

Location:	Lake Merritt Station Planning Area is generally bounded by 14 th Street to the north, I-880 to the south, Broadway to the west and 5 th Avenue to the east.
Proposal:	The City is preparing a Lake Merritt Station Area Plan (Station Area Plan) and Environmental Impact Report (EIR) for the area surrounding the Lake Merritt BART Station that will provide a roadmap for how the area develops over the next 25 years. Staff will present proposed Design Guidelines associated with the Station Area Plan, and introduce preliminary proposals for new zoning regulations and General Plan amendments.
Applicant:	City of Oakland
Case File Number:	ZS11225, ER110017
General Plan:	Land Use and Transportation Element (LUTE) Areas: Central Business District, Institutional, Urban Open Space, Urban Residential, Business Mix, Community Commercial, Neighborhood Center Mixed Use. Estuary Plan Areas: Planned Waterfront Development 1, Mixed Use District.
Zoning:	CBD-X, CBD-P, CBD-P/CH, CBD-R, CBD-C, OS-(SU), OS-(LP), OS-(NP), OS-(RCA), S-2, RU-4, RU-5, M-40/S-4
Historic Status:	The Plan Area includes several Areas of Primary Importance (API); Areas of Secondary Importance (ASI); properties individually rated A, B, C, D; and Landmark properties.
Service Delivery District:	Metro, 3
City Council District:	2, and a small portion of 3
Action to be Taken:	Recommend draft documents be forwarded to full Planning Commission
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SUMMARY

The City is preparing draft zoning regulations, General Plan amendments and design guidelines to accompany and implement the concepts and policies contained in the *Draft Lake Merritt Station Area Plan (Draft Plan)*. These implementation documents will help establish the future character of the area by providing detailed guidance on land use activities and the design of buildings and public open space.

The *Draft Plan* was included as an attachment to the January 30, 2013 joint Planning Commission and Landmarks Preservation Advisory Board staff report. It can also be viewed online at www.business2oakland.com/lakemerrittsap (under the section called 'Reports') and is available for review at the Oakland Asian Cultural Center (388 9th Street), the Lincoln Square Recreation Center (250 10th Street) and the City of Oakland Planning Department (250 Frank Ogawa Plaza, Suite 3315).

The focus of this staff report is the *Draft Lake Merritt Station Area Plan Design Guidelines (Draft Guidelines)*, included as **Attachment A** to this report, that will help implement the *Draft Plan*. The draft zoning and General Plan amendments will be presented at an upcoming public hearing, as described in the Next Steps section of this report.

BACKGROUND

The City of Oakland, the Bay Area Rapid Transit (BART) Agency, and the Peralta Community College District, through a grant from the Metropolitan Transportation Commission (MTC), have come together to prepare a Station Area Plan (similar to a specific plan) for the area that encompasses a generally one-half mile radius around the Lake Merritt BART Station - including Chinatown, Laney College, civic buildings owned by Alameda County and the City of Oakland, and the channel connecting Lake Merritt to the Estuary.

For the past four years, stakeholders have participated in numerous community workshops, focus groups, charettes, surveys and personal interviews. Ongoing participation by the Community Stakeholders Group (CSG) has been a crucial component of the development of the *Draft Plan*. *Draft Guidelines* were presented at a CSG meeting in the summer of 2012 and at a large community open house in December 2012 (a summary of the comments received at that meeting were attached to the January 30, 2013 joint Planning Commission and Landmarks Preservation Advisory Board meeting staff report).

REGULATORY AND POLICY FRAMEWORK

The proposed design guidelines are consistent with citywide and regional policies, in addition to the more specific policies contained in the *Draft Plan*.

Draft Lake Merritt Station Area Plan

The *Draft Plan* identifies near-term and long-term improvements related to transportation, services, recreational and open space opportunities, and new development in the Station Area. It projects that up to 4,900 new housing units, 404,000 square feet of additional retail space and 1.2 million square feet of additional office space will be created in the Station Area by 2035. The *Draft Plan* includes vision and goal statements, specific policies, and implementation measures, which provide a roadmap for how the Planning Area will develop over the next 25 years.

The shared vision for the Lake Merritt Station Area Plan includes the following broad priorities:

- Create and active, vibrant and safe district;
- Encourage service and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;
- Encourage job creation and access;
- Identify additional open space and recreation opportunities;
- Celebrate and enhance Chinatown and an asset and a destination;
- Model progressive innovations (economic, environmental, social).

Draft Guidelines are one component of a full menu of implementation mechanisms (described in

more detail in Chapter 10 of the *Draft Plan*) that together will help achieve the Plan's goals and policies. The *Draft Guidelines* will cover a wide range of topics related to building design, streetscape and open space design. They will complement other regulatory mechanisms to give residents, building designers, property owners, and business owners a clear guide to achieving high quality development.

City of Oakland - General Plan

The Oakland General Plan outlines a vision for Oakland's long-range development and growth. The General Plan's Land Use and Transportation Element (LUTE) recommends that future residential growth in Oakland be strategically directed to areas with high transit connectivity (Transit Oriented Districts), such as Downtown, along major transit corridors, and at the city's BART stations. It suggests that land uses, densities, and transportation systems be planned to support increased development in these areas. The goal behind this strategy is to increase transit use, revitalize the City's commercial districts, concentrate development where there is available infrastructure to support compact, pedestrian-oriented districts.

The LUTE designates the majority of the Planning Area as part of the "Central Business District" (CBD), but also includes some "Open Space", "Institutional", "Urban Residential" and "Business Mix" designations. The CBD land use classification includes a mix of large-scale offices, commercial, urban (high-rise) residential, institutional, open space, cultural, educational, arts, entertainment, service, community facilities, and visitor uses. These uses are intended to encourage, support and enhance the downtown area as a high-density, mixed-use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California.

The General Plan's Estuary Policy Plan (EPP) identifies land use designations for the portion of the Planning Area along the waterfront, south of I-880. The Lake Merritt Draft Plan aligns with open space policies in the Estuary Policy Plan, including its direction to "Create a system of public open spaces that connects Lake Merritt Channel to the Estuary" and to "Work with public agencies to extend the open space inland from the Channel." It also calls for the creation of a Webster Street Green, a link connecting the Jack London District to Chinatown via open space under the I-880 freeway.

Several other General Plan elements include policies relevant to zoning regulations and design guidelines for new development in the Planning Area:

- Historic Preservation Element (HPE) (*adopted in 1994, amended in 1998*).
The HPE envisions that preservation and enhancement of significant historic properties and neighborhoods could contribute to Oakland's economy, affordable housing stock, overall image, and quality of life.
- Open Space, Conservation, and Recreation Element (OSCAR) (*adopted in 1996*).
The OSCAR includes policies addressing park space and recreational needs; protection of creeks, wetlands, and other natural areas; parkland dedication; open space in private development; and other topics with design review implications.
- Bicycle Master Plan (*2007*)
The Bicycle Master Plan is a citywide, long-range policy that promotes bicycling as a viable means of transportation and recreation in Oakland. The Plan includes a Proposed Bikeway Network, based on a detailed analysis that maximizes bicyclist safety and

access while minimizing adverse effects on other roadway users. The bikeways identified in the *Draft Plan* are consistent with the Proposed Bikeway Network in the *Bicycle Master Plan*.

- **Housing Element (2010)**

The Housing Element provides an assessment of the City's housing stock and needs; a statement of housing goals; and a program for providing the needed amount of housing throughout the City. Oakland's housing need is derived from the Association of Bay Area Governments' (ABAG) Regional Housing Needs Allocation (RHNA), the projected total number of new housing units that need to be built in the Bay Area to meet expected population demand for a specified seven-year period.

Other Jurisdictions – Peralta, Oakland Unified School District, Alameda County, BART

The Planning Area includes a significant amount of land owned and utilized by other jurisdictions, including the Peralta Community College District, the Oakland Unified School District (OUSD), Alameda County and BART. Several of these agencies have completed Master Plans, which are reflected in the *Draft Plan*. It should also be noted that the City of Oakland does not have planning jurisdiction over these agencies if they are utilizing their property to conduct their mandated services. However, if the agencies choose to sell their property or lease it out for other activities, they are subject to City of Oakland zoning regulations.

PROJECT DESCRIPTION

The *Draft Plan* is accompanied by a set of *Draft Guidelines* for the Lake Merritt BART Station Area, which provide qualitative guidance and graphic and photographic examples that will complement the development regulations included in the new Lake Merritt zoning districts. The Guidelines are intended to give residents, building designers, property owners, and business owners a clear guide to achieving development that improves the area's livability while retaining its character.

I. Citywide Approach to Design Guidelines

The *Lake Merritt Station Area Plan Design Guidelines* are part of a larger, citywide effort to provide design guidelines for all commercial and residential areas of the City. The City already has in place the following design guidelines: *Small [Commercial] Project Design Guidelines*, *Crime Prevention through Environmental Design Guidelines*, and the *Interim Design Review Guidelines for One-and Two-Unit Residences*. Additionally, at this time, the City is concurrently developing guidelines for the Central Estuary area, the Broadway/Valdez District Specific Plan Area, as well as the City's commercial corridors.

In the near term, upon adoption of each of the new guidelines, staff will ensure they are consistent in the following ways:

- Avoid conflicting language;
- Include an initial level of consistency in formatting, such as design of cover pages, and level of detail in Table of Contents;
- Contain an "Applicability" section that clearly describes which type of projects and geographic areas must conform to the guidelines;
- Include clear cross-references to other applicable design guidelines (or describe where another set of design guidelines might supersede).

Once all the guidelines are adopted, they will most likely be re-formatted and refined to create a set of general design guidelines, supplemented by specific design guidelines that address special issues for particular geographic areas or building typologies within the City.

II. Draft Guidelines Overview

Following, is a summary of the major components of the Lake Merritt Station Area Plan *Draft Guidelines*.

Chapter 1 Introduction

Intent: Once finalized and adopted, the intent of the Lake Merritt Station Area Plan *Design Guidelines* is to supplement the City's required design review findings and guide the design of all projects requiring design review in the Plan Area. They are intended to be specific enough to guide development, but also to be flexible and qualitative enough to encourage creative design solutions.

Applicability: The *Design Guidelines* will apply to all projects in the Planning Area that require design review, as outlined in Chapter 17.136 of the Planning Code.

Related Design Guidelines: Other citywide design guidelines that will also be considered in the Planning Area include *Small [Commercial] Project Design Guidelines*, *Crime Prevention through Environmental Design*, and the *Interim Design Review Manual for One-and Two-Unit Residences*.

Chapter 2 Existing Building Character

Block Sizes and Parcel: Most of the Planning Area has a typical street grid with blocks that measure 220 feet by 320 feet. The major exception is the Laney College/Peralta District property near the Estuary Channel, and the institutional uses along 10th Street between Oak Street and 4th Avenue, where the blocks are much larger. Parcel sizes are relatively small in Chinatown and in the Eastlake Gateway, creating a pedestrian-scale and adding variety to the street. The Planning Area also includes larger parcels, including full –block parcels, many associated with public facilities.

Historic Resources: Several historic districts and properties exist throughout the Planning Area, adding a special character and direct connection with the evolution of the community and the urban setting.

Building Setbacks and Development Standards: Most of the buildings in the Planning Area are built at or close to the sidewalk edge, which can create a dynamic pedestrian experience when there are active commercial uses, such as in the core of Chinatown. Many of the large institutional uses are setback and do not relate to the street. In areas with ground floor residential, houses are set back from the sidewalk an average of five to ten feet, creating a transition between public and private space.

Ground Floor Conditions: In the commercial core of Chinatown, the ground floors of buildings generally include smaller pedestrian-scaled storefronts, with large windows on the street façade. These smaller scaled storefronts provide space for neighborhood-serving retail while also providing high levels of pedestrian interest and activity. This is in contrast to the building façades of many of the large institutional buildings, such as the Oakland Museum of

California and the ABAG/MTC building, which have very few openings to the street and few windows at pedestrian level, creating a wall to the sidewalk. However, landscaping surrounding these institutional buildings positively affects their relationship to the street.

Building Design Character: Building heights range from one- and two-stories, to up to 24 stories. Architectural styles are also varied, including Asian historic design, Queen Anne or other Victorian historic residential design, modern design, and large-scale institutional design.

Chapter 3 Building Design Guidelines

Site Planning and Building Orientation: This section describes how buildings and their different elements should be oriented on a lot, as summarized here:

- Storefronts and commercial buildings should be placed near the front property lines to spatially define the public space and increase the visibility of businesses;
- Occasional plazas and inset dining and seating bays can be appropriate breaks in the street wall;
- Building design should emphasize the primary lot frontage(s);
- Adjacent to I-880 consider site planning that will minimize effects of the noise and air quality of the freeway on new development and adjacent existing uses; and
- Building design should promote security for residents, customers and pedestrians, via the application of the five principles of Crime Prevention Through Environmental Design (CPTED): Natural Surveillance, Territoriality, Access Control, Activity, and Management, and Maintenance.

Building Massing and Scale: Guidelines, summarized here, seek to ensure integration of new buildings into the existing character of the area, while allowing for more intense development and taller buildings:

- Building articulation, including recesses, windows, balconies that create a visually interesting building;
- New buildings and additions should reinforce the historic pattern with setbacks and upper-level stepbacks oriented to the many existing low- to mid-rise buildings;
- Reinforce existing rhythm of buildings and the spaces in between them; and
- Tower design that ensures integration into the neighborhood.

Building Façade Articulation: These concepts aim to ensure a high-quality pedestrian realm and vibrant and active streets, and to foster the mix of traditional and contemporary design in the Planning Area, as summarized here:

- Building articulation, including recesses, windows, balconies, as well as integration of artistic details, that create a visually interesting building;
- New buildings and additions should reinforce the historic pattern with setbacks and upper-level stepbacks oriented to the many existing low- to mid-rise buildings;
- Reinforce existing rhythm of buildings and the spaces in between them;
- Ground floor entrances that are distinct and prominent;

- Limitation on blank walls to maximize the amount of active space on the ground floor;
- Ground floor commercial spaces that promote an enlivened sidewalk area; and
- Ground floor residential spaces that provide a transition from the sidewalk and differentiate individual units from each other and the overall massing of the building.

Residential Livability: This section provides guidance on how to ensure new residential development provide livable spaces by promoting the following:

- Privacy and solar access;
- Larger unit sizes and safe play areas to create family-friendly housing; and
- Shared space that provides opportunities for social interaction and access to the outdoor environment.

Historic Resources: This section is complementary to the *Draft Plan* Chapter 7: Cultural Resources, and the *Historic Preservation Element (HPE)* of City of Oakland's *General Plan*. The guidelines for historic preservation and adaptive re-use include:

- Guidance for new buildings within Historic Districts to complement and reinforce the street wall, articulation, architectural details, form and scale of existing buildings; and
- Brief descriptions of the distinctive features of the main Historic Areas of Primary Importance within the Planning Area (Chinatown Commercial District, 7th Street/Harrison Square Residential Historic District).

Building Materials, Color, and Lighting: These elements are important contributors to the quality of a building and the public realm. To that end, the guidelines include the following:

- High quality materials, particularly on the ground floor, that provide a sense of permanence and enhance the existing character of the area; and
- Building lighting that is integral to the architecture and helps illuminate sidewalk areas.

Signage, Landscaping, Parking, Utilities, Stormwater Management: These sections provide direction regarding how to place and design parking and other service elements in a way that does not detract from the appearance of the building façade or the pedestrian experience. This section promotes the following:

- Well-designed business signs that enhance the area's character;
- Landscaping (particularly at the edges of parking lots) and stormwater reduction;
- Placement of parking areas behind active spaces (particularly on the ground floor) or underground and placing parking entrances on a side street instead of a corridor;
- Locating service elements such as utility boxes, transformers, rooftop equipment, conduits, trash enclosures, loading docks, and mechanical equipment screened and out of view from the corridor; and
- Stormwater Management techniques, such as tree planting, green roofs and permeable paving.

Streetscape elements provide the setting for vibrant pedestrian life and encourage people to linger, explore and connect with others. The guidelines seek to create a high quality pedestrian experience:

- Streets should include features that calm traffic, and provide amenities for people arriving by foot, bus and bicycle ;
- Street lights should illuminate street and sidewalk areas to increase pedestrian safety and comfort, while also adding character;
- Sidewalks should accommodate a variety of functions, including a business frontage zone for café seating or product displays adjacent to the ground floor business, a pedestrian pathway zone for pedestrian travel, and a landscaping/lighting zone along the curb to allow for amenities like lighting, trees, benches, trash bins;
- Recommendations for key pedestrian corridors and streets that function as links to public open spaces and institutional uses, including an extension of the necklace of lights (around Lake Merritt) to 14th Street, and extension of distinctive Chinatown crosswalk markings and wayfinding signage to link to the Lake Merritt BART Station; and
- Creation of gateways for Chinatown and Eastlake Gateways via signage, unique public art.

Chapter 5 Open Space Design Guidelines

These guidelines would to apply to parks and publicly-accessible open space in the Planning Area, based on guidance provided by policies in the OSCAR and other planning documents, as well as on “best practices”. The guidelines encourage the following:

- Orienting open space to have solar exposure;
- Design that allows for easy physical and visual access into the space;
- Location near areas of pedestrian activity to encourage spillover effects;
- High quality materials and low maintenance landscaping;
- Amenities and programming for a variety of users and activities; and
- Employing appropriate site design and buffering techniques to reduce any adverse human and wildlife interactions (particularly relevant for new open space along the Lake Merritt Channel).

Chapter 6 Sustainability and Green Building

Local and statewide efforts to create a more sustainable California have resulted in various regulations related to building design. This Chapter provides a reference to current ordinances and programs that affect new building construction, adaptive reuse, additions and alterations within the City of Oakland, including the Planning Area. These programs include:

- City of Oakland Green Building Ordinance (relies on Build it Green and LEED rating systems);
- State of California Mandatory Green Building Ordinance (CAL Green);
- City of Oakland Construction and Demolition Ordinance;

- City of Oakland Recycling Space Allocation Ordinance; and
- GreenTRIP, voluntary certificate program run by TransForm that rewards projects that reduce traffic and greenhouse gas emissions.

III. Relationship of Design Guidelines to Zoning Regulations

As noted earlier, the *Lake Merritt Station Area Plan Design Guidelines* will complement the regulations contained in the new Lake Merritt zoning districts. In general, design guidelines are meant to convey a community's vision and goals for development, while providing flexibility for building designers. On the other hand, zoning regulations are *requirements* (hard and fast rules) that a developer must comply with. Guidelines are generally used to describe design concepts that are not readily quantifiable (such as, a prominent pedestrian entrance), or to suggest multiple ways of meeting a desired design goal (such as the use of awnings or window design as a way to create a pedestrian scale at the sidewalk level). Design *regulations*, which will be included in zoning, are utilized when parameters can be quantified, or when the City wants to ensure a particular outcome (such as, a specific amount of window glazing, or a specific maximum building height).

The existing Central Business District (CBD) zoning regulations, which currently apply to a majority of the Planning Area, includes Property Development Standards (***Attachment B – Central Business District Property Development Standards***) with the following sections:

- (A) Property Development Standards – numerical, prescriptive *requirements*; examples include specific setback requirements and transparency requirements;
- (B) Design Standards – general design *concepts* that cannot be readily quantified; examples include prominent pedestrian entrance and building terminus;
- (C) Height, Density, Bulk, and Tower Regulations – numerical, prescriptive *requirements*; examples include dwelling units per lot area, base height of new buildings, and maximum diagonal length of towers.

The new Lake Merritt zoning regulations will include sections *similar* to (A) Property Development Standards and (C) Height, Density, Bulk, and Tower Regulations, although the numbers will be different for the Lake Merritt zones than they are for the existing CBD zones. These regulations will be presented and discussed at an upcoming Zoning Update Committee meeting, as described in the Next Steps section of this staff report.

The *Lake Merritt Station Area Design Guidelines* would take the place of section (B) Design Standards. Section (B) Design Standards was meant to be a placeholder, until the Central Business District (including the Planning Area) developed their own design guidelines.

IV. Refinements to Draft Guidelines

As part of the iterative planning process with the community, the Community Stakeholder Group had an opportunity to review an *administrative* version of the *Draft Guidelines* that was published in July 2012. Based on feedback from stakeholders, the current (December 2012) version of the *Draft Plan* includes the following changes:

- *Inserted refinements to existing guidelines, such as:*
 - *DG-116 Street Furnishings: inserted ideas regarding historical markers and public art elements.*

- *DF-35 Awnings: added language about how awnings are most beneficial on south- and west-facing facades.*
- *DG-37 Ground Level Commercial Large Retail: added language about encouraging large retail to incorporate space for smaller retail uses within the larger retail space, particularly on street frontage.*
- *Added design guidelines related to stormwater.*
- *Incorporated language from the Draft Commercial Corridor Guidelines.*
- *Improved diagrams and images, such as:*
 - *Figure 8 Streetwall – expanded the area with awnings;*
 - *Figure 6 Towers – modified full block site massing;*
 - *DG-26 Pedestrian Scale – added better images on page 19.*

KEY ISSUES

As noted earlier, community stakeholders have previously reviewed the *Draft Guidelines* at a Community Stakeholder Group meeting in July 2012 and at a community Open House in December 2012. *Attachment C – Summary of Stakeholder Comments* contains an excerpt of community comments received related to the *Draft Guidelines*. Most of the comments respond to the *administrative Draft Guidelines*, and as described above, many of the stakeholder recommendations have been incorporated into the current Draft. However, there are still opportunities for additional refinements to strengthen and clarify guidelines. Here are staff's recommendations:

- *Establish more specific character-defining features for the Historic Areas of Primary Importance (the Lake Merritt Plan team is currently working on these in collaboration with City Historic Preservation staff);*
- *Insert guidelines regarding treatment of freeway underpasses, based on ideas included in the Draft Plan;*
- *Insert additional language refining specific design options for commercial storefronts related to security (example: how to design safe, decorative roll-up doors);*
- *Insert more specific language regarding the design of towers, including the building terminus.*
- *Insert language that more clearly describes the relationship between the design guidelines and zoning requirements (including, inserting references to relevant new Code sections).*

Although this staff report is not focused on zoning regulations, staff would also like to recommend that certain design concepts be quantified and inserted into the zoning regulations, in order to ensure the outcome, such as pedestrian scale lighting on buildings. Additional discussion regarding proposed development standards in the draft zoning will be discussed at an upcoming Zoning Update Committee meeting.

ENVIRONMENTAL DETERMINATION

The City of Oakland has determined that an Environmental Impact Report (EIR) will be prepared for the Lake Merritt Station Area Plan. The EIR will review effects of the Plan on environmental topics such as air quality, cultural resources, transportation, greenhouse gases, and will propose specific mitigation measures for any significant impacts. The EIR will identify alternatives to the proposed project and presents ways to reduce or avoid environmental damage.

NEXT STEPS

Staff will present draft proposals of regulatory actions accompanying the *Draft Plan* at a series of upcoming public hearings:

Date	Public Body	Meeting Topic
TBD (tentatively in April 2013)	Zoning Update Committee - Planning Commission	<ul style="list-style-type: none"> • <i>Draft Zoning and General Plan Amendments</i>
TBD (tentatively in May/June 2013)	Bicycle and Pedestrian Advisory Committee Parks and Recreation Advisory Commission	<ul style="list-style-type: none"> • <i>Draft Plan</i> • <i>Draft Zoning and General Plan Amendments</i> • <i>Draft Design Guidelines</i> • <i>Draft Environmental Impact Report</i>
TBD (tentatively in May/June 2013)	Landmarks Preservation Advisory Board Planning Commission	<ul style="list-style-type: none"> • <i>Draft Plan (and list of recommended changes)</i> • <i>Draft Zoning and General Plan Amendments</i> • <i>Draft Design Guidelines</i> • <i>Draft Environmental Impact Report</i>
Fall to December 2013	Planning Commission City Council	<ul style="list-style-type: none"> • <i>Final Plan</i> • <i>Final Zoning and General Plan Amendments</i> • <i>Final Design Guidelines</i> • <i>Final Environmental Impact Report</i>

During the summer of 2013, staff and consultants will work on refining the *Draft Plan* and accompanying regulatory proposals. Then in the fall of 2013, the Final EIR, along with recommended changes to the *Draft Plan*, zoning regulations and General Plan amendments, and design guidelines will once again be presented to the Planning Commission for public review and comment before final adoption by City Council of a *Station Area Plan*, tentatively in December 2013.

RECOMMENDATIONS

Provide comments on the *Draft Guidelines* and forward these on to the full Planning Commission for additional review.

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ATTACHMENTS:

Attachment A – Draft Lake Merritt Station Area Plan Design Guidelines

Attachment B – Central Business District Zone Property Development Standards

Attachment C – Stakeholder Comments Regarding Design Guidelines