

PHYSICAL LANDSCAPE

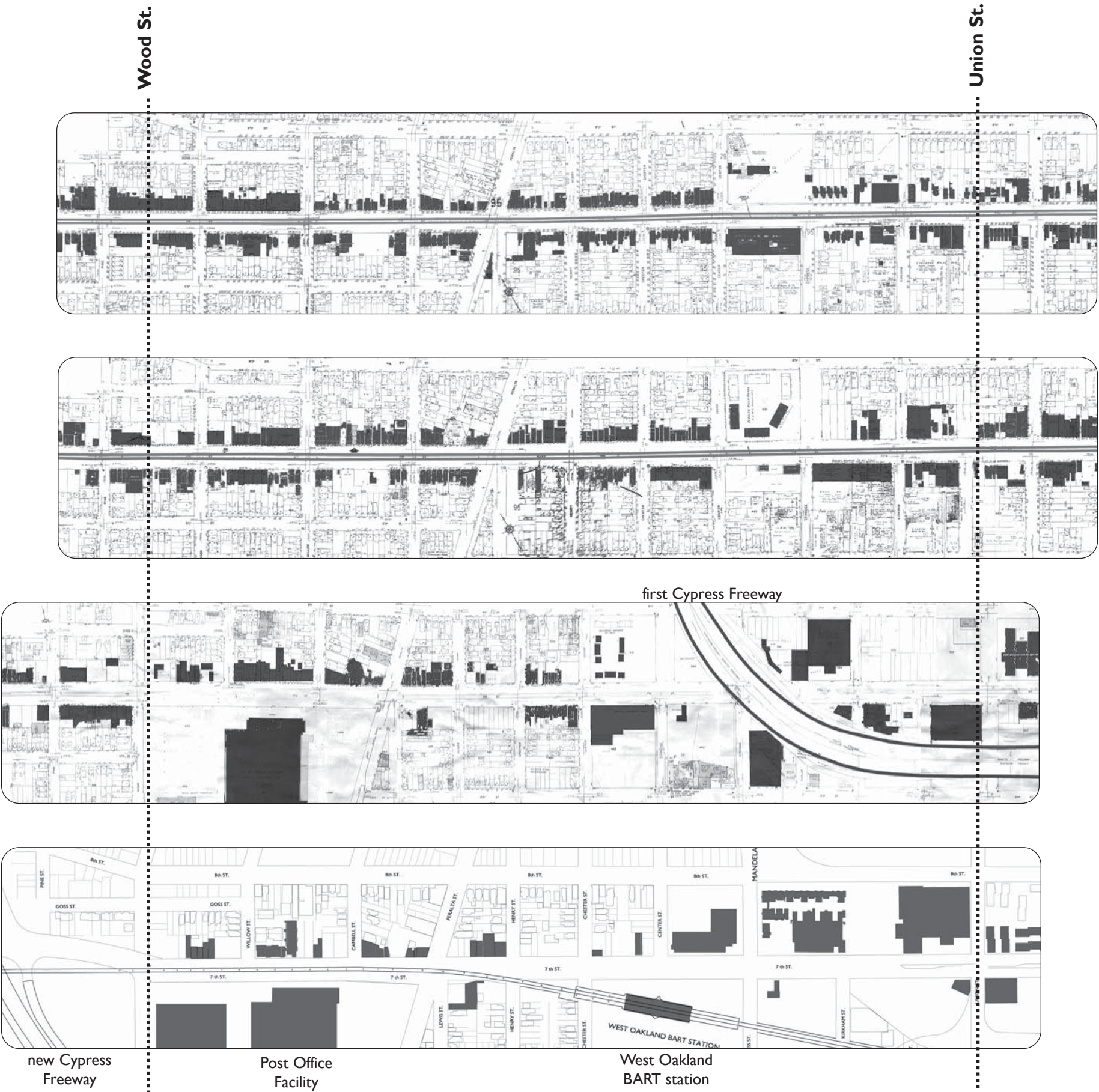
Historical Figure and Ground

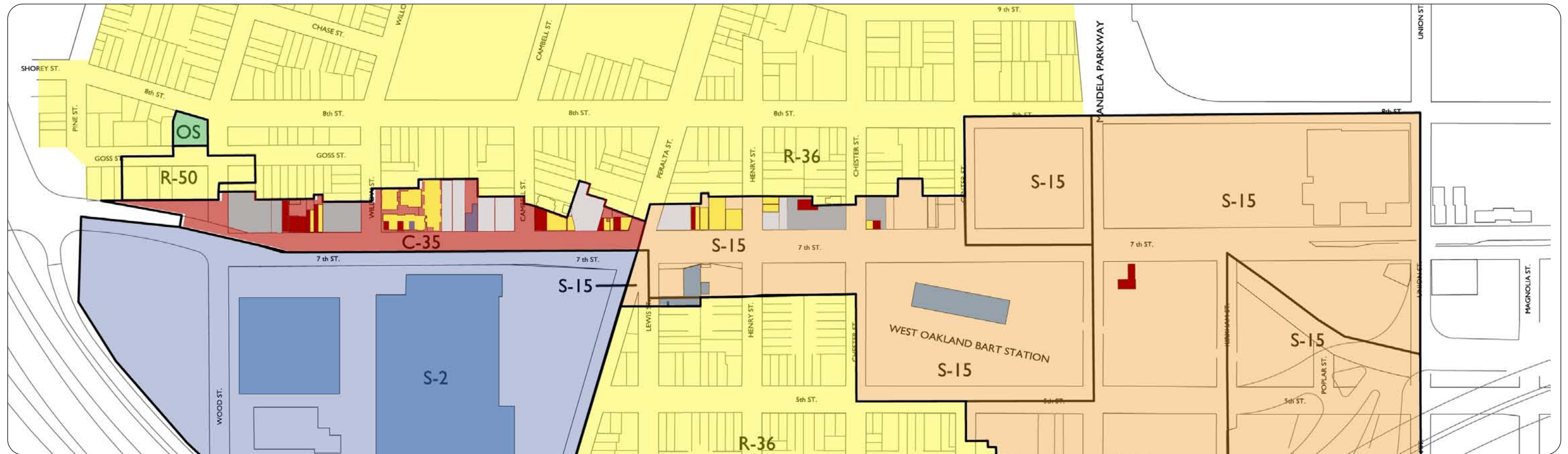
1912
Seventh Street is densely occupied with mixed use buildings on single lots. Buildings commonly have commercial uses on the first floor and residences above. Boarding houses, hotels and music venues proliferate the street. The Southern Pacific railroad tracks occupy the center of the street

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.





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.

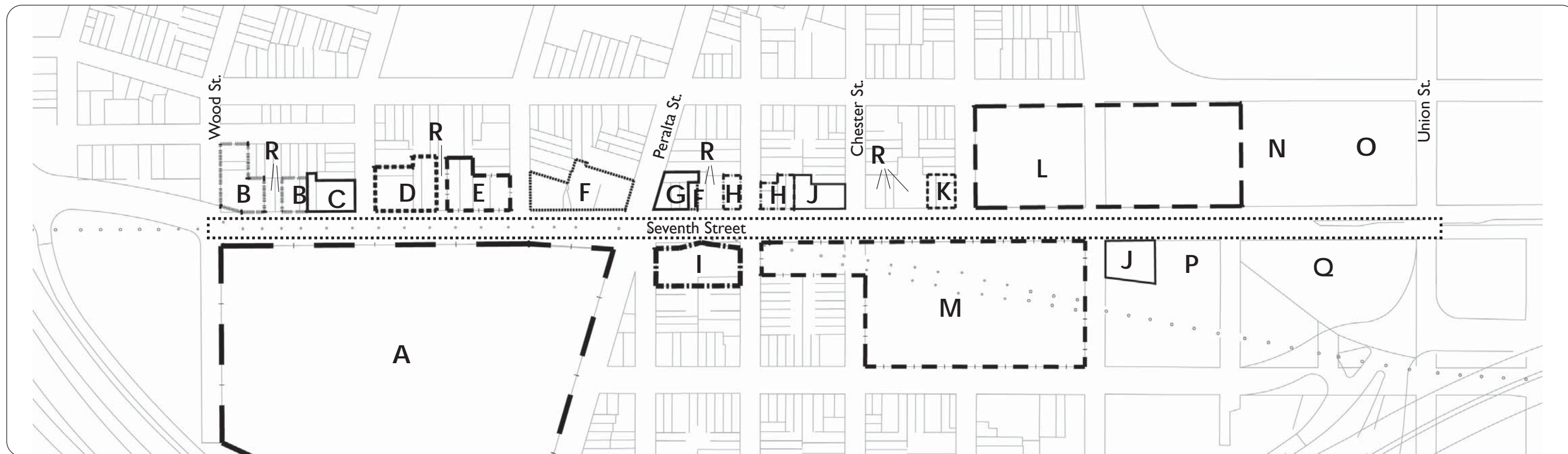
C-35 District Shopping Commercial Zone

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.

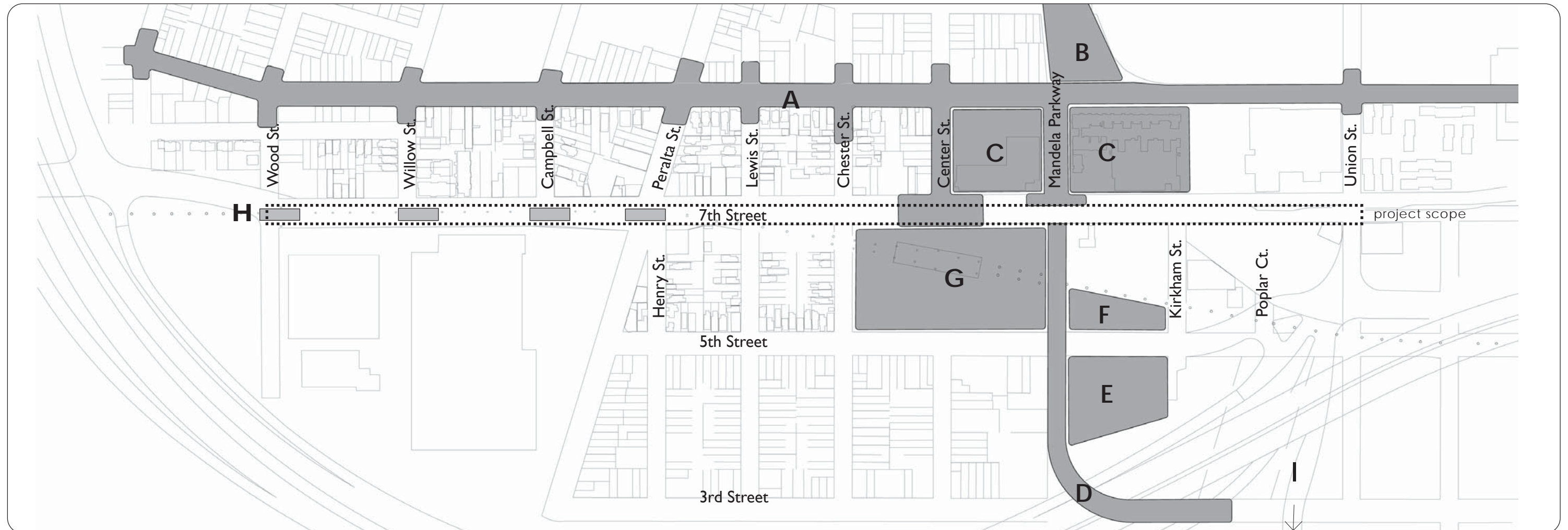
Property Ownership



- | | | | |
|---|---------------------------------|---|-------------------------------|
| A | United States Post Office | L | Oakland Housing Authority |
| B | Private Owner, multiple lots | M | Bay Area Rapid Transit (BART) |
| C | Private Owner, multiple lots | N | Private Owner, multiple lots |
| D | Slim Jenkins Court | O | The Crucible |
| E | Oakland Community Housing Inc. | P | Private Commercial Owner |
| F | Private Owner, multiple lots | Q | Caltrans |
| G | Private Owner, multiple lots | R | Private Owners, single lots |
| H | Private Owner, multiple lots | | |
| I | Pentecostal Way of Truth Church | | |
| J | Private Owner, multiple lots | | |
| K | Private Owner, multiple lots | | |

EXISTING CONDITIONS

Adjacent Projects



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

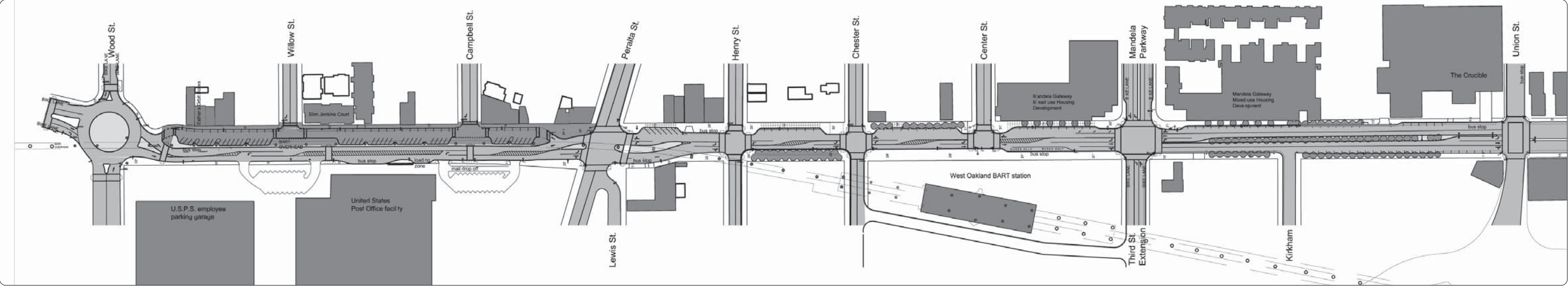
I Amtrak Maintenance Facility

* 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.

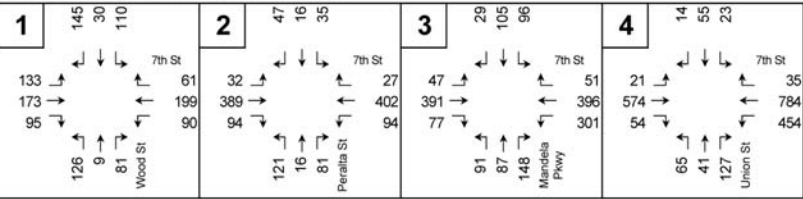
The Seventh Street approaches to Peralta Street would be revised by converting the eastbound lane serving left-turning and through movements to serve only left-turning vehicles, and by eliminating one through lane westbound. Eastbound and westbound left-turning traffic on Seventh Street would have a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

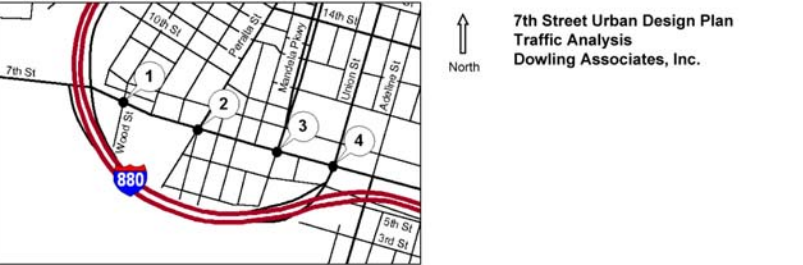
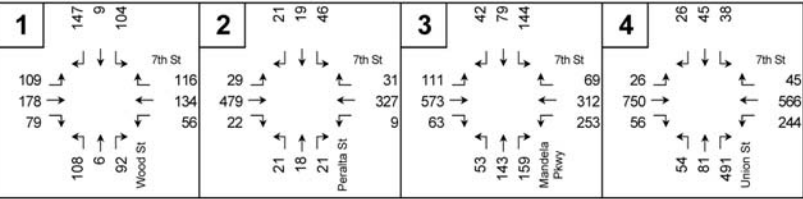
The signalized intersection at Wood Street would probably make it easier for pedestrians and bicyclists to cross than a modern roundabout; however, there are other considerations that weigh heavily against this alternative. Perhaps most prominently, it would not be possible for westbound traffic to make 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



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

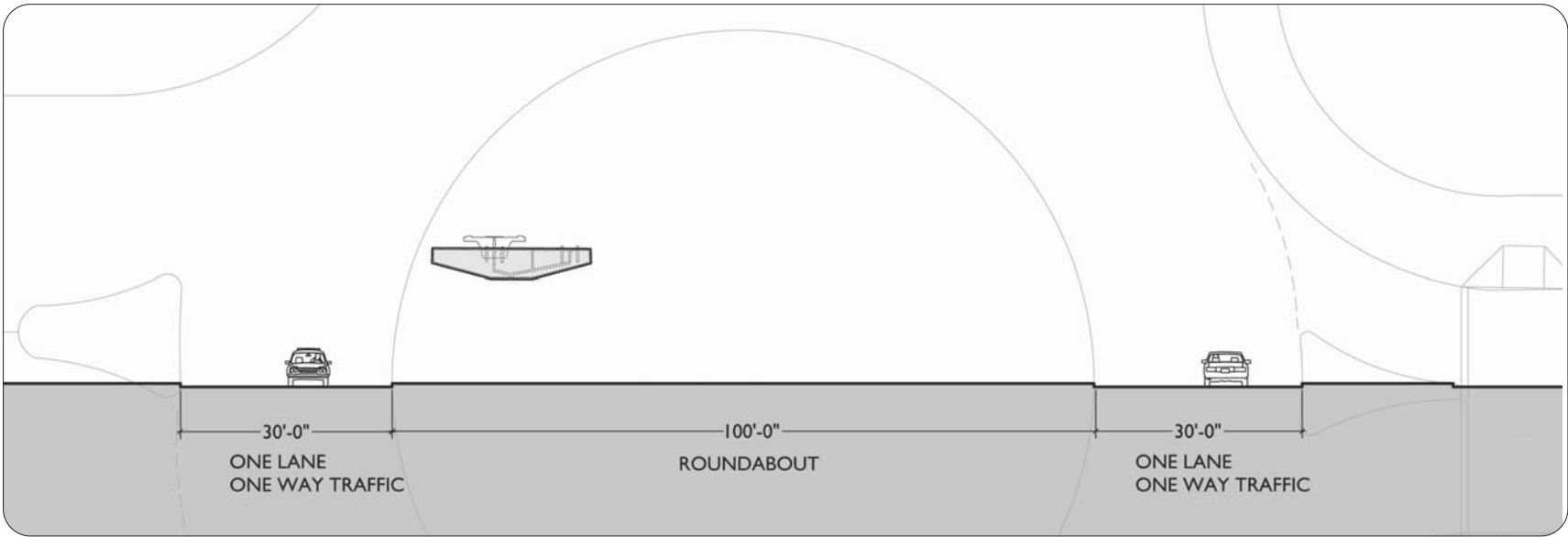
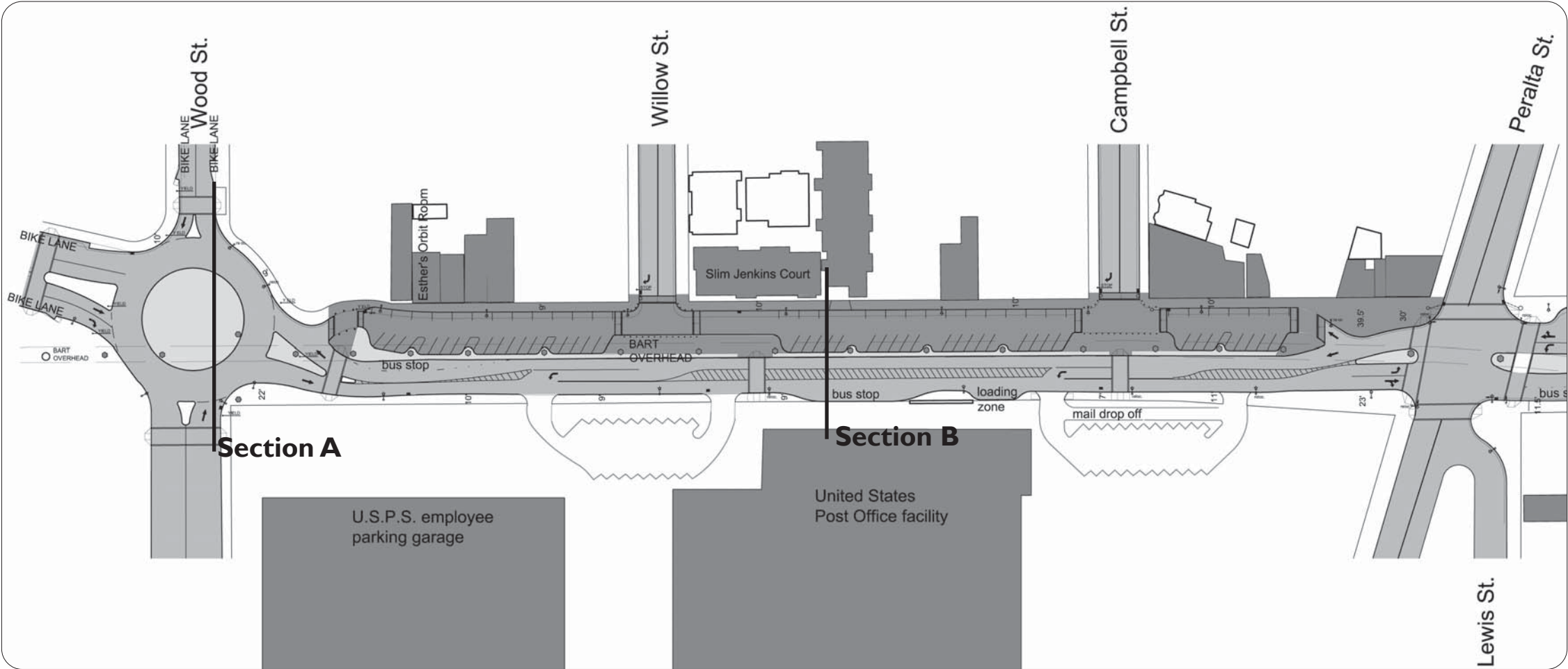
Between Mandela Parkway and Union Street, traffic operations on Seventh Street would not be changed significantly. The number of traffic lanes would remain unchanged and a raised median would be installed along the entire section. Parallel parking would be added along the north side of the street and 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.

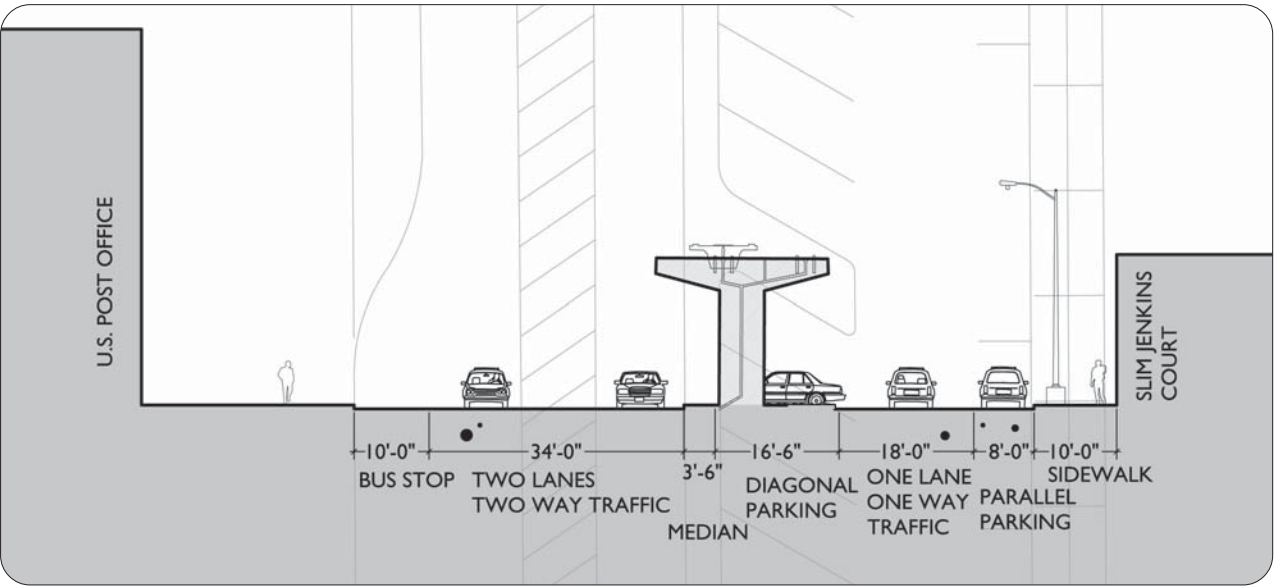
TRAFFIC CONCEPTS

Final Schematic Plan

Historic District with bifurcated local street and diagonal parking.

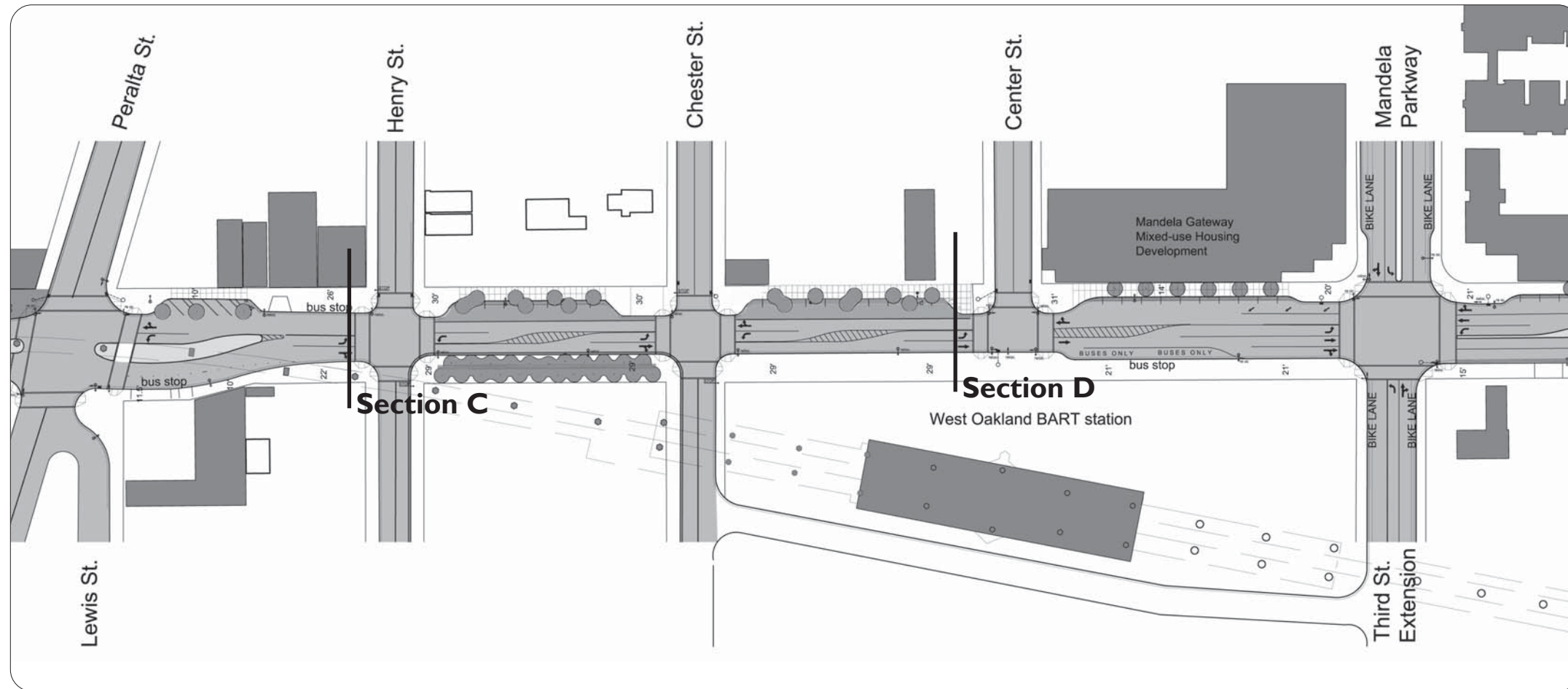


Section A The roundabout at Wood Street

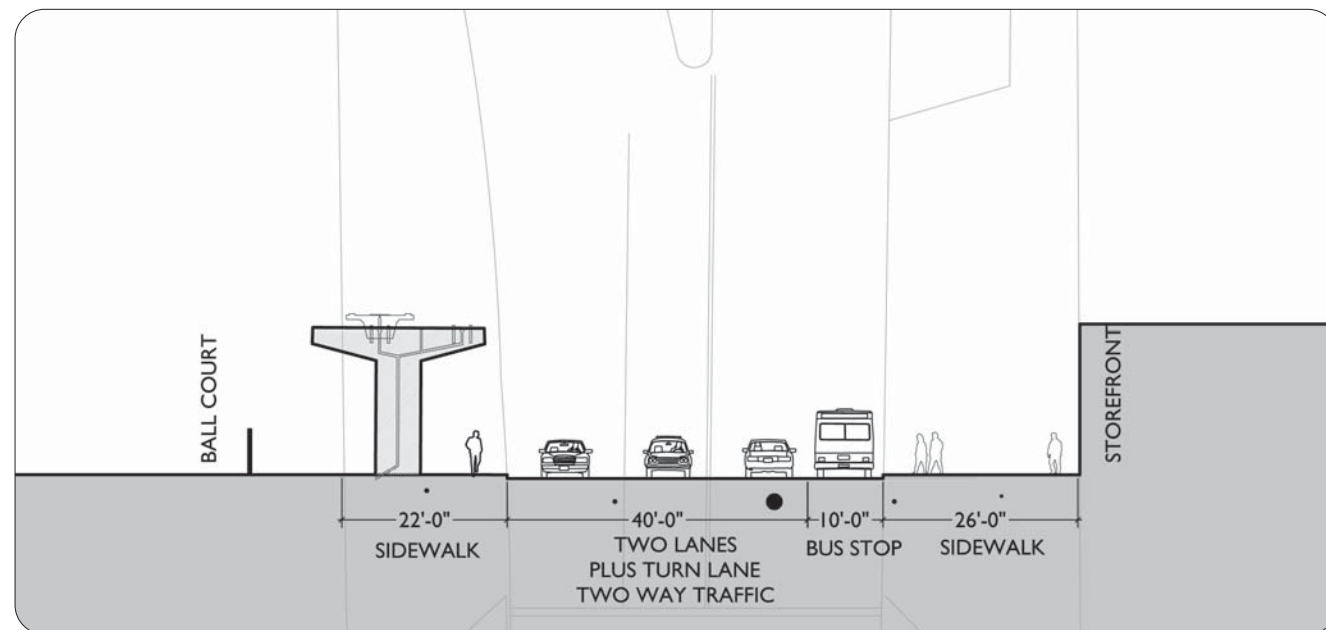


Section B The local street between Wood and Peralta

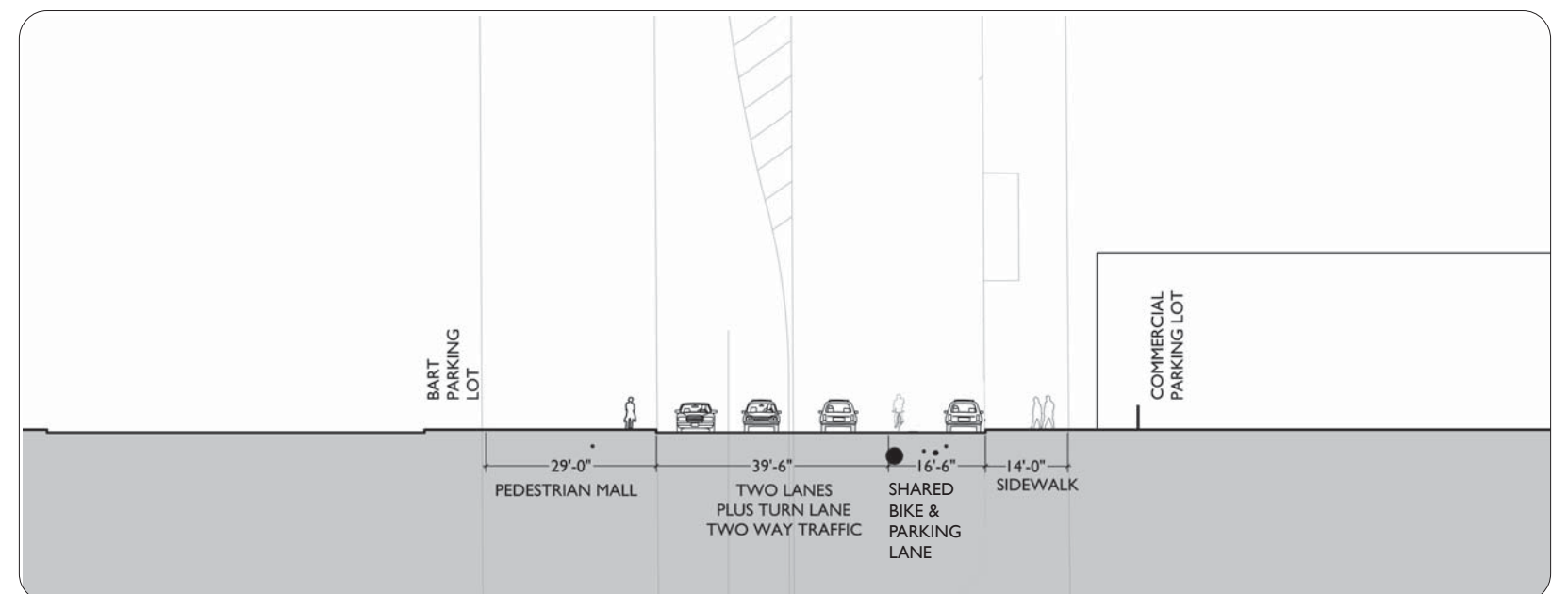
One lane each direction with diagonal parking and minimum pedestrian crossing distances.
Large pedestrian mall on south side of street.



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



Section C Between Peralta and Henry

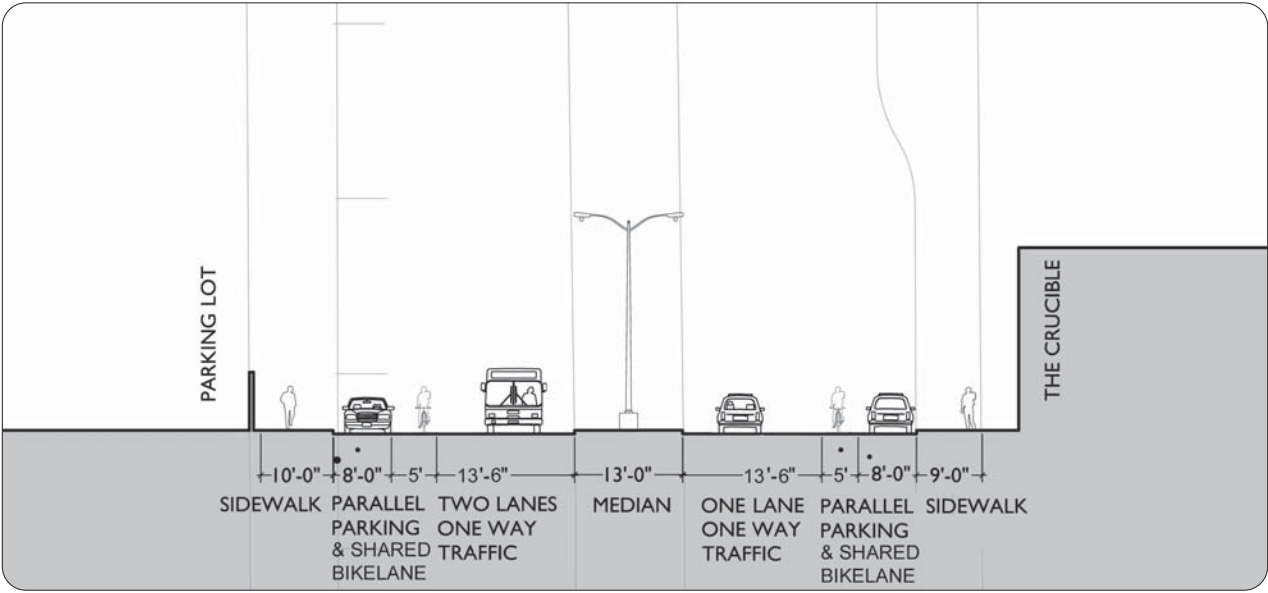
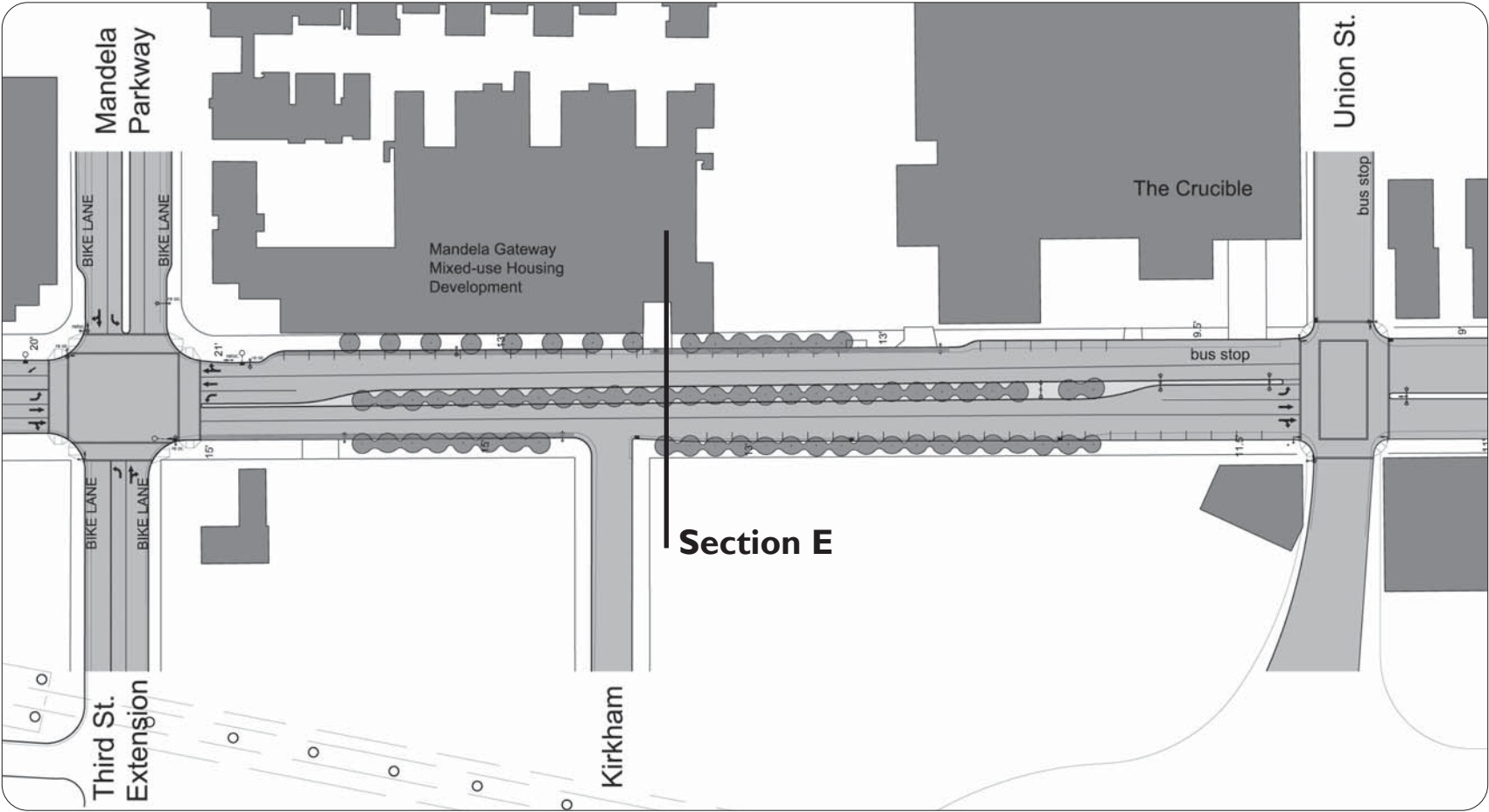


Section D Between Chester and Center

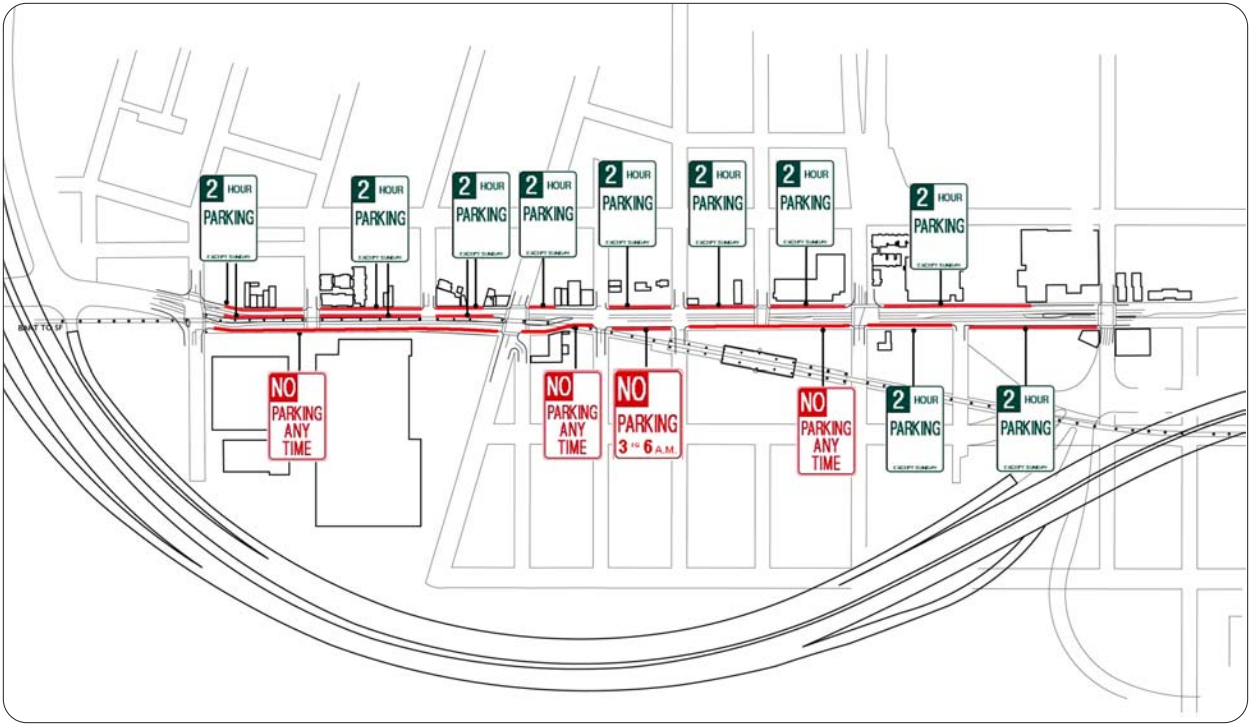
TRAFFIC CONCEPTS

Final Schematic Plan

Two lanes each direction with a raised median.



Section E Between Kirkham and Union Streets

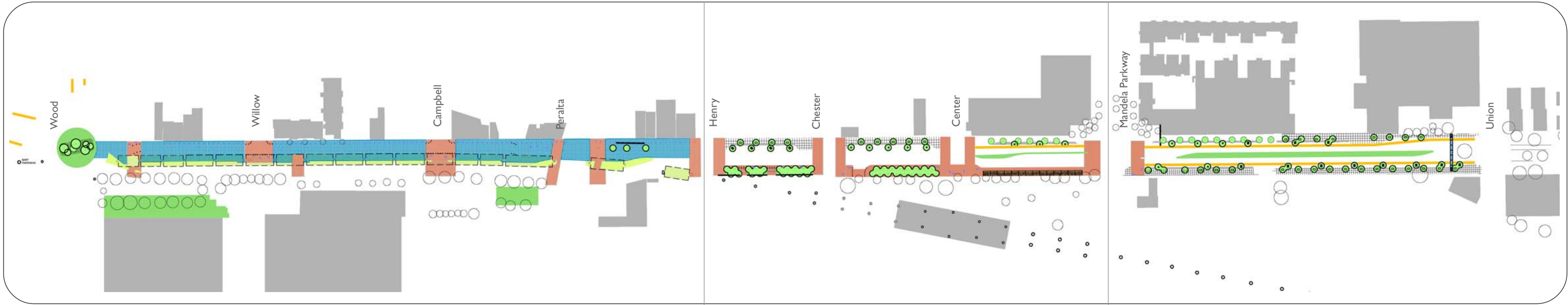


Final Parking Proposal

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

Transit District

Mixed - Use District

Context

Context

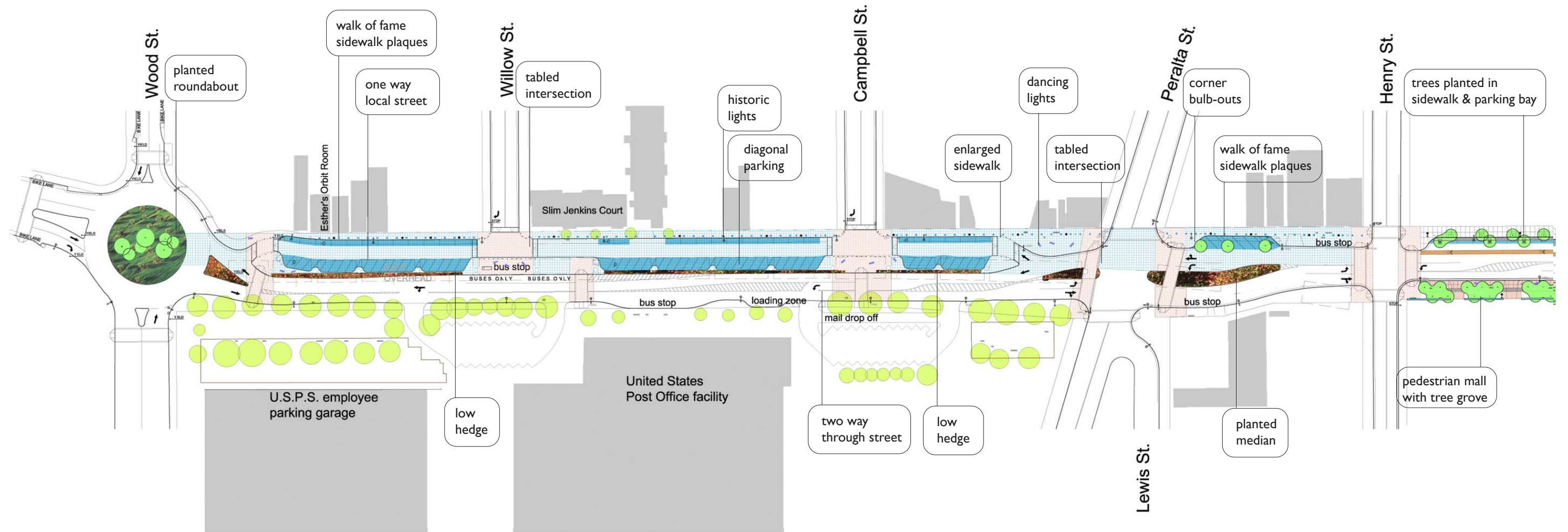
Context

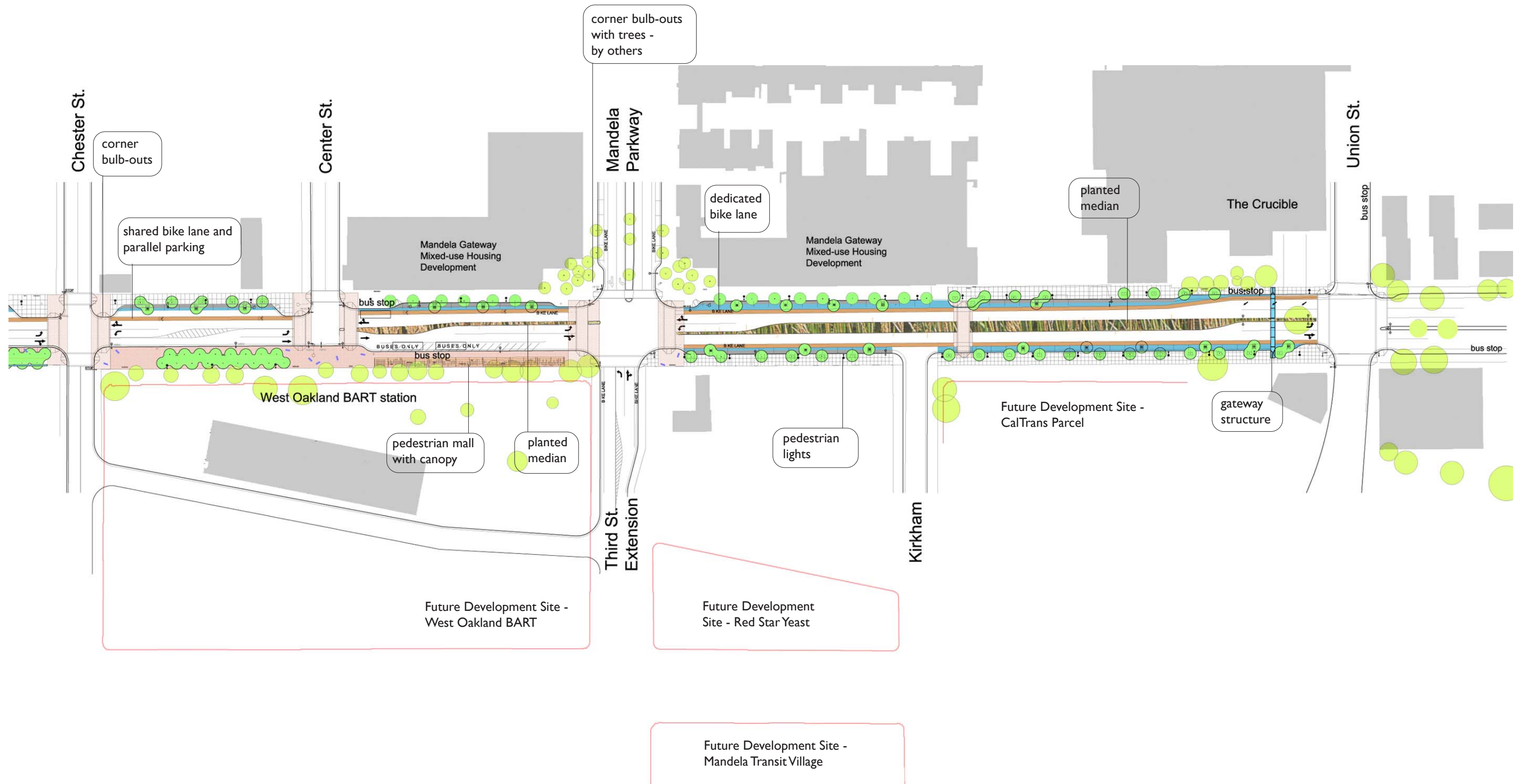
The historic district has the highest percentage of existing buildings in the project area. The design concept builds from this asset as well as the district's legacy as a key place in Oakland's vibrant music and labor culture. Slim Jenkins Court (named for a popular night club on Seventh St.) and Esther's 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 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.

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.

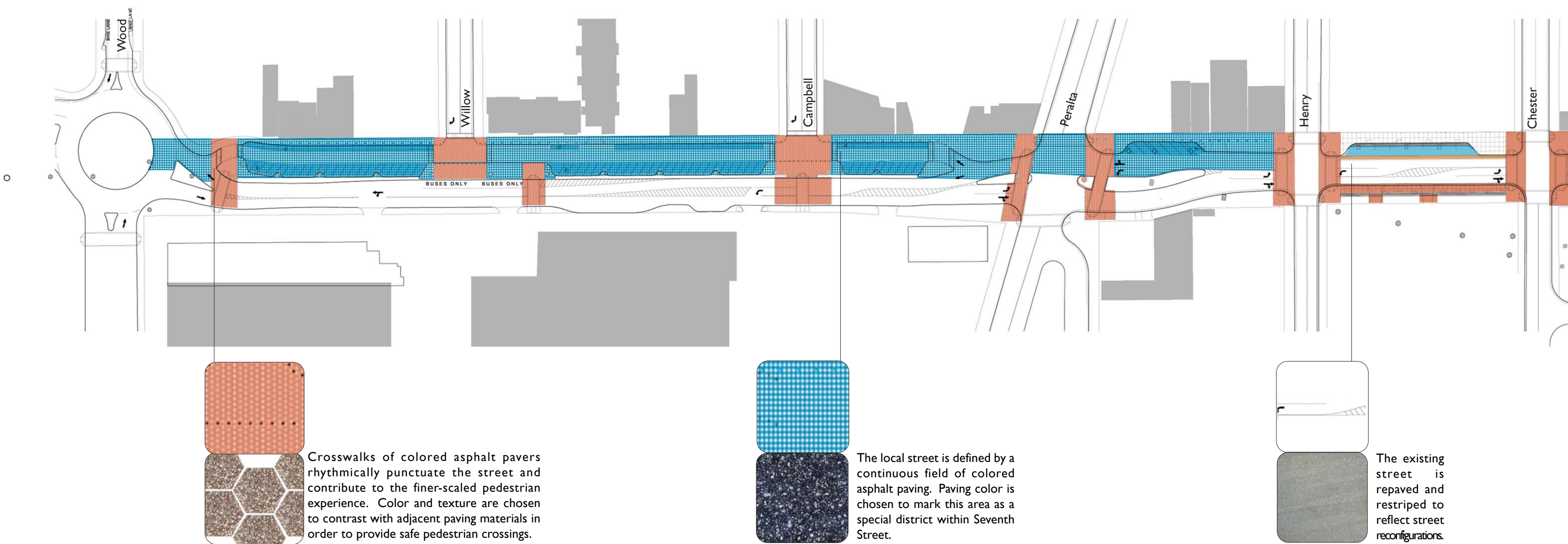
LANDSCAPE PLAN

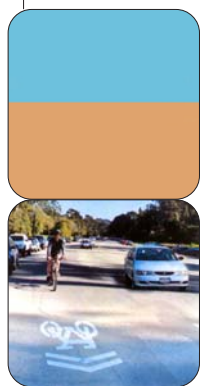
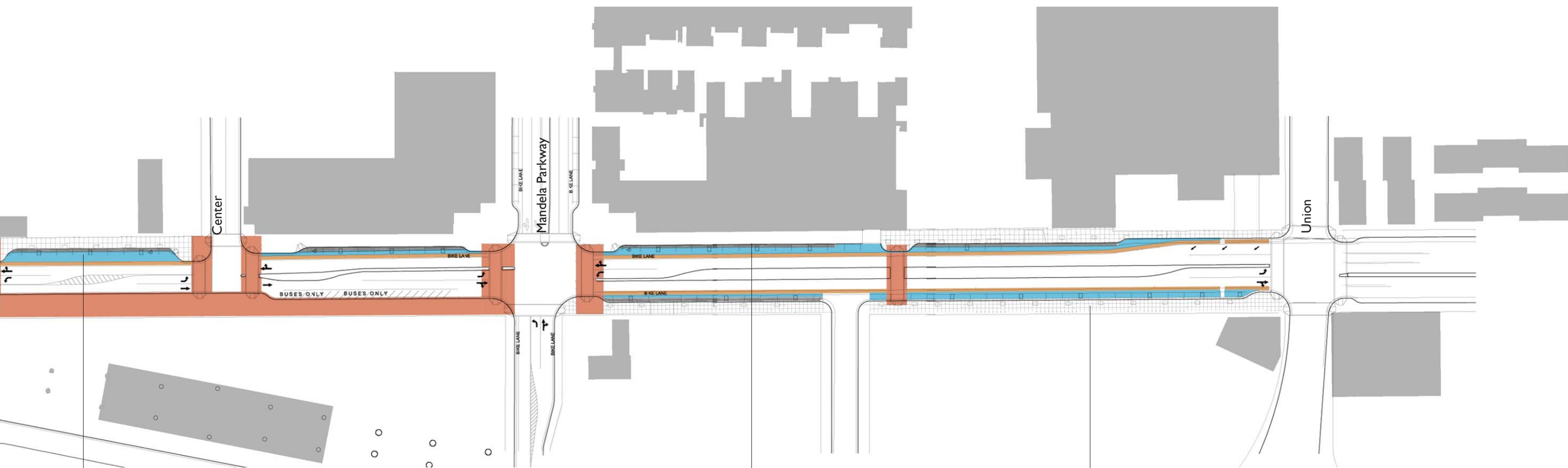




PAVING

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.





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.