

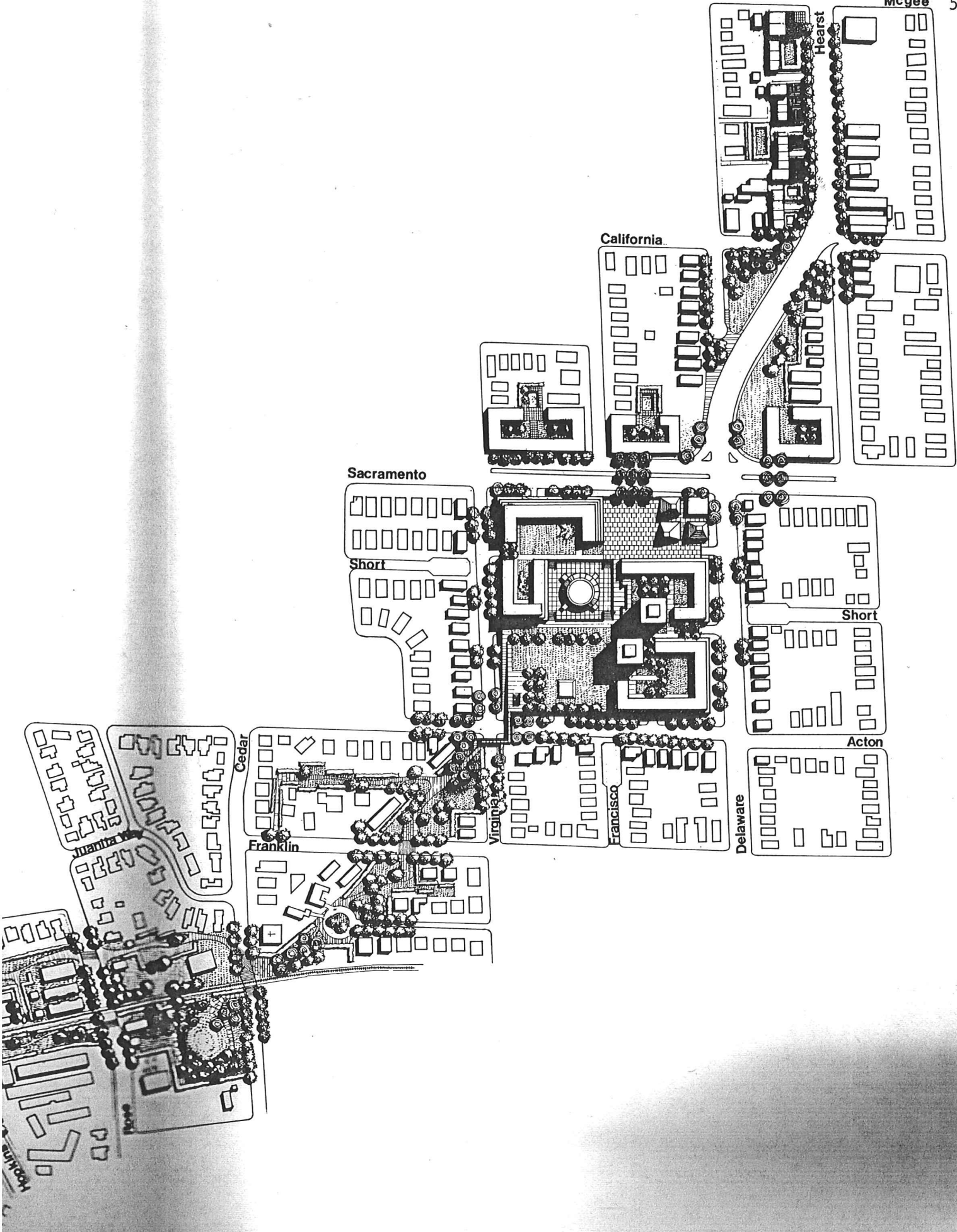
**BERKELEY
TRANSIT
ROUTE
& AIR
SPACE
DEVELOPMENT
STUDY**

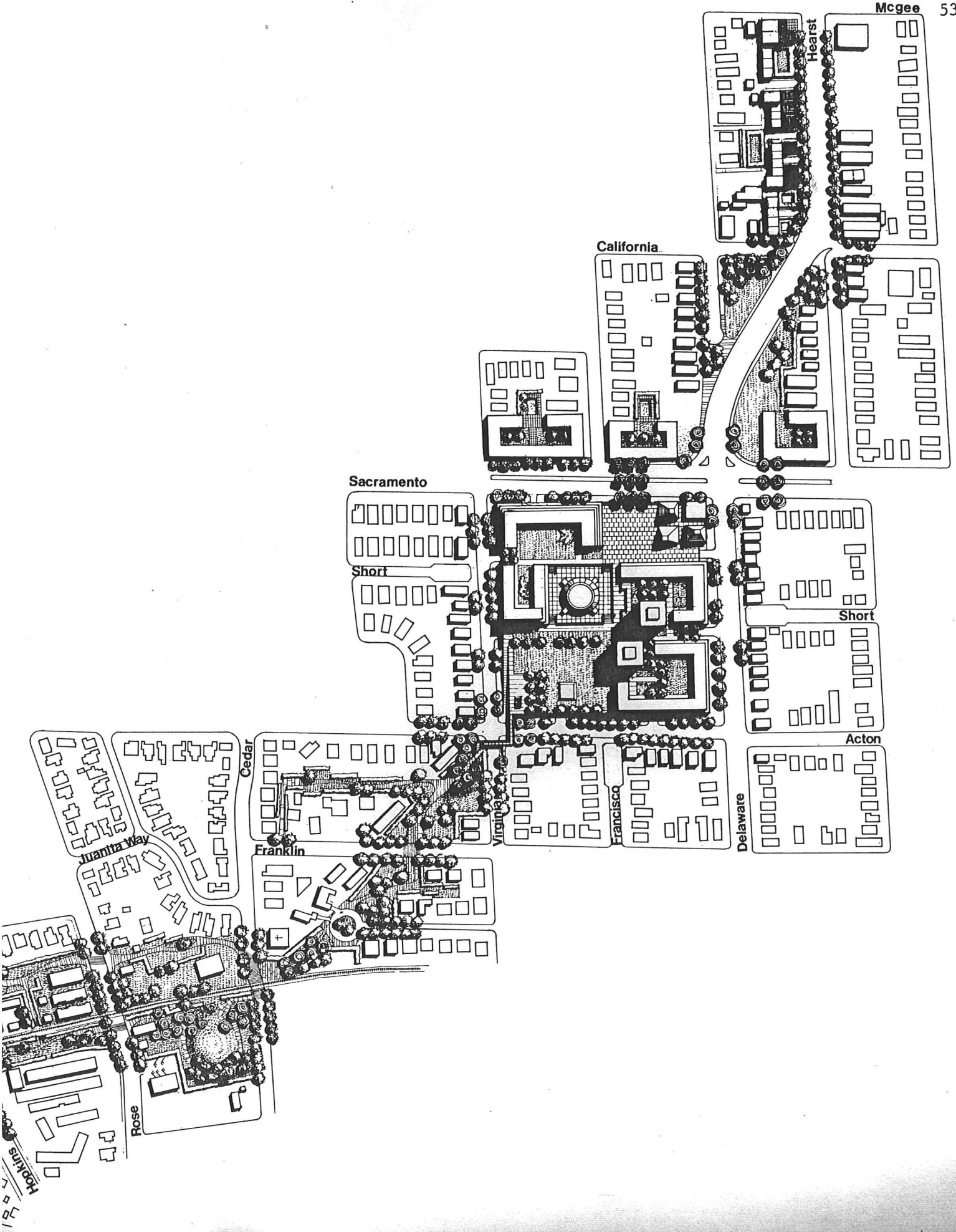
**A REPORT
TO THE
BERKELEY
CITY COUNCIL**

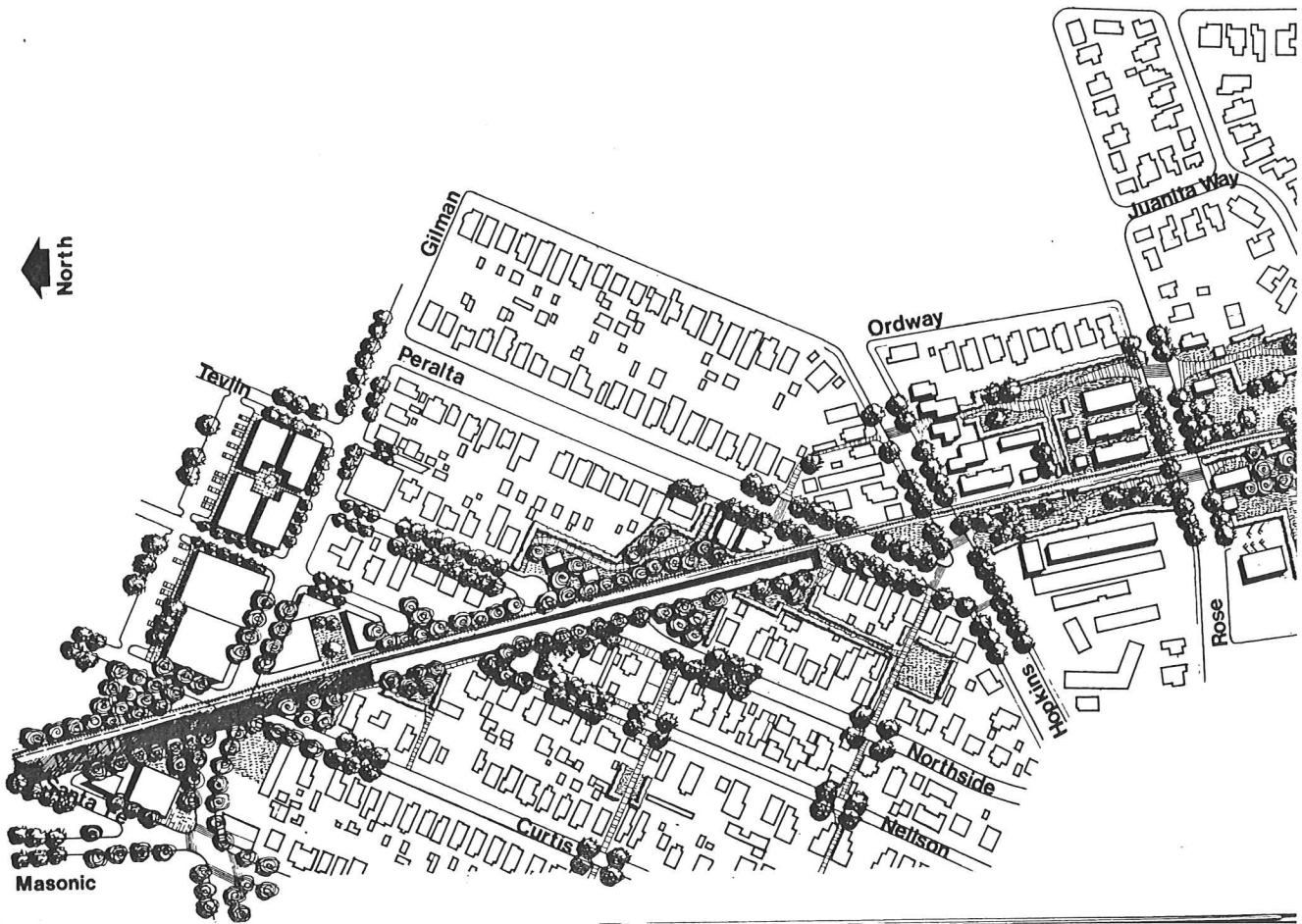
**GEORGE H. HOYT
1784 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94709**

*August
1967*

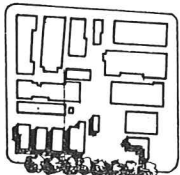
**OKAMOTO / LISKAMM
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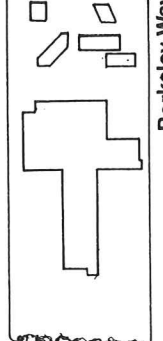




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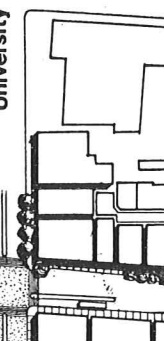
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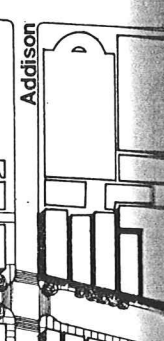
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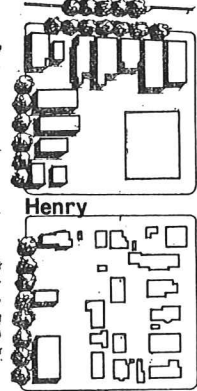
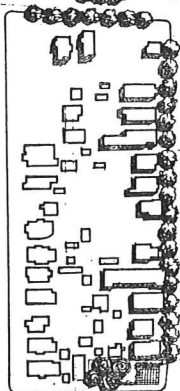
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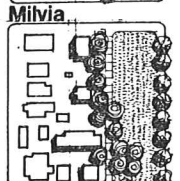
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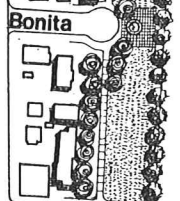
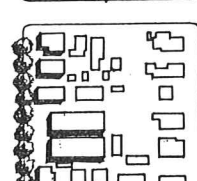
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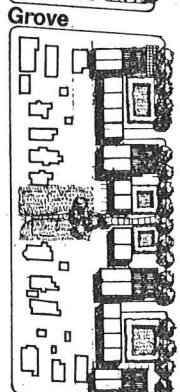
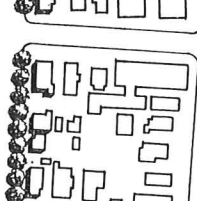
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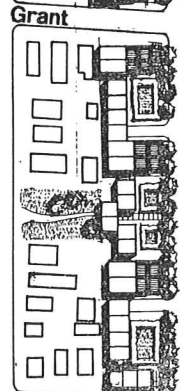
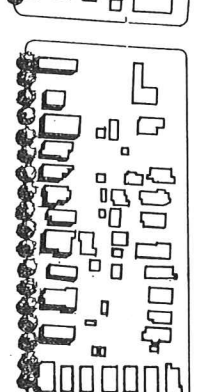
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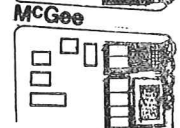
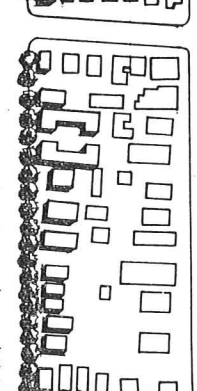
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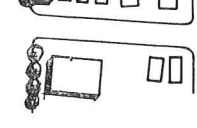
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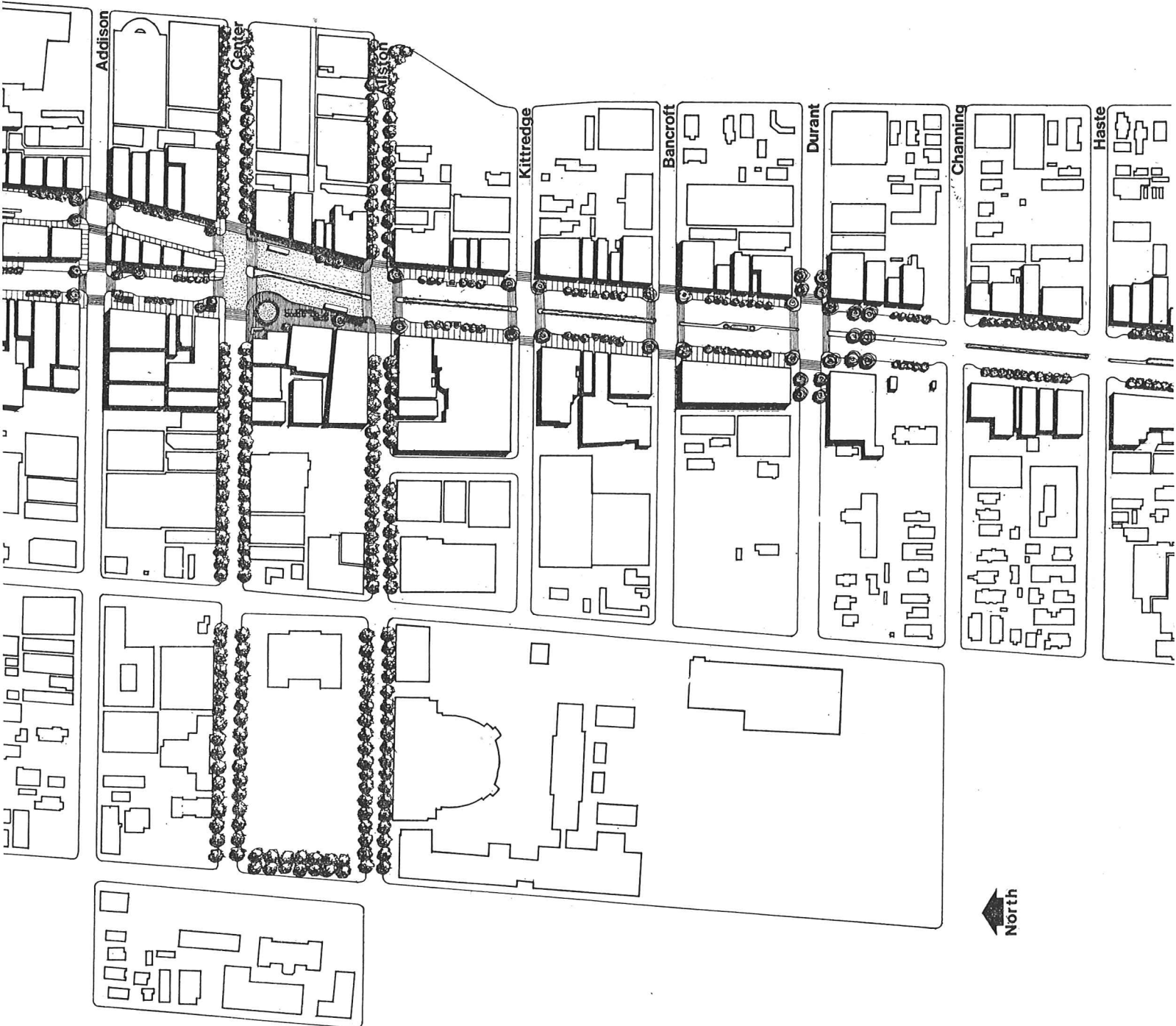


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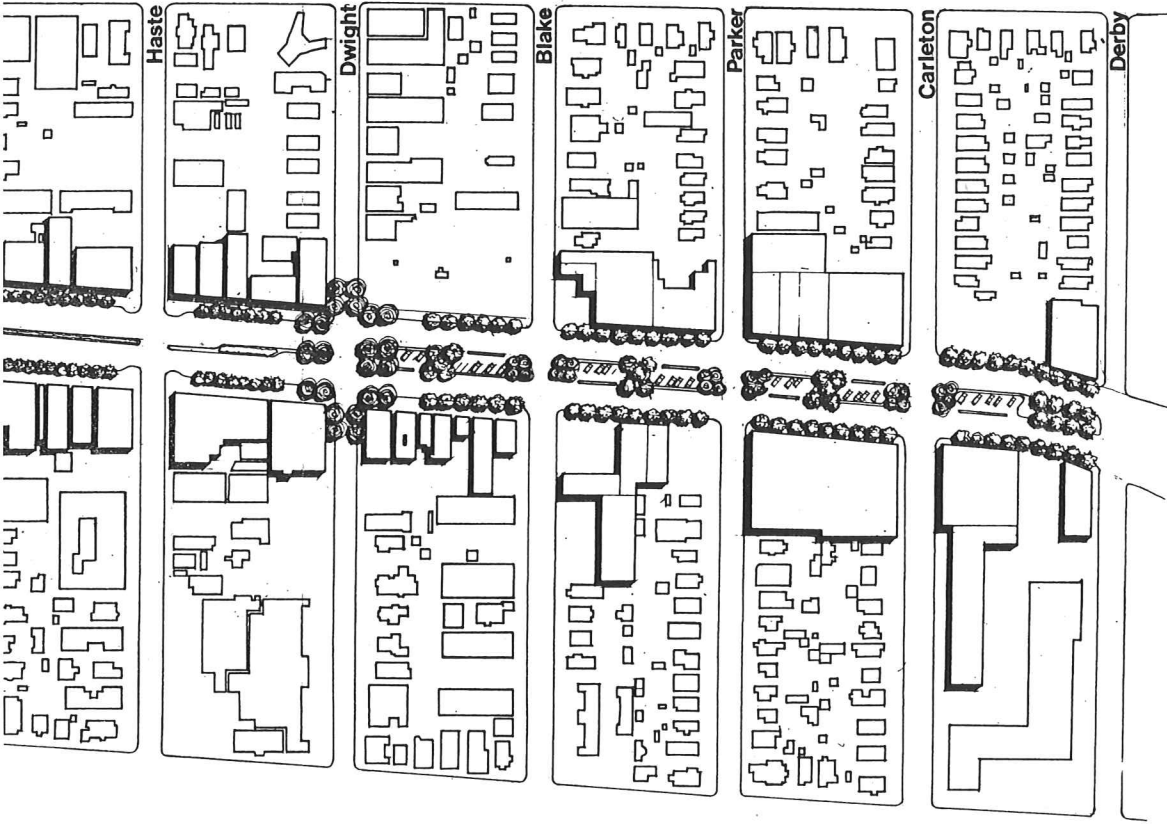


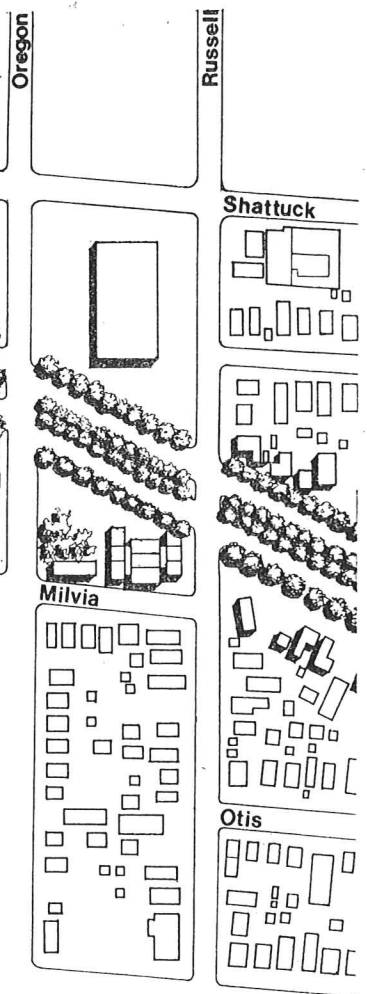
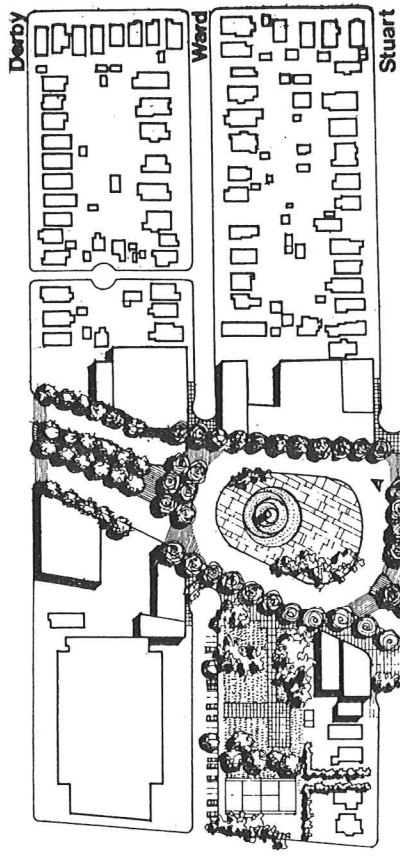
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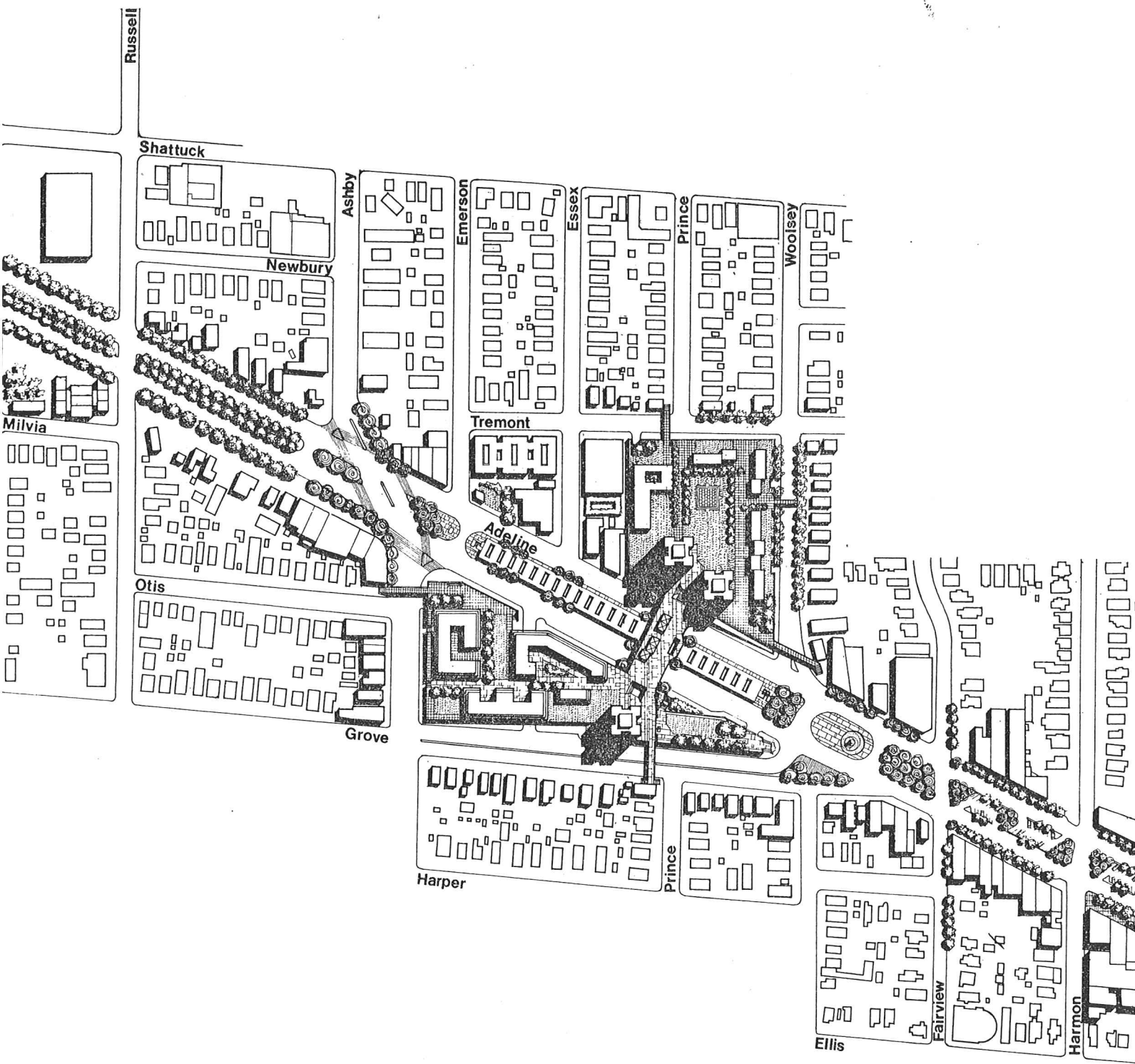




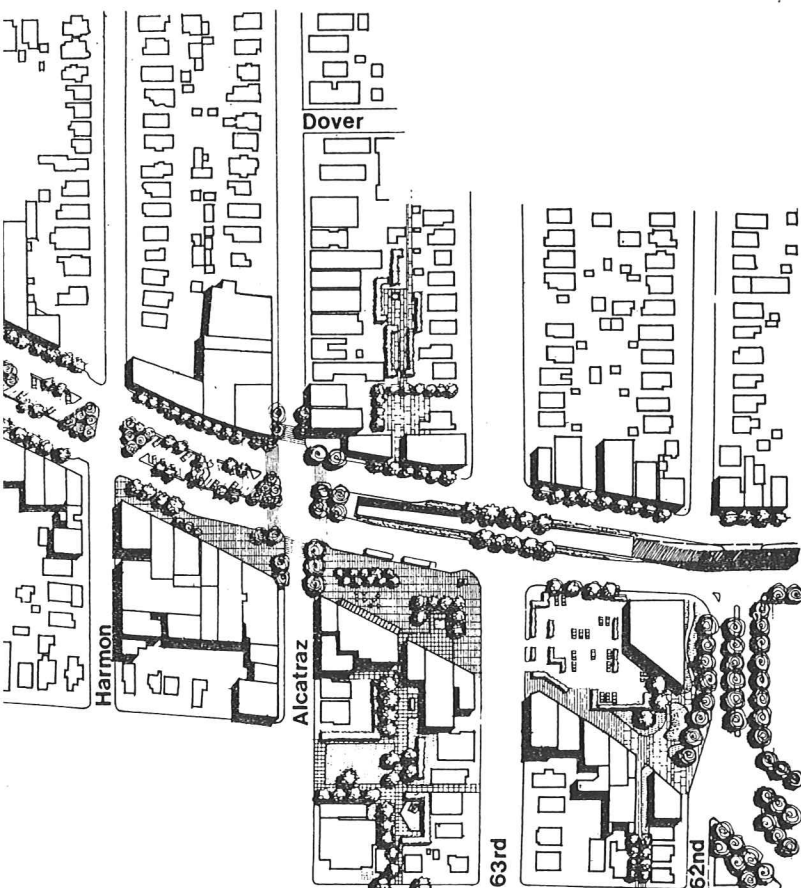
North







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Berkeley Transit Route and Air Space Development Plan

**BERKELEY
TRANSIT
ROUTE
& AIR
SPACE
DEVELOPMENT
STUDY**

**A REPORT
TO THE
BERKELEY
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**GEORGE H. HOYT
1784 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94709**

*August
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**OKAMOTO/LISKAMM
PLANNERS & ARCHITECTS AIA**

Prototype Designs

Four concepts were studied as alternatives for the air space development at the north station:

- Scheme A: Corridor high-rise and terrace housing (page 23)
- Scheme B: Corridor high-rise and court housing (page 23)
- Scheme C: Town house development (page 23)
- Scheme D: Tower apartment, terrace housing and public open space (page 18) (model photographs, pages 21 and 22)

All schemes were based on a projected program of 300 - 500 dwelling units derived by Development Research Associates market analysis. (Appendix, pgs. 85 & 86) In comparing the schemes with the development programs as shown in the Appendix, some variations in the number of units may occur, but generally the prototypes equal the Alternatives listed in the Tables.

In response to numerous inquiries, there was some investigation of a scheme which considered the possibility of acquisition of the air space for use exclusively as public open space. While this objective is laudable for certain aspects of public interest, considerable doubt remains concerning the financial feasibility of such an alternative. Estimates for deck construction range from just over two million dollars to three and a half million dollars. These estimates do not include cost of air space. Beyond expense, another consideration is the questionableness of attributing a higher priority to open space than to housing especially when it would be possible to include a modest public park in a multi-use development of the air space.

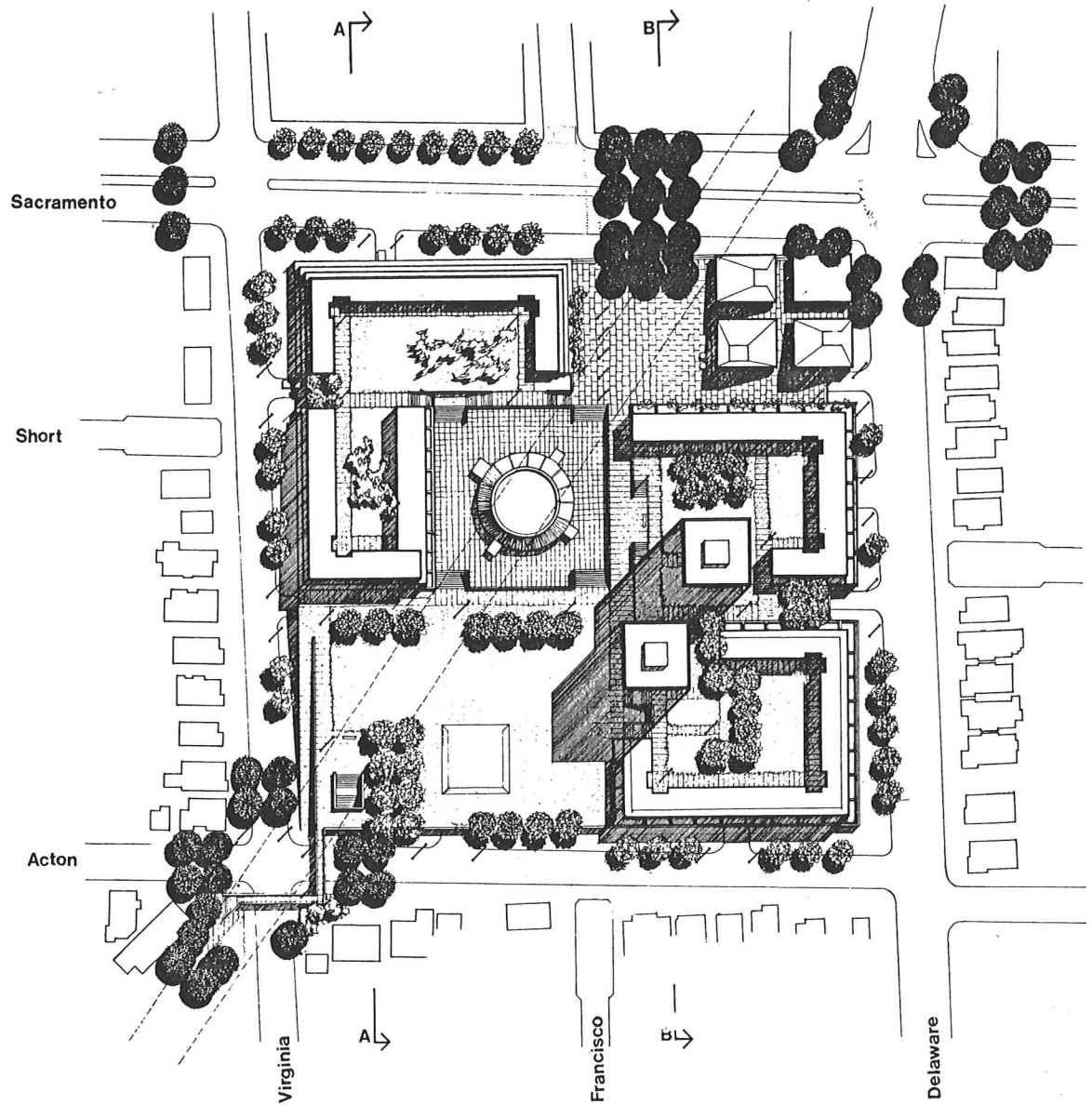
In Scheme D the number of dwellings is 320, tower buildings are suggested to reduce coverage, and low units at the periphery are included to reduce the impact of the parking structure and to better relate to the scale of the surrounding buildings. (This latter design principle is recommended for development at both stations). In general, this prototype proposes multiple use of the air space for high and low-rise residences, private and public open space, convenience shopping, and of course includes BARTD ticketing.

Two or three-story apartments are suggested for the northeast corner of the site at Virginia and Sacramento Streets, while the other low buildings would be diagonally across the site at the southwest corner bounded by Delaware and Acton. The two

tower buildings, 10 to 12 stories each, are situated within the L-shaped piece formed by the southwest corner low-rise. By placing the higher buildings toward the center of the site, and fronting the edges with the lower ones, it is possible to create an environmental scale relatively compatible with the surrounding neighborhood. The central siting of the towers permits the densest apartment area the most convenient access to the station via elevator or stair.

Both residential areas would provide open space and recreation areas designed and allocated for the exclusive use of the tenants. For general public use, however, a 1.6-acre open space or park is intended for the northwest corner of the site, the area formed by the intersection of Acton and Virginia Streets. This land is raised about eight feet above the general plaza level to provide for parking facilities beneath and ties to the pedestrian greenway proposed along the BARTD right-of-way to the northwest. (pgs. 53, 79&80) Across the site at the corner of Sacramento and Delaware Streets is a small neighborhood shopping center, including: drugstore, grocery, tobacconist, wine shop and other shops of a convenience nature.

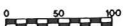
The corner location of this center should assure patronage not only by residents dwelling on the site, but also by others from nearby neighborhoods. Even more minimal convenience facilities might be located at the ticketing plaza level. An outdoor cafe could also be included here.

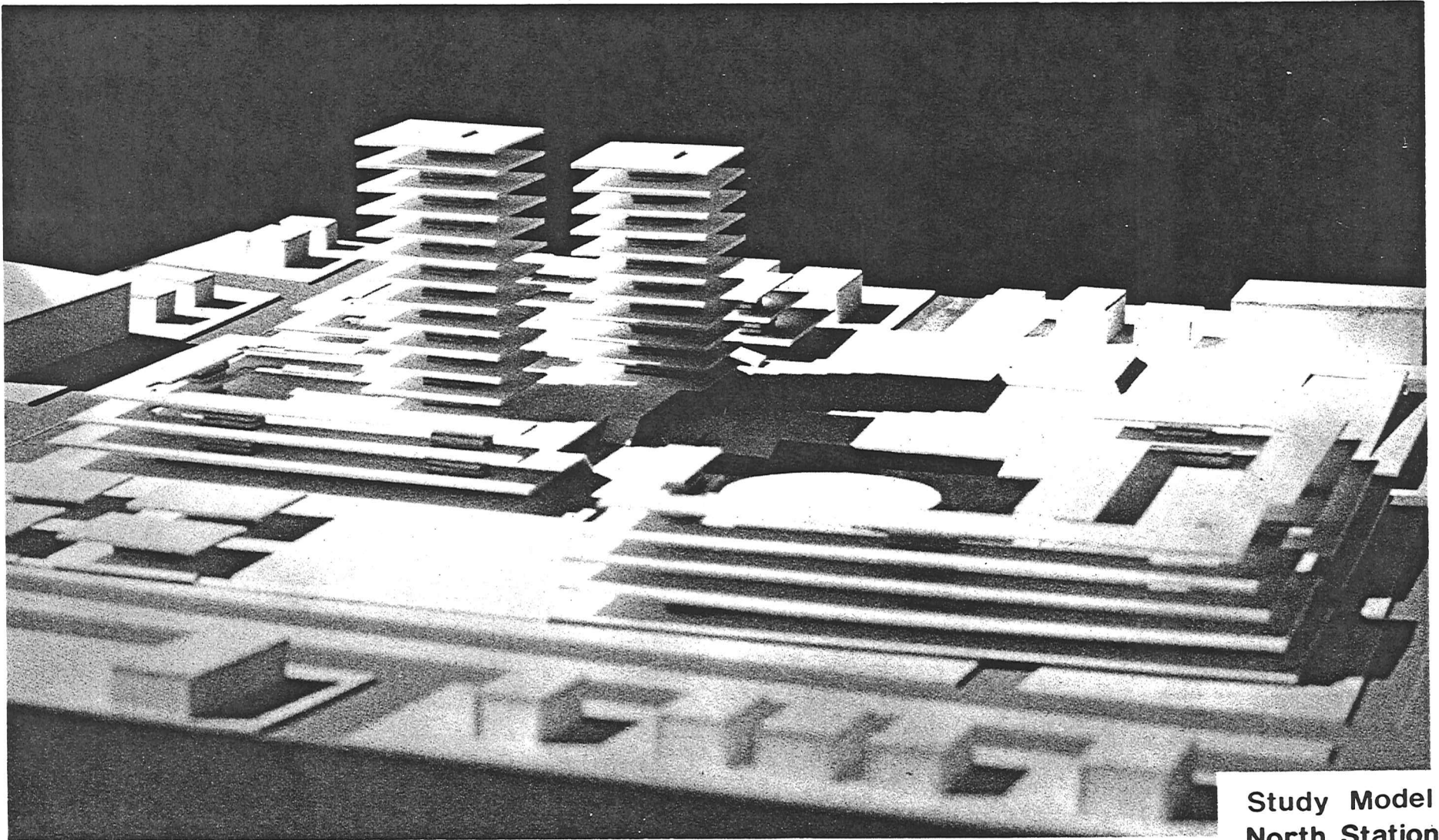


NORTH STATION STATISTICAL SUMMARY

Scheme D

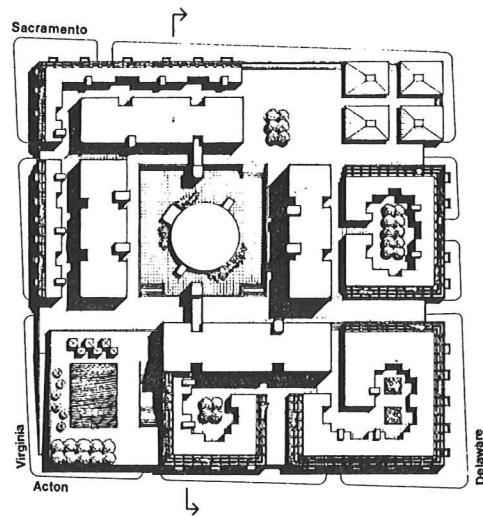
| Area | Acres | Gross Density | <u>120</u> |
|---|-------------|---|------------|
| Total Site | <u>8.00</u> | 320 units with 3 persons/unit equals 960 persons, or 120 persons/acre, based on an overall 8 gross acres | |
| BARTD Ticketing | .80 | | |
| Entrance Plaza & Commercial | 1.00 | | |
| Public Open Space | 1.65 | | |
| Residential | 4.55 | Net Density | <u>150</u> |
| Total Dwelling Units | <u>320</u> | 320 units with 3 persons/unit equals 960 persons, or 150 persons/acre, based on net acreage | |
| High Rise (10-12 stories, 5 apts./floor) | 116 | | |
| Low Rise (2-3 stories, 18 apts./floor) | 204 | | |



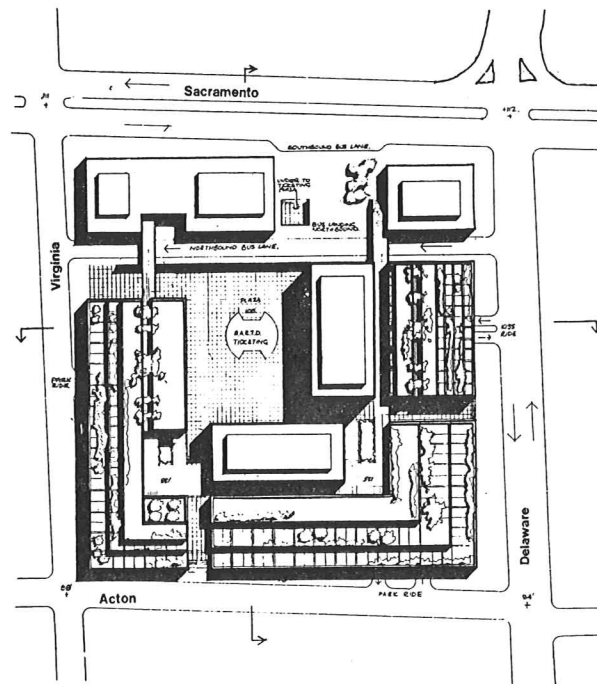


Study Model
North Station





Scheme A



Scheme B



Scheme C



Prototype Designs

Several concepts were considered for the air space development of the south station:

Scheme A: All town houses (page 39)

Scheme B: Five towers and terrace housing (page 39)

Scheme C: Three towers for the west section, terrace housing, town houses on the east section, and public open spaces (page 39)

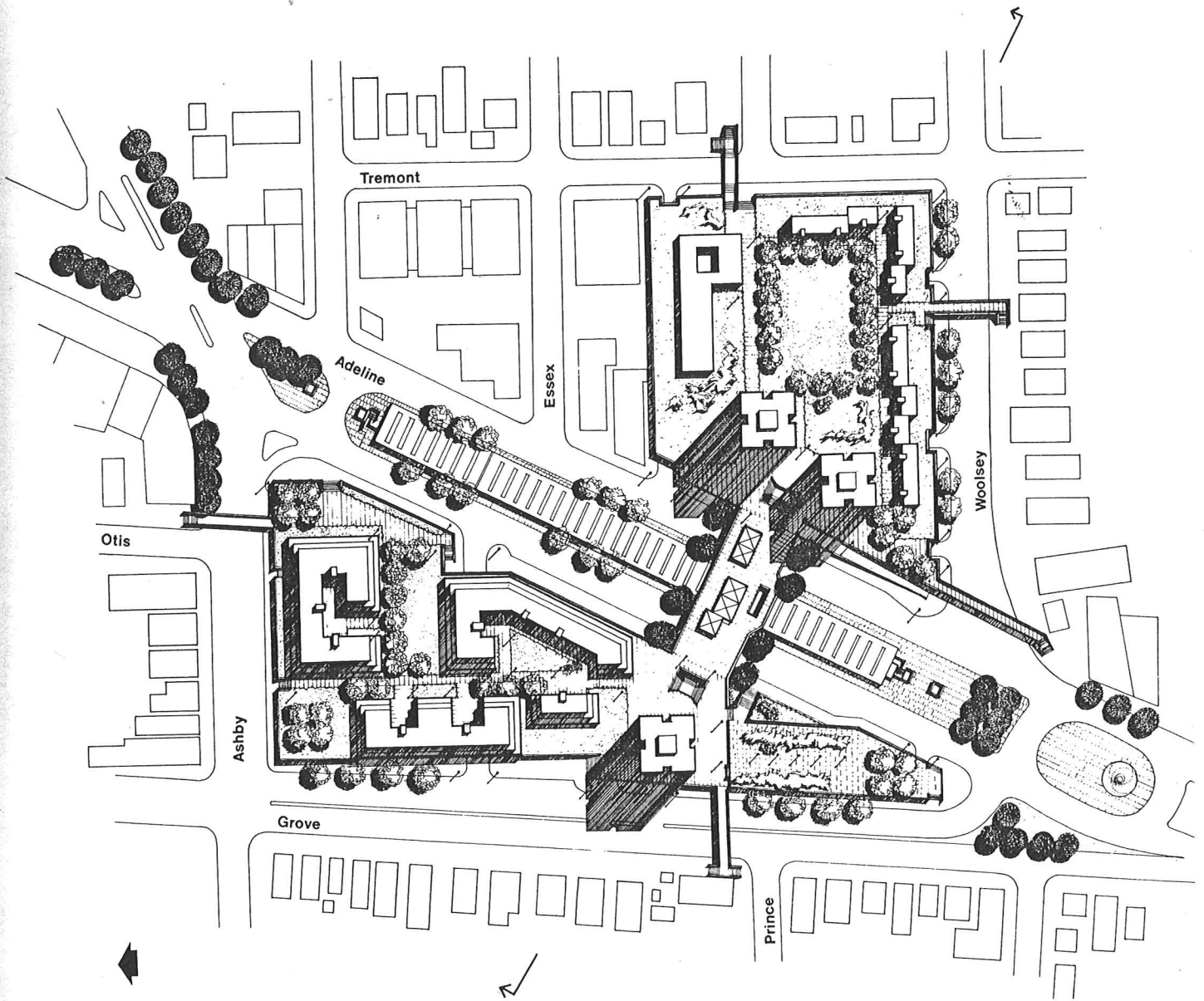
Scheme D: Three towers, terrace housing, town houses, public facilities and open space (page 34)
(model photograph, pages 37 and 38)

All schemes were based on a projected program of 400 - 600 dwelling units, derived by Development Research Associates market analysis. (See Appendix, page 82) In comparing the schemes with the development programs as shown in the Appendix, some variations in the number of units may occur, but generally the prototypes equal the Alternatives listed in the Tables.

Scheme D consists of a mix of uses although the emphasis is placed on residential development. A total of 421 units is planned: 196 on the eastern side resulting in a density of 178 persons per gross acre and 225 persons in the eastern portion, making the density per gross acre 210. The east portion of the site has two towers each about ten stories high. There are residential units provided in several three or four-story town houses about the south and east edge. In the northeast corner of the site is a child care center for working mothers. Adjacent to this center is a public plaza area of approximately one acre which could be used for active play or for informal outdoor presentations such as theater, readings, or music. There is also considerable space provided for outdoor sitting places and childrens' play areas--space which has considerable potential for imaginative landscape treatment.

For the west section of the site, there are several terraced housing buildings three to four stories each and one tower. A plaza has been planned, situated to provide a view west to the Golden Gate Bridge.

A major feature of the proposal is an 80-foot wide bridge across Adeline, joining the two sections of the site. This bridge could provide an unusual pedestrian vantage point of Berkeley. Because of its central location, it would also be an ideal place for minor convenience shops. Such a bridge would be an adaptation of the concept of the Ponte Vecchio in Florence and the Rialto Bridge in Venice. Tobacco shops, newspaper and magazine stands, snack areas and flower shops would be appropriate and supplemental to the Adeline neighborhood shopping area. Smaller 10-foot wide pedestrian overpasses are located on all sides of the site to link the site to surrounding blocks.



SOUTH STATION STATISTICAL SUMMARY

Scheme D

| Area | Acres |
|---|----------------|
| Total Site | <u>6.90</u> |
| Public Space | 1.72 |
| Residential | 5.18 |
| (Bridge - not included in total site) | .36 |
| Total Dwelling Units | <u>421</u> |
| High Rise (10-12 stories, 4 apts./floor) | 128 |
| Low Rise (3-4 stories) | 293 |

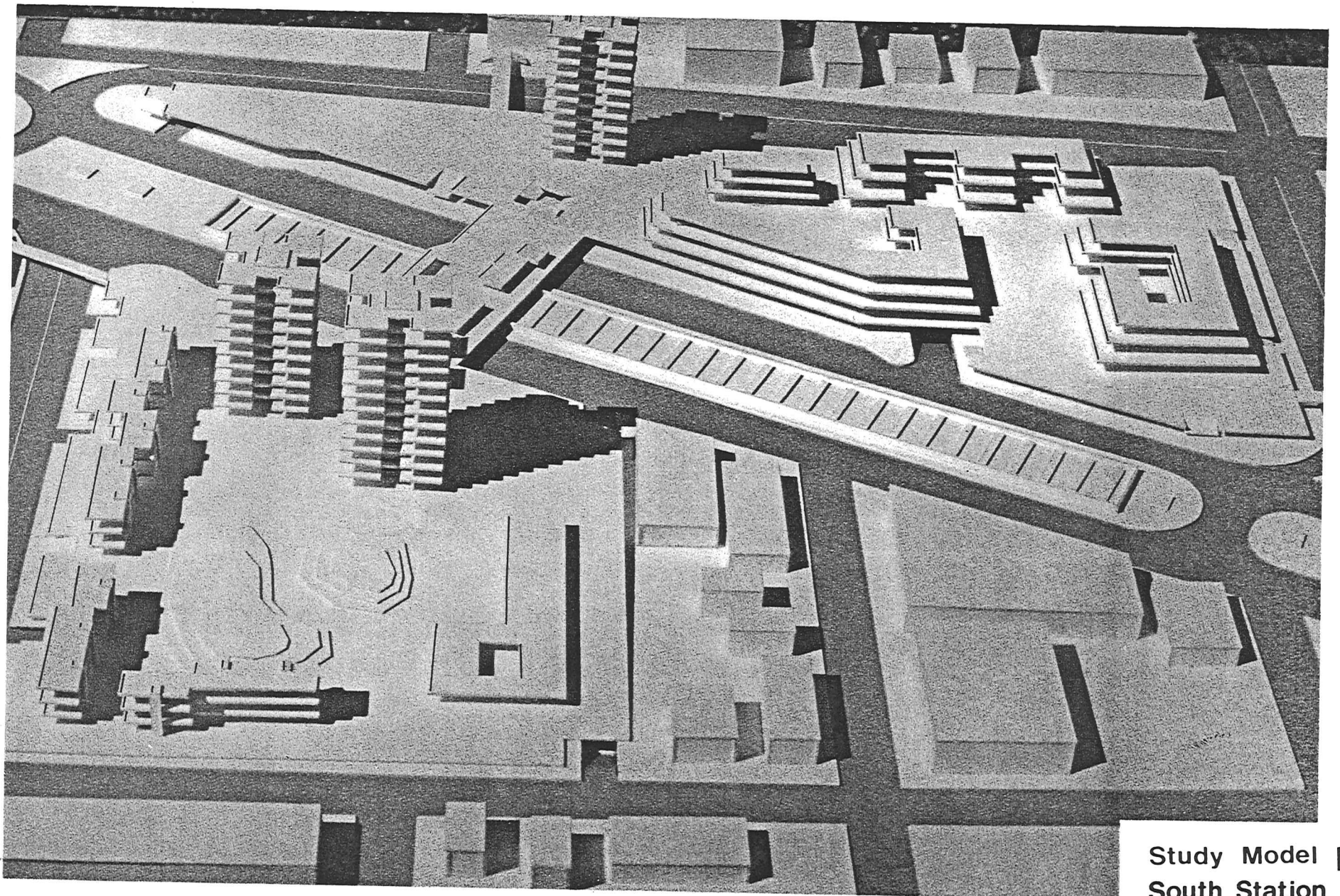
Gross Density 214

421 units with 3.5 persons
per unit equals 1474 per-
sons, or 214 persons per
acre, based on an overall
6.9 gross acres

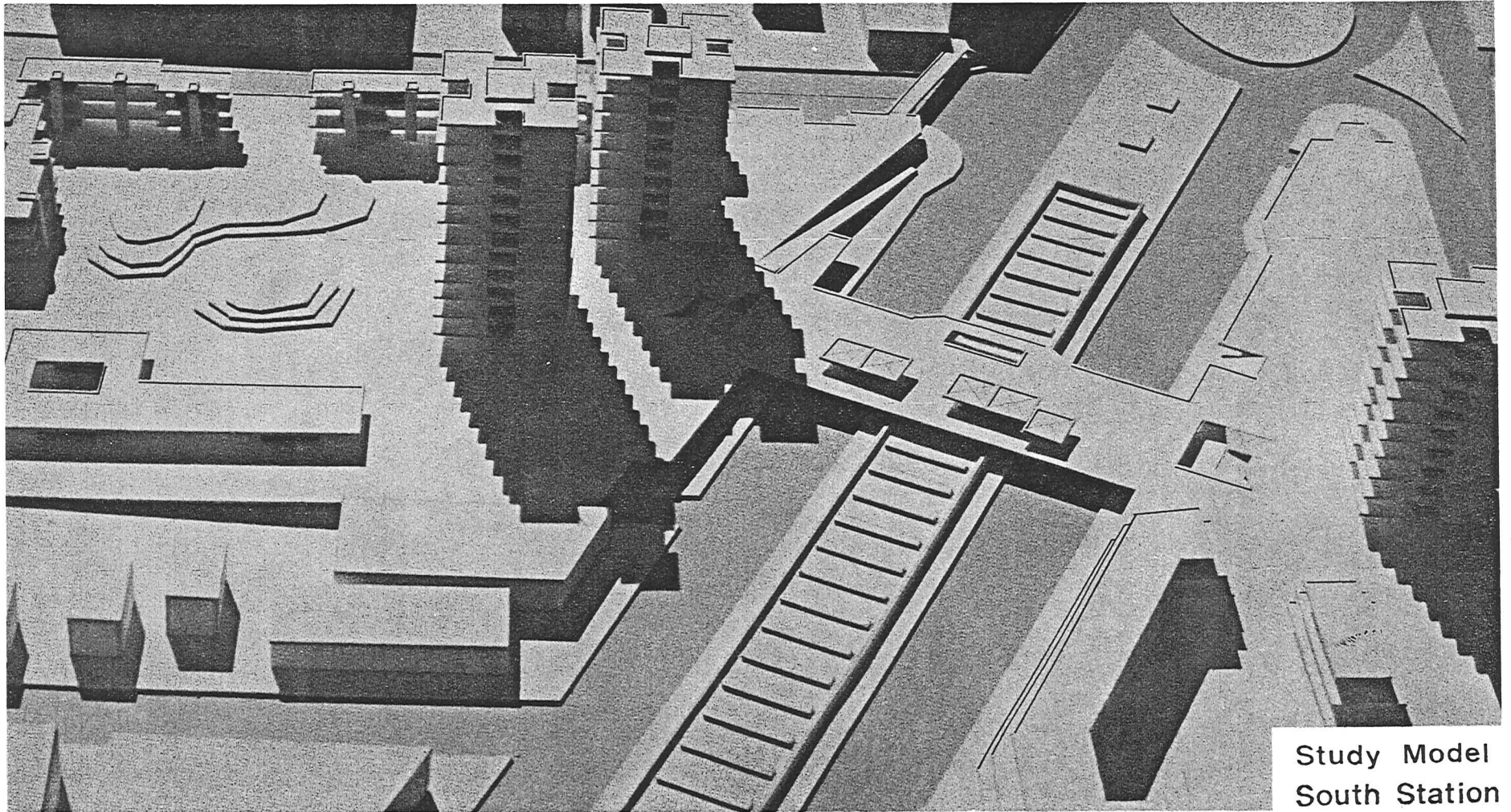
Net Density 241

421 units with 3.5 persons
per unit equals 1474 per-
sons, or 241 persons per
acre, based on an overall
6.1 net acres

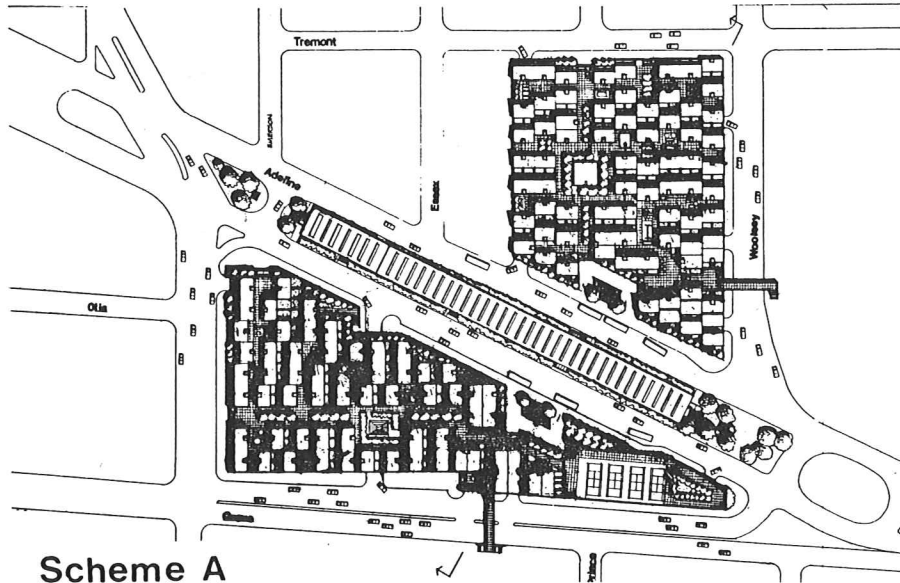




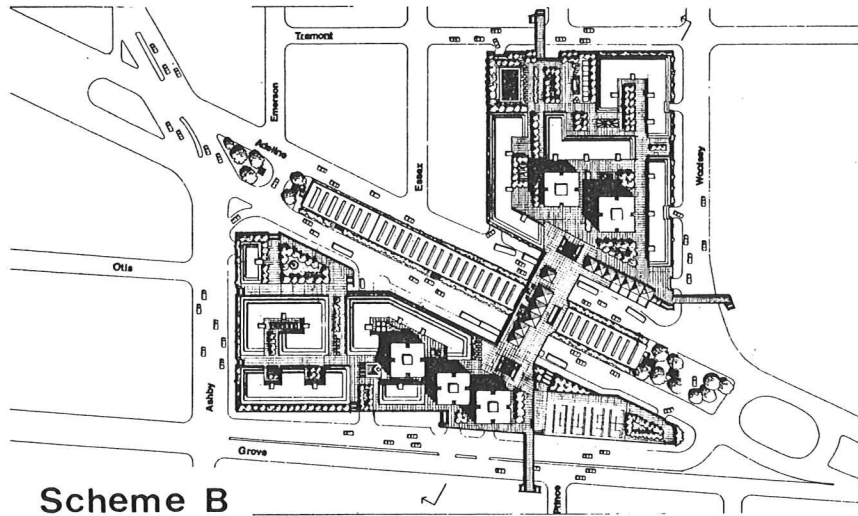
Study Model 
South Station



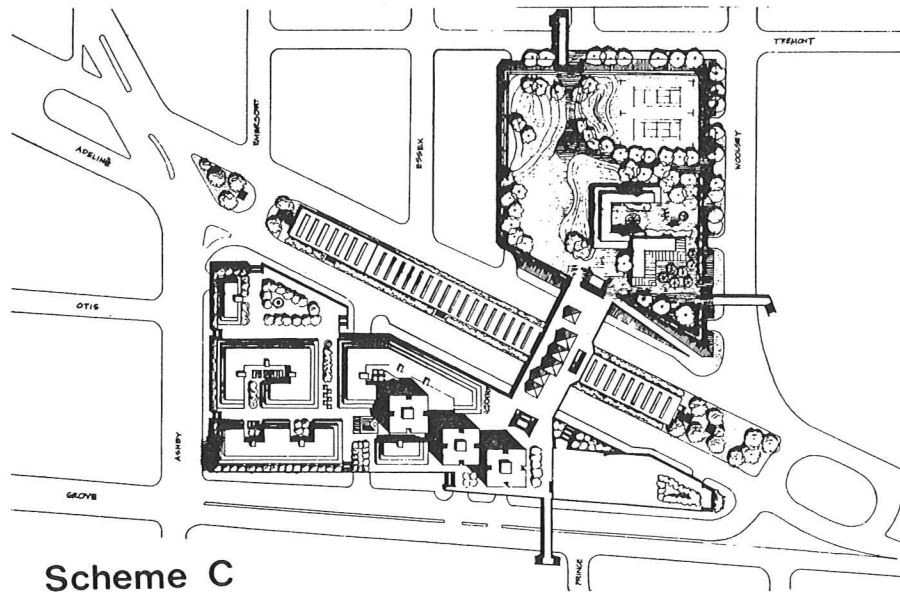
Study Model
South Station



Scheme A



Scheme B



Scheme C



South Station

Plans