Seventh Street

concept and urban design plan

Executive Summary

HOOD Design
Urban Landscape and Site Architecture

with
Dowling Associates
Van Maren & Associates
and **EIP** Associates

for the **City of Oakland**
Community Economic Development Agency

funded by a **California Department of Transportation**
(Caltrans) grant for Environmental Justice

October 15, 2004

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California Department of Transportation

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Introduction
Seventh Street has been synonymous with West Oakland, California since the Transcontinental Railroad terminated its route at the Pacific. In the context of the Southern Pacific rail yard, a prosperous commercial district emerged that catered to a diverse public and neighborhood. The rail and streetcar ran along Seventh Street connecting to the Bay's mole, which functioned for turn-around and shipping to Oakland's downtown. The street's history bears testament to a neighborhood and city commercial strip, one of the bay area's famed blues music and supper club corridors, and a major truck route for the Port of Oakland. Seventh street's rich and diverse history remains in the collective consciousness of neighborhood and Bay Area residents.

The street has seen its share of change, as evidenced in today's context. The street suffered nearly fifty years of dismantling by transportation infrastructure and large-scale industrial uses. The street no longer carries the train; only BART passes overhead. The commercial businesses and clubs are absent as non profits, artist studios and local shops have emerged. The cultural context—once ghettoized—is now becoming more diverse. Lastly, due to the Loma Prieta Earthquake of 1989, the Cypress Freeway has been removed from the center to an edge position.

As new housing and transit oriented development is being planned, what will become of Seventh Street? Will it be a place where people come to shop? Will it be an area where cars just pass through? Or will it simply be a street in a neighborhood where diverse uses mingle together and people young and old feel comfortable and safe walking along its sidewalks? Whatever the final development, the street's history and cultural past should remain a vital component to its physical and qualitative character.

The purpose of the Seventh Street Concept and Urban Design Plan as funded by California Department of Transportation Environmental Justice Grant is to provide recommendations to reduce the adverse impacts of transportation on the immediate Seventh Street project site. The design will recommend amenities conducive to future transit oriented development and activity with a strong civic character that creates a "place" identity. The Concept and Urban Design Plan will produce schematic designs for streetscape improvements on Seventh Street in three zones: the historic district commercial zone bifurcated by the BART tracks, the new transit-oriented development area arising around the West Oakland BART station and former industrial parcels, and the mixed-use district at Mandela Parkway.

This Urban Design Plan will also explore alternative street configurations to reduce the impact of autos and trucks along Seventh Street.

The goals of the plan are:
- Return a distinct "character" to the area.
- Connect local and new residents to the Seventh Street corridor.
- Promote the development of vibrant local shopping amenities along Seventh Street.
- Promote pedestrian use of local services.
- Make the area more comfortable by improving pedestrian safety along the corridor.
- Improve access to the BART station and AC Transit bus services for pedestrians, cyclists, and other transit riders.
- Mitigate negative impacts of transportation infrastructure on Seventh Street community residents.

The design process of working toward these goals took place over one year. The layering of information, research, analysis, and design concepts resulted in a comprehensive plan for the nine block project site. The phases of the processes are articulated in the chapters of this document. The first chapter is an analysis of the historical and existing urban patterns and infrastructure of Seventh Street. The second chapter focuses specifically on the traffic patterns, pedestrian patterns, and the transportation network on and surrounding Seventh Street. The third chapter focuses on paving, planting, and site furnishings designed to support the goals of the landscape design concept.

Seventh Street's jazz legacy includes the Peacock Melody Strutters, 1922.
Jazz on the Barbary Coast, Tom Stoddard

SEVENTH STREET EXISTING CONDITIONS ASSESSMENT

Seventh Street's dynamic history is characterized by constant shifts and changing development patterns. Seventh Street has historically been a dense residential district, a thriving commercial zone, a freight and passenger transportation center, and a music entertainment district. Few physical remains of this history exist along the street today.

PHYSICAL LANDSCAPE

Oakland was the western terminus of the transcontinental railroad established in 1869. The Southern Pacific railroad tracks once ran the length of Seventh Street and extended to the Port of Oakland ferry terminal and the Oakland Mole freight docks. By 1878, the railroad tracks of three major railways, the Northern Railway, the Central Pacific, and the Southern Pacific, converged at the end of Seventh. *(page 1.6)* The Oakland Mole, the westernmost portion of the East Bay shoreline, was extended by filling wetlands. The piers serviced both commercial shipping and passenger vessels. The potential density of West Oakland was established in mid-19th century city platting when the street grid was laid over "bay mud" marsh soils. Property lot sizes along Seventh Street were related to expected uses. The lots along Seventh Street were sized for worker housing, 25' to 30' wide by 100' deep. Railroad yards still occupy large areas of land just south of Seventh Street. The railroad tracks in the street center have either been removed or paved over. The railroad is no longer a major source of employment in West Oakland. Container trucks now serve the shipping docks and much of the interstate freight is served by truck transport. This vehicle traffic is a significant factor in the current street condition.

Seventh Street's physical landscape transformation over the last century has been guided by changing commerce and transportation infrastructure. *(page 1.5)*

1912: The neighborhood business core and street corridor is continuous from almost downtown to the waterfront. A diversity of businesses includes hotels, restaurants, music venues, and all neighborhood requirements. This urban condition spans the completion of the railroads and World War I.

1930: A large-scale commercial block intrudes into the center of the business core. The continued Port land expansion leaves Seventh Street more distant from the waterfront and freight docks.

1952: Industry intrudes further into the Seventh Street business core, disturbing the street continuity and disrupting the street into two distinct sections. The two sections are clearly divided by the Interstate-880 "Cypress Freeway", first constructed as a ground level expressway, then as a two level raised freeway.

Today: The current condition is a street reconnected. The new Cypress Freeway, I-880, circumvents Seventh Street, allowing it to become a continuous street corridor again. The neighborhood businesses are gone and Seventh Street is no longer a significant route between destinations. The freeway is the preferred route to the port and other East Bay areas, although Seventh Street is still a city truck route.

Seventh Street's built figure ground has changed significantly over the past century. Maps from 1912, 1951 and 1973 by the Sanborn Fire Insurance Company document buildings, uses and construction methods. They provide snapshots of a constantly changing physical city. *(page 1.6)*

1912: The street primarily consists of single lot wooden or brick buildings. A continuous row of buildings lines the railroad tracks and house diverse businesses including hotels, restaurants, music venues, and all neighborhood requirements.

1951: Groups of buildings are replaced by larger industrial and multi-family projects.

1973: There are more vacant lots and large scale buildings, both industrial and institutional. Entire blocks of buildings are removed for the Post Office facility and the Cypress freeway.

Today: Approximately thirteen buildings remain out of the street facade of 1912. More historical buildings have been cleared for BART (Bay Area Rapid Transit) tracks, the West Oakland BART station, and the reconfigured freeway at the street's west end. The BART tracks divide the north and south sides of the street. Many lots are vacant or function as surface parking lots for commuters. The wide street corridor has fractured and indistinct edges. In 2002 the West Oakland Redevelopment Plan was adopted, including all portions of the West Oakland community development district which was not covered previously in the Oak Center Acorn, and Army Base Redevelopment Districts.

Seventh Street consists of three zoning areas surrounded by medium density residential neighborhoods. Generally, land use along Seventh Street conforms to land zoning. Private land use along Seventh Street consists of small commercial businesses, multifamily housing, institutional churches and organizations, and residential units above commercial. The land zoning is as follows: *(page 1.7)*

S-2 Civic Center: Created for the Post Office bulk handling facility, this zone solely encompasses the Post Office property.

C-35 District Shopping Commercial: This zone includes the remaining commercial buildings of historic Seventh Street. There are a few commercial storefronts here, some with residential spaces above. Almost half the lots here are vacant. The C-35 zoning allows for any local neighborhood-serving retail, commercial, and medium to high density residential uses.

S-15 Stand alone district: This zone encompasses the eastern end of Seventh Street, the West Oakland BART station, several large vacant industrial parcels, and parcels left empty by the former Cypress Freeway. It is a "stand alone" special designation zone with the intent of creating transit-oriented development (T.O.D.). T.O.D. development consists of concentrated public transportation facilities, high-density multi-family housing, and commercial uses serving daily commuters and new residents. S-15 prohibits the development of new surface 'stand-alone' fee parking lots.

SOCIAL LANDSCAPE

Nine blocks of the Seventh Street project area are owned by diverse agencies. *(page 1.8)* There are few private owners of individual lots. Several private owners, including trusts or family groups, have bought multiple lots, usually adjacent lots creating larger parcels. The remaining large parcels are owned by non-profit organizations including Oakland Community Housing, Slim Jenkins Court, and The Crucible. Government institutions such as Caltrans, Oakland Housing Authority, BART, and the U.S. Post Office occupy entire blocks. The small number of property owners means change on Seventh Street can begin with the participation of a few significant property owners. If a new urban design framework can be established with the large parcel owners, new developments by the individual lot owners will add up to more than individual parcels alone.

ADJACENT PROJECTS

The *Acorn Prescott Eighth Street Neighborhood Improvements* project by the City of Oakland encompasses Eighth Street from Wood Street to Market Street, including the treatment of Center Street between Seventh and Eighth as well as Mandela from Seventh to Eighth. The project includes changing traffic from one-way to two-way, striped Class II bicycle lanes, new paving, street trees, corner plantings, and curb bulb-outs. Eighth Street is part of the city-wide bike plan from the waterfront to downtown Oakland. As a narrower, more residential-oriented street, Eighth Street reinforces Seventh Street's role as a commercial core.

The *BART Seismic Retrofit Program* is an ongoing program to upgrade its infrastructure to current seismic standards. All BART piers along Seventh Street will have additional rebar reinforcing and steel jackets added. Pier foundations will be exposed and enlarged with additional rebar and concrete. The first phase of this project has funding from Caltrans to retrofit piers where BART tracks span a roadway. This phase of work is in the engineering phase and construction is slated to begin in 2006. The retrofit of the remaining piers will be funded by a general election bond measure in 2004. Possible coordination between elements of this design plan and the work scheduled by BART could represent a cost and construction time savings.

Amtrak is building a maintenance facility between Third and First Streets, south of the I-880 Freeway. The site is currently occupied by freight container and truck storage. The facility will contain a trainwasher building, service and inspection, maintenance shop, locomotive load testing area, and employee parking lots. The final two blocks of the *Third Street Extension Project* pass through this site and will be implemented by Amtrak in conjunction with the maintenance facility construction projected by the end of 2004. This project will have minimal impact on Seventh Street.

The *Alameda Aerial Gondola* project, part of the City of Alameda, Alameda Point Base Reuse Project, is a possible solution to tunnel and bridge congestion. The selected master developer, Alameda Point Community Partners, has proposed an aerial gondola and is considering routes either from the former base to West Oakland BART, or from Alameda to Jack London Square, then following the waterfront to West Oakland BART. This project is in an initial concept and feasibility studies phase and has no projected completion date. Adding another transportation system to Seventh Street would increase the development potential and customer base for future commercial investment.

The Oakland *Walk of Fame* is a community-initiated project by the Bay Area Blues Society to honor the blues, jazz, and gospel musicians who performed in clubs on Seventh Street. It is planned as a series of elements, including bronze plaques cast with musicians' names embedded in sidewalks. These elements will contribute a layer of history and complexity to the streetscape. Other site elements including gateways and historical markers will be considered at the award of a construction contract, per the City of Oakland's standard protocol.

The *Mandela Parkway Streetscape Project* by Caltrans (California Department of Transportation) landscapes the wide center median in Mandela Parkway. This generous median is the result of the removal of the first Cypress Freeway after its collapse in the 1989 Loma Prieta Earthquake. This project includes street paving, curbs, street trees, a meandering pedestrian path, specimen oak trees, decorative lights, lawn, and shrub plantings. The street configuration

consists of two lanes of one-way traffic and a Class II bike lane (part of the Oakland Bay Trail) on either side of the median. The proposed planted parkway extends over a mile north from the Oakland border of Emeryville to Eighth Street. A narrow paved median with street trees continues to Seventh Street. The intersection of Mandela Parkway and Seventh Street includes corner bulb-outs and shrub plantings. This prominent green space design reduces in scale and visibility before reaching Seventh Street, creating an undistinguished intersection at Mandela/Cypress and Seventh Street.

The *Third Street Extension Project* was completed by the City of Oakland with federal funding aid. This three block project reconfigured Cypress and Third Streets to connect beneath the new Cypress I-880 Freeway. Cypress Street, the continuation of Mandela Parkway, is two blocks long before it curves and becomes Third Street. The project includes new street paving, curbs, gutters, sidewalks, curb cuts, traffic signals at Fifth Street, decorative street lights, and street trees. The street consists of two lanes of two way traffic with striped Class II bicycle lanes. This extension creates a continuous route from Emeryville down Mandela Parkway to Third Street and on to Jack London Square. The significance of this street connection is diminished by the undistinguished intersection at Seventh.

The *Mandela Gateway Housing* by Oakland Housing Authority in partnership with Bridge Housing Corporation stands on opposite corners of Mandela Parkway and Seventh Street. This high-density multi-family project includes 168 rental units of low income apartments, 14 for-sale townhouse units, and 20,000 square feet of commercial space. Physically, these two large buildings across from the BART station will anchor the end of Mandela Parkway and be the largest, newest buildings on the street. Economically, when the housing units are filled, this project will also provide an influx of residents to the street, potential customers of new retail businesses.

The proposed *Mandela Transit Village* by the Alliance for West Oakland will occupy the corner of Cypress Street (Mandela Parkway) and Fifth Street with residential condominiums (209,000 s.f.), commercial space (38,600 s.f.), and a parking garage (750 spaces) for both residents and the public. This project will provide substantial parking for BART commuters and may increase use of the BART station by nonresidents. It will also increase the quantity of owner-occupied residential units available within walking distance of BART.

The currently vacant property of the former *Red Star Yeast Factory* located at Cypress (Mandela) and Fifth Street is a potential development site. Across the street from the BART station, and bordered by BART tracks, the site is ideal for a transit oriented commercial development. The adjacent train noise diminishes its potential for residential use.

The San Francisco Bay Area Rapid Transit District has issued a request for proposals (August 2004) to redevelop the *West Oakland BART station*, develop high-density residential units, and commercial spaces. Currently, the Seventh Street edge is a large parking lot and the station itself is set back from the street. Any development of the site will require the replacement of the 350 parking spaces within the immediate vicinity. The most active time periods at the station are the early morning commute hours. A project on this superblock that creates a more constantly active and consistent building edge would significantly improve this part of Seventh Street.

INFRASTRUCTURE

On four blocks at the western end of Seventh Street, the street is bifurcated by overhead BART tracks and dominated by the large scale U.S. Post Office facility and garage. The north side of the street holds the remaining one to two story historical buildings of Seventh Street. The BART piers sit in a central raised median that divides four lanes of traffic. The sidewalks are average size, ten to twelve feet wide and edged with concrete curbs and gutters. Few street trees exist on the north side of the street. The Post Office property is almost continuously planted with trees. Visually, the street appears to be two narrow corridors set between building faces and the BART track structure. The train noise interrupts conversation, and the track structure casts a deep shadow.

A transition zone occurs at Chester Street, as the overhead BART tracks move to the south side of the street nearing the station. There is no raised median here between the four lanes of traffic. The north side of the street is the end of the district of historical buildings. The sidewalk on the south side is oversized to accommodate the BART columns that land in the sidewalk and contains no street trees. A church center occupies the property parcels distorted by the construction of BART. The street corridor's edges are still defined by the storefront buildings and BART tracks, but the street is open and visually enlarged.

The BART transportation system dominates two blocks between Chester and Mandela. The sidewalks are generous, fifteen feet wide, and edged with old granite curbs and wide cobblestone gutters. Lots on the north street side are vacant or used for BART commuter parking. The BART station and surface parking lots fill the south side of the street. The street consists of four lanes of two-way traffic and a striped center median. Visually the street corridor is wide and open, extending from the station structure to the houses on each side street.

The buildings on the eastern end of Seventh Street have an industrial scale. Large Caltrans-owned parcels on the north side contain the Crucible Industrial Arts School and Mandela Gateway Housing. Large vacant lots behind chain link fences on the south side remain from the demolition of the old I-880 Cypress Freeway. Industrial-scale elements including the new elevated Cypress Freeway, BART line, and the cranes of the Port of Oakland are visible to the south. The street corridor here has no visually defined edges. The sidewalks are average size, ten feet wide, and with some granite curbs and wide cobblestone gutters. Past this point, beyond Union Street, Seventh Street regains a more residential feel with housing, businesses, and street trees lining the street.

The existing utilities and urban infrastructure of the project area are shown on pages 1.10 through 1.12.

Seventh Street's stormwater system drains along three branches. Campbell Street to Wood drains westerly; Peralta to Kirkham collects flowing east and drains south; Kirkham to Union also drains to the south in a separate branch. Between Wood and Mandela Parkway, the stormwater line is situated in the westbound traffic lanes. Between Mandela Parkway and Kirkham, the stormwater line shifts to the south street side, then turns south along the former freeway boundary.

The sanitary sewer from Peralta Street westward flows west to a large main line at Wood Street. The line is situated near the north street curb. A lateral line in Peralta crosses Seventh Street. From Henry Street to Chester the lines change sizes and line both street sides. From Chester to Center, double lines occur on the north street edge. From Center to Mandela the line lies in the south street edge, then turns south down Mandela. A lateral line in Kirkham Street crosses Seventh Street. A lateral line in Union Street drains stub lines on Seventh Street.

Potable water lines extend along both sides of Seventh Street at the curb. The main line runs beneath Peralta Avenue. Smaller sublateral lines connect adjacent side streets. Circling the Post Office is an additional large water line.

Electrical lines along Seventh Street within the project limits have been burried underground. Lines on adjacent streets terminate or underground at Seventh Street. The only electric lines that cross Seventh Street are on Henry Street and Mandela Parkway/Cypress Street.

The general condition of sidewalks on Seventh Street is good. Sidewalk needs to be replaced in small sections between Henry and Center and at Union Street. Most of the north sidewalk between Center and Mandela needs to be replaced. Along two blocks from Henry to Chester and from Mandela Parkway to Kirkham, the old granite curb and cobblestone gutter still exist on both sides of the street. From Chester to Mandela and one half block east of Kirkham, the old curb and gutter exists on the north street edge. Corner wheelchair ramps need to be rebuilt to current handicap access standards from Willow to Chester Streets and at Union Street.

The views from the sidewalks of each side of the street illustrate the visual dominance of the BART structure and the inconsistent building corridor of Seventh Street. *(pages 1.13-1.14)* Two large institutions, the BART station, and the Post Office facility occupy the south side of Seventh from Wood to Cypress street. From Cypress Street east towards downtown the street edge is primarily large light industrial parcels, many vacant.

At the West Oakland BART station a superblock of parking lots edge the street. They are full of commuters' cars during the day and empty at night. The station building is set back from the street and has one entrance on Center Street. All street and parking lot lighting is tall "cobra head" fixtures. The sidewalk in front of the BART station also serves as a bus stop with benches located near the crosswalk. Moving west along Seventh Street, from Chester to Henry, the fenced infrastructure of BART occupies the streetfront parcel. At Henry Street the BART tracks begin to move into the street and dominate the view. The property between Henry and Lewis Streets, behind BART, is owned by the Pentecostal Way of Truth Church and houses a daycare center, basketball courts and other nonprofit uses. A community garden occupies the triangular parcel between Lewis Street and Peralta Avenue. Down Peralta Avenue is a clear view of the cranes of the Port of Oakland at the Oakland Estuary.

West from the corner of Peralta and Seventh, the Post Office superblock includes a large tree-shaded lawn area, customer parking lot, and drive-through mail drop lane. The main facility building sits behind a paved plaza area and a large concrete sign announcing the "United States Post Office". The entrance doors are recessed beneath a large concrete

overhang. The employee entrance between the main building and the garage is always populated by a few employees. A snack vendor sets up a stand at the corner of the garage. The parking garage and lawn occupy the rest of the block. West from Wood Street, Seventh Street descends to an underpass beneath the Cypress Freeway, and continues to the Port of Oakland.

The north side of Seventh Street contains many small structures and vacant lots. From Wood Street to Willow Street sits a row of buildings including Esther's Orbit Room, a decades-old social club, bar, breakfast room, and music hall. The commercial spaces on either side are vacant. The rightmost building with the old bay window in the upper story and the stuccoed blank facade on the first story was built in 1890 and housed the headquarters of the International Brotherhood of Sleeping Car Porters. Slim Jenkins Court at Willow and Seventh is a recent mixed-use low-income development. A Chinese restaurant, a Head Start child development center, and a Goodwill job training and placement center occupy the streetfront commercial spaces. The next commercial building between Willow and Campbell dates from 1913 and is currently occupied by the Western Service Workers Association.

On the corner of Campbell and Seventh, the large Mission Revival building was the Arcadia Hotel, built in 1906. The large vacant lot was the Lincoln Theater, built in 1919 and recently demolished. The two Italianate commercial buildings at the corner of Peralta were built in 1885-90, originally housed a saloon and plumbing shop. They currently hold small businesses such as a variety shop. Between Peralta Avenue and Henry Street, a group of four buildings ends the Seventh Street historical district. Two buildings are Colonial Revival with storefronts below and apartments above. The mid-century building has been converted to an artist shop and apartment. The corner building is also late 19th century and is still occupied.

The block from Henry to Chester is primarily vacant with one empty gas station building. From Chester to Henry two contemporary buildings anchor the corner with a Mexican cantina and a liquor store/deli/check cashing establishment. In between is vacant land used for daily commuter parking. At Center Street the land use changes to larger scale blocks and are occupied by the Mandela Gateway Housing Project, an armored truck lot, and The Crucible.

URBAN CONTEXT *(page 1.15)*
An aerial view of northern Oakland shows the urban morphology surrounding Seventh Street. The City of Oakland is composed of a series of shifted street grids. The seams between grids are arterial streets radiating across the city. Within the Seventh Street project area, Peralta Avenue is one such arterial seam, cross streets extend east and west at different angles. The resultant corners are triangular parcels, such as the intersection of Peralta, Henry and Seventh Streets. Mandela Parkway (Cypress Street) is another major street dividing two street grids. Seventh Street is part of the original platting of Oakland extending from downtown to the waterfront.

Respecting Seventh's Street historical significance, all cross streets intersect Seventh at a right angle before joining their own street grid. Cross streets extending south from Seventh terminate at Third Street (2 blocks south of Seventh) and the new Cypress Freeway. This neighborhood, the South Prescott, has its own distinct identity from the neighborhoods north of Seventh Street. The cross streets create the community surrounding Seventh Street. A few steps from each vacant lot or historic building is a thriving community of residents, Victorian homes, churches, and artists. They are the patrons of Seventh Street's businesses and institutions.

Parallel to and north of Seventh, Grand Avenue provides a direct route to the Bay Bridge for auto and truck traffic, supplanting the historical purpose of Seventh Street as access to transbay ferries. A light rail system no longer runs on Seventh Street or any of the historical thoroughfares. The San Francisco Bay Area Rapid Transit system (BART) now serves the Bay Area communities. BART stops four times in this area of Oakland, at MacArthur station, 19th Street, 12th Street, and West Oakland. All trains from the East Bay to San Francisco pass through West Oakland station before entering the Transbay Tube beneath San Francisco Bay.

A designated bicycle route connects downtown to West Oakland along Eighth Street then continues into the Port of Oakland. Within the Port several shoreline parks provide public access to the water. Towards the north, bicycle lanes along the future Mandela Parkway lead to Emeryville and join the San Francisco Bay Trail.

The Port of Oakland facilities have expanded away from West Oakland, creating an enormous mass of industrial land between West Oakland and the waterfront. Streets circumventing Seventh Street serve the shipping industry and its huge cranes, container yards, and warehouses. An abrupt disconnect occurs at the freeway between the scale of the Port and the residential scale of West Oakland. Along Seventh Street, the industrial scale has infiltrated in the form of the Post Office, BART station, etc., resulting in conflicting street perceptions.

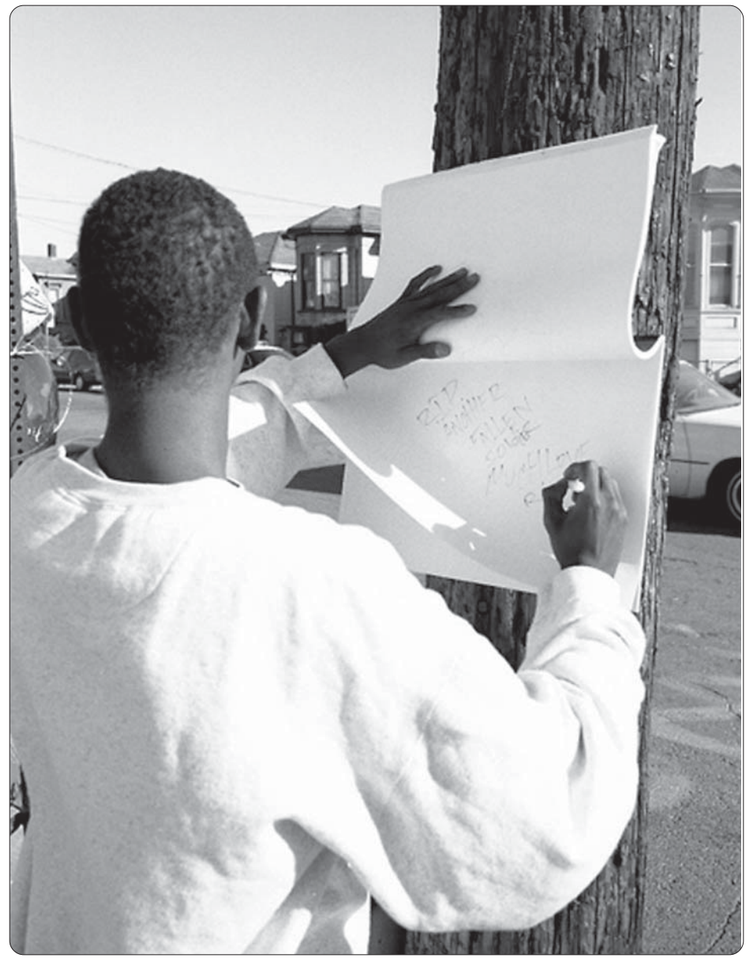
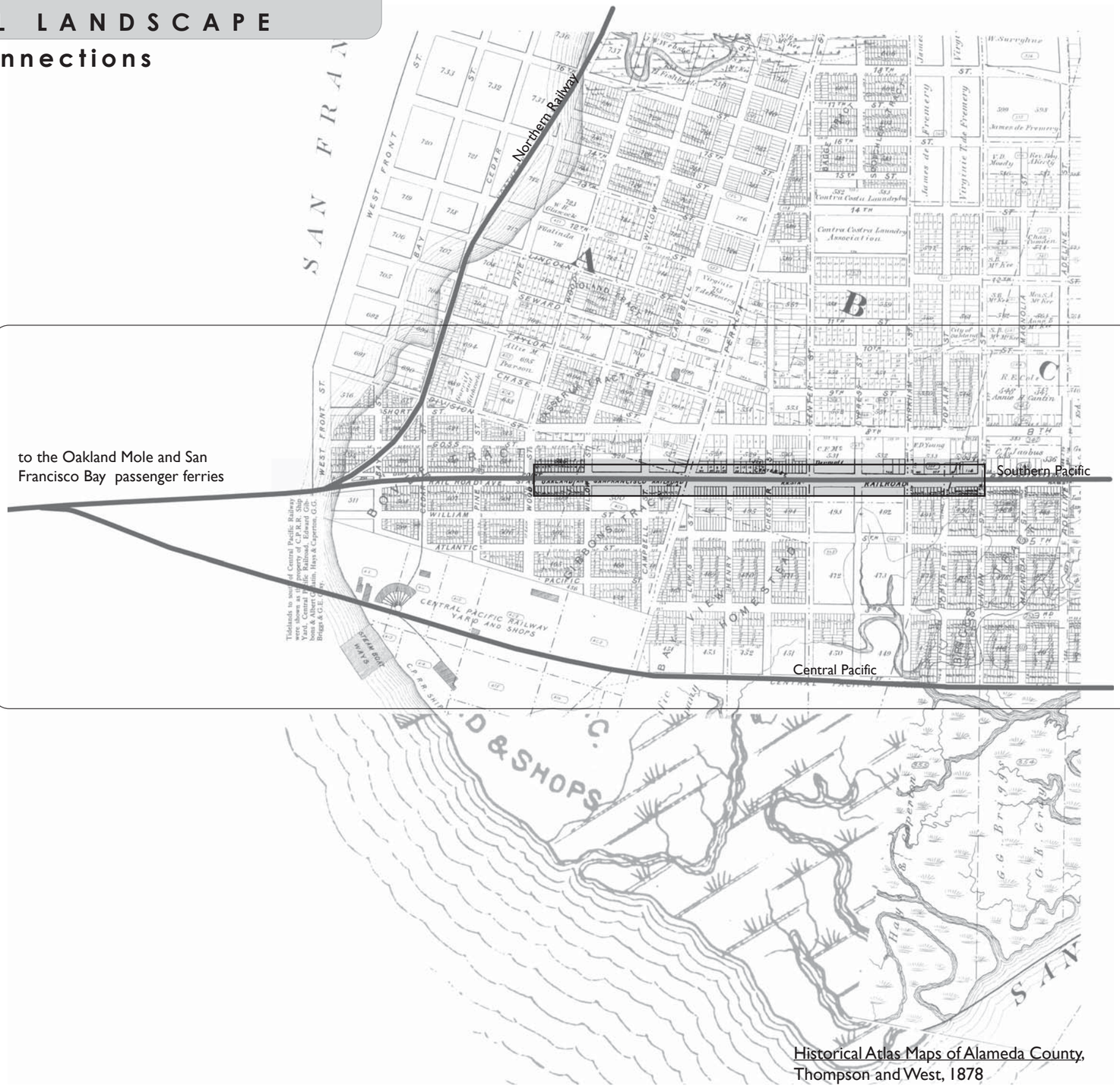


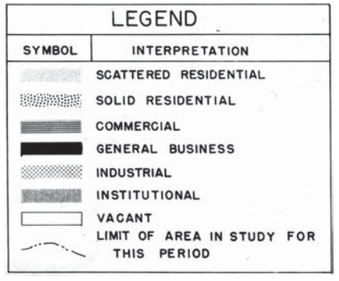
Photo courtesy of Lew Watts

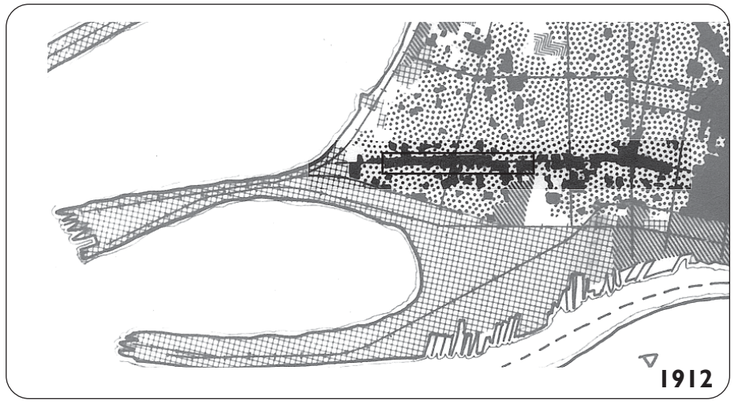
PHYSICAL LANDSCAPE

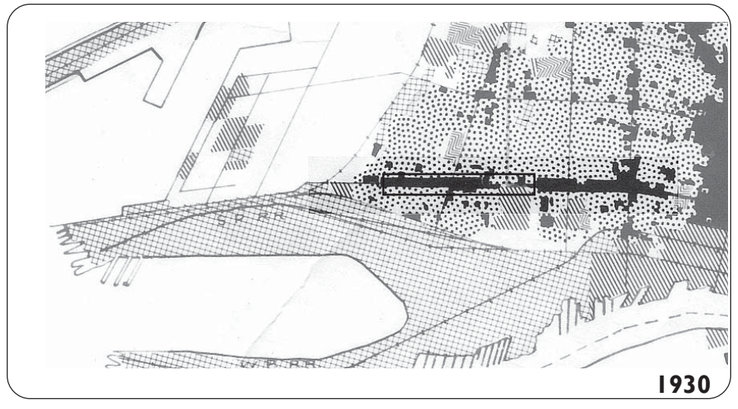
Railroad Connections

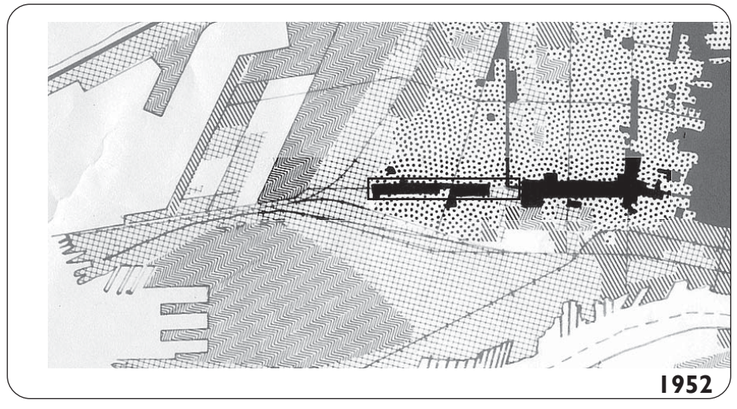


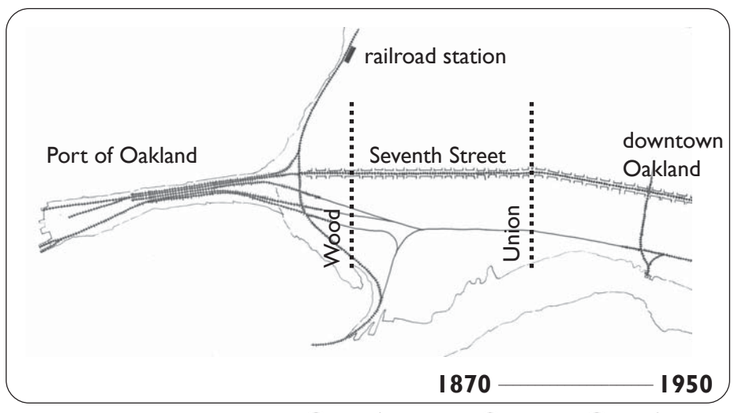
By 1878 the railroad was completed and the City of Oakland almost fully platted. Seventh Street is called Railroad Avenue and is the main route for freight trains to the Oakland Mole.



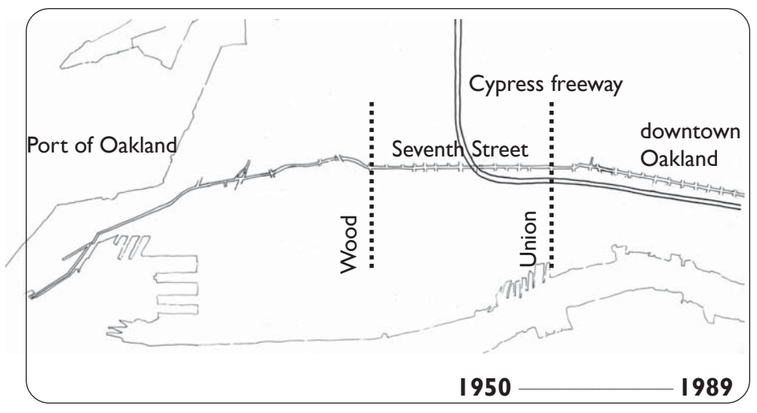




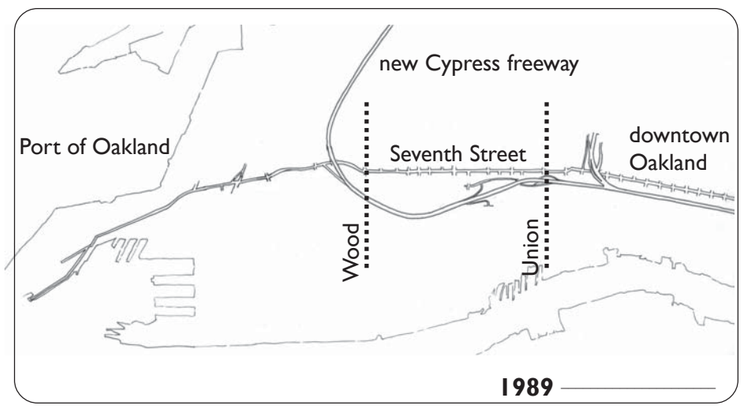




Continuous Street Corridor



Disrupted Street Corridor



Reconnected Street Corridor

PHYSICAL LANDSCAPE

Historical Figure and Ground

1912

Seventh Street is densely occupied with mixed use buildings on single lots. Buildings commonly have commercial uses on the first floor and residences above. Boarding houses, hotels and music venues proliferate the street. The Southern Pacific railroad tracks occupy the center of the street

1951

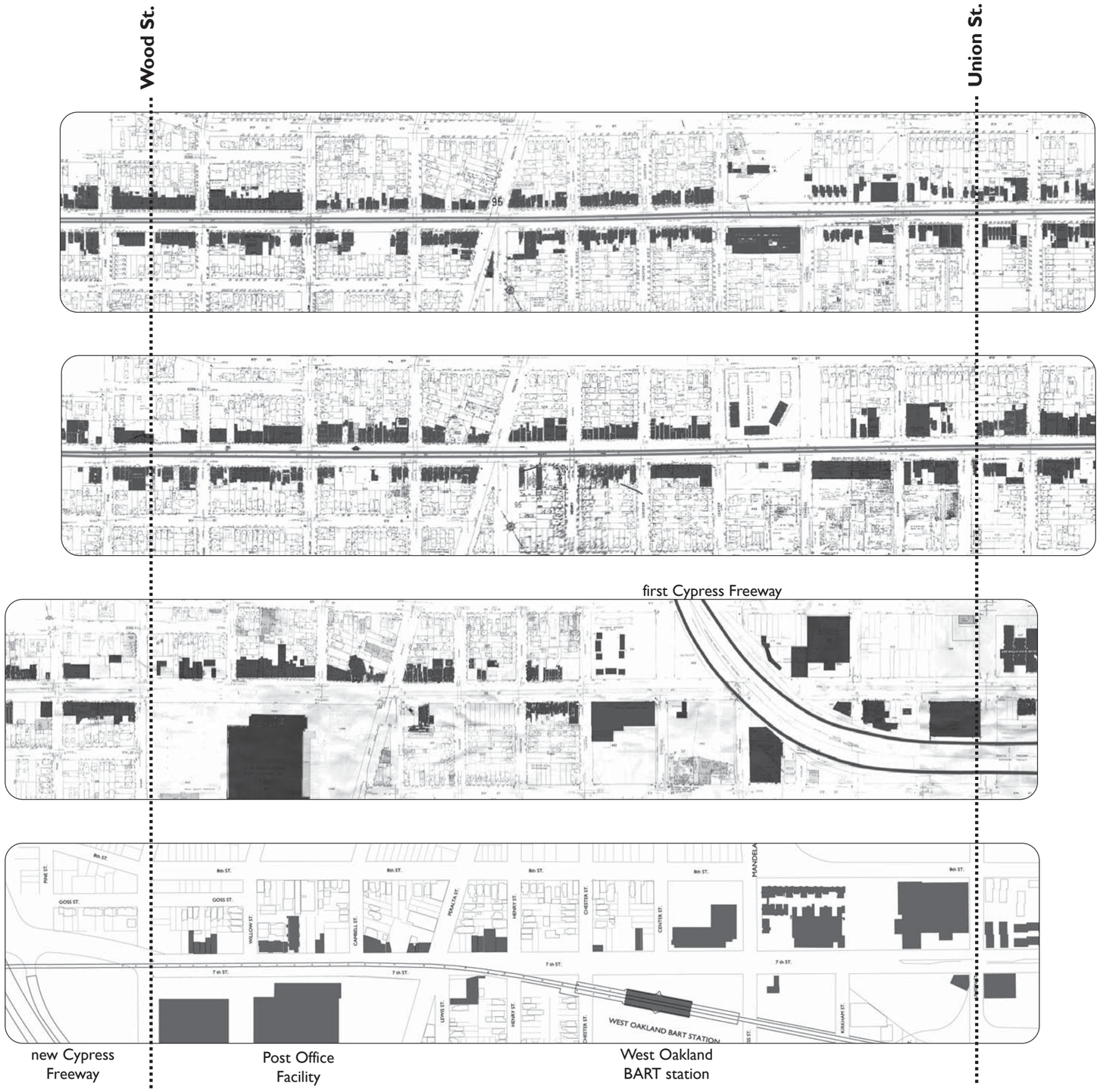
Large industrial buildings and multi-family housing projects begin to appear along Seventh Street. The S.P. railroad tracks still occupy the street's center. Freight traffic is diverted to the railroad yards to the south. Transbay ferry passenger service is replaced by the completed Bay Bridge.

1971

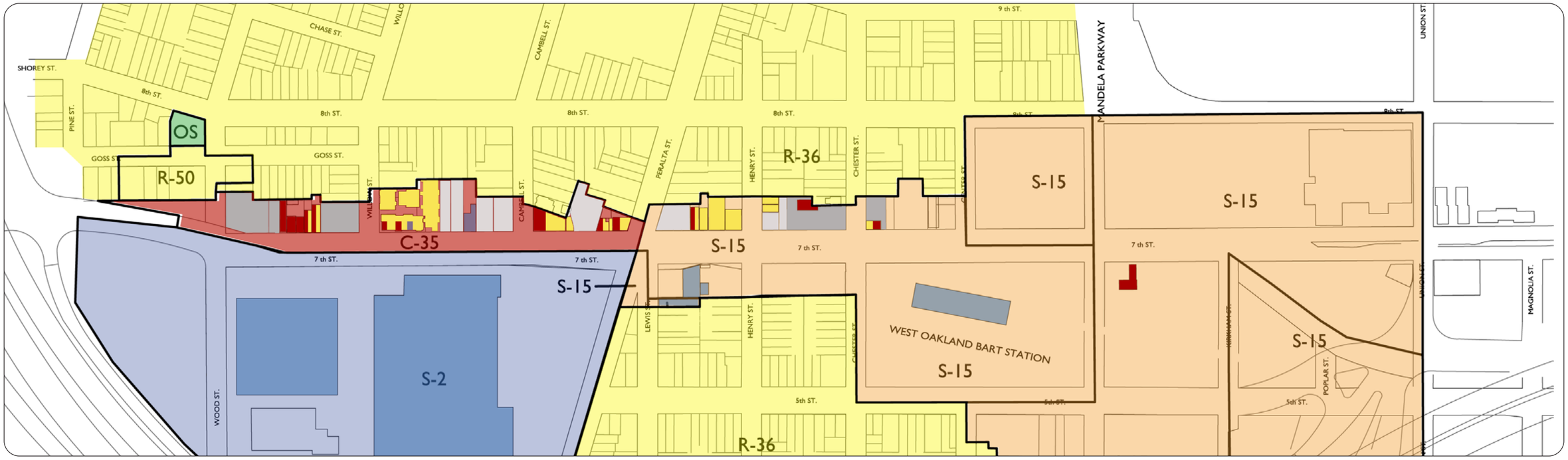
Seventh Street is cut off from downtown Oakland by the new double deck Cypress Freeway. Blocks of residences along Seventh Street are demolished to make room for the new U.S. Post Office bulk mail handling facility.

2003

Vacant lots, parking lots and industrial buildings dominate. The Bay Area Rapid Transit (BART) elevated light rail tracks are built down the center of western Seventh Street. Two blocks and part of Center Street are cleared to build the West Oakland BART station. The new single-deck Cypress Freeway circumvents Seventh Street, replacing the original freeway damaged in the 1989 Loma Prieta Earthquake.



Zoning and Land Use



S-15 Stand alone district:

Transit oriented Development District

mixed use development area to serve multiple modes of transportation includes same permitted residential density as zoning R-70 and commercial/pedestrian-oriented development 97 per acre. maximum height permitted is 45-55 feet.

R-36 Small Lot Residential Zone

permitted residential density is 18-22 units per acre.

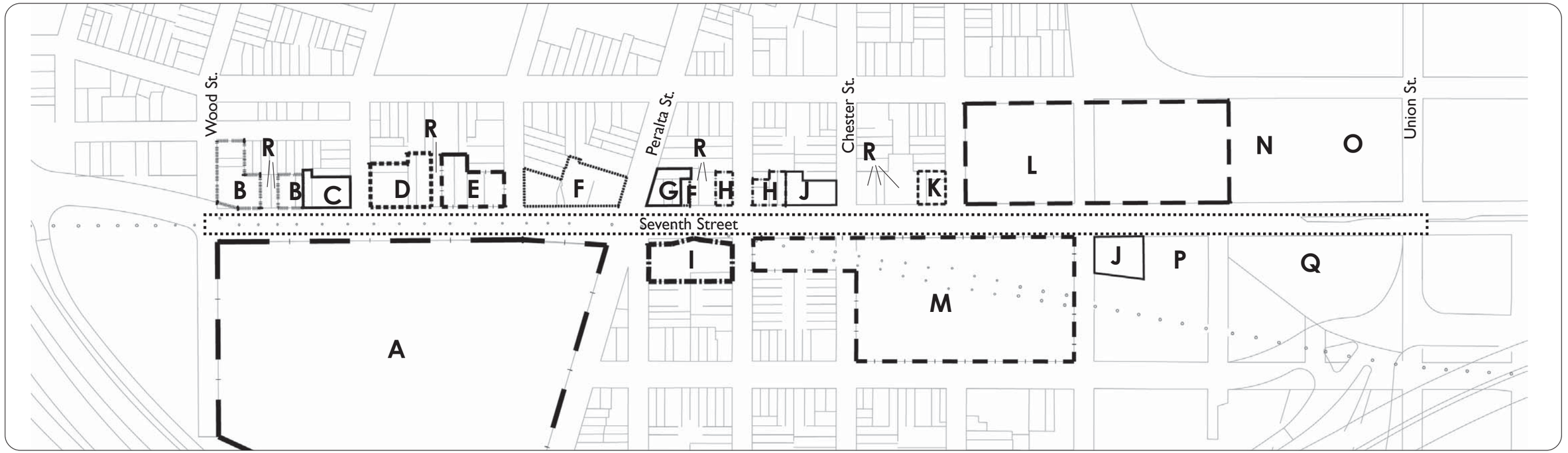
C-35 District Shopping Commercial Zone

a mix of retail establishments serving residential occupancy permitted residential density is 97 units per acre no height limitation for commercial development

S-2 Civic Center Zone

major public and auxillary uses, the Federal Postal Service facility.

Property Ownership



A United States Post Office

B Private Owner, multiple lots

C Private Owner, multiple lots

D Slim Jenkins Court

E Oakland Community Housing Inc.

F Private Owner, multiple lots

G Private Owner, multiple lots

H Private Owner, multiple lots

I Pentecostal Way of Truth Church

J Private Owner, multiple lots

K Private Owner, multiple lots

L Oakland Housing Authority

M Bay Area Rapid Transit (BART)

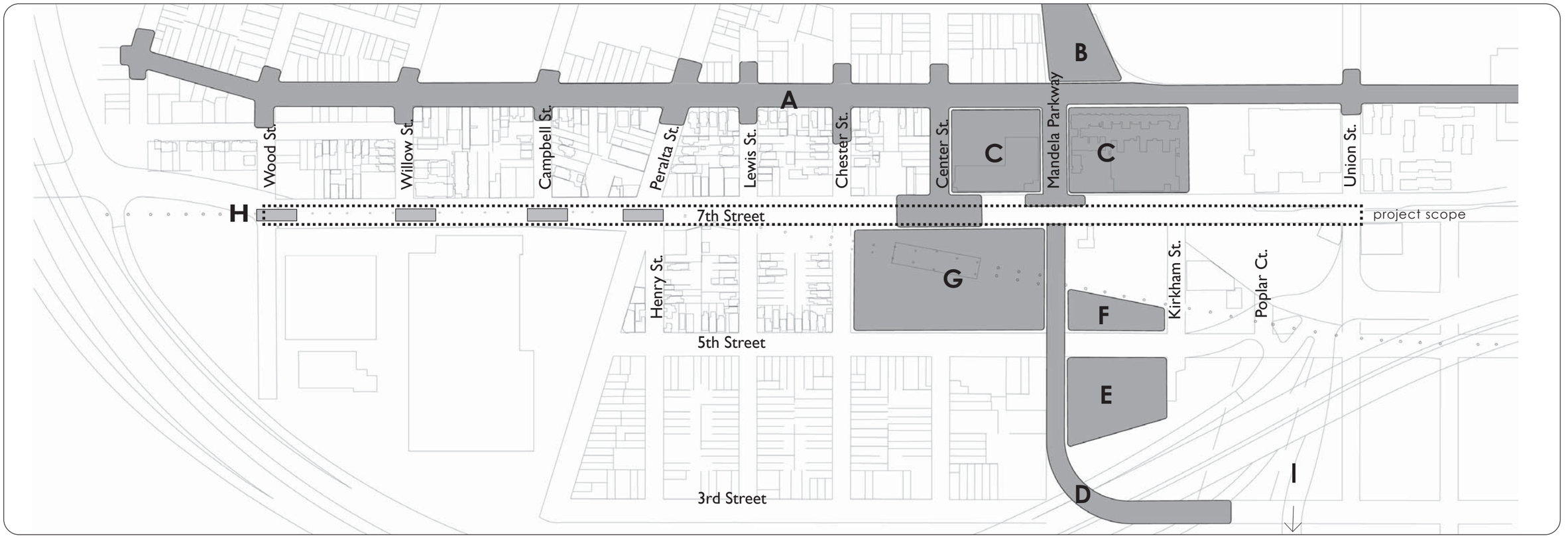
N Private Owner, multiple lots

O The Crucible

P Private Commercial Owner

Q Caltrans

R Private Owners, single lots



A Acorn Prescott Eighth Street
Neighborhood Improvements

B Caltrans Mandela Parkway Streetscape Project

C Mandela Gateway Mixed Use Housing Development
Bridge Housing Corp. and Oakland Housing Authority

D Third Street Extension Streetscape Project

E Mandela Transit Village, Alliance for West Oakland
Multi-family Residential & Parking Garage

F Future Development - Former Red Star Yeast site

G West Oakland BART Station and site of future
Mixed-use Redevelopment

H BART Seismic Retrofit Program

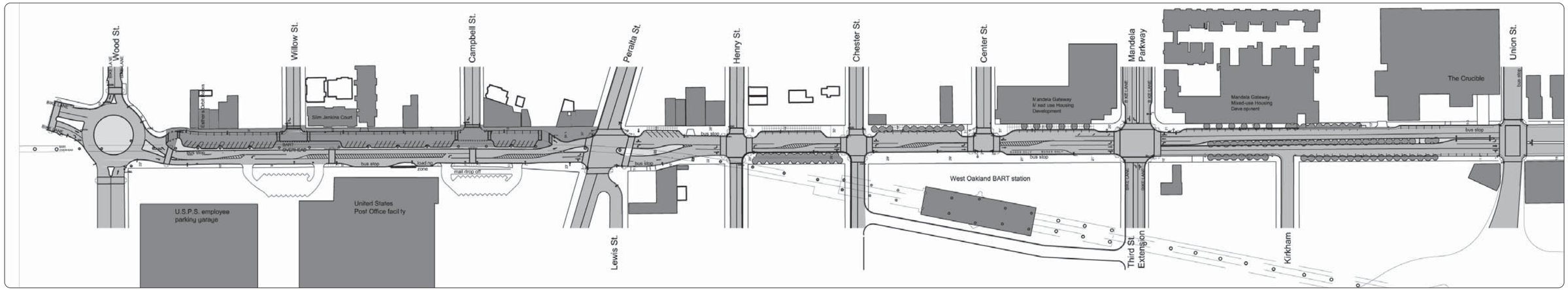
I Amtrak Maintenance Facility

* Alameda Aerial Gondola Project
site undetermined

* Oakland Walk of Fame

TRAFFIC CONCEPTS

Final Schematic Plan



Schematic Plan

The schematic plan for Seventh Street has several prominent features. A modern roundabout is shown at the Seventh Street / Wood Street intersection. Between Wood Street and Peralta Street, Seventh Street would be narrowed to two through traffic lanes (one in each direction) and the alignment would be shifted south of the BART columns. North of the BART columns, a one-way westbound local street would provide access to the properties along the north side of Seventh Street. The two-through-lane concept for Seventh Street would be carried eastward to just east of Center Street where the roadway would return essentially to its existing four-through-lane configuration. Between Mandela Parkway and Union Street, traffic operations on Seventh Street would not be changed significantly. The schematic plan would increase the number of parking spaces along Seventh Street from approximately 109 to 159 spaces.

The analysis of future conditions was based on a 2025 forecast of traffic using the Alameda Countywide Travel Demand Model. The land uses were updated to include all projects that were considered reasonably foreseeable by the City of Oakland. A study of future traffic demand showed the schematic plan for Seventh Street would operate acceptably.

Some modifications were made to signal phasing to improve traffic operations at the Mandela Parkway and Union Street intersections. At the Mandela Parkway intersection, the schematic plan would provide permitted signal phasing for north and south left-turning movements and protected left-turn arrows for the east and west approaches. At the Union Street intersection, protected left-turn arrows for the east and west approaches would substantially improve traffic operations.

All intersections along Seventh Street would accommodate truck turning movements.

Wood Street to Peralta Street

The modern roundabout at Wood Street would be compatible with the reduction in the number of through lanes on Seventh Street and would facilitate U-turning movements at the intersection. Seventh Street would be reduced to one through lane in each direction with center westbound left-turn lanes into the Post Office parking lots. U-turning movements would be allowed on Seventh Street at the Peralta Street intersection.

The local street serving westbound through traffic would have parallel parking along the north side and angle parking along the south side under the BART tracks. Access to the local one-way street would only be provided at an entry just west of Peralta Street and at an exit just east of Wood Street. No direct access to Seventh Street would be provided from Willow Street or Campbell Street. The angle parking at the west end of the local street would be restricted to small car parking to avoid sight distance restrictions for motorists entering Seventh Street.

The two bus stops on eastbound Seventh Street serving Route A and Route 13 in front of the Post Office would be relocated into one stop directly in front of the Post Office main entrance and one curbside stop just east of Peralta Street. Westbound buses would stop along the median between the local street and the through lanes just east of Wood Street.

Approximately 84 parking spaces would be provided along the one-way local street, approximately doubling the parking supply in this section. Parking would be prohibited along both sides of Seventh Street.

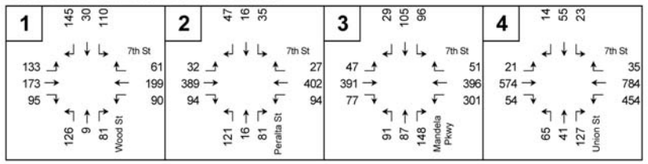
The Seventh Street approaches to Peralta Street would be revised by converting the eastbound lane serving left-turning and through movements to serve only left-turning vehicles, and by eliminating one through lane westbound. Eastbound and westbound left-turning traffic on Seventh Street would have a protected signal phase – a green arrow.

Alternatives to the proposed plan have been developed. An alternative at Wood Street would provide a signalized intersection instead of a modern roundabout. An alternative at Campbell Street would provide direct access to Seventh Street rather than requiring traffic to access Campbell from the one-way local street.

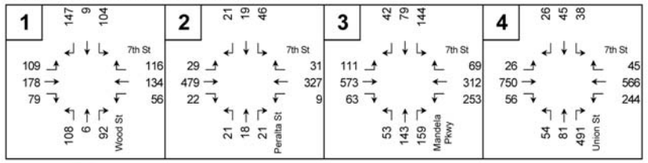
The signalized intersection at Wood Street would probably make it easier for pedestrians and bicyclists to cross than a modern roundabout; however, there are other considerations that weigh heavily against this alternative. Perhaps most prominently, it would not be possible for westbound traffic to make a U-turn at the intersection. Motorists exiting the one-way local street onto Seventh Street may be tempted to make an illegal left turn, which could result in an increased number of accidents. Second, the sight distance to the west for motorists exiting the local street would be reduced because of the line of sight in relation to the alignment of the BART structure columns. The westbound Seventh Street left-turn lane at Wood Street would be reduced from the existing 90 feet to about 45 feet with a short taper, and the number of parking spaces would be reduced 3 or 4 spaces compared to the proposed plan.

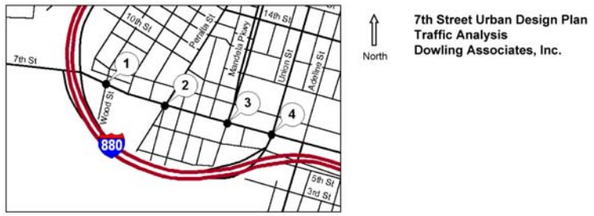
Providing direct access between Campbell Street and Seventh Street would reduce out of direction motor vehicle travel, but has several other negative traffic operational considerations. The eastbound left turn from Seventh Street to Campbell Street would conflict with the westbound left turn from Seventh Street into the Post Office mail drop and parking lot. A short section of two-way-left-turn-lane would serve these conflicting movements. Only one southbound vehicle could be stored at the Campbell Street stop sign without blocking the one-way local street - a single large vehicle could impede local street traffic. The sight distance would be restricted for southbound motorists on Campbell Street due to the alignment of the BART structure columns.

Future AM Peak Hour Traffic Volumes



Future PM Peak Hour Traffic Volumes





North

7th Street Urban Design Plan
Traffic Analysis
Dowling Associates, Inc.

Future Levels of Service at 7th Street Intersections

Intersection	Existing Geometry				Schematic Plan				Schematic Plan Alternate			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Wood Street	B	19.9	B	18.8	A	0.37[a]	A	0.33[a]	C	21.3	C	20.1
Peralta Street	B	10.5	A	9.1	B	18.4	B	15.5	B	18.4	B	15.5
Mandela Pkwy	D	42.6	D	49.5	C	26.6	C	31.5	B	0.69[a]	C	0.79[a]
Union Street	E	72.8	C	30.0	C	21.0	C	28.7	C	21.0	C	28.7

Note: [a] The LOS for a modern roundabout is based on the highest entry flow/capacity ratio for all approaches.

Another alternative would be to provide an eastbound bike lane in this section. The addition of a bike lane would be desirable to provide direct access between the BART Station and the

Middle Harbor Shoreline Park. The addition of a bike lane would require relocating the south curb an additional five (5) feet south toward the Post Office.

Peralta Street to Mandela Parkway

The two-through-lane concept for Seventh Street would be carried eastward from Peralta Street to just east of Center Street where the roadway would return essentially to its existing four-through-lane configuration. Reducing the street width from 70 feet to approximately 40 feet would substantially reduce the time required for pedestrians to cross the street.

Angle parking would be provided along the north side of Seventh Street and parking would be prohibited along the south side. Approximately 33 parking spaces would be provided in this section, decreasing the total parking supply by approximately 11 spaces. Nine parking spaces would be eliminated on the south side of Seventh Street between Henry and Chester.

The two bus stops on eastbound Seventh Street serving Route A, 13, 19, and 62 in front of the BART Station would be consolidated into a pullout area just east of Center Street. Westbound buses would stop at a bus pullout on the far side of Henry Street.

The Mandela Parkway intersection was modified to be compatible with the Third Street extension and to improve the safety and efficiency of traffic operations. Protected left-turn arrows would be provided for the east and west approaches on Seventh Street. The Mandela Parkway approach would be modified by eliminating one of the two southbound left-turn lanes. The Third Street Extension (Cypress Street) would be widened to the east to provide a left-turn lane and a combination through-right lane. The modifications to Mandela Parkway and Third Street extension would allow the elimination of split signal phasing and implementation of permitted phasing for the north and south approaches.

An alternative to the proposed plan would provide a modern roundabout at the Mandela Parkway intersection. Although a roundabout would provide adequate capacity for motor vehicles, it would present challenges for pedestrian and bicycle access. Because of the high pedestrian volumes expected between the residential area north of Seventh Street and the BART Station, it was determined that pedestrian crossings would have to be signalized. Signalizing the pedestrian crossing would require the crosswalks to be located well away from the roundabout to prevent vehicle queues from clogging the roundabout.

Another alternative would be to provide bicycle features in this section to provide direct access from the BART Station to Middle Harbor Shoreline Park and to the section of the Bay Trail along Mandela Parkway/3rd Street. The bike lanes would be provided on both sides of the street from Chester Street or Center Street west to link up with bike lanes suggested as an alternative for the Seventh Street section west of Peralta Street. The addition of bike lanes would require widening Seventh Street by 10 feet. Bike lanes along diagonal parking create special hazards for bicyclists because of the limited sight distance for motorists backing out of angle parking spaces.

A desirable bicycle feature would be a bike turn lane between the left and through eastbound lanes on Seventh Street approaching Mandela Parkway. The bike turn lane would require widening Seventh Street by 5 feet in this section west of Mandela Parkway.

Mandela Parkway to Union Street

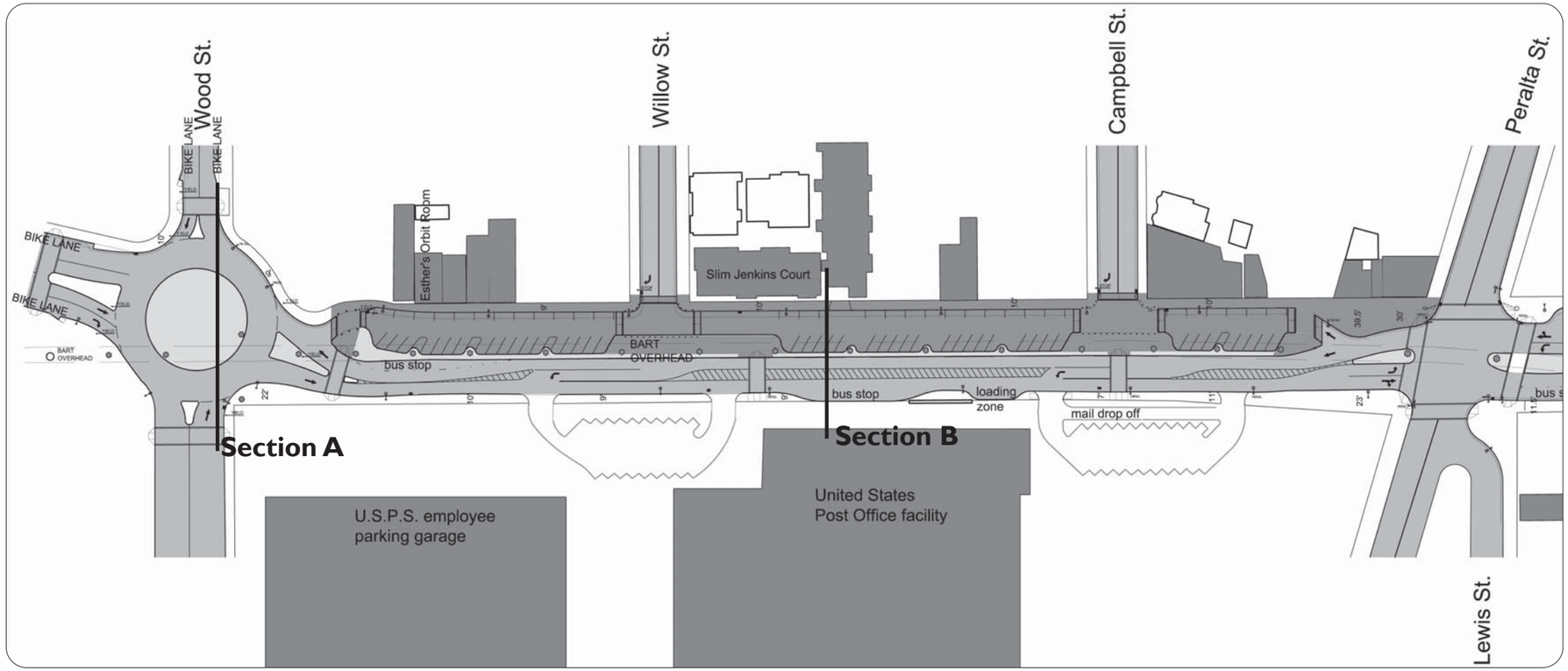
Between Mandela Parkway and Union Street, traffic operations on Seventh Street would not be changed significantly. The number of traffic lanes would remain unchanged and a raised median would be installed along the entire section. Parallel parking would be added along the north side of the street and parallel parking would be retained on the south side of the street between Kirkham Street and Union Street. Parking would remain prohibited along the south side of the street between Mandela Parkway and Kirkham Street. The schematic plan would increase the parking supply in this section from approximately 25 to 42 spaces. The existing westbound bus stop just west of Union Street would be retained.

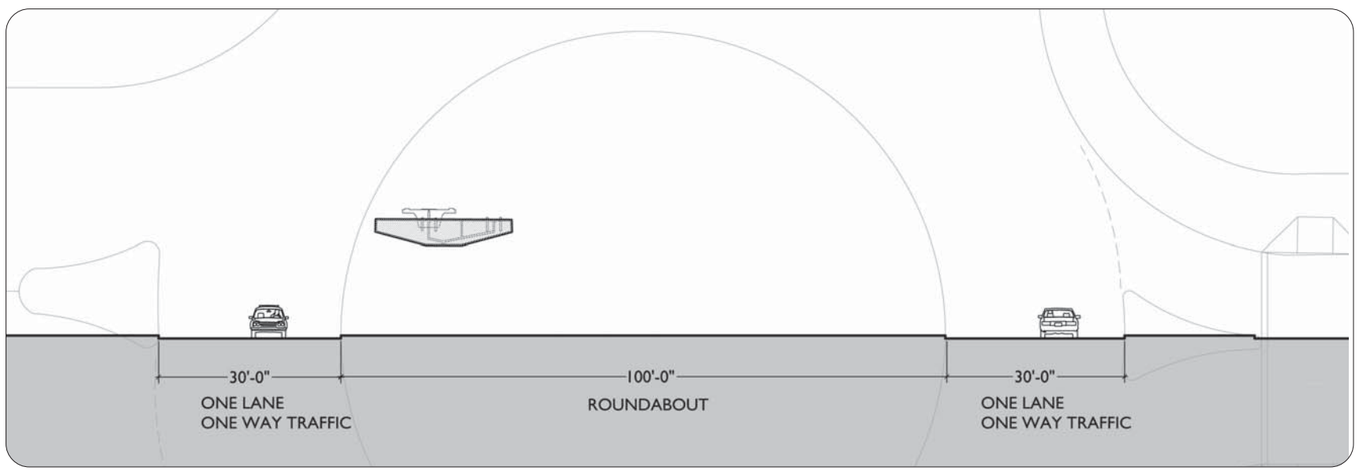
At the Union Street intersection, protected left-turn arrows would be added for the east and west approaches, substantially improving traffic operations.

TRAFFIC CONCEPTS

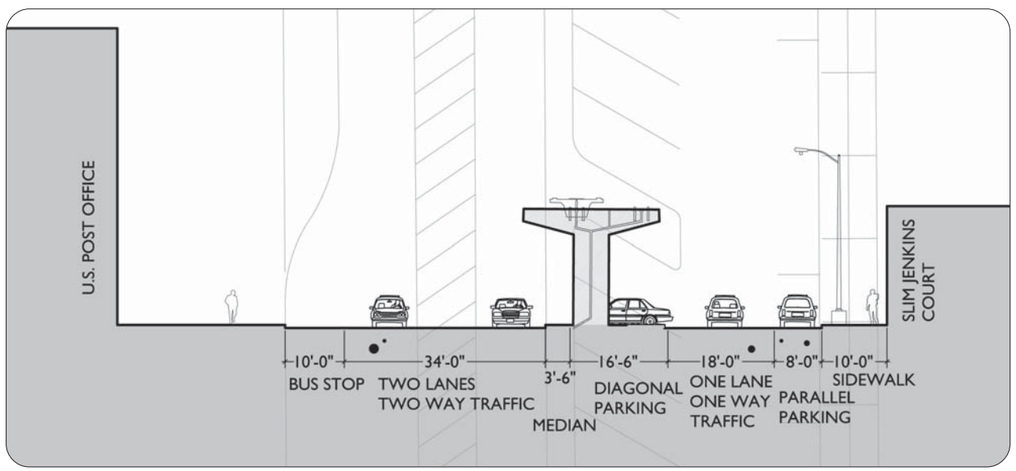
Final Schematic Plan

Historic District with bifurcated local street and diagonal parking.



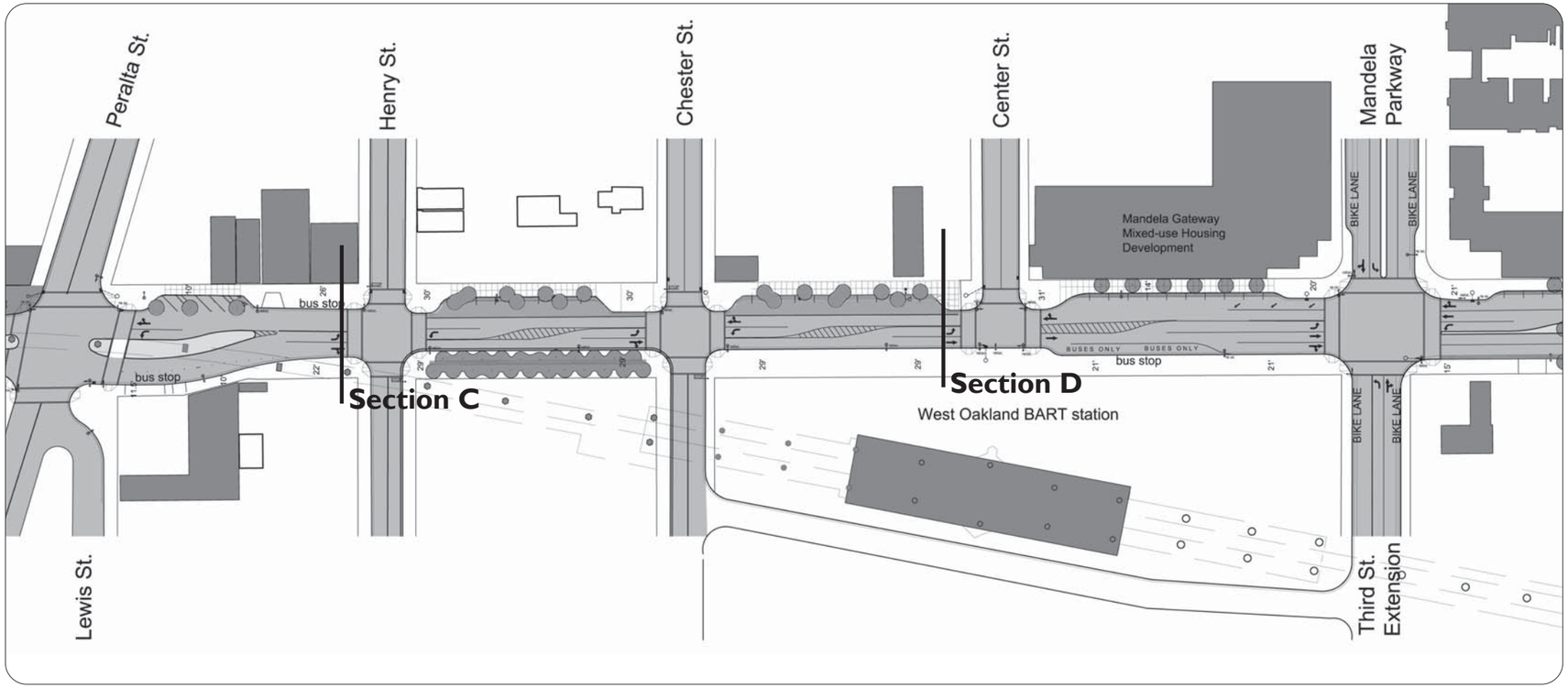


Section A The roundabout at Wood Street

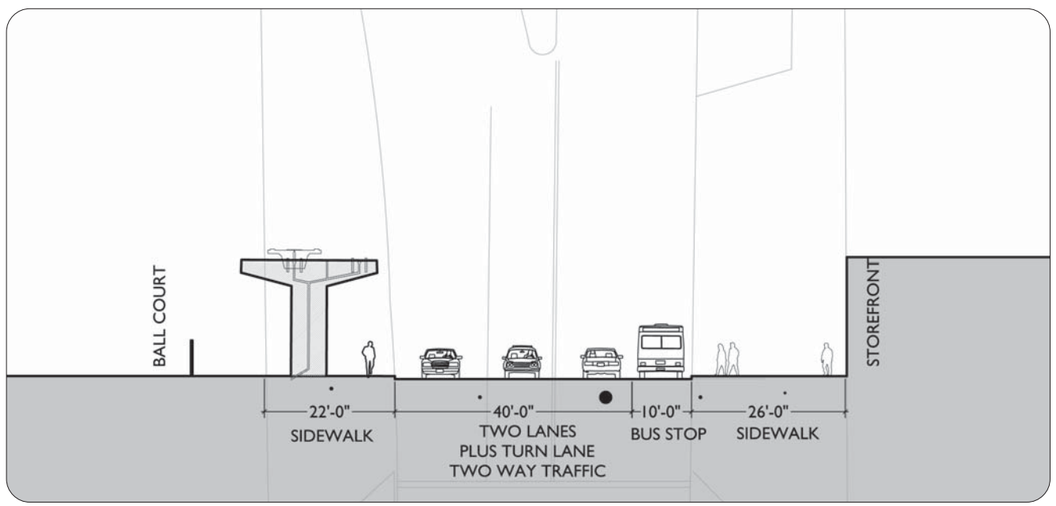


Section B The local street between Wood and Peralta

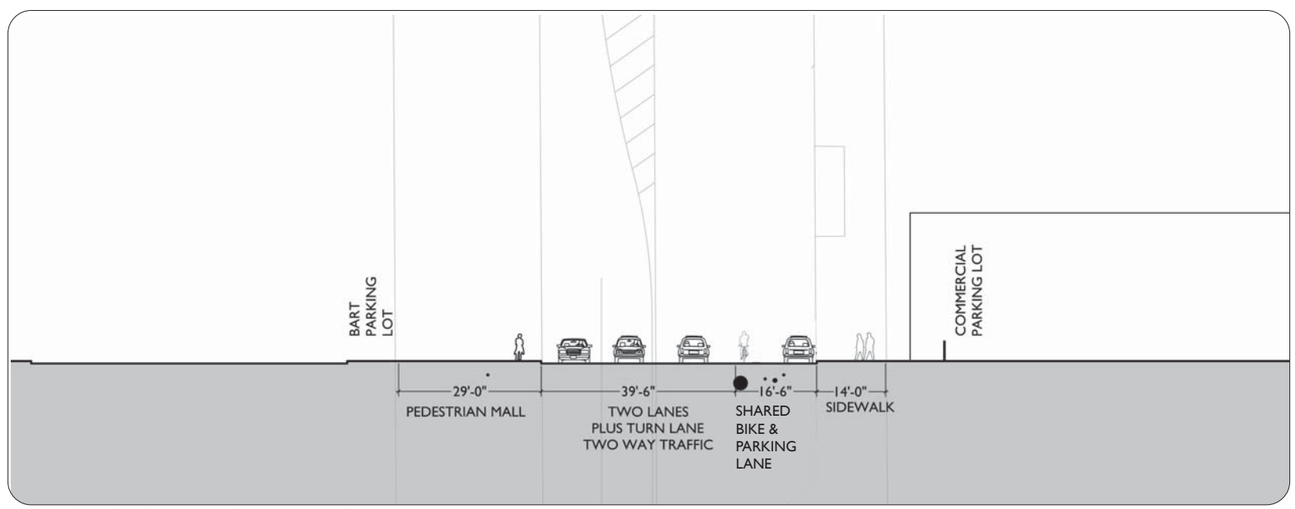
One lane each direction with diagonal parking and minimum pedestrian crossing distances.
Large pedestrian mall on south side of street.



Shared parallel parking/ bike lane portions of the street are marked with the bike + chevron symbol.



Section C Between Peralta and Henry

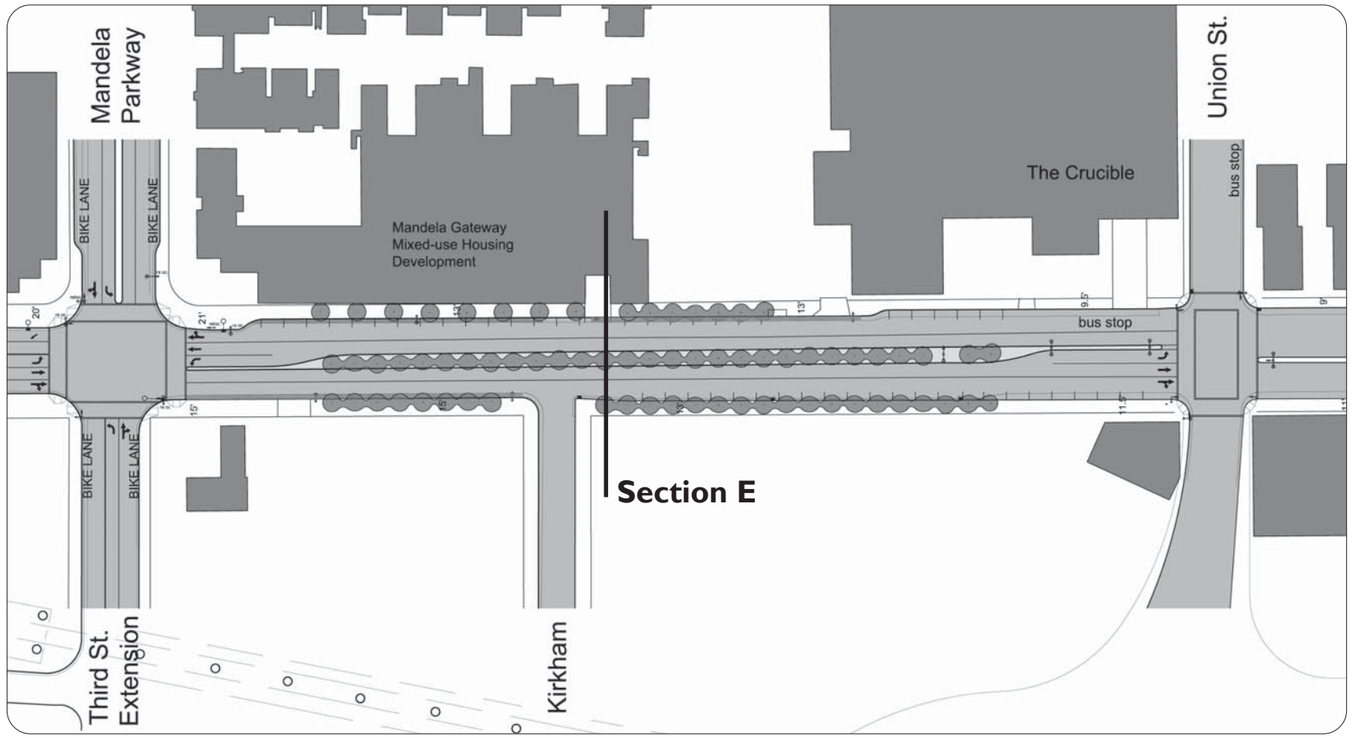


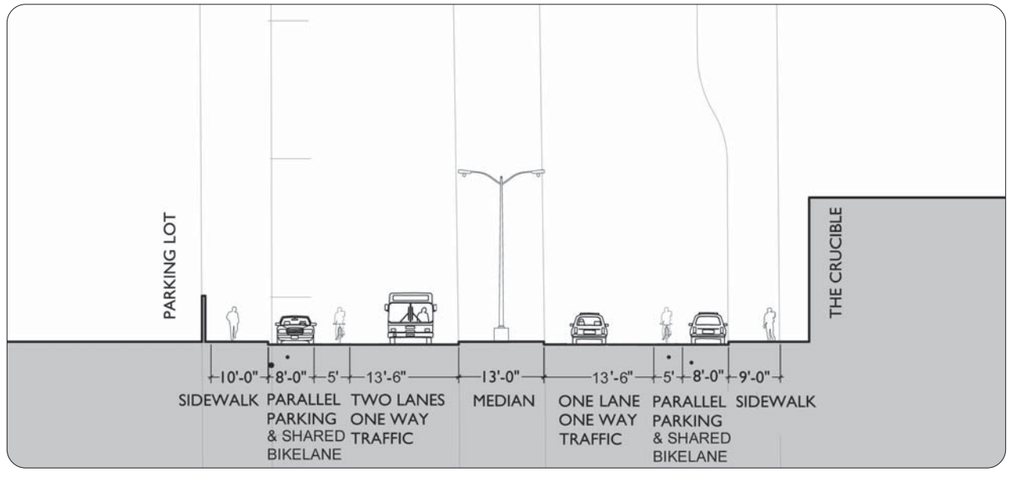
Section D Between Chester and Center

TRAFFIC CONCEPTS

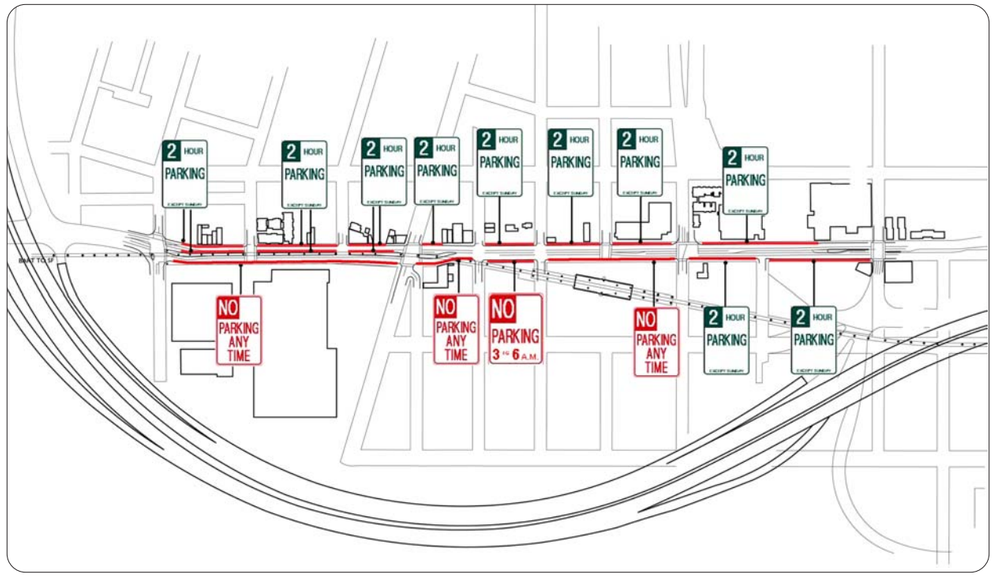
Final Schematic Plan

Two lanes each direction with a raised median.





Section E Between Kirkham and Union Streets



Final Parking Proposal

As mentioned on page 2.3, there are currently numerous restrictions for parking on Seventh Street. The parking scheme has been revised to support retail and mixed use development in an effort to return to a more vibrant Seventh Street experience.

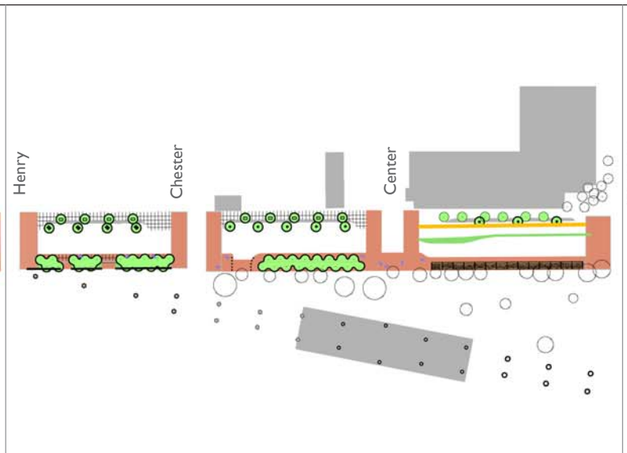
Seventh Street Design Concept

The project area for Seventh Street consists of three complementary districts composed in a framework of pedestrian/vehicular movement patterns. The three districts are: a historic district at the western terminus of Seventh St. (from Henry St. to Wood St.), a transit district between Henry St. and Mandela Parkway, and a mixed-use district from Mandela Parkway to the eastern project boundary at Union St.

Historic District

Context

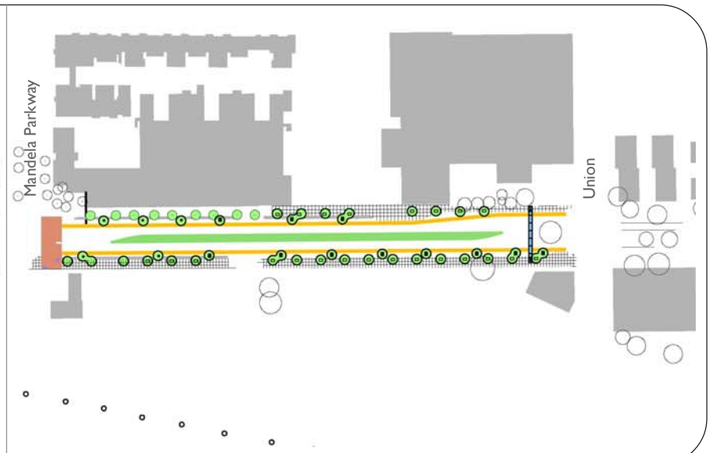
The historic district has the highest percentage of existing buildings in the project area. The design concept builds from this asset as well as the district's legacy as a key place in Oakland's vibrant music and labor culture. Slim Jenkins Court (named for a popular night club on Seventh St.) and Esther's Orbit Room (still in operation as a club) provide physical evidence of this musical heritage. The street's generous width and fine-grain distribution of commercial parcels serve as physical reminders of the western terminus of the Southern Pacific Railroad and the multi-ethnic community of laborers that populated the area.



Transit District

Context

Transit infrastructure has physically dominated this section of Seventh Street from its earliest construction to the present. The entire corridor was used as railroad, as a streetcar line, and as the Cypress Freeway (now Mandela Parkway) dividing the street into eastern and western sections from the 1950s through the 1980s. BART currently exerts a tremendous visual and aural influence on Seventh Street with its overhead structure running along and through the street. The West Oakland BART station is located directly on Seventh, and brings thousands of people through the Seventh St. corridor each day. Future developments planned by BART and the Mandela Transit Village will also undoubtedly dominate the area. The design concept for the transit district considers these influences as well as other potential opportunities including potential east-west connections to Jack London Square through Fifth St. and Third St.

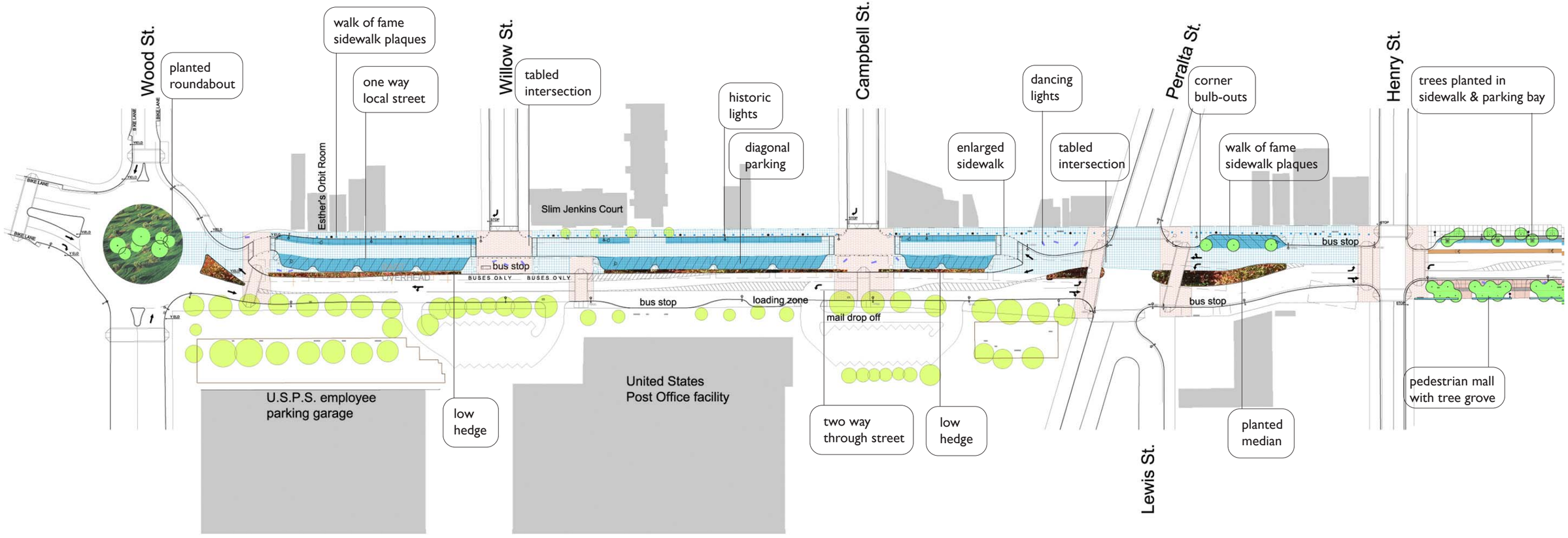


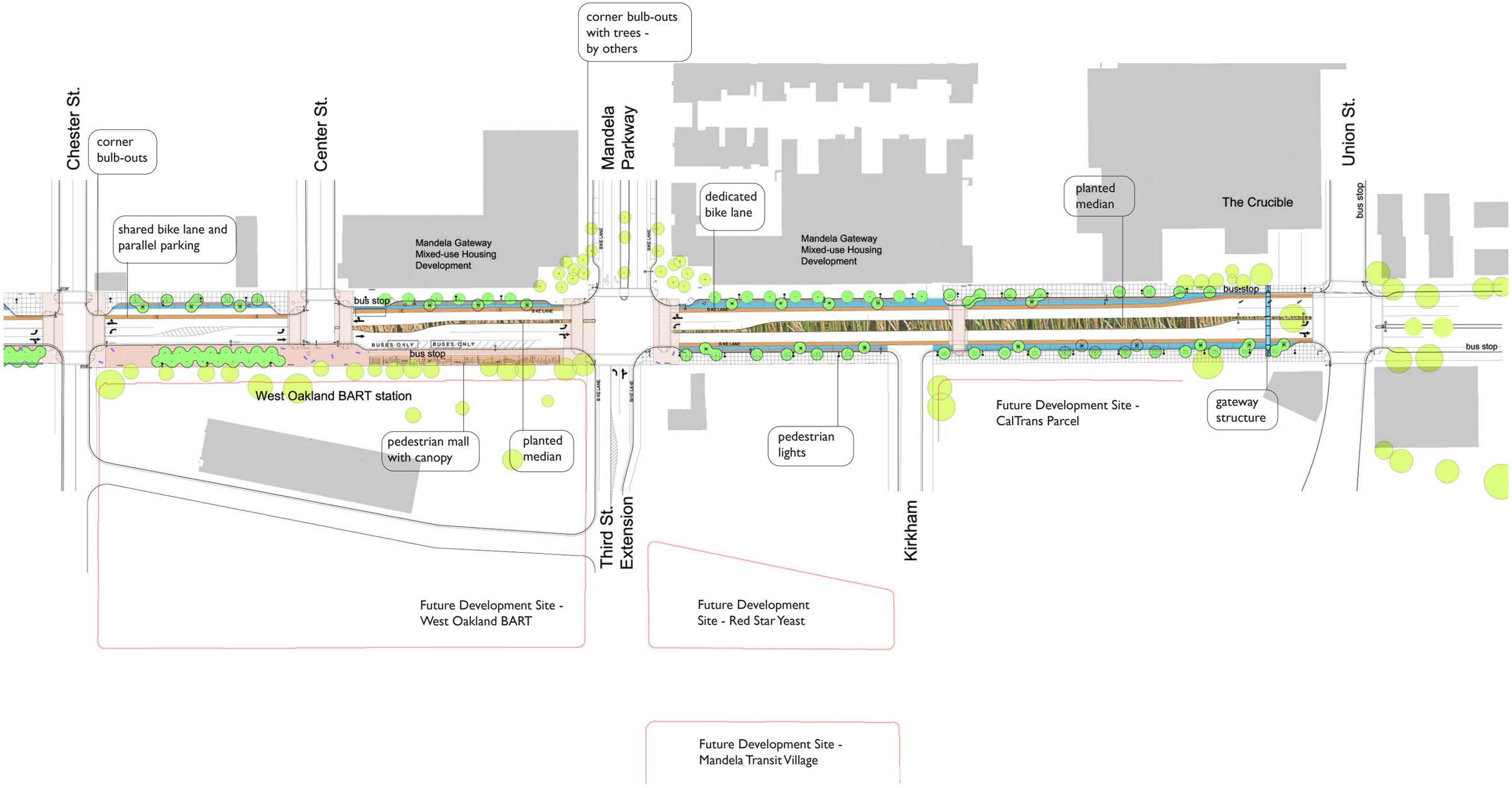
Mixed-Use District

Context

Further along Seventh Street, the design concepts from the previous two districts are reiterated and highlighted through a finer articulation of public spaces. The design framework is set up to support Seventh Street's current use as well as its future potential. Present day uses include custom manufacturing, as seen at the Crucible, residential uses such as the Mandela Gateway Housing Development, and commercial uses serving residents and visitors. Other key influences for the design of this area include potential connections to downtown Oakland and Jack London Square, and potential growth of housing density and commercial presence.

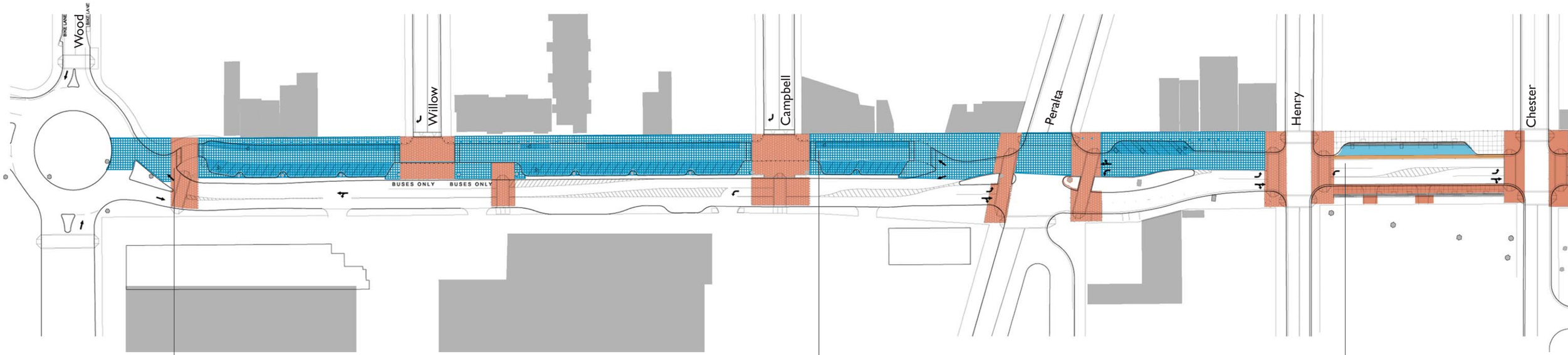
LANDSCAPE PLAN

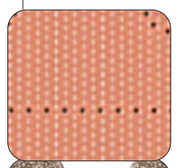



corner bulb-outs with trees - by others
Chester St.
corner bulb-outs
Center St.
Mandela Parkway
Union St.
shared bike lane and parallel parking
Mandela Gateway Mixed-use Housing Development
dedicated bike lane
Mandela Gateway Mixed-use Housing Development
planted median
The Crucible
bus stop
BUSES ONLY
BUSES ONLY
bus stop
bus stop
bus stop
West Oakland BART station
pedestrian mall with canopy
planted median
pedestrian lights
Future Development Site - CalTrans Parcel
gateway structure
Third St. Extension
Kirkham
Future Development Site - West Oakland BART
Future Development Site - Red Star Yeast
Future Development Site - Mandela Transit Village

PAVING

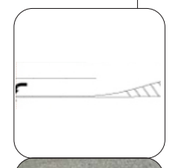
Paving on Seventh Street is a rhythmically-composed composition of parking lanes, bike lanes, crosswalks, sidewalks, local streets and through streets. Together, these paving elements create a composition that optimizes clear way-finding, and prioritizes the pedestrian realm.



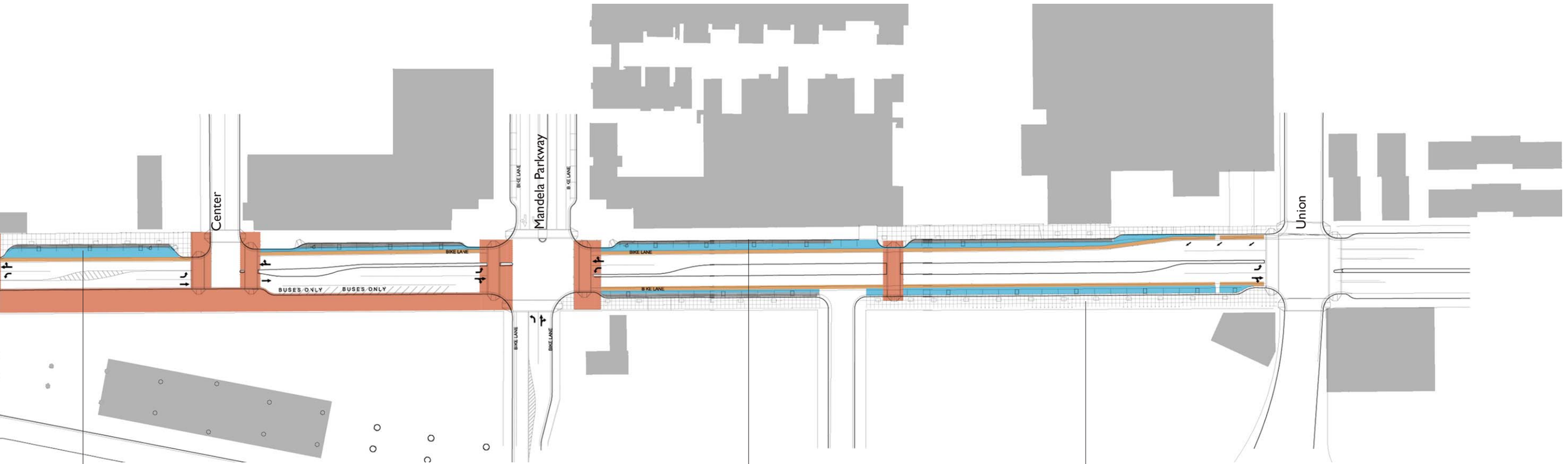


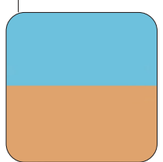
Crosswalks of colored asphalt pavers rhythmically punctuate the street and contribute to the finer-scaled pedestrian experience. Color and texture are chosen to contrast with adjacent paving materials in order to provide safe pedestrian crossings.

The local street is defined by a continuous field of colored asphalt paving. Paving color is chosen to mark this area as a special district within Seventh Street.



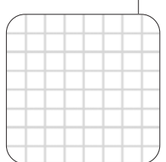
The existing street is repaved and restriped to reflect street reconfigurations.





A widened aisle for shared bike lane and parallel parking provide multimodal access to Seventh Street's existing and anticipated commercial development. This method of shared lane striping provides a wide clearance so that bicyclists are protected from opening car doors and puts drivers on notice that cyclists share the outer lane. Precedents are located in San Francisco, Oakland, Berkeley, Denver, Zurich, Chicago, Portland, Paris, and many others.

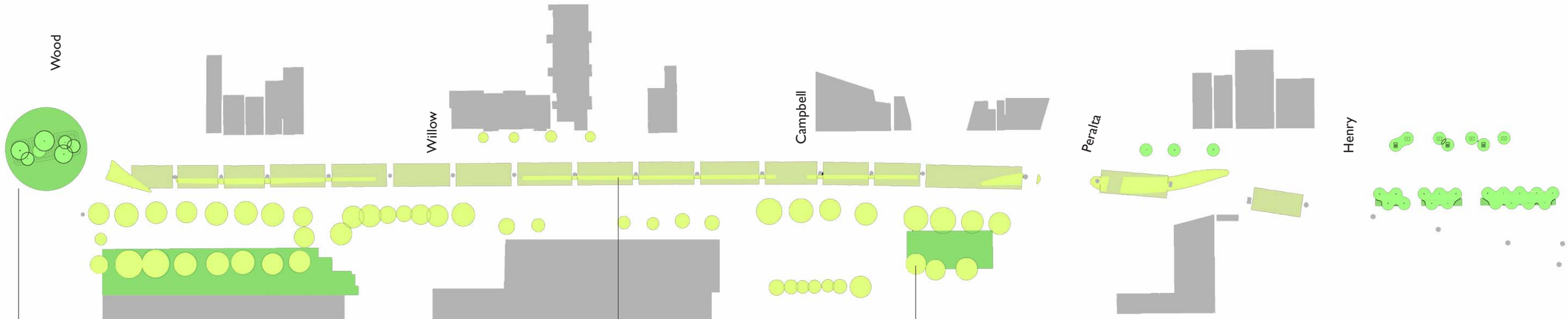
The existing cobblestone gutters are preserved and incorporated into the new design.



Widened sidewalks and pedestrian bulb-outs of scored concrete provide ample planes for pedestrian activity.

PLANTING

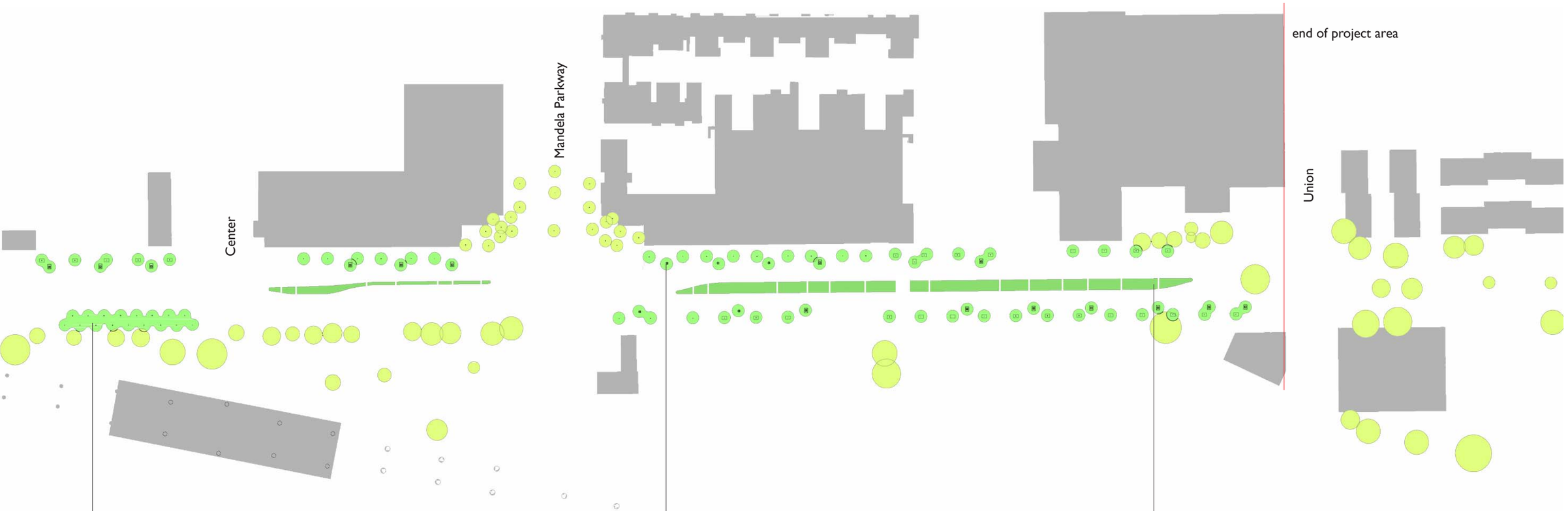
Planting on Seventh Street is an accumulation. In this scheme trees are placed in the most densely populated areas of the streetscape to create microclimates, enhance existing views, extend the pedetrian realm, and reinforce pedestrian and vehicular circulation.



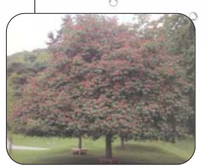
The roundabout at Wood Street features oaks, willows, and other native plantings.

Nandina planted under the BART is surrounded by a clean edge structure. This chromatic, linear element reinforces the southern boundary of the local street.

Existing trees on Seventh Street are supplemented with an accumulation of new plantings.



Bosques of Chinese Pistache contribute to the spatial structure of Seventh Street.



Red Horsechestnuts interplanted in parking spaces extend and provide a sense of enclosure for the pedestrian realm.

Grasses planted in the median provide linear definition for Seventh Street.

SITE FURNISHINGS

In addition to planting and paving, furnishings create another layer of composition on Seventh Street. Each type of furnishing recalls some aspect of Seventh Street's vibrant history while returning quality to the present pedestrian environment.

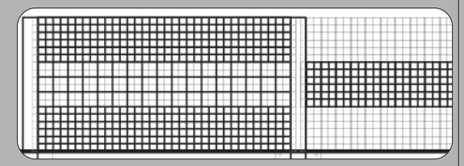
Potential locations for art include the roundabout, Walk of Fame (already in progress), pedestrian areas in front of the Post Office, pedestrian mall at the BART station, canopy structure in the pedestrian mall, the future gateway for Mandela Parkway, and the pedestrian area in front of the Mandela Gateway housing development. Each art intervention should be an integral part of the street landscape.

Bollards

Walk of Fame

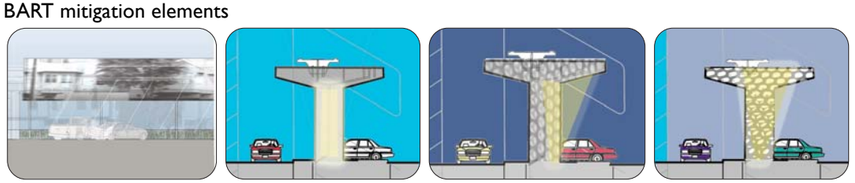
Dancing lights

Fence



Roundabout

BART mitigation elements

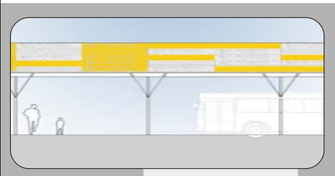


Benches

✻ Art Opportunities

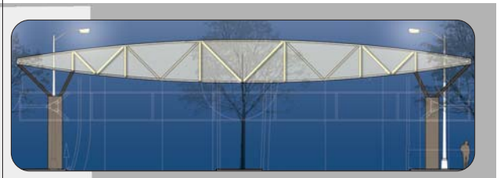
Pedestrian mall at BART station

Canopy structure

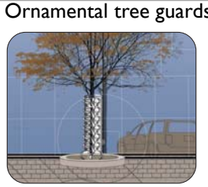


Wide pedestrian right-of-way and adjacent industrial/art/artisan use

Gateway structure

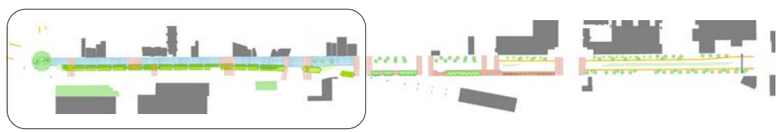


Ornamental tree guards



Landscape edges

Trash receptacles

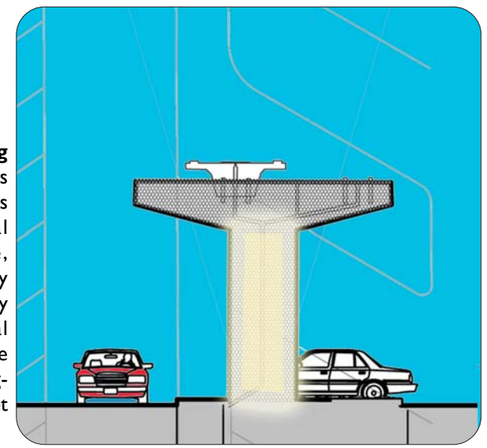


BART Mitigation

Sensory mitigation elements for BART's considerable presence on Seventh Street reinforce the architectural character of the street landscape. Noise baffles with reflective surfaces and historic images of Seventh Street wrap the existing BART structure. Diagonal parking beneath the BART structure brings new usefulness to this currently left-over space. Low planting in this space provides definition for the new local street. Column lighting supports the transformation of this imposing element into an architectural feature of the street.

Mitigation of noise and visual qualityof the BART overhead structure along Seventh Street are of high priority for the long-term improvement of the quality of life in the Seventh Street neighborhood. The Technical Advisory Committee (TAC), Oakland Public Works Agency, and Oakland Traffic Engineering met on several occasions (most recently July 8, 2004 and May 13, 2004) to discuss community concerns as voiced in community meetings. (See feedback sheets from community meetings at the end of this chapter for specific community feedback.) A preliminary analysis conducted by BART (communicated to TAC on July 12, 2004) suggests that noise levels of the overhead BART would *only* be reduced if the BART tracks and structure were isolated and encapsulated together within an acoustic structure. Given economic constraints witin this project scope, a long-term phasing that coincides with BART's planned seismic retrofits of the aerial structure is recommended. A series of visual improvements will be coordinated with and augment the structural work of BART's seismic retrofit program. This series of visual transformations is as follows:

1. Lighting
LED lights flood the columns of the aerial BART. Light is used as an architectural element, creating a safe, quality environment for city living. (LEDs last considerably longer than conventional public lighting systems. These are chosen to address long-term maintenance and budget concerns.)



KOOLHAAS: A 530-FOOT-LONG TUNNEL MADE OF STEEL SITS ABOVE ITT'S STUDENT CENTER

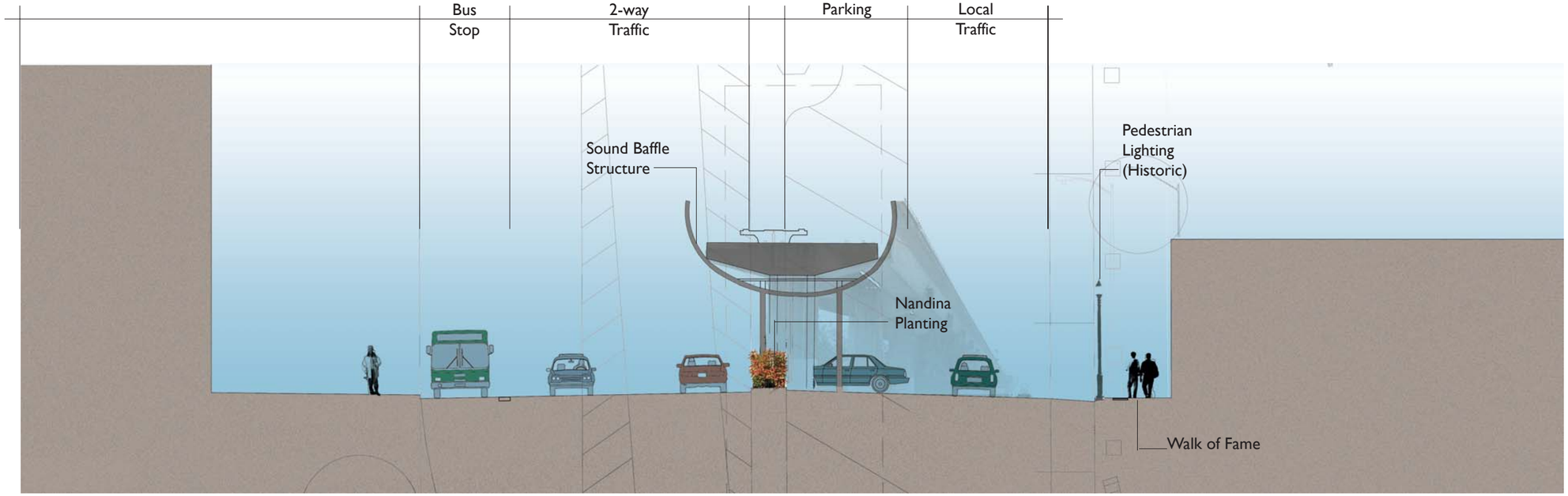
If You Build It, They Will Come

Chicago: THE CITY WITH BIG SHOULDERS IMPORTS BIG ARCHITECTS FROM EUROPE

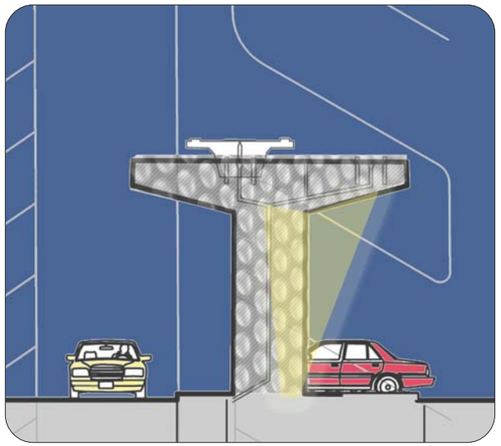
THE REAL THING IN architecture—Louis Sullivan, Frank Lloyd Wright, Mies van der Rohe—has always been Chicago's way, and the city is not about to back off now. Dutch star architect **Rem Koolhaas**'s new $48.2 million student center for the Mies-designed Illinois Institute of Technology campus actually sits under the city's elevated transit tracks—encircled overhead by a giant, 530-foot-long steel tube. ITT also has some brand-new dorms by **Helmut Jahn.** Meanwhile **Frank Gehry** is building a $50 million band shell in the new Millennium Park: steel shingles on the outside, nicely acoustic Douglas fir within.

We haven't mentioned yet the $681 million (yep, that's right) redo of venerable Soldier Field by **Wood + Zapata** of Boston. Detractors are already calling it "the monstrosity of the Midway." We say, take the buildings and run with 'em.

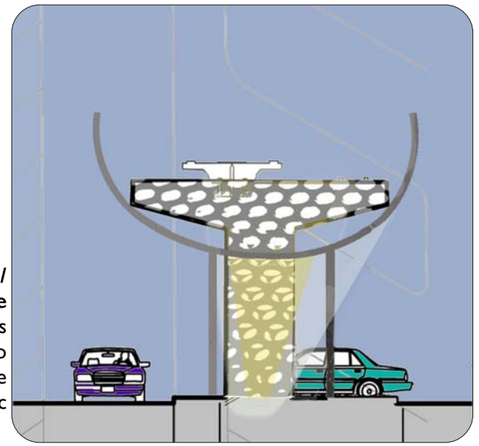
Enclosure of transit system at IIT campus provides precedent for BART mitigation. *Newsweek*, October 2003.



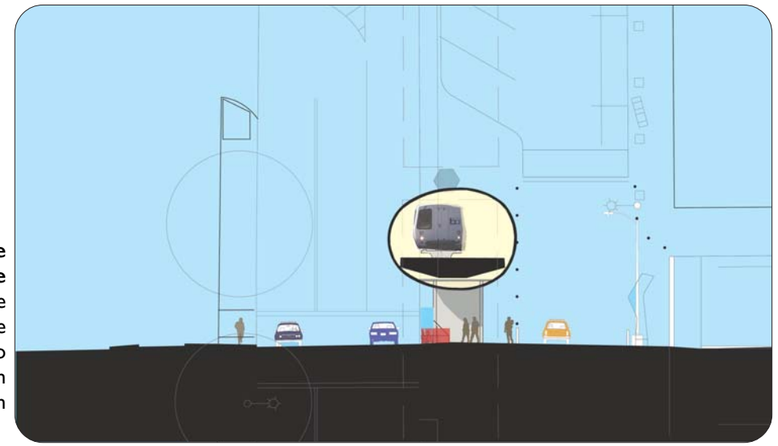
7th St. between Willow and Campbell



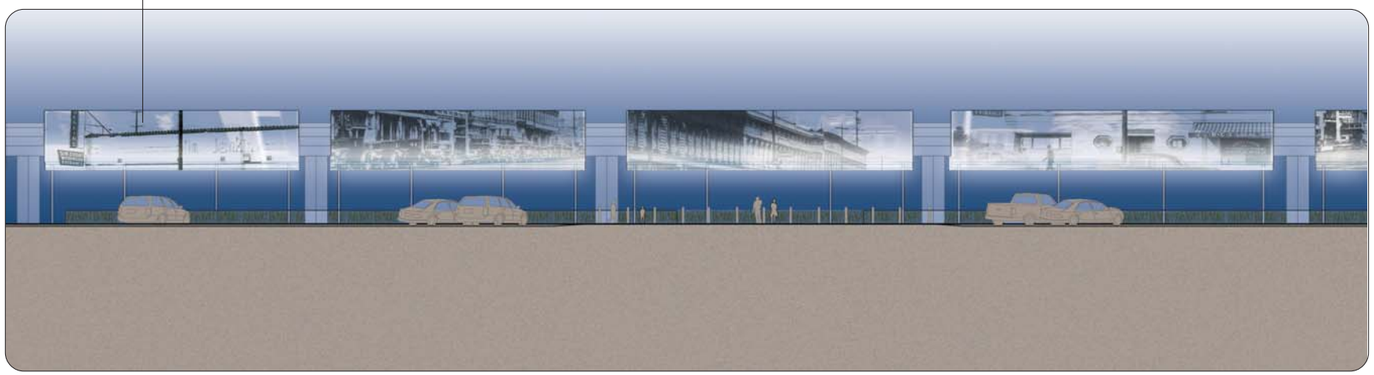
2. Metal Plating
Metal is punched, rolled, and cut to create visual interest and reinforce BART's architecture.

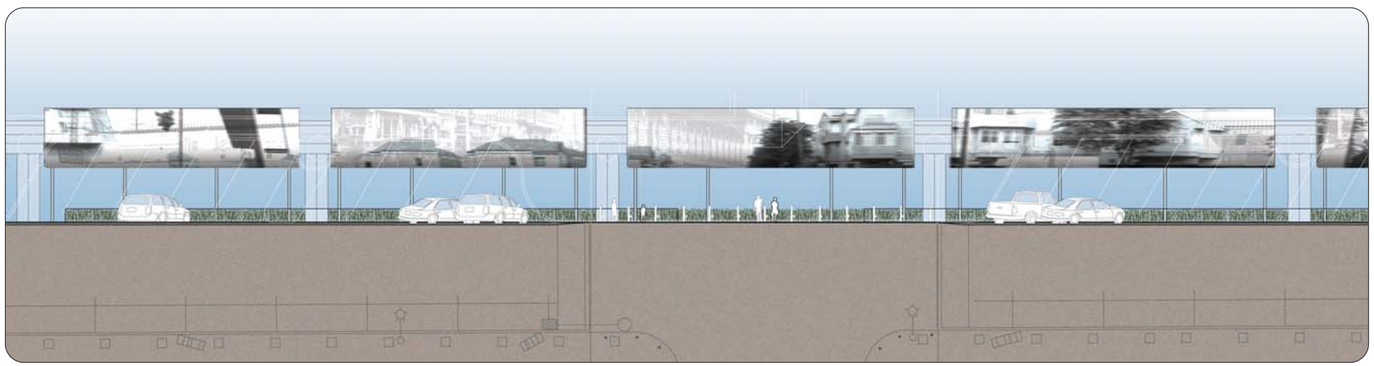


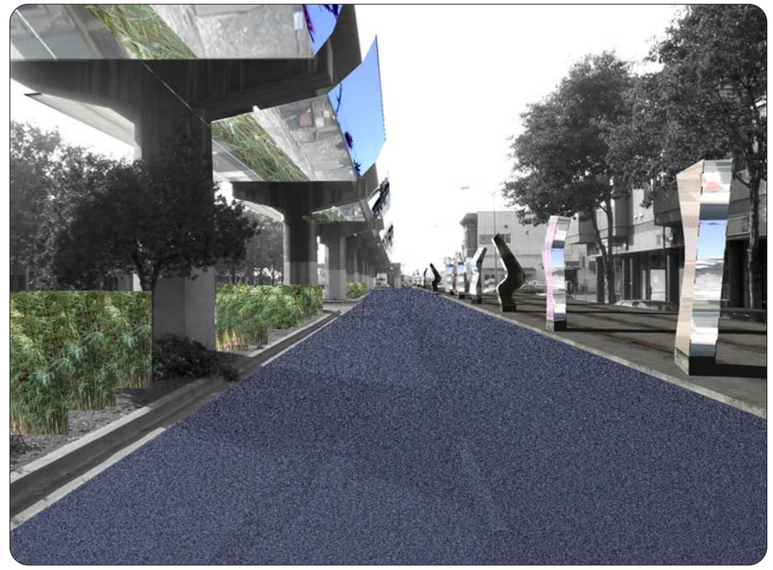
3. Noise Wall/ Reflective Surface
Acoustical baffles create a new wall to the street and provide a surface for historic interpretation.



4. Complete Noise Enclosure
Acoustic structure mitigates for noise and contributes to quality of pedestrian experience on Seventh Street.







Looking west along local street - historic district

SITE FURNISHINGS

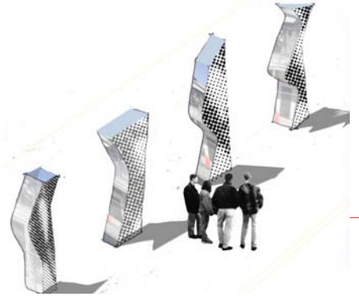
Light furnishings on Seventh Street play an important role in enhancing safety and quality of the pedestrian environment.

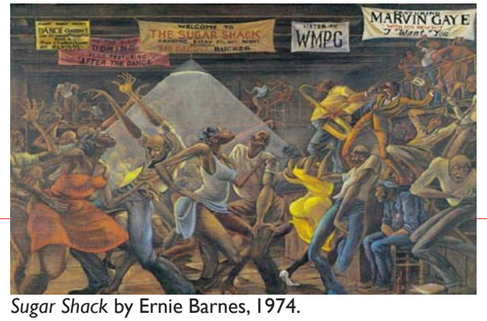
Dancing Lights in each of the districts of Seventh Street pay homage to Seventh Street's blues and jazz heritage. Images as pixels emerge from water jet perforated steel structures of the Dancing Lights. Reflective aluminum panels complete the structures.

Historic lights illuminate the pedestrian areas of the historic district.

Augusta lights, oriented to the pedestrian realm in each of the other districts, add a layer of present-day sensibility to the space's rich history.

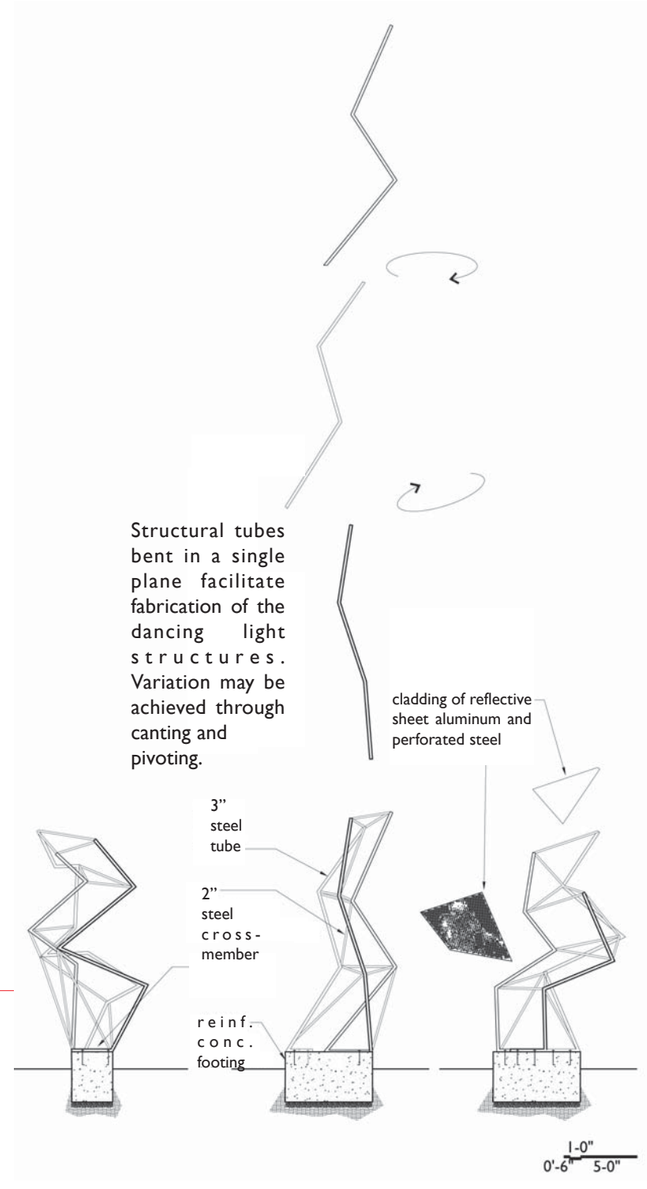
The overall lighting strategy for Seventh Street will be developed in cooperation with City of Oakland energy and electrical engineers. The lighting philosophy for Seventh Street is one of balancing energy stewardship and a desire to return quality to the pedestrian environment. Each lighting element will be considered strategically in order to reach this balance. For example, each dancing light structure will employ LED lighting technology to create a glowing light effect. LEDs offer an opportunity for long-lived lighting elements with minimal maintenance. In addition, each structure includes an opaque top panel to meet concerns for dark skies in Oakland.



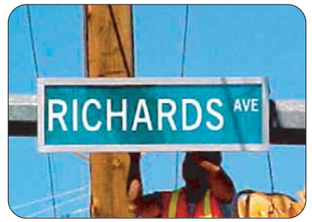


Sugar Shack by Ernie Barnes, 1974.
Dancing figures inform gestures of dancing lights.

Historic images of Seventh Street emerge through panels of perforated steel.



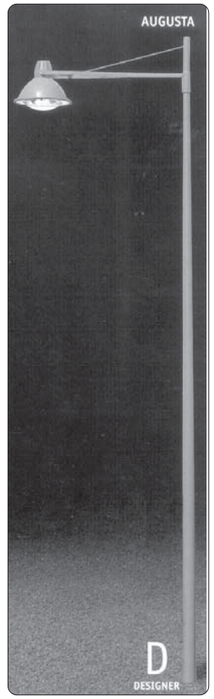
Mandela to Kirkham: North Elevation



LED street signs are an energy efficient, low maintenance, subtle yet unambiguous way to make Seventh Street more navigable, welcoming and recognizeable. Electrical maintenance requirements are eliminated by using LED, according to AVVA Lighting. With LED there are no bulbs that need to be replaced, and the signs are coated with protective mar and UV resistance. The sign housing is around 3 cm thick and height can be as much as 91 cm. The lifetime of an LED sign is 30,000 hours with only 30% degredation factor.

DANCING LIGHT

HISTORIC PEDESTRIAN LIGHT



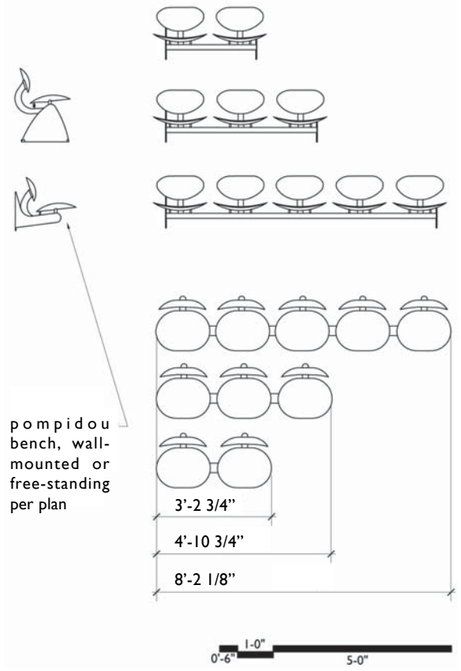
AUGUSTA PEDESTRIAN LIGHT

LED STREET SIGN

SITE FURNISHINGS

Within the framework of the Seventh Street design concept, many opportunities exist for making art an integral part of the street landscape. This includes the Blues Walk of Fame, which is already in progress. Other potential locations for art include the roundabout at Wood Street, sidewalks throughout Seventh Street, and the edges of the Post Office right-of-way.

BLUES WALK OF FAME



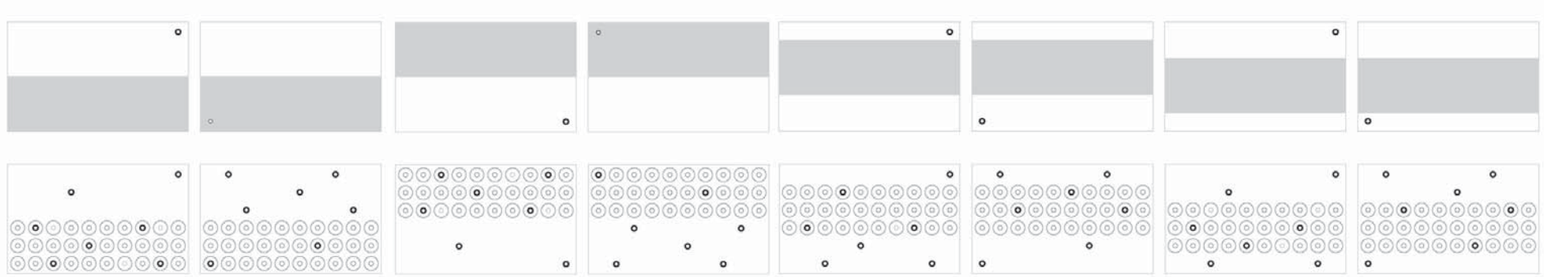
POMPIDOU BENCH

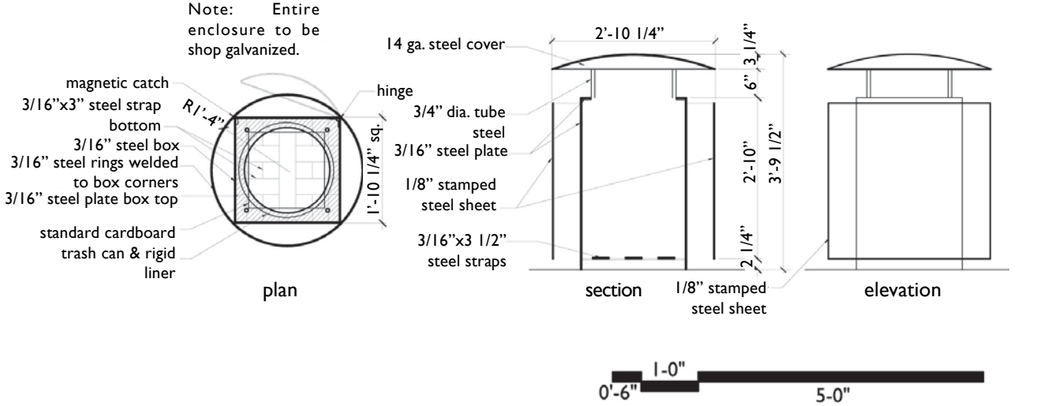
Benches are placed according to present and anticipated uses. This layer of composition includes seating in expanded pedestrian areas along the new local street, the civic space in front of the post office, bus shelters, and the new pedestrian mall at the BART station. The modular seating concept allows configurations of 2, 3, and 5 seats.

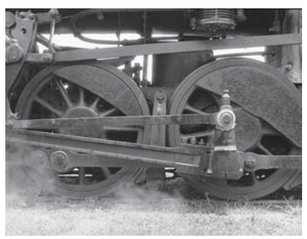
Bollards protect pedestrians at local street intersections and expanded pedestrian areas. These furnishings allow foot and wheel traffic to coexist safely while reinforcing pedestrian priority on Seventh Street.

CABESTAN BOLLARD

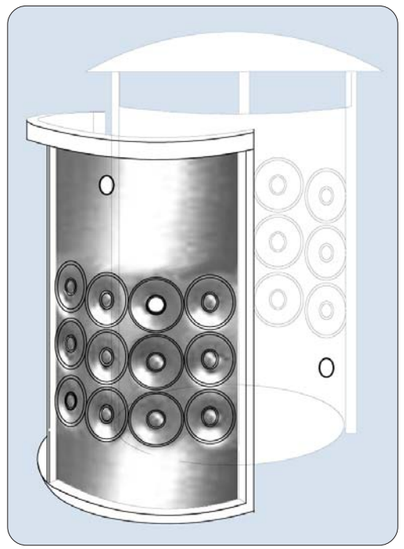
Trash receptacles contribute to a workable pedestrian experience. This furnishing employs a simple steel fabrication method which may be easily used by a local shop. Stamped steel forms of the receptacles recall industrial and transportation forms of Seventh Street's history. Variation may be achieved through changes in orientation and postitioning of a single stamping set up.



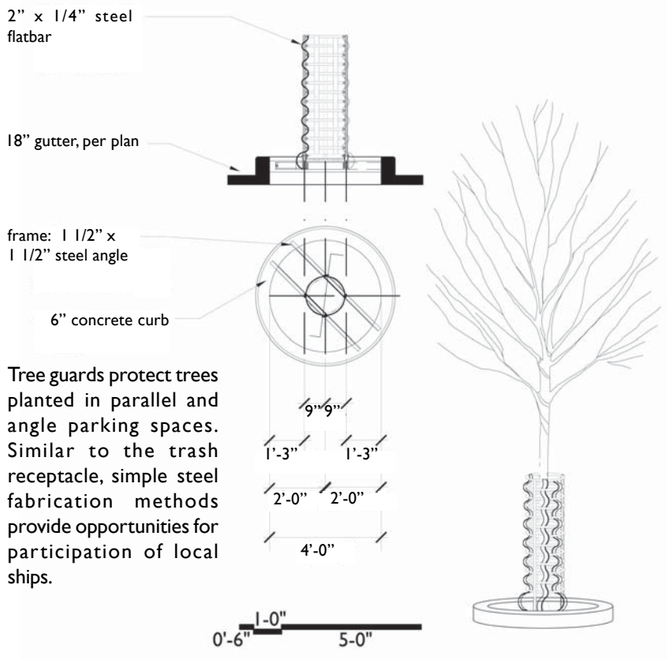




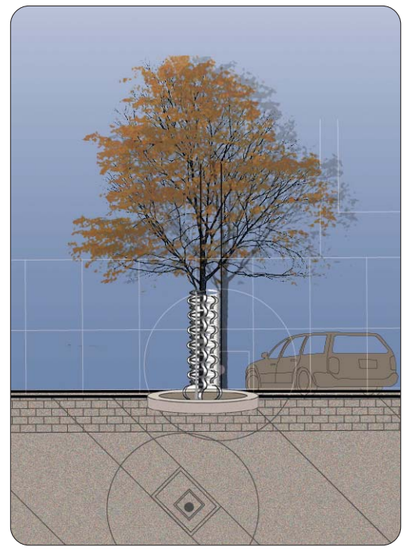
Trash receptacles reference Seventh Street's railroad history.



TRASH RECEPTACLE

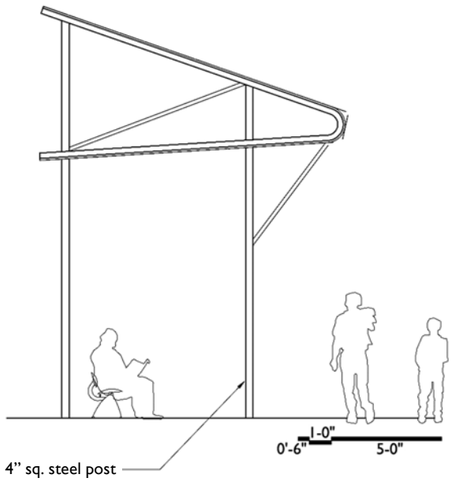


Tree guards protect trees planted in parallel and angle parking spaces. Similar to the trash receptacle, simple steel fabrication methods provide opportunities for participation of local ships.

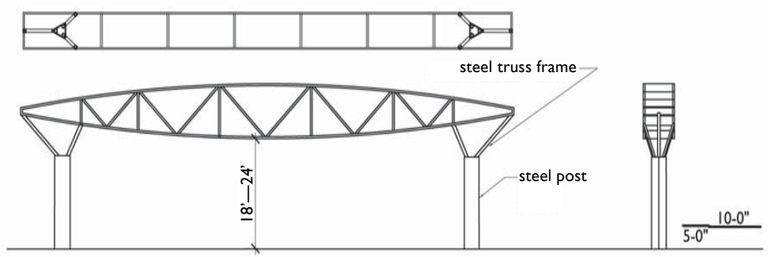


TREE GUARD

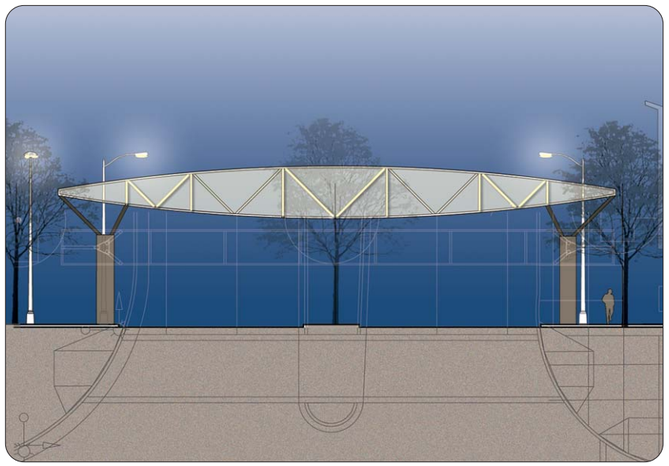
SITE FURNISHINGS



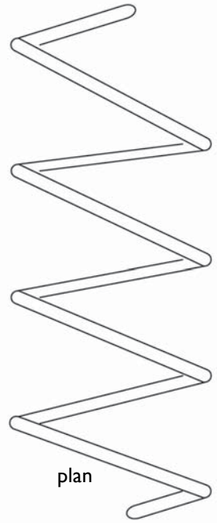
A canopy structure at the bus stop near the West Oakland BART station provides shelter and gathering spaces for people using all modes of transportation. The structure features three different types of panels arranged in a pattern similar to sheet music. Steel panels with laser-cut text identify Seventh Street. Translucent colored acrylic panels provide rain protection. Perforated steel panels complete the rhythmic composition. Layering of these three types of panels creates varied patterns of light and shadow below.

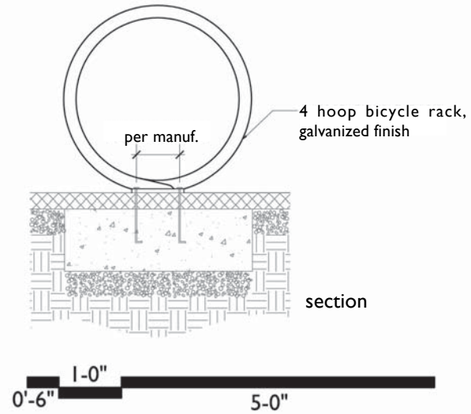


The Seventh Street gateway near Union Street serves as the eastern punctuation of this corridor and complements the roundabout at the street's western extent. The gateway also presents a potential opportunity for work with artists. The wide sidewalks in front of the Mandela Gateway Housing Development and the Crucible are other potential locations for art. As an anchoring component of the mixed-use district, The Crucible also presents opportunities for collaborating with local artists and artisans.

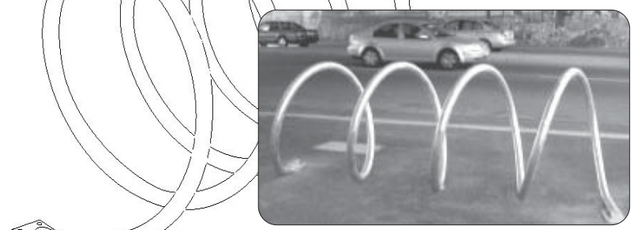


GATEWAY STRUCTURE

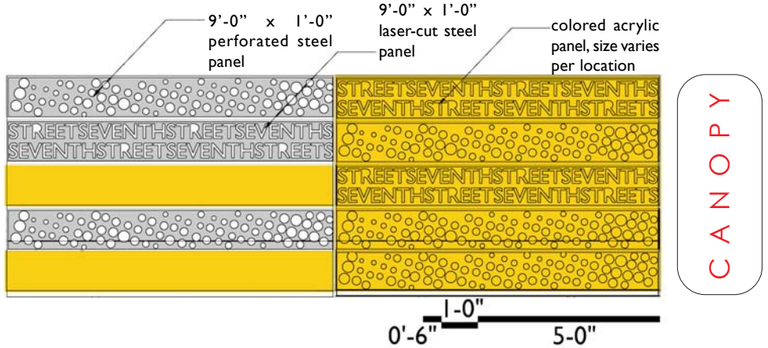




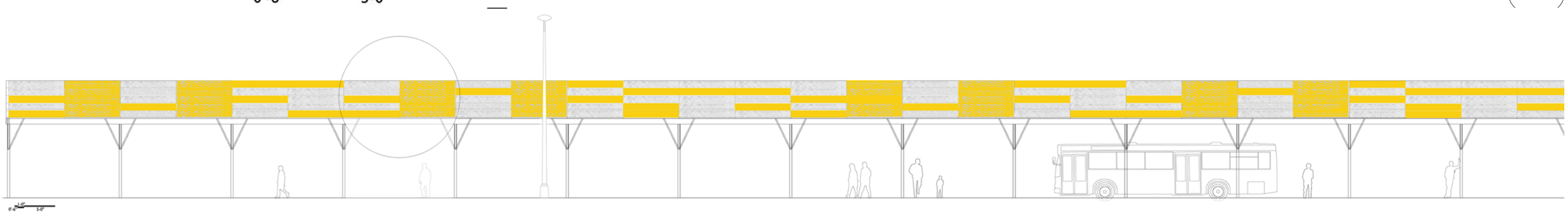
Bike racks at the BART station allow for easy transition between modes of transportation. Placed along the length of the project area, they also allow bicyclists to shop and linger.

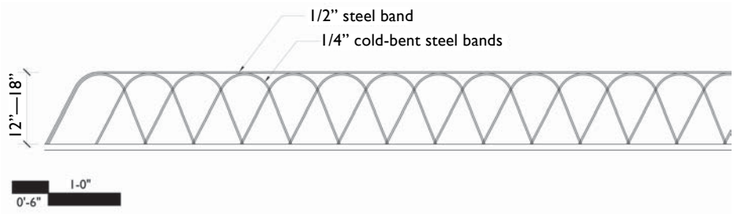


BIKE RACK



CANOPY



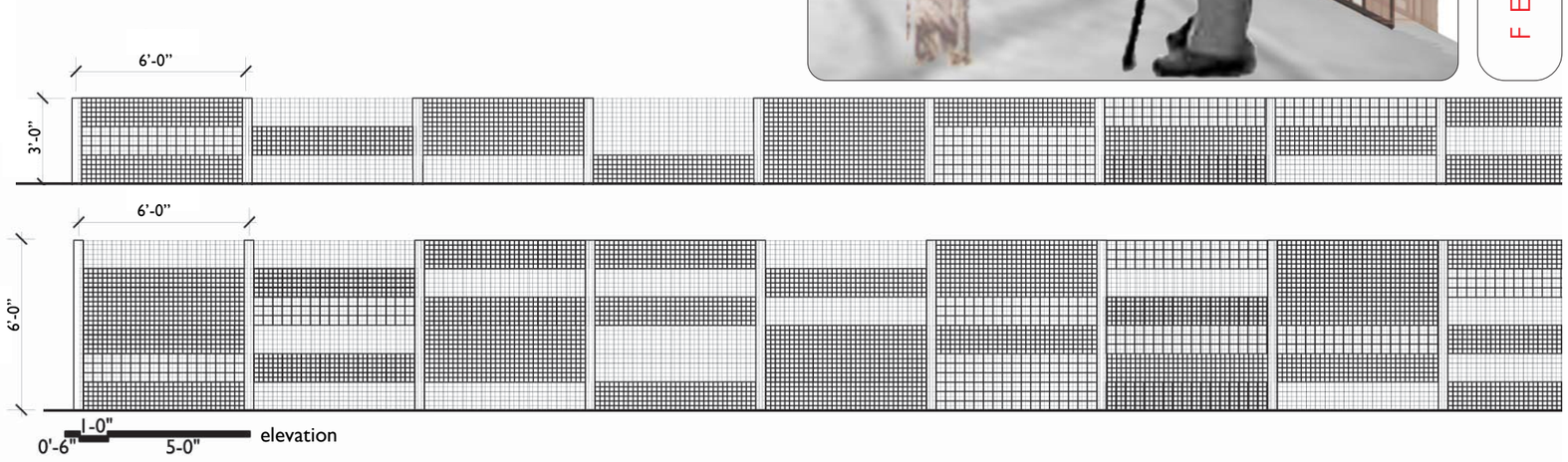


A steel edge marks the perimeter of each planting area under the BART tracks and each median planting area. Besides providing clean edges and a clear direction for strategic maintenance, the steel edge adds a level of fine-scale detail to the pedestrian environment.

LANDSCAPE EDGE

Fences provide screened linear definition along Seventh Street. Similar to other furnishings on the street, the fences demonstrate variety through simple construction methods. I-beams are used as posts to achieve depth of texture. Two sizes of welded wire mesh panels are fastened to each flange of the I-beams and layered in an interlocking twill pattern.

FENCE



PROJECT SUMMARY