

**Staff Analysis/ Issues**

*Site Planning and Architectural Design:*

The proposed site plan and architectural design are very conceptual and awkward. The proposed land uses are desirable and appropriate to the location. In addition, the provision of ample active ground floor land uses (retail and commercial flex space) is commendable. However, the siting of the buildings, the siting of public open space, the siting of some of the retail uses, and the bulky, minimally articulated architecture do not contribute to the surrounding community. The project site encompasses an entire city block and includes a significant influx of development (both residential and commercial) in West Oakland. Staff believes that the project design should be revised to be a signature, attractive beacon for the entire neighborhood to enjoy and celebrate. The buildings should be designed to have elegant massing and to include sophisticated use of materials, articulation, and arrangement of openings. The buildings should be arranged as a composition that responds to particular conditions of each side of the project (e.g., major transportation facilities on the southwest side of the project, primary project frontages along 7<sup>th</sup> Street and Kirkham, a primary corner at 7<sup>th</sup> Street and Kirkham). In addition, the arrangement of the buildings should create inviting public and usable open space where people will want to explore and linger because the spaces feel safe, protected from the elements, light and open. The current site planning and architecture appear to be a density study to determine the maximum possible build-out scenario without thought to the visual and physical aesthetic experience of the site. Staff encourages the applicant to further study the possible site planning and architectural configurations for the project that would maximize community enjoyment and use.

*Open Space:*

The proposal includes 1,032 residential units and approximately 46,000 square feet of commercial spaces mostly segmented along 7<sup>th</sup>, Union and Kirkham Streets and along the community gathering (pathways) areas. The proposal includes as amenities courtyards, terraces and rooftops for the use of the residents. However, staff believes that these open spaces are not enough for the proposed density, easily accessible or provide all type of social amenities that typically residents or families would expect from a new large size development project like this one.

Staff believes that the proposed pedestrian pathways ("Community Gathering Spaces") that measure approximately 230 feet long and are located in between the 84 foot tall mid-rises and 233 foot tall high-rise would make these spaces uninviting and dark due to the lack of natural light. In addition, the proposal includes a 34 foot tall metal screen wall to the south of the courtyards to minimize noise from the adjacent BART tracks. It is unclear how effective the wall will be to prevent or reduce excessive noise, and how much sun exposure will be reduced for the open spaces that may become too dark to enjoy and blocked from view. In addition, the tall wall will be a potentially imposing landscape feature.

Staff believes that the proposed tot lot/playground, located under the elevated BART tracks and at the intersection of Kirkham and 5<sup>th</sup> Streets is not well integrated with the development site. The proposal would provide a mix of residential units and many of them are expected to be occupied by families. Staff finds that the size and location of the proposed tot lot is not well thought out because is near the proposed commercial parking lot, under the BART tracks and quite distance from the residential building (and across a parking lot) that would feel isolated from the residences and noisy and of a concern to families with small children.

*Retail Location (between 5<sup>th</sup> and 7<sup>th</sup> Streets):*

The proposal includes a 4,656 square foot ground floor retail space on Union Street, located between 7<sup>th</sup> and 5<sup>th</sup> Streets and near the I-880 freeway exit. Above the retail space, the plan includes a podium/terrace for the residents; and access to the open space is from a long hallway, located on level 2 of the high-rise. Staff believes that this retail store may be too isolated from the main commercial corridor of 7<sup>th</sup> Street. Given that the proposal maximizes the density and minimizes off-street parking, it would be practical for the project to provide a more attractive and useful amenity space or high quality service such as a grocery store that would not require residents to drive to off-site locations.

The proposal is next to the 7<sup>th</sup> Street, a commercial corridor that connects downtown to West Oakland BART Station, the Port of Oakland and surrounding neighborhoods. The proposed project would be developed on a City block, between Kirkham and Union Streets and one block away from the West Oakland BART Station. 7<sup>th</sup> Street is within Opportunity Area 2 of the WOSP that should be the focus of the surrounding neighborhoods with active streets that encourage people to enjoy a high quality urban streetscape. 7<sup>th</sup> Street is also within the City's Seventh Street Concept and Urban Design that recommends stronger streetscape with decorative lighting, furniture, rich landscaping, detailed sidewalks and other type of artworks. The proposal includes a PUD and Subdivision that requires the submittal of a Map. Staff received a draft Map that is still under review for completeness. This draft Map contains minimal information for any street improvements that may affect City infrastructure and/or improve sidewalks, curb parking, pedestrian crossing, bike parking, landscape medians and other public amenities.

*Parking:*

The project, as currently designed, provides no residential parking. For a project of this size, staff believes that the provision of no parking necessitates the provision of quality on-site amenities that would reduce reliance on private vehicles. In particular, staff recommends consideration of ample, high-quality usable open space for families with children (e.g., substantial play structures and playground facilities for different age groups), adequate retail floor plate and facilities to support a grocery store or other neighborhood-serving commercial uses, and an enhanced 7<sup>th</sup> Street frontage to support and enrich connectivity to BART and other transit facilities along this main thoroughfare.

*Revisions to Project since Previous DRC Consideration:*

The table below summarizes staff's original comments from the February 28, 2018 staff report. It also includes the applicant's responses and new staff comments, based on revised plans submitted:

Staff Comments (based on original plans)	Applicant Responses	Staff Comments
<p><b>Site Planning 1/Pedestrian Circulation:</b>                      ...the edges of the buildings and the areas where the on-site open space meet the public rights-of-way are not detailed enough to indicate articulated, welcoming project entries with appropriate gateway and amenity features.</p>	<p>Ground floor spaces are a mix of retail and flex spaces to activate the ground plane. Lobbies are centrally located to provide glazed through views into the courtyards of the two mid-rise buildings, Pedestrian streets are bracketed by retail and flex spaces to anchor the site and</p>	<p>Sheets A5.2 and A5.3 of the revised plans show the entries of the community gathering pathways along 7<sup>th</sup> St. The ground floor of the building corners has tall ceilings and glazing for transparency. To improve the entries to the open space it is suggested that more creative amenity features</p>

	program. Ground plane storefronts range between 18'-24'.	are provided to create more emphasis at the open space entries.
<b>Staff Comments (based on original plans)</b>	<b>Applicants Responses</b>	<b>Staff Comments</b>
<u>Site Planning 2/ Vehicular Circulation:</u> ...the eight-space surface parking lot is prominent in that it is unenclosed and near the property line with the public right-of-way and will require a Conditional Use Permit for an open Nonresidential facility.	The 8 surface parking spaces as noted are located under the BART tracks. They are further screened from the street by the BART columns that support the tracks and occur at the edges of the public right of way.	The revised plans show the same parking count and parking lot configuration, and thus it will require the applicant to apply for a Conditional Use Permit for an open nonresidential facility.
<u>Site Planning 3/ Service Circulation:</u> ...it is unclear how some of the flex spaces on Buildings 1 and 2 will have convenient access to the service rooms. The plans do not show any internal access to the service rooms and would require tenants of the flex spaces to walk at least 280 feet to the closes service rooms.	The retail/flex spaces would incorporate service space based on use and would be part of future TI.	The revised plans do not show changes as recommended. Staff believes that at this review level, the project plans need to clarify how service circulation will work on this large development project.
<u>Site Planning 4/ Building Footprint:</u> ...at this time, the proposal does not contain prominent building corner features at the main street intersections such as Kirkham and Union Streets.	The project design has been modified to place a distinctive tower element at both the 7 <sup>th</sup> & Union, & 7 <sup>th</sup> & Kirkham intersections... the high-rise tower features changes in massing and materiality that imply a slender, articulated tower at the northeast corner of the property...	The revised plans show some improvements to the building corners. The 7 <sup>th</sup> & Kirkham St corner contains more glass and metal finishes with a top dark opened-frame feature. The 7 <sup>th</sup> & Union St corner has a solid component, contains a mix of back painted white and green glass, partly recessed corner balconies and a wind screen top that slopes to the west that creates more interest on the corners. Staff, however, suggests that the top of the metal open-framed on Building 1 be revised because it does not provide a slender feature or relate to the building design.
<u>Site Planning 5/ Open Space:</u> ...the proposal includes the replacement of the street trees around the project site. The proposal includes courtyards for the two low-rise buildings that can be seen from public view along 5 <sup>th</sup> Street. The two courtyards, however, include a 34 foot tall	The screen wall system is curtain wall with glazed panels that can be incorporated into a public art element. Height of wall matches the BART tracks and as noted provides privacy	Refer to Sheets G0.7.2, A3.1, & A5.1. The revised plans provide a more illustrative plan of the sound wall facing 5 <sup>th</sup> St. It is not clear if the wall will be metal or glass base. The plans indicate the use of

<p>wall metal fence intended to minimize noise reduction from the adjacent BART tracks.</p>	<p>for the residential common open space and blocks sound from BART tracks into the courtyards.</p>	<p>metal screens whereas the applicant indicates the use of glazed panels. To allow light into the courtyards, staff suggests further design studies to develop a less intrusive sound barrier, and one that would emphasize the courtyard from public view. Staff believes that the courtyards should have plenty of transparency and if privacy is of a concern, then other design alternatives can be used such as landscaping.</p>
<p><b>Staff Comments (based on original plans)</b></p>	<p><b>Applicants Responses</b></p>	<p><b>Staff Comments</b></p>
<p><b>Building Design 1/ Massing:</b>                  ...the proposed buildings provide minimal massing relief on the facades and roof to create a cohesive composition. The proposal needs to consider using different design components to create volumes and articulation to create balance and style.</p>	<p>Massing changes have been introduced to the facades to provide corner articulation, massing relief and volume articulation. See updated elevations and perspectives.</p>	<p>The revised plans show massing relief on the facades and roof planes. The use of large bays, semi-recessed balconies and recessed windows and mix of finished materials and colors on the two mid-rises provide some relief on the wall planes. Also, the use of different size and semi-recessed balconies, stepped back wall to the west of the building façade and mix of exterior finishes on the high-rise help to provide some massing relief. The roof plane of the north-wing high-rise has an interesting wind screen feature that gives form and helps to break up the roof plane. Staff, however, believes that the plane roof of the mid-rises needs further development to create cohesive proportions. The high-rise still looks massive with minimal changes that would create a balance building with different volumes and articulation.</p>

# Oakland City Planning Commission

## Design Review Committee

April 25, 2018

Case File Number: PLN17428 / PUDF07

Page 8

<p><u>Neighborhood Commercial 1 /Site Planning:</u> ... The proposal also includes two separate driveways for partial vehicular access to the "community gathering" pedestrian pathways, which is opposite to the prescribed 7<sup>th</sup> Street guidelines.</p>	<p>N/A</p>	<p>Sheets G0.8 &amp; A2.0 show proposed curb cuts/driveways in between Building 1, 2 &amp; 3. Sheet A5.2 shows a rendering of a curb cut, but it is not clear the intent for the proposed curb cuts along the main commercial corridor on 7<sup>th</sup> Street.</p>
<p><u>Neighborhood Commercial 2 /Massing:</u> ...the buildings range from 7-story to 23-story, but do not contain any bay windows to the residences or provide articulation to create visual relief to the building mass.</p>	<p>Balconies and bays have been added along all major street facades to provide articulation. See revised elevations &amp; perspectives.</p>	<p>The project includes new bay windows to the west of Building 1 that provides massing relief and articulation. Building 3, however, does not contain bay windows, but the upper facade is set back about five feet to relief mass and create a better composition.</p>
<p><u>Neighborhood Commercial 3/ Height:</u> ...the project includes buildings that are more than five stories in height and do not provide a significant step-back from the main commercial corridor, 7<sup>th</sup> Street, to create a balanced scale with other buildings in the area.</p>	<p>Building articulation along 7<sup>th</sup> Street has been added to respond to height of the residential building across street.</p>	<p>The proposed high-rise has a step-back of approximately five feet to the north and west sides of the building starting at level 9. The mid-rises don't provide a step-back, but the project is requesting a waiver through the density bonus criteria.</p>
<p><b>Staff Comments (based on original plans)</b></p>	<p><b>Applicants Responses</b></p>	<p><b>Staff Comments</b></p>
<p><u>Neighborhood Commercial 4 /Fenestration:</u> ...the proposal provides a decent amount of openings and glazing along the ground floor on 7<sup>th</sup> Street. The project...can use additional awnings or canopies to define and make the main entries more prominent from the commercial corridor.</p>	<p>Double height lobby spaces are aligned with courtyards beyond to provide layering of space at ground level. Awnings have been added to define entries.</p>	<p>The revised plans-sheets A5.0 to A5.3 show perspectives of the proposed awnings for the commercial spaces. Staff recommends the submittal of detail plans for these including for the residential lobbies.</p>
<p><u>Neighborhood Commercial 5/ Materials:</u> The proposal provides a modest mix of materials and colors that range from light to medium color metal cladding, cement panels, powder coated storefront and aluminum window framing, gray glazing, accent colors and perforated metal balcony</p>	<p>The material palette has been updated to create more variation.</p>	<p>The revised plans and color and materials board present a different palette that include new colors, back painted glass, brick, cladding and metal panels. A new mural concept is also proposed to the south facade of Buildings 1</p>

<p>railings</p>		<p>and 2. These murals are not final as these would change when an artist is later commissioned to complete the public art development.</p>
<p><u>Neighborhood Commercial 8 / Landscape:</u>                  ...the community gathering spaces, located between the mid-rise and high-rise buildings are designed to provide direct access from 7<sup>th</sup> and 5<sup>th</sup> Streets to the ground floor commercial flex spaces. These...pathways provide some type of open space... to create an inviting environment to the public and residents as well...the buildings on either side are not stepped back. These areas risk being dark, cold, and unanimated without a high-quality, detailed design.</p>	<p>The public gathering spaces are landscaped with a mix of hardscapes to provide articulation across the floor surface. As noted, planting and furnishing are added to enhance the space. The pedestrian pathways face north/South and will get plenty of direct mid-day sun as well as morning and noon reflected light off buildings fronting the spaces.</p>	<p>The revised plans show a step back of approximately five feet to a section of the south west facade of (levels 1 to 9) high-rise. This increases the width of the pathway from 35 to 40 feet to improve natural light and spacing between Buildings 2 and 3. No changes were made to the other pathway between Buildings 1 and 2 at this time.</p>
<p><b>ADDITIONAL COMMENTS</b></p>		
<p><b>Site Planning/Public Right-of-Way:</b></p>	<p><b>Applicants Responses</b></p>	<p><b>Staff Comments</b></p>
<p>... The submission of a subdivision map to merge and subdivide the property into three new parcels has not been submitted to provide additional information that can help assess the off-site improvements as it relates to the proposed project.</p>	<p>Project team had meeting with public works to discuss site improvements and have incorporated additional crosswalk and road diets into plans.</p>	<p>On March 30, 2018 applicant submitted draft survey plans showing existing conditions and a proposed tentative parcel map for the subdivision of three new parcels. The map is under review for completeness and staff is unable to provide comments for any required off-site improvements at this time.</p>
<p><u>Site Planning/ Parcelization:</u>                  ...without the required subdivision map, it is not clear at this time where would the property lines be located in relation to the proposed "community gathering space (pedestrian pathways) and building separation. If the map shows a proposed property line in the center of the pedestrian pathways, it may or may not conform to the zoning development standards such as building setbacks or will it conflict with any proposed utility easements. The subdivision map is critical to analyzing the project and determining appropriate</p>	<p>Draft TPM is prepared, see attachment A in set.</p>	<p>The draft survey plans show a proposed tentative parcel map for the subdivision of three new parcels. Staff is unable to provide any final comments at this time because the recently submitted map is under review for completeness. The map also needs to be reviewed by other City agencies and staff is expecting further comments.</p>

<p>permits and procedures.</p>		
<p><u>Building Design/Building Height and Mass:</u>                  ...the two mid-rise buildings measure up to 84 feet in height and the high-rise measures up to 233 feet in height...the maximum allowed building height in the S-15W zoning district is 160 feet. Because the application includes a Density Bonus, the project sponsor is entitled to request for concessions or incentives. So, in this case the applicant proposes a building height increase of 233 feet (+73 feet)... The current massing of the buildings is bulky and monolithic, and needs to be finessed to create different volumes and articulation. The proposal can use a strong variation of roof and facade planes to provide an attractive appearance... Staff comments also apply to the two mid-rise buildings that further development is recommended to break up mass on the facade and roof planes. The height of these two buildings are not of a concern, but how the massing can be improved to provide visual relief and interest within the context of the neighborhood is of concern.</p>	<p>The project design has been modified to place a distinctive tower element at both the 7<sup>th</sup> and Union, and 7<sup>th</sup> and Kirkham intersections. In case of 7<sup>th</sup> and Union, the high-rise tower features changes in massing and materiality that imply a slender, articulated tower at the northeast corner of the property. At the apex of the tower, a wind/mechanical screen gestures towards the downtown core, helping to differentiate the mass of this wing of the tower, without adding program. This wing of the high-rise will also be clad in glass and metal, and distinctly different from the south wing, which comprises punched openings in a more solid expression.</p>	<p>The revisions provide limited massing relief to the buildings in the roof and facades planes. The north and west facades of the high-rise are stepped back, the mix size of semi-recessed and projecting balconies, the angle roofline and the use of new materials and colors are an improvement. The use of bay windows, recessed balconies and windows, large storefront and the mix of materials and colors help to define the facades of the mid-rises. Staff, however, believes that the north facade of the mid-rises could include bays or other defined features to create smaller volumes. Also, the mid-rises can use more definition along the top of the roof to break up the planes.</p>
<p><u>Land-Uses/ Off-street parking:</u>                  ...per the Density Bonus regulations, the applicant can request incentives or concessions to reduce the required number of off-street parking. In this case, the applicant is proposing to reduce residential parking to zero and instead proposes 8 parking spaces primarily for commercial or retail uses in a small surface parking lot. Staff believes that the proposal for not providing off-street parking for the residential units and/or parking for residential and commercial loading berths may be of a concern in the surrounding neighborhood.</p>	<p>(See staff comments)</p>	<p>The proposal still requires 361 off-street parking spaces for the residential facility. In addition, the proposal still requires one residential loading berth and one commercial loading berth.</p>

**Oakland City Planning Commission  
Design Review Committee**

April 25, 2018

Case File Number: PLN17428 / PUDF07

Page 11

Staff Comments (based on original plans)	Applicant's Response	Staff's Comments
<ul style="list-style-type: none"> <li>• Provide roof plane variety to be less monotonous to create a balance proportion and articulation. The high-rise roof plane needs further development to reduce the heavy top. The building roof can also use a prominent design feature to provide interest. The low-rise building also need roof plane articulation to reduce bulk. It is suggested that the low-rise building at 7<sup>th</sup> and Kirkham Streets include a design feature such as a marquee to make the entry more prominent.</li> </ul>	<p>Articulation added to roof line and facade to respect scale of neighborhood.</p>	<p>The high-rise roof includes a new utility screen that helps to break up the roof plane by using an angular design that slopes to the west. The use of clear and back painted green glass does not provide consistency with the design of the building. The materials and colors seem to contrast and provide less interest and visual appearance.</p>
<ul style="list-style-type: none"> <li>• Submit conceptual design plans for future commercial signage for retail and flex spaces.</li> </ul>	<p>Signage intent added to the renderings.</p>	<p>Two of the perspective sheets (A5.0 &amp; A5.2) show a rendering of the project pedestrian pathway with a creative mix of projecting business signage. Staff recommends more developed plans are submitted for further review.</p>
<ul style="list-style-type: none"> <li>• Include details for the courtyard 34-foot tall wall metal panel, and building windows.</li> </ul>	<p>Sheet added showing details for sound wall at courtyards.</p>	<p>Sheets G0.7.2 &amp; A3.1 show plans and renderings that include a mix of color glass and/or metal screen wall to be commissioned by an artist. The perspective plans also show recessed residential windows. Staff suggests that details be provided for the courtyard "sound" wall. The new residential windows provide more depth to the building and help reduce the building mass.</p>
<ul style="list-style-type: none"> <li>• Integrate sun shades or trellises and aesthetic features on the roof deck and upper terraces.</li> </ul>	<p>Sculptural canopy added to upper roof terrace.</p>	<p>It is not clear from the plans whether a sculptural canopy is proposed on the roof terrace. Sheet L1.00 shows landscape renderings of the building roof, but no canopy is shown.</p>
<ul style="list-style-type: none"> <li>• Consider removal of new curb cuts /driveways on 7<sup>th</sup> Street for the community gathering areas.</li> </ul>	<p>These are meant to be rolled edges and not curb cuts. We have discussed with public works and traffic.</p>	<p>Other than identifying the proposed crosswalk curb cuts at the street intersections, the plans do not show new curb cuts for the pedestrian private</p>



# Oakland City Planning Commission

## Design Review Committee

April 25, 2018

Case File Number: PLN17428 / PUDF07

Page 12

		pathways between buildings 1, 2 and 3. Staff recommends no new curb cuts along 7 <sup>th</sup> Street per the WOSP guidelines.
<ul style="list-style-type: none"> <li>Provide additional information (program) for the operation of the pop-up retail activities.</li> </ul>	The project sponsor has hired SiteLab to develop a retail program.	Sheets G0.13 and G0.16 have two phases for programming and services. On Sheet G0.13, Phase 1 has a mix of retail, services, outdoor market, residential parking and a dog park. Phase 2 has the same mix, but a bit more of commercial uses and no outdoor market of residential parking. Sheet G0.16 shows the function of the space during the morning, afternoon and evenings.
<ul style="list-style-type: none"> <li>Include laundry areas for the residential tenants of Building 3/ high-rise.</li> </ul>	Laundry area included at ground level.	The plans do not show laundry services within the proposed high-rise building at this time.
<ul style="list-style-type: none"> <li>Provide decorative lamps in the public open spaces, community gathering spaces and courtyards.</li> </ul>	Lamps and string lights have been added to open space, community gathering spaces and courtyards.	Additional lighting has been included in the proposed children's play area and public open space, located at 5 <sup>th</sup> and Kirkham Streets. Lighting in the other open spaces had already been proposed.
<ul style="list-style-type: none"> <li>Screen from view all utility equipment from public view and from building rooftop.</li> </ul>	Equipment will be screened from view.	Applicant should continue working with utility agencies and the City to ensure all of the necessary equipment is shown on plans and adequately screened from public view.
<ul style="list-style-type: none"> <li>Submit details for the solar system located on the rooftop.</li> </ul>	Solar system is shown for intent. Actual system will need to be calculated and designed by engineers prior to permitting.	Sheets A2.3, A2.6 and A3.2 show the location of the solar panels on Buildings 1 and 2. Due to building heights, the view of these panels may be limited, except from I-880.
<ul style="list-style-type: none"> <li>Review with City Public Works/Traffic the feasibility for all street parking around the site.</li> </ul>	Applicant did not provide response.	Applicant should continue working with the City for all efficient methods to minimize traffic conflicts around the site.

# Oakland City Planning Commission

## Design Review Committee

April 25, 2018

Case File Number: PLN17428 / PUDF07

Page 13

Based on revised plans or documents, the table below has been modified from the original staff report showing revisions to the Density Bonus and minimum side yard setback sections:

Development Standards	Requirements	Proposed	Comments
Minimum Lot Area	4,000 sq. ft.	3.15 acres	Meets Code
Minimum Lot Width and Frontage	25 ft.	372 ft. to 520 ft.	Meets Code
Maximum Residential Density	611 units (baseline or outright permitted)	1,032 units	Allowed per PUD and Density Bonus Regulations
Maximum Building Height	160 ft.	233 ft.	Meets Code per Density Bonus & PUD criteria (revised)
Maximum Building Height on Principal Street (7 <sup>th</sup> St) * <i>(If within 10 feet of the front property line, the maximum building height is the height area of the parcel across the principal street, whichever is less)</i>	75 ft.	84 ft. (Buildings 1 & 2)  233 ft. (Building 3)	
Off-Street Parking-Residential	361 spaces	0 spaces	
Group Open Space	206,400 sq. ft.	56,018 sq. ft. (revised)	
Minimum Front Setback	0 ft.	2.5 ft. to 5 ft.	Meets Code
Minimum Street Side Setback	0 ft.	1.5 ft. to 8 ft.	Meets Code
Minimum Side Setback (added)	0 ft.	10 ft. (revised)	Meets Code
Minimum Rear Setback (Residential)	10 ft.	1.3 ft. to 5.7 ft.	Does Not Meet Code
Ground Floor Off-Street Parking & Loading within Pedestrian Walkways	20 ft.	10 ft.	Does Not Meet Code
Off-Street Parking-Retail/Commercial	0 spaces	8 spaces	Meets Code
Residential Loading Berth	1 space	0 space	Does Not Meet Code
Commercial Loading Berth	1 space	0 space	Does Not Meet Code

**Oakland City Planning Commission  
Design Review Committee**

April 25, 2018

Case File Number: PLN17428 / PUDF07

Page 14

**Density Bonus**

Based on documents submitted, the applicant has clarified the requested concessions and waivers for the proposed project. The table below shows revised information regarding the applicant's request for concessions and waivers per the density bonus regulations:

AFFORDABLE HOUSING CONCESSION AND WAIVER ANALYSIS								
City Regulations			Application Request			Justification/ Comment	Allowance	
Code Section	Standard	Density Allowed	Density Bonus	Concession	Waiver		State Law Section	City Code
<i>Planned Unit Development Regulations (PUD)</i>								
17.142.004(B)	Dwelling Units (du)	611 du	153 du (max. 25% increase)  153+611=764 du	N/A	Two (revised)  (building height setback within principal street, off-street parking, open space)	Meets Planning Code.	N/A	17.142.100 E (2)
<i>Density Bonus and Concessions or Incentive Procedures</i>								
17.107.010	Dwelling Units (du)	764 du (based on S15W and PUD regulations)	268 du (max. 35% increase)  268+764=1,032 du (total proposed)	Two (revised)  (Building height and off-street parking)		Meets Planning Code. (revised)	Governmental Code Section 65915(d)(1)(2)(B)	17.107.040 (C)

**ANALYSIS**

The revised plans are an improvement to the project design in response to the comments made by the Design Review Committee and staff. The revised plans show additional open space on the roof of the high-rise and a new tot lot at the corner of Kirkham and 5<sup>th</sup> Streets. In addition to the comments provided by staff in the table above, staff believes that further development is needed to break up the massing of the buildings, specifically on the roof planes. The mid-rises have roof planes that measure from 144 feet to 276 feet and provide no massing relief, except for the articulated tower at 7<sup>th</sup> and Kirkham Streets. Staff believes that these planes can be broken up to provide proportion and volume that will result with a design that is balanced and articulated and thus improve building appearance. Staff notes the revisions made to the high-rise, however the changes do not quite reflect the intent for creating a design quality building at this prominent site. Staff can entertain and support the mid-rise buildings with additional changes made as recommended by the Committee and staff. However, staff believes that the high-rise building can be supported as part of a PDP (Preliminary Development Plan) of the PUD (Planned Unit Development). That is, the proposed application could be entitled as a FDP (Final Development Plan)

with the exception that the PDP for the high-rise building will be required to return for further design review to the Planning Commission.

**RECOMMENDATION**

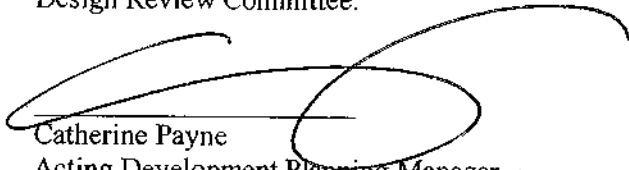
Staff recommends that the Design Review Committee consider staff comments and provide further comments to the applicant and have this application return to this Committee for further review at a later public hearing.

Prepared by:



Mike Rivera  
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Approved for forwarding to the  
Design Review Committee:



Catherine Payne  
Acting Development Planning Manager  
Bureau of Planning

**ATTACHMENTS**

- A. Revised Project Design Plans and Applicant's Response Letter, dated April 11, 2018
- B. Original Staff Report, dated February 28, 2018





500 KIRKHAM

OAKLAND, CALIFORNIA

**lowney arch**

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PROJECT NAME

**500 Kirkham**

**PANORAMIC INTERESTS**

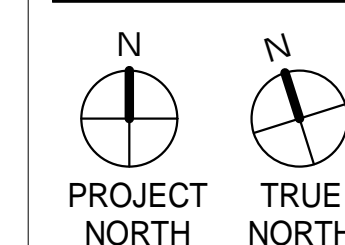
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
1	04/25/2018	DRC SUBMITTAL	NG



DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 04/10/18  
SHEET TITLE:

**COVER SHEET**

SHEET NUMBER

**G0.0**

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# 500 KIRKHAM

500 KIRKHAM STREET  
OAKLAND, CA 94607

## PROJECT DIRECTORY

**OWNER:** PANORAMIC INTERESTS  
1321 MISSION STREET  
SAN FRANCISCO, CA 94103  
ZAC SHORE  
415.701.7002  
ZAC@PANORAMIC.COM

**ARCHITECT:** LOWNEY ARCHITECTURE  
360 17th STREET, SUITE 100  
OAKLAND, CA 94612  
ATTN: NICK GOMEZ  
NICK@LOWNEYARCH.COM  
510.836.5400  
510.836.5454 (FAX)

**GEOTECHNICAL ENGINEER & SURVEYOR:** WOOD RODGERS  
4670 WILLOW DRIVE, SUITE 125  
PLEASANTON, CA 94588  
KARRIE MOSCA  
925.847.1547  
KMOSCA@WOODRODGERS.COM

**JOINT TRENCH:** POWER SYSTEMS DESIGN  
2003 N MAIN ST, #200  
WALNUT CREEK, CA 94596  
925.933.8485

**WATERPROOFING:** CROSS 2 DESIGN GROUP  
2476 WESTLAKE AVE N, SUITE 102  
SEATTLE, WA 98109  
206.283.0066

**LANDSCAPE ARCHITECT:** FLETCHER STUDIO  
2325 3RD STREET  
SUITE 413  
SAN FRANCISCO 94107  
DAVID FLETCHER  
415.431.7878  
DFLETCHER@FLETCHERSTUDIO.COM

**CIVIL:** KPFF ENGINEERS  
45 FREMONT STREET, 28TH FLOOR  
SAN FRANCISCO, CA 94105  
CORY BANNON  
415.989.1004  
CORY.BANNON@KPFF.COM

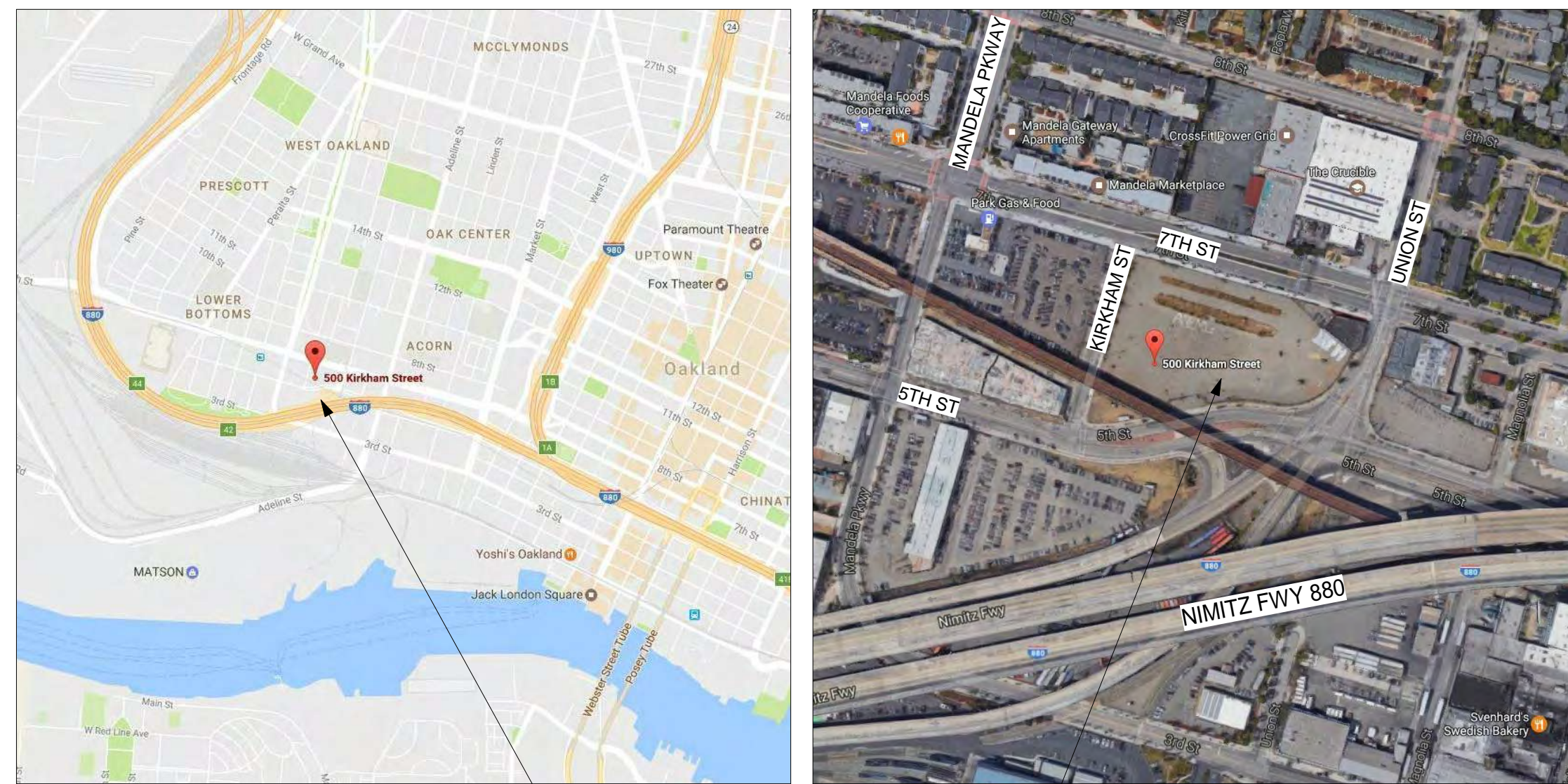
**STRUCTURAL:** KPFF ENGINEERS  
45 FREMONT STREET, 28TH FLOOR  
SAN FRANCISCO, CA 94105  
MARC PRESS  
415.989.1004  
MARC.PRESS@KPFF.COM

**MEP ENGINEERS:** EMERALD CITY ENGINEERS, INC.  
6505 216TH ST, SUITE 200  
MOUNTLAKE TERRACE, WA 98043  
425.741.1200

## PROPOSED PROJECT



## PROJECT LOCATION



PROJECT LOCATION

DRC SUBMITTAL 04/25/18

## DRAWING LIST

DRAWING LIST	
SHEET NUMBER	SHEET NAME
DRC	COVER SHEET
G0.0	PROJECT INFORMATION
G0.1	PROJECT INFORMATION
G0.2	PROJECT INFORMATION
G0.3	EXISTING CONDITIONS
G0.4	EXISTING CONDITIONS
G0.5	EXISTING CONDITIONS
G0.6	PUBLIC ART ELEMENT
G0.7	HISTORIC ART / SIGNAGE
G0.7.1	COURTYARD SCREEN WALL
G0.7.2	SITE PLAN
G0.8	PUBLIC SPACE PRECEDENTS
G0.9	CULTURAL FACTORS
G0.10	FORM-MAKING CONSIDERATIONS
G0.11	FORM-MAKING CONSIDERATIONS
G0.12	FORM-MAKING CONSIDERATIONS
G0.13	GROUND FLOOR PROGRAMMING
G0.16	GROUND FLOOR PROGRAMMING

LANDSCAPE	
L1.00	ILLUSTRATIVE SITE PLAN
L2.00	BUILDING 1 COURTYARD PLAN
L2.01	BUILDING 2 COURTYARD PLAN
L3.00	COMMUNITY GATHERING SPACE 1 PLAN
L3.01	COMMUNITY GATHERING SPACE 2 PLAN
L3.02	COMMUNITY GATHERING SPACE 1 & 2
L4.00	BUILDING 3 PUBLIC OPEN SPACE PLAN
L4.01	PUBLIC OPEN SPACE & CHILDREN'S PLAY AREA PLAN
L5.00	TREE PRESERVATION PLAN

DRC	
A2.0	OVERALL GROUND FLOOR PLAN
A2.1	BLDG 1 LEVELS 1 & M FLOOR PLANS
A2.2	BLDG 1 LEVELS 2 & LEVELS 3-7 FLOOR PLAN
A2.3	BLDG 1 LEVEL 8 & ROOF PLAN
A2.4	BLDG 2 LEVELS 1 & M FLOOR PLANS
A2.5	BLDG 2 LEVEL 2 & LEVELS 3-7 FLOOR PLAN
A2.6	BLDG 2 ROOF PLAN
A2.7	BLDG 3 LEVEL 1 & 2 FLOOR PLANS
A2.8	BLDG 3 LEVEL 3-8 TYP & LEVEL 9 FLOOR PLAN
A2.9	BLDG 3 LEVEL 10-15 TYP & 16-21 TYP FLOOR PLAN
A2.10	BLDG 3 LEVEL 22-23 TYP & ROOF FLOOR PLAN
A3.0	OVERALL EXT. ELEVATION - NORTH
A3.1	OVERALL EXT. ELEVATIONS - SOUTH
A3.2	OVERALL EXT. ELEVATION - WEST
A3.4	OVERALL EXT. ELEVATION - EAST
A4.0	OVERALL SECTION
A4.1	BLDG 1 BUILDING SECTIONS
A4.2	BLDG 2 BUILDING SECTIONS
A4.3	BLDG 3 BUILDING SECTIONS
A5.0	PERSPECTIVE
A5.1	PERSPECTIVE
A5.2	PERSPECTIVE
A5.3	PERSPECTIVE
A6.0	BLDG 1 - LIGHTING PLANS
A6.1	BLDG 2 - LIGHTING PLANS
A6.2	BLDG 3 - LIGHTING PLANS
A6.3	BLDG 3 - LIGHTING PLAN

DRC	
.	ATTACHMENT A



PROJECT NAME  
**500 Kirkham**

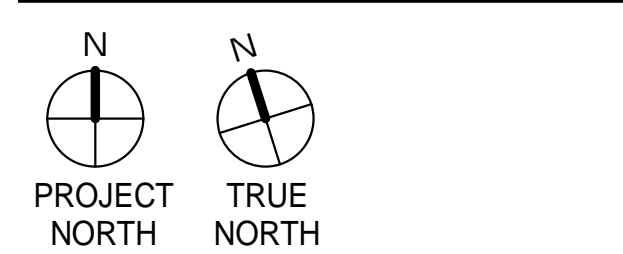
PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
1	11/27/2017	DRC SUBMITTAL	NG
2	02/09/2018	DRC SUBMITTAL	NG
3	04/25/2018	DRC SUBMITTAL	NG



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SHEET ISSUE DATE: 11/27/17  
SHEET TITLE:

## PROJECT INFORMATION

SHEET NUMBER  
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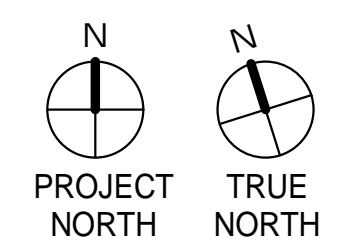


1 SITE PHASING PLAN  
1" = 40'-0"

## PROJECT DATA

<b>SITE LOCATION:</b>	500 KIRKHAM STREET OAKLAND, CA 94607
<b>LOT AREA</b>	
TOTAL	137,388.61 SF (3.15 ACRES)
<b>ZONING INFORMATION</b>	
ASSESSOR'S PARCEL #:	ASSESSOR'S MAP 4, PAGE 51, PARCELS 18-1 AND 18-2 ASSESSOR'S MAP 4, PAGE 49, PARCEL 1 AND P/O PARCEL 3
ZONING DISTRICT:	S-15W
HEIGHT AREA:	160 FT (75' WITHIN 10' OF PRINCIPAL ST)
GROUP USABLE OPEN SPACE PER UNIT:	200 SF PER DWELLING UNIT
<b>SETBACKS</b>	
FRONT AT 7TH:	0 FT MIN. - 0 FT MAX.
SIDE:	0 FT
REAR:	10 FT
BART:	20 FT TO TRACK EDGE

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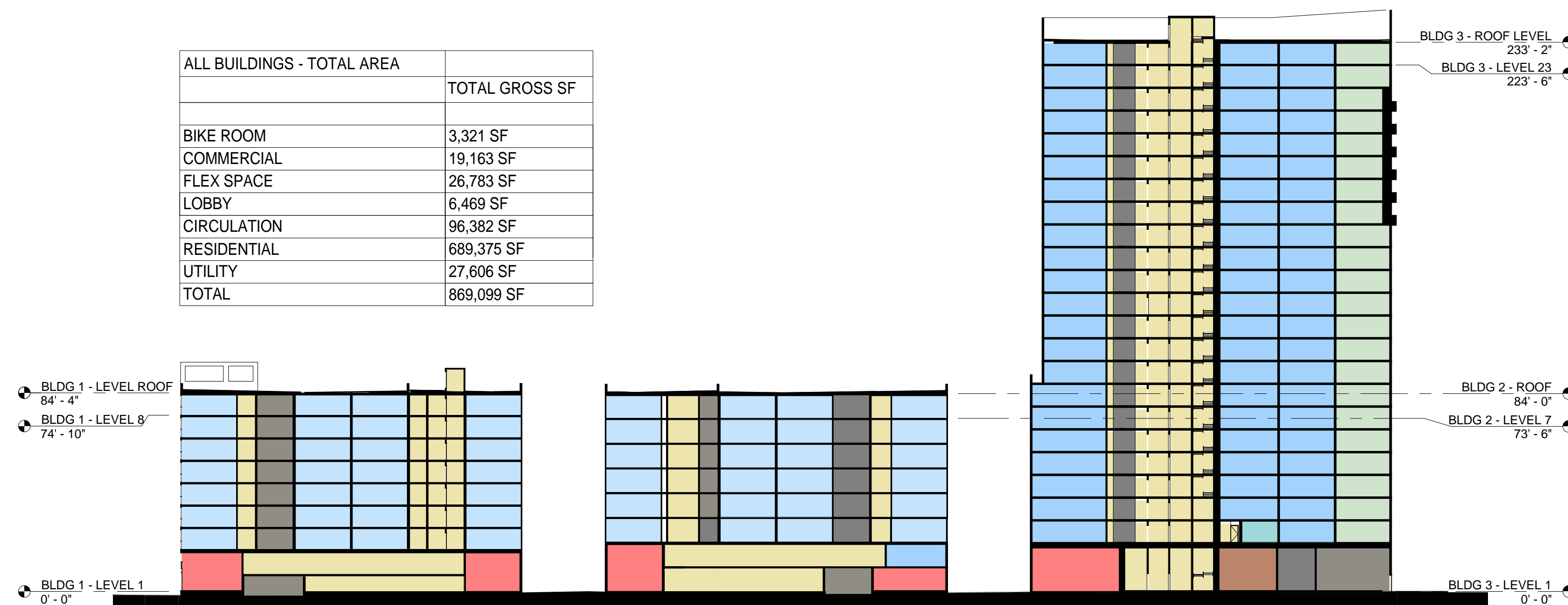
## PROJECT INFORMATION

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ALL BUILDINGS - TOTAL AREA	TOTAL GROSS SF
BIKE ROOM	3,321 SF
COMMERCIAL	19,163 SF
FLEX SPACE	26,783 SF
LOBBY	6,469 SF
CIRCULATION	96,382 SF
RESIDENTIAL	689,375 SF
UTILITY	27,606 SF
<b>TOTAL</b>	<b>869,099 SF</b>



2 OVERALL - SITE SECTION  
1" = 40'-0"



## BUILDING 1

### BUILDING INFORMATION

NUMBER OF STORIES:	8
ALLOWABLE HEIGHT:	160' (75' WITHIN 10' OF 7TH ST)
PROPOSED HEIGHT:	84'-4"
CONSTRUCTION TYPE:	TYPE IB
SPRINKLERED:	YES
OCCUPANCY CLASSIFICATION:	R2

BLDG 1 - UNIT TYPES	
Name	Count
1BR	14
2BR	152
2BR SUITE	112
3BR	52
TOTAL UNIT COUNT: 330	

BUILDING 1 GROSS AREA	
FLOOR	AREA
1	30,101 SF
M	13,757 SF
2	29,580 SF
3	29,580 SF
4	29,580 SF
5	29,581 SF
6	29,580 SF
7	29,580 SF
8	29,363 SF
TOTAL	250,702 SF

### BUILDING 1 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	99	0 STALLS	CONCESSION REQUESTED
COMMERCIAL	0	8 STALLS	UNDER BART TRACKS

329 DU X .5 = 165 BASE PARKING SPACES  
 165 X 40% = 66 (30% TOD & 10% OFF-SITE CARSHARE)  
 165 - 66 = 99 PARKING SPACES

### BICYCLE PARKING INFORMATION

	SHORT TERM REQUIRED	SHORT TERM PROVIDED	LONG TERM REQUIRED	LONG TERM PROVIDED	COMPLIANT
RESIDENTIAL	17 SPACES (1 SPACE FOR EACH 20 DWELLINGS)	74 SPACES	83 SPACES (1 SPACE FOR EACH 4 DWELLINGS)	110 SPACES	Y
COMMERCIAL	8 SPACES (1 SPACE FOR 2,000 SF FLOOR AREA)	8 SPACES	2 SPACES (1 SPACE FOR 12,000 SF FLOOR AREA)	2 SPACES	Y

## BUILDING 2

### BUILDING INFORMATION

NUMBER OF STORIES:	7
ALLOWABLE HEIGHT:	160' (75' WITHIN 10' OF 7TH ST)
PROPOSED HEIGHT:	84'
CONSTRUCTION TYPE:	TYPE IB
SPRINKLERED:	YES
OCCUPANCY CLASSIFICATION:	R2

BLDG 2 - UNIT TYPES	
Name	Count
2BR	137
2BR SUITE	103
3BR	26
STUDIO	1
TOTAL UNIT COUNT: 267	

BUILDING 2 GROSS AREA	
FLOOR	AREA
1	28,225 SF
M	13,061 SF
2	27,590 SF
3	27,590 SF
4	27,590 SF
5	27,590 SF
6	27,590 SF
7	27,590 SF
TOTAL	206,826 SF

### BUILDING 2 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	80	0 STALLS	CONCESSION REQUESTED
COMMERCIAL	0	0 STALLS	

267 DU X .5 = 134 BASE PARKING SPACES  
 134 X 40% = 54 (30% TOD & 10% OFF-SITE CARSHARE)  
 134 - 54 = 80 PARKING SPACES

### BICYCLE PARKING INFORMATION

	SHORT TERM REQUIRED	SHORT TERM PROVIDED	LONG TERM REQUIRED	LONG TERM PROVIDED	COMPLIANT
RESIDENTIAL	13 SPACES (1 SPACE FOR EACH 20 DWELLINGS)	104 SPACES	67 SPACES (1 SPACE FOR EACH 4 DWELLINGS)	80 SPACES	Y
COMMERCIAL	7 SPACES (1 SPACE FOR 2,000 SF FLOOR AREA)	7 SPACES	2 SPACES (1 SPACE FOR 12,000 SF FLOOR AREA)	2 SPACES	Y

## BUILDING 3

### BUILDING INFORMATION

NUMBER OF STORIES:	23
ALLOWABLE HEIGHT:	160' (75' WITHIN 10' OF 7TH ST)
PROPOSED HEIGHT:	233' - 2"
CONSTRUCTION TYPE:	TYPE IA
SPRINKLERED:	YES
OCCUPANCY CLASSIFICATION:	R2

BLDG 3 - UNIT TYPES	
Name	Count
1BR	73
2BR SUITE	255
3BR	22
4BR	64
10 BEDROOM UNIT	23
TOTAL UNIT COUNT: 436	

TOWER GROSS AREA	
FLOOR	AREA
1	24,470 SF
2	18,295 SF
3	18,253 SF
4	18,253 SF
5	18,253 SF
6	18,243 SF
7	18,243 SF
8	18,243 SF
9	17,358 SF
10	17,358 SF
11	17,358 SF
12	17,358 SF

TOWER GROSS AREA	
FLOOR	AREA
13	17,358 SF
14	17,358 SF
15	17,358 SF
16	17,183 SF
17	17,183 SF
18	17,183 SF
19	17,183 SF
20	17,183 SF
21	17,183 SF
22	17,358 SF
23	17,358 SF
TOTAL	411,571 SF

### BUILDING 3 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	153	0 STALLS	CONCESSION REQUESTED
COMMERCIAL	0	0 STALLS	

436 DU X .5 = 218 BASE PARKING SPACES  
 218 X 40% = 87 (30% TOD & 10% OFF-SITE CARSHARE)  
 218 - 87 = 131 PARKING SPACES

### BICYCLE PARKING INFORMATION

	SHORT TERM REQUIRED	SHORT TERM PROVIDED	LONG TERM REQUIRED	LONG TERM PROVIDED	COMPLIANT
RESIDENTIAL	22 SPACES (1 SPACE FOR EACH 20 DWELLINGS)	29 SPACES	109 SPACES (1 SPACE FOR EACH 4 DWELLINGS)	109 SPACES	Y
COMMERCIAL	8 SPACES (1 SPACE FOR 2,000 SF FLOOR AREA)	8 SPACES	2 SPACES (1 SPACE FOR 12,000 SF FLOOR AREA)	2 SPACES	Y

**lowney arch**

TEL: 510.836.5400 | www.lowneyarch.com  
 350 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

**500 Kirkham**

**PANORAMIC INTERESTS**

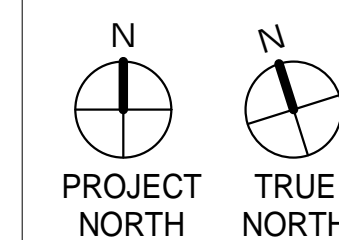
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ARCHITECT

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**PROJECT INFORMATION**

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PROJECT NAME  
**500 Kirkham**

**PANORAMIC INTERESTS**

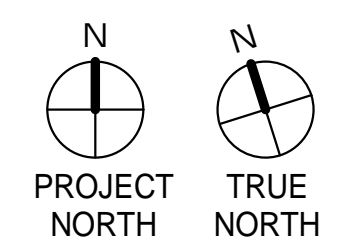
500 KIRKHAM ST, OAKLAND, CA

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	04/25/2018	DRC SUBMITTAL	NG

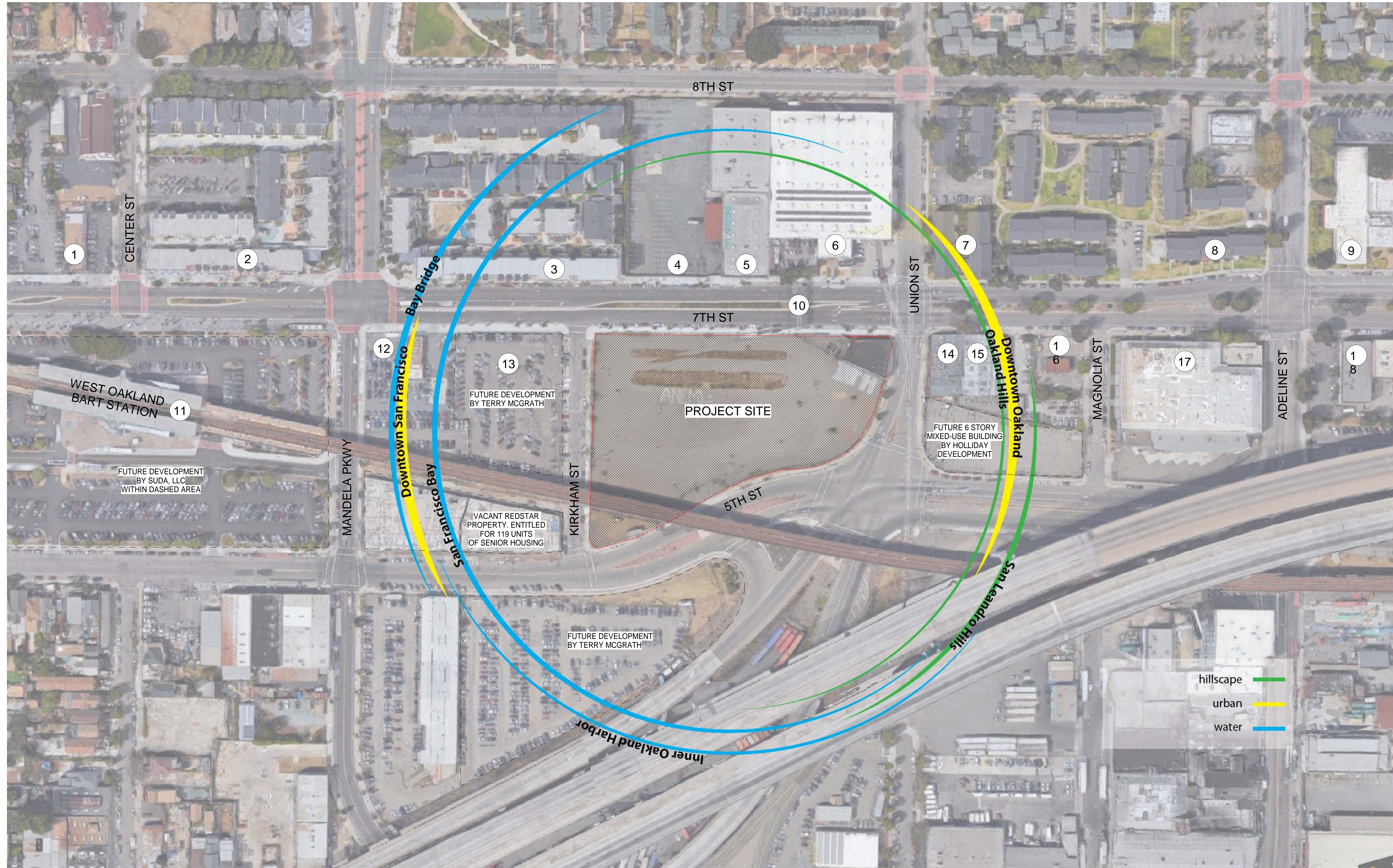


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SHEET TITLE:

**EXISTING CONDITIONS**

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hillscape — green line  
urban — yellow line  
water — blue line

**LEGEND:**  
# NUMBER CORRESPONDS TO IMAGE OF PROPERTY PROVIDED ON SHEETS G0.5 & G0.6

4/11/2018 1:03:28 PM

1 SITE CONTEXT MAP  
1" = 80'-0"





① 1460 7TH STREET



② 1430 7TH STREET



③ 1380 7TH STREET



④ 1320 7TH STREET



⑤ 1300 7TH STREET



⑥ 1260 7TH STREET



⑦ 1240 7TH STREET

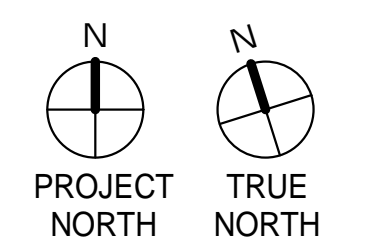


⑧ 1160 7TH STREET



⑨ 700 ADELINE STREET

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	04/25/2018	DRC SUBMITTAL	NG



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**EXISTING CONDITIONS**

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10 PUBLIC ART OVER 7TH STREET



11 1451 7TH STREET



12 1395 7TH STREET



13 533 KIRKHAM STREET



14 1225A 7TH STREET



15 1225 7TH STREET



16 1207 7TH STREET

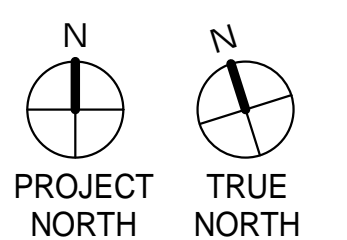


17 1155 7TH STREET



18 1133 7TH STREET

#	DATE	ISSUES & REVISIONS	BY
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	02/09/2018	DRC SUBMITTAL	NG
	04/25/2018	DRC SUBMITTAL	NG



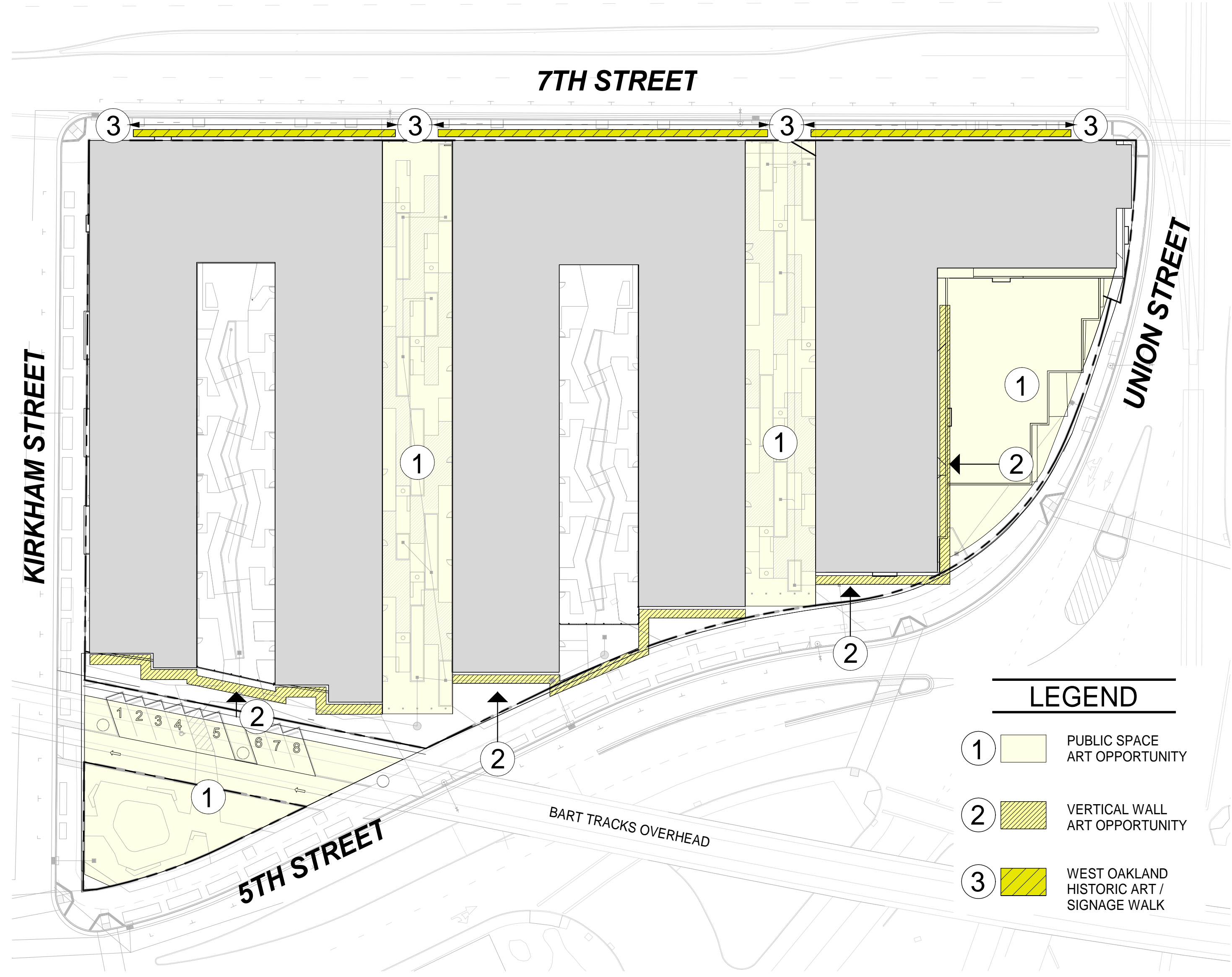
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SHEET TITLE:

**EXISTING CONDITIONS**

SHEET NUMBER  
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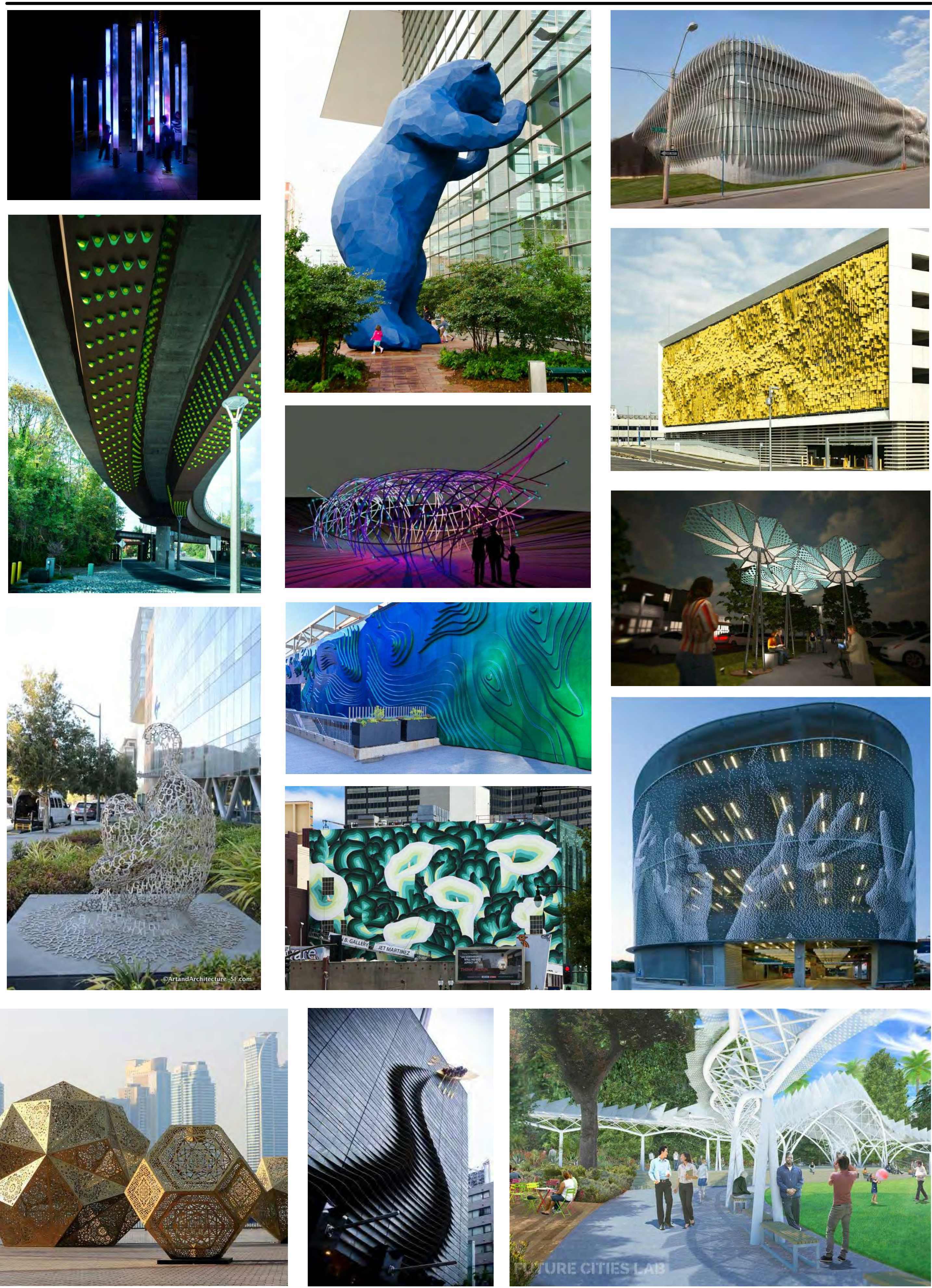
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1 ART DIAGRAM FOR SITE  
1" = 40'-0"

PRECEDENTS IMAGES FOR ART ELEMENT

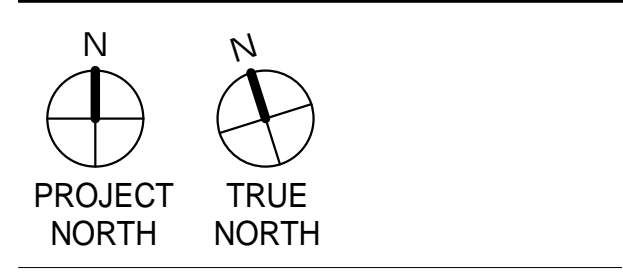


PROJECT NAME  
**500 Kirkham**  
  
PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT  
  
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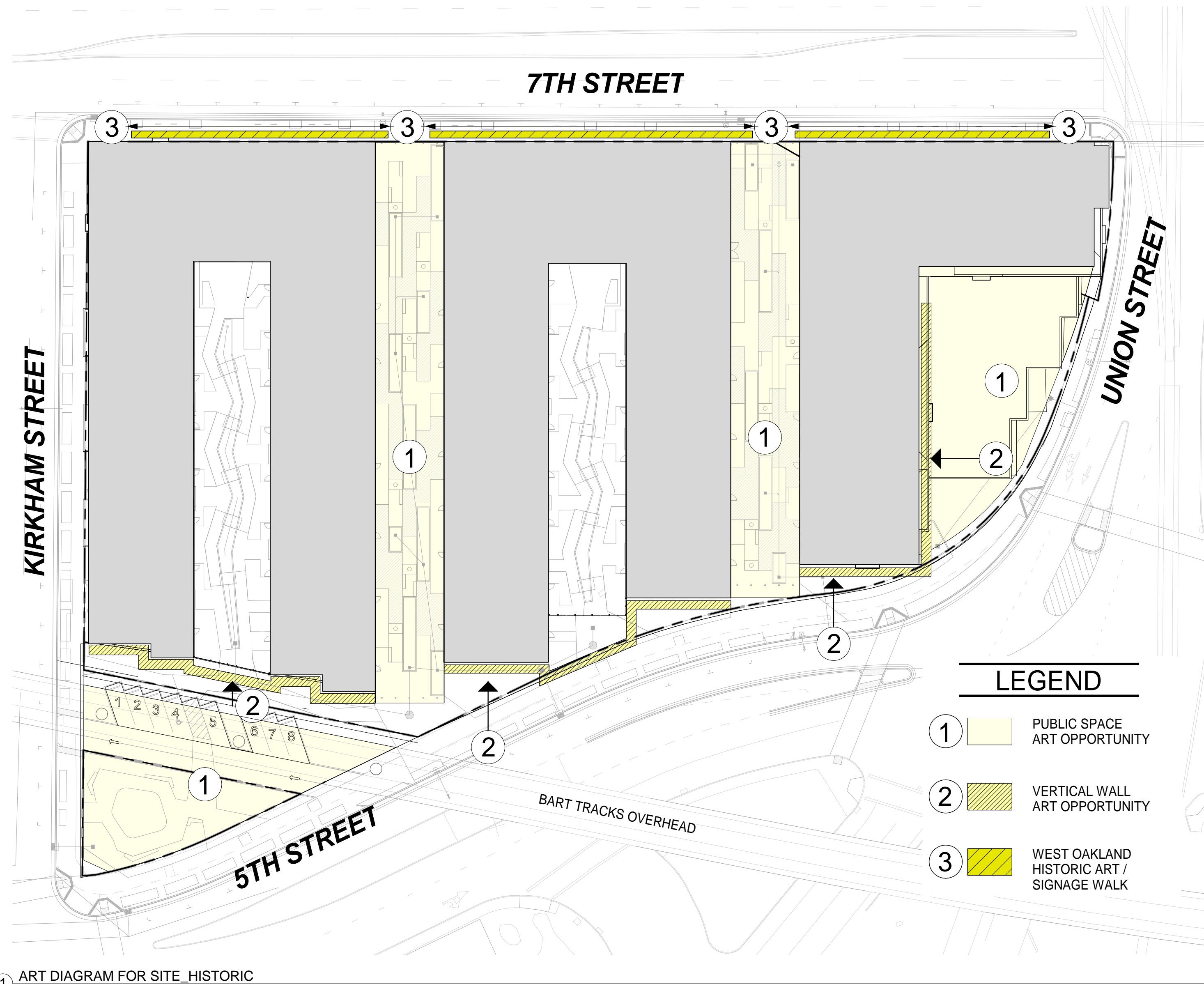
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SHEET TITLE:

**PUBLIC ART ELEMENT**

SHEET NUMBER  
**G0.7**

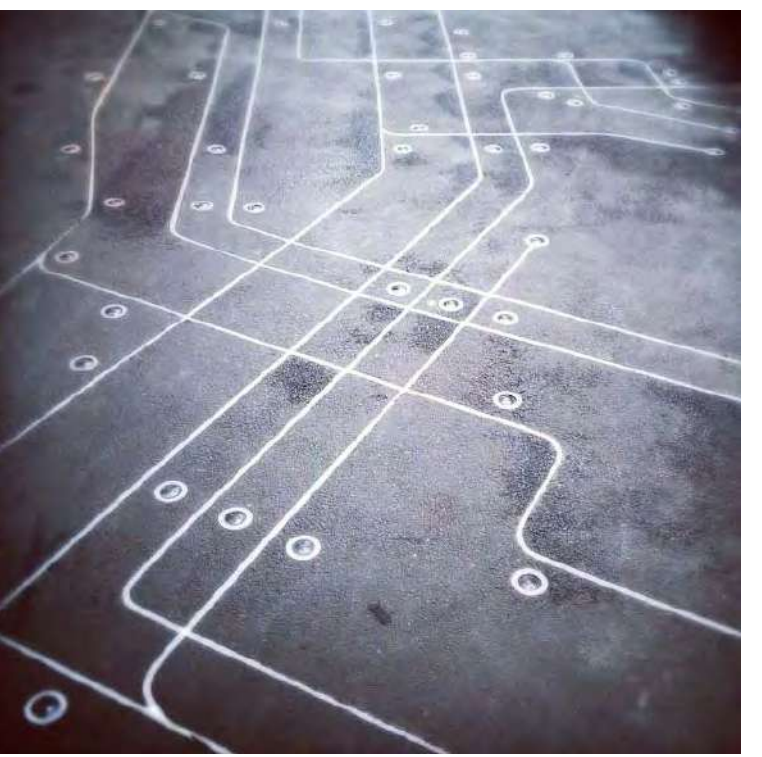
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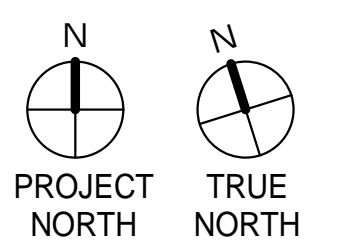


1 ART DIAGRAM FOR SITE\_HISTORIC  
1" = 40'-0"

WEST OAKLAND HISTORIC ART / SIGNAGE WALK



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SHEET TITLE: HISTORIC ART / SIGNAGE

SHEET NUMBER  
**G0.7.1**

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