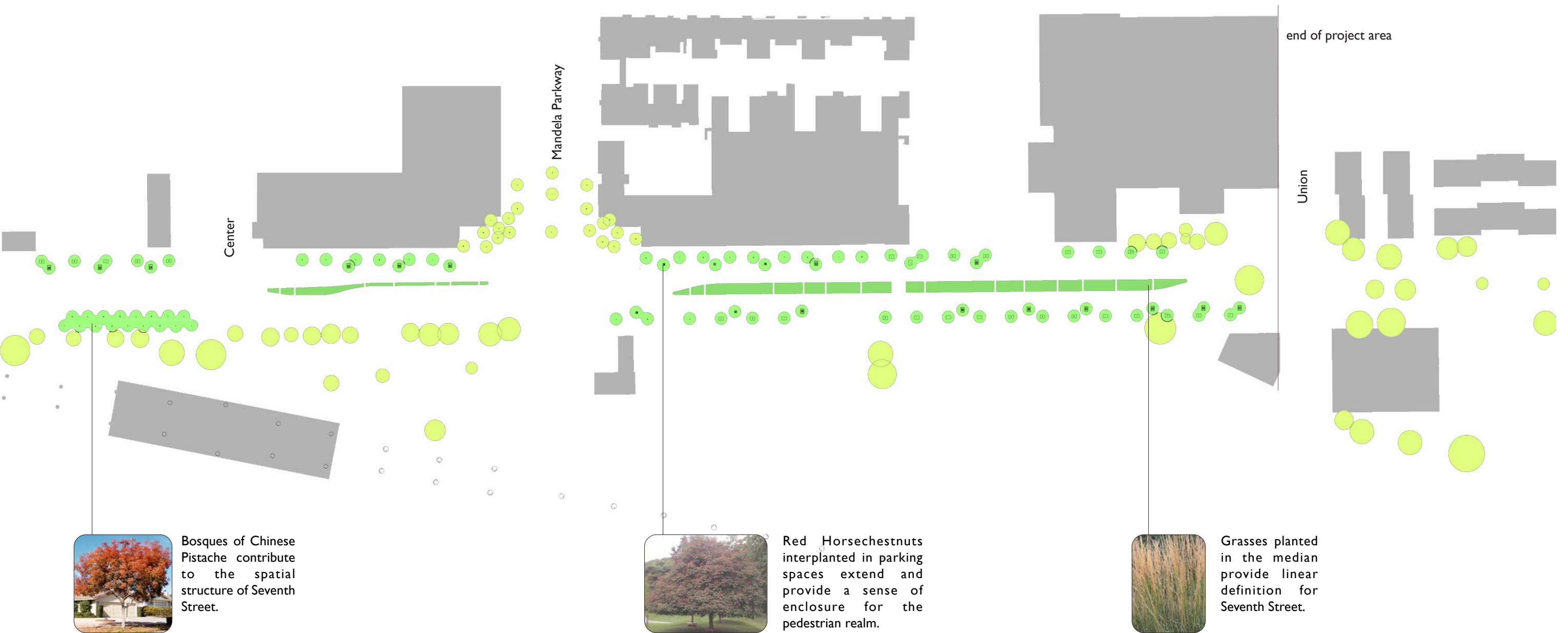


PLANTING

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 pedestrian realm, and reinforce pedestrian and vehicular circulation.

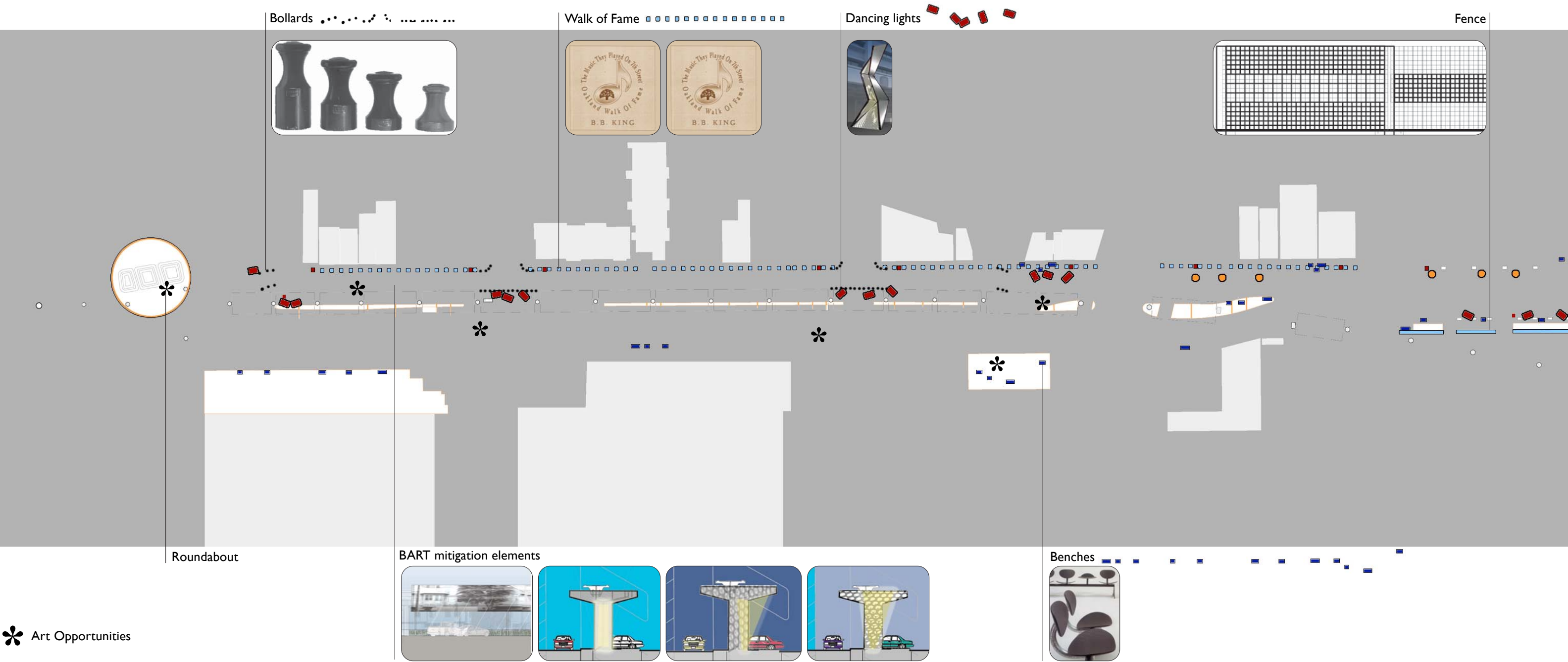




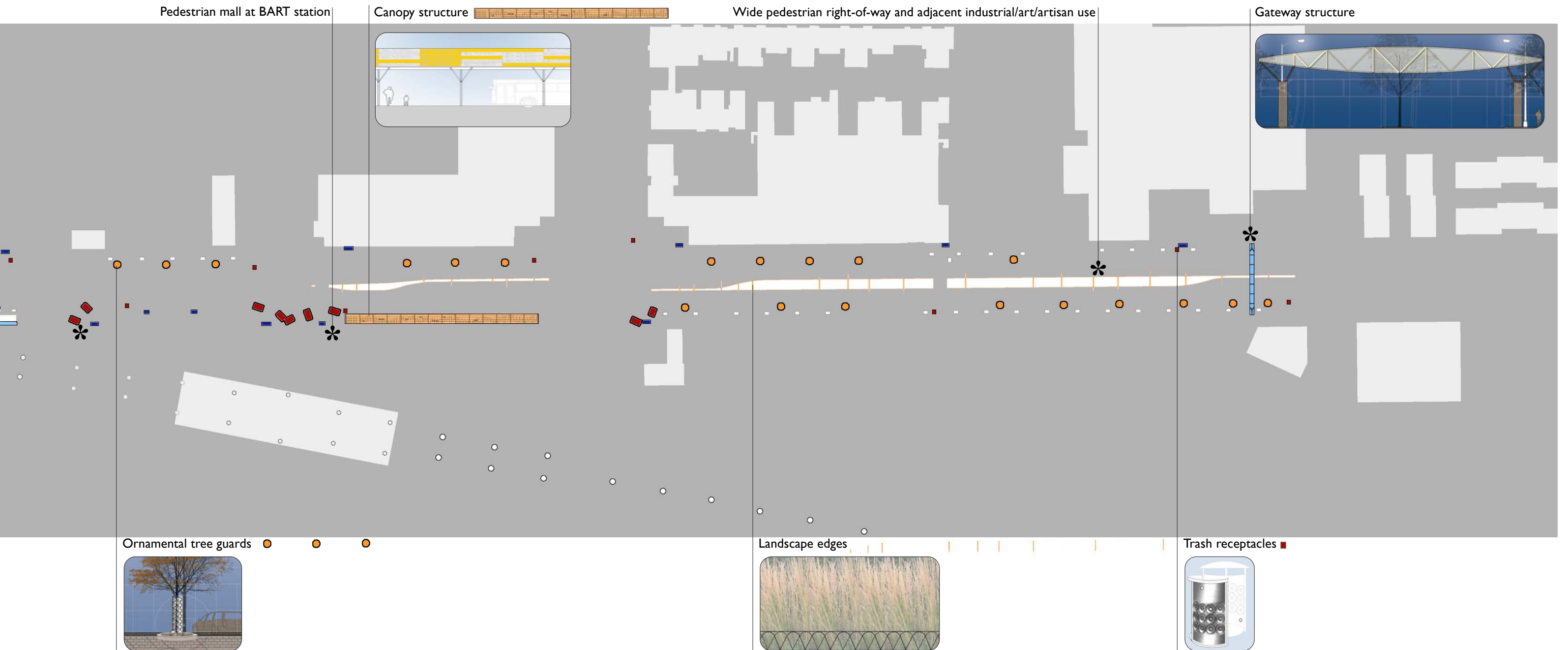
SITE FURNISHINGS

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.

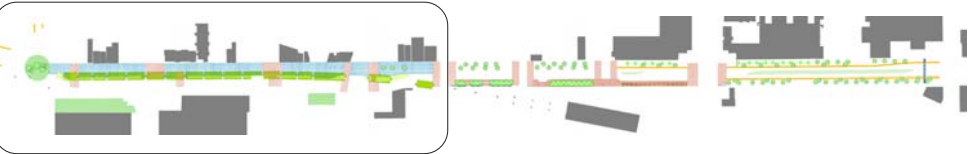
Potential locations for art include the roundabout, Walk of Fame (already in progress), pedestrian areas in front of the Post Office, pedestrian mall at the BART station, canopy structure in the pedestrian mall, the future gateway for Mandela Parkway, and the pedestrian area in front of the Mandela Gateway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



* Art Opportunities



S I T E F U R N I S H I N G S



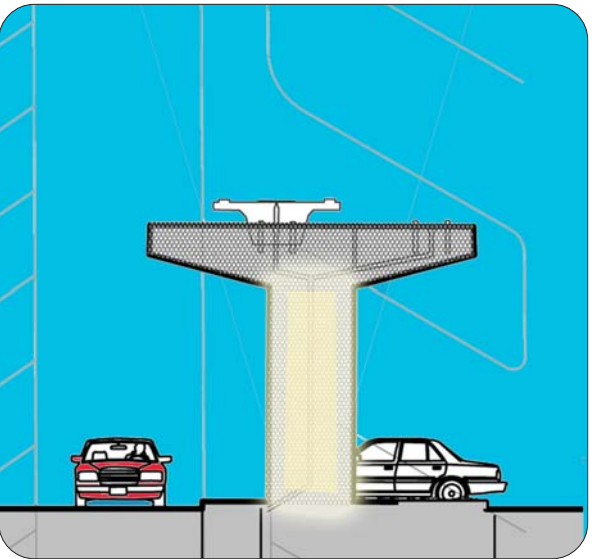
BART Mitigation

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.

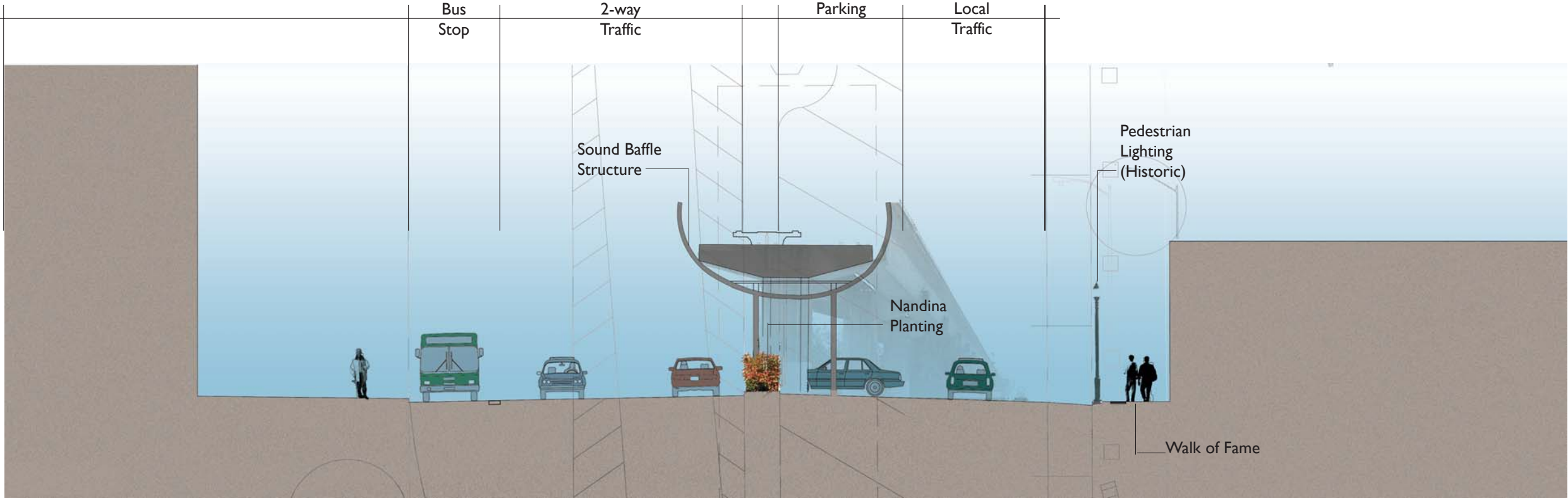
Mitigation of noise and visual quality of the BART overhead structure along Seventh Street are of high priority for the long-term improvement of the quality of life in the Seventh Street neighborhood. The Technical Advisory Committee (TAC), Oakland Public Works Agency, and Oakland Traffic Engineering 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 within 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:

I. Lighting

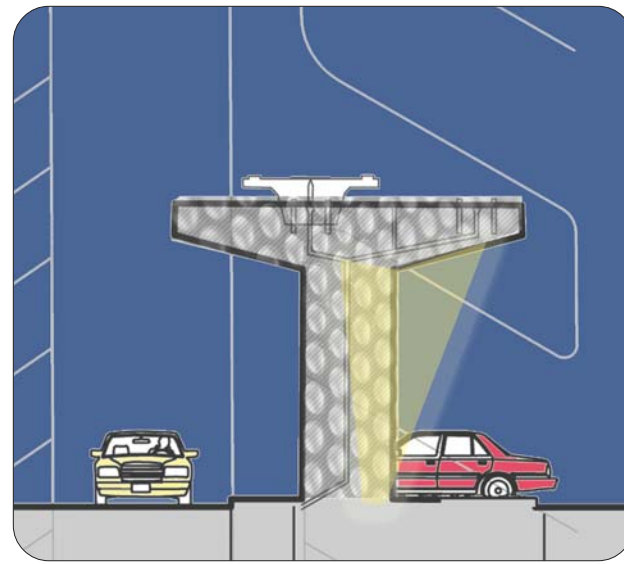
LED lights flood the columns of the aerial BART. Light is used as an architectural element, creating a safe, quality environment for city living. (LEDs last considerably longer than conventional public lighting systems. These are chosen to address long-term maintenance and budget concerns.)



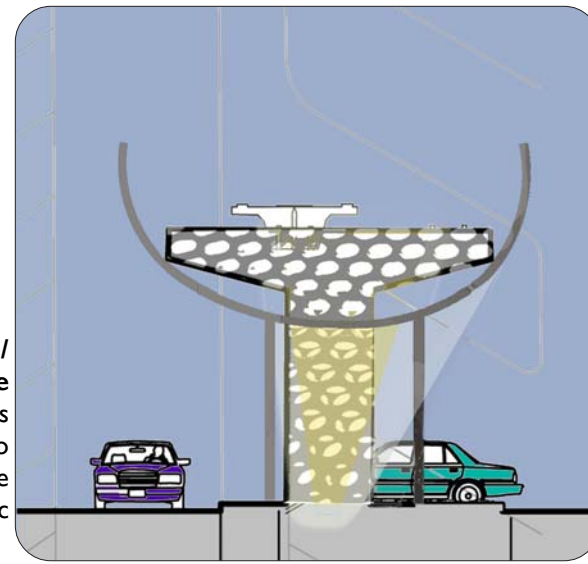
Enclosure of transit system at IIT campus provides precedent for BART mitigation. Newsweek, October 2003.



7th St. between Willow and Campbell

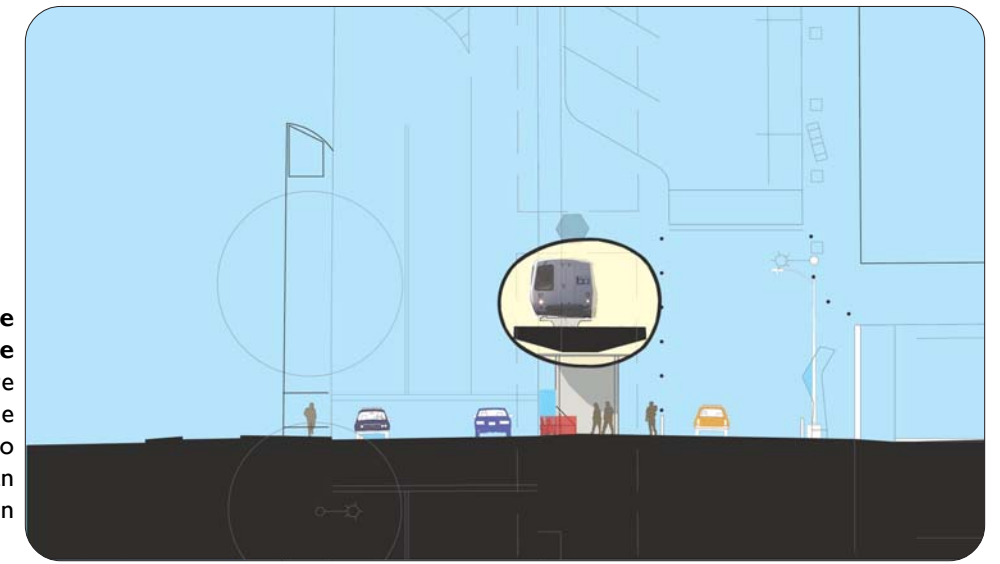


2. Metal Plating
Metal is punched, rolled, and cut to create visual interest and reinforce BART's architecture.

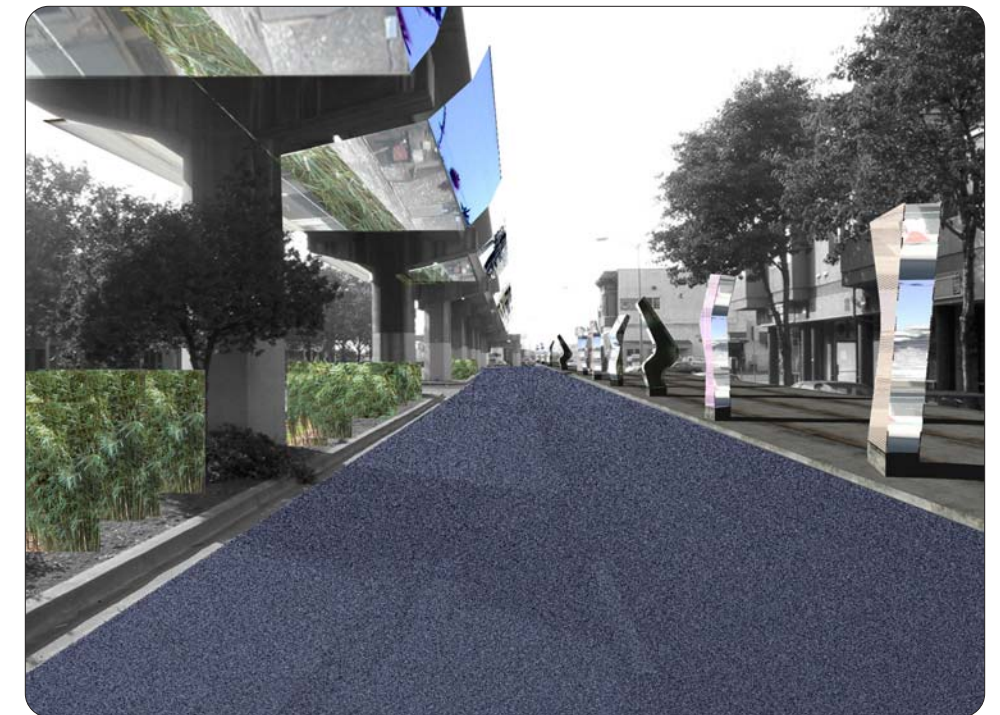
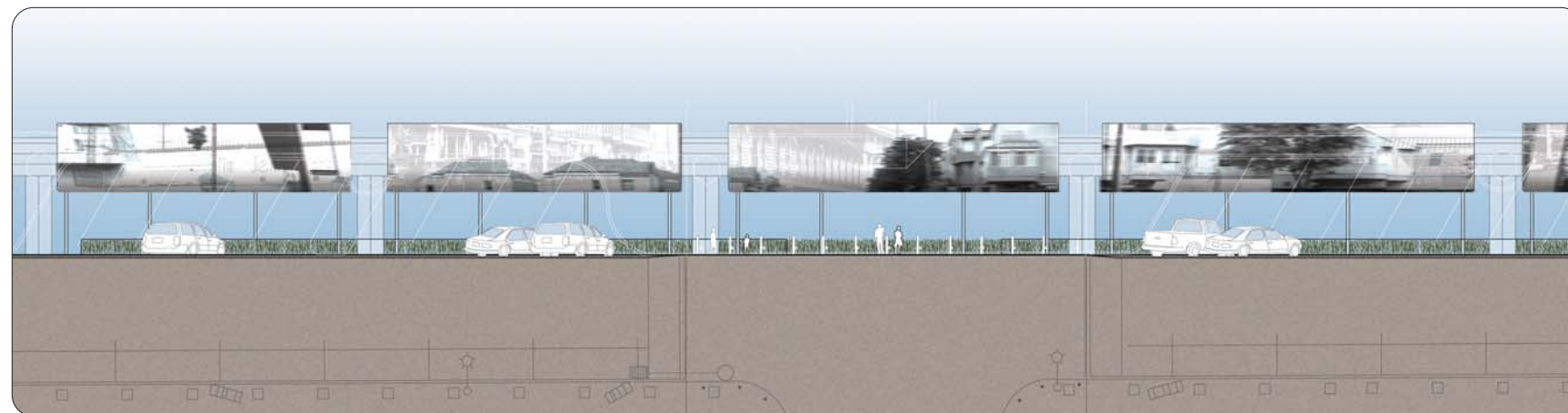
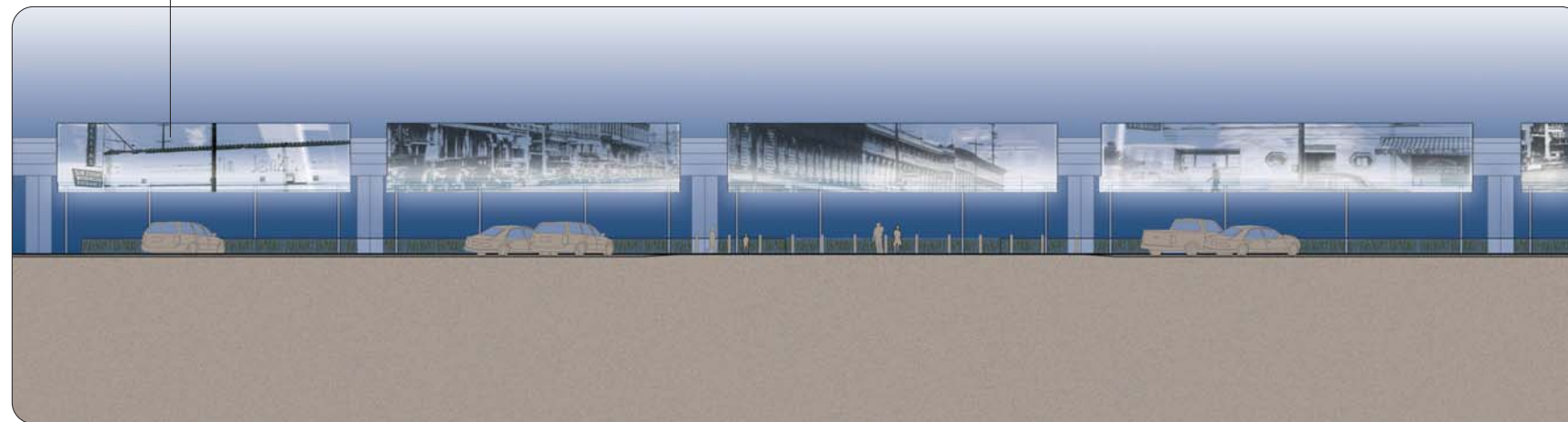


**3. Noise Wall/
Reflective Surface**
Acoustical baffles create a new wall to the street and provide a surface for historic interpretation.

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



Noise Baffles on Overhead BART Tracks



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.

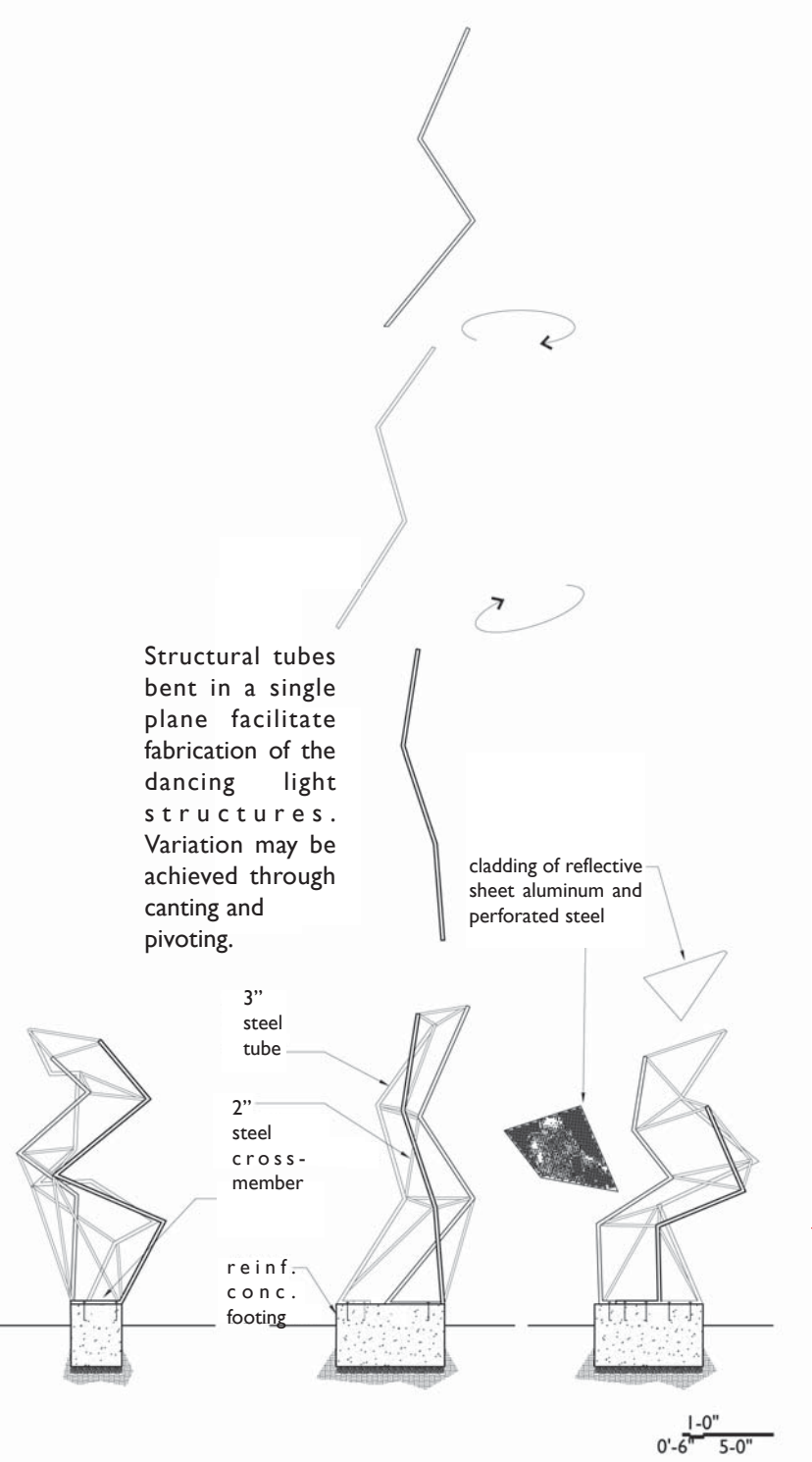
The overall lighting strategy for Seventh Street will be developed in cooperation with City of Oakland energy and electrical engineers. The lighting philosophy for Seventh Street is one of balancing energy stewardship and a desire to return quality to the pedestrian environment. Each lighting element 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.

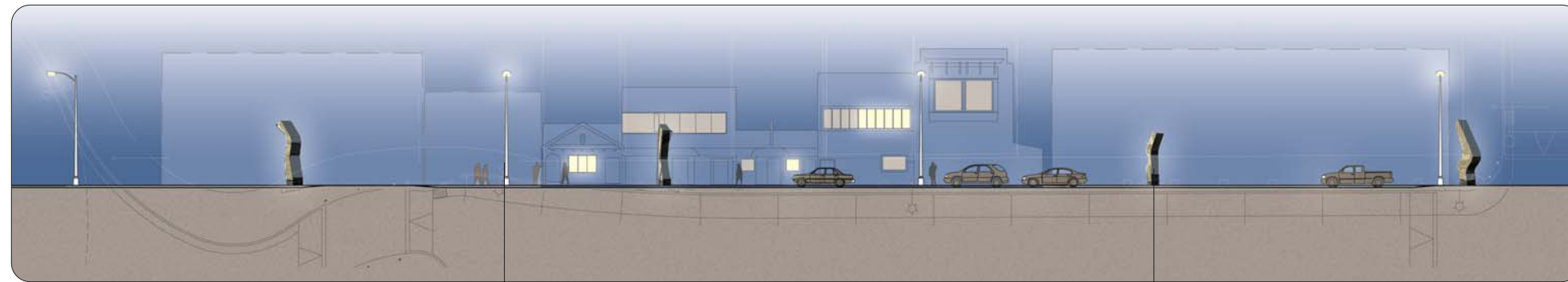


Sugar Shack by Ernie Barnes, 1974. Dancing figures inform gestures of dancing lights.



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





Mandela to Kirkham: North Elevation

Pedestrian Lighting

Dancing Lights



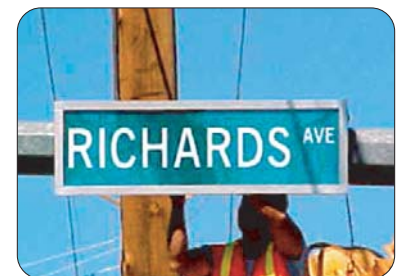
D A N C I N G L I G H T



H I S T O R I C P E D E S T R I A N L I G H T



A U G U S T A P E D E S T R I A N L I G H T



LED street signs are an energy efficient, low maintenance, subtle yet unambiguous way to make Seventh Street more navigable, welcoming and recognizable. 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% degradation factor.



L E D S T R E E T S I G N

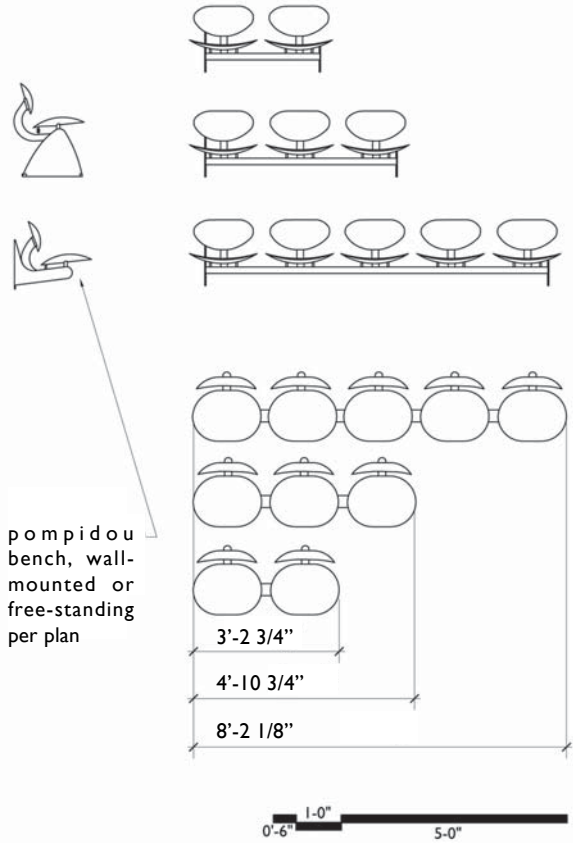
SITE FURNISHINGS



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



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.



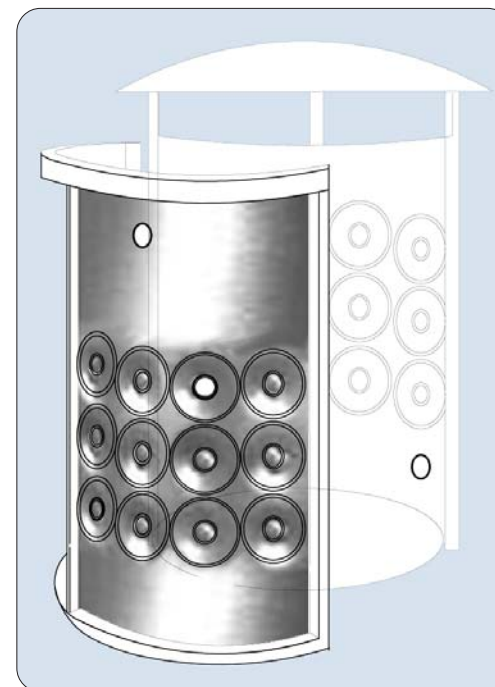
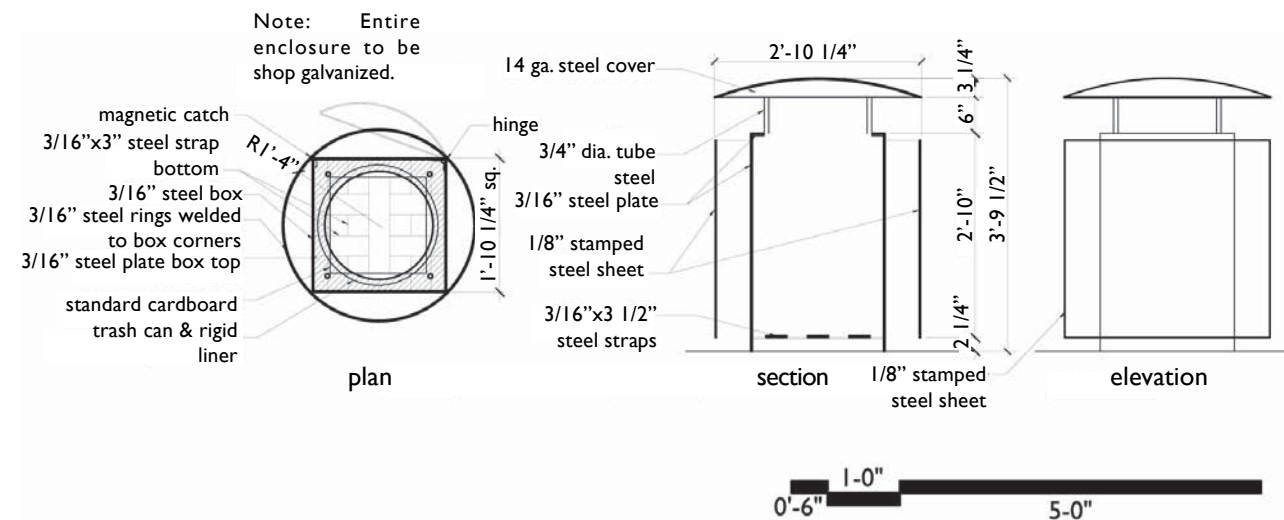
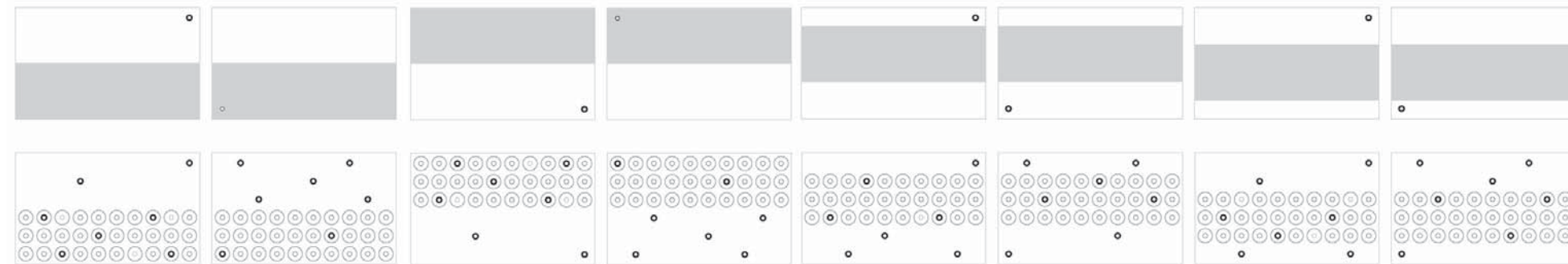
POMPIDOU BENCH

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.

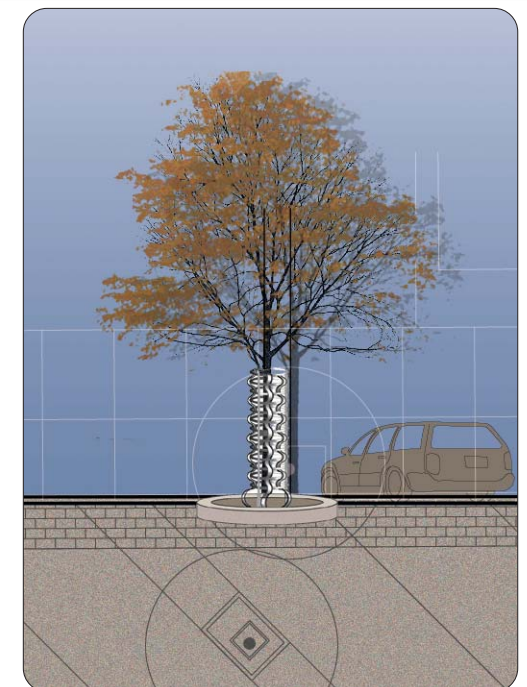
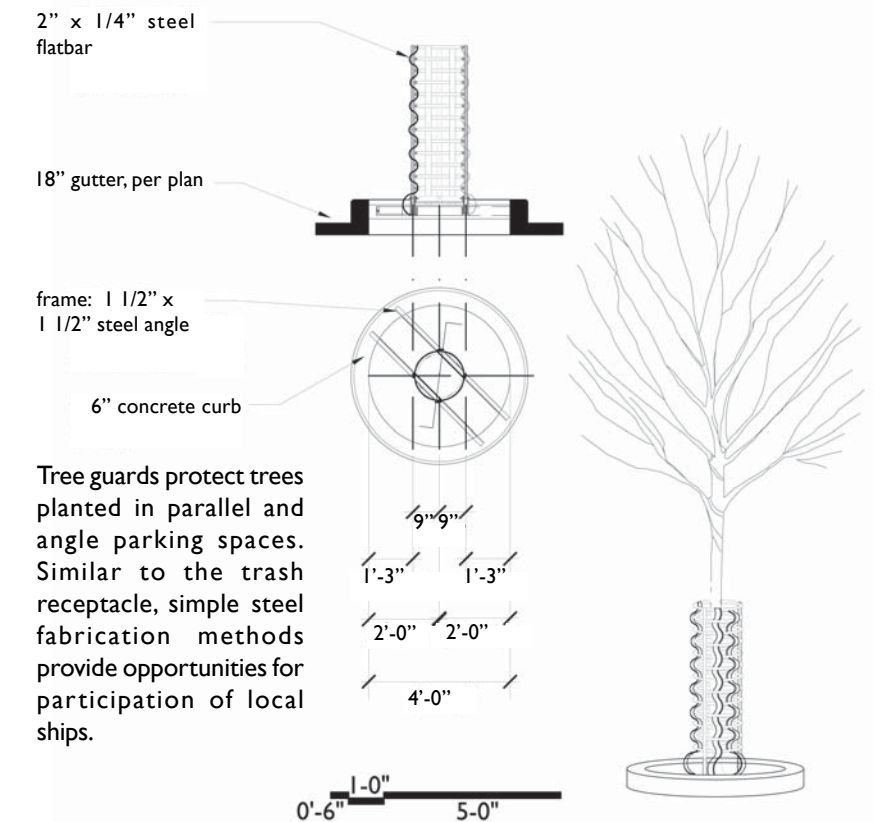


CABESTAN BOLLARD

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 positioning of a single stamping set up.



TRASH RECEPTACLE



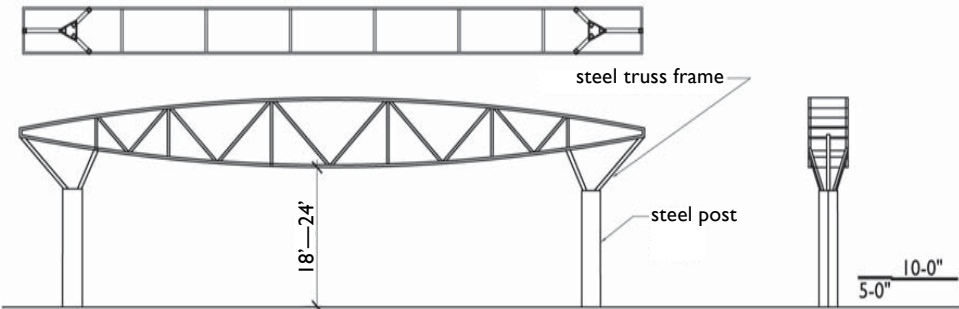
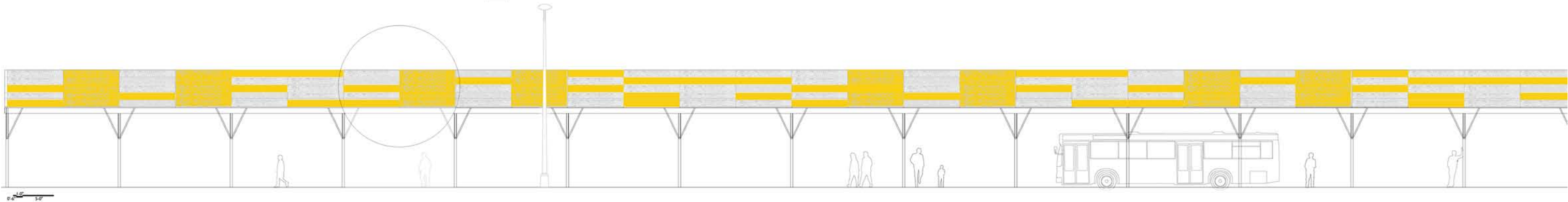
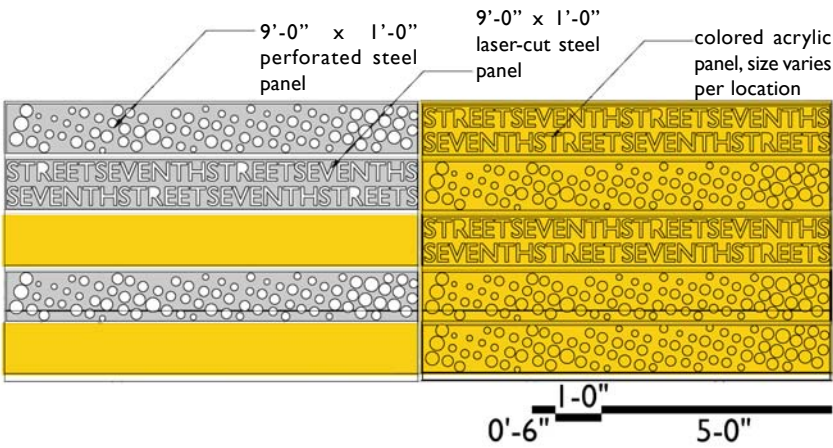
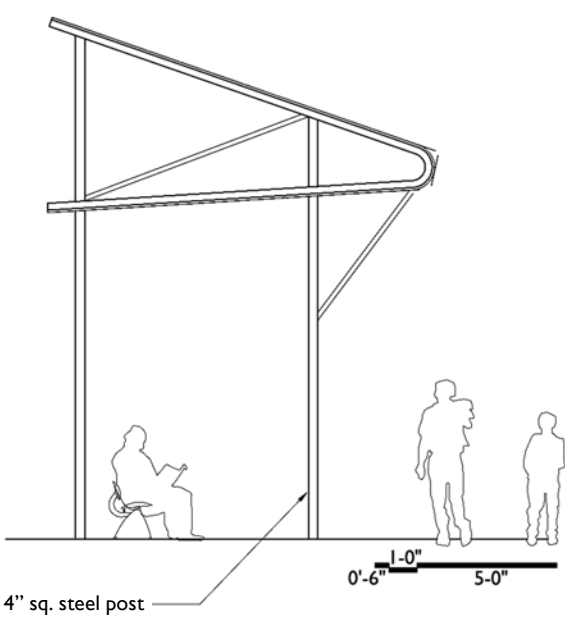
TREE GUARD



Trash receptacles reference Seventh Street's railroad history.

SITE FURNISHINGS

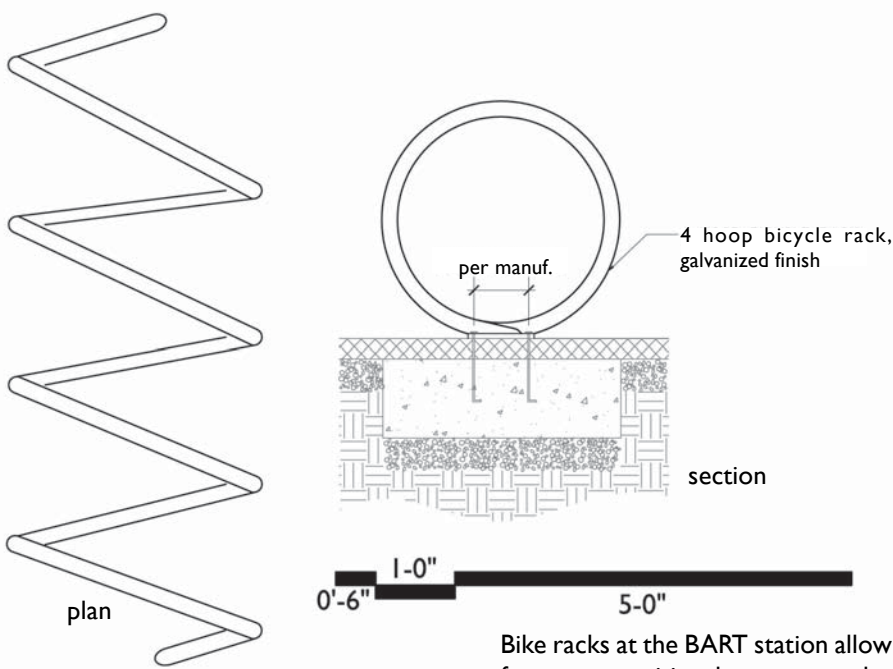
A canopy structure at the bus stop near the West Oakland BART station provides shelter and gathering spaces for people using all modes of transportation. The structure features three different types of panels arranged in a pattern similar to sheet music. Steel panels with laser-cut text identify Seventh 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.



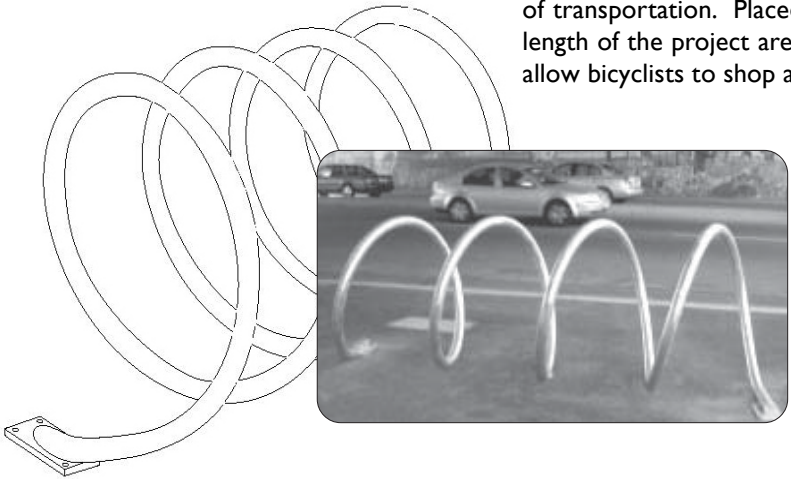
The Seventh Street gateway near Union Street serves as the eastern punctuation of this corridor and complements the roundabout at the street's western extent. The gateway also presents a potential opportunity for work with artists. The wide sidewalks in front of the Mandela Gateway Housing Development 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.



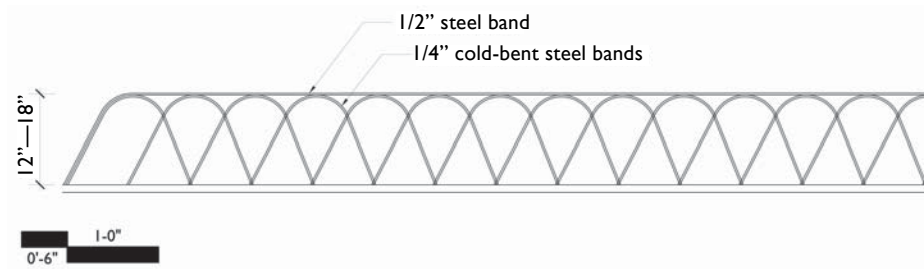
GATEWAY STRUCTURE



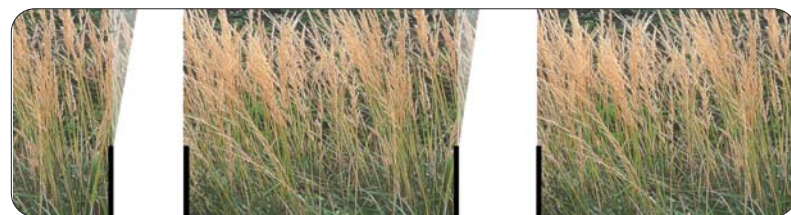
Bike racks at the BART station allow for easy transition between modes of transportation. Placed along the length of the project area, they also allow bicyclists to shop and linger.



BIKE RACK

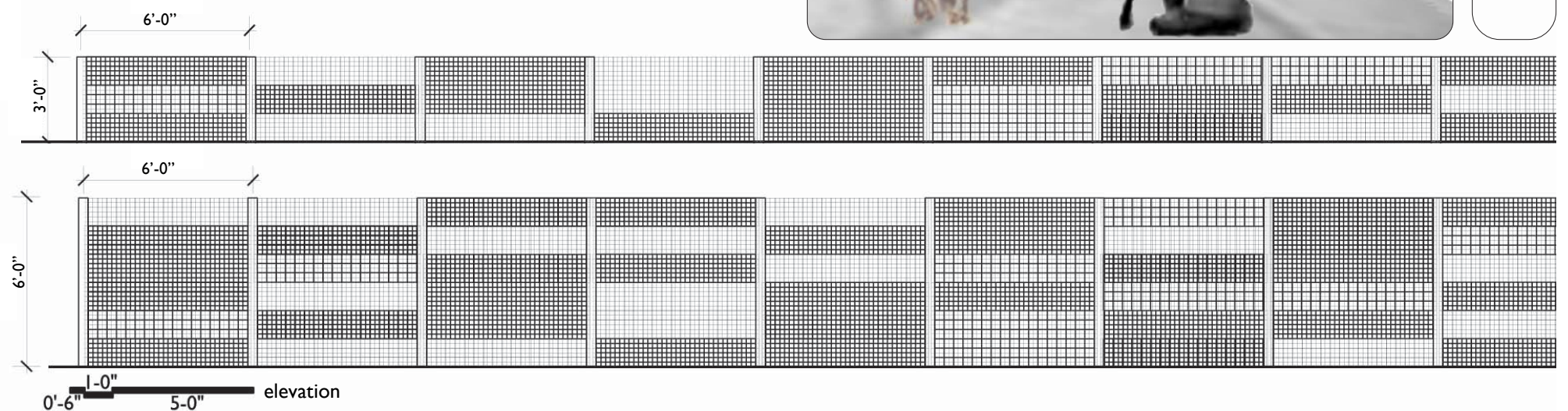


A steel edge marks the perimeter of each planting area under the BART tracks and each median planting area. Besides providing clean edges and a clear direction for strategic maintenance, the steel edge adds a level of fine-scale detail to the pedestrian environment.



12" concrete band

L A N D S C A P E E D G E



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.



F E N C E

PROJECT SUMMARY

