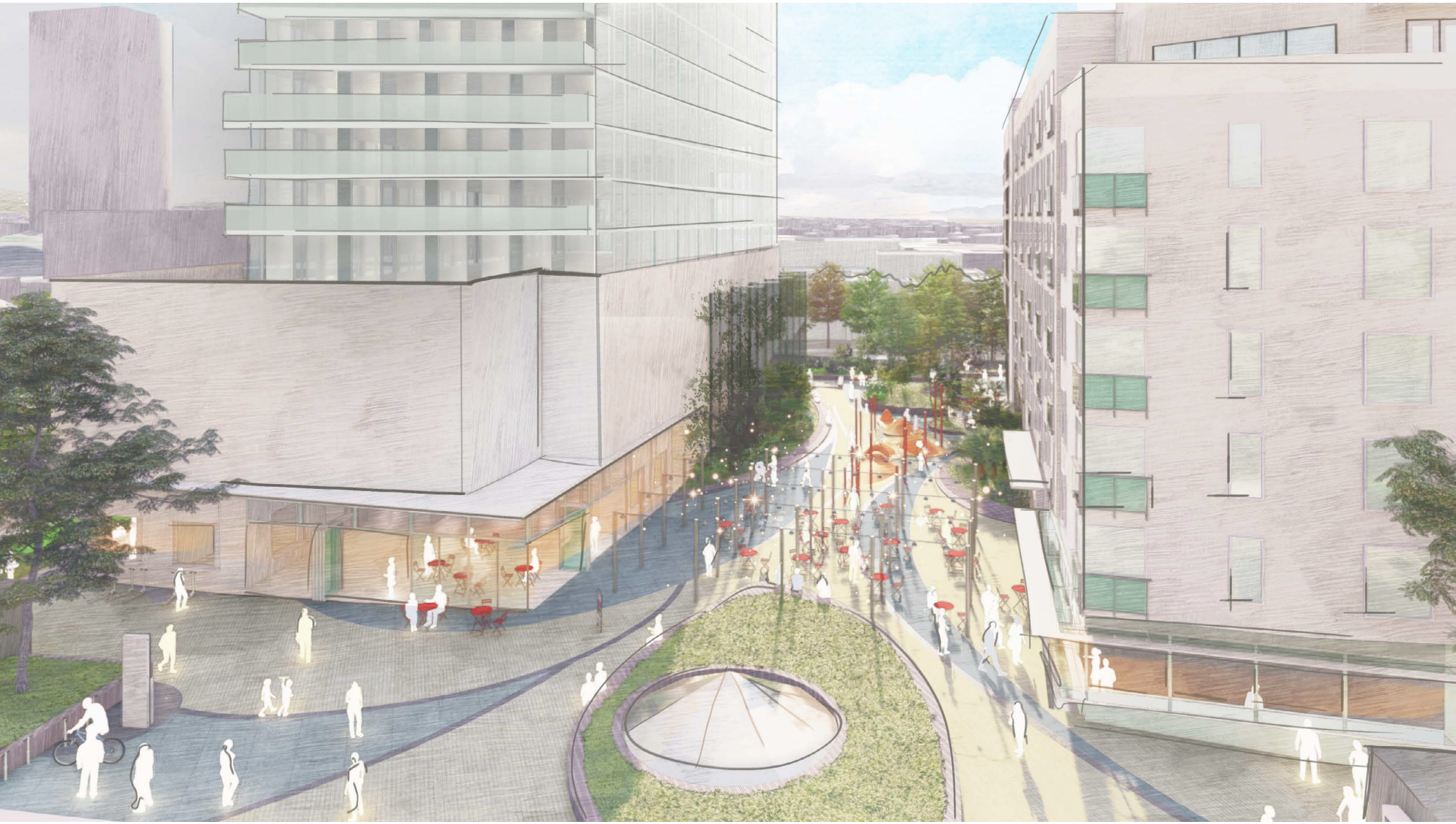

# Design Guidelines for Lake Merritt BART

March 23, 2021

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# Design Guidelines for Lake Merritt BART

## APPLICABILITY

The Lake Merritt BART Design Guidelines (LMBDG), in conjunction with the development standards set forth in the D-LM-2 Lake Merritt Station Area Zoning District and the Lake Merritt Station Area Plan Design Guidelines (LMSAPDG), will serve as the basis for Design Review Findings for the Final Development Plans for the Lake Merritt BART Transit-Oriented Development (LMBTOD) Project. These guidelines build on the goals and intent set forth in The Lake Merritt Station Area Plan (LMSAP) and in LMSAPDG. The LMB Design Guidelines generally follow the format of the LMSAPDG, and provide more specific guidance for the design of this project site.

## RELATION TO PRELIMINARY DEVELOPMENT PLAN (PDP)

The Lake Merritt BART Design Guidelines are one component of the Preliminary Development Plan (PDP) for the Lake Merritt BART project. The graphic components of the PDP establish the general arrangement and scale of building elements and the preliminary design for streets and public spaces. The LMB Design Guidelines provide supplementary guidance for the development of the detailed design of buildings, streetscape and open space.

## 1. SITE DESCRIPTION

The Project spans two complete city blocks adjacent to the Lake Merritt BART Station. The Project's Block 1 is bounded by 9th Street, Fallon Street, 8th Street, and Oak Street. Currently this block serves the station as a surface parking lot owned and operated by BART, and the BART tunnel runs underneath the center of the site from Oak to Fallon. Additionally, this block has two station headhouse entrances on Oak, at the corners of 8th Street and 9th Street, which are not part of the LMBTOD project. The Project's Block 2 is bounded by 8th Street, Oak Street, 7th Street, and Madison Street. Block 2 is currently occupied by the existing office building and its private parking lot.

## 2. COMMUNITY VISION

The Lake Merritt BART Station Transit-Oriented-Development (the "Project") consists of high-rise and mid-rise buildings with a diverse mix of residential, retail, community space, and office uses, along with new publicly accessible open space. Each building brings a unique design while all working in concert to activate the ground-level experience and provide a common feeling of vibrancy, sense of arrival, and community. The Project is rooted in the design parameters and land use goals of the Lake Merritt Station Area Plan, and the City of Oakland's standards for quality, sustainable development. The Project aims to provide an equitable approach to Transit-Oriented Development, increasing transit ridership, delivering inclusive community benefits, and serving as a hub for the surrounding Chinatown, Jack London, Eastlake, and Lakeside neighborhoods.

The Bay Area Rapid Transit system (BART) moves hundreds of thousands of people across the Bay Area each day, including over 14,000 people coming in and out of the Lake Merritt BART Station. Over the past century, the Oakland Chinatown neighborhood has been a residential, commercial, and cultural home to a community, a place of local and international exchange.

The redevelopment of the Lake Merritt BART Station seeks to create a sense of arrival in this historic context, and to better connect the wider Bay Area region to Oakland Chinatown and the many other nearby neighborhood assets including Laney College, the Oakland Museum of California, Jack London Square, and Lake Merritt. Our development concept will enable the BART Station to become a dynamic TOD destination that complements, rather than competes with the commercial core of Oakland Chinatown, and will help it more equitably share in and contribute to the prosperity of Oakland and the entire Bay Area. The design of the buildings will be modern and angular. The design of the public spaces will feature smooth lines that flow more organically, to encourage movement and remind visitors of the natural landscapes that are just a few blocks away.

The Project will include two phases and four buildings that feature a high-density mix of market-rate, moderate-income, and affordable apartments; Class A office and community space; active ground-floor retail and restaurant-ready space; and a reinvigorated and attractive public realm. The Project design also accommodates BART's existing infrastructure, including headhouse entrances to the station, as well as the underground tunnel and surrounding ventilation structures. The design must account for load restrictions, access needs, and other technical requirements to ensure safe operations for BART.

The first phase of development will occur on Block 1, the current BART parking lot site. Block 1 includes:

- Market-rate and moderate-income rental housing in a high-rise building.
- Affordable rental housing in a mid-rise building.
- A generous mid-block pedestrian thoroughfare is anchored by transit uses, neighborhood-scale retail designed for food service, interactive art or play, and a garden setting. Taken as a whole the publicly accessible space creates a layered identity for the site that connects to the surrounding neighborhoods. This publicly accessible space also presents an opportunity for public art that will contribute to the identity of the Project.

The second phase of development will occur on Block 2, after the existing office building is demolished. Block 2 will include:

- An iconic, high-rise, office building, including Class A market-rate space targeted to serve community organizations, nonprofits, and small business tenants that provide important services to the area's historically immigrant, working class, and low-income residents. The building also includes active ground-floor retail and community-facing spaces.
- Affordable senior rental housing in a mid-rise building. This building will also have a childcare center located at the corner of 8th and Madison Street, facing Madison Square Park.

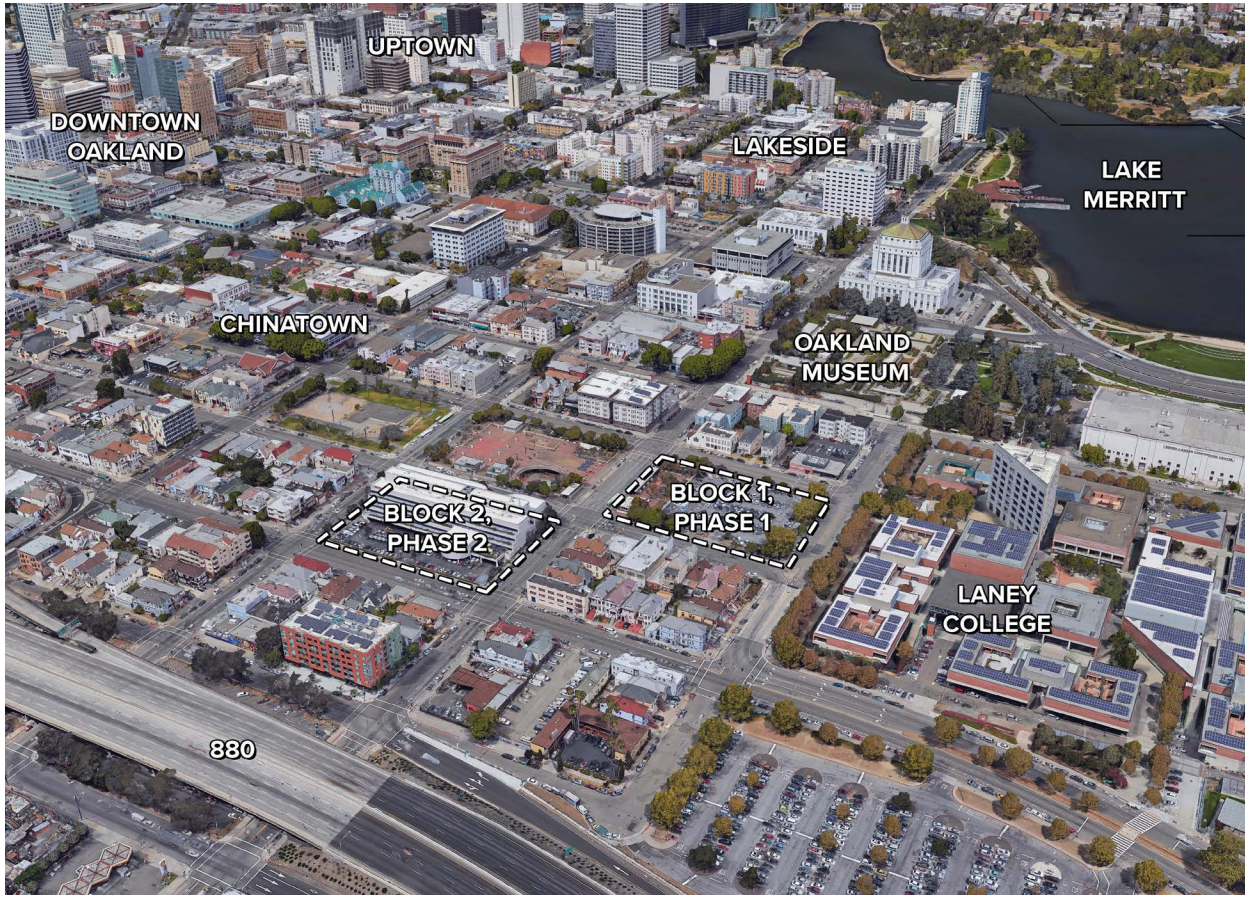



**Figure 1:** *3D Context View*

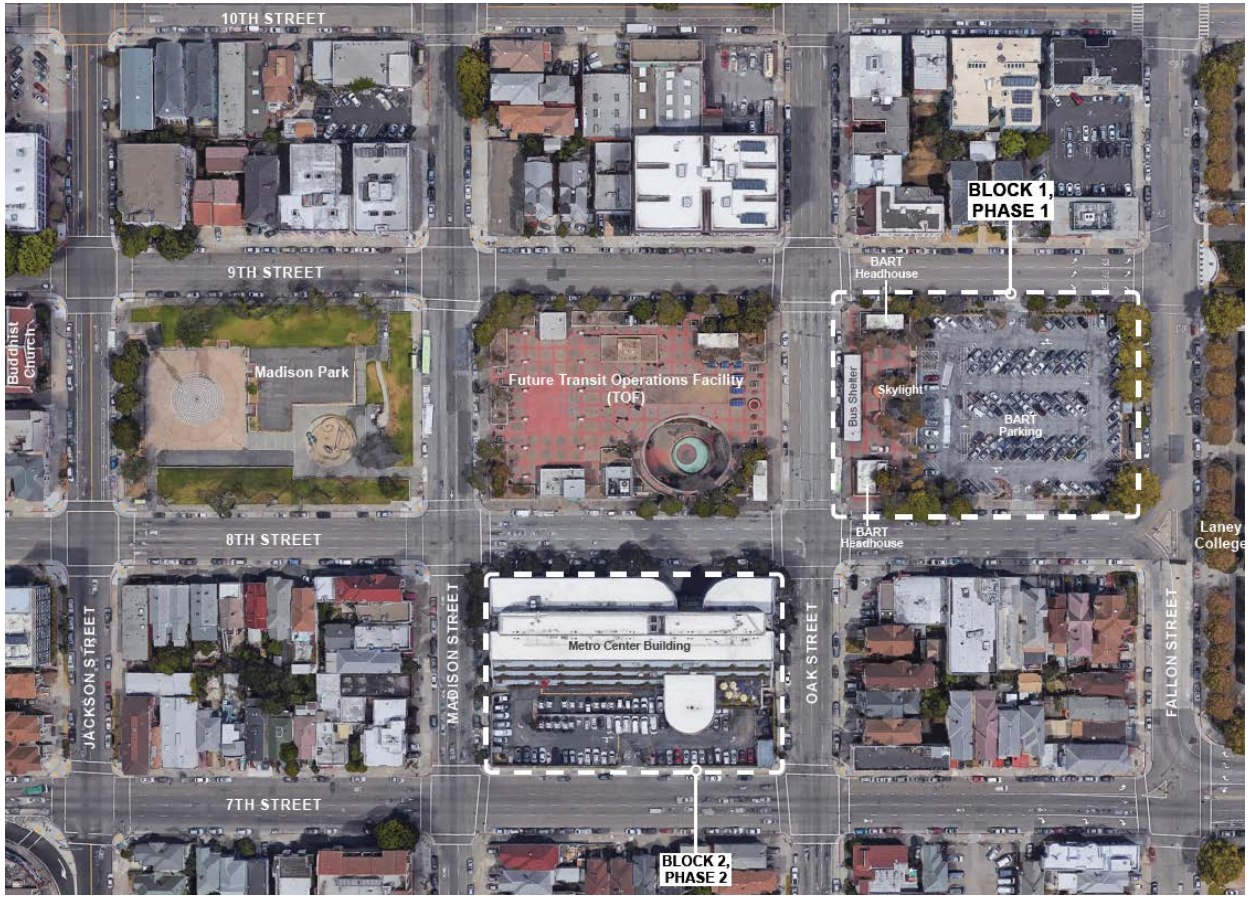



**Figure 2:** *Context Map*

## 3. GUIDING PRINCIPLES

The Project design will be guided by principles that address the unique opportunities presented by the redevelopment of the Lake Merritt BART Station. These principles build on the underlying goals set forth in the Lake Merritt Station Area Plan (LMSAP).

### A. Cultural Identity and Sense of Arrival

The Project will create a regional destination that announces an arrival at the BART Station located in Oakland Chinatown, while also featuring prominent way-finding measures that highlight the surrounding civic and cultural assets. The Project seeks to celebrate Chinatown as a regional community destination and distinctive place, while also serving as a launching point to connect to the Oakland Museum of Art, Laney College, the Jack London Square Waterfront, Lake Merritt and the other nearby neighborhoods. A dynamic mix of high-rise and mid-rise improvements will create a new and identifiable mark on the skyline while simultaneously addressing the scale of the surrounding neighborhood context. Thoughtfully interspersed open space and an active pedestrian environment will promote a continuous flow between the Station and the surrounding neighborhood. The inflow and outflow at this core regional hub is a primary guiding principle of site programming.

### B. Transit-Oriented Development

Transit-oriented development can enhance the arrival experience of riders and be a tool to connect people to places, cultures, and ecology. It also enhances sustainability by encouraging multimodal transportation and less reliance on automobile use. The Project's proposed design has been coordinated with a BART sponsored Access Study, which focused on better non-

automobile connections to this important transit node from the surrounding neighborhoods and institutions. The site is a 10-minute walk to the Amtrak Jack London Square Station, is surrounded by various AC Transit bus lines and bike lanes, and the Lake Merritt BART Station is at the center of the Project. The proposed Project program will deliver improvements that increase transit usage, improve pedestrian and bicycle safety, and provide a more sustainable transit environment for the community.

### C. Publicly Accessible Gathering Space

The BART Station is already a hub of activity in Oakland, surrounded by formal and informal gathering spaces. A key goal for the Project is to enhance the attractiveness of existing spaces and add new opportunities for recreation, outdoor eating, contemplative space, public events, public art, wayfinding, and other communal activities. On Block 1, the engineering constraints and load limitations above BART's existing tunnel allow the Project to create an internal open space that connects to the BART Station entrances and will be a welcoming passageway for public access. The Project design focuses on making this public space a community destination, with landscaping, art, and neighborhood-scale retail. The Project will also include improvements to the public realm around the BART Station and on the surrounding streets and sidewalks to enhance the street-level experience for pedestrians and cyclists.

### D. Community of Opportunity

The Project provides a mixture of market-rate and affordable housing units for a diverse mix of residents; brings a diverse job center to the neighborhood with office space targeted to community and non-profit organizations; and creates new opportunities for community-focused retail and gathering spaces. Food retail has helped to spark a commercial renaissance in many parts of Oakland, and food is a historically important part of the identity of Chinatown. The project's retail scale, design, and orientation will be particularly well suited to local and "pop-up" restaurants, including new entrepreneurs who may have less access to startup capital.

## 4. DESIGN CONSIDERATIONS

### Block 1 Design Considerations

The BART tunnel structural requirements inform much of the site plan concept on Block 1. No primary building structures can be feasibly located over the BART tunnel and platform infrastructure because of load and access restrictions. However, this challenge also creates an opportunity to divide Block 1 into two separate buildings on opposing sides of the BART tunnel, allowing for variation in architecture and massing on the site. The north side of Block 1 adjacent to 9th Street is envisioned as a high-rise residential building with ground-floor commercial uses. The south side adjacent to 8th Street is envisioned as a mid-rise affordable housing building. This arrangement of building elements maximizes solar access at the public open spaces and provides appropriate spacing between the high-rise elements on Block 1 and Block 2. As a result of the mid-block passageway, both buildings on Block 1 have highly visible public frontages on all sides. In this circumstance special attention must be paid to creating an attractive ground level experience while accommodating normal building service functions. Residential lobbies are located further away from the BART headhouses to support resident privacy and security, while commercial lobbies and retail spaces are oriented towards the BART headhouses.

The pedestrian walkway between the two buildings on Block 1 creates a new pedestrian space above the tunnel as a defining feature of the Project and key gathering space for the community. The Project connects pedestrian energy and activity to the center of the block, while also including active uses on key corners on Oak Street and Fallon Street. This orientation allows for a single sense of place with critical mass, as Buildings A and B can support each other with a cohesive retail program. It also allows for a more comfortable "outdoor room" for people to gather, with weather protection and active building frontages on both sides. The design draws on successful precedents throughout the world for two-sided retail or "night market" experiences with a series of small booths or stalls. The scale and diversity of uses – especially well-suited for food-related uses – encourages people to walk through, browse, and interact.

The publicly accessible open space will include movable outdoor seating for the retail at the west end and transition to interactive sculpture or play and quieter garden rooms at the east end towards Fallon Street. Furnishing and landscaping will redirect pedestrian flow and break the wide space into smaller "rooms", with active building uses at both the Oak Street and Fallon Street ends of the block. The open space will also include pedestrian-scaled lighting that may offer opportunities for hanging art or lanterns (similar to the cables that are used in Old Oakland between Broadway and Washington Streets). This will help to bring down the scale and create a more exciting visual and pedestrian-oriented environment as well as potentially providing a way to connect to art and culture, particular during festivals and events.

## Block 2 Design Considerations

The Block 2 plan will create a complementary mix of high-rise and mid-rise buildings, while adding a wider variety of affordable housing options focused on families, along with new high-rise office space. The office building will be located directly across from the BART headhouses on the eastern side of the block to support reverse-commute ridership for office tenants that will include community and non-profit organizations. The office building will also feature an active lobby and ground-floor retail uses to help activate the important corner at 8th and Oak Street. The mid-rise family affordable building will be located kitty corner from Madison Square Park, an amenity for families in the new building. Ground floor community-facing spaces (including potentially a daycare) will have direct visibility and access to the Park. Active and transparent frontages on 8th Street and Madison Street will support the larger area public realm improvement plan and build stronger connections to the Park.

## Project Wide Design Considerations

- **Landscape Design**

  Landscape design will enhance the pedestrian experience, and will also help to soften the hardness of the urban environment. Greening is an important part of improving the walking experience and some species provide practical benefits by removing particulate matter from the air (which the Chinatown Coalition has demonstrated using US EPA studies as a major health risk in the neighborhood), and reducing urban heat islands that will likely grow in severity over the coming decades. The Project design proposes a plant palette that evokes seasonal change and cultures.

- **BART Station and BART Access**

  The Project aims to maintain strong visual connection and physical access to the BART Station, supporting an improved and safer transit rider experience. This includes improvements to the pedestrian experience and safety of the pedestrian walk-ways adjacent to the BART headhouses and Plaza, and incorporating these areas into active, safe and delightful urban places.

  To accommodate the multitude of users of the Project (BART riders, residents, workers, visitors, etc.), careful planning for access to the site through various modes has been coordinated between BART, the City, AC Transit, and the Alameda County Transportation Commission (ACTC).

- **Enhanced Pedestrian and Bicycle Access**

  The Project will provide improved pedestrian access to the BART Station Plaza and the development blocks from all directions, with activation on all sides. To accommodate the variety of one-way and two-way streets around our site, the Project will be designed to accommodate bike lanes, protected bike lanes, and two-way cycle tracks that will offer added safety for cyclist commuters. Secure bike parking will also be provided.

  Key pedestrian improvements will include sidewalk upgrades such as repaving/regrading throughout the sites, planting of street trees, addition of corner bulb-outs, and sidewalk widening in some areas. Bicycle improvements include the incorporation of raised two-way protected bicycle lane on the south side of 9th Street at Block 1. This will serve as the major bicycle facility for accessing the station area, and serve as a connection for neighborhoods to the east of the Development to the station area, Chinatown, and Downtown. The Project would also include a one-way protected bicycle lane on the west side of Fallon Street at Block 1.

- **Public Art/Programming**

  Public art, particularly located in the mid-block pedestrian walkway/public realm, will help create a sense of place and potentially serve as a landmark and wayfinding tool for the TOD Project and potentially the BART Station. Specific locations and concepts will be developed in consultation with local artists during the Final Development Phase of the Project.


**Figure 3:** *Tommy Wong + Civic Design Center: Chinatown Banner, Oakland*

**Figure 4:** *Posts as Play Space Light Sculptural*

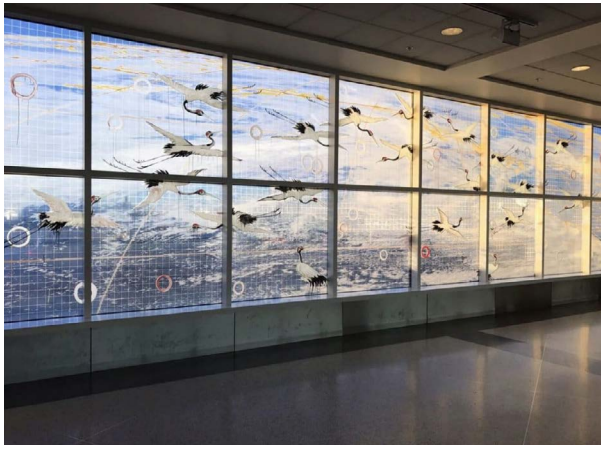


**Figure 5:** *Hung Liu: "Take-off" SFO*

**Figure 6:** *Playful Furnishing*

## 5. BUILDING DESIGN GUIDELINES

The Design Guidelines set forth in the following sections are based on the Guiding Principles and shall be applied and interpreted in the context of those Principles as Project Specific Guidelines for the Lake Merritt BART development. Where guidelines are similar in content to guidelines in the Design Guidelines for the Lake Merritt Station Area these guidelines are cross-referenced with the notation of (LMSAP/DG-#).

### A. Building Design – General Guidelines for Blocks 1 and 2

1. **Coordinated Design.** The design of the high-rise Buildings (A and C) and the mid-rise Buildings (B and D) should be coordinated to create a cohesive frontage and to reinforce the overall sense of identity for each Block. This coordinated design may take the form of a similar vocabulary of forms, openings, materials and colors. This should include consideration of how buildings work together to achieve the Design Principles for Lake Merritt BART, contribute to the public realm and the overall quality of life. (LMSAP/DG-1: Public Perception)
2. **Transition-in-Scale.** Mid-rise Buildings (B and D) on each block should be designed to provide a visual transition between the scale and rhythm of the neighboring buildings and high-rise Buildings (A and C). (LMSAP/DG-17: Reinforce the Existing Rhythm)
3. **Service Areas at Ground Level.** Service areas at the first level should be articulated with pedestrian-scaled facade articulation such as panels, contrasting textures, high-quality and interesting building materials, blind windows, doors, planting treatments, murals or other public art, and/or exterior detailing are recommended in order to create visual interest and diversity and to reinforce the pedestrian scale.

**Figure 7:** *Artwork at Blank Walls*

**Figure 8:** *Contrasting Textures and Interesting Materials at Blank Walls*

4. **Family Friendly Housing.** At residential units intended to accommodate families, especially in Building D as an affordable family building, the building design should include a variety of unit sizes to accommodate households of various sizes. Building design on both Block 1 and Block 2 should also incorporate other family friendly elements including outdoor play space designed to allow supervision and easy access. (LMSAP/DG-52: Family Friendly Housing)
5. **Shared Outdoor Spaces.** Shared outdoor spaces should include plantings, benches, lighting and other appropriate elements to create an inviting and useful space for the residents. Shared outdoor spaces should be designed to accommodate children where feasible by incorporating play structures and play areas. Shared outdoor spaces such as the publicly accessible open space Paseo, the courtyard, the open space at the upper floor step backs and/or the rooftops, should be designed to have ample daylight and to be sheltered from the wind. (LMSAP/DG-57: Shared Spaces)
6. **Residential Community Rooms.** Where community rooms are provided they should be located to promote active use by residents. Community rooms are encouraged to be located adjacent to shared outdoor spaces or public open areas to create strong connections between indoor and outdoor activities. (LMSAP/DG-57: Shared Spaces)
7. **Exterior Color.** The exterior color palette should be coordinated to provide a cohesive overall appearance and to reinforce the design intent. The color palette at adjacent buildings should be coordinated to achieve the desired balance of cohesion and variety. (LMSAP/DG-73: Color)

**Figure 9:** *Family Friendly Environment*

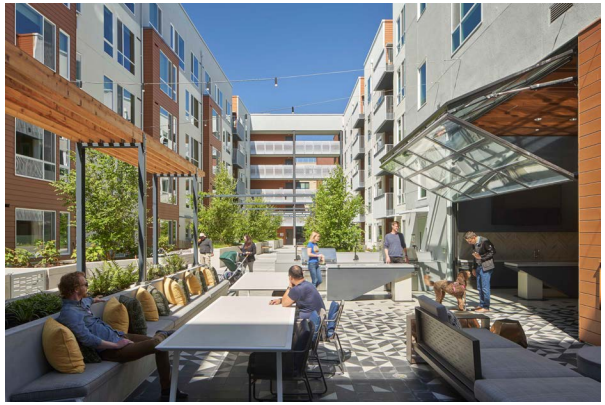


**Figure 10:** *Shared Outdoor Space*

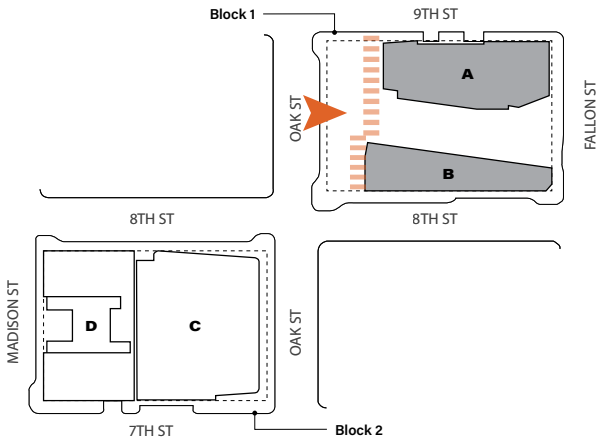
**Figure 11:** *Residential Community Room*

## B. Building Design – Street Frontage Guidelines for Block 1

The guidelines below apply to portions of buildings fronting on the referenced street or public open space. These frontage guidelines are intended to supplement the Building Design General Guidelines. The character and design intent for each frontage is outlined at the beginning of each section.

### B.1. Oak Street Frontage (Buildings A and B)

Oak Street is the "front door" to Block 1 and also provides the main access to Lake Merritt BART Station with BART entries located at the 8th Street and 9th Street corners. The east-west, mid-block Paseo above the BART tunnel creates an 80 foot-wide visual break between Buildings A and B. The wide BART Plaza at Oak Street accommodates the BART entries (headhouses) and creates a welcoming entry to the Paseo. The high-rise Building A and mid-rise Building B shall work together to create a cohesive sense of place and an active public realm at the BART Plaza and the Paseo. Oak Street is a highly visible frontage and its orientation toward Downtown Oakland provides an opportunity for active upper-stories with roof deck/gardens. Due to the adjacent BART Plaza, no service areas or parking access points are located on the Oak Street frontage.



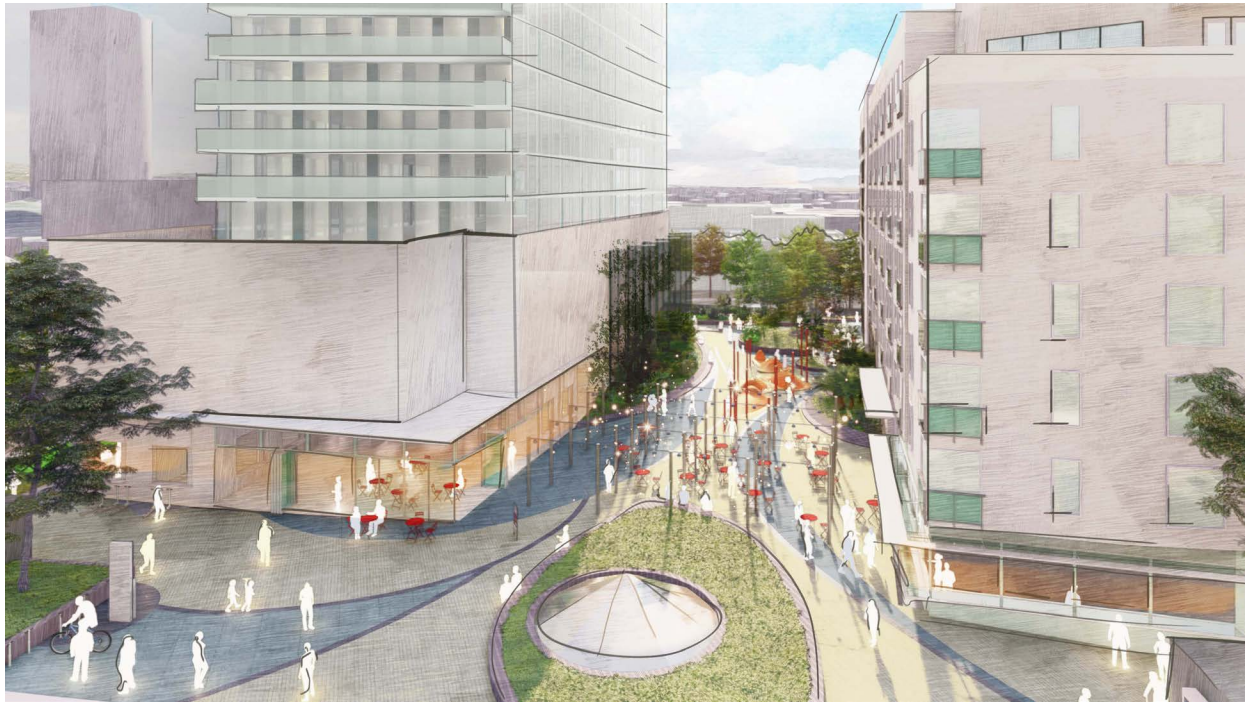



**Figure 12:** *Oak Street Frontage*

### Oak Street Frontage: Design Standards

a. The Building A tower shall be setback from the base building a minimum of 20 feet.

b. Parking uses located in the podium at Building A shall include 25% openings for natural ventilation.

c. The corner of the podium at the Paseo and Oak Street shall be notched a minimum of 10 feet by 10 feet.

d. A canopy shall be provided over entrances to the ground-floor commercial spaces. See Figure 13.

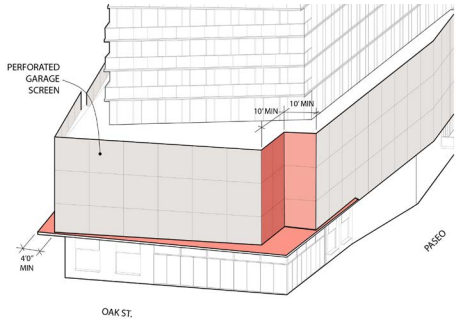



**Figure 13:** *Building A Corner at Oak Street and the Paseo*

### Oak Street Frontage: Design Guidelines

a. Architectural articulations and landmark features may be used to highlight and emphasize the building corners facing Oak Street, to visually define and animate the mid-block pedestrian thoroughfare entry and to facilitate pedestrian flow.

b. Active commercial uses may be provided at the ground floor of all four building corners along Oak Street with visual transparency to create an active and inviting public realm and to connect the street life to the Paseo. (LMSAP/DG-39: Storefronts, DG-32: Views of Indoor Spaces)

c. Open spaces and/or articulated roof shapes may be provided at step backs and the rooftop facing Oak Street to emphasize the gateway elements and to provide shared outdoor spaces overlooking the BART Plaza and Downtown.

d. The design of the high-rise Building A and the mid-rise Building B may be coordinated to create a cohesive frontage and to reinforce the overall identity for the block. This coordinated design may take the form of a similar vocabulary of forms, openings and materials.

e. Use of canopies, awnings or other projecting elements are recommended to provide shelter and shade at west facing active uses. At Building B, horizontal awnings above the ground floor may wrap around both corners of Oak Street and the Paseo and at Oak and 8th Street. (LMSAP/DG-35: Awnings)

f. The visual prominence of the west facade of the Building A tower suggests incorporating three-dimensional elements such as balconies, recesses and similar architectural features that create deep shadows and provide shading for interior uses. (LMSAP/DG-24: Distinguished Tower Design)

g. Varying materials, texture and scale may be used to differentiate the building base from the tower above. (LMSAP/DG-18: Transitions in Building Height)


**Figure 14:** *Building Corners and Defined Open Space*

**Figure 15:** *Active Roof at Step Backs*


**Figure 16:** *Active Commercial Uses*

**Figure 17:** *Shaping West Tower Facade*

## Oak Street Block 1: Streetscape

This block of Oak is a dynamic area for multi-modal transfers by passengers and should function for efficiency and safety.

### Business Frontage Zone

a. Located in part above the BART tunnel, the design in this area must comply with the BART Facilities Standards.

b. Furniture should include benches which orient in multiple directions and provide a variety of ways to sit including tiered, backed, non-backed, communal, etc.

c. Furniture should also accommodate all needs of transit users and include bike lockers, bike racks, lighting, waste stations, and information kiosks/maps.

d. The Paseo pavements shall extend to surround the skylight.

e. The skylight should be visible and iconic and at night be lit for interest.

### Pedestrian Pathway Zone

a. Sidewalk concrete should be colored with the maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Control joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street.

c. Located in part above the BART tunnel, the furnishings in this area must comply with BART Facility Standards and should not block sitelines into the Paseo.

d. Furniture should include benches which orient towards both the Paseo and Oak Street.

e. The expression of Oak Street as a “green street” encourages emphasizing public transit and where possible planting that does not conflict with the transit program. (LMSAP/DG-128: Streets with Special Functions)

f. Street furnishings may be provided in transit waiting areas and as needed to facilitate multi-modal transfers from bike or scooter or bus to BART. (LMSAP/DG-131: Furnishings)

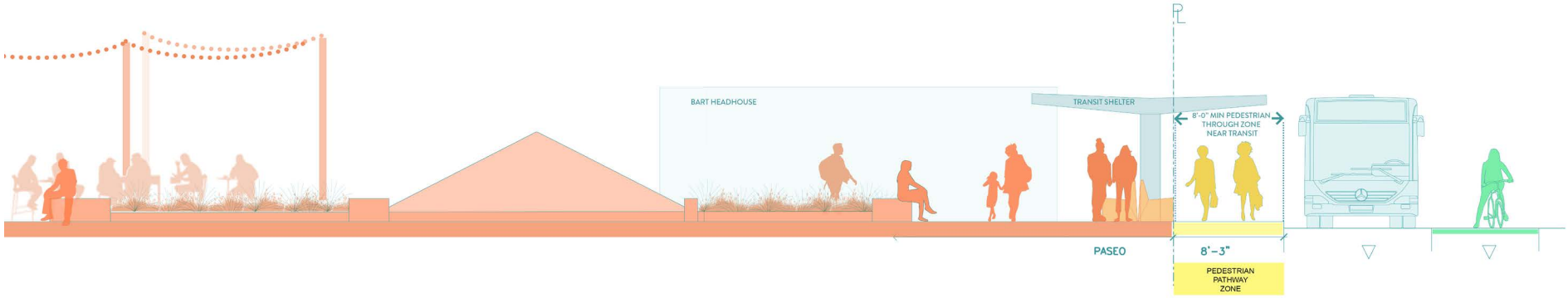



**Figure 18:** *Oak Street Block 1*

## B. 2. Fallon Street Frontage (Buildings A and B)

Fallon Street borders the Laney College campus on its east side and connects directly to the Oakland Museum of California (OMCA) on the north end. The mid-block Paseo creates a visual break through the site while providing a physical connection between Laney College and OMCA on the east and BART Plaza and Madison Square Park on the west. The primary residential entries and associated amenity space for Buildings A and B are located on Fallon Street to create an active frontage and a vibrant entry to the Paseo. Similar to the Oak Street frontage, the high-rise Building A and mid-rise Building B shall work together to create a cohesive sense of place and an active public realm on Fallon and at the Paseo. Due to the limited street frontage, no service areas or parking access points shall be located on the Fallon Street frontage.

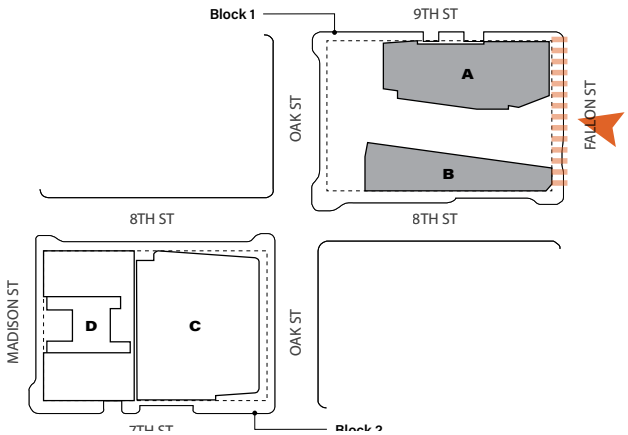



**Figure 20:** *Fallon Street Frontage and the Paseo Entry*

### Fallon Street Frontage: Design Standards

a. Parking uses shall include a minimum of 25% openings for natural ventilation.

b. A minimum six-foot deep canopy shall be provided on Building A at the corner of Fallon and the Paseo above the pedestrian level.

c. Horizontal fins with a minimum depth of one foot shall be provided on alternating upper floors. See Figure 21.

### Fallon Street Frontage: Design Guidelines

a. Emphasizing the corner of 9th and Fallon Street as a prominent corner with architectural features and main residential entry is recommended. (LMSAP/DG-7: Corner Building Design, LMSAP/DG-30: Ground Floor Entries)

b. Emphasizing the corners of Fallon Street and 8th and 9th Streets as gateways to the Paseo and main residential entrances is recommended as well as providing architectural details to define the corner and a vibrant pedestrian entry. (LMSAP/DG-7: Corner Building Design, DG-30: Ground Floor Entries)

c. Visual transparency may be used to create an active and inviting public realm and to connect the street life to the Paseo. (LMSAP/DG-32: Views of Indoor Spaces)

d. Residential entries may be designed as prominent elements that reinforce and activate street frontage. (LMSAP/DG-30: Ground Floor Entries)

e. The narrow corner at Building B creates a dramatic frontage that may be enhanced with a recessed entry or other significant and welcoming element that provides a visual landmark for Block 1 and relates to the scale of the Laney Campus.

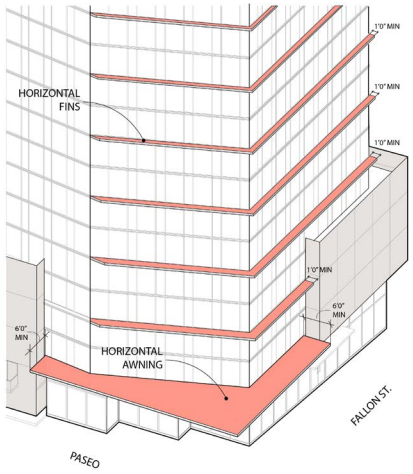



**Figure 21:** *Building A Corner at Fallon Street and the Paseo*

**Figure 22:** *Residential Tower Entry*

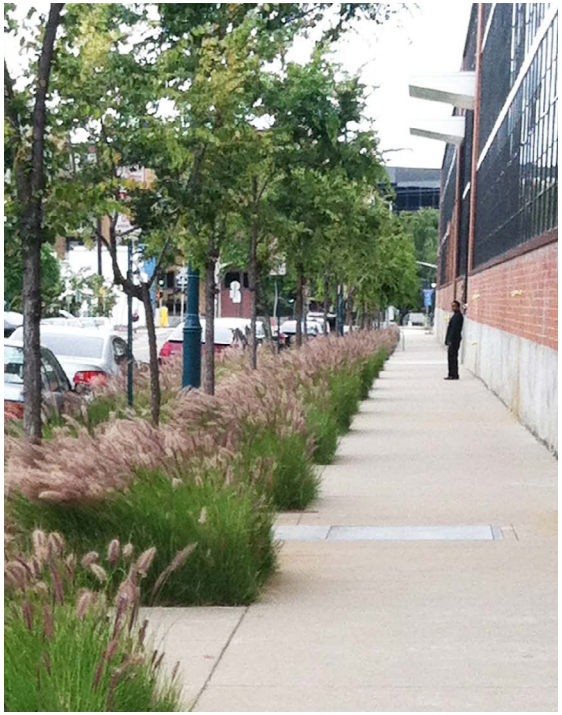


**Figure 23:** *Robust Under Planting and Cohesive Street Tree Character*

**Figure 24:** *Building Corner at 8th and Fallon Streets*

## Fallon Street: Streetscape

Anchoring the Paseo's east end, this block connects to Laney and the Oakland Museum and embraces a campus character.

### Business Frontage Zone

a. Small urban furniture elements including benches, container plants, and extension of the lobby to the outside should be encouraged.

b. Elegant vertical circulation with clear sitelines to the Paseo should be maintained at entry points mid-block in the business frontage zone.

c. Plantings that screen BART structures and utilities are desirable within the constraints of the BART Facilities Standards.

### Pedestrian Pathway Zone

a. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Control joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street or text connecting to cultural identity of site such as poetry or history.

c. Public seating that can be located at back of sidewalk or near lobbies is encouraged.

d. New street trees and lush plantings should be provided along Fallon to connect the Paseo with the campuses of Laney College and the OMCA. (LMSAP/DG-110: Tree Planting and Preservation)

### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

b. Furniture types include loop bike racks, backed and non-backed benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, and concrete.

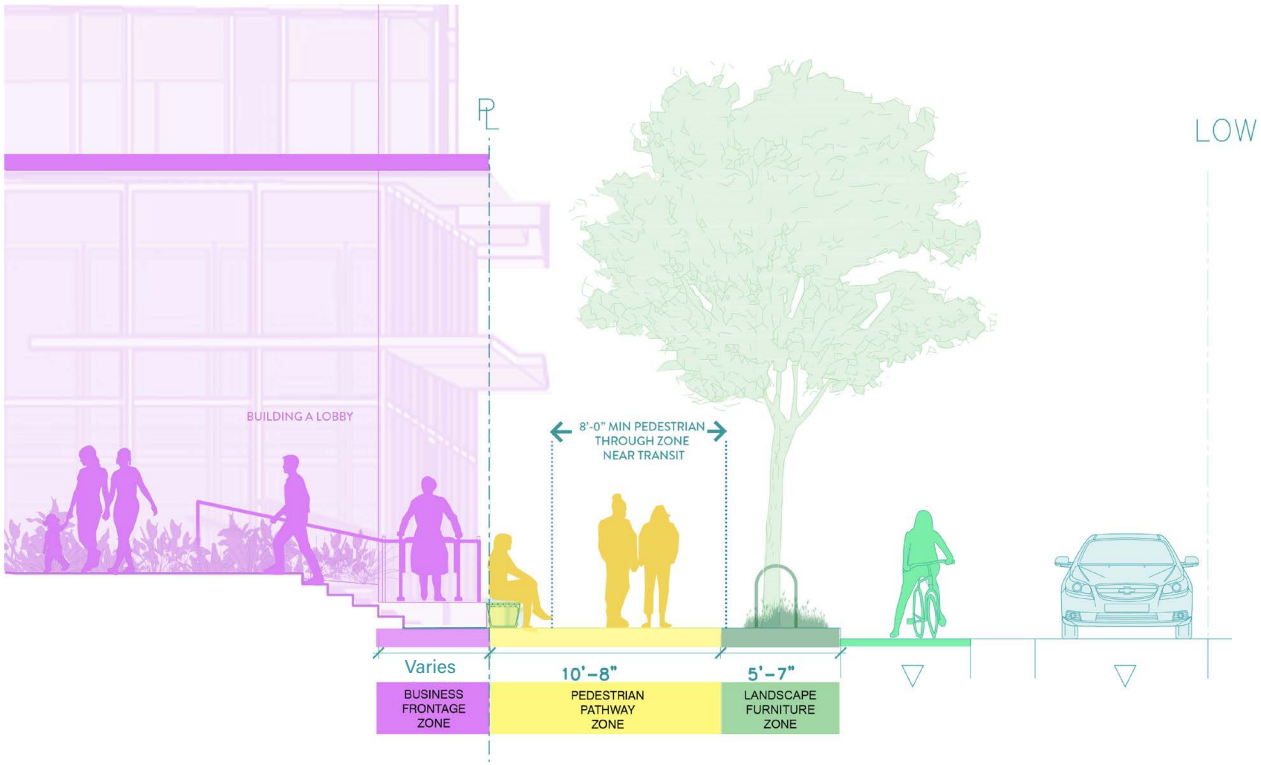



**Figure 25:** *Fallon Street Block 1*

## B.3. 9th Street Frontage (Building A)

9th Street is considered a Principal Street and serves as an important connector for auto, bicycle and pedestrian traffic traveling between Chinatown and Laney College. Active ground floor uses are encouraged on the 9th Street frontage with a focus on creating active corner elements. Access to parking and loading, and necessary ground floor services are located on the 9th Street frontage to avoid impacting the narrower Fallon Street frontage. Where non-active uses occur at the ground level street frontage, architectural and planting treatments should be used to maintain an attractive and lively pedestrian experience.

**Figure 26:** *Special Paving between Tree Wells*

**Figure 27:** *Festival Lighting Infrastructure Cables*

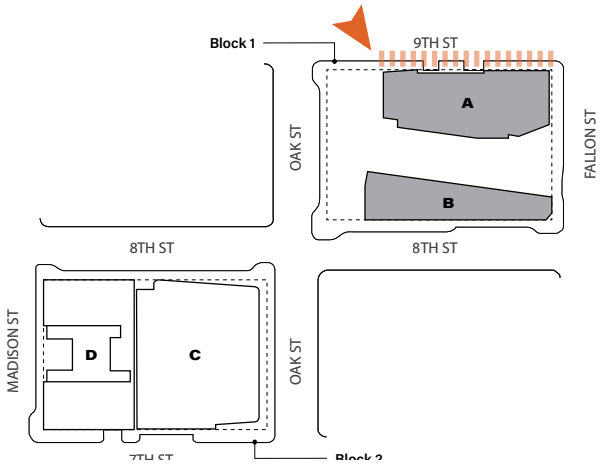



**Figure 28:** *9th Street and Oak Street Corner*

### 9th Street Frontage: Design Standards

a. The Building A tower shall be setback from the base building a minimum of 10 feet along the 9th Street frontage. See Figure 29.

b. Parking uses located in the Building A podium shall be wrapped in a porous screen with minimum 25% openings to allow for natural ventilation. Screening element to be integrated with overall building design, or consist of high-quality, contrasting material to create an architectural feature. (LMSAP/DG-98: Integral Design)

### 9th Street Frontage: Design Guidelines

a. It is recommended that the ground floor be set back two to four feet from the public right-of-way to create a wider sidewalk with a minimum of eight foot clearance. Upper levels of the building may extend over the ground floor set back to the public right-of-way, maintaining a 15-foot minimum height from the sidewalk. (LMSAP/DG-125: Sidewalk Elements)

b. Active ground floor uses may be provided at the building corners at Fallon Street and Oak Street. The minimum length of the active frontage from each corner may be not less than 30 feet. (LMSAP/DG-8: Primary Lot Frontage)

c. Transparent openings may be provided at active uses such that windows allow views of indoor space between two and nine feet above the sidewalk. (LMSAP/DG-32: Views of Indoor Space)

d. The access for parking and loading areas may be as narrow as functionally possible. (LMSAP/DG-92: Vehicular Access)

e. Garage and other service access doors are recommended to be set back from the public right-of-way two to four feet to reduce prominence. It is also recommended that access doors be fabricated from high-quality and easily maintained materials, with glazing incorporated where possible. (LMSAP/DG-93: Site Design)

f. Non-active ground floor uses including service areas and parking facilities may be articulated with architectural elements such as a change in material and/or texture, screening elements, translucent windows and plantings (LMSAP/DG-93: Site Design)

g. At the 9th Street frontage the tower may be set back 10 feet from the Building Base to reduce apparent scale and modulation of the podium facade. (LMSAP/DG-19: Step Back Above the Podium Height)

h. Step backs above the Building Base may be utilized as roof gardens and active outdoor space. (LMSAP/DG-27: Active Upper Stories)

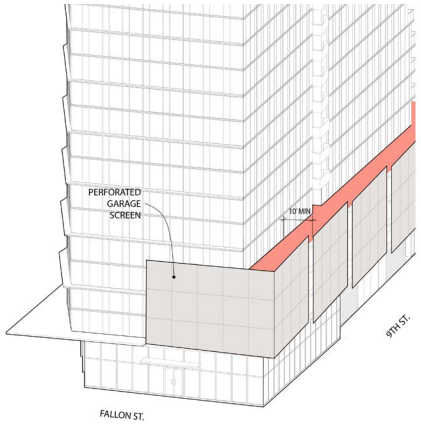



**Figure 29:** *Building A Corner at 9th and Fallon Street.*

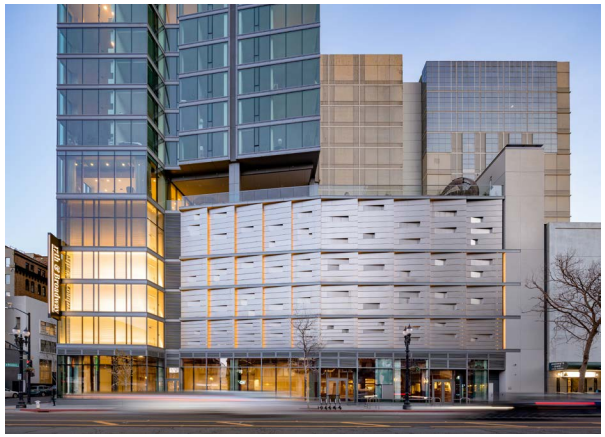


**Figure 30:** *Porous Screen at Parking Uses*

**Figure 31:** *Active Use near Oak Street / BART*

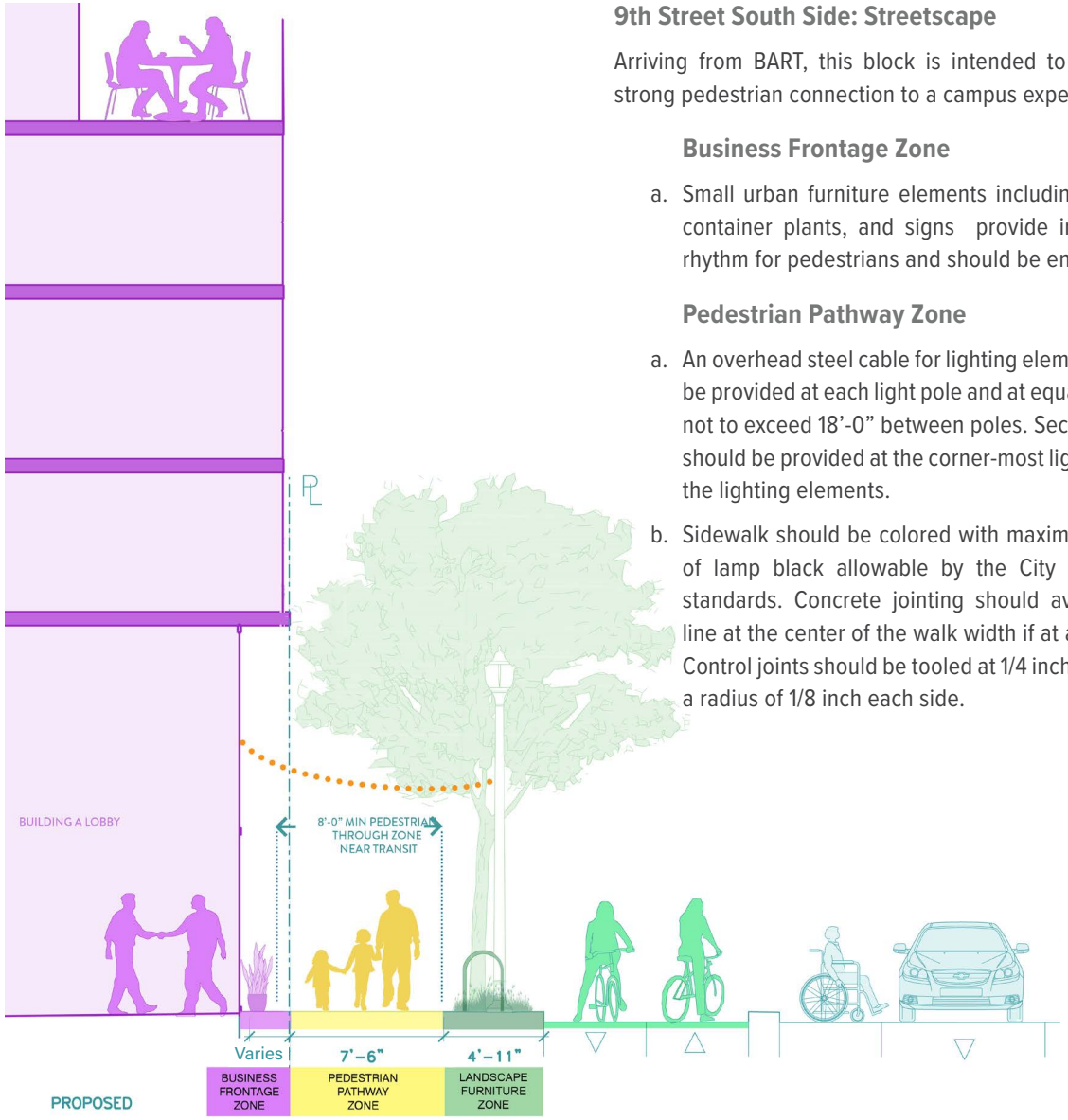



**Figure 32:** *9th Street Block 1*

## 9th Street South Side: Streetscape

Arriving from BART, this block is intended to feel like a strong pedestrian connection to a campus experience.

### Business Frontage Zone

a. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

### Pedestrian Pathway Zone

a. An overhead steel cable for lighting elements should be provided at each light pole and at equal distances not to exceed 18'-0" between poles. Secured power should be provided at the corner-most light poles for the lighting elements.

b. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Control joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

c. Corners of sidewalks should be stamped with letters to show name of street and or text connecting to cultural identity of site such as poetry or history.

d. New street trees that could be carried west to Madison Park should be provided along 9th to connect to the campuses of Laney College and OMCA, strengthen its identity as a green street, and increase livability. (LMSAP/DG-110: Tree Planting and Preservation)

### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

b. Between tree wells concrete unit pavers, stamped concrete, or cobblestones should be use to unify the three blocks of 8th and 9th at the curb edge. Stamp design could be created with an artist to be culturally relevant to Chinatown.

c. Furniture types include loop bike racks, backed and non-backed benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. For 8th and 9th these selections should extend to three block open space and may be colorful or otherwise stand out to reinforce the frame of the open space on 8th and 9th Streets.

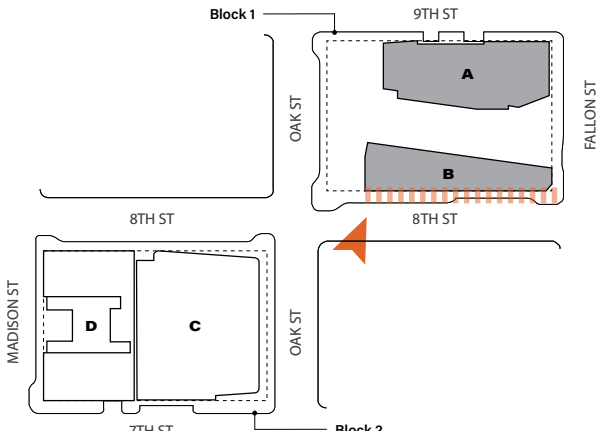
## B. 4. 8th Street Frontage (Building B)

8th Street is considered a Principal Street and serves as an important connector for auto, bicycle and pedestrian traffic. It is designated as a pedestrian-oriented spine, a priority lighting corridor, a commercial corridor and transit preferential street. The Oak Street corner is the priority location for active retail uses on Block 1 and provides an important gateway to the public open spaces at the BART Plaza and the Paseo. The Fallon Street corner is also highly prominent due to the narrow building footprint and also provides an important gateway to the Paseo. Necessary ground floor services are located on 8th Street frontage to avoid impacting the Fallon Street frontage and public spaces at the Paseo and BART entrance areas.

**Figure 33:** *Bus Bulb Out*

**Figure 34:** *Sculptural Skylight Wayfinding*

**Figure 35:** *8th Street Frontage*



## 8th Street Frontage: Design Guidelines

a. To allow for an eight-foot minimum clear width at sidewalk, the ground floor may be setback an average depth of two to four feet from the public right-of-way for the entire frontage length. Upper levels of the building may extend over the ground floor setback to the public right-of-way, maintaining a 15-foot-minimum height from the sidewalk. The ground floor setback may also provide room for planting treatments to reduce blank wall impacts where blank walls are unavoidable. See Figure 36. (LMSAP/DG-29: Distinct Ground Floor, DG-38: Blank Wall Limitations)

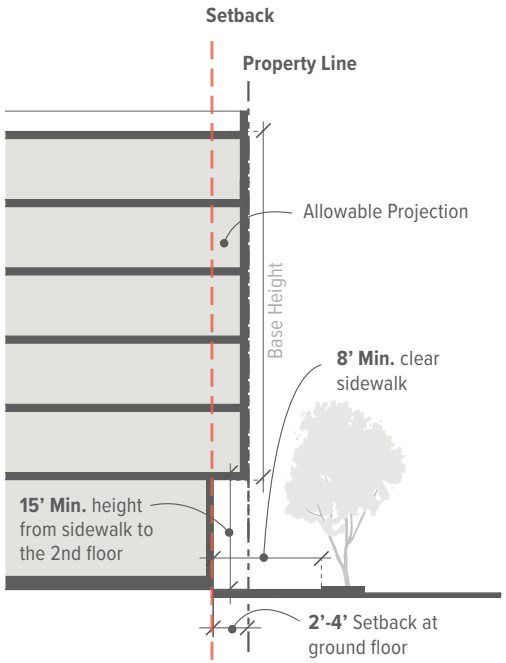



**Figure 36:** *Ground Floor Setback*

b. Massing breaks and architectural elements may be used to reduce the apparent building bulk along 8th Street. The massing breaks could correspond to the internal function of the building. (LMSAP/DG-16: Three-dimensional Articulation)

c. Building design may take advantage of the south facing frontage on 8th Street to create visually interesting patterns of lights and shadows. Proving regular rhythms of elements such as awnings, metal canopies, sunshades and bays, and/or recessed windows to create playful light and shadow patterns is recommended. Consider use of awnings, canopies, and other details over 'back of house' activities to create a more interesting facade. (LMSAP/DG-16: Three-dimensional Articulation)

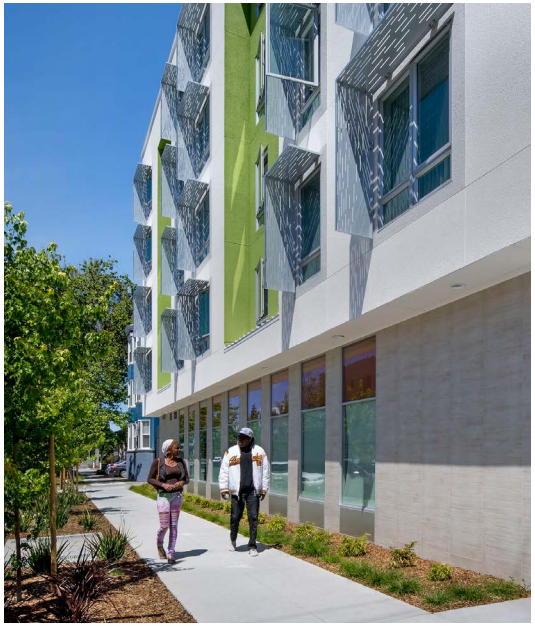


**Figure 37:** *Planting at Ground Floor Setback*

d. Active ground floor commercial spaces may be provided at the Oak Street corner with a recommended minimum length on 8th Street of not less than 30 feet, utilizing large glazing and horizontal awnings that fully wrap the corner of this façade. The minimum height of the ground floor commercial space from the 8th Street sidewalk may be no less than 15 feet and no colonnades are allowed in front of the commercial space. (LMSAP/DG-32: Views of Indoor Spaces, DG-7: Corner Building Design, DG-6: Avoid Colonnades)

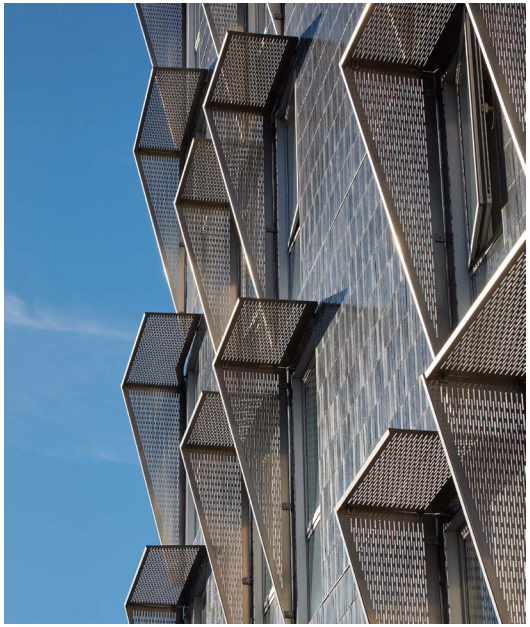


**Figure 38:** *South Facing Frontage*

e. It is recommended to emphasize and highlight the building corner at Oak Street and 8th Street by architectural forms and features such as change in the height, roof form, different material, and recessed or projected architectural elements, to visually define and animate the intersection. (LMSAP/DG-7: Corner Building Design)

f. Active ground floor uses may be provided at Fallon Street corner with a minimum length on 8th Street of not less than 30 feet. Active uses at this location may include residential lobby entrance or residential amenity spaces. (LMSAP/DG-32: Views of Indoor Spaces)

g. Given the narrow building footprint at Building B, ground floor uses such as the community room and the lobby are encouraged to provide windows on both sides of the space to allow views from 8th Street frontage to the Paseo. This would activate the street frontage and also create visual connections between 8th Street and the Paseo. (LMSAP/DG-1: Public Perception, DG-32: Views of Indoor Spaces)

h. It is recommended that the total active frontage be less than 50% of the ground floor frontage.

i. A ground floor setback is encouraged at the Fallon Street corner to enhance public access and views to the Paseo from 8th Street. Upper levels of the building may extend over the corner setback to the public right-of-way. It is recommended that the corner ground floor setback be a minimum of two stories. (LMSAP/DG-29: Distinct Ground Floor, DG-26: Pedestrian Scale)

j. It is recommended that blank walls, service doors and other non-active elements be limited to a maximum of 30% of the linear ground floor frontage on 8th Street. Consider use of windows, architectural details, landscaping, or art details at these non-active elements. (LMSAP/DG-38: Blank Walls)

k. New street trees may be provided along 8th to reinforce its role as a green street and provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation)

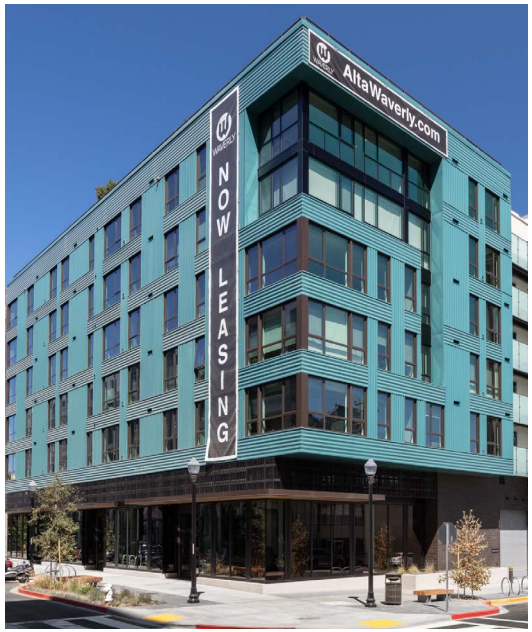



**Figure 39:** *Building Corner and Active Uses*

**Figure 40:** *Main Residential Entry at the Corner*


**Figure 41:** *Transparency at Active Frontage*

## 8th Street (North Side): Streetscape

An important corridor for arriving in Oakland from the freeway and points east on bicycle, this block is an important threshold for arrival in Chinatown.

### Business Frontage Zone

a. The building wall of 8th Street is experienced head on by those arriving from the south and east and as such should be memorable.

b. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

### Pedestrian Pathway Zone

a. An overhead steel cable for lantern elements should be provided at each light pole and at equal distances not to exceed 18'-0" between poles. Secured power should be provided at the corner-most light poles for the lantern elements

b. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

c. Corners of sidewalks should be stamped with letters to show name of street.

d. Extended space for pedestrians and transition from shuttles and cars to BART is provided outside the landscape furnishing zone

### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

b. Between tree wells concrete unit pavers, stamped concrete, or cobblestones should be use to unify the three blocks of 8th and 9th at the curb edge. Stamp design could be created with an artist to be culturally relevant to Chinatown.

c. Furniture types include loop bike racks, backed and non-backed benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials. For 8th and 9th these selections should extend to a three block open space and may be colorful or otherwise stand out to reinforce the frame of the open space on 8th and 9th.

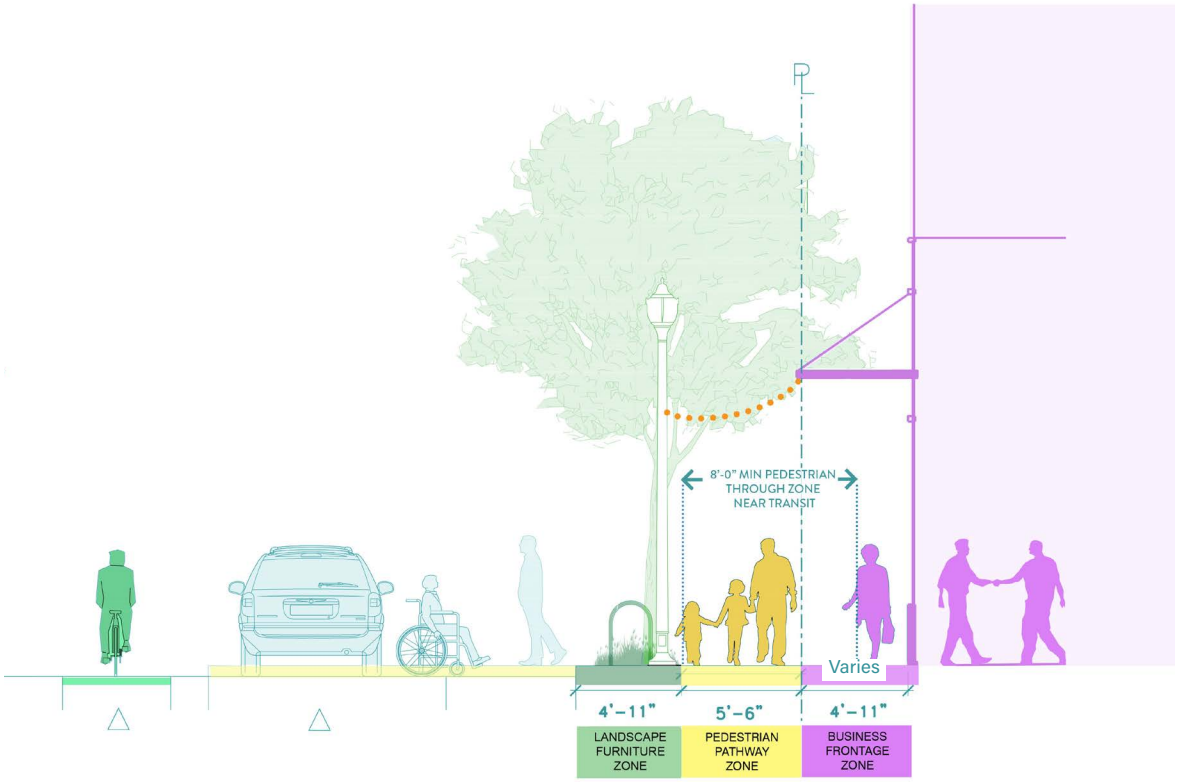



**Figure 42:** *8th Street Block 1*

## B. 5. Paseo Frontage (Buildings A and B)

The Paseo will provide a new pedestrian-oriented connection between the BART entrances located on Oak Street and Laney College, Lake Merritt, and the Oakland Museum of California (OMCA) to the northeast. Active ground floor uses including retail and dining storefronts should be located near the BART headhouses and Oak Street. Building articulation, new landscape elements, and public art should enhance the pedestrian experience of this new public amenity. The high-rise Building A and mid-rise Building B should use a complementary and cohesive design language to create a vibrant sense of place.

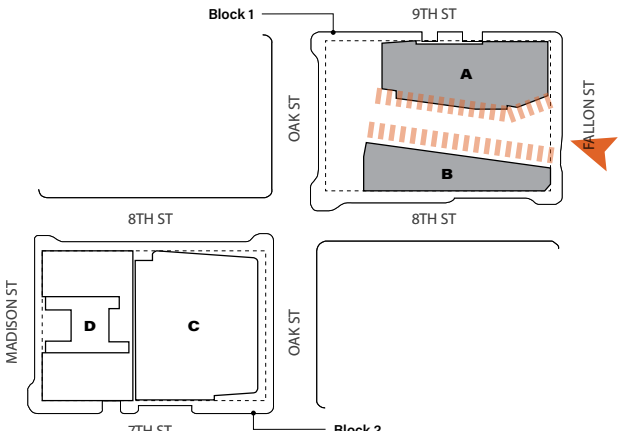



**Figure 43:** *Paseo Frontage*

### Paseo Frontage: Design Standards

a. Building A tower shall be setback from the building base.

b. Parking uses located in the Building A podium shall be wrapped in a porous screen with minimum 25% openings to allow for natural ventilation. Screening element to be integrated with overall building design, or consist of high-quality, contrasting material to create an architectural feature. (LMSAP/DG-98: Integral Design)

c. A canopy at least four feet in width shall be located above pedestrian level at the corner of the Paseo and Oak Street. See Figure 13.

### Paseo Frontage: Design Guidelines

a. At the Paseo-fronting facades, visually interesting architectural features may be employed to encourage interactions with passersby and highlight focal points. (LMSAP/DG-26: Pedestrian Scale)

b. Active uses such as storefronts, dining and building entrances may be located at the ground floor frontage on both sides of the Paseo to create a destination and active public space. (LMSAP/DG-39: Storefronts)

c. It is recommended that pedestrian-scale articulation such as overhangs, recesses, enhanced lighting, and increased transparency are used to create an active and inviting public scale. (LMSAP/DG-26: Pedestrian Scale, DG-78: Building Lighting)

d. It is recommended that awnings and canopies be in scale with the building and complement the overall design while providing protection from weather and sun. (LMSAP/DG-35: Awnings)

e. Where blank walls are unavoidable, their facades may be articulated with architectural elements such as a change in material and/or texture, screening elements, translucent windows, public art, and/or plantings. (LMSAP/DG-38: Blank Walls)

f. It is recommended to activate the roofs of the adjacent podium building(s) on the Paseo with shared amenities and other tenant uses to increase vibrancy of the pedestrian experience.

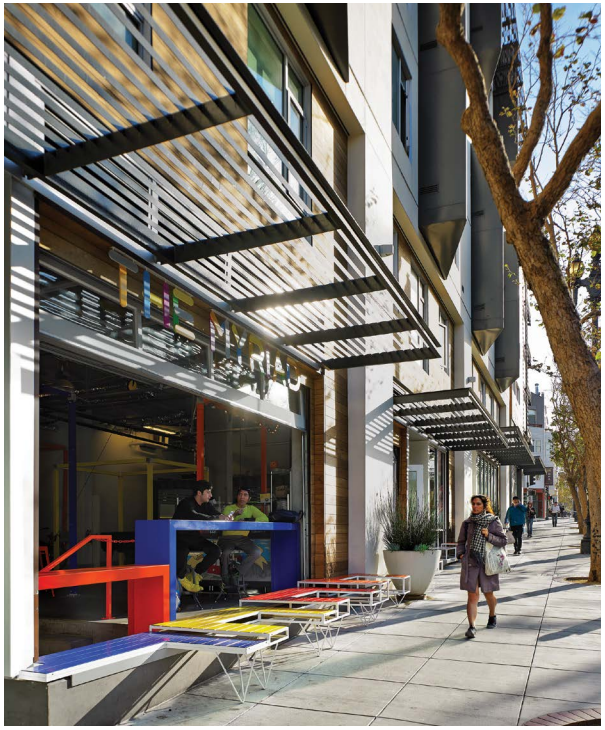


**Figure 44:** *Use of Awnings and Indoor Outdoor Relation*

**Figure 45:** *Active Corners along the Paseo*

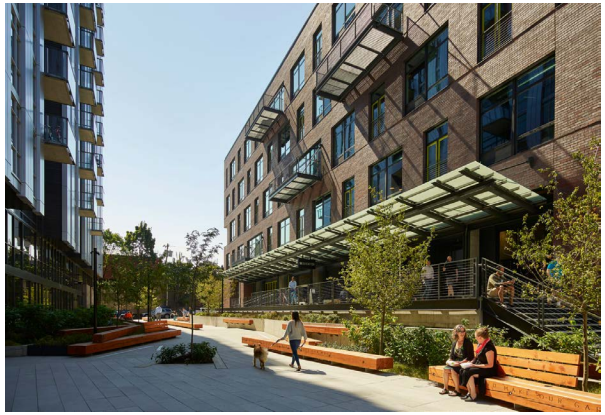


**Figure 46:** *Community Room along Paseo*

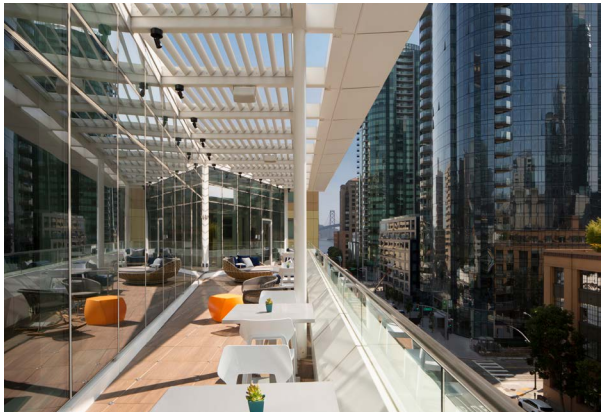
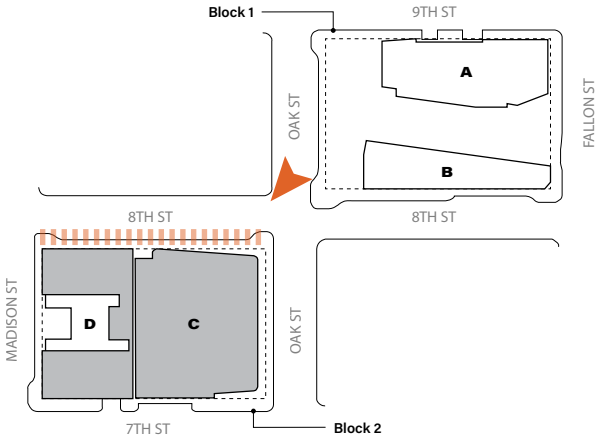


**Figure 47:** *Active Use at Step Back*

## C. Building Design – Street Frontage Guidelines for Block 2

### C.1. 8th Street Frontage (Buildings C and D)

8th Street is considered as a Principal Street and the “front door” for Block 2 as well as the primary address for both the high-rise Building C and the mid-rise Building D. 8th Street serves as an important connector for auto, bicycle and pedestrian traffic and it is designated as a pedestrian-oriented spine and Commercial Corridor. This segment of 8th Street links the commercial core of Chinatown with Madison Square Park, Lake Merritt BART Station, and Laney College. It is designated as a priority lighting corridor and transit preferential street. The BART Plaza on the north side of 8th Street is directly opposite Block 2. Active uses are encouraged to face 8th Street to enhance the pedestrian experience. Setbacks at the ground floor are encouraged to provide wider sidewalks and to provide a strong sense of arrival at the primary entries.



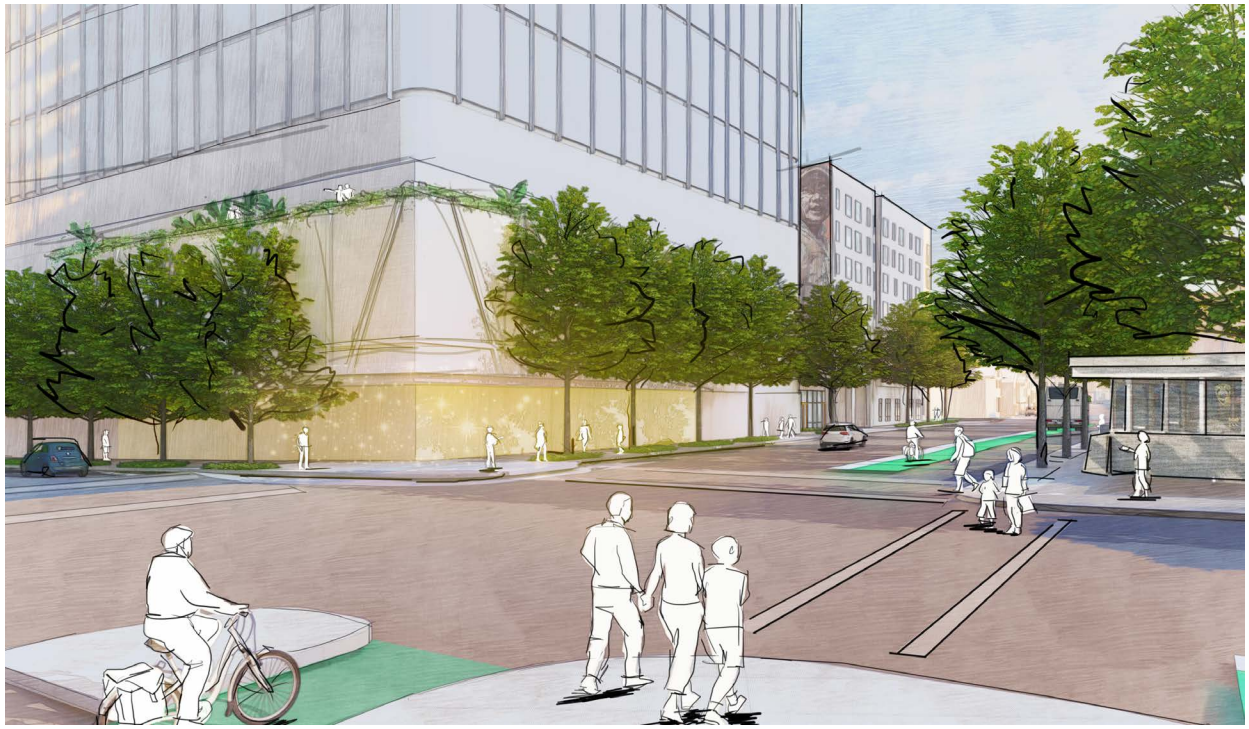



**Figure 48:** *8th Street Frontage*

### 8th Street Frontage: Design Guidelines

a. To allow for a five-foot six-inch minimum clear width at sidewalk, it is recommended that the ground floor be setback an average depth of two to four feet from the public right-of-way for the entire frontage length. The depth of this ground floor step back may vary. Upper levels of the building may extend over the ground floor set back to the public right-of-way. (LMSAP/DG-29: Distinct Ground Floor)

b. Architectural articulations and landmark features may be used to highlight and emphasize the building corners at Madison and Oak Street to define and animate the intersections. (LMSAP/DG-7: Corner Building Design)

c. Active ground floor uses with high transparency may be provided for the entire 8th Street frontage. Active uses may include building entries, residential amenities, childcare space or other community serving uses and retail. Office and administrative uses at the ground floor may not exceed 25% of the length of the frontage. (LMSAP/DG-32: Views of Indoor Spaces)

d. At the Oak Street corner, Building C may provide an active use that wraps the corner on to Oak Street with large windows and other architectural features that create a strong relationship to the BART entrances and to Block 1. A flexible retail use with possible connection to the office lobby is recommended. (LMSAP/DG-32: Views of Indoor Spaces, DG-42: Flexible Commercial Space)

e. A small plaza, building recess or other street level open space may be provided at or near the juncture of Building C and Building D. It is recommended that this mid-block break may be designed as a welcoming “front porch” to accommodate a primary entry or entries for one or both buildings. (LMSAP/DG-32: Views of Indoor Spaces, DG-48: Entry)

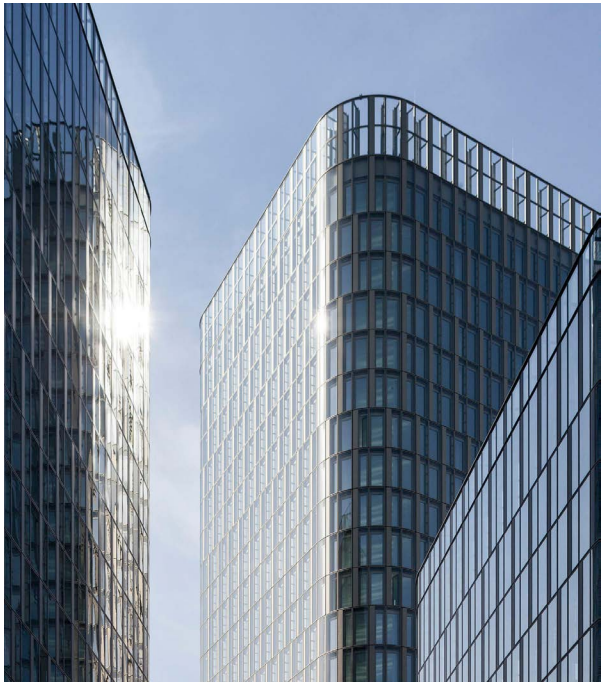


**Figure 49:** *Tower Articulation*

**Figure 50:** *Active Corners*

f. The Tower at Building C may be stepped back from the interior lot line at Building D to provide a mid-block massing break between Building C and Building D. It is recommended that this setback be a minimum 10 feet for a minimum of 50% of tower perimeter, measured from the public right-of-way. It is recommended that this massing break be coordinated with the street level open space.

g. It is recommended that the design of the high-rise Building C and the mid-rise Building D be coordinated to create a cohesive frontage and to reinforce the overall sense of identity for the block. This coordinated design may take the form of a similar vocabulary of forms, openings and materials.

h. At the 8th Street frontage the tower may be stepped back up to 10 feet minimum from the building base to reduce the apparent scale of the tower.

i. The tower massing may employ articulation strategies such as massing breaks, tapering and sculpted corners and roofline to reduce apparent mass and create a distinctive profile on the skyline. (LMSAP/DG-22: Slender Towers, DG-24: Distinguished Tower Design)

j. Open spaces may be provided at step backs and roof tops facing 8th Street to take advantage of views to BART Plaza, Lake Merritt and to downtown Oakland.

k. Blank walls, service doors and other non-active elements may be limited to a maximum of 15% of the linear ground floor frontage on 8th Street. (LMSAP/DG-38: Blank Walls)

l. Where blank walls or service doors occur at the ground level, consider incorporating artwork to enhance the 8th Street as the primary frontage for Block 2.

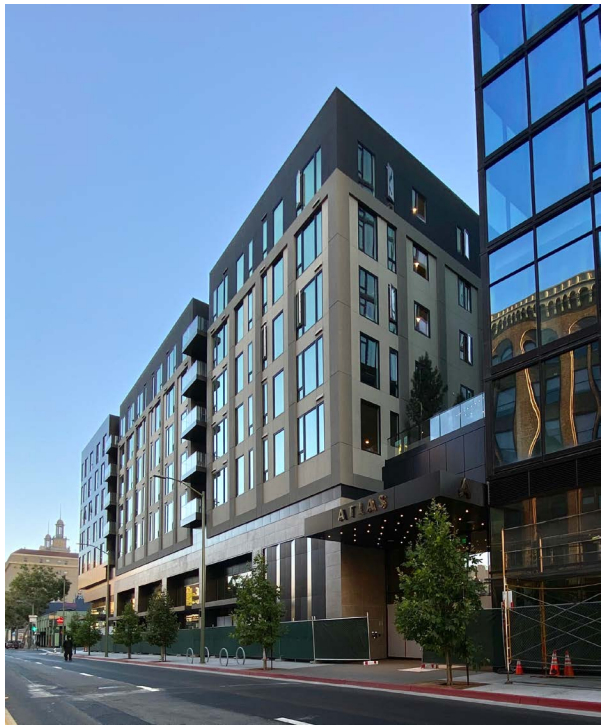



**Figure 51:** *Mass Break between Buildings C and D*


**Figure 52:** *Prominent Residential Entry*

**Figure 53:** *Artwork on Blank Walls*

### 8th Street (South Side): Streetscape

Located on an important corridor this block creates a street wall for framing the three block open space.

#### Business Frontage Zone

a. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

#### Pedestrian Pathway Zone

a. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street.

#### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

b. Furniture types include loop bike racks, backed and non-backed benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials.

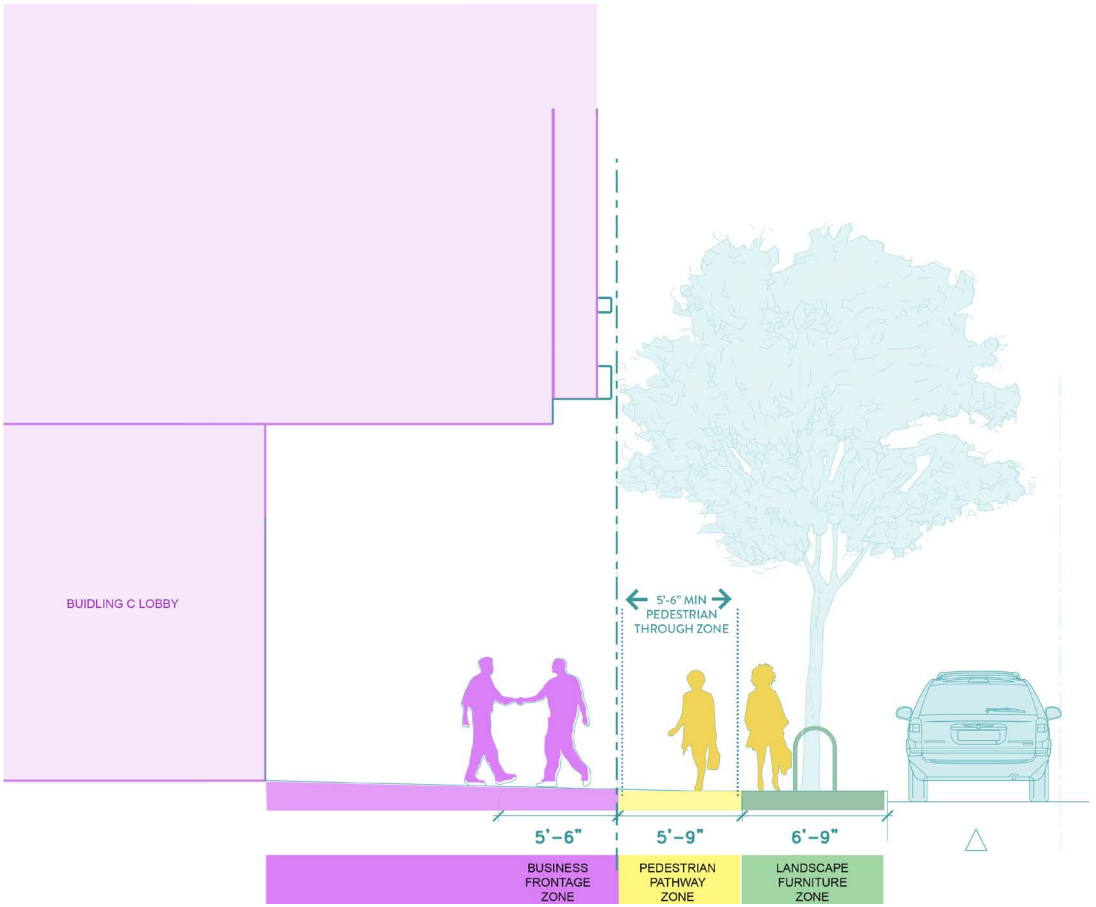
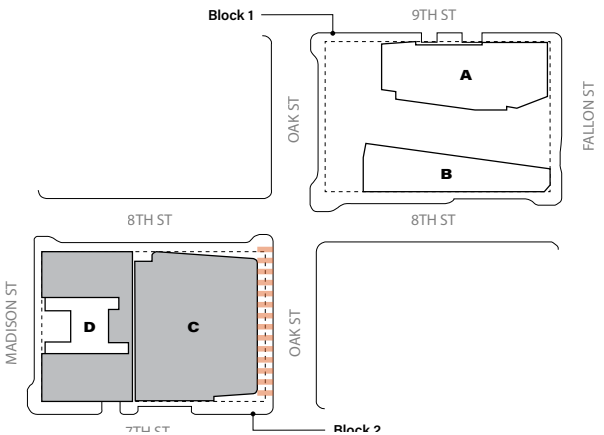



**Figure 54:** *8th Street Block 2*

## C. 2. Oak Street Frontage (Building C)

Oak Street is the southern gateway to the Lake Merritt BART Project and is identified as a green street in the LMSAP Design Guidelines. The three north bound lanes provide auto, bike and pedestrian connections from the Jack London neighborhood to Lake Merritt BART Station, the Oakland Museum and to Lake Merritt. Oak Street also provides a direct connection to the Lake Merritt BART Station from the I-880 Freeway. The east side of Oak Street is occupied by two-story residential buildings with varying setbacks. Oak Street slopes down approximately five feet from 8th to 7th Street. This slope will impact the arrangement of ground floor uses and the feasibility of entries to ground floor active uses. Wide sidewalks, active ground floor uses and upper floor step backs should be utilized to provide a welcoming pedestrian experience and a transition from the residential buildings on the south side of Oak Street to the high-rise Building C.




### Oak Street Frontage: Design Guidelines

a. It is recommended that the ground floor be setback to allow for additional width at the sidewalk. The depth of the ground floor setback may vary but cannot exceed five feet. Where upper levels of the building extend over the ground floor setback, it is recommended that a generous 15-foot minimum clear height be provided and the setback be free of columns to increase visibility between the interior and the public way. (LMSAP/DG-6: Avoid Colonnades, DG-32: Views of Indoor Spaces, DG-128: Streets with Special Functions)

b. Active ground floor uses may be provided along the entire Oak Street frontage. Active uses may include building entries, a maker space or retail use. Multiple entries are encouraged where feasible. Office and administrative uses at the ground floor may not exceed 25% of the length of the frontage. (LMSAP/DG-30: Ground Floor Entrances)


**Figure 55:** *Active Frontage*

c. Architectural articulations and landmark features may be used to highlight and emphasize the building corners at 8th Street and 7th Street, including sculpted corners, changes in material and other features. (LMSAP/DG-7: Corner Building Design)

d. At the 8th Street corner, Building C may provide an active ground floor use that wraps the corner onto 8th Street with large windows and other architectural features to create a strong relationship to the BART Plaza and to Block 1. (LMSAP/DG-32: Views of Indoor Spaces, DG-42: Flexible Commercial Space)

e. At the 7th Street corner, it is recommended that Building C provide an active ground floor use that wraps the corner onto 7th Street with architectural features to create a welcoming gateway element and a transition in scale to adjacent residential uses. (LMSAP/DG-32: Views of Indoor Spaces, DG-42: Flexible Commercial Space)

f. The tower at Building C may be stepped back from the building base a minimum of 10 feet to reduce the apparent scale of the tower. (LMSAP/DG-19: Step Back Above the Podium Height)

g. It is recommended that blank walls, service doors and other non-active elements be limited to a maximum of 15% of the linear ground floor frontage on Oak Street. (LMSAP/DG-38: Blank Wall Limitation)

h. Where blank walls or service doors are unavoidable at the ground level, consider incorporating artwork to reinforce Oak Street as a gateway to the Lake Merritt BART Project. (LMSAP/DG-38: Blank Wall Limitation)

i. New street trees and lush planting may be provided along Oak to reinforce its role as a green street and provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation)

**Figure 56:** *Active Corners*

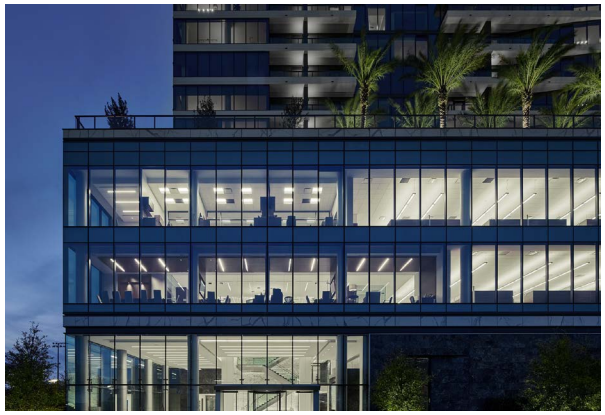


**Figure 57:** *Step back above Building Base*

## Oak Street (Block 2): Streetscape

An important corridor for arriving in Oakland from the freeway and points south, this block is an important threshold for arrival in Chinatown and heading towards the Lake, the OMCA, or the Courthouse beyond.

### Business Frontage Zone

a. A large setback at the ground floor provides space for the extension of the lobby program outside.

b. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

### Pedestrian Pathway Zone

a. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street.

### Landscape Furniture Zone

c. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

d. Furniture types include loop bike racks, backed and non-backed benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials.

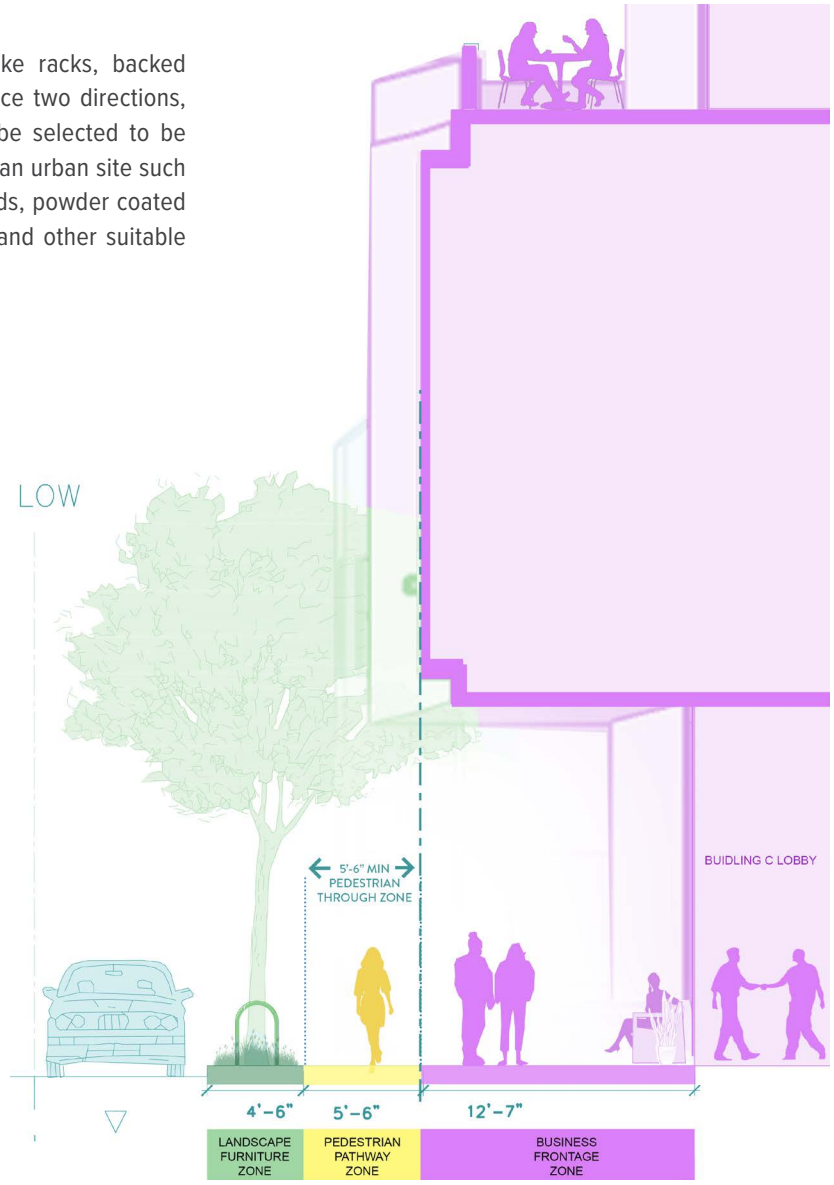
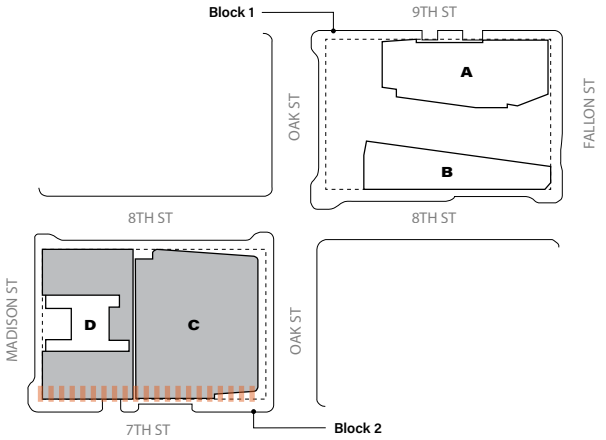



**Figure 58:** *Oak Street Block 2*

## C.3. 7th Street Frontage (Buildings C and D)

7th Street is a one-way street with three lanes of east bound traffic connecting the commercial and residential districts of Chinatown with south side of the Laney College campus and with the East Lake neighborhoods to the south. The south side of 7th Street is occupied by two- to three-story residential buildings with varying setbacks. Active uses should be provided at corner locations to create an attractive frontage. Parking entries and services for Building C and Building D should be consolidated mid-block at the 7th Street frontage to maximize the opportunity for active ground floor uses at the other frontages.




### 7th Street Frontage: Design Guidelines

a. To allow for additional width at sidewalk, the ground floor may be setback an average depth of two feet from the public right-of-way for the entire frontage length. The depth of the ground floor setback may vary but cannot exceed five feet. Upper levels of the building may extend over the ground level setback. See Figure 36.

b. It is recommended that architectural articulation be used to highlight the building corners and active ground floor uses at Oak Street and Madison Street.

c. Active ground floor uses may be provided at the Oak and Madison Street corners with a minimum length on 7th Street of 30 feet. Active uses may include building entries, childcare classrooms, maker space or retail use. Entries to active space from 7th Street are encouraged where feasible.

d. It is recommended that parking access and service areas be located mid-block. Curb cuts for parking access, loading and waste rooms may be consolidated where feasible. (LMSAP/DG-92: Vehicular Access)

e. It is recommended that the design of parking entries and service areas at Building C and Building D be coordinated to provide an integrated design and an attractive pedestrian frontage.

f. Where the Building C tower is stepped back from the building base, occupied roof terraces may be provided to activate and improve the pedestrian experience. (LMSAP/DG-27: Active Upper-Stories)

g. It is recommended that the tower at Building C be stepped back from the interior lot line at Building D to provide a mid-block massing break between Building C and Building D. It is recommended that this setback be at least 10 feet in width and at least 30 feet in depth, measured from the public right-of-way.

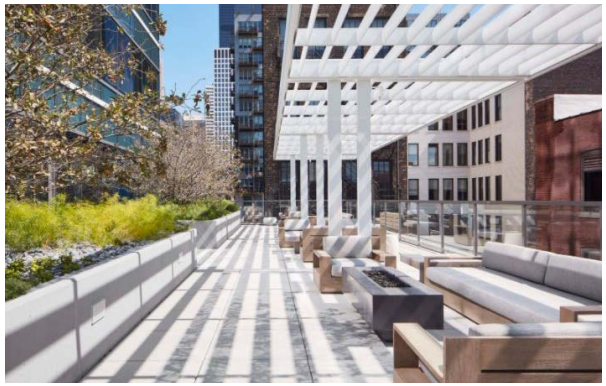


**Figure 59:** *Active Roof Terrace at Step Backs*

**Figure 60:** *Highlight Building Corners*

### 7th Street: Streetscape

A transition from larger buildings to smaller scaled houses, this street uses planting to soften and connect to neighbors gardens.

#### Business Frontage Zone

a. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

#### Pedestrian Pathway Zone

a. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street.

c. New street trees and lush planting along 7th are encouraged to reinforce its role as a green street and provide additional livability. (LMSAP/ DG-110: Tree Planting and Preservation)

#### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet.

b. Furniture types include loop bike racks, backed and non-backed benches, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials.

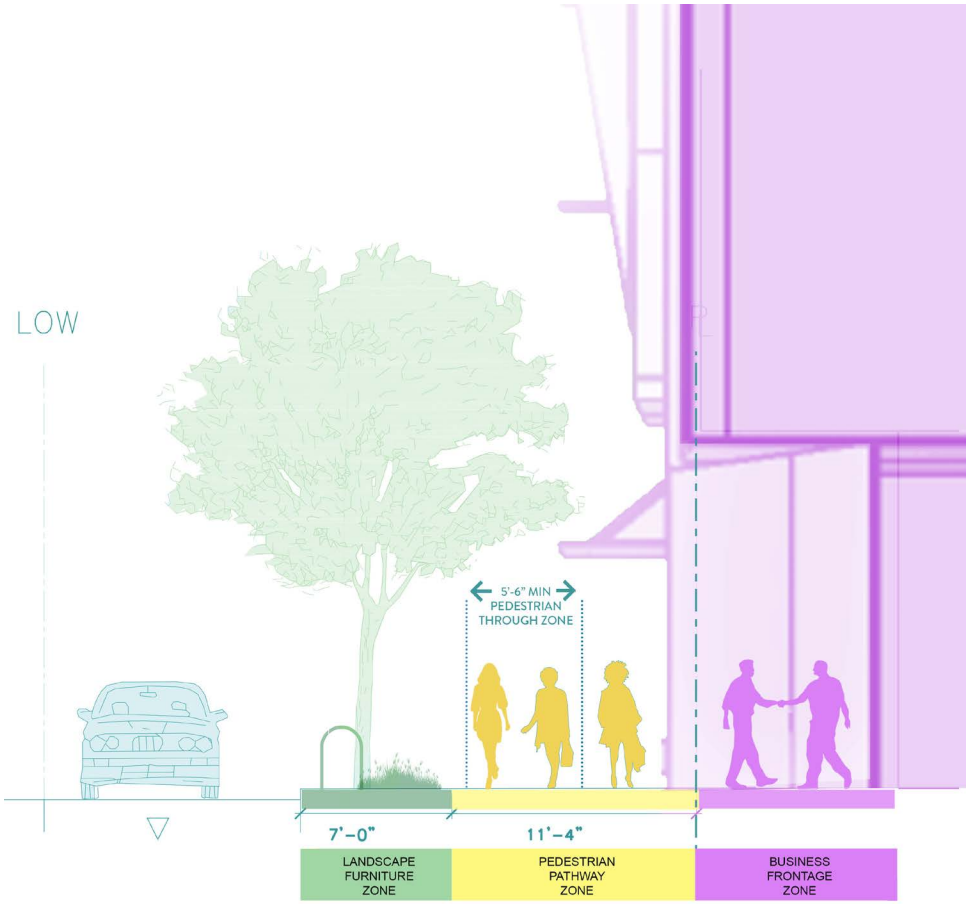



**Figure 61:** *7th Street Block 2*

## C. 4. Madison Street Frontage (Building D)

Madison Street is the western boundary of the Lake Merritt BART Project and provides auto, bike and pedestrian connections from the Gold Coast neighborhood to Madison Square Park and the Jack London neighborhood. The west side of Madison Street is occupied by two- and three-story residential buildings with varying setbacks. Madison Street slopes down approximately five feet from 8th Street to 7th Street. This slope will impact arrangement of ground floor uses and the feasibility of street level entries. Wide sidewalks, active ground floor uses and significant massing breaks at the mid-rise building should be utilized to provide a transition from the existing residential scale on the west side of Madison Street to the mid-rise Building D.

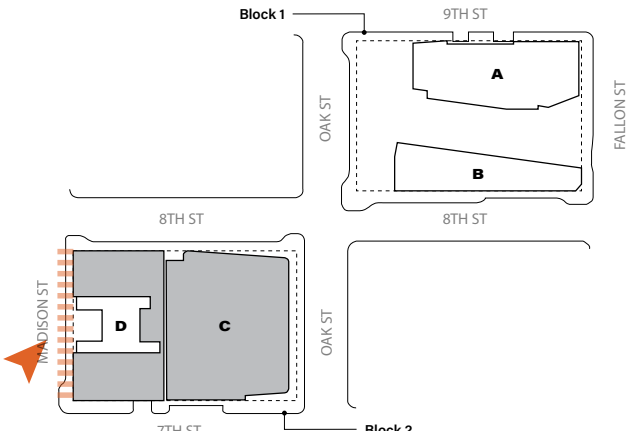



**Figure 62:** *Madison Street Frontage*

### Madison Street Frontage: Design Standards

a. A six-foot deep and a 40-foot long awning along 7th Street and a 10-foot long along Madison Street shall be provided at the southwest corner of Building D.

b. Upper level horizontal awnings shall be included at the second and third floors of the 7th and Madison Street corners. These upper floor awnings shall be four-foot deep and 30-foot long along 7th Street from the 7th and Madison Street. Additional horizontal awnings above the third floor are not required but encouraged. See Figure 63.

### Madison Street Frontage: Design Guidelines

a. To allow for an eight foot minimum clear width at sidewalk, it is recommended that the ground floor be setback a maximum depth of five feet from the public right-of-way for the entire frontage length. The depth of the ground floor setback may vary. Upper levels of the building may extend over the ground level set back to the public right-of-way. Architectural and landscape features such as awnings and planting may be used to enhance the pedestrian experience and to reduce the impact of upper floor overhang. See Figure 30. (LMSAP/DG-29: Distinct Ground Floor)

b. Entries, transparent windows and glazing may be provided at the 8th Street and 7th Street corners with a minimum length on Madison Street of 30 feet. (LMSAP/DG-32: Views of Indoor Spaces)

c. Active uses are encouraged at the remainder of the frontage. These uses may include offices, community amenity and childcare care facilities. (LMSAP/DG-42: Flexible Commercial Space)

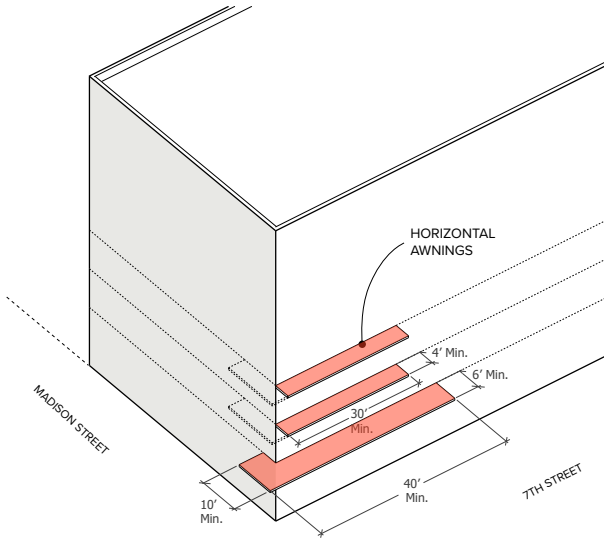



**Figure 63:** *Awnings at Building D, South-West Corner*

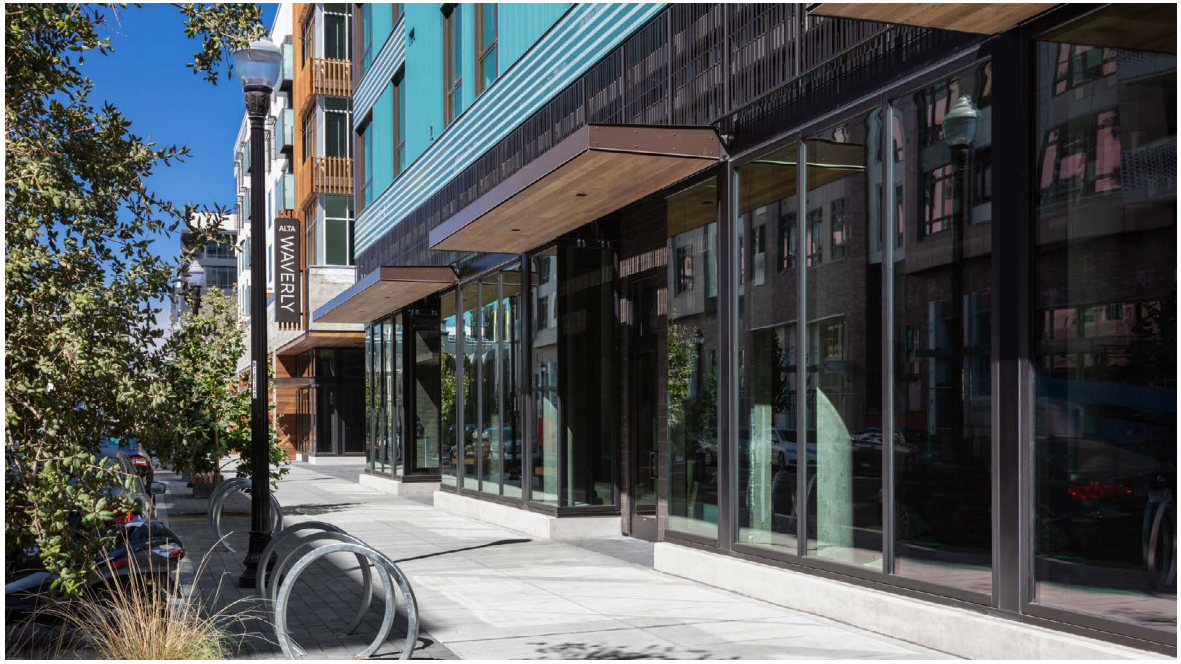



**Figure 64:** *Ground Floor Setback and Use of Awnings*

d. Architectural articulations may be used to highlight the building corners and to active ground floor uses at 7th Street and 8th Street. (LMSAP DG-26: Pedestrian Scale)

e. A street level plaza or courtyard is encouraged to create a mid-block break at the street level. It is recommended that this space be at least 30 feet in width and at least 20 feet in depth. This space may serve as a building entry, outdoor space for residents or outdoor space for a potential childcare space or other community serving use. A decorative fence may be provided to secure street level open space provided the fence is at least 75% transparent with a maximum eight-foot height. (LMSAP/DG-46: Street Wall Openings)

f. If a mid-block residential courtyard is provided at Building D at the street level or at an upper level, an opening to Madison Street is encouraged to provide additional sunlight into the courtyard and to provide a massing break at the upper floors. This opening may be at least 20 feet in width. Bridging elements are acceptable within this opening provided, they are open-air and allow significant visual transparency into the courtyard. (LMSAP/DG-46: Street Wall Openings)

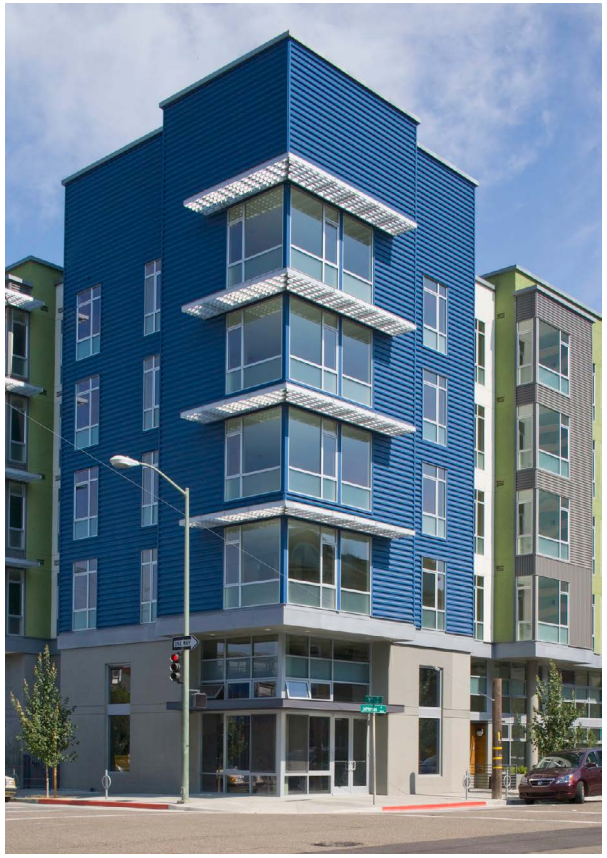


**Figure 65:** *Building Corner Design at 7th and Madison Streets*

**Figure 66:** *Massing Break and Street Level Plaza*

## Madison Street: Streetscape

A transition from larger buildings to smaller-scaled houses, this street uses planting to soften and connect to neighbors' gardens.

### Business Frontage Zone

a. Small urban furniture elements including benches, container plants, and signs provide interest and rhythm for pedestrians and should be encouraged.

### Pedestrian Pathway Zone

a. Sidewalk should be colored with maximum amount of lamp black allowable by the City of Oakland standards. Concrete jointing should avoid a joint line at the center of the walk width if at all possible. Joints should be tooled at 1/4 inch wide using a radius of 1/8 inch each side.

b. Corners of sidewalks should be stamped with letters to show name of street.

c. New street trees are encouraged along Madison to provide additional livability. (LMSAP/DG-110: Tree Planting and Preservation)

### Landscape Furniture Zone

a. Tree wells should provide continuous depth of soil volume for tree health within structural constraints of curb and sidewalk. Tree wells should be designed to achieve healthy plant growth including the provision of adequate drainage and quality planting soil. Durable, non-woody, evergreen plants should be selected for areas likely to be impacted by human feet

b. Furniture types include loop bike racks, backed and non-backed benches that face two directions, and lights. All products should be selected to be durable for the heavy impacts of an urban site such as using thermally modified woods, powder coated or galvanized metals, concrete, and other suitable materials.

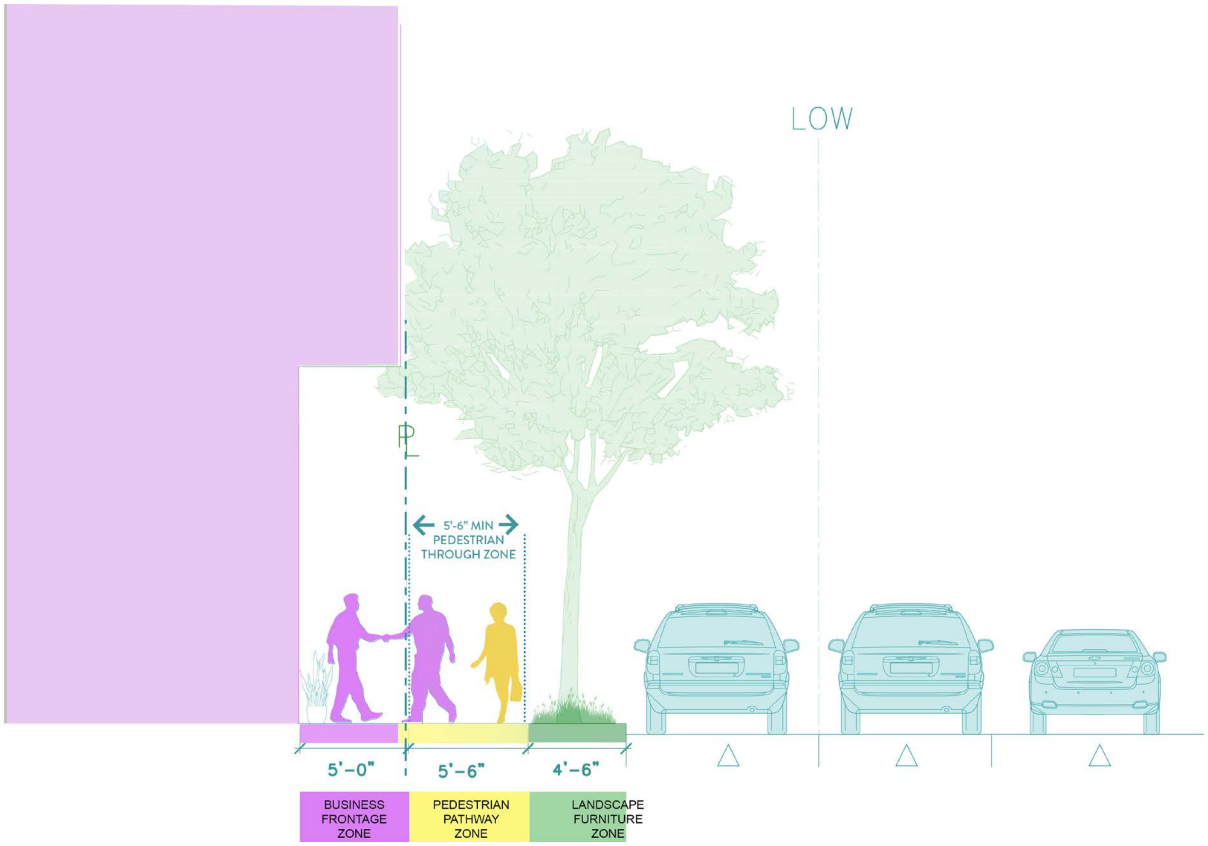



**Figure 67:** *Madison Street Block 2*

## 6. OPEN SPACE

The LMBTOD Project has an opportunity to extend the linear public realm that currently exists flowing from Madison Square Park to the BART Plaza, and into Block 1 of our redevelopment. This totally unique condition is one reason we sought to embrace the Paseo concept between Buildings A and B. It allows us to create a three block long publicly accessible open space, something that is quite uncommon in dense urban areas, and can be celebrated and highlighted by our project.

a. The following recommendations are guidelines for the larger open spaces, not the sidewalk open space that is described above in the street frontages.

b. In order to create a public realm that not only meets the needs of the community, but does so with the highest attention to health, safety, and environmental considerations the design may co-locate public or active ground floor programs and adjacent open space as an important partnership in the success of both. (LMSAP/DG-11: Crime Prevention through Environmental Design)

c. Maximize planting opportunities are encouraged to create identity, buffer, to create strong edges and to generally increase greening that can be experienced by users of the open space. It is recommended that planting selections meet WELO criteria and emphasize native and drought tolerant tough urban plants. Plants may also be selected for cultural resonance with Chinatown. (LMSAP/DG-84 through DG-87: Landscaping)

d. It is encouraged to maximize a variety of conditions that include, sunny, shady, partially sunny, partially shady in well-scaled and hospitable locations for seating. (LMSAP/DG-137: Sun Exposure)

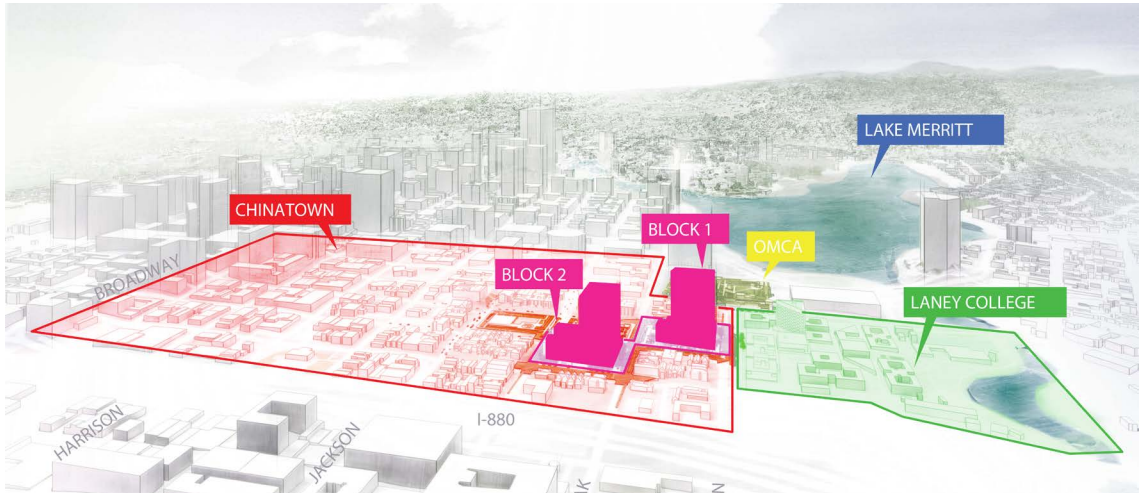



**Figure 68:** *Adjacent Open Space Coordination*

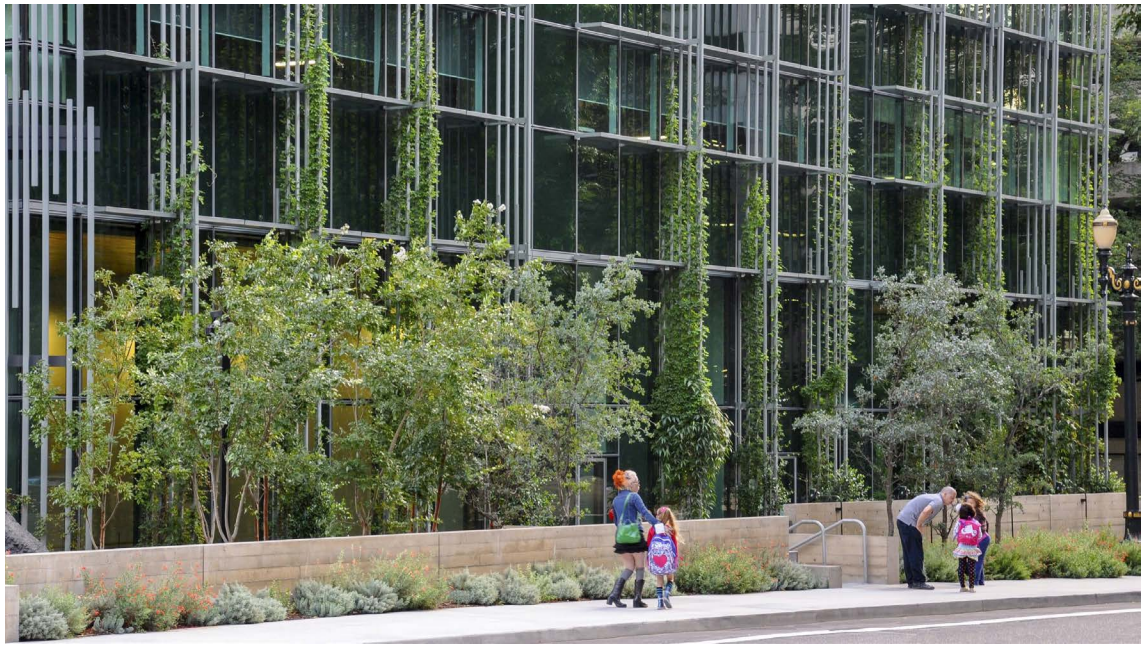


**Figure 69:** *Maximize Greening by Utilizing the Vertical Plane*

## A. Block 1

### A. 1. The Paseo

a. Concentrate outdoor dining at the west end of the Paseo to create a destination with multiple co-located options for dining.

b. Create a layered program of use within the Paseo that is attractive at different times of day and attracts multigenerational users. (LMSAP/DG-142: Amenities and DG-146 through 148)

c. Utilize materials that are appropriate to the civic and public nature of this location and meet BART's Facilities Standards. (LMSAP/DG-143: Surfaces)

d. Paseo design shall accommodate BART maintenance truck accessibility for regular maintenance of BART infrastructure."

#### Planting

a. Planting in the Paseo must conform with BART Facilities Standards for work over existing BART tunnels. The planting must be hand watered and drainage must be directed off-site. Structural load criteria for the tunnel may limit soil volume and therefore the size or type of plants that could be planted here. The community process has resulted in a strong desire to maximize greening, so the design should try to achieve as much planting as possible within these above stated constraints.

b. Plant selected should be low water, durable in a heavily used urban realm, and provide evergreen lush planting year round. Where possible with sun exposure, native plants, pollinator species, seasonal change, and culturally relevant plants should take priority in selections.

c. Adequate soil volume and drainage should be provided for the long-term health of the plants.

**Figure 72:** *Under-story Pollinator Planting*

**Figure 73:** *Culturally Relevant Planting as Seasonal Change*

**Figure 70:** *Dining*


**Figure 71:** *Interactive Art*

**Figure 74:** *BART Facility Standards*

### Furniture

a. Seating should be provided in a variety of types including: movable, fixed, communal, tiered, face to face, lounging, and back to back.

b. Locations of seating should consider microclimate including wind, sun, and shade.

c. Furniture should be high quality, durable, and beautiful. Color palette and material for furniture elements should be composed with both Paseo materials and architectural facade materials.

d. Waste stations should provide for trash, recycling, and compost.

e. No ash urns should be provided.

### Lighting

a. Site lighting should be designed to provide a consistent level of lighting for faces across the Project site and at transitions off the Project area.

b. The Paseo identity during early evening gathering and dining should be strengthen with lighting that creates and celebrates the cultural identity of this site. Lanterns, color, and other lighting should be used to create a ceiling and sense of place.

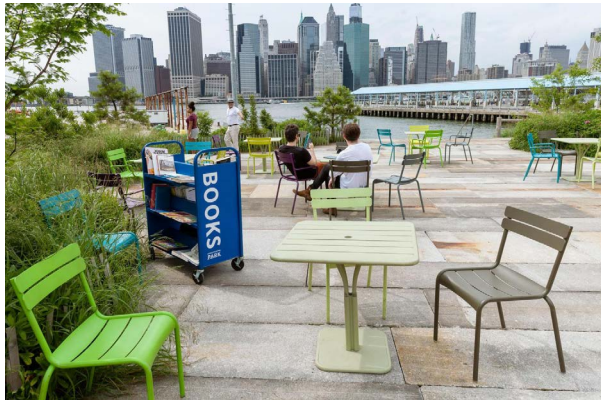



**Figure 75:** *Movable Furniture*

**Figure 76:** *Fixed Furniture*

**Figure 77:** *Modern Lighting*

### Pavement

a. Pavement in the Paseo must conform with BART Facilities Standards for work over existing BART tunnels.

b. Pavement must be easily cleaned and durable for the heavy uses that are anticipated at most urban transit locations.

c. Cast-in-place concrete with Lithocrete finish or other durable materials may be used for strong graphic pattern.

d. Trench grate will integrate with ground floor pattern.

## A. 2. Roof Deck

a. In consideration of local ecology of Lake Merritt and the open water, roof deck plantings should provide ecosystem services in the form of a pollinator garden. (LMSAP/DG-84 through DG-87)

b. Program and utilization of roof decks should provide activation and diverse opportunities by multigenerational users.

**Figure 78:** *Lithocrete Activates Ground Plane*

**Figure 79:** *Roof Top Pollinator Garden*

**Figure 80:** *Trench Grate*

**Figure 81:** *Variety of Roof Top Programming*

## B. Block 2

### B. 1. Entry Plaza

a. Entry plaza pavement should use high quality materials and be differentiated from adjacent sidewalks. (LMSAG/DG-145: High Quality Materials)

b. Visual connection to interiors of the building should be maintained for people arriving or departing from the building. (LMSAP/DG-11: Crime Prevention through Environmental Design)

### B. 2. Residential Courtyard

a. Create a layered program of use within the courtyard that is attractive at different times of day and attracts multigenerational users. (LMSAP/DG-142: Amenities, DG-146 through DG-148)

b. Provide low-water and native planting that contributes to the local ecology. (LMSAP/DG-84 through DG-87)

**Figure 82:** *Distinguished Plaza Pave Material*

**Figure 83:** *Native Planting Low-Water Use*

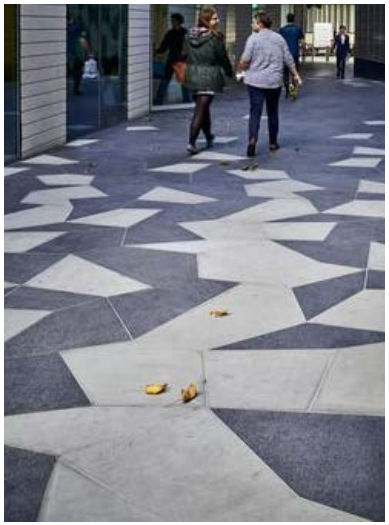


**Figure 84:** *Distinguished Plaza Pave Material*

**Figure 85:** *Space for Different Activities, Ages*

### B. 3. Daycare Open Space

a. Children's play environments must meet the required codes of play spaces, but should also connect children with the natural world through materials, planting selections, and art.

**Figure 86:** *Nature Exploration*

**Figure 87:** *Nature Exploration*

## 7. SIGNAGE

a. **Consistency.** Signage will be consistent with the guidelines set forth in the Lake Merritt Station Area Plan Design Guidelines (LMSAP/DG-79 through DG-83).

b. **Integrated Design.** Signage should be designed to reinforce the overall design character of the Lake Merritt Project. Signs and mounting systems should be integrated into the exterior design and should be constructed of high quality materials that complement the exterior material and color palette. (LMSAP/DG-79 through DG-82)

c. **Visibility and Illumination.** Signage should be located and designed to be readily visible by pedestrians. Graphics should be designed to be highly legible and consistent with the exterior design intent. Illumination should be provided to ensure signage is visible in the evening hours. (LMSAP/DG-79: Illumination, DG-83: Legibility and Readability)

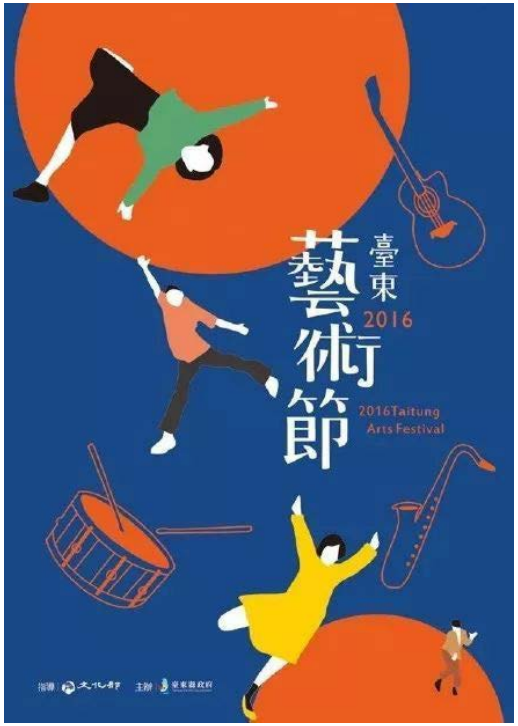



**Figure 88:** *Multilingual Graphic*

## 8. LIGHTING

a. Exterior site lighting will be consistent with most of the guidelines set forth in the Lake Merritt Station Area Plan Design Guidelines (LMSAP/ DG-123: Lighting and Safety, DG-124: Pedestrian-Oriented Lighting, DG-150: Lighting) However, the additional of light as a goal without consideration of overall levels is not recommended. Lighting design proposed is consistent with best practices and generally focused on evenness of transitions rather than increased brightness.

b. Provide adequate lighting to provide a safe environment for pedestrian safety while conforming to current best practices to mitigate light pollution.

c. The lighting plan will be designed to create well lit plazas and pedestrian pathways through the site including surrounding sidewalks.

**Figure 89:** *Lighting of Local Obon Festival*

**Figure 90:** *Extend Festival Infrastructure*

**Figure 91:** *Modern Light Fixtures*

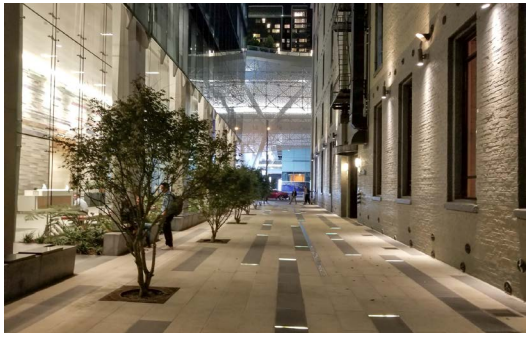


**Figure 94:** *Integrated Lighting Design*

**Figure 92:** *Existing Skylight*

**Figure 93:** *Skylight Becomes a Beacon*

**Figure 95:** *Integrated Lighting Design*

# 9. SUSTAINABLE DESIGN

This development is inherently sustainable in terms of land use due to the high density residential and commercial development near a major urban transit hub. Additional sustainable design measures can positively contribute to environmental benefits such as promotion of occupant comfort, water conservation, energy conservation, and healthy building environments. A few general sustainability measures are as follows:

## Site Design Measures

The development shall employ architectural strategies that are responsive to the local climate including solar orientation, prevailing winds, and precipitation.

a. Orient units and/or provide architectural shading treatments to maximize winter solar exposure and minimize summer exposure.

b. Provide on-site stormwater treatment as appropriate to the scale of the buildings and available open space. The stormwater design shall comply with the Municipal Regional Permit Order No. R2-0074 and the City of Oakland Storm Drainage Design Guidelines, which establish a 25% goal for peak flow reduction compared to existing conditions, to the extent possible.

c. Provide on-site secure bicycle parking and secure bicycle parking for the most biked to station of the BART network, reducing the carbon footprint.

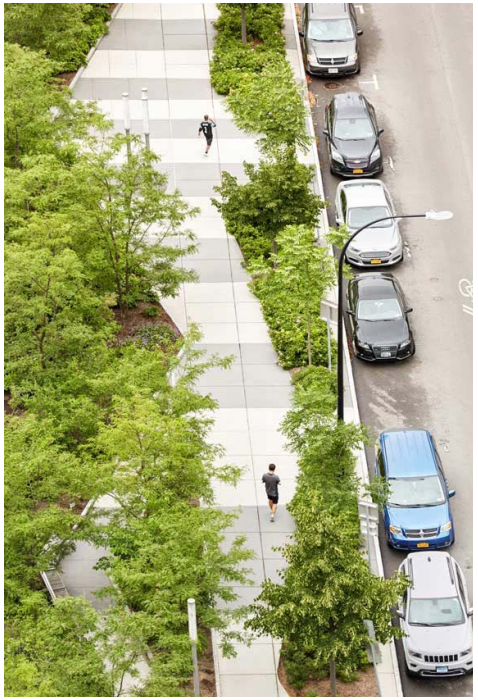


**Figure 96:** *Stormwater Management*

**Figure 97:** *Stormwater Management*

d. Reduce parking capacity to a reasonable minimum.

e. Consider designated parking for carpool vans or car share vehicles.

f. Use native, drought-tolerant and shade tolerant landscaping to minimize irrigation required.

g. Provide more vegetated spaces and street trees to reduce the heat island effect.

**Figure 98:** *Bike Rack*

**Figure 99:** *Bike Lockers*

**Figure 100:** *Scooter Corral*

**Figure 101:** *Kiss and Ride*

### Building Design Measures

a. Use reflective roofing to minimize heat island effect.

b. Use water-conserving fixtures and irrigation systems.

c. Design building envelope, HVAC systems, lighting, and other systems to maximize energy efficiency. Consider fundamental commissioning of development systems.

d. Consider on-site electrical generation or purchase of off-site renewable energy.

e. Consider all-electrical building design and reduction of gas.

f. Provide adequate facilities to allow for recycling by residents.

g. Where possible, use recycled, salvaged, sustainably harvested, or locally produced materials.

h. Use low- or no-VOC materials in interior spaces.

i. Recommend that the development be designed and constructed in accordance with the recommendations of a recognized “Green” rating system such as GreenPoint, Enterprise Green Communities, and USGBC LEED rating.