

## BUILDING DESIGN

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

The project contains two mid-rise and one high-rise buildings that range from 7-story to 23-story. As discussed in this staff report, the proposed buildings provide minimal massing relief on the facades and roof to create a cohesive composition. The proposal needs to consider using different design components to create volumes and articulation to create balance and style.

**Response: Massing Changes have been introduced to the facades to provide corner articulation, Massing relief and volume articulation. See updated elevations and perspectives.**

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

The project provides a cohesive arrangement of various size of windows, wall panels and glazing storefronts that are contemporary and help to reduce the visual scale of the large building frontage.

**Response: New design changes have provided more articulation**

## WEST OAKLAND SPECIFIC DESIGN GUIDELINES TO THE 7TH STREET OPPORTUNITY AREAS

The following section of the Design Guidelines addresses the urban design strategies and guidelines that are particular to the 7th Street Opportunity Areas, especially as to neighborhood commercial corridors with

housing. The 7th Street guidelines intend that the project become the focus of the surrounding neighborhoods with active street edges that would encourage neighbors and visitors to experience a high-quality urban streetscape.

#### NEIGHBORHOOD COMMERCIAL

*Neighborhood Commercial 1/ Site Planning: Buildings should be built immediately fronting 7th Street to emphasize and re-establish where necessary the continuity of the neighborhood commercial street. Ground floors should have active publically accessible uses such as restaurants, retail, lobbies and galleries. Driveways and vehicular entrances are discouraged from accessing directly from 7th Street and moved to side streets where feasible.*

The proposal contains three detached mixed-use buildings that front 7<sup>th</sup> Street to create continuity in the S-15 Transit-Oriented Development Commercial zone. The project includes ground floor retail and residential lobbies that would be accessible from 7<sup>th</sup> Street and thus create a more active environment on the main corridor. The proposal also includes two separate driveways for partial vehicular access to the “community gathering” pedestrian pathways, which is opposite to the prescribed 7<sup>th</sup> Street guidelines.

#### **Response: NA**

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

The project development contains buildings that range from 7-story to 23-story, but do not contain any bay windows to the residences or provide articulation to create visual relief to the building mass.

**Response: Balconies and bays have been added along all major street facades to provide articulation. See revised elevations and perspectives**

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

The project proposal is not located at the intersection of 7th Street and Mandela Parkway. The project includes buildings that are more than five stories in height and do not provide a significant step-back from the main commercial corridor, 7th Street, to create a balanced scale with other buildings in the area.

**Response: Building articulation along 7th has been added to respond to height of the residential building across street.**

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

The proposal provides a decent amount of openings and glazing along the ground floor on 7th Street. The project development, however, can use additional awnings or canopies to define and make the main entries more prominent from the commercial corridor.

**Response: Double height lobby spaces are aligned with courtyards beyond to provide layering of space at ground level. Awnings have been added to define entries.**

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

The proposal provides a modest mix of materials and colors that range from light to medium color metal cladding, cement panels, powder coated storefront and aluminum window framing, gray glazing, accent colors and perforated metal balcony railings.

**Response: The material pallet has been updated to create more variation.**

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

The project proposal does not plan to restore the existing one-story commercial building because it will be demolished as part of the new development. The property is not considered a historic property or in a historic district.

**Response: NA**

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

The proposal includes a landscaping plan that shows the installation of a mix of street trees around the property. The species of the street trees range from 36-inch box size *Quercus Suber*, *Pistacia Chinensis* and *Gingko Biloba* trees. The plan also shows that these trees are spaced between an average of 20 to 40 feet on center. The majority of the street trees will be planted on a landscaped strip, except for the trees on 7th Street which will be contained in a well surrounded by metal grates.

**Response: NA**

*Neighborhood Commercial 8 / Landscape: Publicly accessible outdoor space areas should be comprehensively designed with high quality pavement, landscaping, and seating, and are encouraged at the following locations: Mandela and 7th Street, San Pablo Avenue and West Grand Avenue, San Pablo and 32nd Street.*

The project proposal is not located on any of these street intersections, so it does not apply. However, the project includes "community gathering spaces", located between the mid-rise and high-rise buildings. These pedestrian pathways are designed to provide direct access from 7<sup>th</sup> and 5<sup>th</sup> Streets to the ground floor commercial flex spaces. These two pedestrian pathways provide some type of open space that include furniture and landscaping such as pergolas, benches, planting areas and color paving surfaces to create an inviting environment to the public and residents as well. It should be noted that the community gathering spaces are unarticulated and the buildings on either side are not stepped back. These areas risk being dark, cold, and unanimated without a high-quality, detailed design.

**Response:** The public gathering spaces are landscaped with a mix of hardscapes to provide articulation across the floor surface. As noted, planting and furnishings are added to enhance the space. The pedestrian pathways face North / South and will get plenty of direct mid-day sun as well as morning and noon reflected light off buildings fronting the spaces.

High quality materials in storefronts and facades have been further articulated.

#### DESIGN ISSUES

Based on design plans provided, staff has reviewed the project and has the following comments for consideration by the Planning Commission:

##### Site Planning

##### Public Right-of-Way:

The proposed design plans, received on February 10, 2018 provide minimal information as to the extent of any right-of-way improvements around the subject property. Other than proposing new or improved curb-cuts for ADA access ramps and extension of the existing median strips around the project site, staff believes that additional detail plans are needed to better evaluate the project and provide recommendations. Typically, such information is provided when a Subdivision Map and/or a Planned Unit Development plan is provided. The submission of a subdivision map to merge and subdivide the property into three new parcels has not been submitted to provide additional information that can help assess the off-site improvements as it relates to the proposed project.

**Response:** Project team had meeting with public works to discuss site improvements and have incorporated additional crosswalk and road diets into plans.

##### Parcelization:

The applicant has indicated that the existing three parcels will be reconfigured and merged into three new parcels through a subdivision map. The three new proposed parcels would allow each of the proposed detached buildings to be developed in two phases. Phase 1 will include the construction of the two mid-rises

and Phase 2 will include the construction of the high-rise. Without the required subdivision map, it is not clear at this time where would the property lines be located in relation to the proposed “community gathering space (pedestrian pathways) and building separation. If the map shows a proposed property line in the center of the pedestrian pathways, it may or may not conform to the zoning development standards such as building setbacks or will it conflict with any proposed utility easements. The subdivision map is critical to analyzing the project and determining appropriate permits and procedures.

**Response: Drat TPM is prepared, see attachment A in set.**

Building Design

Building Height and Mass:

The proposal provides three detached buildings, two mid-rises and one high-rise. The two mid-rise buildings measure up to 84 feet in height and the high-rise measures up to 233 feet in height to the rooftop. The maximum allowed building height in the S-15W zoning district is 160 feet. Because the application includes a Density Bonus, the project sponsor is entitled to request for concessions or incentives. So, in this case the applicant proposes a building height increase of 233 feet (+73 feet). Staff believes that this transit-oriented development site could accommodate the proposed density. However, staff has some concerns about the massing of the buildings. The West Oakland Specific Plan Design Guidelines implies for continuity with the West Oakland’s unique history and character. The intent of the guidelines is for new buildings to be designed with major massing elements that are consistent with buildings in the immediate vicinity. The current massing of the buildings is bulky and monolithic, and needs to be finessed to create different volumes and articulation. The proposal can use a strong variation of roof and facade planes to provide an attractive appearance when viewed from the street and from distant views from around the city. Staff comments also apply to the two mid-rise buildings that further development is recommended to break up mass on the facade and roof planes. The height of these two buildings are not of a concern, but how the massing can be improved to provide visual relief and interest within the context of the neighborhood is of concern.

**Response: The project design has been modified to place a distinctive tower element at both the 7th and Union, and 7th and Kirkham intersections. In the case of 7th and Union, the high-rise tower features changes in massing and materiality that imply a slender, articulated tower at the northeast corner of the property. At the apex of the tower, a wind/mechanical screen gestures towards the downtown core,**

helping to differentiate the mass of this wing of the tower, without adding program. This wing of the high-rise will also be clad in glass and metal, and distinctly different from the south wing, which comprises punched openings in a more solid expression.

The updated design also features a series of retail spaces along Union that successively step back from the street to create protected entry/seating nooks along this very busy frontage. These articulated retail boxes utilize the language of the tower to distinguish them from the adjoining retail/live work spaces that address the BART right-of-way. At the street level at 7th and Union, an entry canopy frames the corner of the building, setting it apart from the balance of the retail frontage, and further emphasizing the prominence of this important corner.

#### Land-Uses

#### Off-street Parking:

The project proposes a total of 8 parking spaces for commercial use on a small surface parking lot, located near the intersection of 5<sup>th</sup> and Kirkham Streets. Per the S-15W zone district, the required number of parking spaces for the proposed application is 516 spaces (0.5 parking space per residential unit). Zoning regulations also allow additional parking reduction of 30%, when a project development site is located in a Transit Accessible Area such as BART. So, the result for the base parking count for required off-street residential parking is 361 spaces within the property. Furthermore, per the Density Bonus regulations, the applicant can request incentives or concessions to reduce the required number of off-street parking. In this case, the applicant is proposing to reduce residential parking to zero and instead proposes 8 parking spaces primarily for commercial or retail uses in a small surface parking lot. Staff believes that the proposal for not providing off-street parking for the residential units and/or parking for residential and commercial loading berths may be of a concern in the surrounding neighborhood.

#### CONCLUSION

The proposed project reflects to some degree the intent of the 5-15 W zoning district and vision of the West Oakland Specific Plans (WOSP) for developing multi-story, high-density mixed-use development in Transit-Oriented Development Commercial Zones. There are issues, however that staff believes are significant and need to be addressed to improve the overall design appearance of the buildings. Staff has concerns

regarding the lack of building wall and roof planes particularly along 7th Street. Although the buildings integrate horizontal and vertical design features, the buildings appear bulky and massive in appearance. To provide visual relief on the building mass it is recommended that further development is made to improve articulation and design interest of the building facades. At a minimum, staff recommends the applicant consider and incorporate on a revised design plan the following:

- Provide roof plane variety to be less monotonous to create a balance proportion and articulation. The high-rise roof plane needs further development to reduce the heavy top. The building roof can also use a prominent design feature to provide interest. The low-rise building also need roof plane articulation to reduce bulk. It is suggested that the low-rise building at 7<sup>th</sup> and Kirkham Streets include a design feature such as a marquee to make the entry more prominent.

**Response: Articulation added to roof line and façade to respect scale of neighborhood.**

- Submit conceptual design plans for future commercial signage for retail and flex spaces.

**Response: Signage intent added to the renderings, see updated images for reference.**

- Include details for the courtyard 34-foot tall wall metal panel, and building windows.

**Response: Sheet added showing details for sound wall at courtyards.**

- Integrate sun shades or trellises and aesthetic features on the roof deck and upper terraces.

**Response: Sculptural canopy added to upper roof terrace.**

- Consider removal of new curb cuts /driveways on 7<sup>th</sup> Street for the community gathering areas.

**Response: These are meant to be rolled edges and not curb cuts. We have discussed with public works and traffic.**



- Provide additional information (program) for the operation of the pop-up retail activities.

**Response: Owner has hired SiteLab to develop retail program. See information added to packet regarding retail program.**

- Include laundry areas for the residential tenants of Building 3/ high-rise.

**Response: Laundry area included at ground level**

- Provide decorative lamps in the public open spaces, community gathering spaces and courtyards.

**Response: Lamps and string lights have been added to open space, community gathering spaces and courtyards.**

- Screen from view all utility equipment from public view and from building rooftop.

**Response: equipment will be screened from view**

- Submit details for the solar system located on the rooftop.

**Response: solar system is shown for intent. Actual system will need to be calculated and designed by engineers prior to permitting.**

- Review with City Public Works/Traffic the feasibility for all street parking around the site.

**Oakland City Planning Commission  
Design Review Committee**

**STAFF REPORT**

Case File Number: PLN17428 / PUDF07

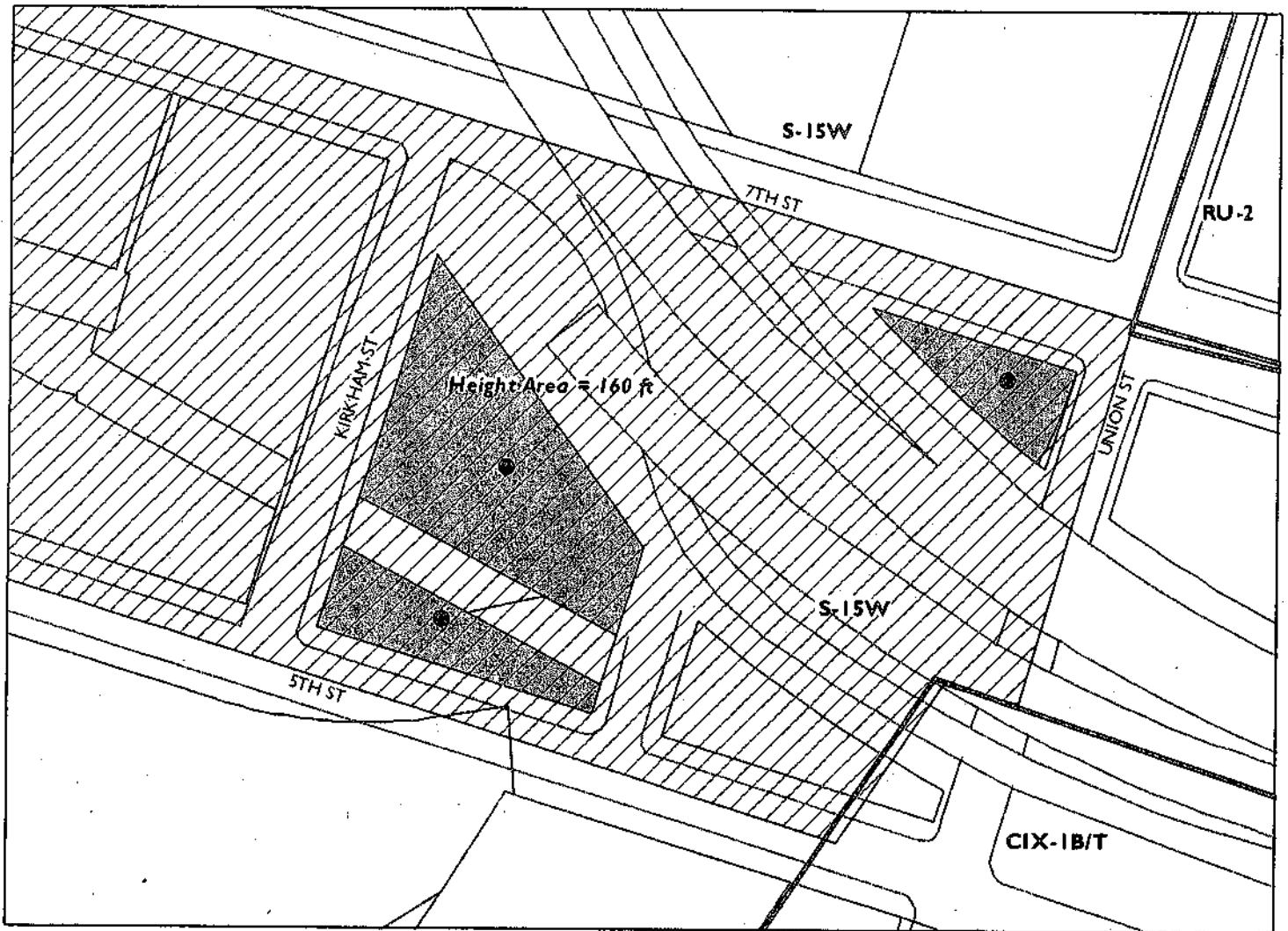
February 28, 2018

<b>Project Location:</b>	500 Kirkham Street. The property is bounded by 7 <sup>th</sup> Street, Union Street and 5 <sup>th</sup> Street and is located near the West Oakland BART Station.
<b>Assessor's Parcel Numbers:</b>	004 004900100, 004 004900301 & 004005101802
<b>Proposal:</b>	To construct two detached eight and nine-story buildings and one detached 23-story building consisting of 1,032 residential units with ground-floor retail and flex space commercial areas, surface parking lot for eight parking spaces, courtyards, roof deck, terraces, pedestrian commercial pathways including an amenity and outdoor pop-up retail space.
<b>Project Applicant/ Telephone:</b>	Zac Shore, Panoramic Interests / (415) 701-7002
<b>Property Owner:</b>	500 Kirkham, LLC
<b>Case File Number:</b>	PLN17428/ PUDF07
<b>Planning Permits Required:</b>	Conditional Use Permits for Planned Unit Development (PUD); Regular Design Review for new construction; and Tentative Parcel Map Subdivision to subdivide three new parcels.
<b>General Plan: Specific Plan:</b>	Community Commercial West Oakland Specific Plan (WOSP)
<b>Zoning:</b>	S-15W Transit-Oriented Development Zone
<b>Environmental Determination:</b>	Under Review
<b>Property Historic Status:</b>	Non-Historic Property
<b>City Council District:</b>	3
<b>Project Status:</b>	Referral for Review by the Design Review Committee
<b>Action to be Taken:</b>	Provide comments to applicant and staff
<b>For Further Information:</b>	Contact Case Planner, Mike Rivera at (510) 238-6417, or by email at <a href="mailto:mriviera@oaklandnet.com">mriviera@oaklandnet.com</a>

**SUMMARY**

The applicant proposes to construct a mixed-use project consisting of residential and commercial uses on a 3.15 acres property. The project site has no buildings, except for a vacant one-story commercial building that would be demolished. The project also includes the construction of a surface parking lot with eight parking stalls, large private courtyards and (community gathering spaces) pedestrian pathways including other accessory outdoor areas to be under the control and maintenance of the property owner. The proposal includes a total of 1,032 market rate and affordable residential units. The project is undergoing an environmental analysis, and the proposal will require a decision by the Planning Commission at a future public meeting. Staff is seeking comments and direction from the Design Review Committee, based on the submitted design plans.

# CITY OF OAKLAND PLANNING COMMISSION



0 80 160 320 480 640 Feet



Case File: PLN17428 / PUDF07  
Applicant: Panoramic Interest, Zac Shore  
Address: 500 Kirkham Street  
Zone: S-15W  
Height Area: 160 ft

**PROJECT SITE AND SURROUNDINGS**

The property is paved, contains a vacant one-story commercial building and is enclosed by a six-foot high chain-link fence. The property is bounded by Kirkham Street to the west, 7<sup>th</sup> Street to the north, Union Street to the east and 5<sup>th</sup> Street to the south. The property is surrounded by a mix of uses including medium density four-story residential and two-story commercial and light industrial buildings. Nearby uses or facilities include auto-fee parking lots, Caltrans storage yards, BART elevated tracks and the West Oakland BART Station. The site is also near I-880 west-bound/east-bound freeway ramps and within the vicinity of the Prescott and Acorn residential neighborhoods including the Mandela Parkway Park.

**PROJECT PROPOSAL**

The proposal "The Hub" is to construct three detached buildings that will provide a mix of residential unit types, retail and flex-commercial spaces. The project includes private courtyards, roof decks, upper terrace and a small parking lot. Between the buildings, two landscaped pathways, identified in the attached plans as "community gathering spaces" traverse the property from 7<sup>th</sup> Street to 5<sup>th</sup> Street to provide access to the flex commercial spaces and building separation. The applicant proposes to develop the project in two phases. Phase 1 involves the construction of the two detached mid-rise buildings (buildings #1 and #2), an eight-space parking lot and pop-up retail area; and Phase 2 involves the construction of a high-rise building (building #3). The existing support columns and the elevated BART tracks crossing the property near Kirkham and 5<sup>th</sup> Streets will not be altered. The applicant indicates that the proposed buildings will be distanced at least 20 feet from the elevated tracks, which is based on the development guidelines by BART. The following table is a summary of the proposed buildings:

<b>Project Program</b>	<b>Building 1 (mid-rise)</b>	<b>Building 2 (mid-rise)</b>	<b>Building 3 (high-rise)</b>
Building Height/Story	84-ft. / 9 stories	84-ft. / 8 stories	233-ft. / 23 stories
Building Gross Area	254,969 sf.	210,433 sf.	447,086 sf.
Number of Units	329 residential units	267 residential units	436 residential units
Retail Floor Area	4,581 sf.	4,419 sf.	9,401 sf.
Flex Space Floor Area	10,319 sf.	10,194 sf.	5,343 sf.
Off-Street Parking	8 parking spaces	No parking spaces.	No parking spaces
Off-Street Loading	0 space	0 space	0 space

The development proposal provides a mix of 1,032 residential units ranging from studios, one-bedroom to four-bedroom and 10-bedroom units (rooming house). The applicant has not provided any specific information as to how the market rate and affordable residential units will be arranged in the three buildings. The following table shows the type of bedroom and count for the residential units:

<b>Bedroom Type</b>	<b>Building 1 (mid-rise)</b>	<b>Building 2 (mid-rise)</b>	<b>Building 3 (high-rise)</b>	<b>Unit Size*</b>
<i>Studio :</i>	0 units	1 studio	0 units	441-sf
<i>One-Bedroom:</i>	14 units	0 units	73 units	392/468-sf
<i>Two-Bedroom:</i>	151 units	137 units	0 units	462-sf
<i>Two-Bedroom Suite</i>	112 units	103 units	255 units	546-sf
<i>Three-Bedroom:</i>	52 units	26 units	22 units	676-sf
<i>Four-Bedroom:</i>	0 units	0 units	64 units	900-sf
<i>Ten-Bedroom: (rooming house)**</i>	0 units	0 units	22 units	2,532-sf
<b>Total Unit Count:</b>	<b>329</b>	<b>267</b>	<b>436</b>	

- \* *The size of these units are approximate and may vary in the future*
- \*\* *In the S-15W zoning district, a rooming house will require a Conditional Use Permit. Rooming units are a suite of rooms, not including a kitchen, designed or occupied as separate living quarters, with or without common boarding provisions.*

The principal entry for the residential units will be from 7<sup>th</sup> Street through the ground-floor lobbies in each building. The ground-level of the buildings contains a lobby, bicycle storage, trash/recyclable and utility rooms including laundry areas in the upper floors. The entry for the retail and flex space units will be from 7<sup>th</sup> Street, Kirkham Street, Union Street and through the "community gathering" pathways. The proposal includes four new curb cuts on 7<sup>th</sup> and 5<sup>th</sup> Streets to allow partial vehicular access into the pathways for the commercial-flex spaces. The project provides a surface parking lot with a total of eight spaces for retail use, located under the BART elevated tracks and near Kirkham and 5<sup>th</sup> Streets. Access to the parking lot will be from 5<sup>th</sup> Street and exit into Kirkham Street. The proposal does not provide within the property any additional off-street residential parking, residential or commercial loading berths.

The project includes private courtyards that contain concrete paving pathways and plazas with pergolas, shared stoops, metal grate crossovers over the bio-retention areas, planting area and a row of 36-inch size trees. The courtyards will be accessed from the ground floor of the buildings and 5<sup>th</sup> Street through a door that contains a 34-foot tall metal panel wall. The applicant indicated that the reason for such a tall wall is to reduce noise from the passing by BART trains. The courtyards will have a mix of wall-mounted sconce lighting and led pedestrian post lighting. Furthermore, the project includes "community gathering space" pedestrian pathways with entry plazas, removable bollards, wooden benches, pergolas, color concrete and pavers, planting areas, bio-retention areas, a cluster of 36-inch size trees with metal grates, wall-mounted and pedestrian post lighting fixtures. No entry doors or gates are proposed at the entry of the pedestrian pathways at this time, and access will be limited to fire trucks. The project does not propose any other outdoor amenities such as playgrounds or barbecue areas for the 1,032 residential unit facility. The proposal also includes the installation of approximately 32 new street trees around the property that would replace the 15 street trees proposed for removal.

The project includes design concepts for public art within the "community gathering" pedestrian pathways and along the south and east facade of the buildings. The proposed public art range from images and other creative elements or structures. The applicant also proposes additions and/or modifications to the West Oakland Historic Art signage walk along 7<sup>th</sup> Street. These existing art works derive from the City's 7<sup>th</sup> Street Concept and Urban Design Plan by Walter Hood adopted in 2004. The intent of the Plan is to provide recommendations to reduce impacts of transportation, primarily on the 7<sup>th</sup> Street between Wood and Union Streets. The plan also recommends amenities conducive to future transit oriented development and activity with emphasis on creating a strong civic character for identity. See pages G0.7 & G0.7.1 of the design plans for details.

#### **GENERAL PLAN POLICIES**

The development proposal is located in the Community Commercial of the Oakland General Plan Land Use and Transportation Element (LUTE). The intent of the Community Commercial is to identify, create, maintain and enhance areas suitable for wide variety of commercial and institutional operations along the City's major corridors and in shopping districts and centers. The desired character and uses in the community commercial districts may include neighborhood center uses and large scale retail and commercial uses, such as auto related businesses, business and personal services, health services and medical uses, educational facilities and entertainment uses. The community commercial areas can be

complemented by the addition of urban residential and compatible mixed use development. Based on plans submitted, below are the City's policies that would be applicable to the project when a decision is made by the Planning Commission in the future. Staff has summarized how the proposal may or may not meet the intent of the intended policies:

Policy N1.1 / Concentrating Commercial Development: *Commercial development in the neighborhoods should be concentrated in areas that are economically viable and provide opportunities for smaller scale, neighborhood-oriented retail.*

The proposal would provide retail and flex space commercial units on the ground floor of the buildings to create business opportunities that can be allowed under the underlying zoning district. Some of these commercial activities can include custom-manufacturing goods, general food sales and/or compatible personal services. The flex space would comply if it includes active commercial uses.

Policy N1.5 / Designing Commercial Development: *Commercial development should be designed in a manner that is sensitive to surrounding residential uses.*

The proposal includes ground floor retail and flex space commercial facilities that would be sensitive to the character of the surrounding residential properties. However, because the project does not include on-site commercial loading spaces, staff believes that large vehicles would use curb side parking or park on the street, which may affect traffic flow on the surrounding streets.

Policy N3.1 / Facilitating Housing Construction: *Facilitating the construction of housing units should be considered a high priority of the City of Oakland.*

The proposal would provide substantial new housing on a site that has not been developed for high density residential and thus, the project would increase the housing stock that is much needed in the City.

Policy N3.2 / Encouraging Infill Development: *In order to facilitate the construction of needed housing units, infill development that is consistent with the General Plan should take place throughout the City of Oakland.*

The proposal is located in an urban setting and the construction of new housing on an underdeveloped site will be consistent with the General Plan for providing additional residential units. However, as the application is not yet complete, staff has not fully analyzed the proposal in order to determine if it is fully in compliance with the General Plan.

Policy N3.8 / Required High-Quality Design: *High-quality design standards should be required of all new residential construction. Design requirements and permitting procedures should be developed and implemented in a manner that is sensitive to the added costs of those requirements and procedures.*

The proposal provides a design intended for high density development, but further development is recommended to meet the applicable policies and criteria. The building needs at least massing relief and design features to improve visual appearance.

Policy N3.9: Orienting Residential Development. *Residential development should be encouraged to face the street and to orient their units to desirable sunlight and view, while avoiding unreasonably blocking*

*sunlight and views for neighboring buildings, respecting the privacy needs of residents of the development and surrounding properties, providing for sufficient conveniently located on-site open space, and avoiding undue noise exposure.*

The proposal includes on-site open space for its residential units, but further development is recommended to increase the size and accessibility of open space at least for the units in the high-rise. The open space on the roof deck and lower terrace may not be of adequate size and practical for the residents of the proposed 436 residential units.

*Policy N3.10: Guiding the Development of Parking. Off-street parking for residential buildings should be adequate in amount and conveniently located and laid out, but its visual prominence should be minimized.*

The project proposal does not provide adequate off-street parking, and the applicant has yet to demonstrate analysis that justifies that additional parking can't be accommodated in the property. Staff is concerned that: one) what little parking is provided is visually prominent; and that two) With no on-site parking for over 1,000 residential units, even minimal parking demand for the project would negatively affect public parking and circulation in the surrounding area.

*Policy N6.1: Mixing Housing Types. The City will generally be supportive of a mix of projects that provide a variety of housing types, unit sizes, and lot sizes which are available to households with a range of incomes.*

The proposal includes a mix of residential units that vary in bedroom type and size area and would also accommodate households with different incomes.

*Policy N8.1: Developing Transit Villages. "Transit Village" areas should consist of attached multi-story development on properties near or adjacent to BART Stations or other well-used or high volume transit facilities, such as light rail, train, ferry stations or multiple-bus transfer locations. While residential units should be encouraged as part of any transit village, other uses may be included where they will not negatively affect the residential living environment.*

The proposal is within a Transient Oriented Development (TOD) area that includes high-density residential and ground floor commercial development, located near the West Oakland BART Station. The mixed-use project would also serve other existing transportation nodes such as AC transit bus lines and thus contribute to a pedestrian-oriented environment.

## **ZONING ANALYSIS**

The proposal is located in the S-15W Transit Oriented Development Zone. The S-15W regulations are intended to create, preserve and enhance areas devoted primarily to serve multiple nodes 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.

Development in the S-15W zone is intended to 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

# Oakland City Planning Commission

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between vehicles and pedestrians, and is typically appropriate around transit centers such as Bay Area Rapid Transit (BART) stations, AC Transit centers, and other alternatives for transportation nodes.

The proposal partially meets the intent of the S-15W Zone by creating a high density residential and commercial building that will also promote and enhance the use of the existing major transportation systems such as AC Transit lines, BART and other potential modes of transportation such as car-share, bike-ride, etc. The proposal will in some ways facilitate the growth of pedestrian-oriented activities because retail uses and other commercial uses are included in the project that will serve local and regional residents, thus contributing to a vibrant transit corridor in the West Oakland BART Station area.

While the proposed project meets some of the objectives of the underlying zoning district, it is deficient and/or not enough information is provided to determine compliance with regards to specific regulations. Staff recommends that the applicant revise the project to meet the required zoning regulations as described in the table below. The table below shows the applicable regulations and development proposal in the S-15W zone:

Development Standards	Requirements	Proposed	Comments
Minimum Lot Area	4,000 sq. ft.	3.15 acres	Meets Code
Minimum Lot Width and Frontage	25 ft.	372 ft. to 520 ft.	Meets Code
Maximum Residential Density	611 units (baseline or outright permitted)	1,032 units	Allowed per PUD and Density Bonus Regulations
Maximum Building Height *	160 ft.	233 ft.	Does Not Meet Code: May qualify if conforms to criteria for Density Bonus & PUD
Maximum Building Height on Principal Street (7 <sup>th</sup> St) * <i>(If within 10 feet of the front property line, the maximum building height is the height area of the parcel across the principal street, whichever is less)</i>	75 ft.	84 ft. (Buildings 1 & 2)  233 ft. (Building 3)	
Off-Street Parking-Residential *	361 spaces **	0 spaces	
Group Open Space *	206,400 sq. ft.	22,125 sq. ft.	
Minimum Front Setback	0 ft.	2.5 ft. to 5 ft.	Meets Code
Minimum Street Side Setback	0 ft.	1.5 ft. to 8 ft.	Meets Code
Minimum Rear Setback (Residential)	10 ft.	1.3 ft. to 5.7 ft.	Does Not Meet Code
Ground Floor Off-Street Parking & Loading within Pedestrian Walkways	20 ft.	10 ft.	Does Not Meet Code
Off-Street Parking-Retail/Commercial	0 spaces	8 spaces	Meets Code
Residential Loading Berth	1 space	0 space	Does Not Meet Code
Commercial Loading Berth	1 space	0 space	Does Not Meet Code



Development Standards	Requirements	Proposed	Comments
Bicycle Parking-Residential Long Term	258 spaces	299 spaces	Meets Code
Bicycle Parking-Residential Short Term	52 spaces	207 spaces	Meets Code
Bicycle Parking-Commercial Long Term	4 spaces	6 spaces	Meets Code
Bicycle Parking-Commercial Short Term	22 spaces	23 spaces	Meets Code

\* The proposed building height, off-street parking, building height within 10 feet of 7<sup>th</sup> street and group open space are at least four elements that require deviation or reduction from the development standards when the project seeks Density Bonus.

\*\* The required number of parking spaces for this project is 516 spaces (½ parking space per unit in the S-15 zone). Section 17.116.110(c)(1) of the OMC states that required parking can be reduced up to an additional 30% when located within Transit Accessible Areas such as BART. So, the proposed count is 516 x 0.30 (155) = 361 parking spaces.

**Density Bonus**

The applicant proposes a Density Bonus and Planned Unit Development to include affordable residential units. The purpose of the State and City’s Density Bonus and Planned Unit Development provisions is to encourage the construction of affordable housing where incentives or concessions and waivers can be applied to provide relaxation of the required development standards. California Government Code Section 65915 states that local governments shall grant a density bonus and concessions or incentives to residential development that includes a percentage of affordable units within the project site.

The applicant proposes a Density Bonus of 35% and Planned Unit Development bonus of 25% to construct 11% of very low-income affordable units within the property. The proposal would increase the number of residential units from the allowed 611 units to 1,032 units. Based on State and City Density Bonus regulations, the applicant can receive up to two concessions and can also ask for two waivers or relaxations from the development standards. Based on documentation submitted, the following table shows the applicable density bonus regulations, the applicant’s request, and the State and City’s allowance for concessions/incentives and waivers:

AFFORDABLE HOUSING CONCESSION AND WAIVER ANALYSIS								
City Regulations			Application Request			Justification/ Comment	Allowance	
Code Section	Standard	Density Allowed	Density Bonus	Concession	Waiver		State Law Section	City Code
<i>Planned Unit Development Regulations (PUD)</i>								
17.142.004(B)	Dwelling Units (du)	611 du	153 du (max. 25% increase)  153+611= 764 du	N/A		Meets Planning Code.	N/A	17.142.100 E (2)
<i>Density Bonus and Concessions or Incentive Procedures</i>								
17.107.010	Dwelling Units (du)	764 du (based on S15W and PUD regulations)	268 du (max. 35% increase)  268+764=	Up to Four (Building height, building height setback)	Up to Four (Building height, building height)	Only two concessions or incentives allowed per State and City Regulations; however,	Government Code Section 65915(d)(1)(2)(B)	17.107.040 (C)

AFFORDABLE HOUSING CONCESSION AND WAIVER ANALYSIS								
City Regulations			Application Request			Justification/ Comment	Allowance	
Code Section	Standard	Density Allowed	Density Bonus	Concession	Waiver		State Law Section	City Code
			1,032 du (total proposed)	within principal street, off-street parking, Open space	setback within principal street, off-street parking, open space)	application requests up to four and does not clarify whether requests are specifically for concessions or waivers  Above density bonus allowances, applicant would need to request variances and make findings		

Based on the State and City's regulations for Density Bonus and Planned Unit Development (PUD) and the applicant's request it shows that at least four significant elements of the project require reduction or deviation from the City's development standards as follow:

- a) Building Height (high-rise)
- b) Off-street parking
- c) Open space; and
- d) Maximum building height within 10 feet of the front property line on 7<sup>th</sup> Street

Under Government Code 659159(d)(2)(b), the proposal is entitled to request two incentives or concessions. Additional relief from the strict application of the City's zoning regulations may be available under the waiver provisions of Government Code 659(e)(1). However, the proposed application shows that a total of four waivers are requested, where two waivers could only be permitted under the allowed concessions or incentives. So, if the project proposal seeks two additional waivers under the Density Bonus regulations, these would not be allowed. Without any justification for the two additional waivers, the proposal will require a Variance permit that staff may not be able to support.

**PROJECT DESIGN**

The envelopes for the buildings are sited in three sections on the large parcel and include pedestrian pathways, courtyards and other small outdoor areas to provide circulation access through the ground-floor commercial spaces and around the property. The mid-rises' two private courtyards and the high-rise L-shaped building are designed to provide natural light and views of the streets for the residential units. The high-rise and two mid-rise buildings step down from the east to the west to some degree to manage volume. The buildings provide similar roof and wall planes, except for a section of the west and north sides of the high-rise walls that are set back to provide open space to the nine residential units on level 9. Also, the south façade of Building 1 and east façade of the retail space on Building 3 provide different wall planes to provide mass relief. The ground-floor retail has a glazing storefront of approximately 18 feet high. The building windows are symmetrical and of different sizes. The building vertical and

horizontal bands and Juliette balconies help to provide form and scale. The building also provides a variation of materials that include metal cladding, cement fiber panels with reveal joints, aluminum windows and storefront frame including subtle colors. The project provides a variety of landscaping that range from 36-inch size Birch, Ginkgo and London trees to a mix of 5-gallon shrubs and lawns to be planted in the courtyards, "community gathering spaces" pedestrian pathways and on the upper level terrace of Building 3. The plan includes a mix of structures such as wood benches, concrete seating walls, texture sidewalks and colorful pavers including decorative outdoor lighting.

Staff has worked with the applicant to provide more elegant massing, articulation and façade variation to reduce the appearance of monotonous and bulky massing. However, staff remains concerned that the buildings are not sited to provide an inviting site plan with a rich public-private interface, and that the buildings are not yet elegant and attractive.

**DESIGN GUIDELINES APPLICABLE TO ALL INDUSTRIAL / BUSINESS / COMMERCIAL OPPORTUNITY AREAS IN THE WEST OAKLAND SPECIFIC PLANS (WOSP)**

The following guidelines are applicable throughout the West Oakland Specific Plan's industrial/ business/ commercial Opportunity Areas. The Intent for new construction and renovation in the four identified Opportunity Areas should be designed to maintain continuity with West Oakland's unique history and character. The proposed project is located in the West Oakland Specific Plan (WOSP) Opportunity Area 2 (7th Street).

**SITE PLANNING**

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

The project provides direct access from the street to the proposed residences, retail, flex space and community gathering pathways. These entries are located around the property, thus making them adequate for the users of the property and to the general public. However, the edges of the buildings and the areas where the on-site open space meet the public rights-of-way are not detailed enough to indicate articulated, welcoming project entries with appropriate gateway and amenity features.

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

The proposed project only provides within the property an eight-space surface parking lot for commercial use. The entry for this small parking lot will be on 5<sup>th</sup> Street, near Kirkham Street. The entry for the open non-residential parking lot facility will not be prominent because it is located under the BART elevated tracks and will contain new landscaping for screening. However, the eight-space surface parking lot is prominent in that it is unenclosed and near the property line with the public right-of-way and will require a Conditional Use Permit for an open Nonresidential facility.

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

The proposed service areas such as the trash/recyclable rooms are fairly distanced and screened from view from the sidewalks. However, it is unclear how some of the flex spaces on Buildings 1 and 2 will

have convenient access to the service rooms. The plans do not show any internal access to the service rooms and would require tenants of the flex spaces to walk at least 280 feet to the closes service rooms.

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

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

The proposed project provides a building footprint close to the sidewalk along the front and street side of the property. The ground floor of the buildings along 7<sup>th</sup> and Kirkham Streets are slightly setback to allow for potential outdoor seating; and the main entry doors are also recessed to identify and provide distinction along the storefront. At this time, the proposal does not contain prominent building corner features at the main street intersections such as Kirkham and Union Streets.

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

To improve the public streetscape, the proposal includes the replacement of the street trees around the project site. The proposal includes courtyards for the two low-rise buildings that can be seen from public view along 5<sup>th</sup> Street. The two courtyards, however, include a 34 foot tall wall metal fence intended to minimize noise reduction from the adjacent BART tracks.

## **BUILDING DESIGN**

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

The project contains two mid-rise and one high-rise buildings that range from 7-story to 23-story. As discussed in this staff report, the proposed buildings provide minimal massing relief on the facades and roof to create a cohesive composition. The proposal needs to consider using different design components to create volumes and articulation to create balance and style.

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

The project provides a cohesive arrangement of various size of windows, wall panels and glazing storefronts that are contemporary and help to reduce the visual scale of the large building frontage.

**WEST OAKLAND SPECIFIC DESIGN GUIDELINES TO THE 7TH STREET OPPORTUNITY AREAS**

The following section of the Design Guidelines addresses the urban design strategies and guidelines that are particular to the 7th Street Opportunity Areas, especially as to neighborhood commercial corridors with housing. The 7th Street guidelines intend that the project become the focus of the surrounding neighborhoods with active street edges that would encourage neighbors and visitors to experience a high-quality urban streetscape.

**NEIGHBORHOOD COMMERCIAL**

*Neighborhood Commercial 1 / Site Planning: Buildings should be built immediately fronting 7th Street to emphasize and re-establish where necessary the continuity of the neighborhood commercial street. Ground floors should have active publically accessible uses such as restaurants, retail, lobbies and galleries. Driveways and vehicular entrances are discouraged from accessing directly from 7th Street and moved to side streets where feasible.*

The proposal contains three detached mixed-use buildings that front 7<sup>th</sup> Street to create continuity in the S-15 Transit-Oriented Development Commercial zone. The project includes ground floor retail and residential lobbies that would be accessible from 7<sup>th</sup> Street and thus create a more active environment on the main corridor. The proposal also includes two separate driveways for partial vehicular access to the "community gathering" pedestrian pathways, which is opposite to the prescribed 7<sup>th</sup> Street guidelines.

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

The project development contains buildings that range from 7-story to 23-story, but do not contain any bay windows to the residences or provide articulation to create visual relief to the building mass.

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

The project proposal is not located at the intersection of 7<sup>th</sup> Street and Mandela Parkway. The project includes buildings that are more than five stories in height and do not provide a significant step-back from the main commercial corridor, 7<sup>th</sup> Street, to create a balanced scale with other buildings in the area.

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

The proposal provides a decent amount of openings and glazing along the ground floor on 7<sup>th</sup> Street. The project development, however, can use additional awnings or canopies to define and make the main entries more prominent from the commercial corridor.

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

The proposal provides a modest mix of materials and colors that range from light to medium color metal cladding, cement panels, powder coated storefront and aluminum window framing, gray glazing, accent colors and perforated metal balcony railings.

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

The project proposal does not plan to restore the existing one-story commercial building because it will be demolished as part of the new development. The property is not considered a historic property or in a historic district.

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

The proposal includes a landscaping plan that shows the installation of a mix of street trees around the property. The species of the street trees range from 36-inch box size Quercus Suber, Pistacia Chinensis and Gingko Biloba trees. The plan also shows that these trees are spaced between an average of 20 to 40 feet on center. The majority of the street trees will be planted on a landscaped strip, except for the trees on 7<sup>th</sup> Street which will be contained in a well surrounded by metal grates.

*Neighborhood Commercial 8 / Landscape: Publicly accessible outdoor space areas should be comprehensively designed with high quality pavement, landscaping, and seating, and are encouraged at the following locations: Mandela and 7th Street, San Pablo Avenue and West Grand Avenue, San Pablo and 32nd Street.*

The project proposal is not located on any of these street intersections, so it does not apply. However, the project includes "community gathering spaces", located between the mid-rise and high-rise buildings. These pedestrian pathways are designed to provide direct access from 7<sup>th</sup> and 5<sup>th</sup> Streets to the ground floor commercial flex spaces. These two pedestrian pathways provide some type of open space that include furniture and landscaping such as pergolas, benches, planting areas and color paving surfaces to create an inviting environment to the public and residents as well. It should be noted that the community gathering spaces are unarticulated and the buildings on either side are not stepped back. These areas risk being dark, cold, and unanimated without a high-quality, detailed design.

**DESIGN ISSUES**

Based on design plans provided, staff has reviewed the project and has the following comments for consideration by the Planning Commission:

**Site Planning**

**Public Right-of-Way:**

The proposed design plans, received on February 10, 2018 provide minimal information as to the extent of any right-of-way improvements around the subject property. Other than proposing new or improved curb-cuts for ADA access ramps and extension of the existing median strips around the project site, staff believes that additional detail plans are needed to better evaluate the project and provide recommendations. Typically, such information is provided when a Subdivision Map and/or a Planned Unit Development plan is provided. The submission of a subdivision map to merge and subdivide the property into three new parcels has not been submitted to provide additional information that can help assess the off-site improvements as it relates to the proposed project.

**Parcelization:**

The applicant has indicated that the existing three parcels will be reconfigured and merged into three new parcels through a subdivision map. The three new proposed parcels would allow each of the proposed detached buildings to be developed in two phases. Phase 1 will include the construction of the two mid-rises and Phase 2 will include the construction of the high-rise. Without the required subdivision map, it is not clear at this time where would the property lines be located in relation to the proposed "community gathering space (pedestrian pathways) and building separation. If the map shows a proposed property line in the center of the pedestrian pathways, it may or may not conform to the zoning development standards such as building setbacks or will it conflict with any proposed utility easements. The subdivision map is critical to analyzing the project and determining appropriate permits and procedures.

**Building Design**

**Building Height and Mass:**

The proposal provides three detached buildings, two mid-rises and one high-rise. The two mid-rise buildings measure up to 84 feet in height and the high-rise measures up to 233 feet in height to the rooftop. The maximum allowed building height in the S-15W zoning district is 160 feet. Because the application includes a Density Bonus, the project sponsor is entitled to request for concessions or incentives. So, in this case the applicant proposes a building height increase of 233 feet (+73 feet). Staff believes that this transit-oriented development site could accommodate the proposed density. However, staff has some concerns about the massing of the buildings. The West Oakland Specific Plan Design Guidelines implies for continuity with the West Oakland's unique history and character. The intent of the guidelines is for new buildings to be designed with major massing elements that are consistent with buildings in the immediate vicinity. The current massing of the buildings is bulky and monolithic, and needs to be finessed to create different volumes and articulation. The proposal can use a strong variation of roof and façade planes to provide an attractive appearance when viewed from the street and from distant views from around the city. Staff comments also apply to the two mid-rise buildings that further development is recommended to break up mass on the facade and roof planes. The height of these two buildings

are not of a concern, but how the massing can be improved to provide visual relief and interest within the context of the neighborhood is of concern.

**Land-Uses****Off-street Parking:**

The project proposes a total of 8 parking spaces for commercial use on a small surface parking lot, located near the intersection of 5<sup>th</sup> and Kirkham Streets. Per the S-15W zone district, the required number of parking spaces for the proposed application is 516 spaces (0.5 parking space per residential unit). Zoning regulations also allow additional parking reduction of 30%, when a project development site is located in a Transit Accessible Area such as BART. So, the result for the base parking count for required off-street residential parking is 361 spaces within the property. Furthermore, per the Density Bonus regulations, the applicant can request incentives or concessions to reduce the required number of off-street parking. In this case, the applicant is proposing to reduce residential parking to zero and instead proposes 8 parking spaces primarily for commercial or retail uses in a small surface parking lot. Staff believes that the proposal for not providing off-street parking for the residential units and/or parking for residential and commercial loading berths may be of a concern in the surrounding neighborhood.

**CONCLUSION**

The proposed project reflects to some degree the intent of the S-15 W zoning district and vision of the West Oakland Specific Plans (WOSP) for developing multi-story, high-density mixed-use development in Transit-Oriented Development Commercial Zones. There are issues, however that staff believes are significant and need to be addressed to improve the overall design appearance of the buildings. Staff has concerns regarding the lack of building wall and roof planes particularly along 7<sup>th</sup> Street. Although the buildings integrate horizontal and vertical design features, the buildings appear bulky and massive in appearance. To provide visual relief on the building mass it is recommended that further development is made to improve articulation and design interest of the building facades. At a minimum, staff recommends the applicant consider and incorporate on a revised design plan the following:

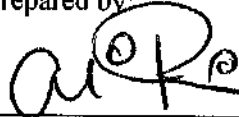
- Provide roof plane variety to be less monotonous to create a balance proportion and articulation. The high-rise roof plane needs further development to reduce the heavy top. The building roof can also use a prominent design feature to provide interest. The low-rise building also need roof plane articulation to reduce bulk. It is suggested that the low-rise building at 7<sup>th</sup> and Kirkham Streets include a design feature such as a marquee to make the entry more prominent.
- Submit conceptual design plans for future commercial signage for retail and flex spaces.
- Include details for the courtyard 34-foot tall wall metal panel, and building windows.
- Integrate sun shades or trellises and aesthetic features on the roof deck and upper terraces.
- Consider removal of new curb cuts /driveways on 7<sup>th</sup> Street for the community gathering areas.
- Provide additional information (program) for the operation of the pop-up retail activities.
- Include laundry areas for the residential tenants of Building 3/ high-rise.
- Provide decorative lamps in the public open spaces, community gathering spaces and courtyards.
- Screen from view all utility equipment from public view and from building rooftop.
- Submit details for the solar system located on the rooftop.
- Review with City Public Works/Traffic the feasibility for all street parking around the site.



**RECOMMENDATION**

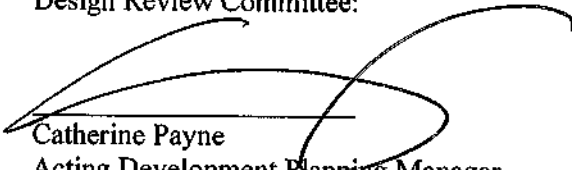
Staff recommends that the Design Review Committee consider the proposal and provide comments to the applicant and staff before the proposal is considered by the Planning Commission at a future public hearing.

Prepared by:



Mike Rivera  
Major Projects Development  
Bureau of Planning

Approved for forwarding to the  
Design Review Committee:



Catherine Payne  
Acting Development Planning Manager  
Bureau of Planning

**ATTACHMENTS**

Project Design Plans, dated February 9, 2018

# THE HUB

## 500 KIRKHAM STREET OAKLAND, CA 94607

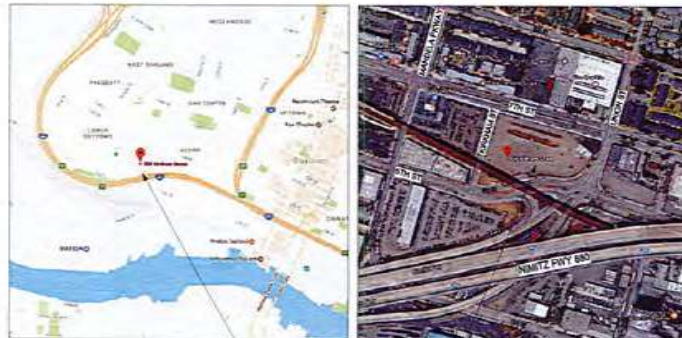
### PROJECT DIRECTORY

<b>OWNER:</b>	PANORAMIC INTERESTS 1321 MISSION STREET SAN FRANCISCO, CA 94103 ZAC SHORE 415.751.7062 ZAC@PANORAMIC.COM	<b>LANDSCAPE ARCHITECT:</b>	FLETCHER STUDIO 2323 3RD STREET SUITE 413 SAN FRANCISCO 94107 DAVID FLETCHER 415.431.7878 DFLETCHER@FLETCHERSTUDIO.COM
<b>ARCHITECT:</b>	LOWNEY ARCHITECTURE 300 17th STREET, SUITE 100 OAKLAND, CA 94612 ATTN: NICK GOMEZ NICK@LOWNEYARCH.COM 510.838.5609 510.838.5454 (FAX)	<b>CIVIL:</b>	KPFF ENGINEERS 45 FREMONT STREET, 28TH FLOOR SAN FRANCISCO, CA 94105 CORY BANNON 415.389.1004 CORY.BANNON@KPFF.COM
<b>GEOTECHNICAL ENGINEER &amp; SURVEYOR:</b>	WOOD RODGERS 4670 WILLOW DRIVE, SUITE 125 PLEASANTON, CA 94588 KARRIE MOSCA 925.847.1547 KMOSCA@WOODRODGERS.COM	<b>STRUCTURAL:</b>	KPFF ENGINEERS 45 FREMONT STREET, 28TH FLOOR SAN FRANCISCO, CA 94105 MARC PRESS 415.389.1004 MARC.PRESS@KPFF.COM
<b>JOINT TRENCH:</b>	POWER SYSTEMS DESIGN 2003 N MAIN ST. #200 WALNUT CREEK, CA 94598 925.533.8485	<b>MEP ENGINEERS:</b>	EMERALD CITY ENGINEERS, INC. 6505 218TH ST, SUITE 200 MOUNTLAKE TERRACE, WA 98043 425.741.1200
<b>WATERPROOFING:</b>	CROSS 2 DESIGN GROUP 2476 WESTLAKE AVE N, SUITE 102 SEATTLE, WA 98109 206.283.0069		

### PROPOSED PROJECT



### PROJECT LOCATION



PROJECT LOCATION

DRC SUBMITTAL 02/09/18

### DRAWING LIST

DRAWING LIST	
SHEET NUMBER	SHEET NAME
DRC	
00.0	COVER SHEET
00.1	PROJECT INFORMATION
00.2	PROJECT INFORMATION
00.3	EXISTING CONDITIONS
00.4	EXISTING CONDITIONS
00.5	EXISTING CONDITIONS
00.6	EXISTING CONDITIONS
00.7	PUBLIC ART ELEMENT
00.7.1	HISTORIC ART SIGNAGE
00.8	SITE PLAN
00.9	PUBLIC SPACE PRECEDENTS
00.9	PUBLIC SPACE PRECEDENTS
LANDSCAPE	
L1.00	ILLUSTRATIVE SITE PLAN
L2.00	BUILDING 1 COURTYARD PLAN
L2.01	BUILDING 2 COURTYARD PLAN
L3.00	COMMUNITY GATHERING SPACE 1 PLAN
L3.01	COMMUNITY GATHERING SPACE 2 PLAN
L3.02	COMMUNITY GATHERING SPACE 1 & 2
L4.00	BUILDING 3 PUBLIC OPEN SPACE PLAN
L4.01	PUBLIC OPEN SPACE 4 POP-UP RETAIL PLAN
L5.00	TREE PRESERVATION PLAN
DRC	
A0.0	OVERALL GROUND FLOOR PLAN
A0.1	BLDG 1 LEVELS 1 & 2 FLOOR PLANS
A0.2	BLDG 1 LEVELS 3 & LEVELS 3-4 FLOOR PLAN
A0.3	BLDG 1 ROOF PLAN
A0.4	BLDG 2 LEVELS 1 & 2 FLOOR PLANS
A0.5	BLDG 2 LEVEL 2 & LEVELS 3-7 FLOOR PLAN
A0.6	BLDG 2 ROOF PLAN
A0.7	BLDG 3 LEVEL 1 & 2 FLOOR PLANS
A0.8	BLDG 3 LEVEL 3-23 TYP & ROOF PLAN
A0.9	OVERALL EXT. ELEVATION - NORTH
A0.1	OVERALL EXT. ELEVATIONS - SOUTH
A0.2	OVERALL EXT. ELEVATION - WEST
A0.4	OVERALL EXT. ELEVATION - EAST
A0.0	OVERALL SECTION
A0.1	BLDG 1 BUILDING SECTIONS
A0.2	BLDG 2 BUILDING SECTIONS
A0.3	BLDG 3 BUILDING SECTIONS
A0.0	PERSPECTIVE
A0.1	PERSPECTIVE
A0.2	PERSPECTIVE
A0.3	PERSPECTIVE
A0.4	PERSPECTIVE
A0.5	PERSPECTIVE
A0.6	PERSPECTIVE
A0.7	PERSPECTIVE
A0.8	PERSPECTIVE
A0.9	PERSPECTIVE
A0.0	BLDG 1 - LIGHTING PLANS
A0.1	BLDG 2 - LIGHTING PLANS
A0.2	BLDG 3 - LIGHTING PLANS



510.836.5450 www.lowneyarch.com

PROJECT NAME  
**500 Kirkham**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

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



DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17  
SHEET TITLE: COVER SHEET

SHEET NUMBER  
**G0.0**

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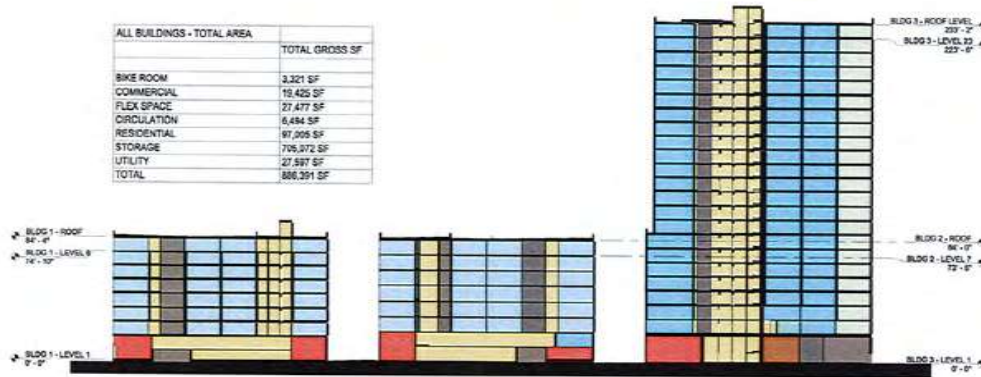


2/9/2018 11:31:07 PM



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

ALL BUILDINGS - TOTAL AREA	
	TOTAL GROSS SF
BIKE ROOM	3,321 SF
COMMERCIAL	19,425 SF
FLEX SPACE	27,477 SF
CIRCULATION	6,484 SF
RESIDENTIAL	97,005 SF
STORAGE	705,972 SF
UTILITY	27,997 SF
<b>TOTAL</b>	<b>866,591 SF</b>



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

### PROJECT DATA

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



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PROJECT NAME  
**500 Kirkham**

**PANORAMIC INTERESTS**

500 KIRKHAM ST, OAKLAND, CA

ARCHITECT  
**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	11/27/2017	DRG SUBMITTAL	NG
	02/09/2018	DRG SUBMITTAL	NG

PROJECT NORTH  
TRUE NORTH

DRAWN BY: 17-007  
PROJECT NUMBER: 11/27/17  
SHEET ISSUE DATE: 11/27/17  
SHEET TITLE:

**PROJECT INFORMATION**

SHEET NUMBER  
**G0.2**

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2/9/2018 1:02:15 PM

### BUILDING 1

#### BUILDING INFORMATION

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

BUILDING 1 GROSS AREA	
FLOOR	AREA
1	30,152 SF
M	13,417 SF
2	30,200 SF
3	30,200 SF
4	30,200 SF
5	30,200 SF
6	30,200 SF
7	30,200 SF
8	30,200 SF
TOTAL	254,969 SF

BLDG 1 - UNIT TYPES	
Name	Count
TBR	154
ZBR	151
ZBR SUITE	112
ZBR	52
TOTAL UNIT COUNT:	329

#### BUILDING 1 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	115	0 STALLS	
COMMERCIAL	0	8 STALLS	UNDER BART TRACKS

#### BICYCLE PARKING INFORMATION

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

### BUILDING 2

#### BUILDING INFORMATION

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

BUILDING 2 GROSS AREA	
FLOOR	AREA
1	28,238 SF
M	12,787 SF
2	28,238 SF
3	28,238 SF
4	28,238 SF
5	28,238 SF
6	28,238 SF
7	28,238 SF
TOTAL	210,433 SF

BLDG 2 - UNIT TYPES	
Name	Count
ZBR	137
ZBR SUITE	193
ZBR	26
STUDIO	11
TOTAL UNIT COUNT:	367

#### BUILDING 2 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	93	0 STALLS	
COMMERCIAL	0	0 STALLS	

#### BICYCLE PARKING INFORMATION

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

### BUILDING 3

#### BUILDING INFORMATION

NUMBER OF STORIES:	23
ALLOWABLE HEIGHT:	160' (75' WITHIN 10' OF 7TH ST)
PROPOSED HEIGHT:	233' - 2"
CONSTRUCTION TYPE:	TYPE 1A
SPRINKLERED:	YES
OCCUPANCY CLASSIFICATION:	R2

TOWER GROSS AREA	
FLOOR	AREA
1	25,368 SF
2	20,080 SF
3	20,080 SF
4	20,080 SF
5	20,080 SF
6	20,080 SF
7	20,080 SF
8	20,080 SF
9	18,744 SF
10	18,744 SF
11	18,744 SF
12	18,744 SF

TOWER GROSS AREA	
FLOOR	AREA
13	18,744 SF
14	18,744 SF
15	18,744 SF
16	18,744 SF
17	18,744 SF
18	18,744 SF
19	18,744 SF
20	18,744 SF
21	18,744 SF
22	18,744 SF
23	18,744 SF
TOTAL	447,088 SF

BLDG 3 - UNIT TYPES	
Name	Count
TBR	73
ZBR SUITE	255
ZBR	22
ZBR	94
19 BEDROOM UNIT	32
TOTAL UNIT COUNT:	436

#### BUILDING 3 PARKING INFORMATION

	REQUIRED	PROVIDED	NOTES
RESIDENTIAL	153	0 STALLS	
COMMERCIAL	0	0 STALLS	

#### BICYCLE PARKING INFORMATION

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



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PROJECT NAME  
**500 Kirkham**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT  
**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

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



DRAWN BY: Aclia  
PROJECT NUMBER: 17-001  
SHEET ISSUE DATE: 11/27/17  
SHEET TITLE: PROJECT INFORMATION

SHEET NUMBER  
**G0.3**

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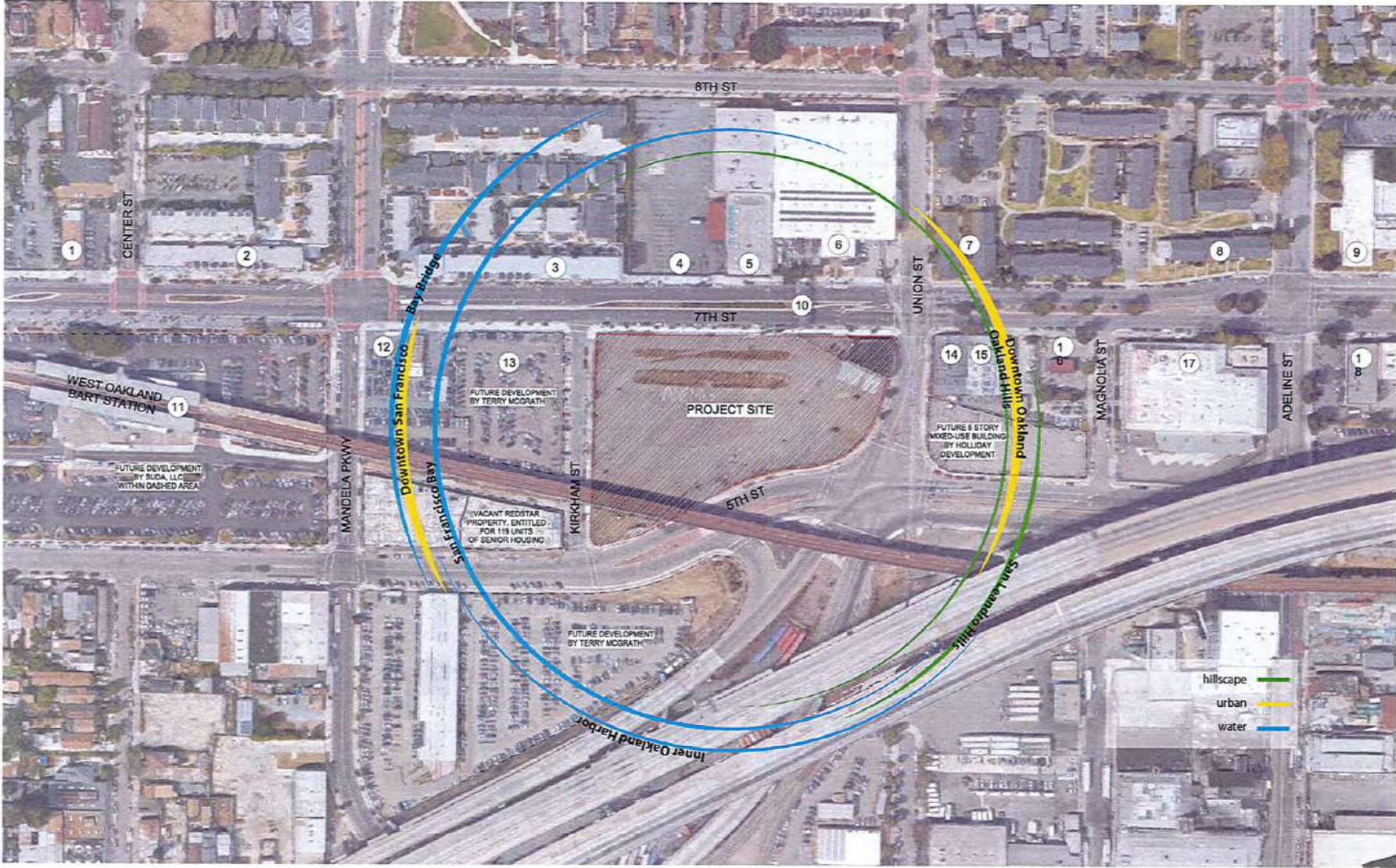
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	11/27/2017	DRC SUBMITTAL	NG
	02/09/2018	DRC SUBMITTAL	NG



DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17  
SHEET TITLE: EXISTING CONDITIONS

SHEET NUMBER  
**G0.4**

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

2/9/2018 1:02:18 PM  
1 SITE CONTEXT MAP  
1" = 80'-0"



1 1460 7TH STREET



2 1420 7TH STREET



3 1380 7TH STREET



4 1320 7TH STREET



5 1300 7TH STREET



6 1260 7TH STREET



7 1240 7TH STREET



8 1160 7TH STREET



9 700 ADELINE STREET

#	DATE	ISSUES & REVISIONS	BY
	11/27/2017	DRG SUBMITTAL	NG
	02/09/2018	DRG SUBMITTAL	NG



DRAWN BY: Auto  
PROJECT NUMBER: 17-001  
SHEET ISSUE DATE: 11/23/17  
SHEET TITLE:

**EXISTING CONDITIONS**

SHEET NUMBER  
**G0.5**

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20/20/18 1:02:30 PM



10 PUBLIC ART OVER 7TH STREET



11 1451 7TH STREET



12 1395 7TH STREET



13 533 KIRKHAM STREET



14 1225A 7TH STREET



15 1225 7TH STREET



16 1207 7TH STREET



17 1155 7TH STREET



18 1133 7TH STREET

**lowney arch**

310.835.5400 | www.lowneyarch.com  
101 Commercial Drive | Suite 100 | Oakland, California 94612

PROJECT NAME

**500 Kirkham**

**PANORAMIC INTERESTS**

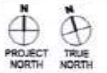
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

CONSULTANT

CONSULTANT STAMP

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	02/09/2018	ORC SUBMITTAL	NG



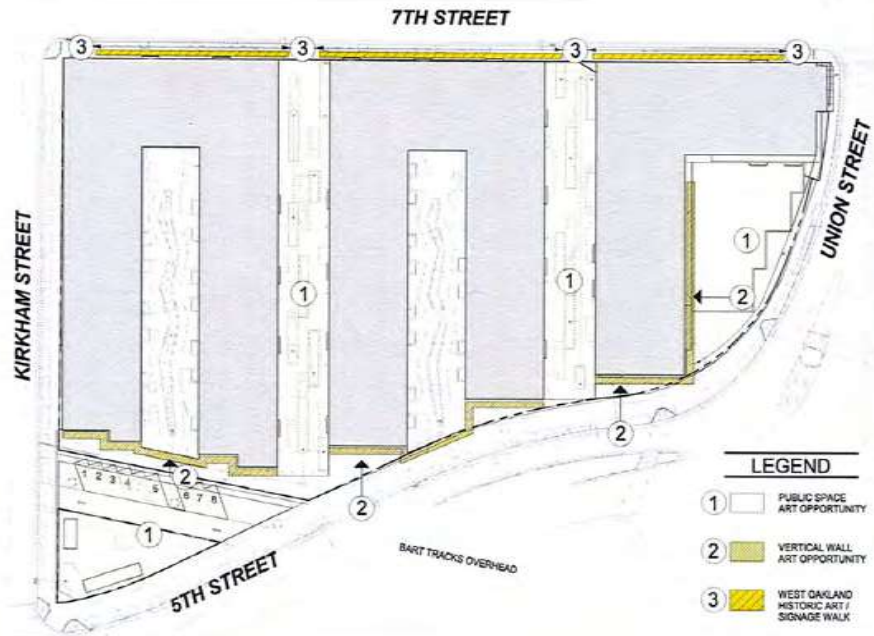
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SHEET ISSUE DATE: 11/27/17  
SHEET TITLE:

**EXISTING CONDITIONS**

SHEET NUMBER

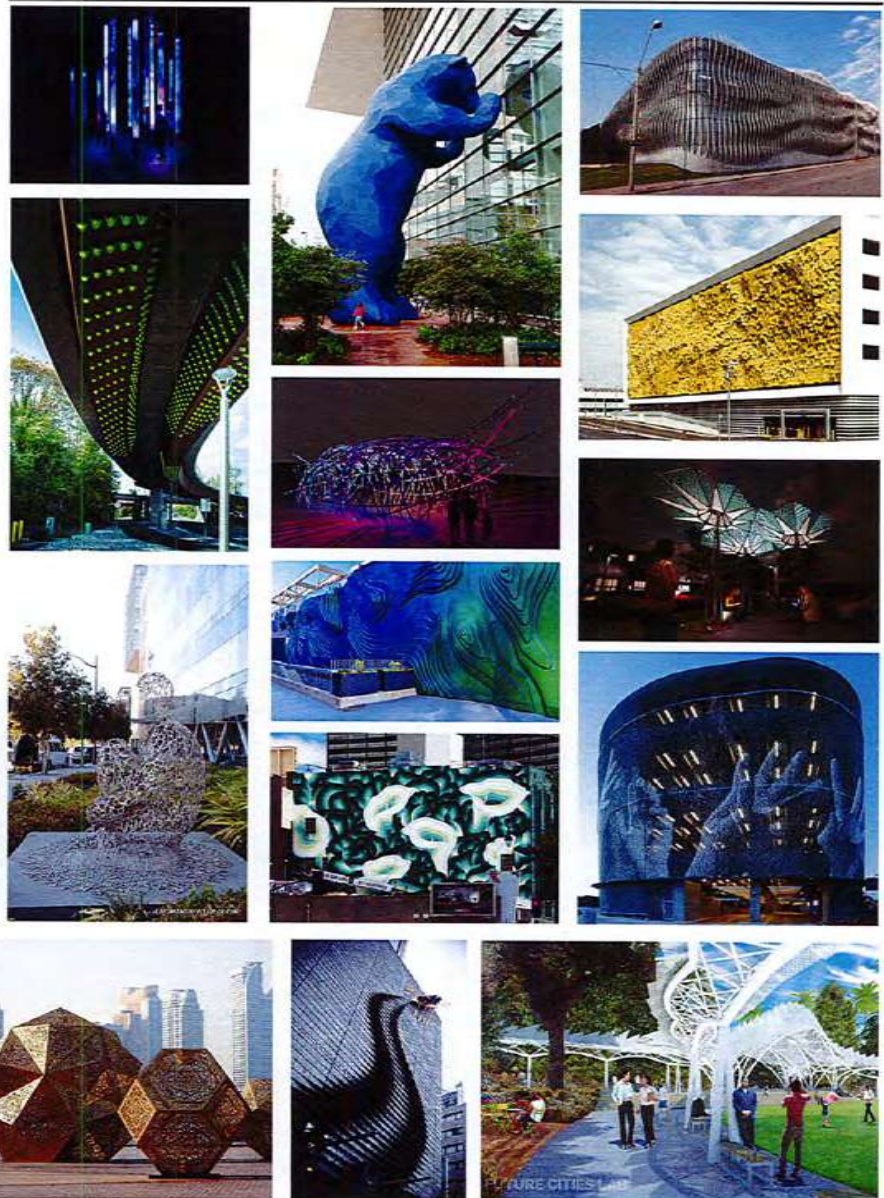
**G0.6**

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

PRECEDENTS IMAGES FOR ART ELEMENT



2/26/2018 1:08:41 PM

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PROJECT NAME  
**500 Kirkham**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA.

ARCHITECT

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	11/27/2017	DRC SUBMITTAL	NG
	03/09/2018	DRC SUBMITTAL	NG

N  
PROJECT NORTH

N  
TRUE NORTH

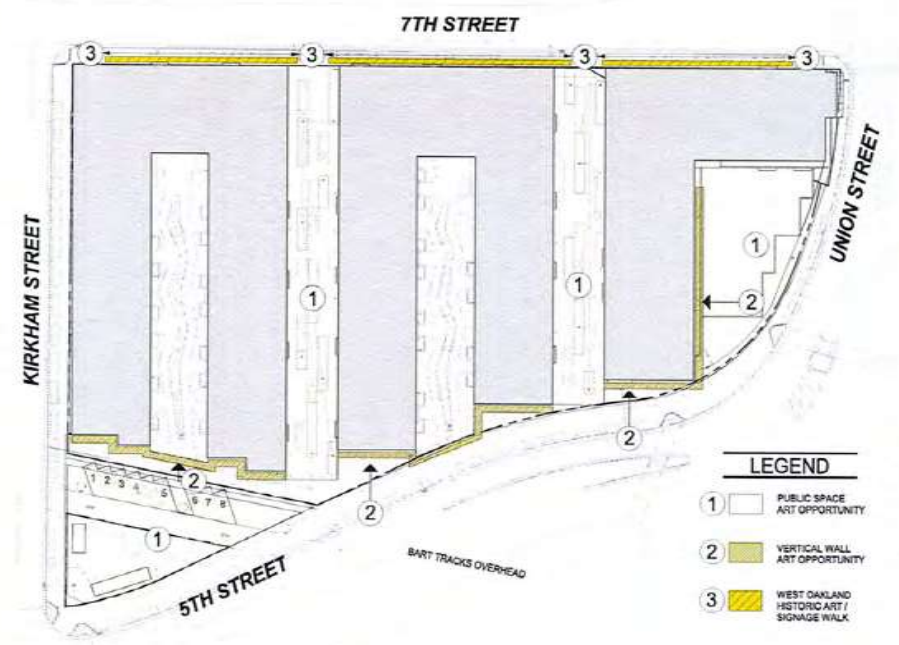
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PROJECT NUMBER: 17-001  
SHEET ISSUE DATE: 11/27/17  
SHEET TITLE: **PUBLIC ART ELEMENT**

SHEET NUMBER **G0.7**

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WEST OAKLAND HISTORIC ART / SIGNAGE WALK



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



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PROJECT NAME  
**500 Kirkham**

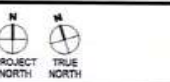
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ARCHITECT

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	11/27/2017	ORC SUBMITTAL	NG
	02/08/2018	ORC SUBMITTAL	NG

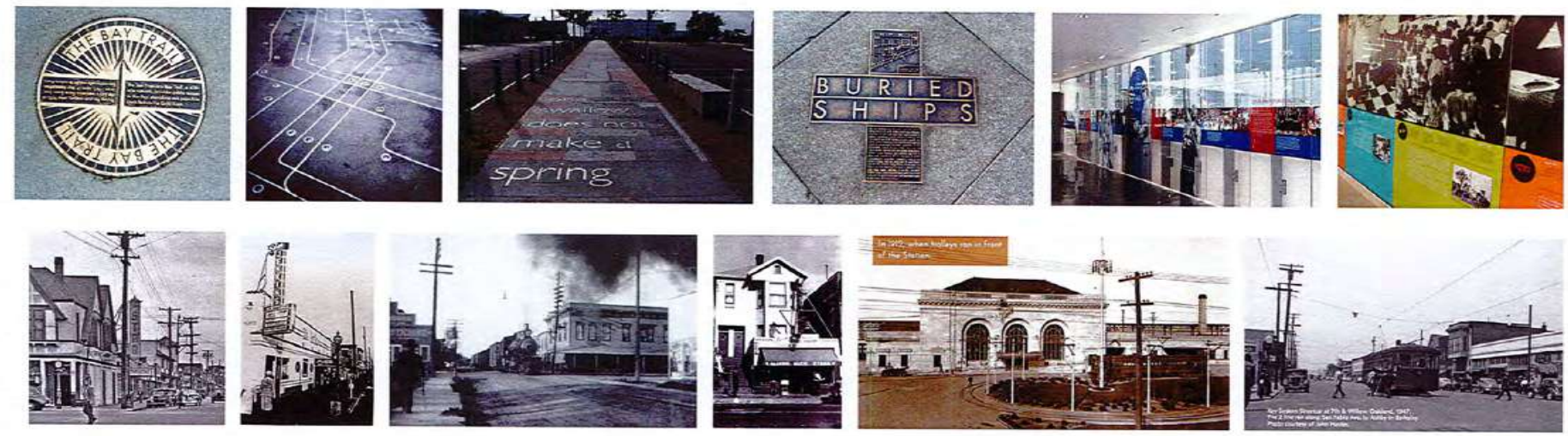


DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17

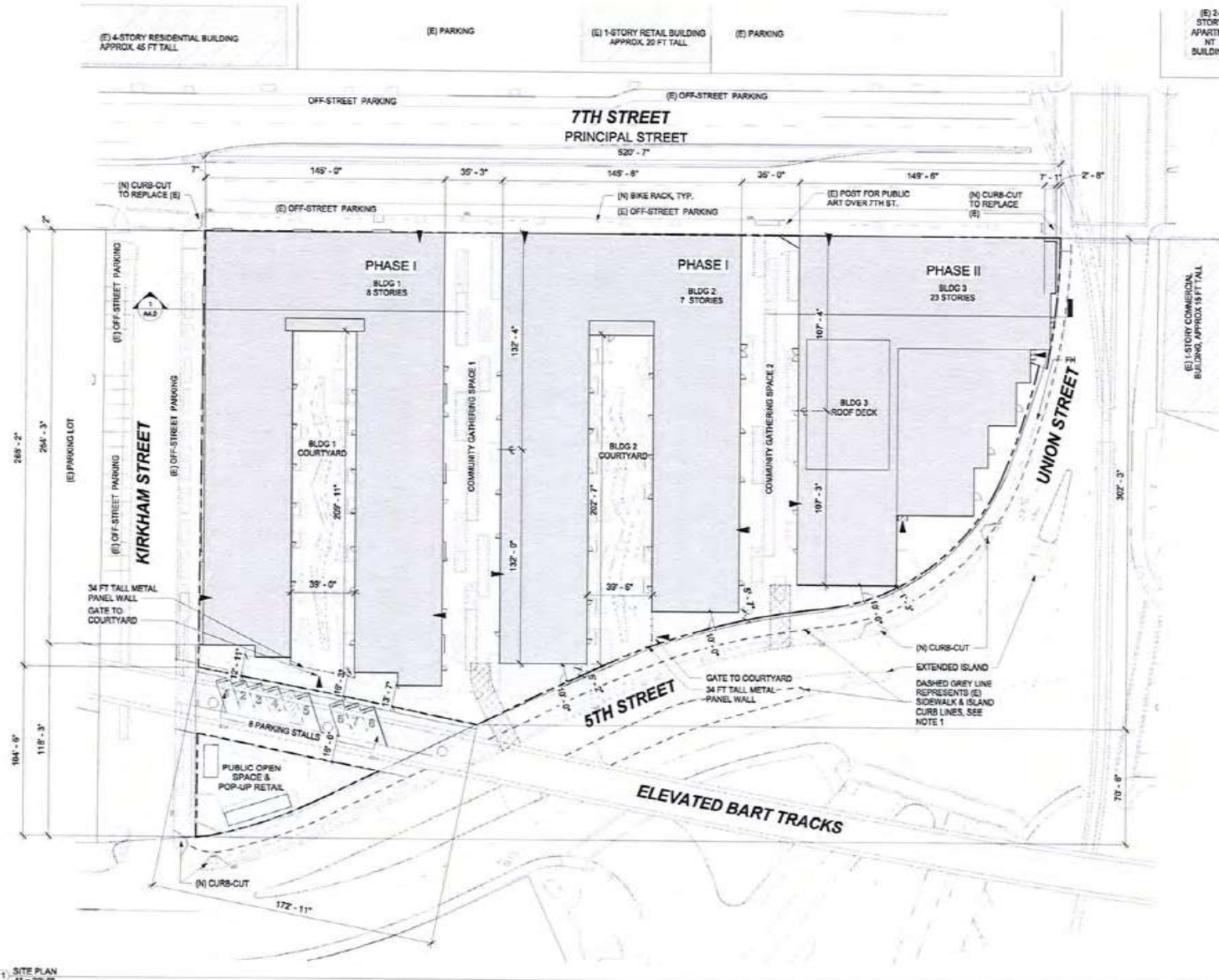
HISTORIC ART / SIGNAGE

SHEET NUMBER  
**G0.7.1**

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2/8/2018 1:03:49 PM



1 SITE PLAN  
1" = 30'-0"

**LEGEND**

- EXISTING BUILDING NOT IN CONTRACT
- FIRE TRUCK ACCESS
- EGRESS DOOR

**NOTES**

1. PROVIDE CURB LINE EXTENDING OAKLAND PUBLIC RIGHT OF WAY, CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVAL AND AGREEMENT BETWEEN THE TWO PARTIES.

OPEN SPACE	
Name	Area
BLDG 1 COURTYARD	8,182 SF
BLDG 2 COURTYARD	7,804 SF
BLDG 3 LEVEL 9 PRIVATE OPEN SPACE	1,096 SF
BLDG 3 OPEN SPACE AT PODIUM	5,781 SF
BLDG 3 ROOF DECK	4,000 SF
COMMUNITY GATHERING SPACE 1	19,296 SF
COMMUNITY GATHERING SPACE 2	8,190 SF
PUBLIC OPEN SPACE & POP-UP RETAIL	3,792 SF
PUBLIC OPEN SPACE UNDER BART	1,511 SF



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PROJECT NAME

**500 Kirkham**

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DRAWN BY: Author

PROJECT NUMBER: 17-007

SHEET ISSUE DATE: 11/27/17

SHEET TITLE: **SITE PLAN**

SHEET NUMBER: **G0.8**

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PROJECT NAME  
**500 Kirkham**

**PANORAMIC INTERESTS**  
 500 KIRKHAM ST., OAKLAND, CA



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DRAWN BY: Author  
 PROJECT NUMBER: 17-007  
 SHEET ISSUE DATE: 11/27/17

SHEET TITLE  
**PUBLIC SPACE PRECEDENTS**

SHEET NUMBER  
**G0.9**

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PROJECT NAME  
**THE HUB**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

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CONSULTANT

**FLETCHER STUDIO**  
FLETCHER STUDIO  
UNIVERSITY ARCHITECTURE  
2245 5th STREET, SUITE 412  
SAN FRANCISCO, CA 94103  
415.775.7618

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#	DATE	ISSUES & REVISIONS	BY

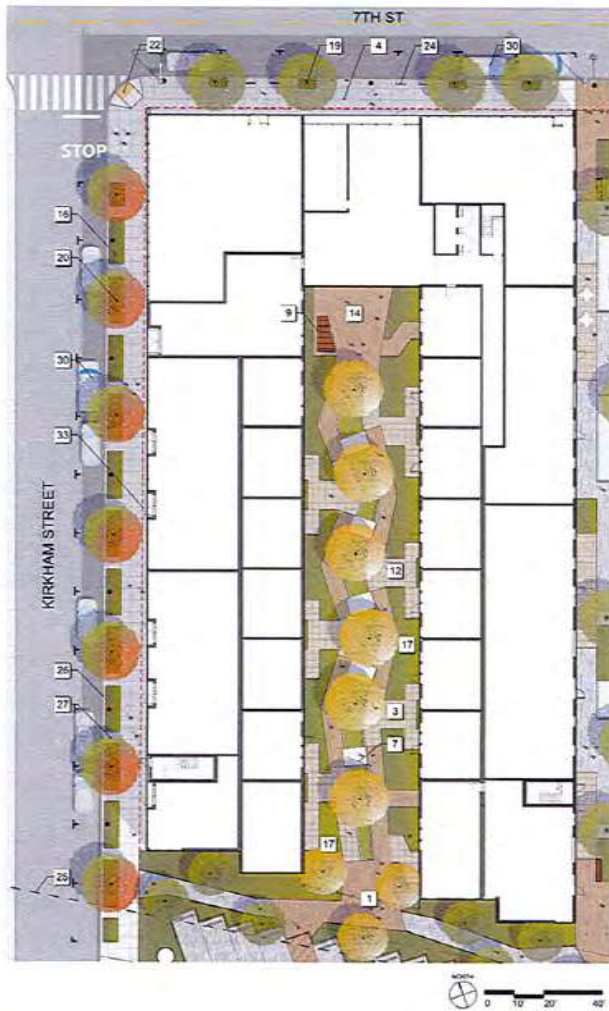
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PROJECT NORTH	TRUE NORTH

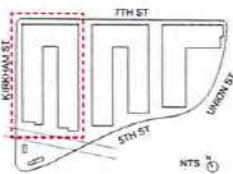
DRAWN BY:	CW, BW, LE
PROJECT NUMBER:	17-004
SHEET ISSUE DATE:	02/05/18
SHEET TITLE:	

**ILLUSTRATIVE SITE PLAN**

SHEET NUMBER  
**L1.00**



KEY PLAN



SITE LEGEND

- 1 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: PALAMINO FINISH: TOP CAST
- 2 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: SILVERSMOKE FINISH: TOP CAST
- 3 MODULAR CONC UNIT PAVERS, MANUF. BELGARD COLOR: CHAMPAGNE FINISH: GROUND FACE
- 4 SIDEWALK, CITY STANDARD CONC
- 5 CONCRETE SITE WALL, COLOR: STANDARD CONC HEIGHT VARIES, 30" MAX FINISH: MEDIUM SANDBLAST
- 6 NOT USED
- 7 BIORETENTION BASIN w/ METAL GRATE CROSSOVERS
- 8 BIORETENTION BASIN w/ VEHICULAR METAL GRATE LID
- 9 OVERHEAD PERGOLA STRUCTURE
- 10 CUSTOM SCULPTURAL OVERHEAD STRUCTURE
- 11 WOODEN BENCH SEATING
- 12 SHARED STOOP GATHERING SPACE
- 13 ENTRY PLAZA, VEHICULAR RATED FOR FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE Betula Jacquemontii
- 16 STREETSCAPE PLANTING
- 17 PLANTING AREA
- 18 LAWN
- 19 STREET TREE Pistacia chinensis
- 20 STREET TREE Quercus Suber
- 21 STREET TREE Ginkgo biloba 'Baratage'
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB LOCATION
- 33 PROPERTY LINE

GENERAL NOTES:

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 2" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.

PLANT PALETTE



*Betula jacquemontii*  
Whitebarked Himalayan Birch  
36" Box



*Polystichum mundum*  
Western Sword Fern  
5 Gal

SITE FURNISHING



OVERHEAD PERGOLA STRUCTURE



METAL GRATE CROSSOVER

STREETSCAPE PLANT PALETTE



*Lomandra longifolia* 'Breeze'  
'Breeze' Dwarf Mat Rush  
5 Gal



*Quercus suber*  
Cork Oak  
26" Box



PAVING LAYOUT



BIORETENTION BASIN w/ METAL GRATE

**lowney arch**

PH 510.836.5400 www.lowneyarch.com

PROJECT NAME

**THE HUB**

PANORAMIC INTERESTS

500 KIRKHAM ST., OAKLAND, CA

ARCHITECT

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CONSULTANT



FLETCHER STUDIO  
LANDSCAPE ARCHITECTURE  
2075 24th STREET, SUITE 4110  
SAN FRANCISCO, CA 94114  
415.774.7478  
www.fletcherstudio.com

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DATE ISSUES & REVISIONS BY

NORTH TRUE NORTH

DRAWN BY: CKL, BW, LE

PROJECT NUMBER: 17-004

SHEET ISSUE DATE: 02/09/15

SHEET TITLE:  
**BUILDING 1 COURTYARD PLAN**

SHEET NUMBER  
**L2.00**



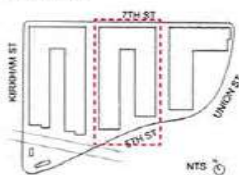
**SITE LEGEND**

- 1 CONCRETE PAVING  
INTEGRAL COLOR CONC  
COLOR: PALAMINO  
FINISH: TOP CAST
- 2 CONCRETE PAVING  
INTEGRAL COLOR CONC  
COLOR: SILVERSMOKE  
FINISH: TOP CAST
- 3 MODULAR CONC  
UNIT PAVERS  
MANUF: BELGARD  
COLOR: CHAMPAGNE  
FINISH: GROUND FACE
- 4 SIDEWALK  
CITY STANDARD CONC
- 5 CONCRETE SITE WALL  
COLOR: STANDARD CONC  
HEIGHT: VARIES, 20" MAX.  
FINISH: MEDIUM  
SANDBLAST
- 6 NOT USED
- 7 BIORETENTION BASIN  
w/ METAL GRATE  
CROSSOVERS
- 8 BIORETENTION BASIN  
w/ VEHICULAR METAL  
GRATE LID
- 9 OVERHEAD PERGOLA  
STRUCTURE
- 10 CUSTOM SCULPTURAL  
OVERHEAD STRUCTURE
- 11 WOODEN BENCH  
SEATING
- 12 SHARED STOOP  
GATHERING SPACE
- 13 ENTRY PLAZA,  
VEHICULAR RATED FOR  
FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE  
Betula jacquemonti
- 16 STREETScape  
PLANTING
- 17 PLANTING AREA
- 19 LAWN
- 18 STREET TREE  
Pistacia chinensis
- 20 STREET TREE  
Quercus Sider
- 21 STREET TREE  
Ginkgo biloba 'Saratoga'
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY  
STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL  
STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB  
LOCATION
- 33 PROPERTY LINE

**GENERAL NOTES:**

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 3" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFORESAID PARTIES.

**KEY PLAN**



**PLANT PALETTE**



*Betula jacquemonti*  
Whitebarked Himalayan Birch  
36" Box



*Lamnana longifolia* 'Breeze'  
'Breeze' Dwarf Mar Rush  
5 Gal



**SITE FURNISHING**



OVERHEAD PERGOLA STRUCTURE



PLANTING IN BIORETENTION BASIN



*Polystichum munum*  
Western Sword Fern  
5 Gal



*Chondropetalum flexuosum*  
Cape Rush  
5 Gal



PAVING LAYOUT



BIORETENTION BASIN w/ METAL GRATE

**lowney arch**

PH 510.836.5400 FAX 510.836.5401  
1000 Broadway, Suite 1000 Oakland, CA 94612

PROJECT NAME

**THE HUB**

**PANORAMIC INTERESTS**

500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

**NOT FOR CONSTRUCTION**

CONSULTANT



**FLETCHER STUDIO**  
LANDSCAPE ARCHITECTURE  
2275 5th STREET, SUITE 410  
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P 415.774.1111  
WWW.FLETCHERSTUDIO.COM

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# DATE ISSUES & REVISIONS BY

NORTH

PROJECT TRUE NORTH

DRAWN BY: CW, SW, LE

PROJECT NUMBER: 17-004

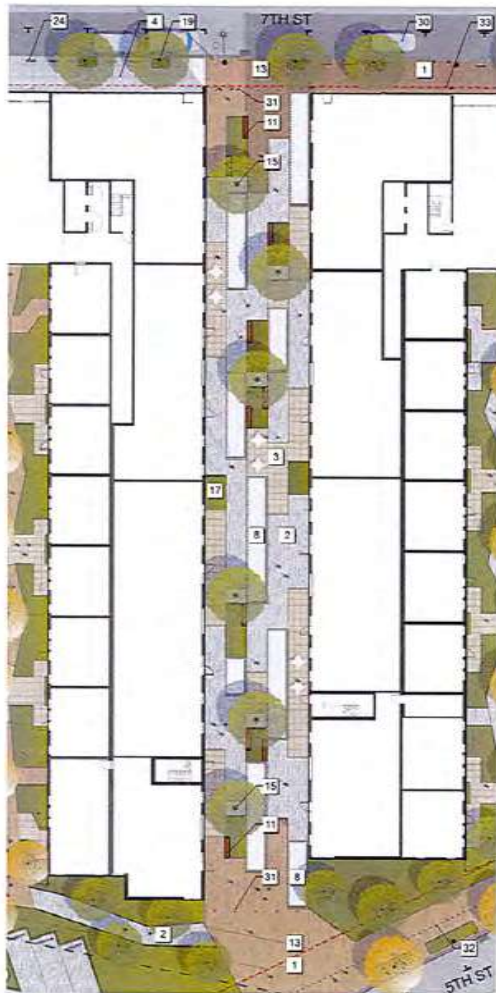
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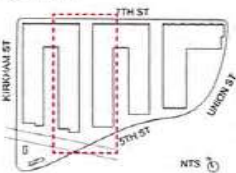
**BUILDING 2  
COURTYARD  
PLAN**

SHEET NUMBER

**L2.01**



**KEY PLAN**



**SITE LEGEND**

- 1 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: PALAMINO FINISH: TOP CAST
- 2 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: SILVERSMOKE FINISH: TOP CAST
- 3 MODULAR CONC UNIT PAVERS, MANUF: BELGARD COLOR: CHAMPAGNE FINISH: GROUND FACE
- 4 SIDEWALK, CITY STANDARD CONC
- 5 CONCRETE SITE WALL, COLOR: STANDARD CONC HEIGHT: VARIES, 20" MAX FINISH: MEDIUM SANDBLAST
- 6 NOT USED
- 7 BIORETENTION BASIN w/ METAL GRATE CROSSOVERS
- 8 BIORETENTION BASIN w/ VEHICULAR METAL GRATE LID
- 9 OVERHEAD PERGOLA STRUCTURE
- 10 CUSTOM SCULPTURAL OVERHEAD STRUCTURE
- 11 WOODEN BENCH SEATING
- 12 SHARED STOOP GATHERING SPACE
- 13 ENTRY PLAZA, VEHICULAR RATED FOR FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE Betula jacquemontii
- 16 STREETScape PLANTING
- 17 PLANTING AREA
- 18 LAWN
- 19 STREET TREE Platane chinensis
- 20 STREET TREE Quercus Suber
- 21 STREET TREE Ginkgo biloba 'Saratoga'
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB LOCATION
- 33 PROPERTY LINE

**GENERAL NOTES:**

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 2" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LAKE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.

**PLANT PALETTE**



*Platanus acerifolia* 'Bloodgood'  
London Plane Tree  
36" Box



*Carex divisa*  
Berkley Sedge  
5 Gal

**SITE FURNISHING**



FLEXIBLE SEATING AT TREE GRATE



*Phormium tenax*  
Flax  
5 Gal



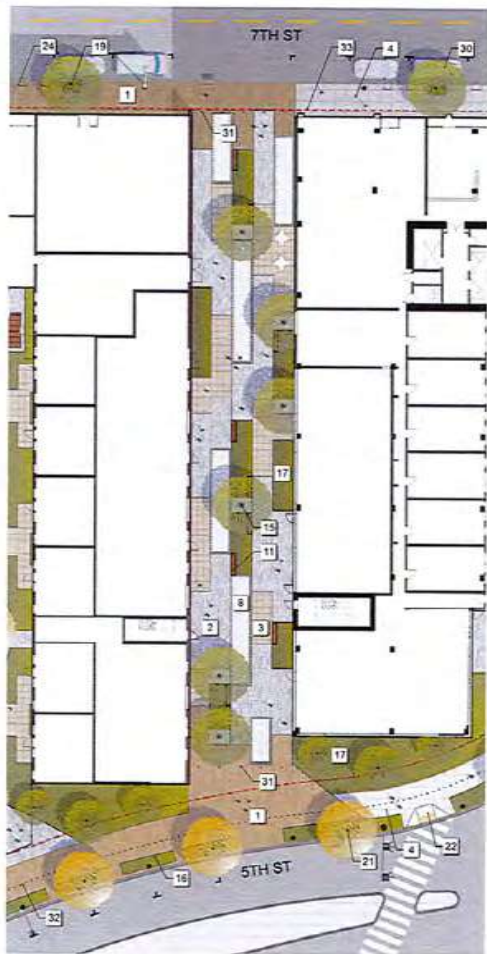
*Podocarpus henkei*  
Long Labeled Yellow-wood  
15 Gal



METAL GRATE LID AT BIORETENTION BASIN



TREE GRATE



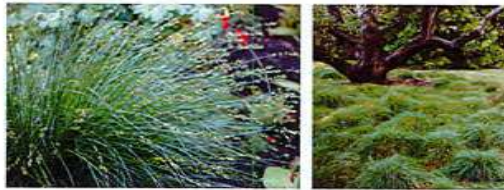
**SITE LEGEND**

- 1 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: PALMWOOD FINISH: TOP CAST
- 2 CONCRETE PAVING, INTEGRAL COLOR CONC COLOR: SILVERSMOKE FINISH: TOP CAST
- 3 MODULAR CONC UNIT PAVERS, MANUF: BELGARD COLOR: CHAMPAGNE FINISH: GROUND FACE
- 4 SIDEWALK, CITY STANDARD CONC
- 5 CONCRETE SITE WALL COLOR: STANDARD CONC HEIGHT: VARIES, 20" MAX FINISH: MEDIUM SANDBLAST
- 6 NOT USED
- 7 BIORRETENTION BASIN w/ METAL GRATE CROSSOVERS
- 8 BIORRETENTION BASIN w/ VEHICULAR METAL GRATE LID
- 9 OVERHEAD PERGOLA STRUCTURE
- 10 CUSTOM SCULPTURAL OVERHEAD STRUCTURE
- 11 WOODEN BENCH SEATING
- 12 SHARED STOOP GATHERING SPACE
- 13 ENTRY PLAZA, VEHICULAR RATED FOR FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE Betula jacquemontii
- 16 STREETSCAPE PLANTING
- 17 PLANTING AREA
- 18 LAWN
- 19 STREET TREE Pistacia chinensis
- 20 STREET TREE Quercus Suber
- 21 STREET TREE Ginkgo biloba 'Saratoga'
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB LOCATION
- 33 PROPERTY LINE

**PLANT PALETTE**



*Platanus acerifolia* 'Bloodgood'  
London Plane Tree  
36" Box



*Carex divisa*  
Berkeley Sedge  
5 Gal



*Phormium tenax*  
Flax  
5 Gal



*Podocarpus neriifolia*  
Long Leafed Yellow-wood  
15 Gal

**SITE FURNISHING**



WOODEN BENCH SEATING

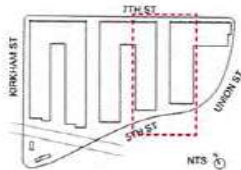


TREE GRATE



COMMUNITY GATHERING SPACE

**KEY PLAN**



**GENERAL NOTES:**

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 3" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 3TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.

**lowney arch**

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PROJECT NAME  
**THE HUB**

PANORAMIC INTERESTS  
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ARCHITECT  
**NOT FOR CONSTRUCTION**

CONSULTANT  
**FLETCHER STUDIO**  
LANDSCAPE ARCHITECTURE  
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SAN FRANCISCO, CA 94116  
415.454.1478  
www.fletcherstudio.com

CONSULTANT STAMP

# DATE ISSUES & REVISIONS BY

NORTH TRUE NORTH

DRAWN BY: CIV. ENV. LE  
PROJECT NUMBER: 17-004  
SHEET ISSUE DATE: 02/09/15  
SHEET TITLE:  
**COMMUNITY GATHERING SPACE 2 PLAN**

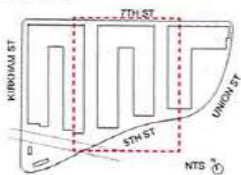
SHEET NUMBER  
**L3.01**



COMBINED COMMUNITY GATHERING SPACE PLAN



KEY PLAN



SITE LEGEND

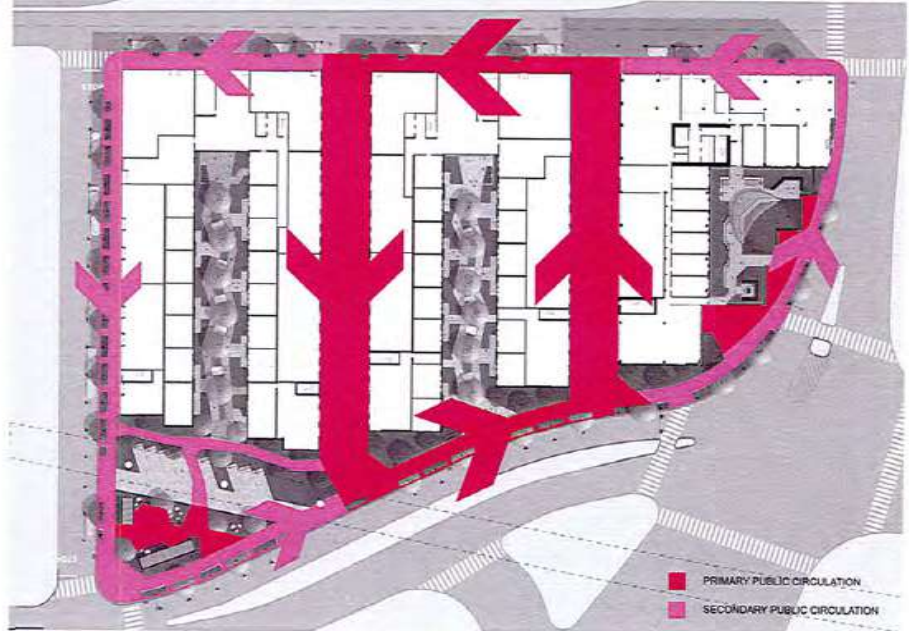
- 1 9' WIDE SIDEWALK
- 2 11' WIDE SIDEWALK
- 3 4' WIDE STREETScape PLANTING BUFFER
- 4 5'-6" WIDE STREETScape PLANTING BUFFER
- 5 PREVIOUS CURB LOCATION
- 6 PROPERTY LINE

GENERAL NOTES:

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 3" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.



PUBLIC OPEN SPACE CONNECTION DIAGRAM



PUBLIC OPEN SPACE PRECEDENTS



LINDEN ALLEY



ANNIE STREET PLAZA



100 HOOPER



UNION SQUARE - WINTER WALK SF

**lowney arch**

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PROJECT NAME

**THE HUB**

**PANORAMIC INTERESTS**

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**FLETCHER STUDIO**

FLETCHER STUDIO  
LANDSCAPE ARCHITECTURE  
2025 3rd STREET, SUITE 412  
SAN FRANCISCO, CA 94103

CONSULTANT STAMP

# DATE ISSUES & REVISIONS BY

N N

PROJECT TRUE NORTH

DRAWN BY: CIV, BV, LE

PROJECT NUMBER: 17-004

SHEET ISSUE DATE: 03/09/18

SHEET TITLE:

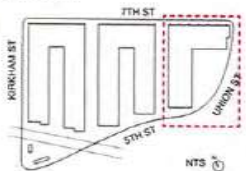
**COMMUNITY GATHERING SPACE 1 & 2**

SHEET NUMBER:

**L3.02**



**KEY PLAN**



**GENERAL NOTES:**

1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
2. ALL PLANTING AREAS TO INCLUDE 3" LAYER OF 3/8" BLACK MINI-CHIP MULCH
3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.

**SITE LEGEND**

- 1 CONCRETE PAVING, INTEGRAL COLOR CONC, COLOR: PEARLINO, FINISH: TOP CAST
- 2 CONCRETE PAVING, INTEGRAL COLOR CONC, COLOR: SILVERSMOKE, FINISH: TOP CAST
- 3 MODULAR CONC UNIT PAVERS, MANUF: BELGARD, COLOR: CHAMPAGNE, FINISH: GROUND FACE
- 4 SIDEWALK, CITY STANDARD CONC
- 5 CONCRETE SITE WALL, COLOR: STANDARD CONC, HEIGHT VARIES, 20" MAX, FINISH: MEDIUM SANDBLAST
- 6 NOT USED
- 7 BIORETENTION BASIN w/ METAL GRATE CROSSOVERS
- 8 BIORETENTION BASIN w/ VEHICULAR METAL GRATE LID
- 9 OVER-HEAD PERGOLA STRUCTURE
- 10 CUSTOM SCULPTURAL OVERHEAD STRUCTURE
- 11 WOODEN BENCH SEATING
- 12 SHARED STOOP GATHERING SPACE
- 13 ENTRY PLAZA, VEHICULAR RATED FOR FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE, *Betula jacquemondii*
- 16 STREETSCAPE PLANTING
- 17 PLANTING AREA
- 18 LAWN
- 19 STREET TREE, *Pistacia chinensis*
- 20 STREET TREE, *Quercus Suber*
- 21 STREET TREE, *Ginkgo biloba 'Saratoga'*
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB LOCATION
- 33 PROPERTY LINE
- 34 SECOND FLOOR ARCHITECTURE AS SHOWN

**PLANT PALETTE**



**SITE FURNISHING**



**STREETSCAPE PLANT PALETTE**



**lowney arch**  
320.836.5400 | lowneymarch.com

PROJECT NAME  
**THE HUB**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT  
**NOT FOR CONSTRUCTION**

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2225 3rd STREET, SUITE 412  
SAN FRANCISCO, CA 94103  
415.673.7924

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY

PROJECT TRUE NORTH

DRAWN BY: CWL, SW, LE  
PROJECT NUMBER: 17-004  
SHEET ISSUE DATE: 02/09/18  
SHEET TITLE:  
**BUILDING 3 PUBLIC OPEN SPACE PLAN**  
SHEET NUMBER  
**L4.00**



**SITE LEGEND**

- 1 CONCRETE PAVING, INTEGRAL COLOR CONC. COLOR: PALAMINO FINISH: TOP CAST
- 2 CONCRETE PAVING, INTEGRAL COLOR CONC. COLOR: SILVERSMOKE FINISH: TOP CAST
- 3 MODULAR CONC. UNIT PAVERS, MANUF. BELGARD COLOR: CHAMPAGNE FINISH: GROUND FACE
- 4 SIDEWALK, CITY STANDARD CONC.
- 5 CONCRETE SITE WALL, COLOR: STANDARD CONC. HEIGHT: VARIES, 20" MAX. FINISH: MEDIUM SANDBLAST
- 6 NOT USED
- 7 BIORETENTION BASIN w/ METAL GRATE CROSSOVERS
- 8 BIORETENTION BASIN w/ VEHICULAR METAL GRATE LID
- 9 OVERHEAD PERGOLA STRUCTURE
- 10 CUSTOM SCULPTURAL OVERHEAD STRUCTURE
- 11 WOODEN BENCH SEATING
- 12 SHARED STOOP GATHERING SPACE
- 13 ENTRY PLAZA, VEHICULAR RATED FOR FIRE TRUCK ACCESS
- 14 PLAZA
- 15 TREE GRATE *Betula papyrifera*
- 16 STREETSCAPE PLANTING
- 17 PLANTING AREA
- 18 LAWN
- 19 STREET TREE *Platanus orientalis*
- 20 STREET TREE *Quercus Suber*
- 21 STREET TREE *Ginkgo biloba 'Saratoga'*
- 22 ADA CURB RAMP
- 23 DRIVE APRON
- 24 BIKE RACK
- 25 BART RAIL OVERHEAD
- 26 2' WIDE COURTESY STRIP
- 27 4' PASS THROUGH
- 28 MODULAR RETAIL STRUCTURES
- 29 ANGLED PARKING
- 30 PARALLEL PARKING
- 31 REMOVABLE BOLLARDS
- 32 PREVIOUS CURB LOCATION
- 33 PROPERTY LINE

**PLANT PALETTE**



*Cordyline australis*  
Cabbage Tree  
15 Gal



*Agave attenuata 'Nova'*  
Fox Tail Agave  
15 Gal



*Kalanchoe thyrsiflora*  
Paddle Plant  
5 Gal



*Aeonium arboreum 'Zwartkop'*  
Black Rose Aeonium  
5 Gal

**SITE FURNISHING**

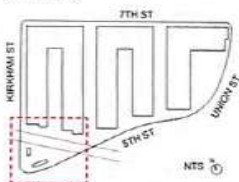


MODULAR RETAIL SPACE



OUTDOOR MODULAR SEATING

**KEY PLAN**



**GENERAL NOTES:**

- 1. DRIP IRRIGATION TO BE USED IN ALL LANDSCAPE AREAS
- 2. ALL PLANTING AREAS TO INCLUDE 3" LAYER OF 3/8" BLACK MINI-CHIP MULCH
- 3. MODIFICATIONS TO THE NORTH CURB LINE AND TRAVEL LANE WIDTH ON WESTBOUND 5TH STREET CONTINGENT UPON CITY OF OAKLAND AND CALTRANS APPROVALS, AND AGREEMENT BETWEEN THE AFOREMENTIONED PARTIES.



UNDERPASS PROGRAMMING



UNDERPASS ART



7TH STREET

(TREE PLOT SHEET CREATED BY OWNER, MAY, 2017)

APPROXIMATE  
TRUE NORTH

UNION STREET

5TH STREET

KIRKHAM STREET

Trees proposed for removal		
#	Species	dbh*
1	Chinese pistache	3.7
2	Chinese pistache	4
3	Chinese pistache	4
4	Chinese pistache	4.2
5	Chinese pistache	3.5
6	Chinese pistache	4.1
7	Chinese pistache	3.8
8	Chinese pistache	3.7
9	Chinese pistache	4.8
10	Chinese pistache	4.8
11	Flowering pera cultiva	12.1
12	Flowering pera cultiva	6
13	Flowering pera cultiva	12
14	Flowering pera cultiva	5.2
15	Flowering pera cultiva	6.5

**lowney arch**

500 B.M. 5400 lowneyarch.com

PROJECT NAME

**THE HUB**

PANORAMIC INTERESTS

500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

**NOT FOR CONSTRUCTION**

CONSULTANT



FLETCHER STUDIO  
LANDSCAPE ARCHITECTURE  
3225 34th STREET, SUITE 410  
SAN FRANCISCO, CA 94118  
415.433.1839

CONSULTANT STAMP

# DATE ISSUES & REVISIONS BY

N N

PROJECT TRUE  
NORTH NORTH

DRAWN BY: CW, BW, LE

PROJECT NUMBER: 17-004

SHEET ISSUE DATE: 02/09/18

SHEET TITLE:

**TREE PRESERVATION PLAN**

SHEET NUMBER

**L5.00**



#	DATE	ISSUES & REVISIONS	BY
	11/02/2017	DRC SUBMITTAL	NG
	02/09/2018	DRC SUBMITTAL	NG



DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/02/17  
SHEET TITLE: OVERALL GROUND FLOOR PLAN

SHEET NUMBER  
**A2.0**

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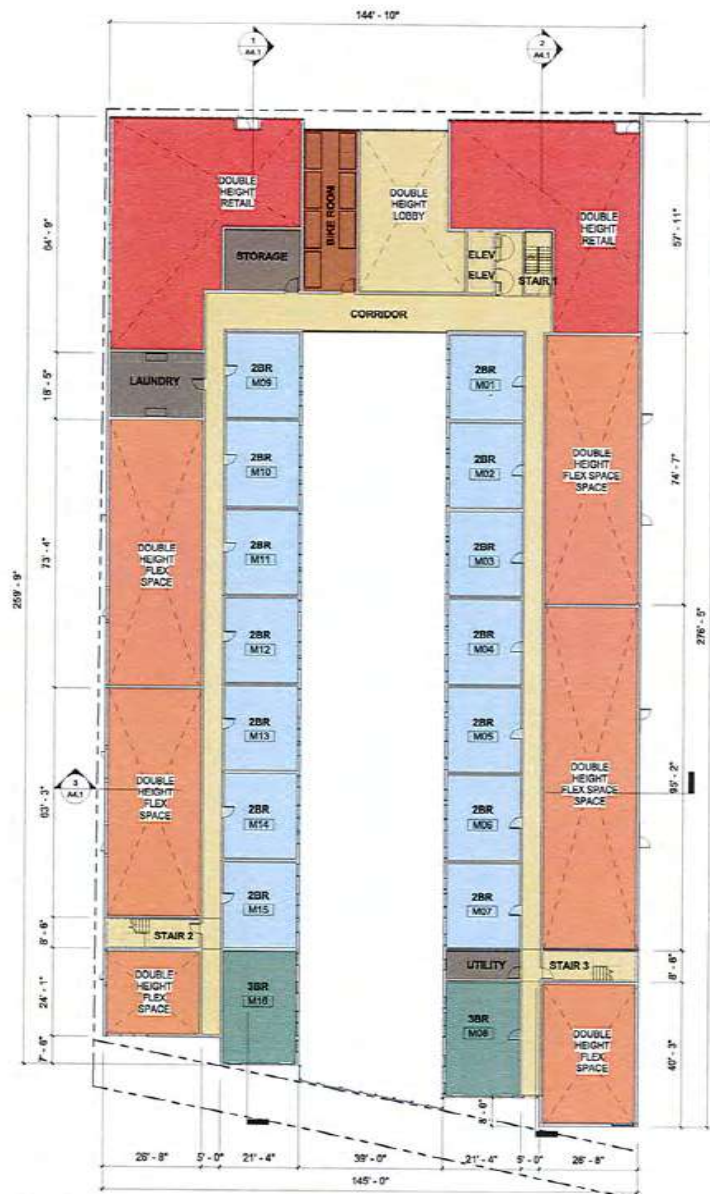
**Color Legend**

- office
- green / open space
- circulation
- Flex Space
- lobby
- service / trash
- garage / bike room
- retail
- 2BR
- Corner 3BR
- 3BR

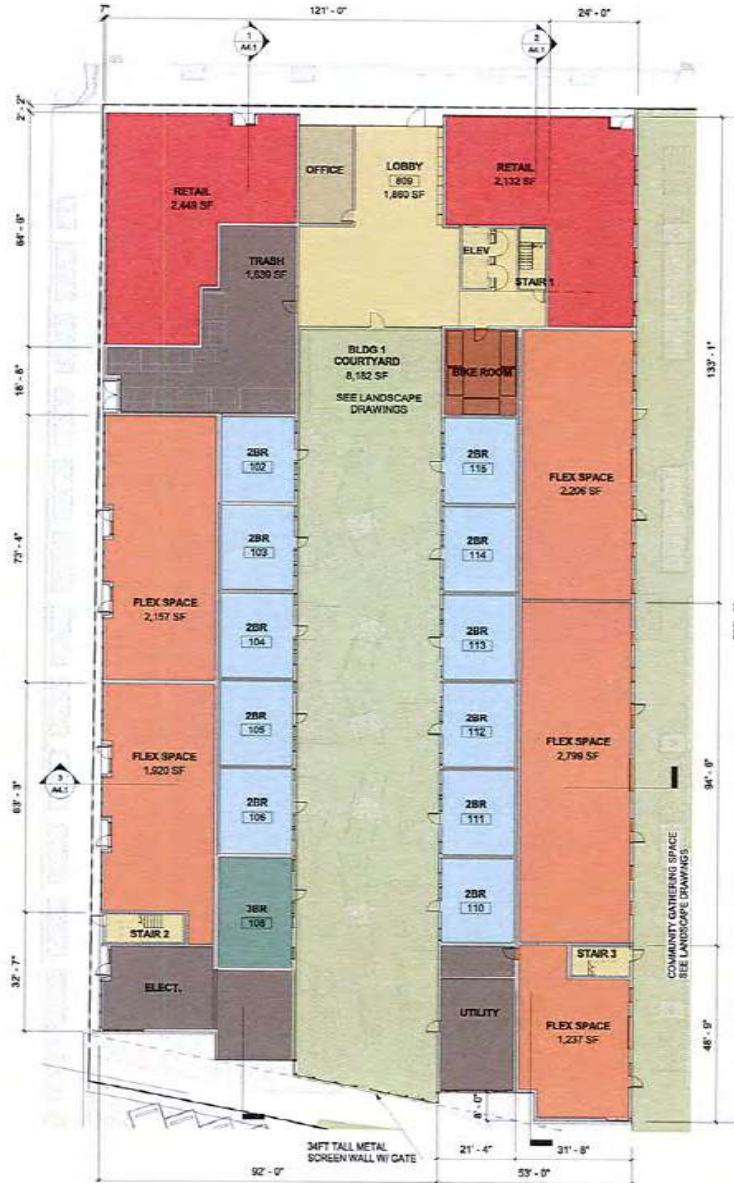
DASHED GREY LINE REPRESENTS (E) SIDEWALK & ISLAND CURB LINES. SEE NOTE 1 ON A1.0

2/9/2018 1:01:07 PM

1 OVERALL - GROUND FLOOR PLAN  
1" = 20'-0"



2 BLDG 1 - MEZZANINE  
1/16" = 1'-0"



1 BLDG 1 - GROUND FLOOR PLAN  
1/16" = 1'-0"

**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM

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PH 510.636.5430 www.lowneyarch.com

PROJECT NAME

**500 Kirkham**

**PANORAMIC INTERESTS**

500 KIRKHAM ST, OAKLAND, CA

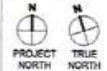
ARCHITECT

**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
1	11/27/2017	DRC SUBMITTAL	NS
2	02/09/2018	DRC SUBMITTAL	NS



DRAWN BY: \_\_\_\_\_ Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17

**BLDG 1 LEVELS 1 & M FLOOR PLANS**

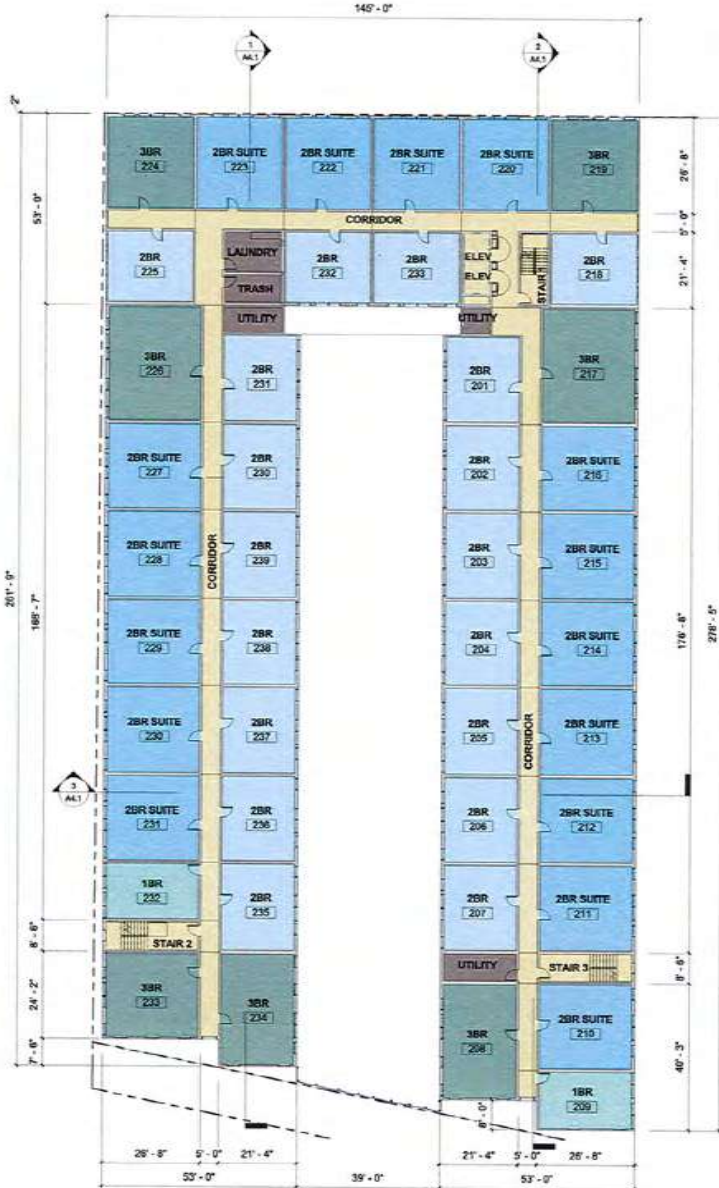
SHEET NUMBER **A2.1**

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2/6/2018 10:11:10 PM



2 BLDG 1 - LEVEL 3 FLOOR PLAN  
1/16" = 1'-0"



1 BLDG 1 - LEVEL 2 FLOOR PLAN  
1/16" = 1'-0"

**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM



510.836.5430 lowneyarch.com

PROJECT NAME

**500 Kirkham**

**PANORAMIC INTERESTS**

500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

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CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS BY	NO
1	11/21/2017	DRC SUBMITTAL	NO
2	02/08/2018	DRC SUBMITTAL	NO



DRAWN BY: Author

PROJECT NUMBER: 17-007

SHEET ISSUE DATE: 11/27/17

SHEET TITLE:

**BLDG 1 LEVELS 2 & LEVELS 3-8 FLOOR PLAN**

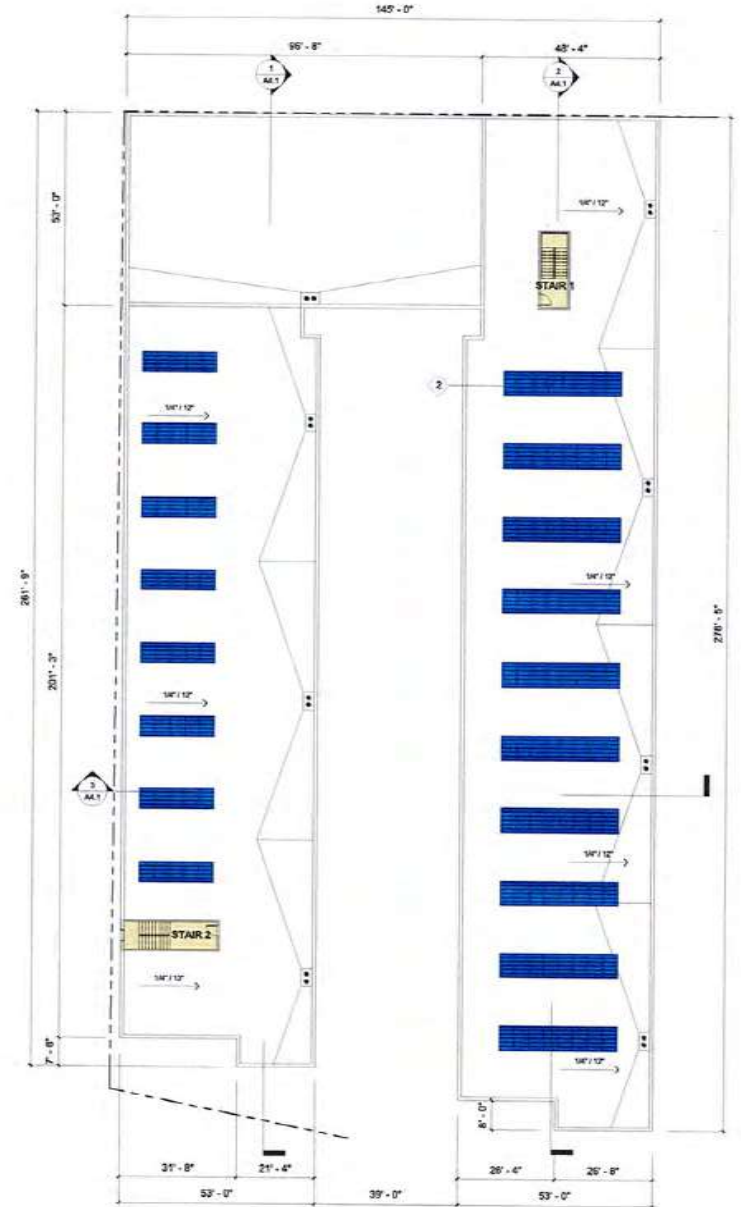
SHEET NUMBER

**A2.2**

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2/6/2018 1:01:14 PM

2025/01/10 3:01:10 PM



1 BLDG 1 - ROOF PLAN  
1/16" = 1'-0"

**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM



PROJECT NAME  
**500 Kirkham**

PANORAMIC INTERESTS  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT

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CONSULTANT

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#	DATE	ISSUES & REVISIONS	BY
1	11/20/2017	DRG SUBMITTAL	NG
2	02/09/2018	DRG SUBMITTAL	NG



DRAWN BY: Author

PROJECT NUMBER: 17-007

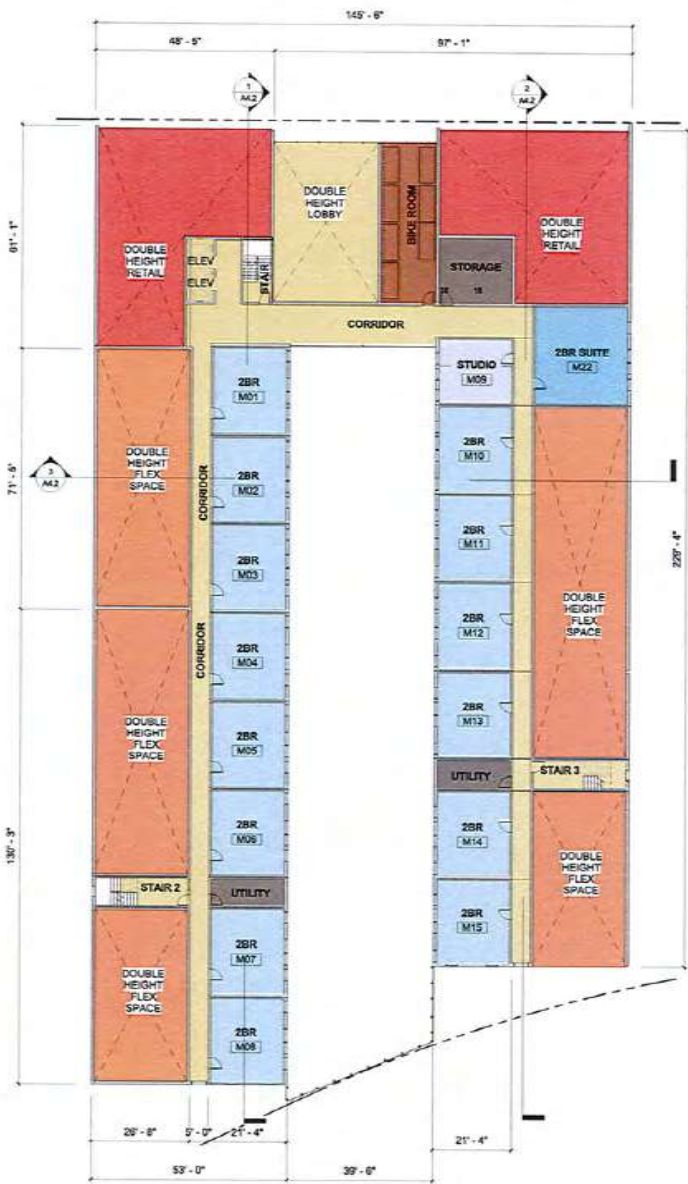
SHEET ISSUE DATE: 11/27/17

SHEET TITLE  
**BLDG 1 ROOF PLAN**

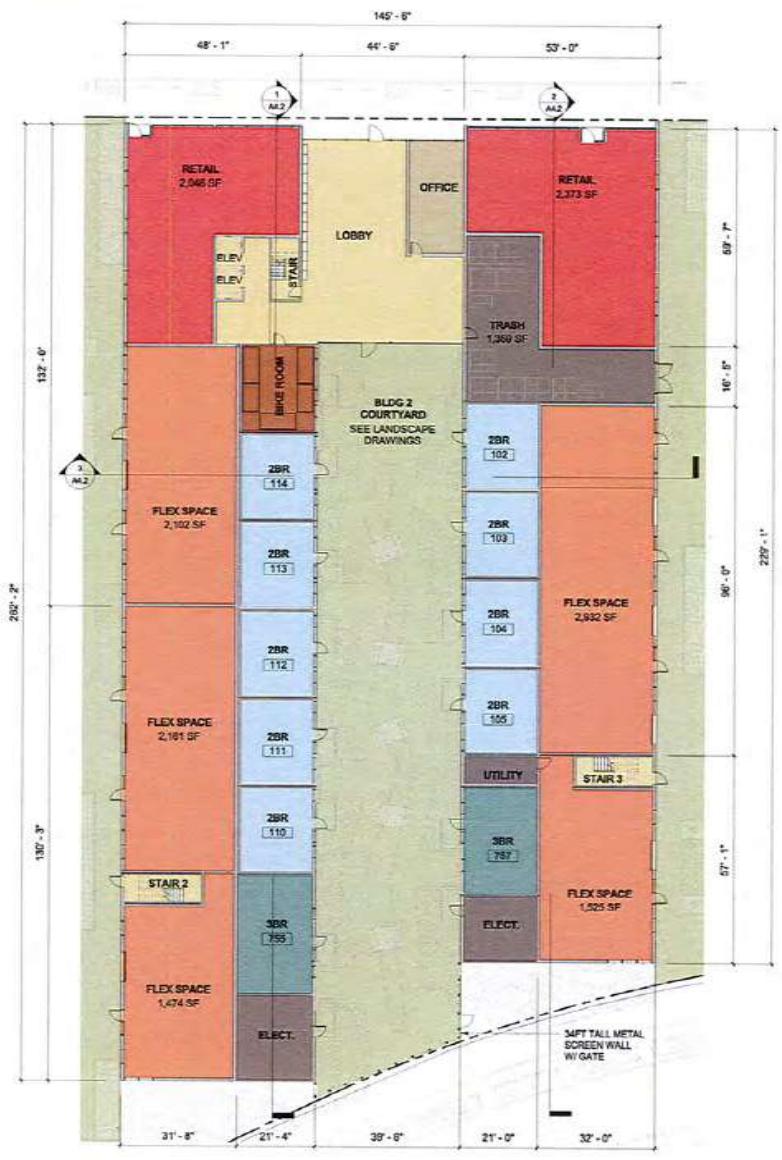
SHEET NUMBER  
**A2.3**

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2 BLDG 2 - MEZZANINE  
1/16" = 1'-0"



1 BLDG 2 - GROUND FLOOR PLAN  
1/16" = 1'-0"

**SHEET NOTES**  
1. SHEET NOTE 1

- KEY NOTES**
- 1 BALCONY, WHERE OCCURS, TYP.
  - 2 PROPOSED SOLAR PV SYSTEM



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1000 UNIVERSITY AVENUE, SUITE 1000, OAKLAND, CA 94612

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

ARCHITECT  
**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
1	11/27/2017	DRG SUBMITTAL	MG
2	02/09/2018	DRG SUBMITTAL	MS



DRAWN BY: Author  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17

SHEET TITLE:  
**BLDG 2 LEVELS 1 & M FLOOR PLANS**

SHEET NUMBER  
**A2.4**

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2/20/2018 10:11:19 PM



2 BLDG 2 - LEVEL 3 FLOOR PLAN  
1/16" = 1'-0"



1 BLDG 2 - LEVEL 2 FLOOR PLAN  
1/16" = 1'-0"

**SHEET NOTES**  
1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM



no. 510.836.5400 [www.lowneyarch.com](http://www.lowneyarch.com)  
100 UNIVERSITY AVE., SUITE 210 • OAKLAND, CA 94612

PROJECT NAME  
**500 Kirkham**

**PANORAMIC INTERESTS**  
500 KIRKHAM ST, OAKLAND, CA

ARCHITECT  
**NOT FOR CONSTRUCTION**

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	11/27/2017	DRC SUBMITTAL	NG
	02/09/2018	DRC SUBMITTAL	NG



DRAWN BY: *Author*  
PROJECT NUMBER: 17-007  
SHEET ISSUE DATE: 11/27/17

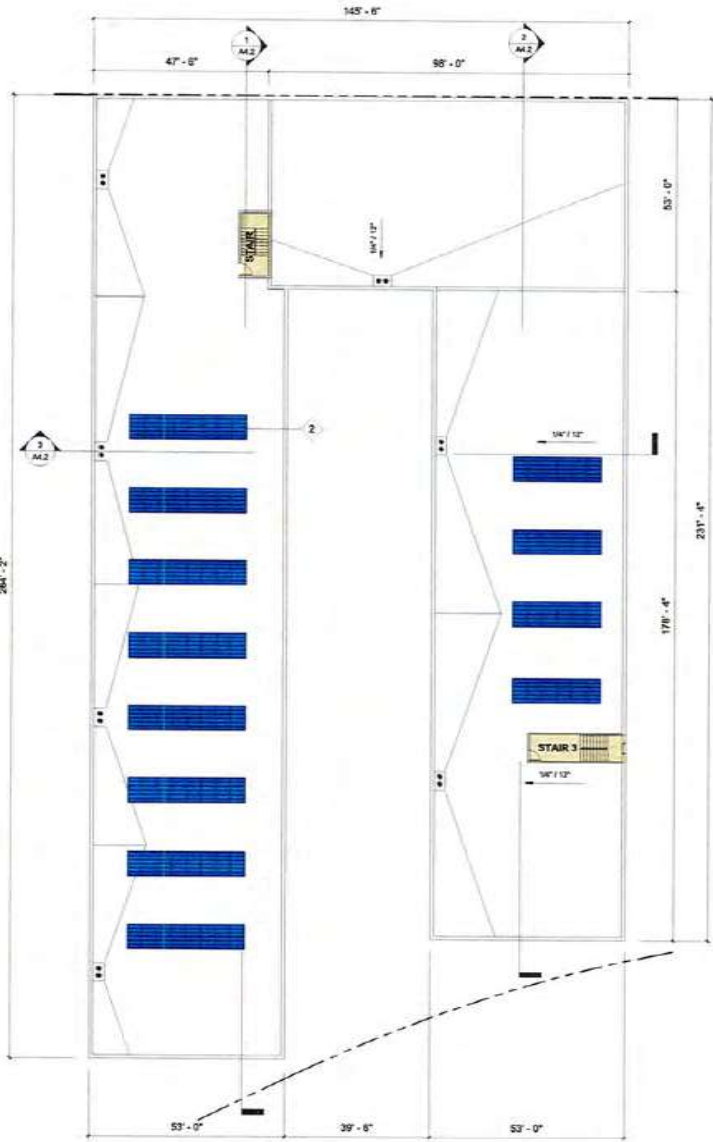
SHEET TITLE  
**BLDG 2 LEVEL 2 & LEVELS 3-7 FLOOR PLAN**

SHEET NUMBER  
**A2.5**

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2/8/2018 10:29 PM

2/26/2016 1:01:33 PM



1 BLDG 2 - ROOF PLAN  
1/16" = 1'-0"

**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM



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SHEET ISSUE DATE: 11/27/17

SHEET TITLE  
**BLDG 2 ROOF PLAN**

SHEET NUMBER  
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2) BLDG 3 - LEVEL 2 FLOOR PLAN  
1/16" = 1'-0"



1) BLDG 3 - GROUND FLOOR PLAN  
1/16" = 1'-0"

**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM



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SHEET TITLE:  
**BLDG 3 LEVEL 1 & 2 FLOOR PLANS**

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2 BLDG 3 - ROOF PLAN  
1/16" = 1'-0"



3 BLDG 3 - LEVEL 9 FLOOR PLAN  
1/16" = 1'-0"

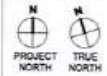
**SHEET NOTES**

1. SHEET NOTE 1

**KEY NOTES**

- 1 BALCONY, WHERE OCCURS, TYP.
- 2 PROPOSED SOLAR PV SYSTEM

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SHEET TITLE:  
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**A2.8**

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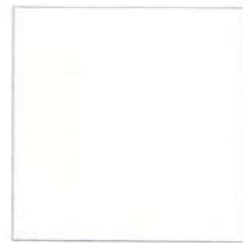
WF1 WINDOW FRAMES  
CLEAR ANODIZED  
ALUMINUM



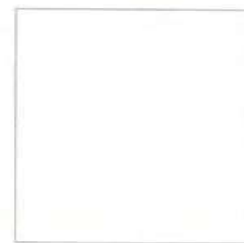
CP1 CEMENT FIBER PANEL  
ACCENT COLOR



MC1 METAL CLADDING  
FIELD COLOR



CP1 CEMENT FIBER PANEL  
FIELD COLOR



CP2 CEMENT FIBER PANEL  
ACCENT COLOR



SF1 CHARCOAL STOREFRONT



BP1 BALCONY PANEL

### MATERIAL LEGEND

MC1 METAL CLADDING

CP1 FIBER CEMENT PANEL FIELD  
COLOR - ALTERNATIVE: EFS

CP2 FIBER CEMENT PANEL ACCENT  
COLOR - ALTERNATIVE: EFS

CP3 FIBER CEMENT PANEL ACCENT  
COLOR - ALTERNATIVE: EFS

SF1 STOREFRONT

WF1 WINDOW FRAME

BP1 BALCONY PANEL

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SHEET ISSUE DATE: 11/27/17

SHEET TITLE:

**OVERALL EXT.  
ELEVATION -  
NORTH**

SHEET NUMBER:

**A3.0**

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1 EXTERIOR ELEVATION - NORTH  
1" = 20'-0"

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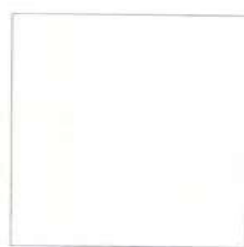
WF1 WINDOW FRAMES  
CLEAR ANODIZED  
ALUMINUM



CP3 CEMENT FIBER PANEL  
ACCENT COLOR



MC1 METAL CLADDING  
FIELD COLOR



CP1 CEMENT FIBER PANEL  
FIELD COLOR



CP2 CEMENT FIBER PANEL  
ACCENT COLOR



SF1 CHARCOAL STOREFRONT



BP1 BALCONY PANEL

### MATERIAL LEGEND

- MC1 METAL CLADDING
- CP1 FIBER CEMENT PANEL, FIELD COLOR - ALTERNATIVE: EPS
- CP2 FIBER CEMENT PANEL, ACCENT COLOR - ALTERNATIVE: EPS
- CP3 FIBER CEMENT PANEL, ACCENT COLOR - ALTERNATIVE: EPS
- SF1 STOREFRONT
- WF1 WINDOW FRAME
- BP1 BALCONY PANEL

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PROJECT NUMBER: 17-007  
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SHEET TITLE:  
**OVERALL EXT. ELEVATIONS - SOUTH**

SHEET NUMBER  
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1 EXTERIOR ELEVATION - SOUTH  
1" = 20'-0"

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SHEET TITLE:  
**OVERALL EXT. ELEVATION - WEST**

SHEET NUMBER  
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**MATERIAL LEGEND**

- MC1 METAL CLADDING
- CP1 FIBER CEMENT PANEL, FIELD COLOR - ALTERNATIVE: EIFS
- CP2 FIBER CEMENT PANEL, ACCENT COLOR - ALTERNATIVE: EIFS
- CP3 FIBER CEMENT PANEL, ACCENT COLOR - ALTERNATIVE: EIFS
- SF1 STOREFRONT
- WF1 WINDOW FRAME
- BP1 BALCONY PANEL



- BLDG 1 - ROOF 84'-4"
- BLDG 1 - LEVEL 8 74'-10"
- BLDG 1 - LEVEL 7 65'-4"
- BLDG 1 - LEVEL 6 52'-10"
- BLDG 1 - LEVEL 5 40'-0"
- BLDG 1 - LEVEL 4 28'-10"
- BLDG 1 - LEVEL 3 27'-4"
- BLDG 1 - LEVEL 2 17'-10"
- BLDG 1 - MEZZANINE 7'-4"
- BLDG 1 - LEVEL 1 0'-0"

1 OVERALL - EXTERIOR ELEVATION - WEST  
 1/16" = 1'-0"



2/6/2018 3:30:39 PM



1 BLDG 3 - EXTERIOR ELEVATION - EAST  
1/8" = 1'-0"

**MATERIAL LEGEND**

- MC1 METAL CLADDING
- CP1 FIBER CEMENT PANEL FIELD COLOR - ALTERNATIVE: EPS
- CP2 FIBER CEMENT PANEL ACCENT COLOR - ALTERNATIVE: EPS
- CP3 FIBER CEMENT PANEL ACCENT COLOR - ALTERNATIVE: EPS
- SF1 STOREFRONT
- WF1 WINDOW FRAME
- BP1 BALCONY PANEL



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**OVERALL EXT. ELEVATION - EAST**

SHEET NUMBER  
**A3.4**

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SHEET TITLE:

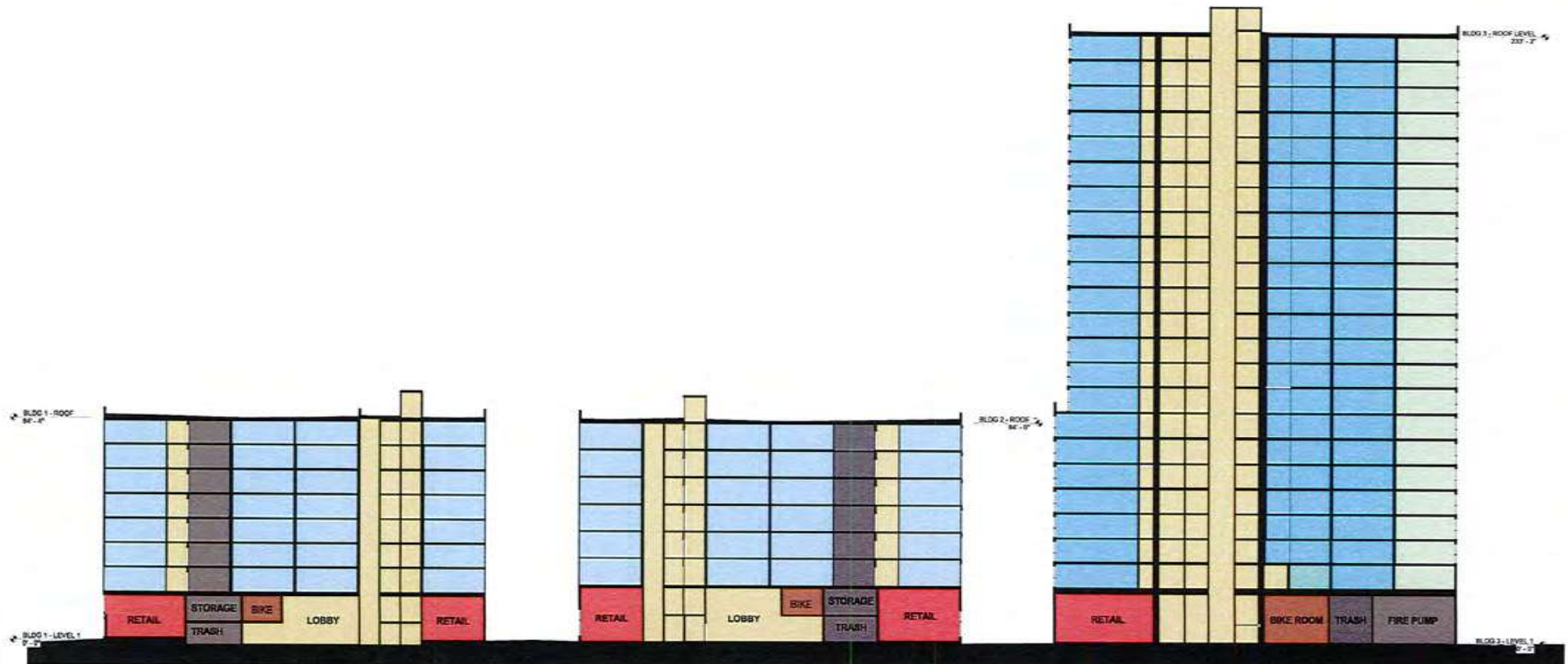
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**A4.0**

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**Color Legend**

- 1BR
- 4BR
- circulation
- lobby
- service / trash
- garage / bike room
- retail
- Suite - 2BR+
- 2BR



2/9/2018 1:31:17 PM

1 OVERALL - COURT SECTION  
1" = 20'-0"

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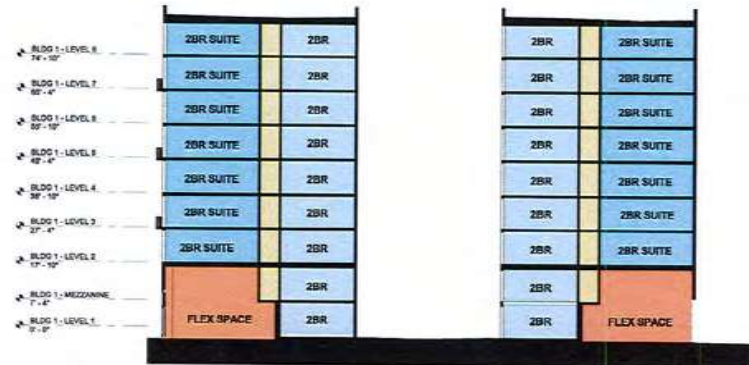


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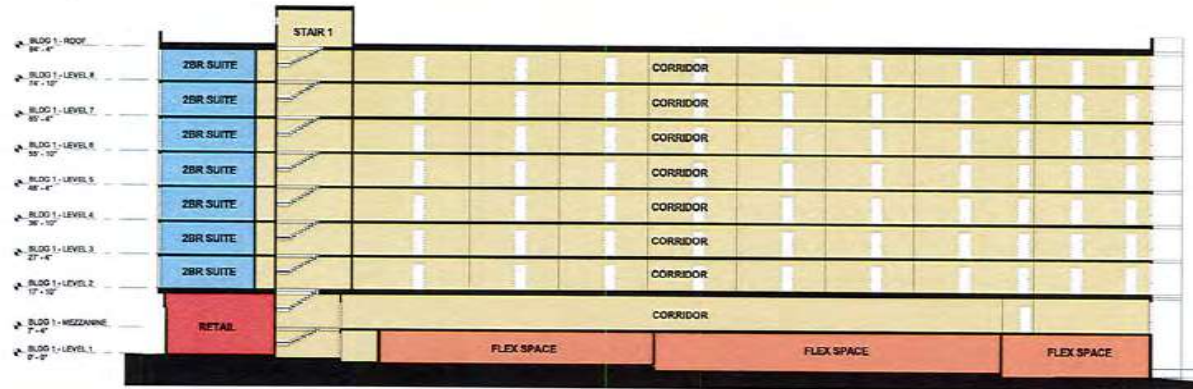
SHEET TITLE  
**BLDG 1 BUILDING SECTIONS**

SHEET NUMBER  
**A4.1**

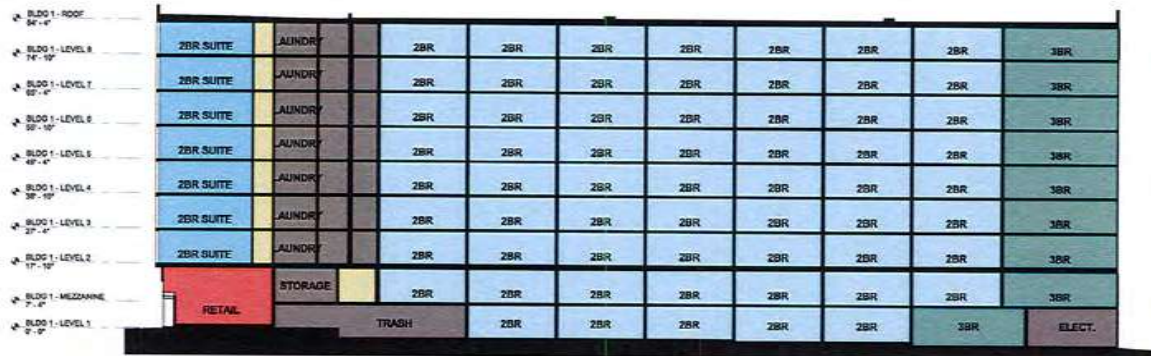
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3) BUILDING 1 - SECTION THROUGH COURT  
1/16" = 1'-0"



2) BUILDING 1 - SECTION THROUGH FLEX SPACE IN ALLEY  
1/16" = 1'-0"



1) BLDG 1 - LONGITUDINAL SECTION THROUGH UNITS NEAR KIRKHAM  
1/16" = 1'-0"



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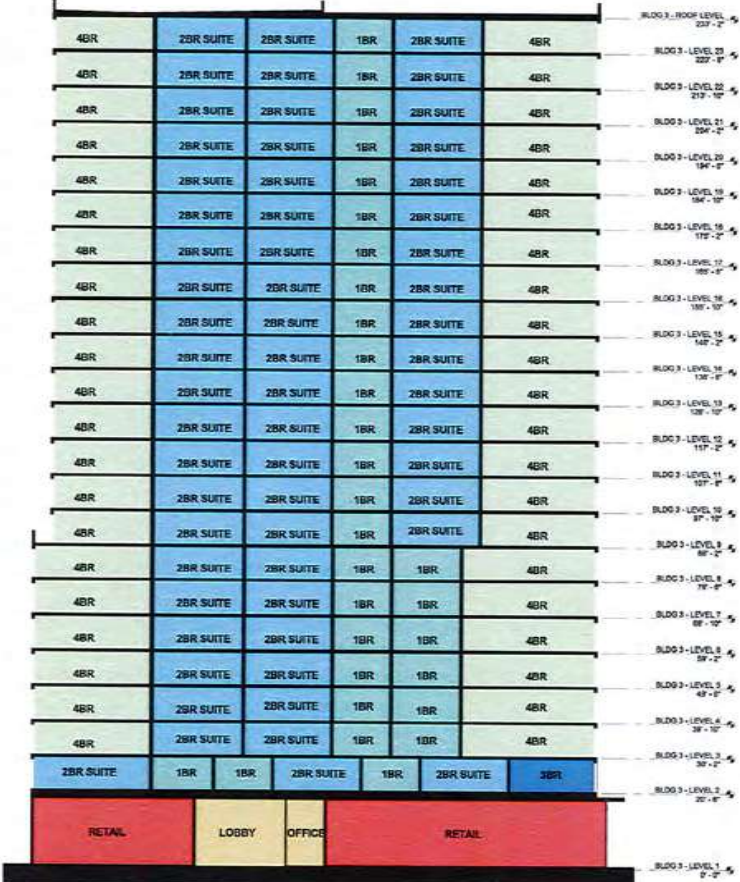


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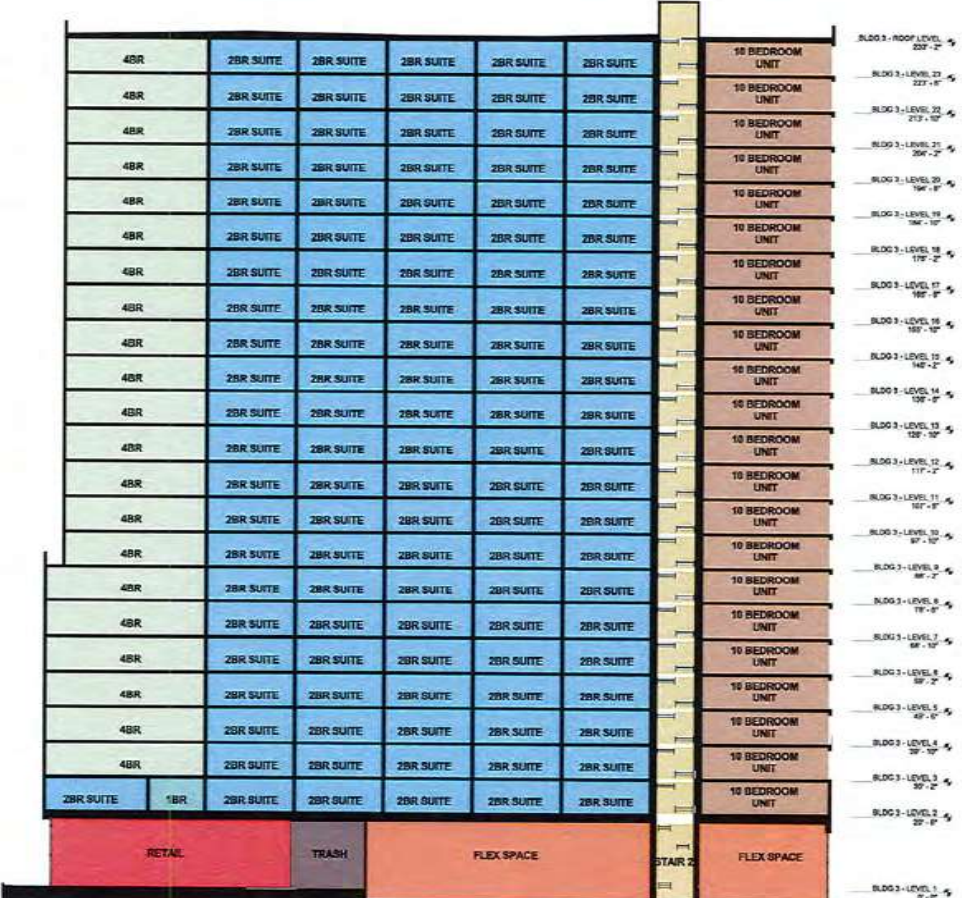
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**A4.3**

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2 BUILDING 3 - SECTION THROUGH COMMERCIAL & CORRIDOR @ UNITS  
1/16" = 1'-0"



1 BUILDING 3 - SECTION THROUGH FLEX SPACE & UNITS  
1/16" = 1'-0"

20200115 1:01:41 PM



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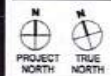
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7TH STREET PERSPECTIVE

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**A5.1**

**5TH STREET PERSPECTIVE**

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2/6/2018 1:34:50 PM



2/20/2018 1:44:59 PM

PEDESTRIAN STREET FROM 7TH STREET

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AERIAL VIEW LOOKING WEST

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 N  
 PROJECT NORTH

 N  
 TRUE NORTH

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**A5.5**

AERIAL VIEW LOOKING WEST

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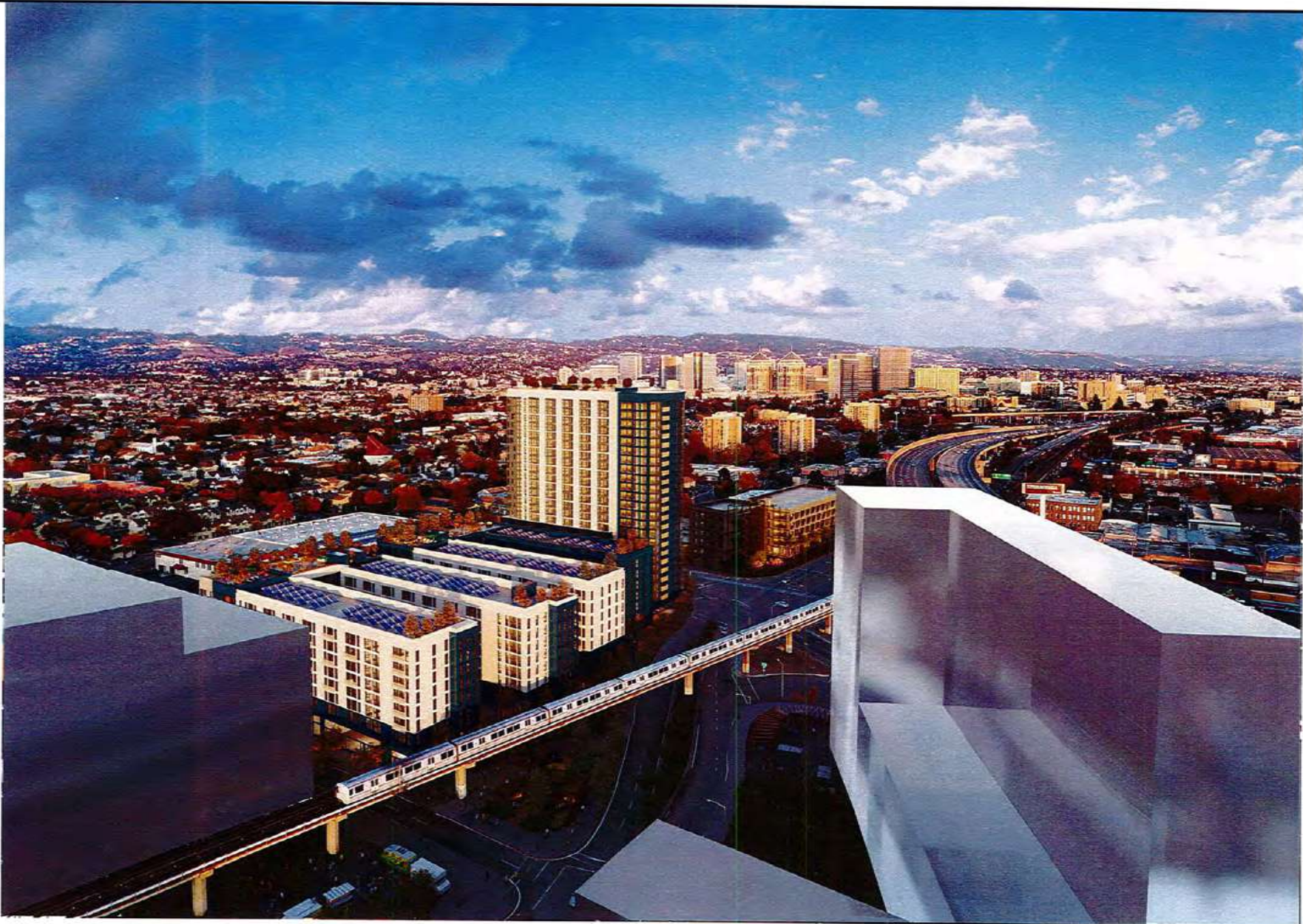
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**A5.6**

AERIAL VIEW LOOKING EAST

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AERIAL VIEW LOOKING EAST

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**PERSPECTIVE**

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25/02/2018 1:55:00 PM

BALCONY VIEW ABOVE PEDESTRIAN STREET

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**PERSPECTIVE**

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**A5.8**

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