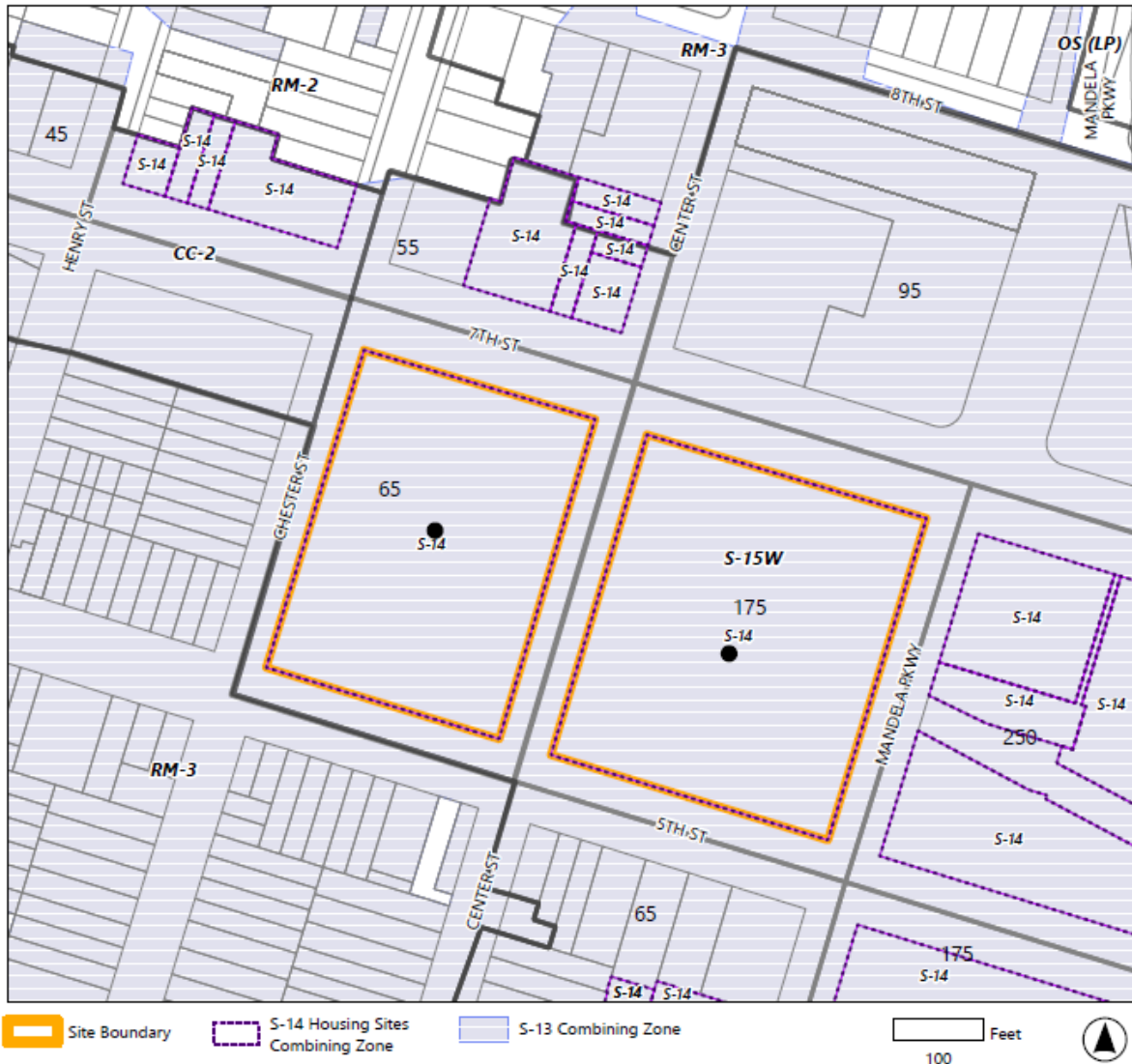


Location:	West Oakland BART – 1451 7th Street (PUD Development Site T3)
Assessor’s Parcel Numbers:	004-0077-003-00 & 004-0071-003
Proposal:	Proposed design modifications to the T3 Final Development Plan site for the Mandela Station PUD. As required by Condition of Approval #77 for case file number PLN18490-R01-PUDF03, the applicant is returning to the DRC for review of the final design of the northern wall facing the BART tracks. In addition, the applicant has requested a Determination pursuant to Condition of Approval #4 that other design modifications being proposed are deemed “Minor” and do not require submittal of a Revision Application or new Development Application.
Applicant:	Mandela Station Affordable LP
Owners:	San Francisco Bay Area Rapid Transit District (BART)
Planning Permits Required:	Not Applicable – Final Development Plan was previously approved.
General Plan:	Community Commercial
Zoning:	S-15 (W)
Environmental Determination:	Approved Final Development Plan relied on an Addendum to the West Oakland Specific Plan EIR.
Historic Status:	Not a historic property
City Council District:	3
Finality of Decision:	No decision on an application, receive Committee comments on the northern building wall and recommendations prior to decision on the request for Determination at a future date.
For further information:	Contact Case Planner Peterson Vollmann at (510) 238-6167 or by email at pvollmann@oaklandca.gov .

SUMMARY

In November of 2020, the Mandela Station Planned Unit Development (PUD) received an approval by the Planning Commission for a revision to the Preliminary Development Plan (PDP), and approval for three Final Development Plans (FDP). The applicant is currently moving forward in preparation to file for building permits for the affordable housing FDP, which is identified as site T3 within the larger PUD development project. The applicant has prepared updated plans to appear before the Design Review Committee as required by Conditions of Approval on the FDP permit. In addition, the applicant has submitted a request for determination from the Director that other design modifications should be considered “minor” pursuant to the City’s Standard Condition of Approval and be allowed to proceed with building permits rather than requiring submittal of a new development application that would be required to be re-reviewed by staff and return to the Planning Commission for another decision on granting of new entitlements.

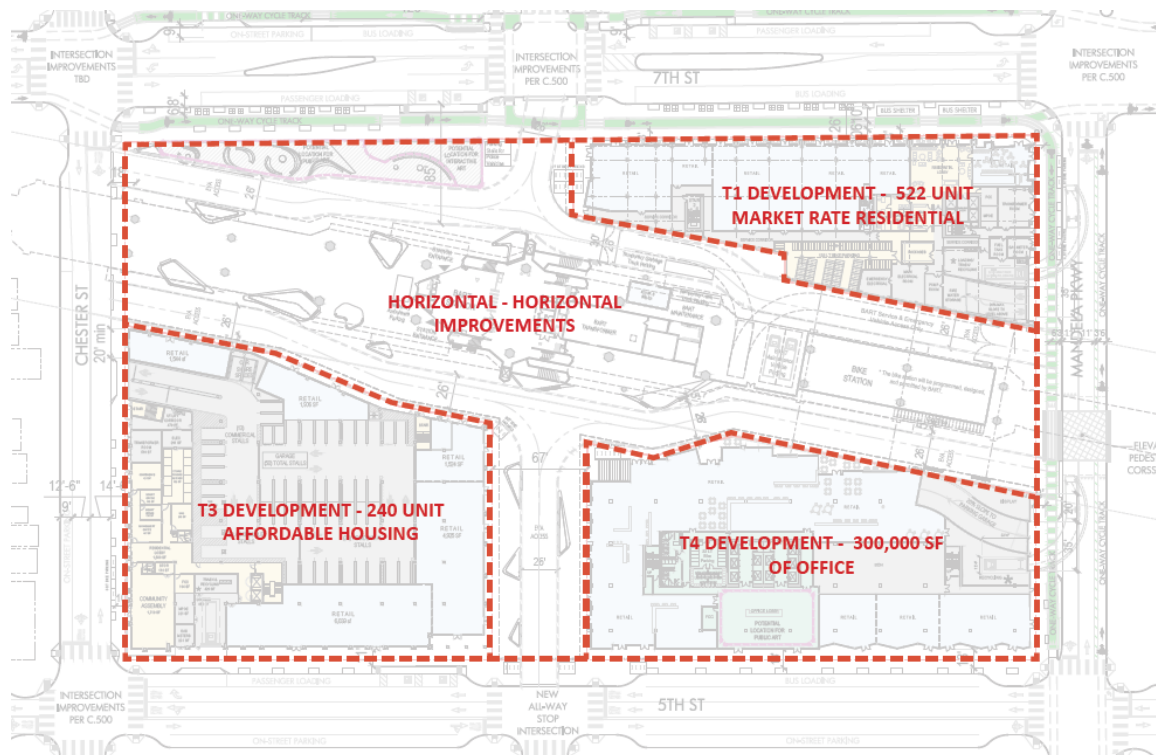
CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN18490-R01-PUDF03 & DET240128
Applicant: Alan Dones
Address: 1451 7th Street - West Oakland BART
Base Zone(s): S-15W
Combining Zone(s): S-13, S-14
Height Area(s): 65 ft, 175 ft

PROPERTY DESCRIPTION

The T3 Project site is located at the southwest corner of the West Oakland BART station site at the northeast corner of Chester and 5th Streets (as shown in the image below). The site at present is a surface parking lot that serves BART riders along with an internal driveway that also bus stops for AC Transit bus service.



PROJECT DESCRIPTION

Approved Project

The approved FDP for the T3 site was for a seven-story mixed use building that would include 240 affordable dwelling units and approximately 18,000 square feet of non-residential square footage in storefront spaces that wrapped the ground floor of the building on all four frontages along Chester Street, 5th Street and the two internal paseos providing access to the BART station. Vehicular access is provided from Chester Street to an internal parking garage for 50 off-street parking spaces, and a loading berth was included off of 5th Street. The northern side of the site is abutted by an Emergency Vehicles Access (EVA) easement for access along the BART aerial structure in addition to the pedestrian paseo. The northern façade of the building that faces the BART tracks was approved with a public art concept that would include rotating art pieces. The project approval included Condition of Approval #77 that covered the requirements for this public art installment and a process for an alternative design approach if the rotating art as the

Public Art requirement was not feasible. The approved plans also included a version of the northern wall without public art to demonstrate what it would look like without the rotating public art installments (see images below). Condition of Approval #77 required that the project return to the Design Review Committee for feedback on the northern façade in the event that the rotating art was not included as the Public Art requirement.



Request for Design Modifications

As stated earlier, the applicant has submitted a request for a Written Determination by the Planning Director that the proposed design modifications would be considered as “Minor” pursuant to Condition of Approval #4, which if granted would allow the project to proceed to filing building permits with the requested changes and would not require filing of a new development application. The proposed design modifications can be seen in their entirety with a comparison to the approved plans in Attachment B. To summarize, the request for modifications includes the following changes to the approved building:

- Reduction of number of stories from seven to six.
- Realignment of the building footprint to extend to the street fronting property lines and internal changes to remove the building wings with single loaded corridors to double loaded corridors around two internal courtyards.
- Reduction in ground floor storefront spaces from approximately 18,000 square feet to approximately 14,000 square feet (largely to accommodate required utility rooms).
- Modification to building facades on all frontages.

The proposal would retain all 240 dwelling units and would remain a 100% affordable housing development with the same or greater levels of affordability as the approved project.

ZONING ANALYSIS

The subject property is located within the S-15(W) Transit Oriented Development Commercial Zone (“W” being designated to the S-15 Zone in West Oakland established through the West Oakland Specific Plan). The Transit-Oriented Development (S-15) Zones are intended to create, preserve and enhance areas devoted primarily to serve multiple modes of transportation and to feature high-density residential, commercial, and mixed-use developments to encourage a balance of pedestrian-oriented activities, transit opportunities, and concentrated development; and encourage a safe and pleasant pedestrian environment near transit stations by allowing a mixture of Residential, Civic, Commercial, and Light Industrial Activities, allowing for amenities such as benches, kiosks, lighting, and outdoor cafes; and by limiting conflicts between vehicles and pedestrians, and is typically appropriate around transit centers such as Bay Area Rapid Transit (BART) stations, AC Transit centers, and other transportation nodes.

The project site is also located within the recently adopted S-13 and S-14 zones, which were established to provide additional incentives by streamlining of permit processing for the development of affordable housing. The development application was approved prior to the adoption of these zones, and no provisions of the S-13 or S-14 Zones are relevant to the subject request under consideration.

Relevant Design Changes Subject to Zoning Standards

A number of design modifications that are being requested by the applicant have implications on zoning standards such as building height, open space, setbacks and courtyard separation. However, all of the modifications being requested would still comply with current zoning standards or would be covered by the previously granted Waivers of development standards as part of the affordable housing bonus.

Building Height

While the majority of the proposed building would be reduced in height through the design modifications given the change from seven stories to six stories, the building elevation along the Chester Street frontage would increase by approximately five feet. The S-15(W) zone requires

that a building include a maximum height equal to the base height across the street for the first ten feet before stepping back to the maximum building height permitted. The base height across Chester Street is 25 feet, and the approved Project was granted a Waiver of Development Standards in the PUD to exceed that base height within the first ten feet of the frontage. The increase in the proposed building height along this frontage would still be consistent with the previously granted waiver.

Open Space

Similar to the Waiver of Development Standards granted for building height, the proposed project was also granted a Waiver for the minimum required amount of open space. As such the reduction of the total amount of open space from approximately 24,000 square feet to approximately 17,000 square feet is not a zoning issue given that the Waiver had been granted. It should be noted however that the total amount of group open space is increasing by approximately 1,000 square feet and the main loss of open space is from the reduction in the size of balconies on the development, which gets double counted in the open space calculation.

Setbacks

The approved project had included setbacks of the building along the 5th and Chester Street frontages. However, no setback is required within the S-15(W) Zone, and as such the proposed change to bring the buildings to the street fronting property lines is still consistent with the zoning requirements.

Courtyard Separation

At the time that the Project approvals were granted Section 17.108.120 required that internal courtyards that contain legally required living room windows include a separation of at least 40 feet. The revised design would include two open space courtyards that would contain separation ranging from 30 to 44 feet. While this change would not have met the zoning standards in place at the time, recent code amendments have changed this standard from a 40-foot minimum to a 25-foot minimum. As such, this requested modification would comply with current zoning standards.

KEY DESIGN ISSUES

Compliance with Condition of Approval for the Art Wall

The Project approval for the FDP included Condition of Approval #77 that addressed the proposed rotating art wall which provided three options on how to proceed prior to building permits as summarized below:

1. Provide staff with the management plan for curating and installing the public art on the wall along with the budget, schedule and funding plan.

2. If the rotating art wall is determined to be infeasible, provide for a permanent public art installation on the northern wall facing the BART aerial.
3. If public art is determined to be infeasible for the project as a whole, then the proposal would need to return to the DRC for comments on the final design of the northern wall absent a public art proposal.

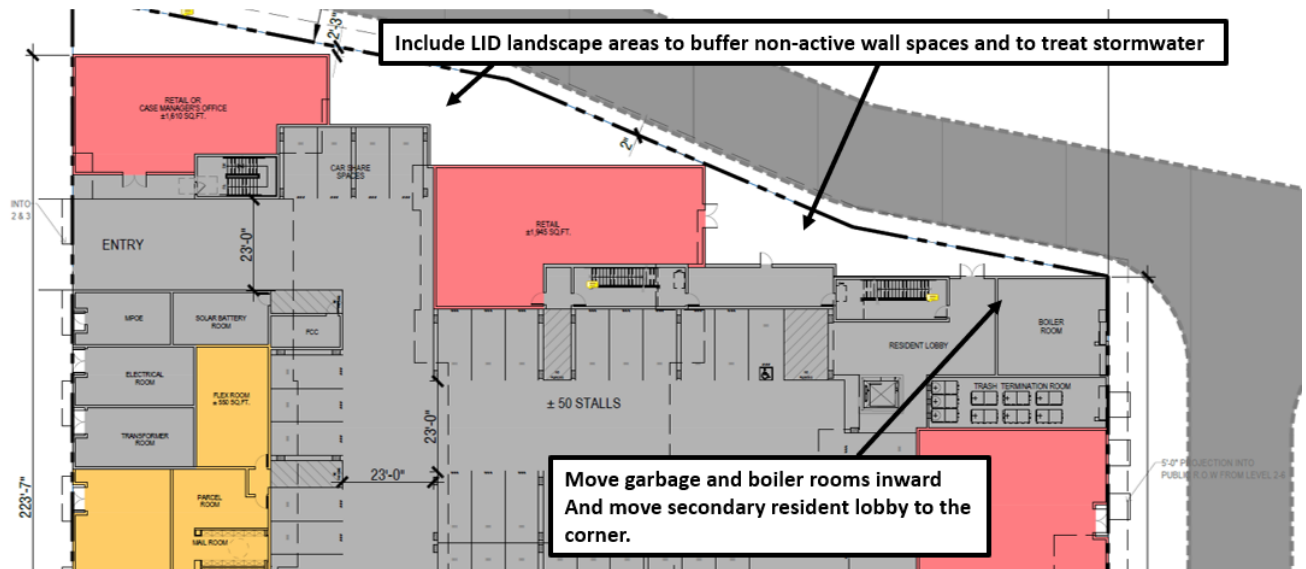
At this time the applicant has determined that the rotating art wall is infeasible as an ongoing cost tied to the management of an affordable housing development. However, the applicant is still looking to use the northern wall as an elevation that can accommodate rotating art installations, but they are looking to separate it from the requirement under the municipal code. The current request is to provide the required public art on other building elevations, primarily at the corner of 5th Street at the paseo entry. Given the current proposal, staff is bringing the item back to the DRC per the condition of approval since there will be periods of time (or possibly not at all) where there will not be art installed on the northern elevation. Staff is supportive of the request to relocate the permanent public art since it will be well served at the paseo entry and since the northern wall is still being designed in a manner that could accommodate art installations down the road, even if not part of a requirement by the City. In addition, staff feels that the northern wall has been designed in a manner that is acceptable as a standalone elevation without the public art given that it is the back wall facing the BART tracks. The proposal is also consistent with other recently approved development projects in the vicinity adjacent to the BART tracks. The current proposal continues to provide the same color palette as previously approved and includes additional massing breaks into the façade while still providing a sound wall to buffer the open space courtyard from the noise of passing BART trains. With this, staff feels that the applicant has met the intent of the condition of approval and seeks concurrence from the DRC.

Staff Recommendations on Design Modifications

The applicant is also requesting a Written Determination from the Director pursuant to condition of approval #4 that the proposed design modifications are considered minor and do not require filing of a new development application. Staff is prepared to grant this request but looks to include recommendations for further design refinements prior to issuing the Determination, which are detailed below. Staff looks to receive feedback from the DRC on the proposed design refinements being recommended as well as any other additional recommendations.

BART Aerial Façade

In addition to the design modification to the “art wall” on the upper building elevations, there have been modifications to the ground floor elevation of the northern façade as well. The prior design included a fairly continuous frontage of ground floor retail, whereas the current proposal includes a number of areas of relatively bank walls to accommodate utilities and garage ventilation. Staff recommends that the areas facing the tracks that include non-active uses be further buffered by landscape areas that could also double as areas to provide for LID treatment for stormwater. Staff also would like to see the internal garbage collection area and boiler room recessed back and flipped with the exist stair to establish a secondary lobby for residents that opens onto the BART paseo so that an active use is established at that prominent corner.



Paseo Elevation

As part of the design modifications the façade along the BART paseo was simplified by minimizing the balconies and window patterns more similar to other building elevations. The main issues that staff raised were in regard to the corner elevation at 5th Street and the paseo where the approved design included large wraparound balconies that added interest to the building corner. To address this the applicant has proposed to include the required public art in this location which staff feels is an appropriate way to emphasize the corner location at the BART entry at the paseo. Another issue was similar to that raised for the northern façade with the utility features facing the paseo with the boiler and garbage rooms. The recommendation to move those utility features inward and to move the secondary resident lobby to the corner would also address the concerns with the eastern elevation by reducing the amount of non-active space and removing the roll up doors for the garbage room.



5th Street façade

The proposed changes to the 5th Street façade are primarily to the ground floor with the reduction of commercial storefront space and the change to the corner elevation at the Chester Street intersection. The design modifications at the upper levels are fairly minor and largely simplify the façade and incorporate additional balconies. The changes to the ground floor are due to the need for additional space to accommodate the required utility rooms for the development. Staff recommends that the areas that break up the continuity of the commercial space include low level planters to provide an additional aesthetic to those elevations to enhance the pedestrian environment. For the building elevation at the corner of Chester Street, staff recommends that the applicant revise the internal floor plans of those units so that the elevation facing 5th Street can include more windows, as the current design is largely void of glazing in comparison to the prior approval given the placement of the bedrooms for those units. Specifically, staff recommends that the applicant explore the possibility of moving the living room to the corner of the units to increase the glazing to wrap the façade around the corner to be more consistent with the current approved plans.

Chester Street façade

Similar to the 5th Street façade, the upper levels of the Chester Street façade are fairly similar to that of the approval. The main concern from staff is how the bay window projects have been modified from the approved design. The approved design included framed out vertically oriented bay projects that contain a fill of window wall type glazing. The modified design used the same framed in approach for the bay projections, but reduced the amount of glazing and filled the remaining space with stucco patterns. Staff feels that this redesign degrades the modern aesthetic of the proposed design. Staff recommends that the applicant either revert the design back to the approved with the floor to ceiling glazing, or alternatively they could further simplify the bay projections by using the proposed window pattern on a bay window with wrapped siding to pick up on the neighborhood character. Additionally, this façade now includes a mix of horizontal siding between the brick pilasters at the ground floor. Staff recommends that the area proposed for siding at the ground floor either be all brick to match or possibly infill the space with stucco and a bulkhead or planter at the base.

Approved



Proposed



PTAC Window Systems

One additional area of concern on the modified design is the proposed use of PTAC ventilation systems that are proposed to be installed below numerous windows throughout the building. Staff has concerns

that the proposal doesn't incorporate the units into the façade in a successful manner and gives the building a motel like appearance. Staff recommends that these units not be used, and a traditional form of ventilation be incorporated as is typical with other mixed use and residential buildings approved in the City. If the applicant does want to pursue the use of these PTAC units, staff may possibly consider them if they are better incorporated into the window system to align with the mullion pattern on the windows so that they are better integrated into the design of the building.



RECOMMENDATION

Staff recommends that the Committee review the proposed project redesign and provide direction to staff if they concur with staff that the proposal meets the intent of Condition of Approval #77 regarding the art wall. Staff also requests any additional recommendations on the requested design modifications prior to a Written Determination being provided by staff to consider the proposed changes as minor pursuant to Condition of Approval #4.

Prepared by:

PETERSON VOLLMANN
Planner IV

Approved:

CATEHRINE PAYNE
Development Planning Manager

Attachments:

- A. Request for Written Determination by applicant dated September 6, 2024
- B. Proposed design modifications to approved plans

ATTACHMENT A



September 6, 2024

Mr. Peterson Z. Vollmann
Planner IV
City of Oakland
Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Project: Mandela Station Affordable at West Oakland BART
PLN18490-R01-PUDF03

Subject: Request for Minor Change Determination

Dear Pete,

The Mandela Station development team recently brought on new general partners for the affordable housing project, including The Pacific Companies (TPC) and Innovative Housing Opportunities (IHO) who are working alongside Strategic Urban Development Alliance (SUDA). Along with the master developer, our team raised a substantial amount of funding for the affordable project and surrounding infrastructure. They also secured a partnership with the Oakland Housing Authority (OHA) and executed the Lease Option Agreement with BART. However, the COVID/post-COVID environment brought higher construction costs and interest rates as well as other factors that substantially increased the development costs beyond the established projections. Therefore, the affordable development team is requesting a minor change in the approved entitled Parcel T3 design that will bring the development costs back into balance enabling the affordable project to proceed forward.

As you know, in response to significant community input through an intensive, and ongoing community engagement process, the proposed Mandela Station Affordable project was conceived as a single-phase 240-unit project. Additional factors that drove the large project size include locating within steps of the BART Station and therefore a large incentive to provide a significant number of low-income residents with exceptional regional access to jobs, services, and goods. The project is notably larger than the average affordable housing project in the Bay Area. Consequently, the capital budget for the project is also considerably larger.

The entitled design was for a 7-story building which consisted of 2-levels of concrete construction and 5-levels of wood or light-gauge steel construction. The additional level of concrete construction became a significant financial feasibility burden and is not typical for affordable housing projects. We therefore revised the plans to remove the second concrete level but kept the same number of affordable units by densifying the remaining residential levels (thus now a proposed 6-story building). We also removed the costly single-loaded corridor wing.

Mr. Peterson Z. Vollmann

September 6, 2024

Page 2

Given current market conditions, we are not proceeding with the rotating art exhibit wall at this time and therefore created an architecturally detailed and interesting wall to serve as a standalone wall without art. However, the wall will be constructed so that it can serve as the background for a rotating art exhibit in the future pursuant to the project's original vision. The project's public art will be located on a different elevation and/or location.

The result is an architectural design that contains a very similar aesthetic to what was entitled with the same number of affordable units (now with a lower average AMI rental rate). The revised design is financially feasible based on current construction costs, interest rates, and other factors. Please note that we utilized this revised design and feasibility to apply for federal tax credits and bond financing last week.

Securing approval of this minor change to our planning entitlement is of paramount importance to the continuation and success of the Mandela Station Affordable and overall Mandela Station masterplan projects. Considerable investments of both time and financial resources have been strategically funneled into these predevelopment activities and the project is gearing up for construction in 2025.

We remain grateful for the unwavering support and valuable insights of our community and City staff team, and we are enthusiastic about bringing this project and vision to fruition. Please contact me if you have any questions or if additional materials are needed to approve the requested change.

Sincerely,
Mandela Station Affordable LP

A handwritten signature in black ink, appearing to read 'Art May', written over a light blue rectangular background.

Art May
Development Manager

Cc: Gene Broussard - TPC
Alan Dones - SUDA
Yvette McCoy - BART
Rochelle Mills - IHO
Jonathan Young - OHA



MANDELA STATION OAKLAND, CA

SUBSTANTIAL CONFORMANCE SET AUGUST 21, 2024

SHEET INDEX

G1.0 COVER SHEET

ARCHITECTURE

A1.0	PROPOSED SITE PLAN
A2.0	CONCEPTUAL BUILDING PLANS
A2.1	CONCEPTUAL BUILDING PLANS
A2.2	CONCEPTUAL BUILDING PLANS
A2.3	CONCEPTUAL BUILDING PLANS
A2.4	CONCEPTUAL BUILDING PLANS
A2.5	CONCEPTUAL BUILDING PLANS
A2.6	CONCEPTUAL BUILDING PLANS
A2.7	CONCEPTUAL BUILDING PLANS
A3.0	CONCEPTUAL UNIT PLANS
A4.0	CONCEPTUAL BUILDING ELEVATIONS
A4.1	CONCEPTUAL BUILDING ELEVATIONS
A4.2	CONCEPTUAL BUILDING ELEVATIONS
A4.3	CONCEPTUAL BUILDING ELEVATIONS
A5.0	CONCEPTUAL 3D VIEWS
A6.0	CONCEPTUAL COLOR AND MATERIAL BOARD

PROJECT DATA

	ORIGINAL DESIGN	PROPOSED DESIGN
SETBACKS	FRONT (5TH STREET): 3'- 4" SIDE (CHESTER ST): 1'- 3" SIDE (EAST): 0" REAR (BART STATION): 1'- 1"	FRONT (5TH STREET): 0'- 0" ^{**} SIDE (CHESTER ST): 0'- 0" ^{***} SIDE (EAST): 0'- 0" ^{***} REAR (BART STATION): 0'- 2"
DENSITY	188.98 DU/AC	188.98 DU/AC
F.A.R.	4.49	4.37
RETAIL:	15,944 SQ.FT.	12,842 SQ.FT.
NO. OF STORIES	7 STORIES	6 STORIES
BUILDING HEIGHT	80' (TOP OF ROOF)	75'-7" (TOP OF ROOF)
OPEN SPACE	PRIVATE OPEN SPACE: 10,187 SQ.FT. COMMON OPEN SPACE: 14,628 SQ.FT. TOTAL OPEN SPACE: 24,815 SQ.FT.	PRIVATE OPEN SPACE: 1,410 SQ.FT. COMMON OPEN SPACE: 15,888 SQ.FT. TOTAL OPEN SPACE: 17,298 SQ.FT.
UNIT COUNT	240 UNITS	240 UNITS
UNIT MIX	STUDIOS: 42 UNITS (17.5%) 1-BED: 137 UNITS (57%) 2-BED: 47 UNITS (19.5%) 3-BED: 14 UNITS (6%)	STUDIOS: 59 UNITS (24.5%) 1-BED: 136 UNITS (57%) 2-BED: 34 UNITS (14%) 3-BED: 11 UNITS (4.5%)
VEHICULAR PARKING	50 SPACES	50 SPACES ^{****}
BICYCLE PARKING	SHORT TERM: 20 STALLS LONG TERM: 68 STALLS TOTAL: 88 STALLS	SHORT TERM: 37 STALLS LONG TERM: 121 STALLS TOTAL: 158 STALLS

^{*} ± 4'-0" & 5'-0" OVERHANG FROM LEVEL 2-6 OVER FRONT PROPERTY LINE ALONG 5TH STREET
^{**} ± 2'-6" & 3'-0" OVERHANG FROM LEVEL 2 & 3 OVER SIDE PROPERTY LINE ALONG CHESTER STREET
^{***} ± 5'-0" OVERHANG FROM LEVEL 2-6 OVER EAST SIDE PROPERTY LINE
^{****} NOT INCLUDING CAR SHARE SPACES

PROJECT TEAM

APPLICANT/OWNER:
MANDELA STATION AFFORDABLE LP
 430 E. State Street, Ste 100,
 Eagle, ID 91426
 (818) 380-2600 Ext. 14
 Contact: Art May
 amay@keystonedg.com

RESIDENTIAL ARCHITECT:
AO
 144 North Orange Street
 Orange, CA 92866
 (714) 639-9860
 Contact: Ioanna Magiati
 ioannam@aoarchitects.com
 Contact: Drishti Shah
 drishtis@aoarchitects.com



VICINITY MAP

ATTACHMENT B



MANDELA STATION
 OAKLAND, CA

COVER SHEET

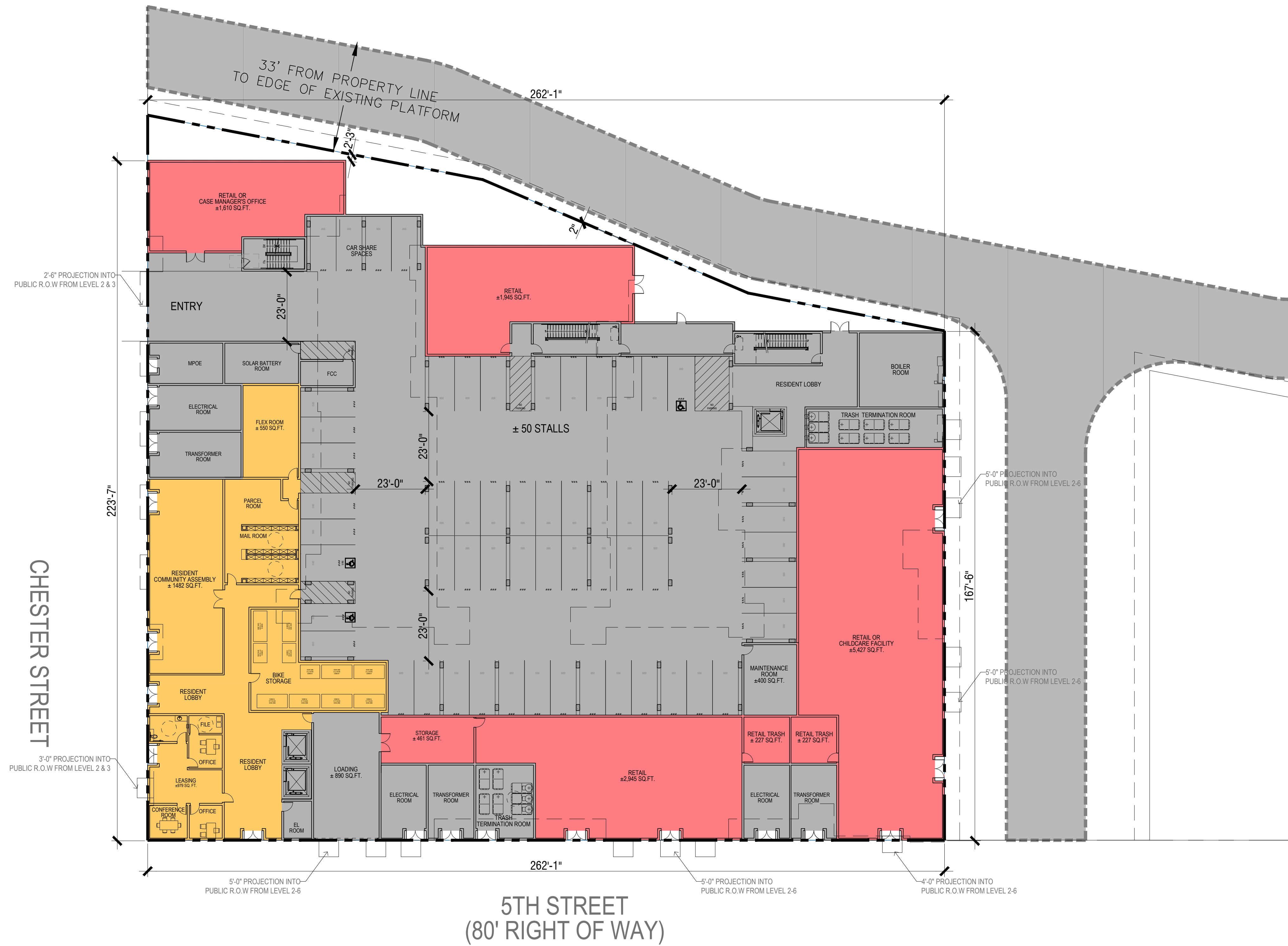


G1.0

JOB NO. 2023-0847
 DATE 08-21-2024

LEGEND

- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE

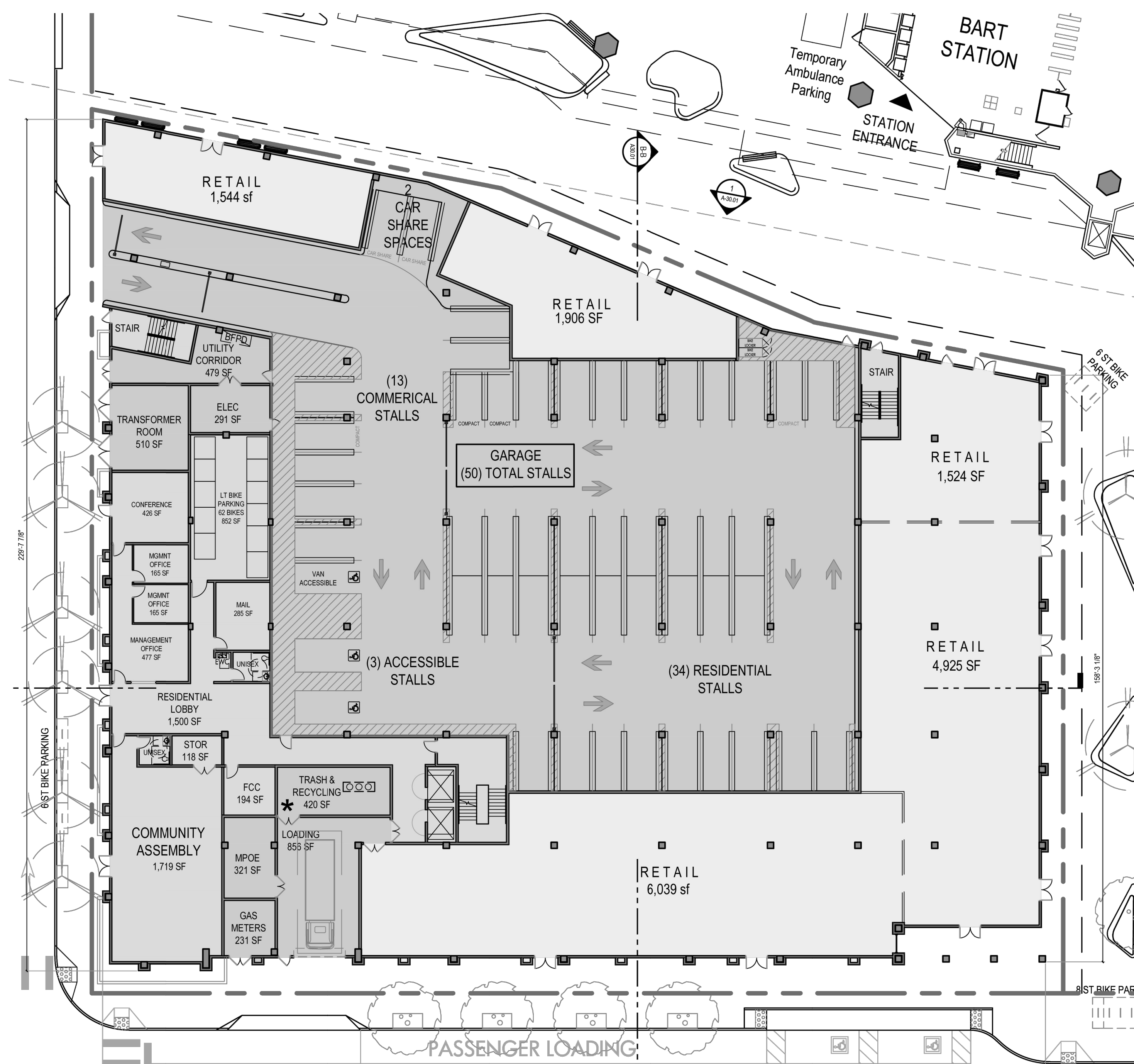


PROJECT DATA		
	ORIGINAL DESIGN	PROPOSED DESIGN
SETBACKS	FRONT (5TH STREET): 3'-4" SIDE (CHESTER ST): 1'-3" SIDE (EAST): 0' REAR (BART STATION): 1'-1"	FRONT (5TH STREET): 0'-0" SIDE (CHESTER ST): 0'-0" SIDE (EAST): 0'-0" REAR (BART STATION): 0'-2"
DENSITY	188.98 DU/AC	188.98 DU/AC
F.A.R.	4.49	4.37
RETAIL	15,944 SQ. FT.	12,842 SQ. FT.
NO. OF STORIES	7 STORIES	6 STORIES
BUILDING HEIGHT	80' (TOP OF ROOF)	75'-7" (TOP OF ROOF)
OPEN SPACE	PRIVATE OPEN SPACE: 10,187 SQ. FT. COMMON OPEN SPACE: 14,828 SQ. FT. TOTAL OPEN SPACE: 24,815 SQ. FT.	PRIVATE OPEN SPACE: 1,410 SQ. FT. COMMON OPEN SPACE: 15,888 SQ. FT. TOTAL OPEN SPACE: 17,298 SQ. FT.
UNIT COUNT	240 UNITS	240 UNITS
UNIT MIX	STUDIOS: 42 UNITS (17.5%) 1-BED: 137 UNITS (57%) 2-BED: 47 UNITS (19.5%) 3-BED: 14 UNITS (6%)	STUDIOS: 59 UNITS (24.5%) 1-BED: 136 UNITS (57%) 2-BED: 34 UNITS (14%) 3-BED: 11 UNITS (4.5%)
VEHICULAR PARKING	50 SPACES	50 SPACES ****
BICYCLE PARKING	SHORT TERM: 20 STALLS LONG TERM: 68 STALLS TOTAL: 88 STALLS	SHORT TERM: 37 STALLS LONG TERM: 121 STALLS TOTAL: 158 STALLS

* ± 4'-0" & 5'-0" OVERHANG FROM LEVEL 2-6 OVER FRONT PROPERTY LINE ALONG 5TH STREET
 ** ± 2'-6" & 3'-0" OVERHANG FROM LEVEL 2 & 3 OVER SIDE PROPERTY LINE ALONG CHESTER STREET
 *** ± 5'-0" OVERHANG FROM LEVEL 2-6 OVER EAST SIDE PROPERTY LINE
 **** NOT INCLUDING CAR SHARE SPACES

LEGEND

- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



LEVEL 1
ORIGINAL DESIGN



LEVEL 1
PROPOSED DESIGN

LEGEND

- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



LEVEL 2
ORIGINAL DESIGN



LEVEL 2
PROPOSED DESIGN

LEGEND

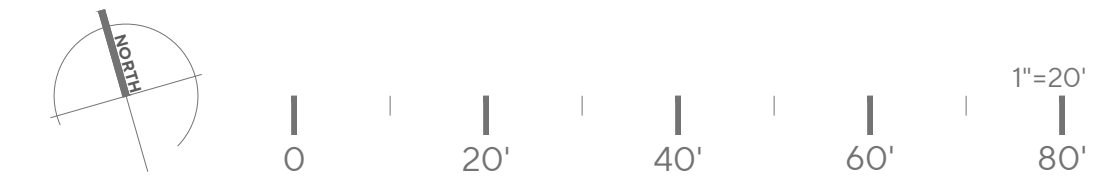
- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



LEVEL 3
ORIGINAL DESIGN

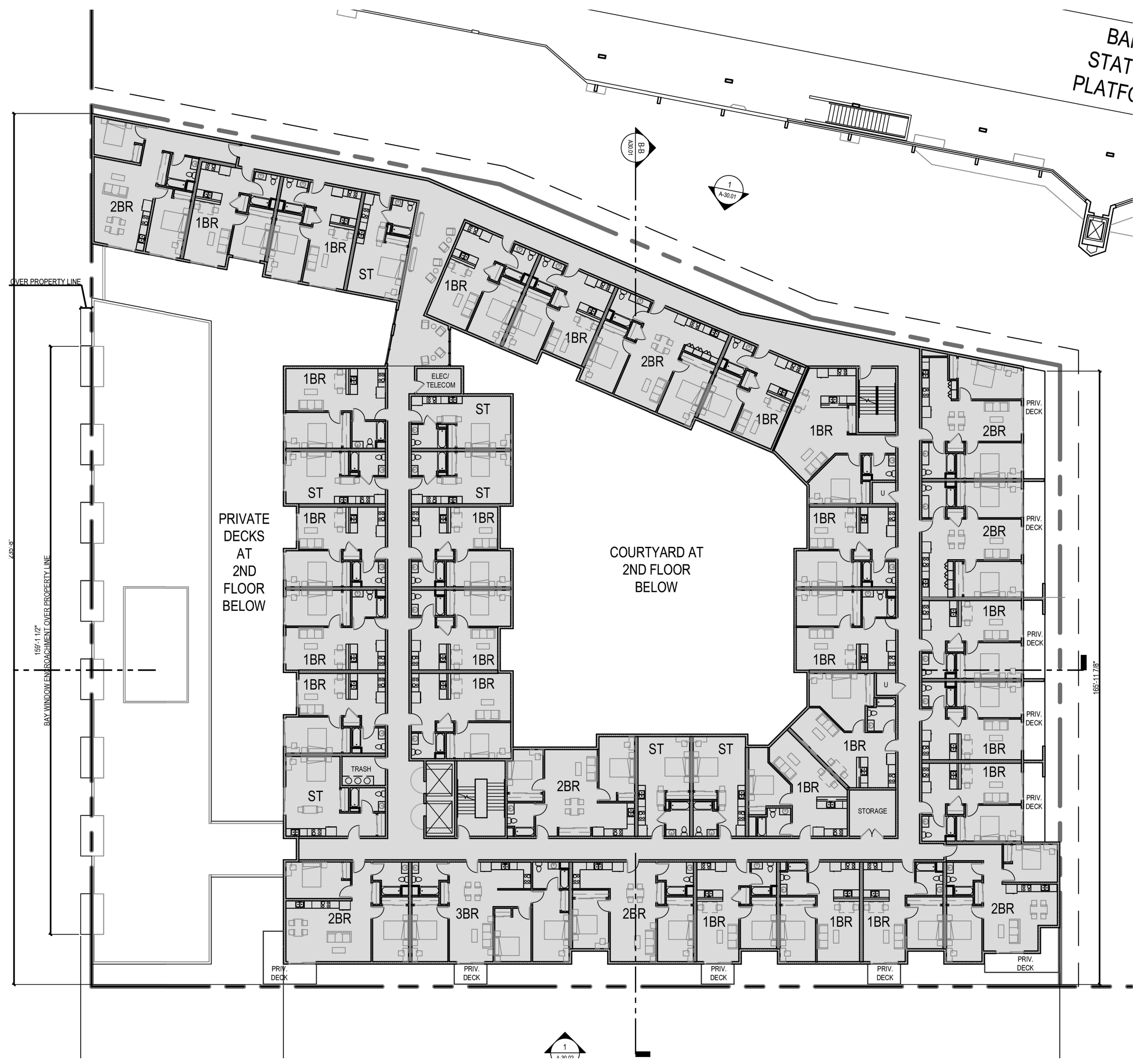


LEVEL 3
PROPOSED DESIGN



LEGEND

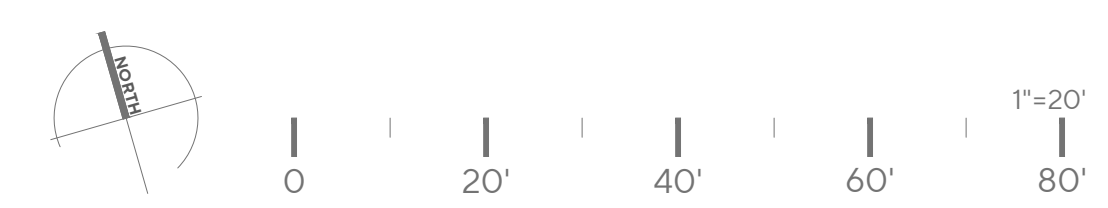
- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



LEVEL 4
ORIGINAL DESIGN

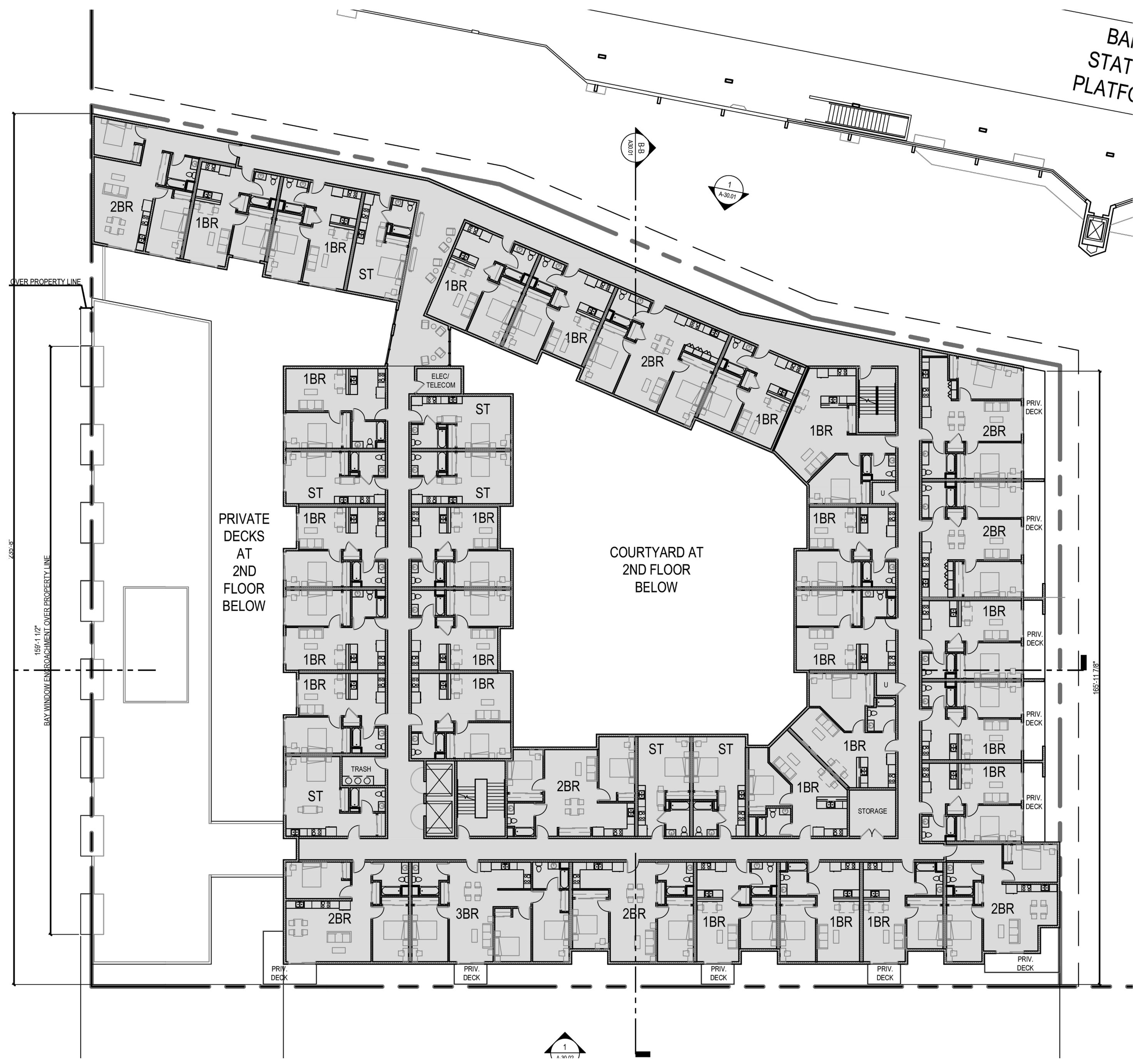


LEVEL 4
PROPOSED DESIGN



LEGEND

- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



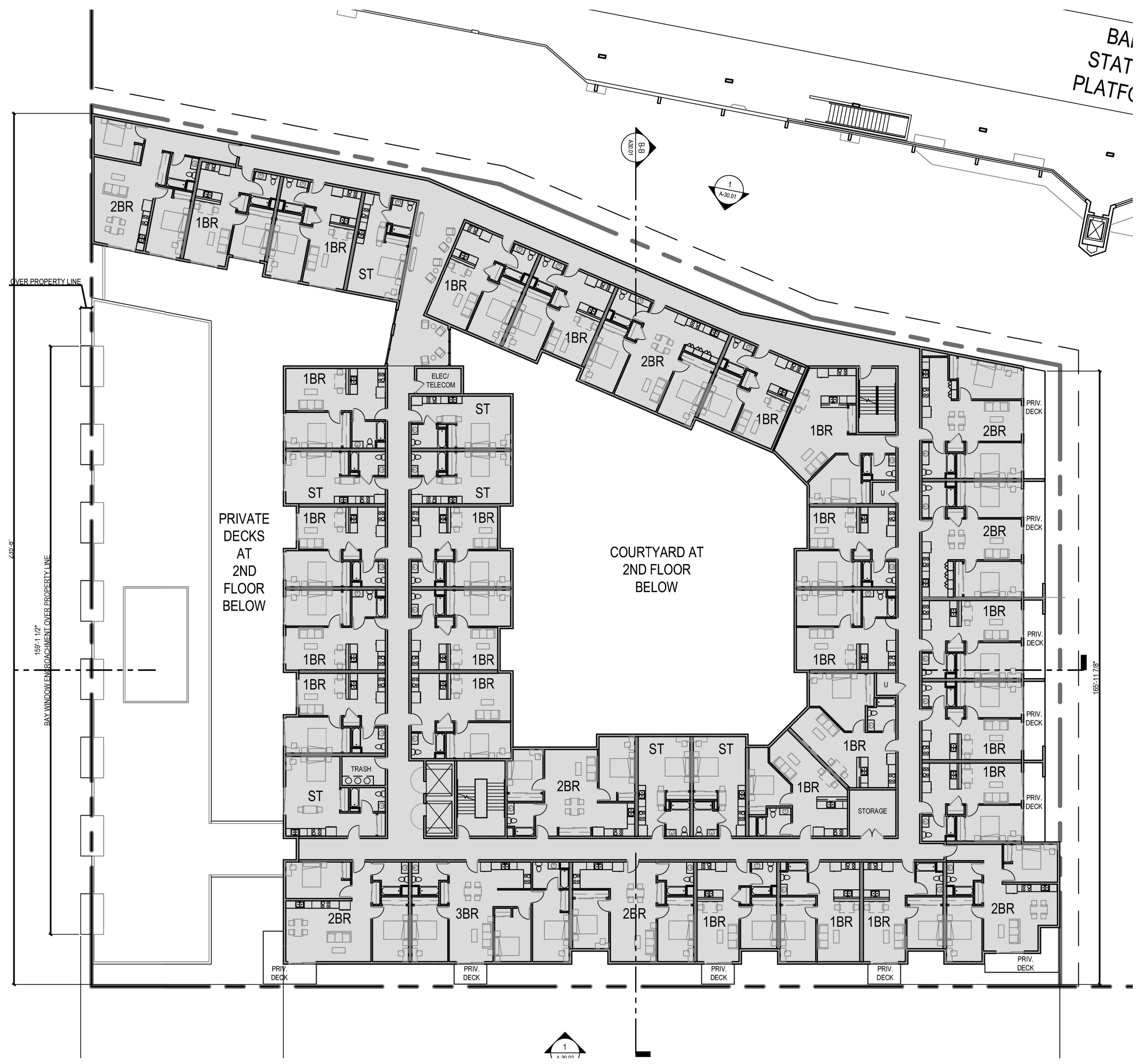
LEVEL 5
ORIGINAL DESIGN



LEVEL 5
PROPOSED DESIGN

LEGEND

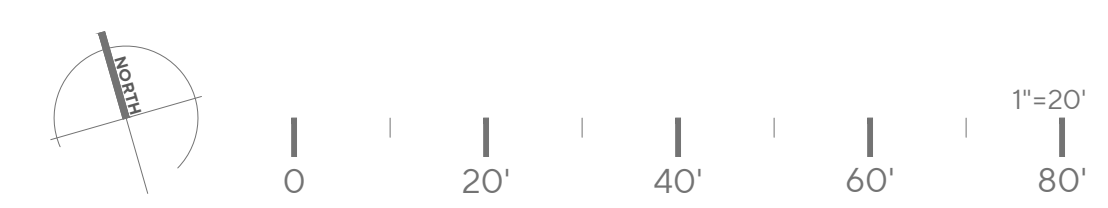
- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE



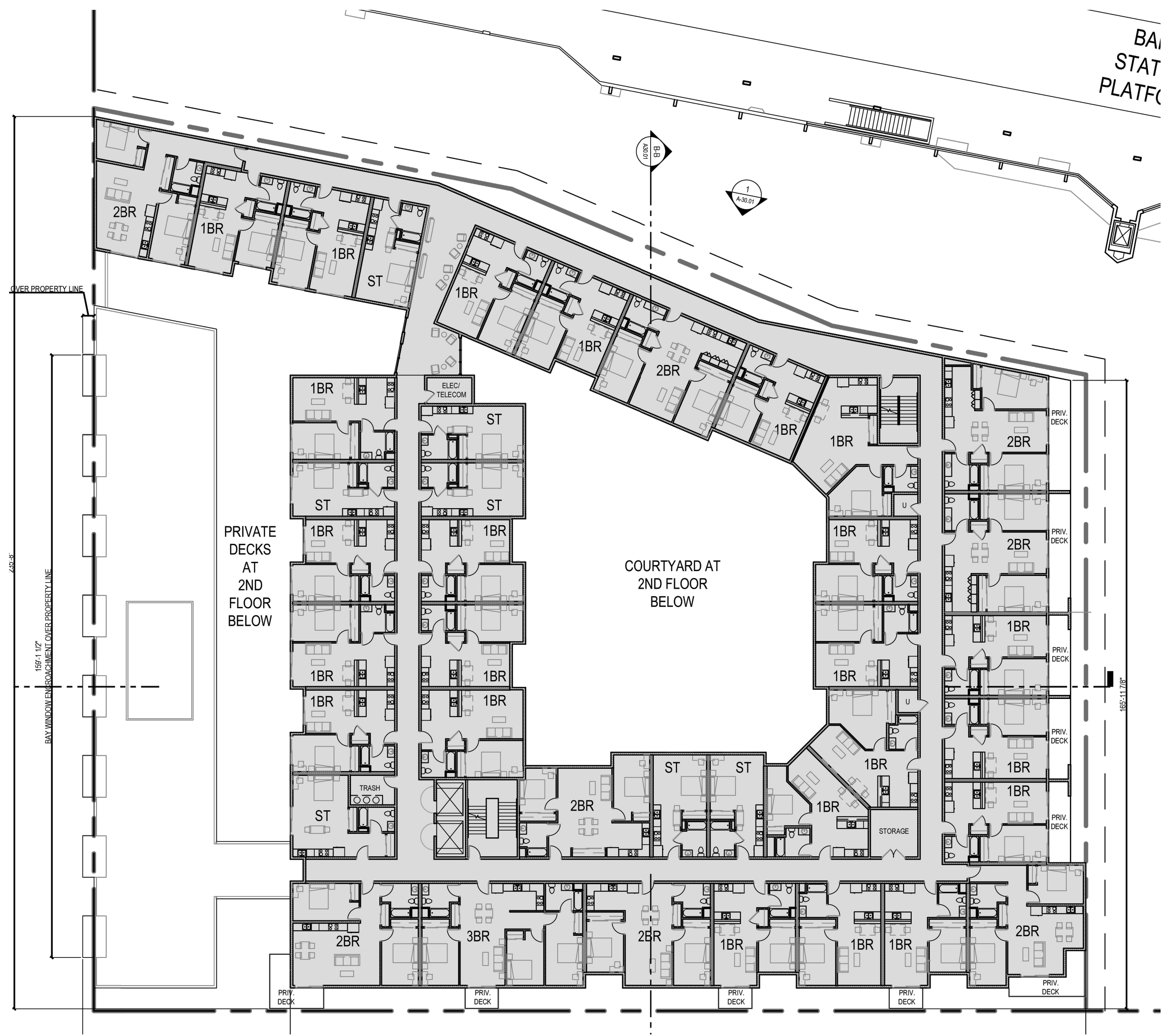
LEVEL 6
ORIGINAL DESIGN



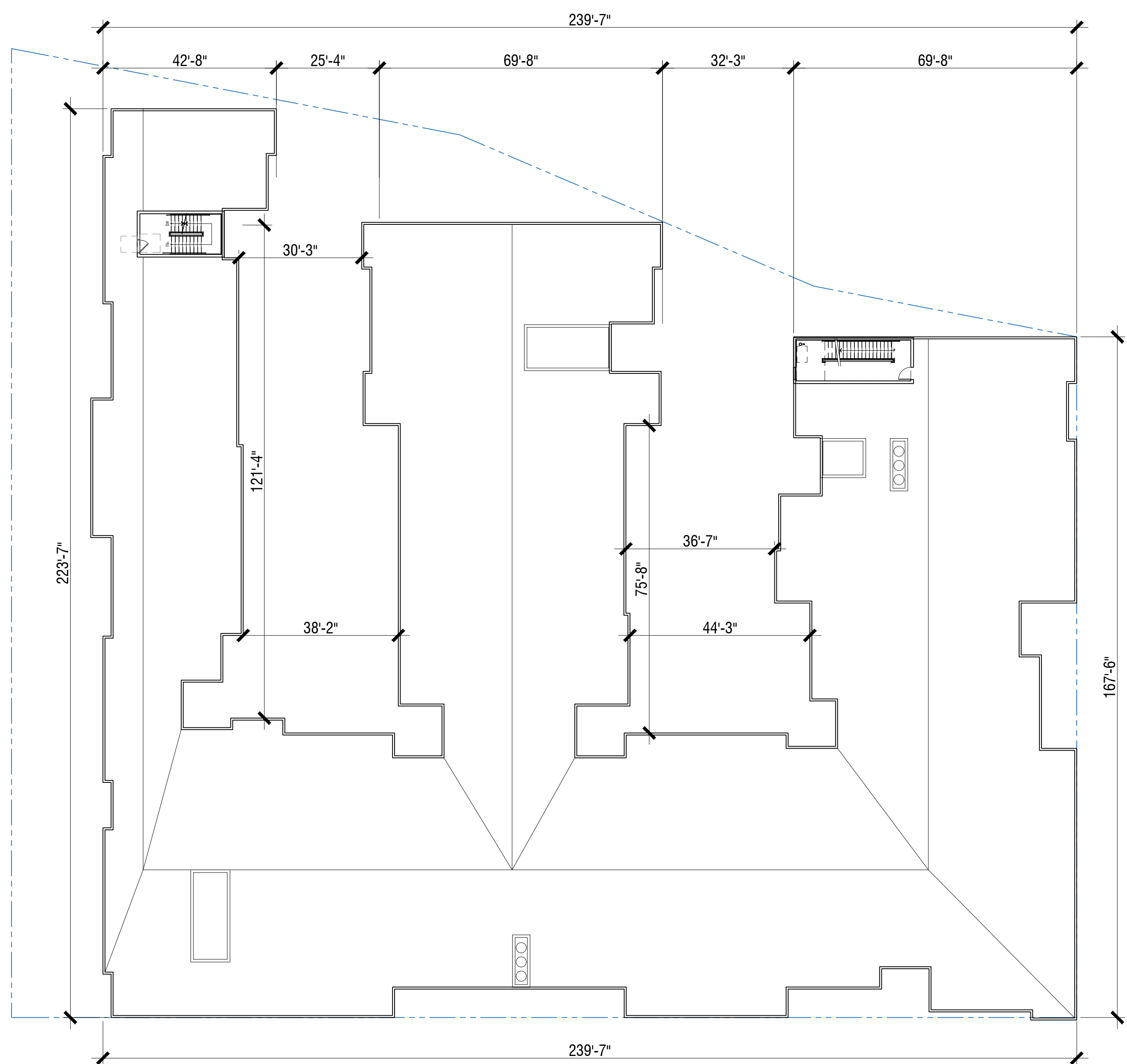
LEVEL 6
PROPOSED DESIGN



- LEGEND**
- RESIDENTIAL
 - RETAIL
 - RESIDENTIAL AMENITY
 - PODIUM
 - BUILDING LINE ABOVE
 - PROPERTY LINE



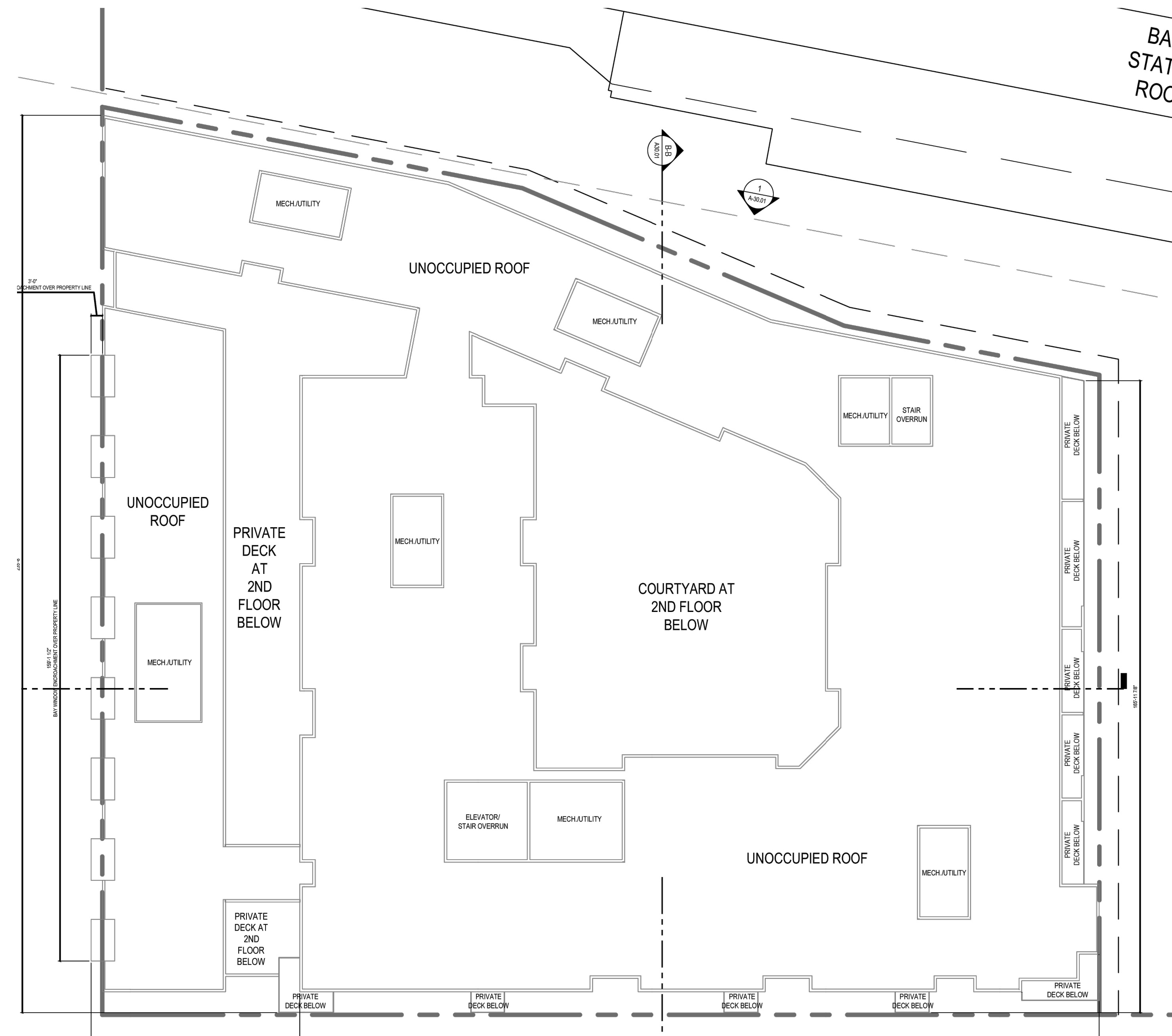
LEVEL 7
ORIGINAL DESIGN



ROOF PLAN - LEVEL 7
PROPOSED DESIGN

LEGEND

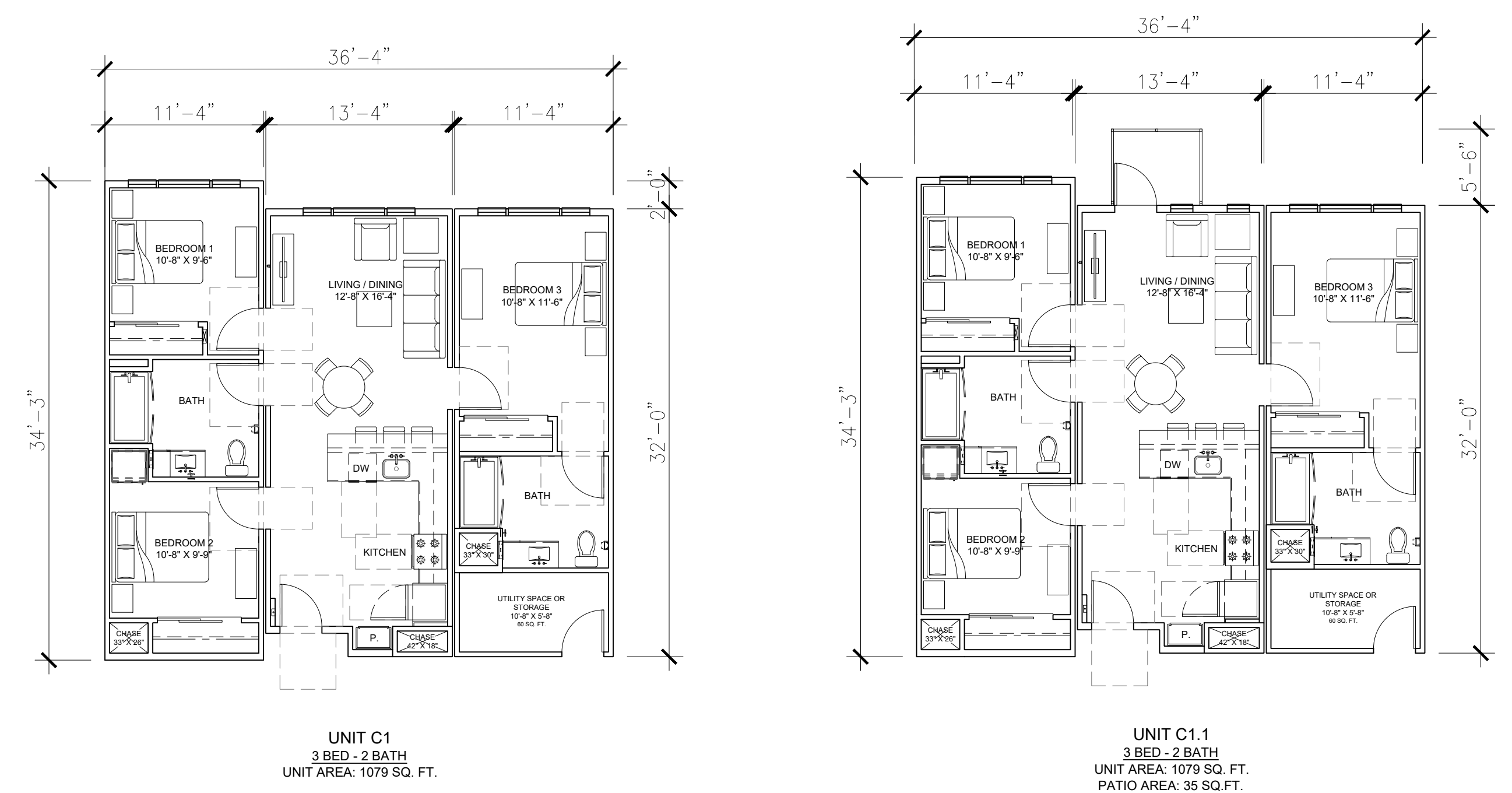
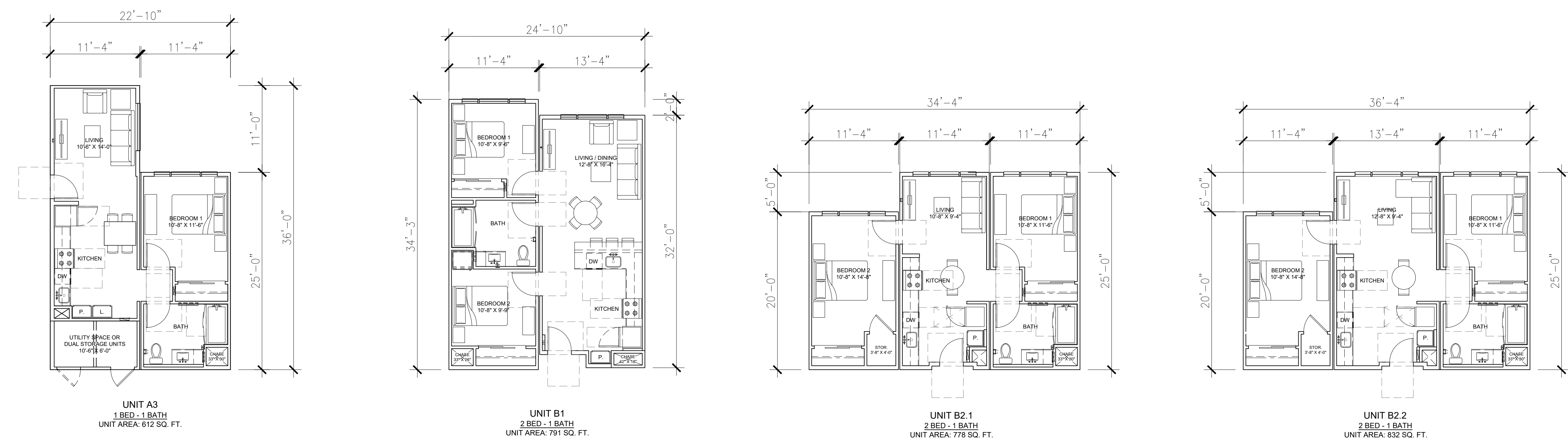
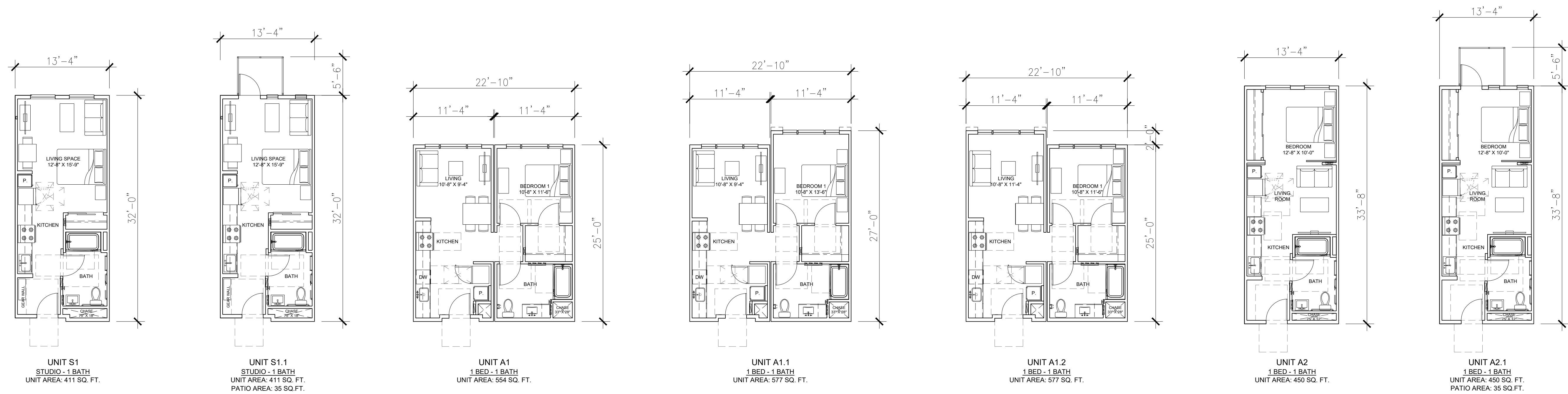
- RESIDENTIAL
- RETAIL
- RESIDENTIAL AMENITY
- PODIUM
- BUILDING LINE ABOVE
- PROPERTY LINE





BA
STAT
ROC

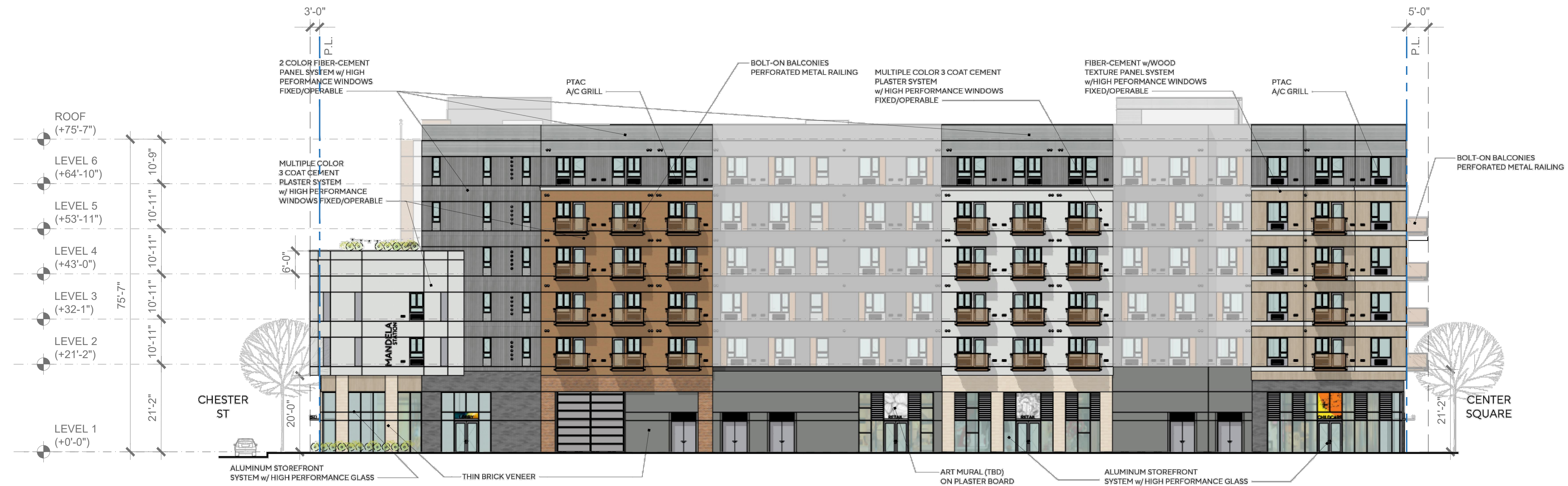
THE PROPOSED BUILDING IS 6 STORIES TALL

ROOF PLAN - LEVEL 8
ORIGINAL DESIGN



LEGEND

-  PROPERTY LINE (P.L.)
-  PROJECTION INTO PUBLIC R.O.W.

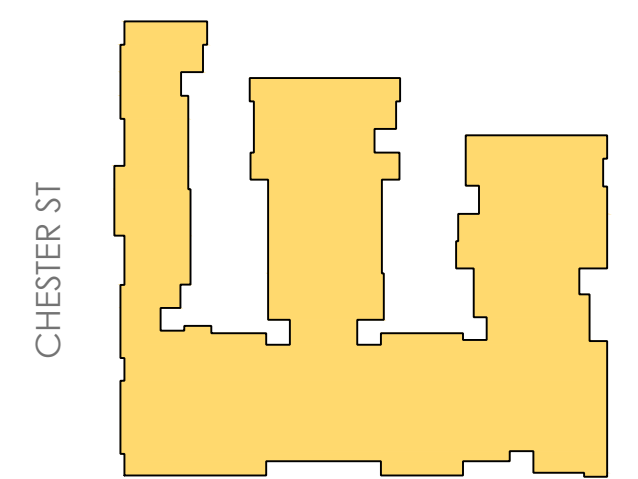


1. PROPOSED NORTH ELEVATION





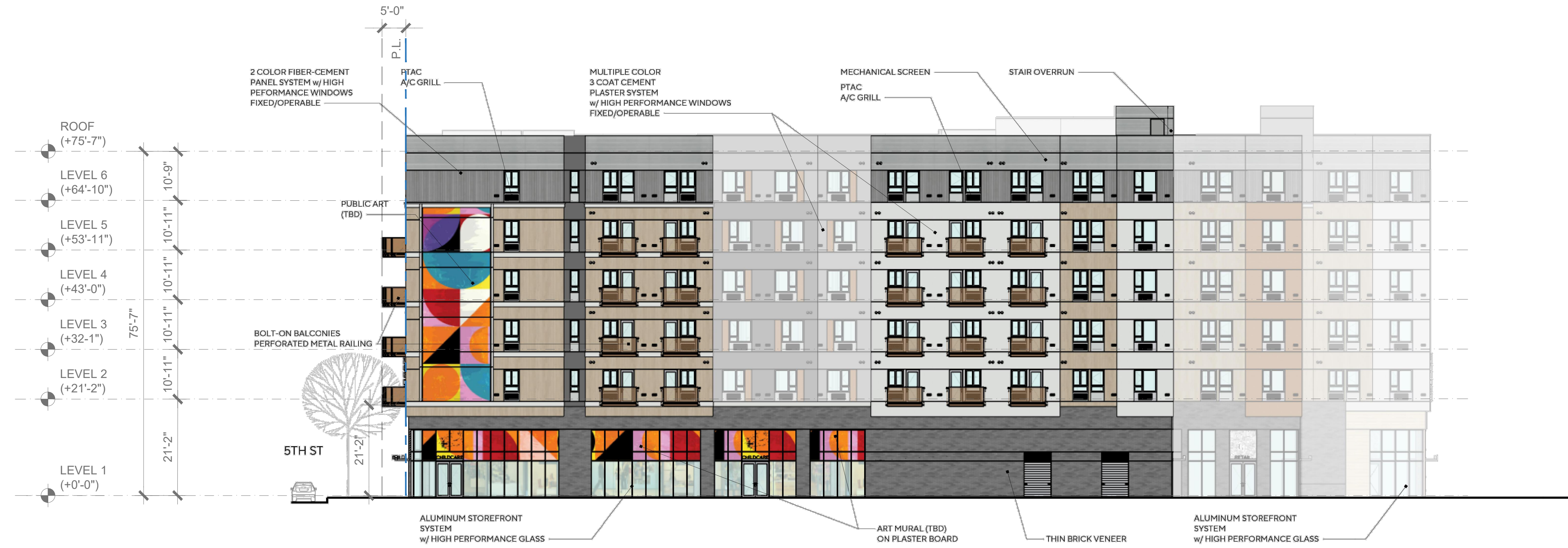
1. EXISTING NORTH ELEVATION

KEY MAP



LEGEND

-  PROPERTY LINE (P.L.)
-  PROJECTION INTO PUBLIC R.O.W.

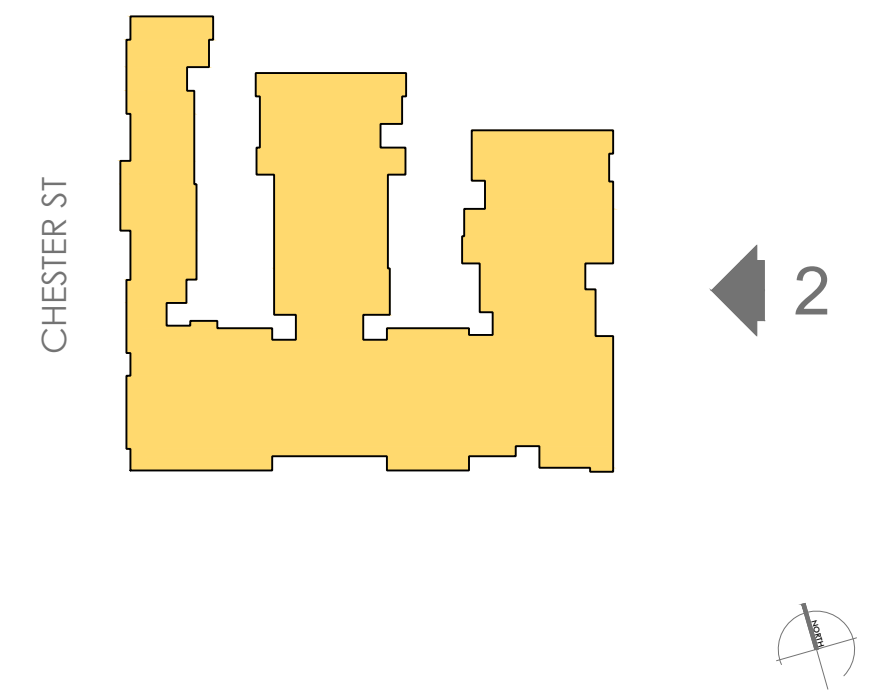


2. PROPOSED WEST ELEVATION


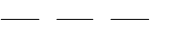


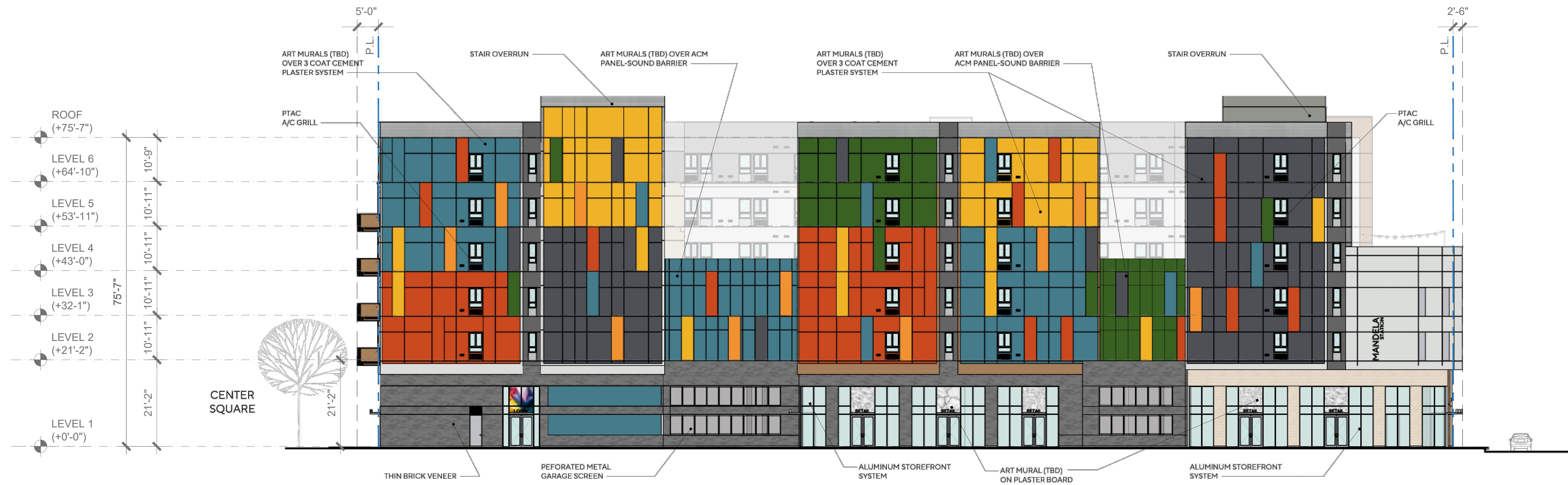
2. EXISTING WEST ELEVATION

KEY MAP



LEGEND

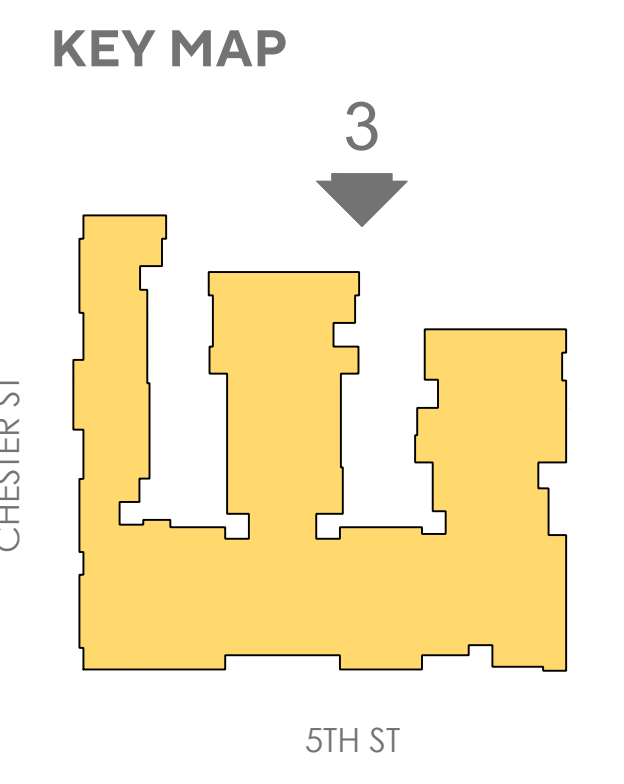
-  PROPERTY LINE (P.L.)
-  PROJECTION INTO PUBLIC R.O.W.





3. PROPOSED SOUTH ELEVATION



1/16"=1'-0" AT 36" X 24"
0 5 10 20 50
3. EXISTING SOUTH ELEVATION



LEGEND

-  PROPERTY LINE (P.L.)
-  PROJECTION INTO PUBLIC R.O.W.

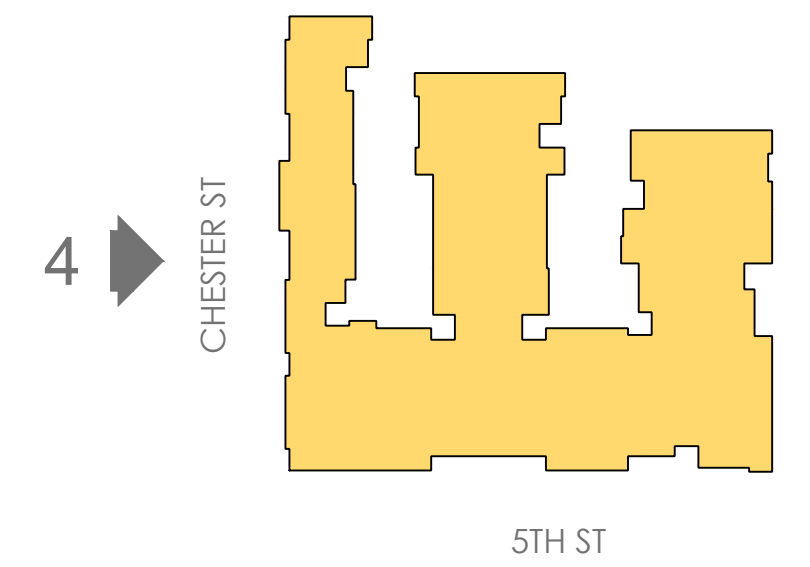


4. PROPOSED EAST ELEVATION



4. EXISTING EAST ELEVATION

KEY MAP





VIEW FROM ACROSS THE BART STATION 3



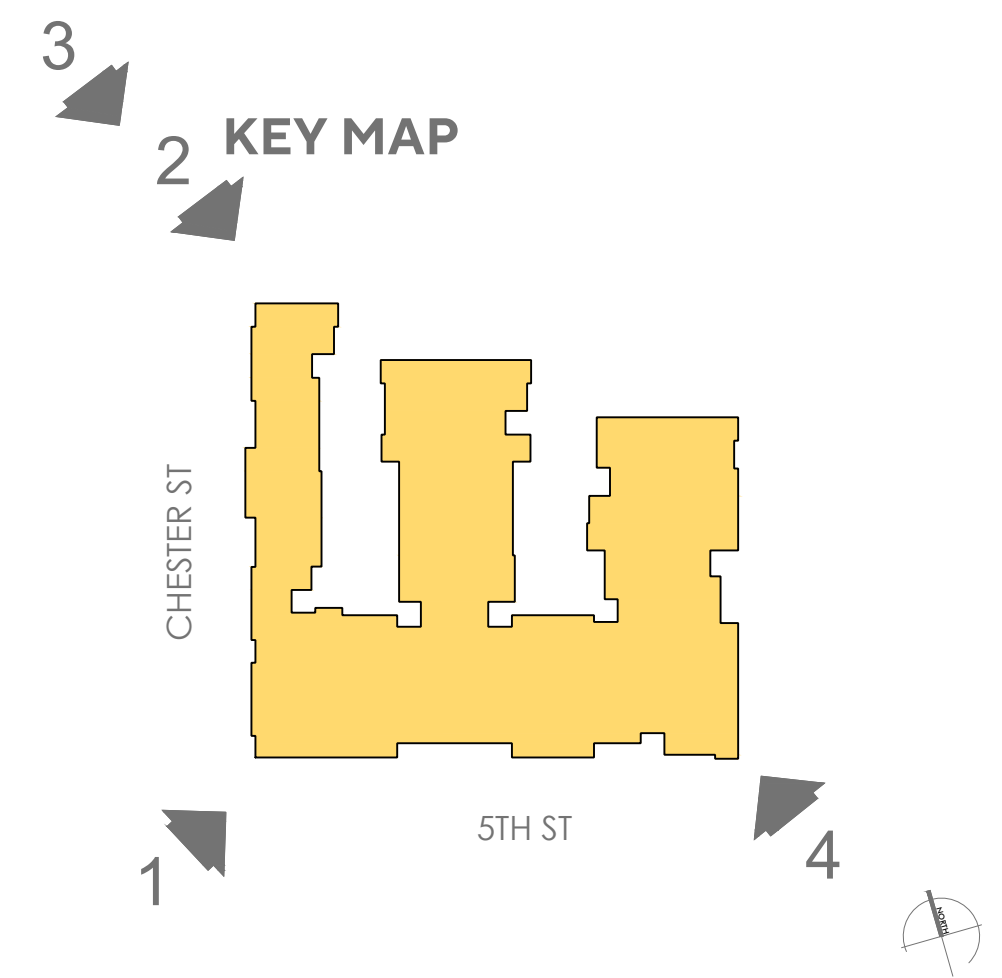
VIEW FROM CHESTER ST & BART PLATFORM 2



VIEW FROM SOUTHEAST CORNER 4



VIEW FROM CORNER OF 5TH ST & CHESTER ST 1





NORTH ELEVATION - 5TH STREET

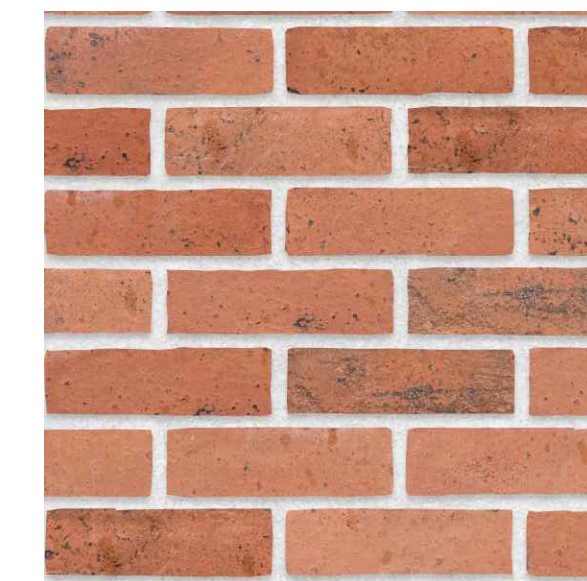


EAST ELEVATION - CHESTER STREET

MATERIALS



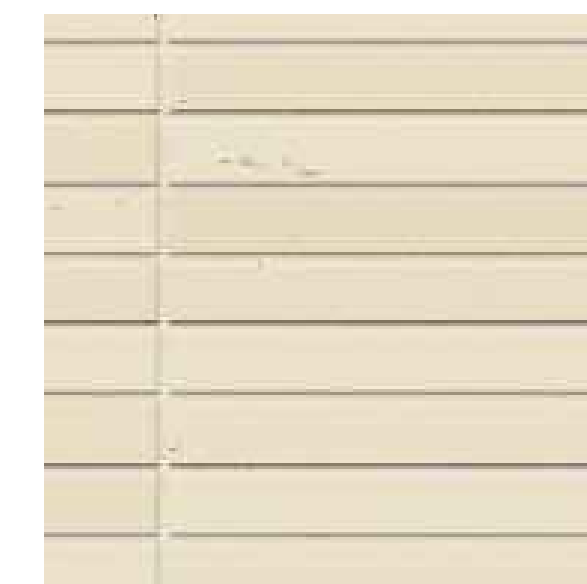
1. STUCCO 20/30 - LIGHT SAND FINISH



2. BRICK VENEER CLAY COLOR MIX



3. BRICK VENEER GRAY COLOR MIX



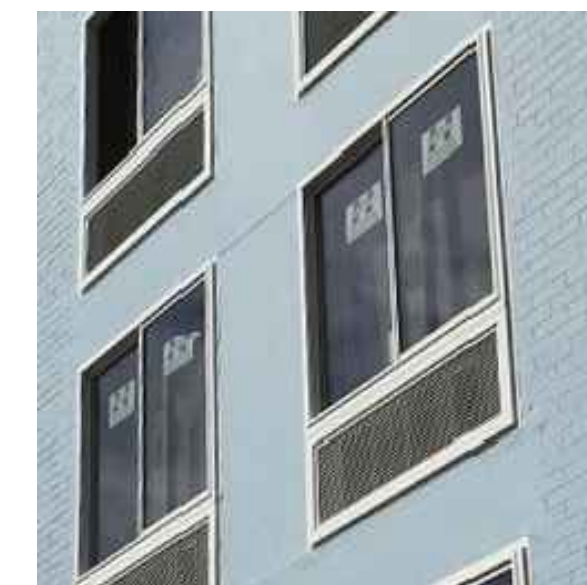
4. BRICK VENEER CREAM COLOR



5. ALUMINUM WINDOW SYSTEM



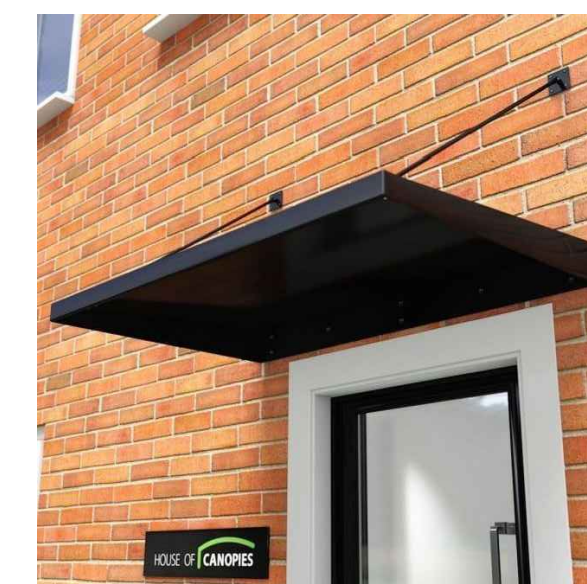
6. FIBER CEMENT BOARD SIDING



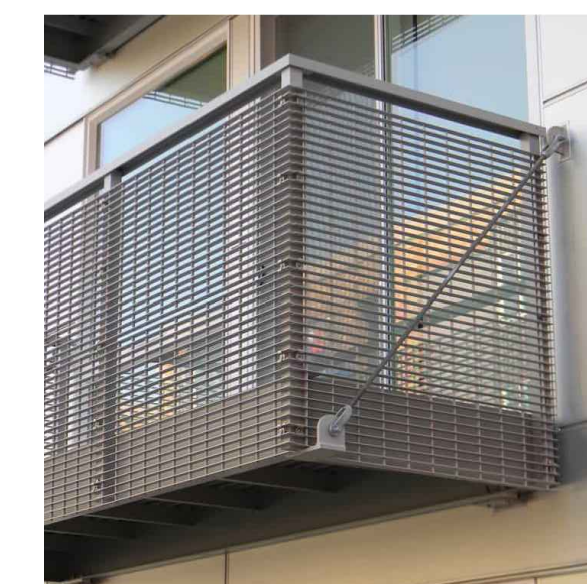
7. PTAC WINDOWS



8. VINYL WINDOWS

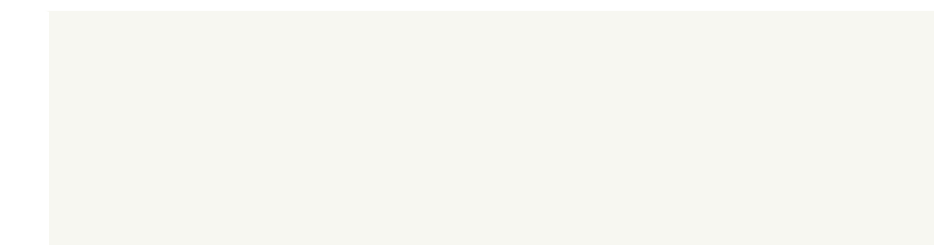


9. METAL CANOPY



10. BOLT-ON BALCONIES PERF-METAL RAILING

COLORS



A. SW 7656 RHINESTONE



B. SW 7659 GRIS



C. SW 7067 CITYSCAPE



D. SW7069 IRON ORE



E. SW 6117 SMOKEY TOPAZ



F. SW 7572 LOTUS POD



G. SW 7548 PORTICO