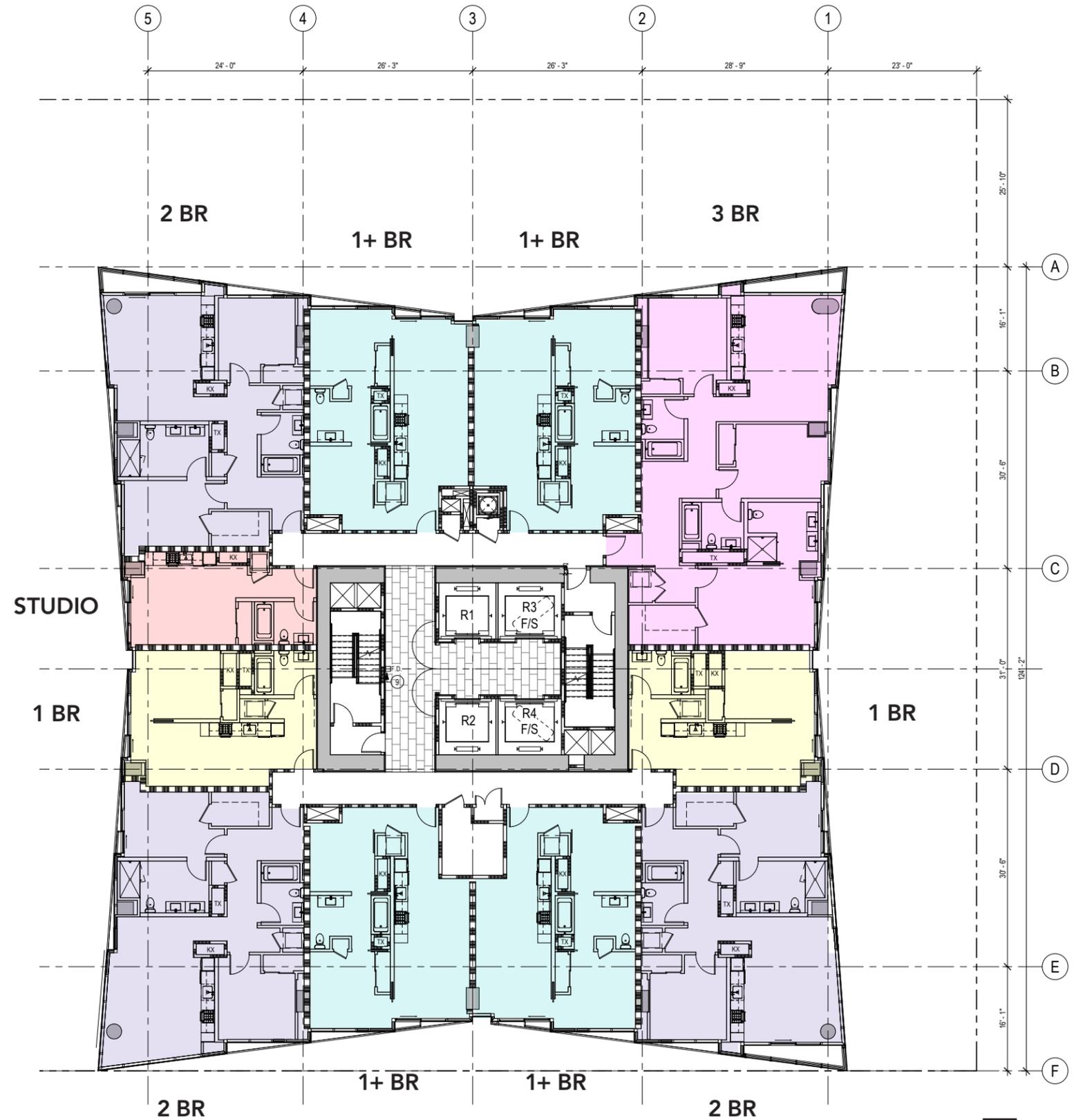


LEVEL 20-26 PLAN

APARTMENT-MID



LEGEND & UNIT MIX

APARTMENT LEVEL		ST.	1 BR	1+ BR	2 BR	3BR	Totals	
LOW	8-19	COUNT	24	24	48	48	0	144
		AVG SIZE (SF)	406	587	784	1166	0	816
MID	20-26	COUNT	7	14	28	21	7	77
		AVG SIZE (SF)	415	602	795	1161	1667	904
HIGH	27-33	COUNT	0	14	28	21	7	70
		AVG SIZE (SF)	0	598	807	1234	1632	976
PENTHOUSE	34-35	COUNT	0	2	6	8	0	16
		AVG SIZE (SF)	0	743	801	1519	0	1153
TOTAL		COUNT	31	54	110	98	14	307
		AVG SIZE (SF)	408	600	794	1208	1650	892

LEVEL 27-33 PLAN

APARTMENT-HIGH



LEGEND & UNIT MIX

APARTMENT LEVEL		ST.	1 BR	1+ BR	2 BR	3BR	Totals	
LOW	8-19	COUNT	24	24	48	48	0	144
		AVG SIZE (SF)	406	587	784	1166	0	816
MID	20-26	COUNT	7	14	28	21	7	77
		AVG SIZE (SF)	415	602	795	1161	1667	904
HIGH	27-33	COUNT	0	14	28	21	7	70
		AVG SIZE (SF)	0	598	807	1234	1632	976
PENTHOUSE	34-35	COUNT	0	2	6	8	0	16
		AVG SIZE (SF)	0	743	801	1519	0	1153
TOTAL		COUNT	31	54	110	98	14	307
		AVG SIZE (SF)	408	600	794	1208	1650	892

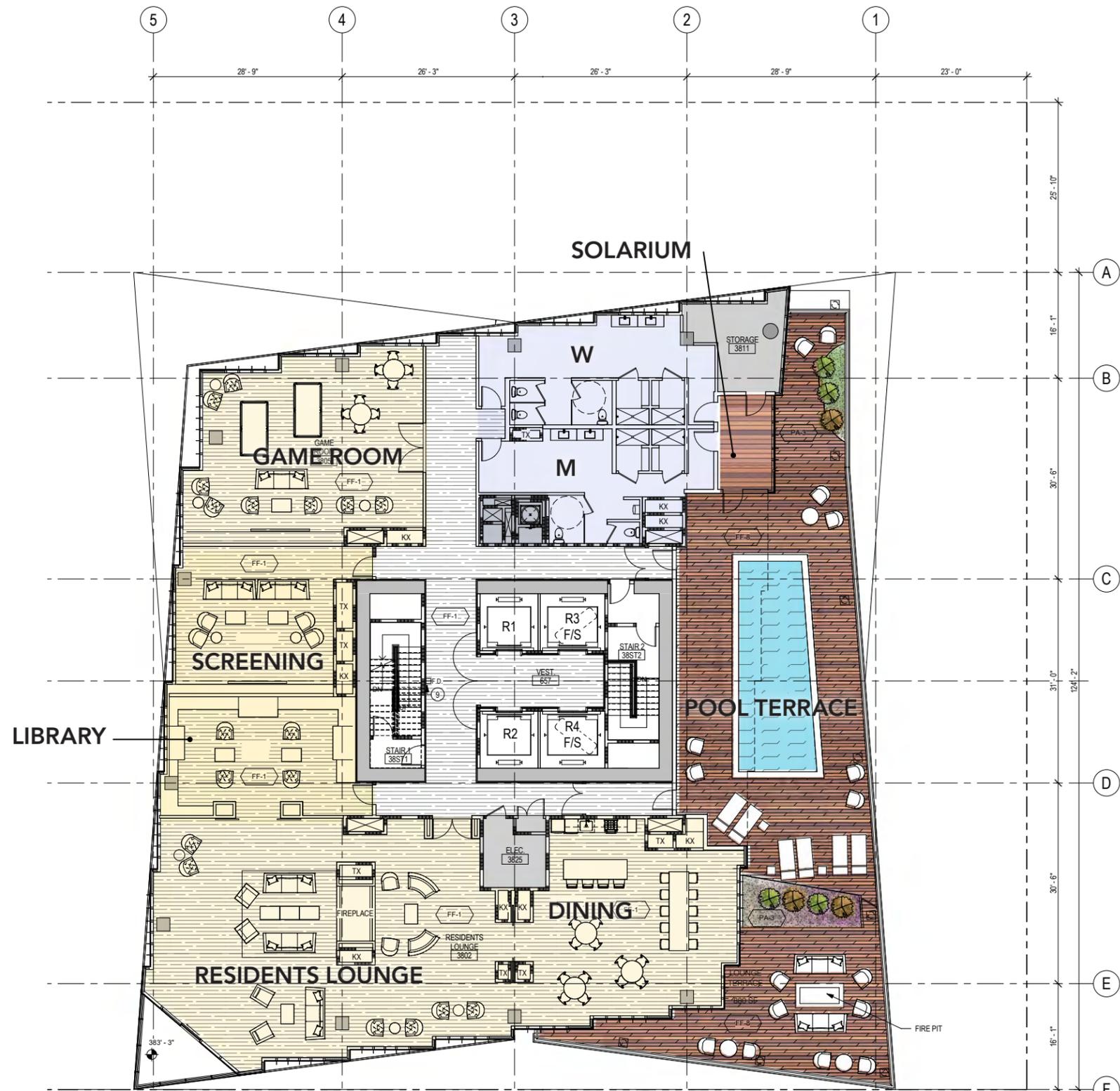
LEVEL 36 PLAN AMENITY

RESIDENT'S LOUNGE
DINING
GAME ROOM
LIBRARY
SCREENING ROOM
POOL TERRACE

PLANTING KEY

-  PERENNIAL DROUGHT TOLERANT GRASSES, TURF, ROSEMARINUS OFFICINALIS
-  BLOODGOOD JAPANESE MAPLE

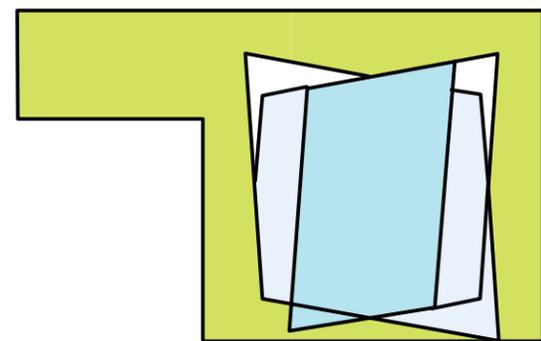
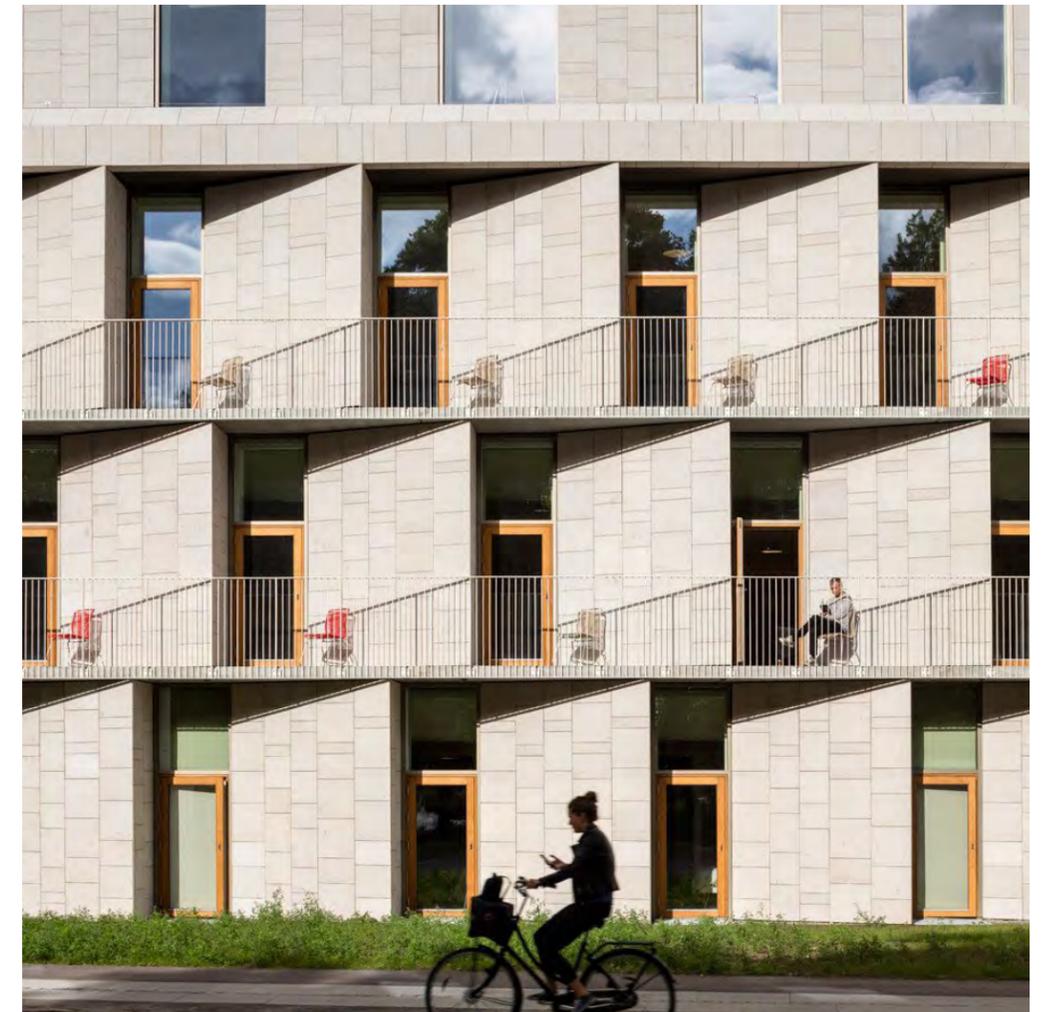
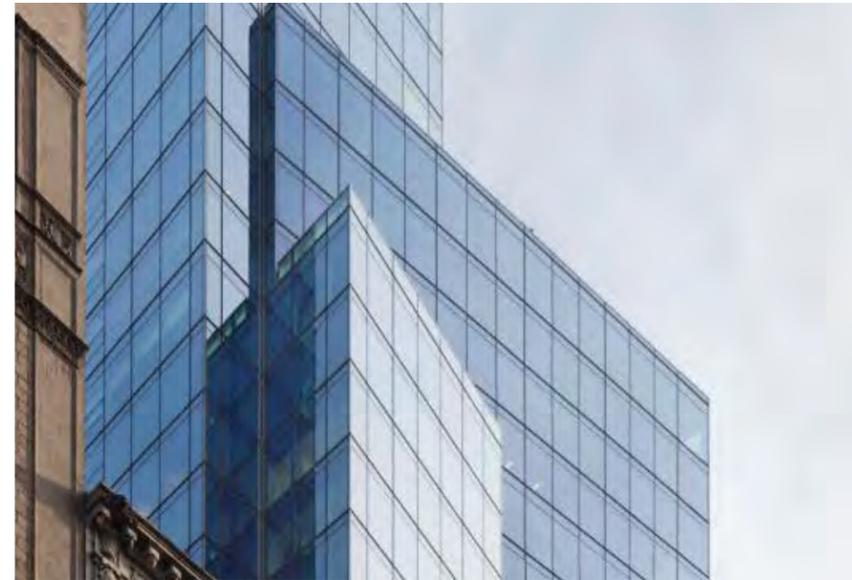
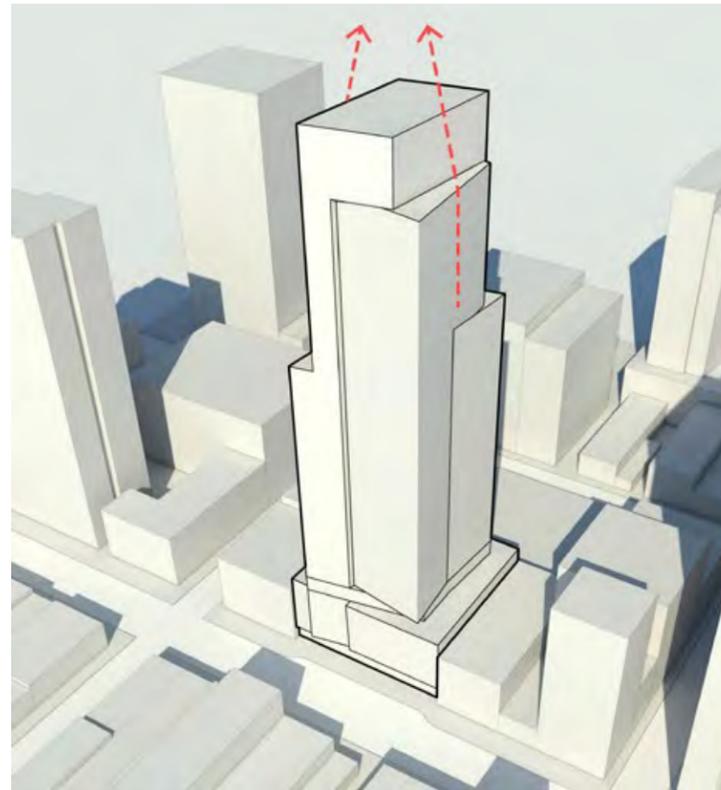
COMMON OPEN SPACE LEVEL 2	= 3,155 SF
COMMON OPEN SPACE LEVEL 8	= 9,060 SF
COMMON OPEN SPACE LEVEL 38	= 2,985 SF
TOTAL COMMON OPEN SPACE	= 15,200 SF
PRIVATE OPEN SPACE LEVEL 26	= 309 SF
PRIVATE OPEN SPACE LEVEL 36	= 754 SF
PRIVATE OPEN SPACE LEVEL 37	= 115 SF
TOTAL PRIVATE OPEN SPACE	= 1,178 SF
TOTAL OPEN SPACE	= 16,378 SF



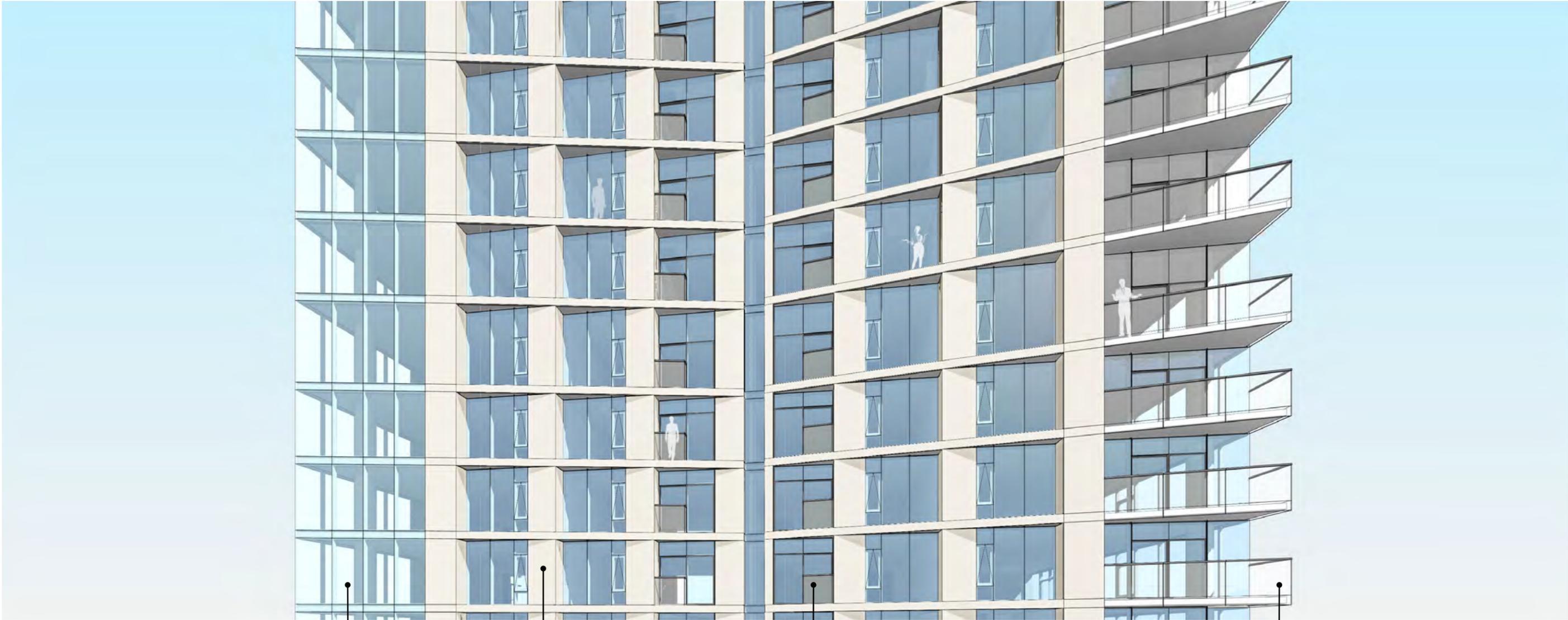
0' 5' 10' 15'



FACADE CONCEPT



TOWER FACADE



UNITIZED WINDOW WALL



METAL PANEL

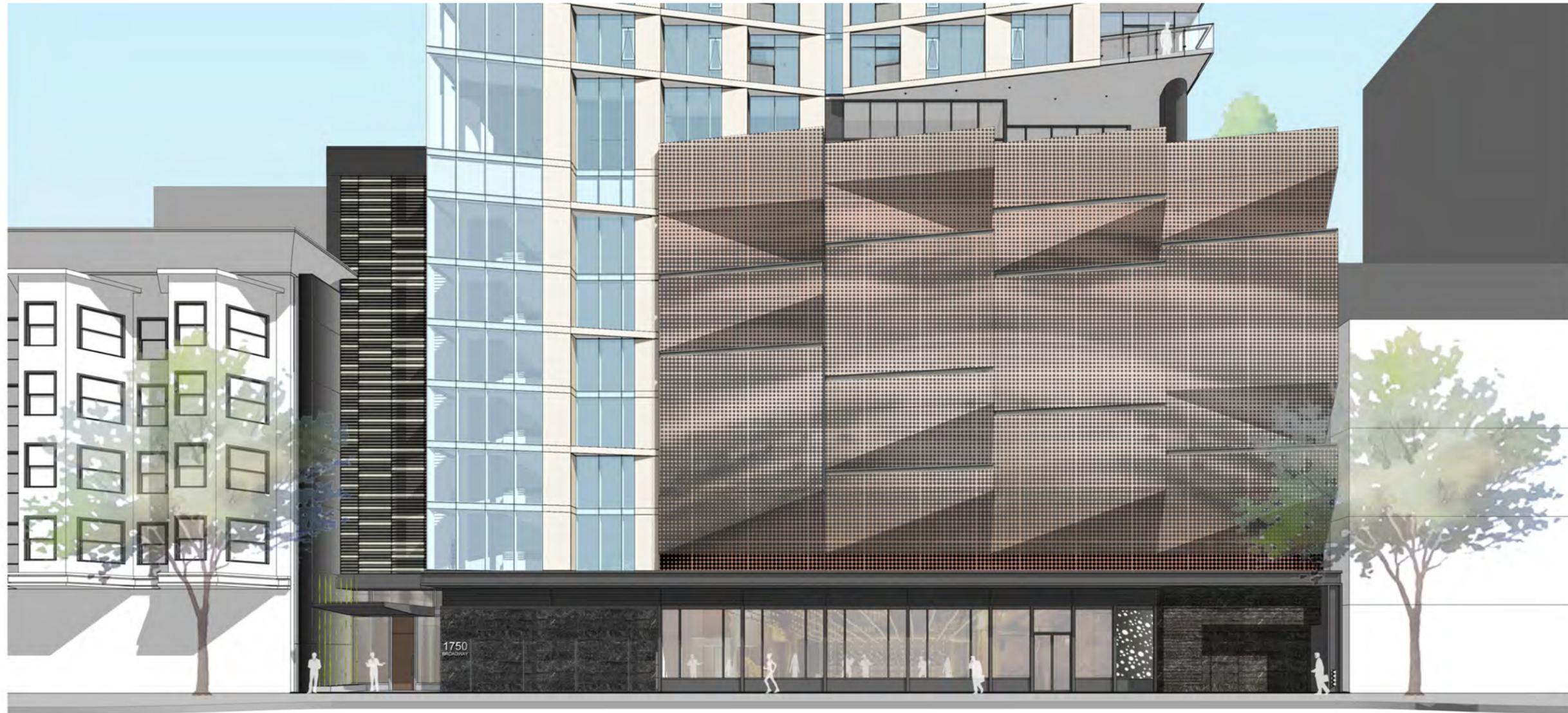


JULIET BALCONY

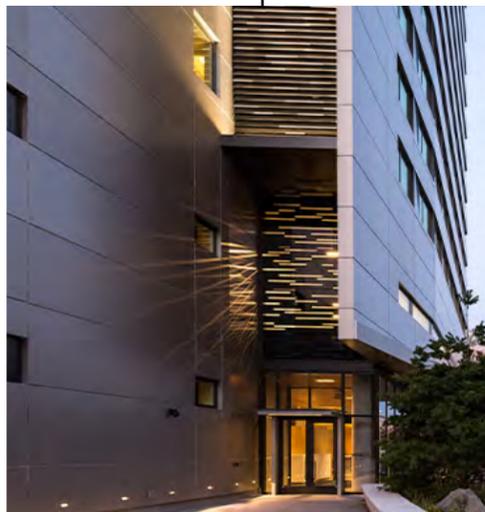
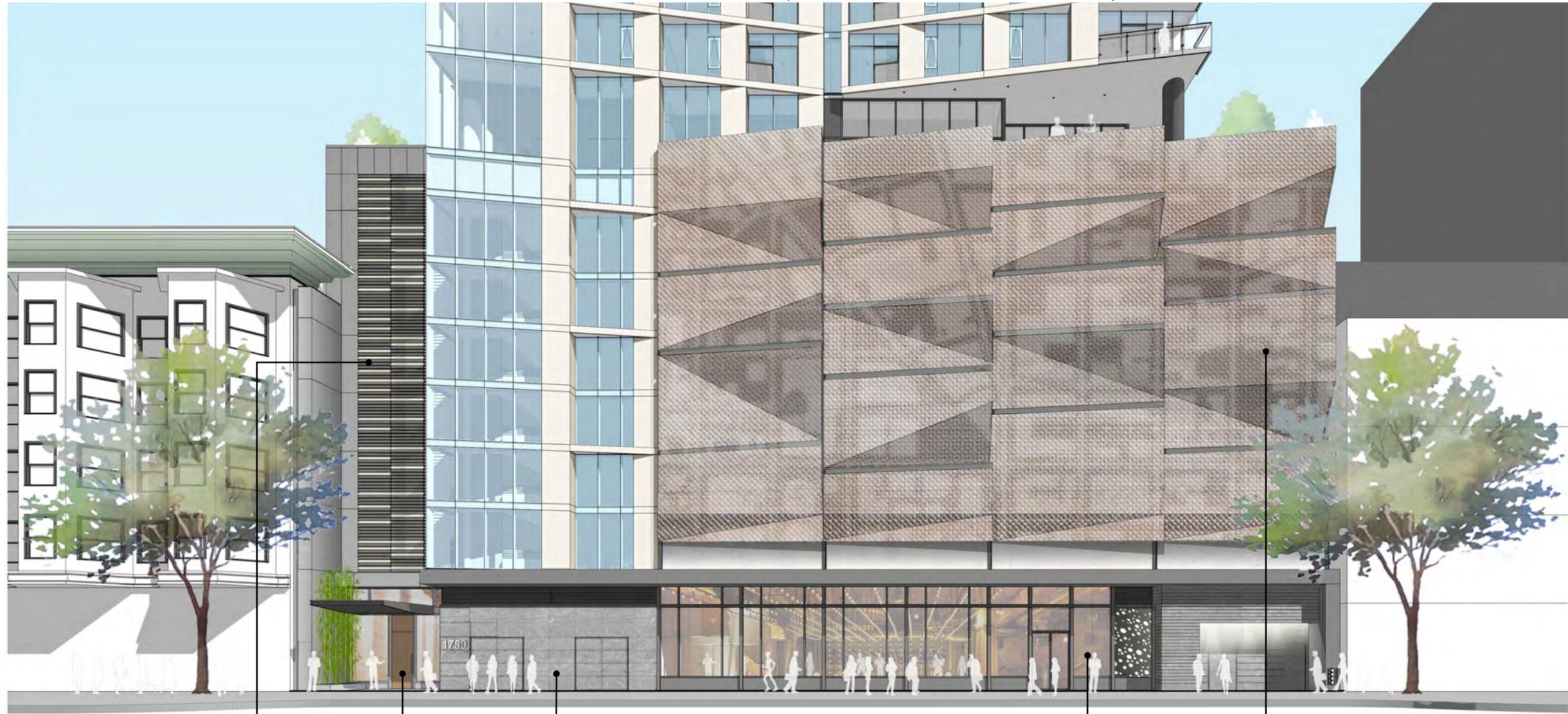


CORNER BALCONY

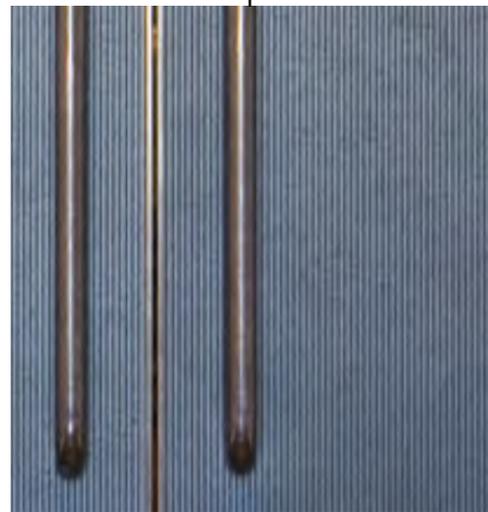
PODIUM FACADE - ORIGINAL DESIGN (Jan 5th for Staff Review)



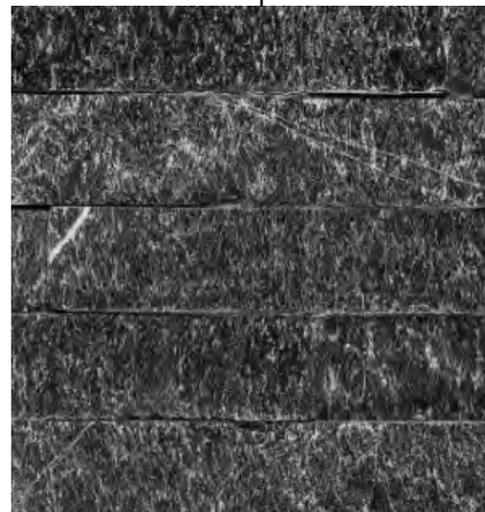
PODIUM FACADE - ORIGINAL DESIGN (Jan 31st D.R.C.)



ARCHITECTURAL LOUVER



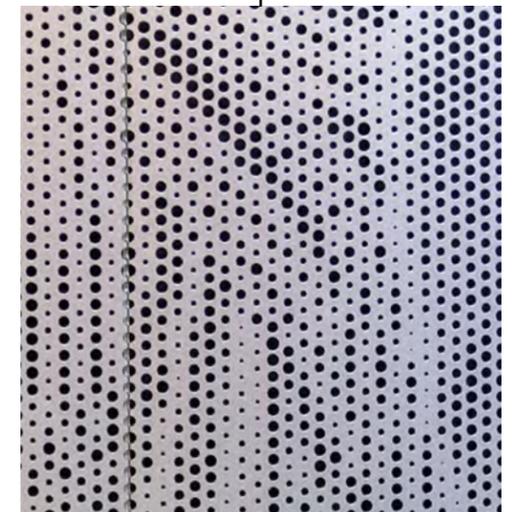
RESIDENCE LOBBY DOOR



TRANSFORMER ROOM CLADDING



RETAIL FACADE



GARAGE SCREEN

PODIUM FACADE - D.R.C. Revision Comments (01/31/2018)

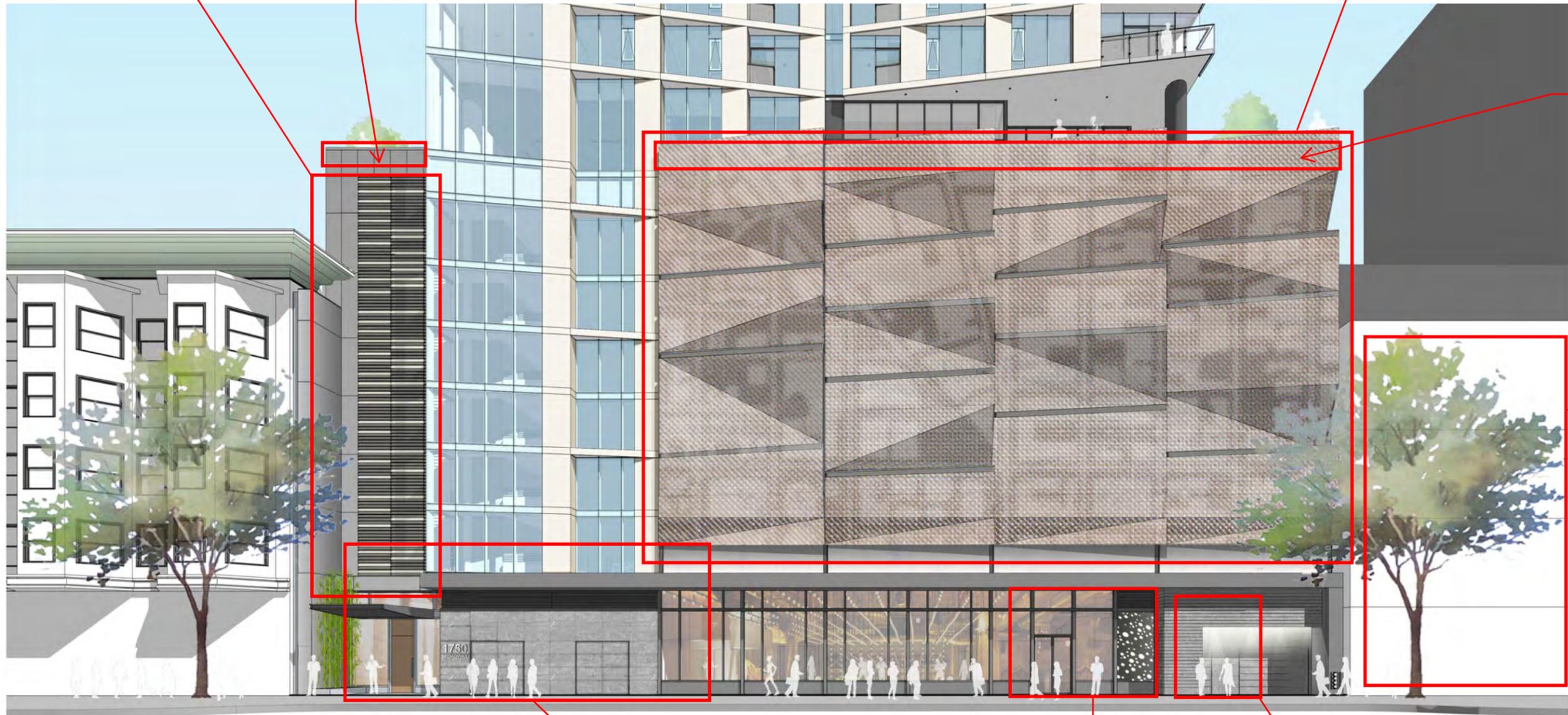
REVISE ELEMENT TO BE MORE COMPATIBLE WITH TOWER

INCREASE TRANSPARENCY OF RAILING AT LEVEL 8

REDUCE VISIBLE IMPACT OF SCREEN, THROUGH SIZE AND DESIGN THAT IS MORE COMPATIBLE TO BUILDING

INCREASE TRANSPARENCY OF RAILING AT LEVEL 8

SHOW FACADE DETAIL OF ADJACENT BUILDING



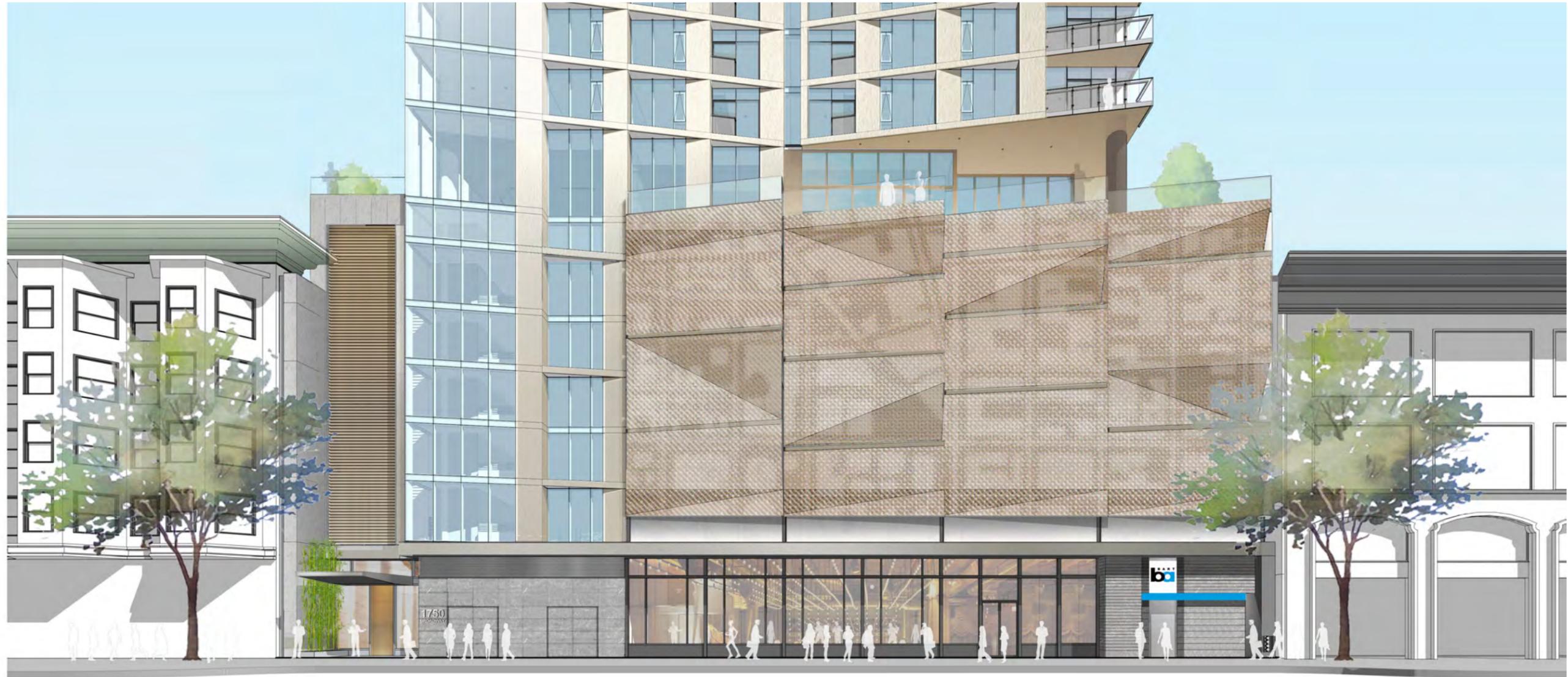
SIMPLIFY MATERIAL SELECTIONS

REVISE INCREASE GLAZING

CLEARLY MARK BART ELEVATOR

PODIUM FACADE - REVISED DESIGN - OPTION 1A

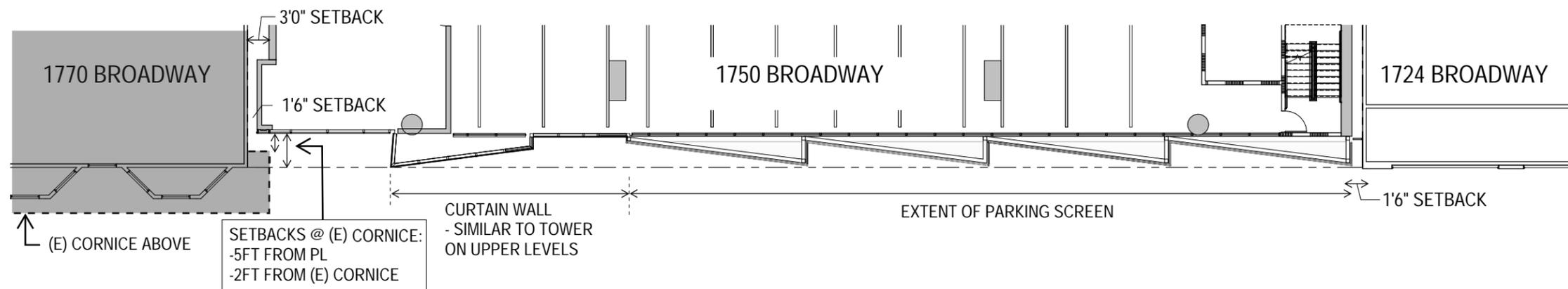
APPLICANT PROPOSES 3 OPTIONS;
APPLICANT RECOMMENDS OPTION 1C



RESIDENTIAL ENTRANCE ▲

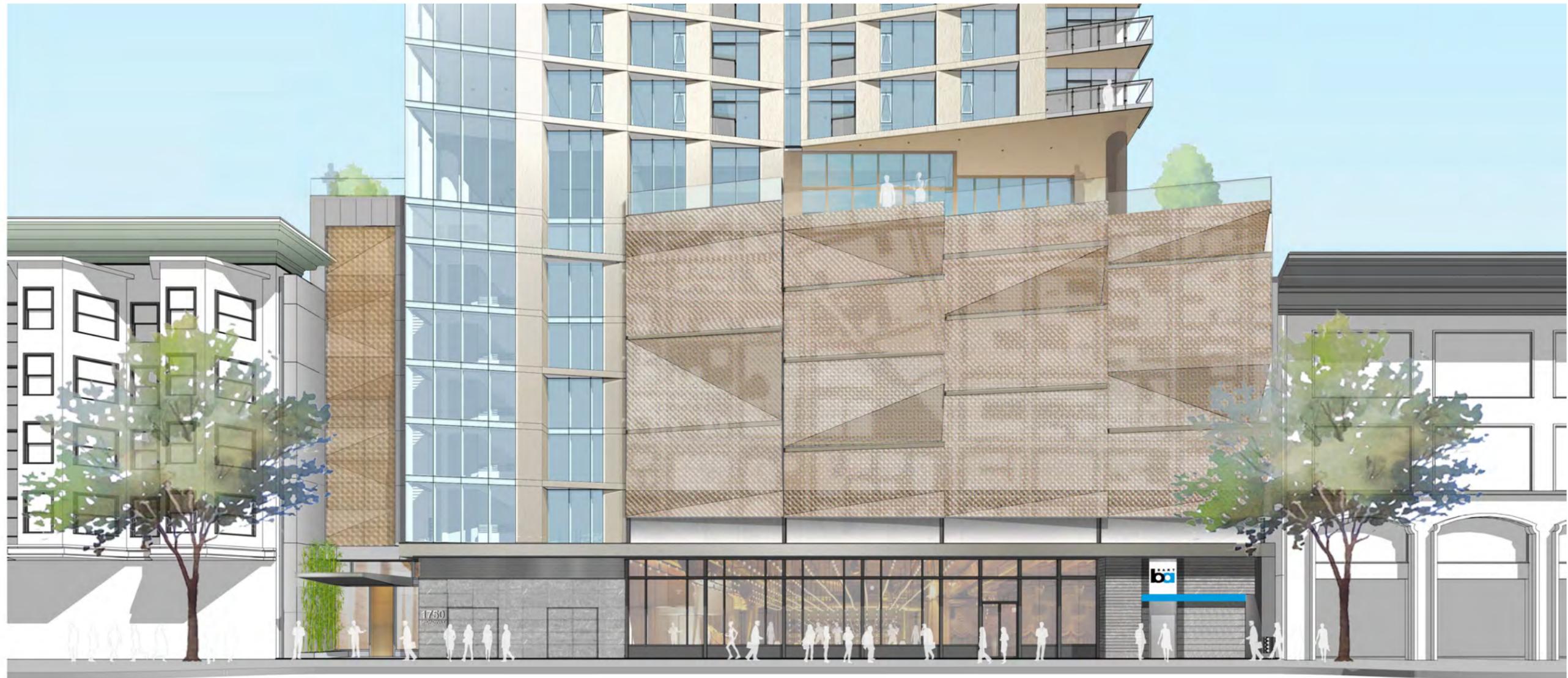
RETAIL ENTRANCE ▲

▲ BART ENTRANCE

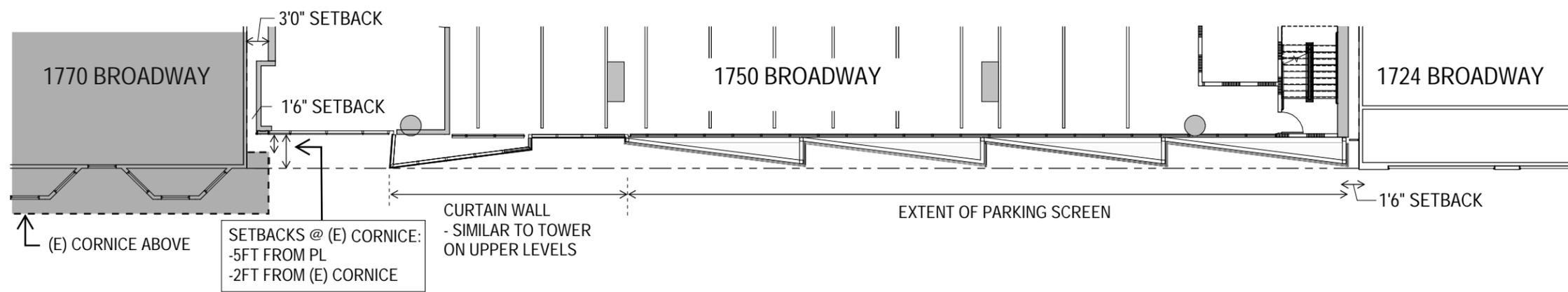


PODIUM FACADE - REVISED DESIGN - OPTION 1B

APPLICANT PROPOSES 3 OPTIONS;
APPLICANT RECOMMENDS OPTION 1C



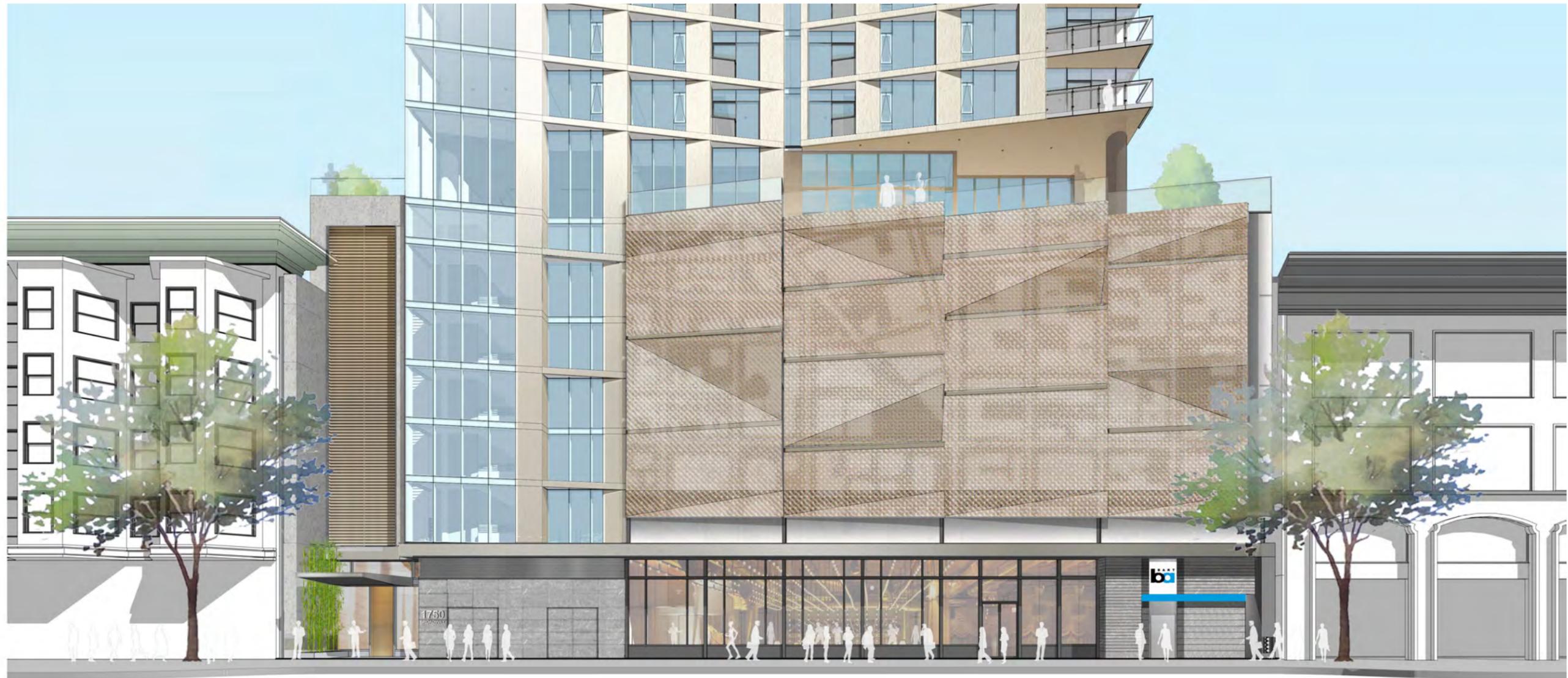
RESIDENTIAL ENTRANCE ▲ RETAIL ENTRANCE ▲ ▲ BART ENTRANCE



PODIUM FACADE - REVISED DESIGN - OPTION 1C*

*RECOMMENDED OPTION

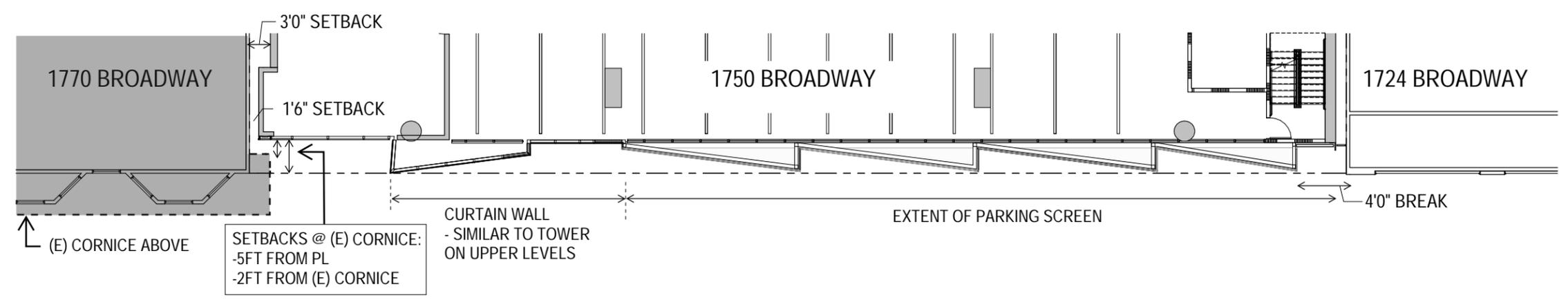
APPLICANT PROPOSES 3 OPTIONS;
APPLICANT RECOMMENDS OPTION 1C



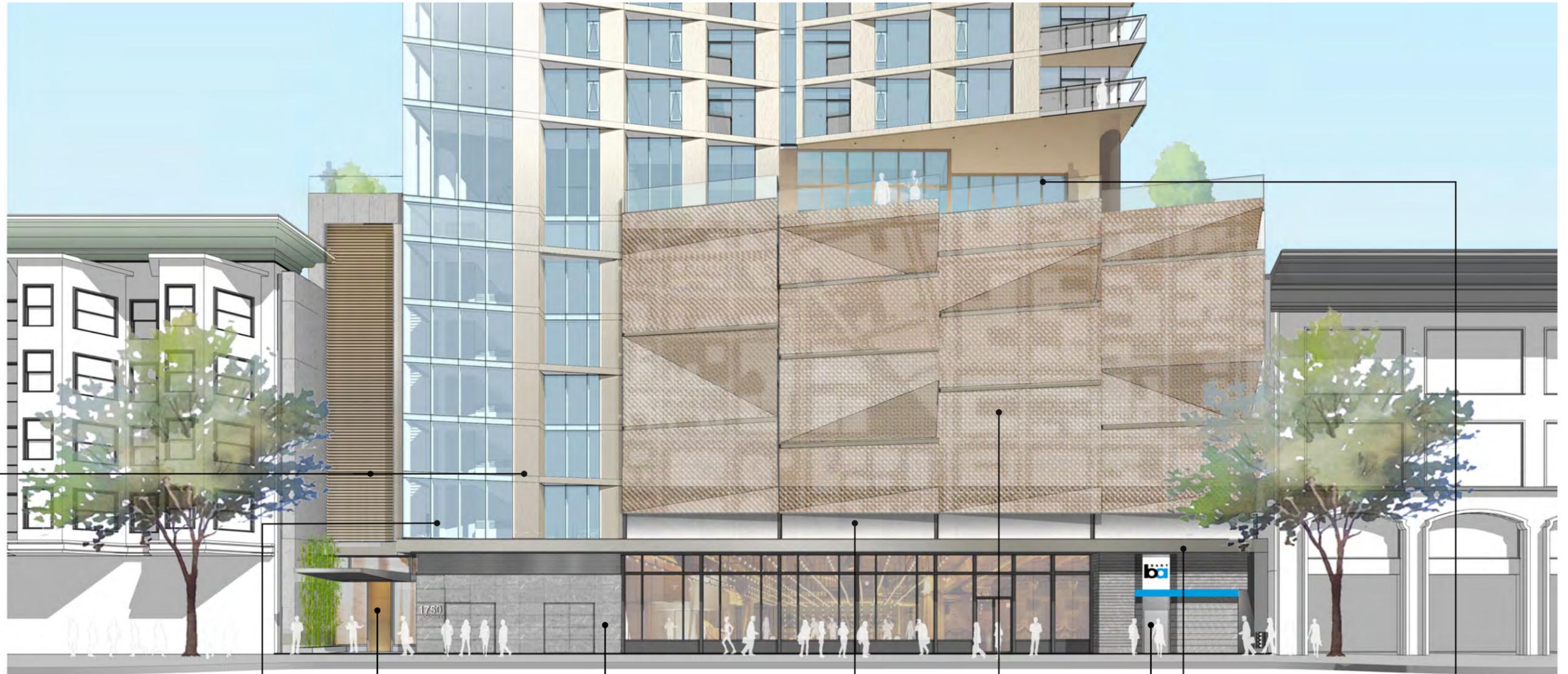
RESIDENTIAL ENTRANCE ▲

RETAIL ENTRANCE ▲

▲ BART ENTRANCE



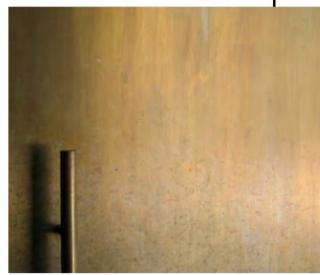
PODIUM FACADE - REVISED DESIGN - MATERIALS



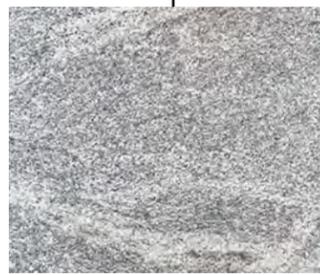
METAL CLADDING
IN CHAMPAGNE COLOR



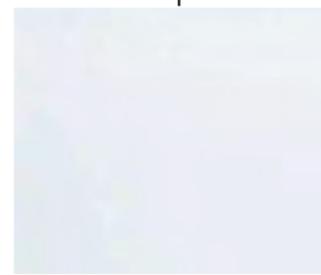
HIGH PERFORMANCE
GLAZING, IN LIGHT
COLOR



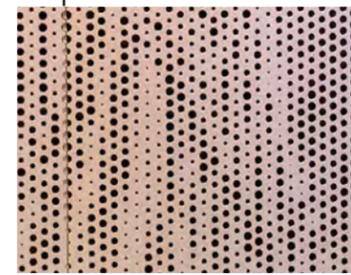
BONDED METAL DOOR,
IN LIGHT BRONZE
COLOR



GRANITE CLADDING,
FLAMED FINISH,
IN LIGHT GREY COLOR



BACK-PAINTED GLASS,
IN SILVER WHITE COLOR



PERFORATED ANODIZED
ALUMINUM SCREEN



BRUSHED STAINLESS
STEEL

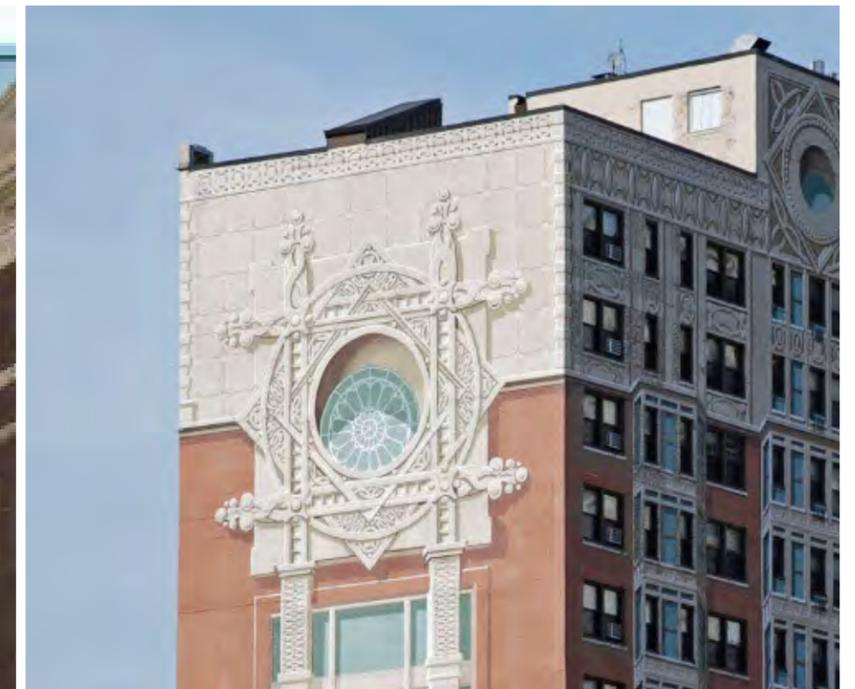
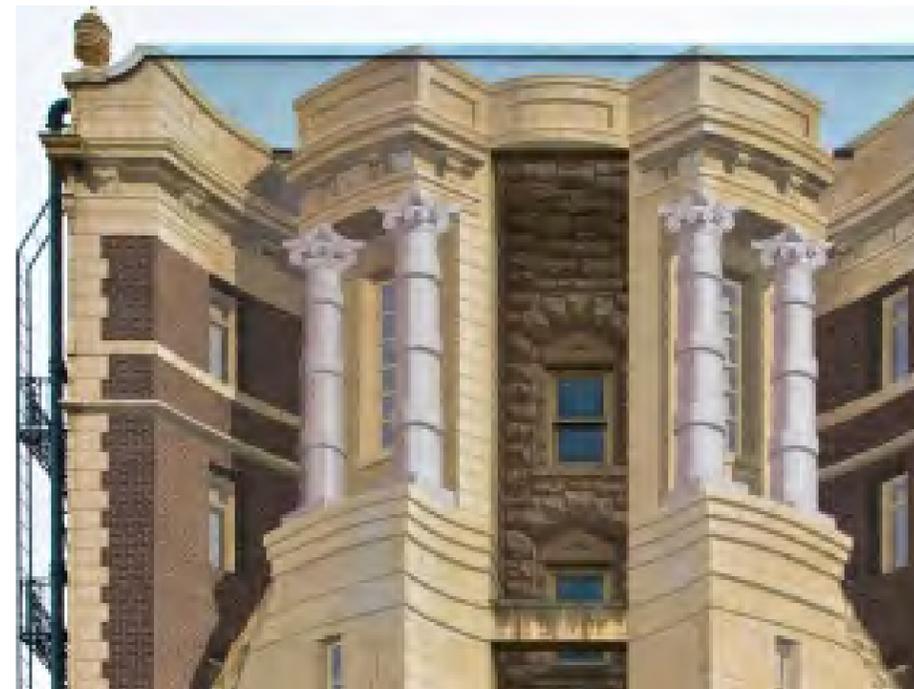
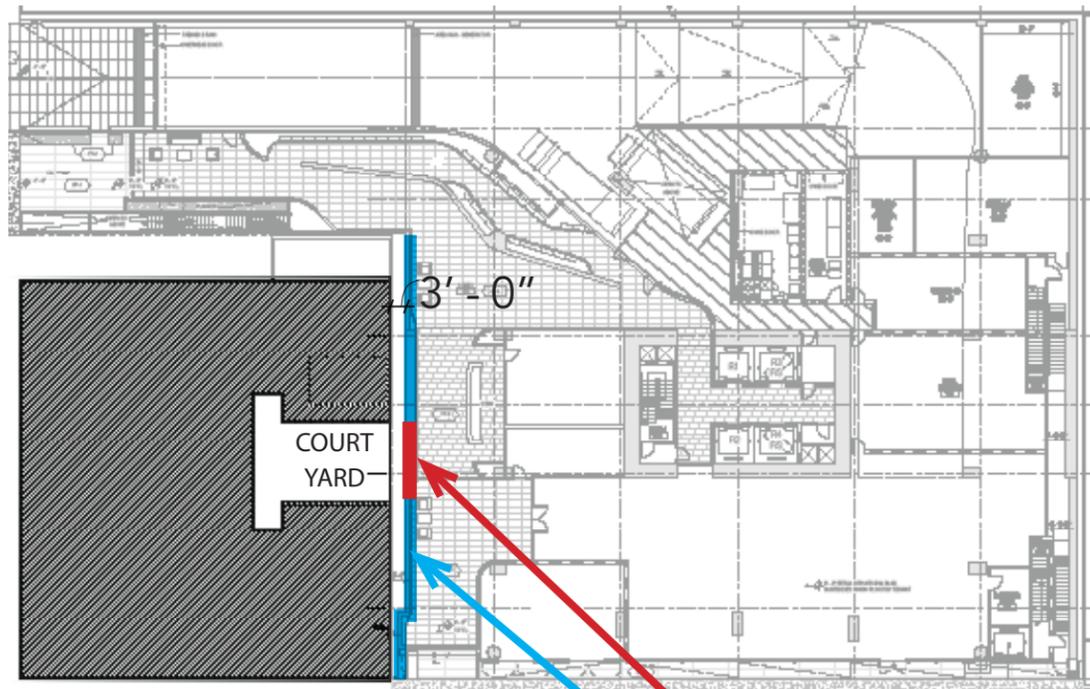


WINDOW WALL WITH
MULLIONS IN BRONZE COLOR

RESIDENTIAL NEIGHBOR

ADJACENT COURTYARD

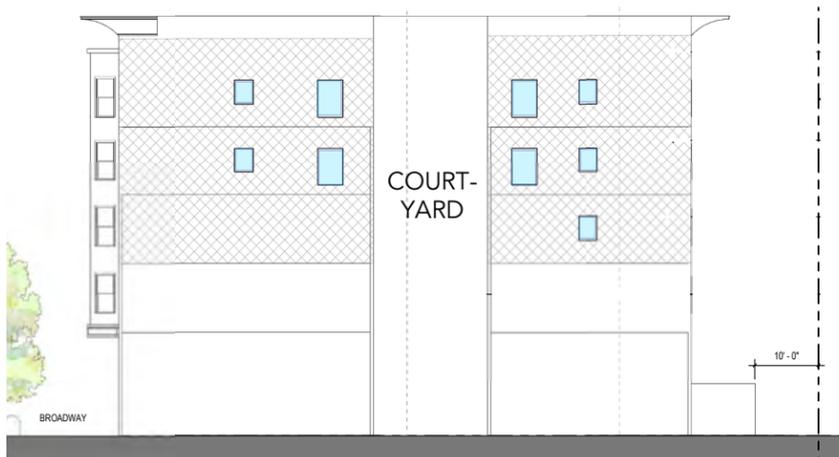
IMAGES BELOW ARE EXAMPLES ONLY OF TROMPE L'OEIL MURALS:
PROPOSAL TO BE DEVELOPED THROUGH PUBLIC ART OUTREACH



1770 BROADWAY PLAN

POTENTIAL TROMPE L'OEIL MURAL TO VISUALLY COMPLETE THE COURTYARD
PODIUM WALL TO BE SET BACK 3FT FROM PROPERTY LINE FOR AIR AND LIGHT

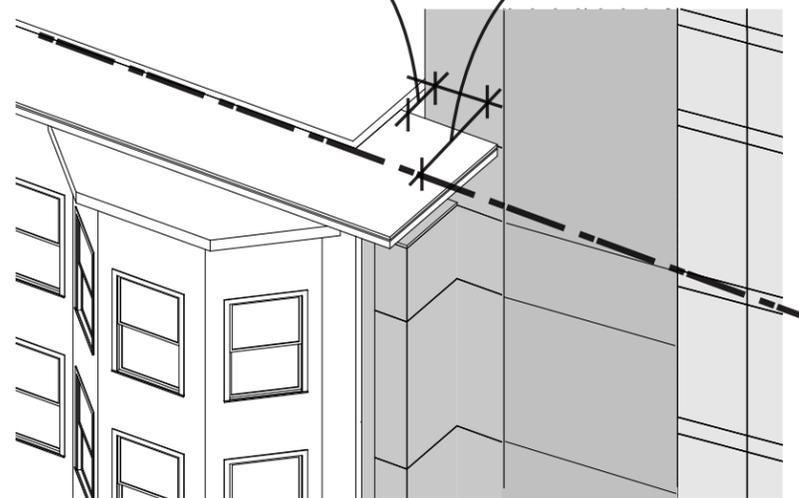
ADJACENT ELEVATION



1770 LOT LINE ELEVATION

2FT CLEARANCE FROM BACK OF ADJACENT (E) CORNICE TO FACE OF (N) BUILDING

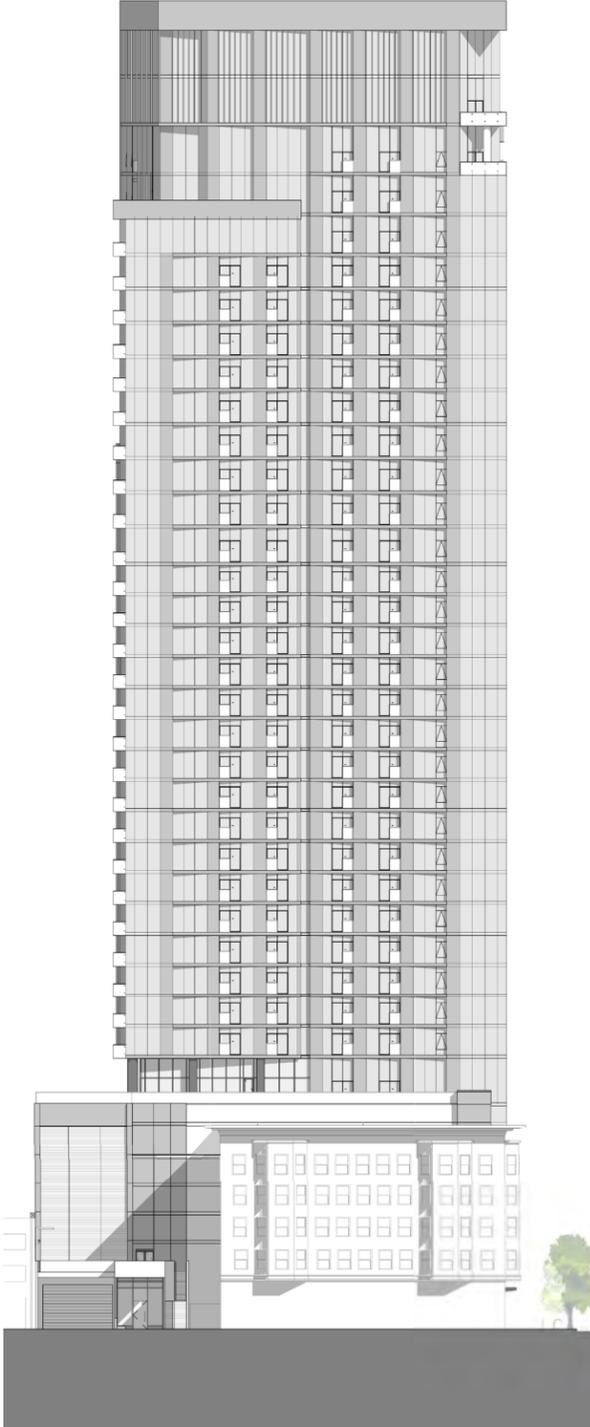
FACE OF (N) BUILDING SET BACK 5FT FROM PROPERTY LINE AT ADJACENT (E) CORNICE



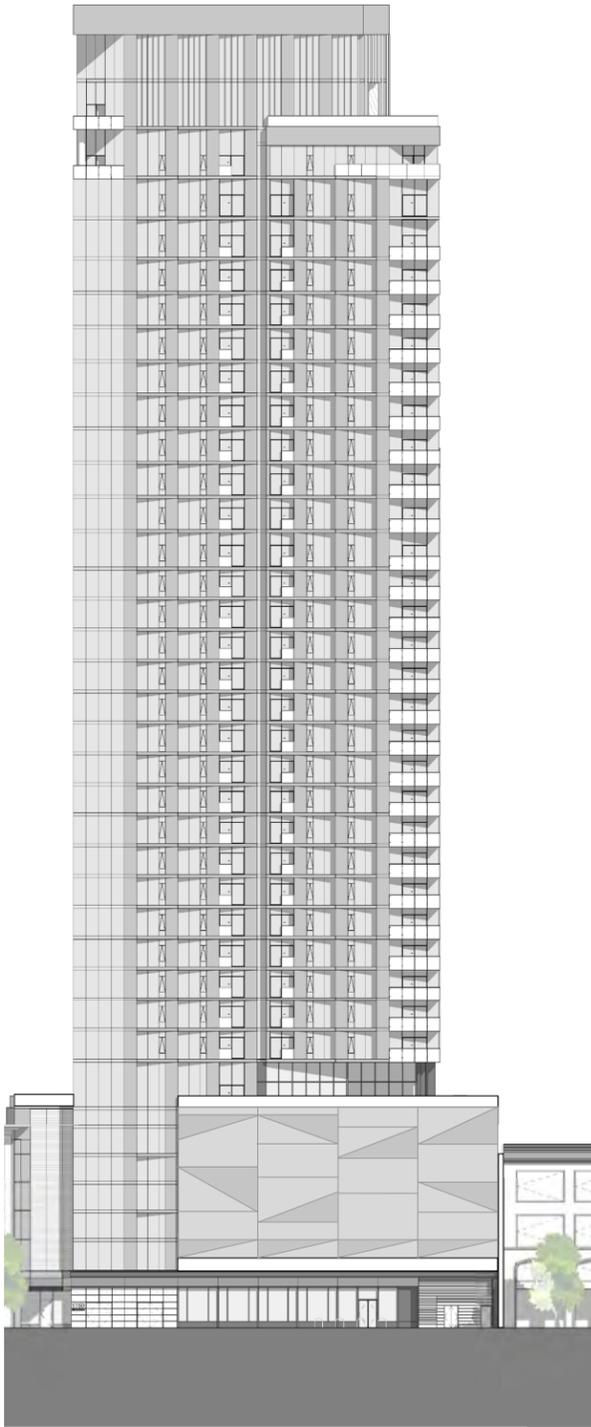
2FT CLEARANCE FROM BACK OF ADJACENT (E) CORNICE TO FACE OF (N) BUILDING

TOWER ELEVATIONS / PROFILES

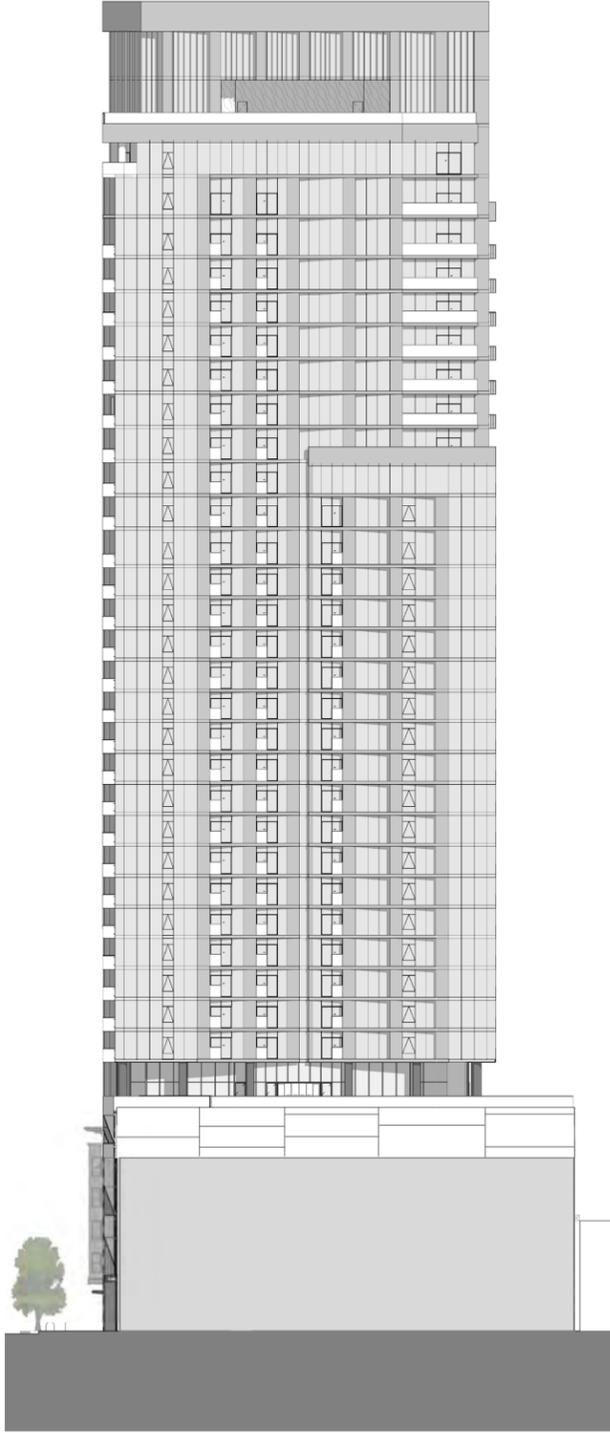
SEE PAGES 41 & 47 FOR COLOR RENDERINGS



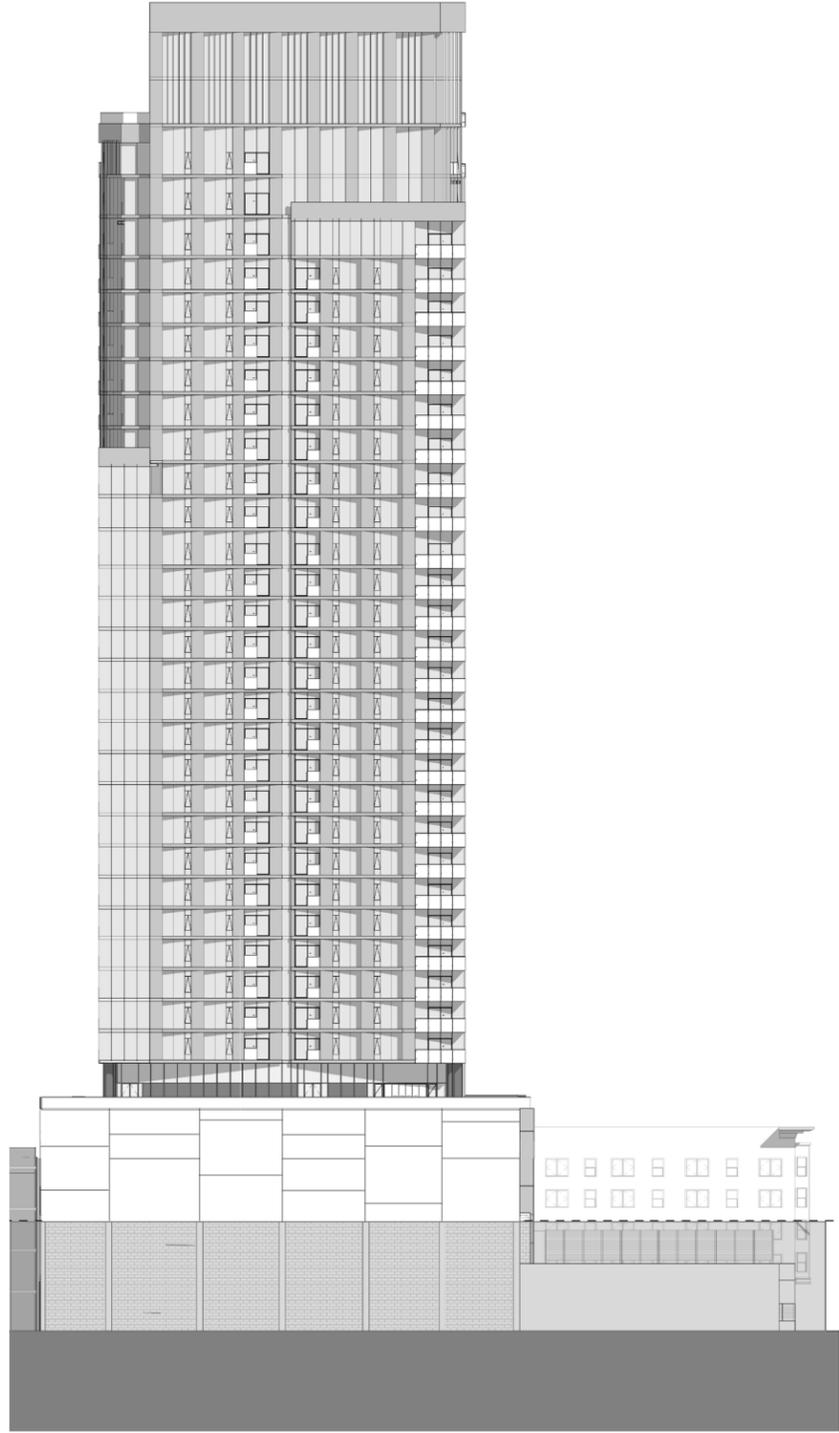
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

HISTORICAL CONTEXT

The original Fox-Orpheum Theater at 1730 Broadway



HISTORICAL CONTEXT

The original Fox-Orpheum Theater at 1730 Broadway



ADDITIONAL CONTEXT

Facades along Broadway between 17th and 19th Streets



1749 BROADWAY



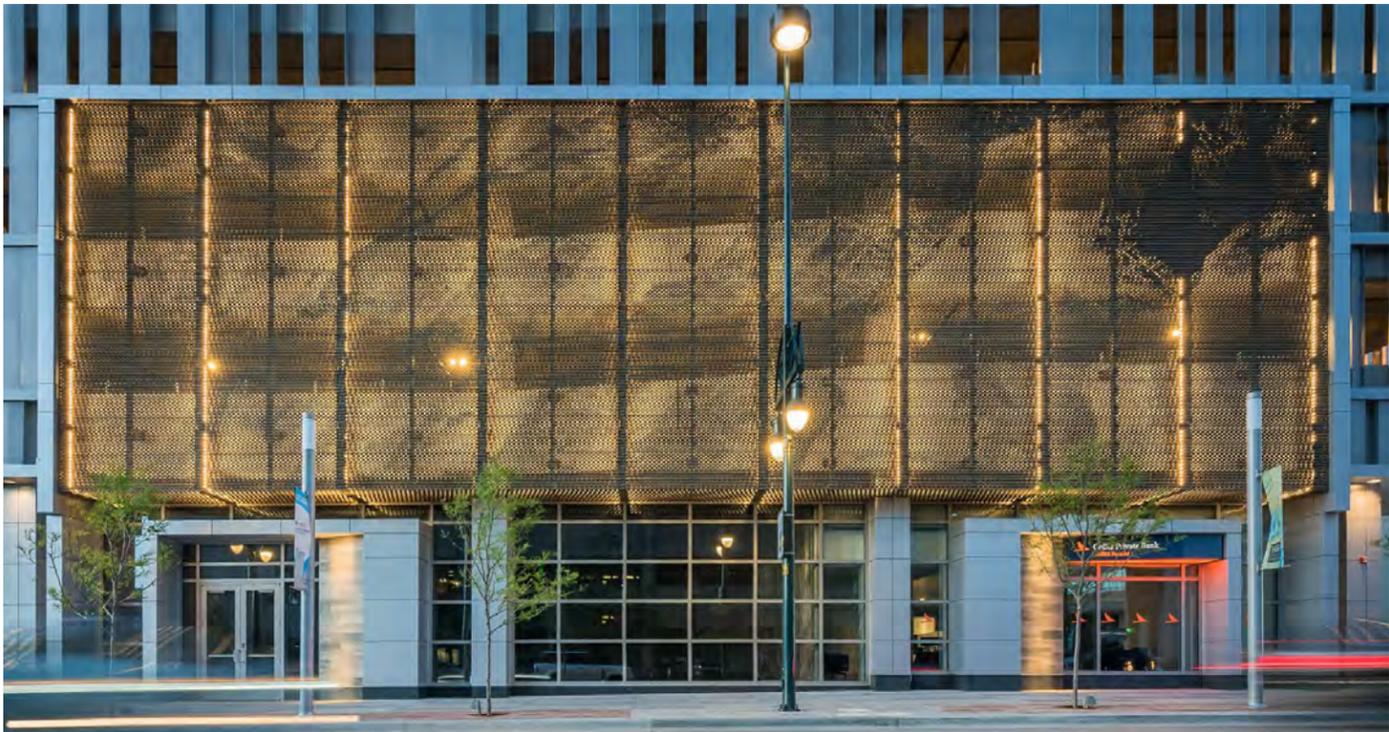
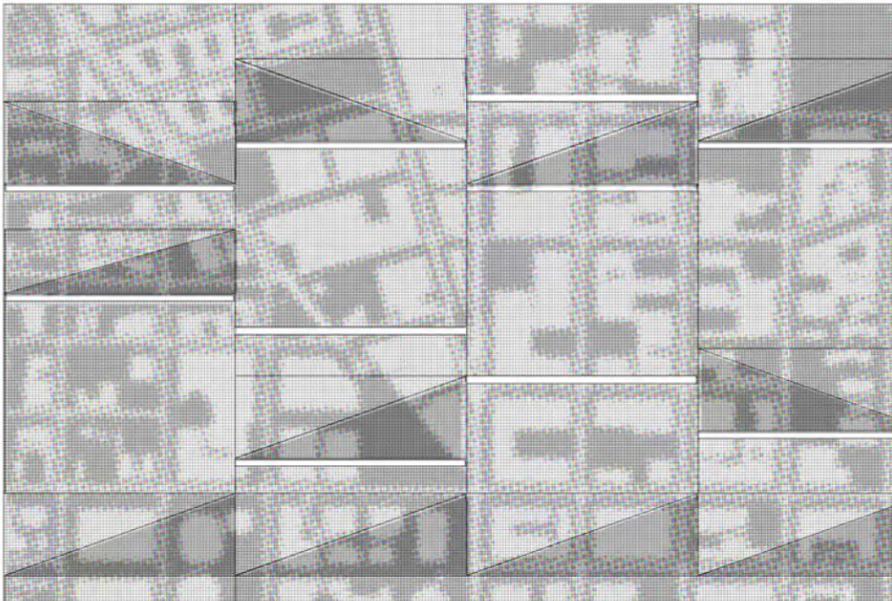
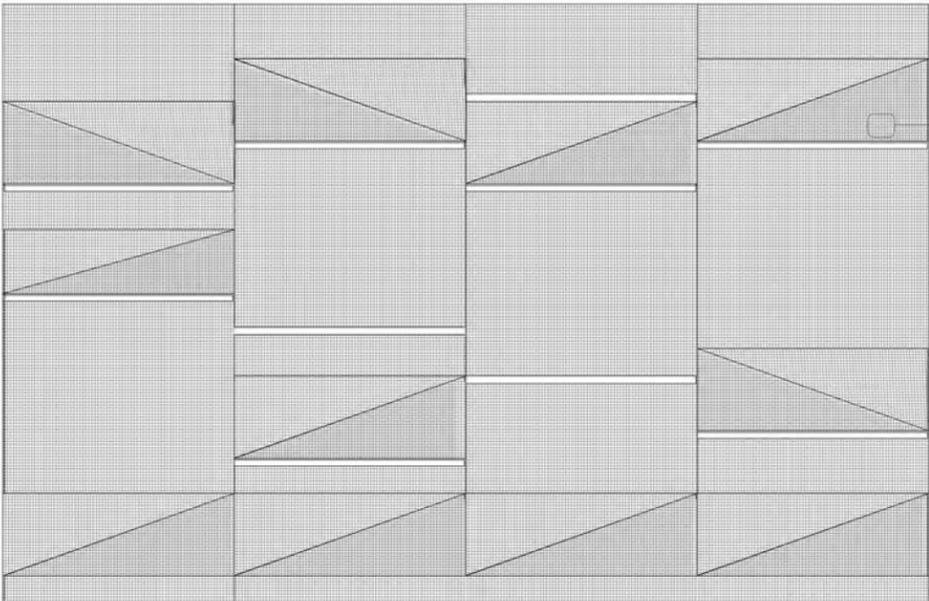
1721 BROADWAY



1739 BROADWAY

PERFORATED METAL SCREENS

ALLOW FOR VENTILATION - LIGHT - ANIMATION
CONCEPT OF MAPPING



19TH STREET VIEW - MATERIALS REVISED (02/05/2018)



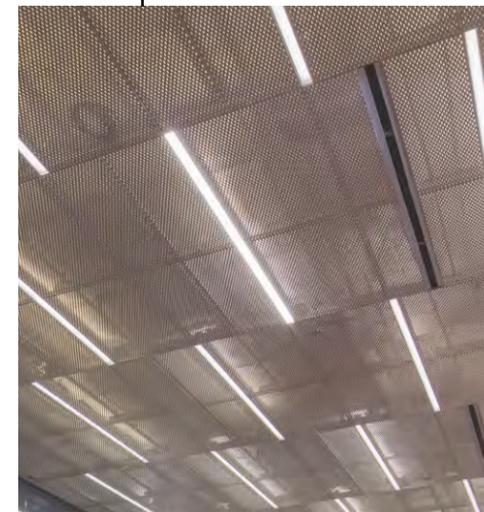
WOOD SOFFIT



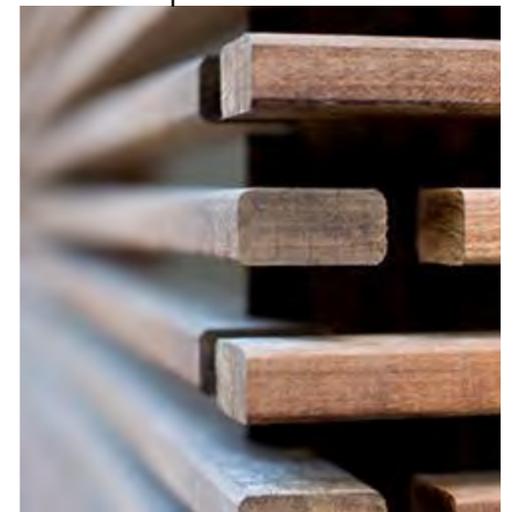
PERFORATED METAL DOOR



METAL LOBBY DOOR



METAL SOFFIT WITH LIGHTS



GAS METER ROOM SCREEN

CROWN FACADE



TEXTURED FACADE



CROWN



ROOF DECK



ROOF DECK GLASS RAILING

CROWN FACADE - REVISED (02/05/2018)



AERIAL VIEW - REVISED (02/05/2018)



OAKLAND SKYLINE - BEFORE



OAKLAND SKYLINE - AFTER



OAKLAND SKYLINE - BEFORE



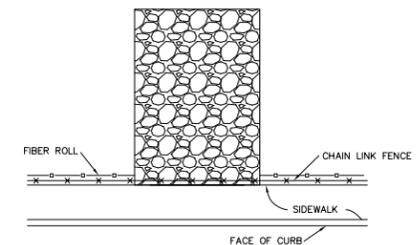
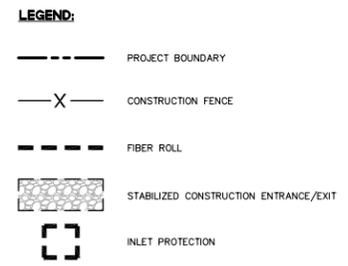
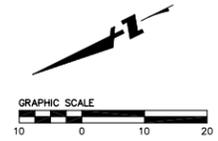
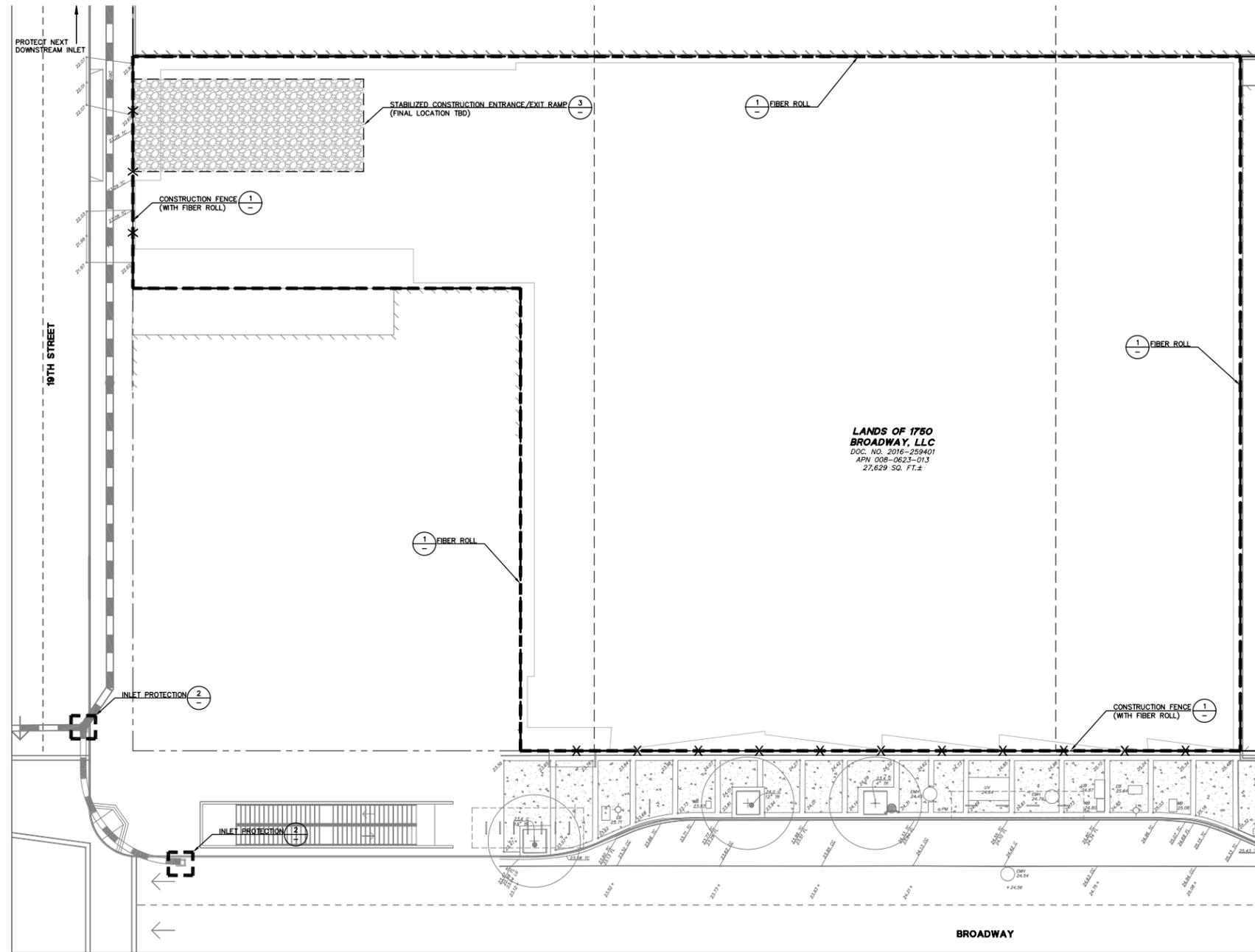
OAKLAND SKYLINE - AFTER



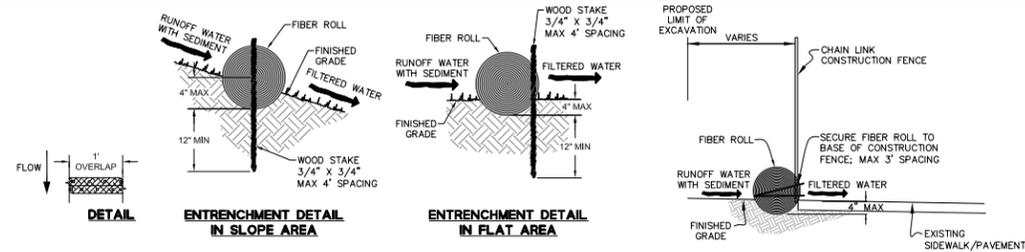
BROADWAY VIEW- REVISED (02/05/2018)



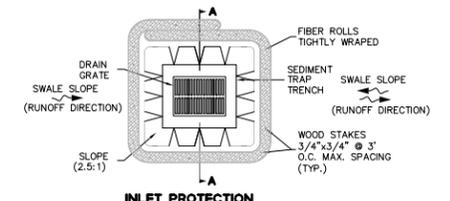
APPENDIX A- EROSION CONTROL PLAN



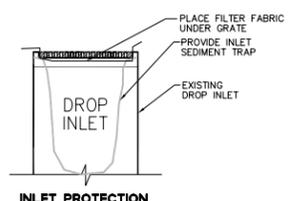
- NOTES:**
- THIS DETAIL SHALL APPLY ONLY DURING MAIN EXCAVATION WITH SOIL RAMP EXTENDING TO SURFACE FOR ACCESS OF EQUIPMENT
 - ALL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USE TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY.
 - WHEELS SHALL BE CLEAN PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF INLET PROTECTION (E.G. SAND BAGS OR OTHER APPROVED METHODS).
 - THE MATERIAL FOR CONSTRUCTION OF THE PAD SHALL BE 3" TO 6" STONE.
 - THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12".
 - THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
 - THE LENGTH OF THE PAD SHALL NOT BE LESS THAN 50'.
- 3 STABILIZED CONSTRUCTION ENTRANCE**
N.T.S.



- NOTES:**
- PREPARE SLOPE BEFORE THE FIBER ROLL PROCEDURE IS STARTED.
 - FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 4" DEEP, DUG ON CONTOUR, AND WEIGHTED WITH A SAND OR RACK BAG TO PREVENT FIBER ROLL FROM FLOATATION OR UP LIFT.
 - USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE FIBER ROLL AND INTO THE SOIL FOR WOODEN STAKES.
 - DRIVE A STAKE THROUGH THE PREPARED HOLE INTO THE SOIL. LEAVE ONE OR TWO INCHES OF STAKE EXPOSED ABOVE FIBER ROLL.
 - INSTALL STAKES AT LEAST EVERY THREE FEET APART THROUGH THE FIBER ROLL.
 - ADJACENT FIBER ROLLS SHALL HAVE 1" OF OVERLAP. SEE DETAIL ABOVE.
 - RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.



- NOTES:**
- PLACE FIBER ROLLS AROUND THE INLET CONSISTENT WITH DROP INLET GRAVEL BAG PROTECTION AND CURB INLET GRAVEL BAG PROTECTION DETAILS SHOWN ON THIS SHEET. ROLLS ARE TUBES MADE FROM STRAW BOUND WITH PLASTIC NETTING, APPROXIMATELY 8" DIAMETER AND 20 TO 30 FEET LONG.
 - FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH, 3" TO 4" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.
 - THE TOP OF THE STRUCTURE (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY-PASSING THE INLET. EXCAVATION OF A BASIN ADJACENT TO THE DROP INLET OR A TEMPORARY DIKE ON THE DOWNSLOPE OF THE STRUCTURE MAY BE NECESSARY.
 - TEMPORARY REMOVABLE TRASH RACK: IF SITE CONDITIONS WARRANT, PROVIDE AND INSTALL TRASH RACK MADE FROM GALVANIZED WELDED WIRE FABRIC WITH OPENING SIZE 2" BY 2" FORMED AND ATTACHED TO THE INLET TOP GRATE WITH STEEL WIRE TIES AND BURRY WELDED WIRE FABRIC 4" MINIMUM BELOW TEMPORARY ROUGH GRADE GROUND ELEVATION.



- NOTES:**
- PLACE FIBER ROLLS AROUND THE INLET CONSISTENT WITH DROP INLET GRAVEL BAG PROTECTION AND CURB INLET GRAVEL BAG PROTECTION DETAILS SHOWN ON THIS SHEET. ROLLS ARE TUBES MADE FROM STRAW BOUND WITH PLASTIC NETTING, APPROXIMATELY 8" DIAMETER AND 20 TO 30 FEET LONG.
 - FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH, 3" TO 4" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.
 - THE TOP OF THE STRUCTURE (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY-PASSING THE INLET. EXCAVATION OF A BASIN ADJACENT TO THE DROP INLET OR A TEMPORARY DIKE ON THE DOWNSLOPE OF THE STRUCTURE MAY BE NECESSARY.
 - TEMPORARY REMOVABLE TRASH RACK: IF SITE CONDITIONS WARRANT, PROVIDE AND INSTALL TRASH RACK MADE FROM GALVANIZED WELDED WIRE FABRIC WITH OPENING SIZE 2" BY 2" FORMED AND ATTACHED TO THE INLET TOP GRATE WITH STEEL WIRE TIES AND BURRY WELDED WIRE FABRIC 4" MINIMUM BELOW TEMPORARY ROUGH GRADE GROUND ELEVATION.

APPENDIX B- TOPOGRAPHIC SURVEY

ZONING INFORMATION

Listed below are Setback, Height, and Floor Space Area Restrictions as disclosed by applicable Zoning or Building Codes unless "None" is stated below. The source of this information is CITY OF OAKLAND, 510-238-3941

Zoning Designation: CBD - CENTRAL BUSINESS DISTRICT
 Building Height: N/A
 Minimum Lot Area: N/A
 Building Setbacks: N/A
 Parking Requirements: N/A

FLOOD ZONE

A field survey was not conducted to determine the flood zone areas. Any flood zone lines distinguishing between flood areas are graphically plotted from FEMA Flood Insurance Rate Maps (FIRM). A flood elevation certificate may be needed to determine or verify the location of the flood areas. The subject property's community does participate in the program. It is determined that the subject property resides in the following Flood Zone "X" as determined by or shown by FIRM Community Panel No. 06001C00676 dated 08/03/2009 and is not in a Special Flood Hazard Zone. The Flood Insurance Rate Program was contacted on 7/14/2016 by telephone or email (www.fema.gov)

STATEMENT OF ENCROACHMENTS

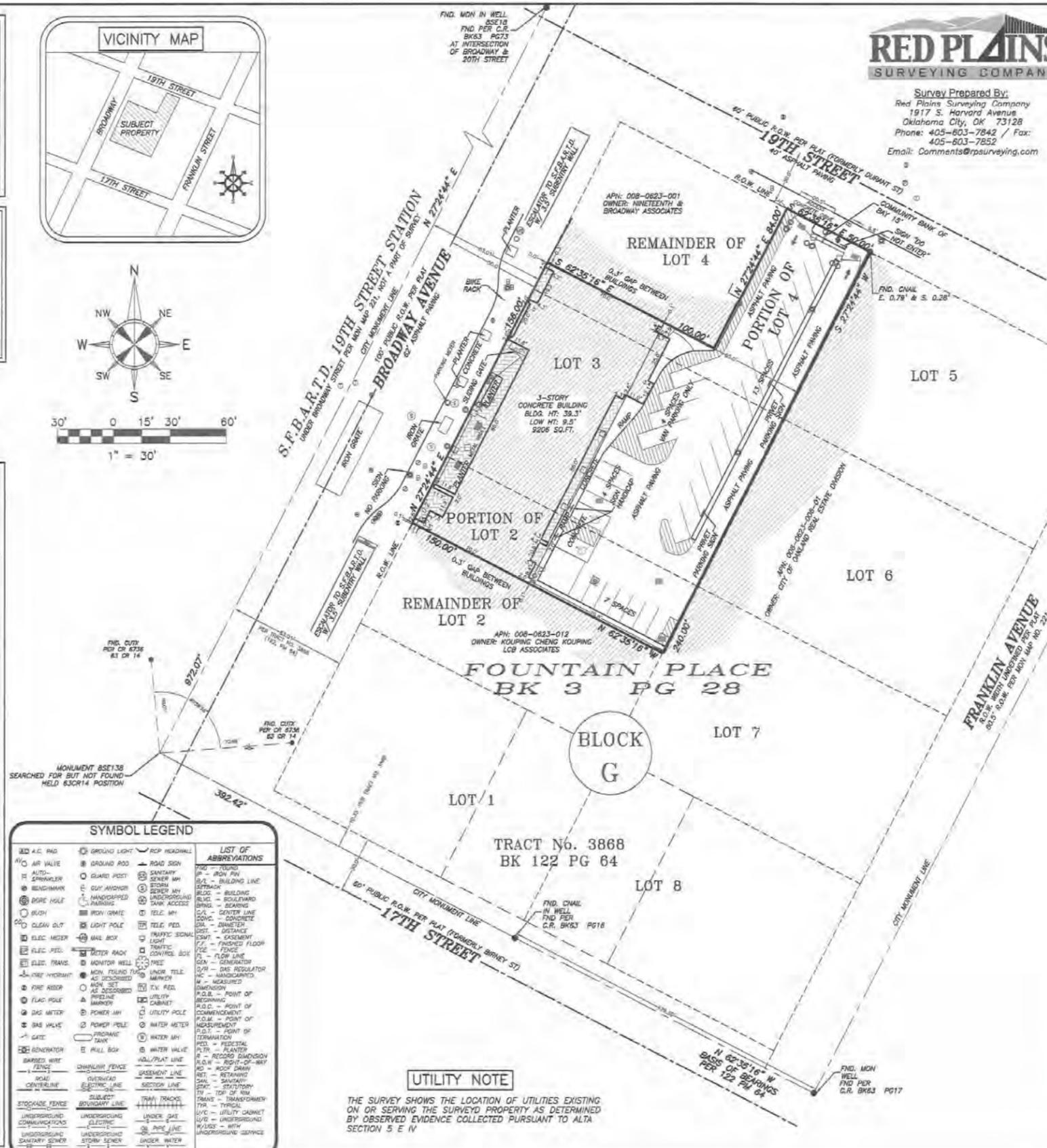
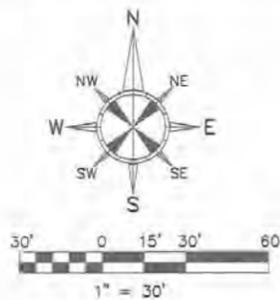
No visible encroachments or observed evidence of encroachments onto or over subject property's boundary line as of date of survey.

MISCELLANEOUS NOTES

- (N1) Property has direct access to 19th street which is a public right-of-way.
- (N2) The address of 1740 was observed by the surveyor posted on property as of date of survey.
- (N3) The basis of bearings of this survey is based on the CITY MONUMENT LINE ALONG 17TH STREET, shown as N 62°55'16" W, per TRACT NO. 3868, 122 PG 64.
- (N4) The table below describes the type and number of parking stalls entirely within the property boundary. Stalls that are partially within the boundary are listed under the heading "partial". Partial stalls are not counted in the total.

PARKING				
REGULAR	HANDICAPPED	VAN	PARTIAL	TOTAL
24	02	04	00	30

- (N5) There was no observable evidence of earth moving work, building construction or building additions within recent months.
- (N6) There were no changes in street right-of-way lines either completed or proposed, and available from controlling jurisdiction or evidence of recent street or sidewalk construction repairs.
- (N7) There was no observable evidence of site use as a solid waste dump, sump, sanitary landfill or cemetery.
- (N8) The subject property is located at the intersection of Broadway and 19th street.
- (N9) No evidence of potential wetlands was observed on the subject property at the time the survey was conducted, nor have we received any documentation of any wetlands being located on the subject property.
- (N10) This survey map correctly represents the facts at the time of the survey.
- (N11) There are no discrepancies between the boundary lines of the property as shown on this survey map and as described in the legal description presented in the title commitment.
- (N12) The boundary lines of the property are contiguous with the boundary lines of all adjoining streets, highways, right-of-ways and easements, public or private, as described in their most recent respective legal descriptions of record.
- (N13) The subject property (APN# 008-0623-013; Owner: CALLSOCKET II) Contains: 27800 sq. ft. or 0.6336 acres, more or less.



SYMBOL LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
⊙	A.C. PIG	⊙	GROUND LIGHT
⊙	AIR VALVE	⊙	GROUND ROD
⊙	AUTO SPRINKLER	⊙	GRATE POST
⊙	BENCH MARK	⊙	GRATE POST
⊙	BIRD HOLE	⊙	GRATE POST
⊙	BUSH	⊙	GRATE POST
⊙	CLEAN OUT	⊙	GRATE POST
⊙	ELEC. METER	⊙	GRATE POST
⊙	ELEC. PANEL	⊙	GRATE POST
⊙	ELEC. TRANS.	⊙	GRATE POST
⊙	FREE HYDRANT	⊙	GRATE POST
⊙	FIRE RISER	⊙	GRATE POST
⊙	FLAC POLE	⊙	GRATE POST
⊙	GAS METER	⊙	GRATE POST
⊙	GAS VALVE	⊙	GRATE POST
⊙	GATE	⊙	GRATE POST
⊙	GENERATOR	⊙	GRATE POST
⊙	SHARDED WIRE FENCE	⊙	GRATE POST
⊙	ROAD CENTERLINE	⊙	GRATE POST
⊙	STOCKPILE FENCE	⊙	GRATE POST
⊙	UNDERGROUND COMMUNICATIONS	⊙	GRATE POST
⊙	UNDERGROUND SANITARY SEWER	⊙	GRATE POST
⊙	⊙	⊙	⊙

UTILITY NOTE

THE SURVEY SHOWS THE LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE COLLECTED PURSUANT TO ALTA SECTION 5 E IV

Survey Prepared By:
 Red Plains Surveying Company
 1917 S. Harvard Avenue
 Oklahoma City, OK 73128
 Phone: 405-603-7842 / Fax: 405-603-7852
 Email: Comments@rpsurveying.com

TITLE LEGAL DESCRIPTION

Real property in the City of Oakland, County of Alameda, State of California, described as follows:
 LOT 3 AND PORTIONS OF LOTS 2 AND 4, BLOCK G, MAP OF FOUNTAIN PLACE, FILED FEBRUARY 20, 1868, MAP BOOK 3, PAGE 28, ALAMEDA COUNTY RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EASTERN LINE OF BROADWAY, DISTANT THEREON SOUTHERLY 84 FEET FROM THE INTERSECTION THEREOF WITH THE SOUTHERN LINE OF 19TH STREET, FORMERLY DURANT STREET; THENCE SOUTHERLY, ALONG SAID LINE OF BROADWAY, 156 FEET; THENCE AT RIGHT ANGLES EASTERLY 150 FEET; THENCE AT RIGHT ANGLES NORTHERLY 240 FEET TO THE SOUTHERN LINE OF 19TH STREET; THENCE WESTERLY, ALONG SAID LINE OF 19TH STREET, 50 FEET; THENCE AT RIGHT ANGLES SOUTHERLY 84 FEET; THENCE AT RIGHT ANGLES WESTERLY 100 FEET TO THE POINT OF BEGINNING.
 The above described parcel is the same land described in Stewart Title Guaranty Company Title Commitment no. 01180-212998, bearing an effective date of 3/11/2016.

SURVEY RELATED ITEMS CORRESPONDING TO SCHEDULE B TITLE COMMITMENT

- 2. The fact that said land is included within a project area of the City of Oakland Redevelopment Agency (the Central District Urban Renewal Plan), and that proceedings for the redevelopment of said project have been instituted under the Redevelopment Law (such redevelopment to proceed only after the adoption of the redevelopment plan) as disclosed by a document recorded December 17, 1974, in Book 3835, Page 484, as Instrument No. 74-158559, of Official Records. Said Plan was adopted by Ordinance No. 7987 C.M.S. on June 12, 1969, as amended by Ordinance No. 8025 C.M.S., 8091 C.M.S., 8288 C.M.S. and by Ordinance No. 8816 C.M.S., as disclosed by the above cited document.
 An Amended Redevelopment Plan for the Central District of Oakland, recorded December 17, 1974 in Book 3835, Page 488 as Instrument No. 74-158560 of Official Records.
 An Amended Redevelopment Plan for the Central District of Oakland, recorded December 31, 1975 in Book 4214, Page 290 as Instrument No. 75-193098 of Official Records.
 Said Plan was amended by Ordinance No. 9252 C.M.S., recorded December 31, 1975 in Book 4214, Page 341 as Instrument No. 75-193099 of Official Records.
 Revised Statement of Institution of Redevelopment for the Central District Redevelopment Project, recorded December 3, 2007 as Instrument No. 2007409969 of Official Records.
 Said Plan was amended by Ordinance No. 13110 C.M.S., recorded May 9, 2012 as Instrument No. 2012149811 of Official Records.
 Said Plan was amended by Ordinance No. 13109 C.M.S., recorded May 9, 2012 as Instrument No. 2012149612 of Official Records. PROPERTY IS SUBJECT TO TERMS CONTAINED THEREIN.

ALTA/NSPS LAND TITLE SURVEY

FOR
 1740 BROADWAY
 PARTNER PROJECT NUMBER (NOT PROVIDED)
 PROPERTY ADDRESS: 1740 BROADWAY, OAKLAND, CA
 ALTA SURVEY BASED AND RELIED ON Stewart Title Guaranty Company Title Commitment no. 01180-212998, bearing an effective date of 3/11/2016.

CERTIFICATION

To: STEWART TITLE GUARANTY COMPANY AND STEWART TITLE OF CALIFORNIA, INC.
 This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 2, 3, 4, 7a, 7b, 7c, 8, 9, 13, 14, 16-17, & 20 of Table A thereof. The fieldwork was completed on 7/16/2016.
 Date of Plat or Map: 9/7/2016
 JAMES M. POWERS, PLS, RPLS, CFEDS
 PLS NO. 8541
 IN THE STATE OF CALIFORNIA
 DATE OF SURVEY: 7/16/2016
 DATE OF LAST REVISION: 8/11/2016



PARTNER Engineering and Science, Inc.
 1761 EAST GARRY AVENUE
 SANTA ANA, CA 92705
 T 714-763-4656
 sshore@partneresi.com
 http://www.partneresi.com

Location:	1750 Broadway
Assessor's Parcel Numbers:	008 062301300
Proposal:	To construct a 37-story high-rise consisting of 307 residential units with 5,000 square foot of ground-floor retail space including a five-level parking garage above grade to be accessed from 19 th Street.
Applicant:	Rubicon Point Partners / Chris Relf
Phone Number:	(415) 500-6410
Owner:	1750 Broadway LLC
Case File Number:	ZP170064
Planning Permits Required:	Major Conditional Use Permit for buildings over 200,000 square feet in the CBD-P and CBD-C Zone; and Regular Design Review for new construction.
General Plan:	Central Business District
Zoning:	CBD-P / Central Business District Pedestrian; and CBD-C / Central Business District Commercial
Environmental Determination:	Environmental analysis under review
Property Historic Status:	Non-Historic Property
Service Delivery District:	Uptown
City Council District:	3
Date Filed:	07/19/17 / Revised Design Plans, Dated 02/09/18
Action to be Taken:	Conduct design review, make recommendations to applicant
For Further Information:	Contact Case Planner: Mike Rivera at (510) 238-6417, or by email at mrivera@oaklandnet.com ,

BACKGROUND SUMMARY

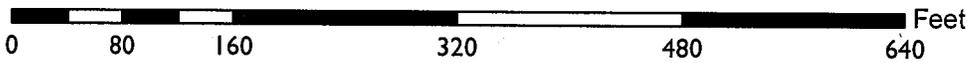
At its January 31, 2018 Design Review Committee (DRC) meeting, the DRC considered the proposal and provided comments to the applicant to incorporate on a revised design plan. The DRC also received oral and written comments from the public regarding design incompatibility of the garage façade, casting shadows and relocation of AC Transit and BART office employees from the property. The Committee also received staff's report that described the proposal, zoning regulations, general plan policies, design criteria and design key issues to further improve the overall project design. See original staff report, dated January 31, 2018 in **Attachment C**. The Committee's consensus was that the proposal needed further development and additional refinements to improve the building base and tower. The Committee recommended the project applicant revise the project as follow:

- 1) Scale the garage façade to create transition and consistency with the building and street;
- 2) Develop the ground floor to create visual continuity and transparency along the street frontage;
- 3) Simplify the exterior material treatments to relate to the building and context of the area;
- 4) Consider recessing the BART elevator entry, but keep it visible to public view;
- 5) Show the adjacent building to the south and include historic photos of the project site; and
- 6) Include views of the project and downtown skyline from the Bay Bridge; and
- 7) Demonstrate communication with the affected tenant of the existing facility.

PROJECT REVISIONS

Based on revised design plans submitted by the applicant on February 9, 2018 the project responds to the comments from the Design Review Committee. The following outlines the applicant's responses:

CITY OF OAKLAND PLANNING COMMISSION



Case File: ZPI70064
Applicant: Chris Relf
Address: 1750 Broadway
Zone: CBD-P, CBD-C
Height Area: Height Area 7, No Limit

1. Scale the garage façade to create transition and consistency with the building and street-
The revised plans show five design options illustrating the building façade along Broadway. The applicant's preferred design is Option 1B on page 28. This option shows the height of the garage was lowered from six to five levels. Also, the top portion of the garage screen was replaced with a glass railing for the terrace on level 7. The project includes white opaque clerestory windows above the retail space. Staff believes that these changes provide relief from the garage screen, thus improving the transition between the podium and the ground-floor and provides a better design consistency.
2. Develop the ground-floor on Broadway to create visual continuity and transparency;
The revised plans show a taller height where the ground-floor area was increased from 18 feet to 20 feet, thus increasing the overall size of the storefront glazing and creating a more inviting experience to the retail space. Staff believes that the revision is an improvement because the storefront provides additional transparency of continuity with the facade of the tower.
3. Simplify the exterior material treatments to relate to the design and character of the area-
The revised plans provide a much lighter color tone on the façade of the utility room (transformer) and BART Station elevator entry. The proposed material and color treatment seem to relate with the design finishes of the building on Broadway. Staff believes the revisions are an improvement, but recommends the submittal of actual building material samples including elevation, section details and a logo sign for the BART entry. The BART station logo can be internally-lit and installed perpendicular to the building, so that is visible to the public along Broadway.
4. Consider recessing the BART elevator entry, but keep it visible to public view-
BART station currently has its elevator in a small lobby facing north and is set back approximately three feet from the street. The revised plans show the entry of the elevator facing west to the street with a canopy. Based on plans it is premature to say if BART would agree to the proposed changes as there is an access easement within the subject property. The applicant has also indicated that these issues are under discussion and will provide updates on this matter. Because the proposed BART entry elevator will be close to the street and have a new sign, staff believes that the public will be able to see it from the street.
5. Show the adjacent building to the right and include historic photos of the project site-
The revised plans include the neighboring property at 1724 Broadway, located to the right side and south of the project development. The plans show an elevation rendering and historic photos of the adjacent buildings including a photo of the subject project. See pages 28 & 35.
6. Include views of the project and downtown skyline from the Bay Bridge-
The revised plans do not include this information at this time. The applicant has indicated to staff that the requested photographs are being developed and will be distributed to the Design Review Committee at the February 28th meeting.
7. Demonstrate communication with the affected tenant of the existing facility-
The Design Review Committee asked the project applicant to start a dialogue with its tenants, AC and BART who have an office lease within the existing building and discuss potential office relocation of their facilities. The applicant has indicated that these conversations are underway and will provide specific updates at the next public meeting.

RECOMMENDATION

Staff finds that the revised plans respond to the comments made by the Design Review Committee on January 31, 2018. Staff recommends the Committee consider the revised design plans and provide further recommendation to the applicant prior to forwarding the proposal for consideration by the Planning Commission at a future date.

Prepared by:



Mike Rivera
Development Planning/Major Projects
Bureau of Planning

Approved for forwarding to the
Design Review Committee:


Catherine Payne
Acting Development Planning Manager

ATTACHMENTS

- A. Applicant's letter with responses, dated February 15, 2018
- B. Revised Design Plans, dated February 9, 2018
- C. Original Staff Report, dated January 31, 2018

RUBICON POINT

PARTNERS

55 2nd Street, Suite 1900
San Francisco, CA 94105
(415) 500-6400 Main
(877) 702-2738 Fax

February 15, 2018

Mike Rivera
Major Planning, Bureau of Planning
250 Frank H. Ogawa, Suite 2114
City of Oakland
Oakland, CA 94612
Phone: (510) 238-6417 Fax: (510) 238-4730

Re: 1750 Broadway (Case File Number: ZP170064) – Response to Comments from January 31, 2018,
Design Review Committee Meeting

Dear Mike,

As requested, attached to this letter are updated exhibits showing revisions to the plans for 1750 Broadway in response to comments raised by the Design Review Committee (DRC) members as well as in response to staff's recommendations set forth on page 7 of the January 31, 2018, DRC staff report. A narrative description of the changes incorporated into the project, and a brief discussion of our outreach and other efforts to address concerns raised by our neighbor at 1770 Broadway and our tenant is also included below. These efforts are continuing, and we will have additional information to share at the next DRC hearing and at the Planning Commission hearing on the project.

SUMMARY OF DESIGN CHANGES

The January 31, 2018, staff report included nine (9) recommendations for the project. A discussion of each recommendation and our response is included below and is depicted in the attached exhibits or project revisions. Our responses also address comments made by DRC members at the January 31, 2018 hearing, which essentially mirrored staff's comments.

- *Develop further the façade wall (garage screen) in front of the six-level parking garage facing Broadway to create a better composition and scale that is compatible to the building tower and that includes interesting design details. Also, limit the verticality of the garage screen to the top of the 7 level. The terrace on the 8 level should use instead a clear glass railing for transparency.*

In response to this comment, and similar comments, made by the DRC members, the garage screen has been further refined. Updated screen images showing the mapping concept are attached and provide further context to the garage screen design. The terrace on level 8 (now 7) has also been revised to include a clear glass railing and clerestory glass has been added above the canopy on the 2nd floor to provide a transition between the garage floor and screen. In response to comments regarding the overall size of the screen and that it was too "imposing" to the street, a level of parking has been reduced from the project and the ground floor height has increased from 18 feet to 20 feet creating a grand and inviting

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ground floor along Broadway. The elimination of a floor of parking has also reduced the height of the Terrace by seven (7) feet or from 80 feet to 73 feet thereby reducing the overall size of the screen.

Attached to this response are four (4) options regarding the screen massing and garage louvers. The four (4) options reflect a refinement in design and respond to the comments received. The team's preferred option is option 1B as shown on page 29.

- *The north, south and east garage walls need further massing relief as these are close to residential unit windows and section of blank garage walls would be seen from 19th Street.*

To address concerns regarding the blank garage walls, the project is proposed to commission a mural to be located along these frontages to provide interest and relief. In addition, the building has been setback three (3) feet from the property line to allow additional light and air at property line windows. Images of the proposed mural are shown on page 34 of attached exhibit, but we will work with our neighbors to create a design and feel that addresses their concerns and creates the visual relief requested. Page 40 also shows the elevation view from 19th Street with the garage louvers and garage wall architectural treatment to depict the future streetscape from this corridor.

- *Develop further the base to create a stronger composition that defines the ground-floor retail area and the building tower while maintaining a compatible transition. Include additional design features to make the residential entry more prominent and visually inviting from the street.*

In response to this comment, we have incorporated several changes into the design. Those design changes are shown on pages 25-33 of the attached exhibit. The changes proposed not only create a stronger composition and more clearly define the retail area and separate it from the tower but make a prominent and visually inviting residential entry. We have included a few options for the DRC to consider – subtle distinctions any of which create the desired effect.

- *Consider adding some residential units on level 2 above the retail area and facing Broadway.*

Unfortunately, it is not possible to add residential units on level 2 above the retail area facing Broadway. The configuration of the garage limits the functionality of the garage floor plates as a drive aisle is required between the elevator core and the façade along Broadway and there is no way to create a fire rated access corridor without eliminating vehicle access to the floor above. While we cannot add residential units on level 2, clerestory windows have been added to provide additional relief from the screen and create the appearance of residential or non-garage uses.

- *Relocate the transformer room to the rear of the building and at least 30 feet from the street line on Broadway.*

Unfortunately, it is not possible to relocate the transformer. On January 4, 2018, we provided information to the City regarding a relocation options for the transformer. Because of the size of the service required for the building, the minimum width of the transformer, including fire rated walls is 33 feet. This was confirmed by PG&E and the electrical engineer. Because the width must directly front a public way and

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because vehicular access is not permitted or preferred along Broadway and must occur along 19th, the transfer can only be located along Broadway as required by utility provider standards.

- *Develop and provide exterior details for any required improvements to the existing BART station elevator located within the property.*

BART currently has an easement to locate the existing station elevator within 1750 Broadway. Under the terms of the easement, which contemplated a higher and better use for the project site, the elevator can be removed upon redevelopment of the property. We are currently in discussions with BART regarding the elevator and based on those discussions it is unclear whether the elevator will remain within the project site and be incorporated into the project. Because of this uncertainty, we had only preliminarily studied locating the BART elevator in the project. Space has been allocated for the elevator and based on DRC and staff comments, additional time and effort has been spent further refining how the BART elevator would be integrated into the project and, more specifically, the project frontage. Attached to this letter are designs showing the façade along Broadway with the BART elevator. Any BART elevator incorporated into the project would be updated and installed and developed consistent with applicable BART elevator specifications and the existing elevator infrastructure would be eliminated and replaced.

- *Distance the proposed short-term bicycle parking area from the north entry/exit BART station.*

We have revised the location of the short-term bicycle parking as shown in the updated site plan on page 15. We are in discussions with BART to confirm the required clearance from the station entry/exits and will comply to that requirement.

- *Replace the street trees in front of the subject property on Broadway and consider planting new street trees on 19th Street, in front of the neighboring property at 1770 Broadway.*

The project will comply with the City's standard conditions of approval and will replace and plant new street trees along the project frontages. The project also will install new street trees in front of the neighboring property at 1770 Broadway.

- *Provide details for the entry court, garage driveway/door, balcony, windows, exterior lighting, landscaping/street trees and all improvements in the public right-of-way.*

Attached to this letter are more detailed descriptions of the exterior improvements as well as the improvements in the public right-of-way. Color and material boards are being prepared and will be submitted prior to the DRC hearing for review.

SUMMARY OF RESPONSES TO NEIGHBORHOOD COMMENTS

At the DRC hearing on January 31, 2018, several members of the public spoke regarding the project at 1750 Broadway. The following is a summary of our actions in response to their comments. Some of the comments raised by the members of the public were also echoed by the DRC members.

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As noted during the hearing, 1750 Broadway was purchased by Rubicon Partners out of receivership after the prior owner's assets were seized by investors. Prior to the seizing of assets, the prior owner executed a lease with Transdev, a non-profit organization supported by both BART and AC Transit. We recognize and acknowledge the important role that Transdev plays in the community and to BART and AC Transit. We are committed to working with them to find a new home that makes sense both financially and logistically. Our discussions and negotiations with Transdev regarding their lease and next steps are in the preliminary stages, but we know it is critical to find them a new home. Transdev has a legal lease to occupy space in 1750 Broadway and finding them a suitable new home is a requirement of the project because, simply put, the project cannot move forward unless Transdev finds an acceptable new location. We did not mention Transdev's tenancy as part of our presentation before the DRC because, to be candid, we did not think it related to the design of the proposed building. We had always intended to work with Transdev to find a suitable new location, but given the concerns of BART and AC Transit, and of DRC members, we are accelerating those discussions and hope to have a resolution soon.

Finally, we received the letter from Joseph Hornof, our neighbor at 1770 Broadway, the day of the DRC hearing. Following the DRC hearing we reached out to Mr. Hornof to discuss his concerns in more detail. We discussed with him, as we mentioned during the DRC hearing, that the project will be incorporating a mural along the garage walls and will be setting back the building from the property line by three (3) feet. We are discussing the concerns regarding light with Mr. Hornof's landlord as well as with Mr. Hornof and his fellow tenants and are also discussing their concerns regarding demolition and construction. The project will be required to comply with the City's standard conditions of approval regarding demolition and construction and we believe compliance with these measures should help mitigate Mr. Hornof's concerns. We also will provide Mr. Hornof with notice of key construction milestones and commit to provide him with the contact information for the construction manager to ensure that any concerns he may have regarding demolition or construction are responded to in a timely fashion.

* * * * *

Attached to this letter are exhibits showing the changes that have been made since the January 31, 2018, DRC hearing. If you have any questions or need any additional information, please let me know.

Sincerely,

Chris Relf
Construction Management Director
Rubicon Point Partners

ATTACHMENTS

- A. Updated Design Review packet dated 2/5/18.
- B. Response to Preliminary Comments dated 1/5/18, including accompanying exhibits.



1750 BROADWAY

OAKLAND, CALIFORNIA
DESIGN REVIEW - REVISION 2
FEBRUARY 08 2018

— REVISED PLAN —

Attachment B

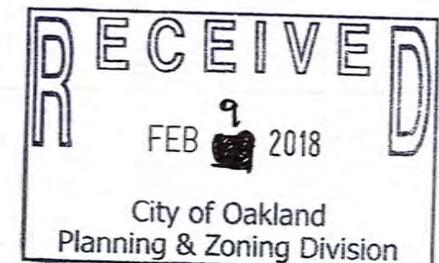
PROJECT INFORMATION

Development Team : Rubicon Point Partners
Architectural Team : Handel Architects

Location : 1750 Broadway
Project Type: Mix-use Residential Apartments / Retail
Site: 27,600 SF
Number of units: 307
Residential: 341,880 GSF (273,270 NSF)
Number of parking stalls: 173
Garage: 114,240 GSF
Mechanical: 19,980 GSF
Retail: 5,000 GSF

Project Total: approximately 499,676 SF

DESIGN REVIEW 1750 BROADWAY, OAKLAND, CA

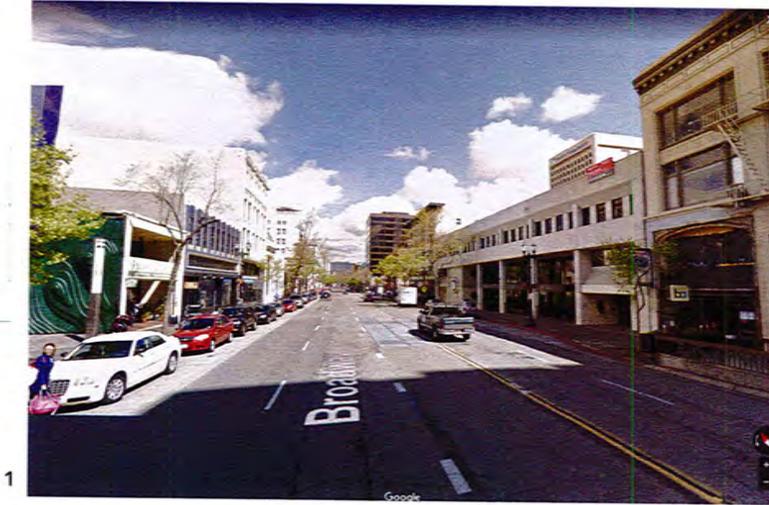
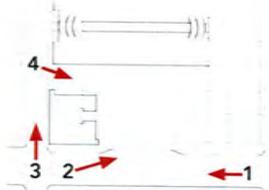


SITE



DESIGN REVIEW 1750 BROADWAY, OAKLAND, CA

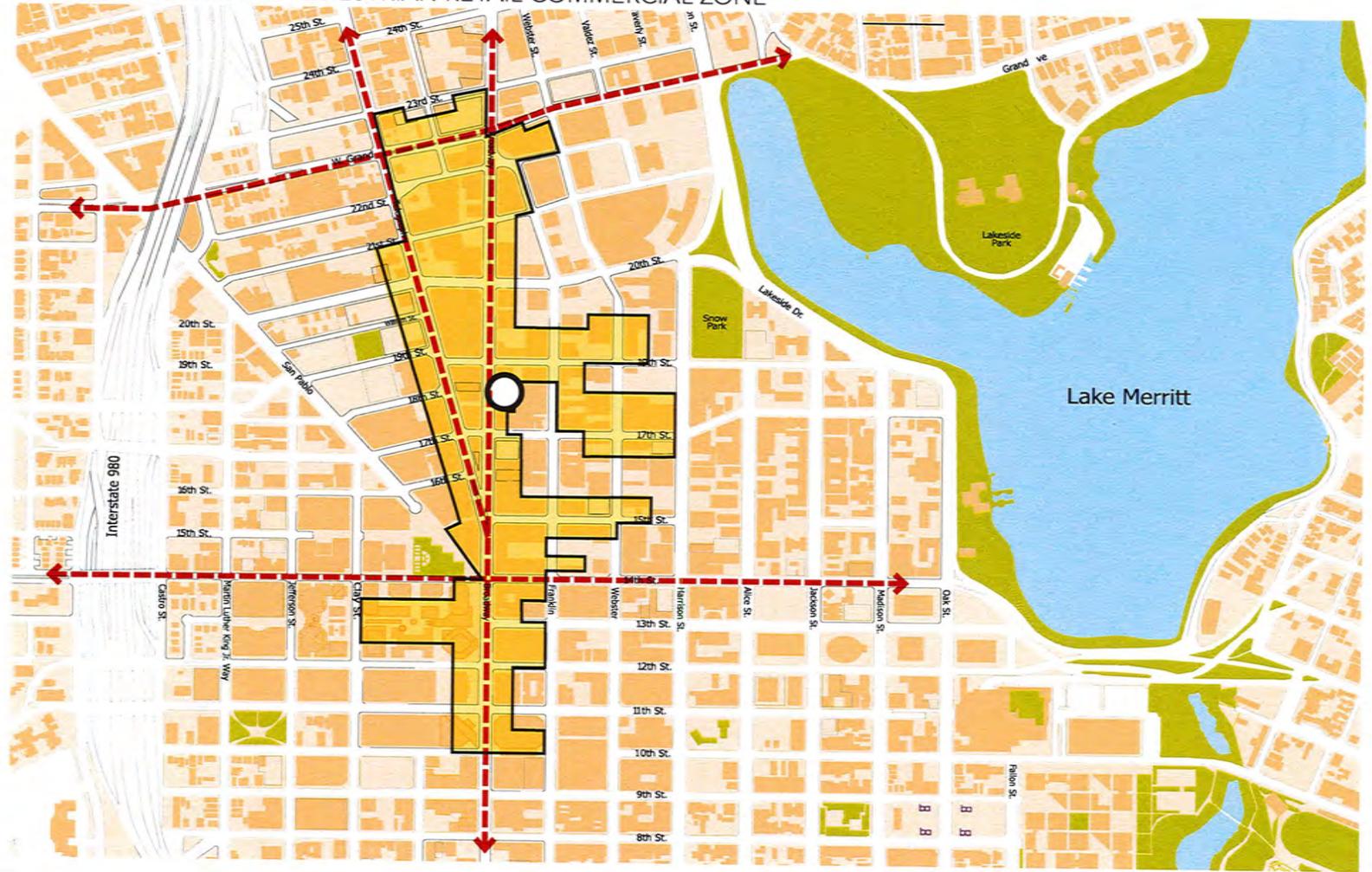
SITE PHOTOS



DESIGN REVIEW 1750 BROADWAY, OAKLAND, CA

UPTOWN HUB

CENTRAL BUSINESS DISTRICT - PEDESTRIAN RETAIL COMMERCIAL ZONE



DESIGN REVIEW 1750 BROADWAY, OAKLAND, CA