SPEEDWELL REDEVELOPMENT PLANNING PRINCIPLES

- Unique Neighborhood Identity
- Pedestrian-Oriented
- Green & Sustainable Design
- Expanded Housing Options
- Beautiful Architectural and Design
- Quality Open Space
- Spur District Economic Development
PHASE 4 / DESIGN CHALLENGES

30 FOOT DROP
PHASE 4 / DESIGN CHALLENGES

UNDEFINED RHYTHM
PHASE 4 DESIGN CHALLENGES
PHASE 4 / DESIGN CHALLENGES

IRREGULAR PARCEL SHAPE
PHASE 4 / DESIGN OPPORTUNITIES

• Integrate all modes of travel

• Create public amenity & enhance local economy

• Redefine the street rhythm based on placemaking

• Create partnership with private developer
PHASE 4 / LANDSCAPE PLAN

PROPOSED
CVS/pharmacy
14,900 SF
97’x165’
78 PARKING SPACES

BIKE RACK 202-120

PLANTING BED

PLANTING BED

Prospects quarter circle

30MPH DESIGN SPEED
290’ SIGHT DISTANCE PER AASHTO

SIGHT TRIANGLE

202-120
1. INTRODUCTION

Figure 1. Rendering from 40th Street, Oakland, CA. Credit: Andrea Gaffney and Justin Viglianti
PHASE 4 / PLAZA

PROPOSED CVS

SEAT WALL
SHIKHO TREE

RECYCLED WOOD BENCH SEATING
MOVEABLE TABLE

BOTTLE FILLER
BIKE RACK
BOLLARDS

BISTRO SEATING
STONE BENCHES
RAISED PLANTER 4’ X 8’
HORNBEAM STREET TREE

Carolle Huber
Landscape Architecture
PHASE 4 / PLAZA

[Image of red bicycle]

[Image of red metal chair]
# PHASE 4 / DEVELOPMENT PROGRAM

<table>
<thead>
<tr>
<th>Phase</th>
<th>Developable Acres</th>
<th>Residential Units (Max)</th>
<th>Non-Residential SF (Max)</th>
<th>Off-Street Parking (Min)</th>
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<tbody>
<tr>
<td>4.1 (CVS)</td>
<td>2.2</td>
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<tr>
<td>4.2 (MIXED-USE)</td>
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<td>PHASE 4 (TOTALS)</td>
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<td>36</td>
<td>23,600</td>
<td>107</td>
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</tbody>
</table>
## PHASE 4 / DEVELOPMENT PROGRAM

### Current vs. Proposed

<table>
<thead>
<tr>
<th></th>
<th>Developable Acres</th>
<th>Residential Units (Max)</th>
<th>Retail Floor Area (Max)</th>
<th>Parking (Min)</th>
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<tbody>
<tr>
<td>Current</td>
<td>2.7</td>
<td>150</td>
<td>25,000-45,000</td>
<td>480</td>
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<tr>
<td>Proposed</td>
<td>2.7</td>
<td>36</td>
<td>23,600</td>
<td>107</td>
</tr>
</tbody>
</table>

- **114** Less Residential Units
- **21,400** Less Retail Floor Area
Due to the sloping grade of the site, it is expected that each building will include a series of bays of varying heights.

A higher height allowance is provided for areas where ground-floor retail space is required, to account for the taller ground-floor spaces.

Refer to Chapter 5 for further details on Stepbacks.
PHASE 4 / TRAFFIC

SPEEDWELL AVE

+1 Lane

Push-Button Pedestrian Beacon

EARLY STREET

SPRING STREET

SUSSEX AVE

SPEEDWELL AVE
PHASE 4 / TRAFFIC

+1 Lane

Push-Button Pedestrian Beacon