



Patio or street front gardens are permitted along residential street frontages provided that they include landscaping, garden walls and frequent entries.

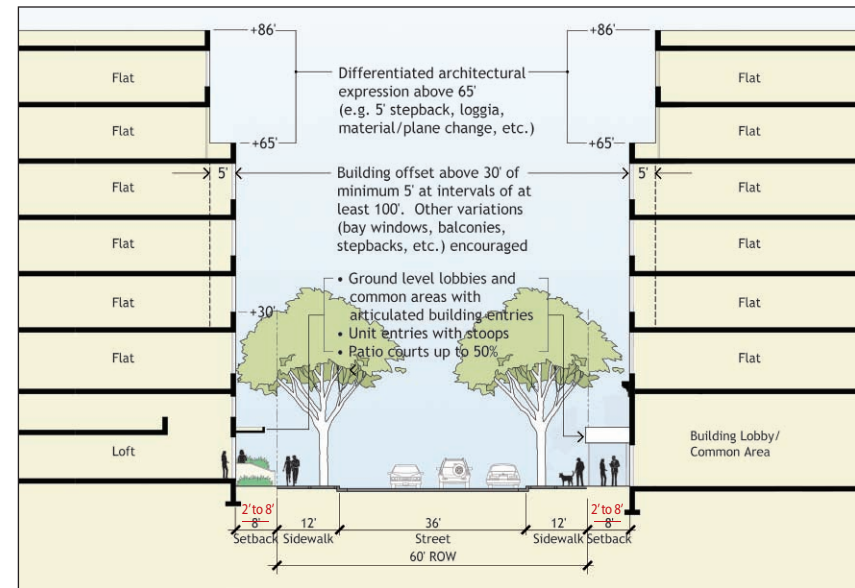
## **Streets with a Mixture of Conditions**

Along 5th, 7th and 8th Avenues, and along Brooklyn Way and Harbor Lane East and West (see diagram), the ground level should be designed to provide an attractive building base, utilizing high quality materials (e.g., stone, precast masonry, etc.) detailing and treatments that complement the public environment. A variety of treatments are encouraged, including retail or commercial work/live frontages.

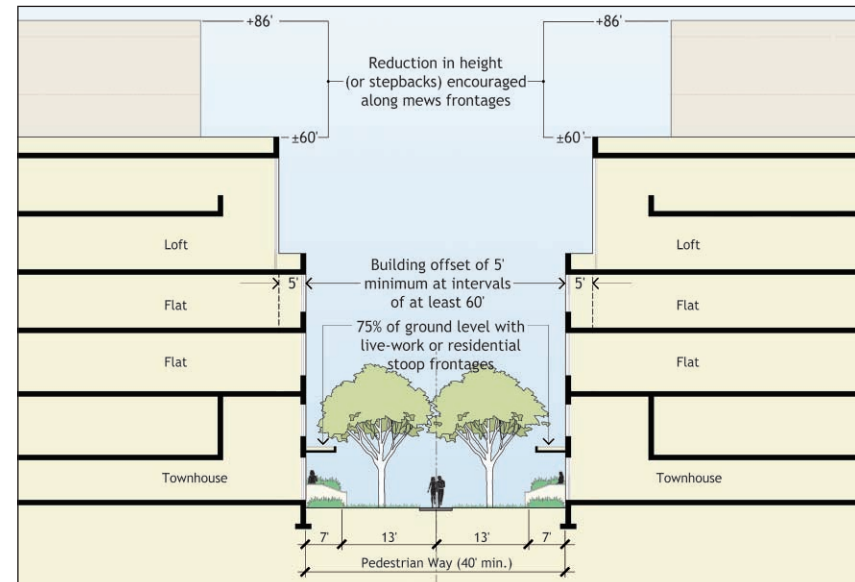
A 2 to 8 foot building setback along the mixed use streets and along the waterfront/park edges is intended to encourage a variety of urban design features at the street level consistent with ground floor uses; the urban design features may be expressed in the form of lobby entrance setback, stoops, planters and landscape buffer, with a variety of design expressions and materials. In order to create a vibrant pedestrian experience, a continuous street wall at the minimum 2 foot setback line is strongly discouraged. Aside from retail/commercial uses, proposed live/work and street level loft unit should provide appropriate setback to glass line with landscape hedges or planter buffer to provide for privacy.

1. Frontages should include one or more of the following:
  - Residential lobbies with articulated building entries that provide a welcoming gesture to the street;

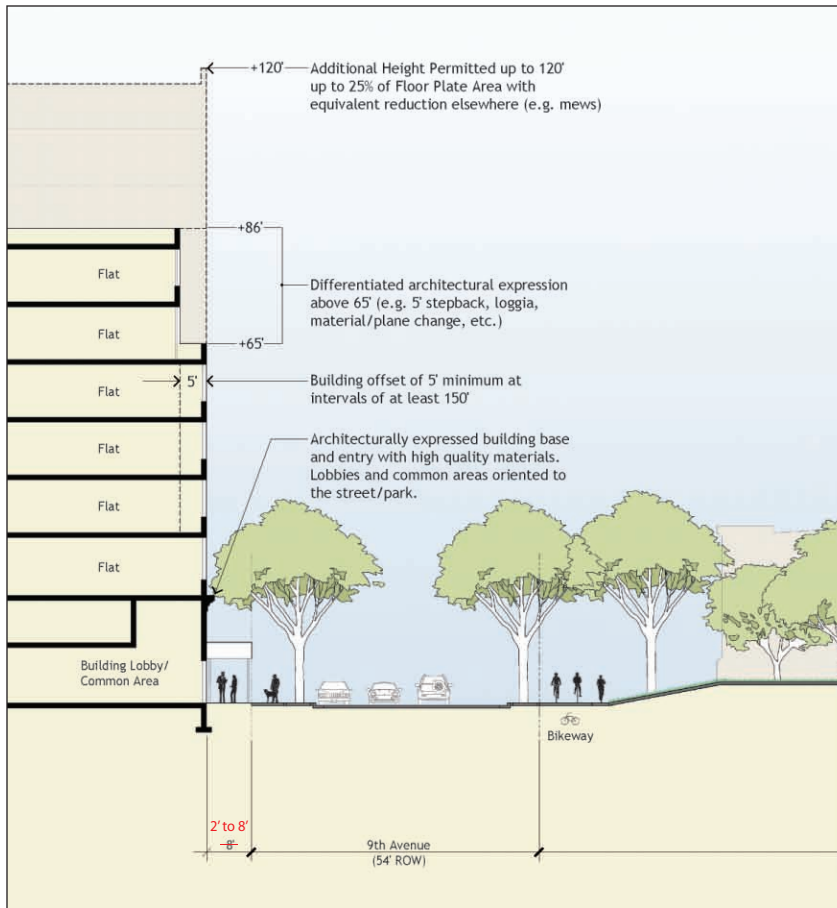
- Common areas and/or sales or leasing offices generally flush with the elevation of the sidewalk;
  - Ground level residential units that are at grade or elevated above the adjacent sidewalk should include other devices that protect the privacy of the unit from the street.
2. If stoops are used, they should become an attractive addition to the ambience of the street and provide another layer of positive activities to the streetscape environment.
  3. Residential street fronts should incorporate landscaping in the front yard setback including planting beds, hedges, planters, etc.
  4. Ground level residential windows should generally be located at least 48 inches above the elevation of the sidewalk or include elements that protect privacy.
  5. Patio or street front gardens are also permitted within the setback area along residential street frontages, provided that they include attractive garden walls and landscaping to soften the edge, create a positive transition to the street and are well fitted to the scale and architectural character of the building.



**TYPICAL MIXED USE STREET SECTION**



**TYPICAL MEWS SECTION**



TYPICAL BUILDING SECTION ADJACENT TO SHORELINE PARK

## Mews Edges

Two pedestrian streets providing public pedestrian and visual access between 8th Avenue and Shoreline Park should be designed as intimately scaled mews lined with residential stoops that provide primary access to individual units. The following guidelines should be followed for these frontages:

1. Ground level residential or live-work units should be located along at least 75% of these frontages.
2. If the ground level use is residential, it should be elevated above the grade of the adjacent sidewalk and/or incorporate devices that protect the privacy of the unit from the street.
3. If the ground level use is live-work, it may be located generally flush with the sidewalk. However, provision should be made for appropriate privacy screening through low walls and landscaping.
4. If stoops are used, they should be an attractive addition to the ambience of the street and provide another layer of positive activities to the streetscape environment.
5. The mews should incorporate landscaping along the building fronts between entries and stoops, including planting beds, hedges, planters, etc.

## Embarcadero Frontage

Ground level treatment of buildings along the Embarcadero should provide an attractive visual edge to this important street, while offering a buffer from the adjacent freeway. Because of noise issues and the lack of on-street parking, significant street-oriented ground level uses are not anticipated. A greater setback of 25 feet from the back of sidewalk is established along the street, with generous provision for landscaping to create a suitable buffer.

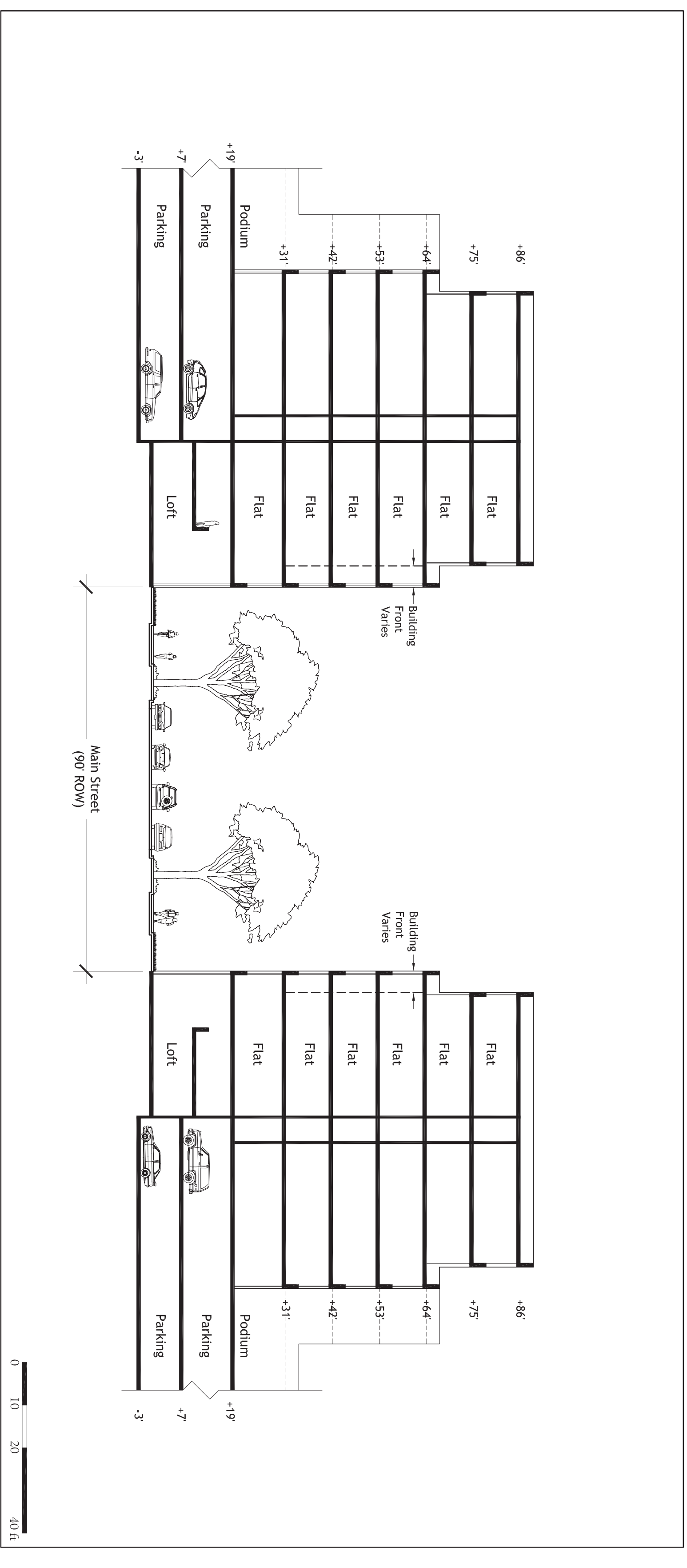
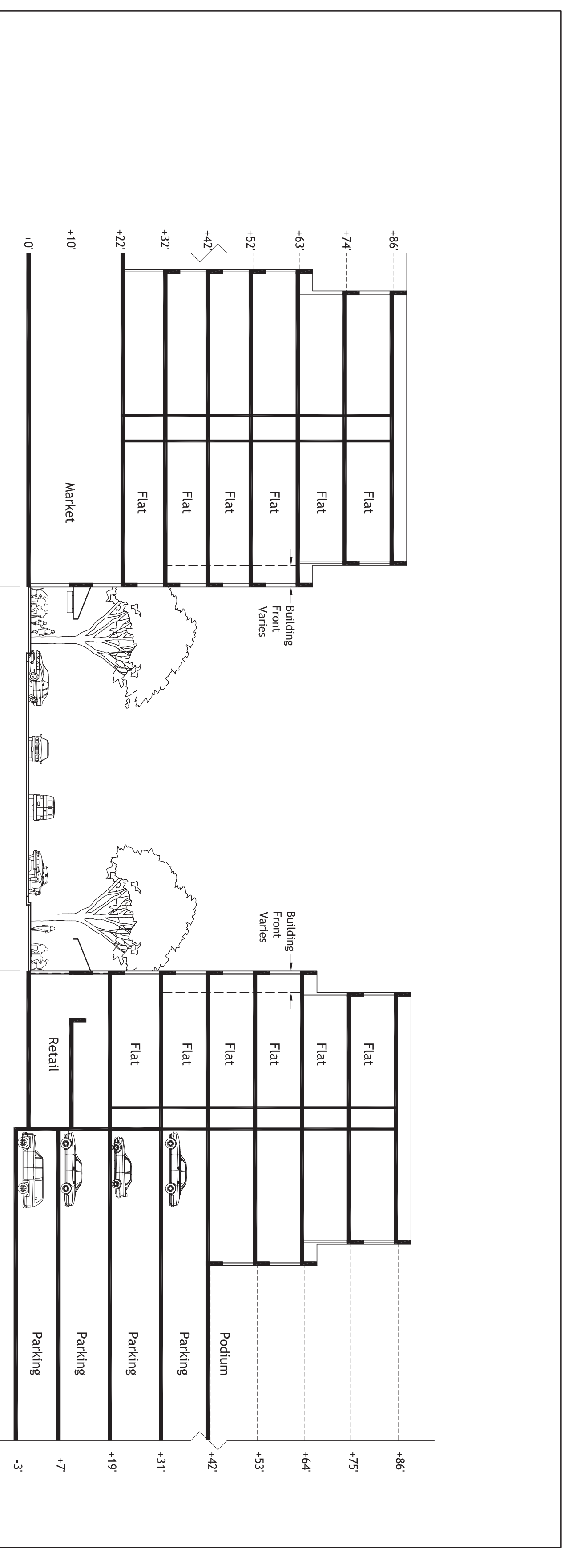
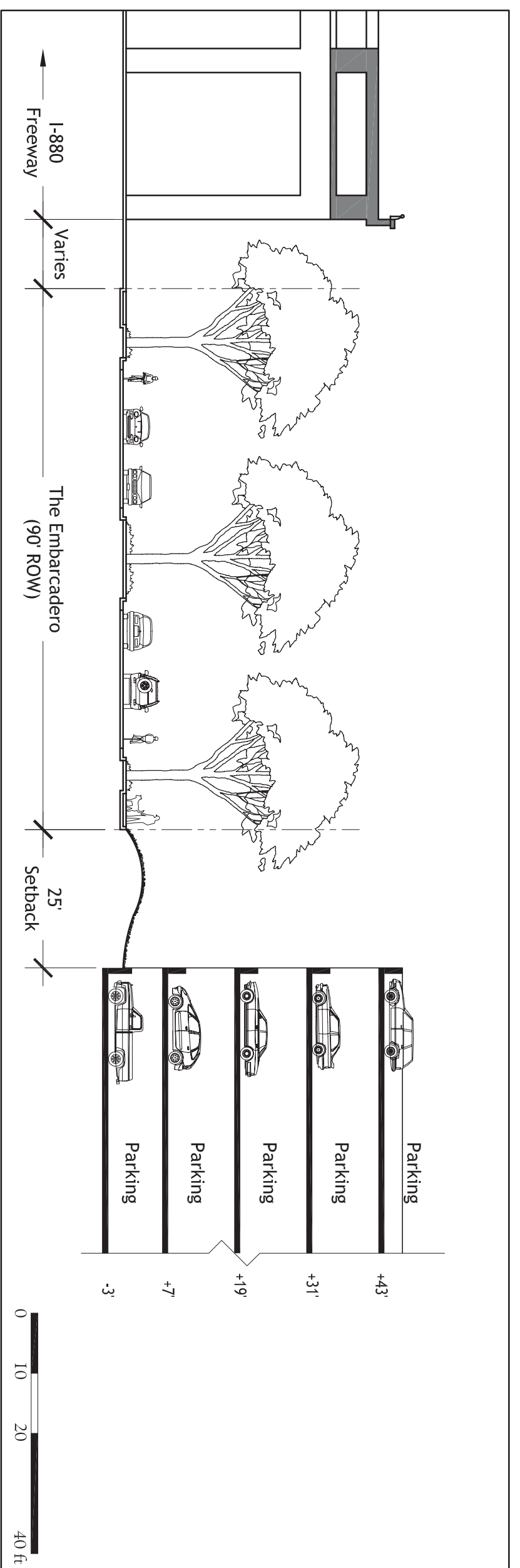
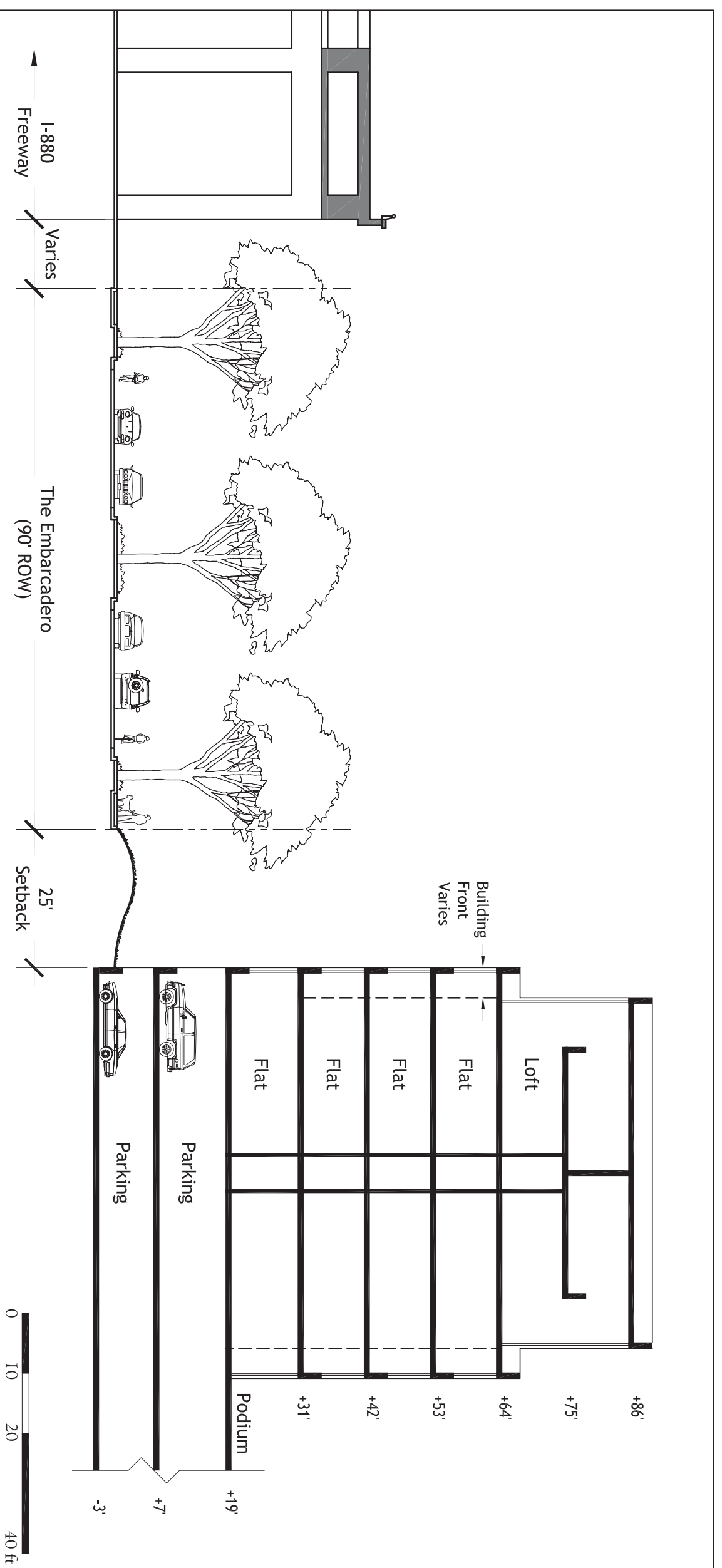
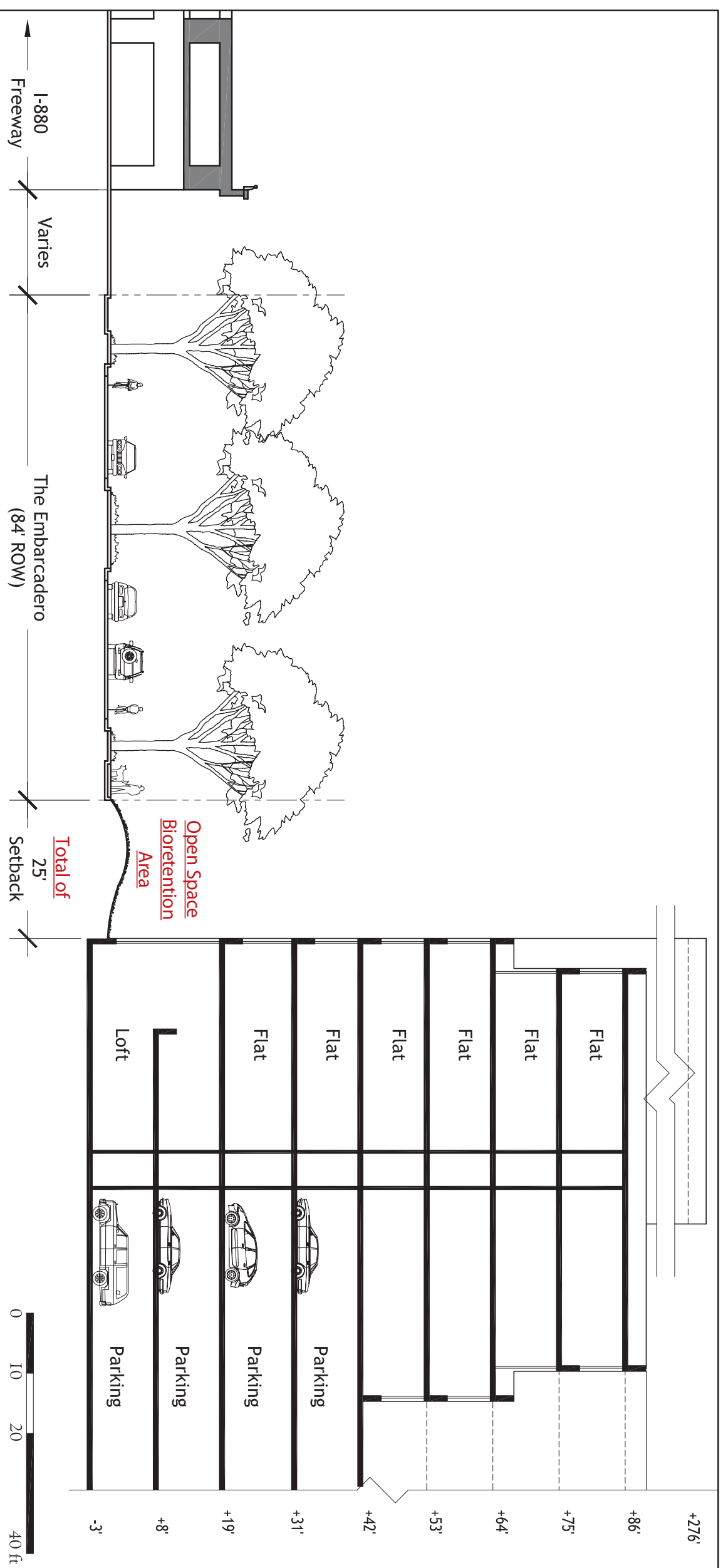


*Articulated building entries with a high level of architectural finish should be provided along each block face.*

1. High quality materials (stone, masonry, terra cotta, architectural pre-cast, etc.), architectural detailing, and decorative elements, should be employed on the base of the building up to a height of at least 20 feet to create a distinctive appearance that is suitable to this important boulevard.
2. Parking and service facilities should be architecturally screened with finishes that are an integral part of the building design, and that render all parking and service facilities invisible from public view.
3. Ground level uses are encouraged along the Embarcadero frontage (e.g., lobbies, common areas, retail display windows, etc.) to the maximum extent practicable.
4. For the purposes of measuring setback from the Embarcadero, the back of sidewalk shall be used.

## Blank Walls

Blank walls are discouraged along public streets and open spaces, but where they are unavoidable should be treated with high quality materials that are integral with the remainder of the building.



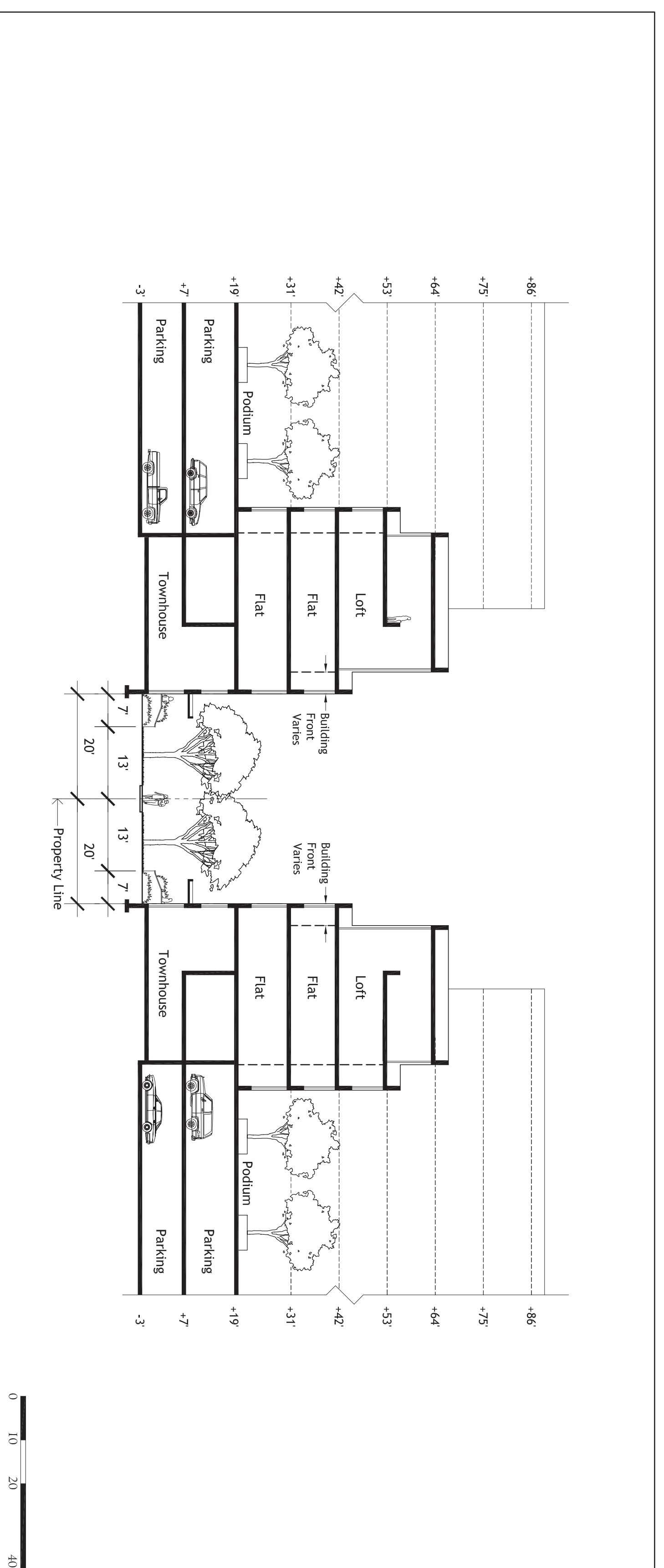
ILLUSTRATIVE BUILDING SECTIONS

# Brooklyn Basin - Oak to 9th Development Plan

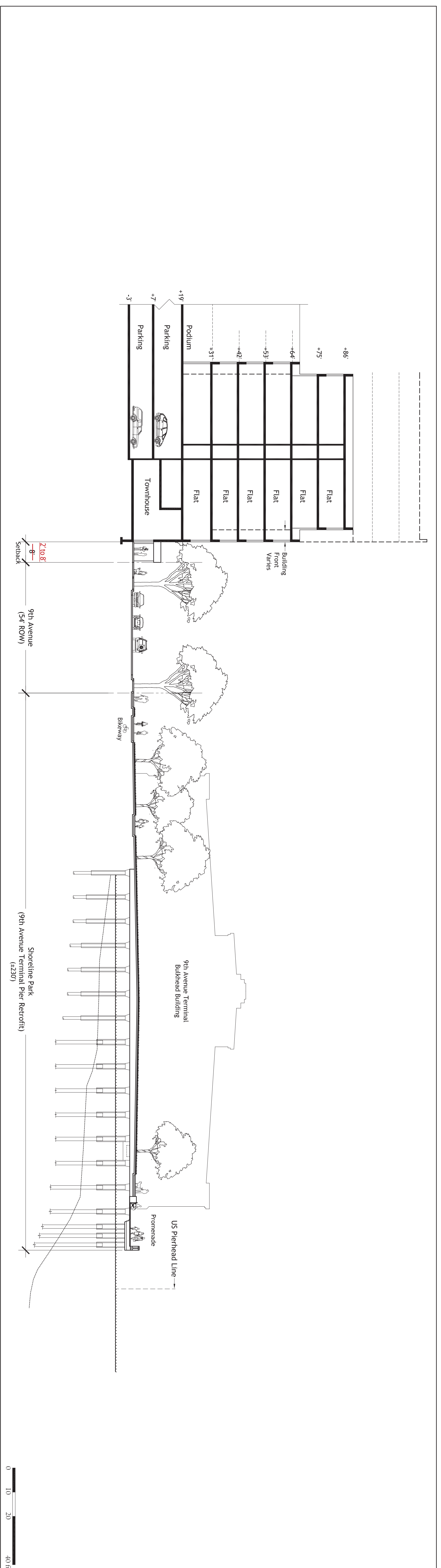
Prepared for Oakland Harbor Partners by ROMA Design Group in association with MVE Architects, Moffatt & Nichol and BKF Engineers

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PEDESTRIAN WAYS BETWEEN PARCELS B, C, D & E



9th AVENUE AT PARCELS C, D, E & PIER RETROFIT

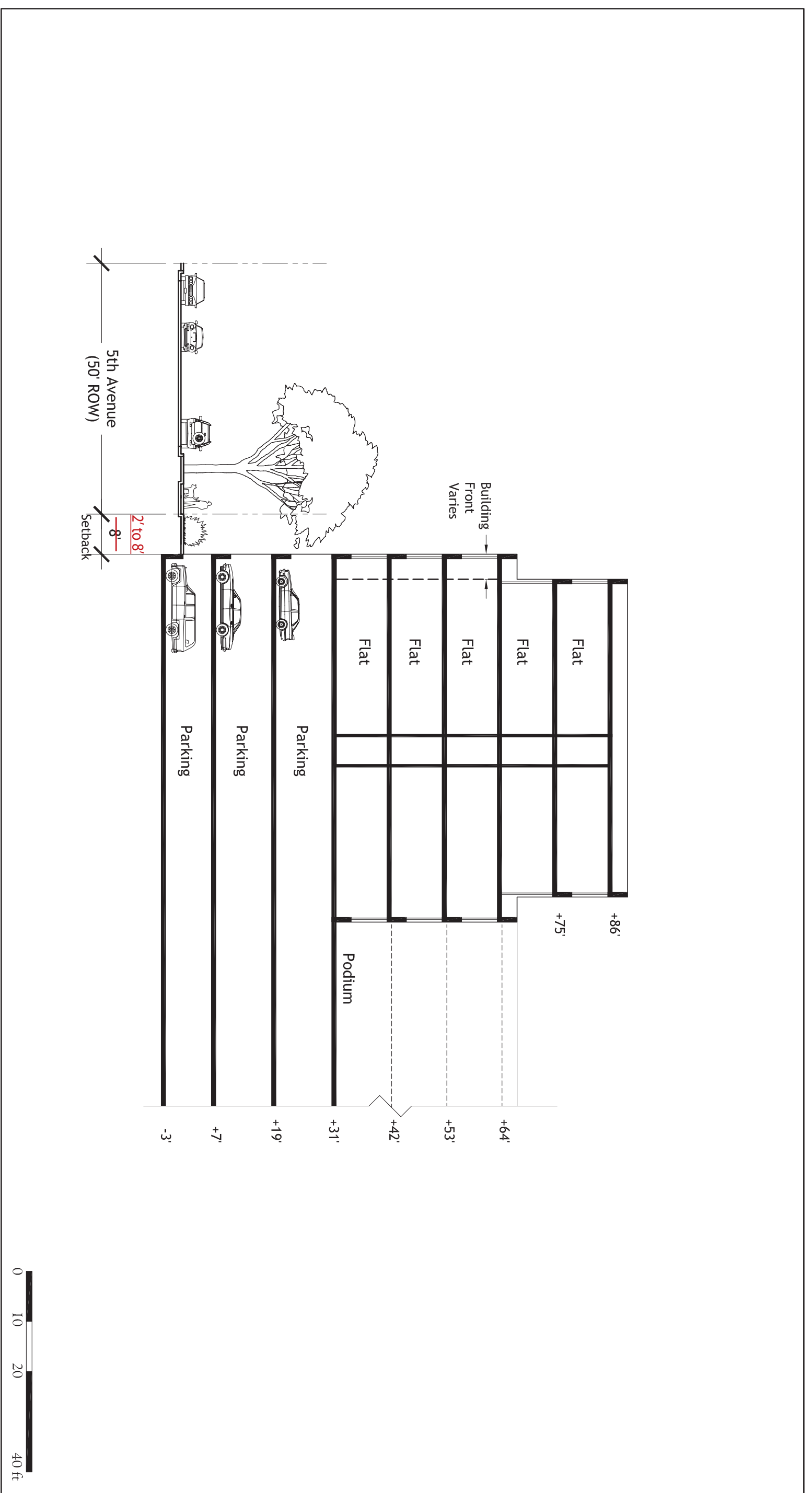
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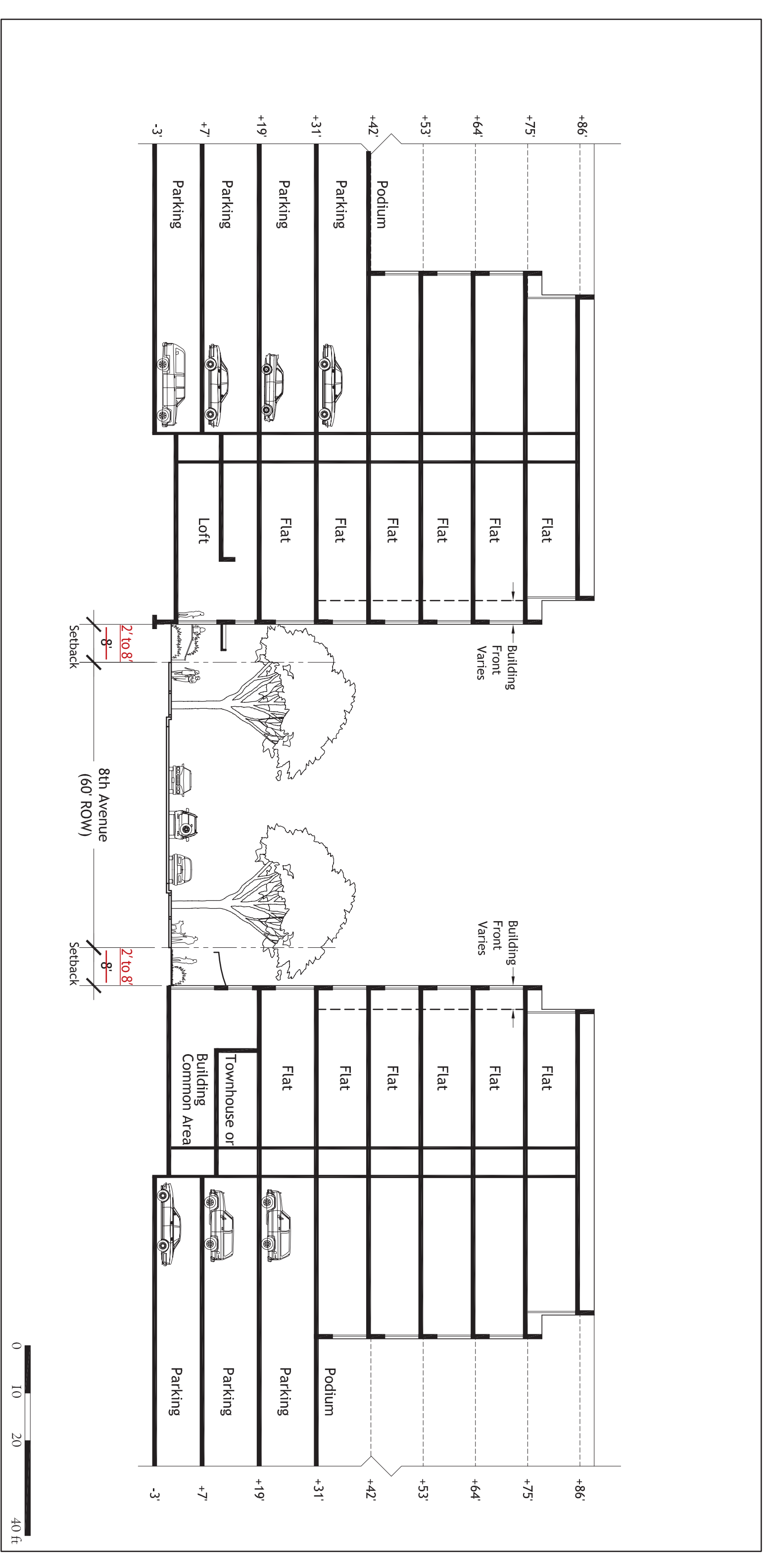
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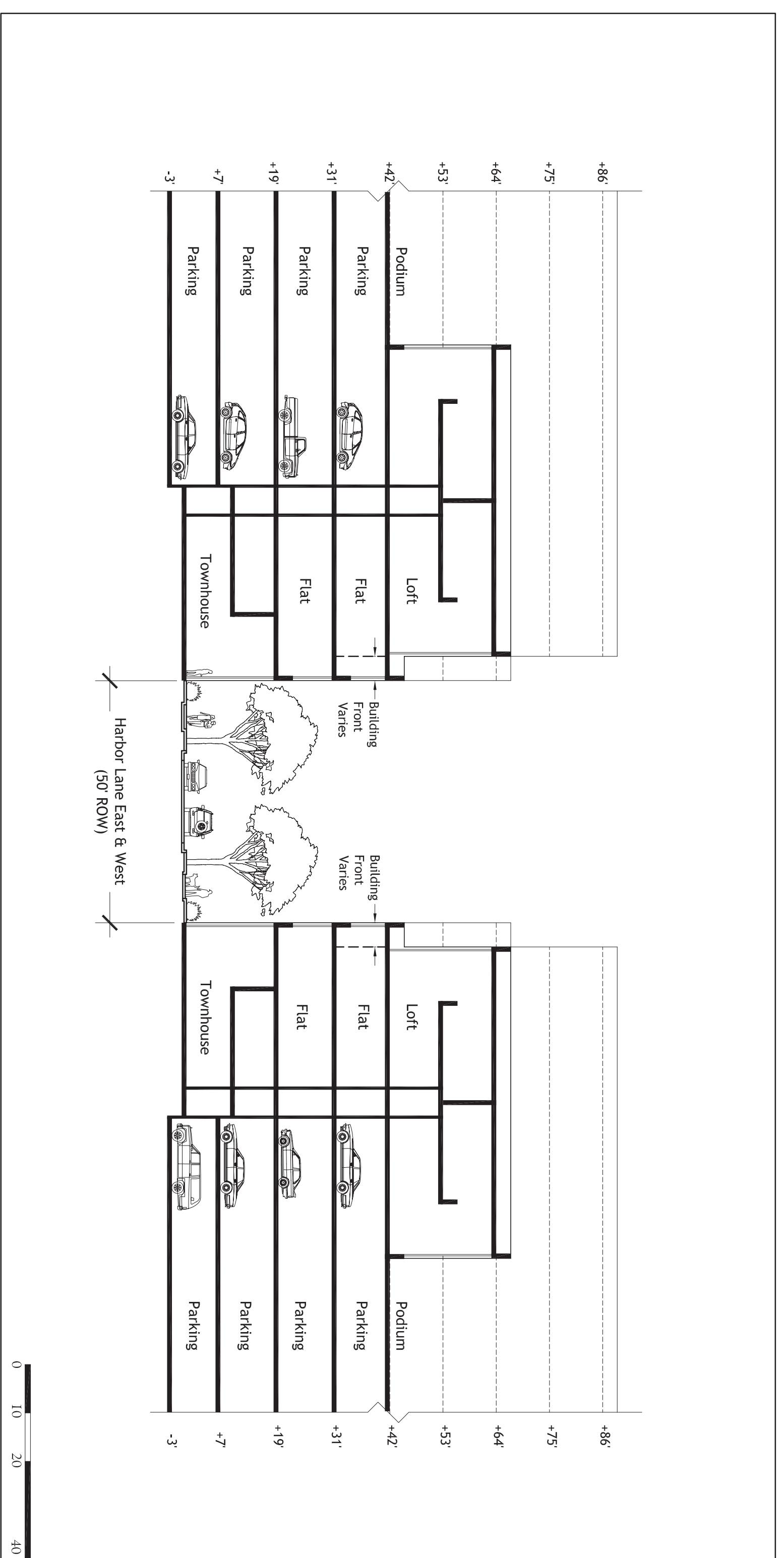
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5th AVENUE AT PARCELS K & L



8th AVENUE AT PARCELS B, F, C, G, D, H, E & J



HARBOR LANE EAST & WEST AT PARCELS H, J, K & L

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