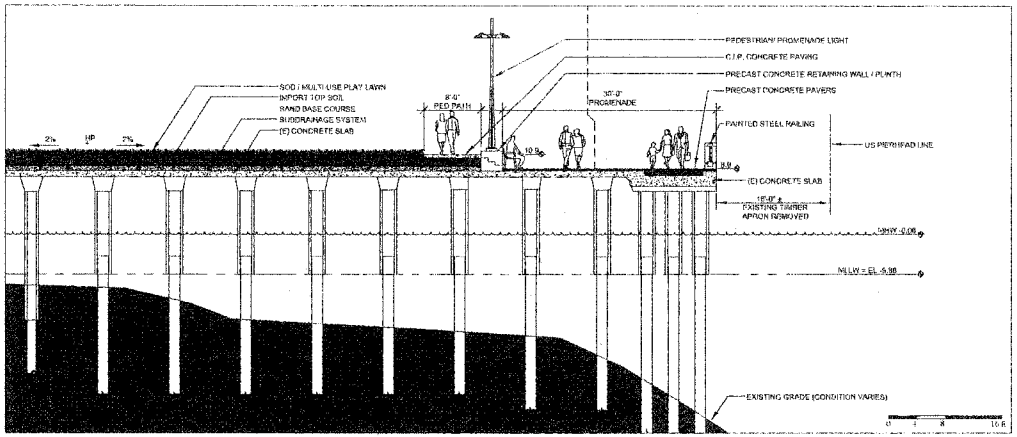
2 ALTERNATE RIP-RAP EDGE WITH RETAINING WALL



3 WATERFRONT TRAIL AT EXISTING RETAINING WALL



4 CLINTON BASIN QUAY (East Side)



5 9TH AVENUE PIER RETROFIT - TYPICAL SECTION

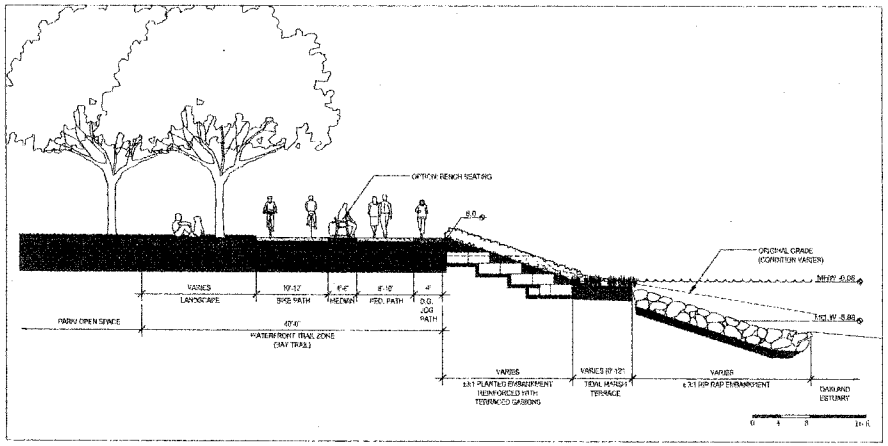
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

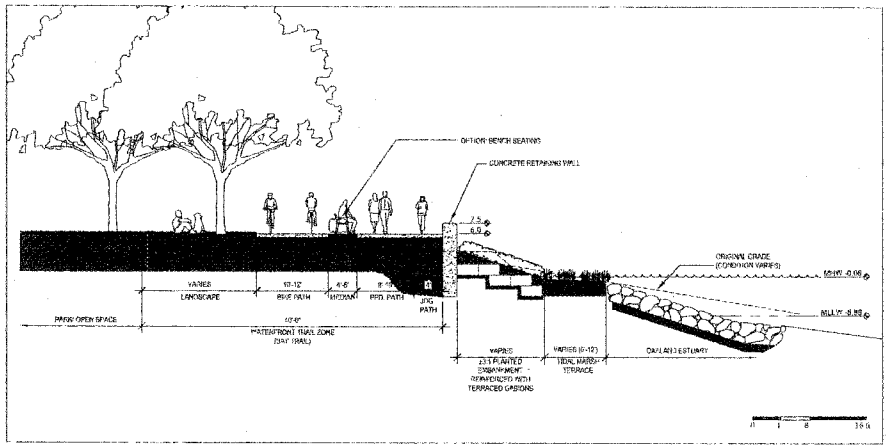
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
2.2



6 VEGETATED SHORELINE EMBANKMENT WITH WATERFRONT / BAY TRAIL



7 ALTERNATE VEGETATED SHORELINE WITH RETAINING WALL

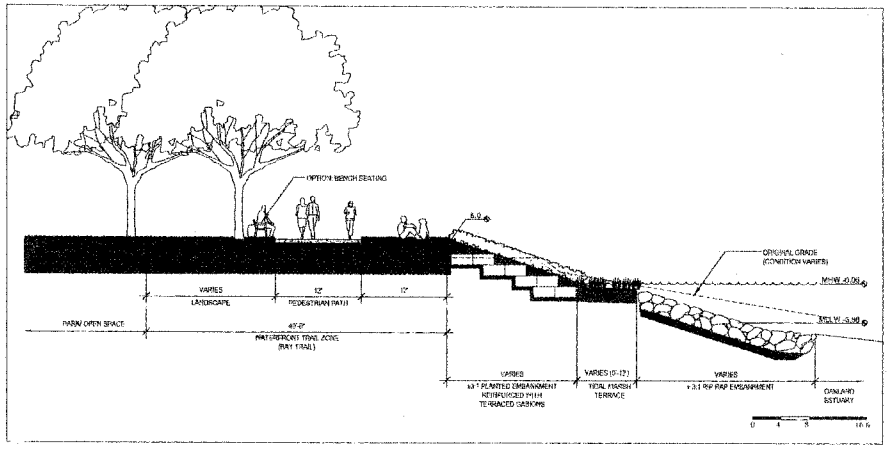
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
2.2a



8 VEGETATED SHORELINE EMBANKMENT WITH HIKE / BIKE TRAIL (AT CHANNEL PARK)

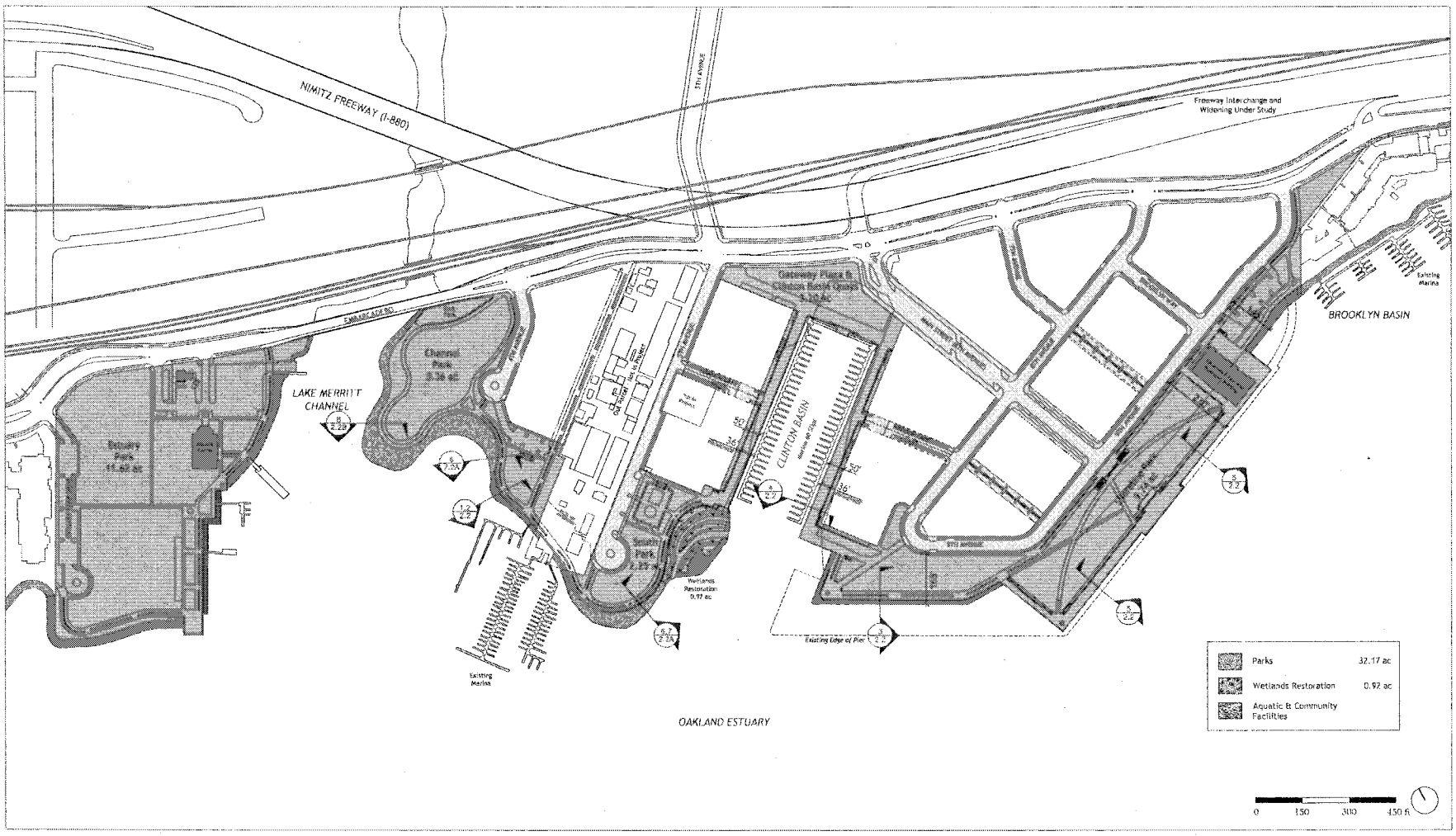
SHORELINE SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
2.2b



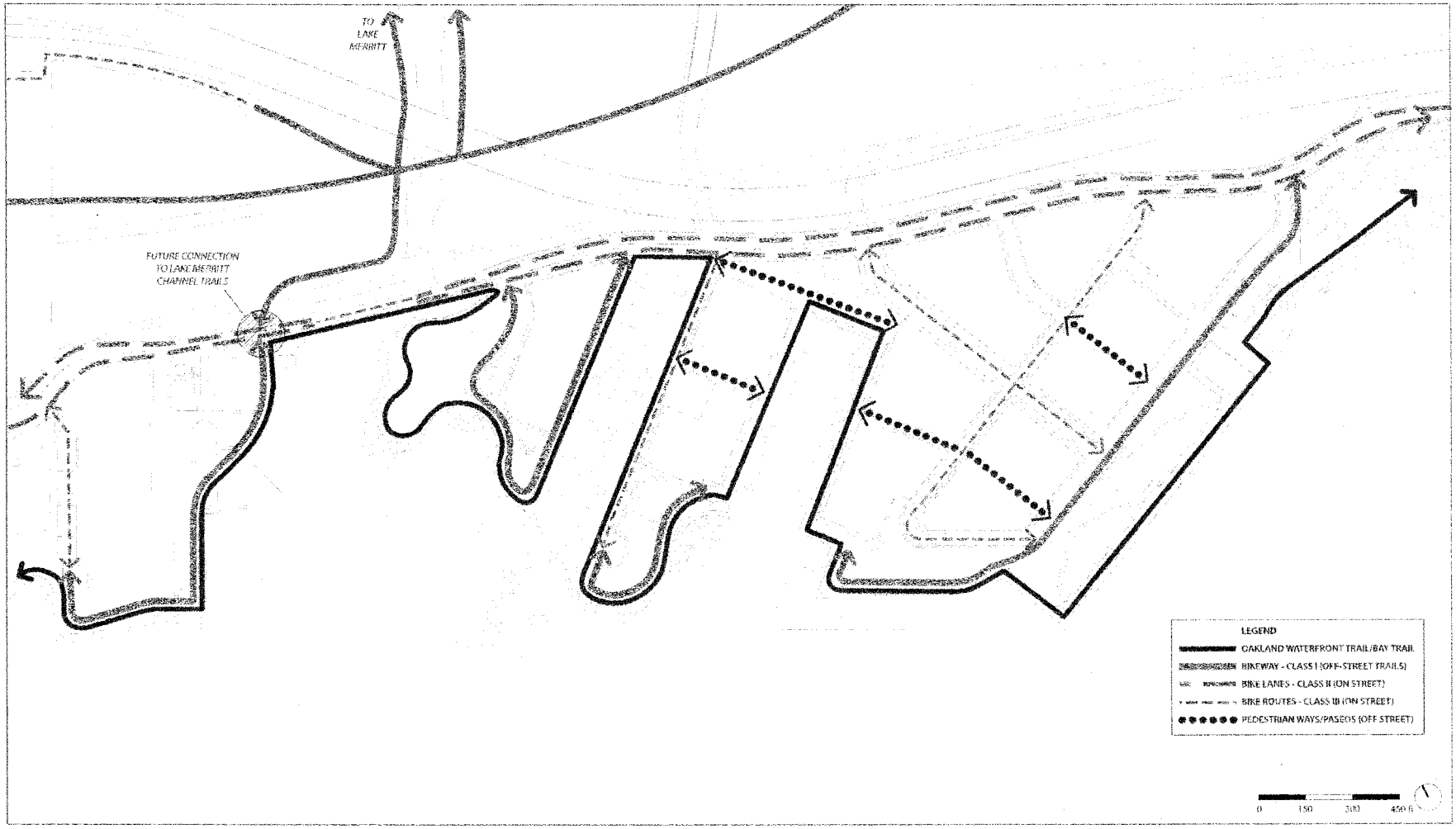
PARKS AND OPEN SPACE PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
3.1



PEDESTRIAN & BICYCLE CIRCULATION DIAGRAM

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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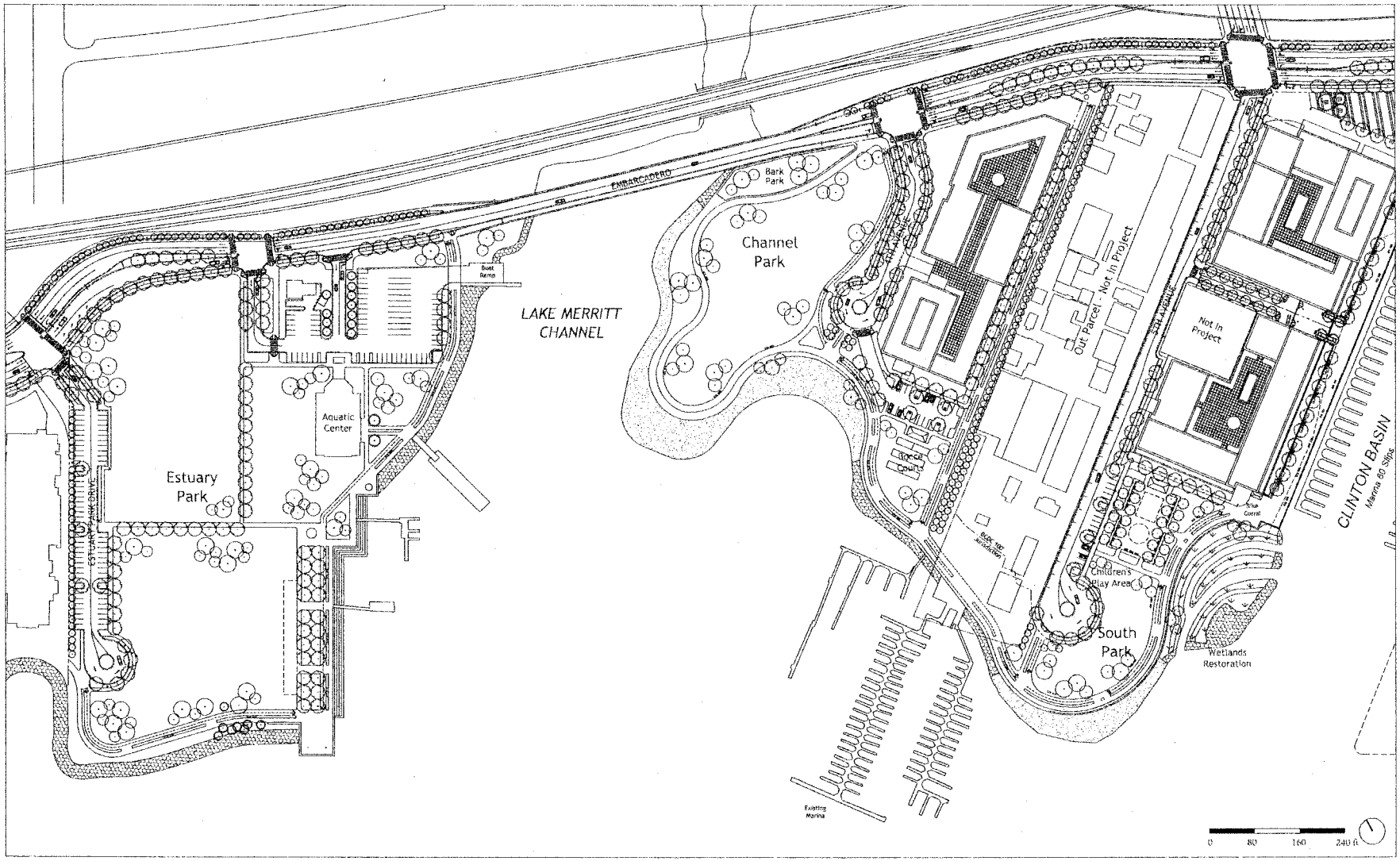
SHEET NO.
3.2



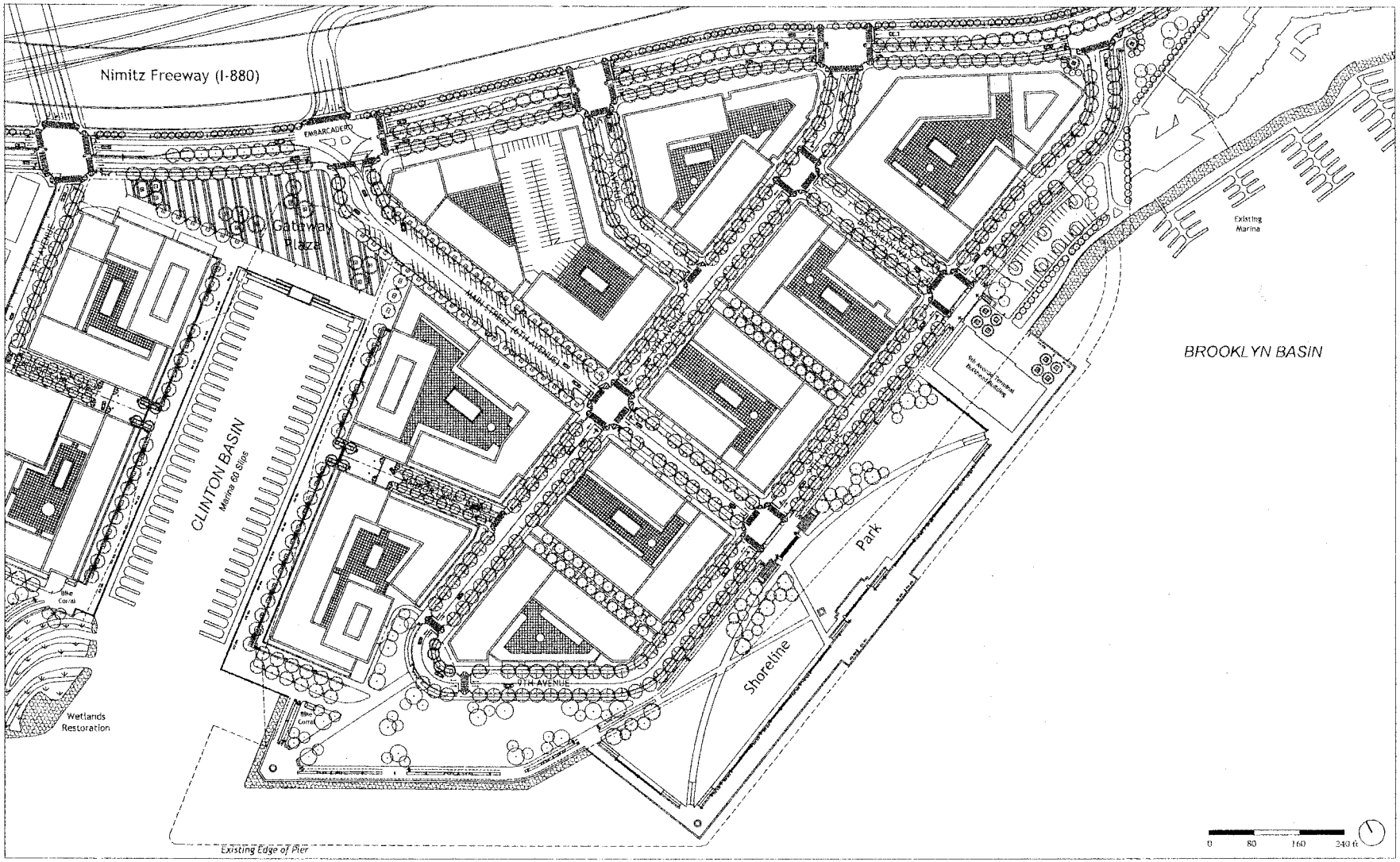
ENLARGED ILLUSTRATIVE PLAN - WEST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.3



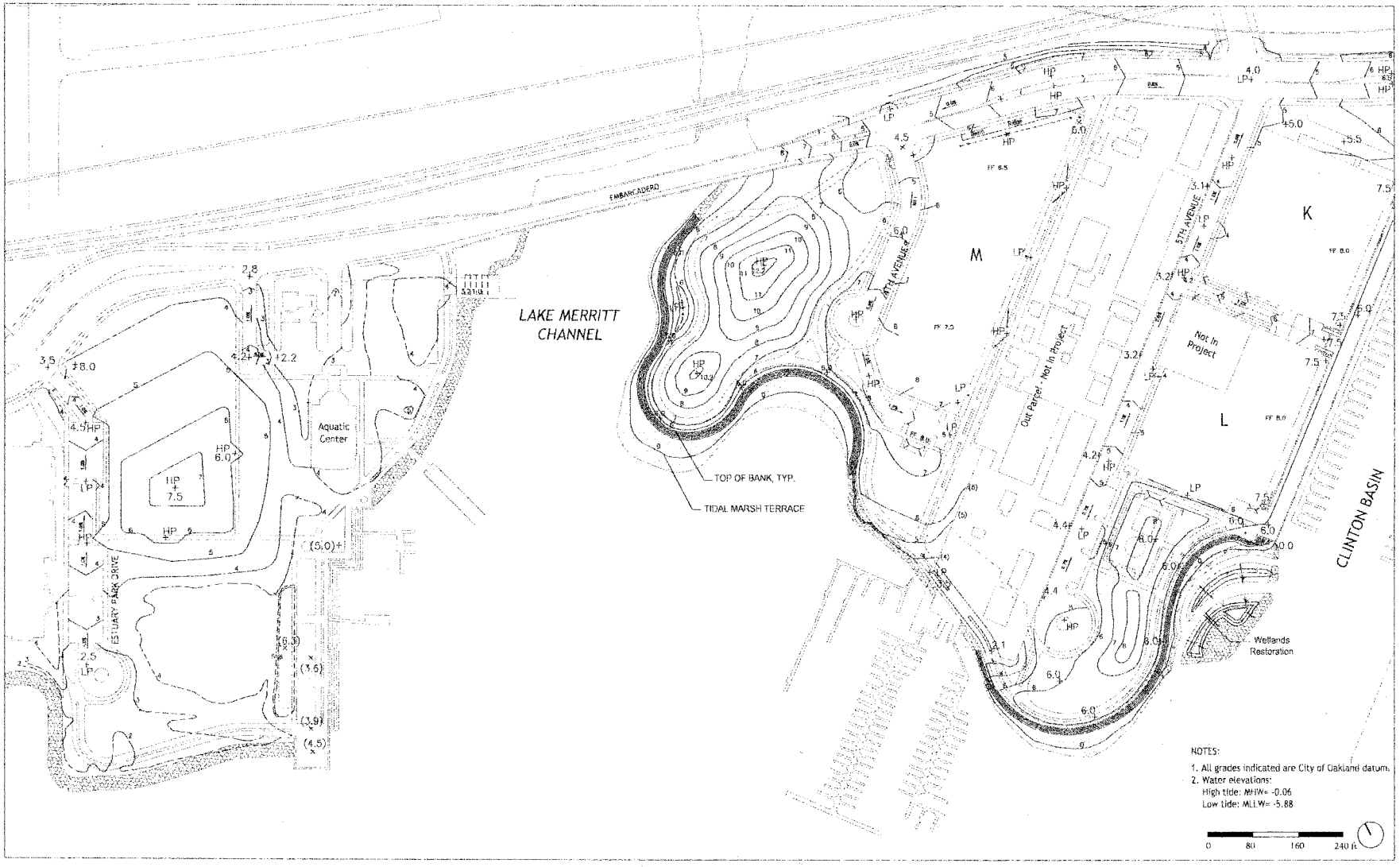
ENLARGED ILLUSTRATIVE PLAN - EAST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
3.4



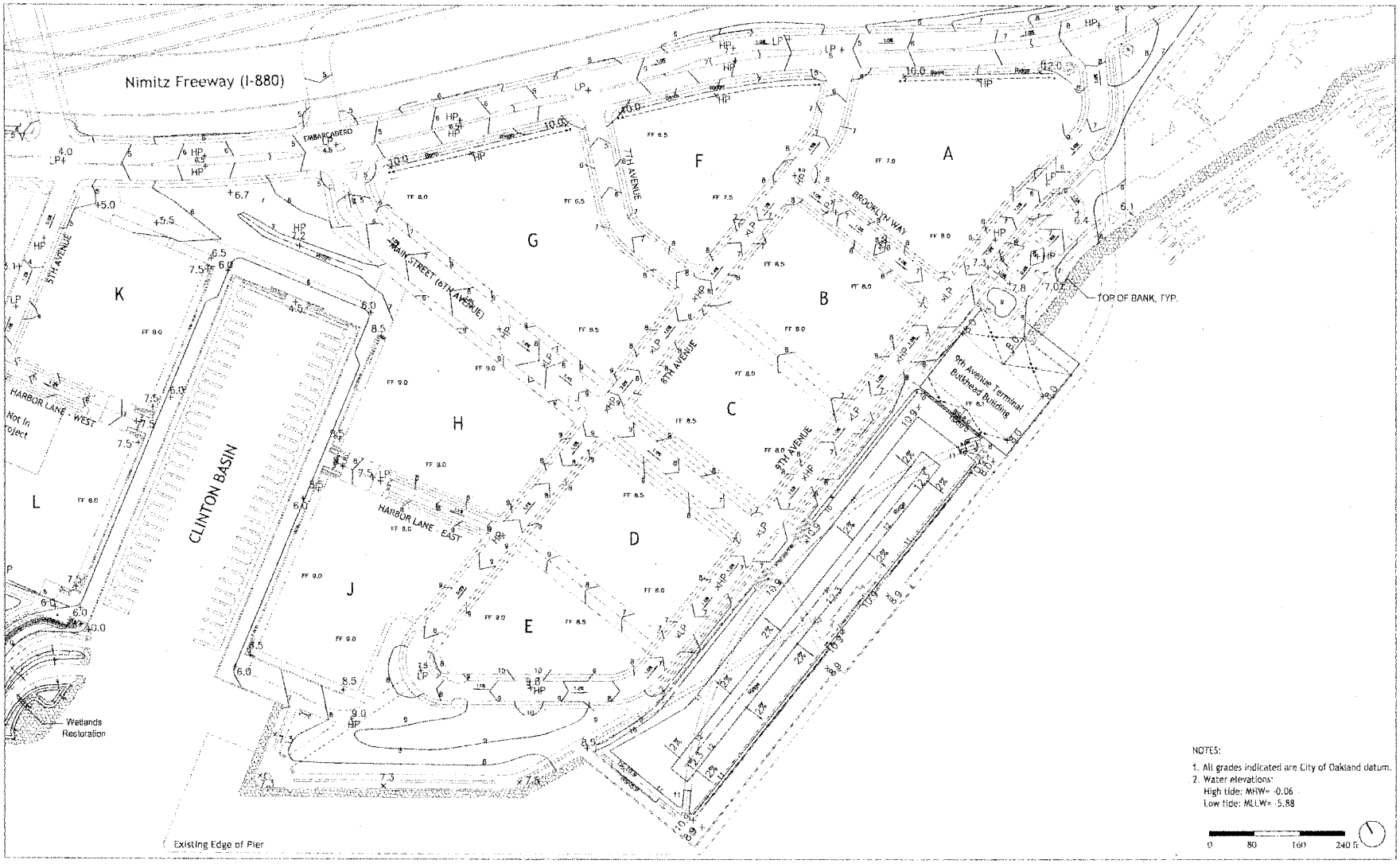
ENLARGED PLAN - PARK GRADING CONCEPT - WEST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO. 3.5



ENLARGED PLAN - PARK GRADING CONCEPT - EAST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
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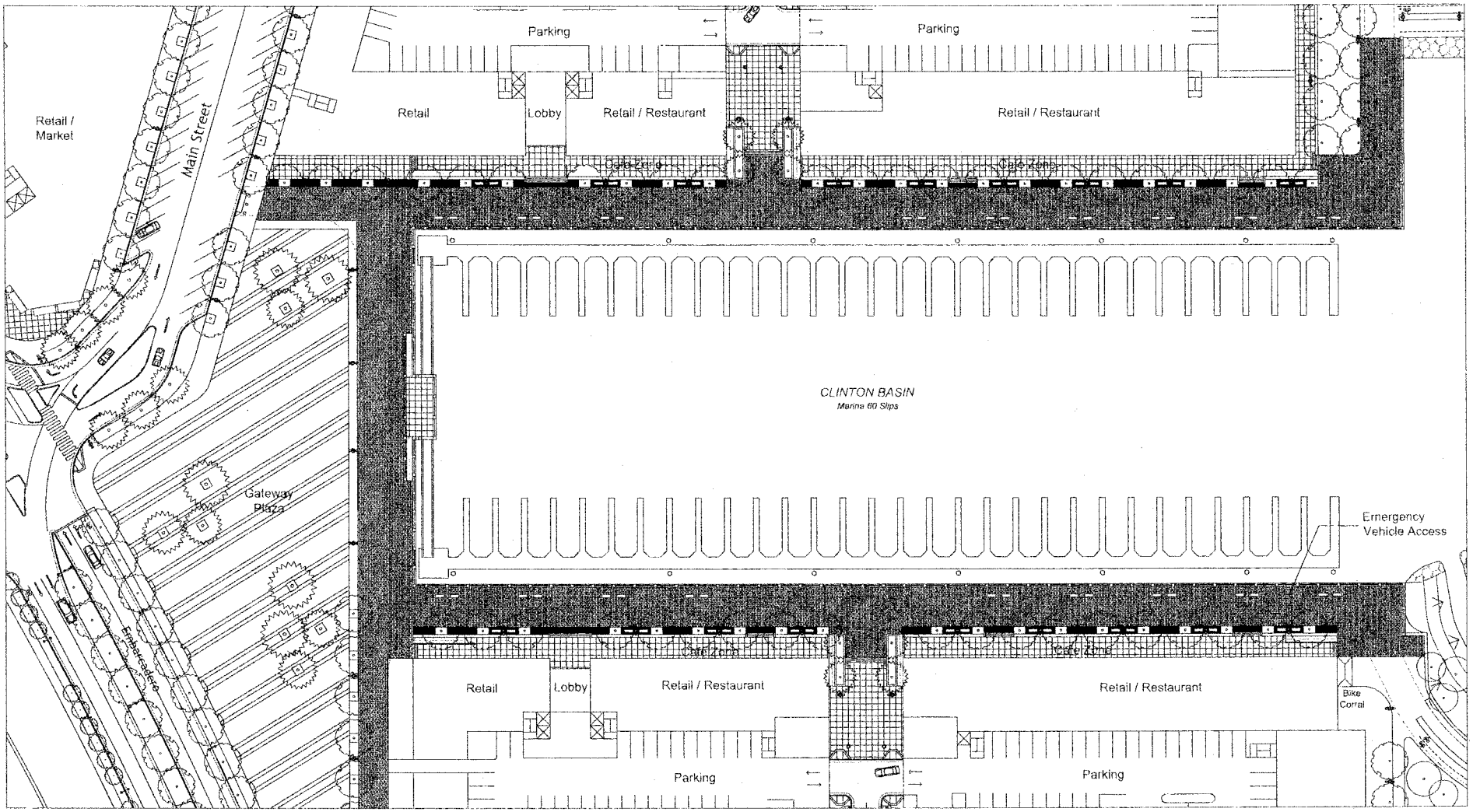


ENLARGED PLAN - CLINTON BASIN QUAYS

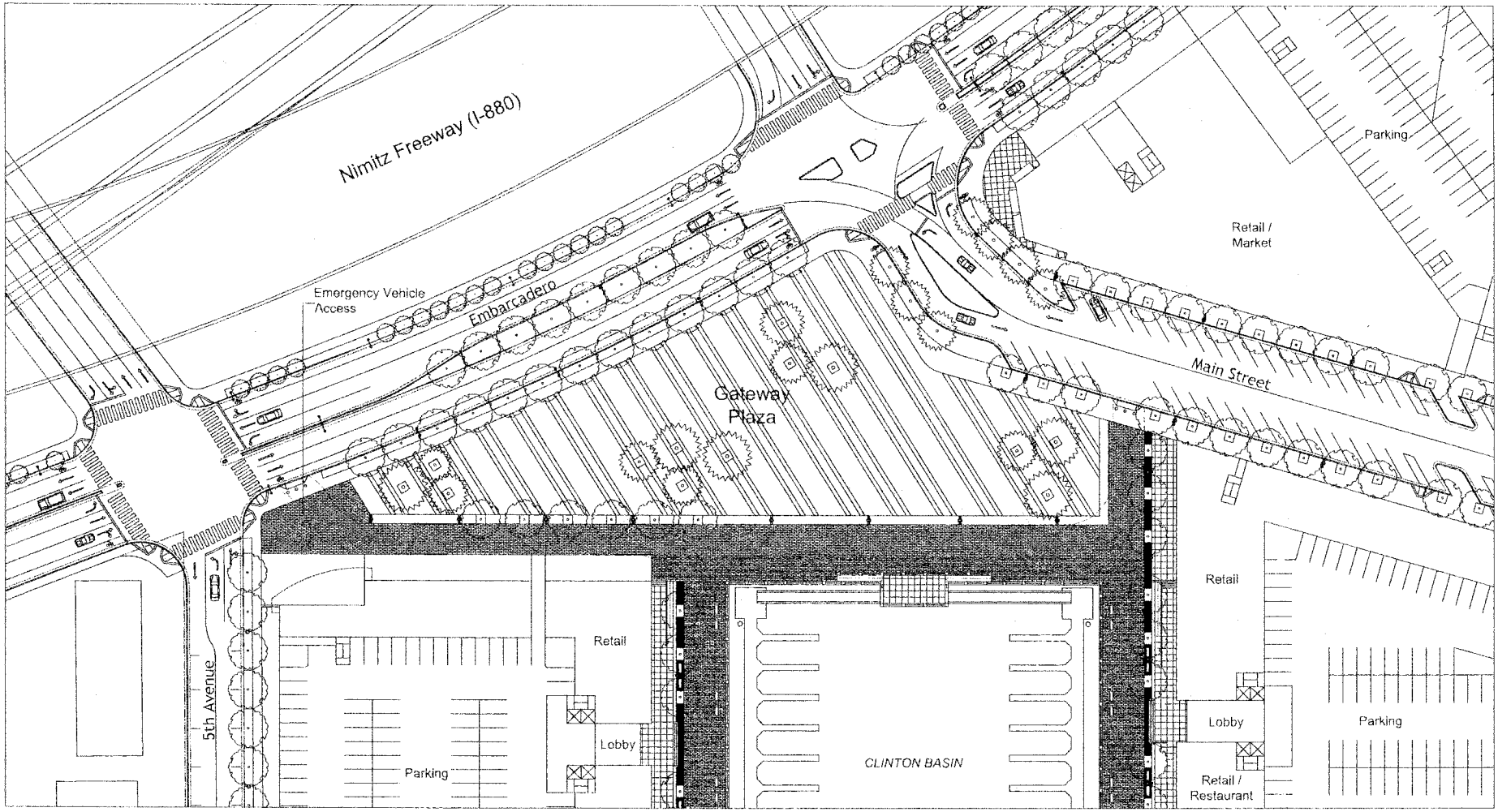
0 30 60 90 ft

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
3.7a



ENLARGED PLAN - GATEWAY PLAZA

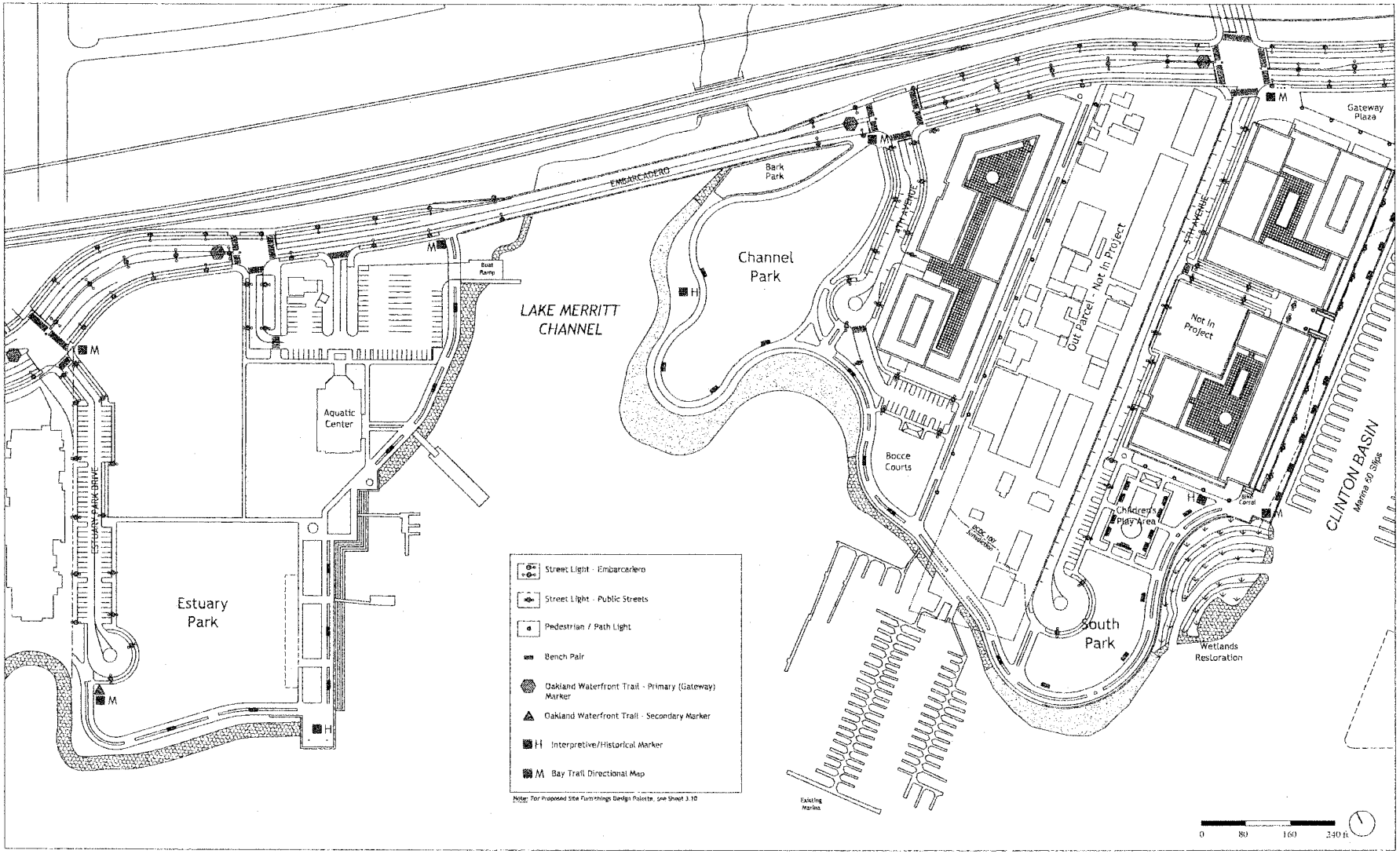
0 30 60 90 ft

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO. 3.7b



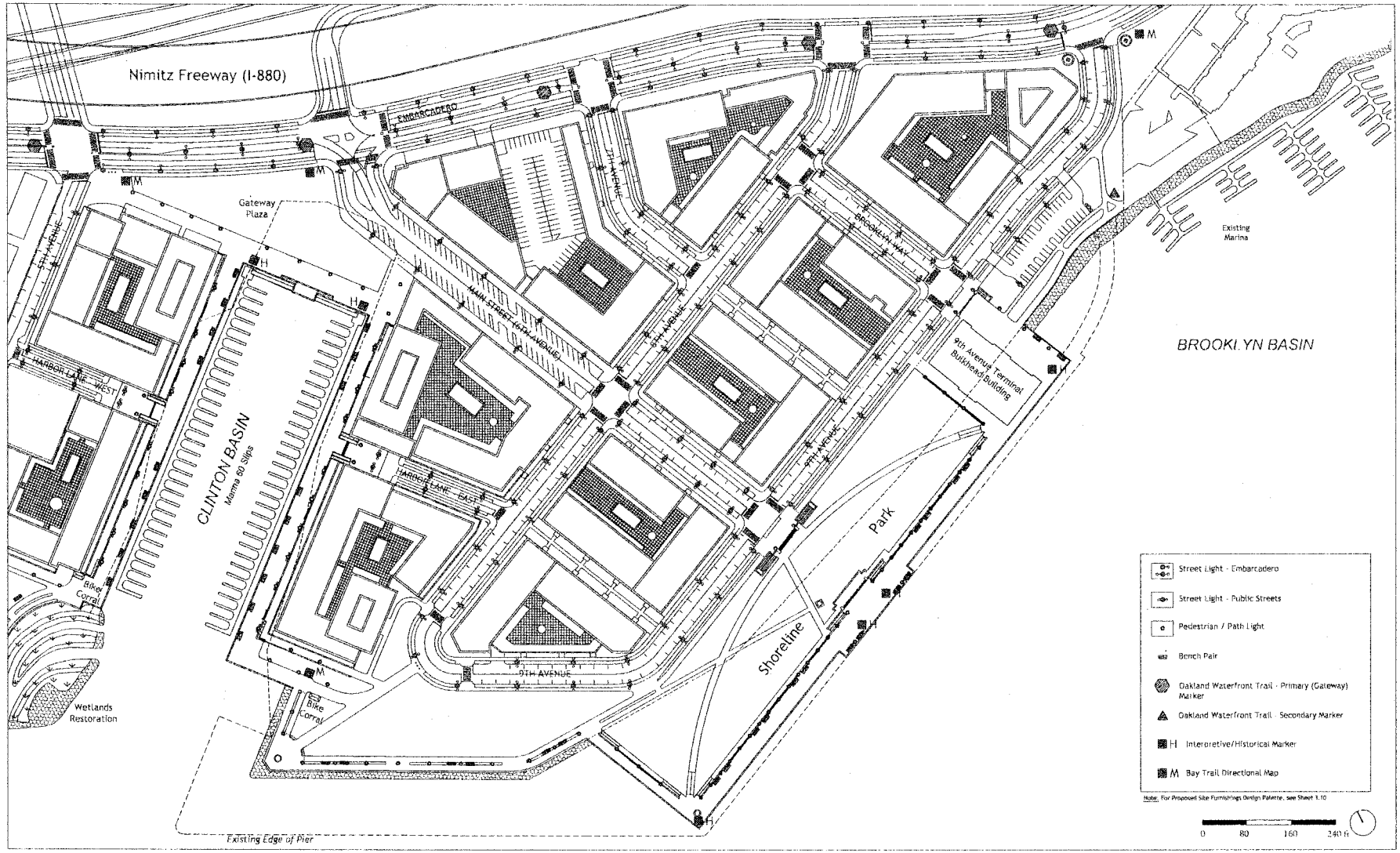
SITE FURNISHINGS DIAGRAM - WEST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
3.8



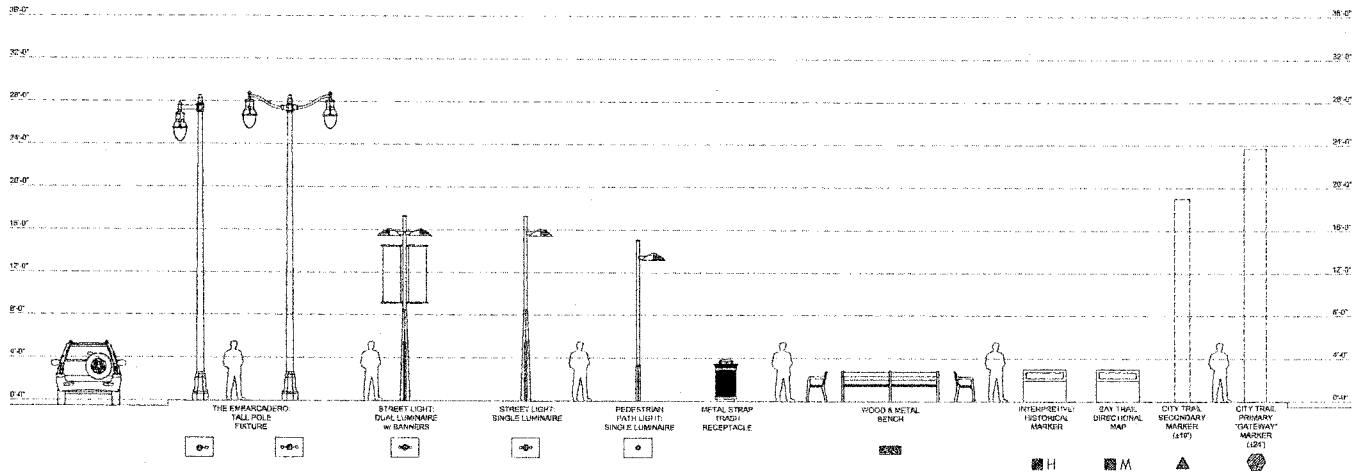
SITE FURNISHINGS DIAGRAM - EAST

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.9



SITE FURNISHINGS & SITE LIGHTING DESIGN PALETTE
Scale: 3/16" = 1'-0"

- Street Light - Embarcadero
- Street Light - Public Streets
- Pedestrian / Path Light
- Bench Pair
- Oakland Waterfront Trail - Primary (Gateway) Marker
- Oakland Waterfront Trail - Secondary Marker
- H Interpretive/Historical Marker
- M Bay Trail Directional Map

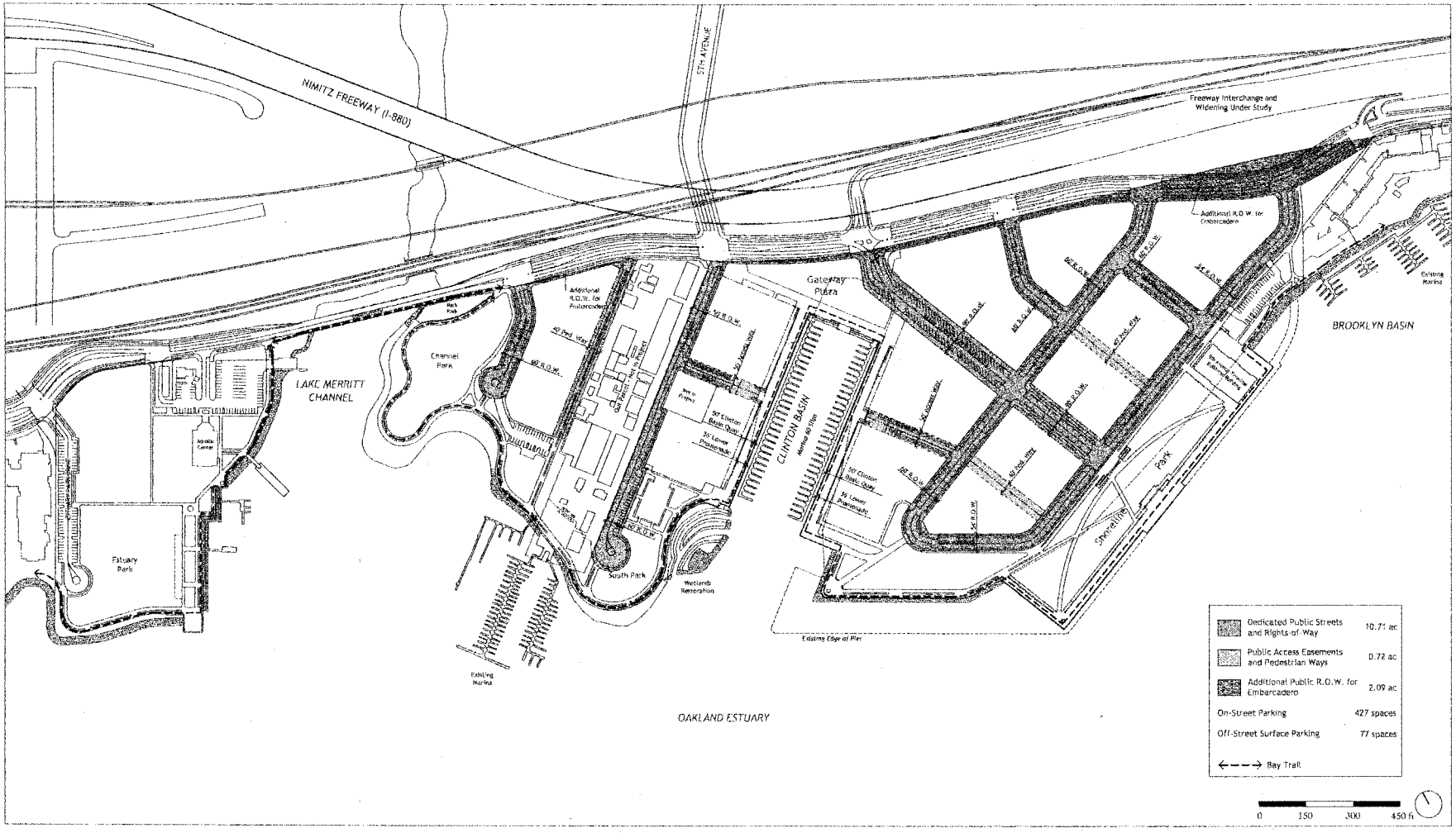
SITE FURNISHINGS & SITE LIGHTING DESIGN PALETTE

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
3.10



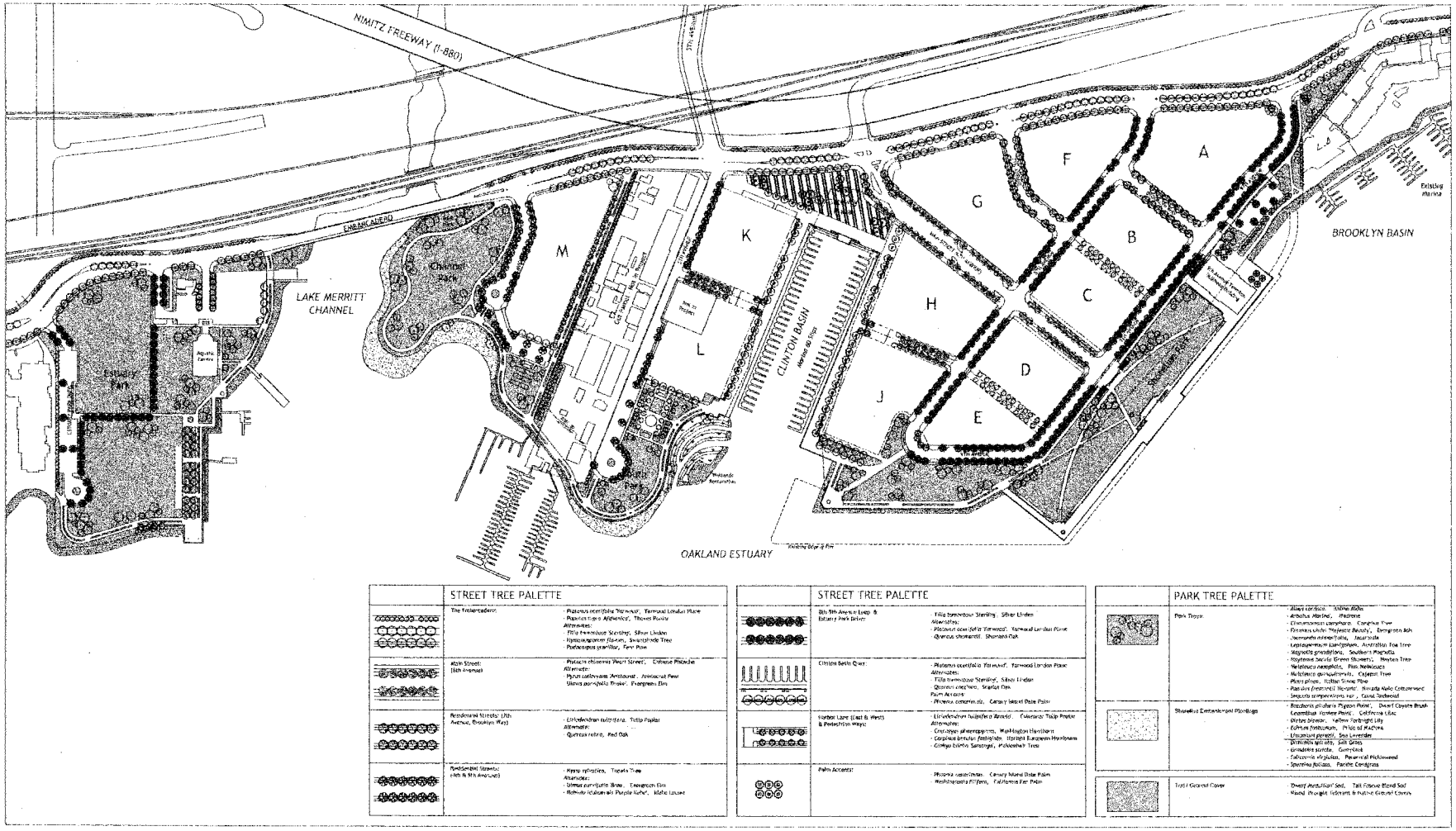
STREETS AND PEDESTRIAN WAYS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
4.1



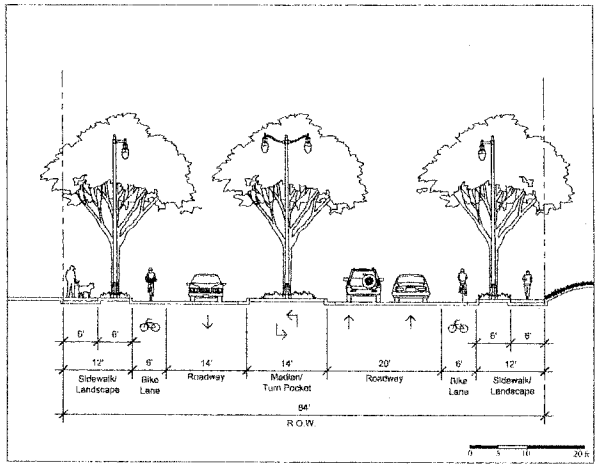
LANDSCAPE CONCEPT PLAN

Brooklyn Basin - Oak to 9th Development Plan

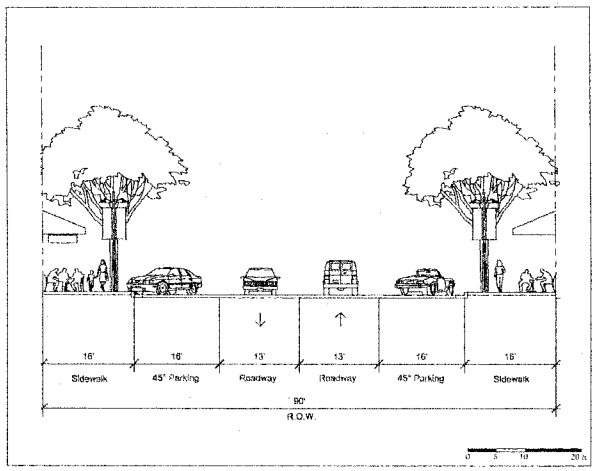
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

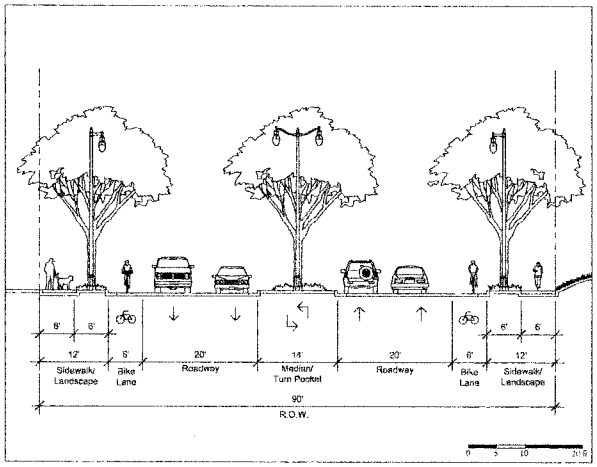
SHEET NO.
4.2



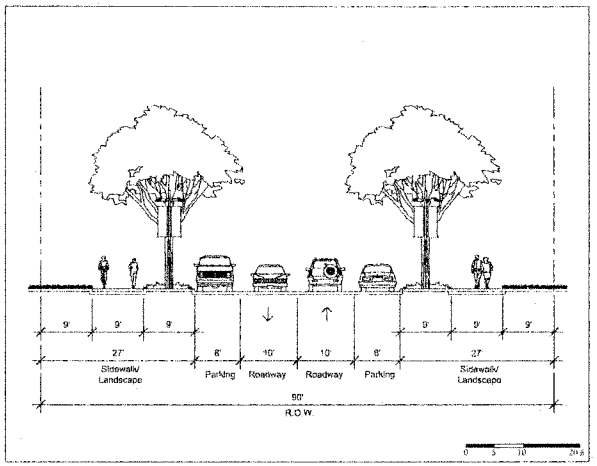
THE EMBARCADERO (East of 8th Avenue)



MAIN STREET - RETAIL



THE EMBARCADERO (East of Lake Merritt Channel to 8th Avenue)



MAIN STREET - RESIDENTIAL

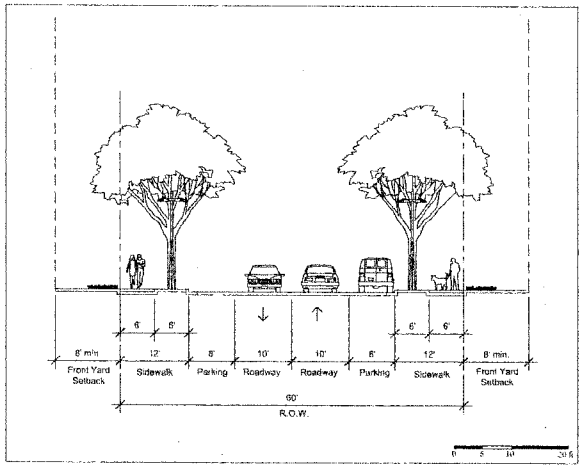
STREET SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

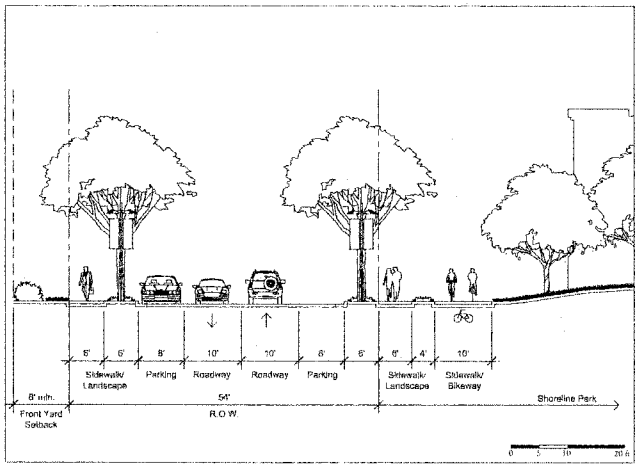
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

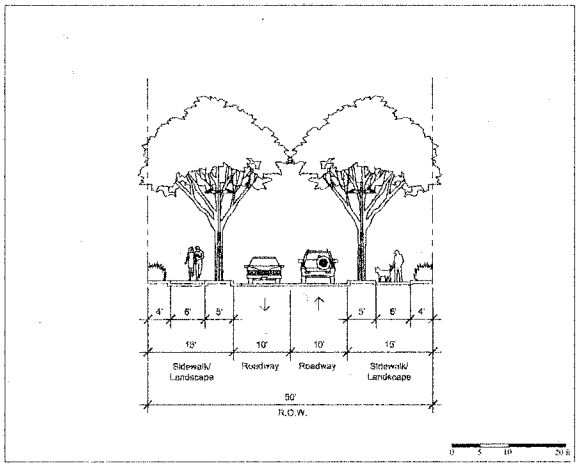
SHEET NO.
4.3a



TYPICAL 60FT R.O.W. STREET



9TH AVENUE - 54FT R.O.W. STREET W/ BIKEWAY



HARBOR LANE EAST & WEST

STREET SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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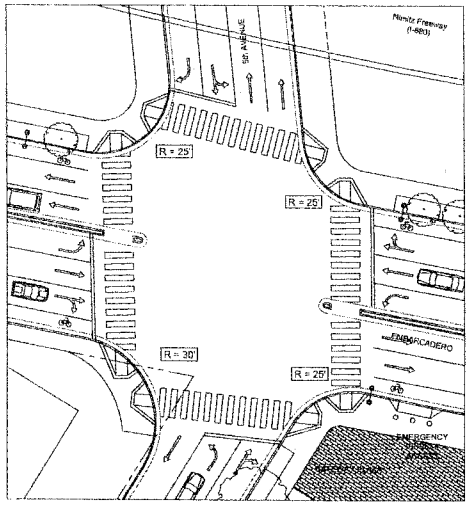
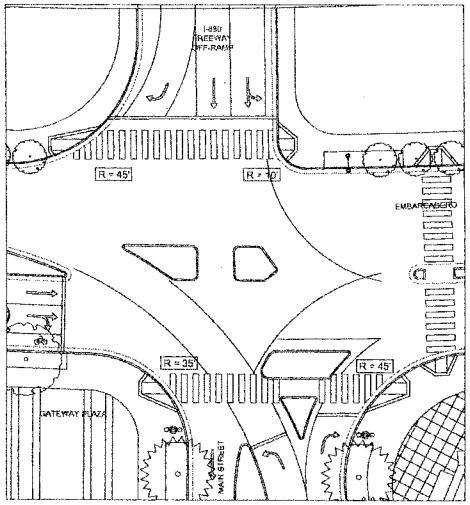
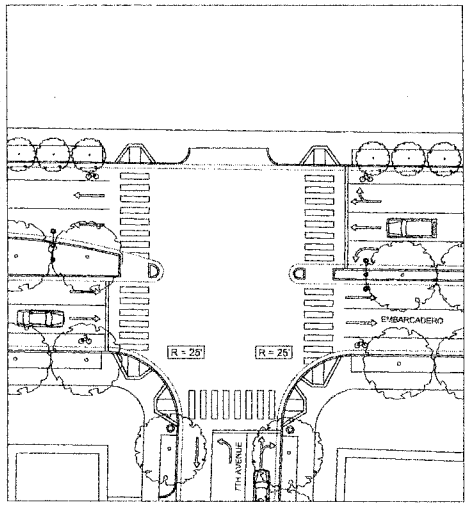
SHEET NO.
4.3b



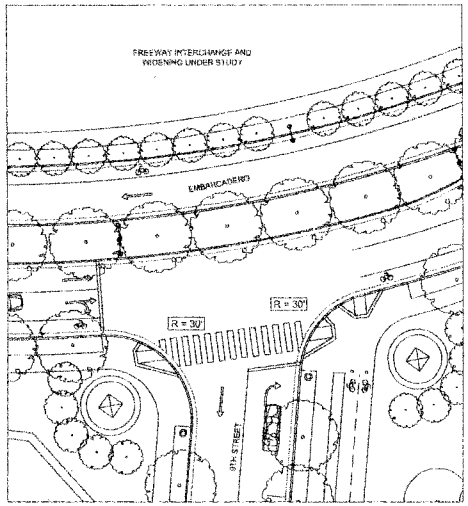
EMBARCADERO / 5TH AVENUE



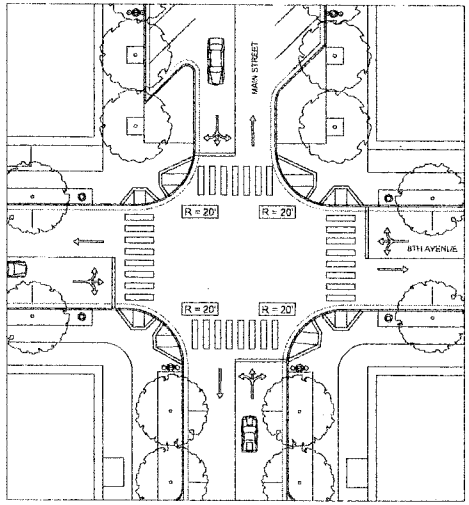
EMBARCADERO / MAIN STREET



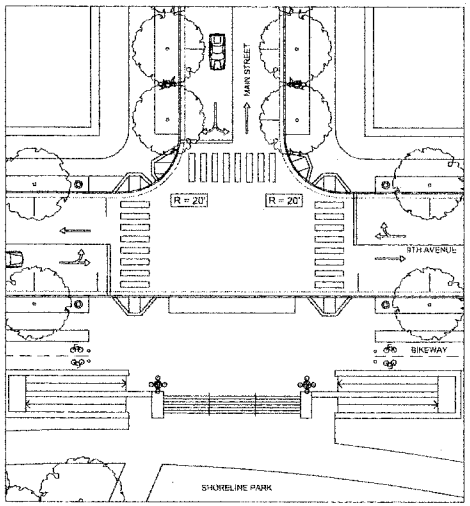
EMBARCADERO / 7TH AVENUE



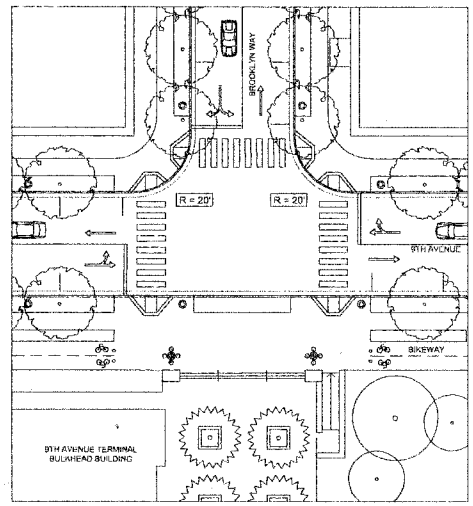
EMBARCADERO / 9TH AVENUE



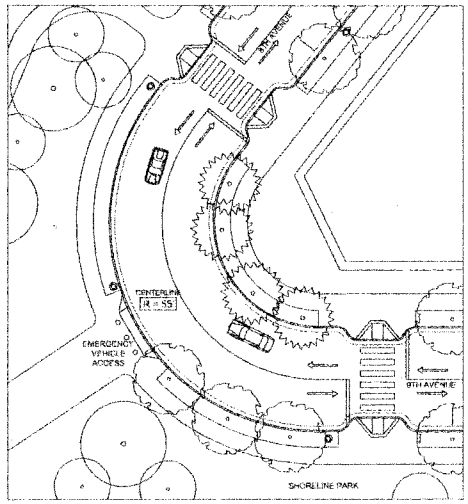
MAIN STREET / 8TH AVENUE



MAIN STREET / 9TH AVENUE



BROOKLYN WAY / 9TH AVENUE



8TH AVENUE / 9TH AVENUE

0 20 40 60 ft

STREET INTERSECTIONS

Brooklyn Basin - Oak to 9th Development Plan

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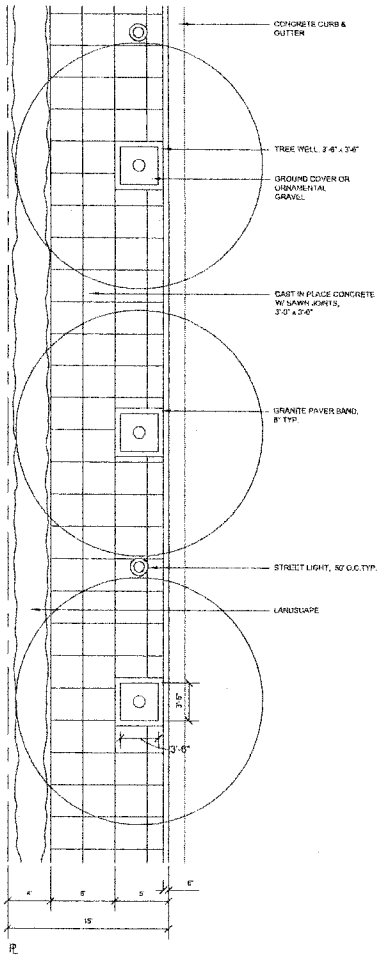
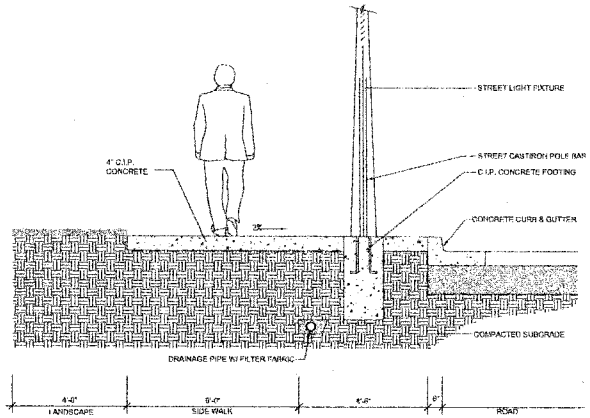
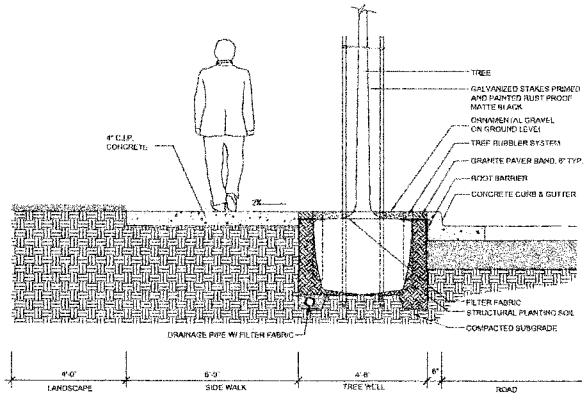
SHEET NO
4.4



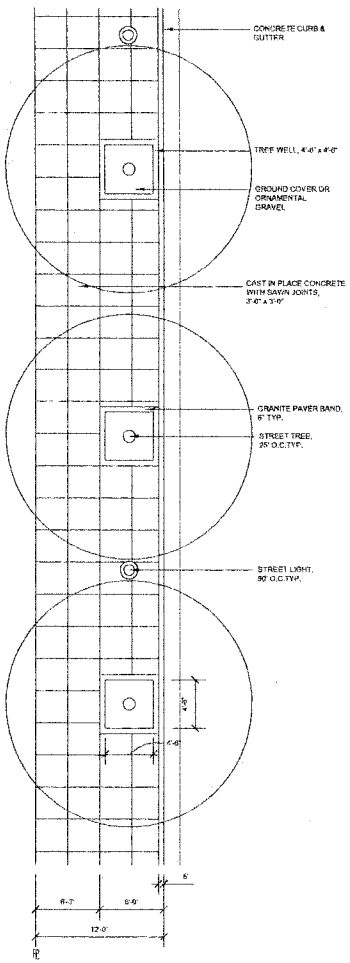
1 Typical Sidewalk Plan - 50' R.O.W.
SCALE: 3/16" = 1'-0"



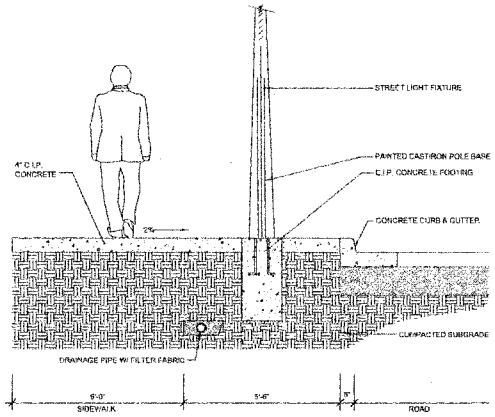
2 Typical Sidewalk Section at Light Fixture - 50' R.O.W.
SCALE: 1/2" = 1'-0"



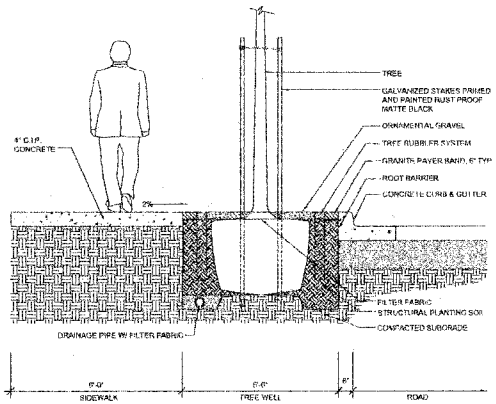
3 Typical Sidewalk Section at Street Tree - 50' R.O.W.
SCALE: 1/2" = 1'-0"



4 Typical Sidewalk Plan - 60' R.O.W.
SCALE: 3/16" = 1'-0"



5 Typical Sidewalk Section at Light Fixture - 54'/ 60' R.O.W.
SCALE: 1/2" = 1'-0"



6 Typical Sidewalk Section at Street Tree - 60' R.O.W.
SCALE: 1/2" = 1'-0"

STREETSCAPE STANDARDS 50' AND 60' R.O.W.

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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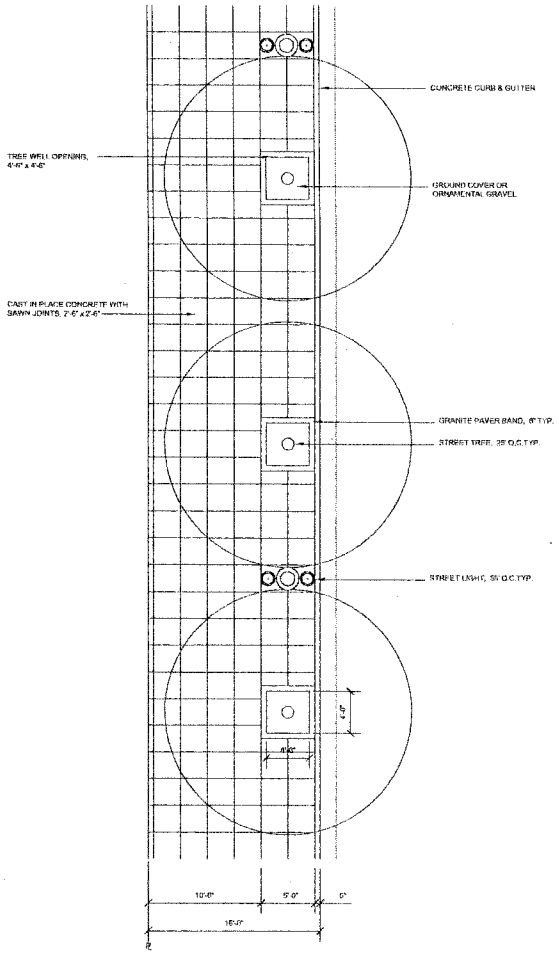
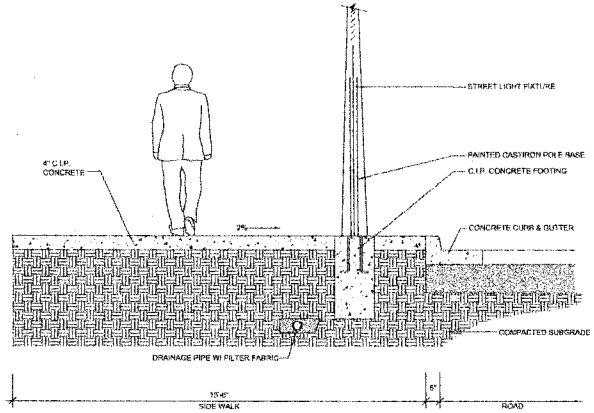
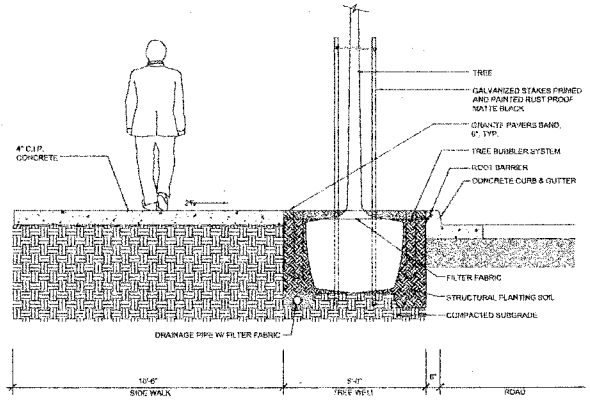
SHEET NO.
4.5



1 Typical Sidewalk Plan- Retail Frontage
SCALE: 3/16" = 1'-0"



2 Typical Sidewalk Section at Light Pole - Retail Frontage
SCALE: 1/2" = 1'-0"



3 Typical Sidewalk Section at Street Tree - Retail Frontage
SCALE: 1/2" = 1'-0"

STREETSCAPE STANDARDS 90' RIGHT OF WAY- RETAIL FRONTAGE

Brooklyn Basin - Oak to 9th Development Plan

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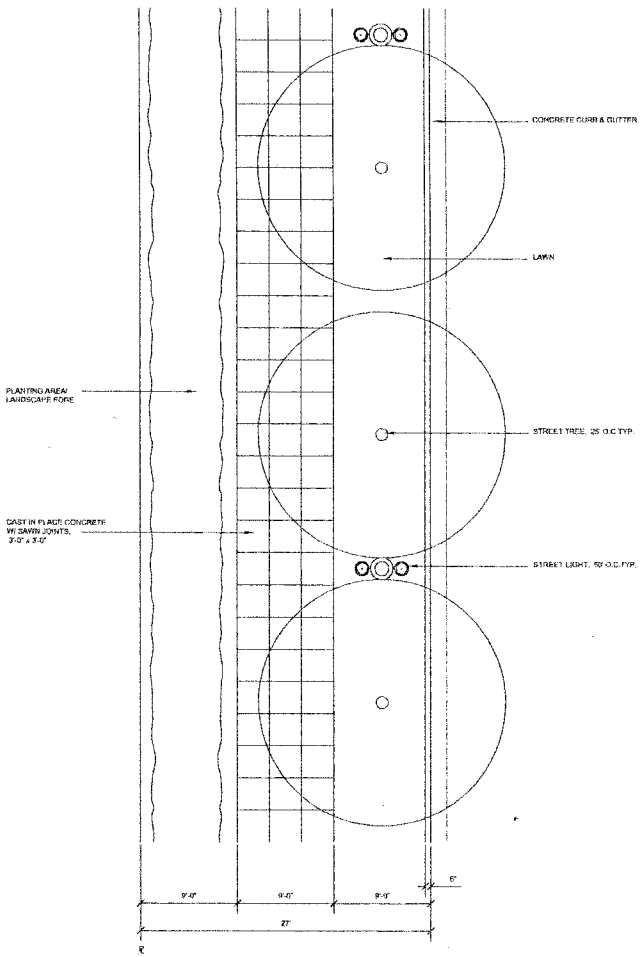
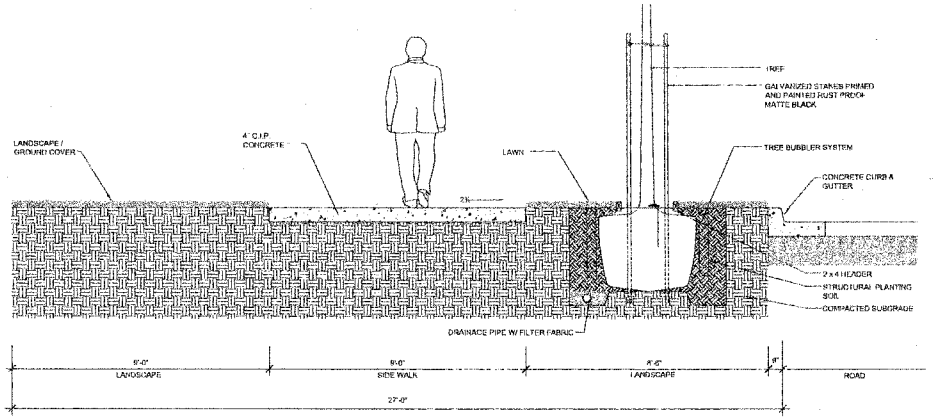
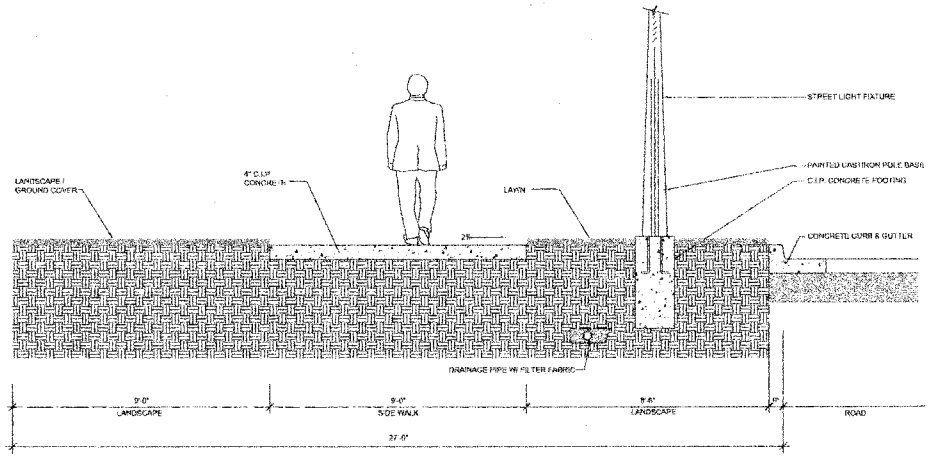
SHEET NO
4.6



1 Typical Sidewalk Plan- Residential Frontage
SCALE: 3/16" = 1'-0"



2 Typical Sidewalk Section at Street Tree - Residential Frontage
SCALE: 1/2" = 1'-0"



3 Typical Sidewalk Section at Light Pole - Residential Frontage
SCALE: 1/2" = 1'-0"

STREETSCAPE STANDARDS 90' RIGHT OF WAY- RESIDENTIAL FRONTAGE

Brooklyn Basin - Oak to 9th Development Plan

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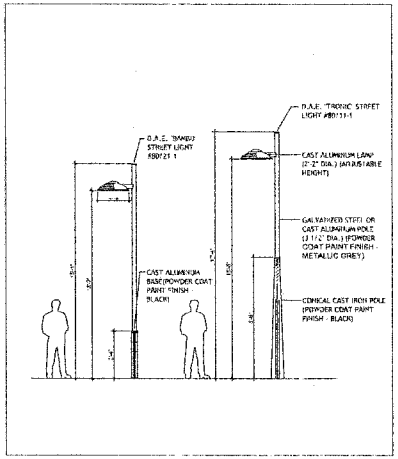
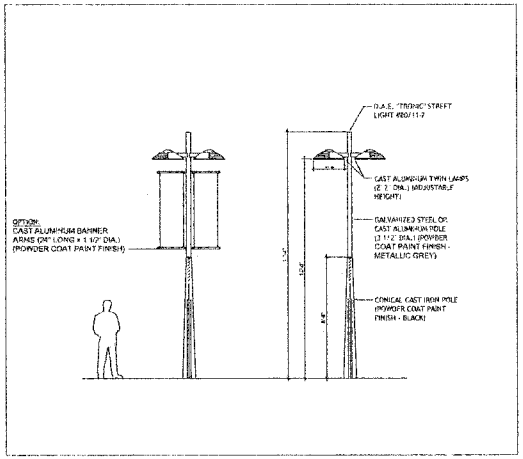
OCTOBER 2006

SHEET NO
4.7



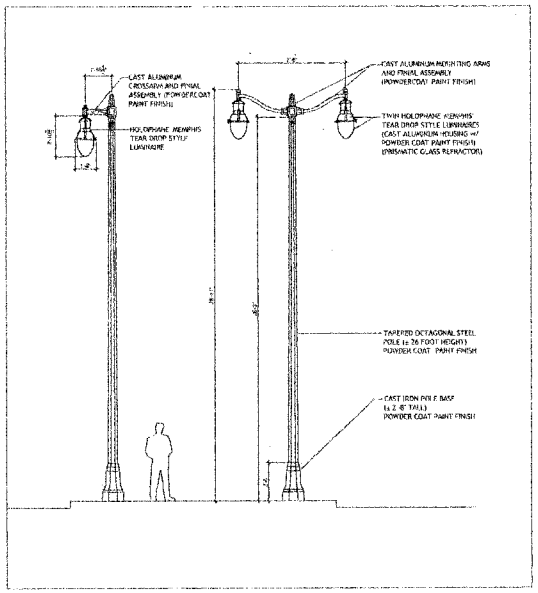
1B Pedestrian Light Pole & Street Light Pole - Single Luminaire

SCALE: 1/4"=1'-0"



2B Street Light Pole - Dual Luminaire

SCALE: 1/4"=1'-0"



3B The Embarcadero- Tall Pole Fixture

SCALE: 1/4"=1'-0"

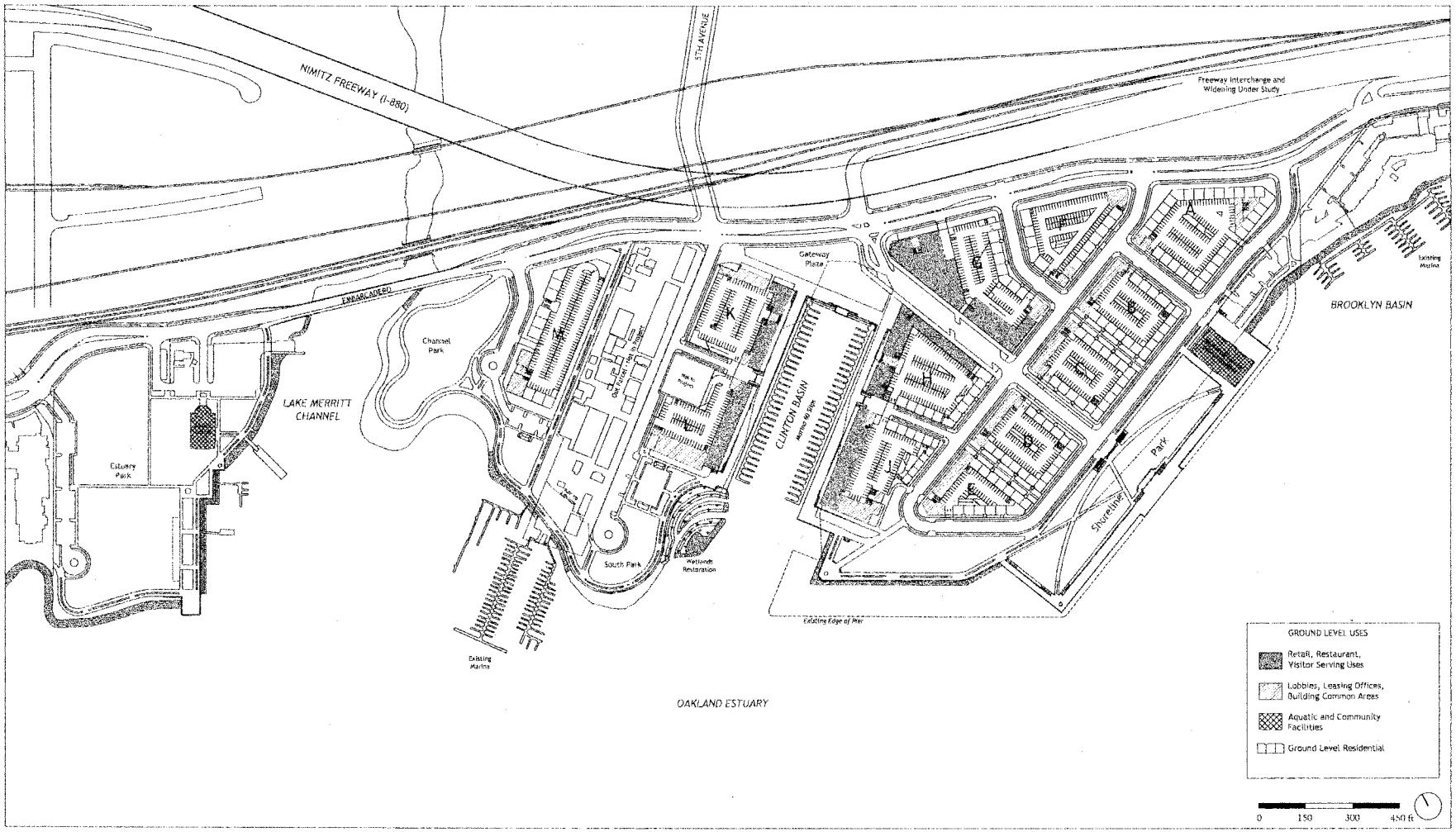
STREET LIGHTING STANDARDS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
4.8



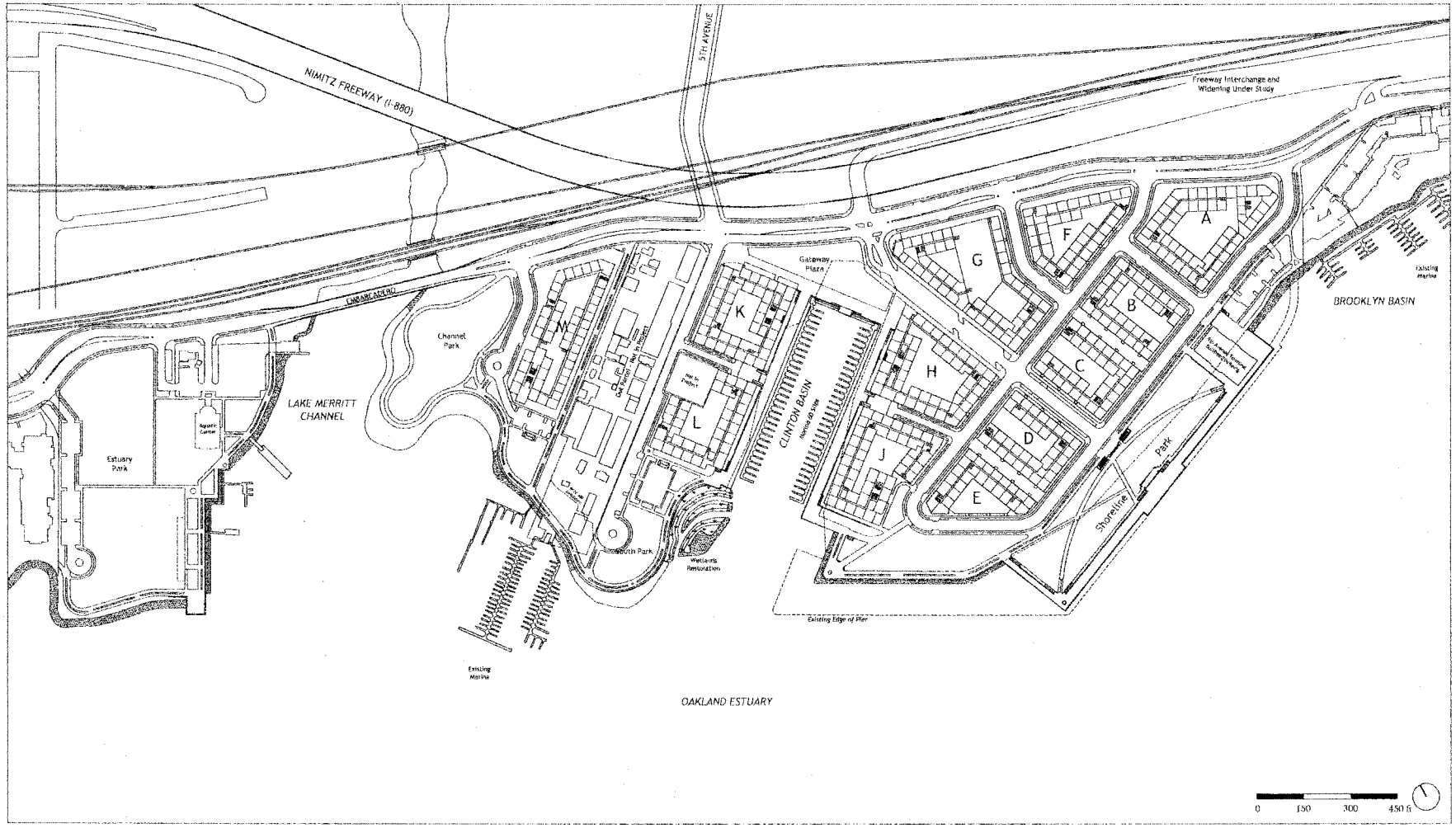
ILLUSTRATIVE GROUND LEVEL BUILDING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
5.1



ILLUSTRATIVE UPPER LEVEL BUILDING PLAN

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
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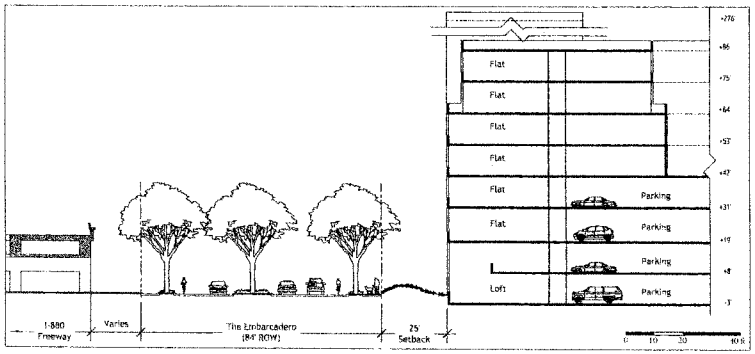
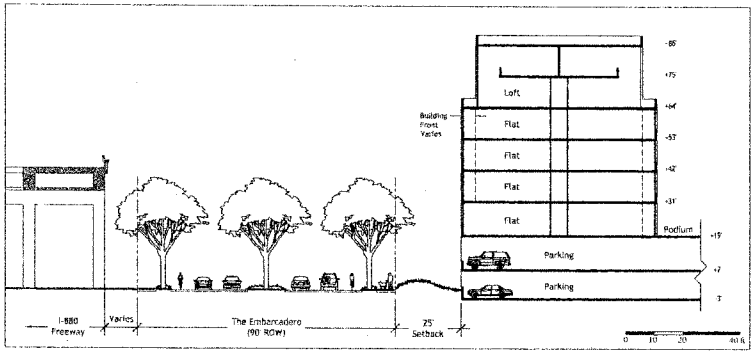
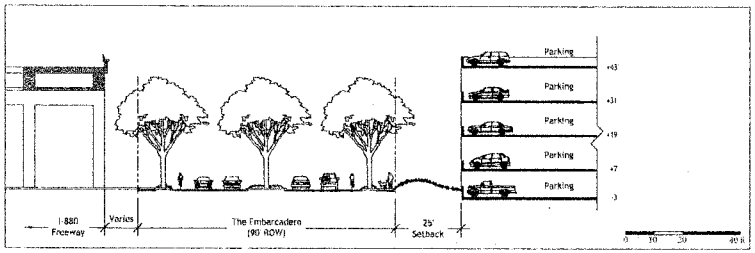


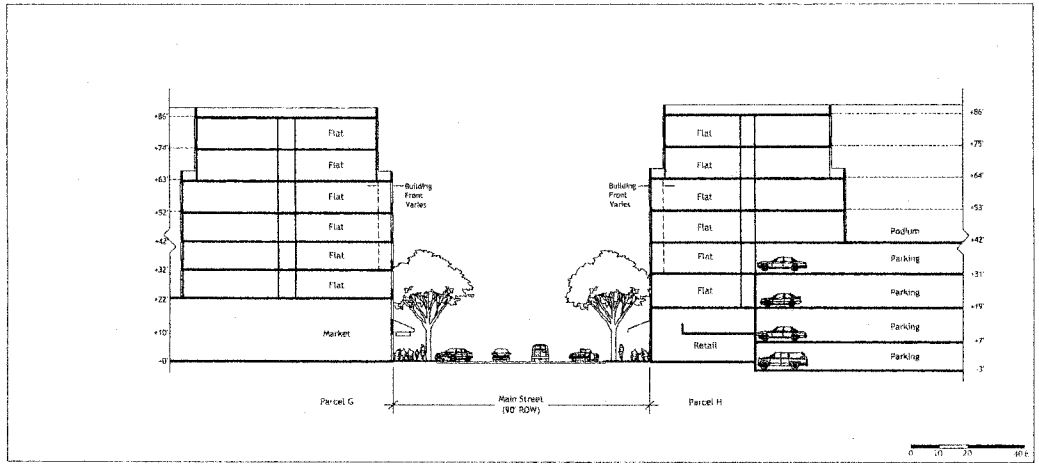
EMBARCADERO AT PARCEL A



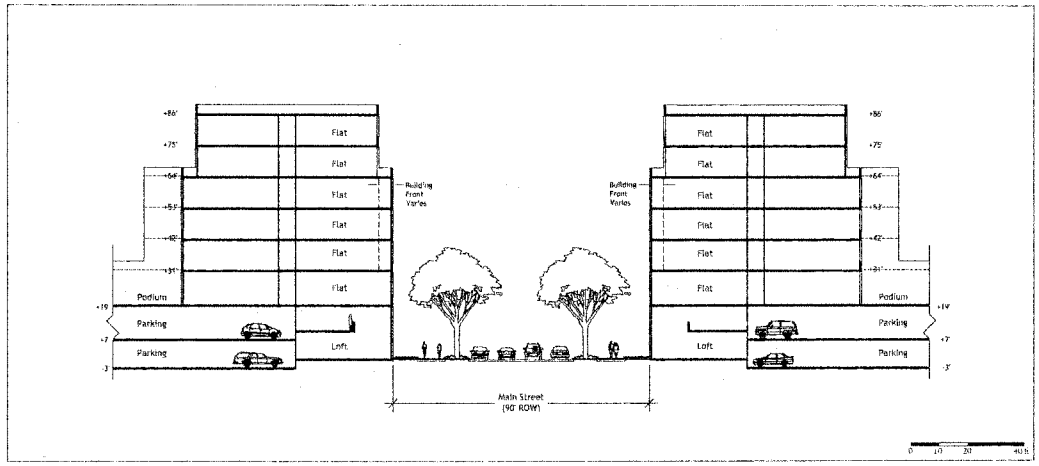
EMBARCADERO AT PARCEL F



EMBARCADERO AT PARCEL G



MAIN STREET AT PARCELS G & H



MAIN STREET AT PARCELS C & D

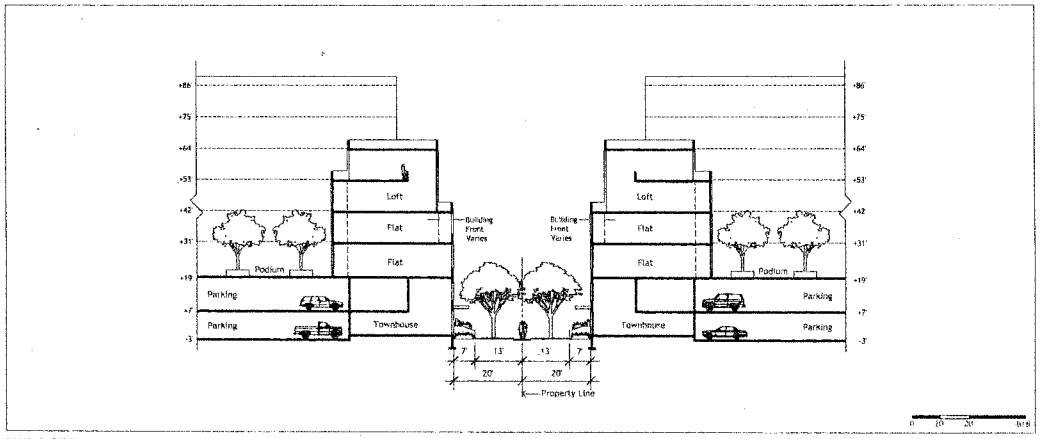
ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

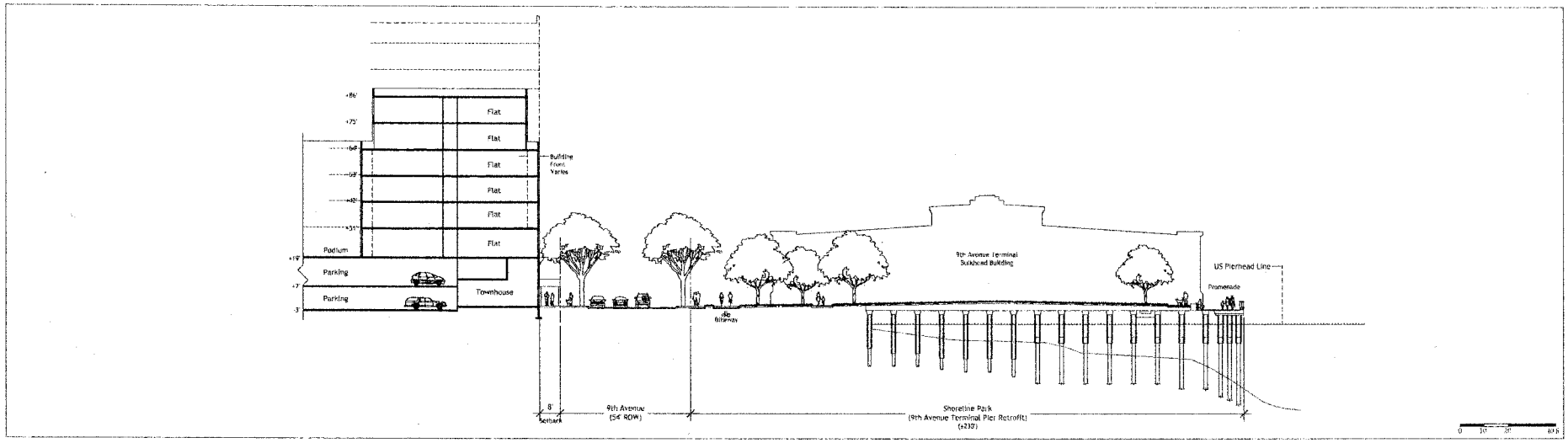
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
5.3



PEDESTRIAN WAYS BETWEEN PARCELS B, C, D & E



9th AVENUE AT PARCELS C, D, E & PIER RETROFIT

ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
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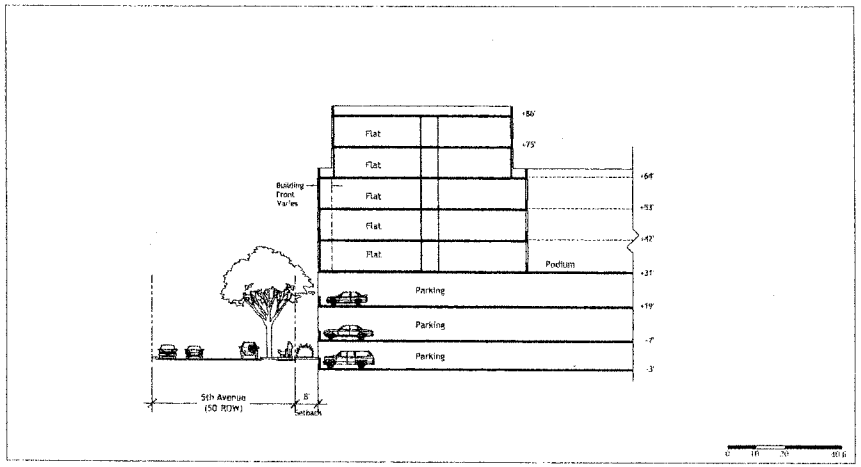
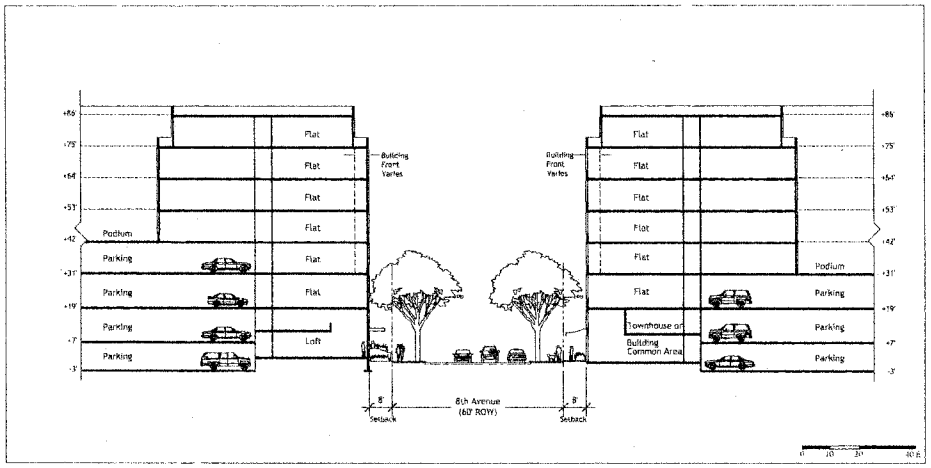
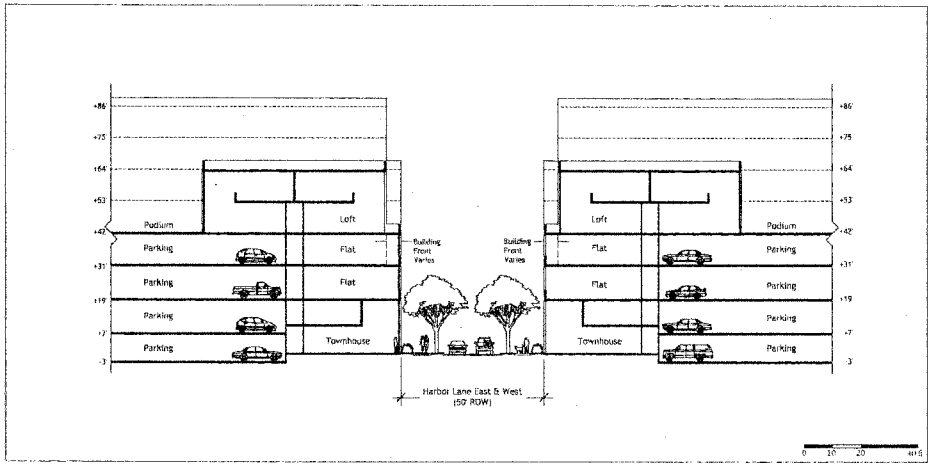


5th AVENUE AT PARCELS K & L



8th AVENUE AT PARCELS B, F, C, G, D, H, E & J



HARBOR LANE EAST & WEST AT PARCELS H, J, K & L

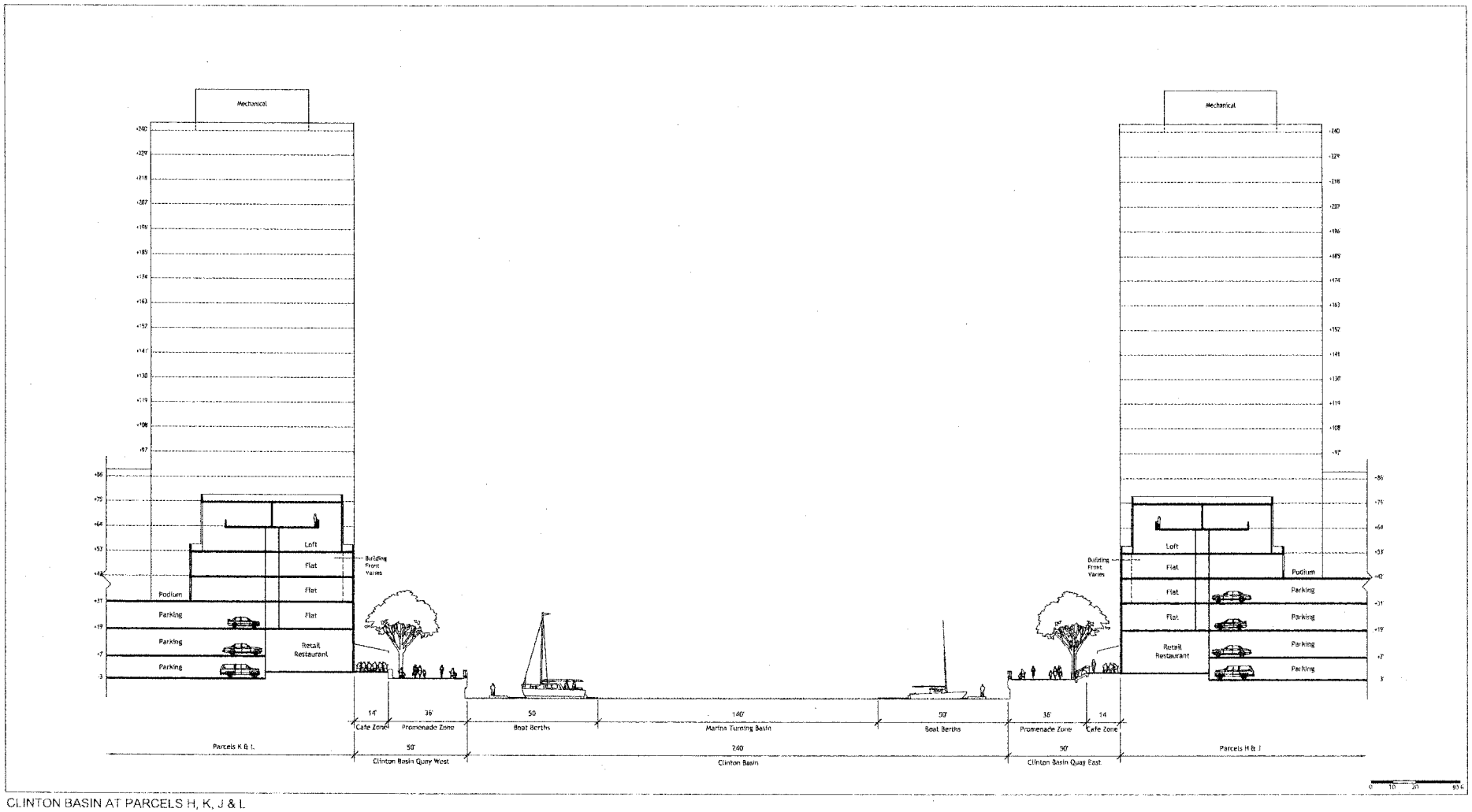
ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO
5.5



CLINTON BASIN AT PARCELS H, K, J & L

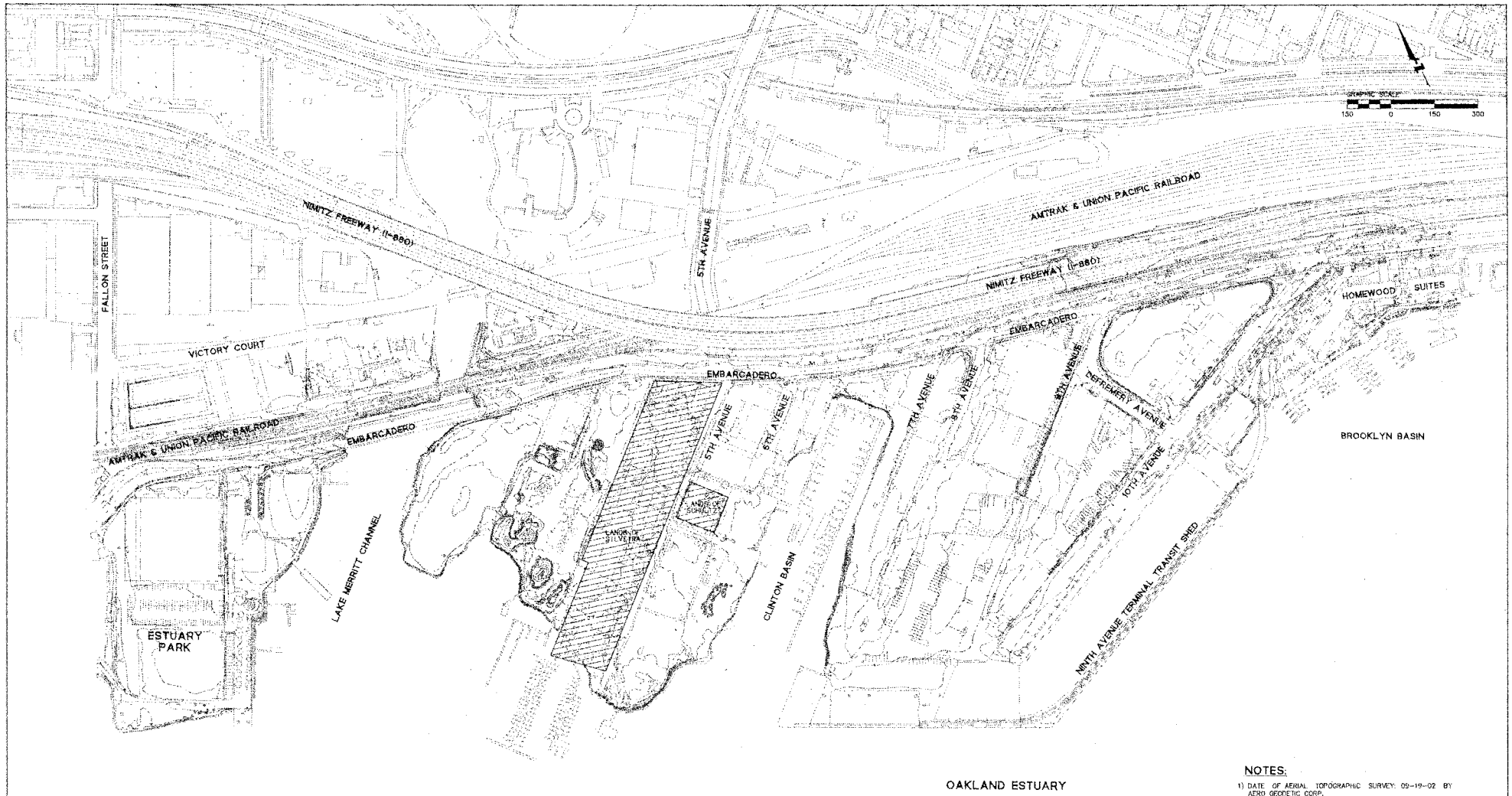
ILLUSTRATIVE BUILDING SECTIONS

Brooklyn Basin - Oak to 9th Development Plan

Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

OCTOBER 2006

SHEET NO.
5.6



NOTES:

1) DATE OF AERIAL TOPOGRAPHIC SURVEY: 09-19-02 BY AERO GEODETIC CORP.

BENCHMARK:

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

ELEVATION = 9.164 FT, CITY OF OAKLAND DATUM

BROOKLYN BASIN
Oak to 9th Development Plan

CITY OF OAKLAND, CALIFORNIA

OAKLAND HARBOR PARTNERS

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650.482.6300(TEL) 650.482.6399 (FAX)

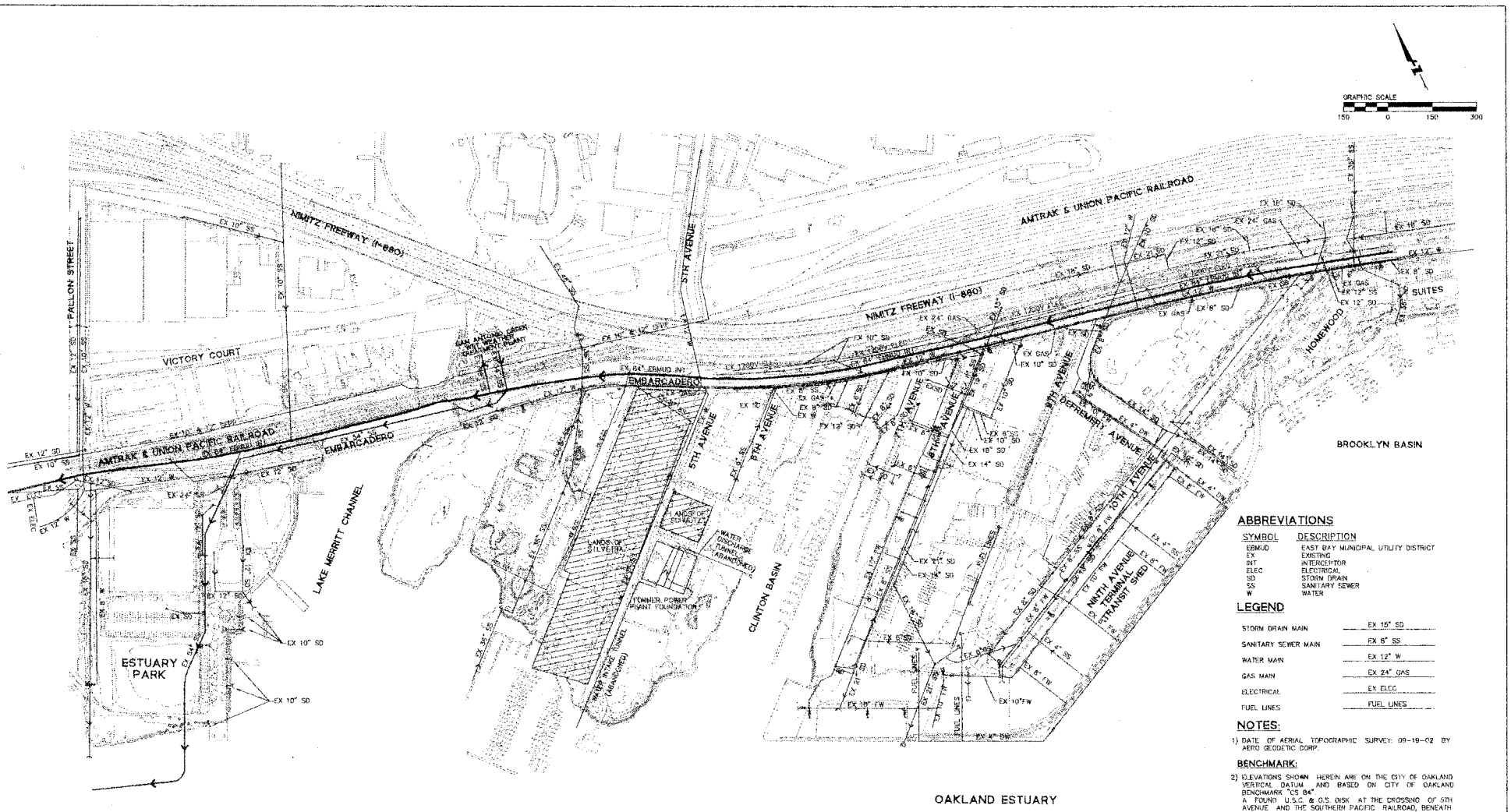
REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-06-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-20-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE: 1"=150'
DATE: October 16, 2006
NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36"

SHEET TITLE: **EXISTING TOPOGRAPHY**

SHEET NO: **C-1**

CASE: DRAWER: SET:



ABBREVIATIONS

SYMBOL	DESCRIPTION
EBMUD	EAST BAY MUNICIPAL UTILITY DISTRICT
EX	EXISTING
INT	INTERCEPTOR
ELEC	ELECTRICAL
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER

LEGEND

STORM DRAIN MAIN	EX 15" SD
SANITARY SEWER MAIN	EX 8" SS
WATER MAIN	EX 12" W
GAS MAIN	EX 24" GAS
ELECTRICAL	EX ELEC
FUEL LINES	FUEL LINES

NOTES:

1) DATE OF AERIAL TOPOGRAPHIC SURVEY: 09-19-02 BY AERO GEODETIC CORP.

BENCHMARK:

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

ELEVATION = 9.164 FT. CITY OF OAKLAND DATUM

UTILITIES

3) THE UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM RECORD DATA/OR SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION.

BROOKLYN BASIN
Oak to 9th Development Plan

CITY OF OAKLAND, CALIFORNIA

OAKLAND HARBOR PARTNERS

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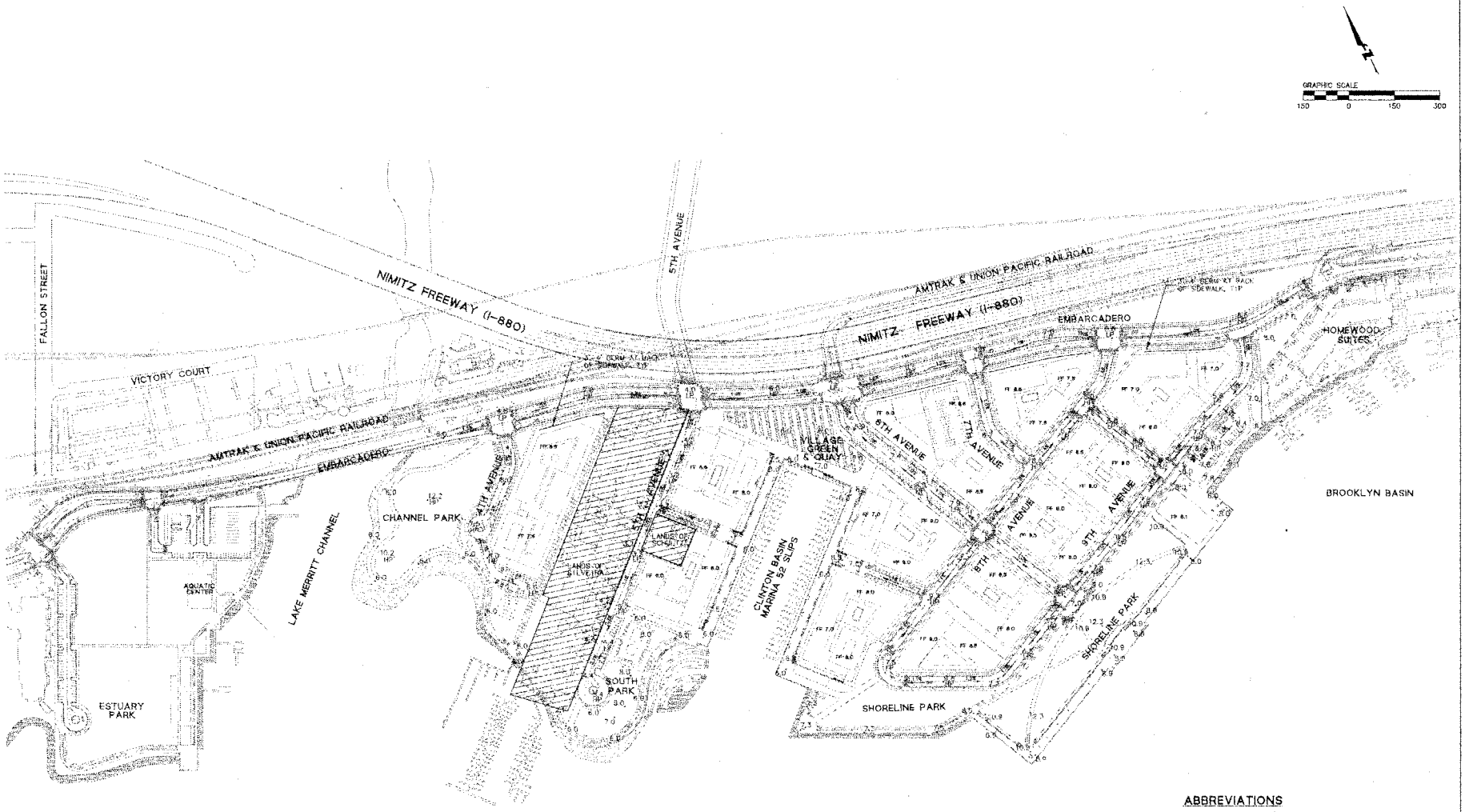
REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-08-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-20-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE: 1"=150'
DATE: October 16, 2006
NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36"

SHEET TITLE: **EXISTING UTILITIES**

SHEET NO: **C-2**

CASE	DRAWER	SET



ABBREVIATIONS

SYMBOL	DESCRIPTION
FF	FINISHED FLOOR
HP	HIGH POINT
LP	LOW POINT
TYP	TYPICAL

NOTES:

1) REFER TO DETAILED GRADING CONCEPT PLAN, STREET SECTIONS AND SHORELINE SECTIONS FOR ADDITIONAL INFORMATION.

BROOKLYN BASIN
Oak to 9th Development Plan

CITY OF OAKLAND, CALIFORNIA

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REVISION	DATE
P.U.D. SUBMITTAL	02-06-04
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-01-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	12-05-05
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	02-23-07
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-08

SCALE: 1"=130'

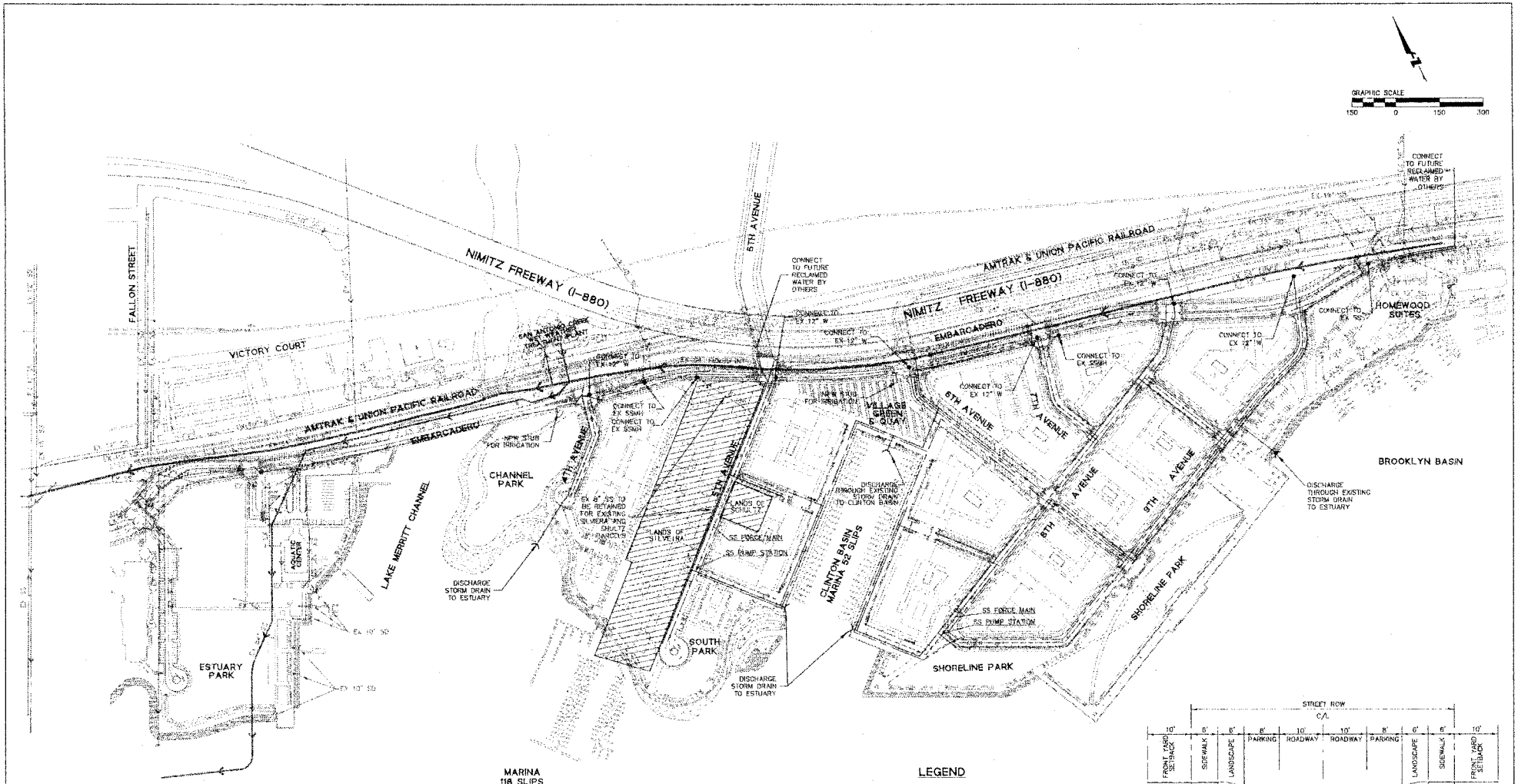
DATE: October 16, 2008

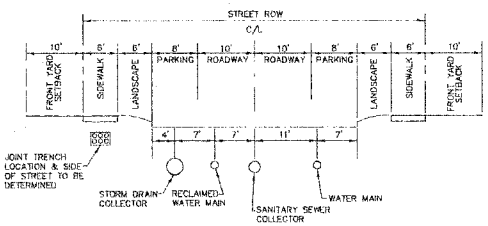
NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36".

SHEET TITLE:
PRELIMINARY GRADING CONCEPT PLAN

SHEET NO:
C-3

CASE	DRAWER	SITT





TYPICAL PUBLIC UTILITY LOCATIONS

SCALE: 1"=10'

LEGEND

	PROPOSED	EXISTING
STORM DRAIN MAIN		EX 12" SD
SANITARY SEWER MAIN		EX 8" SS
WATER MAIN		EX 12" W
RECLAIMED WATER MAIN		
POINT OF CONNECTION TO EXISTING UTILITY	•	
STORM DRAIN DISCHARGE		

ABBREVIATIONS

SYMBOL	DESCRIPTION
EBMUD	EAST BAY MUNICIPAL UTILITY DISTRICT
EX	EXISTING
INT	INTERCEPTOR
RW	RECLAIMED WATER
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER

EXISTING UTILITIES

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Oak to 9th Development Plan

CITY OF OAKLAND, CALIFORNIA

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PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	07-26-06
PRELIMINARY DEVELOPMENT PLAN SUBMITTAL	10-16-06

SCALE: 1"=150'

DATE: October 16, 2006

NOTE: THIS DRAWING IS REDUCED AND NOT TO SCALE IF SHEET SIZE IS SMALLER THAN 24" x 36".

SHEET TITLE:
PRELIMINARY UTILITY CONCEPT PLAN

SHEET NO:
C-4

CASE | DRAWER | SCT

C. PRAC Staff Report, dated April 8, 2015

CITY OF OAKLAND
Interoffice Memorandum

CITY OF OAKLAND
PARKS AND RECREATION

Oakland Parks and Recreation

TO: Barry Miller, Chair, Parks and Recreation Advisory Commission
FROM: Catherine Payne, Planner III, Major Projects Division, Bureau of Planning
DATE: April 8, 2015
SUBJECT: **INFORMATION REPORT REGARDING FINAL DEVELOPMENT PERMIT APPLICATION FOR SHORELINE PARK (BROOKLYN BASIN)**

SUMMARY

The purpose of this report is to provide the PRAC with background and information related to implementation of the Brooklyn Basin Project (formerly known as "Oak Street to Ninth Avenue"). The Brooklyn Basin Project land use entitlements were originally approved in 2006 and 2009. At this time, the applicant, Zarsion-OHP 1, LLC (ZOHP) is initiating Phase I improvements. Specifically, the applicant is seeking a Final Development Permit to construct Shoreline Park, including the demolition of a large portion of the 9th Avenue Terminal, as approved under the Preliminary Development Permit. Later this year, staff will request the PRAC to consider FDP findings for Shoreline Park.

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin generally encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 10th Avenue to the east, and Fallon Street to the west. The Shoreline Park site is located in the eastern portion of Brooklyn Basin, generally between 9th Avenue and the Oakland Estuary. The Shoreline Park site previously hosted commercial and industrial uses (including the Ninth Avenue Terminal, a retail furniture store, a metal recycling facility, and outdoor storage of shipping containers).

FISCAL IMPACT

There will be no fiscal impact to the City of Oakland related to development and maintenance of Shoreline Park. The project is responsible for both development and maintenance of all Brooklyn Basin parks, including Shoreline Park.

Regarding development costs and responsibilities, the Development Agreement between City of Oakland, Redevelopment Agency of the City of Oakland, and Oakland Harbor Partners, LLC (Development Agreement) Section 4.4.2 states that:

"Developer, at it[s] sole cost, shall be responsible for the construction of the Public Open Space improvements for that portion of the Public Open Space located east of the Lake Merritt Channel pursuant to plans approved by the City, which plans shall be substantially similar to the conceptual plans included within the Project Approvals... Notwithstanding the foregoing to the contrary, Developer shall have the right to fund all or a portion of the costs associated with the construction of the Public Open Space improvements through the CFD {Community Facilities District]."

In summary, the Development Agreement states that the developer, ZOHP, is responsible for construction and delivery of park improvements to the City of Oakland.

Regarding future ongoing park maintenance, the Development Agreement assumes maintenance to be undertaken by the project:

"The City and Developer shall work together to form the CSD {Community Services District} (Section 4.4.4)... The CSD would be responsible for day to day maintenance of the following public improvements pursuant to the Minimum Maintenance Standards attached hereto as Exhibit F: (i) the improvements within the Public Open Space (including, without limitation, the pile supported deck underlying Shoreline Park) (Section 4.4.4.2)... Regardless of whether or when the CSD is formed, (i) the CFD shall be formed, and (ii) full funding established and authorized as necessary to fulfill in perpetuity (A) the maintenance and service obligations specified in this Section 4.4 or otherwise specified for inclusion in the CSD or CFD budget..." (Section 4.4.4.4)

In summary, the DA states that a CSD and/or CFD or other separate financial tool, acceptable to the City will fund park maintenance and not the City of Oakland.

Staff is currently working with the developer, ZOHP, to establish a Community Facilities District and other financial tools to provide park maintenance that ensure no City of Oakland responsibility, consistent with the terms of the Development Agreement.

PROJECT DESCRIPTION

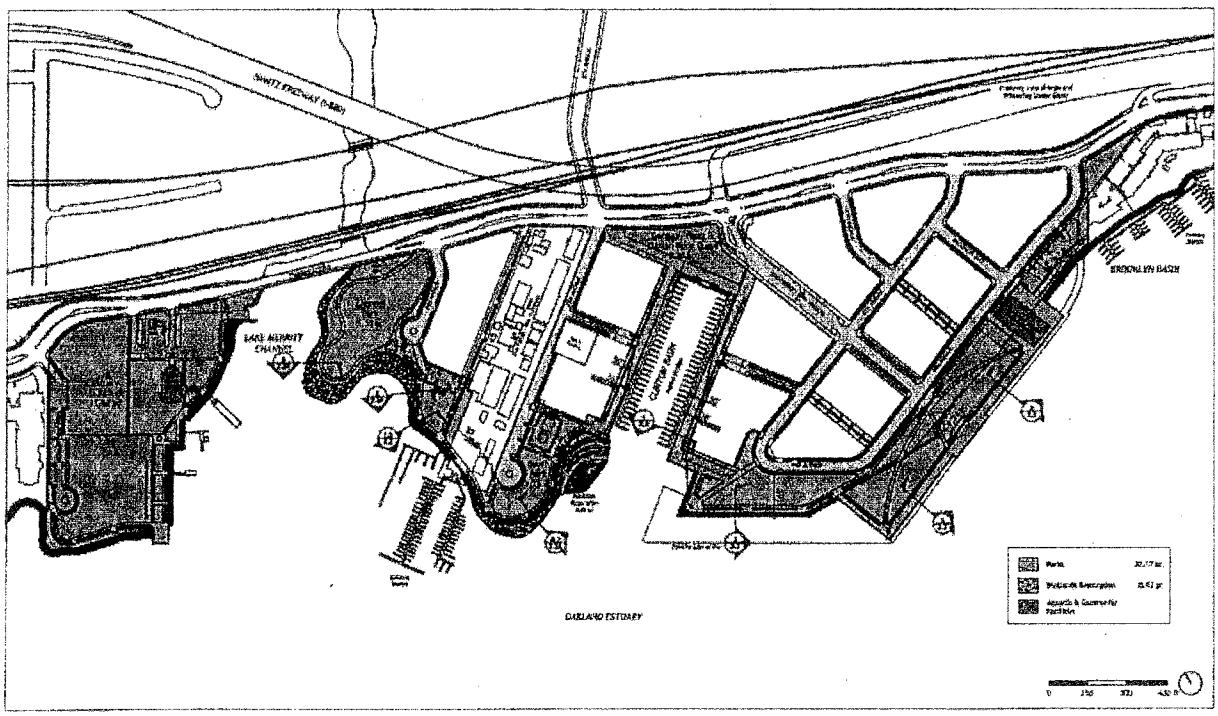


Figure 1: Brooklyn Basin Parks (Shoreline Park is the southeastern most park)

ZOHP is initiating final permit applications to develop Shoreline Park. Shoreline Park is the first of three new parks that are planned as part of the approved Brooklyn Basin project. Shoreline Park is the southeastern most park at the Brooklyn Basin site (immediately east of 9th Avenue), sited generally where the 9th Avenue Terminal is currently located. ZOHP received preliminary land use entitlements for the park and demolition of the 9th Avenue Terminal in 2009. At this time, the remaining City of Oakland requirements to allow issuance of construction-related permits for the park include:

- Demolition Findings for the 9th Avenue Terminal (Landmarks Preservation Advisory Committee—LPAB-- recommendation to Planning Commission--PC);
- Submittal of an application to designate the 9th Avenue Terminal as a City of Oakland Landmark (LPAB and PC recommendation to City Council); and
- Final Development Permit for Shoreline Park, including the remaining portion of the 9th Avenue Terminal (LPAB and Parks and Recreation Advisory Committee—PRAC--recommendation to PC).

ZOHP has submitted a Final Development Permit (FDP) application for Shoreline Park, as well as a Landmark Application for the 9th Avenue Terminal. As of this writing, staff has not deemed either application complete. However, in the interest of seeking early public and City input, staff is providing information to and seeking guidance from the PRAC regarding the project status and proposed design.

The planned Shoreline Park is approximately 10 acres, much of which is located on an existing pile-supported wharf over the Bay. The approved design includes demolition of approximately 90 percent of the 9th Avenue Terminal, and historic preservation of the southeastern portion of the building. The park is envisioned to host periodic special events. There are 30 off-street parking spaces and up to 60 on-street parking spaces (public spaces located on 9th Avenue, adjacent to the park). The PDP included an open lawn area occupying up to four acres of the site; however, due to structural limitations of the wharf, the FDP application includes wood decking in lieu of lawn.

Attachment A provides the plans submitted by ZOHP to initiate the FDP application, and includes both conceptual park plans and the proposed 9th Avenue Terminal building design.

BACKGROUND

City of Oakland Land Use Entitlements

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

held property along and east of 5th Avenue that contains a mix of commercial and industrial uses, as well as a small community of work/live facilities.

Over the past year, ZOHP has worked with the City of Oakland to comply with the terms of the zoning regulations, Development Agreement (DA), Planned Unit Development permit (PUD), Environmental Impact Report (EIR) and the adopted project Conditions of Approval (CoAs) to prepare the Phase I site for parcel development activities. Parcel development cannot occur until a Final Map is issued, and specific CoAs must be met prior to issuance of the first Final Map. To this end, the applicant has worked to complete the following milestones toward issuance of the first Final Map (this matrix represents the highlights of the applicant's activities and is not exhaustive):

Summary of Brooklyn Basin Milestones March 2015

Milestone	Required by	Status
Land Use Entitlements (DA, PUD/PDP, GPA, Rezone, EIR)	Oakland Municipal Code	Complies: Initial (challenged) approval 7/18/2006; Final approval 1/2009
Schematic Master Improvement Plan	CoA 33, Prior to issuance of site development grading permit	Complies: Submitted to the City of Oakland and revised based on City comments 3/2014; City Engineer approval 5/2014
Soil remediation (grading/surcharge permits)	EIR MM H, Prior to issuance of site development building permits	Complies: Activities initiated 6/2014
Sale of Parcels F, G and T to the City of Oakland	CoA 48: 90 days after determination of Finished Lots or earlier	Complies: Close of escrow 8/2014 (prior to Finished Lot)
Phase I Infrastructure FDP	Zoning regulations	Approved by Planning Commission 11/14
CFD	CoA 38, Prior to issuance of first Final Map	In process as of this writing
Final TDM	EIR MM B and C, CoA 22, Prior to approval of FDP	Complies: Planning Commission recommendation 11/5/14; City Council consideration pending
Submittal of CC&Rs	CoA 30, Prior to submittal of First Final Map	Complies: 8/2014

The PUD includes two permitting phases: the Preliminary Development Permit (PDP) and the Final Development Permit (FDP). The PDP was approved as part of the PUD approval in 2006. The PDP represents schematic design of Shoreline Park (and is shown in Attachment B to this report). The FDP is intended to represent design development of the approved PDP—it should be consistent with and an evolution and refinement of the approved PDP. In considering approval of an FDP application, the Planning Commission is asked to make "written findings that the Final Development Plan is in substantial conformance with the Preliminary Development Plan…" (Planned Waterfront Zoning District Section PWD-4.060). The PRAC, in turn, will be asked to make a recommendation to the Planning Commission for all future Brooklyn Basin Park FDP applications based on the required findings.

State Lands Jurisdiction

The Public Trust Policy for the California State Lands Commission controls waterfront land uses generally (and Shoreline Park, specifically), as follows:

> *Uses of trust lands, whether granted to a local agency or administered by the State directly, are generally limited to those that are water dependent or related, and include commerce, fisheries, and navigation, environmental preservation and recreation. Public trust uses include, among others, ports, marinas, docks and wharves, buoys, hunting, commercial and sport fishing, bathing, swimming, and boating. Public trust lands may also be kept in their natural state for habitat, wildlife refuges, scientific study, or open space. Ancillary or incidental uses, that is, uses that directly promote trust uses, are directly supportive and necessary for trust uses, or that accommodate the public's enjoyment of trust lands, are also permitted. Examples include facilities to serve visitors, such as hotels and restaurants, shops, parking lots, and restrooms. Other examples are commercial facilities that must be located on or directly adjacent to the water, such as warehouses, container cargo storage, and facilities for the development and production of oil and gas. Uses that are generally not permitted on public trust lands are those that are not trust use related, do not serve a public purpose, and can be located on non-waterfront property, such as residential and nonmaritime related commercial and office uses.*

In summary, applicable State Lands jurisdiction requires Shoreline Park uses to be waterfront-related and public in nature.

Bay Conservation and Development Commission

With regards to the Shoreline Park project, The Bay Conservation and Development Commission (BCDC) has jurisdiction over the 100 feet of land inland from the San Francisco Bay shoreline and requires the provision of a minimum 10-foot wide section of the Bay Trail through all redeveloped bayfront parcels in their jurisdiction, as well as "maximum feasible public access" (Shoreline Spaces: Public Access Design Guidelines for the San Francisco Bay, BCDC). More specifically, Shoreline Park is subject to a BCDC Permit (No. 2006.007.01) that is generally consistent with the PDP (see Attachment B), and includes: 345,000 square feet of access, including a public fountain, 40 benches, pedestrian-scale lighting, wharf railings, one Bay Trail directional map, four interpretive/historic markers, a vertical trail marker; a 24,600 square-foot rain garden for stormwater

detention, as well as public access improvements along the train trestle located to the northeast of the Ninth Avenue Terminal.

Public Comments to Date

The LPAB previously reviewed the Shoreline Park FDP application at their regularly scheduled meeting on March 9, 2015. In addition, the LPAB held a public hearing on the information item. The following comments were received:

- LPAB:
  - Landmark application:
    - Prefer to process Landmark application sooner rather than later (prior to demolition)
    - Would like to receive an application to landmark entire building
      - *Staff note: CoA 25.b(5) states project requirement as: ...an application to nominate the remaining portion of the building and the site as a City of Oakland landmark*
    - Can 2004 landmark application be revived?
    - Would like applicant to work with community to submit application
    - LPAB might receive two separate applications at two different times
  - Design:
    - Park design should incorporate references to extent and footprint of historic building: carry evidence of building out into landscape (keep pedestals/columns)
    - Ensure long-term maintenance of unique park features
    - Need more public amenities: restrooms, seating and gathering areas
    - Park feels vast and empty:
    - Invigorate space with pop-up retail and activities;
    - Indicate immense scale of 9th Avenue Terminal;
  - Express landscape that might have been there historically
  - Established a subcommittee:
    - Andrews and MacDonald volunteered to be on subcommittee
- Public Speakers:
  - Naomi Schiff:
    - Likes Michael Willis design for the remaining portion of the 9th Avenue Terminal
    - Mark the original portion of the building to indicate the earlier (vs. the later) construction phase of the building
    - Park design is not adequately detailed
    - Does not support landmarking the building: this is a remnant of a facility and landmarking such would be an insult
    - Believes the wharf may be historic given its' age
    - No high-end restaurant
    - Integrate indoor/outdoor space
  - Joyce Roy:
    - How many building bays is the project required to preserve?
      - *Staff note: The required retention of twenty thousand square feet of the original building is accommodated by retention of four building bays;*

keeping an additional two bays as outdoor space is not part of the required building retention

- Designate entire building as a landmark, as the planned project may never happen

NEXT STEPS

The purpose of this report is to provide background information regarding the Brooklyn Basin Shoreline Park PDP, provide the PRAC with the preliminary Shoreline Park FDP submittal, and provide clarity to and respond to questions from the PRAC and community members regarding the remaining decision-making process for development of the park.

In the future, the PRAC will be asked to conduct design review and make a recommendation regarding the required FDP findings. As noted above, the required Planning Commission findings are "that the Final Development Plan is in substantial conformance with the Preliminary Development Plan…" (Planned Waterfront Zoning District Section PWD-4.060).

RECOMMENDATION

Staff recommends the PRAC:

A. Accept this informational report;
B. Review the attached plans (Attachment A);
C. Provide early comment on the FDP submittal and required findings; and
D. Identify any outstanding information needs.

Respectfully submitted,

CATHERINE PAYNE, Planner III
Development Planning Division

Attachment A: Shoreline Park FDP Submittal (February 2015)
Attachment B: Brooklyn Basin Approved PDP (2006)
Attachment C: Development Agreement Exhibit F

D. LPAB Staff Report, dated March 9, 2015

Oakland City Planning Commission
Landmarks Preservation Advisory Board

STAFF REPORT

Case File Number: DA06011, LM15002

March 9, 2015

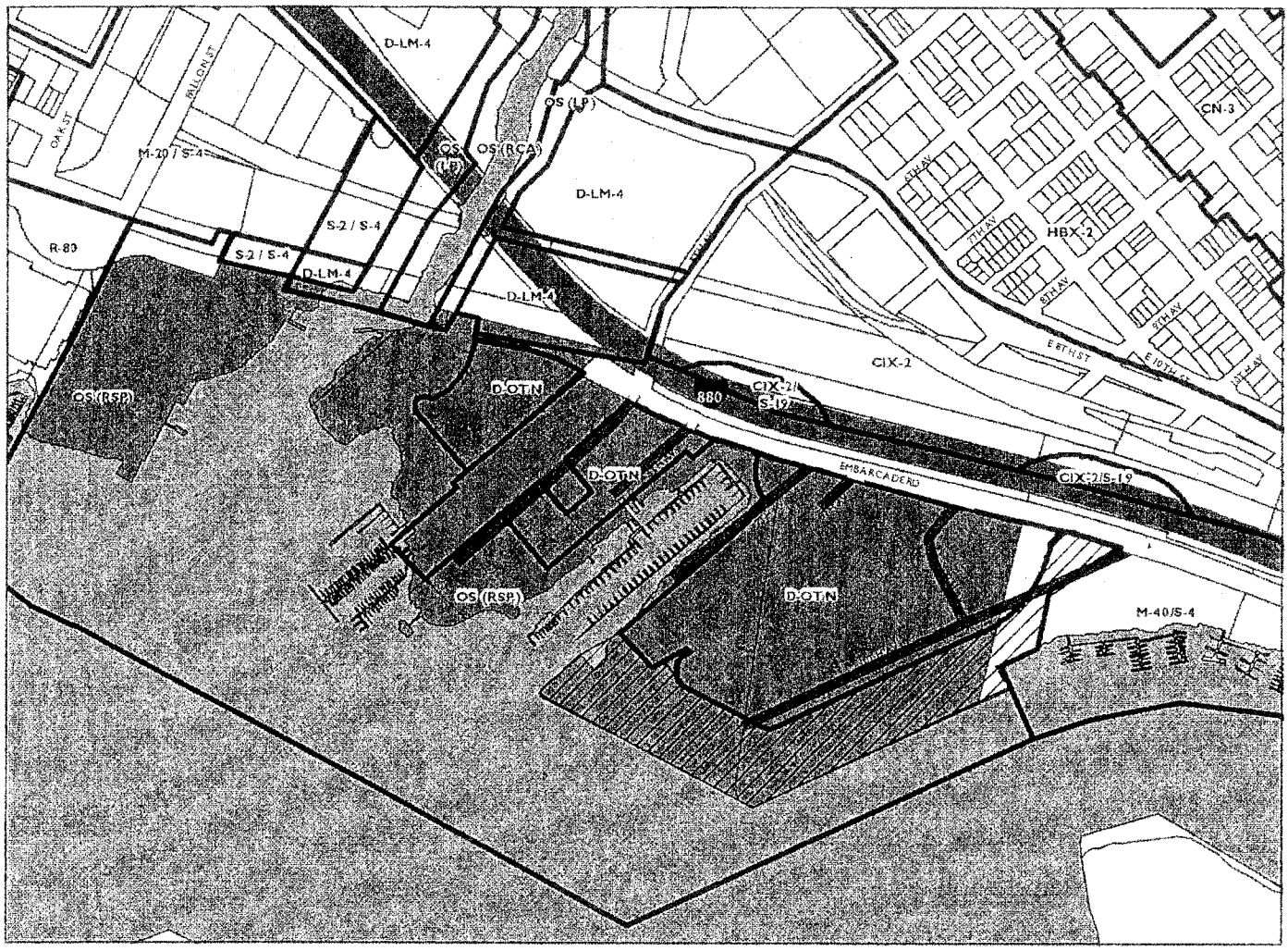
Location:	**9th Avenue Terminal, Brooklyn Basin, 9th Avenue near Embarcadero**
Proposal:	Provide background information about ongoing Brooklyn Basin Project and 9th Avenue Terminal prior to consideration of demolition findings and application for City of Oakland Landmark.
Applicant:	ZOHP, Patrick Van Ness, (510) 251-9270
Owner:	ZOHP
Planning Permits Required:	Demolition Permit; Landmark Application.
General Plan:	Planned Waterfront Development-4
Zoning:	OS-RSP (as applied under PWD-4)
Environmental Determination:	Final EIR certified on January 20, 2009
Historic Status:	9th Avenue Terminal: A
Service Delivery District:	3
City Council District:	2 – Abel J. Guillen
For further information:	Contact case planner **Catherine Payne** at **510-238-6168** or by e-mail at **cpayne@oaklandnet.com**

SUMMARY

The purpose of this report is to provide the LPAB with background and information related to implementation of the Brooklyn Basin Project (formerly known as "Oak Street to Ninth Avenue"). The Brooklyn Basin Project land use entitlements were originally approved in 2006 and 2009. At this time, the applicant, Zarsion-OHP 1, LLC (ZOHP) is initiating Phase I improvements. Specifically, the applicant is seeking a Final Development Permit to construct Shoreline Park, including the demolition of a large portion of the 9th Avenue Terminal, as approved under the Preliminary Development Permit. In the future, staff will request the LPAB to consider demolition findings for the 9th Avenue Terminal and an application to designate the 9th Avenue Terminal as a City of Oakland Landmark.

#2

CITY OF OAKLAND PLANNING COMMISSION



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Case File: DA06011, LM15002
Applicant: Zarsion-OHP I, LLC (ZOHP), Patrick Van Ness
Address: Brooklyn Basin Phase I, Shoreline Park generally located south of Embarcadero, along 9th Avenue
Zone: OS-RSP

PROJECT SITE AND SURROUNDING AREA

Brooklyn Basin generally encompasses a 64-acre site that adjoins the Oakland Estuary to the south, the Embarcadero and I-880 freeway to the north, 10th Avenue to the east, and Fallon Street to the west. The Shoreline Park site is located in the eastern portion of Brooklyn Basin, generally between 9th Avenue and the Oakland Estuary (as shown on Page 2), The Shoreline Park site previously hosted commercial and industrial uses (including the Ninth Avenue Terminal, a retail furniture store, a metal recycling facility, and outdoor storage of shipping containers).

PROJECT DESCRIPTION

ZOHP is initiating final permit applications to develop Shoreline Park generally where the existing 9th Avenue Terminal is located. ZOHP received preliminary land use entitlements for the park and demolition of the 9th Avenue Terminal in 2009. At this time, the remaining City of Oakland requirements to allow issuance of construction-related permits for the park include:

- Demolition Findings for the 9th Avenue Terminal;
- Submittal of an application to designate the 9th Avenue Terminal as a City of Oakland Landmark; and
- Final Development Permit for Shoreline Park, including the remaining portion of the 9th Avenue Terminal.

ZOHP has submitted a Final Development Permit (FDP) application for Shoreline Park, as well as a Landmark Application for the 9th Avenue Terminal As of this writing, staff has not deemed either application complete. However, in the interest of seeking early public and City input, staff is providing information to and seeking guidance from the Landmarks Board regarding the project status and proposed design.

Attachment A provides the plans submitted by ZOHP to initiate the FDP application, and includes both the conceptual park plans and the proposed 9th Avenue Terminal building design.

BACKGROUND

City of Oakland Land Use Entitlements

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

include approximately six acres of privately-held property along and east of 5th Avenue that contains a mix of commercial and industrial uses, as well as a small community of work/live facilities.

Over the past year, ZOHP has worked with the City of Oakland to comply with the terms of the zoning regulations, Development Agreement (DA), Planned Unit Development permit (PUD), Environmental Impact Report (EIR) and the adopted project Conditions of Approval (CoAs) to prepare the Phase I site for parcel development activities. Parcel development cannot occur until a Final Map is issued, and specific CoAs must be met prior to issuance of the first Final Map. To this end, the applicant has worked to complete the following milestones toward issuance of the first Final Map (this matrix represents the highlights of the applicant's activities and is not exhaustive):

Summary of Brooklyn Basin Milestones March 2015

Milestone	Required by	Status
Land Use Entitlements (DA, PUD/PDP, GPA, Rezone, EIR)	Oakland Municipal Code	Complies: Initial (challenged) approval 7/18/2006; Final approval 1/2009
Schematic Master Improvement Plan	CoA 33, Prior to issuance of site development grading permit	Complies: Submitted to the City of Oakland and revised based on City comments 3/2014; City Engineer approval 5/2014
Soil remediation (grading/surcharge permits)	EIR MM H, Prior to issuance of site development building permits	Complies: Activities initiated 6/2014
Sale of Parcels F, G and T to the City of Oakland	CoA 48 90 days after determination of Finished Lots or earlier	Complies: Close of escrow 8/2014 (prior to Finished Lot)
Phase I Infrastructure FDP	Zoning regulations	Approved by Planning Commission 11/14
CFD	CoA 38, Prior to issuance of first Final Map	In process as of this writing
Final TDM	EIR MM B and C, CoA 22, Prior to approval of FDP	Complies: Staff review complete 9/14; In process as of [date]
Submittal of CC&Rs	CoA 30, Prior to submittal of First Final Map	Complies: 8/2014

City of Oakland Demolition Findings for Historic Properties

Demolition of the 9th Avenue Terminal would need to comply with Planning Code Section 17.136.075 Regulations for demolition or removal of designated historic properties and potentially designated historic properties. The LPAB will be asked to make the following findings for Category I Historic Properties:

> B. Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 zone or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the regular design review criteria, all other applicable design review criteria, and the following additional criteria:
>
> 1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
>
> 2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and
>
> 3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.

A Zoning handout provides detailed requirements for documenting these findings.

State Lands Jurisdiction

The Public Trust Policy for the California State Lands Commission controls waterfront land uses generally (and Shoreline Park, specifically), as follows:

> *Uses of trust lands, whether granted to a local agency or administered by the State directly, are generally limited to those that are water dependent or related, and include commerce, fisheries, and navigation, environmental preservation and recreation. Public trust uses include, among others, ports, marinas, docks and wharves, buoys, hunting, commercial and sport fishing, bathing, swimming, and boating. Public trust lands may also be kept in their natural state for habitat, wildlife refuges, scientific study, or open space. Ancillary or incidental uses, that is, uses that directly promote trust uses, are directly supportive and necessary for trust uses, or that accommodate the public's enjoyment of trust lands, are also permitted. Examples include facilities to serve visitors, such as hotels and restaurants, shops, parking lots, and restrooms. Other examples are commercial facilities that must be located on or directly adjacent to the water, such as warehouses, container cargo storage, and facilities for the development and*

production of oil and gas. Uses that are generally not permitted on public trust lands are those that are not trust use related, do not serve a public purpose, and can be located on non-waterfront property, such as residential and nonmaritime Related commercial and office uses.

Bay Conservation and Development Commission

With regards to the Shoreline Park project, The Bay Conservation and Development Commission (BCDC) has jurisdiction over the 100 feet of land inland from the San Francisco Bay shoreline and requires the provision of a minimum 10-foot wide section of the Bay Trail through all redeveloped bayfront parcels in their jurisdiction, as well as public access.

DESIGN AND RELATED ISSUES

In the future, the LPAB will be asked to conduct Design Review of the Shoreline Park FDP application as well as to make demolition findings for the 9th Avenue Terminal. In addition, the LPAB will be asked to make a recommendation on the Landmark Application for the 9th Avenue Terminal. In advance of a future LPAB hearing to consider these requests, staff seeks preliminary comments and guidance from the LPAB regarding the preliminary Shoreline Park FDP submittal. Specifically, staff seeks guidance regarding the following questions:

- Does the LPAB have initial comments about the design of Shoreline Park?
- Does the LPAB have initial comments regarding the proposed 9th Avenue Terminal design?
- Does the LPAB wish to consider a Landmark Application for the existing structure at this time or following project completion?

CONCLUSION

Staff recommends the Landmarks Preservation Advisory Board:

A. Review the attached plans (Attachment A);
B. Provide early comment on the FDP submittal and respond to the questions outlined in this staff report; and
C. Identify any outstanding information needs.

Respectfully submitted:

ROBERT D. MERKAMP
Development Planning Manager

Prepared by:

CATHERINE PAYNE
Planner III

Attachments:

A. Project Plans: Shoreline Park FDP Submittal (2/13/15)
B. Preliminary Development Permit

E. Required Findings

REQUIRED FINDINGS:
BROOLYN BASIN SHORELINE PARK
FINAL DEVELOPMENT PERMIT

Required findings include:

- California Environmental Quality Act
- Planned Waterfront Zoning District-4(PWD-4)Findings for FDP
- Regular Design Review: Planning Code Section17.136.050
- City of Oakland Demolition Findings for Historic Properties: Planning Code Section 17.136.075

Planned Waterfront Zoning District-4(PWD-4)
Findings for FDP

"The Planning Commission shall approve the Final Development Plan if it makes written findings that the Final Development Plan is in substantial conformance with the Preliminary Development Plan; Oak to Ninth Design Guidelines, Planned Waterfront Zoning District-4 (PWD-4) Regulations, the Open Space-Region Serving Park (OS-RSP) zoning regulations, the Civic Center/Design Review Combining Zone (S-2/S4) regulations, Vesting Tentative Tract Map No. 7621, Conditions of Approval, Mitigation Monitoring Reporting Program, and the Development Agreement..."

Regular Design Review

17.136.050 - Regular design review criteria.
Regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

A. For Residential Facilities.

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:**

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

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

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

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 which have been adopted by the Planning Commission or City Council.**

City of Oakland Demolition Findings for Historic Properties

Demolition of the 9th Avenue Terminal would need to comply with Planning Code Section 17.136.075 Regulations for demolition or removal of designated historic properties and potentially designated historic properties. The LPAB will be asked to make the following findings for Category I Historic Properties:

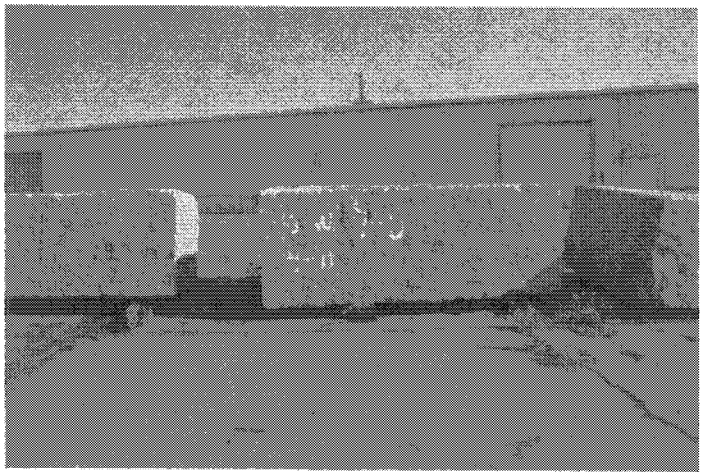
B. Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 zone or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the regular design review criteria, all other applicable design review criteria, and the following additional criteria:

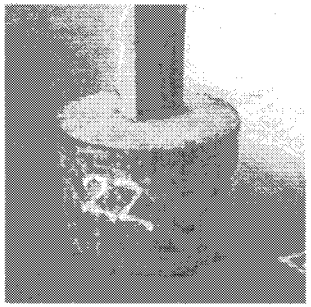
1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;

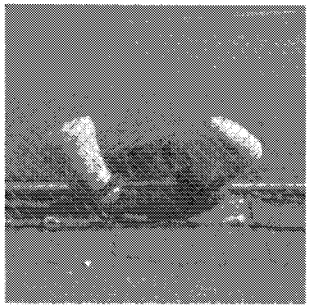
2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and

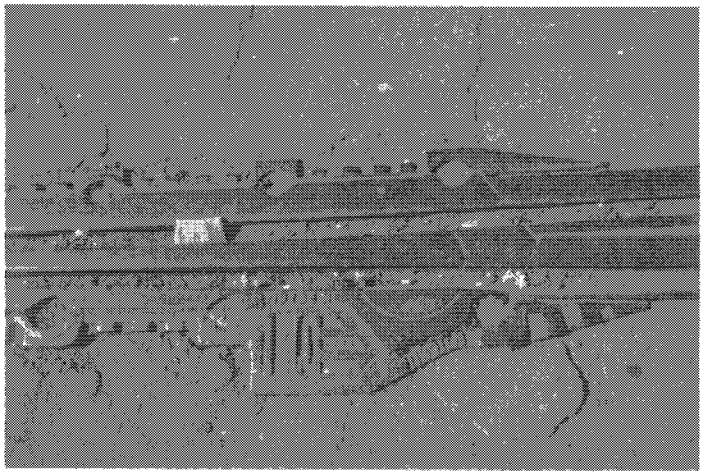
3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.

F.Image Study









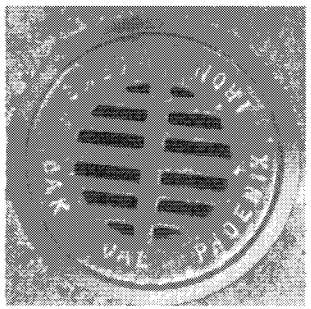
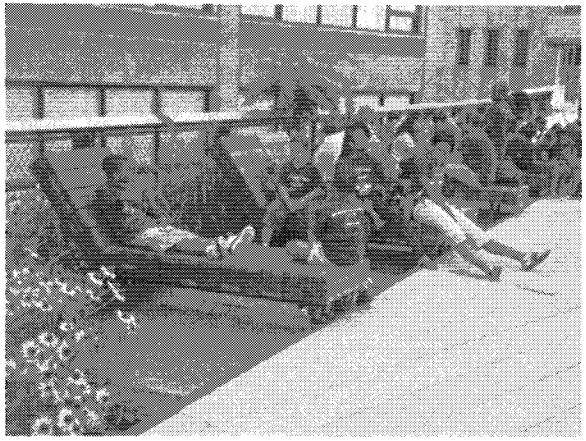
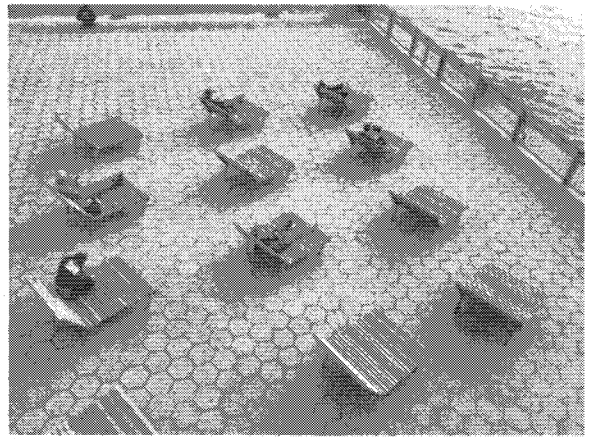
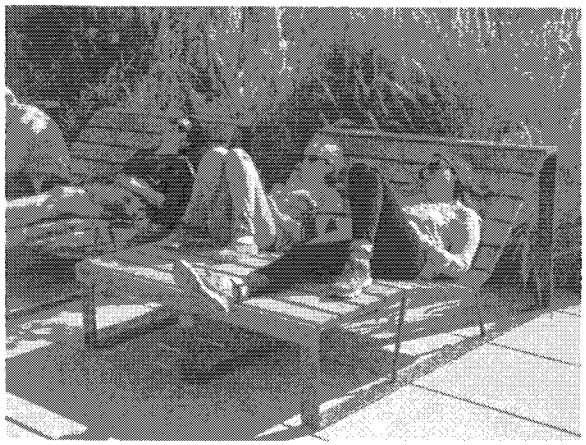


EXHIBIT 6: POTENTIAL RECLAIMED AND SALVAGED ELEMENTS



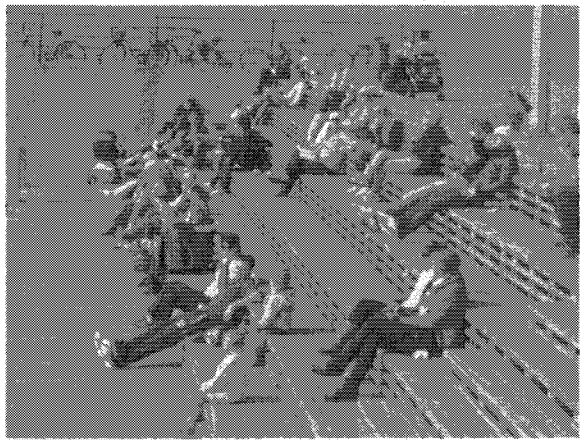
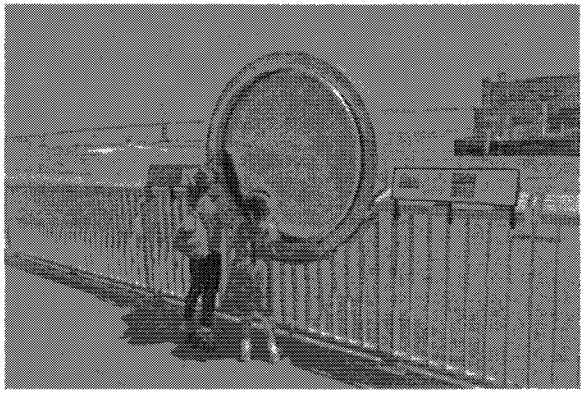


EXHIBIT 7: MATERIALS AND FURNISHINGS PRECEDENTS



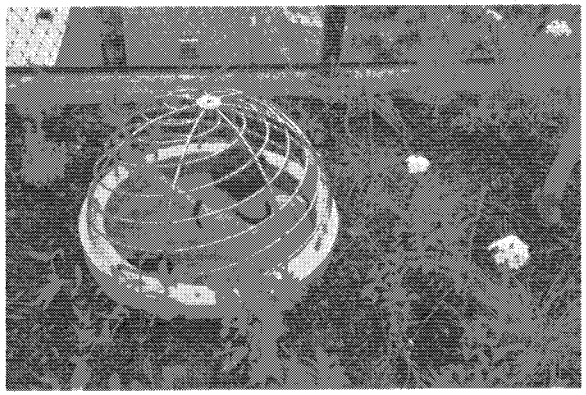


EXHIBIT 8: DISCOVERY AND ENGAGEMENT PRECEDENTS

Oakland City Planning Commission STAFF REPORT

Design Review Committee
Case File Number: PLN15281 **September 30 2015**

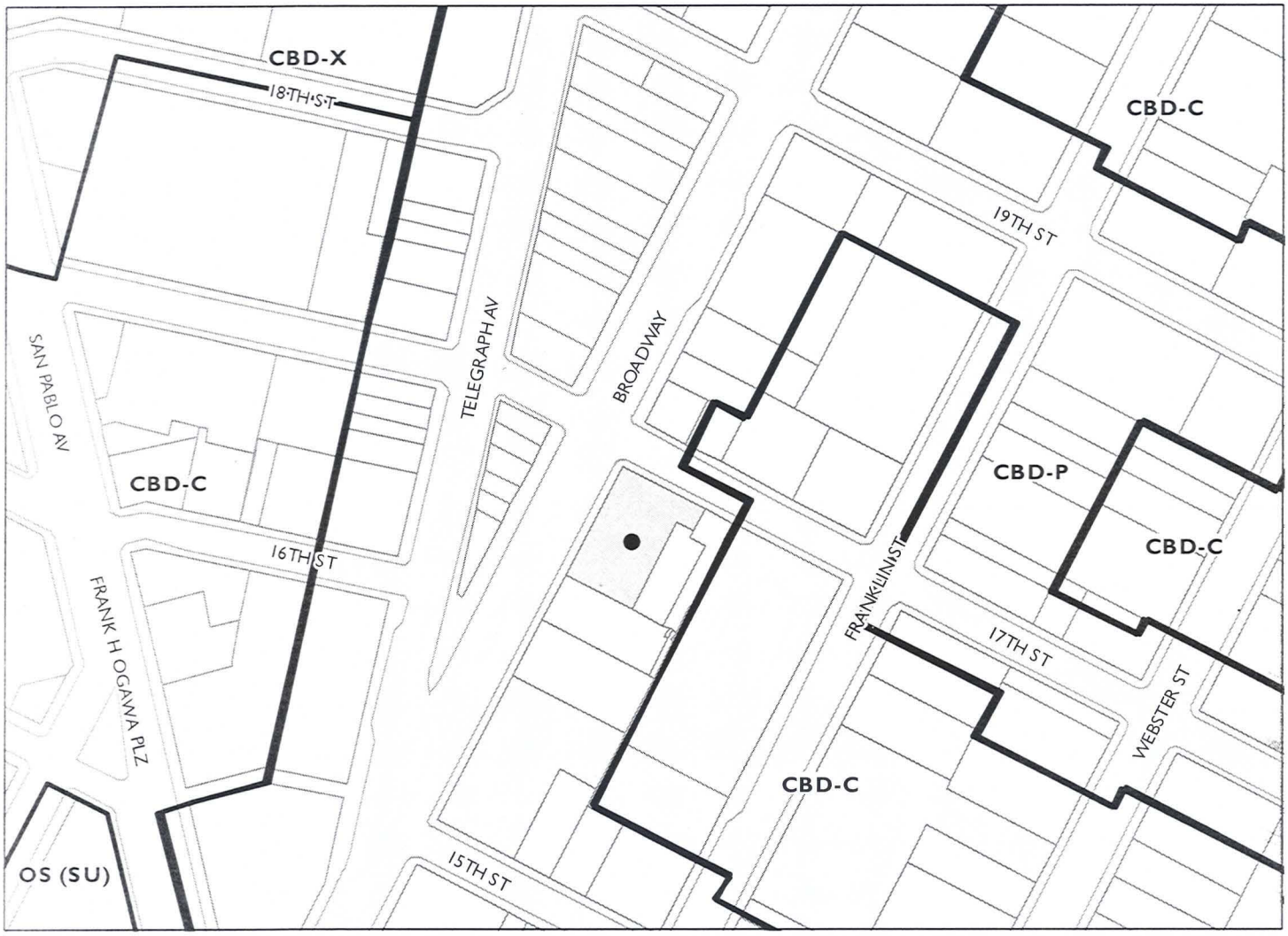
Location: **Assessor's Parcel Numbers:**	1640 Broadway 008-0622-001-03; 008-0622-001-04; 008-0622-001-05.
Proposal:	To construct a 33-story (358 foot) high-rise mixed-use development consisting of 254 residential units with 4,135 square foot of retail/ commercial space including a four-story garage above ground-floor.
Applicant: **Phone Number:**	Lennar Multifamily Communities/ Alex Waterbury (415) 975-4981
Owner:	1640 Broadway Association, LLC
Case File Number:	PLN15281
Planning Permits Required:	Major Conditional Use Permit for buildings over 200,00-sf in the CBD-P Zone; Minor Conditional Use Permit for parking reduction and Regular Design Review for new construction.
General Plan:	Central Business District
Zoning:	CBD-P / Central Business District Pedestrian
Environmental Determination:	Environmental analysis under review
Property Historic Status:	Non-Historic Property
Service Delivery District:	Downtown
City Council District:	3
Date Filed:	September 2, 2015
Action to be Taken:	Conduct design review, make recommendations to staff and applicant
For Further Information:	Contact Case Planner: **Mike Rivera** at **(510) 238-6417,** or by email at mrivera@oaklandnet.com,

PROJECT SUMMARY

This project is being presented to the Design Review Committee for comments and direction to the applicant and staff. The development proposal is to construct an approximately 358 foot, 33-story high residential high-rise with ground-floor retail space and four-levels of garage above grade. The site is located southeast at the corner of Broadway and 17th Street in Downtown, The entry to the retail area will be from Broadway; separate entries to the residential tower and garage including the residential loading will be from 17th Street. The footprint of the building base will occupy mostly the entire site while the building tower will occupy approximately half of the north side of the site. The property is currently operated as an auto-fee parking lot. The site is paved and does not have any buildings or structures or significant trees that require removal. The applicant is presenting preliminary design plans and more developed design plans are expected prior to a final determination by the Planning Commission to be scheduled on a future public hearing date. Within the body of this report, staff is providing preliminary comments and is looking for further comments and direction from the Design Review Committee for the applicant to incorporate on a new revised plan set.

The application proposal requires at least three planning permits, a Major Conditional Use Permit for new development over 200,000 square foot in area in the Central Business District Pedestrian Zone, a Minor Conditional Use Permit for parking reduction and a Design Review for new construction. The proposal also includes a Tree Protection Permit for construction within 10 feet from two City street trees, located along Broadway. As part of this development proposal, the applicant is also preparing an addendum environmental analysis based on a previous final and certified Environmental Impact Report, approved by the Planning Commission in 2000-2001 for a different mixed-use residential and commercial development.

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet

Case File: PLN15281
Applicant: Alex Waterbury
Address: 1640 Broadway
Zone: CBD-P

PROJECT SITE AND SURROUNDINGS

The property consist of a 0.51 acre size square-shaped parcel (22,230 square foot), located at the corner of Broadway and 17th Street. The site contains an auto-fee parking lot that will be replaced by the new mixed-use development. The project site abuts commercial and utility buildings to the east and south that vary from 4 stories to 25-stories. The immediate properties across Broadway and 17th Street are also a mix of commercial, civic and residential uses that are 3-stories to about 17 stories. The property is in the core of Downtown, the streets are a mix of two-lane (17th Street) and four-lane (Broadway) roads, and is in close proximity to the 12th and 19th Street BART Stations, AC transit bus lines, and the free "B" shuttle bus.

PROPERTY/PROJECT BACKGROUND

In 2000-2001, the Planning Commission approved a mixed-use residential, office and retail development project for the construction of a 33-story (375 foot tall) building with 254 residential units and 4,700 square foot of commercial space (See approved design plans-sheets 9-13). This approval included a final certification of an Environmental Impact Report. In 2005, the Planning Commission re-approved the same mixed-use project upon applicant's request because the Planning permit would have expired if no building permits were issued. In 2008, the Planning Commission issued another extension to the approved Planning permit. Subsequently, due to the last recession and slow economic growth, the City Council passed resolutions over the past years to allow extensions of approved permits. These extensions would allow applicants to maintain entitlements thus providing them with the opportunity to resubmit their approved projects without starting a new review process. In this case, the approved Planning permit extension for the entitled project at this site would eventually expire at the end of 2015, unless the applicant requests for a new extension to the Planning Commission. Given that the property has approved entitlements from the previous project, the applicant is requesting approval for a similar project but with a much different design. According to the applicant, the proposed project is designed to respond to a new market and demographic changes.

PROJECT DESCRIPTION

The proposal is to construct a 33-story high-rise consisting of a building base covering the entire site, and a tower covering one-half of the site area. The building base will include a ground-floor retail space, lobby lounge, bicycle parking storage, residential loading dock and utility rooms. The building base will also include a four-level garage for 232 off-street parking spaces over the ground-floor commercial area. The building tower located north of the site along 17th Street and Broadway will provide 254 residential units and will contain a mix of one-bedroom, two-bedroom and three-bedrooms with balconies facing south and north of the building. The top of the building base/podium (level 6) will include residential amenities such as a roof deck, swimming pool, cabana and potted trees, including an enclosed fitness center. On the top floor of the residential tower (level 33), the project includes an enclosed lounge and a roof deck with views of the south, east and west.

The preliminary plans include a mix of materials such as light color precast concrete panels, dark aluminum and faux wood painted metal panels for the walls of the building tower. The north and south side of the tower uses aluminum frame square-shaped windows that have the same size and pattern, except for the corner and the west side where the windows have more glazing and distinctive design patterns. The ground-floor measures at least 17 feet high from floor to ceiling and its storefront is fully glazed and includes a flat metal canopy that wraps around the corner of the building. The exterior walls of the four-level garage ("Area Under Study") are still in development, but the preliminary plans show two different designs that include transparent steel screens and a light color solid cladding panels with wide horizontal reveal wall joints.

The preliminary building massing concepts included in the proposed plans, are not final and further changes to the exterior design of the podium, tower and storefront are being developed to create a distinctive and interesting design that will complement the site and Downtown.

The applicant has also indicated that more defined design plans may be presented for further review to the Design Review Committee on the September 30th public hearing date.

GENERAL PLAN ANALYSIS

The proposal is located in Downtown-in the Central Business District Classification-where an exciting mix of urban residential living is the focus for high density, combined with a wide range of intensity activities. The mix of urban residential and business operations can take advantage of the existing transportation system and communications network. The intent of the Central Business District is to encourage, support, and enhance Downtown areas as a high density mixed-use urban center of regional importance and a hub for business, communications, office, government, high technology, retail, entertainment and transportation. The desired character and uses include a mix of large-scale offices, commercial, urban high-rise residential, cultural, educational, arts, services, community facilities and visitor uses. The Central Business District classification also sets the goals and vision to enhance the identity of Downtown and its distinctive districts by setting policies that are related to specific project developments. The following are the General Plan Policies applicable to the proposal and the project development should be consistent when a final determination is made by the Planning Commission:

Policy D1.1: Enhance the visual quality of downtown by preserving and improving existing housing stock and encouraging new, high quality design. New housing development in downtown will provide urban dwellers with expanded options for living in a revitalized inner city, near major transportation lines, employment centers.

Policy D2.1: Downtown development should be visually interesting, harmonize with its surrounding, respect and enhance important views in and of the downtown, respect the character and pedestrian orientation of the downtown, and contribute to an attractive skyline.

Policy D5.1: Encouraging twenty-four hour activities and amenities that encourage pedestrian traffic during the work week as well as evenings and weekends should be promoted.

Policy D6.1: Developing new construction on vacant lots or replace surface parking lots should be encouraged throughout downtown.

Policy D9.1: Concentrating commercial development in the corridor around Broadway that encourage a pedestrian-friendly environment.

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

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

Policy D10.3: Downtown residential areas should generally be within the urban density residential and Central Business District. The height and bulk should reflect existing and desired district character, the overall city skyline.

Policy D10.5: Housing in the downtown should be safe and attractive of high quality design and respect the downtown distinctive neighborhoods and its history.

ZONING ANALYSIS

The project site is located in the Central Business District Pedestrian Zone. The purpose of the CBD-P zone is to create, maintain, and enhance areas of the Central Business District for ground-level, pedestrian-oriented, active storefront uses, and for upper stories to be available for a wide range of office and residential uses. The project is located in the core of the City's Downtown where high density and intensity uses are essential and vital to the success of the existing commercial area and contribute to the support of local and regional transportation infrastructure and communication networks.

The project proposal is a permitted use because the residential units are located on upper levels and the retail space is located on the ground-floor. As proposed, the project requires at least three Planning permit, a Major Conditional Use Permit for new buildings containing a floor area over 200,000 square feet in the CBD-P zone, a Minor Conditional Use Permit for parking reduction where 254 spaces are required and 232 spaces are proposed and Regular Design Review for new construction on a vacant lot.

In addition to the required development standards that need to be met for this proposal, the project is subject to the general criteria for Conditional Use Permit and Design Review where the applicable Findings need to be made prior to a final decision by the Planning Commission. Staff has listed the Findings for Regular Design Review Criteria below.

REGULAR DESIGN REVIEW CRITERIA

Regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

A. For Residential Facilities.

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.

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

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

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

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 which have been adopted by the Planning Commission or City Council.

B. For Nonresidential Facilities.

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

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

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

KEY ISSUES

Building Design: The proposed high-rise would be one of the tallest buildings in Downtown and will create a dynamic and distinctive visual component to the character of the area and to the skyline of the City. The footprint of the building base and tower provides inward narrow angles along the west and north sides of the property to help define the urban corridor and create an interesting visual building facade. The building footprint also provides a small recess on the west side and near the corner of the property to break-up wall planes when viewed from Broadway and other distant areas. The building base contains the ground-floor retail/commercial area and four-stories of garage area. To the north of the building base, the residential tower projects twenty-eight stories high and includes another floor above for utilities. Above the building base, the project includes a podium deck with glass and metal railings, a roof deck, a swimming pool and potted trees around. The height, mass and scale of the building base and tower create a compatible transition with the different size buildings in the surrounding area. On the north and south sides of the tower, the design provides similar square-shaped window patterns, except for the southwest corner where the windows are larger and have more glazing. The north and south sides of the tower, the design includes partly recessed balconies with glass railings. Staff recommends that the north and south sides of the tower can include other architectural features to compliment the contemporary style for this high-quality building. The west elevation of the tower facing Broadway, the facade contains different wall planes, larger window patterns with wider horizontal trim in between to create composition and an interesting style. The east elevation of the tower façade has a blank wall due to its close proximity to the abutting AT&T building. More fenestration is recommended at least above the 28-story tower (approximately 281 feet) because the top of the AT&T building measures about 280 feet high, and the top floor of the tower measures about 347 feet. By providing more architectural elements and details, the top of the east tower would be consistent with the overall design of the building and create visual relief from public view. Regarding the west and north sides of the four-story garage, it is recommended that the façades include better design features, treatment and quality materials to enhance the visual quality so that it is consistent to the design and materials of the entire building. Furthermore, it is recommended that the top of the north and south tower can use more articulation to create a stronger design feature when viewed from farther distances. It is recommended that the façade around the garage entry is improved, so that it is less conspicuous and at least more consistent with the storefront design and in relation to the entire mixed-use building.

RECOMMENDATION

Staff recommends that the Design Review Committee consider the proposed preliminary design plans, staff comments and provide further comments and direction to staff and applicant before the proposal is considered by the Planning Commission on a future new public hearing date.

Prepared by:

Mike Rivera
Planner II, Major Projects
Bureau of Planning

Approved for forwarding to the
Design Review Committee:

Robert Merkamp
Development Planning Manager

ATTACHMENTS

A. Proposed Project Plans, dated September 4, 2015

RECEIVED
SEP 04 2015
City of Oakland
Planning & Zoning Division
PLN15281

ATTACHMENT A

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	height	f/f	flr	function	RESIDENTIAL JR 1	1B	1B+	2B	2B+	3B	3B+	units / floor	resid nsf	AMENITY amenity gsf	eff	resid gsf	PARKING/LOADING parking gsf	parking spaces	RETAIL retail gsf	TOTAL GSF
					575	750	925	1,002	1,150	1,250	-									
	379.83																			
	357.83	22.000	35	Elevators																
	347.17	10.667	34	Mechanical												7,521				7,521
	336.50	10.667	33	Amenity										3,087		7,521				7,521
	324.33	12.167	32	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	313.67	10.667	31	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	303.00	10.667	30	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	292.33	10.667	29	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
10'-0" clear ceiling	281.67	10.667	28	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	271.00	10.667	27	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	260.33	10.667	26	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	249.67	10.667	25	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	239.00	10.667	24	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	228.33	10.667	23	Residential	-	1	3	2	2	1	-	9	9,078		84.2%	10,782				10,782
	217.17	11.167	22	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	207.50	9.667	21	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	197.83	9.667	20	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	188.17	9.667	19	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	178.50	9.667	18	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	168.83	9.667	17	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	159.17	9.667	16	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
9'-0" clear ceiling	149.50	9.667	15	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	139.83	9.667	14	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	130.17	9.667	13	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	120.50	9.667	12	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	110.83	9.667	11	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	101.17	9.667	10	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	91.50	9.667	9	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	81.83	9.667	8	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	72.17	9.667	7	Residential	1	3	1	3	1	1	-	10	9,155		84.9%	10,782				10,782
	59.50	12.667	6	Amenity	1	3		-	-	-	-	4	2,825	4,732	32.2%	8,760				8,760
	48.00	11.500	5	Parking	-	-	-	-	-	-	-	-	-			300	21,485	58		21,785
9'-4" clear ceiling	38.00	10.000	4	Parking	-	-	-	-	-	-	-	-	-			300	21,485	58		21,785
	28.00	10.000	3	Parking	-	-	-	-	-	-	-	-	-			300	21,485	58		21,785
	18.00	10.000	2	Parking	-	-	-	-	-	-	-	-	-			300	21,485	58		21,785
	0.00	18.000	G	lobby/loading	-						-	-		2,683		5,000	5,609	(ramp/load)	4,135	21,785
		8.00	B1	Mechanical																-
				TOTAL	17	61	46	68	36	26	-	254	240,088	10,502	77.4%	310,334	91,549	232	4,135	413,059
					JR 1	1B	1B+	2B	2B+	3B	3B+	units	resid nsf	amenity gsf	eff.	resid gsf	parkng gsf	spaces	retail gsf	GSF
					6.7%	24.0%	18.1%	26.8%	14.2%	10.2%	0.0%	945	average nsf				0.91	spaces/unit		
																	395	gsf/space		
				Unit Mix	6.7%	42.1%		40.9%		10.2%										
				Goal	7.0%	43.0%		40.0%		10.0%										

Amenity Floors

PRELIMINARY
AREA TABULATION

17TH ST

BROADWAY & 17TH

REAR

BROADWAY

PRELIMINARY
SITE PHOTOGRAPHS

TELEGRAPH AVE — 1615 BROADWAY — 1617-1635 BROADWAY — 17TH — 1701-1721 BROADWAY — 1725-1775 BROADWAY

19TH — 1770 BROADWAY — 1750 BROADWAY — 1720-1724 BROADWAY — 1716 BROADWAY — 1700 BROADWAY — 17TH — 1640 BROADWAY

SITE

1600 BROADWAY — 1544- 1540 BROADWAY — 1500 BROADWAY — 1510-1540 BROADWAY — 15TH — 1490-1498 BROADWAY

PRELIMINARY

SITE PHOTOGRAPHS - BROADWAY

389-393 17TH ST — WEBSTER ST — 351-371 17TH ST — 381-395 17TH ST

FRANKLIN ST — 1587 FRANKLIN ST — 1640 BROADWAY — BROADWAY

SITE

1644 TELEGRAPH AVE — TELEGRAPH AVE — 505 17TH ST — 519 17TH ST — 519 17TH ST

519 17TH ST — SAN PABLO AVE — 1633 SAN PABLO — CLAY ST

PRELIMINARY

SITE PHOTOGRAPHS - 17TH ST FACING SOUTH

PRELIMINARY

SITE VIEWS FROM 300' - SW

PRELIMINARY

SITE VIEWS FROM 300' - NE

ENTITLED: BROADWAY ELEVATION

PROPOSED: BROADWAY ELEVATION

EXISTING/APPROVED
ENTITLEMENTS

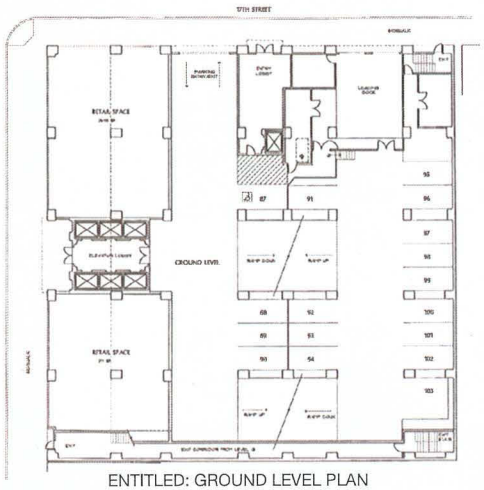
ENTITLED: LOOKING NORTH FROM BROADWAY

PROPOSED: LOOKING NORTH FROM BROADWAY

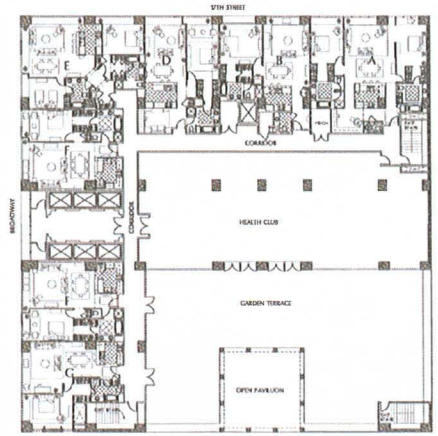
EXISTING/APPROVED ENTITLEMENTS

PROPOSED: LOOKING SOUTH FROM BROADWAY

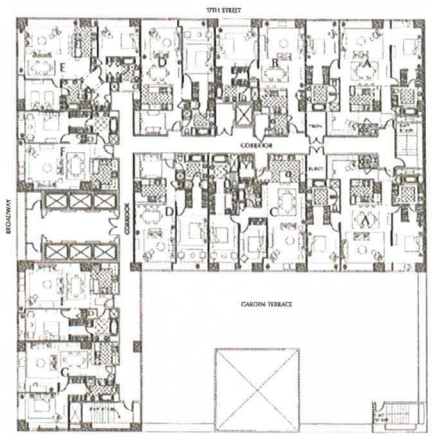
EXISTING/APPROVED
ENTITLEMENTS



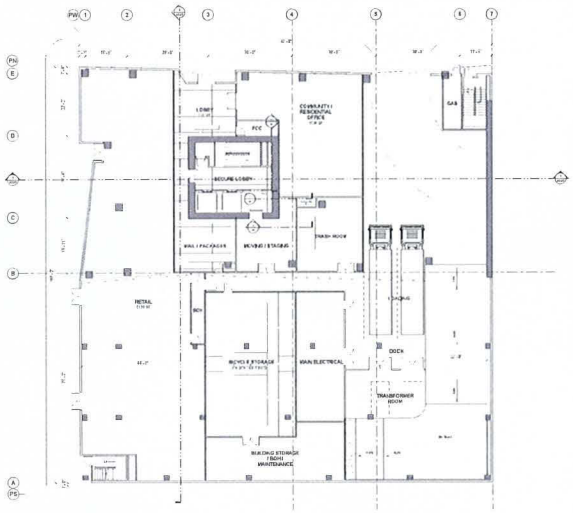
ENTITLED: GROUND LEVEL PLAN



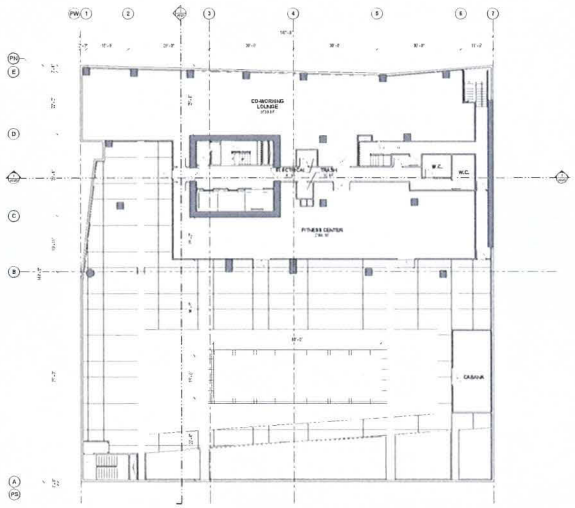
ENTITLED: PODIUM LEVEL PLAN



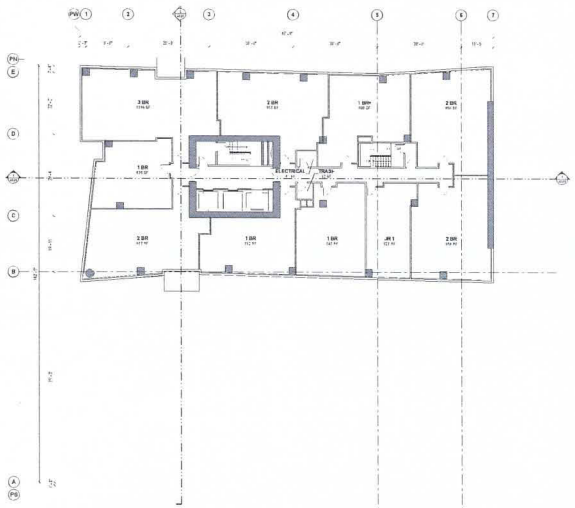
ENTITLED: TYPICAL UNIT PLAN



PROPOSED: GROUND LEVEL PLAN

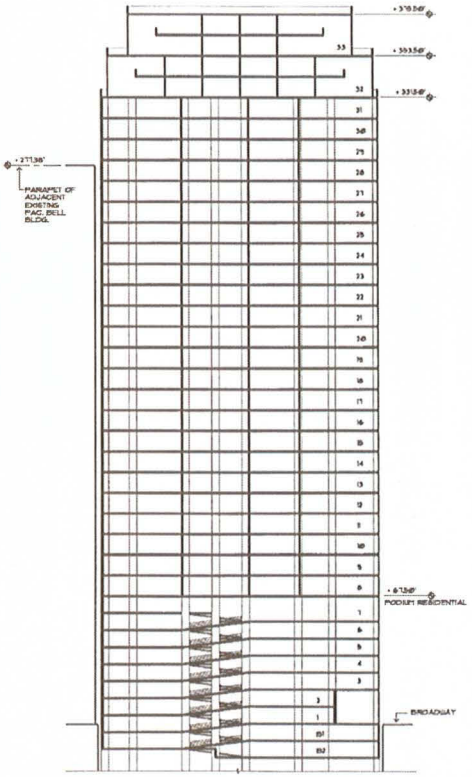


PROPOSED: PODIUM LEVEL PLAN

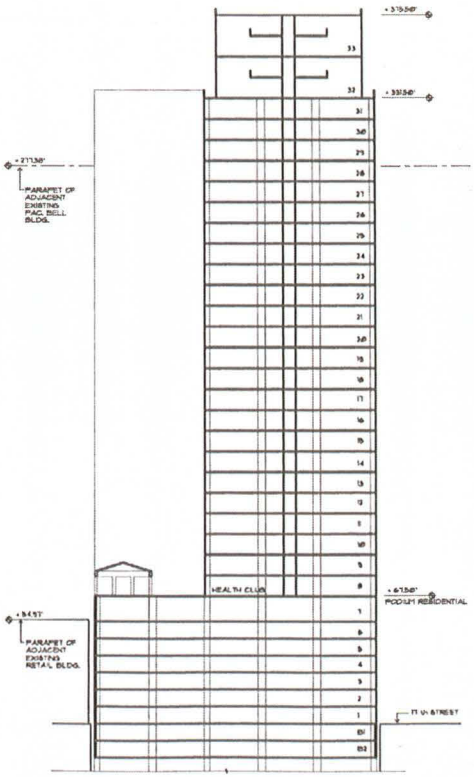


PROPOSED: TYPICAL UNIT PLAN

EXISTING/APPROVED ENTITLEMENTS

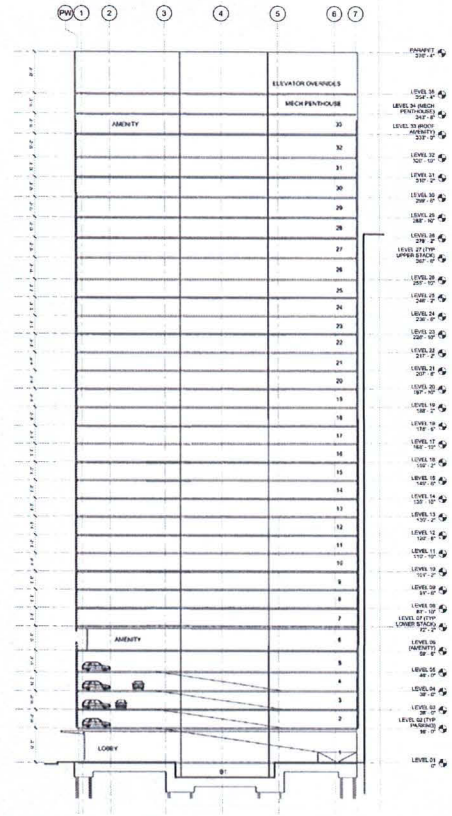


East-West Section

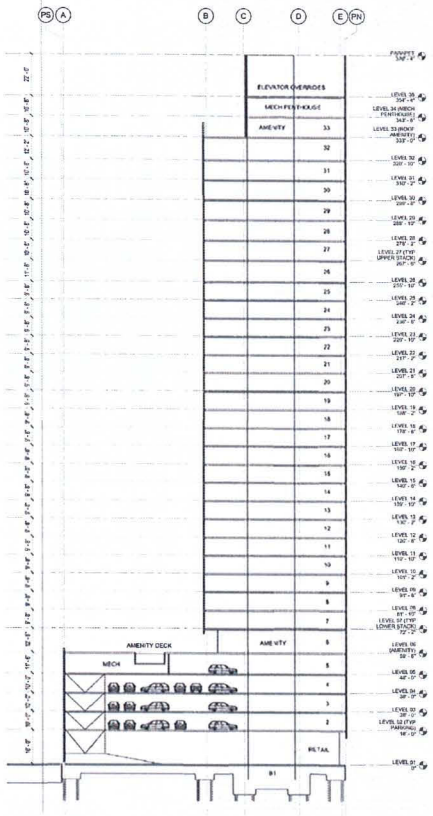


North-South Section

ENTITLED SECTIONS



1 BUILDING SECTION - E-W

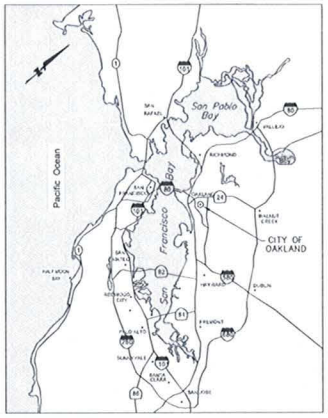


2 BUILDING SECTION - N-S

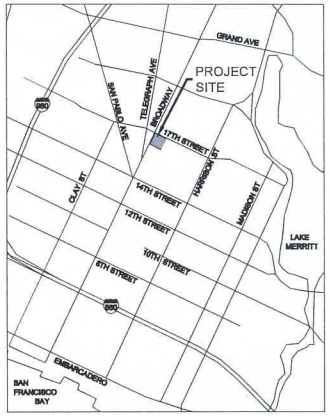
PROPOSED SECTIONS

EXISTING/APPROVED ENTITLEMENTS

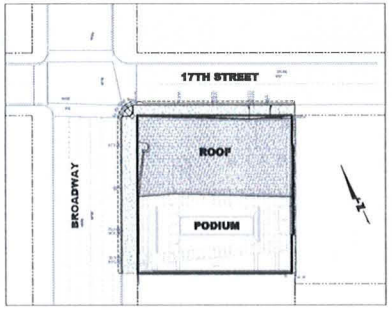
TENTATIVE PARCEL MAP
1640 BROADWAY
CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA



LOCATION MAP
NTS



VICINITY MAP
APPROX SCALE: 1"=1,000'



SITE PLAN
SCALE: 1"=50'

PROJECT SUMMARY

PROPERTY ADDRESS:	1640 BROADWAY OAKLAND, CA 94612
DEVELOPER:	LENNAR MULTIFAMILY COMMUNITIES, LLC 492 9TH STREET, SUITE 300 OAKLAND, CALIFORNIA 94607 (415) 975-4991
ENGINEER:	TALUS ENGINEERING 1025 NOEL DRIVE, STE B MENLO PARK, CA 94025 (650) 494-4974
ARCHITECT:	SOLOMON CORDWELL BUENZ 255 CALIFORNIA STREET SAN FRANCISCO, CA 94111 (415) 218-2450
SURVEYOR:	REY ENGINEERS 787 NORTH SHORELINE BLVD. MOUNTAIN VIEW, CA 94043 (408) 218-3236
ASSESSOR'S PARCEL NO:	APN'S 053-174-090, 100, 110, 120
TOTAL AREA:	22,230 SQ FT (APPROX 0.51 ACRES)
EXISTING ZONING:	DOWNTOWN PRECISE PLAN
EXISTING LAND USE:	PARKING
PROPOSED ZONING:	DOWNTOWN PRECISE PLAN
PROPOSED LAND USE:	HIGH-DENSITY MULTI-FAMILY RESIDENTIAL
UTILITIES:	
WATER SUPPLY:	EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD)
FIRE PROTECTION:	OAKLAND FIRE DEPARTMENT
SEWAGE DISPOSAL:	CITY OF OAKLAND / EBMUD
STORM DRAIN:	CITY OF OAKLAND
GAS & ELECTRIC:	PACIFIC GAS & ELECTRIC
TELEPHONE:	AT&T
CABLE TELEVISION:	COMCAST

SHEET INDEX

NUMBER	DESCRIPTION
TM-1	TITLE SHEET
TM-2	TYPICAL SECTIONS, LEGEND & ABBREVIATIONS
TM-3	EXISTING CONDITIONS
TM-4	LOT MERGER
TM-5	GRADING, DRAINAGE AND UTILITY PLAN
TM-6	STORM WATER QUALITY PLAN

ENGINEER'S STATEMENT

THIS TENTATIVE PARCEL MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

08/24/2015

EASTON C. MCALLISTER, PE — DATE
P.E. #81148 EXP 12/31/16

TALUS
1025 NOEL DRIVE, STE B
MENLO PARK, CA 94025
650.494.4974

TENTATIVE PARCEL MAP
1640 BROADWAY
TITLE SHEET
ALAMEDA COUNTY
CITY OF OAKLAND
CALIFORNIA

Revisions
No.
Stamp:

Date	08/24/15
Scale	N.T.S.
Job No.	2015-09

Drawing Number:
TM-1
1 OF 6

ZONING COMPLIANCE REVIEW SET

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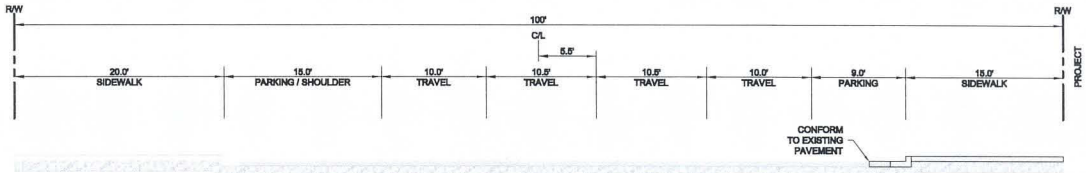
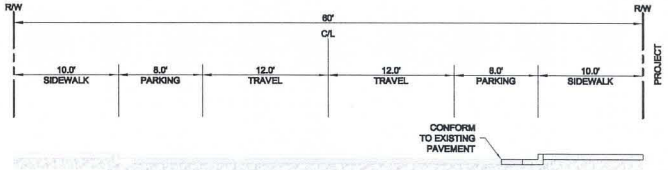
PLOT DATE: 08-24-15 PLOTTED BY: Easton



1 TM-4 **BROADWAY CROSS SECTION**

SCALE: 1"=5'



2 TM-4 **17TH STREET CROSS SECTION**

SCALE: 1"=5'

ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ASPHALTIC CONCRETE
AD	AREA DRAIN
B.F.E.	BASE FLOOD ELEVATION
BFP	BACK FLOW PREVENTER
BLDG	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
CO	CLEANOUT
CONC	CONCRETE
C&G	CURB AND GUTTER
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DI	DROP INLET
DWY	DRIVEWAY
E, ELEC	ELECTRIC
EX, EXIST	EXISTING
EASE	EASEMENT
EB	ELECTRIC BOX
ECC	EXTRUDED CONCRETE CURB
EG	EXISTING GROUND
EL, ELEV	ELEVATION
EP	EDGE OF PAVEMENT
FC	FACE OF CURB
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
GR	GRATE ELEVATION
HC, HCR	HANDICAP RAMP
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
INV	INVERT
IRR	IRRIGATION
JP	JOINT POLE
JT	JOINT TRENCH
LF	LINEAR FOOT
LG	LIP OF GUTTER
LP	LOW POINT
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
NTS	NOT TO SCALE
OH	OVERHEAD
PCL	PARCEL
PIV	POST INDICATOR VALVE WITH TAMPER
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PR, PROP	PROPOSED
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RIM	RIM ELEVATION
RW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SL	STREET LIGHT
SS	SANITARY SEWER
STD	STANDARD
TC	TOP OF CURB
T, TEL, TELE	TELEPHONE
TRANS	TRANSFORMER
TS	TOP OF SURFACE
TYP	TYPICAL
UB	UTILITY BOX
W	WATER
WM	WATER METER
WV	WATER VALVE

LEGEND

	PROPOSED	EXISTING
BOUNDARY		
STORM DRAIN LINE	SD	15" SD
SANITARY SEWER LINE	6" SS	6" SS
WATER LINE	8" W	8" W
MANHOLE		
FIRE HYDRANT		
CURB INLET		
SPOT ELEVATION	101.0	101
TRANSFORMER	T	
ELECTRICAL		E
OVERHEAD WIRES		OH
GAS		G
ELECTROLLER		
TRAFFIC SIGNAL		

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TENTATIVE PARCEL MAP
1640 BROADWAY
TYPICAL SECTIONS, LEGEND AND ABBREVIATIONS
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

Revisions

No.			

Stamp:

Date	08/24/15
Scale	1" = 20'
Job No.	2015-09

Drawing Number:
TM-2
2 OF 6

ZONING COMPLIANCE REVIEW SET

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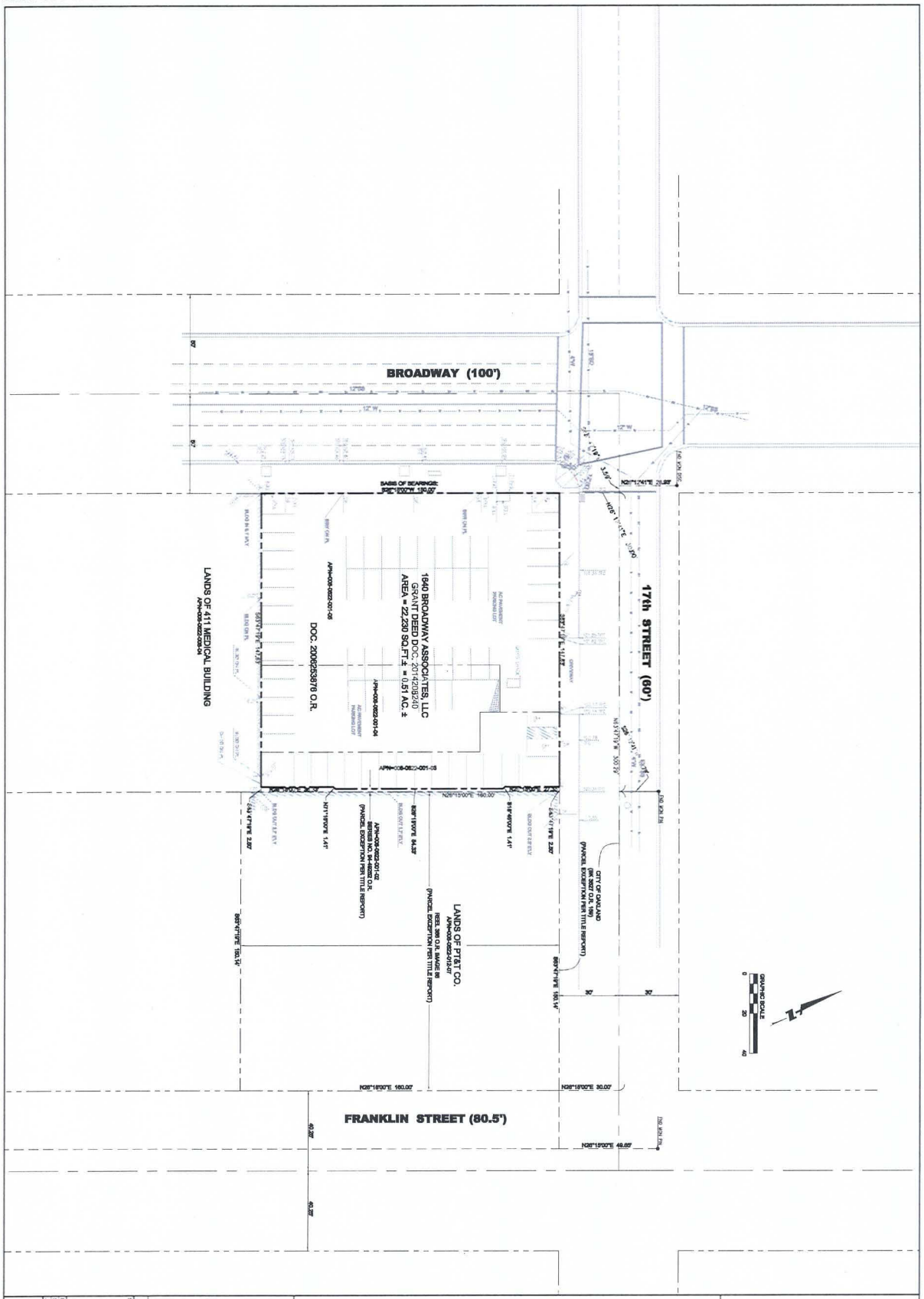

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Scale	1" = 20'		
Job No.	2015-09		
Drawing Number	TPM-3		
	3 of 6		

TENTATIVE PARCEL MAP
1640 BROADWAY
EXISTING CONDITIONS

CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

TALUS 1025 NOEL DRIVE, STE B MENLO PARK, CA 94025 650 494 4974

ZONING COMPLIANCE REVIEW SET

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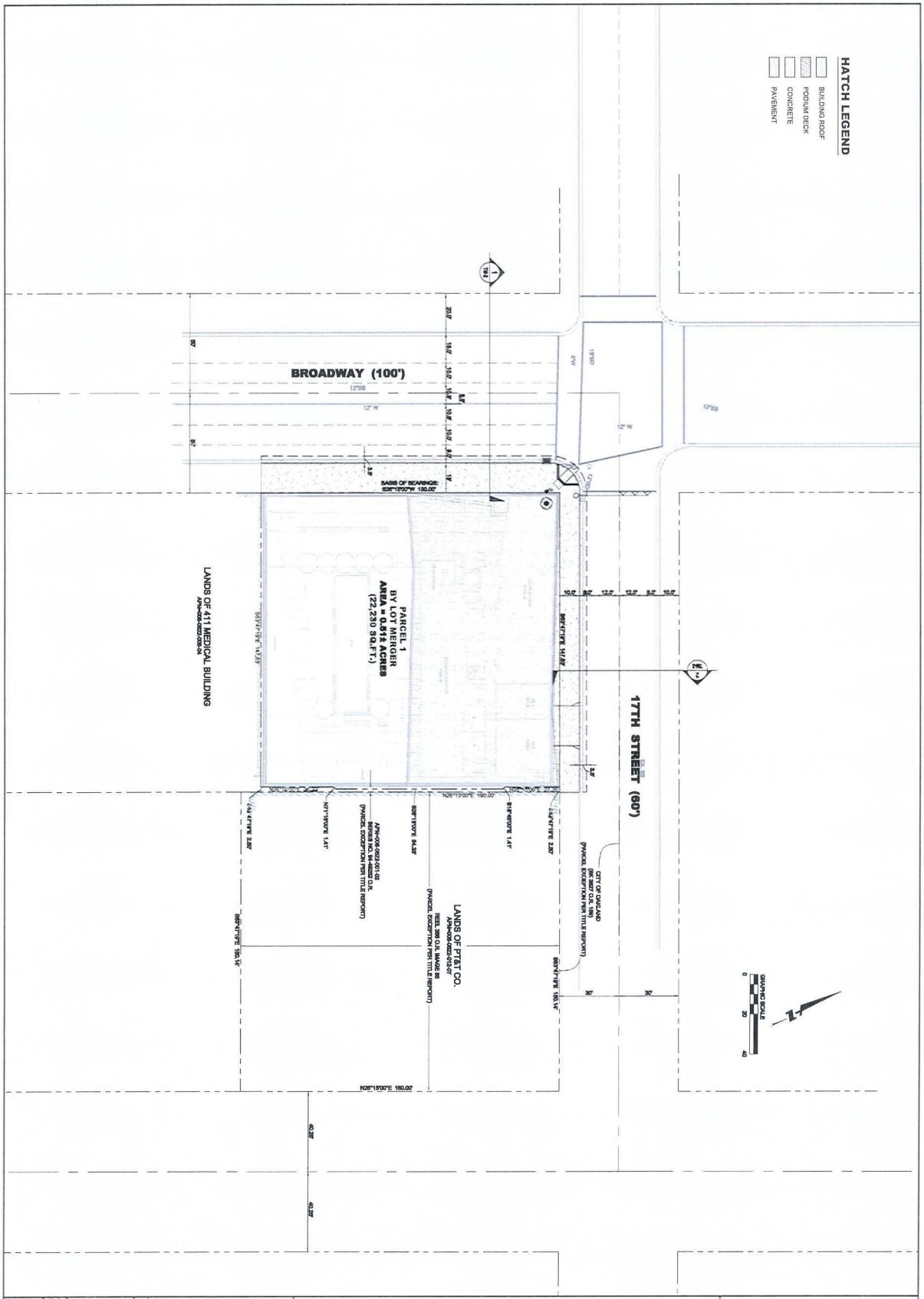

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Scale	1" = 20'		
Drawn by	Easton		
Checked by	08/15/15		
Sheet No.	TPM-4		
	4 of 6		

Survey

TENTATIVE PARCEL MAP
1640 BROADWAY
SITE PLAN

CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

TALUS 1025 NOEL DRIVE, STE B MENLO PARK, CA 94025 650.494.4974

ZONING COMPLIANCE REVIEW SET

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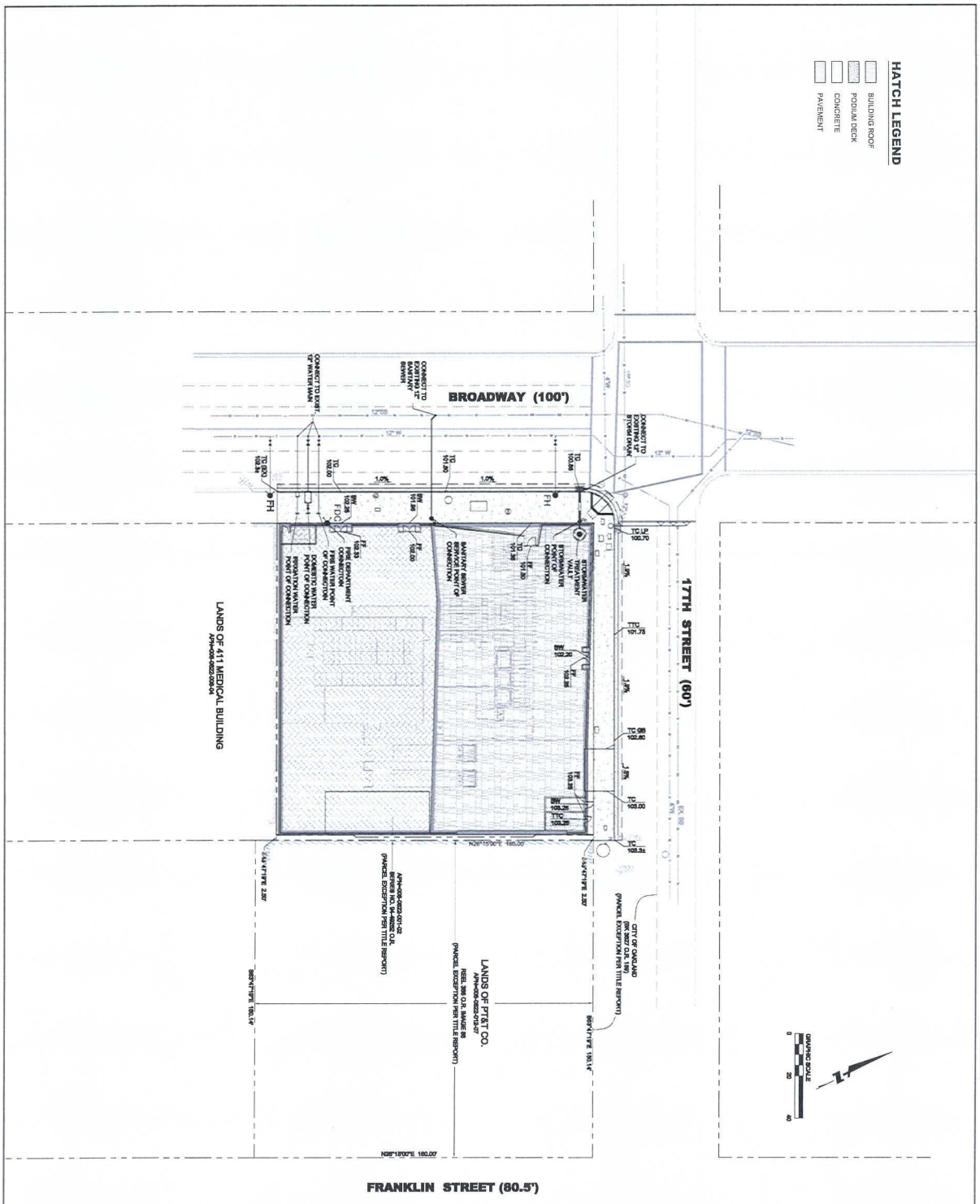

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Scale	1" = 20'			
Job No.	2015-09			
Drawing Number	TPM-5			
5 of 6				

Drawn by

TENTATIVE PARCEL MAP
1640 BROADWAY
GRADING, DRAINAGE AND UTILITY PLAN

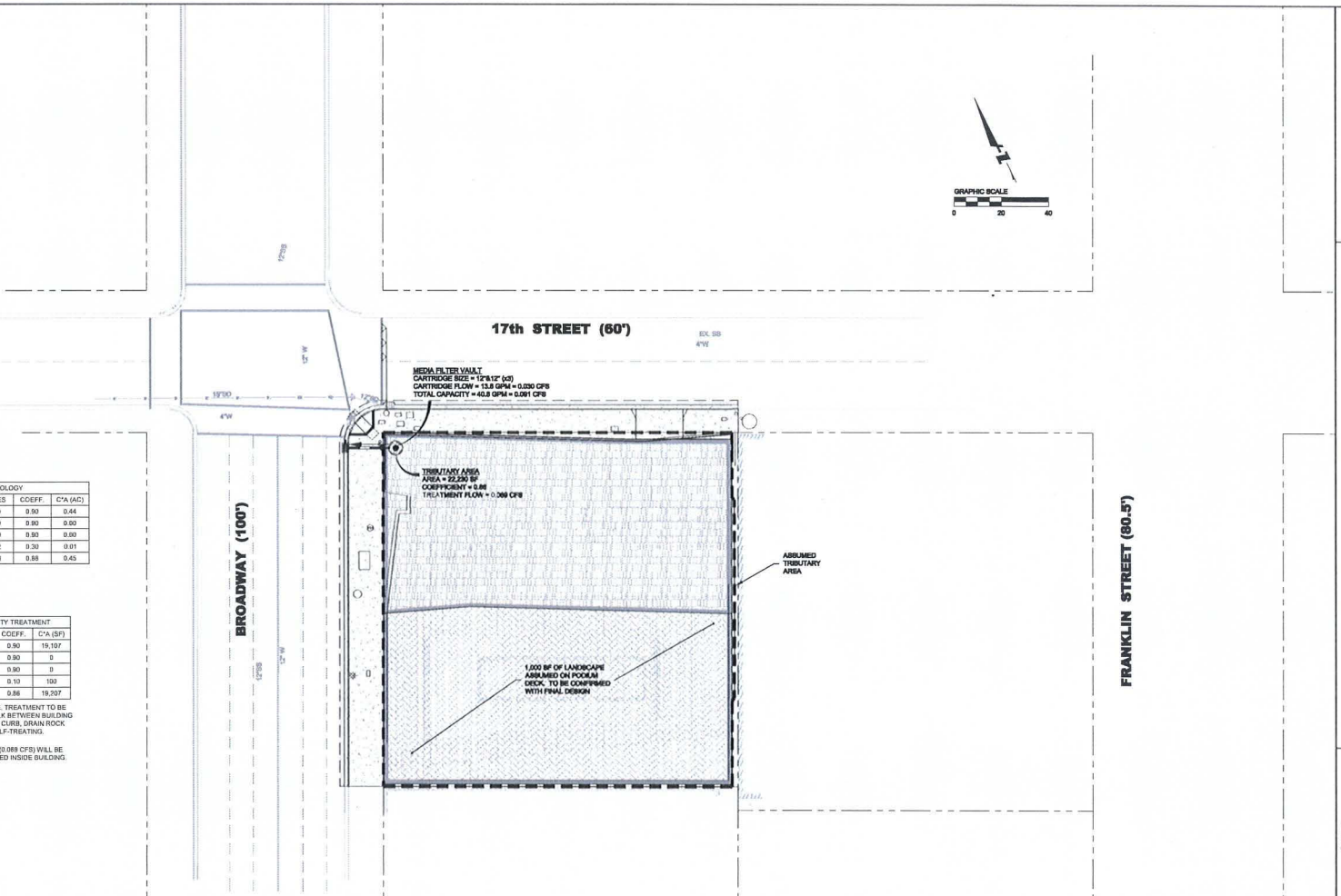
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

TALUS
1025 NOEL DRIVE, STE B
MENLO PARK, CA 94025
650.494.4974

ZONING COMPLIANCE REVIEW SET

HATCH LEGEND

- BUILDING ROOF
- PODIUM DECK
- CONCRETE
- PAVEMENT



POST-DEVELOPMENT HYDROLOGY				
SURFACE	AREA (SF)	ACRES	COEFF.	C*A (AC)
BUILDING ROOF	21,230	0.49	0.90	0.44
ASPHALT PAVEMENT	0	0.00	0.90	0.00
CONCRETE PAVEMENT	0	0.00	0.90	0.00
LANDSCAPE AREA	1,000	0.02	0.30	0.01
TOTAL	22,230	0.51	0.88	0.45

RATIONAL METHOD Q=CiA (i=w = 2.25 in/hr)

PEAK FLOW = (0.88)(2.25)(0.51) = 1.01 CFS

DETENTION NOT REQUIRED

POST-DEVELOPMENT WATER QUALITY TREATMENT			
SURFACE	AREA (SF)	COEFF.	C*A (SF)
BUILDING ROOF	21,230	0.90	19,107
ASPHALT PAVEMENT	0	0.90	0
CONCRETE PAVEMENT	0	0.90	0
LANDSCAPE AREA	1,000	0.10	100
TOTAL*	22,230	0.86	19,207

* ENTIRE SITE USED TO BE CONSERVATIVE. TREATMENT TO BE PROVIDED FOR BUILDING ONLY, SIDEWALK BETWEEN BUILDING AND PUBLIC RIGHT OF WAY TO DRAIN TO CURB, DRAIN ROCK BETWEEN BUILDINGS IS CONSIDERED SELF-TREATING.

THE REQUIRED TREATMENT FLOW RATE (0.089 CFS) WILL BE PROVIDED BY MEDIA FILTER VAULT PLACED INSIDE BUILDING.

TALUS
1020 NOEL DRIVE, STE B
MENLO PARK, CA 94025
650.494.4974

TENTATIVE PARCEL MAP
1640 BROADWAY
STORM WATER MANAGEMENT PLAN

ALAMEDA COUNTY

CITY OF OAKLAND

CALIFORNIA

No	Revisions

Stamp:

Date	08/24/15
Scale	1" = 20'
Job No.	2015-09

Drawing Number:

TPM-6

6 of 6

ZONING COMPLIANCE REVIEW SET

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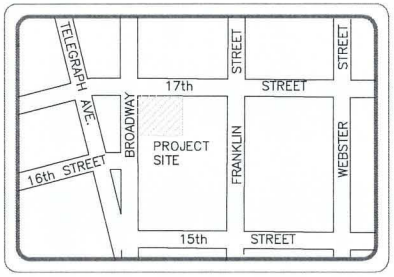


VICINITY MAP
NO SCALE

TITLE REPORT

North American Title Company
Order No.: 1372157
Property Address: 1840 Broadway, Oakland, CA 94612

Preliminary Report Dated as of June 15, 2015 at 7:30 A.M.
In response to the above referenced application for a Policy of Title Insurance

1. The estate or interest in the land hereinafter described or referred to covered by this report is:
Fee simple.

2. Title to said estate or interest at the date hereof is vested in:
1840 BROADWAY ASSOCIATES, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

3. The Land referred to in this report is situated in the City of Oakland, County of Alameda, State of California, described as follows:

LEGAL DESCRIPTION
Real property in the City of Oakland, County of Alameda, State of California, described as follows:

BEGINNING AT A POINT BEING THE INTERSECTION OF THE NORTHWESTERLY LINE OF FRANKLIN STREET WITH THE SOUTHWESTERLY LINE OF 17TH STREET, AS THE LINES OF SAID STREETS ARE SHOWN ON "SURVEY FOR UNITED STATES GOVERNMENT DEPARTMENT OF JUSTICE" NO. 7443, DATED MAY 18, 1914, FILED NOTES OF WHICH ARE ON FILE IN THE OFFICE OF THE CITY ENGINEER OF OAKLAND TRANSIT BOOK 87, PAGE 77, FROM WHICH POINT A CONCRETE MONUMENT LOCATED IN THE CITY MONUMENT LINE, 29.47 FEET SOUTHEASTERLY FROM THE NORTHWESTERLY LINE OF FRANKLIN STREET AND 179.63 FEET NORTHEASTERLY FROM THE SOUTHWESTERLY LINE OF 17TH STREET, BEARS NORTH 82°33'20" EAST, 33.42 FEET RUNNING THENCE SOUTH 28°15'00" WEST ALONG THE NORTHWESTERLY LINE OF FRANKLIN STREET, A DISTANCE OF 180.00 FEET TO A POINT FROM WHICH A CONCRETE MONUMENT IN THE CITY MONUMENT LINE IN FRANKLIN STREET BEARS SOUTH 83°45' EAST, 29.47 FEET; THENCE NORTH 63°47'19" WEST, A DISTANCE OF 150.13 FEET TO A CONCRETE MONUMENT; THENCE NORTH 28°15'00" EAST, A DISTANCE OF 10.00 FEET TO A POINT; THENCE NORTH 63°47'19" WEST, A DISTANCE OF 150.13 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF BROADWAY; THENCE NORTH 28°15'00" EAST ALONG THE SAID LINE OF BROADWAY, A DISTANCE OF 180.00 FEET TO A POINT IN THE SOUTHWESTERLY LINE OF 17TH STREET; THENCE SOUTH 63°47'19" EAST ALONG THE SAID LINE OF 17TH STREET, A DISTANCE OF 300.27 FEET TO THE POINT OR PLACE OF BEGINNING.
PLOTTED

EXCEPTING THEREFROM, THAT PORTION DESCRIBED IN THE DEED FROM THE UNITED STATES OF AMERICA TO THE CITY OF OAKLAND, BY INSTRUMENT RECORDED APRIL 18, 1936, BOOK 3627, PAGE 159, ALAMEDA COUNTY RECORDS.
PLOTTED

ALSO EXCEPTING THEREFROM, THAT PORTION DESCRIBED IN THE DEED FROM UNITED CALIFORNIA THEATRES, INC., TO CALIFORNIA PACIFIC TITLE INSURANCE COMPANY, BY INSTRUMENT RECORDED JULY 14, 1981, REEL 366, IMAGE 88, ALAMEDA COUNTY RECORDS.
PLOTTED

ALSO EXCEPTING THEREFROM, THAT PORTION DESCRIBED AS EXHIBIT A-1 IN THE "FINAL ORDER OF CONDEMNATION (1840 BROADWAY)" CASE NO: 704888-1, STATE OF CALIFORNIA, ALAMEDA COUNTY, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 3, 1994, SERIES NO. 94-49252, OFFICIAL RECORDS.
PLOTTED
THE ABOVE LEGAL DESCRIPTION IS DESCRIBED IN THE CERTIFICATION FOR PARCEL MAP WAIVER, RECORDED JULY 3, 2006, INSTRUMENT NO. 2006-253878, OFFICIAL RECORDS.
PLOTTED
APN: 008-0622-001-03; 008-0622-001-04 and 008-0622-001-05

SCHEDULE B
At the date hereof exceptions to coverage in addition to the printed exceptions and exclusions in the policy form designated on the face page of this report would be as follows:

5. The fact that the land lies within the boundaries of the Central District Redevelopment Project, as disclosed by the document recorded December 3, 2007 as Instrument No. 2007409509 of Official Records.

7. An unrecorded lease dated August 25, 2009, executed by 1840 Broadway Associates, LLC as lessor and Douglas Parking, LLC as lessee, as disclosed by a Subordination, Non-Disturbance and Attornment Agreement and Estoppel Certificate recorded August 3, 2010 as Instrument No. 2010224928 of Official Records.

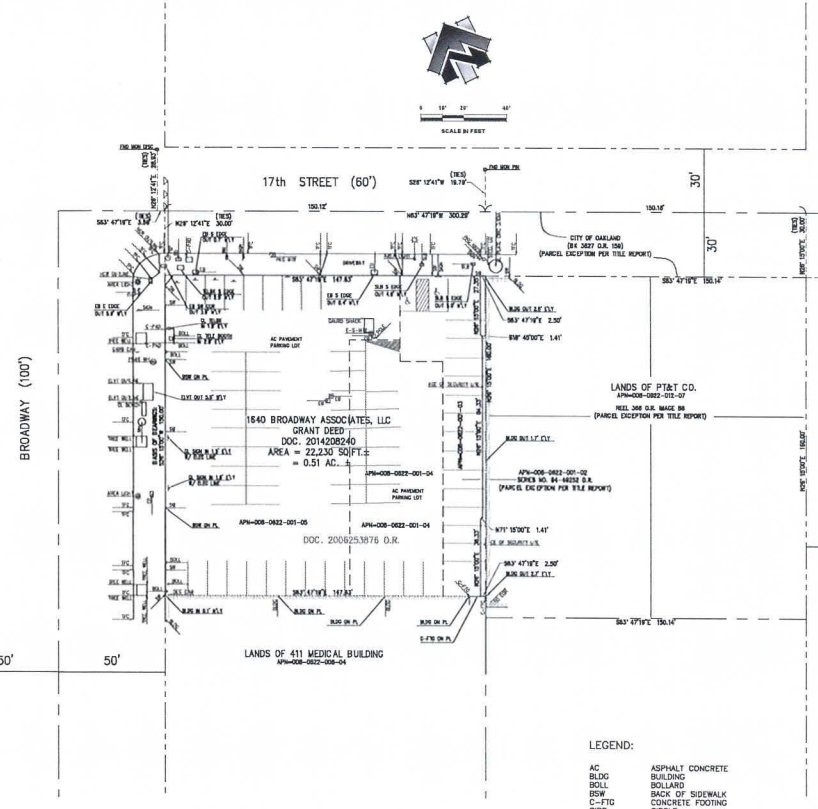
Defects, liens, encumbrances or other matters affecting the leasehold estate, whether or not shown by the public records.

PARKING:

REGULAR SPACES = 67

HANDICAPPED SPACES= 3

TOTAL PARKING SPACES = 70



FEMA FLOOD: ZONE X

FEMA FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NO: 06001C0067G
EFFECTIVE DATE: 8/3/2009

BASIS OF BEARINGS:

THE BEARING S28°15'00"W FOR THE EASTERLY RIGHT OF WAY LINE OF BROADWAY AS SHOWN IN THAT CERTAIN GRANT DEED TO 1840 BROADWAY ASSOCIATION, LLC, AS RECORDED IN AUGUST 22, 2014 IN DOCUMENT 2014208240 OF OFFICIAL RECORDS, ALAMEDA COUNTY WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

SURVEYOR NOTES:

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF
2. DATE OF FIELD SURVEY: JULY 14, 2015

SURVEYOR'S CERTIFICATE

TO:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ASCM LAND TITLE SURVEYS" JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011, AND INCLUDING ITEMS 2, 3, 4, 7a, 8, 11a, 13, 14, 15, 16, 18, 21. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN THE EFFECT ON THE PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THERIN.

PRELIMINARY

LICENSED LAND SURVEYOR
RAFAEL Y. REYES
No. 7816
STATE OF CALIFORNIA

LEGEND:

AC	ASPHALT CONCRETE
BLDG	BUILDING
BOLL	BOLLARD
BSW	BACK OF SIDEWALK
C-FTG	CONCRETE FOOTING
CIRC	CIRCLE
CL	CENTERLINE
COR	CORNER
C-PAD	CONCRETE PAD
DOC	DOCUMENT
EB	ELECTRICAL BOX
ELVT	ELECTRICAL VAULT
E'LY	EASTERLY
E-S-MTR	ELECTRICAL SERVICE METER
FH	FIRE HYDRANT
FND	FOUND
GARB	GARBAGE
HCR	HANDICAP RAMP
MH	MANHOLE
N'LY	NORTHERLY
O.R.	OFFICIAL RECORDS
PKG MTR	PARKING METER
PL	PROPERTY LINE
S	SOUTH
SEC CAM	SECURITY CAMERA
S'LY	SOUTHERLY
SW	SIDEWALK
TELBX	TELEPHONE BOX
TELE	TELEPHONE
TFC	TOP FACE OF CURB
TSP	TRAFFIC SIGNAL POLE
W/	WITH
W'LY	WESTERLY
WM	WATER METER
	BOLLARD
	ELECTRICAL BOX (OTHERWISE NOTED)
	FIRE HYDRANT
	SIGN
	AREA LIGHT
	PARKING METER
	HANDICAP SYMBOL
	MONUMENT
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	LOT LINE
	ASSESSOR MAP LINE
	TRAFFIC SIGNAL POLE
	BUILDING HATCH

PRELIMINARY DRAFT

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LiDAR
707 NORTH SHORELINE BOULEVARD
MOUNTAIN VIEW, CA 94043
Phone: (650) 216-2336

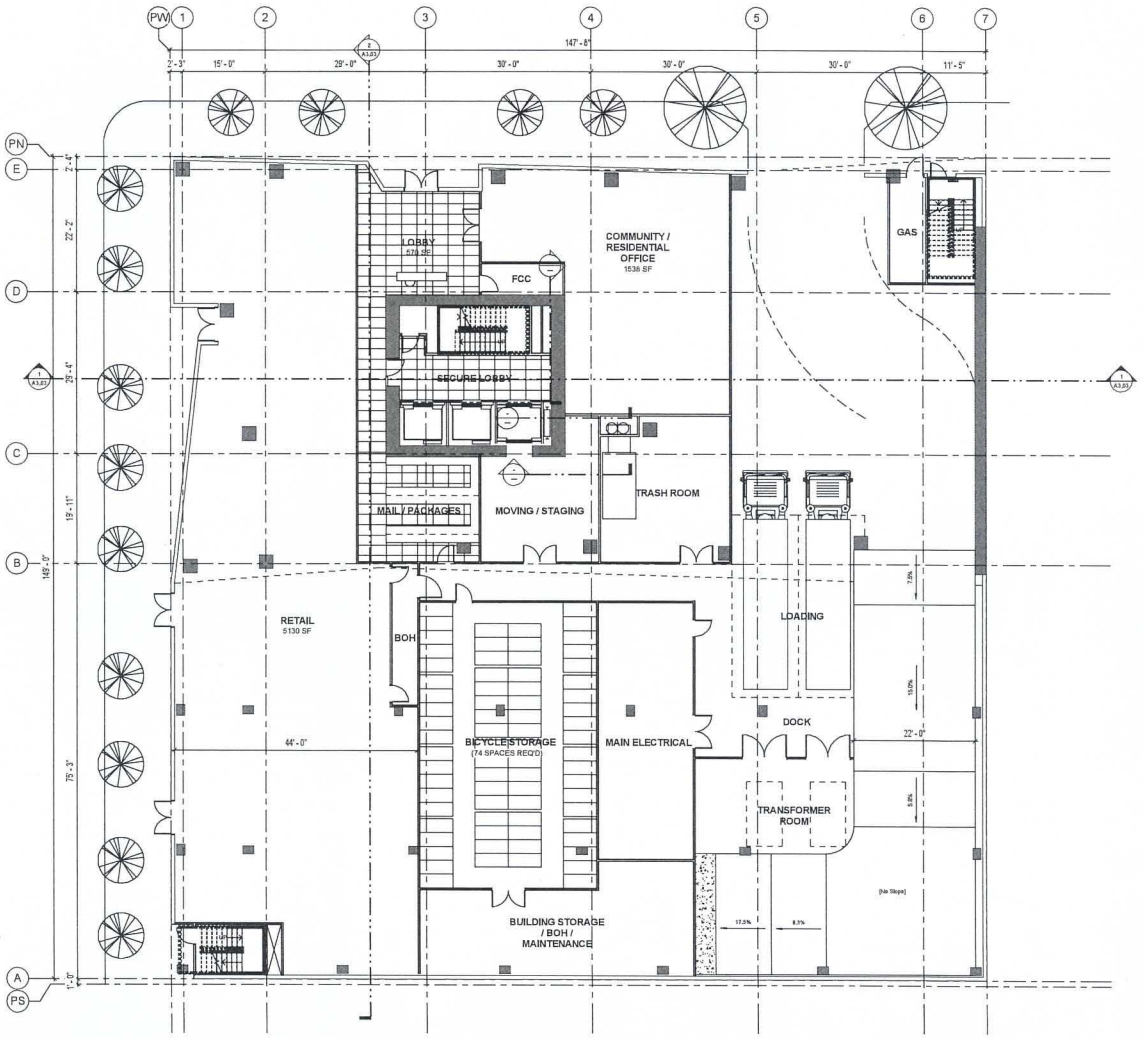
SHEET 1 OF 1

ALTA/ACSM LAND TITLE SURVEY OF THE LANDS DESCRIBED IN PRELIMINARY REPORT
1640 BROADWAY

DATED JUNE 15, 2015 ISSUED BY NORTH AMERICAN TITLE COMPANY, ORDER NO. 54606-1372157-15

JULY 15, 2015

OAKLAND, CA



1 GROUND FLOOR LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"

SCB

Solomon Cordwell Buenz

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San Francisco
T 415.216.2450

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ACOUSTICAL ENGINEER
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SAN FRANCISCO, CA 94104
415.397.0442
www.cmsalter.com

NO.	DATE	DESCRIPTION
	05.17.2017	50% SD OF DESIGN

1640 BROADWAY

1640 Broadway
Oakland, CA

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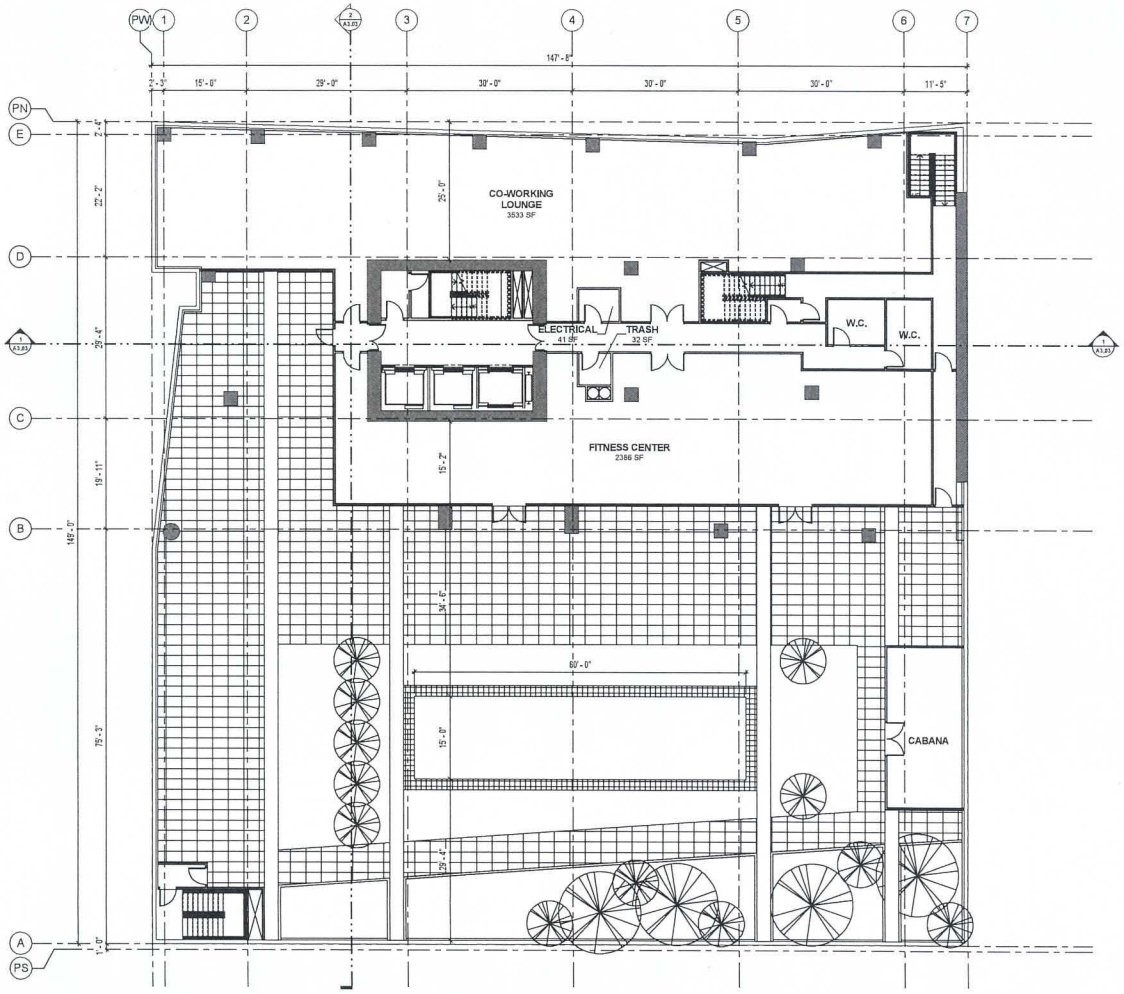
GROUND FLOOR LANDSCAPE PLAN

Drawn By: Author
Checked By: Checker
Project Number: 2015044

Sheet Number: L2.01



1 LEVEL 06 LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"

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NO.	DATE	DESCRIPTION
	01.17.2018	SET OF DESIGN

1640 BROADWAY

1640 Broadway
Oakland, CA

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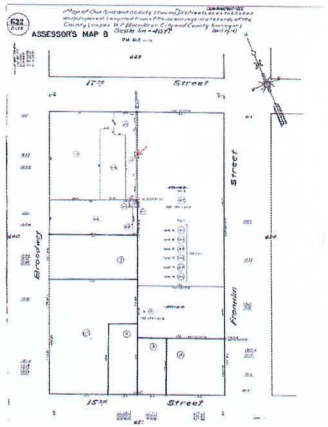
LEVEL 06
LANDSCAPE PLAN

Drawn By: Author
Checked By: Checker
Project Number: 2015044

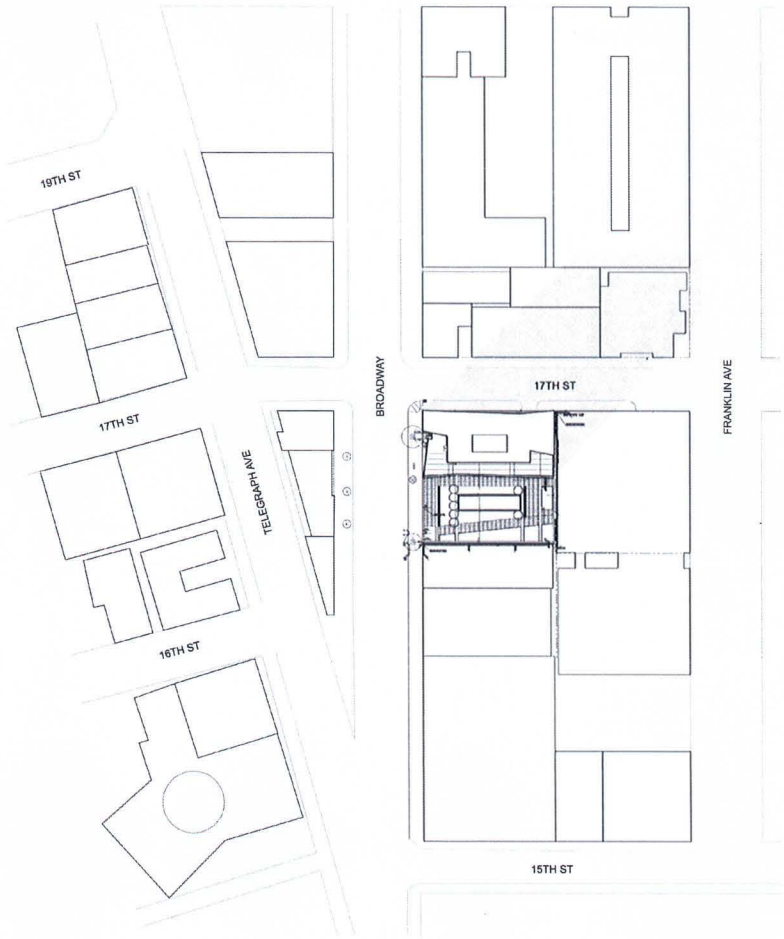
Sheet Number: L2.02

Zoning Information

Zoning Designation	CBD-P (Central Business District Pedestrian Retail)
Height Limit	Height Area 7
Max building base height	120'
Liquefaction Hazard Zone	Liquefaction Area 2
Ground floor Commercial	Min 70% facade transparency (80% along Broadway for commercial uses)
Open Space	75 sf per unit, 19,050 sf required
Private Open Space	Min. 10ft in dimension if on ground floor, no min. elsewhere.
Public Open Space	Min. 10ft dimension at ground floor. Min. 15ft dimension at rooftop or courtyard.
Parking	1 space/unit, 254 spaces None required for retail required. 328 spaces provided.
Off Street Loading Zones	Two berths for 150,000 Berth size - 12'W x 14'H299,999sf residential
Bike Parking	1 long term bike parking33' D 1 short term bike parkingspace per 4 units 1 bike space per 2000 space per 20 units 1 bike space per 5000 sf restaurants and food sales sf other retail



Description: Alameda, CA Assessor Map - Book Page 8.022 Page: 1 of 1
Order: mr Comment:



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NO.	DATE	DESCRIPTION
	29.11.2017	50% SET OF DESIGN

1640 BROADWAY

1640 Broadway
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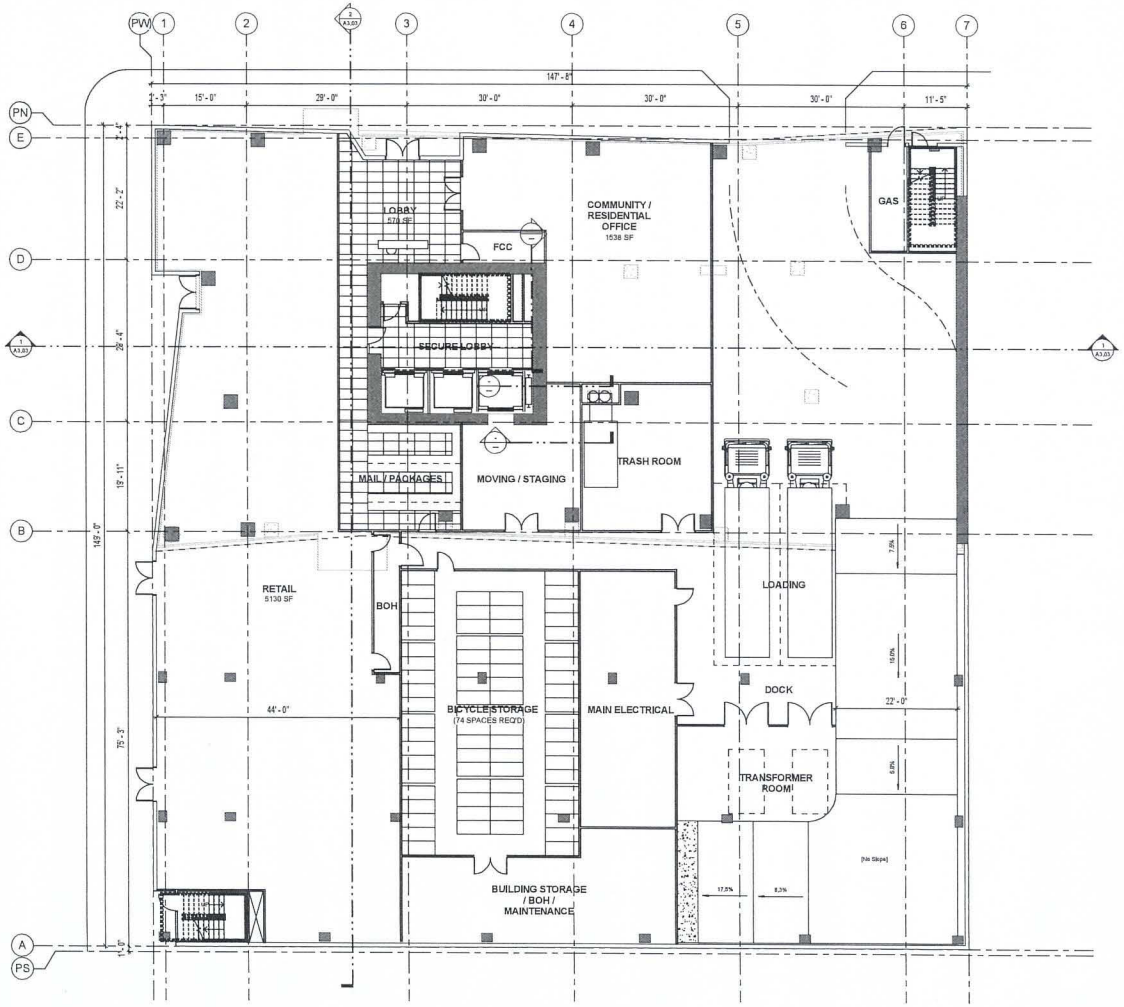
SITE PLAN

Drawn By: Author
Checked By: Checker
Project Number: 2015044

Sheet Number: A1.01



1 PLAN - LEVEL 01

SCALE: 1/8" = 1'-0"

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NO.	DATE	DESCRIPTION
	03.12.2015	SHEET OF DETAILS

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Plan - Level 01

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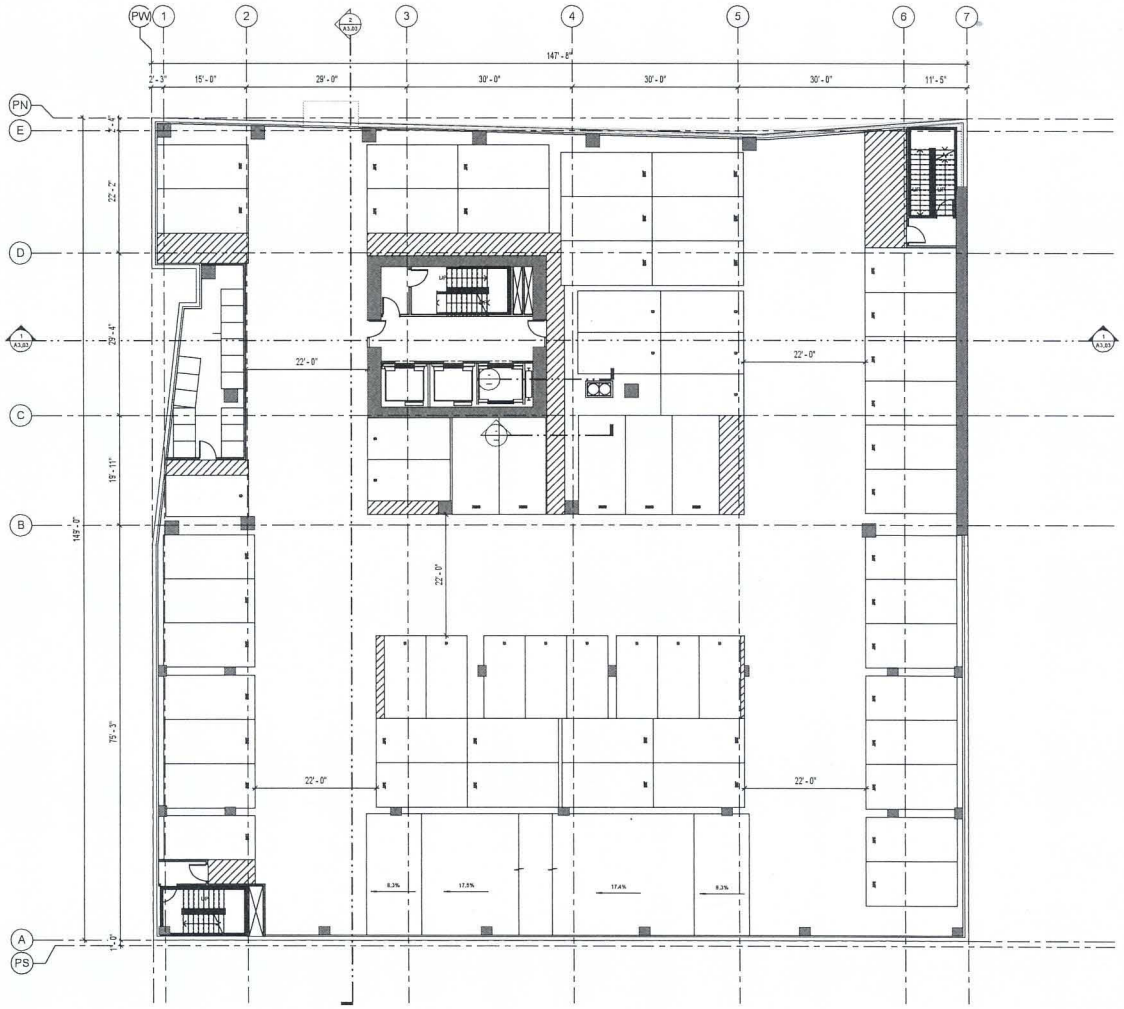
Project Number: 2015044

Sheet Number: A2.01



1 PLAN - LEVEL 02 (TYP PARKING)

SCALE: 1/8" = 1'-0"

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Plan - Level 02 (Typical Parking Level)

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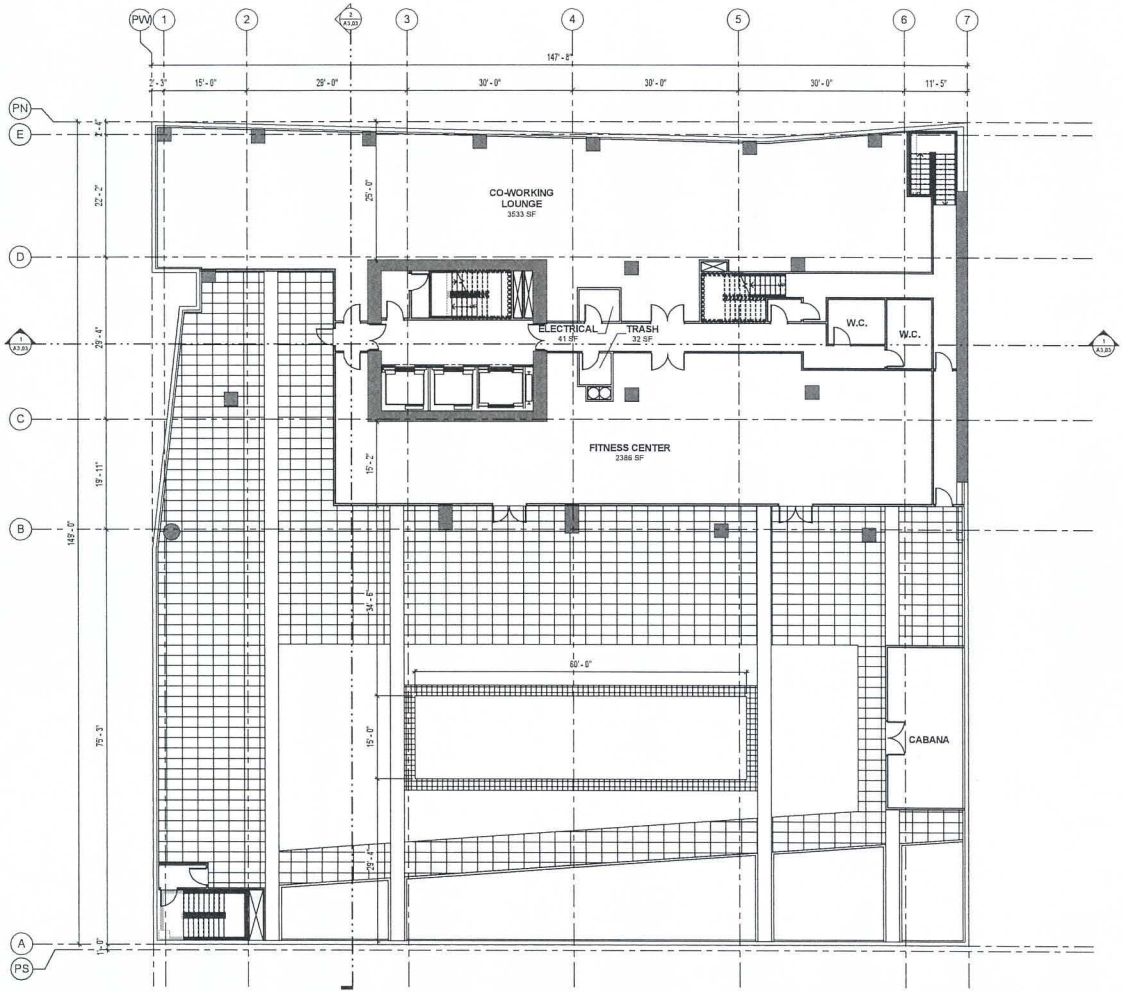
Project Number: 2015044

Sheet Number: A2.02



1 LEVEL 06 (AMENITY)

SCALE: 1/8" = 1'-0"

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Plan - Level 06 (Amenity)

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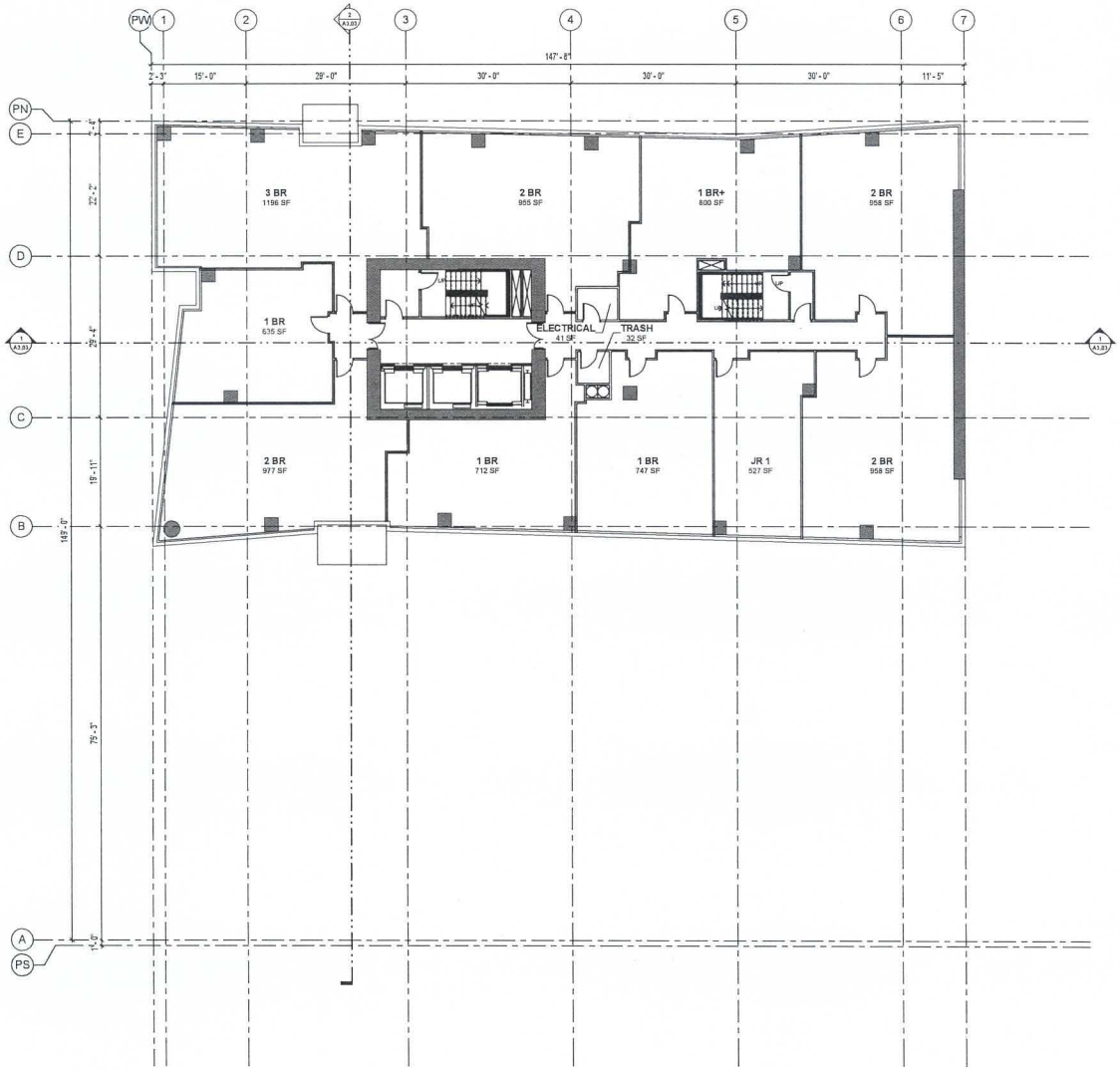
Project Number: 2015044

Sheet Number: A2.06



1 LEVEL 07 (TYP LOWER STACK)

SCALE: 1/8" = 1'-0"

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Plan - Level 07 (Typical Lower Stack)

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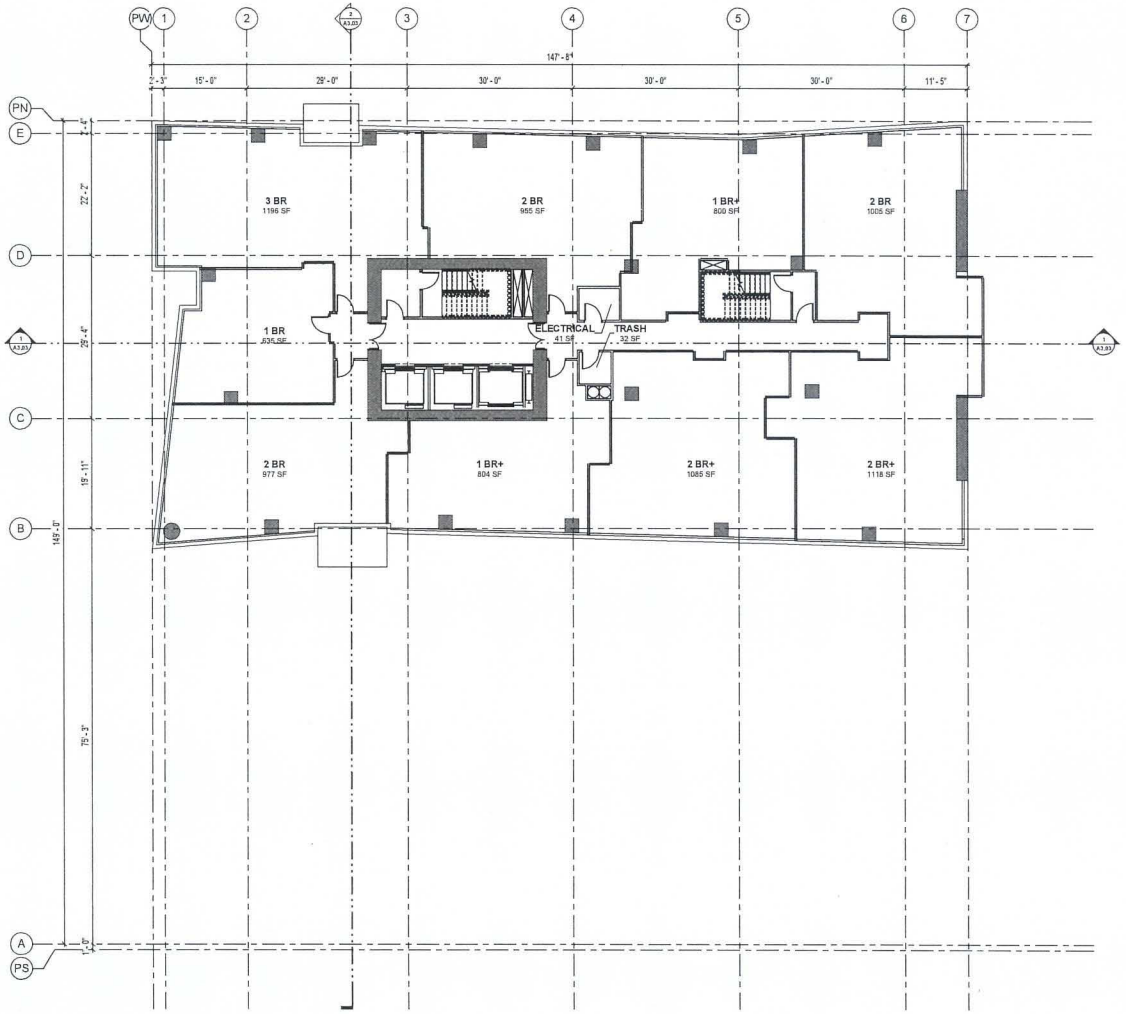
Project Number: 2015044

Sheet Number: A2.07



1 LEVEL 27 (TYP UPPER STACK)

SCALE: 1/8" = 1'-0"

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Plan - Level 27 (Typical Upper Stack)

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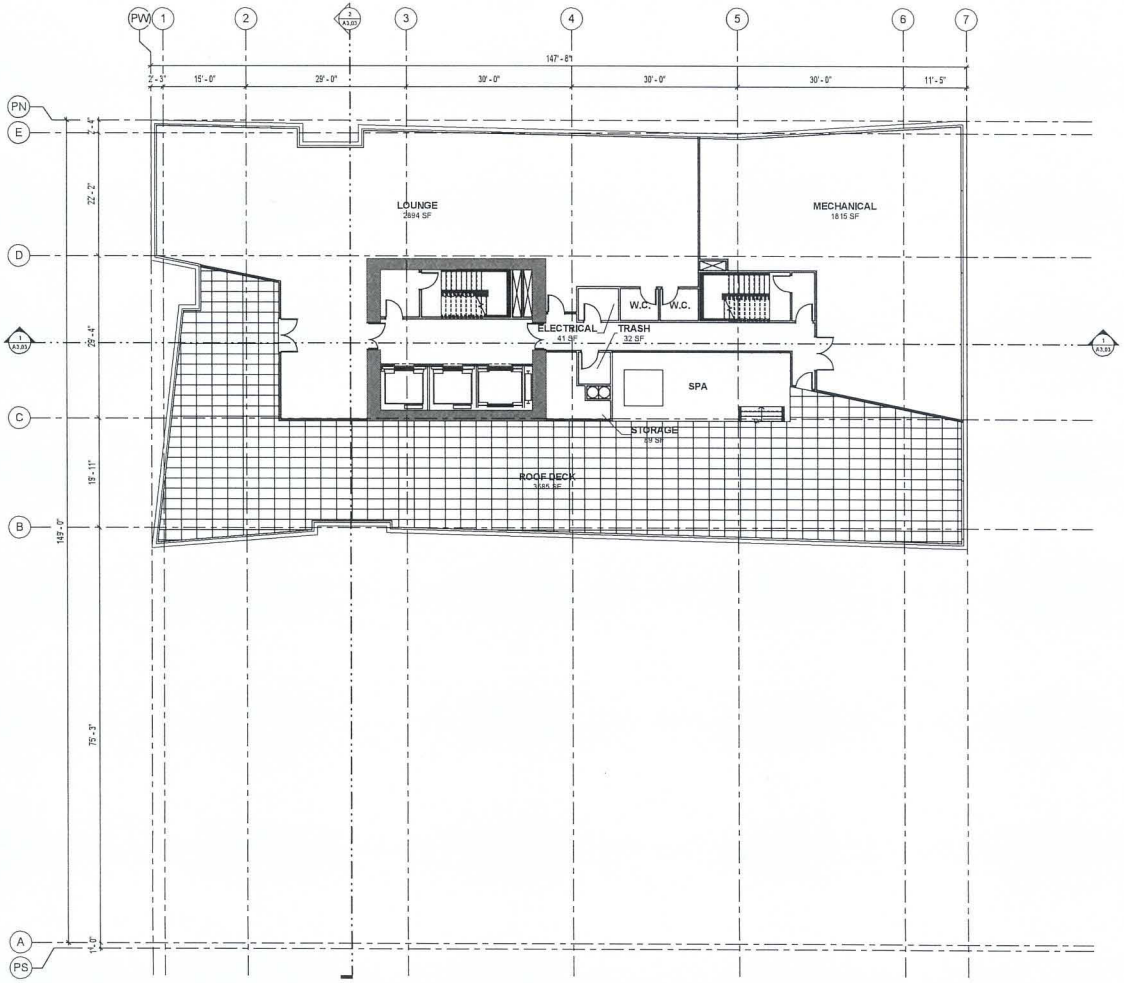
Sheet Number: A2.08



1 LEVEL 33 (ROOF AMENITY)

SCALE: 1/8" = 1'-0"

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Plan - Level 33 (Roof Amenity)

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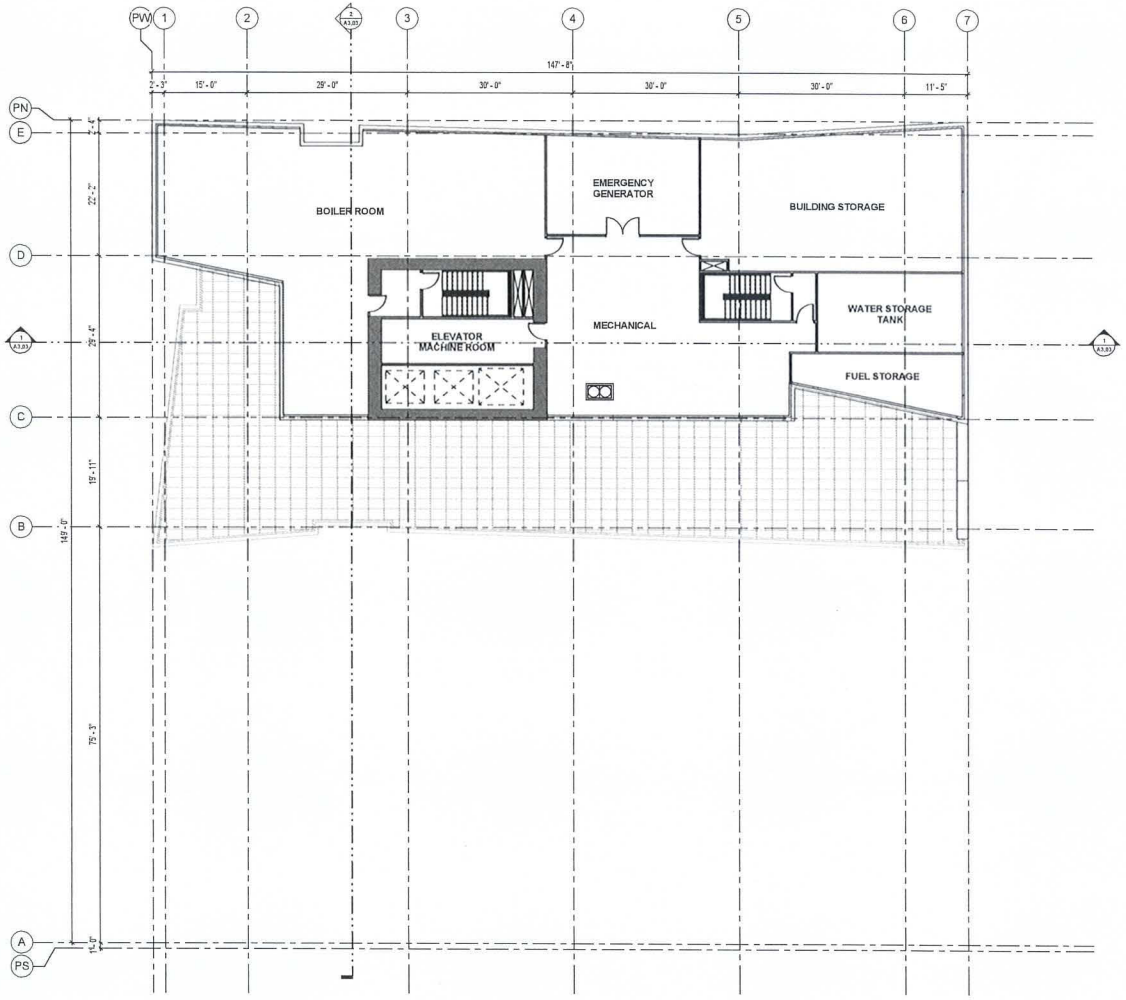
Project Number: 2015044

Sheet Number: A2.09



1 LEVEL 34 (MECH PENTHOUSE)

SCALE: 1/8" = 1'-0"

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Plan - Level 34 (Mechanical Penthouse)

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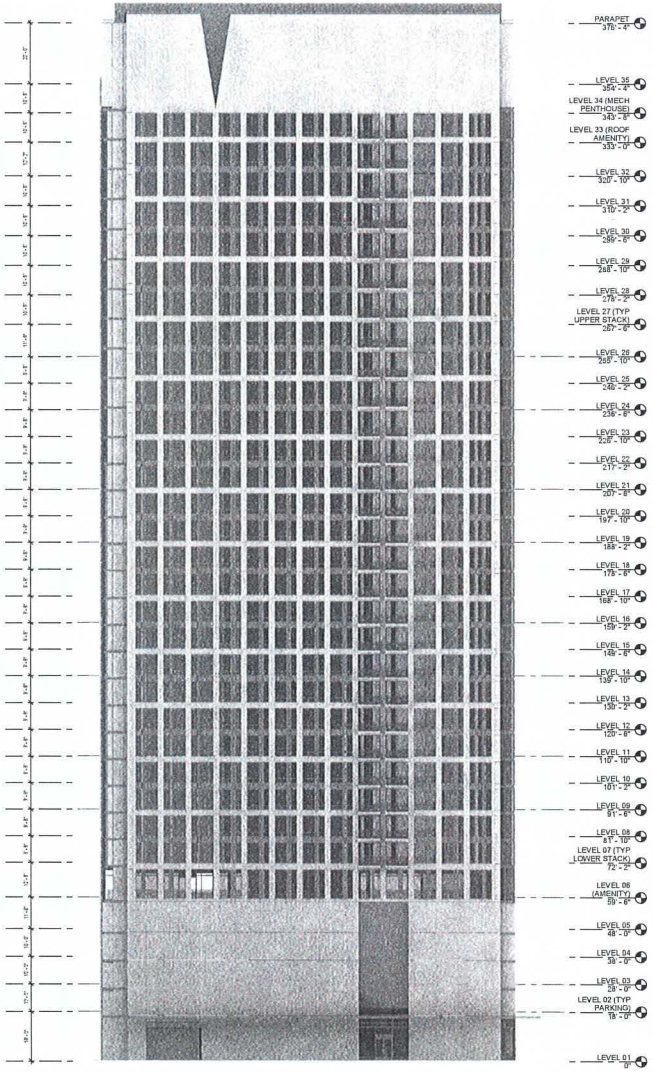
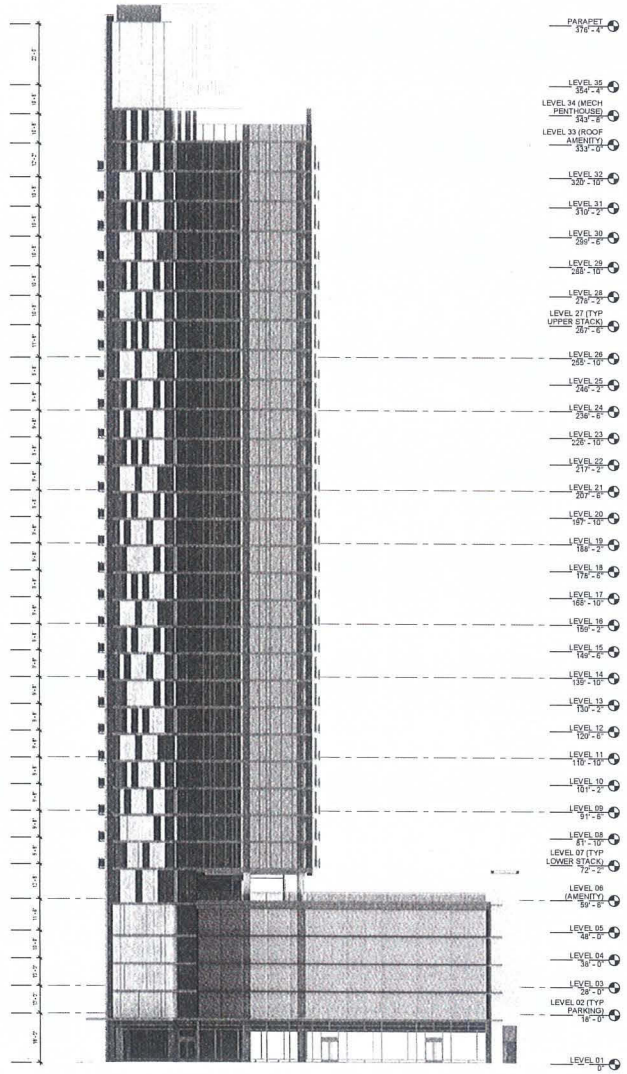
Project Number: 2015044

Sheet Number: A2.10



2 NORTH (17TH ST.) ELEVATION

SCALE: 1/16" = 1'-0"



1 WEST (BROADWAY) ELEVATION

SCALE: 1/16" = 1'-0"

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Building Elevations

Drawn By: Author
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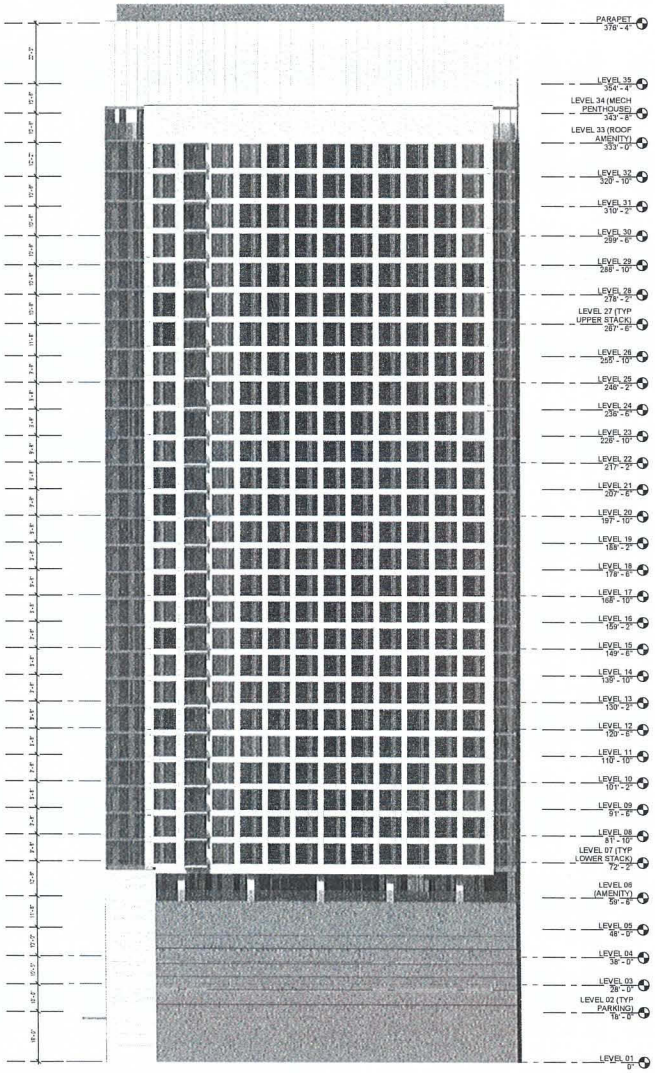
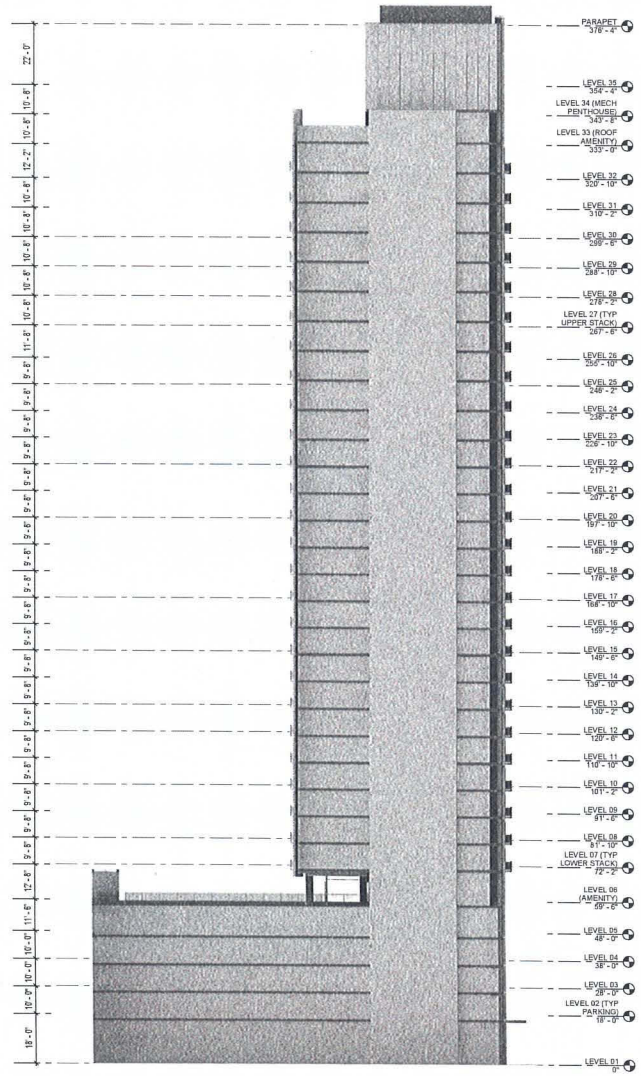
Project Number: 2015044

Sheet Number: A3.01



2 SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



1 EAST (REAR) ELEVATION

SCALE: 1/16" = 1'-0"

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NO.	DATE	DESCRIPTION
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1640 BROADWAY

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Building Elevations

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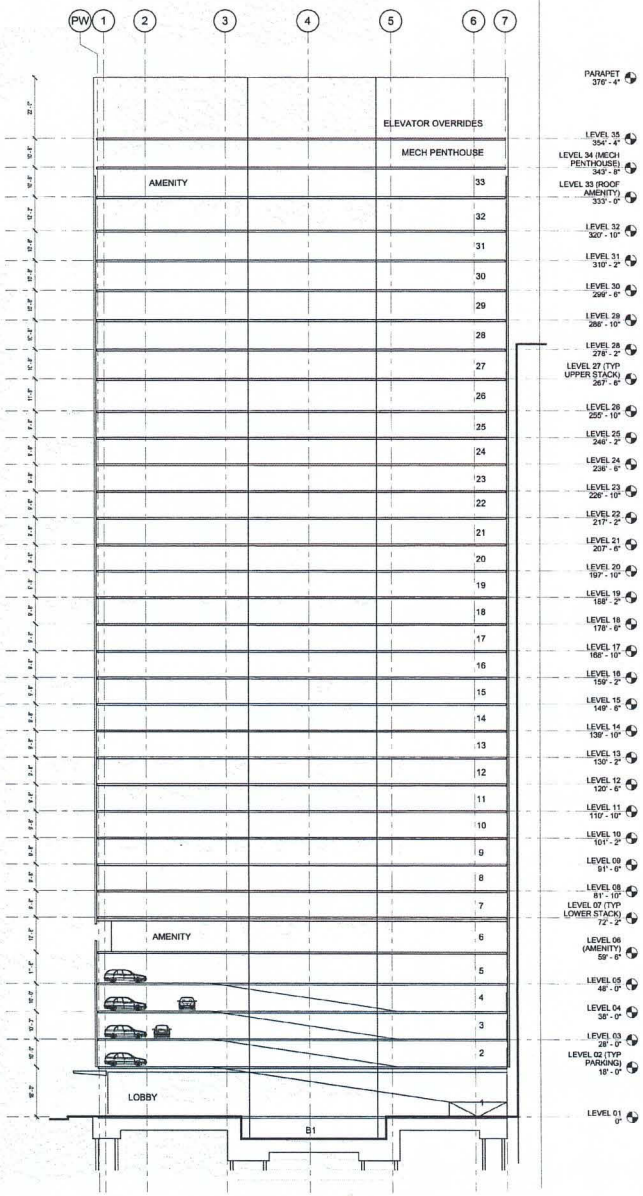
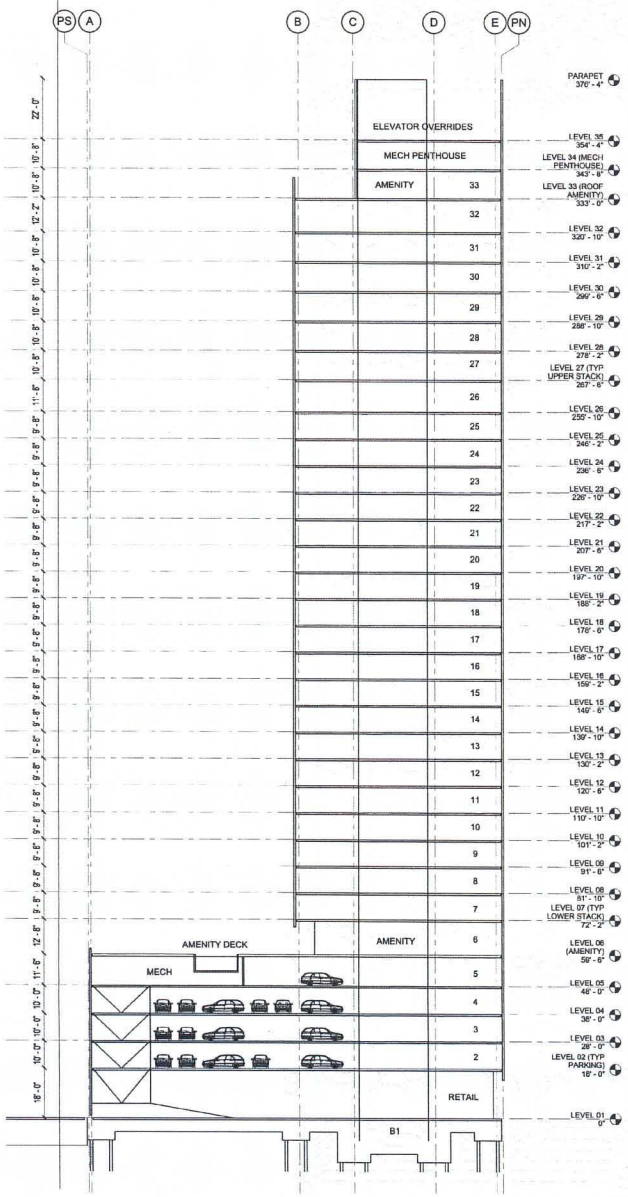
Sheet Number: A3.02



1 **BUILDING SECTION - E-W**
SCALE 1/16" = 1'-0"



2 **BUILDING SECTION - N-S**
SCALE 1/16" = 1'-0"

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NO.	DATE	DESCRIPTION
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Building Sections

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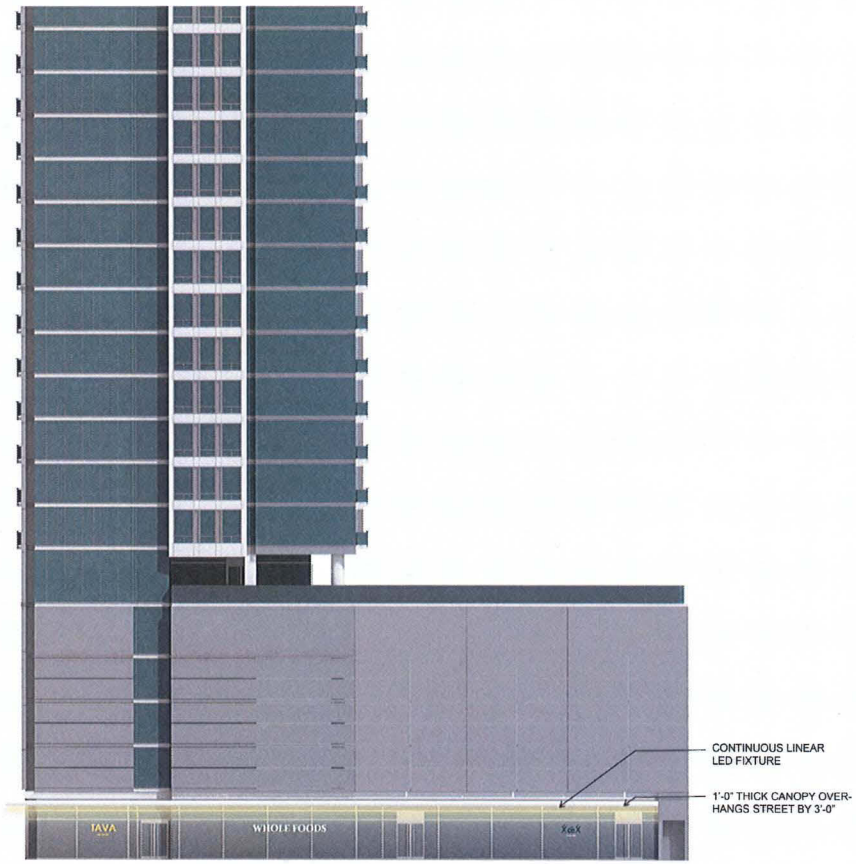
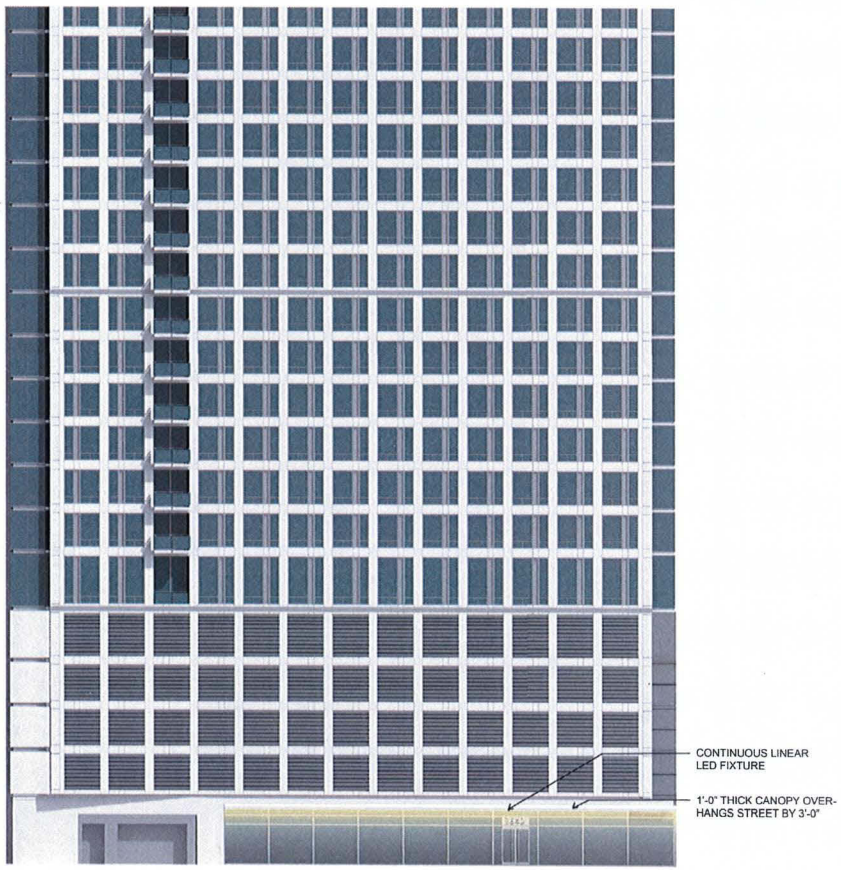
Sheet Number: A3.03



WEST ELEVATION - BROADWAY



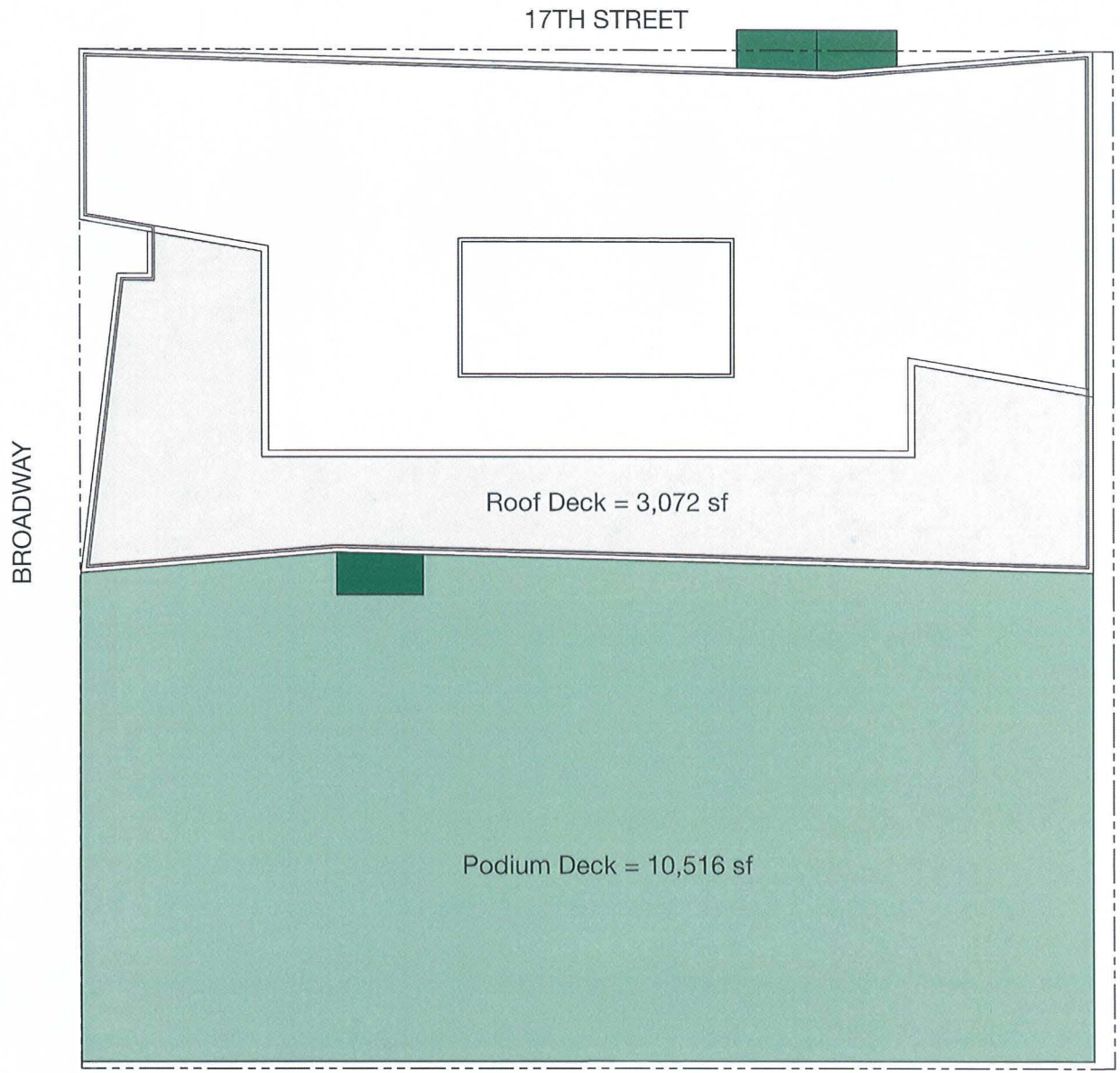
NORTH ELEVATION - 17TH STREET

PRELIMINARY

BUILDING SIGNAGE & LIGHTING STRATEGY

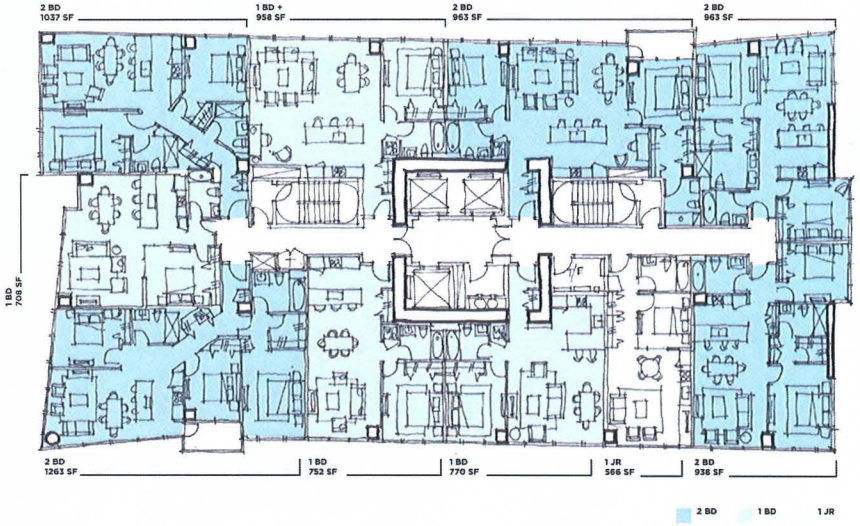
Required:
75 sf/unit if common
38 sf/unit if private

Provided:
Common = 13,588 sf
73 units require private balconies

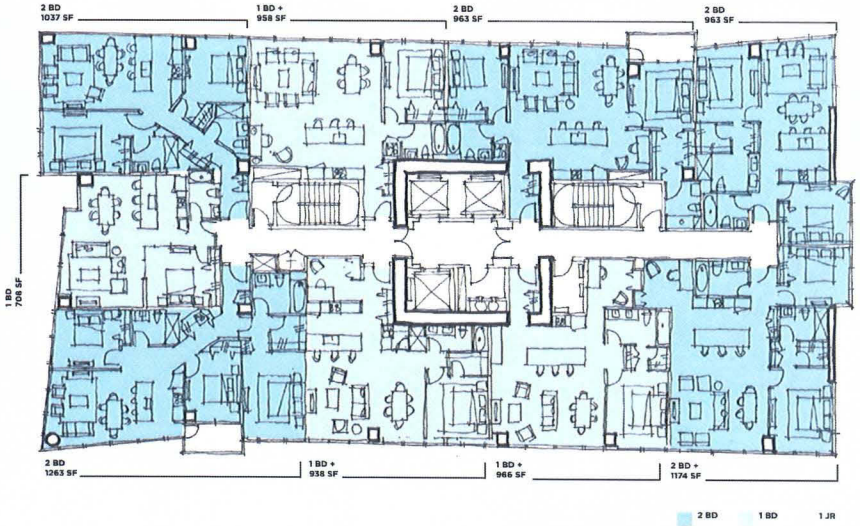


0 16' 48'

PRELIMINARY
OPEN SPACE PLAN

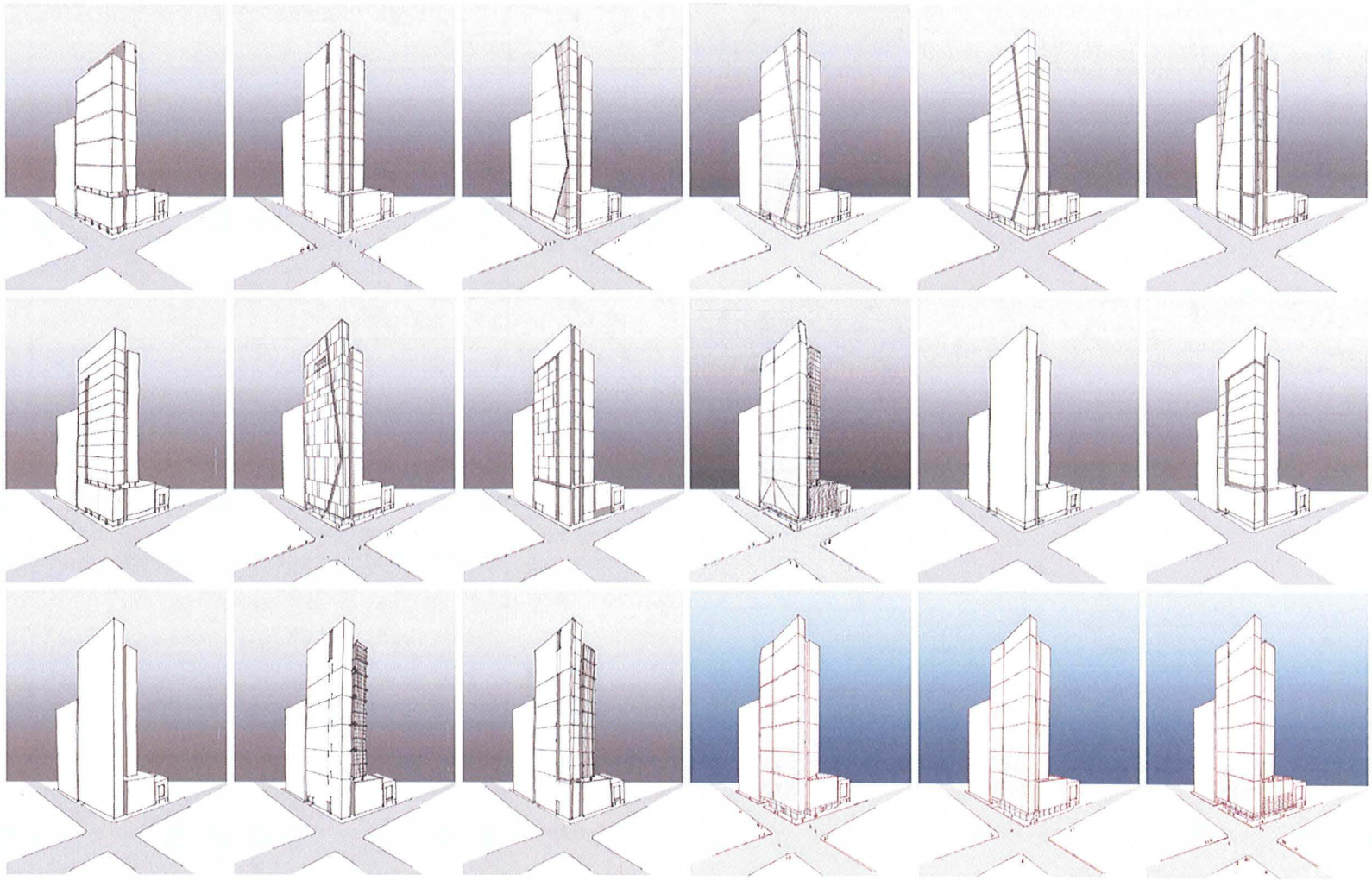


LOWER STACK UNIT PLANS



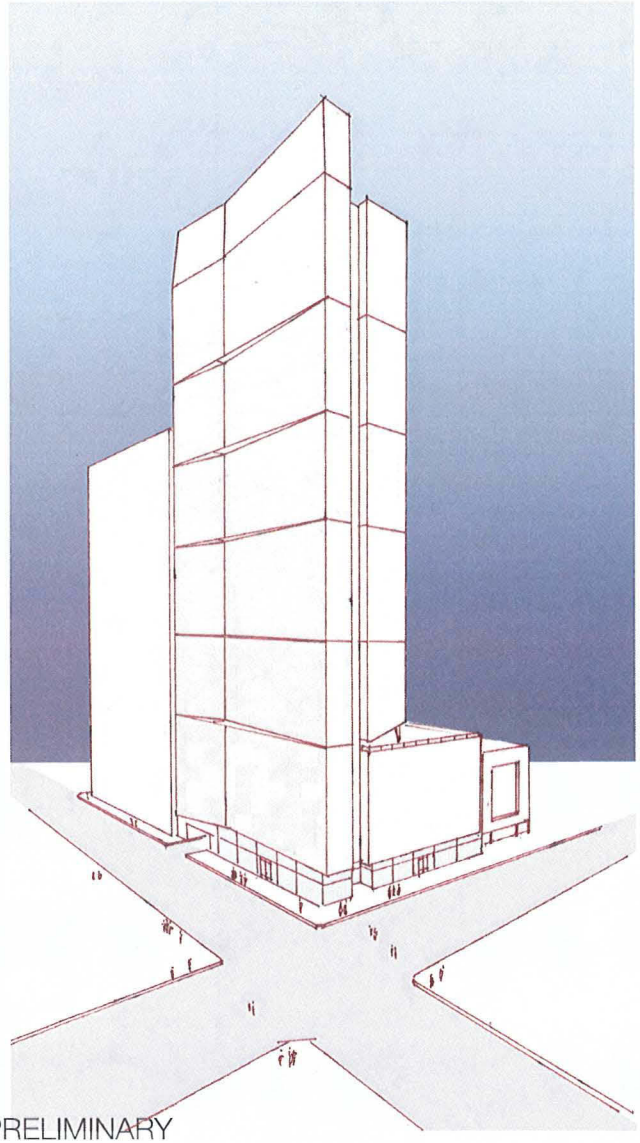
UPPER STACK UNIT PLANS

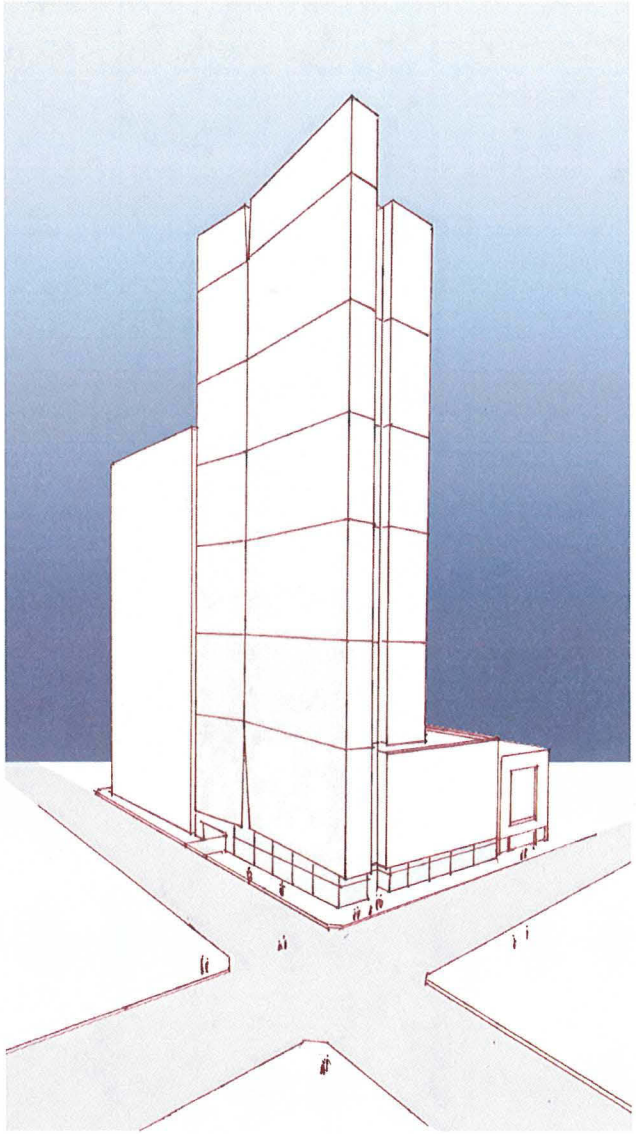
PRELIMINARY
CONCEPTUAL UNIT PLANS

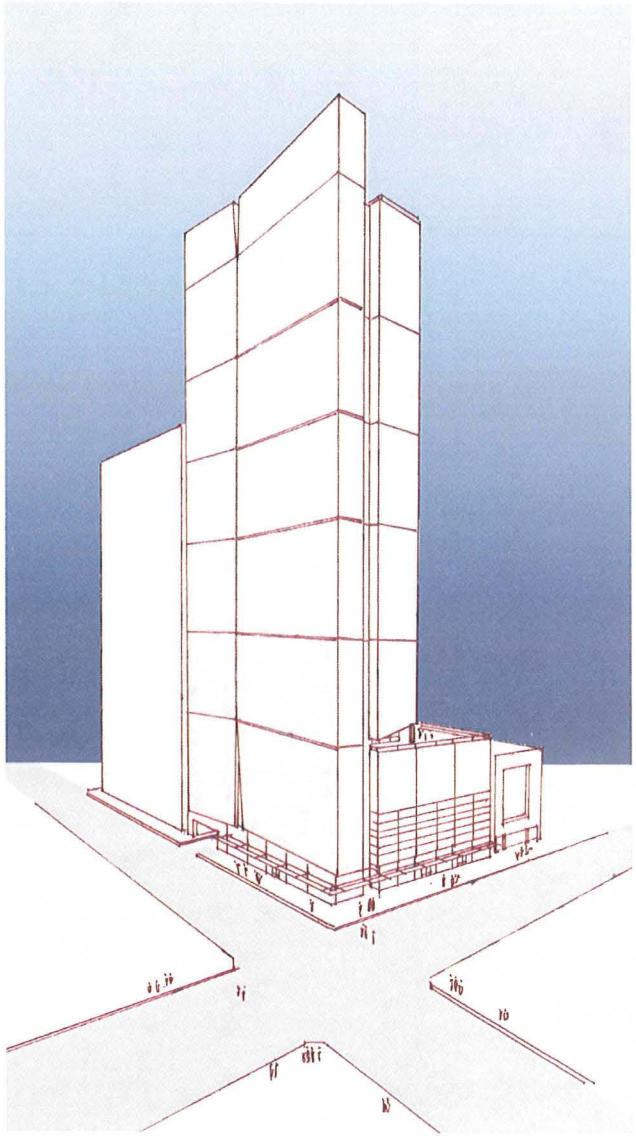


PRELIMINARY

BUILDING MASSING CONCEPTS







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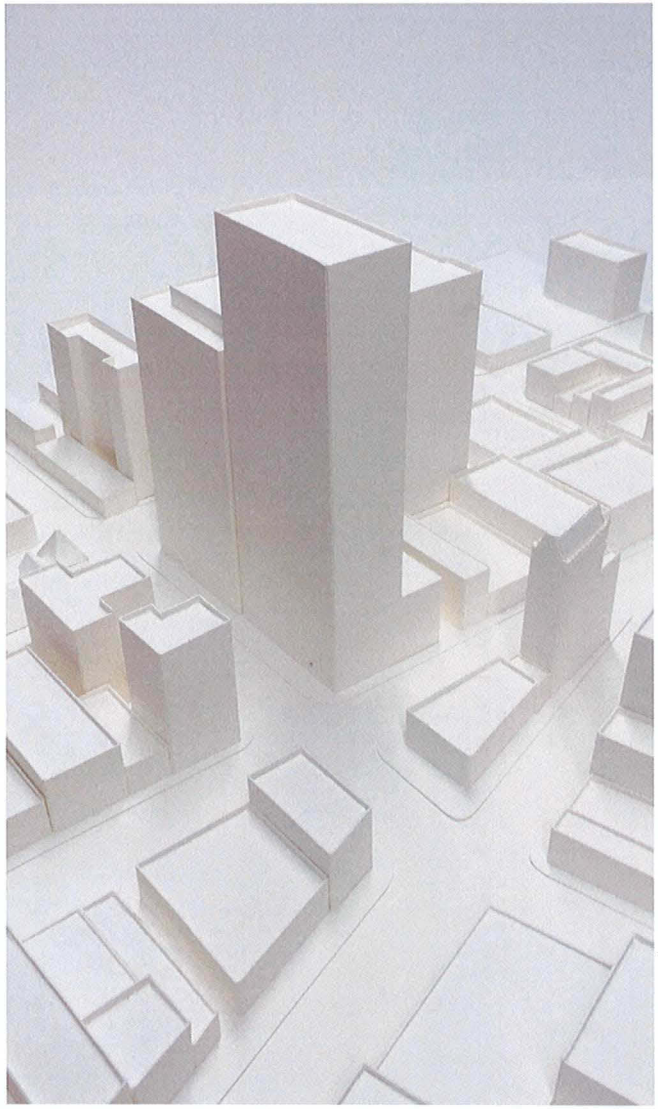
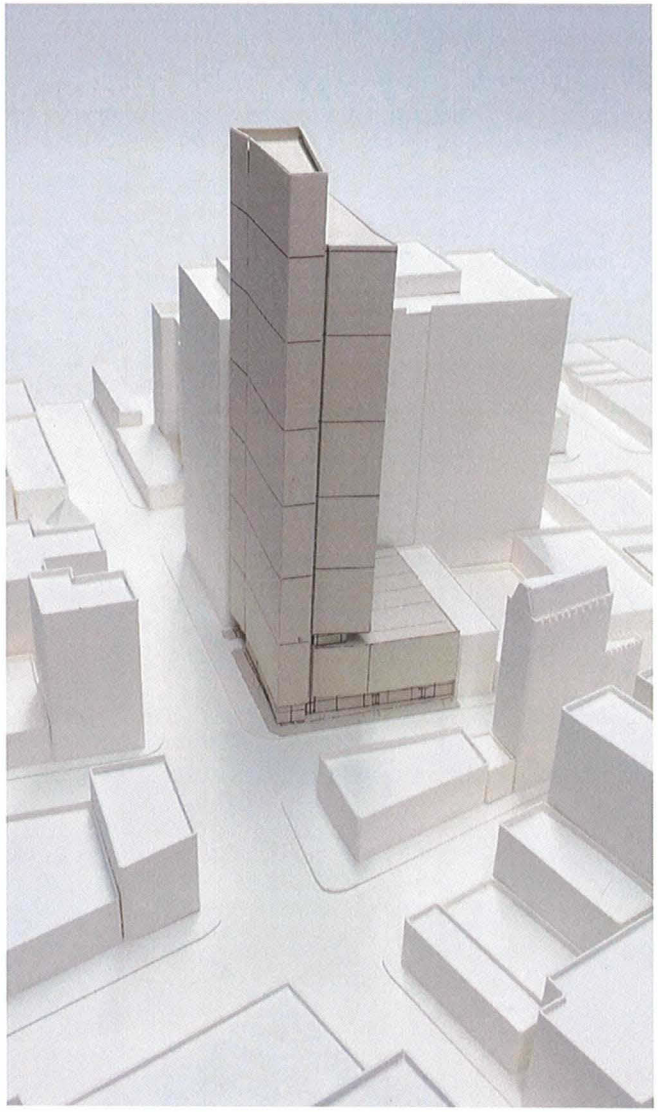
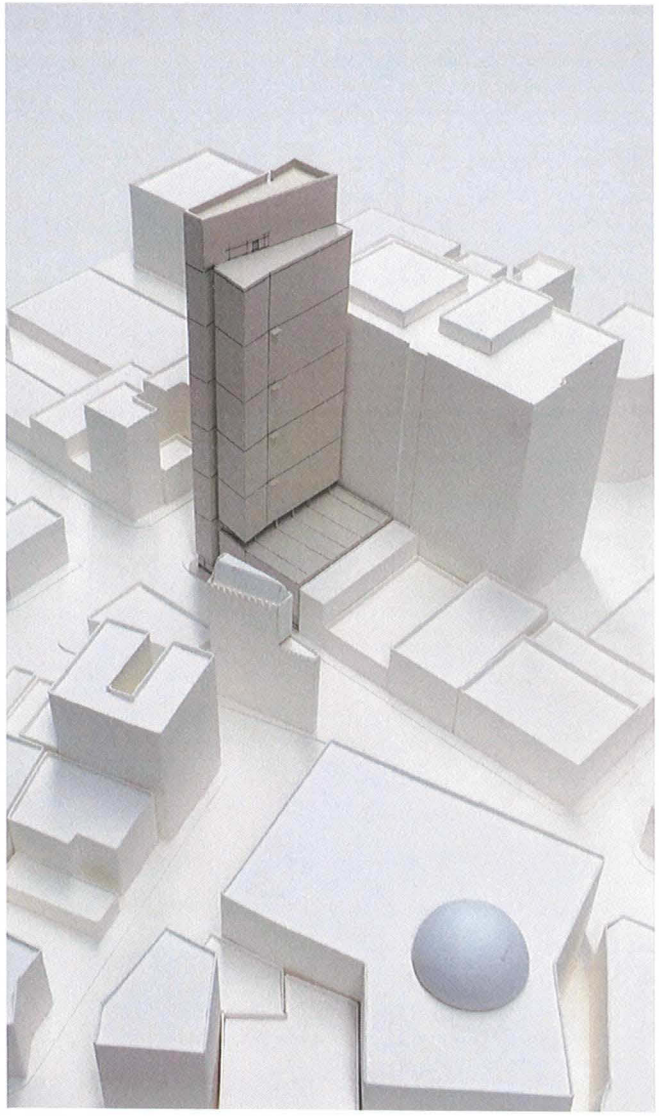






PRELIMINARY

BUILDING MASSING MODELS

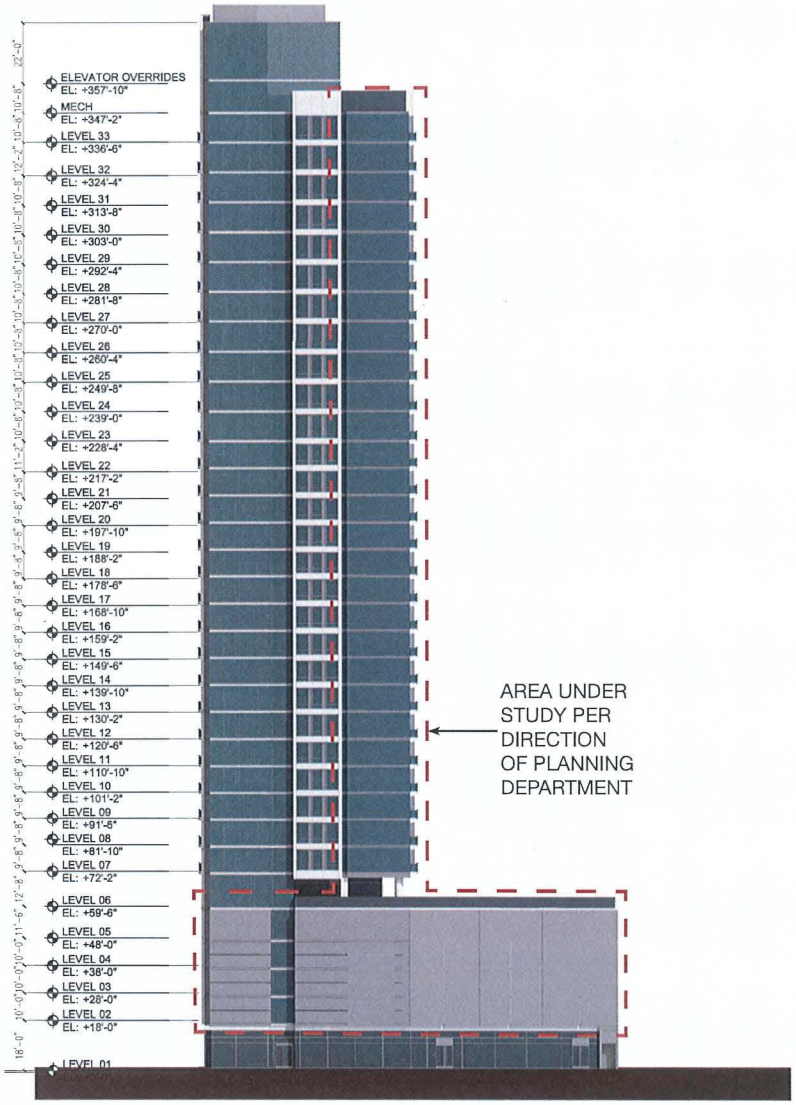
PRELIMINARY
BUILDING MASSING RENDERING

PRELIMINARY

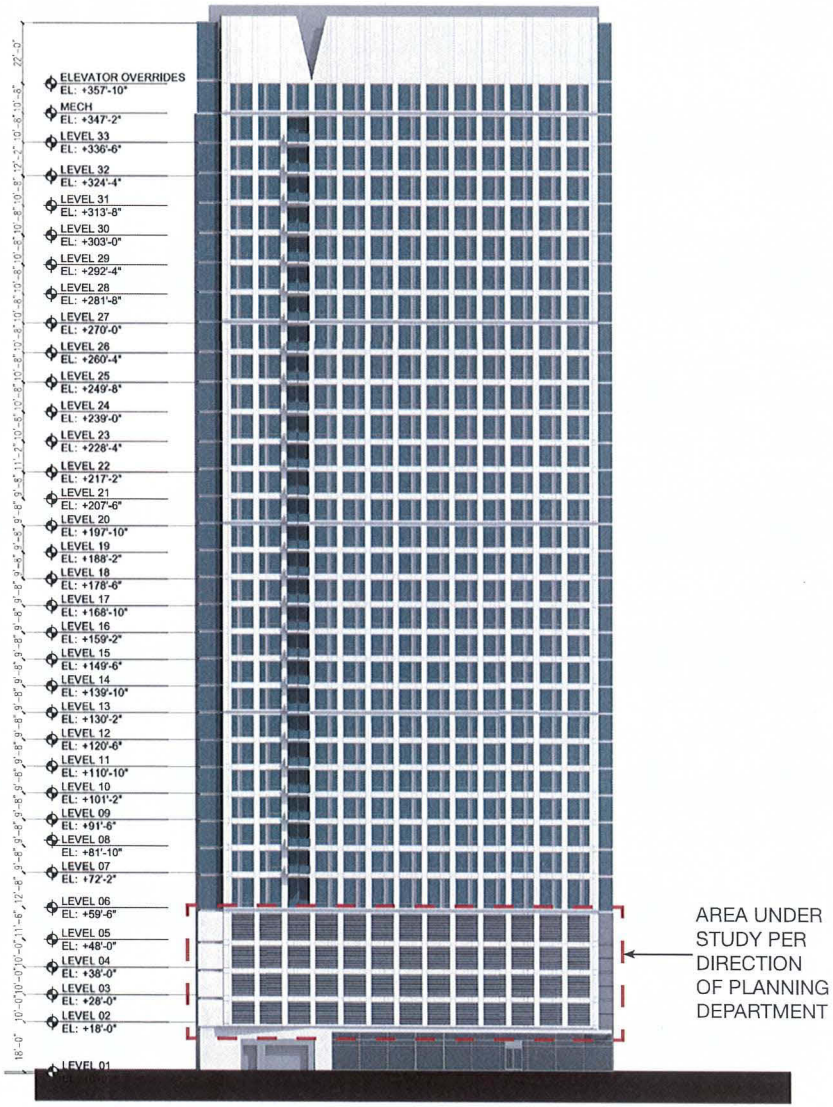
BUILDING MASSING RENDERING

PRELIMINARY

BUILDING MASSING RENDERING

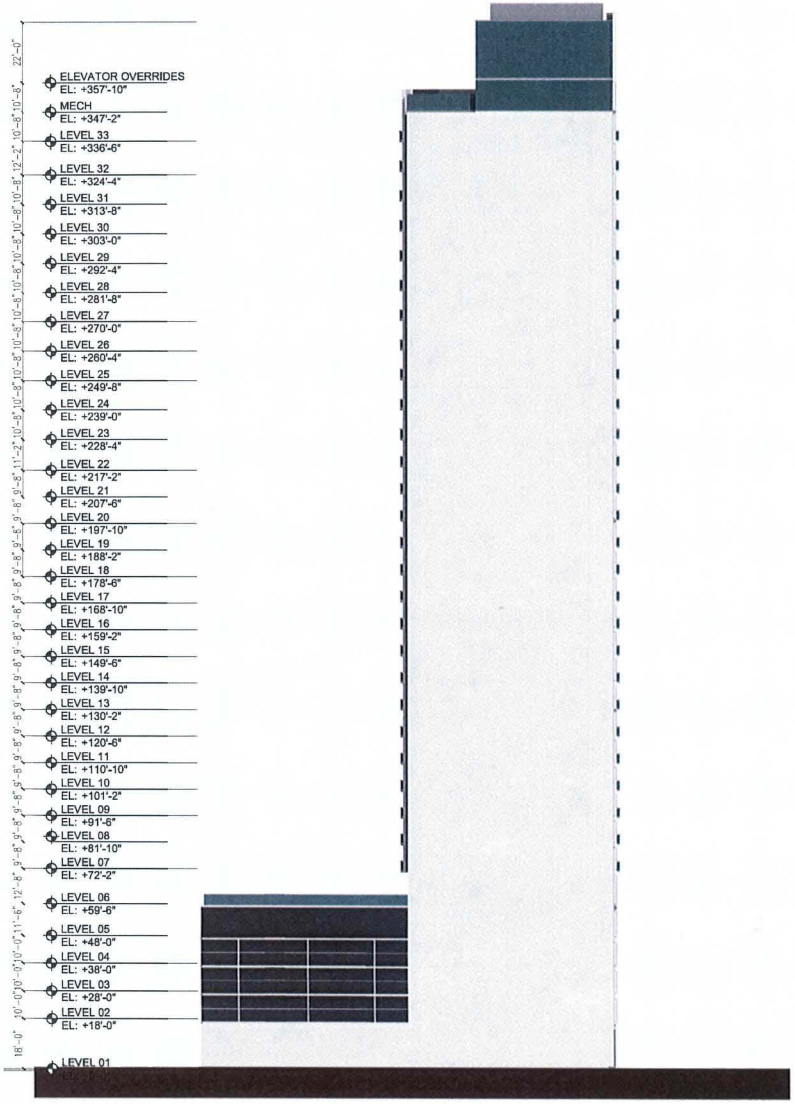


WEST ELEVATION - BROADWAY

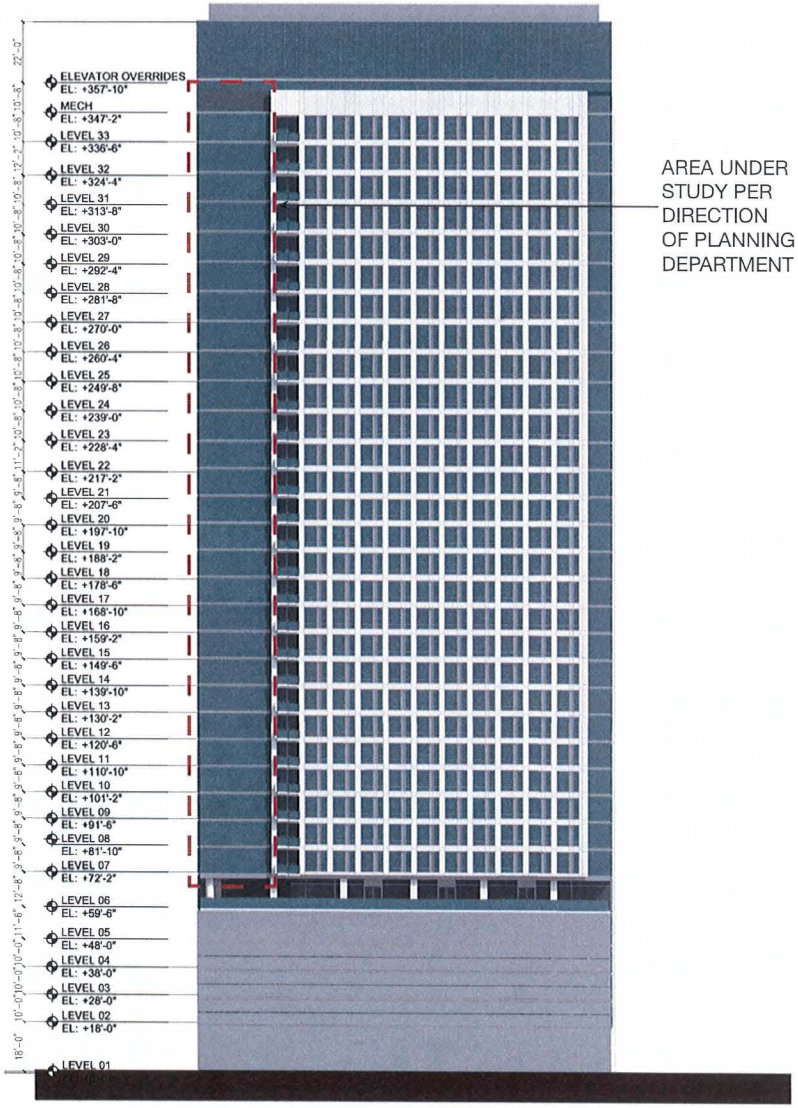


NORTH ELEVATION - 17TH STREET

PRELIMINARY ELEVATIONS



EAST ELEVATION

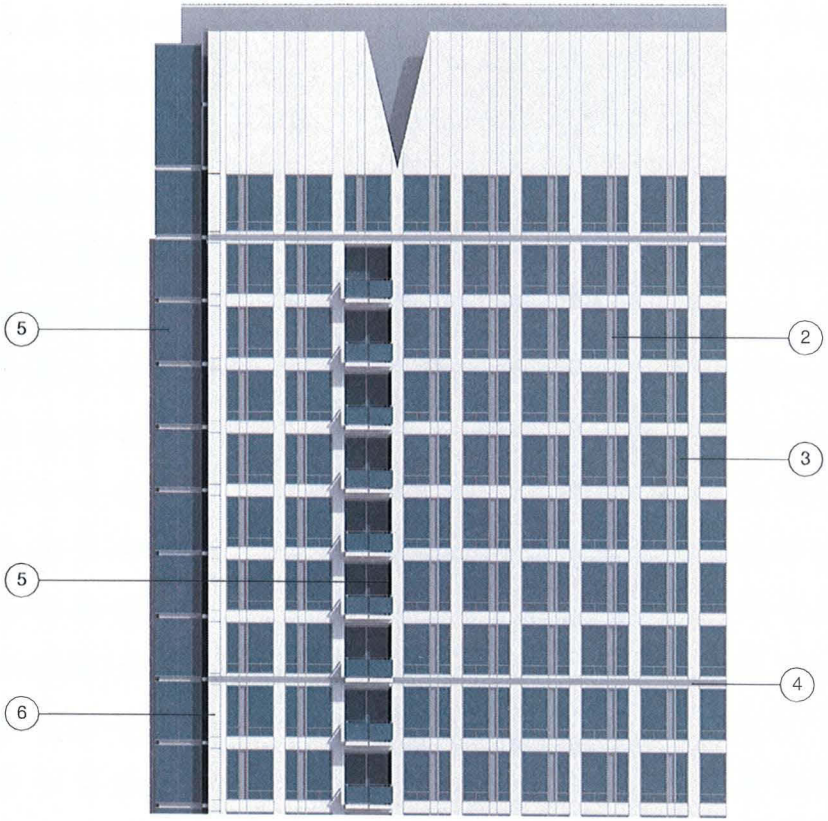


AREA UNDER STUDY PER DIRECTION OF PLANNING DEPARTMENT

SOUTH ELEVATION

PRELIMINARY ELEVATIONS

1. INSULATING GLASS UNIT
2. ALUMINUM MULLIONS
3. ALUMINUM PANEL
4. ALUMINUM COMPOSITE PANEL
5. FAUX WOOD PAINTED METAL PANEL
6. PRECAST CONCRETE PANEL SYSTEM



PRELIMINARY
MATERIALS BOARD

Property Location & Assessor's Parcel Numbers:	**5110-5132 Telegraph Avenue** **014-1226-008-00; 014-1226-013-00; 014-1226-014-00 & others**
Proposal:	To construct a four to six-story mixed-use development consisting of 204 residential units and 33,800 square feet of ground-floor retail space, including two levels of underground garage for 297 parking spaces. The development includes the demolition of the two-story vacant commercial building "Global Video".
Applicant/ Phone Number:	Brian Caruso for Nautilus Group / (510) 213-6226
Property Owner:	NGI 5110 Telegraph, LLC
Case File Number:	**PLN15074**
Planning Permits Required:	Major Conditional Use Permit for non-residential facilities over 25,000 square foot of floor area in the CN-2 Zone; Regular Design Review for new construction; Minor Conditional Use Permit to conduct a Limited Agriculture Activity on the roof of the principal building; and Minor Variance for commercial loading berths where two berths are required within the property and no berths are proposed.
General Plan:	Neighborhood Commercial; Mixed Use Residential
Zoning:	CN-2 Neighborhood Commercial.
Environmental Determination:	Determination Pending
Property Historic Status:	Non-Historic Property
Service Delivery District:	2
City Council District:	1
Action to be Taken:	Conduct Design Review, make recommendations to Staff & Applicant
For Further Information:	Contact Case Planner, **Mike Rivera** at **(510) 238-6417,** or by email at mrivera@oaklandnet.com

PROJECT SUMMARY

The proposal is for a mixed-use residential and commercial development, located at the intersection of Telegraph Avenue and 51st Street in the Temescal District. The project is a four-story to a six-story building that includes ground-floor retail and two levels of underground garage. The property is occupied by a commercial building, a private commercial parking lot and vacant lots. The project would remove the two-story vacant commercial building "Global Video", the parking lot and the lots will be merged. The property contains several trees that are proposed for removal and other street trees that will remain. The property is bounded by Claremont Avenue to the northwest, Clarke Street to the east, 51st Street to the south and Telegraph Avenue to the west. The property is also surrounded by a mix of multi-family and single-family residences, a playground and other commercial properties.

CITY OF OAKLAND PLANNING COMMISSION

Case File: PLN15074
Applicant: Brian Caruso for Nautilus
Address: 5110 Telegraph Avenue
Zone: CN-2

Staff is seeking comments and direction from the Design Review Committee, based on the City's General Plan Polices, Design Review Guidelines for Corridors and Commercial Areas and Design Review Criteria applicable for this application. The proposal will require final review and determination by the Planning Commission on a future public hearing date.

SITE DESCRIPTION

The commercial site is located on a 72,866 square foot property and contains nine lots that will be merged through a separate subdivision Planning Permit. The property is surrounded by a chain-link fence, and the existing two-story building, paved surfaces, trees, parking lot and curb cuts will be removed. The property is bounded by four public streets and by a neighboring four-story multi-residential building, located in the same commercial zone, CN-2. The property is adjacent or nearby a mix of commercial and residential facilities, the Temescal Public Library, a public playground "Frog Park", and a Fire Station. The property is also located along two major thoroughfares, Telegraph Avenue and 51st Street that are also used by AC transit bus lines. Within distance, the property is also close to freeway access ramps of CA-24 to the north.

PROPERTY BACKGROUND

In 2006 and 2008, two separate Planning permits were approved by the Planning Commission for the same project site, to be built side by side. The 2006 project was for the construction of a 67 residential units and 2,900 square feet of commercial space. The 2008 project was also for the construction of a 102 residential units and 5,893 square feet of commercial space. Subsequently, the applicants for these two approved projects were not able to file for building permits, and eventually sold the properties and Planning permit entitlements to the new property owner, Nautilus Group. The applicant (current property owner) is instead seeking new separate Planning permit approvals for a proposed mixed-use residential and commercial development that will include 204 residential units, approximately 33,800 square foot of commercial space and two levels of underground parking. Due to so much public interest on the previous approved projects, the new applicant had engaged in community outreach meetings with the Temescal neighborhood to discuss the new project proposal and prior to the submission of the application to the Planning Division.

PROJECT DESCRIPTION

The proposal is for the construction of a four-story and six-story mixed-use residential and commercial facility that includes a two-level underground garage and a roof farm. The building envelope covers most of the entire property except for the entry plaza on Telegraph Avenue and a landscaped pathway to the north, between Clarke Street and Claremont Avenue. The mixed-use building varies in height, where the six-story building covers approximately ¾ of the site and the four-story building covers approximately ¼ to the east side of site facing Clarke Street.

The 204 unit residential building contains a mix of:

- 23 studios,
- 100 one-bedrooms,
- 71 two-bedrooms and
- 10 three-bedrooms

This totals approximately 222,720 square feet including common areas. Some of the one-bedroom and two-bedroom residential "loft" units will be on the ground-floor/mezzanine level, adjacent to the "public path" and near the intersection of Clarke Street and 51st Street. The 33,800 square feet ground-floor retail space is divided into four separate building "shop" areas. Two retail (#1 and #2) building spaces face

Telegraph Avenue, 51st Street and Claremont Avenue. One retail (#3) building space is located in the "retail alley" pedestrian walkway and is adjacent to the main residential lobby. The larger retail (#4) building space located in the center of the site has two main entries along 51st Street and one along the "retail alley" pedestrian walkway. While the retail spaces are separate from each other, these will be connected by the proposed "retail alley" that is partially covered by the above residential building. The "retail alley" measures 24 feet wide and approximately 22 feet high and also provides seating. The project proposes bicycle racks near the outer side of the sidewalk along 51st Street and Telegraph Avenue including bicycle share docks, near Claremont and Telegraph Avenues.

The entry for the two-level underground 297 parking space garage is from Clarke Street, and will be used by the residential tenants (Level B2) and commercial patrons (Level P1). The Level B2 garage includes enclosed bicycle rooms, storage and trash areas. The Level P1 garage includes additional bicycle and trash rooms including utility rooms. The project also includes two residential loading berths, located on Level 1 between the garage entry and the enclosed trash area along Clarke Street. While the underground garage provides required off-street parking for the residents, retail patrons and residential loading berths for the project, no off-street commercial loading berths are proposed within the property. The applicant, however, proposes commercial loading berth near the southeast of the site, in front retail #4 and along 51st Street.

The roof farm is designed for growing, harvesting and processing of plants to be delivered to off-site customers. The roof farm contains rows of raised planter beds, preparation/staging areas and three separate greenhouses, each measuring 28' x 36' square foot and 12 foot high. The greenhouses have a pitched roof and utilize steel trusses and glazed polycarbonate walls. The raised planter beds will cover much of the roof area, except for the common roof deck, farm staging area and access/exit stairway. Two of the roof farm greenhouses are located near the southerly edge of the south wing building (facing 51st Street), and one of the greenhouses is located on the southeast edge of the north wing building. The farm also includes a roof perimeter hedgerow around the buildings (see details on Sheets RF1.1 to RF1.5). As part of the mixed-use project, the applicant also proposes a Minor Conditional Use Permit to operate this independently urban farm facility on the roof of the building. Access to the roof farm will be limited to residents only to observe the working of the farm activity.

The applicant proposes new landscaping within the property and along 51st Street and Clarke Street. The entry plaza contains a low bridge with side glass railings over a water retention area, raised planters, a water wall fountain, large rocks, pebbles and accent pavers. The "park extension" public pathway located along the north side of the building contains an aggregate concrete paving walkway, wood benches, planters, sloped berms, cluster of rock, accent trees, water rock fountains and a gravel water channel. The upper courtyard/deck for the use of the residential tenants has raised planter areas and groups of accent trees. The courtyard will overlook the entry plaza, Telegraph Avenue and Clarke Street. Several planter boxes and clerestory window planters are also proposed along the façade of the retail stores. The project includes the installation of at least 16 street trees along 51st Street and Clarke Street including bio-swale planters.

GENERAL PLAN ANALYSIS

The development site is located in the Neighborhood Center and Mixed Housing Residential Use Classification of the Oakland General Plan Land Use and Transportation Element (LUTE). The intent of the Neighborhood Center is "to identify, create, maintain and enhance mixed use neighborhood commercial center typically characterized by smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking places, personal and business services, and smaller scale educational, cultural or entertainment uses. The desired character and uses for future development within this classification should be commercial or mixed uses that are pedestrian-oriented and serve nearby neighborhoods or urban residential with ground-floor commercial. The intent of

the Mixed Housing Residential is "to create, maintain and enhance residential areas typically located near the City's major arterials and characterized by a mix of single family homes, townhouses, small multi-unit buildings and neighborhood business where appropriate. The desired character and uses for future development should be primarily residential with live-work types of development and small commercial enterprises. In general, the proposal will create and enhance the desired character of the Neighborhood Center and Mixed Housing Residential by developing a mixed-use residential and commercial facility on an underutilized vacant property. The proposal will be located along two arterials, Telegraph Avenue and 51st Street, and will serve nearby neighborhoods and will be compatible to the mix of residential uses in the Temescal district. Listed below are the General Plan Policies applicable to the proposal and the project should be consistent when a final determination is made by the Planning Commission:

Policy N1.1 / *Concentrating Commercial Development: Commercial development in the neighborhoods should be concentrated in areas that are economically viable and provide opportunities for smaller scale, neighborhood-oriented retail.*

Policy N1.4 / *Locating Large-Scale Commercial Activities: Commercial uses which serve long term retail needs or regional consumers and which primarily offers high volume goods should be located in areas visible or amenable to high volumes of traffic. Traffic generated by large scale commercial developments should be directed to arterials streets and freeways and not adversely affect nearby residential streets.*

Policy N1.5 / *Designing Commercial Development: Commercial development should be designed in a manner that is sensitive to surrounding residential uses.*

Policy N3.1 / *Facilitating Housing Construction: Facilitating the construction of housing units should be considered a high priority of the City of Oakland.*

Policy N3.2 / *Encouraging Infill Development: In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.*

Policy N3.8 / *Required High-Quality Design: High-quality design standards should be required of all new residential construction. Design requirements and permitting procedures should be developed and implemented in a manner that is sensitive to the added costs of those requirements and procedures.*

Policy N3.9: *Orienting Residential Development. Residential development should be encouraged to face the street and to orient their units to desirable sunlight and view, while avoiding unreasonably blocking sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure.*

Policy N3.10: Guiding the Development of Parking. Off-street parking for residential buildings should be adequate in amount and conveniently located and laid out, but its visual prominence should be minimized.

Policy N6.1: Mixing Housing Types. The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of income.

ZONING SUMMARY

The residential and commercial development proposal is located in the CN-2 Neighborhood Commercial Zone. The intent of the CN-2 zone is "to enhance the character of established neighborhood commercial

centers that have a compact, vibrant pedestrian environment." The commercial proposal would continue and keep in with the character of the surrounding neighborhood that has nearby commercial centers such as the ones near the intersection of Telegraph Avenue and 49th Street. With the addition of the multi-unit residential facility and combined with the existing commercial centers, the commercial project would increase foot traffic and will contribute to the success of a vibrant neighborhood pedestrian environment.

The applicant also requests a "Density Bonus" to allow the increase of residential units over the maximum permitted density (152 units) in the CN-2 zone. The purpose of the "Density Bonus" provisions is to encourage the construction of affordable housing and other incentives and concessions per the California Government Code, Sections 65915-65918. This code provides that a local government shall grant a density bonus and concessions, or financially equivalent incentive(s) to a developer of a housing development constructing a specified percentage of housing for low income households, very low income households (11% (17 units)), senior citizens, or providing child care facilities. The applicant proposes a density increase of up to 35% (53 units) over the otherwise permitted base density at this property.

The proposal includes at least the following Planning permits: (i) a Major Conditional Use Permit for commercial facilities over 25,000 square foot in area in the CN-2 Zone, (ii) a Minor Conditional Use Permit to operate an urban agriculture facility on the roof of the proposed mixed-use building, (iii) Regular Design Review for new construction, and (iv) Minor Variance for not providing two required commercial loading berths within the property. (Note: a commercial loading area measuring 66 feet deep and 16.5 feet wide is being proposed in the street, along 51st Street).

The project is subject to the required development standards that need to be met for this application. The project also has to meet the general criteria for Conditional Use Permit, Design Review and other applicable Findings prior to a final decision by the Planning Commission of a future public hearing date. For the purpose of this public hearing, staff has listed the required Findings for Regular Design Review Criteria below.

REGULAR DESIGN REVIEW CRITERIA

Regular design review approval may be granted only if the proposal conforms to all of the following general design review criteria, as well as to any and all other applicable design review criteria:

A. For Residential Facilities.

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.
2. That the proposed design will protect, preserve, or enhance desirable neighborhood characteristics.
3. That the proposed design will be sensitive to the topography and landscape.
4. That, if situated on a hill, the design and massing of the proposed building relates to the grade of the hill.
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 which have been adopted by the Planning Commission or City Council.

B. For Nonresidential Facilities.

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

significant relationship to outside appearance shall be considered, except as otherwise provided in Section 17.136.060.

2. That the proposed design will be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area.
3. That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.

KEY ISSUES

Building Design

The six-story and four-story building has an upper courtyard in the center of the building that starts from the main plaza and extends towards Clarke Street. The building design has a flat roof plane, a variation of wall planes that include sections of large size window projections and medium size window recesses, storefront glazing with dark aluminum framing and recessed clerestory windows, composite panel siding with reveal joints and other ornamental features such as horizontal wood screens with planter boxes along the storefront, planters along the clerestory windows and small planter boxes in some of the recessed residential windows. The project includes four separate ground-floor retail spaces with their entries facing Telegraph Avenue and 51st Street, except for the smaller retail space where its main entry is from the "retail alley" pedestrian walkway. The retail spaces #1 and #2 along Telegraph Avenue have recessed door entries, except for the retail spaces #3 and #4. The property has a landscaped plaza off Telegraph Avenue which is the main access to the residential lobby, retail spaces and to the "retail alley" pedestrian walkway, where outdoor seating is also proposed. The project includes a mix of landscape features such as the entry plaza, the "park extension" public pathway and street trees that would contribute to the design of the contemporary building. Overall, the proposal shows a well composed building façade by using plane changes and various architectural designs to break down the visual mass of the building.

The development proposal is subject to the General Plan Policies, Zoning Regulations, Design Guidelines for Commercial Development, and Design Review Criteria for new construction. During preliminary review of the project, staff had recommended the applicant to make revisions to the design such as providing different roof planes to break up building mass, relocate the "retail alley" pedestrian walkway facing the street and remove the planters along the clerestory windows of the retail space. Currently, the proposed plans do not reflect the comments made by staff. In addition to the staff comments above, the following are additional comments/questions suggested by staff for discussion with the Design Review Committee:

a. Break-up roof planes to reduce building mass in order to create visual interest;
b. Improve the entry of the residential "lofts" along Clarke Street to create a transition to the sidewalk;
c. Replace the main door of the larger retail space #4 with one that is prominent along 51st Street;
d. Show on plans how the commercial deliveries will be made from the loading area to the retail area;
e. Move the bicycle racks from the sidewalk curb to and near the building;
f. Show the location of the existing AC transit bus stop along 51st Street;
g. Clarify on plans the party responsible for operating and maintain the "pedestrian public pathway" and the state any restrictions;
h. Show on plans street improvements around the site such as crosswalks, traffic calming techniques, streetlights, etc.
i. Show detail plans for the maneuvering of the residential loading docks within the site and street;
j. Submit door details for the underground garage and for the residential loading docks
k. Place a transparent low height gate in front of the residential loading berth on Clarke Street;
l. Show the location and screening for all utility meters, transformers, etc. within the property

RECOMMENDATION

Staff recommends that the Design Review Committee consider the proposed preliminary design plans, staff comments and provide further comments and direction to staff and applicant before the proposal is considered by the Planning Commission on a new public hearing.

Prepared by:

Mike Rivera
Planner II, Major Projects
Bureau of Planning

Approved for forwarding to the
Design Review Committee:

Robert D. Merkamp
Development Planning Manager
Bureau of Planning

ATTACHMENT

A. Design Plans, submitted September 11, 2015

5110 TELEGRAPH AVENUE

PROJECT LOCATION

SHEET INDEX

Sheet	Drawing	Scale	Submittal 1
PROJECT INFORMATION & SITE PLAN			
A0.1	Title Sheet	NTS	X
A0.2	Project Data	NTS	X
A0.3a	Existing Condition	NTS	X
A0.3b	Existing Condition	NTS	X
A0.5	Site Plan	1/32"=1'-0"	X
CIVIL			
C1.0	Demolition Plan	1"=20'-0"	X
C1.0	Site Grading & Drainage	1"=20'-0"	X
C2.0	Sidewalk Section	1"=20'-0"	X
C3.0	Stormwater Management	1"=20'-0"	X
LANDSCAPE DESIGN			
L1.0	Layout & Material Plans	1/16"=1'-0"	X
L1.1	Enlarged Layout & Material Plans	1/8"=1'-0"	X
L1.2	Enlarged Layout & Material Plans	1/8"=1'-0"	X
L1.3	Layout & Material Plans	1/16"=1'-0"	X
L2.0	Sections	1/8"=1'-0"	X
L2.0	Sections	1/8"=1'-0"	X
L3.0	Reference Images	NTS	X
L3.1	Planting Images	NTS	X
ROOF FARM DESIGN			
RF1.1	Roof Plan	As Shown	X
RF1.2	Planting Plan	As Shown	X
RF1.3	Irrigation Plan	As Shown	X
RF1.4	Roof Farm Section	As Shown	X
RF1.5	Concepts & Notes	As Shown	X

Sheet	Drawing	Scale	Submittal 1
ARCHITECTURAL			
A1.1	Level P2	1"=20'-0"	X
A1.2	Level P1	1"=20'-0"	X
A1.3	Level 1	1"=20'-0"	X
A1.4	Mezzanine	1"=20'-0"	X
A1.5	Level 2	1"=20'-0"	X
A1.6	Level 3	1"=20'-0"	X
A1.7	Level 4	1"=20'-0"	X
A1.8	Level 5	1"=20'-0"	X
A1.9	Level 6	1"=20'-0"	X
A1.10	Roof	1"=20'-0"	X
A1.11	Conceptual Light & Sign Plan	As Shown	X
A1.13	Unit Plan	1/4"=1'-0"	X
A1.14	Unit Plan	1/4"=1'-0"	X
A1.15	Unit Plan	1/4"=1'-0"	X
A2.0	Building Section	1"=20'-0"	X
A2.1	Building Section	1"=20'-0"	X
A2.2	Building Section	1"=20'-0"	X
A3.0	Building Elevation	1"=20'-0"	X
A3.1	Building Elevation	1"=20'-0"	X
BUILDING MASSING AND RENDERINGS			
A4.0	3D Massing	N.T.S	X
A4.1	Perspective	N.T.S	X
A4.2	Perspective	N.T.S	X
A4.3	Perspective	N.T.S	X
A4.4	Perspective	N.T.S	X
A4.5	Perspective	N.T.S	X
A4.6	Perspective	N.T.S	X
A5.0	Wall Section	N.T.S	X
A6.0	Materials	N.T.S	X

PROJECT OVERVIEW

(See sheet A0.2 for full project data)

ADDRESS:	5100 Telegraph Ave, Oakland, CA
PROJECT DESCRIPTION:	New 204-Unit- 6 STORY Residential/Mixed use building with 33,800 sf of ground floor retail over two levels of subterranean parking and a Roof Farm. This is a Covered Apartment Residential Building per 1102A.1.2 (Flat- Level, Multi-Family). Fully Automatic Sprinkled.
EXISTING SITE CONDITION:	Subject property contains an existing building 2 story commercial building occupying 11% lot coverage. This building is to be demolished.
ZONING:	CN-2 (General Plan: Neighborhood Center, Mixed-Use Residential)
HEIGHT:	The site has a split height limit of 65' to the west and 45' to the east. (see sheets A0.4) This project proposes a height ranging from 73' at Telegraph Ave to 43' and 23' along Clarke.
OCCUPANCY:	R-2 Multi-Residential, S-2 Garage, M-Mercantile, B-Business
LOT COVERAGE:	PROPOSED: 50,944 SF/72,866 SF LOT AREA = 69.91%
CONSTRUCTION TYPE:	Type II-B (R-2) over Type IA (M,S-2)

PROJECT DIRECTORY

OWNER:	**NGI 5110 Telegraph, LLC** 350 Frank H. Ogawa Plaza, suite 310 Oakland, CA 94612	Randy Miller 510.343.5593
ARCHITECT OF RECORD	**Nautilus Group** 350 Frank H. Ogawa Plaza, suite 310 Oakland, CA 94612	Brian Caruso 510.343.5593
PROJECT DESIGN	**Studio Dan Germain** 18 E. Elm Street #1007 Chicago, IL 60611	Dan Germain 510.459.3795
LANDSCAPE	**Shades of Green** 1306 Bridgeway Suite A Sausalito, CA 94965	Akiko Ono 415.332.1485
CIVIL	**Sandis Civil Engineers Surveyors, INC.** 636 9TH STREET, OAKLAND, CA 94607	Jenner Philips 510.873.8866
ROOF FARM	**True Leaf Farms** 293 Lexington Road. Kensington, Ca 94707	Ben Fahrer 831-667-2376

-PLN15074-

RECEIVED
SEP 11 2015
City of Oakland
Planning & Zoning Division

ATTACHMENT A

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

THE DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF NAUTILUS GROUP INC. AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY PROJECT OTHER THAN THE ONE FOR WHICH IT WAS PREPARED WITHOUT WRITTEN AUTHORIZATION OF NAUTILUS GROUP INC.

OWNER
NGI 5110 TELEGRAPH LLC
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510.343.5593

GENERAL CONTRACTOR
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ARCHITECT OF RECORD
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510.343.5593

PROJECT DESIGN
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T 917.618.0143

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MECHANICAL, ELECTRICAL, PLUMBING
J.T. EDWARDS ENGINEERING, INC.
3180 F Ramelli Blvd #109
Alameda, CA 94501
510 866 7462

CIVIL
SANDIS CIVIL ENGINEERS SURVEYORS, INC
636 9TH STREET
OAKLAND, CA 94607
T 510.873.8866

LANDSCAPE
SHADES OF GREEN
1306 Bridgeway Suite A
Sausalito, CA 94965
415.332.1485

ROOF FARM
TRUE LEAF FARMS
293 Lexington Road
Kensington, CA 94707
831-667-2376

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09-11-2015
002	DRC SUBMITTAL	09-11-2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

TITLE SHEET

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A0.1

Scale

PROJECT INFORMATION: PLANNING

ADDRESS: 5100 Telegraph Ave, Oakland, CA (CROSS STREET: 51ST)

APN: 014-1226-003-03, 014-1226-004-03, 014-1226-005-02, 014-1226-006-02, 014-1226-007-02, 014-1226-008-00, 014-1226-009-01, 014-1226-009-02, 014-1226-013-00, 014-1226-014-00

CODE USED: 2015 OAKLAnD MUNICIPLE CODE; 2013 CALIF BLDG CODE; 2013 CALIF MECH CODE; 2013 CALIF PLMBG CODE; 2013 CALIF ELECTR CODE; 2013 CALIF ENERGY CODE; 2013 CALIF FIRE CODE; 2013 HOUSING CODE; 2013 NFPA 72 (FIRE ALARMS); 2013 NFPA 13 / 13R (SPRINKLERS); CALIFORNIA GOVERNMENT CODE

PROJECT DESCRIPTION: New 204-Unit- 6 STORY Residential/Mixed use building with 33,800 sf of ground floor retail over two levels of subterranean parking and a Roof Farm. This is a Covered Apartment Residential Building per 1102A.1.2 (Flat- Level, Multi-Family), Fully Automatic Sprinkled.

EXISTING SITE CONDITION: Subject property contains an existing building 2 story commercial building occupying 11% lot coverage. This building is to be demolished

ZONING: CN-2 (General Plan: Neighborhood Center, Mixed-use Residential)

HEIGHT: The site has a split height limit of 65' to the west and 45' to the east (see sheets a0.4) this project proposes a height ranging from 73' at telegraph ave to 43' and 23' along clarke.

Allowed projections above height limits: total floor area x 10% - % covered by subsection b = total area allowed above the prescribed height 259,624 sf x 8% = 20,770 sf
Per 17.108.030 (a), projection of 12' projection is permitted with C.U.P

OCCUPANCY: R-2 Multi-Residential, S-2 Garage, M-Mercantile, B-Business

LOT COVERAGE: PROPOSED: 50,944 SF/72,866 SF LOT AREA = 69.91%

RESIDENTIAL UNIT COUNT AND NET AREA

Unit Type	Type	Area	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Total	Total Net Area	Percentage	BMR
Studio	Type A	350	0	2	0	0	0	0	2	700		
	Type B	550	0	3	5	5	4	4	21	11550		
									23	**12250**	11%	3
1 Bedroom	Type A	700	6	14	14	14	13	13	74	51800		
	Type B	780	0	5	5	5	3	3	21	16380		
	Type C	880	0	1	1	1	1	1	5	4400		
									100	**72580**	49%	8
2 Bedroom	Type A	1100	0	0	0	0	0	7	7	7700		
	Type B	1200	5	14	14	14	12	5	64	76800		
									71	**84500**	35%	6
3 Bedroom	Type A	1350	0	1	1	1	1	1	5	6750		
	Type B	1600	0	1	1	1	1	1	5	8000		
									10	**14750**	5%	0
Total Units			11	41	41	41	35	35	**204**	**184080**		17

RESIDENTIAL COMMON AREA

Type	Type	Area	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Total	Total Net Area
Lobby	Res		600							600
Mail/Office	Res		280							280
Amenity	Res		900							900
Corridor/Stair	Service		7800	8260	6000	6000	5500	5500		38860
										38640
Total Residential Gross Area										**222720**

RETAIL NET AREA COUNT

	Level 1	Total
Retail 1	3100	3100
Retail 2	2100	2100
Retail 3	600	600
Retail 4	28000	28000
Total		**33800**

		REQUIRED	PROPOSED
VEHICLE PARKING:	Residential (17.116.060(A))	(1X204 = 204 Total Required)	This project seeks a 25% reduction in Residential Parking (204 x .25 = 153 Total Proposed)
	Commercial (17.116.080(B))	(33,000sf/600sf = 55 Total Required)	144 commercial parking (128 dedicated to primary retail)
	Total	259	297

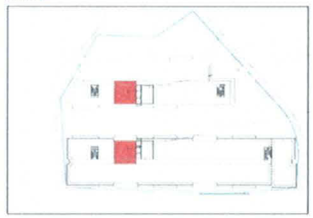
		REQUIRED Long Term	REQUIRED Short Term	PROPOSED Long Term	PROPOSED Short Term
BICYCLE PARKING:	Residential (17.117.110(9))	47 Spaces (1 per 4 Units)	10 Spaces (1 per 20 Units)	204 Spaces (LVL: P-2) 204 In-Unit Rack	22 Spaces (LVL: 1)
	Commercial (17.117.090(4.B)	3 Spaces (33,000 /12,000)	7 Spaces (33,000 / 5,000sf)	64 Spaces (LVL: P-1)	22 Spaces (LVL:1)
	Total	50	17	472	44

		REQUIRED	PROPOSED
SETBACKS:	Front	0 Feet	2-10 Feet along Telegraph Ave
	Side	0 Feet	0-24 Feet along Clarke Street
	Street	0 Feet	0-10 Feet along 51st Street
	Rear	0 Feet (non-res)	30-65 Feet (provides for public park at North)

PROJECT INFORMATION: PLANNING

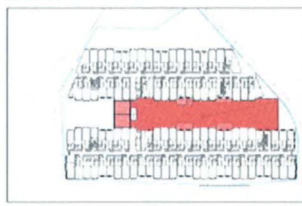
	REQUIRED	PROPOSED
GROUND FLOOR TRANSPARENCY NON RESIDENTIAL:	65%	95% Transparancy along Telegraph Ave; 70% along 51st Street
GROUND FLOOR HEIGHT NON RESIDENTIAL:	12 Feet	22 Feet Clear Ceiling Height with a Light shelf datum line at 15 Feet to provide pedestrian scale.
GROUND FLOOR SEPERATION BETWEEN GRADE AND LIVING UNIT:	N/A	The project proposes an average height seperation of 18" around the project perimeter. Privacy walls and landscape will provide additional privacy and security
GROUND FLOOR ACTIVE SPACE:	No parking, mechanical rooms, allowed within the first 30 feet from front of principle building	All spaces within 30 feet from Telegraph and 51st Street are active retail use.
COURTYARD:	16 Feet plus 4 additional feet per floor but no more than 40 feet.	40 Feet clear is provided between residential windows.
OPEN SPACE:	150 SF per unit (204 x 150 = 30,600 sf	This project seeks a reduction of open space (see density bonus base project) 150 SF per unit (152 x 150 = 22,800 sf) Private: 17 private decks (2,070 x 2=4,140sf) Total group required = 22,800- 4,140 sf =18,660 Total Provided: 20,690 sf

LEVEL 2



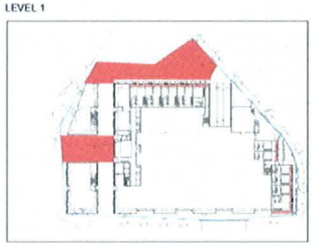
GROUP: 1,150 SF
GROUP: 1,150 SF

MEZZANINE



PRIVATE: 6 UNITS (840 sf)
GROUP: 8,710 SF

LEVEL 1



GROUP: 6,520 SF
PRIVATE: 5 UNITS (650 sf)
GROUP: 3,160 SF
PRIVATE: 2 UNITS (260 sf)
PRIVATE: 4 UNITS (520 sf)

DENSITY BONUS

City of Oakland municipal code chapter 17.107: table 17.107.02: density bonus for providing units for very low income households. This project proposes 11% very low income units which allows 35%density bonus.

DENSITY BONUS	
Base Project Unit Count	152
Percentage Density Bonus	35%
Total Allowable Units	204

WAIVER FOR REDUCTION IN DEVELOPMENT STANDARDS	
Height	Proposed Height of 75 Feet
Open Space	Provide Open Space for 152 Units
Roof Farm	Proposed Height of 90 Feet

PROJECT INFORMATION: BUILDING

CONSTRUCTION TYPE: Type II-B (R-2) over Type IA (M,S-2)

BUILDING HEIGHT AND NUMBER OF STORIES:

Per table 503 the maximum height for a Type IIB building shall be 55 feet.

Per Section 504.2 the height shall be increased by 20 feet and the number of stories is increased by one if equipped with sprinkler. (Note that an increase in height from section 504.2 may not also be used to increase buildings area.)

Allowable Height Type IIB Residential: 75 feet above grade plane
Allowable Stories Type IIB Residential: 5 Stories above grade plane

Per section 510 a horizontal building seperation will be provided between Type II (R-2) and the Type I (M) podium to create two seperate and distinct buildings

Proposed Height: 75 feet above grade plane
Proposed Stories: 6 stories (1 story Type IA, 5 Stories R-2 as measured from the horizontal seperation per sec 510)

A mezzanine is provided per section 505 at the Type 1A, R2 loft units. The mezanine in each unit shall be no greater than ⅓ the area of the room it serves but does not need to be open per 505.2.3 because the occupant load is less than 10

BUILDING AREA:

The Type IA portion of the building is nonseperated occupancy per cbc 508.3 with unlimited area

Per section 510.9 where two or more buildings are provided above a horizontal assembly they shall be regarded as seperate and distinct buildings. As such, the residential portion above the Type 1A podium shall be considered as "North Building" and "South Building".

I=[f/p - 25] w/30 = .75

North Building Frontage increase: 16,000 + [16,000 x .75] = [16,000 x 0]= 28,000 sf
South Building Frontage Increase: 16,000 + [16,000 x .75] = [16,000 x 0]= 28,000 sf

Per section 506.4 R occupancy with 2 or more floors shall multiply allowable area by 2
Total Allowable Area: 28,000 x 2= 56,000 sf

GROSS BUILDING AREA TYPE II-B

	Zone	P2	P1	Level 1	Mezz	Level 2	Level 3	Level 4	Level 5	Level 6	Roof	Total
South Building	A	0	0	0	0	11,100	11,100	11,100	11,100	10,100	500	55000
	B	0	0	0	0	12150	12150	12150	9510	9050	0	55010
												110010
North Building	A	0	0	0	0	8000	8000	8000	7700	7700	500	39900
	B	0	0	0	0	10233	10233	10233	7066	7066	0	44831
												84731

GROSS BUILDING AREA TYPE IA

	P2	P1	Level 1	Mezz	Level 2	Level 3	Level 4	Level 5	Level 6	Roof	Total
Commercial (M.B)	0		36080	0	0	0	0	0	0	0	36080
Residential (R-2)	0		10480	5100	0	0	0	0	0	0	15580
Parking (S-2)	58000	58000	2200	0	0	0	0	0	0	0	118200
Utility			2500	2640	0	0	0	0	0	0	5140
											175000

TOTAL GROSS BUILDING AREA 369741

FIRE RATING:

FIRE RESISTANCE RATING PER CBC TABLE 601

BUILDING ELEMENTS	TYPE IA	TYPE IIB
Structural Frame	H	H
Exterior Bearing Walls	3HR non combustable	H
Interior Bearing Walls	H	H
Interior Non Bearing Walls	H	H
Floor Construction	H	H
Roof Construction	H	H

EMERGENCY ESCAPE: As per CBC Section 1029 an emergency escape shall be provided at all bedrooms below level 4.

GROUP R LIGHT AND VENTILATION: Light: All habitable rooms (except bathrooms as per CBC 1203.2) have natural light greater than 1/10 of the floor area.

Ventilation: Mechanical ventilation provided at bathrooms per CMC. All other spaces natural ventilation per CMC 1203.4

EXTERIOR MATERIALS: Phenolic Resin Rainscreen Panel Siding. Aluminum Framed Doors and Windows(single hung, horizontal sliders and window box frames) and Fascias. Metal Rainscreen Panel Siding. Greenhouse structures on roof. Greenwall and integral planter boxes throughout project.

nautilus group

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Tel 510 343 5593

OWNER
GENERAL CONTRACTOR
ARCHITECT OF RECORD
PROJECT DESIGN
STRUCTURAL
MECHANICAL, ELECTRICAL, PLUMBING
CIVIL
LANDSCAPE
ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A0.2

Scale

1 TELEGRAPH AVENUE - FRONT VIEW 1

2 CLAREMONT AVENUE - FRONT VIEW 2

3 CLARKE STREET - REAR VIEW

4 51 STREET - SIDE VIEW

PHOTO KEY PLAN

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PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	10.16.15
002	DRC SUBMITTAL	06.11.2015

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N

EXISTING CONDITION PHOTOS

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A0.3a

Scale NTS

51st STREET -VIEW 1

51st STREET - VIEW 2

51st STREET - VIEW 3

TELEGRAPH AVE - VIEW 1

TELEGRAPH AVE - VIEW 2

TELEGRAPH AVE - VIEW 3

CLAREMONT AVE - VIEW 1

CLAREMONT AVE - VIEW 2

CLAREMONT AVE - VIEW 3

CLARKE STREET - VIEW 1

CLARKE STREET - VIEW 2

PHOTO KEY PLAN

INDICATES EXTENT OF STREET VIEW

INDICATES DIRECTION OF VIEW

INDICATES VIEW NUMBER

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LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
301	CUP SUBMITTAL	09.18.2015
302	DRC SUBMITTAL	09.11.2015

5110 Telegraph Ave.
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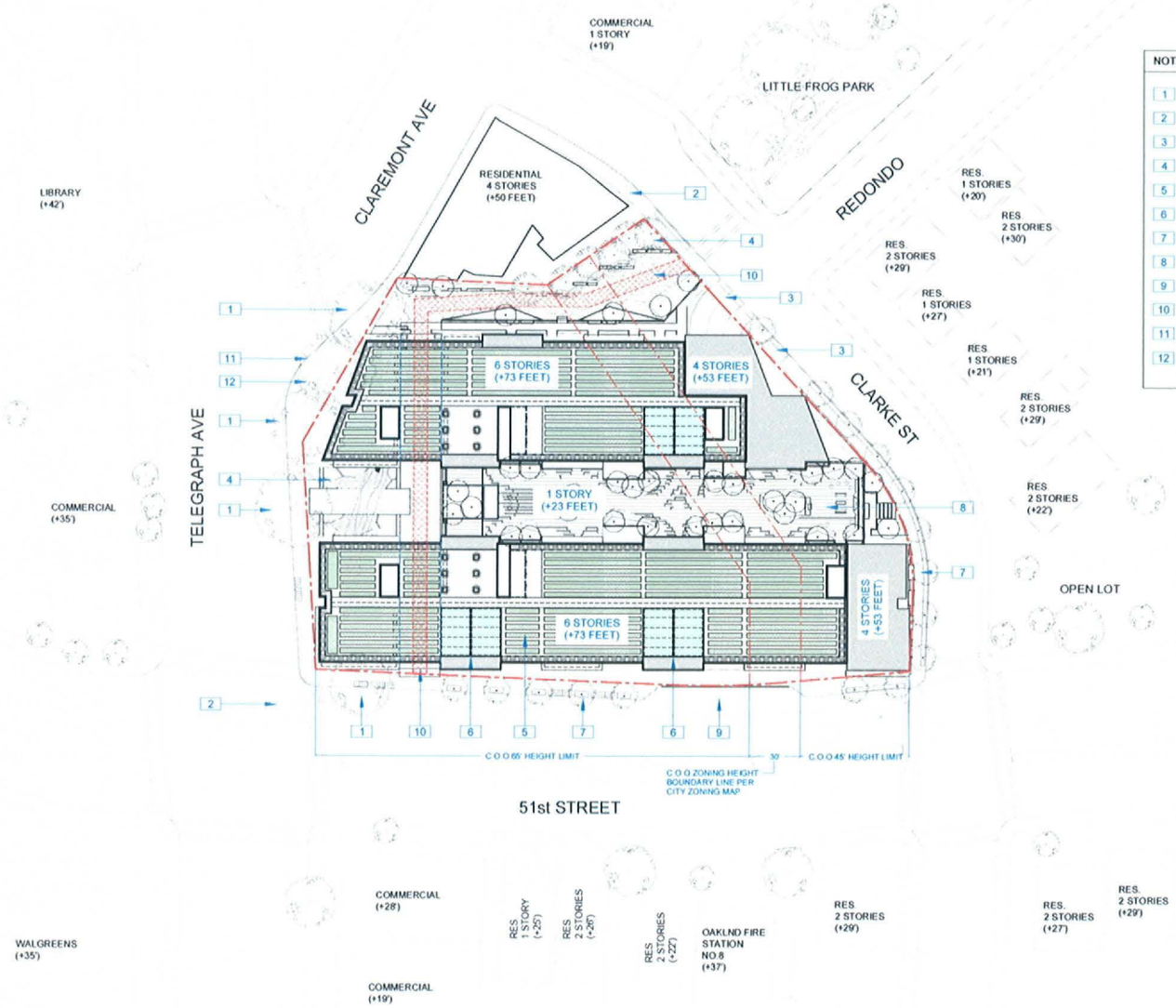
N

EXISTING CONDITION PHOTOS

Nautilus Project Number 13501
Date 11. SEPTEMBER 2015
Drawn by SDG

A0.3b

Scale NTS



NOTATION KEY

1	LANDMARK TREES
2	EXISTING UNDERGROUND STORMWATER CULVERT
3	NEW CURB CUT
4	TEMESCAL CREEK INTERPRETIVE GARDEN (SEE L- SERIES)
5	PROFESSIONALLY OPERATED ROOF FARM
6	GREENHOUSE
7	NEW STREET TREES (TYP.)
8	COMMON RESIDENTIAL DECK
9	NEW STREET LOADING ZONE
10	PUBLIC ACCESS EASEMENT
11	STREET CALMING IMPROVEMENT PER C.O.A
12	BIKE SHARE POD

SITE PLAN | 1

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GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	[illegible]
002	DRC SUBMITTAL	[illegible]

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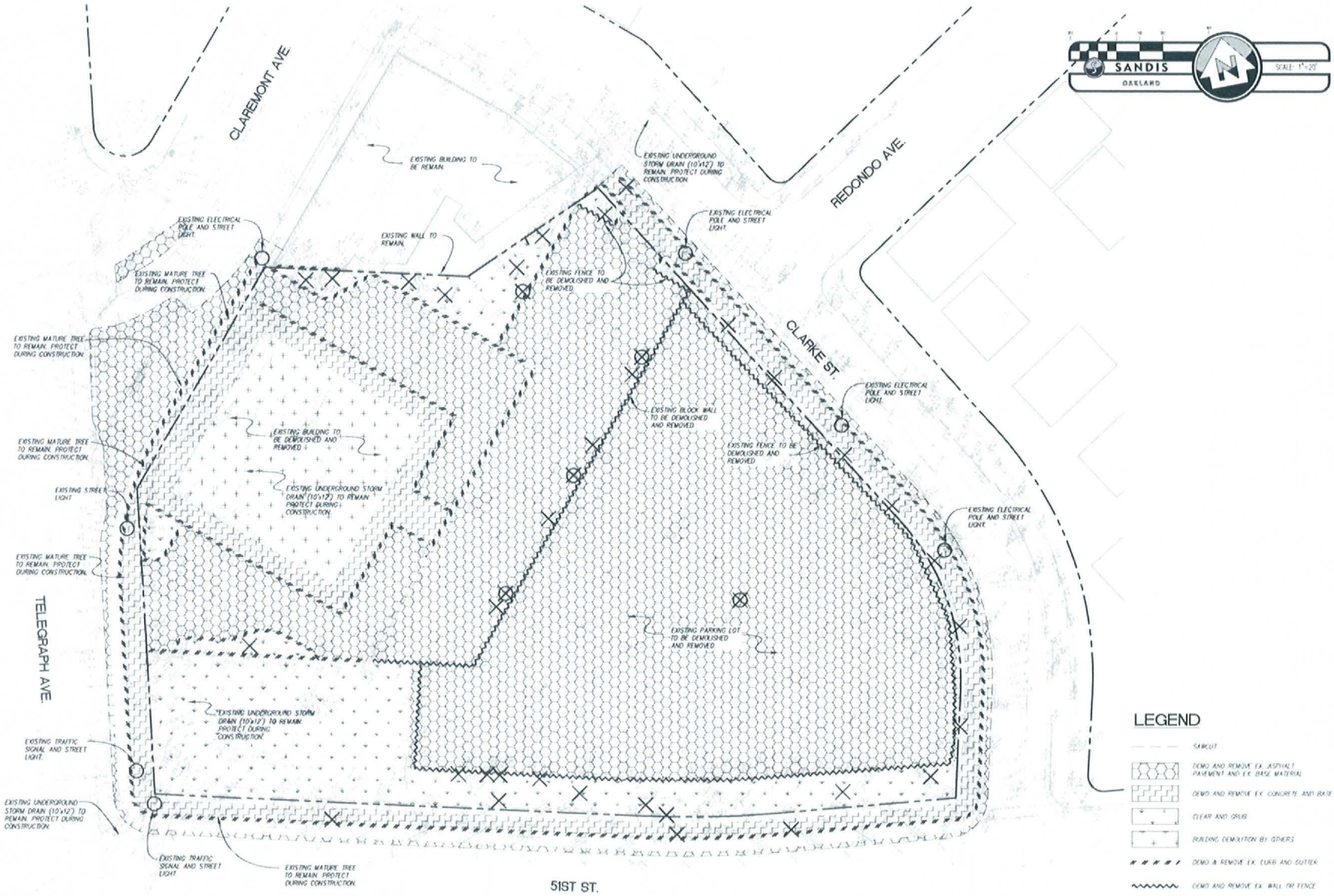
N

PLAN

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A0.4

Scale 1/32" = 1'-0"



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CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
101	CUP SUBMITTAL	09/11/2015
102	DRB SUBMITTAL	09/11/2015

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DEMOLITION PLAN

Nautilus Project Number	13501
Date	11 SEPTEMBER 2015
Drawn by	SANDIS

C1.0

Scale 1" = 20'-0"

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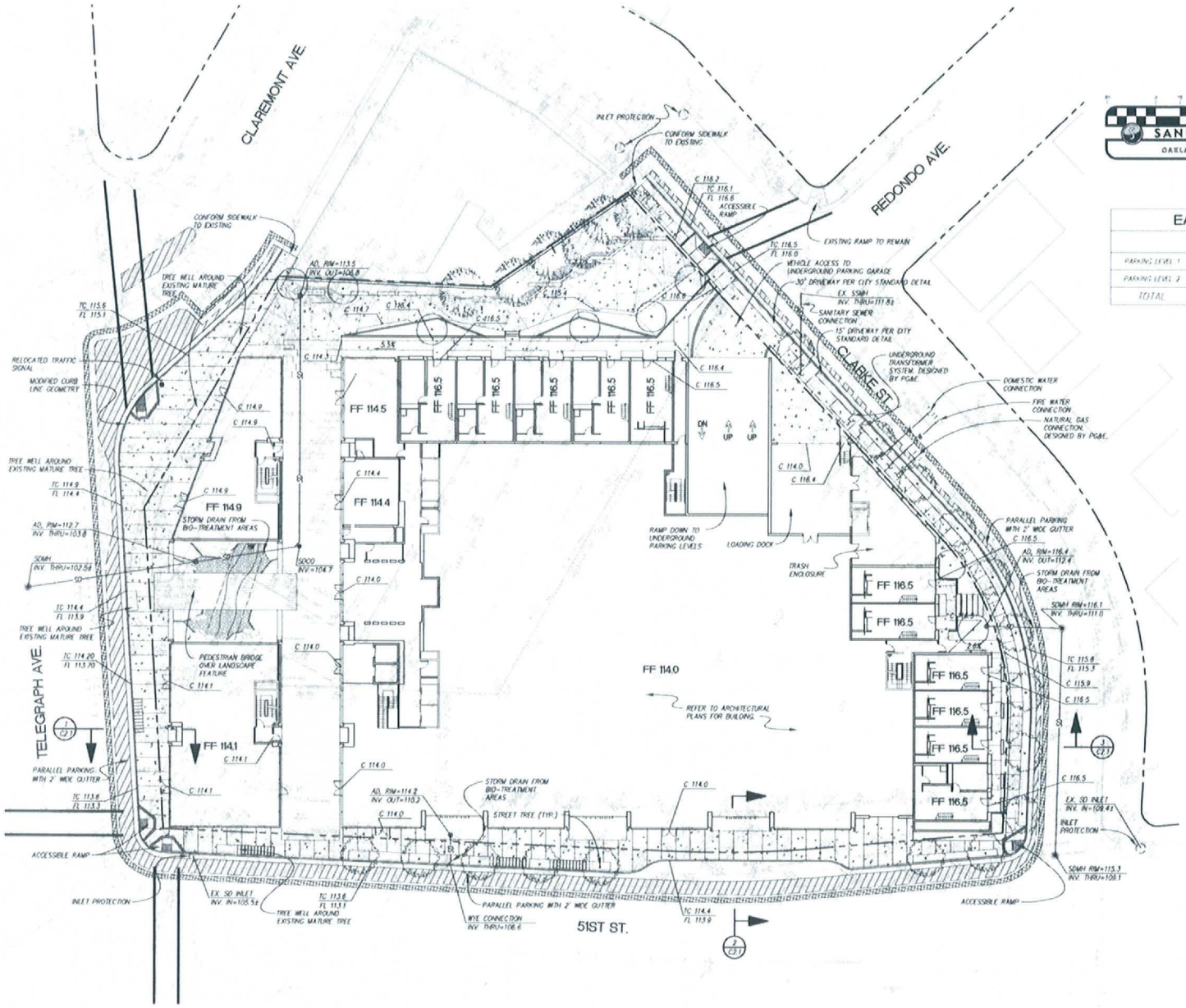

SANDIS
OAKLAND
SCALE 1"=20'

EARTHWORK VOLUMES

	EXCAVATION	IMPORTED FILL
PARKING LEVEL 1	18,920 (CY-1D)	0 (CY-1D)
PARKING LEVEL 2	18,920 (CY-1D)	0 (CY-1D)
TOTAL	37,840 (CY-1D)	0 (CY-1D)

LEGEND

- PROPERTY LINE
- SAWCUT & CONFORM LINE
- STRAW WATTLE EROSION CONTROL MATERIAL
- AC DEEP LIFT PAVEMENT
- CONCRETE SIDEWALK
- PLANTING

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OWNER

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ARCHITECT OF RECORD

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CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
1	CUP SUBMITTAL	10/21/2014
2	CUP 2 SUBMITTAL	09/11/2015

5110 Telegraph Ave.
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SITE, GRADING AND DRAINAGE, AND UTILITY PLAN

Nautilus Project Number: 13501
Date: 11 SEPTEMBER 2015
Drawn by: SANDIS

C2.0

Scale: 1" = 20'-0"

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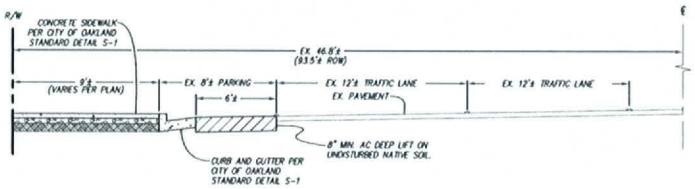
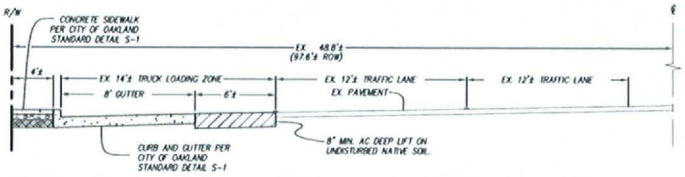


HALF R/W SECTION – TELEGRAPH AVE (1)

SCALE: NOT TO SCALE



HALF R/W SECTION – 51ST STREET (2)

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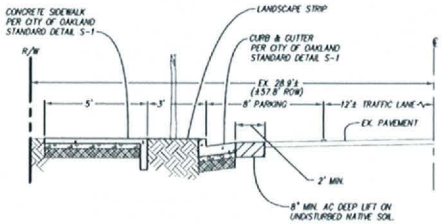

HALF R/W SECTION – CLARKE STREET (3)

SCALE: NOT TO SCALE

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CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
001	CUP SUBMITTAL	2015 09 11
002	DAC SUBMITTAL	2015 09 11

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SIDEWALK SECTIONS PLAN

Nautilus Project Number	13501
Date	11 SEPTEMBER 2015
Drawn by	SANDIS

C2.1

Scale N.T.S.

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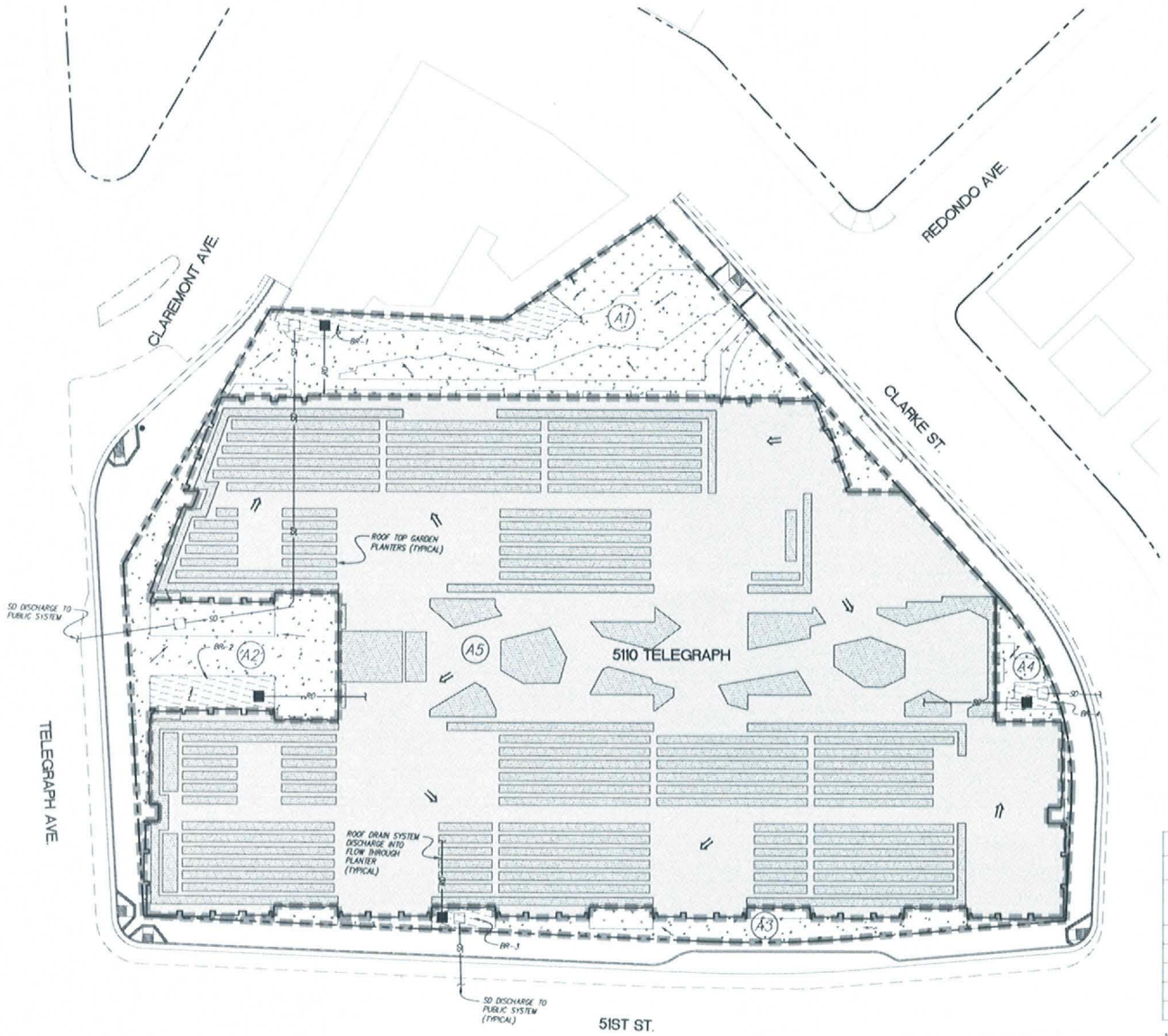

SANDIS OAKLAND

SCALE: 1"=20'

LEGEND

- PROPERTY LINE
- DRAINAGE AREA
- IMPERVIOUS ROOF
- BIO-RETENTION AREA
- IMPERVIOUS CONCRETE
- PERVIOUS ROOF PLANTER
- DIRECTION OF RUNOFF (ROOF)
- DIRECTION OF RUNOFF (LANDSCAPE)
- DIRECTION OF RUNOFF (PAVING)
- RAINWATER LEADER DISCHARGE
- OVERFLOW STRUCTURE
- PERVIOUS LANDSCAPE

STORMWATER MANAGEMENT PLAN NOTES

1. THE PROPOSED PROJECT WILL INCLUDE MORE THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE AND HAS THEREBY BEEN PLANNED TO COMPLY WITH THE PROVISION C.3 - NEW DEVELOPMENT AND REDEVELOPMENT OF THE MUNICIPAL REGIONAL STORMWATER PERMIT (ORDER NO. R2-2009-0074).

2. 50% RULE CHECK - WHERE A REDEVELOPMENT PROJECT RESULTS IN AN ALTERATION OF MORE THAN 50 PERCENT OF THE IMPERVIOUS SURFACE OF A PREVIOUSLY EXISTING DEVELOPMENT, THE ENTIRE PROJECT, CONSISTING OF ALL EXISTING, NEW, AND/OR REPLACED IMPERVIOUS SURFACES, MUST BE INCLUDED IN THE TREATMENT SYSTEM DESIGN.

   AREA OF EXISTING IMPERVIOUS SURFACES WITHIN PROJECT SITE = 53,845 SF
   AREA OF REPLACED IMPERVIOUS SURFACES WITHIN PROJECT SITE = 42,529 SF
   TOTAL PERCENT OF ALTERED OR REPLACED IMPERVIOUS SURFACE = 79%

   *THEREFORE THE PROJECT IS REQUIRED TO PROVIDE TREATMENT FOR ALL EXISTING, NEW, AND/OR REPLACED IMPERVIOUS SURFACES.

3. GENERAL STORMWATER QUALITY APPROACH - STORMWATER QUALITY FEATURES WILL INCLUDE MINIMIZING IMPERVIOUS SURFACES, MAXIMIZING INFILTRATION, AND FILTERING STORMWATER RUNOFF BY DRAINING IMPERVIOUS SURFACES TO BIORETENTION FACILITIES AND SELF RETAINING AREAS PRIOR TO BEING CONVEYED OFFSITE.

4. SIZING CRITERIA - STORMWATER QUALITY FEATURES WILL BE SIZED TO COMPLY WITH THE NPDES PERMIT PROVISION C.3 AND THE LATEST EDITION (2013) OF THE ALAMEDA COUNTY STORMWATER MANUAL. THE BIORETENTION AREAS SHOWN HAVE BEEN SIZED USING THE 4% RULE (BIORETENTION AREAS SIZED TO 4% OF THE CONTRIBUTING IMPERVIOUS AREAS) AND UNIFORM FLOW METHOD, ASSUMING A 0.2 IN/HR INTENSITY RATE AND A 5 IN/HR PERCOLATION RATE.

5. MANAGING PEAK FLOWS - THE POST-DEVELOPMENT STORMWATER PEAK FLOWS FOR THE 10-YR, 10-MINUTE STORM (PER CITY OF OAKLAND STORMWATER MANUAL) WILL BE MITIGATED ON-SITE BY USING THE BIORETENTION FACILITIES. THIS WILL PROVIDE A COMBINATION OF ON-SITE RETENTION AND DETENTION BY SIZING THEIR OUTLETS TO LIMIT PEAK FLOW TO BE EQUAL TO OR LESS THAN THE CURRENT, PRE-DEVELOPMENT CONDITION. THERE WILL BE NO INCREASE IN FLOW RATE FOR THE DESIGN STORM FROM THIS DEVELOPMENT.

6. HYDROMODIFICATION - THE PROJECT IS NOT LOCATED IN AN AREA THAT IS REQUIRED TO DESIGN STORMWATER CONVEYANCES TO ACCOUNT FOR HYDROMODIFICATION.

7. CONSTRUCTION SEQUENCING - THE PROPOSED PROJECT WILL PROTECT STORMWATER BMPS DURING CONSTRUCTION OR SEQUENCE THE INSTALLATION OF THE BIORETENTION BASINS SUCH THAT THEY ARE NOT IMPACTED DURING CONSTRUCTION. NOTES WILL BE ADDED TO THE CONSTRUCTION DOCUMENTS TO ENSURE THE LONG-TERM FUNCTIONALITY OF THESE TREATMENT MEASURES ARE NOT IMPACTED BY THE CONSTRUCTION OF THE PROJECT.

STORMWATER TREATMENT MEASURES

WATERSHED			BIORETENTION AREAS		
#	NEW IMPERVIOUS AREA (SF)	DRAINAGE AREA (SF)	LABEL	REQUIRED TREATMENT AREA (SF)	PROVIDED TREATMENT AREA (SF)
A1	4590	5290	BR-1	184	900
A2	3110	4400	BR-2	124	760
A3	1570	2290	BR-3	63	190
A4	415	940	BR-4	17	180
A5	37635	54919	BR-5	1505	0

NOTES:

1. THE LOCATION AND SIZE OF THE BIORETENTION AREAS ARE APPROXIMATE AND MAY CHANGE AS A MORE DETAILED DESIGN IS FINALIZED.

nautilus group

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	10/30/15
002	DRB SUBMITTAL	06/10/15

5110 Telegraph Ave.
Oakland, CA 94609

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NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

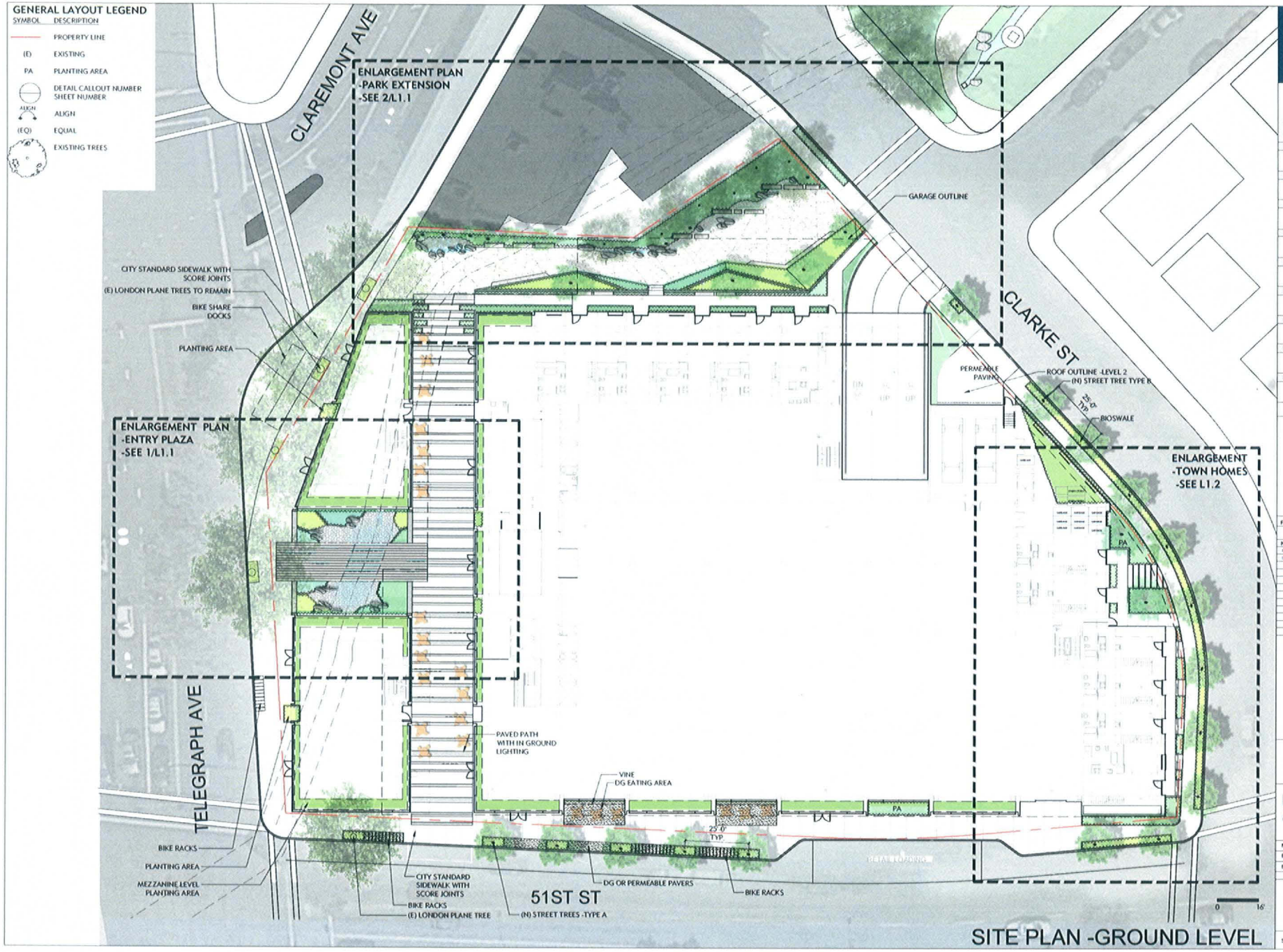
STORMWATER MANAGEMENT PLAN

Nautilus Project Number	13501
Date	11 SEPTEMBER 2015
Drawn by	SANDIS

C3.0

Scale 1" = 20'-0"

File: Y:\P\13501\PLAN SETS\PRELIMINARY\C3.0.dwg Date: Sep 10, 2015 - 3:55pm



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OAKLAND, CA 94612
T 510 834 5700

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1600 F Clement Street #100
Alameda, CA 94501
510 769 7400

CIVIL
SANDIS CIVIL ENGINEERS, SURVEYORS, INC.
1547 11th STREET
OAKLAND, CA 94607
T 510 272 9191

LANDSCAPE
SHADES OF GREEN
1300 Bishop way, Suite A
Novato, CA 94949
415 332 1400

ROOF FARM
FOR LEAF FARMS
301 Lewright Road
Kentfield, CA 94904
415 687 2576

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No	Description	Date
01	CUP SUBMITTAL	05/15/2015
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350 Frank H. Ogawa Plaza, Suite 310
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NEMO Building Systems, LLC
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Lathrop, CA 95330

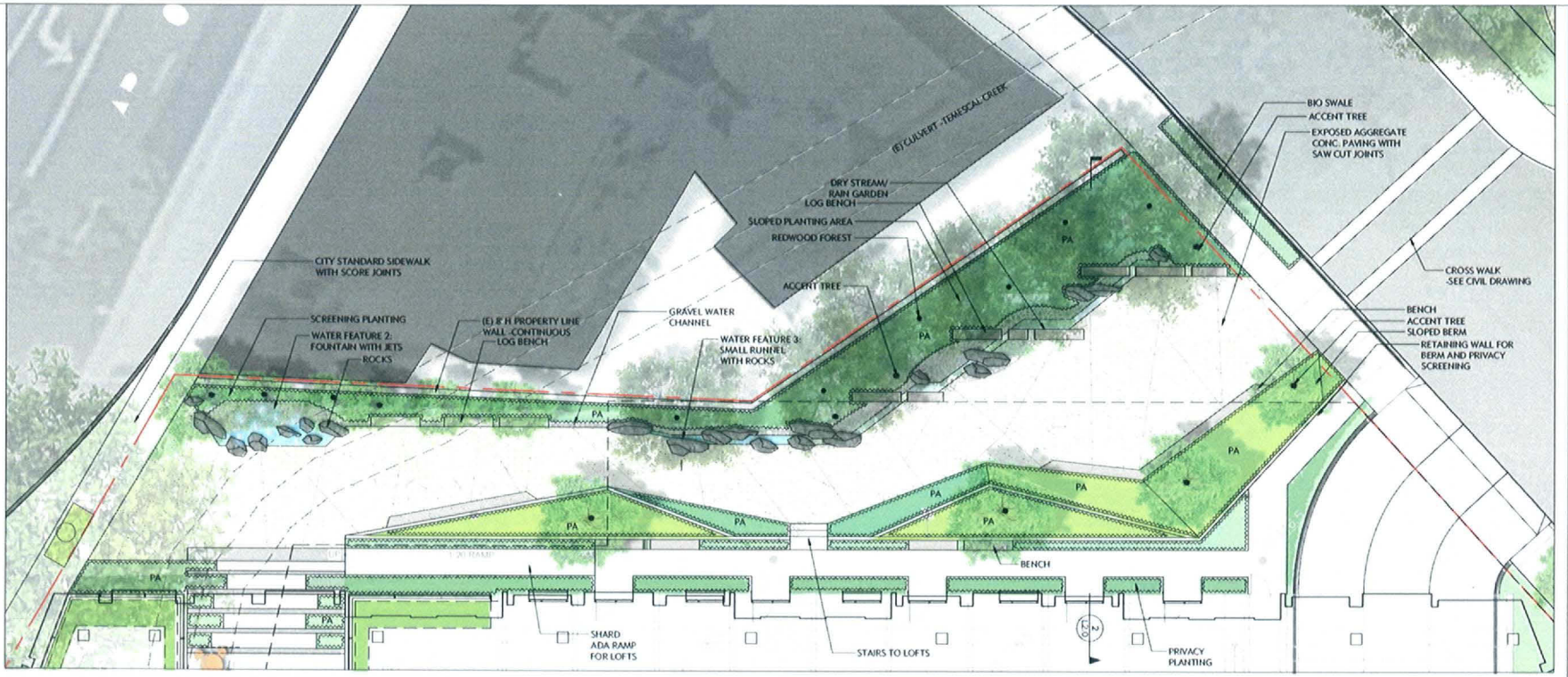
N

LAYOUT & MATERIALS PLAN

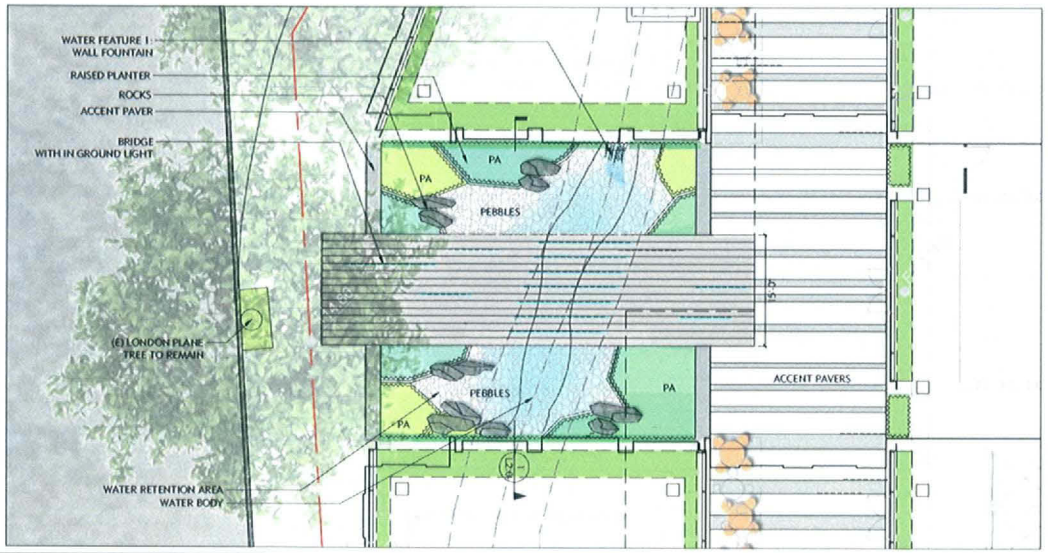
Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	Shades of Green

L1.0

Scale 1/16" = 1'-0"



2 PARK EXTENSION ENLARGEMENT PLAN
1/8" = 1' - 0"



1 ENTRY PLAZA ENLARGEMENT PLAN
1/8" = 1' - 0"

0 8

SITE PLAN -GROUND LEVEL

nautilus group

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Tel 510 343 5593

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GENERAL CONTRACTOR

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PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
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Lathrop, CA 95330

N

LAYOUT & MATERIALS PLAN -ENLARGEMENT

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	Shades of Green

L1.1

Scale 1/8" = 1'-0"

1 TOWNHOMES ENLARGEMENT PLAN
1/8" = 1'-0"

0 8'

SITE PLAN -GROUND LEVEL

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510 343 5593

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OWNER
[illegible]

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STRUCTURAL
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CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

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01	CUP SUBMITTAL	[illegible]
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Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

LAYOUT & MATERIALS PLAN -ENLARGEMENT

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	Shades of Green

L1.2

Scale 1/8" = 1'-0"

GENERAL LAYOUT LEGEND

SYMBOL	DESCRIPTION
	PROPERTY LINE
(E)	EXISTING
PA	PLANTING AREA
	DETAIL CALLOUT NUMBER / SHEET NUMBER
ALIGN	ALIGN
(EQ)	EQUAL
	EXISTING TREES

SITE PLAN -LEVEL 2

nautilus group

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Tel 510 343 5693

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

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	09/11/15	DRC SUBMITTAL

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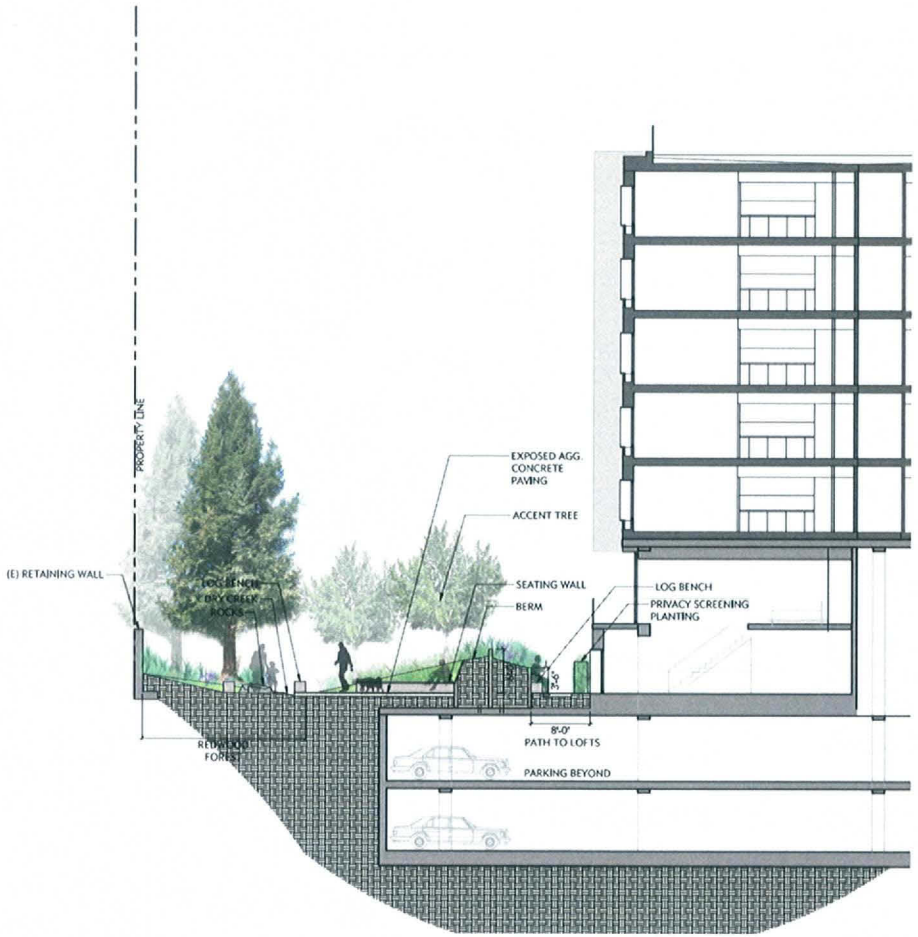
LAYOUT & MATERIALS PLAN

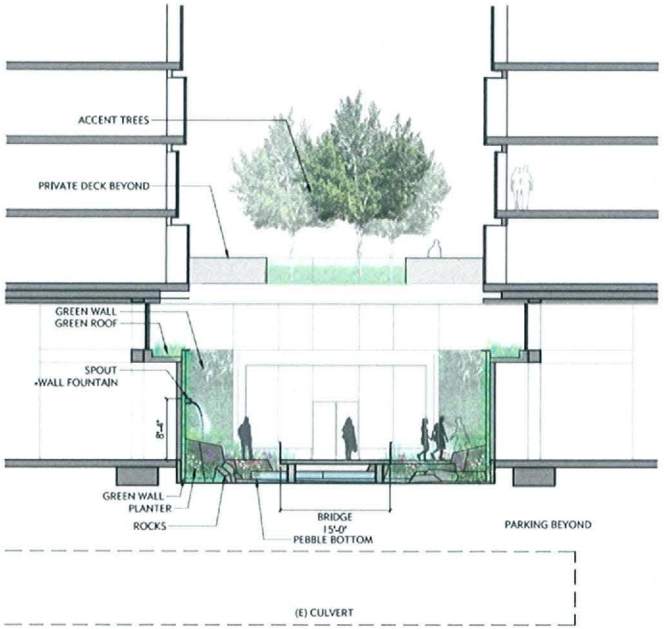
Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	Shades of Green

L1.3

Scale 1/16" = 1'-0"



2 PARK EXTENSION SECTION TYP.
1/8"=1'-0"



1 ENTRY PLAZA SECTION
1/8"=1'-0"

0 8

SITE SECTIONS - GROUND LEVEL

nautilus group

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LITCHENBERGER ENGINEERING, INC.
[illegible]

CIVIL
SANDIS CIVIL ENGINEERS SURVEYORS, INC.
[illegible]

LANDSCAPE
SHADES OF GREEN
[illegible]

ROOF FARM
TOP LEAF FARMS
[illegible]

AGENCY APPROVALS

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ISSUE RECORD

No.	Description	Date
[illegible]	CUP SUBMITTAL	[illegible]
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NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

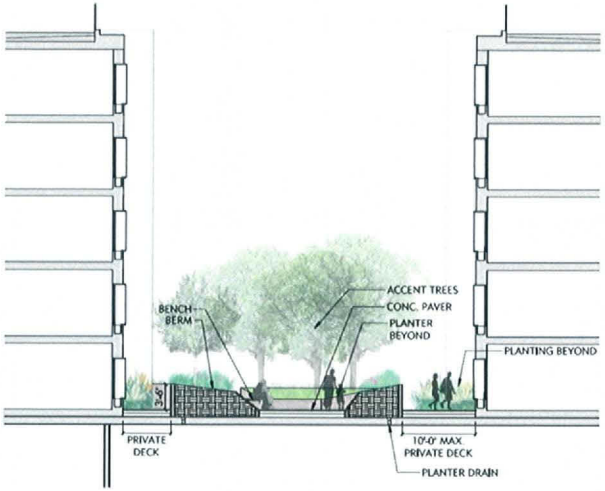
N

SECTIONS TYP.

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	Shades of Green

L2.0

Scale 1/8" = 1'-0"



1 **LEVEL 2 COURTYARD SECTION**
1/8"=1'-0"

0 8

SITE SECTION - LEVEL 2

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Oakland, CA 94612
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ARCHITECT OF RECORD
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PROJECT DESIGN
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(312 496 3246

STRUCTURAL
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MECHANICAL, ELECTRICAL, PLUMBING
LITZENBERGER ENGINEERING, INC
3600 F Davis Blv # 400
Alameda, CA 94501
510 749-7 0 2

CIVIL
BANDS CIVIL ENGINEERS SURVEYORS, INC
836 8th STREET
OAKLAND, CA 94607
(510 575 4824

LANDSCAPE
SHADES OF GREEN
1108 Brickyard Suite A
Novato, CA 94945
415 2 35 1438

ROOF FARM
TOP LEAF FARMS
201 Jennings Street
Oakland, CA 94607
415-987 2 5 9

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
01	CUP SUBMITTAL	09 14 2015
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Oakland, CA 94612

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Lathrop, CA 95330

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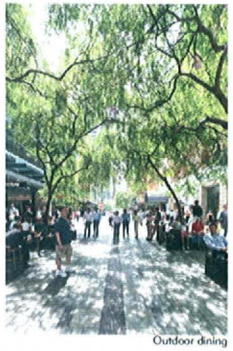
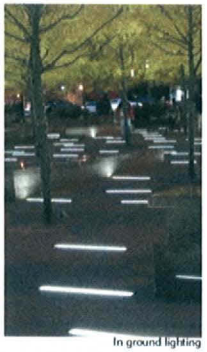
SECTION TYP.

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	Shades of Green

L2.1

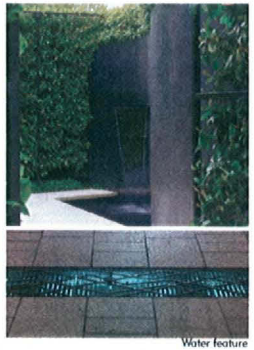
Scale 1/8" = 1'-0"

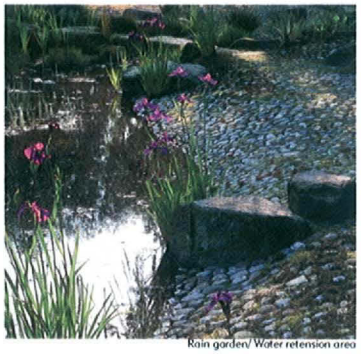

Outdoor dining


In ground lighting

Accent paving with planting

Fern Valley

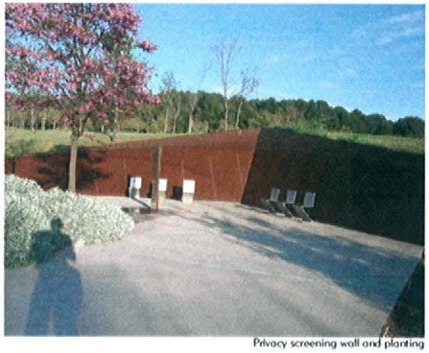

Water feature


Rain garden/ Water retension area

1. STREETSCAPE & ENTRY PLAZA -LEVEL 1

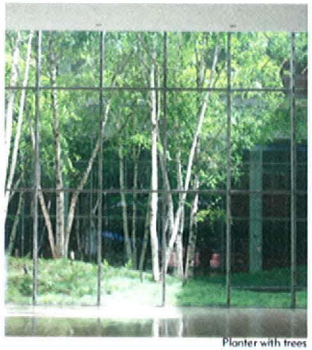
Redwood forest walk -Extension of Frog Park

Planted slope


Privacy screening wall and planting

Dry creek and water features

2. PARK EXTENSION -LEVEL 1


Planter with trees

Paver with 'plant' joints

Amenities: fire feature, outdoor kitchen, etc.

3. PODIUM COURTYARD -LEVEL 2

nautilus group

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Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	05/16/2014
002	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
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Nautilus Group
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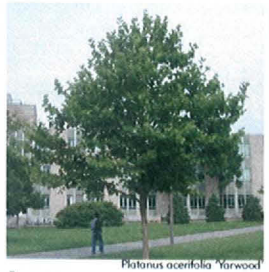
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

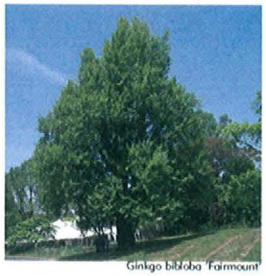
REFERENCE IMAGES

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	Shades of Green

L3.0

Scale NA


Platanus acerifolia 'Yarwood'


Ginkgo biloba 'Fairmount'

Olea europeae 'Swan Hill'

1. STREET TREES -TYPE A

STREET TREES -TYPE B options

Carpinus betulus 'Fastigiata'

Acer palmatum

Cercis occidentalis

ACCENT TREES options

Juncus patens 'Elk Blue'

BIOSWALE option

Sequoia sempervirens 'Aptos Blue'

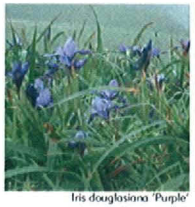
Acer circinatum

Acacia cognata

Heuchera maxima

Ribes sang. glut. 'White Icicle'

Acacia cognata 'Cousin Itt'


Iris douglasiana 'Purple'

Chondropetalum tectorum

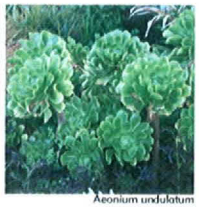
2. PARK EXTENSION TREES AND PLANTS

Podocarpus macrophyllus

Acorus gramineus 'Ogon'

Iris douglasiana 'Canyon Snow'

Ligularia tussilaginea 'Gigantea'


Aeonium undulatum

Protasparagus densiflorus 'Myers'

Woodwardia fimbriata

Ginkgo biloba 'Fairmount'

Lomandra longifolia 'Breeze'

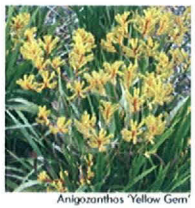
3. ENTRY PLAZA PLANTS AND GREEN ROOF/WALL

Alnus cordata

Laurus 'Saratoga'

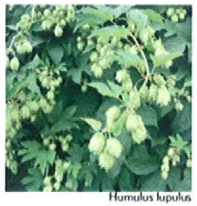
Carex divulsa

Dianella tasmanica 'Little Rev'


Anigozanthos 'Yellow Gem'

Salvia 'Dara's Choice'

Abutilon 'Tangerine'


Humulus lupulus

4. LEVEL 2 COURTYARD TREES AND PLANTS

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
SK1	CUP SUBMITTAL	05/18/2015
SK2	DRC SUBMITTAL	08/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

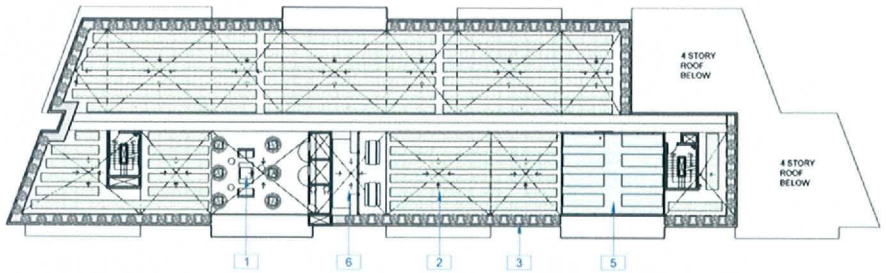
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

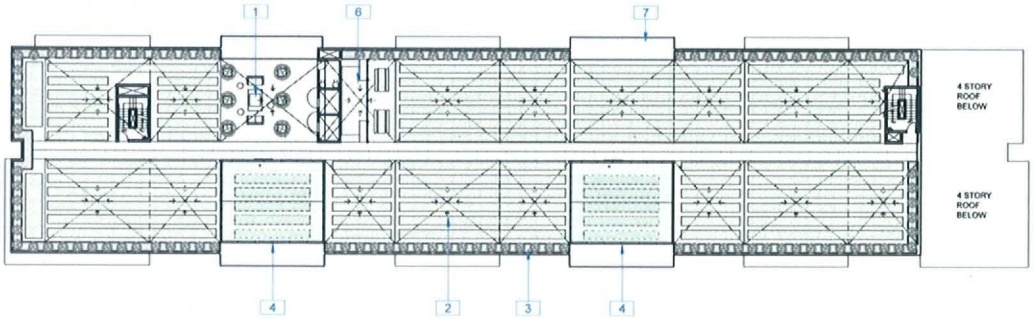
PLANTING IMAGES

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	Shades of Green

L3.1

Scale NA





ROOF FARM PLAN 1

1 " = 20'-0"

GREENHOUSES:

There are 3 primary greenhouses each with a footprint of 1005 square feet. They are roughly 28' wide x 36' long. Rainwater catchment is 12,000 gallons annually per structure and is collected in smaller amounts for farm and garden use.

These structures are made with columns that are 4"x4", 13 ga. galvanized steel. Trusses are 2' 15 ga. steel with a spacing at 12 ft centers. They have a 6/12 pitch roof and are glazed with 8mm triple wall polycarbonate.

FARM BED GREENHOUSES - (4) located on the southern building these have the potential to be dynamic greenhouses that roll along a track similar to the Rimol Rolling Thunder greenhouse. Plantings inside are similar to the field beds.

PROPAGATION GREENHOUSE -(5) located on the north building and is the main propagation space for the farm. Here seeds are started and plants spend the first 3-5 weeks of growing before transplanted out into the main growing beds. The interior is equipped with propagation equipment, flood tables, heat mats and climate controls. Extra work space for filling of trays and seeding as well as space for transplanting into larger containers.

STAGING AREA:

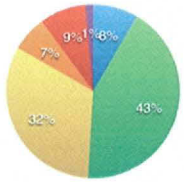
FARM ANNEX(6) Farm staging area and annex for rooftop production, includes work tables, counter work space, Irrigation timer, parts, production tools, harvesting equipment and storage for packaging materials and season extensions. The roof area is utilized for solar PV panels as well as rainwater catchment area of 6,000 gallons annually off each roof. The sides of this structure are open air with option of roll down during extreme weather. A common deck adds as additional staging space and houses a picnic table for residents to observe the workings of the farm. Once the produce is processed and staged here, it travels down to the basement level walk-in cooler until delivered to customers.

NOTATION KEY

1. COMMON ROOF DECK
2. PLANTED FARM BEDS
3. ROOF PERIMETER HEDGEROW
4. FARM BED GREENHOUSE
5. PROPAGATION GREENHOUSE
6. FARM STAGING AREA
7. RAISED ROOF PLATFORM

USE OF SPACE:

Total Roof	**36,116**
Farm Beds	15,358
Pathways	11,720
Hedgerows	3,107
Greenhouses	3,015
Common Deck	2,392
Processing area	524



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GENERAL CONTRACTOR
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ARCHITECT OF RECORD
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PROJECT DESIGN
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STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
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CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

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Lathrop, CA 95330

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ROOF FARM PLAN

Nautilus Project Number	1350
Date	11, SEPTEMBER 201
Drawn by	TOP LEAF FARMS

RF1.1

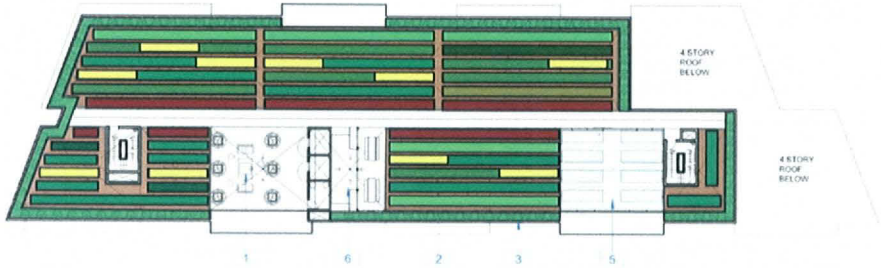
Scale (SEE DRAWING)

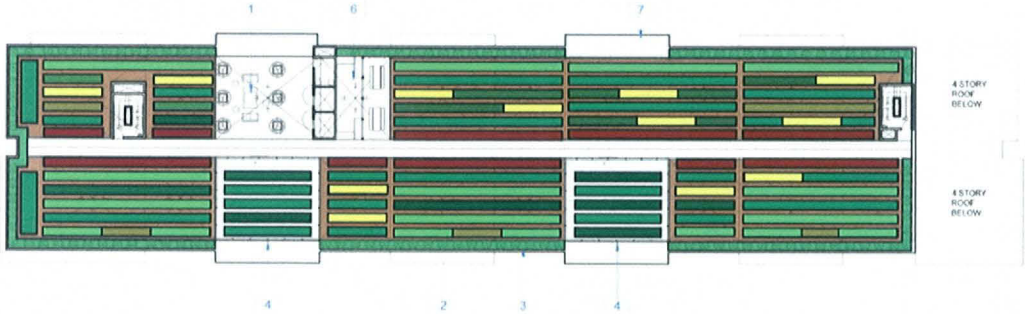
Tomatoes, Sunflowers, Amaranth and Mixed Cut Flowers

Mixed Lettuces, Head lettuce, Tat Soi, Asian Greens, Green Onions

Kale, Chard,

Arugula





PLANTINGS:

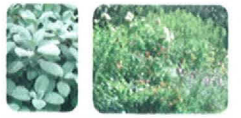
PLANTED FARM BEDS - (2) These are densely planted growing areas that are in continual rotation with both seeded crops and transplants. These beds range in size; in general they are 36" wide and 55' in length with a 16' pathway in between. They are arranged into 14 main blocks that are separated by 30' pathways. The pathways are formed by a 3' excavation of the medium that is then placed on top of the growing beds giving a 9" high pathway and 15" growing bed.

PERIMETER HEDGEROW - (3)A 36" perimeter planting that is a diversity of native and non-native shrubs and trees that stay stunted due to the shallow root zone. This area also has a wide selection of herbaceous plants and some annual planting intermixed. The main function of this area is to provide beneficial insect habitat and also provide a buffer to the wind and elements.

NOTATION KEY

1	COMMON ROOF DECK
2	PLANTED FARM BEDS
3	ROOF PERIMETER HEDGEROW
4	FARM BED GREENHOUSE (SEE RF.X.X FOR DETAIL)
5	PROPAGATION GREENHOUSE (SEE RF.X.X FOR DETAIL)
6	FARM PROCESSING AREA (SEE RF.X.X FOR DETAIL)
7	RAISED ROOF PLATFORM

Basil, Beans, Pea Shoots



Mixed hedgerow of perennials, Culinary Herbs, and Edible Flowers

Sprouting Broccoli, Radish, Small Squashes

Perennial Hedgerow

ROOF FARM PLANTING PLAN 1

1 " = 20'-0"

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1777 Sonoma Ave, Suite
Napa, CA 94558
707-255-7403

CIVIL

SANDIS CIVIL ENGINEERS SURVEYORS, INC.
SUITE 110 TEL 1
OAKLAND, CA 94607
T. 510.873.0950

LANDSCAPE

SHADES OF GREEN
1305 Bridgeway Suite A
Sausalito, CA 94965
415-332-1404

ROOF FARM

TOP LEAF FARMS
285 Lexington Road,
Kensington, Ca 94707
510-487-3315

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	03/18/20
002	DRC SUBMITTAL	09/11/20

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Oakland, CA 94609

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350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

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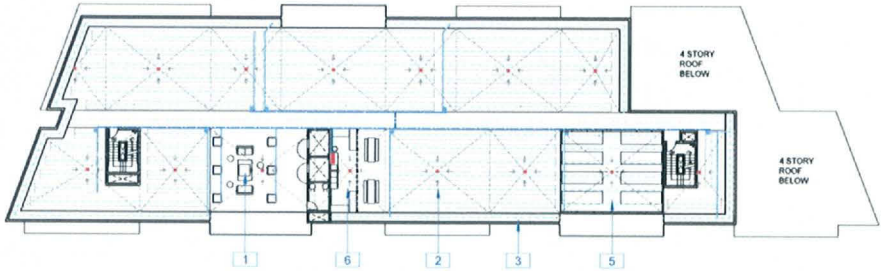
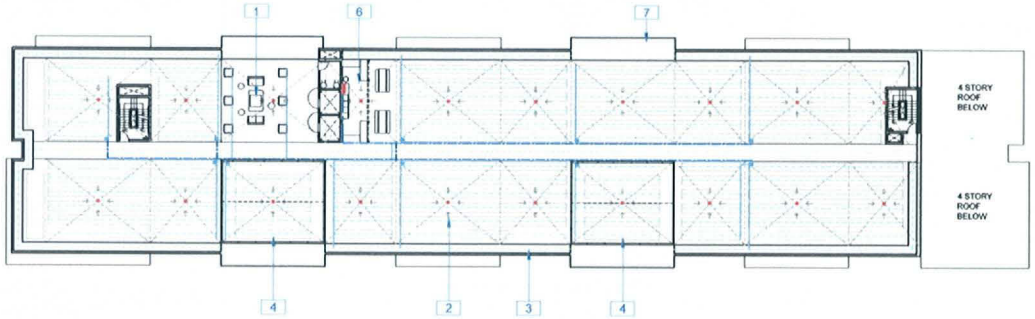
ROOF FARM
TYP. PLANTING PLAN

Nautilus Project Number	1350
Date	11, SEPTEMBER 201
Drawn by	TOP LEAF FARMS

RF1.2

Scale (SEE DRAWING)





ROOF FARM IRRIGATION PLAN 1

1 " = 20'-0"

IRRIGATION:

Main Irrigation line enters each roof in one main location and then is equally distributed from that point. Both Fertigation line and domestic clean water stub up at this point. Fertigation system and brewer are located in basement level and help distribute nutrients to the plants via the irrigation system via ICV _ Irrigation Control valve boxes, which have 2-3 valves and are located off of main egress for drip line distribution and sub-surface irrigation system Excess water that drains from roof returns to both the irrigation reservoir located in the basement as well as ground level landscape and on structure plantings

NOTATION KEY

1. COMMON ROOF DECK
2. PLANTED FARM BEDS
3. ROOF PERIMETER HEDGEROW
4. FARM BED GREENHOUSE (SEE RF.X.X FOR DETAIL)
5. PROPAGATION GREENHOUSE (SEE RF.X.X FOR DETAIL)
6. FARM PROCESSING AREA (SEE RF.X.X FOR DETAIL)
7. RAISED ROOF PLATFORM

- PORTHOLES / DRAINS
- ICV BOXES
- IRRIGATION MAIN LINE (SEE RF.X.X FOR DETAIL)
- IRRIGATION SECONDARY LINE (SEE RF.X.X FOR DETAIL)
- T-TAPE SURFACE LINES WITH EMITTERS
- MAIN RISER FOR IRRIGATION FOR EACH ROOF / TIMER / EJECTOR

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Tel 510.343.5593

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GENERAL CONTRACTOR
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ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

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001	CUP SUBMITTAL	[illegible]
002	DRC SUBMITTAL	[illegible]

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350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

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18231 Murphy Pkwy
Lathrop, CA 95330

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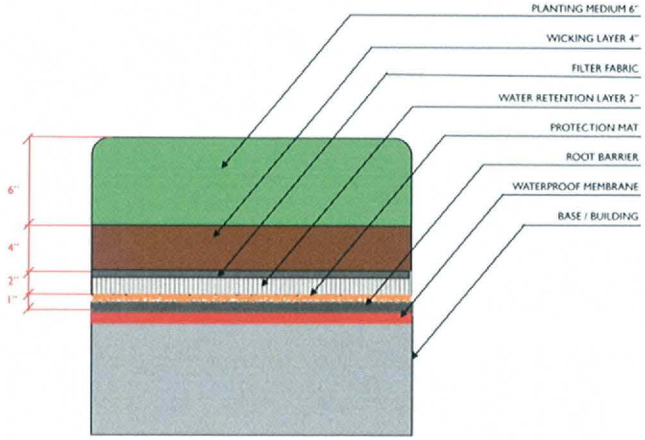
ROOF FARM IRRIGATION PLAN

Nautilus Project Number	1350
Date	11, SEPTEMBER 201
Drawn by	TOP LEAF FARMS

RF1.3

Scale (SEE DRAWING)



ROOF BUILD UP DETAIL 2

3" = 1'-0"

ROOF FARM BUILD UP:

PLANTING MEDIUM - 6" - Weight = saturated 60 lb.cu.ft
Lava Rock 5/16 30%, - OMRI Compost 25% - Rock Pumice10% -Coco Coir 15% - Grape Pumice Compost 8% - Bio-char 5% - Horticultural Sand 5% - Earthworm Castings 3% Additional nutrients - Azomite 8 lb. per yard - Mycorrhizal upon planting

WICKING LAYER 4" - Weight = saturated 45 lb.cu.ft
Lava Rock 60%Pumice 20%, Coco Coir/ Peat 20%

FILTER SHEET - Zinco TS reinforced filter sheet - wicking

SUBSURFACE IRRIGATION LINE - 1/2" PVC perforated pipe with filter fabric

SATURATION CHECKS - Water flow 2" restraints for saturation of water retention layer

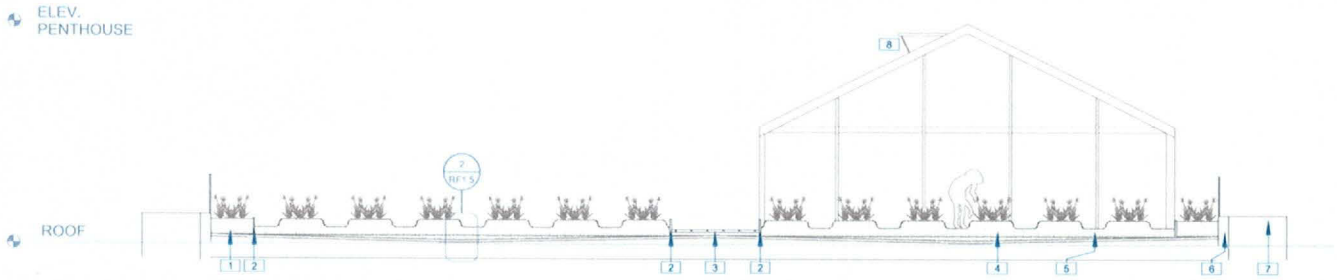
WATER RETENTION LAYER 2" - Weight = saturated 48 lb.cu.ft
80% Lava Rock 5/16 Pumice 20%

PROTECTION MAT- ISV 45 zinco woven geotextile matting

ROOT BLOCK - Reinforced Polyethylene liner

WATERPROOF MEMBRANE - TPO firestone/Gen Flex membrane

BASE / BUILDING Per NEMO modular design



NOTATION KEY

1	HEDGEROW 12" SOIL DEPTH
2	SOIL RESTRAINT
3	LIGHT PAVER
4	TYP. FARM BED 13" SOIL DEPTH
5	BED WALKWAY 7" SOIL DEPTH
6	TYP. PARAPET 24" TALL W/ 32" TALL RAIL W/ GLASS PANEL
7	RAISED ROOF PLATFORM
8	GREENHOUSE VENT

EAST FACING CROSS SECTION (NORTHERN BUILDING) 1

1 " = 4'-0"

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CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

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ROOF FARM SECTIONS & ELEVATIONS & DETAILS

Nautilus Project Number	1350
Date	11, SEPTEMBER 201
Drawn by	TOP LEAF FARMS

RF1.4

Scale (SEE DRAWING)

ROOF FARM CONCEPTS & NOTES 1

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LANDSCAPE

ROOF FARM

AGENCY APPROVALS

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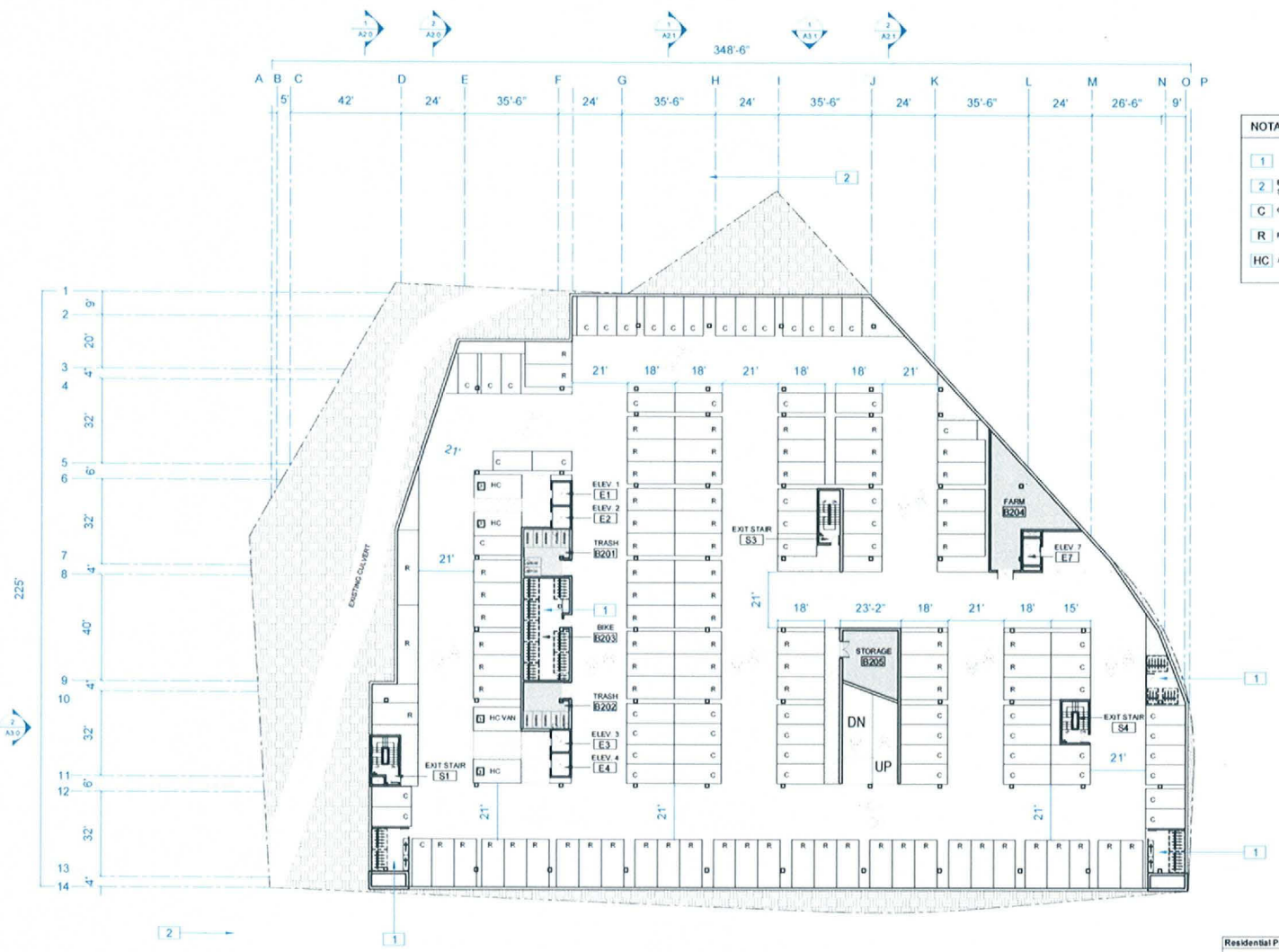
ROOF FARM
CONCEPTS & NOTES

Nautilus Project Number 1350
Date 11, SEPTEMBER 201
Drawn by TOP LEAF FARM

RF1.5

Scale (SEE DRAWING)



NOTATION KEY

1	RESIDENTIAL BICYCLE STORAGE
2	EXISTING UNDERGROUND STORMWATER CULVERT
C	COMPACT STALL 7'-6" X 15'-0"
R	REGULAR STALL 8'-6" X 18'-0"
HC	ACCESIBLE STALL 9'-0" X 18'-0"

Residential Parking		
	TOTAL	%
Regular	93	54%
Compact	70	46%
HC	4	
Total	153	

Level P2 Bicycle Parking			
Type	Residential	Commercial	Total
Short Term	0	0	0
Long Term	204	0	204
Total	204	0	**204**

AMENITY | UTILITY | RETAIL | STUDIO | 1 BED | 2 BED | 3 BED

0' 10' 25' 50' 100'

LEVEL P2 PLAN | 1

nautilus group

Nautilus Group
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Tel 510 343 5593

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CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

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Lathrop, CA 95330

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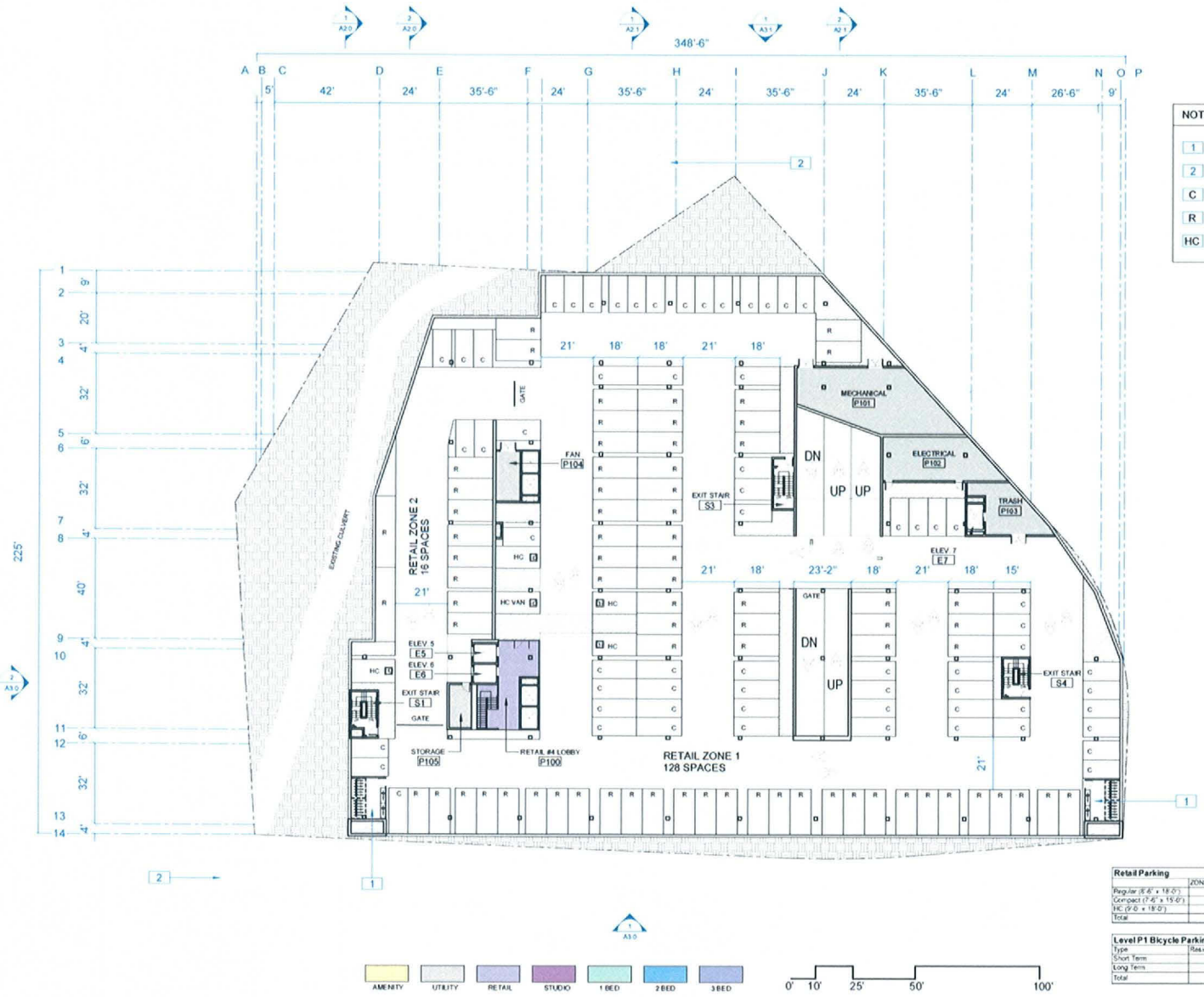
PLAN

Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by SDG

A1.1

Scale 1" = 20'-0"



NOTATION KEY

1	COMMERCIAL BICYCLE STORAGE
2	EXISTING UNDERGROUND STORMWATER CULVERT
C	COMPACT STALL 7'-6" X 15'-0"
R	REGULAR STALL 8'-6" X 18'-0"
HC	ACCESIBLE STALL 9'-0" X 18'-0"

Retail Parking

	ZONE 1	ZONE 2	TOTAL	%
Regular (8'-6" x 18'-0")	65	8	73	54%
Compact (7'-6" x 15'-0")	59	7	66	46%
HC (9'-0" x 18'-0")	4	1	5	
Total	128	16	144	

Level P1 Bicycle Parking

Type	Residential	Commercial	Total
Short Term	0	0	0
Long Term	0	64	64
Total	0	64	**64**

AMENITY | UTILITY | RETAIL | STUDIO | 1 BED | 2 BED | 3 BED

0' 10' 25' 50' 100'

LEVEL P1 PLAN | 1

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CIVIL

LANDSCAPE

ROOF FARM

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Lathrop, CA 95330

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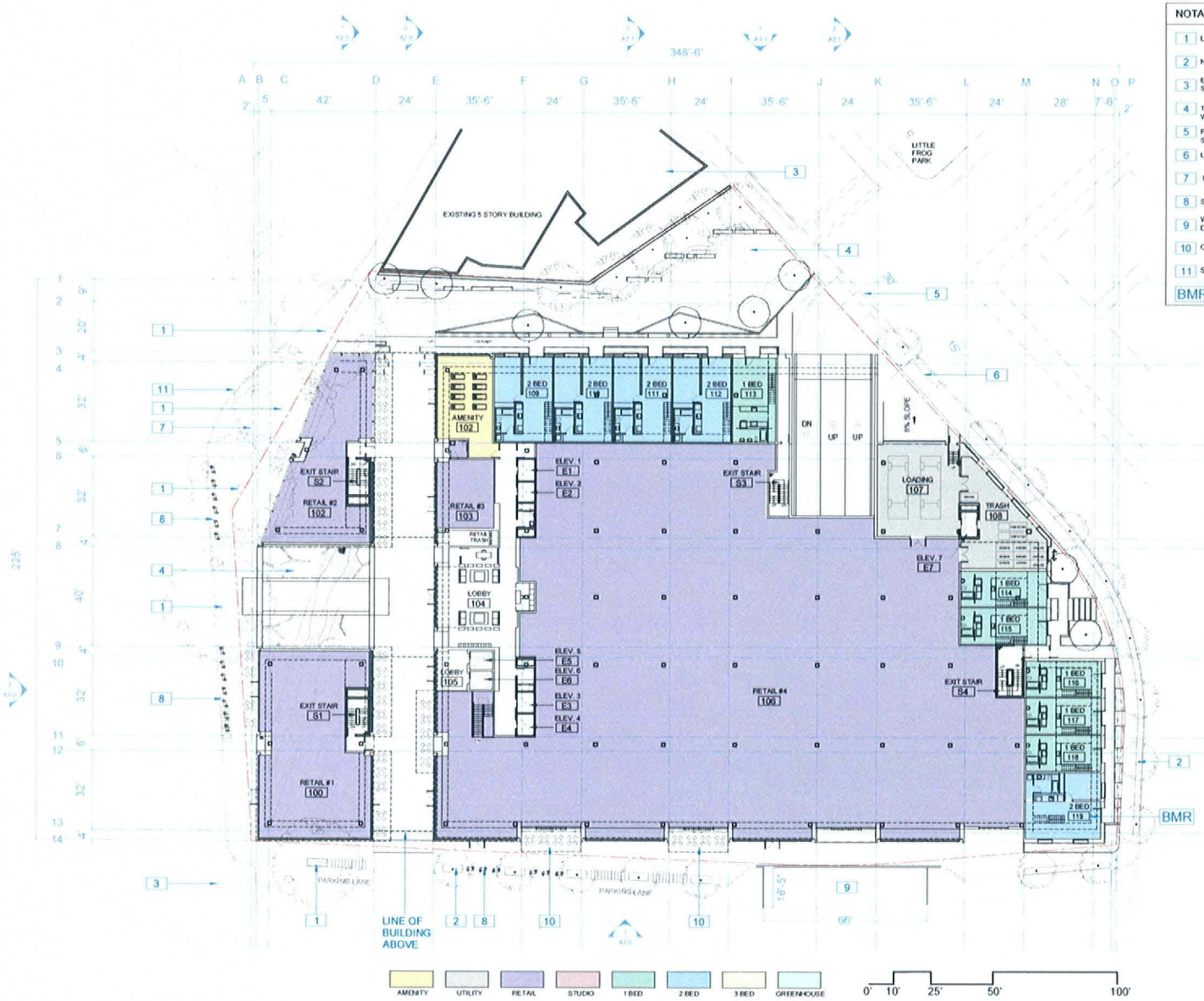
PLAN

Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by SDG

A1.2

Scale 1" = 20'-0"



NOTATION KEY

1	LANDMARK TREES
2	NEW STREET TREES
3	EXISTING UNDERGROUND STORMWATER CULVERT
4	TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
5	RETAIL AND RESIDENTIAL GARAGE ENTRY STANDARD CURB CUT
6	LOADING ENTRY STANDARD CURB CUT
7	BIKE SHARE POD
8	SHORT TERM BIKE PARKING
9	WILL SUBMIT STREET LOADING VARIANCE DEPTH PER 17.116.220
10	OUTDOOR SEATING AREA
11	STREET CALMING IMPROVEMENT PER C.O.A
BMR	BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 1 PLAN | 1

nautilus group

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Oakland, CA 94612
Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
301	CUP SUBMITTAL	09/18/2015
302	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

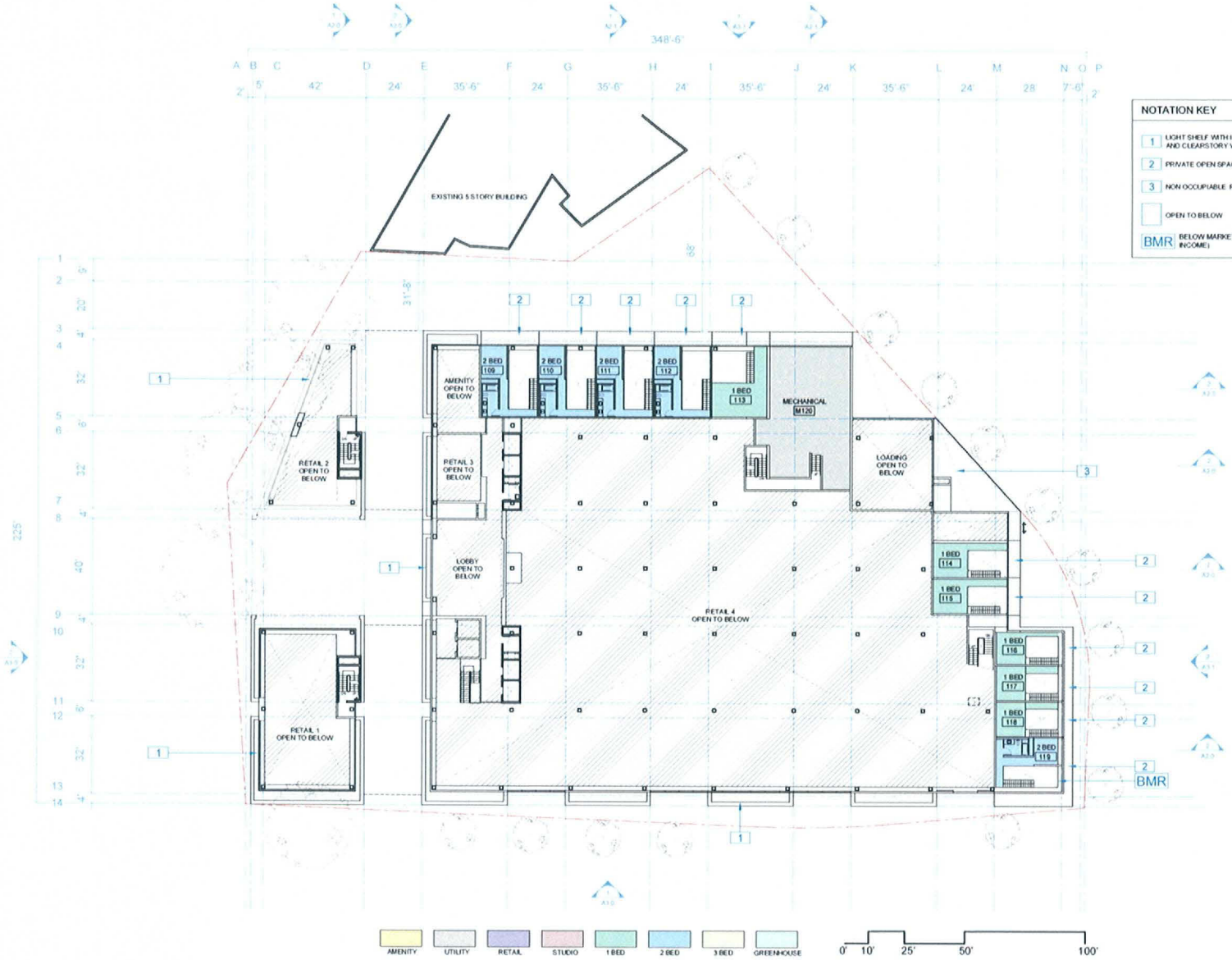
N

PLAN

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A1.3

Scale 1" = 20'-0"



NOTATION KEY

1	LIGHT SHELF WITH INTEGRAL PLANTER BED AND CLEARSTORY WINDOW
2	PRIVATE OPEN SPACE DECK
3	NON OCCUPIABLE ROOF
	OPEN TO BELOW
BMR	BELOW MARKET RATE UNIT (VERY LOW INCOME)

MEZZANINE PLAN 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
RED RIVER TELEGRAPH, LLC
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
t 510 343 5593

GENERAL CONTRACTOR
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
t 510 343 5593

ARCHITECT OF RECORD
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
t 510 343 5593

PROJECT DESIGN
STUDIO BAR DORMAN
N.E. SUITE 07-08 07-09 07
CHICAGO IL 60611
t 312 458 0745

STRUCTURAL
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
t 510 343 5593

MECHANICAL, ELECTRICAL, PLUMBING
L. SOHNSHEIN ENGINEERING, INC
3140 E Dunsmuir Blvd #
Alameda, CA 94501
510 769 7442

CIVIL
SANDIS CIVIL ENGINEERS SURVEYORS, INC
1500 5TH STREET
OAKLAND, CA 94607
t 510 873 8166

LANDSCAPE
SHADES OF GREEN
1700 Broadway Suite 5
Oakland, CA 94612
510 452 4 454

ROOF FARM
FOG LEAF FARMS
2511 Jerrold Ave
San Francisco, CA 94107
415 867 2314

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	01/16/2015
002	DRC SUBMITTAL	06/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
16231 Murphy Pkwy
Lathrop, CA 95330

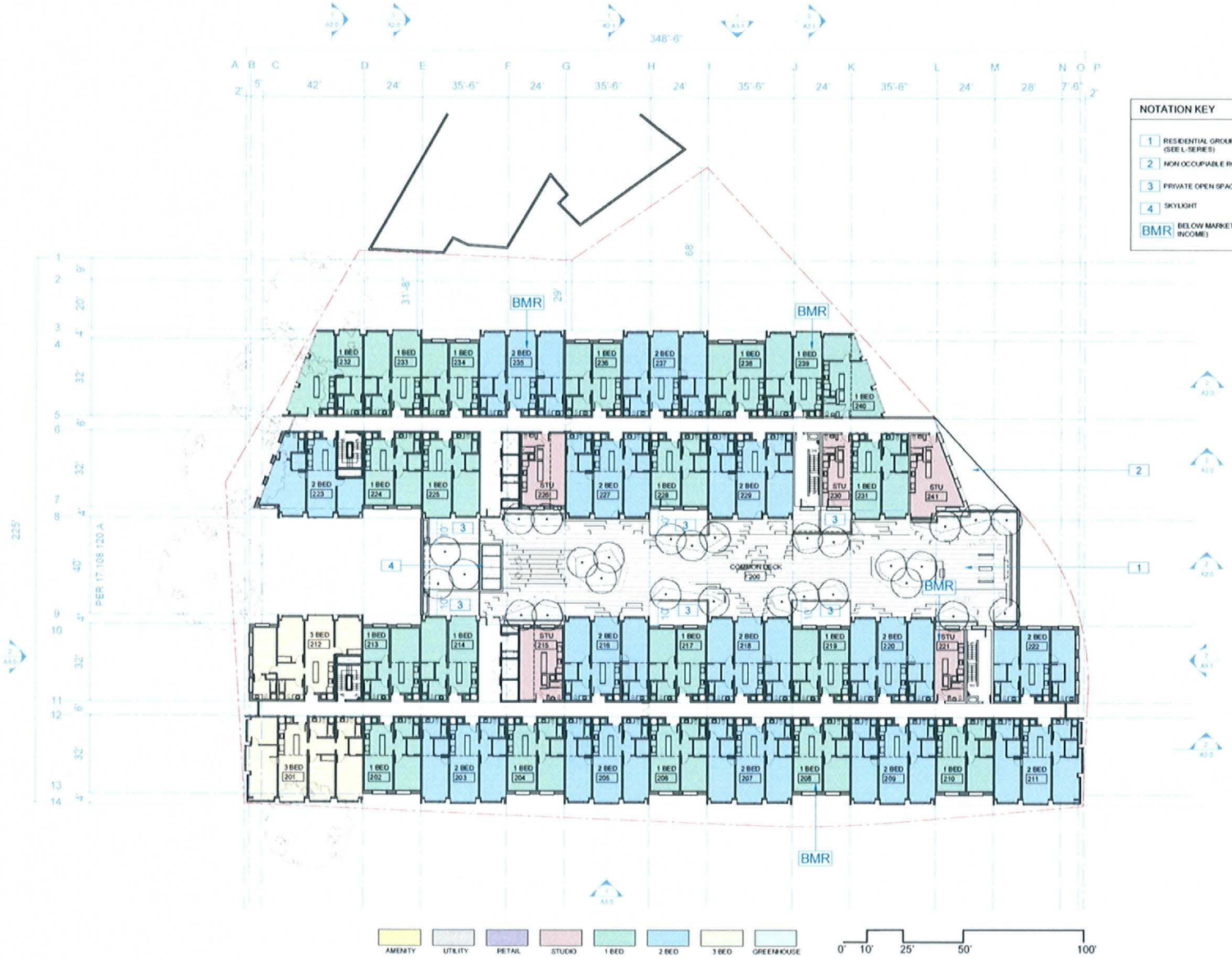
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.4

Scale 1" = 20'-0"



NOTATION KEY

1	RESIDENTIAL GROUP OPEN SPACE (SEE L-SERIES)
2	NON OCCUPIABLE ROOF
3	PRIVATE OPEN SPACE (SEE L-SERIES)
4	SKYLIGHT
BMR	BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 2 PLAN | 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09-18-2015
002	DPC SUBMITTAL	09-11-2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

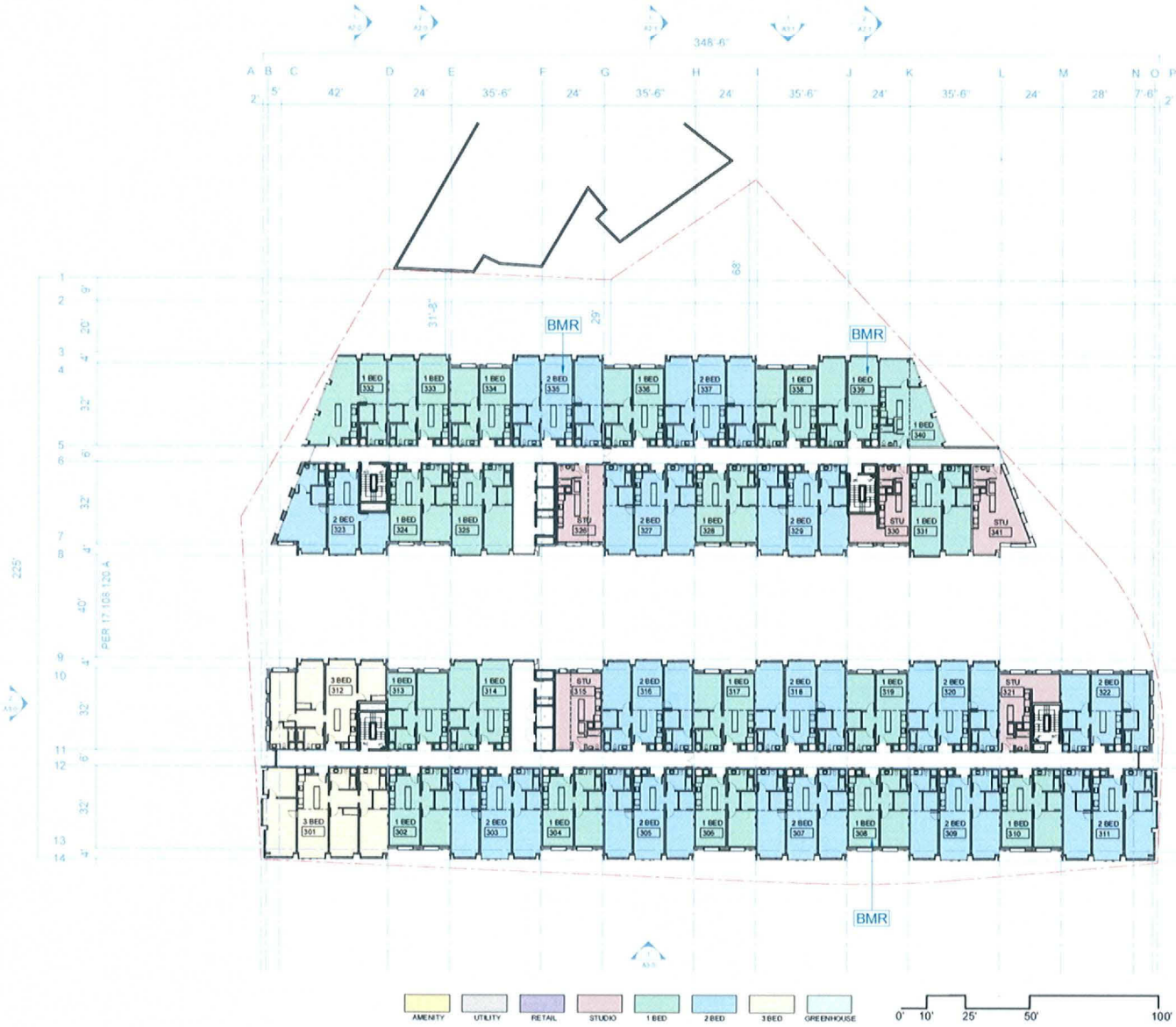
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.5

Scale 1" = 20'-0"



NOTATION KEY

BMR BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 3 PLAN | 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5583

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
001	CUP SUBMITTAL	05/18/2016
002	DRC SUBMITTAL	06/11/2016

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

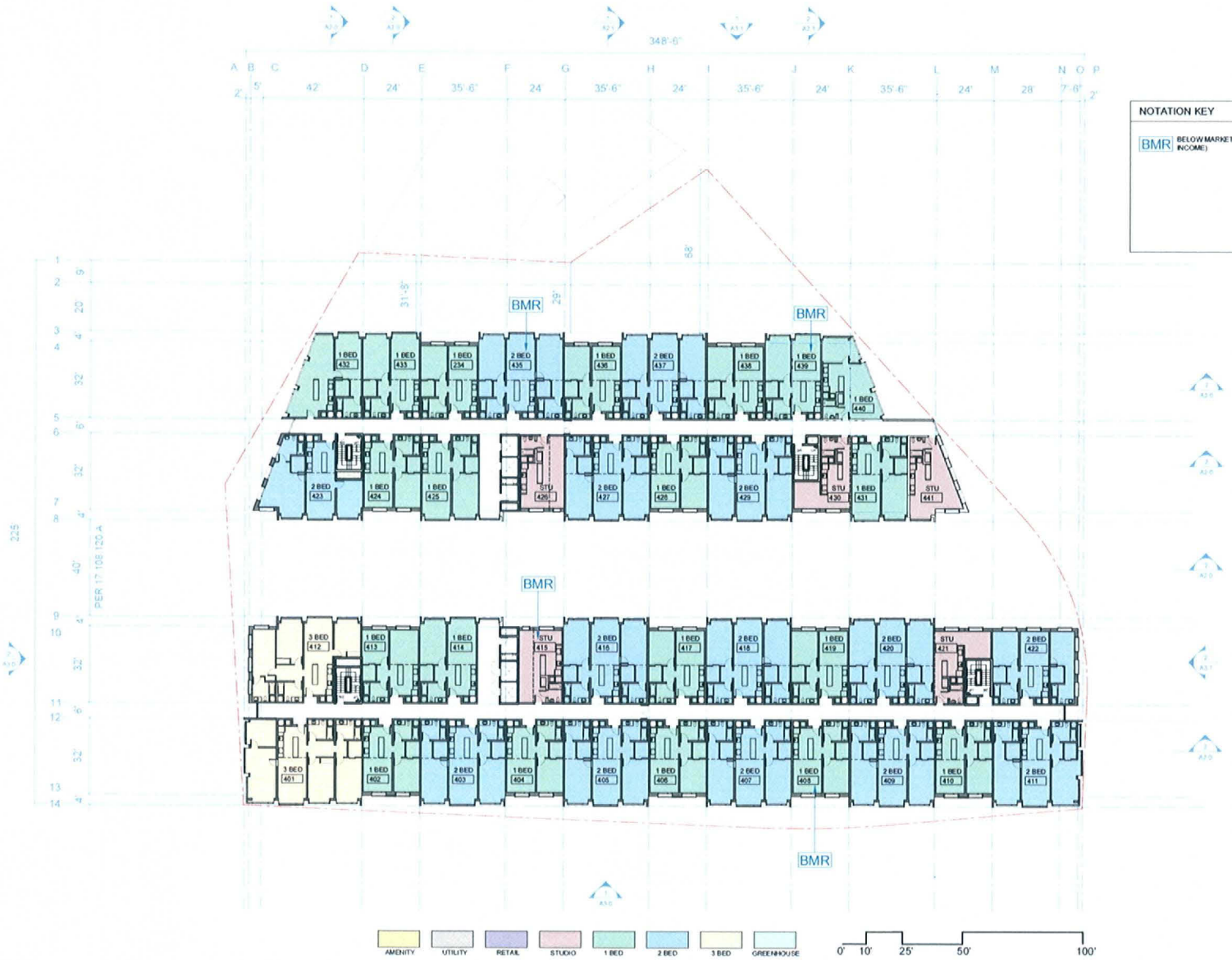
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.6

Scale 1" = 20'-0"



NOTATION KEY

BMR BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 4 PLAN | 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
001	CUP SUBMITTAL	05/18/2015
002	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

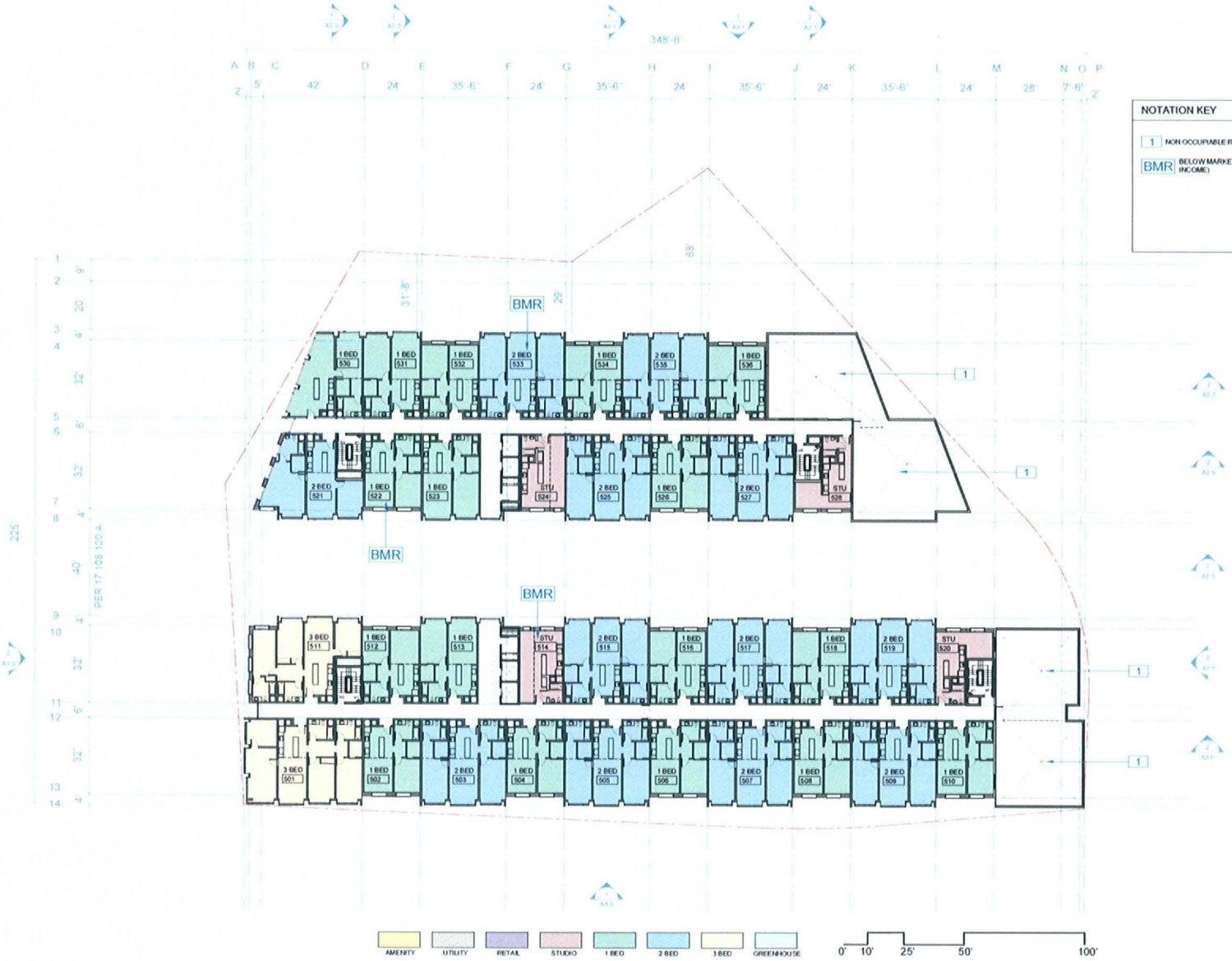
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.7

Scale 1" = 20'-0"



NOTATION KEY

1 NON OCCUPIABLE ROOF

BMR BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 5 PLAN | 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09-18-2015
002	DRC SUBMITTAL	09-11-2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
16231 Murphy Pkwy
Lathrop, CA 95330

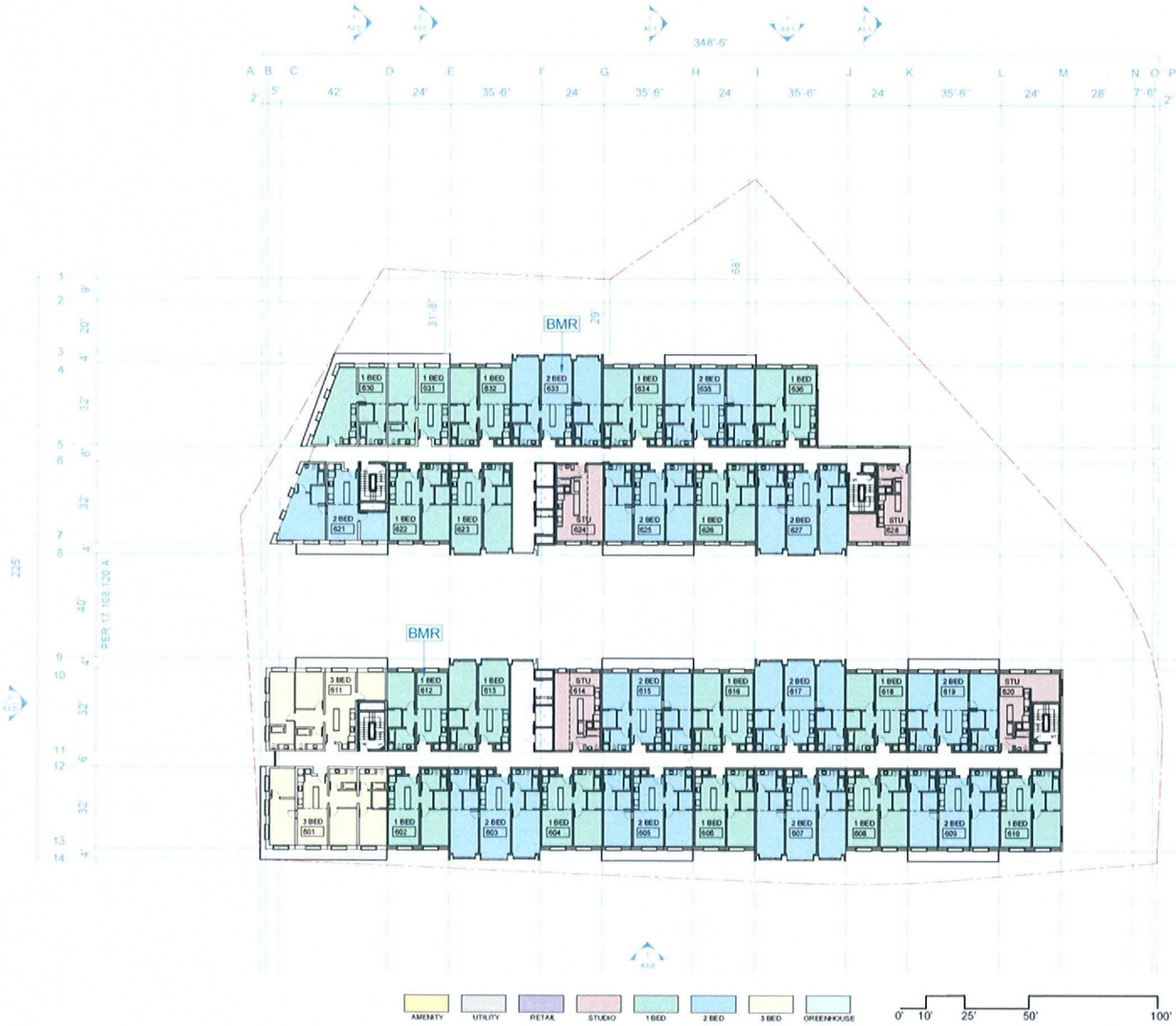
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SOG

A1.8

Scale 1" = 20'-0"



NOTATION KEY

BMR BELOW MARKET RATE UNIT (VERY LOW INCOME)

LEVEL 6 PLAN | 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	10/16/2015
02	DRC SUBMITTAL	06/11/2016

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

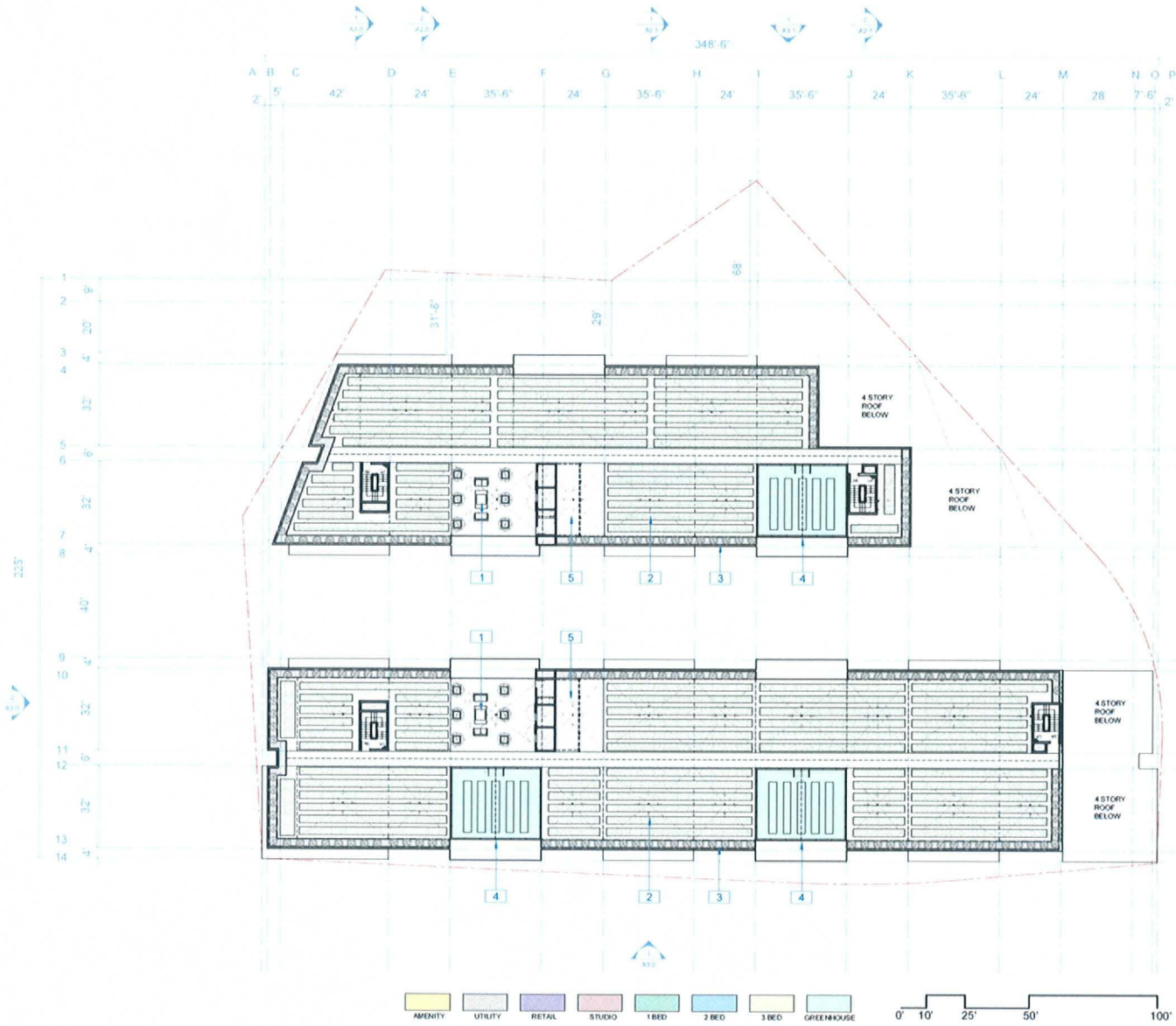
N

PLAN

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.9

Scale 1" = 20'-0"



NOTATION KEY

1. COMMON ROOF DECK
2. PLANTED FARM BEDS
3. ROOF PERIMETER HEDGEROW
4. GREENHOUSE
5. FARM STAGING AREA

ROOF PLAN 1

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
01	CUP SUBMITTAL	10/16/2015
02	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

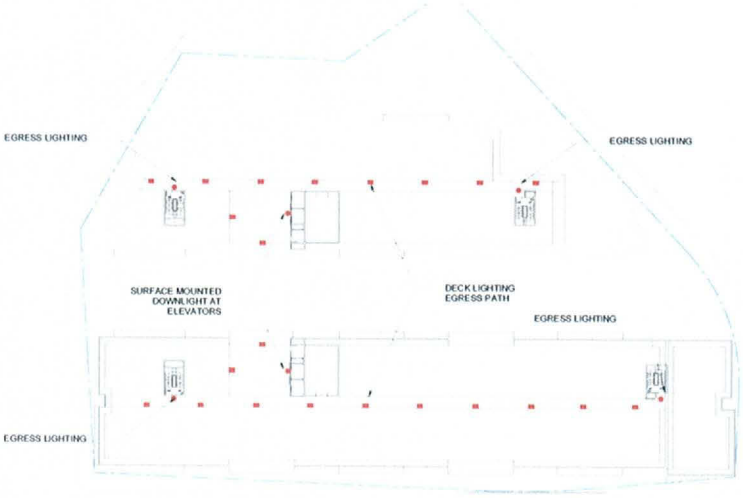
N

PLAN

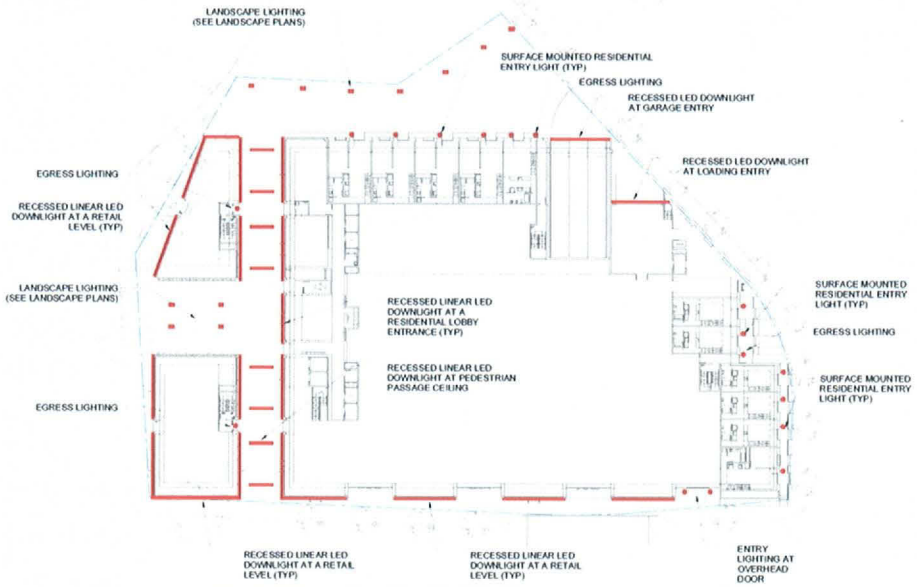
Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A1.10

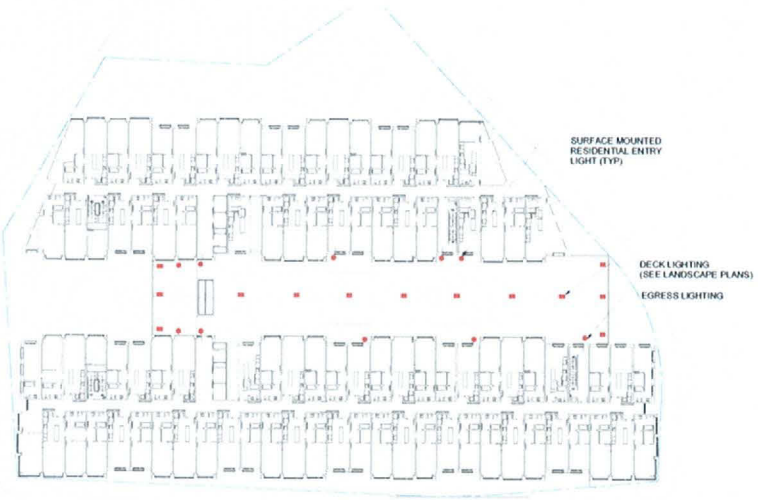
Scale 1" = 20'-0"



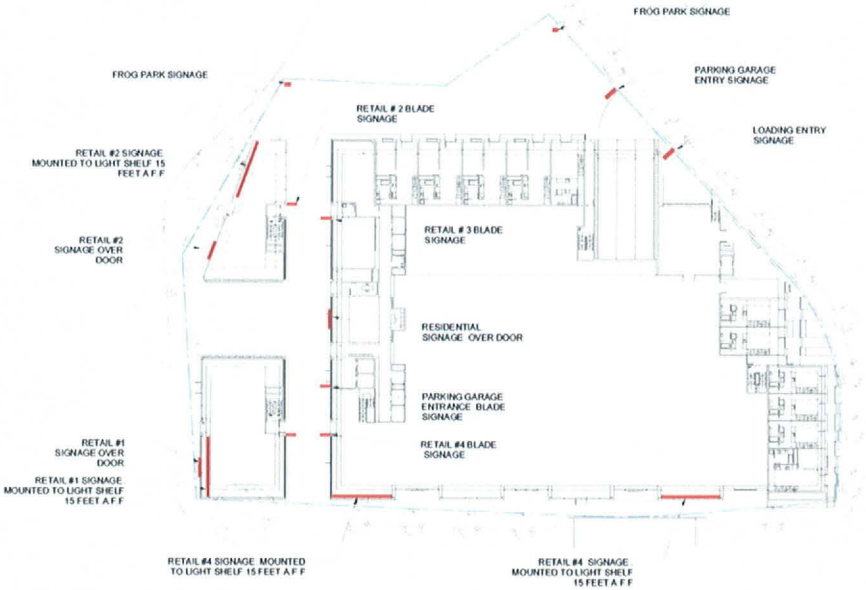
ROOF PLAN: CONCEPTUAL LIGHTING PLAN | 1



LEVEL 1: CONCEPTUAL LIGHTING PLAN | 3



LEVEL 2: CONCEPTUAL LIGHTING PLAN | 2



LEVEL 1: CONCEPTUAL SIGNAGE PLAN | 4

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	10/16/2015
02	DRC SUBMITTAL	10/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

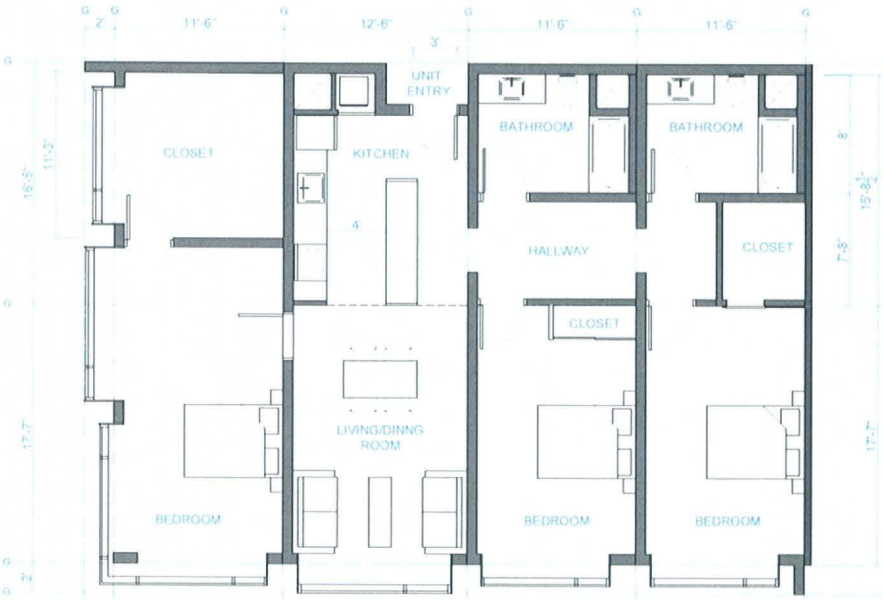
N

CONCEPTUAL LIGHTING & SIGNAGE PLAN

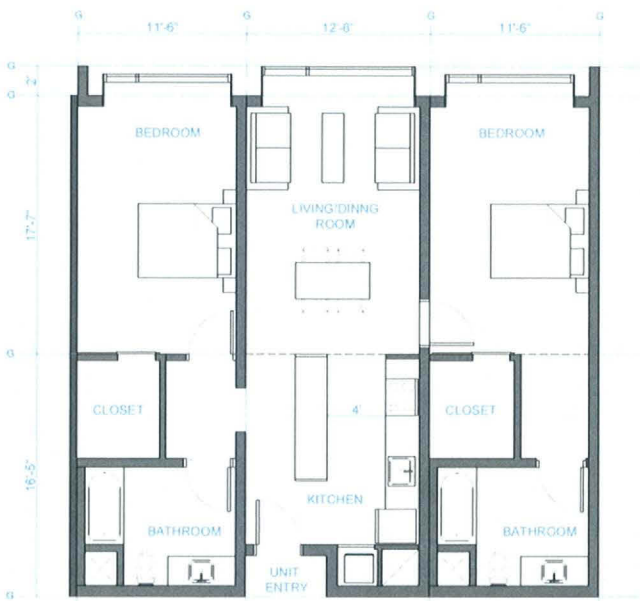
Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.11

Scale NTS



3 BEDROOM UNIT (1,600 SF) | 1



2 BEDROOM UNIT (1,200 SF) | 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
NW 5110 TELEGRAPH LLC
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510 343 5593

GENERAL CONTRACTOR
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510 343 5593

ARCHITECT OF RECORD
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510 343 5593

PROJECT DESIGN
STUDIO DAN DARMAN
[illegible]
T 510 [illegible]

STRUCTURAL
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T 510 343 5593

MECHANICAL, ELECTRICAL, PLUMBING
J. STRONGHEART ENGINEERING, INC
[illegible]
T 510 [illegible]

CIVIL
SANDIS CIVIL ENGINEERS SURVEYORS, INC
[illegible]
T 510 [illegible]

LANDSCAPE
SHADES OF GREEN
[illegible]
T 510 [illegible]

ROOF FARM
TOP LEAF FARMS
[illegible]
T 510 [illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	05/18/2015
02	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

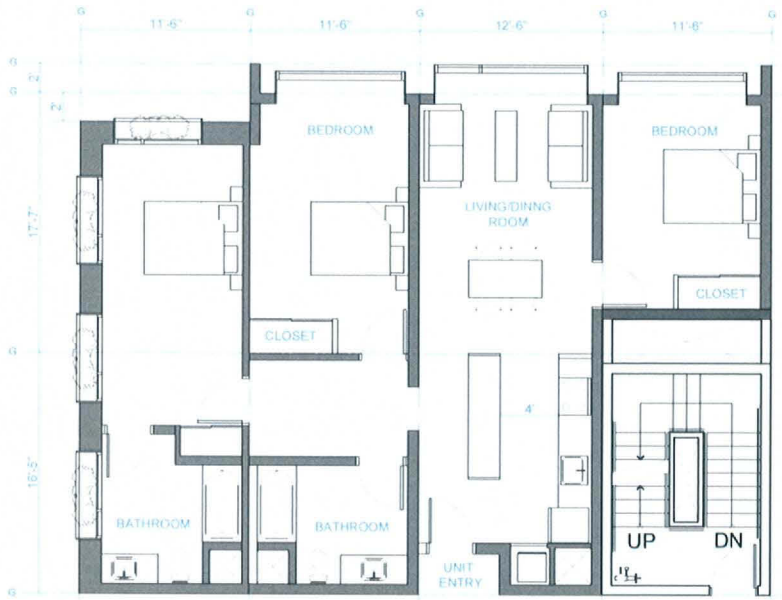
N

ENLARGED UNIT PLANS

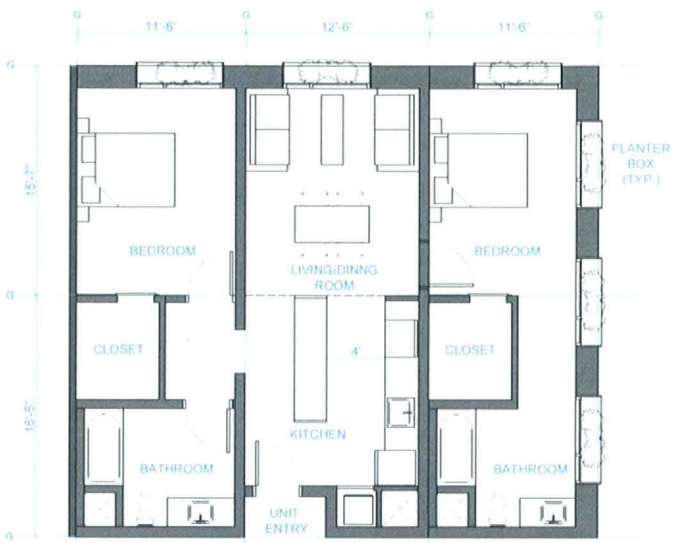
Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A1.13

Scale 1/4" = 1'-0"



3 BEDROOM UNIT (1,350 SF) | 1



2 BEDROOM UNIT (1,200 SF) | 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	05/15/15
02	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

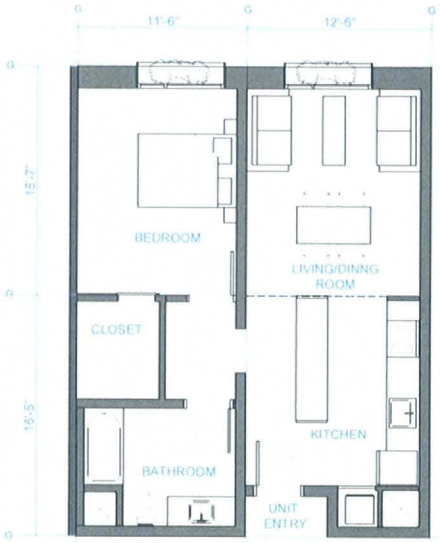
N

ENLARGED UNIT PLANS

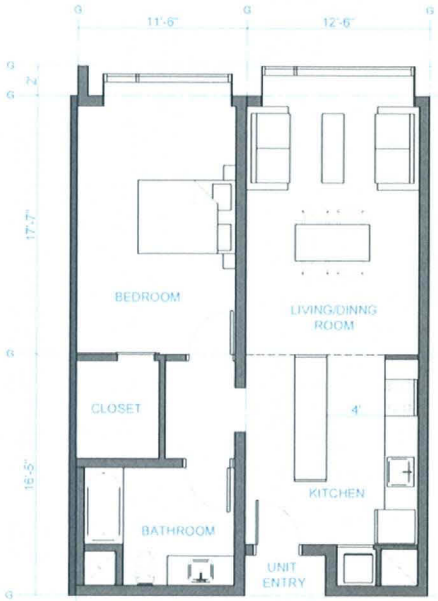
Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.14

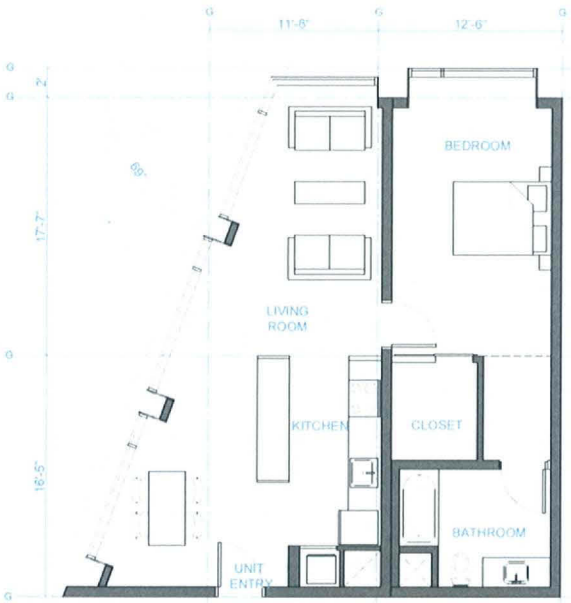
Scale 1/4" = 1'-0"



1 BEDROOM UNIT (700 SF) | 1



1 BEDROOM UNIT (780 SF) | 2



1 BEDROOM UNIT (830 SF) | 3

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510 343 5593

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OWNER
102 5110 TELEGRAPH, LLC
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T: 510 343 5593

GENERAL CONTRACTOR
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T: 510 343 5593

ARCHITECT OF RECORD
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T: 510 343 5593

PROJECT DESIGN
STUDIO DAN DORMAN
55 E. TUPMAN ST #1-187
CHICAGO, IL 60611
T: 773 418 5701

STRUCTURAL
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
T: 510 343 5593

MECHANICAL, ELECTRICAL, PLUMBING
L.I. DONNER-GIER ENGINEERING, INC.
5100 F Dorothy Blvd #1001
Atlanta, GA 30342
T: 678-366-7422

CIVIL
SANDIS CIVIL ENGINEERS SURVEYORS, INC
1000 E 11TH STREET
OAKLAND, CA 94607
T: 510 839-7400

LANDSCAPE
SHADES OF GREEN
1900 Bridgeway, Suite A
Sausalito, CA 94965
T: 415 332 4343

ROOF FARM
FOG LEAF FARMS
3131 Lorraine Ave.
Oakland, CA 94602
T: 917 327 2374

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	05/18/2015
02	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

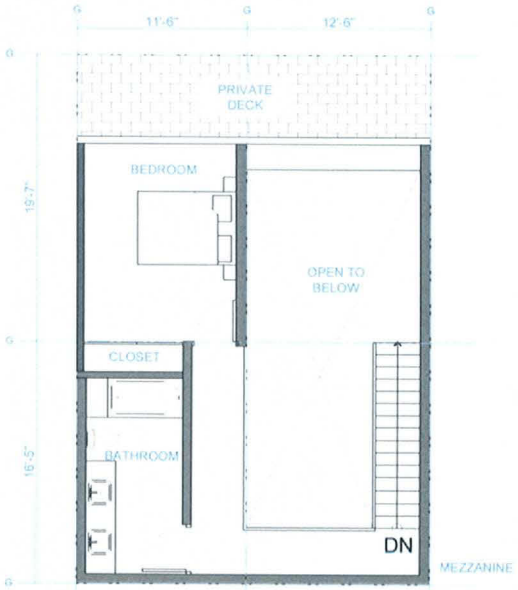
N

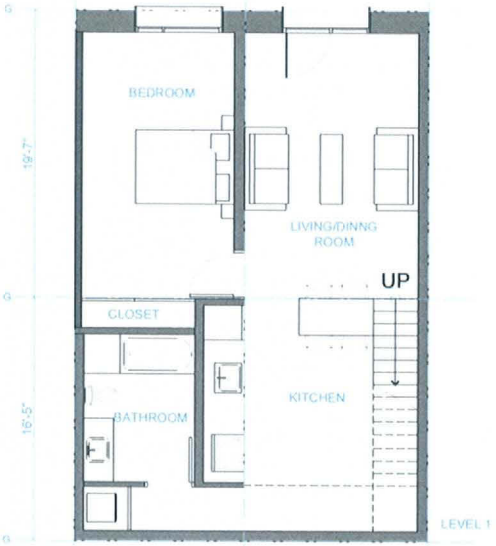
ENLARGED UNIT PLANS

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

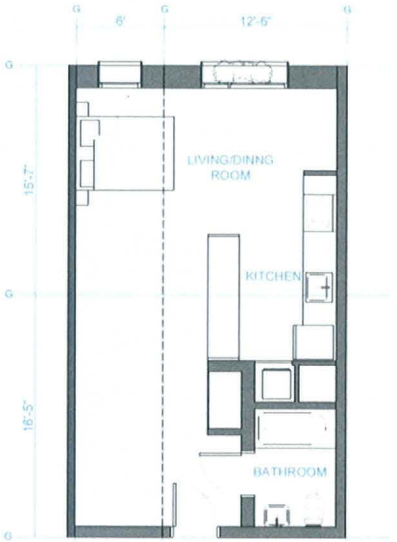
A1.15

Scale 1/4" = 1'-0"

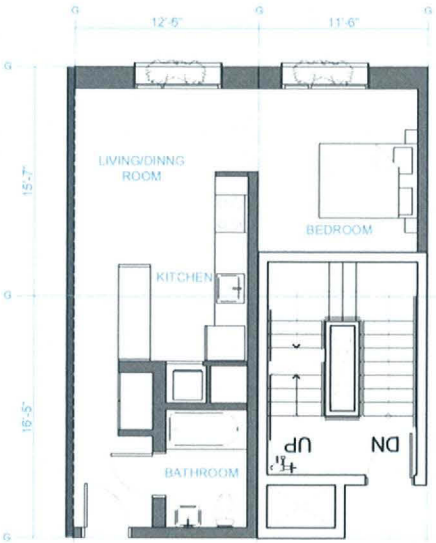




2 BEDROOM TOWNHOUSE (1,280) | 1



STUDIO (550) | 2



STUDIO (560) | 3

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	05/05/16
002	DRC SUBMITTAL	06/01/16

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

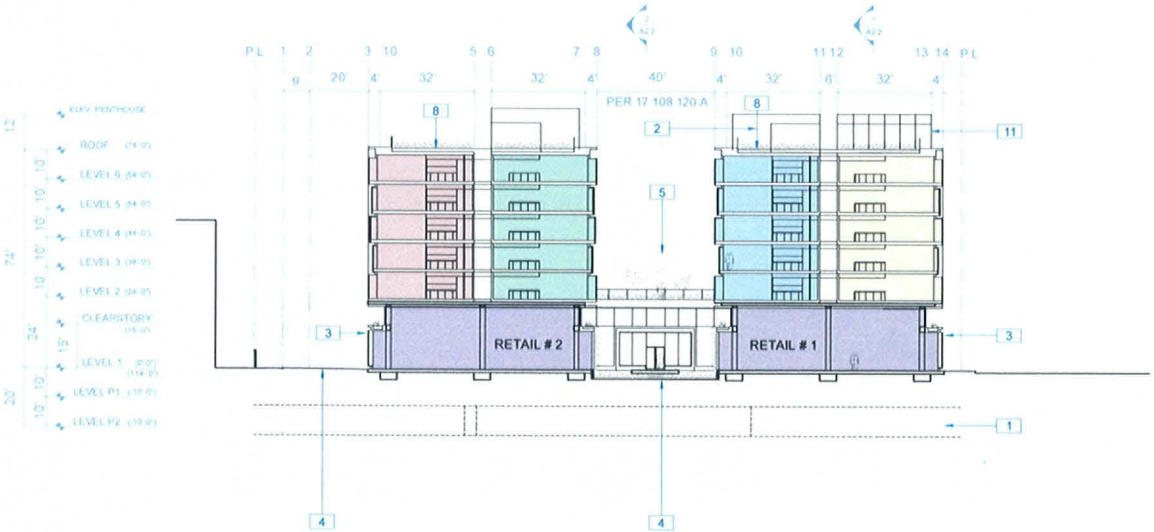
N

ENLARGED UNIT PLANS

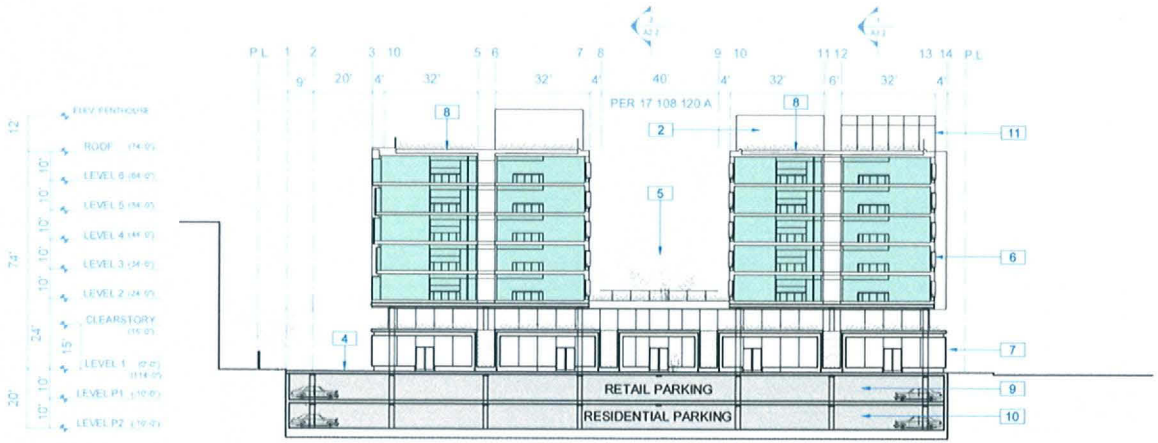
Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A1.16

Scale 1/4" = 1'-0"



SECTION 1



NOTATION KEY

1. EXISTING UNDERGROUND STORMWATER CULVERT
2. STAIR/ELEVATOR PENTHOUSE PROJECTION OVER HEIGHT LIMIT PER 17.108.030 (a)
3. RETAIL STOREFRONT WITH PLANTED LIGHT SHELF
4. TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L-SERIES)
5. RESIDENTIAL COMMON DECK
6. WINDOW WALL WITH INTEGRAL PLANTER
7. RETAIL CORRIDOR
8. ROOF FARM
9. RETAIL PARKING
10. RESIDENTIAL PARKING
11. GREENHOUSE (PROJECTION OVER HEIGHT LIMIT PER 17.108.030 (a)

AMENITY | UTILITY | RETAIL | STUDIO | 1 BED | 2 BED | 3 BED | GREENHOUSE

0' 10' 25' 50' 100'

SECTION 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
001	CUP SUBMITTAL	09.18.2015
002	DRC SUBMITTAL	09.11.2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

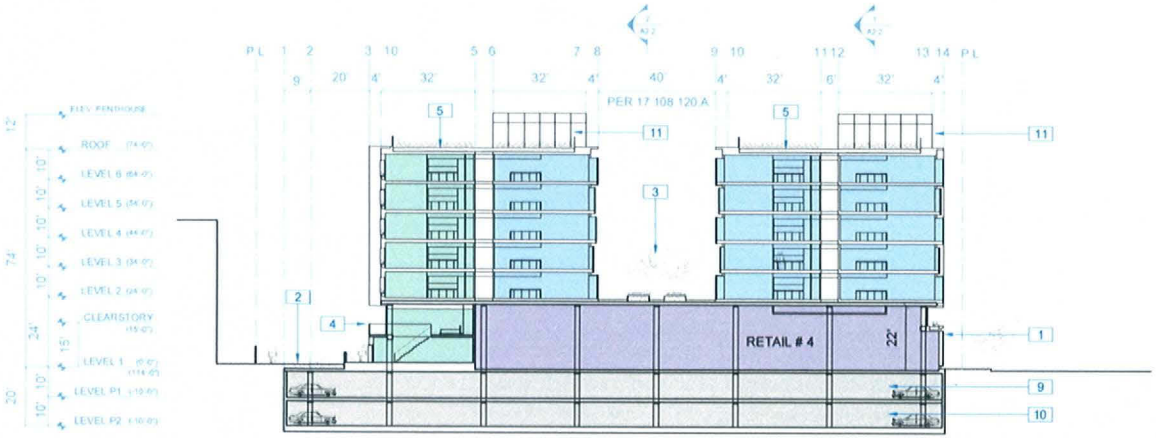
N

SECTION

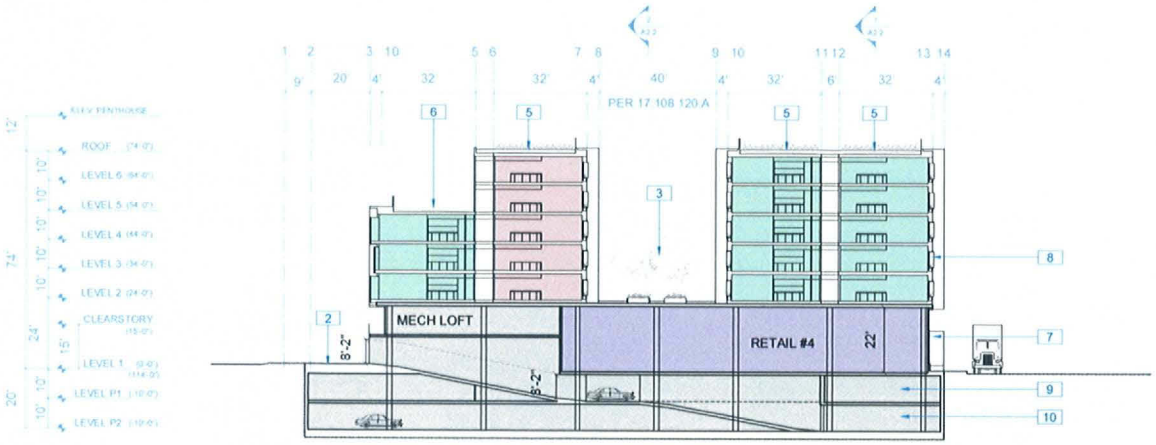
Nautilus Project Number 13501
Date 11. SEPTEMBER 2015
Drawn by SDG

A2.0

Scale 1" = 20'-0"



SECTION 1



NOTATION KEY	
1	RETAIL STOREFRONT WITH PLANTED LIGHT SHELF
2	TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
3	RESIDENTIAL COMMON DECK
4	PRIVATE DECK
5	ROOF FARM
6	NON OCCUPIABLE ROOF
7	STOREFRONT WITH PHENOLIC RESIN LOUVER
8	WINDOW WALL WITH INTEGRAL PLANTER
9	RETAIL PARKING
10	RESIDENTIAL PARKING
11	GREENHOUSE (PROJECTION OVER HEIGHT LIMIT PER 17.108.030 (a)

AMENITY | UTILITY | RETAIL | STUDIO | 1 BED | 2 BED | 3 BED | GREENHOUSE

0' 10' 25' 50' 100'

SECTION 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No	Description	Date
001	CUP SUBMITTAL	05.18.2015
002	DRC SUBMITTAL	09.11.2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

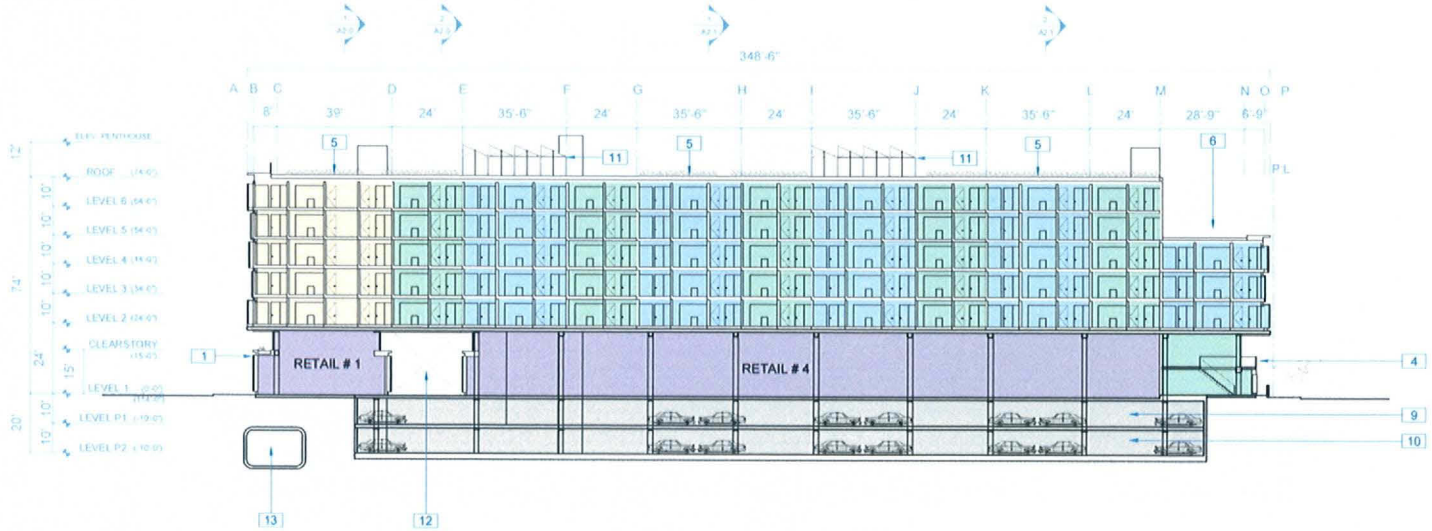
N

SECTION

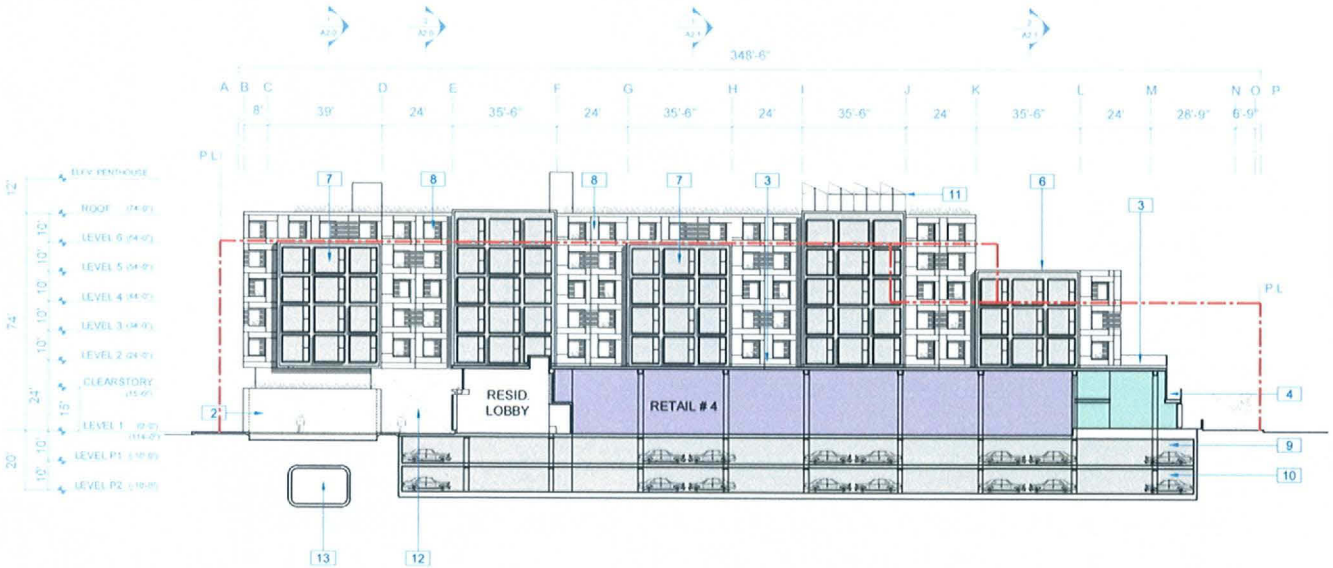
Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by SDG

A2.1

Scale 1" = 20'-0"



SECTION 1



NOTATION KEY

1. RETAIL STOREFRONT WITH PLANTED LIGHT SHELF
2. TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
3. RESIDENTIAL COMMON DECK
4. PRIVATE DECK
5. ROOF FARM
6. NON OCCUPIABLE ROOF
7. ALUMINUM FRAMED WINDOW AND WINDOW BOX
8. RAINSCREEN SIDING WITH INTEGRAL PLANTER AND PHENOLIC RESIN SCREEN
9. RETAIL PARKING
10. RESIDENTIAL PARKING
11. GREENHOUSE (PROJECTION OVER HEIGHT LIMIT PER 17.108.030 (a))
12. RETAIL CORRIDOR
13. EXISTING UNDERGROUND STORMWATER CULVERT

AMENITY | UTILITY | RETAIL | STUDIO | 1 BED | 2 BED | 3 BED | GREENHOUSE

0' 10' 25' 50' 100'

SECTION 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510.343.5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	03/18/2016
002	DRC SUBMITTAL	06/11/2016

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

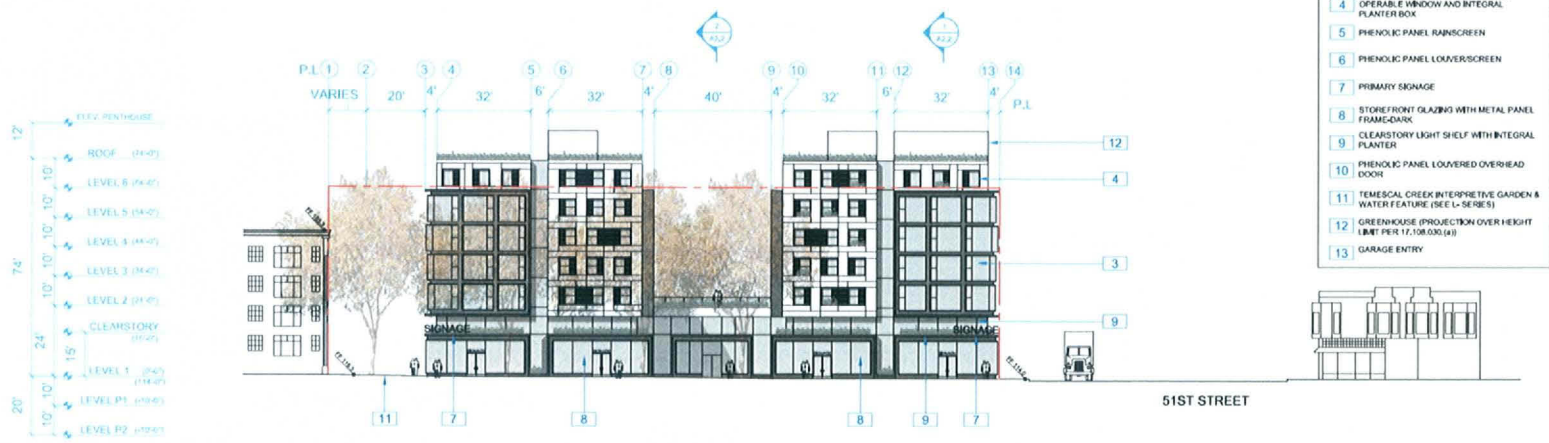
SECTION

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A2.2

Scale 1" = 20'-0"

SOUTH ELEVATION: 51st STREET | 1



WEST ELEVATION: TELEGRAPH AVENUE | 2

NOTATION KEY

1	PER 17.154.181 APPLICATION OF REG. TO LOTS DIVIDED BY ZONE BOUNDERIES
2	METAL PANEL CLADDING- DARK
3	METAL WINDOW BOX WITH OPERABLE WINDOW-DARK
4	PHENOLIC PANEL WINDOW BOX WITH OPERABLE WINDOW AND INTEGRAL PLANTER BOX
5	PHENOLIC PANEL RAINSCREEN
6	PHENOLIC PANEL LOUVER/SCREEN
7	PRIMARY SIGNAGE
8	STOREFRONT GLAZING WITH METAL PANEL FRAME-DARK
9	CLEARSTORY LIGHT SHELF WITH INTEGRAL PLANTER
10	PHENOLIC PANEL LOUVERED OVERHEAD DOOR
11	TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
12	GREENHOUSE (PROJECTION OVER HEIGHT LIMIT PER 17.108.030.(a))
13	GARAGE ENTRY

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510.343.5593

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OWNER
NEMO 5110 TELEGRAPH LLC
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
510.343.5593

GENERAL CONTRACTOR
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
510.343.5593

ARCHITECT OF RECORD
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
510.343.5593

PROJECT DESIGN
STUDIO SAN MORIAH
1414 ELM STREET #100
DENVER, CO 80220
510.343.5593

STRUCTURAL
NAUTILUS GROUP
350 FRANK H. OGAWA PLAZA, SUITE 310
OAKLAND, CA 94612
510.343.5593

MECHANICAL, ELECTRICAL, PLUMBING
LF JOHNSTON ENGINEERING INC.
[illegible]
[illegible]

CIVIL
SAUER CIVIL ENGINEERS SURVEYORS INC.
[illegible]
OAKLAND, CA 94607
510.271.2600

LANDSCAPE
SHADES OF GREEN
1300 Bridgeway Suite A
Sausalito, CA 94965
415.331-[illegible]

ROOF FARM
TOP LEAF FARMS
[illegible]
Kensington, CA 94707
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	05.18.2015
002	DRC SUBMITTAL	09.11.2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

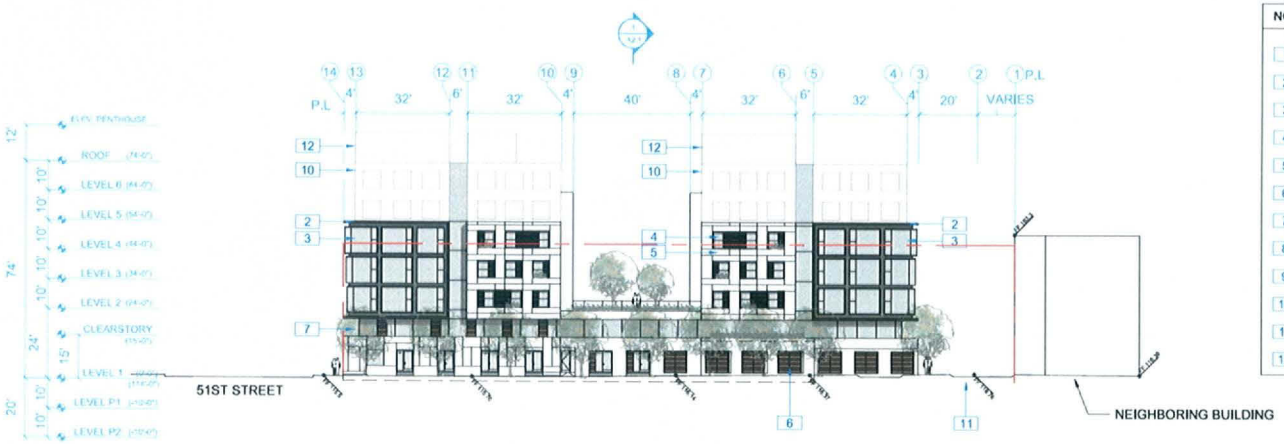
ELEVATIONS

Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by NGI

A3.0

Scale 1" = 20'-0"

NORTH ELEVATION: PARK EXTENSION | 1



EAST ELEVATION: CLARKE STREET | 2

NOTATION KEY

1	PER 17,154,181 APPLICATION OF REG. TO LOTS DIVIDED BY ZONE BOUNDERIES
2	METAL PANEL CLADDING- DARK
3	METAL WINDOW BOX WITH OPERABLE WINDOW-DARK
4	PHENOLIC PANEL WINDOW BOX WITH OPERABLE WINDOW AND INTEGRAL PLANTER BOX
5	PHENOLIC PANEL RAINSCREEN
6	PHENOLIC PANEL LOUVER/SCREEN
7	PRIVATE OUTDOOR DECK
8	STOREFRONT GLAZING WITH METAL PANEL FRAME-DARK
9	CLEARSTORY LIGHT SHELF WITH INTEGRAL PLANTER
10	BUILDING BEYOND
11	TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
12	GREENHOUSE (PROJECTION OVER HEIGHT LIMIT PER 17,108,030.(a))

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510.343.5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09-18-2015
002	DRC SUBMITTAL	09-11-2015

5110 Telegraph Ave.
Oakland, CA 94609

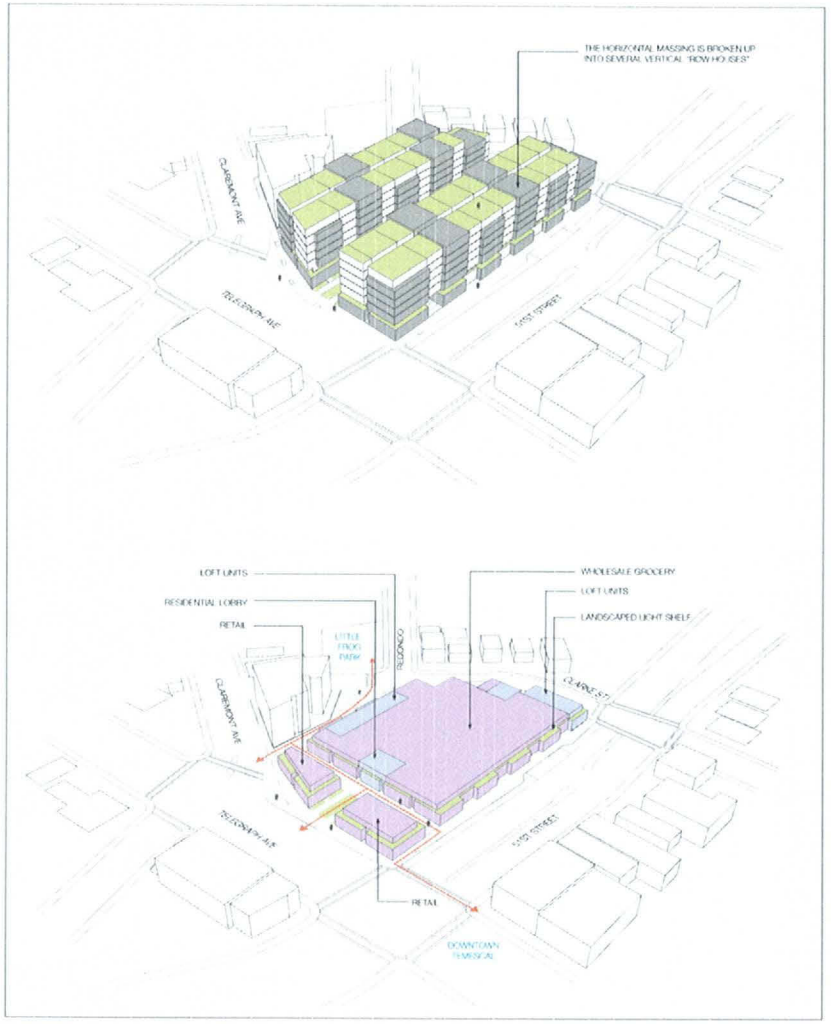
Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

ELEVATIONS

Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by NGI

A3.1

Scale 1" = 20'-0"



BUILDING MASSING | 1

AERIAL VIEWS | 2

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	03/18/2016
002	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

MASSING

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A4.0

Scale NTS

CAMERA LOCATION PLAN

TELEGRAPH AVE

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
R1	CUP SUBMITTAL	09/16/2016
R2	DRC SUBMITTAL	06/11/2016

5110 Telegraph Ave.

Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

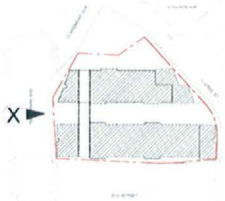
N

PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A4.1

Scale NTS



CAMERA LOCATION PLAN

TELEGRAPH AVE

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510.343.5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	01/18/2016
02	DRC SUBMITTAL	09/11/2016

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A4.2

Scale NTS

CAMERA LOCATION PLAN

RESIDENTIAL ENTRY COURT

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
B1	CUP SUBMITTAL	05/18/2015
B2	DRC SUBMITTAL	06/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SoG + SDG

A4.3

Scale NTS

CAMERA LOCATION PLAN

RETAIL EXPERIENCE

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel: 510 343 5593

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OWNER

GENERAL CONTRACTOR

ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
01	CUP SUBMITTAL	05/15/2015
02	DRC SUBMITTAL	06/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SoG + SDG

A4.4

Scale NTS

CAMERA LOCATION PLAN

CLARKE STREET TOWNHOUSES

nautilus group

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612
Tel 510 343 5593

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OWNER
[illegible]

GENERAL CONTRACTOR
[illegible]

ARCHITECT OF RECORD
[illegible]

PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09/18/2015
002	DRC SUBMITTAL	09/11/2015

5110 Telegraph Ave.
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Nautilus Group
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Oakland, CA 94612

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N

PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SDG

A4.5

Scale NTS

CAMERA LOCATION PLAN

LITTLE FROG PARK CONNECTION: PUBLIC PATH

nautilus group

Nautilus Group
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Tel 510.343.5593

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PROJECT DESIGN
[illegible]

STRUCTURAL
[illegible]

MECHANICAL, ELECTRICAL, PLUMBING
[illegible]

CIVIL
[illegible]

LANDSCAPE
[illegible]

ROOF FARM
[illegible]

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
001	CUP SUBMITTAL	09/18/2015
002	DRC SUBMITTAL	06/11/2016

5110 Telegraph Ave.
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Oakland, CA 94612

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Lathrop, CA 95330

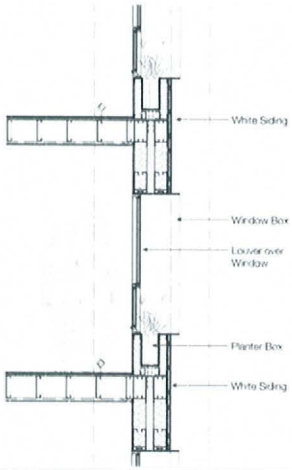
N

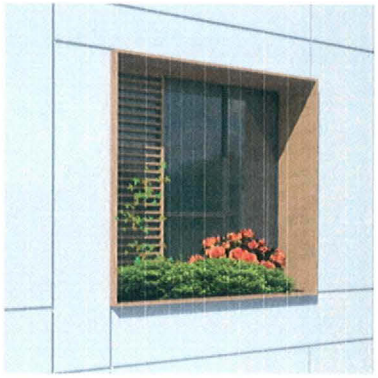
PERSPECTIVE

Nautilus Project Number	13501
Date	11, SEPTEMBER 2015
Drawn by	SoG

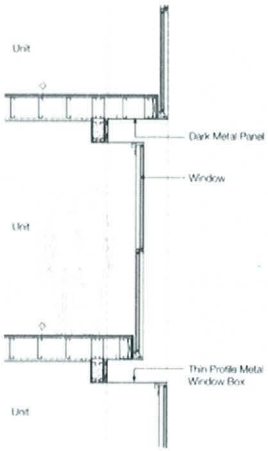
A4.6

Scale NTS

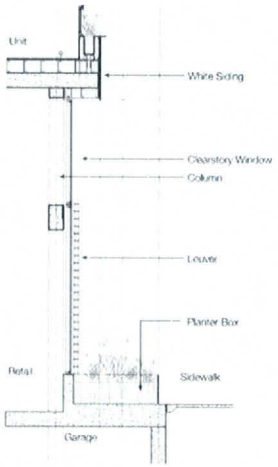




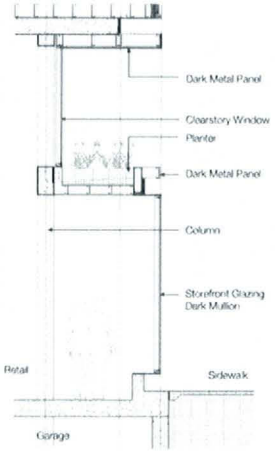
RESIDENTIAL FACADE TYPE A | 1



RESIDENTIAL FACADE TYPE B | 2



RETAIL FACADE TYPE A | 3



RETAIL FACADE TYPE B | 4

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OWNER

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ARCHITECT OF RECORD

PROJECT DESIGN

STRUCTURAL

MECHANICAL, ELECTRICAL, PLUMBING

CIVIL

LANDSCAPE

ROOF FARM

AGENCY APPROVALS

PLAN CHECK #

ISSUE RECORD

No.	Description	Date
B1	CUP SUBMITTAL	10/16/2014
B2	DRC SUBMITTAL	06/11/2015

5110 Telegraph Ave.
Oakland, CA 94609

Nautilus Group
350 Frank H. Ogawa Plaza, Suite 310
Oakland, CA 94612

NEMO Building Systems, LLC
18231 Murphy Pkwy
Lathrop, CA 95330

N

WALL TYPES

Nautilus Project Number	13501
Date	11. SEPTEMBER 2015
Drawn by	SDG

A5.0

Scale NTS

SOUTH ELEVATION: 51st STREET | 1

WEST ELEVATION: TELEGRAPH AVENUE | 2

NOTATION KEY

1. PER 17.154.181 APPLICATION OF REG. TO LOTS DIVIDED BY ZONE BOUNDERIES
2. METAL PANEL CLADDING- DARK
3. METAL WINDOW BOX WITH OPERABLE WINDOW-DARK
4. PHENOLIC PANEL WINDOW BOX WITH OPERABLE WINDOW AND INTEGRAL PLANTER BOX
5. PHENOLIC PANEL RAINSCREEN
6. PHENOLIC PANEL LOUVER/SCREEN
7. PRIMARY SIGNAGE
8. STOREFRONT GLAZING WITH METAL PANEL FRAME-DARK
9. CLEARSTORY LIGHT SHELF WITH INTEGRAL PLANTER
10. PHENOLIC PANEL LOUVERED OVERHEAD DOOR
11. TEMESCAL CREEK INTERPRETIVE GARDEN & WATER FEATURE (SEE L- SERIES)
12. GREENHOUSE

PHENOLIC PANEL RAINSCREEN

PHENOLIC PANEL RAINSCREEN

GLAZING

WINDOW & STOREFRONT ARCHITECTURE METAL WORK - DARK GRAY

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[illegible]

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[illegible]

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[illegible]

AGENCY APPROVALS

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MATERIALS

Nautilus Project Number 13501
Date 11, SEPTEMBER 2015
Drawn by NGI

A6.0

Scale 1" = 20'-0"