

Lake Merritt Station Area Plan

*Community Stakeholder
Group Meeting 11
-10.3.2011-*

Emerging Plan -
*All Comments Received by
10.17.2011*

From: Edward Loo [redacted]
Sent: Tuesday, September 27, 2011 1:22 PM
To: Lake Merritt Station Area Plan
Cc: Roy Chan
Subject: RE: Re: video on youtube

In the next mtg, perhaps the short version of the video could be shown to lend evidence to the importance of Madison Park to our Community and to alter the misperception that Madison Park is underutilized. Toward the end of the video, there are two large groups of children/students regularly using the park in addition to the morning senior groups. The children are from the near by Presby Church and the older kids with white sweat shirts are from the American Indian Model School located at 12th. Street and Madison. The latter has a studentbody of over 200 and now uses the park throughout the day.

Therefore, we request that the video be incorporated and made a part of the body of work that has been undertaken.

Ed

--- On Tue, 9/27/11, Lake Merritt Station Area Plan <Lake_merritt_@redacted> wrote:

From: Lake Merritt Station Area Plan <Lake_merritt_@redacted>
Subject: RE: Re: video on youtube
To: "Edward Loo" <redacted>
Date: Tuesday, September 27, 2011, 8:49 AM

How would you like me to proceed?

From: Edward Loo [mailto:redacted]
Sent: Sunday, September 25, 2011 8:07 PM
To: Lake Merritt Station Area Plan
Cc: Roy Chan
Subject: Fw: Re: video on youtube

Hi Christina...per your request in the conversation with Evelyn, the msg below containing videos of Madison Park are forwarded...Ed

--- On Wed, 9/7/11, Roy Chan <redacted> wrote:

From: Roy Chan <redacted>
Subject: Re: video on youtube
To: "Edward Loo" <redacted>
Date: Wednesday, September 7, 2011, 11:50 PM

Hey Ed,

Both the short and long versions of the video are now on youtube:

From: Calvin Wong [REDACTED]
Sent: Wednesday, October 05, 2011 10:54 AM
To: Lake Merritt Station Area Plan
Cc: Kernighan, Pat
Subject: Re: CSG #11 Follow up

These are my comments:

A. Need to develop more creative strategies to create opportunities for parks sites and recreation programs without discouraging development or business attraction. Can't rely only on full block developments.

Should consider:

1. Tradeoffs in zoning regulations for park site/program enhancements.
2. Partial or full street vacations and/or encroachments for parks and development where streets are under-utilized.
3. Evaluate and market economic benefits/opportunities for business adjacent to parks plaza (similar to parks and plazas in Europe).
4. Formulate community/business partnerships for implementing and maintaining park and recreation programs.
5. City acquire sites through purchases, dedications, long term leases (with option purchase), and trade off of other city sites.

B.

Your plan and assumptions for impacts on parking may be flawed. The Lake Merritt Plan is funded by MTC which encourages less vehicle usage.

You can't use similar strategies in Oakland that is used in other cities. Oakland's social and economic culture is unique. Many people don't want to shop or work in Oakland due to crime, parking rates, and undesirable environment.

Creating additional negative factors (parking, traffic congestion, and the need to take public transportation, ride bikes, or walk) could drive people to shop or do business in other cities.

The plan assumes residents and employees will use more public transportation. What about potential customers outside of the plan area? Do we want to encourage the area to be a destination point?

C. If you want to encourage more high-rise developments you need to raise the height of the by right so it becomes more economically feasible. You can add more prescriptive requirements to mitigate potential negative impacts.

Calvin Wong

----- Original Message -----

From: Lake Merritt Station Area Plan

To: Lake Merritt Station Area Plan

Sent: Wednesday, October 05, 2011 8:47 AM

Subject: CSG #11 Follow up

Greetings CSG and TAC members,

Thank you for attending last night's meeting to discuss comments on the draft Emerging Plan. This is a reminder that all comments are due no later than Monday morning, October 17th. (We would really appreciate it if you could submit comments sooner.)

Save the date: Monday, November 14th for the CSG #12 meeting to discuss the draft Community Preferred Plan. We



October 10, 2011

Edward Manasse
Design Review Supervisor
Planning & Zoning Division
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

Dear Mr. Manasse:

SUBJECT: LAKE MERRITT STATION PLAN

The County of Alameda General Services Agency (GSA) appreciates the opportunity to participate and provide input on the Lake Merritt Station Plan Zoning Proposals. GSA reviewed the materials presented at the August 8 and October 3, 2011 Community Stakeholder Group Meetings and continues to have concerns relating to use restrictions that limit opportunities for functional use of County owned sites.

The latest version of materials presented on October 3, 2011 describe various height, massing and use restrictions, and now require conditional use permits (CUP) for variances from these restrictions. We strongly recommend that County owned properties be exempt from the use restrictions of all types and the CUP.

The September 11, 2011, Lake Merritt Station Area Plan Draft Emerging Plan Analysis report sections 4.3 through 4.9 describe various height, massing, and use restrictions. The height, massing and use restrictions and recommended set-backs limit the opportunities for functional and cost effective redevelopment of the County properties at Opportunity Sites #11 and #13. In previous correspondence concerning the County Master Real Estate Plan, we indicated that the Plan called for a single 280,000 square foot building on Site #11. If such height, massing and use restrictions as those described in the September 11th draft documents are imposed it will be impossible for the County to cost effectively construct a facility that functionally serves the public.

The County has actively participated in the interactive planning process with the expectation that the City would respond constructively to County concerns. The past two versions of draft documents contain new restrictions that are unacceptable to the County. We appreciate the opportunity to provide input at this time and hope that documents are revised prior to City Planning Commission submittal.

Sincerely,

Aki K. Nakao
Director, General Services Agency

AKN:CJ:sd i:\Agency Administration\Assistant Director\Letters and Memos\Lake Merritt Plan response 10_10_11

cc: Caroline Judy, Assistant Director, GSA
Jim Kachik, Deputy Director, GSA-TSD
Kathleen Kennedy, GSA-Portfolio Management

From: Laura Jerrard [L_ [REDACTED]]
Sent: Friday, October 14, 2011 10:09 PM
To: Lake Merritt Station Area Plan
Subject: Re: Comments on Emerging Plan by Monday 10/17

Hello there -

I'm sorry I couldn't attend the last meeting. I had a conflict with a CCE PAC meeting. The last time this happened I attended the LMSAP session so this time....

I just have a few comments on the plan -

In general I think the plan is shaping up in a great way. The emphasis on pedestrian and bicycle access, safety and connection seems really important to me. I believe these improvements will help to make Oakland a more livable, vibrant, economically successful and environmentally friendly city.

The vision statement for the East Lake Gateway seems much improved. It better captures the vibrancy and multi-faceted urban character of the area. It's beginning to feel like the area is being considered for some of its inherent potential as opposed to being thought of as a distant edge to the Chinatown.

However, it doesn't seem to me that the Land Use Character Map yet reflects that vision. I would think there would be a pedestrian zone - or at least a pedestrian transition zone included. The area around Clinton Park (which is only a few blocks away from the study area) is a fairly busy pedestrian zone with a lot of small retail establishments. As the south end of the Lake becomes a real live park there's going to be increased pedestrian activity back and forth. It should be encouraged.

I'm also really pleased to see that the open space at the estuary channel park is part of this vision. That's important.

Thanks very much for your consideration.

with regards,

Laura Jerrard

--- On Wed, 10/12/11, Lake Merritt Station Area Plan <Lake_merritt_ [REDACTED]> wrote:

From: Lake Merritt Station Area Plan <Lake_merritt_ [REDACTED]>
Subject: Comments on Emerging Plan by Monday 10/17
To: "Lake Merritt Station Area Plan" <Lake_merritt_ [REDACTED]>
Date: Wednesday, October 12, 2011, 3:15 PM

Greetings CSG and TAC members ,

This is a reminder that all comments on the draft Emerging Plan are due no later than Monday morning , October 17th. (We would really appreciate it if you could submit comments sooner.)

Also , save the date: Monday , November 14th for the CSG #12 meeting to discuss the draft Community Preferred Plan. The meeting will be at the Laney Bistro starting at either 5:00 or 5:30 – details will be forthcoming.

We will send an email when meeting materials are available a week ahead of the meeting. Hard copies of the Plan will be available for pick up at the City offices. It is critical that you come to the CSG #12 meeting prepared with your comments , as we are beginning the formal public review process and want to make sure your comments are incorporated into the version of the Plan that is presented to the advisory boards , Planning Commission and City Council (beginning in early December).

We look forward to continuing the dialogue.

Lake Merritt Station Area Plan

Strategic Planning Division , Community and Economic Development Agency , City of Oakland

250 Frank H. Ogawa Plaza , Suite 3315 , Oakland , CA 94612

Email: lake_merritt_ [REDACTED]

Telephone Message Line: (510) 238-7904

Project Website: [http://www.\[REDACTED\].lakemerrittsap](http://www.[REDACTED].lakemerrittsap)

From: knechtgary [REDACTED]
Sent: Monday, October 17, 2011 6:52 AM
To: Lake Merritt Station Area Plan
Cc: [REDACTED]
Subject: Re: Comments on Emerging Plan by Monday 10/17

Attached please find comments on CSG 11 from the Jack London District Association (JLDA).

In a message dated 10/12/11 15:15:46 Pacific Daylight Time, Lake_merritt_[REDACTED] writes:
Greetings CSG and TAC members,

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Lake Merritt Station Area Plan

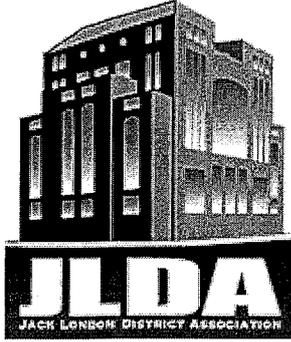
Strategic Planning Division, Community and Economic Development Agency, City of Oakland

250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612

Email: lake_merritt_[REDACTED]

Telephone Message Line: (510) 238-7904

Project Website: [http://www.\[REDACTED\].lakemerrittsap](http://www.[REDACTED].lakemerrittsap)



Land Use and Transportation Committee

Brendon Levitt, Co-Chair

Steve Lowe, Co-Chair

LAKE MERRITT STATION AREA PLAN CSG MEETING #11

JLDA Feedback on Draft Emerging Plan

16 October 2011

- General:
- The base map should clearly show under-freeway parcels and these parcels should be labeled as opportunity sites.
 - A meeting to review height and FAR proposals is needed. What “community benefits” are proposed and when will they be identified? Should a CUP be required? This important discussion in a separate meeting was promised but never took place.

PDF p.43 (p. 2-15)

- In the section called “Vision and Big Idea” a sentence should be added to the first paragraph that says “Webster Street from 7th to 5th (including the freeway undercrossing) should be reconfigured from a feeder street to Alameda into a pedestrian friendly Oakland Street providing primary access to the Jack London District and secondary access to the Webster Street Tube and Alameda. Conceptual streetscape improvements are included in Chapter 6.”

PDF p.45 (Fig 2.7)

- Under-freeway parcels should be highlighted as red (future active ground floor use required)
- Webster Street from 6th to 7th Street should also be highlighted as red (future active ground floor use required). There is a vacant lot on the east side that could easily incorporate active ground floor uses when building is proposed. Salvation Army (on the west side) should be marked with both blue (existing active ground floor uses) and red (future active ground floor uses).
- 325 7th Street (with frontage on both Harrison and 6th Streets) must be shown in dark grey as “Potential Future Building Footprints” or perhaps in a new color as “Approved Future Building Footprints”.
- Streets beneath the freeway are highlighted in green. According to the legend, this indicates that they are Existing (or Potential Future?) parks. We would suggest changing their color and labeling them, “freeway underpasses.”
- The West side of the Webster Street underpass should be highlighted in green as a Potential Future Park that connects to the future Webster Green (see Estuary Policy Plan page 69).

PDF p.46 (Fig 2.8)

- Freeway should be modeled in three dimensions to adequately show its impact

PDF p.109 (Fig 4.2, p. 50)

- Webster Street from 6th to 7th Street should be highlighted in red (future active ground floor use required). There is a vacant lot on the east side that could easily incorporate active ground floor uses when building is proposed. Salvation Army (on the west side) should be marked with both blue (existing active ground floor uses) and red (future active ground floor uses).

PDF p. 120 (Fig 5.1)

- "Proposed Parks/Public Spaces" shown south of I-880 should be considered as part of a Jack London District specific plan, NOT as part of this plan. The proposed parks shown here have not been discussed by the Jack London District Association and should be omitted from the Lake Merritt Station Area Plan.
- The Webster Green, however, was approved 12 years ago as part of the Estuary Policy Plan (see page 69). We would encourage a park-like connection be shown along Webster Street under the freeway connecting to the future Webster Green. Improvements to the Webster Street underpass as suggested above (PDF p. 43 and PDF p. 45) and below (PDF p. 134, etc.) will complete an important connection from Chinatown to the waterfront and make a significant difference for both pedestrians and automobiles. A conceptual photomontage is attached to this letter showing connection of Webster Street to the future Webster Green (described in the Estuary Policy Plan on page 69).

PDF p.134 (p. 6-10)

- Suggest revising the first sentence of Paragraph 3 (Webster Street) as follows: "Webster Street is a major north-south corridor and pedestrian street, connecting to the Jack London District and the waterfront as well as the City of Alameda via the Webster Tube." Add the following: "Between 7th and 6th Streets the entrance to Webster Tube can be reduced to one lane a bit sooner while the street into the Jack London District can be widened and landscaped. Major directional signage can be affixed to freeway overpass indicating which lane goes to 'Jack London District' and which lane goes to 'Alameda'." A conceptual photomontage is attached to this letter showing such signage.

PDF p. 135 (p. 6-11)

- The I-880 Undercrossing improvements listed here are inconsistent with what has been previously discussed. Past discussions focused on active uses (mobile retail), murals, ornamental paving, and pedestrian-oriented-lighting. An ornamental screen wall might be an acceptable interim improvement until active uses are up and running.

PDF p. 146 (Fig 6.3, p. 67, Streetscape Concepts)

- For Oak Street Underpass, see comments above for PDF p. 135. For Webster Street underpass, see comments above for PDF p. 120 and attachments to this letter.

PDF p. 152 (Fig 7.2, p. 70, Priority Pedestrian and Bicycle Improvements)

- The title of this map does not include any suggestions that it is also proposing changes to bus routes. Furthermore, the route shown to "Extend Broadway Shuttle Bus" to the lake Merritt BART Station is inaccurate. The current Free B route is not correctly shown on the map or correctly described on page 7-7. The proposed extension as shown on the map ends up circling the BART Parking block forever. Either eliminate all references to bus routes, or retitile this map and correct the existing and proposed routes.

PDF p. 157 (p. 7-9, Roadway Network)

- Harrison Street has not provided access to the City of Alameda for the half century since the Webster Street Tube was opened and began providing access to the City of Alameda.
- The description of Webster Street should be revised to be consistent with changes requested at PDF p. 134.

PDF pages 161 & 162 (Tables 7.2 and 7.3 pages 7-13 and 7-14, Net New Trip Generation)

- This section is very difficult to understand. Are we correct when we read that currently there are around 6,599 daily trips generated by existing development in the Study Area? And are we correct when we read that implementation of this plan could generate between 30, 987 and 48,577 new trips? How many of these new trips will use the Jackson Street on and off ramps? How many will use Oak Street? Both are already at or close to LOS F. And when approved projects at Jack London Square and Oak to Ninth are built, the LOS will be F at all these I-880 intersections BEFORE anything new is built pursuant to this plan.

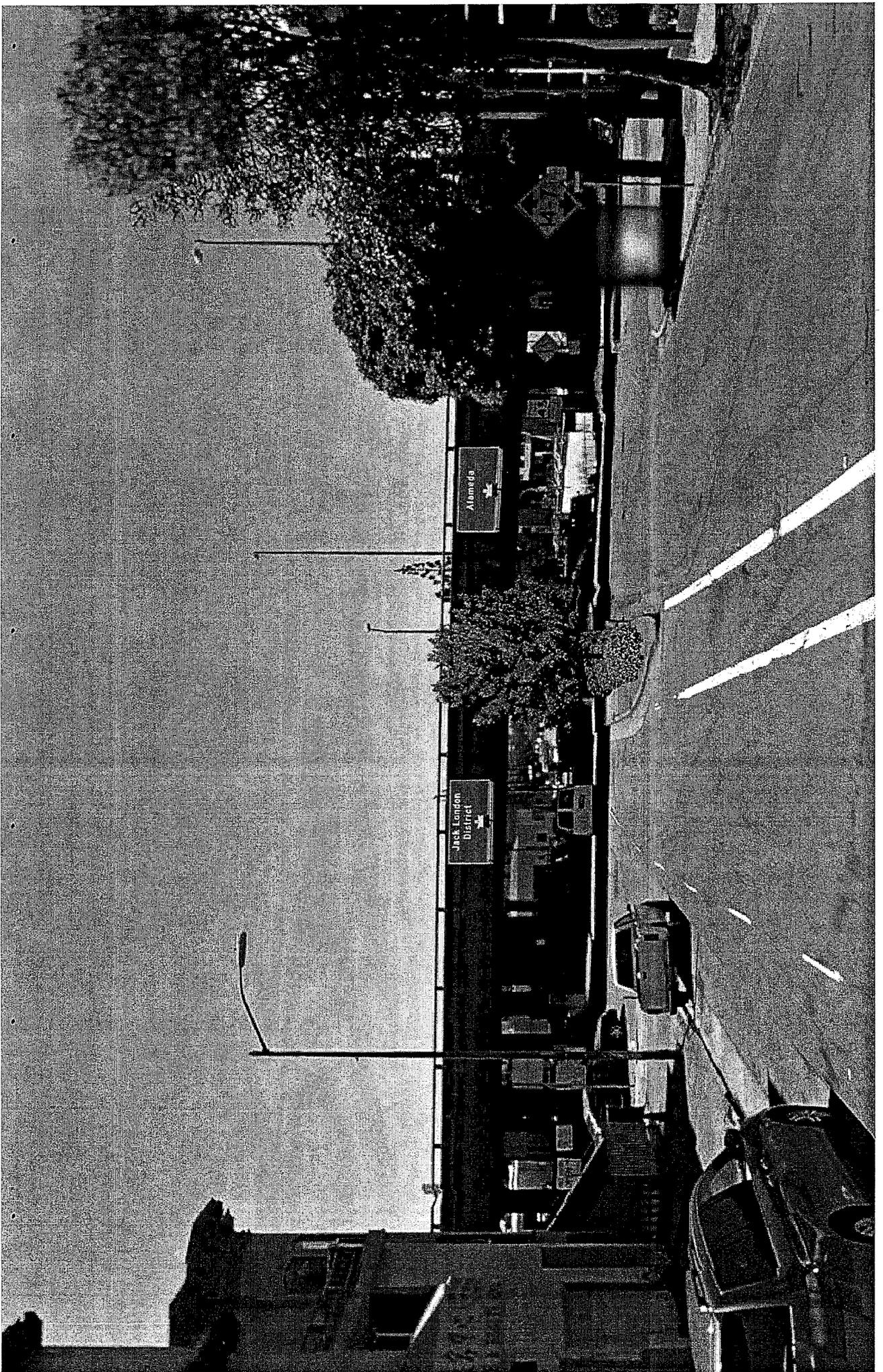
Webster Green | Jack London District
Brendon Levitt . brendon@jlida.org



Existing Conditions



Conceptual Photomontage

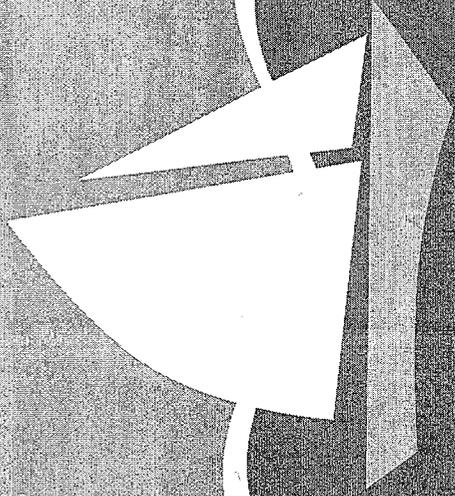


City Policy Plan

Estuary

Oakland, California

June 1999



CITY OF OAKLAND



PORT OF OAKLAND

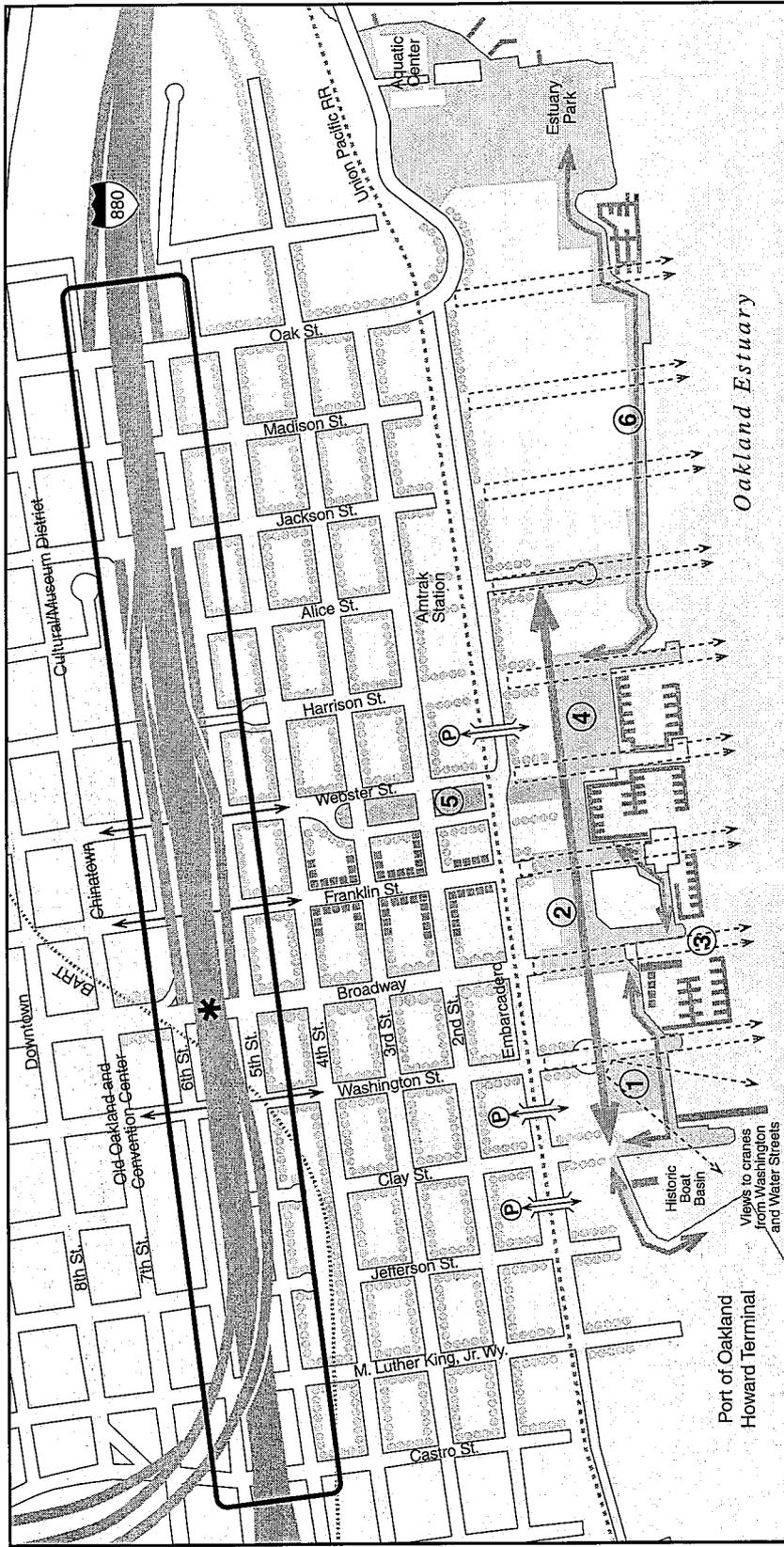


FIGURE III-5: Jack London District Illustrative Shoreline Access and Public Space Plan

- ① "Meadow Green"
- ② Broadway Plaza
- ③ Broadway Pier Extension
- * Improve Broadway Freeway undercrossing with Major Gateway Element
- ④ "Marina Green"
- ⑤ Webster Green
- ⑥ Greenway
- Upgrade lighting and landscaping along Broadway
- Preserve and extend awning/arcades along Franklin Street
- Undertake streetscape improvements to enhance pedestrian environment/linkages
- Create linked system of public open spaces oriented to Estuary.
- Create uninterrupted shoreline band of public access.
- Preserve and enhance views to the Estuary.
- Improve visual access and lighting under freeway

services should be designed and managed to insure that vehicles are hidden from public view and circulate in off-hours, avoiding pedestrian activities.

As the waterfront becomes a destination in itself, it is no longer essential for individual restaurants to have front door drop-off, unless to accommodate the elderly or disabled. In no cases should cars be parked in the plaza areas. To ensure convenient attendant parking when needed, valet parking kiosks should be relocated to an area near the entrance to the Barnes and Noble garage or other nearby garage locations (existing and planned). (See Policy JL-16)

JL-9.2: Create new open spaces that expand the opportunities to view, appreciate, and enjoy the water's edge. New waterfront open spaces should be created: one along the waterfront in the Phase II portion of Jack London Square, and one that connects this space toward downtown Oakland, along Webster Street.

- **The "Marina Green":** Development of Phase II of Jack London Square (See Policy JL-2) should include an approximate one-

acre open space to be located adjacent to the marina, between the water, Webster and Harrison Streets. This space, referred to as the "Marina Green", would complement the "Meadow Green", a similar space at the western end of the Jack London Square project.

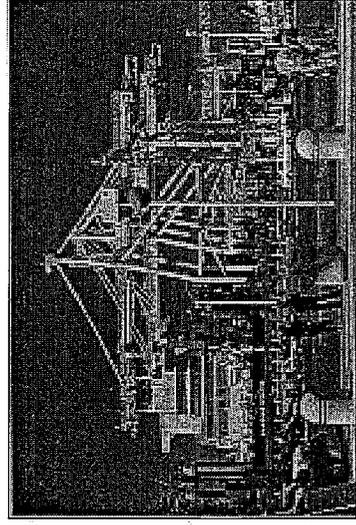
The Marina Green should be developed to accommodate a multitude of passive recreational activities. Framed by a proposed hotel on the existing Jack London Village site, the marina, and other development to the north and east (See Policy JL-2), the Marina Green should provide an attractive place for people to gather for casual recreation, passive enjoyment, or to attend an event.

The Marina Green should also be designed to connect to the planned "Webster Street Green" (see below) and the waterfront promenade and greenway between Alice Street and Estuary Park. The harbor master building for the Jack London marina should be located on the Marina Green. It should be carefully sited and designed to complement the green and to provide views

of the waterfront, in addition to marina related and other public services.

- **"Webster Street Green":** Webster Street (between the water and I-880) should be reconfigured to create an attractive greenway that can function both as an important pedestrian route to the waterfront and as an attractive open space amenity for the mixed-use loft district that is emerging around it.

The Webster Street right-of-way is adjoined by an easement over the Webster tube to Alameda. As such, it is unbuildable. By relocating the surface parking lots above the tube, the easement and street right-of-way



Views to the maritime activities of the Howard Terminal should be preserved as a unique feature of Oakland's waterfront.

can be designed to create the Webster Street Green.

- To develop additional open spaces, provide setbacks from the water's edge for generous areas of greenways, promenades, and other public gathering places between Clay and Alice streets.

Generous setbacks should be provided from the water's edge and be well integrated with any development in the area. Outdoor cafes and seating should be encouraged along the frontage of Water Street and the waterfront promenade.

- A new public access pier at the foot of Broadway. A public access pier should be con-

structed that extends to the pier-head line at the terminus of Broadway to afford pedestrians the opportunity to go beyond the marinas for views up and down the Estuary, toward San Francisco and the Howard Terminal.

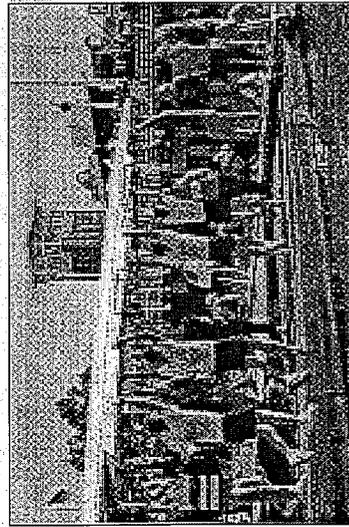
JL-9.3: Maintain and enhance view corridors to the Estuary. Maintain the full width of existing view corridors, and establish additional view corridors. The streets provide important view corridors to the waterfront which should be maintained. Where the grid pattern of streets is interrupted, other view corridors should be established, if feasible. Several key viewsheds are important to maintain or establish, as follows:

- Views of the Estuary, from along Water Street.
- Views of the marina and Estuary from the intersection of Franklin and Water Streets, and from along the shoreline promenade.
- Views of the Howard Terminal cranes and operations, from the intersections of Water and Washington streets, and Water and Clay Streets. These views provide the most dramatic juxtapositions of scale and activity

between the working and urban waterfronts, and should be maintained as a unique feature of Oakland.

- Views of the Estuary from Water Street across the proposed Marina Green and from the foot of Webster Street to Harrison Street.
- Opportunities for public viewing of the Estuary, the Inner Harbor, and the San Francisco skyline should be provided from upper levels of development projects adjacent to the Meadow Green, the harbor master building on the proposed Marina Green, and the proposed hotel in Jack London Square, Phase II.

JL-9.4: Maximize opportunities to use the water. Ensure that the use and treatment of water spaces reinforce public enjoyment of the Estuary. The Estuary, as it passes through the Jack London District, is a narrow expanse of water, 700 to 900 feet in width. The water space provides an ever-changing stage of activity; one can view 1,000-foot-long container ships negotiating the channel alongside 25-foot recreational sailboats. Other activities, such as rowing competitions, lighted boat parades, powerboat races, etc., all offer the opportunity for people to use the water and appreciate its



The Estuary is a popular venue for rowing and other recreational boating.

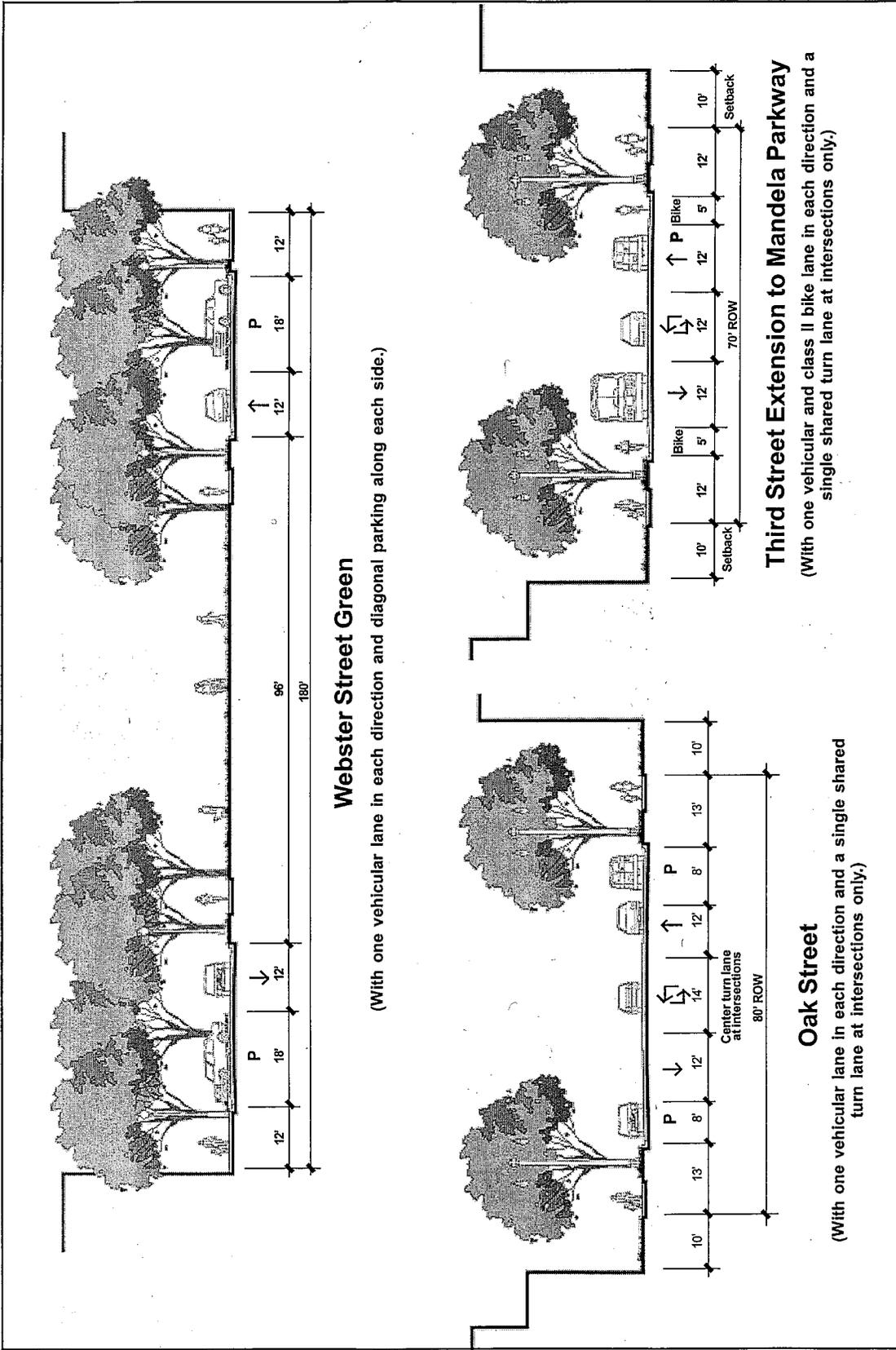
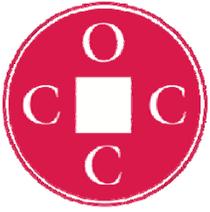


FIGURE III-7b: Jack London District Illustrative Street Cross Sections



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Chinatown Chamber Comments on the Lake Merritt Station Area Emerging Plan

While we understand that ground floor commercial retail and food services are part of an active pedestrian neighborhood, TOD is more than just housing density and ground floor commercial. For the success of Oakland the Lake Merritt area must also be significant Business center, with large scale corporate offices and business services.

In Asian communities, we live work and play in very close proximity, and believe they can exist in the same building. **The “Big Idea” that was consistently called for in the planning process was mixed use buildings that are used 24-7.** This will be accomplished by mixing residential with office and ground floor commercial. The Chinatown Chamber would like to see the plan require that any development ½ block or larger be **required to be mixed use with residential and commercial /office**

Identified by section reference in Emerging Plan:

3 Summary of Development Potential

A significant amount of analysis was dedicated to accomplishing housing goals, without comparable study the development of the area as a business center.

Office – the plan states that the planning area is “outside of the established locations for private sector office activity of City Center and the emerging center at Jack London Square,” and yet projects an additional 1,160,000 – 1,264,000 s.f. of office space with no plan of how to accomplish this.

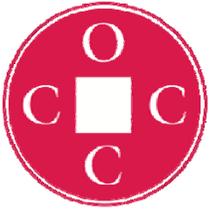
5 Parks and Community Facilities

In general we believe the areas between 6th Street and 7th Streets can take the highest density development. Due to traffic and the proximity to the freeway, **Chinese Garden Park** is not a functional park. The possibility of a land swap should be explored, and very high density development should occur at that location. It would serve as a buffer for the neighborhood from the highway, and it’s proximity to the freeway, BART, ferry make it a strong candidate for office development.

The block of **Madison Square Park** is a critical link to Chinatown core commercial area from BART. We support the proposal, of continuous active commercial from the BART station to the Chinatown core, and would like to see strategies for how Madison Square Park can contribute to an active ground floor experience that will provide eyes on the street and increase pedestrian safety.

“Proposed Parks/Public Spaces” shown south of I-880 should be considered as part of a Jack London District specific plan, NOT as part of this plan. These proposed parks are not of benefit to residents in the Lake Merritt Station study area and park resources for the area should not be used on this expenditure. A greater priority would be improvements to the Webster Street underpass connecting it to the Webster Street Green, approved 12 years ago in the Estuary Policy Plan (page 69) which would connect Chinatown to the waterfront as per the Estuary Policy Plan.

Pacific Renaissance Plaza



OAKLAND CHINATOWN CHAMBER OF COMMERCE



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Figure 7-2 Priority Pedestrian and Bicycle Improvements /Page 7-6 Bicycle Network Improvements

The Chinatown Chamber does not support any dedicated lanes or loss of car lanes for bicycles, but bike share is acceptable.

7.2 Transportation and Transit Analysis:

We are open to the reconfiguration of traffic flow within Chinatown, but are not comfortable with solutions addressing neighborhood traffic issues out of context. A comprehensive study needs to occur that takes into account impacts of traffic going *through*, as well as those generated by the project area, specifically the impacts of Alameda (if the base is fully built out) and cars coming from the downtown to access the freeway.

9. Economic Development

The growth of the area as proposed will not occur without a significant growth in commerce, business and the jobs that they bring. The assets that are represented in this area of the Downtown should not be wasted, and specific economic development strategy should be developed and economic development staff that have capacity to focus on international business development.

The East Bay EDA report indicates that new business and expansion of existing business is the primary way that business growth will occur in the East Bay, not business recruitment. We would like to see City Investment in economic development for the Lake Merritt Station Area emphasized to ensure the success of the Lake Merritt Area Plan.

9.1 Defining an Economic Development Strategy

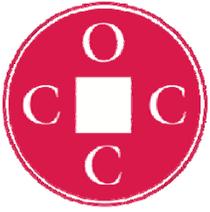
The strategies and incentives that are provided are generic and do not speak to the unique opportunities of the planning area. The Lake Merit Bart area is transit rich, with rail, port, airport and within easy public transit access to the many colleges, universities, and cities throughout the region.

We would like to see more emphasis on an overall strategy bringing resources to bear on economic development in the area in particular targeting the international business community.

As noted in section 3, the area has strong municipal institutions such as UC Regents Presidents office, EBMUD, ABAG, county courthouse and offices as well as the School District are all headquartered in the study area. We would like to see this expanded to private sector headquarters. As exports from the Oakland port have increased, to outstrip Long Beach Port, we see that **corporate headquarters export and import businesses is an opportunity**. In particular Oakland is exports agricultural products to Asia, and we continue to be a logical location for secondary offices. It is the workers that will support the success of retail and restaurants within the study area.

Pacific Renaissance Plaza

388 Ninth Street, Suite 258, Oakland, CA 94607 (510) 893-8979 Fax (510) 893-8988 E-mail OaklandCTChamber@aol.com



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9.2 Incentives for Economic and Community Benefits

The economic development strategy does not look at the uniqueness of the Asian market, and Asian market investment. **Creating an EB5 Regional Center would lower the barrier to entry, and engage an international investment in the area that would be complimentary to the existing community and business mix.**

Jennie Ong
Executive Director

Ted Lum
President, Board of Director

October 17, 2011

Strategic Planning Division
Community and Economic Development Agency
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Lake Merritt Station Area Plan

Thank you for the opportunity to comment on the Draft Emerging Plan Analysis Report for the Lake Merritt Station Area Plan. BART staff has the following comments:

General

- In general, the plan does not do enough emphasis, or protection or ensure enough space for high-intensity office / commercial space on key blocks closest to Broadway and near 14th Street (e.g., Site #8). While no market in the short-term, from a regional sustainability perspective, more jobs located near BART stations in downtown Oakland is essential for managing regional VMT growth. Hopefully, the market will eventually support that.
- Plan should have some discussion on adaptation to sea-level rise. BCDC, NOAA, MTC and others are currently examining impacts of bay-rise in portions of Alameda County in the Adapting to Rising Tides (ART) study.
- Plan should have some discussion on air quality and BAAQMD's proposed guidelines for development near freeways.
- If the Victory Court Ballpark is advanced, station capacity (i.e., portals queueing, fare equipment, mezzanine and platform area) and access (i.e, sidewalks, passenger drop-off, wayfinding) would have to be re-examined in order to safely and adequately handle game day crowds.
- We don't understand your page number system for figures. In bottom right corner, the page say "Figure 49" but is out of sequence with page number. The figure will also have a separate Figure # (in this case, Figure 4.1).
- Any discussion the 14th Street corridor should note its connectivity to the 12th Street BART Station. In fact, any transit analysis pertaining to the Lake Merritt Station should also include 12th Street/Broadway. Development along the western portion of the plan area will definitely affect that area.

Chapter 1

- p. 1-7, Transportation. Didn't we have a goal to "Increase use of transit?" Perhaps just need to amend an existing goal to "Increase walk, bike and transit trips."

Chapter 2

- p. 2-12. Why is PCCD Admin block off of the table? At least two years ago, the Chancellor's Office had identified this as a key opportunity site.

- p. 2-12. This section should also discuss getting more students on public transit as a primary strategy to mitigate parking demand.
- p. 2-13, Figure 2.5: What happened to Peralta development on Admin site? This needs to be discussed (or in narrative).
- p. 2-15, Alameda Tubes traffic: Why are the traffic patterns outside of this scope of work?
- P. 2-19. Should read "Aboveground, the two BART blocks include a parking lot (between Fallon and Oak) and plaza space with small ancillary facilities either in existence or under construction (between Oak and Madison)."
- p. 2-19. While it is important for urban design / placemaking purposes to emphasize active ground floor uses at the BART site, for upper floors, flexibility on land use is important. Unless the City has a strategic reason, then upper floor uses should be flexible and allow for commercial office, and education uses, in addition to the Draft's statement of "envisioned to include high-density residential, retail and entertainment uses." The other uses should be included. Also, I believe the existing zoning CBD-X (Central Business District Mixed Commercial) does allow for "compatible light industrial" uses. BART should preserve the flexibility to allow appropriate District Maintenance & Engineering (M&E) activities in a future mixed-use building.
- p. 2-19. This section, and elsewhere, does not identify or address the issue of the existing BART commuter parking.
- p. 2-21, Figure 2.9 (Figures 20).
 - For the existing BART Plaza block, the graphic indicates "Future Active Ground Floor Use Required." This needs to be clarified. If there is no significant change to that portion of the plaza (such as the introduction of a new land use), a new Ground Floor use may not be appropriate. It may be most effective to leave as a plaza. Does the proposed use allow for this?
 - Why ID the MTC / ABAG / BART block split by a green path? What is the intent? Graphically, it does not make sense.
 - Do not identify green space on BART blocks as "parks."

Chapter 3

- Table 3.2, Figure 29, Emerging Plan: Why CUP on BART block? We strongly recommend preserving the existing zoning of 275 feet on the BART blocks.
- Table 3.2, Figure 31: What is basis of 0.6 acre measurement for BART maintenance lot (#37)?
- p. 3-8 - 3.10 (Figures 29-31): The previous section discussed the seven Study Areas at length. The Study Area framework should be carried over into the Emerging Plan Development Potential matrices. Define these parcels within context of each Study Area.
- p. 3-15: CCG's numbers seem to high for current market. \$350K for high-rise (\$2.50/SF) , and \$325 for mid-rise (\$2.25/SF), and low-rise (\$2.00/SF) ??? Monthly rent \$2.50/SF ??? All seem too high.
- p. 3-24, BART Parking Lot: "Heart" as green space is not realistic. Who and how was it determined that two-levels of below ground parking was economically, and fiscally, viable?

- p. 3-25. Constraints. 5th bullet. Really ... how many spaces assumed?
- p. 3-25. The BART parking lot site did not include any discussion of the approach to commuter access / replacement parking. Also, BART would consider reconfiguration of the existing western edge of the block (labeled as BART East Plaza) as part of a future development. Existing passenger intermodal transfer facilities could be reconfigured with future development. BART does needs to the station portal function.

Chapter 4

- p. 4-2 (Figure 4.1 / Figures 49): Pink Commercial Zone should extend to cover entire Site #8 (Franklin / 14th / Webster / 13th).
- p. 4-6. Section 3.5 is also about massing. Should it be combined with Section 4.3?

Chapter 6

- p. 6-10 and 6-11. Descriptions of Madison and Oak streets should include access to Lake Merritt BART Station.
- p. 6-23. Figure 6.4. Are the bus bays and curb space allocation depicted in this concept adequate? What is the appropriate number of bus bays for mid-term, long-term? Also, sufficient curb space allocation is important for KNR, BART police and maintenance needs.

Chapter 7

- p. 7-3. Figure 7.1 & 7.2 Circulation Improvement Strategy + Bike/Ped Improvements: Figure 7.2 should come before Figure 7.1, The Bike / Ped graphic provides a better starting point for the key objective of each street (how to prioritize limited ROW), while 7.1 gets to more specific improvements.
- p. 7-3, Figure 7.1. Any streetscaping planned for corridors with land reduction or 2-way conversion?
- p. 7-5. Include bullet for enhanced lighting around BART station.
- p. 7-6, BART bicycle access: Note that due to peak period bicycle restrictions at the 12th and 19th BART station, Lake Merritt serves a particularly important bicycle access function in downtown Oakland.
- p. 7-6, BART bicycle parking: As part of the BART Access Policy Methodology analysis that a future development team will be conducting, there may be a need/desire to dramatically increase bicycle storage. At some demand threshold (given limited space), there may be a need for a bicycle station as part of a new development. Perhaps opportunity for a shared bicycle parking facility with BART commuters, building occupants, and Laney students (depending on how facility is situated and managed).
- P. 7-6. There should be a subsection on Transit services including a summary of BART services at Lake Merritt and 12th Street BART stations, as well as AC Transit bus and Alameda shuttle services. Station Access Improvements should apply to both Lake Merritt and 12th Street.
- p. 7-6, transit center: The sizing of the LM BART Station transit center, and the circulation, needs to consider connectivity requirements of the approved Oak to Ninth transportation plan.

- p. 7-6, intermodal connections. NOTE: (City, BART, and AC Transit need to sit down and work through details of intermodal facilities. Also, need to accommodate parking for taxis, shuttles buses, as well as BART operations loading / policing needs.)
- p. 7-6, transit mode share: Please explain in more detail the basis of the proposed 23 percent BART mode share. The 2003 Dowling study, which is also cited in the Aug 2010 Kaiser Center DEIR Appendix G.5 (attached), indicates that proximity to transit / BART is a key factor in estimating transit mode share in downtown Oakland (and elsewhere). As referenced in the Kaiser Center DEIR, the Dowling study found a 55% transit mode share for the Oakland City Center Complex (the vast majority of that on BART), while the "rest of downtown" was 30%. Also, the memo in DEIR suggests that employer policies likely have an important role in having a robust transit mode share. At the scale of development being proposed right above the Lake Merritt BART station, 23 percent BART mode share is too low.
- p. 7-7. Include discussion about streetcar concept as a potential circulator to access Lake Merritt and 12th Street BART stations.
- p. 7-9. Roadway Reconfiguration Phasing Strategy. Perhaps Phase 2 and 3 should be in a separate category that would be funded by grants. It could allow their implementation to be completed before roadway projects.
- p. 7-12. Section 7.2. Define assumptions for low and high residential alternatives. How many units are we talking about in each scenario?

Chapter 9

- This section should include the capital and O&M costs of key community benefits (i.e. affordable housing, community facilities, open space, streetscaping, etc.) per unit.

Raburn Comments on Circulation, Access, and Parking

7-6 Bicycle Network Improvements

Add introductory sentence: Lake Merritt Station requires exemplary bicycle access to the downtown because bicyclists cannot exit or board at the 12th and 19th St Stations during peak weekday commute hours.

Delete: ~~“The emerging plan also modifies the bike plan by proposing “sharrows” rather than bike lanes in within the Chinatown commercial core.”~~

7-7 Station Access Improvements

Amend as follows: “Extend the existing Broadway Shopper Shuttle... Additional shuttle route or extensions that serve remote parking and the Chinatown commercial core should also be considered...”

7-7 Roadway Network

Amend as follows: 8th Street ... “Preliminary future traffic volumes demonstrate that this segment has the potential for a lane reduction and conversion to two way traffic, removing a travel lane to accommodate additional non-vehicular amenities.” See Table 7-6: Roadway Segment Analysis showing future undercapacity with a lane reduction.

Amend 7-8 as follows: 10th Street ... “East of Madison Street ... and one wide travel lane between Oak and 5th Avenue, except for a temporary section of diagonal parking. Continuous bike lanes are proposed from Madison to 5th Avenue...”

Amend 7-8 as follows: Oak Street ... “Future preliminary traffic volumes demonstrate that this segment would operate at acceptable levels with three travel lanes; therefore a lane reduction and conversion to two way traffic ~~are~~ is proposed.”

Amend 7-8 as follows: Madison Street ... “Future preliminary traffic volumes demonstrate that the segment north of 8th Street would operate at acceptable levels with two travel lanes; therefore a lane reduction and conversion to two way traffic ~~are~~ is proposed.”

7-11 Table 7-1 One-Way Streets Disadvantages - Add:

- Increased out-of-direction travel that adds to air pollution and deters safe bicycling.
- Confusing and unfriendly to bus passengers.
- Encourage unsafe bicycle travel against traffic or on sidewalks.

7-20 Parking Strategies

Add: Remote Parking served by Shuttles

-Respectfully submitted by Robert Raburn

From: Nathan Landau [REDACTED]

Sent: Monday, October 10, 2011 4:06 PM

To: Ferracane, Christina; Manasse, Edward

Cc: Sean DiestLorgion; Jim Cunradi

Subject: Follows up on LMSA Plan meeting--BRT stops on 11th/12th St.;

Ed, Christina--the planned BRT stops on 11th and 12th St., and the beginning of Eastlake are as follows. They've been agreed to by the city and AC Transit

12th St. (westbound), all stops curbside--Near side of Broadway, far side (west side) of Harrison St., near side (east side) of Madison St.

11th St. (eastbound), all stops curbside-- Far side of Broadway (east side), Far side of Harrison St. (east side), Near side of Madison St. (west side)

International Blvd. (westbound only in this segment)--Far side of 5th Ave., Far side of 2nd Ave.

East 12th St. (eastbound in this segment)--Far side of 2nd Ave., Far side of 5th Ave.

We're aware that you're interested in comments on the possibilities for service augmentation with substantial new growth, and other things. We will try to get you those soon.

One note on service--the BRT would of course represent both more frequent and faster service. One issue for the plan area would be what would be understood as most improving service. We've got a lot of geographic coverage with direct service from the plan area already (including the Laurel), maybe it's more about frequency, or hours of operation, or speed. We haven't really had to answer this question in recent memory so it takes some thought.

Nathan

AC Transit Lake Merritt Plan Area comments –October, 2011

Many of our comments concern specific recommendations for street and streetscape changes in the Lake Merritt Plan Area. We begin with a higher level discussion in response to questions about the future direction of bus service in the area.

Lake Merritt Plan Area as a Transit Focus Area

[The Lake Merritt Station Area Plan Draft Emerging Plan](#) devotes considerable attention to future development of the area as a walkable, bikeable area. Focusing on both pedestrian needs is very appropriate in an area where many people already walk for transportation. New residents will be attracted to the area for precisely this reason.

Transit must also be understood as critical to the attractiveness and vitality of the Lake Merritt area. Transit should not be considered as simply a service to be delivered by transit agencies, but as foundational for the area. Transit serves both the residents of the area, and residents throughout Oakland who come to Chinatown as a “downtown.” Implementing the Plan means implementing transit, a task to be engaged in by all agencies developing the Plan.

Between BART and AC Transit, the Lake Merritt Plan area has among the richest transit service in Oakland. It is connected by trunk bus lines to Fruitvale, East Oakland, Pill Hill, Kaiser Center, Rockridge, Temescal, Emeryville, Berkeley, and Alameda, among other destinations. Direct service is also available to Grand Avenue, West Oakland, and the Macarthur Corridor, various parts of which are served by lines 11, 14, 18, 58L, and 62.

Transit-Supportive Environment: Maximizing the attractiveness and effectiveness of surface transit requires: 1. A transit-supportive physical environment; 2. Widely available information about transit; 3. Robust funding for transit service. A transit-supportive physical environment would include bus stops which are safe and pleasant to wait at, accessed by a safe and pleasant network of sidewalks and walkways., with transit-friendly land uses adjacent. A supportive physical environment includes streets where transit can operate safely at reasonable speeds, with a minimum of congestion. Minimizing transit travel time is one of the most important elements in attracting passengers to transit. Streets where transit can operate reliably also reduce the cost of providing service.

Parking Maximums: The Lake Merritt area should have parking maximums—to prevent excessively auto-oriented uses—rather than parking minimums that mandate an often unnecessary amount of parking.

Bus Layover Locations: One operations issue concerns locations in the Lake Merritt/Downtown Oakland area for Downtown Oakland bus layovers. It is important that buses have safe, efficient, locations which will remain available over the long term. Overall planning for Downtown Oakland bus service should consider layover locations, perhaps in a consolidated facility.

Transit Information: Much transit information is provided at a systemwide or regional level. There are also local elements as well, particularly in an area such as Chinatown where some residents may feel uncomfortable using computerized sources of information. The Travelchoice program found in Alameda and East Oakland that many residents were unaware of transit

options easily available to them. Lack of information is often cited as a barrier to use of the transit system. Transit information should be available at all transit stops, as well as at local public buildings. Transit information should be part of area marketing and promotional efforts—hard copy and on-line-- by the City, community organizations, and businesses.

Future Transit Service: As the plan area evolves, so will its transit service needs. The more that the area develops as a transit-oriented district, the greater the need and demand for transit will become. Given the numerous bus lines already serving the area, it may well be that service improvements here take the form of greater frequency or longer operating hours. Planners should not jump to the conclusion that new routes or a new mode of transit are the most effective approaches to improving transit service.

Future Transit Funding: AC Transit will only be able to respond to the area's growth if financing to support service is in place. If residential and commercial buildings joined the EasyPass program, it would help fund the costs of current service, generate new transit riders, and provide information to EasyPass program users. The Plan should also consider funding mechanisms to support transit on an area-wide basis.

Location Specific Comments

7th Street – west of Fallon St

We would look to move bus stops to the far side where possible to improve visibility and operations (eastbound 7th St █ Alice St).

We prefer not to have pedestrian bulbs installed in locations where they can negatively impact bus operations (i.e. on the far side at a far side stop). Installing bus bulbs on 7th Street (potential stop on the far side █ Alice St; █ Jackson St) would improve bus operations by allowing the bus to remain in the lane of traffic while boarding and alighting.

8th Street

AC Transit has concerns about the proposed lane reductions (from 4 to 3) along 8th Street between Harrison Street and Broadway. Traffic congestion is very high through this segment due to trucks/cars double parking. Losing a lane in this section will only slow down our services through this area AC Transit operates five lines along this street—lines 11, 20 31, 51A, and 62—making it a key segment for our operation. Line 51A is one of the highest ridership and most frequent lines in the AC Transit system.

AC Transit has bus stops along 8th Street between Oak Street and Broadway. We would look to move stops to the far side where possible to improve visibility and operations (westbound 8th St █ Jackson St). We prefer not to have pedestrian bulbs installed in locations where they can negatively impact bus operations, i.e. at the same side of intersections as bus stops. By contrast, installing bus bulbs on 8th Street would improve bus operations by allowing the bus to remain in the lane of traffic while boarding and alighting.

The stop at 8th & Harrison needs to be longer to allow buses to make the left turn from Harrison St to westbound 8th St and stop at the curb. The current stop on westbound 8th St at Broadway is very short and should be lengthened.

9th Street

AC Transit has proposed routing line 88 via 9th St, right Fallon, Right 8th, to a new layover on 8th. A bus stop was also requested on eastbound 9th St, far side of Oak St. A pedestrian bulb at this location would interfere with bus operations. If layover space were to be provided on Oak Street adjacent to the BART station, that could substitute for this layover space.

Harrison Street – 8th to 10th

Our understanding is that the City is not planning to pursue a conversion of Harrison Street to two way south of 10th St. If two way conversion were considered for the 8th to 10th Street segment, AC Transit would be concerned about additional delay that this could create at the already congested intersection of Harrison St. & 8th St., where several northbound bus lines turn left.

Madison Street

We currently have bus stops along Madison St at 10th St and 9th St^h. AC Transit currently lays over on Madison Street, far side of 9th Street. The conceptual drawings show bike lanes along Madison Street north of 9th adjacent to the 8' parking lane. If this location was to remain a layover for our buses, we would prefer to have the bus layover area be at least 10' wide to allow the buses to layover outside of the bike lane.

We prefer not to have pedestrian bulbs installed in locations where they can negatively impact bus operations (far side at a far side bus stop). Installing a bus bulb on Madison at 10th Street would improve bus operations by allowing the bus to remain in the lane of traffic while boarding and alighting. . If layover space were to be provided on Oak Street adjacent to the BART station, that could substitute for this layover space.

Oak Street

AC Transit currently has a bus stop on Oak Street, far side of 10th. The conceptual drawing of Oak Street at 9th Street does not show the bus stop at the next intersection (10th Street).

The travel lane adjacent to the proposed bike lane has also been reduced from 11' to 10'. We'd prefer to maintain a lane with of at least 11'. AC Transit buses are almost 10 feet wide mirror to mirror and cannot operate in lanes less than 11 feet wide.

We prefer not to have pedestrian bulbs installed in locations where they can negatively impact bus operations (i.e. at 8th Street in front of Lake Merritt BART, at the far side of 8th Street). Installing a bus bulb on Oak St at 8th St would improve bus operations by allowing the bus to remain in the lane of traffic while boarding and alighting.

10th Street, east of Fallon Street

AC Transit operates along 10th Street east of Fallon (line 11 & 62). The conceptual drawing proposes a planter strip between the sidewalk and the bike lane along the entire segment. There does not seem to be area where buses could stop. AC Transit would like to maintain bus stops along this corridor.

AC Transit prefers not to have pedestrian bulbs installed in locations where they can negatively impact bus operations. We would look to move stop to the far side where possible to improve visibility and operations (eastbound 10th St █ 2nd Ave, eastbound 10th St █ 4th Ave), especially at uncontrolled intersections. Bus bulbs can be placed on the near side when the bus stop has been moved to the far side of an intersection. We'd also like you to consider the placement of the bulbs in relation to the preferred stop location, not just the existing locations.

In addition, rain gardens should not be placed alongside bus stops as they can take up much of the space needed to deploy the wheel chair ramps. Clear space at bus stops must meet minimum ADA requirements

One of the options for 10th Street had the lanes at 10' wide. AC transit prefers to operate on at least 12 ft lanes. We will, I however, operate on 11 ft lanes, as noted above.

Fallon Street Pedestrian Mall between 10th Street and 8th Street

AC Transit has concerns about operating though this proposed pedestrian mall due to the potential for conflicts between buses and pedestrians. We need greater clarification about intended pedestrian travel patterns and crossings along the mall. If the intention is to allow an uncontrolled free flow of pedestrians across the street along the full block that does not seem consistent with safe bus operations. In that case, we would have to review and possibly change our routing.

If we were to continue to operate along Fallon, the stop on eastbound 10th St at Fallon could be moved to Fallon Street, near side of 9th St, which is stop-controlled.

Oak Street Transit Hub

AC Transit would welcome dedicating the eastbound side of 8th St between 9th and 8th streets to bus only and have the west side dedicated to passenger drop-off/pick up. This new "transit Hub" could be used for three bus bays. We would, however, ask that the pedestrian bulbs shown in the diagram on Oak St. on the far side of 8th be eliminated. A pedestrian bulb at this location would impede access into the bus stops as buses are approaching from south of 8th Street. We'd also like to look at possibly reducing the size of the bulb (or completely eliminating) the bulb on the near side of 9th if having it reduces limits the bus zone at the station.

14th Street

The diagram (facing westbound) showed a right turn onto Franklin which is one-way.

We would look to move bus stops to the far side where possible to improve visibility and operations (eastbound/westbound 14th St █ Franklin St, █ Harrison). The bus stop on westbound 14th █ Jackson has already been approved by TSD (not implemented).

October 17, 2011

Ed Manasse
City of Oakland
Community and Economic Development Agency, Planning
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Lake Merritt Station Area Plan – Comments on Circulation and Transportation from CSG Meeting #11 (10/12/11)

Dear Mr. Manasse,

This letter expresses the Chinatown Coalition's comments on the presentation made by City staff and consultants on October 12th, 2011 as part of Meeting #11 of the Community Stakeholder Group. The Coalition comprised of the organizations and stakeholders listed below, have reviewed the presentation.

CHAPTER 2: OVERALL VISION BY STUDY AREA

CHAPTER 3: SUMMARY OF DEVELOPMENT POTENTIAL

3.1 - Summary of Market Demand Analysis

Economic Context

- Description, analysis, and assertions are vague, superficial and sources are often not cited.
- Does “regional policy favoring growth in urban core areas” constitute real demand specifically in the Planning Area?

Chinatown

- Again, the analysis is superficial.

Demographics and Population Projections

- Is there any judgment regarding whether ACCMA's projections are realistic? We would recommend finding comparative projections.

Housing

- The analysis is overly speculative, though the information regarding most new housing development being multi-family align with our community needs and input.

Retail

- What criteria is the project's demand for 414,000 additional square footage of retail space by 2035 based on?

Office

- Report states that the Planning Area lacks employee-oriented shopping, dining, lodging, and infrastructure amenities necessary to attract Class A space development. Actually, it is usually Class A space development that attracts employee-oriented shopping, dining, and lodging, not the other

The Chinatown Coalitions is comprised of the following organizations: Asian Health Services, Asian Pacific Environmental Network, East Bay Asian Local Development Corporation, Oakland Asian Cultural Center, Buddhist Church of Oakland, National Council on Crime and Delinquency, The Spot Chinatown Youth Center, Hotel Oakland Tenant Association, Colland Jang Architecture, Clad Architects, Business Owners and Residents of Chinatown

way around. Some of the infrastructure is already in place with BART and train station accessible to the neighborhood.

Hotel

- There is no real information about how feasible future hotel development is.
- Is Oakland hotel sector less vulnerable to economic shifts? Cite sources.
- How have hotels been impacted by recent recession? Cite backup.
- Are any of the four proposed future hotel developments in the Planning Area?

Planning Area Market Opportunity

- It is unclear what the tables represent, and there has been no explicit discussion on these breakdowns at the CSG meetings. Therefore, without better explanation, this might require further vetting
- Numbers in Table 3.1 do not seem to match Table 3.2 and 3.3.

3.2 - High and Low Development Potential

- There is more in-depth analysis here than in previous sections, which is positive, but what does it mean that the development buildout potential is only approximately 1/3 of CMA's estimates and perhaps 75% of ABAG? Numbers from Table 3-3 do not match Table 3-2 and Table 3-1. There needs to be a conversation with consultant on how the analysis is structured.
- Development projections on small lots (0.5 acres and below) seem to be too high. Any development above 3 – 4 stories on these lots will likely not occur unless the lots are merged with neighboring parcels.

3.3 - Job Generation and Types of Jobs

- It should be clear that this is not a plan for how to develop jobs. This is just a projection of the Emerging Plan build-out of space, and how that space translates into number of employees housed, given benchmark ratios of square footage per different types of employees.
- Please note that jobs for local residents (where there are a high proportion of monolingual residents) tend to happen in smaller retail and office spaces.

3.4 - Market Feasibility Assessment

Recession Impact

- Again, there is not enough specificity and cited sources in this section to substantiate the analysis.

Scenarios Reviewed

- Revenue Assumptions – monthly parking revenue is closer to \$125/space.

Feasibility Findings

- The Coalition agrees in general with the development pessimism, but we do not think that it is as negative as this analysis portrays because the hard costs used in the analysis are too high.
- The average unit size is only 750 square feet? That means only building small 1BR units? Most market rate buildings will tend to have larger square footages to justify the higher rents, although we

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agree that developers will try to do more 1BR and 2BR units, and fewer 3BR units.

- The high-rise residential hard cost is too high at \$285 per square foot. It is currently closer to \$225 – \$250 per square foot if there are no prevailing wage requirements.
- Why is the mid-rise hard cost in Scenarios A and B (\$285/square foot) different from the mid-rise hard cost in Scenario C (\$225/square foot)?
- Retail vacancy should be increased from 5% to between 30% to 50%. Addition of retail space is generally not a positive impact on project feasibility unless you are already in a retail rich area.

Plan Implications

- We agree that lower density rental residential is the project type that is most feasible in the short term. This leads to the conclusion that the majority of our land is overzoned, which encourages speculation and discourages actual development from taking place.
- We have qualified agreement that in the short term, density incentives will not boost affordable housing development. However, if the policy is phased in over time (which gives the market time to recover), then by the time there are rents and sales prices that make high density development feasible (and gentrification becomes a real threat), there will have a policy in place that provides certainty to both the developer and the community.

3.5 - Site Planning & Architectural Issues

BART Parking Lot Site

- The test fit massing design should comply with podium and tower heights and setbacks as developed in this Emerging Plan (reflecting Coalition recommendations).
- The area above the BART tracks and stations, designated as open space primarily due to its constraints in building, can serve to fulfill the development's open space requirement, but should not be added to the calculations of additional public open space for the Area Plan. Its constraints, including compromised accessibility and connection to the street, plant-ability of the ground plane, shade from the mid-rise block to the south, and general privatized nature of this arrangement, diminish its usability and desirability as a true public space.
- As a site that was previously acquired by eminent domain, affordable housing should meet community goals as part of the required program of this development.

Site 6

- The test fit massing design takes as precedent a building that has been criticized by the community. The potential for blank walls on the ground floor and unmitigating façade with no set-backs above, make for an unattractive and unsafe pedestrian experience.
- Again, the design should comply with podium and tower heights and setbacks as developed in this Emerging Plan (reflecting Coalition recommendations).
- It is unclear why a parking ratio of 1.2:1 has been used for this site. The parking below ground should impinge minimally on the public open space to allow for its plantability. Additionally, the above-ground parking provides an unattractive and unsafe northern façade for the open space.
- The tower as shown is bulky. Please see Section 4 for desired tower footprints and spacing. Exploration could be made of one or two slimmer towers (appropriately spaced) on the site rather than the one bulky footprint. In addition, its east-west orientation would cast the greatest amount of shadow onto its neighbors.

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- The provision of open space as shown in the design is supported by this community, but without clear delineation of its ownership, administration, accessibility and maintenance, as well as public programming and provision of facilities such as community rooms and public restrooms, it should not be added to the Area Plan’s calculation of public open space.

Site 15

- Elevated open spaces are generally less accessible, less visible, less plantable, and should be strongly discouraged in this Area Plan. Again, it may serve to satisfy the open space requirement for the private development, but should not count towards the Area Plan’s added public open space. The ground-level open space shown, though positively engaging a street corner, is not sufficiently large to accommodate active use.
- The tower as shown is bulky. Please see Section 4 for desired tower footprints and spacing. Exploration could be made of one or two slimmer towers (appropriately spaced) on the site rather than the one bulky footprint.
- The provision of open space as shown in the design is supported by this community, but without clear delineation of its ownership, administration, accessibility and maintenance, as well as public programming and provision of facilities such as community rooms and public restrooms, it should not be added to the Area Plan’s calculation of public open space.

Site 45

- The mix of retail and residential uses at the ground floor level appears sensible and sensitive to its location.
- The location of this parcel, along a new major thoroughfare, as well as in close proximity to the lake, might warrant review of its current height restriction.
- Some public local-serving park space might still be warranted for the residents of this neighborhood.

CHAPTER 4: LAND USE and BUILDING DESIGN COMMENTS

Retail Enhancement and Expansion

- Paragraph 3 states that in order to expand the vibrancy and activity that already exists in some areas, like the core of the Chinatown commercial district, guidelines could be implemented that would require active uses in new buildings along key corridors, as shown in Figure 4-2.
- The language should change “require” to “grant by right retail/commercial as a (in zoning code nomenclature) “permitted use” with residential and office use as a “conditionally permitted use.” There are situations along the desired corridors where commercial uses may not be a reasonable or desired use by the property owner. A strict requirement may in fact discourage new development. Also, the list of “active ground floor” uses do not currently consider residential buildings with direct street facing entries, as the definition is limited to “commercial.” Is the intent to encourage only commercial uses, or to promote safe and lively streets by whatever uses may be proposed?
- Additionally, ground floor direct entry units create visual interest and animation of the streetscape. A regular pedestrian scaled rhythm of entries spaced 25 to 30 apart contributes to the finer-grained attributes of a livable neighborhood.

Massing and Building Design Concepts

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General Comments:

- The guidelines for podiums and towers miss the opportunity to seek increased open spaces at the ground floor for plazas, parks, etc. in return for increased square footage of the building through increased height. The diversity of different building archetypes such as podium buildings with towers above that are built-out to the property line with the inclusion of towers rising from landscaped plazas & parks set back from the street enhances the pedestrian/street-level experience.
- The current map showing various podium bases and heights needs to be reviewed and evaluated to ensure that the proposed heights have a relationship to breaking points in cost of construction for various construction types.

Specific Comments:

Stipulate only two podium base heights:

- 45 feet for Zones 1, 2, 3, 8
- 85 feet for Zones 4, 5, 6

Stipulate three tower heights with CUP:

- 125 feet for Zone 8
- 275 feet for Zones 1, 2, 3, 4, 7, 8
- No limit for Zones 5, 6
- Remove the “by right” designation

For the area bounded by 11th and 12th Street between Madison & Webster (currently in Zone 5), the area should be designated as Zone 2 with the lower podium base height.

While the focus has been on proposed podium/tower heights (particularly as they relate to the CUP/community benefits component), equal attention need to be given to (thus revising Table 17.58.04 of the 2011 Zoning Code) the standards that directly impact neighborhood livability. The stated principals in Section 4.3 of relatively slender towers and towers that should be separated for light, air and views is clearly too vague. Therefore, we offer the following standards. The City of Vancouver’s Downtown South Guidelines provide a successfully executed model. There the maximum tower floor plate is limited to 6,500 gross square feet (and varies from 5,000 to 6,500 square feet depending on tower height and site frontage). Maximum tower widths and depths are 90 feet (with a tower width to fronting streets in the range of 75 to 85 feet). For two towers per site, portions of the towers that exceed 70 feet should be at least 80 feet apart. The Guidelines describes in greater detail, requirements for setbacks, podium and tower heights, open spaces, etc. but the aforementioned are the key components.

CHAPTER 5: PARKS and COMMUNITY FACILITIES

5-1 - Existing Parks and Community Facilities

- This section fails to reflect the park deficiencies identified/referenced in the Existing Conditions Report. Please include them. The OSCAR goal is 4 acres of Local Serving Park to 1,000 residents. The current services level is 1.4 acres of neighborhood park (Lincoln Park) for 12,000 residents. (Both Harrison and Madison Parks are identified as Special Use Parks and not local serving.)
- Specifically Local Serving/Neighborhood Parks and Community [REDACTED]

[REDACTED] *Facilities (page 5-2)*

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- The document fails to recognize that several of the facilities identified are *not available for general public use*. There are no real freely accessible community facilities within the Chinatown area, with the exception of Lincoln Square Recreation Center, which is not mentioned as a community facility in the Emerging Plan.
- The only two facilities identified that are located within the core of Chinatown are Oakland Asian Cultural Center and the Asian Branch Library. However, OACC is a rental facility (that is operated by a non-profit organization) and is not free for public use. The Asian Branch Library is too small and does not have spaces that the public can use to socialize or convene for programming beyond existing library programs.
- The facilities listed as community facilities should only be listed if there is also a clear outline on how to collaborate, share facilities and be better integrated into the neighborhood.

Table 5-1 - Existing Parks in the Planning Area

- It should be clearly stated that the number of accessible parks and recreation spaces for the Chinatown community is very small compared to the 42.9 acres identified in the table. The only park and recreation spaces that are accessible for public use are Madison and Lincoln, which totals to 2.8 acres out of the 42.9.
- Chinese Garden Park is a special use park and not accessible to the public. It is also extremely difficult to access and unsafe because of the high volume of traffic and speeding vehicles in the surrounding streets.

Figure 5.1 - Parks and Public Spaces

- Includes the Laney College fields as existing parks. These should not be included in the calculations of open space/ park land and should be re-labelled in the maps. Please correct.
- “Proposed Parks/Public Spaces” shown south of I-880 should be considered as part of a Jack London District specific plan, and NOT as part of the Lake Merritt Bart Station Area Plan. These areas should be omitted altogether from this plan.
- Of much greater interest is Webster Street Green, approved 12 years ago in the Estuary Policy Plan (see page 69) which could be incorporated into the Area Plan with an improved Webster Street underpass. This would address the goal of connecting Chinatown to the area to the Jack London District and Waterfront.

5.2 - Emerging Plan Parks and Community Facilities

New Parks

- The Emerging Plan states that an additional 3 acres of local serving park will be created. The OSCAR (4-9) states the parks with no facilities and special use parks are not included under the definition of “Local Serving Park.” In the Emerging Plan the additional 3.2 acres of local park (assuming this refers to the open space that will be developed as part of large scale developments on identified opportunity sites) does not address the need for Active Recreational Facilities for these spaces, which is an operating as well as development issue.

- Also not identified in the emerging plan are Community Parks, an amenity that is identified in the OSCAR, as 5-20 acres serving a ½ mile radius, with active recreation spaces such as tennis courts, recreation center, softball and baseball fields, basketball courts, restroom facilities, outdoor performance area, active play area for activities (badminton, volley ball, soccer unless otherwise available within one mile.) The Emerging Plan points to facilities such as Laney College and Oakland Unified School District which are programmed facilities, not publicly accessible.
- A number of charter schools and childcare programs located in the planning area do not have open space as part of their facilities. The Emerging Plan needs to include the additional demand and impact of these childcare and school related uses and assume with total growth in population, expansion of these facilities and ensure that the proposed park spaces in the plan will be appropriate for these types of uses or ensure that open space requirements are part of new school (charter or private) and childcare approvals. (see also section 8.4, page 8-10)

Table 5-2: potential new Publicly Accessible Open Space

This section does not break down the proposed new open space/parks by type. Please include.

5.3 - Park Guidelines

- The guidelines for privately developed open space do not address the park and recreation facility needs identified both by Park and Recreation and the more recent area surveys. Please include an alternative of a pre-identified location for a park, that would be funded through park impact fees, operated and maintained by the City, ensuring its use as a truly public park.
- “Maximize Visibility from the street” – please include “roof gardens are not visible from the street and get very little usage in many urban settings and are not the preferred strategy for accomplishing OSCAR goals for recreational facilities in the planning area.”
- Facility maintenance – please include “design elements that discourage trash from piling up; raised flower boxes, tree wells.”
- Design for active and passive use – please add “and multiple audiences that allow for more activities throughout the day and evening.”

5.4 - Existing Parks: Improvements and Programming

- The Lincoln Square Recreation Center structure is old and needs major renovation to support the ongoing programming that will continue to exist even with the improvements to the other parks, such as after school recreation for the students, school hour recess for Lincoln Elementary, programming throughout the day for the seniors, and evening activities for the high school students (i.e. basketball courts). Include improvements to the Lincoln Recreation Center facility as part of the emerging plan.

5.5 - Community Facilities

- Please include a new section that thoroughly addresses new Community Facilities in the plan, specifically addressing the lack of publicly accessible facilities in the Chinatown area.
- In a survey conducted in Spring 2008 by the Asian Pacific Islander Community Response Plan (CRP) group, a collaborative of youth social service providers, advocates and public agencies, convened by the National Council on Crime and Delinquency, over 500 Oakland youth identified the need for a youth

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center that would house resources to help prepare them for the future. They overwhelmingly identified Chinatown as the safest area in Oakland for this center. The youth included students throughout Oakland, from all race and ethnicities. Chinatown is considered a safe and convenient location for many Oakland residents, and particularly youth, however, there is not a designated enclosed community/youth center that would allow them to engage in programming activities, such as after school academics, arts and cultural programming, job training and college readiness, as well as health and wellness education.

- There are many youth organizations that provide quality services for the young people in Oakland Chinatown; however most of them lack space to support their programming. Developing a center that will allow these youth programs to share and collaborate within the space will help to broaden and strengthen their services. The programs will also be able to share resources and build a comprehensive center that addresses all the facets of youth development, such as health and wellness, cultural identity, and academics and leadership development.
- Developments proposed should focus on increasing the capacity of the current schools, recreation centers, and parks in the area in order to service the increased population growth.

CHAPTER 6: STREETScape CHARACTER

Traffic improvements – two-way conversions and pedestrian improvement amenities.

- Streetscape improvement phasing is reasonable, but pedestrian lighting is more important and higher priority than corner bulb-outs and sidewalk widening.
- Current phasing diagrams on pages 55-56 (130-131 of Emerging Plan PDF) seem to indicate that when corner bulb-outs are placed, eventual two-way conversion would only have one lane of travel in each direction. In that case, there should not be corner bulb-outs on the street sides that have higher traffic so that they could in the future fit two lanes of traffic each way.
- OCC, along with other organizations, strongly advocate for conversion of one-ways streets to two-way streets, and advocate for those street sections on 9th and 10th Streets, along with any other streets possible, that propose such conversions.
- What is the process for deciding on the final street streetscape improvements for all streets proposed?
- There should be priority phasing for street improvements by location/street (first Webster from 7th to 11th Street, then 8th from Alice to Broadway, etc.) Priority streets for pedestrian lighting are 8th, 9th, Webster, Harrison, and Alice.
- The Webster Street Underpass should take first priority and be planned as a major pedestrian path between Jack London Square neighborhood and Chinatown, and be designed in conjunction with the Webster Street Greenway as envisioned on the south side of I-880.
- Street paving similar to proposal for Fallon Street should also be considered on Madison, and perhaps Alice, Streets between 8th and 9th Streets.

CHAPTER 7: CIRCULATION, ACCESS, AND PARKING

7.1 - Circulation Improvement Strategies

- Overall, this section should acknowledge the community based *Revive Chinatown!* effort and report in this section. We would recommend noting in each subsection (circulation, access, parking) what the

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Revive Chinatown! study recommended and how the Emerging Plan supports/conflicts with those recommendations.

- ***Pedestrian Improvements and Traffic Calming:*** This section should incorporate strategies recommended in the *Revive Chinatown!* report such as four-way crosswalks or scramble systems. These four-way crosswalks have been successfully implemented in the core of Chinatown and have been shown to reduce pedestrian and vehicle conflicts by half, a key factor in pedestrian injuries and fatalities.

Under the strategy of coordinating traffic signals and timing to calm traffic and improve the pedestrian experience, the strategy to provide additional crossing times via “press and hold” pushbuttons should not only be placed near senior centers, but also near day care and recreation centers, and parks and schools where both children, adolescents and elderly gather.

Pedestrian improvements on 7th Street and Harrison should be included in addition to corner bulb-outs that should be installed on streets with fast moving traffic such as 7th Street.

Although the emerging plan discusses a TDM strategy that would include a shuttle service connecting the BART station to Chinatown and Jack London Square District, the map in this section does not illustrate this strategy. The proposed shuttle currently only extends from Laney College and the Lake Merritt BART Station into the Jack London Square District. The map and plan should clearly indicate a route thru Chinatown to assist with mobility from BART to Chinatown, Jack London Square, as well as parking lots underneath the freeway.

- ***Bicycle Network Improvements and Roadway Network:*** In order to make the area safer for both bicycles and pedestrians, the inclusion of more two-way street conversions should be proposed in the plan that includes Webster, Franklin and 10th Street west of Madison Street. Overall, two-way street conversions should be prioritized on 7th, 8th, 9th, 10th, Webster, Harrison and Franklin Streets. For example, rather than narrow 8th Street by adding a bike lane, a two-way conversion should be proposed. Additional pedestrian connections at Franklin and Harrison Streets under I-880 undercrossings should also be included.

7.2 - Transportation and Transit Analysis

- The emerging plan states that most intersections are at acceptable levels; however there should be acknowledgement that traffic LOS at intersections within the Chinatown Core are not at acceptable levels during peak hours, and will worsen with the future development of the Naval Base at Alameda Point in the City of Alameda. Webster Street is one of the main entry points for traffic traveling to Alameda while Harrison Street is the entry point into Oakland for traffic traveling out of Alameda. In large measure, much of Chinatown's congestion is due to traffic related to Alameda. The Emerging Plan does not acknowledge this fact. As such, an analysis should take into account the future development of Alameda Point, particularly in light that the U.S. Navy has completed the transfer of all 918 acres of the former Naval Weapons Station to the City of Alameda.
- The vehicle trip generation numbers presented in this section represent an alarming exponential increase. With projections indicating that current traffic at peak hours would increase even with a reduction factor for being a TOD neighborhood, the need for an improved and comprehensive traffic impact analysis needs to be acknowledged and included. An EIR that only examines certain problematic intersections will be inadequate to addressing traffic impacts and must incorporate a more thorough and

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comprehensive analysis that includes solutions for existing streets and those streets that will be over-capacity in the future.

7.3 - Parking

- Several recommendations for creating a transit hub near the BART station will involve the removal of on-street parking. This needs to be quantified.
- In general the Coalition supports exploring various parking strategies. Parking for large residential projects should be market based. For example, seniors and those who live in and near Chinatown have lower vehicle ownership rates, which could significantly affect the area's parking demand. Unbundled residential parking would in this instance be an appropriate strategy.

7.4 - Street Loading

- The emerging plan acknowledges that street loading and double parking to offload goods is an issue not only in Chinatown, but also in high density retail areas around the Bay Area. While metered truck parking and hourly limitations are all possible mitigation strategies, a recommendation for enforcement policies needs to accompany these proposed strategies.

7.9 - Roadway Phasing Strategies

- Decisions need to be made regarding Phase 3b before anything is done in Phases 1, 2, and 3a to improve coordination and to avoid conflict. As indicated through numerous community engagement meetings, public safety is a top priority and as such, pedestrian scale lighting should be prioritized and incorporated into all improvement scenarios.

CHAPTER 8: COMMUNITY RESOURCES

8.1 - Cultural Resources

- The Emerging Plan outlines the enormous cultural resources that exist in the planning area as well as the needs that come with increased population. However, more could be done to provide recommendations for improvements.
- Improving the pedestrian experience is critical for preserving and enhancing the vibrancy of the neighborhood. As mentioned previously, a traffic analysis study should thoroughly assess the origin and destination of traffic traveling down 7th Street. In addition, 8th and 9th Street, as well as Webster, Franklin, and Harrison streets have been identified as key pedestrian corridors, yet the Emerging Plan does not explore two-way street “reversions” for these important streets.
- We strongly support increasing lighting and having future development match the existing urban design pattern and character.
- The Emerging Plan highlights the Asian Branch Library as the second busiest branch in the system after the Main Library, which is also located in the planning area, and anticipates these branches and other service providers could be overburdened. However, there are no specific sites identified in the Emerging Plan (either closer to the Chinatown core or the Eastlake neighborhood) to support expanding and/or additional libraries and community facilities.

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- The Chinatown Coalition strongly supports the recommendation for improvements to Madison Square Park, such as adding shelter, seating, play/exercise structures, and public restrooms.
- The emerging plan mentions that future land-use scenarios and streetscape/open space design will enhance informal cultural activities and gathering opportunities, but it is unclear what these opportunities are.

8.3 - Health Impacts

- The emerging plan illustrates how development that is not done appropriately can lead to negative health impacts for community members. Strategies to address affordable housing and to reduce the effects of displacement and gentrification are critical for ensuring community members of a range of income levels can find quality housing. Housing affordability can affect people's ability to buy food or get medical care, displace residents, or increase overcrowding. Higher levels of food insecurity are associated with an increasing percentage of income spent on housing in US and Canadian studies. Increased rents or mortgage costs can also precipitate eviction and displacement. Displacement is stressful, potentially resulting in a loss of job, difficult school transitions, and a loss of cohesive social networks. Please see our comments below regarding how to strengthen the affordable housing recommendations. The lack of these strategies to make housing affordable in the neighborhood can lead to overcrowding, poverty, displacement, and homelessness.
- Similarly, active, usable open space is critically essential to community [REDACTED] members utilize open space for a range of activities that have positive health benefits, such as tai-chi, dancing, badminton, basketball, etc. With the proposal for greater density in the area, community members need access to space for exercise and movement to attain physical health and well-being. However, the number of accessible park and recreation space identified in the emerging plan is not sufficient or guaranteed to be active, usable open space. Please see the Coalition's comments on Chapter 5 for more details.
- The emerging plan also points out that new development may lead to higher traffic volumes, collision rates, reduced air quality, and noise impacts from vehicles and businesses. Strategies to reduce these potential negative impacts would route Alameda, Oakland downtown, and I-880 freeway traffic around Chinatown while allowing facilitated access of Chinatown destination traffic. To ensure that planning and land use decisions positively impact our community's health, transportation, and circulation proposals should focus on promoting pedestrian and community mobility to encourage walking, a form of physical activity which can prevent chronic disease, reduce stress, and improve mental health; reducing through traffic into the Chinatown community which will decrease air and noise pollution impacts; and enhancing pedestrian lighting and safety to ensure that community members feel safe to walk, exercise, and socially interact, all factors that promote health and well-being. Please see our comments on Chapter 7 for more detailed recommendations.

8.4 - Schools

- Families and community members greatly value education and good schools for the neighborhood.
- The emerging plan highlights how Lincoln Elementary School is currently already over capacity, and the other small elementary and high school in the planning area are closer to the Eastlake neighborhood. The middle school and high schools serving a large number of students in the planning area are actually located in other neighborhoods. Given the plan is promoting family housing to be prioritized within this area, there needs to be specific sites identified for the anticipated increase in students.

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- The increased capacity needed by schools to educate increasing numbers of students also creates increased demand for open space and programming that is used by the students. Currently, Lincoln Elementary School and the adjoining Lincoln Square recreation center illustrate how much need there is for open space and programming in the neighborhood.
- Table 8-1 does not fully capture the density of school facilities in the neighborhood. Please include an additional table that includes charter schools, childcare and private schools. The failure to include these facilities, means that the emerging plan also fails to include an analysis of their impact on the commercial district, traffic, and open space.
- Laney College should continue to work on making the campus more connected to community members living in the surrounding neighborhood. Ideas could include offering more job training programs that serve immigrant community members, providing course instruction in community center facilities, and creating accessible and safe pedestrian connections between Eastlake and Chinatown.

8.5 - Initial Approach: Affordable Housing Strategy

- Today, Chinatown is a vibrant community with one of the region's most successful retail districts that both meets the needs of the local mixed income community and serves as a regional destination for the East Bay Asian community. The community generated \$57 million in retail sales in 2008, representing the city's fifth largest neighborhood retail district, and sales have grown 84% since 1994, compared to 1.7% for the city as a whole. Affordable housing currently represents 30% of the existing housing in the neighborhood and the 30/70 ratio of affordable housing/market rate housing has shown success in sustaining a vibrant retail district. Future housing in the planning area should also reflect this ratio, enabling workers the opportunity to live close to their jobs. In the Lake Merritt planning process, neighborhood residents and Laney Students have articulated a vision of the area as an economically and ethnically diverse family neighborhood, with housing that is built for all income levels in Oakland. Our housing goals include the following:
 1. Requirements for new mixed-income housing development with at least 30% of units in the planning area affordable to families below 60% AMI (\$55,000 for a family of four), including extremely low and very low-income community members. This requirement will support housing for a healthy, diverse mix of incomes, ranging from the lowest income to Oakland's actual median income to higher income residents.
 2. The development of family housing larger than 2 bedroom units
 3. Protections against direct displacement from demolition of existing housing and businesses
 4. A strengthening of tenant rights protections for community members against involuntary displacement through gentrification and rising housing costs
 5. The Chinatown neighborhood should benefit from publicly-owned parcels, including the development of affordable housing, active park space, and community centers.
- These goals can be met through a combination of strategies, including neighborhood specific inclusionary requirements and incentives to build affordable units for private developers, City investment, Oakland Housing Authority resources, and working with Oakland's nonprofit development community:
 1. Include both 1) a requirement for mixed income housing with at least 30% of units in the planning area affordable to families below 60% AMI,(including families below 50 and 30% of median) , and 2) incentives and rewards such as increased density, increased height, decreased

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setbacks, reduced parking requirements, unbundled parking, etc. in exchange for meeting the requirement.

2. Set height limits by right at 45 feet, allowing increased height in exchange for community benefits (as outlined in our comments for Chapter 4).
3. Affordable housing must be built in the first phase of the Plan, before higher priced development increases land values. This fits with the comments in the Plan that the rental market will be the first to come back as the economy revives. Including affordable housing early on will help to address current need and set the stage for a diverse mixed-income community.
4. Establish impact fees explicitly tied to community benefits to create a “Community Stabilization Fund” that will address the destabilizing impacts on businesses and residents by assisting with affordable housing, community amenities, and community asset building.
5. Encourage developers to take advantage of non-City resources, such as the tax-exempt bond and tax credit financing used by Forest City for their Uptown project. The MTC just helped to start a revolving loan fund for acquisition of sites near transit to be developed as affordable housing and community services.
6. Use the tax-increment generated by the new development, either through the current redevelopment or a successor strategy.
7. Require 1:1 replacement to match affordability and size of household for those directly displaced by development in this plan.
8. Provide renter protections and promote tenant rights, such as discouraging discrimination based on source of income, including rental assistance and Section 8.
9. Develop design standards for institutional buildings in the planning area (county, school district, Peralta, BART) and require community feedback. Please see the attached document that includes feedback from housing stakeholders and explains additional information about affordable housing for the neighborhood.

If you have any questions, please feel free to contact us – Ener Chiu (EBALDC) at [REDACTED] 338/[REDACTED] Vivian Huang (APEN) at (510) 834-8920 ext 304/[REDACTED] Julia Liou (AHS) at (510) 986-6830 ext. 267/[REDACTED] We look forward to continuing this dialogue and building a strong plan for the future of our neighborhood.

Thank you.

From: Vivian Huang [redacted]
Sent: Monday, October 17, 2011 9:29 PM
To: 'Julia Liou'; Lake Merritt Station Area Plan; 'Leslie Gould'
Cc: Angstadt, Eric; Ferracane, Christina; Parker, Alicia; Kernighan, Pat; Gerard, Jennie; 'Amber Chan';
[redacted] 'Colland
Jang'; [redacted] earthlink.net; 'Dong Suh'; 'Darren Yee'
Subject: RE: OCC comment ltr

Attachments: Mixed-Income Housing for Working Families.docx

Hi all – It looks like the Chinatown Coalition's second document on mixed-income housing for working families in the planning area did not get included in this email. It is attached. Please let us know when we can have the opportunity to discuss this issue with you.

Vivian

From: Julia Liou [mailto:[redacted]]
Sent: Monday, October 17, 2011 12:39 PM
To: lake_merritt [redacted] Leslie Gould
Cc: [redacted]
Gerard, Jennie; Amber Chan; [redacted]
[redacted] Colland Jang; [redacted] earthlink.net; Dong Suh; Darren Yee
Subject: OCC comment ltr

Dear Ed and the Lake Merritt team:

Please find attached above the Chinatown Coalition's comment letter on the draft emerging plan. We would appreciate an opportunity to discuss these points before the plan is further refined. Please let us know that you have officially received our comment letter.

Best,

Julia, Vivian, and Ener on behalf of the Oakland Chinatown Coalition

Mixed-Income Housing for Working Families in the Lake Merritt BART Station Plan

In 1965, using eminent domain, the City and BART forced the removal of 75 families, an orphanage for girls, and the Chinese True Sunshine Episcopal Church to develop the Lake Merritt BART station and BART's headquarters.

In 2011, the City and BART once again have development plans for Chinatown. This time, we demand that the current residents and businesses of Chinatown community share in the benefit of development at the BART station and in the surrounding neighborhood.

Today, Chinatown is a vibrant community with one of the region's most successful retail districts that both meets the needs of the local mixed income community and serves as a regional destination for the East Bay Asian community. The community generated \$57 million in retail sales in 2008, representing the city's fifth largest neighborhood retail district, and sales have grown 84% since 1994, compared to 1.7% for the city as a whole.

In the Lake Merritt planning process, neighborhood residents and Laney Students have articulated a vision of the area as an economically and ethnically diverse family neighborhood, with housing that is built for all income levels in Oakland. Our housing goals include the following:

- Requirements for new mixed-income housing development with at least 30% of units in the planning area affordable to families below 60% AMI (\$55,000 for a family of four), including extremely low and very low-income community members. This requirement will support housing for a healthy, diverse mix of incomes, ranging from the lowest income to Oakland's actual median income to higher income residents.
- The development of family housing larger than 2 bedroom units
- Protections against direct displacement from demolition of existing housing and businesses
- A strengthening of tenant rights protections for community members against involuntary displacement through gentrification and rising housing costs
- The Chinatown neighborhood should benefit from publicly-owned parcels, including the development of affordable housing, active park space, and community centers.

These goals can be met through a combination of strategies and policies, including neighborhood specific inclusionary requirements and incentives to build affordable units for private developers, City investment, Oakland Housing Authority resources, and working with Oakland's nonprofit development community.

Oakland Benefits from Mixed-Income Housing for Working Families Near Transit

The Station Area Plan is estimating that 20% of the citywide housing need over the next 25 years will be built in the Lake Merritt Station Area, resulting in a need for 4,350-10,500 new units.¹ Housing should reflect the range of affordability levels for workers in the neighborhood.

- It is essential that no less than 1,305 to 3,150 of new units be made affordable to current residents, students, and workers. Currently, 54% of workers are in working in the service employment and retail sectors, and typically cannot afford market rate housing.² The emerging plan anticipates that most job creation will be in the area of office and retail jobs. Housing needs to be made affordable for the workers, whether they are waiting on tables, cleaning offices, or selling merchandise for less than \$12 per hour.
- Households in the neighborhood have a median income of \$27,786, with 87% earning less than \$75,000, which would qualify a family of 4 for affordable housing. To attract additional Oakland residents to the neighborhood, housing must be affordable for the almost two-thirds of Oakland

residents who are earning less than \$75,000.³ Significant percentages (between 42% and 51%) of renters in the three census tracts comprising the planning area already experience rent overburden, even without the anticipated rise in property costs that will accompany new investment to the area.⁴

- Waiting lists & wait time for assisted housing are currently unbearable. In general, wait times for affordable housing units range between one and four years, while wait times for Section 8 vouchers range between three and seven years. The combined waitlists for public housing, Section 8 vouchers, and HOPE VI sites consists of 17,496 households seeking housing assistance.⁵
- When low income workers have affordable housing, they are not overburdened with paying rent and will have increased disposable income to spend in the neighborhood. The Consumer Expenditure Survey already shows that lower income households spend a larger portion of their income on retail expenditures.
- Affordable housing currently represents 30% of the existing housing in the neighborhood, and the 30/70 ratio of affordable housing/market rate housing has shown success in sustaining a vibrant retail district. Future housing in the planning area should reflect this ratio, enabling workers the opportunity to live close to their jobs if the current thriving retail/business district is to be maintained.

Affordable Housing Near Transit Helps Oakland Achieve Sustainability

Oakland has adopted a goal of a 36% reduction in greenhouse gas emissions from 2005 levels by 2020 and 85% reduction by 2050. MTC and ABAG have adopted a goal to “House 100% of the region’s projected 25-year growth by income level (very-low, low, moderate, above-moderate) **without displacing current low-income residents.**” A critical strategy for the City to achieve its greenhouse gas reduction and housing goals is to maximize the number of affordable housing units in transit-oriented development, which is imperative for promoting public transit use and decreasing vehicle miles travelled.

- Low-income households are more likely to engage in practices that promote sustainability – they are less likely to own a car, more likely to carpool, more likely to walk, and generally make shorter trips than households of medium to high income levels.⁶
- The California Department of Housing and Community Development found that low-income residents own fewer cars and drive fewer miles so that they make 40 percent fewer trips per household than other higher-income households.⁷
- Development that is targeted exclusively at high-income households and/or are transit-adjacent, rather than transit-oriented, can have opposite the intended effect of sustainability - resulting in increased car ownership and traffic.⁸ In this situation, core transit users, such as renters and low-income households, can be displaced by higher income, car-owning residents who are less likely to use public transit, defeating the goal of reducing greenhouse gas emissions and improving air quality.⁹
- Having housing near workers’ jobs results in fewer traffic jams and less pollution. With the push to expand Chinatown’s mixed-use, mixed-income model to other parts of the planning area, it is critical that there is housing affordable for all workers in the neighborhood.

Heights and Density Pose Problems and Impact Public Infrastructure

The proposals for building heights in the emerging plan pose conflicts with the existing neighborhood. Heights can cast shadows and create wind tunnels. Increasing density in an already dense neighborhood brings greater impacts on infrastructure, traffic, and park [REDACTED] members are willing to accept some additional height and density, if community benefits that bring the necessary infrastructure and amenities are provided to improve livability for the neighborhood.

Chinatown is a Vibrant Neighborhood That Must Be Protected

The current population of the planning area is overwhelmingly Asian American, representing almost 70% of residents, with 84% of them being Chinese. These residents and the unique character of the neighborhood are at risk, if protections are not put in place to prevent displacement from gentrification impacts. The current mixed-income, mixed-use model of the neighborhood has worked, and we need to maintain it for the future.

- According to the Center for Community Innovation, more than 80% of the planning area's residents are renters, who are highly susceptible to displacement if affordable housing is not preserved and developed. Almost all rentals that are not subsidized or exempt from the city's rent control ordinance are within ¼ mile of the BART station, the area most likely to see greatest price appreciation as a result of development on the BART blocks.¹⁰
- The development of affordable housing is critical for mitigating against displacement. There is already a mismatch between the low incomes of neighborhood residents and the average cost of existing housing, so a significant need for more affordable housing exists even before planning for future growth.

The Lake Merritt BART Station Area Plan Must be Strengthened

Given the history of displacement in Chinatown, there is tremendous importance on *how* development happens in this neighborhood. To achieve the housing goals expressed by community members, a menu of policies is needed to protect renters, generate affordable and family housing, and blunt displacement impacts:

- Include both 1) a requirement for mixed income housing with at least 30% of units in the planning area affordable to families below 60% AMI, (including families below 50 and 30% of median) , and 2) incentives and rewards such as increased density, increased height, decreased setbacks, reduced parking requirements, unbundled parking, etc. in exchange for meeting the requirement.
- Set height limits by right at 45 feet, allowing increased height in exchange for community benefits.
- Affordable housing must be built in the first phase of the Plan, before higher priced development increases land values. This fits with the comments in the Plan that the rental market will be the first to come back as the economy revives. Including affordable housing early on will help to address current need and set the stage for a diverse mixed-income community.
- Establish impact fees explicitly tied to community benefits to create a "Community Stabilization Fund" that will address the destabilizing impacts on businesses and residents by assisting with affordable housing, community amenities, and community asset building.
- Encourage developers to take advantage of non-City resources, such as the tax-exempt bond and tax credit financing used by Forest City for their Uptown project. The MTC just helped to start a revolving loan fund for acquisition of sites near transit to be developed as affordable housing and community services.
- Use the tax-increment generated by the new development, either through the current redevelopment or a successor strategy.
- Require 1:1 replacement to match affordability and size of household for those directly displaced by development in this plan.
- Provide renter protections and promote tenant rights, such as discouraging discrimination based on source of income, including rental assistance and Section 8.
- Develop design standards for institutional buildings in the planning area (county, school district, Peralta, BART) and require community feedback.

¹ City of Oakland, "Draft Emerging Plan, Analysis Report" prepared by Dyett & Bhatia, September 2011.

² City of Oakland, "Existing Conditions Report, Chapter 6," Lake Merritt Station Area Plan.

³ City of Oakland, "Existing Conditions Report, Chapter 6," Lake Merritt Station Area Plan.

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- ⁴ Center for Community Innovation, "Transit-Oriented Development & Residential Affordability: Lake Merritt/Chinatown, Oakland," July 2011.
- ⁵ City of Oakland, "Housing Element 2007-2014," adopted December 21, 2010.
- ⁶ Murakami, E., and J. Young. Daily Travel by Persons with Low Income. Presented at the National Personal Transportation Survey Symposium, October 1999,
<http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.169.1065&rep=rep1&type=pdf>
- ⁷ Myths and Facts about Affordable & High Density Housing: A Report by the California Planning Roundtable and the California Department of Housing & Community Development
http://www.██████████media/uploads/pub_files/mythsnfacts__.pdf
- ⁸ Jeremy Nelson and Daniele Petrone of Nelson/Wygaard, "The Green Connection: More Affordable Housing = Less Traffic," EBHO 2011 Guidebook.
- ⁹ Dukakis Center for Urban and Regional Policy, "Maintaining Diversity in America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change," October 2010.
- ¹⁰ Center for Community Innovation, "Transit-Oriented Development & Residential Affordability: Lake Merritt/Chinatown, Oakland," July 2011.

MEMO

To: Joél Ramos, TransForm
From: Michelle Thong, Center for Community Innovation
Re: Workforce Housing Needs in the Lake Merritt Station Area
Date: October 17, 2011

Introduction: New jobs in the Lake Merritt Station Area

Today, there are approximately 30,000 jobs in the Lake Merritt Station Area (*Existing Conditions and Key Issues Report*, June 2010). According to the analysis in the *Draft Emerging Plan*, the Station Area Plan could add 3958 office jobs and 899 retail jobs to the area.

This memo addresses the question of where these new workers are likely to live. We first estimate the incomes of new Station Area workers based on the proposed land uses and the composition of economic sectors that currently gravitate to downtown Oakland. Then we look at the likely demand from workers for housing in the station area, given current commuting patterns and a potential increase in demand for local housing. Finally we compare to HUD income levels for housing affordability in order to estimate demand for affordable housing. The methodology is described in greater detail in the appendix.

Income levels of new Station Area workers

Tables 1 and 2 show the likely income levels for the 3958 new office jobs and 899 retail jobs anticipated in the Station Area. The income categories are chosen to coincide with the categories used in a later portion of the analysis. The proportions of employees in each income category were calculated by identifying key industries in downtown Oakland, mapping industries to occupations using California-wide staffing patterns, and finally, mapping occupations to average wages in Alameda and Contra Costa County.

While the office jobs are quite evenly distributed amongst the four income brackets above \$15,000, in the retail sectors, the vast majority of jobs are in the lowest income bracket above \$15,000, with 79% of jobs having an average annual salary between \$15,000 and \$40,000.

Table 1. New office jobs by salary

Annual Salary	Employment	Share
<i>Below \$15,000</i>	0	0
<i>\$15,000 to \$40,000</i>	738	19%
<i>\$40,000 to \$65,000</i>	1350	34%
<i>\$65,000 to \$90,000</i>	1044	26%
<i>Above \$90,000</i>	826	21%
Total	3958	100%

Table 2. New retail jobs by salary

Annual Salary	Employment	Share
<i>\$15,000 and below</i>	0	0
<i>\$15,000 to \$40,000</i>	713	79%
<i>\$40,000 to \$65,000</i>	133	15%
<i>\$65,000 to \$90,000</i>	3	0.5%
<i>\$90,000 and above</i>	50	6%
Total	899	100%

Demand for Lake Merritt Station Area workforce housing

To understand where the new office and retail workers are likely to look for housing, we examined the residence locations of current Station Area workers. According to 2009 data made available by the U.S. Census Bureau’s Longitudinal-Employer Household Dynamics Program, 2% of 28,700 individuals who work in the ½ mile radius around the Lake Merritt BART Station Area also live in this same area. Indeed, only 27% of these workers lived in the City of Oakland.

In general, lower-income workers seem more likely to live in or near the Station Area than higher-income workers. We found that 300, or 9% of the 3,290 Station Area workers earning less than \$15,000 per year lived in the station area, whereas only 100, or 0.5% of the 20,240 Station Area workers earning more than \$40,000 per year lived in the Station Area.

The low percentage of Station Area employees who live in the Station Area could be caused by a variety of factors, including personal preference, cost and availability of suitable housing types. Given that it is beyond the scope of this analysis to analyze the factors in household location choice, we instead consider three possible scenarios to estimate future demand for workforce housing in the Station Area.

Scenario 1 – Existing Demand at 1.5%

In this scenario, we assume that the demand for additional workforce housing in the Station Area will be the same as the current percentage of employees in each income bracket that reside in the Station Area. The total percentage of Station Area workers living in the Station Area will be 1.5%.

Scenario 2 – Demand Increased to 8%

In this scenario, we assume that there are workers who do not currently live in the Station Area who would live in the Station Area if housing were available. We base this percentage of workers on the current percentage of Station Area employees who live in one of the four zip codes which overlap with the Station Area: 94606, 94607, 94610 and 94612. The total percentage of Station Area workers living in the Station Area will be 8%.

Scenario 3 – Demand Increased to 22%

In this scenario, we take the assumption of Scenario 2 even farther by enlarging the geographic pool of potential Lake Merritt Station Area residents to include the adjacent zipcodes 94501 (Alameda), 94601, 94602, 94608, 94609 and 94611. The total percentage of Station Area workers living in the Station Area will be 22%.

Table 3. Different scenarios for workforce housing demand

Income bracket	# new jobs	Scenario 1		Scenario 2		Scenario 3	
		% workers living in Station Area	#	% workers living in Station Area	#	% workers living in Station Area	#
<i>Below \$15,000</i>	0	9%	0	24%	0	42%	0
<i>\$15,000 to \$40,000</i>	1451	4%	58	14%	203	29%	421
<i>\$40,000 to \$65,000</i>	1483	0.5%	7	6%	89	19%	282
<i>\$65,000 to \$90,000</i>	1047	0.5%	5	6%	63	19%	199
<i>Above \$90,000</i>	876	0.5%	4	6%	53	19%	166
Total	4857	1.5%	74	8%	408	22%	1068

Comparison with HUD Income Limits

Area Median Income (AMI) for a single-person household in Oakland was \$62,500 in 2009. Table 4 below summarizes the income limits for extremely low, very low, and low income single-person households relative to AMI, and the distribution of new workers within those categories. The reason for comparing with single-person households is that the above data on annual salary takes only one worker's income into account, whereas there may be multiple workers contributing to the income of a multi-person household.

According to this comparison, 38% of new office workers fall into the category of low income or very low income, while 92% of new retail workers would fall into the category of low income or very low income.

Table 4. FY 2009 income limits for the Oakland-Fremont HUD Metro FMR Area

Category	Income Limit	# and % of new office workers meeting income limit		# and % of new retail workers meeting income limit	
<i>Extremely Low Income</i>	\$18,750	0	0%	0	0%
<i>Very Low Income</i>	\$31,250	220	6%	637	71%
<i>Low Income</i>	\$46,350	1273	32%	186	21%

Conclusion

The development of opportunity sites identified in the Lake Merritt Station Area Plan could bring 3958 office and 899 retail jobs to the ½ mile radius around the BART Station. Across the three scenarios in this analysis, the strongest demand for workforce housing will be from employees earning \$15,000 to \$40,000 per year, below the HUD limit for low-income single-person households.

Appendix: Methodology

Selection of key industries

The starting point for this analysis was the number of jobs anticipated in the Station Area under broad categories of office and retail, as published in the *Draft Emerging Plan*. To map office and retail jobs to specific industries, we first came up with a list of three leading industries in each category, based on local economic data at the zip code and county level for 2009.

Although the Lake Merritt BART Station itself is in zip code 94607, the 0.5 mile radius around the station includes zip codes 94606, 94610 and 94612. Zip code 94612, which includes much of downtown Oakland, was chosen for this section of the analysis because it was felt that the mix of industries is more representative of the types of businesses that will locate in the Lake Merritt BART Station Area. (18% of the jobs in 94607 are in Transportation and Warehousing.)

The steps for this portion of the analysis were as follows:

1. The number of employees per 6-digit NAICS code was estimated from the number of establishments in each size class for the zip code 94612. These numbers were then consolidated to arrive at employee estimates for each 3-digit NAICS subsector.
2. The number of employees per 3-digit NAICS subsector was obtained for Alameda County.
3. Using both zipcode and county level employment, location quotients for industries in zip code 94612 were calculated.

$$LQ = (\text{Zip code employees in given subsector} / \text{Zip code total employees}) / (\text{County employees in given subsector} / \text{County total employees})$$

A high location quotient indicates that the sector is more important in the focus area than in the larger reference region.

For office uses, the three top three industries by location quotient in 2009 were:

- 524 - Insurance Carriers and Related Activities (LQ = 4.23)
- 551 – Management of Companies and Enterprises (LQ = 4.65)
- 813 - Religious, Grantmaking, Civic, Professional, and Similar Organizations (LQ=4.09)

For retail sectors, none of the industries had location quotients greater than 1, so the top three industries were chosen based on estimated number of employees.

- 445 – Food and Beverage Stores (estimated 284 employees in Station Area)
- 446 – Health and Personal Care Stores (estimated 164 employees)
- 452 – General Merchandise Stores (estimated 174 employees)

For the purposes of estimating the income profile for the new jobs, the 3958 office jobs and 899 retail jobs were divided between the three leading sectors in each category based on the relative numbers of current employees in each sector in 2009.

Estimation of wages of employees

1. The 2009 California staffing patterns were used to determine the occupational make-up for each of the above-identified 3-digit NAICS subsectors.
(<http://www.labormarketinfo.edd.ca.gov/iomatrix/staffing-patterns1.asp>)
2. The list of occupations and number of employees per occupation was then cross-referenced with the 2011 wages for the Oakland-Fremont-Hayward Metropolitan Division.
3. The occupation and wage information was combined with the number of anticipated new jobs in each 3-digit NAICS sector to calculate the number and percentage of new jobs in each income bracket.

Existing travel patterns of Station Area workers

This portion of the analysis relied on the web-based OnTheMap tool managed by the Longitudinal-Employer Household Dynamics Program of the US Census Bureau.

1. The selection area for analysis was the 0.5 mile radius circle around the Lake Merritt BART Station.
2. Worker inflows, outflows and home destination locations were analyzed for the three different income brackets provided by LEHD (under \$1250 per month, \$1250 to \$2333 per month, above \$2333 per month). Unfortunately these income brackets do not provide insight into differences in commuting behavior for incomes greater than \$40,000 per year.



October 17, 2011

Ed Manasse
City of Oakland
Community and Economic Development Agency, Planning
250 Frank Ogawa Plaza, Suite # 3315
Oakland, CA 94612

Re: Lake Merritt Station Area Plan – comments on Draft Emerging Plan Analysis Report

Dear Mr. Manasse,

The following are TransForm’s comments regarding the Draft Emerging Plan. **We are entirely supportive of the comments made by the Chinatown Coalition (especially the comments around affordable housing, open space, and parking).** We are also writing to provide a bit more research that supports the calls made by community members for better pedestrian environments, more affordable housing and better planning for parking.

Chapter 6.3 Streetscape Phasing Concept

While we thoroughly agree with the Oakland Chinatown Coalition (and others) regarding the priority of converting one-way streets into two-way streets, we also support the bike lanes as they have been proposed for 8th and 9th streets (found on pages 58 and 60 of the Draft Emerging Concept, respectively). These bike lane proposals reflect what has been adopted by the Oakland City Council in the Bicycle Master Plan, and are being called for by advocates for truly healthy, walkable, bikeable, transit-oriented development in the area.

However, we also recognize that there is a conflict amongst stakeholders with the proposal for bike lanes on 8th and 9th Streets. Therefore *TransForm supports the compromise and suggests the inclusion of a study of a “Shared Street Concept” for 8th and 9th Streets between Madison and Harrison, similar to what has been proposed for Fallon St.*

As a compromise to bikelanes through the commercial core of Chinatown (on either future one-way streets or re-engineered one-way streets), the concept of giving 8th and 9th streets between Madison and Harrison the same treatment as Fallon Street between 8th and 9th Streets would resolve a multitude of issues:

1. By eliminating curbs and installing bollards to keep cars out of pedestrian space, and by giving the “shared street” a unique type of pavement treatment (to be determined by the community), the streets would clearly give priority to the pedestrian, which is what everyone wants. Delivery vehicles and through traffic could continue to pass through the streets, but it would do so at calmer speeds, given the nature of the shared street. This calming effect would deliver just as much, if not more safety to bicyclists as bike lanes would.
2. Creating a “Shared Street” would keep traffic calm for cars, trucks and bikes in a way that would create a more pleasant environment for pedestrian and commercial loading activities.
3. By integrating sidewalks with the street as part of a “Shared Street” concept, the problem of sidewalk crowding experienced today would be eliminated, and there would be no more

competition for space between pedestrians and vendor displays in front of stores. Better accommodating vendors, deliveries, and pedestrians would create a more walkable environment that would build off of the momentum already in place within the Chinatown core.

4. Integrating sidewalks with the street (and separating pedestrian space from car space with bollards) would also make loading and unloading easier for merchants and or delivery people who would no longer need to negotiate a curb with their loads, eliminating the need for messy, impromptu ramps or special handtrucks.

Parking Requirements and or Ratios

The current level of current car ownership in and around the Lake Merritt BART station is only .67 cars per household (many households do not own or have access to a car)¹. ***Therefore, the current 1:1 parking requirement is excessive, and a parking requirement for new residential development in the TOD / Station Area Plan should be lowered to reflect the existing, real-life ratio as a maximum.***

When developers have lower (or zero) parking requirements, they have more funding to provide other community benefits. **Requiring a 1:1 minimum in a transit-rich neighborhood not only creates unnecessary expenses for developers, but unnecessarily brings more cars into the area than are currently needed, worsening traffic congestion.** Instead of requiring developers to spend \$30,000-\$60,000 on an unnecessary parking space for each new unit, developers should build an amount of parking that reflects true demand, and instead be enabled to direct more resources towards funding community benefits and addressing other impacts of the new development.

Existing Parking requirements should be removed, or at least lowered to .67:1 and changed to maximums. On-site car-share pods, discounted transit passes purchased in bulk, and improved pedestrian infrastructure can off-set the perceived need for every individual household in a project to own a car or pay for a parking space (within their rent, unbundled, or otherwise).

To see how most TOD's are over parked and the unnecessary expense parking requirements create, please review the attached study from the Santa Clara Valley Transit Authority and San Jose State, which can also be found through the following link:

http://www.sjsu.edu/urbanplanning/docs/VTA-TOD_ParkingSurveySummary.pdf

While the report referenced above states that parking spaces often exceed \$30K each to build, Nelson Nygaard , TransForm & GreenTrip recently did a parking study for the Upper Broadway-Valdez Plan and found that each new parking spot (all in a garage, of course), would cost **\$57,000 each** to build! This means that a new development of 100 units could be **required** to spend **\$6 million on bringing 100 new cars to the neighborhood, each competing for space in already constricted streets.** By eliminating the requirement or by bringing it down to what already exists in the neighborhood (.67 per household), close to **\$2 million** from a hypothetical 100-unit project could instead be used for other under-funded community benefits (such as affordable housing, transit passes, open space, a youth center, etc.).

¹ TOD Database website : <http://toddata>



Workforce Housing

Please see the attached memorandum from UC Berkeley's Center for Community Innovation that demonstrates how the majority of the new jobs created in the opportunity sites will be in the office and retail sectors of employment. Across three different scenarios of analysis of (1) the projected 4,857 newly created, permanent jobs, (2) median salaries paid for these types of jobs in the area, and (3) where workers are living who currently work at existing similar jobs in the area, the strongest demand for workforce housing in the area can be determined to be for future employees earning between \$15,000 to \$40,000 per year (far below the AMI).

In the interest of creating true TOD that reduces VMT and greenhouse gas emissions that make up Oakland's carbon footprint, policies need to be included as part of this plan that will result in the construction of the proper amount of needed workforce housing that will allow future employees of future jobs the ability to live close by to where they work.

Again, TransForm supports goals and strategies that can be implemented to meet this anticipated need, as proposed by the Oakland Chinatown Coalition, and repeated here:

Goals to Create Affordable Housing and Protect Existing Residents and Businesses

1. Requirements for new mixed-income housing development with at least 30% of units in the planning area affordable to families below 60% AMI (\$55,000 for a family of four), including extremely low and very low-income community members. This requirement will support future housing needs for a healthy, diverse mix of incomes (reflective of future jobs in the area), ranging from the lowest income to Oakland's actual median income to higher income residents
2. The development of a significant amount of family housing larger than 2 bedrooms
3. Protections against direct displacement from demolition of existing housing and businesses
4. A strengthening of tenant rights protections for community members against involuntary displacement through gentrification and rising housing costs
5. As the community within the planning area with the most severe needs, the Chinatown neighborhood should benefit from publicly-owned parcels, including the development of affordable housing, active park space, and community centers.

Strategies to Create Workforce Housing for Anticipated Future Workforce

The above stated goals can be met through a combination of strategies, including neighborhood specific inclusionary requirements and incentives to build affordable units for private developers, City investment, Oakland Housing Authority resources, and working with Oakland's nonprofit development community:

1. Include both 1) a requirement for mixed income housing with at least 30% of units in the planning area affordable to families below 60% AMI,(including families below 50 and 30% of



median) , and 2) incentives and rewards such as increased density, increased height, decreased setbacks, reduced parking requirements, unbundled parking, etc. in exchange for meeting the affordable housing requirement.

2. Set height limits “by-right” at 45 feet, allowing heights beyond that only in exchange for community benefits (such as affordable housing)
3. Requirement of affordable housing components of future projects to be built in the first phase of the Plan, before higher priced development increases land values. This fits with the comments in the Plan that the rental market will be the first to come back as the economy revives. Including affordable housing early on will help to address current need and set the stage for a diverse mixed-income community.
4. Use newly created impact fees explicitly tied to community benefits towards the creation of a “Community Stabilization Fund” that will address the destabilizing impacts on businesses and residents by assisting with creating new affordable housing, community amenities, and community asset building.
5. Encourage developers to take advantage of non-City resources, such as the tax-exempt bond and tax credit financing used by Forest City for their Uptown project. The MTC just helped to start a revolving loan fund (called the Transit-Oriented Affordable Housing Fund²) expressly for the acquisition of opportunity sites near transit to be developed as affordable housing and community services.
6. Use the tax-increment generated by the new development, either through the current redevelopment or a successor strategy for the implementation of community benefits, with a priority of creating the anticipated needed affordable housing for future workers.
7. Require 1:1 replacement to match affordability and sizes of household for those directly displaced by development in this plan, ***and provide displaced tenants with the ‘first right-of-refusal’ to those replacement units.***
8. Provide renter protections and promote tenant rights, such as protecting prospective tenants from discrimination based on source of income, including rental assistance such as Section 8.
9. Develop design standards for institutional buildings in the planning area (county, school district, Peralta, BART) and require community feedback.

Thank you for the opportunity to provide input in this portion of the planning process. We look forward to seeing how you will address the concerns and comments that we and others in the community have expressed.

Sincerely,

Joél Ramos
Community Planner

² see <http://>



October 17, 2011

By electronic transmission to: lake_merritt_ [REDACTED]

Ed Manasse
City of Oakland Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3330
Oakland, CA. 94612

Subject: Lake Merritt BART Station Plan - - Draft Emerging Plan Analysis Report (CSG Meeting #11)

Dear Mr. Manasse:

Oakland Heritage Alliance (OHA) has the following comments on the Draft Emerging Plan Analysis Report:

1. **Height map presented at 10-3-11 meeting.** We were very surprised that the revised height map increased podium heights in many areas from the 45' shown on the previous 8-11-11 map to 55' or more. 55' does not conform with statements in the Plan document that podium heights are consistent with neighborhood context, which in many cases is less than even 45'. **Why were the podium heights increased?** The staff responses at the 10-3-11 meeting reflecting the flawed rationale from the recent CBD rezoning were not satisfactory. In our 8-15-11 letter we stated that 45' podium height limits seemed appropriate for most areas.
2. **Other OHA height recommendations previously submitted.** We reiterate the other height limit recommendations in our 8-15-11 letter. These are:
 - a. **Provide a finer-grained height map to address historic areas** ("Areas of Primary and Secondary Importance"). These areas are shown on the attached marked-up height map. that was also attached to our 8-15-11 letter. Within at least some of these areas, most notably, the 7th Street/Harrison Square API, limit height to podiums only, i.e. do not provide towers.
 - b. **Provide two-tiered height limits in historic areas with predominately pitched roofs**, with 45' as maximum height with a pitched roof. The 7th Street API is a prime candidate for this approach. Oakland's zoning ordinance uses this two-tiered approach in most residential zoning districts.
3. **Provide a special CSG workshop on building height and Floor area Ratio (FAR).** Height and bulk are complex topics that need careful consideration. We were disappointed to learn that the approximately 40 minute height discussion at the 10-3-11 meeting constituted the previously promised height workshop. The workshop was supposed to be a separate meeting and was to address detailed height issues such as tower width, tower setbacks from podium perimeters, minimum separation of towers, response to neighborhood context, etc. The workshop also needs to address FAR, since FAR governs overall development intensity and can function as a defacto height limit. **Why was it decided not to hold this workshop?**
4. **Possible increased tower height in exchange for community benefits without a Conditional Use Permit (CUP).** At the 10-3-11 meeting, there was discussion of allowing additional tower height in exchange for various community benefits without the previously proposed CUP. Before even

considering extra tower height without a CUP, the community benefits need to be clearly defined and quantified in terms of, for example: extra number and type of affordable housing units: exact nature of any historic preservation provisions: size, location and configuration of public open space: etc.

- 5. Transportation.** The substantial increase in trip generation discussed on pp. 7-12 through 7-18 is a very significant issue and needs to be carefully evaluated to identify and minimize adverse effects within the plan area and elsewhere. Additional analysis needs to be presented, e.g. origins-destinations data, including number of trips generated by housing type and other land uses. This information may be included in the "Appendix" referred to on Page 7-14, but the Appendix is not included with the report. How can this Appendix be obtained?

As noted in our 8-15-11 letter, the source of peak hour traffic on 7th Street needs to be determined. It may be I-880 freeway traffic seeking to avoid peak hour congestion. Freeway traffic should be discouraged on 7th Street and specific actions should be proposed as part of the plan process to accomplish this.

Based on the results of this additional analysis, two-way conversion of 7th Street (especially between Harrison and Fallon) and/or wider sidewalks (existing sidewalks are only 8' wide +/-) to reduce traffic impacts on the neighboring historic buildings and residential uses should be considered. The analysis should also consider the various build-out scenarios at Alameda Point.

- 6. Edits to Report's Historic Resources Section on pp. 8-4 and 8-5.** This section contains various inaccuracies and unclear language. See the attached marked-up pages for our suggested edits.

The following previous OHA comments do not appear to be addressed in the Report, so we will reiterate them:

- 7. Provide Design Review Guidelines for compatibility of new development with existing neighborhoods and the long-term vision.** Although detailed Design Guidelines are probably outside the project scope, include at least "Big Ideas" as part of the Plan with the Guidelines themselves as a follow-up action step. A "Big Idea" issue that should be considered is how modernistic new buildings should be within historic areas. Page 4-9 notes that design guidelines will "defined" in the next planning phase.
- 8. Under-freeway pedestrian connections.** While the "art wall" concept is a promising idea, the graphic illustrations in the Emerging Plan Framework also need to show the "active uses" that have been discussed (mobile restaurants, retail carts, public markets, etc.). These active uses should probably be on the sidewalk rather than be separated from the sidewalk by the art wall and in the case of Webster Street be considered an extension of the ground floor retail uses north of the freeway. Lighting should be designed to illuminate the underside of the freeway to mitigate the tunnel effect.
- 9. Figure 3.1 "Potential Development Sites" - Clarify what is meant by "Community Agreement" for the "opportunity sites".** For example, some of the illustrations (e.g. Figures 2.8 and 2.10) show what appear to be ca. eight story buildings on Sites 37 and 38, which are constrained lots within the 7th Street API. Table 32 confirms this. This type of development would be highly disruptive to the API and inconsistent with the Framework's height provisions. Similarly, it is not clear what agreement (if any) has been reached for the Kaiser Auditorium (Site 20)
- 10. Trees on 14th Street - Use underground vaults in certain cases where sidewalk basements would otherwise preclude in-ground trees.** The vaults should probably be at least 10' deep and open on the street side. Because of the expense, vaults should probably be limited to situations where sidewalk basements extend along the street for more than 150' and aim for a tree spacing of about 75'. Because the London Plane Trees used on 14th Street become large, trees can be spaced

further apart and still provide significant visual impact. Vaults have successfully been used along Broadway and on Market Street in San Francisco.

11. **The proposed landmark quality building at Site 45** should have especially wide sidewalks to provide a buffer from the adjacent very busy streets, possibly with a corner plaza. The Framework renderings continue to show very narrow sidewalks.
12. **Strengthen the historic preservation language** in the Goals and Vision Statements, possibly something such as "maximize the land use and development opportunities created through preservation and restoration of historic buildings." Indicate the boundaries of all APIs and ASIs on the planning maps. We are concerned that opportunity sites may creep into valuable API areas and atop other historic resources, without it being easily legible on planning documents.
13. **Improve Harrison Square's (Chinese Garden Park) usability and pedestrian access.** Specific possibilities may include:
 - a. Narrowing the 7th Street roadway (as suggested in Item 5 above) and providing a traffic signal at 7th and Alice to slow down traffic and assist pedestrians crossing 7th Street to reach the park.
 - b. Providing a freeway sound wall.
 - c. Providing a more varied range of programs at Harrison Square that address a broader population group.

List these measures in the Chinese Garden Park discussion on Page 5-6.

Thank you for the opportunity to comment. Please contact Christopher Buckley at [REDACTED] [att.net](mailto:[REDACTED]@att.net) or Naomi Schiff at [REDACTED] if you would like to discuss these comments.

Sincerely,



Dea Bacchetti,
President

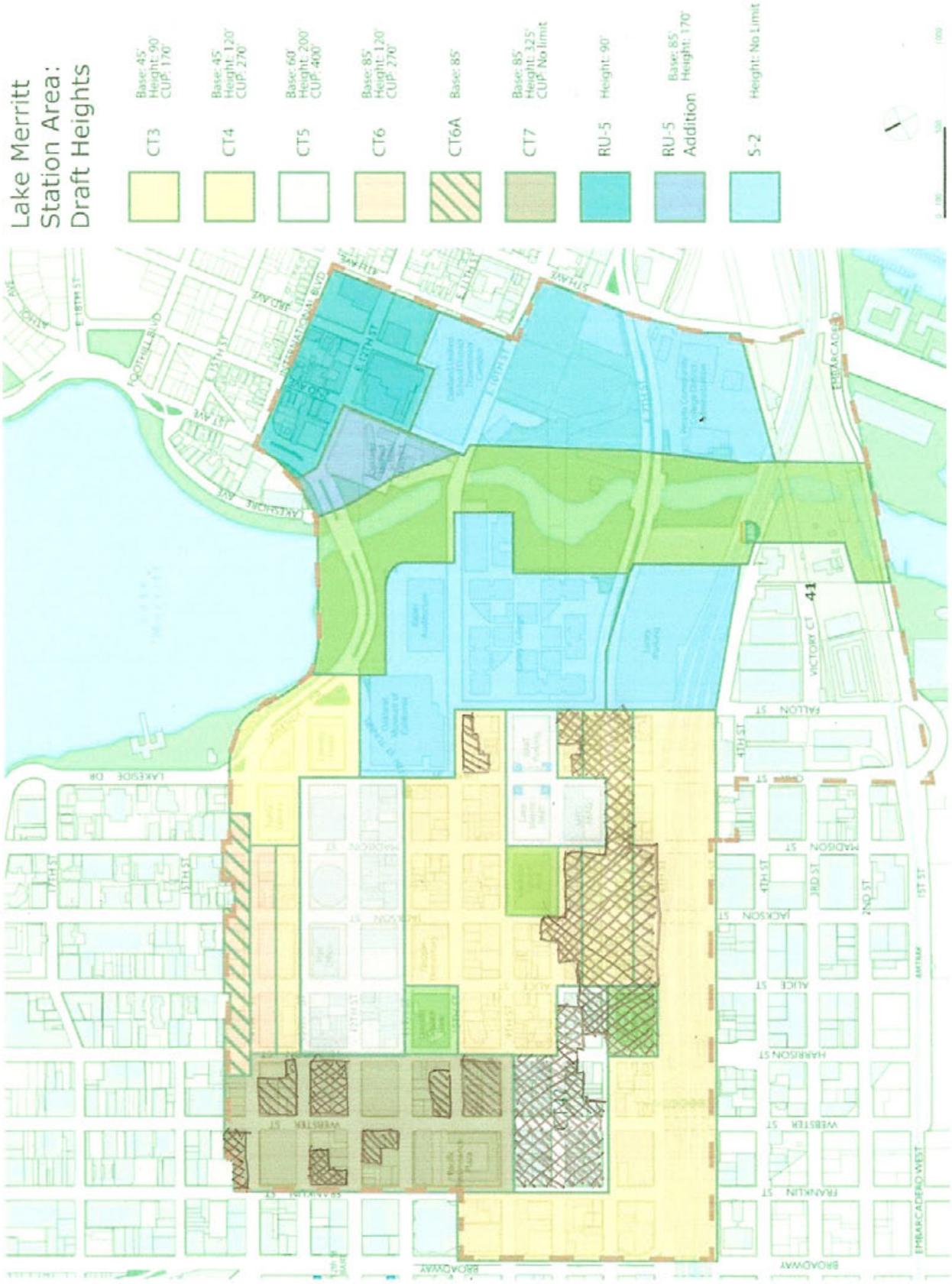
Naomi Schiff and Christopher Buckley
Oakland Heritage Alliance Preservation Committee

Attachments:

1. Marked-up height map where height limits should be consistent with historic building heights
2. Marked-up pages from Historic Resources section

cc: Oakland Heritage Alliance Board and Preservation Committee
Eric Angstadt, Alicia Parker, Christina Ferracane
Leslie Gould, Dyett and Bhatia
Landmarks Preservation Advisory Board
Councilmember Pat Kernighan

HISTORIC AREAS WHERE HEIGHT LIMITS SHOULD BE CONSISTENT WITH HISTORIC BUILDING HEIGHTS.



 AREAS OF PRIMARY IMPORTANCE
 AREAS OF SECONDARY IMPORTANCE

OAKLAND HERITAGE ALLIANCE
8-15-11

Lake Merritt Station Area Plan

8.2 Historic Resources

EXISTING HISTORIC RESOURCES

The Planning Area is rich with historic resources, both individual structures and sections of blocks or entire blocks. The City of Oakland's Historic Preservation Element (HPE), as part of its General Plan, guides historic preservation efforts throughout the city.

As specified in the Existing Conditions Study, the Planning Area has historic buildings and areas ranging from those of highest ("A") and major ("B") importance to those of secondary and minor importance ("C" and "D"). There are seven buildings or places that have Landmark status, the highest level of historic designation. They are the Kaiser Convention Center, Lincoln Park, Oakland Hotel, the Main Post Office, the Oakland Museum of California, 801-833 Harrison Street (the former Hebern Electrical Code Co. Factory & Office Building), and the Chinese Presbyterian Church. Historic Resources in the Planning Area are shown on Figure 8.1.

Eight Areas of Primary Importance, or API (historic districts that include A or B historic resources) are within the Planning Area. They are the Chinatown Commercial District, 7th Street/Harrison Square Residential District, King, Real Estate Union Houses, Lakeside Apartment District, Downtown District, and Lake Merritt District.

The 7th Street/Harrison Square Residential District (an API) is surrounded by an Area of Secondary Importance (C and D historic resources), dotted with Queen Anne cottages, some of which are in disrepair and are in somewhat inhospitable surroundings, caused by heavy traffic and pollution from the nearby I-880.

HISTORIC RESOURCES AND THE EMERGING PLAN

Numerous opportunity sites for potential development within the Planning Area are adjacent to historic resources. The Emerging Plan is cognizant of the need to minimize impacts on historic resources in terms of zoning changes, height of potential developments, design elements, streetscaping and altered traffic patterns. Height considerations, including historic context, are addressed in Chapter 4.

PROTECTING HISTORIC BUILDINGS

Special attention will be given when proposals for development are within a designated historic district. Sensitivity in the planning and development of opportunity sites will go a long way toward protecting the historic and potentially historic resources and should contribute to a visual enhancement of the area. It will also help fulfill one of the Plan's goals of culturally connecting the Chinatown Commercial District to other valued assets to the east, such as the Oakland Museum of California, Laney College, and the Lake Merritt BART Station. Furthermore, development on these blocks—which are adjacent to the 7th Street/Harrison Square Residential District API—will need to be scrutinized carefully for potential impacts on historic resources in the API, as well as the potential historic resources in the adjacent ASI.

There are also several Areas of Secondary Importance or ASI's (locally significant historic districts that do not appear eligible for the National Register of Historic Places).

appear eligible for the National Register of Historic Places

Block

distinguished by Victorian houses

7th street and

* ? we are not aware of this ASI

not reflected on 9/30/11 height map

7th and Jackson (6th - 7th Sts.) need to be better addressed

or in close proximity to APIs and selected ASIs

Good, but
needs to be
reflected in
height map

The Plan will aim to protect the value of historic resources by good historic preservation principles, which will apply throughout the Planning Area, but especially in the Chinatown Commercial District and the adjacent 7th Street/Harrison Square Residential District. These could include protecting historic facades and providing improved streetscaping (including appropriate lighting, width of sidewalks, tree plantings, etc.) and traffic calming measures. These efforts would conform to the city's historic preservation efforts and create a context that supports the integrity of these resources.

bb

Element?

The Plan's urban design element will seek to build on the scale and location of historic buildings to create an interesting and fine-grained urban fabric that would help preserve character, sense of place and history, and provide great visual interest. Street and sidewalk design should aim to complement historic buildings as part of a pedestrian-oriented environment, or buffer them from traffic-related impacts, as appropriate.

The Emerging Plan will also seek to identify adaptive reuse strategies for historic buildings. One of the Plan's goals is to maximize land use and development opportunities created through restoration of historic buildings and other historic resources and ~~potentially historic resources~~. This may be done through Transfer of Development Rights (TDR), through code revisions that facilitate conversion of historic structures to new uses by waiving certain building or zoning code requirements that do not impact safety, or by other means. Some historic buildings in the Planning Area may no longer be well-located for residential use but could have strong potential as professional or non-profit offices, galleries, restaurants, or bed-and-breakfast inns.

what are
these "other
historic
resources"?
historic
parks?

Protecting Historic Open Spaces

The Emerging Plan is also sensitive to the maintenance of historic open spaces, especially the historically significant Lincoln Square and Harrison Square (Chinese Garden), both of which are part of Oakland's original design in the early 1850s, when the city was incorporated.

From: [REDACTED]
Sent: Tuesday, October 18, 2011 7:22 AM
To: Lake Merritt Station Area Plan
Subject: CALM Review Comments -- Draft Emerging Plan, Lake Merritt Station Area Plan

Attachments: CALM-DrftPlanCommentsFnl-17Oc11.doc

TO: Lake Merritt Station Area Plan Division:

Attached are Stakeholder Review Comments submitted by CALM (Coalition of Advocates for Lake Merritt).

For questions or further information, contact:

Aileen Frankel, CALM representative,
Email: [REDACTED]
Phone: (510) 540-1155

Alan Dreyfuss, AIA, alternate CALM representative,
Email: [REDACTED]
Phone: (510) 428-2907 (off)

James E Vann, AIA, substitute CALM representative
Email: [REDACTED]
Phone: (510) 763-0142

Coalition of Advocates for Lake Merritt

C/O 251 WAYNE AVENUE • OAKLAND CA 94606 • 510-763-0142

17 October 2011

Lake Merritt Station Area Plan
Strategic Planning Division,
Community and Economic Development Agency
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315,
Oakland, CA 94612

CALM Comments on:

“Draft Emerging Plan – Analysis Report” -- September 2011 Lake Merritt Station Area Plan

As a stakeholder in the Lake Merritt BART Area Specific Plan process, CALM applauds the comprehensive planning approach being implemented throughout the project area – particularly outreach and inclusion of Chinatown residents and interests, and secondarily Laney College, its students and faculty, whose communities are most directly impacted by the resulting planning proposals.

CALM’s principal focus is Lake Merritt, its surrounding environs, and the synergistic relationship between physical development, lake enhancement, and the quality of life for residents, visitors, and those who use or interact with the general lake area. Accordingly, CALM’s concerns are limited to certain areas of interest within the general project area, specifically:

1. **Estuary Channel** -- At present, the draft Plan [Fig 2.5, pl 14] appears to be both consistent with and accepting of the already scheduled Measure DD improvements along the channel. **CALM encourages that apparent agreement and urges that any additional Plan proposals along the Channel be limited to enhancing the presently planned Measure DD improvements.**
2. **Fire Alarm Bldg & Fire Alarm Building Site** -- The draft Plan identifies the FAB parcel as located in the "Flex Zone" [Fig 4.1, pl 49], adjacent to the "Open Space Zone" [Fig 4.1, pl 49]. On the Historical Resources Plan [Fig 8.1, pl 71], the FAB is designated "Major Historic Importance." Yet on the Bldg Heights Plan

[Fig 4.4, pl 52], the FAB is shown in the CP'3' zone, with permitted base height of 45 ft and overall height of 90 ft and, with 'conditional use permit,' allows overall height of 170 ft.

While no specific use is listed in the draft Plan for the FAB parcel, the various proposed treatments of the FAB and its parcel are at least confusing. It should be noted that the Oakland General Plan designates the FAB parcel as solidly within the “retain and improve” treatment area (no major re-building anticipated). As shown in the “Parks and Public Space” map [Fig 5.1, pl 53], the FAB parcel is contiguous on the East and North with the open spaces of Lake Merritt Park, Cameron Stanford House, and the plaza of Alameda County Courthouse. Retention of the FAB parcel as “open space” would be a compatible transition from the lake to the assemblage of government buildings, and would serve as a natural extension of view corridors to and from the lake.

The FAB parcel is, and should remain public land. Looking toward the future, it is obvious that the Oakland Main Library – immediately west of the FAB parcel – is limited for space. Expansion of the Library is a logical and imminently compatible use of the FAB parcel. A separable department of the Library, such as the Periodicals section, might be relocated to the FAB parcel, and be combined with a coffee shop, which might open onto a veranda facing Lake Merritt (admittedly, an exciting possibility). Such possible development is an urgently logical and productive use of the FAB parcel – compatible in every way with the substantial public investment and expanded uses envisioned for the renewed Lake Merritt area

CALM strongly urges that the proposed "Open Space Zone" (presently shown adjacent to the FAB parcel) be extended to include the Fire Alarm Building and the FAB parcel.

3. **14th Street (Madison St to Harrison St)** -- The draft Plan proposes zoning classifications, building heights, and uses along both North and South sides of 14th St. Rezoning of the North side of 14th Street (and portions of the South side) resulted from an extensive interactive process over many months with a varied array of stakeholders (including CALM) in vigorous participation. Final zoning and height determinations, now codified in the CBD Specific Plan, adopted by City Council in 2009 cannot, or should not, be easily changed. Careful coordination with City Planning is mandatory to advancing alternative proposals for these areas. **The codified zoning for at least the North side of 14th Street should simply be repeated in the Lake Merritt Station Area Plan. If determined otherwise, there is increased potential of significant conflict.**

4. **View Corridors** -- The draft Plan does not mention "view corridors." However, (it is CALM's understanding that) the CBD Specific Plan includes City Council adopted guidelines for protection of view corridors to and from Lake Merritt, the Tribune Tower and City Hall. Views to and from The Tribune Tower will significantly impact certain proposed development parcels of the LM Station Area Plan. (Contact City Planning for review of the comprehensive 'view corridor study' completed in 2010.) **The 'View Corridor' issue must be closely coordinated with City Planning to assure that 'views provisions' are adequately observed in the Lake Merritt Station Area Specific Plan.**
5. **Streetscape Concepts: Oak St Underpass & Webster St Underpass** -- The draft Plan's conceptual illustrations [Fig 6.3, pl 67] show proposed treatments with fences "enclosing" the underpass spaces. Treatment of the underpass is extremely sensitive as the objective should be to create a welcoming presence rather than a foreboding one. (Contrast the unattractive and disappointing "improvement" recently installed at the nearby Broadway underpass.) "Fencing" at the Oak and Webster underpasses tends to create a "claustrophobic" atmosphere, and may be an unfortunate [REDACTED] with the adjacent "existing" illustrations vividly demonstrates the loss of an atmosphere of openness, which counters the feeling of being closed-in. **CALM recommends that the goal should be to maintain an atmosphere of "openness," enhanced by attractive lighting, and by "animating" the defining overhead and structural piers with color and artistic neon, or similar.**
6. **Streetscape Concepts: Bike-Ways and Bike Lanes** -- The draft Plan shows bike lanes incorporated with proposed improvements at various streets, as well as non-inclusion of bike lanes at other streets. CALM has no expertise in this area and makes no qualitative comment. However, the acknowledged source relating to bike-ways and bike lanes is the Oakland Bicycle & Pedestrian Advisory Commission. Unless already provided, **CALM urges close coordination and review of proposals for bike-ways and bike lanes with the Oakland Bicycle & Pedestrian Advisory Commission.**
7. **Streetscape Concepts: Bus Stops** -- The draft Plan shows proposed locations and treatments of bus stops within the project area. Again, CALM has no expertise in this area and makes no qualitative comment. However, based on experience in planning the reconstruction of 12th Street, it was painfully discovered that close involvement of AC Transit at an early stage is critically important to avoiding costly revisions late in the design phase. Unless already provided, **CALM urges close and early coordination and review of proposals for bus lanes and bus stops with AC Transit engineers.**

Comments from ABAG
(Association of Bay Area Govts)

1 Emerging Plan Framework

The City of Oakland, community members, BART, and the Peralta Community College District have worked over the past year to develop an exciting plan framework for the Lake Merritt Planning Area. A series of community meetings have been held to sort through a wide range of suggestions, and put together the basic plan ideas. It is a 25-year plan, looking to add between 3,700 and 5,400 new housing units, 4,400 new jobs, and up to 334,000 square feet of additional retail; as well as make near-term improvements related to public safety and lighting. The next steps will include extensive public review, development of the plan specifics, and drafting of the full plan. The Emerging Plan has been developed in order to achieve the vision and goals outlined below.



STUDY AREA OVERVIEW

The Planning Area is located in the heart of Oakland, part of the urban center of the San Francisco Bay Area. The Planning Area includes the Lake Merritt BART Station, Oakland Chinatown, Laney College, the Oakland Museum of California, and the County of Alameda offices and courthouse. Adjacent neighborhoods and destinations include Downtown Oakland, Lake Merritt, the Jack London District, the Lakeside Apartment District, Old Oakland, and Uptown. The Planning Area's strategic location within this context is shown in Figure 1-1. Figures 1-2 and 1-3 provide overviews of the Planning Area.

1.1 Vision and Goals

VISION

The shared vision described below for the Lake Merritt Station Area is a reflection of the initial community visioning process (2009), as well as refinements recommended by the **Community Stakeholder Group**. It provides an important framework for guiding development of a plan for the future of the Lake Merritt Station Area.

- Create a financially feasible, implementable plan that is the result of an authentic community engagement process and is inclusionary of all community voices.
- Create a more active, vibrant, and safe district to serve and attract residents, businesses, students, and visitors.
- Provide for community development that is equitable, sustainable, and healthy.
- Increase use of non-automobile modes of transportation.
- Increase the housing supply to accommodate a diverse community, especially affordable housing and housing around the BART station.
- Increase jobs and improve access to jobs along the transit corridor.
- Provide services and retail options in the station area.
- Identify additional recreation and open space opportunities.
- Celebrate and enhance the heritage of Chinatown as a cultural asset and a regional community destination.
- Establish the Lake Merritt Station Area as a model with innovations in community development, transportation, housing, jobs, and businesses and environmental, social, and economic sustainability, and greenhouse gas reductions.

GOALS

The following goals for the Lake Merritt Station Area Plan include all the major goals within the Nine Guiding Principles identified in the **2009 Community Engagement** process, which have in some cases been condensed, or expanded to include additional community comments. In addition, two major goals that came out of additional community input have been added.

Engagement

- Ensure opportunities for effective community participation by all stakeholders, including residents, businesses, students, employees, and organizations in the further development and implementation of the Plan.

Facilities and Open Space

- Improve existing parks and recreation centers, including improving access to existing parks; and add new parks and recreation centers to serve higher housing density and increased number of jobs.
- Ensure all parks are safe, accessible to all age groups, clean, well maintained, and provide public restrooms and trash containers.
- Create a multi-use, multi-generational recreational facility, either in addition to or including a youth center.
- Provide space for community and cultural programs and activities, such as multi-use neighborhood parks, athletic fields, areas for cultural activities such as tai chi, community gardens, and expanded library programs for youth, families, and seniors.
- Work with the Oakland Unified School District to ensure adequate capacity of school and children's recreation facilities.



7. Transportation

- Expand, preserve, and strengthen the neighborhood's access to public transit, walkability, and bicycle access.
- Ensure safety and compatibility of pedestrians, cyclists, and autos through improvements that calm traffic, improve sidewalks, improve intersection crossings, and improve traffic flow and pattern, including reevaluating one-way streets, considering narrowing streets, and reducing speeds. In particular address the flow of traffic using the Posey and Webster tubes.
- Improve connections between existing assets and destinations, including between Chinatown, the Lake Merritt, 12th Street and 19th Street BART stations, Alameda County facilities, and Laney College and between the BART Stations and the Jack London District, including improving the I-880 undercrossings.
- Develop a parking strategy that includes shared parking and allows access to the area, and particularly to local retail, while also promoting non-auto modes of transportation and makes best use of available land.
- Increase walk and bike trips.
- Preserve and reinvest in transit services and facilities to make sure operators can continue to provide reliable services.

and Cultural Anchor and Regional Destination

- Establish a sense of place and clear identity for the area as a cultural and community anchor and a regional destination, building on existing assets such as Chinatown, the Oakland Museum of California, Laney College, the Kaiser Convention Center, Jack London Square, and Lake Merritt and the Lake Merritt Channel.
- Preserve, celebrate, and enhance the historic cultural resources and heritage of Chinatown as a regional anchor for businesses, housing, and community services,

1.2 Emerging Plan Concepts

OVERALL CONCEPT

The Lake Merritt Station Area Plan seeks to link the existing unique destinations located within the Plan Area into a series of distinct hubs of activity: the Chinatown hub, the BART Station/Laney College/Oakland Museum (educational/cultural/entertainment) hub and the East Lake Gateway hub. Future improvements will enhance both the existing destinations within each hub, as well as the connections between hubs. The hubs will be linked together and to adjacent neighborhoods and rest of the city and region by east/west and north/south corridors and the Lake Merritt BART Station. This overall concept is illustrated in Figure 1-4.

AREA-WIDE CONCEPTS

Three key area-wide concepts – land use character, active ground floor uses, and the circulation improvement strategies – reflect the vision and goals of the Lake Merritt Station Area Plan. These concepts are presented briefly here and then further elaborated in later chapters.

Land Use

The land use character concept, includes a range of flexible mixed-use areas intended to encourage vibrant pedestrian corridors which are complemented by high-density housing and commercial uses that contribute to activating the area, and new public spaces that ensure a high quality urban space. Additional detail on land use character is included in Chapter 4.

Active Ground Floor Uses

Active ground floor commercial uses – those that attract walk-in visitors – are important because they add vibrancy to streets and increase pedestrian traffic, which results in safer streets and more customers for local businesses. Examples of active ground floor commercial uses include: retail stores, restaurants, cafés, markets, bars, theaters, recreational spaces, health clinics, tourism offices, banks, personal services, libraries, museums, and galleries.

In order to expand the vibrancy and activity that already exists in some areas, like the core of the Chinatown commercial district, guidelines could be implemented that would *require* active uses in *new* buildings along key corridors. In areas where active uses would not be required, and the ground floor might include residential uses or offices that don't have walk-in visitors, guidelines could direct the design of new buildings to create welcoming frontages. Additional detail on active commercial ground floor uses is included in Chapter 4.

Circulation Improvement Strategies

The circulation improvement strategies focus on establishing interconnected and safe travel for people walking, riding bicycles or taking transit. Chapter 7 identifies key streets for improvements to promote access between activity hubs within the planning area, as well as access to the larger regional circulation network. Further detail on these strategies is included in Chapter 7.

STUDY AREAS

To best respond to the nuanced character differences throughout the Planning Area, it is divided into seven study areas, as shown in Figure 1-5. Each study area has a distinct existing character as well as a “big idea” and vision that defines future development in the area and that helps to support the overall vision statements and goals for the Planning Area. Chapter 2 describes each of the study areas in more detail.

OPPORTUNITY SITES

Opportunity sites are shown in Figure 1-6; these show sites that are vacant or underutilized, and may have potential for land use or intensity change over the long-term (25 years). Identification of potential opportunity sites is a way to advance and test the concepts put forth, to understand the potential for future development, and understand patterns of where new development may occur, and how new development could relate with areas less likely to change. An initial analysis of potential opportunity sites was conducted for the Existing Conditions report in 2010, and identified sites that meet one or more of the following criteria:

- Have a low value of improvements relative to land value;
- Have a very low existing building height (one or two stories) relative to allowable height under the zoning;
- Are currently vacant;
- Are currently parking lots;

- Have applications submitted with the City either under review or approved for development;
- Have otherwise been identified as sites for development (i.e. County offices per the Real Estate Master Plan); and/or
- Are adjacent to opportunity sites.

Sites with **Priority Historic Resources** are excluded even if they meet one or more of the above criteria.

Opportunity sites were further refined through community workshops and feedback from the Community Stakeholders Group, and are now primarily vacant sites or parking lots. While the identified opportunity sites are the best guess for sites that will change, it is likely that some of the sites identified as opportunity sites may remain in their current state, while others that are not identified as opportunity sites will undergo change.



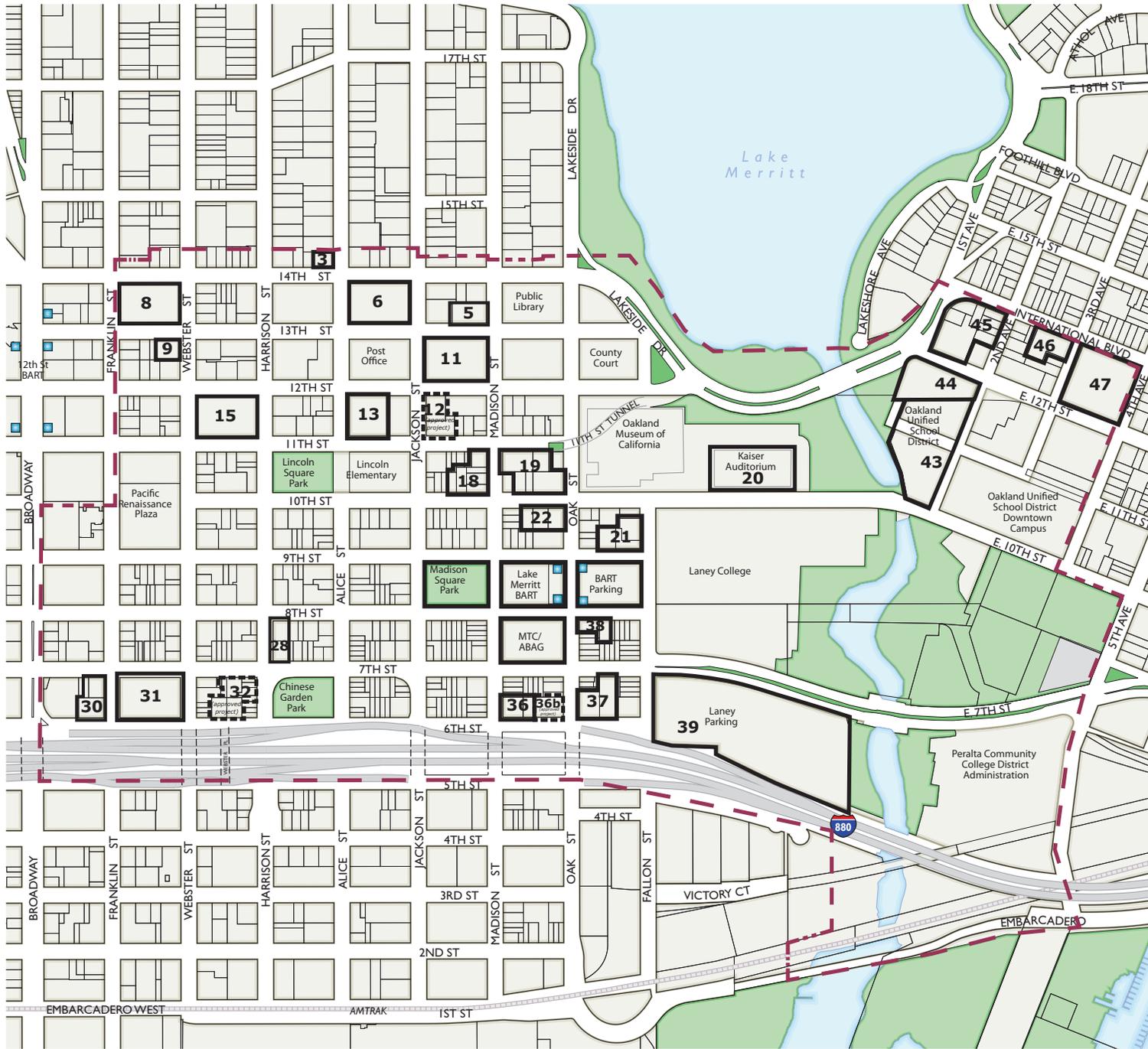
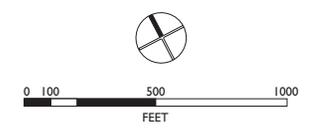


Figure 1.6:
POTENTIAL DEVELOPMENT SITES

-  Focus Area
-  Opportunity Sites with Community Agreement or Vacant Sites



DRAFT



1.3 Planning Process

COMMUNITY PARTICIPATION

Many diverse residents, merchants, workers, and students make up the community of the Planning Area, and Chinatown functions as a citywide center for the Asian community. Feedback from the community is an essential component of the planning process. To date, the community process has included:

- Community Engagement Process, 2008-2009 (City of Oakland partnered with Asian Health Services (AHS), the Oakland Chinatown Chamber of Commerce, and the Asian Pacific Environmental Network (APEN) to begin community outreach for the Lake Merritt Station Area Plan. Four well-attended community meetings were conducted from 2008 to 2009 and a 19-question survey which garnered 1,100 results was conducted in March and April 2009).
- Partner with local community-based organizations (including, but not limited to, Chinatown Chamber of Commerce, Asian Health Services, East Bay Asian Local Development Corporation, Transform, East Bay Housing Organizations, Walk Oakland Bike Oakland, East Bay Bicycle Coalition, Oakland Asian Cultural Center, Asian Pacific Environmental Network).
- Business surveys (administered to participants of Merchant's Tea).
- Stakeholder interviews (Participants were interviewed individually or in groups, in sessions generally lasting about one hour. A total of 50 stakeholders participated, including 18 City staff).
- Community workshops (four to date).
- Focus Groups/Neighborhood Teas (Brokers/Property Owners, Merchants, Families, Laney College, Youth).
- Community Stakeholder Group meetings (ongoing, ten to date, further discussed below).
- Executive Community Stakeholder Group meetings (five to date).
- Technical Advisory Committee meetings (three to date).
- Other meetings (Peralta Board meeting, Lake Merritt Station Area Plan Institutions meeting, Jack London District Association meeting, Mayor's Cantonese Town Hall meeting, and Oakland Bicycle and Pedestrian Advisory Committee meeting).
- Language Accessibility - meeting materials translated into Chinese and Vietnamese and bi-lingual meeting facilitators and interpreters (Mandarin, Cantonese, Vietnamese).

Summary of Feedback

Feedback from these meetings is summarized in the following documents:

- *Lake Merritt BART Station Area Community Engagement Final Report*, completed by Asian Health Services, Oakland Chinatown Chamber of Commerce, and the City of Oakland in June 2009.
- *Stakeholder Interviews Report*, completed by Dyett & Bhatia and the City of Oakland in May, 2010.
- *Community Workshop #1 Report*, completed by Dyett & Bhatia and the City of Oakland in May, 2010.
- *Summary of Community Feedback*, completed by Dyett & Bhatia and the City of Oakland in April, [REDACTED]

[REDACTED] Stakeholder Group

Ongoing participation by the Community Stakeholders Group (CSG) has been, and will continue to be, a crucial component of the development of the Plan. The CSG has driven the development of the Emerging Plan through participation in a series of four working meetings, three hours each, over the summer of 2011. These meetings started with community feedback from public workshops and developed the framework for the Emerging Plan through an iterative process between CSG members, City staff, and consultant work.



FORMAL PUBLIC REVIEW

Following development of the Emerging Plan into a Preferred Plan it will be reviewed by several advisory and decision-making bodies, including:

- City Council.
- Community and Economic Development (CED) Committee.
- Planning Commission.
- Parks and Recreation Advisory Commission (PRAC).
- Landmark Preservation Advisory Board (LPAB).
- Bicycle and Pedestrian Advisory Committee (BPAC).

Based on the guidance of these decision-makers, the Preferred Plan will then be further developed and refined, with continued input from the Community Stakeholders Group and Technical Advisory Committee, into the Draft Plan.

2 Overall Vision by Study Area

As described earlier in Chapter 1, in order to expand on the overall vision, the Planning Area is divided into seven study areas, as shown in Figure 1.5. Each study area has a distinct “big idea” and vision that defines future development in the area and that helps support the overall vision statements and goals for the Planning Area.

2.1 14th Street Corridor

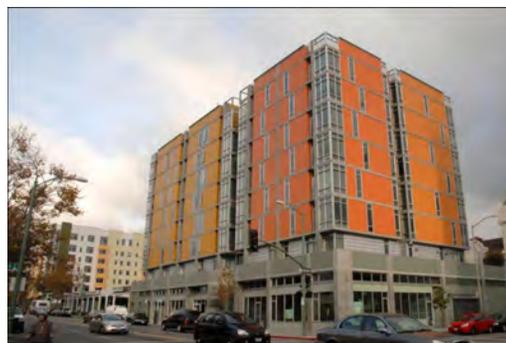
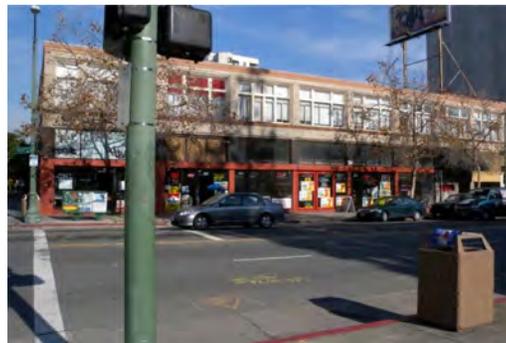
EXISTING CONTEXT

The existing character of the 14th Street corridor includes a mix of uses and variety of building form. 14th Street is a major east-west connector between Downtown and the neighborhoods east of Lake Merritt. It is a two-way, four-lane street characterized by intermittent retail, new mixed-use housing development, historic buildings, public resources such as the Public Library, the back of Hotel Oakland, and parking lots. Roughly two-thirds of buildings along 14th Street are one to four stories, with the remaining one-third eight stories, and a few taller high-rises.

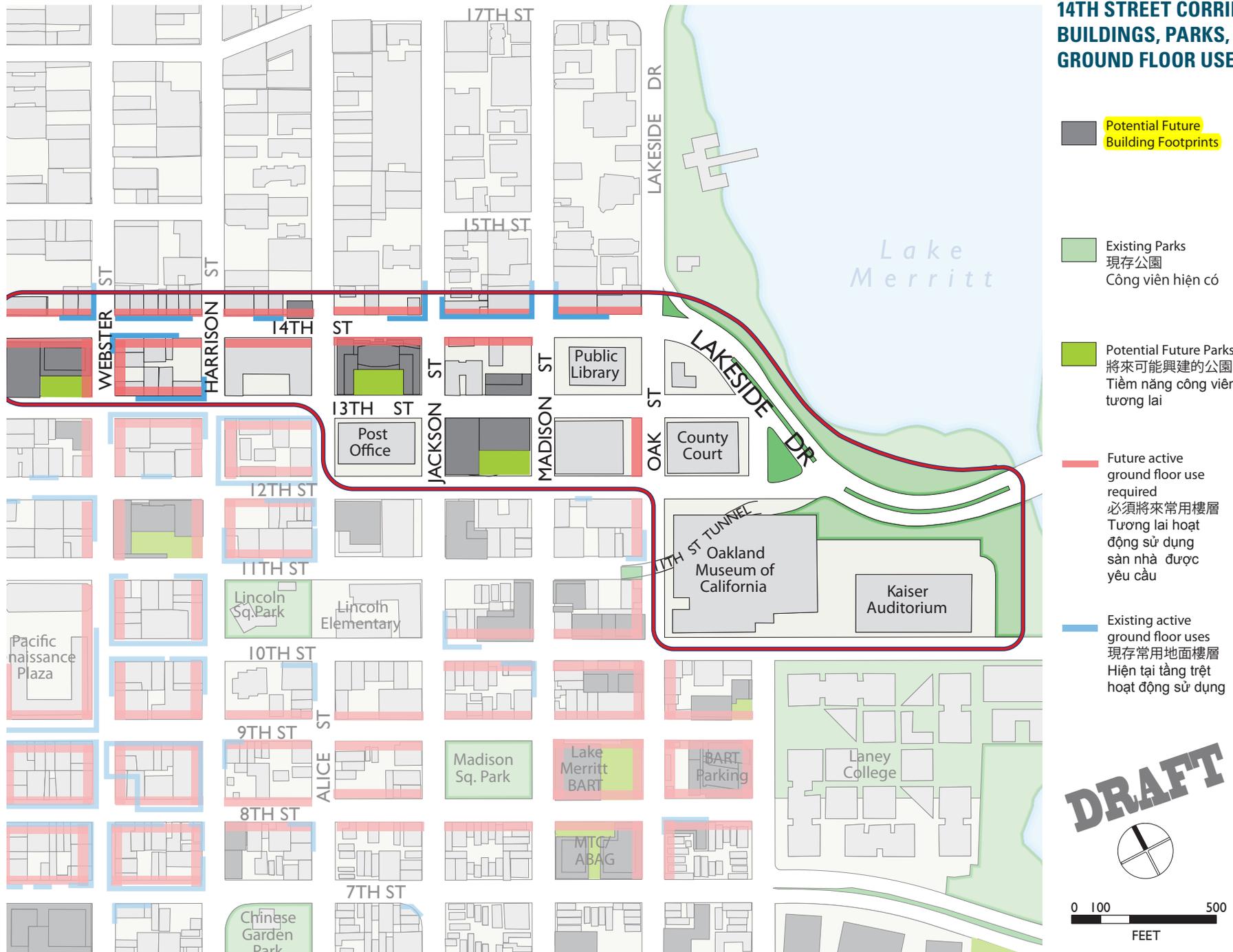
Other areas of the 14th Street Corridor Study Area include significant institutional uses, including office space for Alameda County, the County Courthouse, and key public resources including the Oakland Museum of California and the Kaiser Auditorium, both of which are historic landmarks. The Oakland Museum of California was recently renovated with the main entrance now oriented toward Oak Street. The Kaiser Auditorium currently remains out of use.

Several opportunity sites (see Figure 1-6) exist in this study area, including three full block sites (opportunity sites 6, 8, and 11).

Photos:
14TH STREET CORRIDOR:
POTENTIAL VIEW



**Figure 2.1:
14TH STREET CORRIDOR:
BUILDINGS, PARKS, & ACTIVE
GROUND FLOOR USES**



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FEET



Figure 2.2:
14TH STREET CORRIDOR:
POTENTIAL VIEW



2.3 Laney/Peralta

EXISTING CONTEXT

The Laney/Peralta study area includes Laney College campus, athletic fields, and parking lot, and the Peralta College District Administration buildings, with the Lake Merritt Channel creating a north-south pedestrian and bicycle connection and 7th and 10th streets connecting east-west through the study area. The Lake Merritt Channel and some land along its edge is State Tidelands Trust land, indicating that residential and some commercial uses would be prohibited along the Channel edge¹. In general, the college is made up of two to three story buildings, with one tower reaching eight stories.

Laney College has a Facilities Master Plan that will direct new development on Laney property, to best meet its educational priorities and the vision of students, faculty, staff, and the neighborhood at large. The Master Plan is guided by the following principles:

- Maintain the integrity of the existing campus and zoning of campus core buildings, open space, and athletic fields.
- Identify sites within or at the perimeter of the campus for development to respond to projected growth and programmatic demands.
- Preserve the natural environment along the Estuary and enhance the campus's connection to it.
- Over time, in response to projected growth and creation of potential future development opportunities, replace surface parking with structured parking.
- Strengthen both of the campus's recognized "front doors" and accessible pedestrian access; separate pedestrian from vehicular circulation where possible.
- Prioritize re-use of existing buildings and approach renovation and development through the incorporation of sustainable strategies and practices.

¹ Port of Oakland, Land Records Management Tidelands Grants Land, November 9, 2001.

2.4 I-880

EXISTING CONTEXT

The I-880 study area includes sites along the freeway edge with high noise and air quality issues, freeway access points, and the areas beneath the freeway. The existing character of the area includes a variety of land uses, such as a new high-rise residential project on 7th and Broadway; and the historic 7th Street/Harrison Square residential district, which is comprised primarily of one- or two-story Queen Anne cottages. Various opportunity sites include the Salvation Army site and underutilized sites along 6th Street between Madison and Fallon streets. Chinese Garden Park (formerly Harrison Square Park) is located between Harrison, 7th, Alice, and 6th streets.

A critical component of the I-880 study area is the area beneath the freeway, which includes six (6) street under-crossings and several parking lots (primarily managed by Caltrans).

VISION AND BIG IDEA

The Plan aims to improve connections between the Jack London District and areas north of the I-880 freeway (Chinatown, BART, Laney College, County offices, Oakland Museum, etc) by improving the freeway under-crossings for pedestrian safety and comfort, including pedestrian-oriented lighting, and improving and/or activating the areas under the freeway. Conceptual streetscape improvements are included in Chapter 6.

In addition, identifying pedestrian safety improvements related to traffic accessing I-880 and the Alameda tubes will be essential for this study area, including improving access to Chinese Garden Park. Note that traffic patterns related to the Alameda tubes are outside the scope of this project.

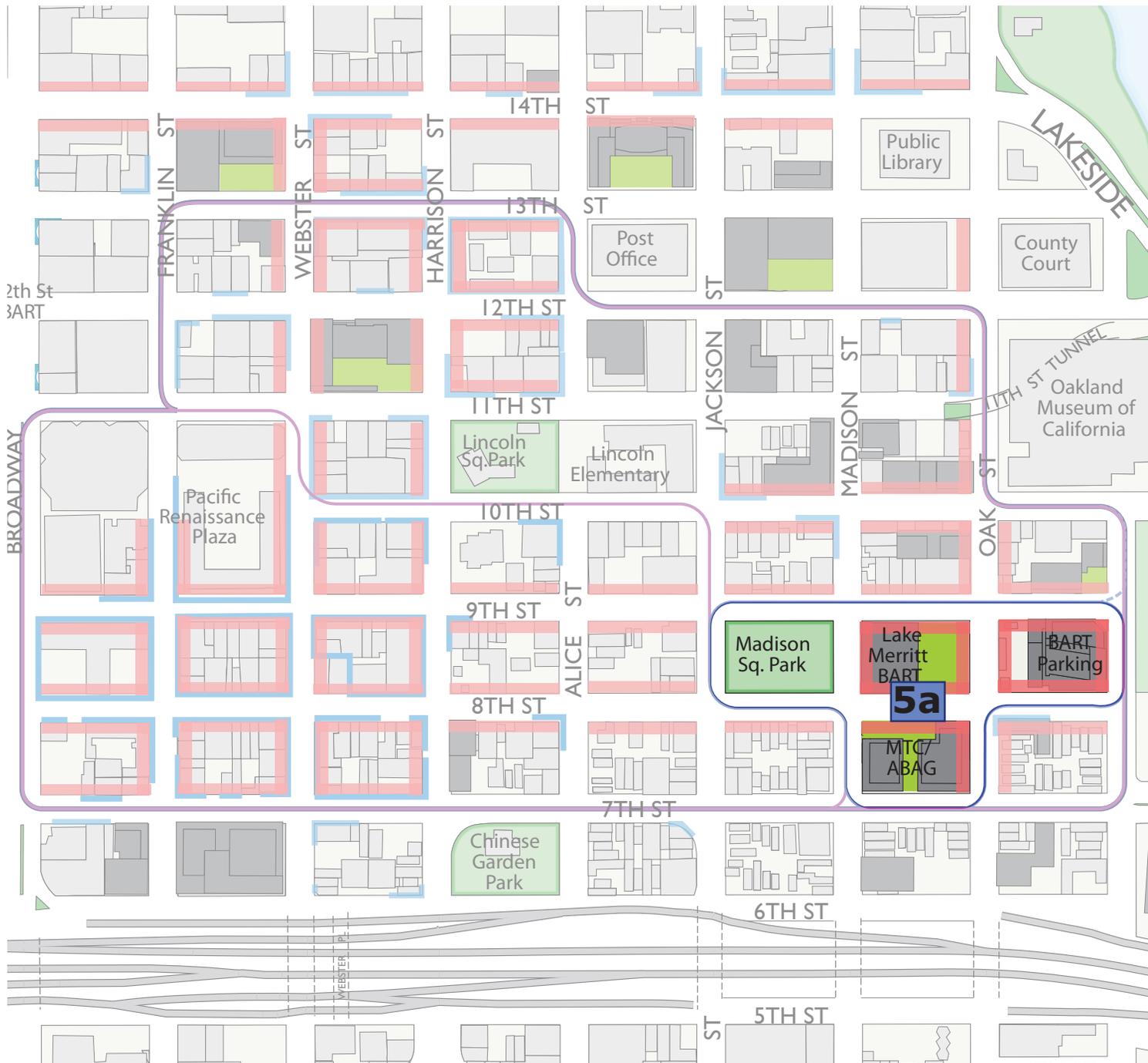
Importantly, the Emerging Plan seeks to improve the comfort and usability of Chinese Garden Park and ensure the health and safety of both existing residents and residents in new development by adding landscaping and/or sound wall buffers to the highway edge. The Plan will include policies such as:

- Locate taller buildings to buffer the neighborhood from I-880. Face buildings toward 7th Street, with parking located closer to the freeway, wherever possible.
- Ensure new development incorporates air quality and noise controls.
- Maintain clean indoor air quality (mechanical ventilation, building interiors under positive pressure, particulate filtration and carbon filtration as needed, air intakes away from pollution sources).
- Require HVAC system with filtration for sensitive use sites within 500 feet of a high traffic road if warranted by exposure analysis.
- Locate courtyards, balconies and opening windows away from the freeway.
- Consider installation of sound walls or additional landscaping.

**Figure 2.7:
I-880: BUILDINGS, PARKS, &
ACTIVE GROUND FLOOR USES**



**Figure 2.9:
BART STATION AREA:
BUILDINGS, PARKS, & ACTIVE
GROUND FLOOR USES**



Potential Future Building Footprints



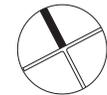
Existing Parks

Potential Future Parks

Future active ground floor use required

Existing active ground floors

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2.6 Chinatown Commercial Center

EXISTING CONTEXT

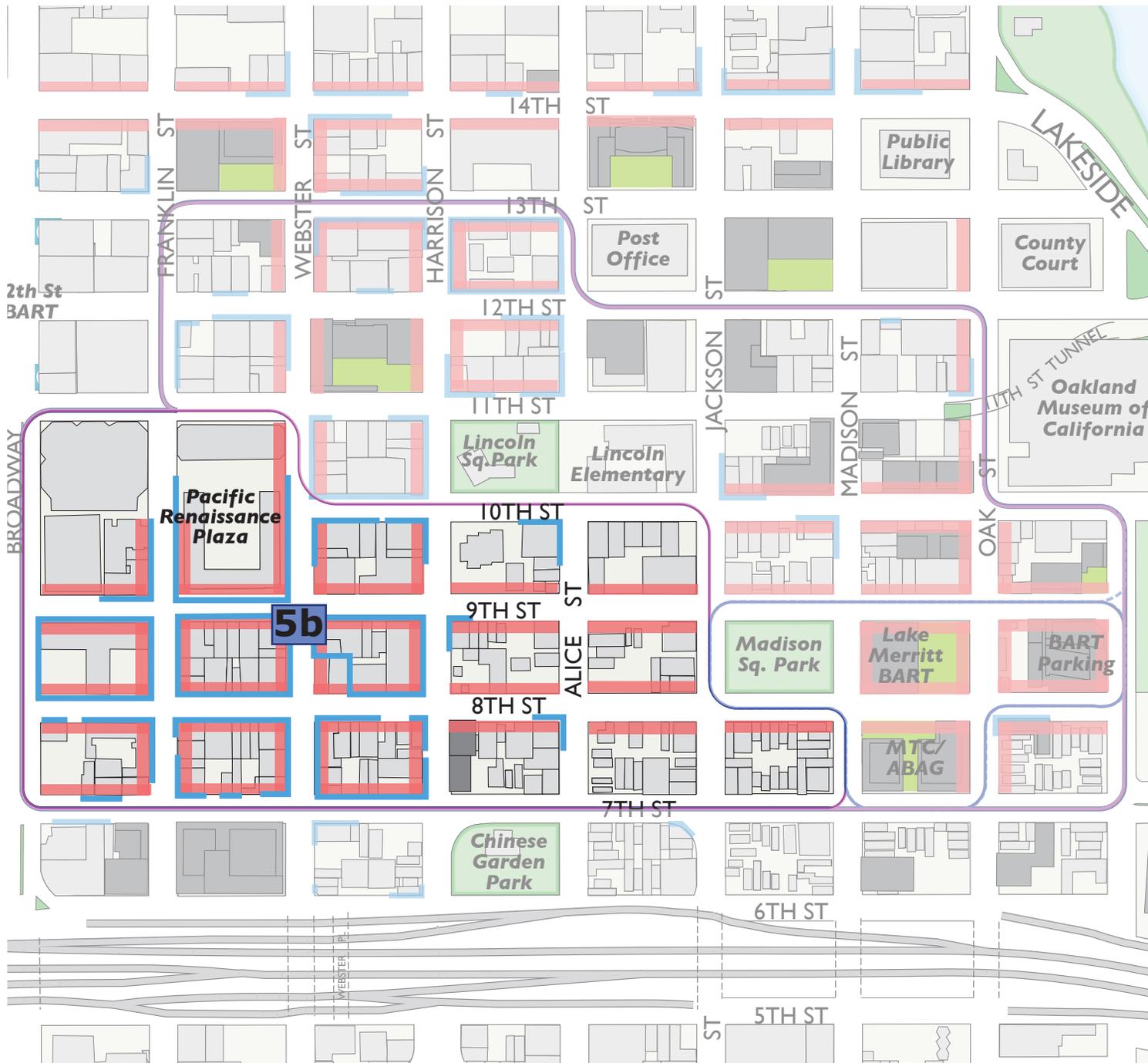
The Chinatown Commercial Center is a vibrant and active center for shopping, eating, and cultural services, as well as a historic district dating back to the middle/late 1800's. It acts as an important regional draw, particularly for the Asian community, drawing people in for shopping, festivals, services, and visiting family. Existing buildings house a range of diverse uses from retail shops and restaurants, groceries, community services, housing in a range of formats, banks, offices, churches, and cultural institutions. Buildings in this study area are typically one- to four-stories, with most of the historic buildings no more than two stories. However, newer development in the area includes several high-rise buildings between Broadway and Webster.

VISION AND BIG IDEA

The Emerging Plan will further enhance this existing community hub and regional destination with high-density commercial and residential uses. The Emerging Plan will ensure that new development is sensitive to the historic context of the neighborhood, and will seek to improve façades of existing buildings and streetscapes, and improve loading, cleaning, security, parking, and monitoring. Enhancements will seek to address local needs and enhance the vibrancy of one of the most successful retail districts in Oakland.

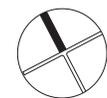
A key component of the vision for the Chinatown Commercial Center is to enhance the street network to improve pedestrian access and amenities. Streetscape improvements are recommended for all the streets in the Chinatown core, with detailed streetscape recommendations for several streets in this study area, including 8th, 9th, 10th, Alice, Webster, and Harrison streets, described in greater detail in Chapter 6.

Figure 2.11:
CHINATOWN COMMERCIAL CENTER: BUILDINGS, PARKS, & ACTIVE GROUND FLOOR USES



-  Potential Future Building Footprints
-  Existing Parks
- 
-  Potential Future Parks
-  Future active ground floor use required
-  Existing active ground floors

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2.7 Upper Chinatown

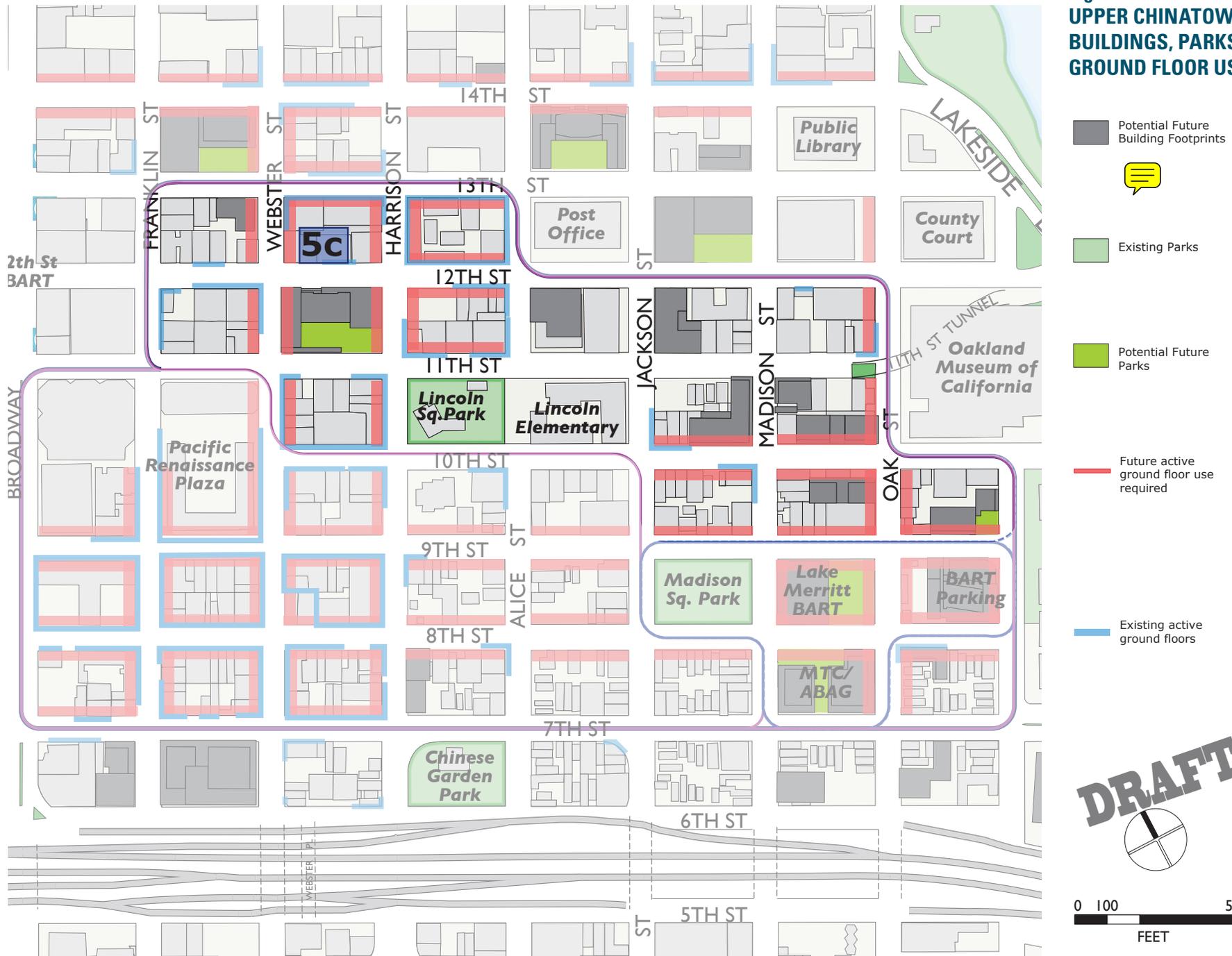
EXISTING CONTEXT

The existing character of the ~~upper~~ Chinatown study area is that of an active urban neighborhood. There are a wide range of uses currently in the area, including residential, office, schools, and recreational space, with retail and restaurants on the ground floor in some places. Lincoln Square Park is a major asset and community destination, adjacent to Lincoln Elementary, an award-winning school and another key asset of the Planning Area. Many of the buildings in this area are older one-story buildings, with several four- and five-story buildings, and a few high-rise buildings. This study are also includes several opportunity sites.

VISION AND BIG IDEA

The Upper Chinatown area is envisioned as becoming an intensified urban area for living with new high-density housing and accompanying retail, restaurants, commercial uses, and publically accessible open spaces to complement Lincoln Square Park and Recreation Center. Active uses at the ground floor and more day-time uses and residences will help to activate the area at all hours, making a safer and more vibrant neighborhood. Buildings on one-half to full-size blocks are likely to include at least one high-rise. Buildings on smaller sites are likely to be mid-rises.

**Figure 2.13:
UPPER CHINATOWN:
BUILDINGS, PARKS, & ACTIVE
GROUND FLOOR USES**



3 Summary of Development Potential

This chapter provides an overview of development potential in the Planning Area, including a summary of market demand, development potential by opportunity sites, potential job generation, market feasibility, and summary of architectural and site planning issues.

3.1 Summary of Market Demand Analysis

The following summary of Market Demand Analysis is based on the *Market Opportunity Analysis* report completed by Conley Consulting Group (CCG) in June 2010. The report addresses the market forces that impact future development in the Station Area. The Lake Merritt Station Area Plan is intended to govern changes in the Planning Area between 2010 and 2035, many of which will be incremental and gradual. This market study references the Bay Area growth projections prepared by the Association of Bay Area Governments (ABAG), in the context of the specific market forces affecting this portion of Oakland. The Station Area Plan will consider the environmental, including socioeconomic, impacts of changes in the Planning Area.

Economic Context

The *Market Opportunity Analysis* was written in the winter of 2009-2010, the U.S. and local economies remained in the grip of a deep and protracted global recession. While there are some indicators that the recession, which started in late 2007, may be abating, the collapse of demand across many economic sectors persists into 2011. The recession has impacted the availability of capital (both equity and debt) to fund development, and depressed property values have rendered new development of most land uses infeasible in the near term. In the absence of some currently unforeseen factor that emerges and accelerates the projected slow recovery, it is CCG's judgment that the after-effects of the recession will linger, depressing development activity for several years. For many economic sectors, the recession has brought activity back down to levels that were originally achieved and passed in the beginning of the 21st Century.

Regional policy favoring growth in the urban core areas, rather than continued suburban and exurban outward expansion, suggests that Oakland should receive a larger share of the East Bay's future growth than has historically been the case. ABAG's projected population growth through 2035 would require more new development than was captured during the recent housing boom for both the city as well as the Planning Area. By the end of the planning period, projected employment growth for the city would require a future total inventory of 31.5

million square feet (SF) of office space, compared to a current Oakland inventory of less than 14 Million SF.

It will be a challenge to achieve these projected growth levels, as delayed development activity in the near term may impact the ability to achieve the robust development projections over the longer term.

Chinatown

The Planning Area includes Chinatown, which is a unique and rich environment, with a wealth of cultural, social, medical, residential, retail and social resources. Chinatown's commercial uses are concentrated in the four city blocks bounded by 7th, 9th, Franklin and Harrison streets. In a less concentrated manner Chinatown's commercial district influences a wider area from I - 880 to 11th Street, and from Broadway to Harrison. Chinatown remains one of the city's most vibrant neighborhood retail districts, and over the last three decades, Asian-oriented retail has spread eastward in Oakland along 12th Street and International Boulevard. In addition to the commercial concentration, Chinatown is a strong residential neighborhood which spans from Harrison to Fallon Streets and from I - 880 to 11th Street.

As described in the project's Existing Conditions Report (2010), Chinatown's rich historical and consistent cultural context attracts residents and visitors, including the many churchgoers and regular patrons of the district's social and health resources. In addition, Chinatown attracts Asian residents from throughout the East Bay for cultural, health and educational services, as well as banking institutions catering to Asian customers.

Demographics and Population Projections

The Planning Area has a **current** estimated population of 12,500 persons in 6,159 households, compared to the estimated 412,000 population and 157,000 households for the city as a whole. The Planning Area population is nearly 70% Asian, of which 84% are [REDACTED]

[REDACTED] to the city as a whole, the Planning Area has relatively smaller households; more seniors; a larger proportion of renters; lower household incomes; and heavier reliance on public transportation.

The Alameda County ~~Congestion Management Agency (CMA)~~ projects that by 2035, the Planning Area will grow by roughly 10,500 households and 7,300 jobs. For the city as a whole, ABAG projects an additional 54,000 households and 93,000 jobs in that period.

Housing

By the early part of this century, the Oakland housing market switched from one dominated by sales of existing single-family homes to one where new multifamily units were 80% of new housing unit development. Given excellent access afforded by many Oakland locations, including the Planning Area, there is a strong opportunity to develop housing in a Transit Oriented Development (TOD) format.

Table 3-3: Comparative Summary of Projected Development

<i>Sites</i>	<i>Housing Units Low</i>	<i>Housing Units High</i>	<i>Office Square Feet</i>	<i>Retail Square Feet</i>	<i>Jobs</i>
Market Opportunity Analysis (2035) ¹	4,350	10,500	1,212,000	310,500	4,017
ABAG Projections²	4,933	4,933	n/a	n/a	4,169
Emerging Plan (Net New)					
Central BART Blocks	418	643	324,000	62,000	987
Other Sites	3,280	4,732	1,259,277	252,790	3,436
TOTAL	3,698	5,374	1,583,277	314,790	4,423
Emerging Plan % of Market Analysis	85%	51%	131%	101%	110%
Emerging Plan % of ABAG Projection	75%	109%	n/a	n/a	106%

¹ Market Opportunity Analysis estimates for Retail and Office are averages. The office number combines general office and local serving office.

² ABAG Projections are 2009, Focus Area only (less than the ½ mile radius).

3.3 Job Generation and Types of Jobs

The Station Area Plan could add an estimated 4,423 new jobs to the Planning Area, as shown in Table 3-4, slightly more than what is projected by ABAG. This is primarily in the addition of new retail and office jobs, and at the expense of some auto and industrial jobs. While the job estimates shown in Table 3-4 reflect a decline in institutional jobs, it should be noted that these job estimates only reflect new jobs on opportunity sites and do not include jobs associated with Laney College or new jobs that may be associated with the proposed OUSD Downtown Educational Complex.

Table 3-4: New Emerging Plan Jobs by Type

<i>Net New Office Jobs</i>	<i>Net New Retail Jobs</i>	<i>Less Hotel Rooms Jobs</i>	<i>Less Institutional Jobs</i>	<i>Less Light Industrial Jobs</i>	<i>Less Auto Services Jobs</i>	<i>Net New Jobs</i>
3,958	899	-38	-250	-74	-73	4,423

Note: Jobs are calculated based on the following assumptions: 1,000 square feet per institutional job, 400 square feet per light industrial, office, and auto services jobs, and 350 square feet per retail job.

Source: Conley, 2011; Dyett & Bhatia, 2011.



3.4 Market Feasibility Assessment



APPROACH

This section examines the conceptual financial feasibility of selected development prototypes evaluated in the Station Area Plan. The basic test of financial feasibility used in this assessment is to evaluate the ability to support the conceptual development costs for a given prototype with project-generated revenues, given market standard return requirements for both equity and debt. Four development prototypes were evaluated, all including market rate housing and ground floor retail.

Any feasibility assessment is a function of the assumed economic conditions which drive product type demand, potential revenue, construction costs, and cost of capital. For a plan that is meant to guide development over a long term 25-year period, there are obvious limitations to relying on current economic conditions to predict future development trends. However, instead of attempting to predict the economic future, this assessment is based on current conditions and discusses the implications of possible future changes over the planning period.

RECESSION IMPACT

At the time this assessment was performed, the U.S. economy was still struggling to show definitive signs of recovery from the protracted effects of the deep recession which started with a rapid loss of economic vitality and a collapse of demand across most sectors in 2008. Unlike other downturns, the California economy has shown unusual susceptibility to the national economic malaise, with a higher unemployment rate and a steeper rate of home price collapse than the national norm. Although there are signs of emergent recovery and even growth in the tech-dominated Silicon Valley, for the most part by Fall 2011, the Bay Area remains in the depths of a deep recession, with the housing sector being the most severely impacted sector of both the national and Bay Area economy.

Housing values have declined sharply since the start of the recession, with 2011 sales prices in some parts of the plan area falling to only 35% of peak 2006 sales prices. With few exceptions, most housing developed since 2001 has been for-sale housing (although some distressed for-sale properties have been restructured financially and converted to rentals). A near-term return to housing prices that supported the mid-decade housing boom is not expected by most industry sources. Many analysts now predict that the first wave of housing construction post the current recession conditions will be designed to fill the rental housing demand from young adults entering the labor force and for aging Baby Boomers. The rate of future price and rent increases is dependent on complex demographic and economic factors and cannot be accurately predicted.

Since the start of the recession, the collapse in demand for new construction has led to a steep decline in contractor's construction cost bids, fueled largely by subcontractors bidding aggressively to capture low-end jobs to keep their doors open. Industry experts have recently suggested that the downward pressure on construction costs has abated, since there are now fewer active firms competing for business. Construction costs are no longer declining, but it cannot be known how contractors will respond to an increase in demand in the future when

the economy recovers and demand for new construction increased again. It is likely that construction costs and revenues will rise at different rates, which will impact the feasibility assumption below.

SCENARIOS REVIEWED

The development prototypes are summarized in Scenarios A through D, which are shown in Table 3-5. Scenarios A and B are full-block developments with a base of 6-story residential units over retail. These scenarios also include a 16-story high-rise tower. An underground parking garage is needed to accommodate the project’s combined parking need of 380 spaces, and extends for most of the site. Thus, at this conceptual level, it can’t be assumed that the buildings are built as independent developments. Although these scenarios include both mid- and high-rise structures, it is likely that both will be built with uniform high-rise construction costs. This project was originally tested at Site 6, which is east of Lake Merritt at the block bounded by 13th, Jackson, 14th and Alice Streets. As such the ground floor retail is located outside of Chinatown’s prime commercial core area, which is generally concentrated along 7th to 11th Streets and between Franklin and Harrison Streets.

Scenario C is a conceptual eight-story mid-rise project with slightly larger unit sizes than assumed for the high-rise scenario. We assumed a 0.65 acre site on the outer edge of the existing commercial core area with 50% of the parking located in an underground garage and the remaining 50% located in an above ground structure.

Scenario D is a conceptual low-rise multifamily development on a half-acre site, with the parking located in an above-ground structure.

In each scenario the majority of the parking is provided for residents at a Transit Oriented Development (TOD) ratio of 1 per unit. The remaining parking serves the retail uses, assuming that an appropriate design solution is adopted to protect resident’s safety and privacy in a shared parking structure.

Table 3-5: Scenario Descriptions

Scenario A: High/Mid Rise Condo						
<i>Select Site: Site 6</i>		<i>1.40 Ac</i>				
	GSF	Load Factor	NSF	Avg SF/Unit	No. of Units	Density Units/Ac
Residential - Hi-Rise	150,000	25%	120,000	750	160	226
Residential - Mid-Rise	213,120	20%	177,600	1,138	156	
Retail	21,300	0%	21,300	21,300	1	
Housing Amenities	3,000	0%	3,000	3,000	1	
Open Space	15,000	0%	15,000	15,000	1	
Parking Underground	120,000				340	
Parking Structure	16,000				40	

Revenue Assumptions

Project revenue for Scenario A is generated by residential condominium sales, retail leasing and parking fees. Revenue for Scenarios B-D is generated from leasing of both residential and retail space and fees for commercial parking. Based on recent home sales in the Plan Area, CCG has estimated current condo sales prices at \$350,000 per unit for the high-rise units and \$325,000 for mid-rise units.

Conley Consulting Group (CCG) estimated current residential rental rates at a monthly average of \$2.50 per square foot (SF) for high-rise units, \$2.25/SF for mid-rise units and \$2.00/SF for low-rise units. For the retail space, the monthly rent was estimated at \$2.50/SF, based on current asking rents at projects on the periphery of the Chinatown core retail area. These rents represent a significant decrease from core Chinatown rents, where current rents as high as \$5.00 can be captured. CCG has estimated monthly parking revenue for commercial spaces to be approximately \$250 per space.

Feasibility Findings

As demonstrated in Table 3-6, current rents support low rise construction costs in Scenario D. However, in order to acquire development sites, higher rents will be required to generate higher residual land values to support land payments.

The higher density solutions (Scenarios A,B, and C) require substantial increases in rents or sales prices above current levels to be financially feasible, as shown in Exhibits A-D. The required increase in residential sales prices ranges from \$225,000-249,000. A residential lease rate increase of \$1.80/SF ~~for~~ was required for the high-rise units and \$1.87/SF for the mid-rise units. Before providing for a land purchase payment, the per unit feasibility gap is in the range of \$240,000 for the high density apartments, and just slightly less (at approximately \$233,500) for high density for-sale units. It is important to recall that these feasibility gap estimates do not yet include the cost to buy sites, or to provide affordable housing or any other desired community amenities.

Scenario C, the conceptual mid-rise development prototype, would result in a smaller feasibility gap on a per unit basis (at approximately \$46,500), but still required a significant increase in rents to close the gap. A minor \$0.29 and \$0.50 residential and retail rent increase were required to help close the feasibility gap for this mid-rise development.

CCG estimated a need for a minor \$0.25 increase in retail rents for Scenario A and B to a total of \$2.75/ SF to close the feasibility gap. We note that the addition of retail uses is generally a positive impact on project feasibility. However we also note that retail rents currently vary throughout the Station Area from a high of \$5/SF per month in Chinatown's commercial core to about \$2/SF on the edges of the core. Successful expansion of the commercial core in the future to enlarge the area that supports prime rents, by achieving a careful blend of new tenants, pedestrian draws, and creation of a streetscape and pedestrian way that encourages shopper flow would improve these feasibility findings.

Table 3-6: Summary Of Findings

Scenario A	
<i>Product Type</i>	<i>High/Mid Rise Condos</i>
Density	226 Du/Ac
# of du	316
SF of Retail	21,300
Parking Spaces	380
Value at Completion	\$117,753,516
Development Cost	(\$163,909,845)
Residual Value/(Gap)	(\$73,819,143)
Value (Gap)/DU	(\$233,605)
Scenario B:	
<i>Product Type</i>	<i>High/Mid Rise Apartments</i>
Density	226 Du/Ac
# of du	316
SF of Retail	21,300
Parking Spaces	380
Value at Completion	\$115,591,847
Development Cost	(\$163,909,845)
Residual Value/(Gap)	(\$75,851,327)
Value (Gap)/DU	(\$240,036)
Scenario C	
<i>Product Type</i>	<i>Mid Rise Apartments</i>
Density	152 Du/Ac
# of du	99
SF of Retail	15,000
Parking Spaces	122
Value at Completion	\$36,376,374
Development Cost	(\$34,919,708)
Residual Value/(Gap)	(\$4,615,141)
Value (Gap)/DU	(\$46,618)
Scenario D	
<i>Product Type</i>	<i>Low Rise Apartments</i>
Density	120 Du/Ac
# of du	60
SF of Retail	15,000
Parking Spaces	90
Value at Completion	\$21,206,959

Table 3-6: Summary Of Findings

Development Cost	(\$17,423,100)
Residual Value/(Gap)	\$734,839
Value (Gap)/DU	\$12,247

Source: Conley Consulting Group, September, 2011



Exhibits A through D provide detailed information on the feasibility findings.

PLAN IMPLICATIONS

While it is not possible to accurately predict the rate at which housing prices and rents will escalate once the market begins to recover, most industry experts do not predict that a return to values and rents captured during the housing boom will occur in the near term. Thus, it is an assumption of this assessment that lower density housing solutions are most likely to be developed in the near term, and that the higher density developments will occur in the latter part of the Station Area planning period.

Currently, making housing units affordable in Oakland requires a local subsidy of approximately \$123,000 per unit, after application of all non-local courses of affordable housing subsidies. As described above, CCG's analysis of current market conditions in the LMSAP area indicate that adding additional housing units through a density bonus would not incent private developers to provide additional affordable housing units. After the housing price and value increased described above, feasible market rate developments would provide revenues to support land purchase price plus other desired amenities, including affordable housing. At a hypothetical land value of \$25,000 per unit, it would take an additional six market-rate units to support a single affordable housing unit, assuming these units could be added without moving the development as a whole to a higher density, higher cost development product type. A preliminary affordable housing strategy for the Planning Area is provided in Chapter 8 that outlines options for ensuring adequate affordable housing is included in the Planning Area in order to support a sustainable and diverse neighborhood.

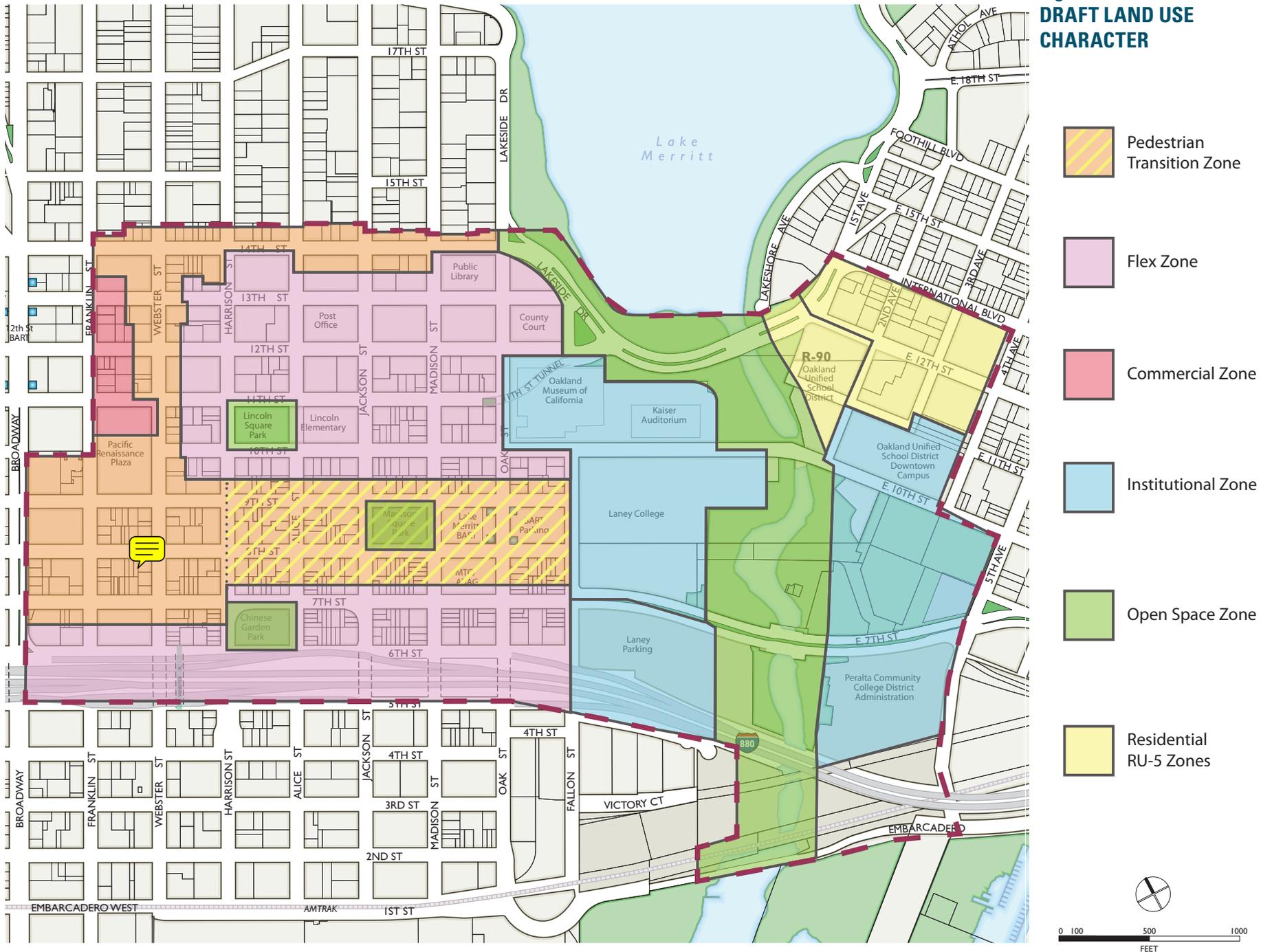
The amount of retail space in the emerging plan, at 315,000 SF is within the upper end of the range of demand for new space projected in the Existing Conditions report. Retail is not a public amenity that needs to be subsidized, but rather a valuable element of a project, particularly in the commercial core area. Successful introduction of this amount of retail is dependent on creating strong retail streets that act as an extension of Chinatown's existing commercial strengths, encourages pedestrian flow, and provides for strong visibility and identity.

3.5 Site Planning and Architectural Issues

This section provides a brief commentary on the site planning and architectural issues and a list of opportunities and constraints associated with the four City blocks for which the Design Team has prepared massing studies. The studies yield maximum development totals with the creation of a conceptual design for each of the sites. These four blocks are referred to as the BART Parking Lot Opportunity Site, Opportunity Site 6, Opportunity Site 15 and Opportunity Site 45. Figure 3-2 indicates the location of each of the sites within the context of The Lake Merritt Study Area.

The Design Team acknowledges that there are multiple valid architectural and urban design approaches to each of these sites and that the conceptual massing proposals within this study are not the only ways of developing the sites. The massing studies, or test-fit conceptual designs, however, serve as a reasonable vehicle for testing the development potential of each of the sites. This section was not prepared as a piece of work integrated with the earlier sub-chapters 3.1-3.4.

**Figure 4.1:
DRAFT LAND USE
CHARACTER**



rather, there is a shortage of available retail space in Chinatown and suggested that new retail east of the core area would be readily absorbed by the Chinatown-oriented market.

Chinatown serves as an East Bay landmark for Asian culture, social services, cuisine, and shopping. The neighborhood attracts Asian residents from throughout the East Bay for shopping, cultural, health and educational services, as well as banking institutions catering to Asian customers. Historically, food sellers and other convenience goods merchants have been the most successful retailers in Chinatown, including restaurants, shops selling prepared food and grocers. More recently Chinatown's merchandise mix has broadened to include comparison stores (those selling apparel, home furnishings, home improvement, and specialty goods) as well. While Downtown office workers and non-Asian Oakland residents also patronize Chinatown's thriving shops, the primary source of retail demand in the Planning Area is the Asian population of the East Bay. However, Chinatown faces increased competition from suburban stores targeting this customer base and from the growing suburbanization of the East Bay Asian population. Maintaining the district's vitality is an important goal of the Emerging Plan.

Outside of Chinatown, the current lack of pedestrian activity and active street retail in the Planning Area is a constraint to attracting potential development to accommodate population or employment growth in the Planning Area.

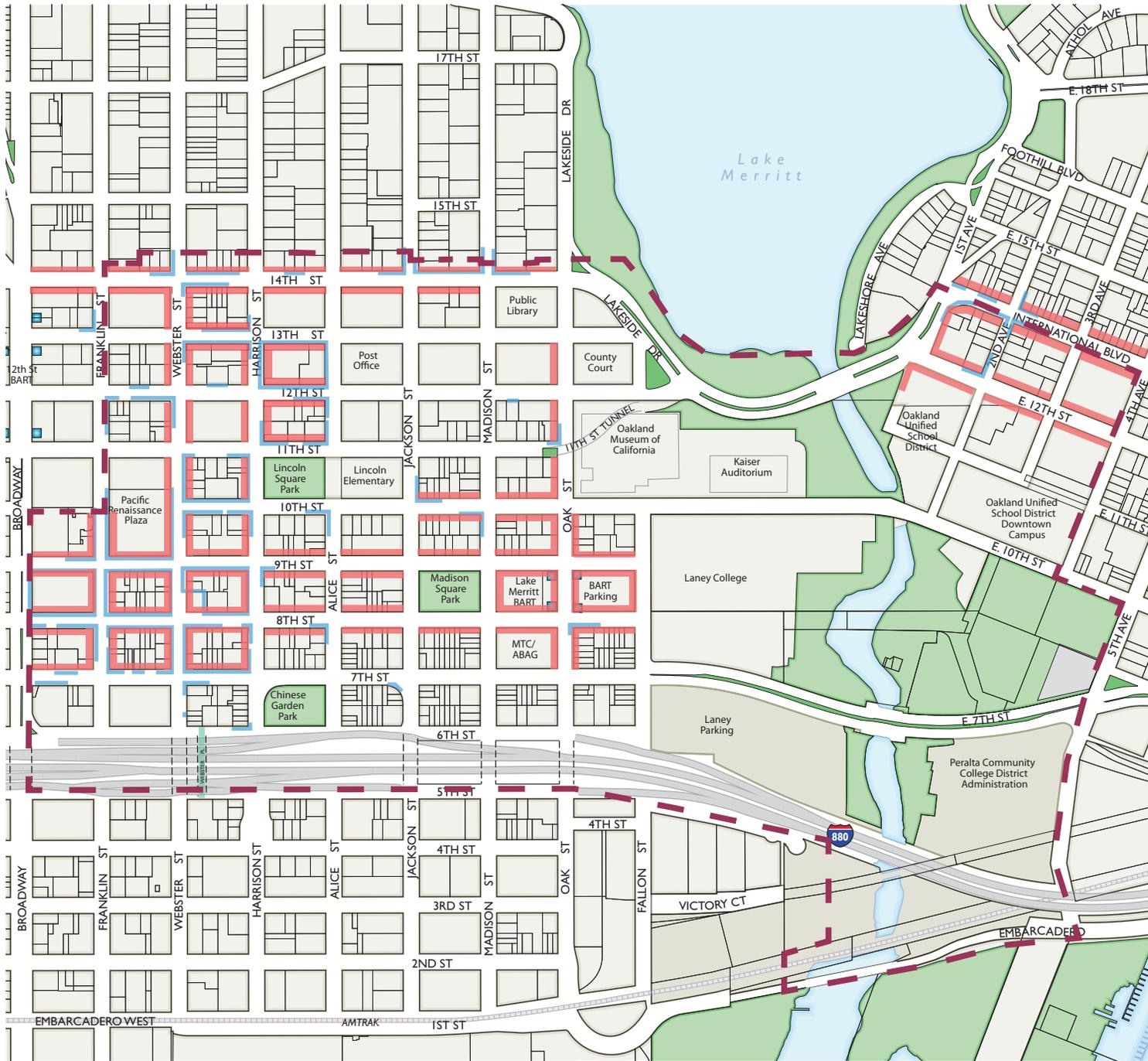
RETAIL OPPORTUNITY

Untapped sources of support for retail in the Planning Area include:

- Projected growth of up to 38,400 residents by 2035. These residents could support an additional 414,000 SF of new retail.
- Projected growth of up to 7,300 new employees by 2035. New employees could support additional eating and drinking, service and specialty retail.
- The 15,000 commuting students and 400 faculty and staff members of Laney College, a number that may be augmented by the addition of residential facilities for the growing enrollment of foreign and out-of-Bay Area students. The college-related demand is for casual dining, cafes, bars, and food to go.

With the possible addition of an entertainment anchor, perhaps related to the College, there would be an enhanced nighttime draw of city residents to the area, further enhancing the Planning Area opportunities for restaurants and night clubs.

**Figure 4.2:
ACTIVE GROUND FLOOR USES**



Existing active ground floors



DRAFT



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FEET

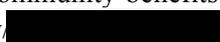
Height Considerations

Height limitations for each level (base, tower, and total), will be defined based on several considerations related to the existing context and the goals and vision of the project. The factors to be considered in determining the area height limits will be carefully balanced to establish a vibrant, high density, transit oriented district. Draft heights will be developed in the next stage of the planning process.

Considerations include:

- Base heights in particular will consider:
 - Pedestrian experience.
 - Consistency with historic building heights and historic districts .
- Base and tower heights will consider:
 - Block and lot sizes.
 - Views. 
 - Location relative to Downtown (generally taller buildings).
 - Location relative to Lake Merritt and the Lake Merritt Channel (generally lower buildings).
 - Adjacency to public open spaces.
 - Adjacency to I-880, where taller buildings might act as a buffer between the neighborhood and the highway.
- Dominant height of surrounding buildings, which are not likely to 

Benefits

As described above, new buildings could exceed the by-right tower height with a Conditional Use Permit and inclusion of community benefits. Provision of benefits would be exchanged for additional height or density,  benefits that could qualify for the incentive include:

- Affordable housing;
- Family housing;
- Historic preservation;
- Additional public open space;
- Community facility;
- Other designated public amenity.

INITIAL BUILDING STANDARDS AND GUIDELINES

In the next planning phase, we will define development standards and design guidelines. These are regulations that ensure development contributes to an active, comfortable, safe, and beautiful public realm. Streetscape concepts are presented in Chapter 6. They will build on concepts like:

Tower Massing

- ~~High rise towers should be relatively slender.~~ High-rise office and other towers should ~~also~~ be slender, within realistic minimum floor plates.
- Towers should be separated from each other to provide light, air and views between them.
- High-rise massing should be divided to reduce overall bulk and step down towards lower adjacent structures.
- Cornice lines should be consistent where new buildings meet existing structures.
- Towers should be designed to minimize shadows on public parks.

Ground Floor Design

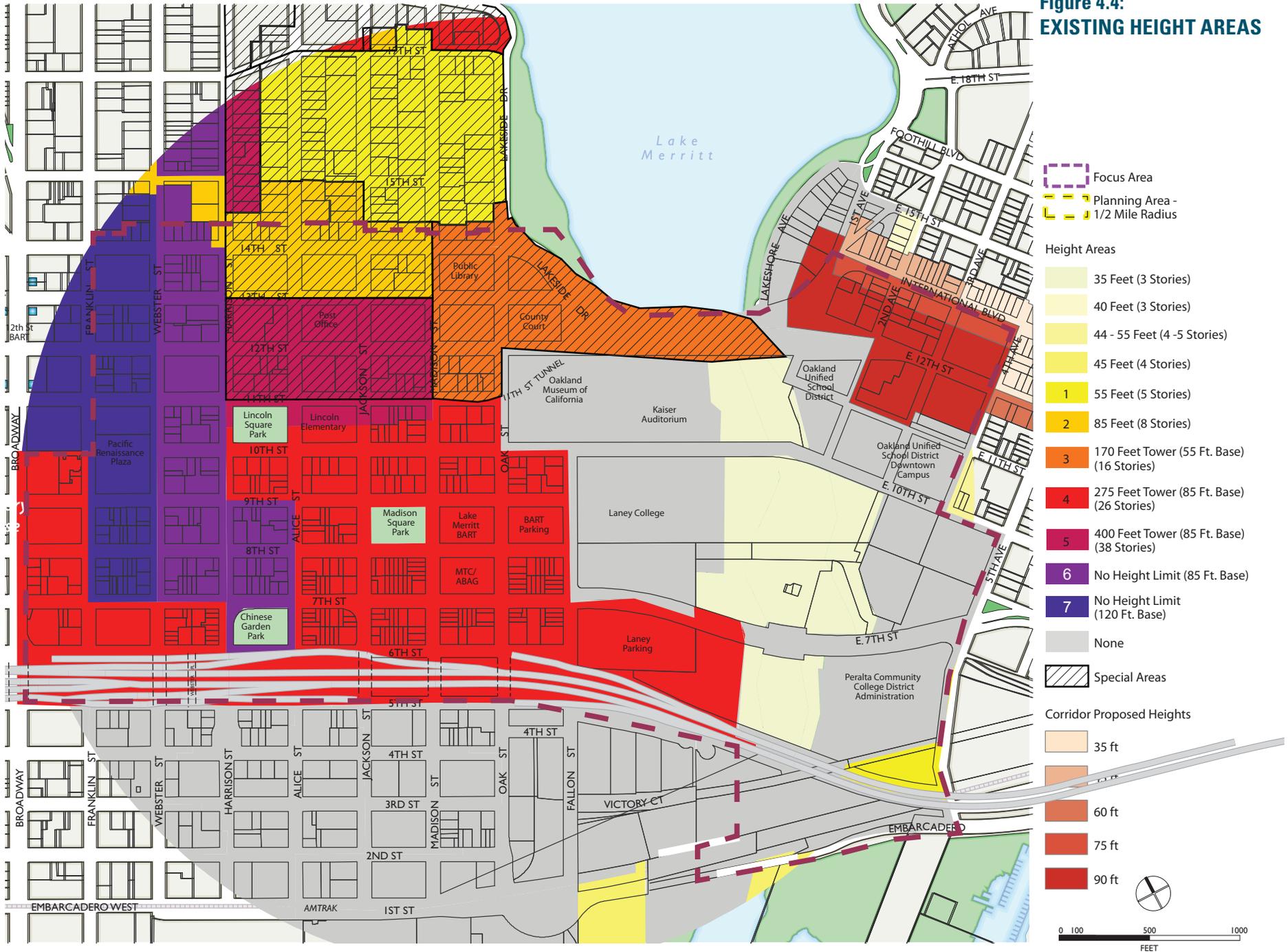
General ground-floor design standards are summarized below; these will be further refined for the preferred plan.

- Large blank walls should be avoided.
- Design should include articulation in building facades.
- Primary building entrances should be clearly marked and face onto public streets.
- Corner buildings should have distinct architectural features and defined building entrances at the corner to animate the intersection and facilitate pedestrian flow.
- Building mass and surfaces should be articulated with three-dimensional elements that create a visual play of light and shadow and reduce the apparent bulk of buildings.
- Frequent entries and windows with visible activity should occur on all publicly exposed façades of commercial buildings. Entries should be designed so that they are clearly defined and distinguishable as seen from the street by incorporating entry plazas, vertical massing, and architectural elements, such as awnings, or porticos.
- The ground floor of buildings identified for Retail Street Frontage should have visually permeable shop frontages with large windows.
- Commercial establishments should be designed to complement the pedestrian oriented nature of the neighborhood centers and the scale of the neighborhood.





Figure 4.4:
EXISTING HEIGHT AREAS



5 Parks and Community Facilities

Parks, public spaces and natural areas are important community assets for both social cohesion and interaction, and for physical health. Open spaces are even more essential in high intensity areas, such as the Planning Area, in order to provide a respite from the activity and noise associated with urban living.

5.1 Existing Parks and Community Facilities

PARKS AND RECREATION

Lincoln Square Park, Madison Square Park, and Chinese Garden Park are key assets in the Planning Area and important contributors to quality of life in a dense urban neighborhood. It should be noted that many of the Station Area's parks and community facilities also serve a regional population, since Chinatown functions as a center for Asian culture in the City of Oakland and the larger East Bay. Lincoln Square Park, which includes Lincoln Recreation Center, is particularly well-used by a users of all ages during all times of the day and week.

Lake Merritt and the Estuary Waterfront parks area also within the Planning Area, but not as close to the heart of Chinatown and the commercial and residential activity associated with Chinatown. These parks do still provide amenities that draw users from the Planning Area and throughout the city. In addition, two linear parks—Peralta Park and Lake Merritt Channel Park—provide additional passive and active recreation space. However, access to these parks is constrained from the Planning Area due to visual and physical obstacles, as well as real and perceived distance from the current center of commercial and residential activity. The Station Area Plan will seek to improve the accessibility of these resources, by improving walkability and visibility, as well as by extending the commercial and residential activity closer to the parks. In addition, Measure DD improvements¹ currently underway will improve access to these assets.

All the existing parkland in the Planning Area totals nearly 43 acres. Not included in this total are open space areas that are spaces that are not owned by the City of Oakland and zoned specifically zoned as open space, including the BART plaza, the plazas and courtyards in Laney College, and the gardens in the Oakland Museum of California. However, those spaces are valuable open spaces resources for the Planning Area as well as the larger region.

¹ Measure DD was passed by Oakland voters in 2002, allowing the City to generate \$198 million in bond financing to develop parks, trails, bridges, recreation facilities, historic building renovations, land acquisition, and creek restoration.

Table 5-1: Existing Parks in the Planning Area¹

<i>Park</i>	<i>Park Type</i>	<i>Location</i>	<i>Acreage²</i>
Chinese Garden Park (Harrison Square)	Special Use Park	7th Street & Harrison Street	1.3
Madison Square Park	Special Use Park	810 Jackson Street	1.4
Lincoln Square Park	Neighborhood Park	261 11th Street	1.4
Lake Merritt ¹	Region-Serving Park	12th and Lakeside	8.6
Estuary Channel Park	Region-Serving Park	5 Embarcadero	3.4
Peralta Park	Linear Park	94 East 10th Street	2.6
Channel Park	Linear Park	1 10th Street & 21 7th Street	10.7
Resource Conservation Areas		Along the banks of the channel (Peralta Park and Channel Park)	13.6
Total Existing Park Space			42.9

1. Only includes parks owned by the City of Oakland.
2. Acreage only includes the parkland within the Planning Area and excludes the water body.

Source: City of Oakland, 2009; Dyett & Bhatia, [REDACTED]

[REDACTED] FACILITIES

School campuses play an important role in the Planning Area. Laney College, on 60 acres of land along Lake Merritt Channel, is the largest of the four Peralta Community Colleges with over 13,000 students and more than 480 full-time and adjunct faculty. Oakland Unified School District's new Educational Complex will bring together elementary, high school, and early childhood programs, and an after-school program in a state-of-the-art structure across East 10th Street from Laney College's athletic fields. 

The Planning Area also features two libraries in the Oakland Public Library System. The Main Library, at 14th and Oak Streets, has an extensive collection, an Oakland History Room, a large and active Children's Room, a TeenZone, and public-access internet computers. The Asian Branch Library, meanwhile, is a unique branch housing ~~eight languages in~~ major reference titles and general subject titles. The Asian Branch is located in Pacific Renaissance Plaza at 9th and Webster Streets, a facility that also includes the Oakland Asian Cultural Center and a plaza with a popular fountain.

The Oakland Museum of California (OMCA), located on a large site one block north of the BART station, is focused on interpreting California’s dynamic cultural and environmental heritage, and includes a theater, exhibits, and gardens.

These community facilities have the potential to collaborate, share facilities, and be better integrated into the neighborhood fabric. This is a goal of the Emerging Plan.

5.2 Emerging Plan Parks and Community Facilities

As new development takes place and the residential population increases, maintenance, increased access and usability of existing parks as well as development of new parks will be essential to ensure a high quality of life in this increasingly dense urban setting.

NEW PARKS

The Emerging Plan proposes several different park types to accommodate the needs of present and future residents and to create a cohesive network of open spaces. The Plan proposes a number of publicly accessible open spaces that could be created when new, large-scale (full block) development projects occur. In addition, a new greenway or linear park along the channel will provide local passive and active recreation space as well as provide a pedestrian and bicycle connection between Lake Merritt, the Estuary waterfront, and the Bay Trail. In total, the Emerging Plan proposes up to 16 acres of new parks and public open spaces, including 3.2 acres of local parks. The total amounts, shown in Table 5-2, show 42.9 existing acres, 15.8 new acres, and a total of 58.7 acres at buildout.

Table 5-2: Potential New Publicly Accessible Open Space

	<i>Existing</i>	<i>Proposed</i>	<i>Total at Buildout</i>
Residents	12,000	7,500-10,800	19,500-22,800
Open Space Acreage	42.9	15.8	58.7

MAINTAIN AND ENHANCE EXISTING PARKS

In addition to new open spaces, the Emerging Plan identifies ways to maintain and enhance existing park spaces. As noted above, Lincoln Square Park is already well-utilized and even overcapacity. Madison Square Park and Chinese Garden Park serve distinct needs within the community. However, improvements to those and other parks would add to the quality of life in the neighborhood, as well as relieve some of the pressure on Lincoln Square Park. Guidelines and programming recommendations are provided in Sections 5.3 and 5.4, respectively.

6.2 Vision Framework

The Lake Merritt Station Area Plan will guide development and capital improvements for the next 20 years, and streetscape improvements are fundamental to the Plan’s strategy to support commercial revitalization and transit-oriented infill development in the area. Though individual improvements are important in and of themselves, they will be most effective if they promote a vision for the growth and evolution of the district. In a district that could be easily walkable end-to-end in 10 minutes, using streetscape improvements to link destinations within and adjacent to the Plan Area is a fundamental ingredient. Figure 6.1, the “Streetscape Vision” diagram illustrates the major concepts that underlie streetscape improvement recommendations. These concepts dovetail with the Plan’s land use and development policies and circulation improvement strategies:

- ***Improve and Expand the Core of Chinatown*** – Support the pedestrian-oriented commercial focus of Webster, 8th, and 9th Streets with sidewalk widening, streetscape amenities, lighting, and street crossing improvements, and extend Chinatown’s character east along 8th and 9th to BART and Laney College.
- ***Connect Chinatown to Jack London Square and the Jack London District*** – Eliminate the dark, unsafe character of streets and sidewalks that extend beneath I-880 with new lighting, enhanced pedestrian crossings, and attractive parking area screen walls.
- ***Concentrate Multimodal Access at the BART Station*** – Surround the BART station blocks with pedestrian-oriented street and sidewalk improvements, bicycle routes, and enhanced bus transfer and kiss-and-ride areas.
- ***Improve Lighting, Pedestrian Crossings, and Street Trees Incrementally on All Streets*** – Sidewalk lighting and street crossing safety are the highest community priorities; shade trees add to property values and reduce urban heat island effects.
- ***Upgrade Oak Street as a Spine between Lake Merritt and the Waterfront*** – Improve walking and bicycling connections between Lake and Waterfront recreation and commercial destinations with lighting, widened sidewalks, street trees, a striped bikeway, and improved street crossings.
- ***Establish 10th Street as a “Green” connection to the Lake Merritt Channel Linear Park and Trail*** – 10th Street links the center of the Plan Area, including Pacific Renaissance Plaza, Lincoln Recreation Center, and Lincoln Elementary School, plus the Oakland Museum and Kaiser Auditorium to the Lake Merritt Channel park and trail improvements currently underway as part of Measure DD. Rain gardens and other sustainable development features should be used to extend a green corridor into the heart of the neighborhood.
- ***Highlight 14th Street as the Civic Link to Lake Merritt*** – Special lighting should be installed to highlight the link between the Downtown civic center and newly reconfigured Lakeside Drive, the new 12th Street Bridge, and the Lakeview District; continuing the Lake’s “necklace of lights” between new fixtures along 14th Street is

- 7th Street and Fallon Street;
- Three locations along 7th Street between Fallon Street and 5th Avenue;
- 9th Street and Fallon Street;
- 8th Street and Madison Street;
- 8th Street and Fallon Street;
- 7th and Harrison Street; and
- 7th Street and Alice Street.

7th Street and Fallon Street Improvements

Currently, 7th & Fallon is a signalized intersection. On the westbound (WB) 7th Street approach to the intersection, there are three right turn lanes to serve traffic headed for the BART station, Laney College or Downtown Oakland, and one left turn lane to serve a small amount of development on Fallon south of 7th. No AC Transit routes use this intersection.

The *Laney College Facilities Master Plan* (2009) includes discussion of improvements around the campus, including the 7th/Fallon intersection. In particular, it recommends a possible entry feature and lighting and landscaping improvements at the 7th/Fallon intersection to emphasize it as a gateway to the campus.

The intersection currently operates at LOS C in both the AM and PM peak hours (*Lake Merritt BART*, 2006). Given the relatively good level of service and wide cross section of 7th Street, a number of alternative improvements should be possible without degrading the level of service below the City's standard:

- Removing one of the right turn lanes on WB Fallon Street, so there are two right turn lanes. This could reduce the crossing distance (depending on the improvement), and would allow other changes within the right of way. That could include extending street parking (to gain three to five on street parking spaces—but not reducing the pedestrian crossing distance), or widening the median island present now to provide a larger pedestrian refuge area, and adding corner bulb outs to the intersection. Bulb outs would reduce the effective crossing distance.
- Making 7th Street two-way between Fallon and Oak Streets, so as to allow 7th Street WB traffic to turn right on Oak Street. Today, the large volume of right turning traffic (that presumably influenced the decision to provide triple right turn lanes) is due to traffic having to turn right on Fallon and left on 8th Street in order to turn right onto Oak Street northbound. This “dog leg” movement could be eliminated if WB traffic on 7th Street could proceed all the way to Oak Street, and make a right turn there.

hour volumes would have to nearly triple for the roadway to be over capacity with two travel lanes. Therefore, 9th Street is a candidate for a lane reduction, with the additional roadway width reallocated to other uses, such as a bike lane and widened sidewalks.

7.3 Parking

Parking is a critical component of mixed-use and transit-oriented development. While pedestrian, bicycle and transit modes of transportation are supported and encouraged through this plan, considerations must also be made for residents, employees, students, and visitors who use automobiles to travel to the area. Parking is already a key concern in certain areas of the Planning Area, particularly in Chinatown, and parking demand will undoubtedly increase with new development and redevelopment in the area. The methodology used to calculate the parking requirement based on the City's Planning Code and the projected parking demand based on the MTC parking methodology are presented below.

EXISTING PARKING IN PLANNING AREA

Two BART parking areas serve the Lake Merritt BART station – a surface lot between the BART headquarters and the Laney College entrance and a surface lot behind the Metro Center – that provide 206 off-street parking spaces. These parking areas are typically filled to capacity each morning. The Lake Merritt BART station is the only station in proximity to downtown that provides off-street parking. Other BART stations within central business districts, such as the nearby 12th Street/Oakland City Center and 19th Street stations in Oakland and the Embarcadero and Montgomery Street stations in San Francisco do not provide parking.



Currently, most streets provide metered on-street parking within the Planning Area, however there are some locations that have non-metered parking. Laney College provides a 900 space surface parking lot for students on 7th Street east of Fallon Street. Parking is also provided under I-880.



PARKING REQUIREMENT

The City of Oakland's current parking requirements outlined in Chapter 17.116 were utilized to calculate the off-street parking supply that may be required for any new development or redevelopment. It is important to note that parking requirements may change as part of new regulations developed specifically for the Planning Area. The current parking requirements outlined in Chapter 17.116 provide parking rates for various land uses based on the zone of the development. A majority of the Planning Area is currently zoned as CBD (central business district) and consists of parking rates reduced when compared to other zones within the City.

Multifamily residential uses are proposed throughout the Planning Area and current parking regulations require one space per unit. Office uses are proposed in the current CBD-P, C, or X zones, and do not require any off-street parking. ~~The~~ retail areas are proposed in several zones, including the current CBD-P, C, or X zones, and do not require any off street parking. Also the S-2 and C-40 zones in the East Lake area, ~~which~~ require up to 2.5 spaces per 1,000.

Based on the two alternative development plans and using the parking rates in the current Zoning Code, the proposed developments in the Planning Area require 3,882 off-street parking spaces for the Low Residential Alternative and 5,558 off-street parking spaces for the High Residential Alternative.

PARKING DEMAND

The Metropolitan Transportation Commission (MTC) has published a report for planning and implementing parking policies and programs that are supportive of smart growth and transit oriented development, *Toolbox/Handbook: Parking Best Practices and Strategies for Supporting Transit Oriented Development in the San Francisco Bay Area*. This document developed a parking demand model based on numerous case studies throughout the Bay Area that takes into account the characteristics of an area such as transit availability, walkability, auto ownership, and the types and densities of land uses. The model organizes communities into one of five major area types and provides a range of parking rates for each area type.

The Lake Merritt BART station Planning Area is categorized as a City Center/Urban Neighborhood based on its location to downtown Oakland, the availability of high-quality transit, and the density and types of existing and proposed land uses. These parking rates are designed to support the proposed mixed-use and transit oriented concept of this Plan and avoid the development of significant excess parking. This strategy encourages the “park once” mentality where visitors would park in one location and visit several destinations within a walkable distance. The MTC model provides two sets of parking rates, a low rate and a high rate, which have been developed based on case study results and from other parking information collected as part of the Toolbox/Handbook. Parking rates range from 0.50 to 1.25 per residential, 0.25 to 1.25 per 1,000 square feet of office space, and 1.00 to 2.00 per 1,000 square feet of retail space. Using these rates, parking demand can be calculated for the two residential alternatives. The Low Residential alternative would require 2,628 to 7,466 off street parking spaces and the High Residential alternative would require 3,466 to 9,561 off street parking spaces.

Table 7-7 provides a summary of the required parking and the projected parking demand for both the Low Residential and High Residential alternatives. As shown in Table 7-7, the City Code requirement, ranging from 3,882 (low) to 5,558 (high), is a realistic set of numbers to use, given the history of parking in Downtown Oakland and current City requirements. The requirement is greater than the MTC Low Rates, but much lower than the MTC High Rates.

Table 7-7: Parking Demand Comparison

<i>Alternative</i>	<i>City Code Requirement</i>	<i>MTC Parking Rates Low Rates</i>	<i>MTC Parking Rates High Rates</i>
Low Residential	3,882	2,628	7,466
High Residential	5,558	3,466	9,561

NOTE: Last row in table (if either table footer or source) shall have no line beneath

Source: MTC Rates from Toolbox/Handbook: Parking Best Practices and Strategies for Supporting Transit Oriented Development in the San Francisco Bay Area

PARKING STRATEGIES

Implementing parking management strategies would reduce the overall need for additional parking supply and increase the effectiveness of parking throughout the Planning Area.

Provide Unbundled Residential Parking



Typically, parking is bundled into the purchase or lease of a residential unit. This strategy would provide reserved parking spaces for sale or lease separately from the cost of housing. Reserved parking would still be available for residents who wish to pay a fee. Overall parking supply for residential uses would be reduced as fewer residents may opt to not own a car or park in other locations.

Implement Transportation Demand Management (TDM) Programs

TDM strategies are designed to reduce vehicular trips generated by area residents and employees, such as providing car sharing, carpool/vanpool matching, and transit subsidies. This would lead to fewer people using automobiles to access the area and potentially result in reduced parking demand.

Implement Transportation Strategies from the Emerging Plan

The transportation strategies recommended as part of this Emerging Plan are designed to reduce automobile trips within the area, promote transit, and provide an enhanced pedestrian and bicycle environment for all users. Priority lighting corridors and wider sidewalks improve the pedestrian environment, promoting more walking between the BART station and destinations. On street bicycle facilities connecting to the BART station provide another option for residents, visitors, students, and employees to access transit. In addition, converting excess travel lanes to diagonal parking will increase the on street parking supply and offer automobiles more parking options.

Parking Enforcement Program

According to the City of Oakland Parking Division, there is a dedicated parking enforcement officer for the core of Chinatown (the area bounded by 8th, 9th, Webster, Franklin Street) from 7:30 to 3:30 pm. After that, there are roving parking enforcement officers. However, double parking consistently occurs, particularly in the Chinatown core area. Many times the double-parkers are delivery vehicles unloading merchandise (street loading is discussed further below). Increased parking enforcement, including the issuance of multiple tickets for vehicles parking in the same spot for long periods, could help alleviate some of the congestion caused by the double-parking vehicles.

Provide Additional Bicycle Parking Facilities

In addition to on street bicycle facilities, bicycle parking should be provided at all new developments and additional secured bicycle parking should be provided at the BART station. The City of Oakland requires bicycle parking in its City Code for any new or re-development. At the BART station, bicycle racks and parking meters around the station have been observed as fully occupied, in addition to bicycles locked to street trees. Additional secure bicycle parking

- Identify opportunities for joint use of City, OUSD, and Laney College recreation facilities

8.5 Initial Approach: Affordable Housing Strategy

HOUSING DISPLACEMENT ANALYSIS

There are currently nearly 1,700 affordable housing units within the Planning Area, representing about 30 percent of all units in the Area. Gross rents are about 70 percent of the median citywide, but median household income is closer to half of the city's median income.⁵ Given the Planning Area's excellent public transit access, via bus and BART, and convenient walking access to Downtown Oakland and a concentration of professional jobs, the Area has great potential for Transit-Oriented Development (TOD). Such development can be attractive to both low-income households seeking good public transit access and higher income households who want to live in an urban environment with convenient access to work, schools, and basic services. New development may apply gentrification pressures on the community, however, by increasing rents and sale prices. This pressure may have the effect of displacing some existing residents because they can no longer afford their homes.

Preserving existing affordable units, providing home ownership opportunities, and building new affordable rental housing can help to reduce displacement pressures. Additionally, the City limits rent increases to two percent of the Consumer Price Index in any 12-month period to protect the affordability of units for existing tenants. The City's Residential Rent Adjustment Program encourages the rehabilitation of rental units, investment in new residential rental property in the city; and reduces the financial incentives to rental property owners who terminate tenancies.

There are a number of preservation strategies that could help mitigate the risk of future displacement and could be implemented at the level of the Station Area plan.⁶ For example:

- Strengthening Oakland's rent ordinance by narrowing exemptions and regulating post-vacancy increases;
- Strengthening Oakland's condo ordinance by capping conversions;
- Increasing developer impact and linkage fees that fund affordable housing projects.

PRELIMINARY AFFORDABLE HOUSING STRATEGY

Affordable housing is a critical component of a sustainable neighborhood and is sorely needed in the Planning Area. The following write up describes the population and affordable housing need projections, and then summarizes various strategies that are currently under review by the planning team. This strategy will be elaborated upon and refined pending re-

⁵ Lake Merritt Station Area Plan Existing Conditions and Key Issues Report. June 2010, page 4-6.

⁶ The Center for Community Innovation at the Institute of Urban and Regional Development. University of California, Berkeley. "Transit-Oriented Development & Residential Affordability." July 2011. Page 15.

sults of a subgroup workshop with businesses interests, area institutions, affordable housing advocates, city housing staff and the project economic consultant to address affordable housing in the Planning Area.

Population and Affordable Housing Projections

The Association of Bay Area Governments (ABAG) forecasts future household growth in Oakland. According to Projections 2009, a total of 54,160 new households are projected for Oakland between 2010 and 2035. This suggests ~~that~~ an average housing demand of 2,166 units per year over the next 25 years. Given current conditions it is possible that new household growth will be limited to 30 to 50 percent of ABAG projections over the course of the next decade, and then pick up during the later years of the planning period. Based on residential development trends, it is reasonable to assume that the Planning Area could capture 15 to 25 percent of new housing demand in Oakland over the next 25 years.⁷ Therefore the demand potential for housing (all multi-family units) is estimated to be:

- 900 and 2,500 units between 2010 and 2020;
- An additional 3,400 to 8,000 units for the remaining period of this study (2035);
- A total of 4,350 to 10,500 new units over the next 25 years.

The regional housing needs allocation process is completed every seven years to prescribe the number of housing units jurisdictions must plan to accommodate. ABAG has defined the citywide need for 2007-2014 by income category in the table below. From this total need, CCG has inferred the share of affordable housing for the Planning Area by income category, also in the table below.⁸

Table 8-2: Planning Area Housing Need

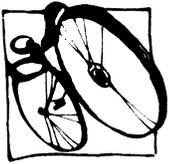
	<i>Oakland RHNA</i>	<i>Inferred Planning Area Housing Need Allocation (2010-15)</i>
Affordability Level	Housing Need (units)	Housing Need (units)
Very Low Income	1,900	172
Low Income	2,098	190
Moderate Income	3,142	286
Above Moderate Income	7,489	679
Total Need	14,629	1,327

Sources: ABAG, 2009; CCG, 2011.

⁷ See *Lake Merritt Station Area Plan Market Opportunity Analysis*, June 2010, for summary of residential development trends (pages 25-27).
<http://www2.██████████.Government/o/CEDA/o/PlanningZoning/DOWD008198> (“Reports” section)

⁸ See *Lake Merritt Station Area Plan Affordable Housing Technical Memorandum*, June 2010, for more detail.
<http://www2.██████████.Government/o/CEDA/o/PlanningZoning/DOWD008198> (“Reports” section)

*Comments from EBBC
(East Bay Bike Coalition)*



EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736 OAKLAND, CALIFORNIA 94604
BERKELEY BIKESTATION 2208 SHATTUCK AVENUE



October 17, 2011

Christina Ferracane
City of Oakland
250 Frank Ogawa Plaza, Suite 3315
Oakland CA 94612

Re: Lake Merritt BART Station Area Plan: joint letter from East Bay Bicycle Coalition, Walk Oakland Bike Oakland

Dear Ms. Ferracane:

This letter is a joint statement of support and concerns from East Bay Bicycle Coalition (EBBC) and Walk Oakland Bike Oakland (WOBO) about the current state of the Lake Merritt BART Station Area Plan.

Walk Oakland Bike Oakland (WOBO) and the East Bay Bicycle Coalition (EBBC) are working with the Chinatown Coalition to develop a joint comment letter in support of and in response to the draft Lake Merritt BART Station Area Plan. This consensus-building process has taken more time than expected and we plan to have a joint letter finalized in the next few days. There is much agreement between us, and the main areas of concern are the blocks in the core area of Chinatown – 8 and 9th Streets between Franklin and Harrison Streets, and Franklin and Webster Streets, between 7th and 9th Streets. While we finalize our joint position, EBBC and WOBO would like to provide feedback on the main areas of our specific bike/ped concerns.

The draft LMBSAP contains promising ideas in the area of bike/ped improvements and we support a lot of it for these reasons. We encourage the City to aggressively address the community's expressed desire for safety (real and perceived), community vibrancy, increased recognition of the area as a travel destination, and a strong sense of community identity through greater emphasis on **connected, continuous, focused** improvements on key **corridors** between Lake Merritt BART and Chinatown.

Specifically,

- We request broader considerations for **reconverting one-way streets to two-way** to extend to 7th, 8th, 9th and 10th Streets, and Franklin, and Webster. We believe many of the pedestrian, bicycle and auto traffic circulation concerns can be addressed and connectivity experiences enhanced through these reconversions, as well as making the streets safer and more inviting for everyone;
- As part of the Countywide Transportation Plan and the Measure B Reauthorization process, we request that the City include a **Measure B Project to connect Chinatown with the Lake Merritt BART Station** and include any necessary funding to study reconversion of the streets, as mentioned above. Such a

project would address the safety concerns in the area as well as the uninviting nature of many of the streets between Lake Merritt BART and Chinatown;

- We also fully support **complete bike lanes** and their necessary road diet street redesigns for Madison and Oak Streets between Lake Merritt and Jack London Square, for 8th and 9th Streets between Harrison and Laney College, and for Franklin and Webster Streets between 9th Street and 14th Street. There is much broad support for these bike lanes with everyone with whom we have been discussing the project;
- For the blocks within the core area of Chinatown, we request that the City either stripe full bike lanes as shown in the Plan's concepts for two-way street reconversion, or redesign the streets as "**shared streets**," much like the proposal for the block of Fallon Street in front of Laney College, on 8th and 9th Streets between Franklin and Harrison, and on Franklin and Webster Streets, between 7th and 9th Streets. Water Street in Jack London Square is an excellent example of such a street design, even though it carries much less traffic. The shared street designs should specifically be designed to slow traffic down to 20-25mph or less at all times, and create a greater awareness on the part of motorists that they have entered an area that is a destination with heavy pedestrian traffic, thereby encouraging motorists to slow down and look for and yield to pedestrians and bicyclists. A well-designed shared street roadway allows cars, trucks and bicyclists to move laterally more safely around vehicles and share the road with each other and in particular with truck loading and unloading that takes place in this area.

The reason for these requested improvements is that there are many cyclists in Chinatown and the Lake Merritt BART Station area that all deserve safe and inviting bike access. During commute hours, the Lake Merritt BART Station serves as Downtown Oakland's BART Station due to access restrictions to bicyclists who cannot exit or board at the 12th and 19th St BART Stations. Cyclists exiting at Lake Merritt BART and riding west toward Downtown Oakland, need safe bike lanes on 8th and 9th Streets. And there are many bicyclists. The 2008 Lake Merritt BART Station Access Plan shows that this BART Station is the 6th highest ranked in the BART system in terms of bike mode share accessing the station. Specifically, the bike mode share increased from 5.4% to 8.2% from 1998-2008, and this increase was greater than the overall increase in BART ridership at the Lake Merritt BART Station. In addition, recent bike counts, both on Bike to Work Day, and more recently in September, show that hundreds of cyclists are using the streets in and around the Lake Merritt BART Station and Chinatown on an everyday basis. Laney College in particular is seeing great numbers of students/staff getting to Laney by bicycle and of course many shoppers get to Chinatown by bike.

We are continuing to encourage bicyclists to contact you directly with their support, and we also attach to this letter a Petition in Support of Bike Lanes on 8th and 9th Streets and Madison and Oak Streets. We gathered these signatures over the past 4 weeks. These signatures of support, along with the hundreds of emails you have received to date, provide the necessary public support for complete bike access throughout the area.

We will be in touch with more updates

Sincerely,



Dave Campbell
East Bay Bicycle Coalition, Program Director

and on behalf of:

Chris Hwang
Walk Oakland Bike Oakland, Board

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The East Bay Bicycle Coalition worked for years completing the 2007 Oakland Bicycle Master Plan, which includes many key bike routes on the streets around Lake Merritt BART. Now, BART and the City of Oakland are designing what those bike routes will look like, down to the paint on the street. However, there is resistance to bike lanes on 8th & 9th Streets through Chinatown. Do you bicycle on these streets? Do you support better, safer bike access through Chinatown? Show your support!



Name	Email	Phone Number	Mail Address	Opt out of EBBC eblast?
Michael Janseth	[REDACTED]	[REDACTED]	[REDACTED]	✓
Jane Guinn	[REDACTED]	[REDACTED]	[REDACTED]	✓
Carol Palechi	[REDACTED]	[REDACTED]	[REDACTED]	✓
Jane Stahlhut	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Oliver Koukel	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Mark Halbert	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Cindy Treunoy	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Vanessa Ramirez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Sarah Reinhardt	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
David Weimmer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Rockridge 10/9

Rockridge 10/9

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The East Bay Bicycle Coalition worked for years completing the 2007 Oakland Bicycle Master Plan, which includes many key bike routes on the streets around Lake Merritt BART. Now, BART and the City of Oakland are designing what those bike routes will look like, down to the paint on the street. However, there is resistance to bike lanes on 8th & 9th Streets through Chinatown. Do you bicycle on these streets? Do you support better, safer bike access through Chinatown? Show your support!

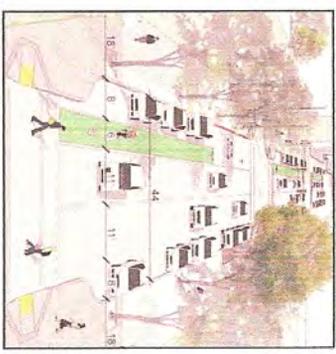


Name	Email	Phone Number	Mail Address	Opt out of EBBC eblist?
Leah Ingram	[Redacted]	[Redacted]	[Redacted]	
Edward Fussell				
John Alessio				
Luis F. Vazquez				
Nan Albee				
Victoria Denman				
Wayne Lemay				
Pearl or Seth				
Karen Runk				
Kathy Jessen				
Susan VanTing				

Rockridge 10/9

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

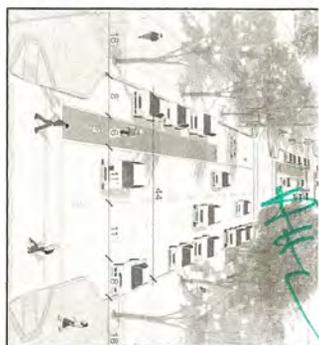
The East Bay Bicycle Coalition worked for years completing the 2007 Oakland Bicycle Master Plan, which includes many key bike routes on the streets around Lake Merritt BART. Now, BART and the City of Oakland are designing what those bike routes will look like, down to the paint on the street. However, there is resistance to bike lanes on 8th & 9th Streets through Chinatown. Do you bicycle on these streets? Do you support better, safer bike access through Chinatown? Show your support!



Name	Email	Phone Number	Mail Address	Opt out of EBBC eblast?
Kurt Deelling	[REDACTED]	[REDACTED]	[REDACTED]	
Jennifer Balling				
Torge Martinez				
Howard Vrats				
Alyssa Scullion				
Steve Plevin				
Greg Selic				
Clayton SL				
MIK CARSON				
Sandra Hodges				

SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8th & 9th STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The East Bay Bicycle Coalition worked for years completing the 2007 Oakland Bicycle Master Plan, which includes many key bike routes on the streets around Lake Merritt BART. Now, BART and the City of Oakland are designing what those bike routes will look like, down to the paint on the street. However, there is resistance to bike lanes on 8th & 9th Streets through Chinatown. Do you bicycle on these streets? Do you support better, safer bike access through Chinatown? Show your support!

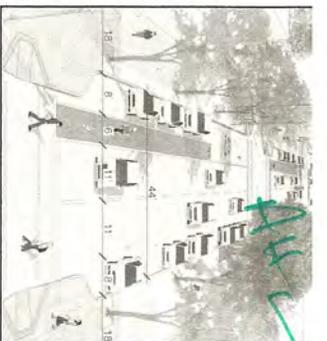


Name	Email	Phone Number	Mail Address	Opt out of EBBC eblast?
Winona Azure				<input checked="" type="checkbox"/>
Jamie Hen				
Harold J. Stanford				
Deanna Dix				
Deborah Kessler				
Milan Collins				
Trenton Fisher				
SUSAN HALL				
Howard Cheng				
Christian Uzman				
Ian Schaefer				

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I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

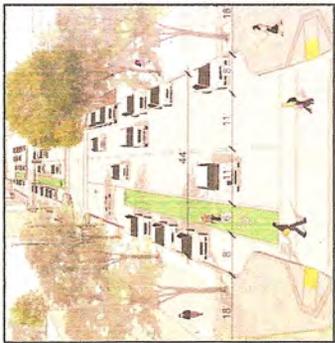
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Name	Email	Phone Number	Mail Address	Opt out of EBBC eblast?
Alex Matlein	[REDACTED]	[REDACTED]	[REDACTED]	
Alex Martinen				
Neil Strickland				
Meluh Escobar				
Lauran Barrett				
Scott Stanfield				
Jon Beretsch				
PALOMA SALAZAR				
Vladimir Duran				

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The East Bay Bicycle Coalition worked for years completing the 2007 Oakland Bicycle Master Plan, which includes many key bike routes on the streets around Lake Merritt BART. Now, BART and the City of Oakland are designing what those bike routes will look like, down to the paint on the street. However, there is resistance to bike lanes on 8th & 9th Streets through Chinatown. Do you bicycle on these streets? Do you support better, safer bike access through Chinatown? Show your support!



Name	Email	Phone Number	Mail Address	Opt out of EBBC eblast?
Cathy Leonard				
Eric Sava				
Steve Phillips				
Dale Schreck				on 17
Kelly Harold				
Lauren Greis				
Tracy Gondo				
Josh Quigley				
Pamela Hopkins				
Juan Morris				

Rockridge 10/9

Oct 9 2011

100+ bike lane supporters (affiliated with East Bay Bicycle Coalition) emailed some version of the below comment:

- install bike lanes on 8th and 9th Streets in Downtown Oakland (from Broadway to Laney College)
- install north/south bike lanes on Oak/Madison (from Jack London to Lake Merritt)

From: noni azure [REDACTED]
Sent: Sunday, September 25, 2011 5:01 PM
To: Lake Merritt Station Area Plan
Subject: Bike Lanes
Dear Christina Ferracane,

Please add more bike lanes to Oakland. I am a downtown resident and often feel that the road is not safe (too many cracks, pot holes) or that the cars don't respect bike riders enough. If you make it easier for bike riders, more people will want to move to Oakland, and that could be good for businesses.

Currently there is a proposal to stripe 8th and 9th Streets all the way. I support this completely. I would also very much like Harrison St. from Whole Foods to 20th striped. There are 3 lanes along there and people use it as a speedway. It's an important stretch since it connects downtown with the grocery store.

Thank you very much!

Winona Azure



From: [REDACTED] on behalf of Daniel [dan [REDACTED]]
Sent: Tuesday, September 27, 2011 4:07 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 4:06pm
Submitted by anonymous user: [136.152.16.35]

Submitted values are:

First Name: First NameDaniel
Last Name: Last NameTischler
Address: Address655 12th St Apt 201, Oakland, CA 94607
Email: dan [REDACTED]
Description of Support:

Please install bike lanes on 8th and 9th Streets in Downtown Oakland from MLK to Laney College. Please also install north/south bike lanes on Oak/Madison and MLK! My wife and I always ride our bikes to eat and shop in Oakland Chinatown, but it is not a comfortable experience. 8th and 9th Streets are way too dangerous and need bike lanes ASAP. We rarely drive, so when we have children (soon) we will not want to expose them to the danger and we will probably stop shopping in Chinatown... UNLESS Oakland improves bicycle safety in Chinatown.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/422](http://www.[REDACTED].q=node/9176/submission/422)

From: [REDACTED] on behalf of Jonah [REDACTED] alumni.virginia.edu]
Sent: Tuesday, September 27, 2011 3:10 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 3:10pm
Submitted by anonymous user: [67.100.92.113]

Submitted values are:

First Name: First NameJonah
Last Name: Last NameChiarenza
Address: Address [REDACTED]
Email: [REDACTED] alumni.virginia.edu
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO
LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE
MERRITT. Thank you!!!!!!!!!!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/418](http://www.[REDACTED].q=node/9176/submission/418)

From: [REDACTED] on behalf of Kristin [REDACTED]
Sent: Tuesday, September 27, 2011 3:11 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 3:11pm
Submitted by anonymous user: [173.8.145.65]

Submitted values are:

First Name: First NameKristin
Last Name: Last NameBard
Address: Address400 Perkins Street Apt. 508
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH and 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

It is currently a frustrating exercise to figure out the best/safest route to get through Chinatown. I live on Grand and have frequently used all these streets to get between home, downtown, Jack London Square, BART and Laney.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/419](http://www.[REDACTED].q=node/9176/submission/419)

From: [REDACTED] on behalf of Laura [REDACTED]
Sent: Tuesday, September 27, 2011 5:05 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 5:05pm
Submitted by anonymous user: [66.117.137.99]

Submitted values are:

First Name: First NameLaura
Last Name: Last NameSchatzkin
Address: Address375 Somerset Rd Oakland
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I support this lanes as it will make commuting much easier for people like me. Thank you.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/424](http://www.[REDACTED].q=node/9176/submission/424)

From: [REDACTED] on behalf of Mary Beth [REDACTED]
Sent: Tuesday, September 27, 2011 7:25 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 7:25pm
Submitted by anonymous user: [69.107.107.109]

Submitted values are:

First Name: First NameMary Beth
Last Name: Last NameMcLendon
Address: Address464 7th Street, Oakland
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I bike on 8th and 9th Streets to get to Lake Merritt BART. I work in Oakland on 7th Street and so having safe roadways that I can use to commute to and from work and BART is very important to me. We also need safe roadways running from Jack London Square to the Uptown area of Oakland to make it easier for people to bike to events like the first Friday art crawl as well as restaurants in those areas. Please make Oakland safer for bikers!!!!!!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/425](http://www.[REDACTED].q=node/9176/submission/425)

From: Nic Drexler [REDACTED]
Sent: Tuesday, September 27, 2011 4:06 PM
To: Lake Merritt Station Area Plan
Subject: bike lanes
Hello,

I definitely support bike lanes on 8th and 9th through chinatown. This is a route I would take all the time, and would definitely help with safety around that area. Put em in!

Thanks,
Nic Drexler

From: [REDACTED] on behalf of Tom [REDACTED]
Sent: Tuesday, September 27, 2011 3:17 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 27 2011 - 3:17pm
Submitted by anonymous user: [99.100.64.16]

Submitted values are:

First Name: First NameTom
Last Name: Last NameWillging
Address: Address177 19th Street, Apt. 2D
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I live in this area and ride frequently between Lake Merritt, the BART station, Laney College and Jack London Square. These streets are natural connectors and having bike lanes will make it possible to continue riding from the Lake Merritt bike lanes to other destinations.

The results of this submission may be viewed at:[http://www.\[REDACTED\].org/node/9176/submission/420](http://www.[REDACTED].org/node/9176/submission/420)

From: [REDACTED] on behalf of Amanda [REDACTED]
Sent: Wednesday, September 28, 2011 3:12 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 3:11pm
Submitted by anonymous user: [99.25.43.110]

Submitted values are:

First Name: First NameAmanda
Last Name: Last NameRohlich
Address: Address770 Warfield, Apt. 2
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. Promoting safe and usable bike lanes in Oakland will help our city become more sustainable and attract economic development. I ride my bike exclusively for downtown commutes to BART and often feel very unsafe. Please help!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/432](http://www.[REDACTED].q=node/9176/submission/432)

From: [REDACTED] on behalf of Ariel [REDACTED]
Sent: Wednesday, September 28, 2011 9:06 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 9:06am
Submitted by anonymous user: [67.188.223.79]

Submitted values are:

First Name: First NameAriel
Last Name: Last NameProvasoli
Address: Address231 29th St. #23
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed at:[http://www.\[REDACTED\].q=node/9176/submission/430](http://www.[REDACTED].q=node/9176/submission/430)

From: [REDACTED] on behalf of Elizabeth [pratt [REDACTED]]
Sent: Wednesday, September 28, 2011 8:15 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 8:14am
Submitted by anonymous user: [67.180.44.20]

Submitted values are:

First Name: First NameElizabeth

Last Name: Last NamePratt

Address: Address3853 Clarke St

Email: pratt [REDACTED]

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I used to live in the San Antonio neighborhood and biked through downtown daily to get to school. Now, I still bike to this area to go to events at Jack London Square and shop at markets in Chinatown. Bike lanes would make me feel more safe and comfortable biking in these areas. It would also make it easier for me to get friends and family who are not as comfortable on a bike, to come with me to these areas for shopping and entertainment. Please help implement these bike plan projects to make Oakland a safer place to bike, and a better place to live.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/428](http://www.[REDACTED].q=node/9176/submission/428)

From: [REDACTED] on behalf of Jonathan [REDACTED]
Sent: Wednesday, September 28, 2011 7:22 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 7:21am
Submitted by anonymous user: [167.83.101.23]

Submitted values are:

First Name: First NameJonathan
Last Name: Last NameParry
Address: Address1501 Madison St #104
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I use these streets daily, and it can be a harrowing experience due to a high number of people switching between lanes. Placing lanes on these streets will provide better and greener connectivity for all Oakland residents and visitors.

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/426](http://www.[REDACTED]q=node/9176/submission/426)

From: [REDACTED] on behalf of Kristin [REDACTED]
Sent: Wednesday, September 28, 2011 8:29 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 8:29am
Submitted by anonymous user: [70.35.43.162]

Submitted values are:

First Name: First NameKristin
Last Name: Last NameStangl
Address: Address2334 Waverly Street; Oakland 94612
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH AND 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON AND OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. My bicycle is the primary mode of transportation for myself and my family, but I honestly don't go to certain parts of Oakland (Chinatown and Jack London Square) much because the ride through Chinatown is so dicey. The double parking and aggressive responses to congestion are especially frightening when pulling my children in a trailer. I hope that bike lanes will encourage motorists to safely share the road and cyclists to enjoy more of our fabulous city!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/429](http://www.[REDACTED].q=node/9176/submission/429)

From: [REDACTED] on behalf of Lisa [lisa [REDACTED]]
Sent: Wednesday, September 28, 2011 3:56 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 3:56pm
Submitted by anonymous user: [162.39.161.71]

Submitted values are:

First Name: First NameLisa
Last Name: Last NameChen
Address: Address440 49th Street
Email: lisa [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/433](http://www.[REDACTED].q=node/9176/submission/433)

From: Ailian Chong [REDACTED]
Sent: Wednesday, September 28, 2011 11:53 AM
To: Lake Merritt Station Area Plan
Subject: We Support Bike Lanes

We bike frequently (4-5 days a week) to downtown Oakland & Chinatown to shop and do other errands. We heartily support bike lanes on 8th & 9th & 14th Streets. (In fact, if 10th Street could be added with bike stripings, so much the better.) As time goes on, we see many more bicyclists in this area. So the numbers are increasing over the last 3-5 years.

Oy-Lene Chong
Spruce & McKinley
[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 28, 2011 10:08 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 28 2011 - 10:08am
Submitted by anonymous user: [67.113.17.136]

Submitted values are:

First Name: First NameSarah

Last Name: Last NameBrett

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/431](http://www.[REDACTED].q=node/9176/submission/431)

From: [REDACTED] on behalf of Bay Area Bikes

Sent: Thursday, September 29, 2011 8:41 PM

To: Lake Merritt Station Area Plan; dave [REDACTED]

Subject: Support for bike lanes on 8th & 9th, Madison & Oak Streets

Submitted on Sep 29 2011 - 8:41pm

Submitted by anonymous user: [69.228.80.208]

Submitted values are:

Business Name: Bay Area Bikes

Business Address: [REDACTED]

Contact Person: Glenda Barnhart

Email: [REDACTED]

Description of Support:

Dear City of Oakland:

We support your efforts to transform the area around the Lake Merritt BART Station into a more vibrant community with good transit, walking and bicycling conditions. However, we are concerned about the insufficient bike access being proposed on some streets. Specifically, my business supports continuous bike lanes on 8th & 9th Streets through Chinatown that will provide a safe bikeway connection from Old Oakland to Laney College, and we also support bike lanes on Madison & Oak Streets that will provide a safe and inviting bikeway connection between Jack London Square and Lake Merritt.

All four of these streets, with well-designed bike lanes, will provide good bike access to Lake Merritt BART Station.

Please direct your staff to include well-designed bike lanes on 8th, 9th, Madison and Oak Streets as part of the Lake Merritt BART Station Area Plan.

We have discussed this issue with the East Bay Bicycle Coalition and Walk Oakland Bike Oakland and support their efforts to improve this Plan to accommodate people who commute by bicycle on the streets into and out of Chinatown.

Thank you very much for your planning efforts to make Oakland a better city.

Cordially yours,

Glenda Barnhart, co-owner

Clayton Wagers, co-owner

Bay Area Bikes

The results of this submission may be viewed

at: [http://www.\[REDACTED\].org/q=node/9189/submission/439](http://www.[REDACTED].org/q=node/9189/submission/439)

From: [REDACTED] on behalf of Gavin [gavin.m [REDACTED]]
Sent: Thursday, September 29, 2011 9:48 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 29 2011 - 9:48am
Submitted by anonymous user: [70.36.226.152]

Submitted values are:

First Name: First NameGavin
Last Name: Last NamePlatt
Address: Address572 Capell Street
Email: gavin.m [REDACTED]
Description of Support:

I ride this way to work everyday, right through Chinatown.

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/435](http://www.[REDACTED]q=node/9176/submission/435)

From: [REDACTED] on behalf of Marna [REDACTED]
Sent: Thursday, September 29, 2011 12:40 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 29 2011 - 12:39pm
Submitted by anonymous user: [209.232.45.58]

Submitted values are:

First Name: First NameMarna
Last Name: Last NameSchwartz
Address: Address440 Haddon Road #4, Oakland CA 94606
Email: [REDACTED]
Description of Support:

Please make downtown Oakland more bike friendly!! It is really hard to bike with all the one-way streets, timed lights (to the speed of car traffic) and parked cars. As a biker, I have had many close encounters with speeding cars and would LOVE to have a striped lane to help signify to drivers the need to share the road. I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH and 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT!!! Thank you!!!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/437](http://www.[REDACTED].q=node/9176/submission/437)

From: [REDACTED] on behalf of Philip [REDACTED]
Sent: Thursday, September 29, 2011 11:27 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Sep 29 2011 - 11:26am
Submitted by anonymous user: [159.182.1.4]

Submitted values are:

First Name: First NamePhilip
Last Name: Last NameMinnitte
Address: Address1009 Madison Street
Email: [REDACTED]
Description of Support:

To whom it may concern: My partner and I recently moved to the Lake Merritt/Chinatown area of Downtown Oakland, and are taking steps to incorporate biking into our lives. Having bike lanes in the immediate vicinity of our home would significantly impact our ability to bike safely throughout the downtown area. More importantly, our neighborhood is an important crossroads, and home to such important institutions as the Oakland Museum, the Camron-Stanford House, and Laney College. These new bike lanes would encourage others to experience a unique slice of downtown Oakland that otherwise might be overlooked.

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/436](http://www.[REDACTED].q=node/9176/submission/436)

From: [REDACTED] on behalf of AILEEN [REDACTED]
Sent: Wednesday, October 05, 2011 5:25 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 5:25pm
Submitted by anonymous user: [108.205.50.4]

Submitted values are:

First Name: First NameAILEEN

Last Name: Last NameCHANG

Address: Address2301 10th St.

Email: [REDACTED]

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/472](http://www.[REDACTED].q=node/9176/submission/472)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 3:48 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 3:48pm
Submitted by anonymous user: [108.64.228.22]

Submitted values are:

First Name: First NameAllie

Last Name: Last NameRobbins

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH and 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike on Oak and Madison almost daily for my commute via the Lake Merritt BART, and would feel much safer if there was a designated bike lane.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/467](http://www.[REDACTED].q=node/9176/submission/467)

From: [REDACTED] on behalf of bill [REDACTED]
Sent: Wednesday, October 05, 2011 5:32 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 5:31pm
Submitted by anonymous user: [216.70.180.8]

Submitted values are:

First Name: First Namebill
Last Name: Last Namekramer
Address: Address5253 shafter avenue
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/473](http://www.[REDACTED].q=node/9176/submission/473)

From: [REDACTED] on behalf of Christina [christina [REDACTED]]
Sent: Wednesday, October 05, 2011 2:06 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:06pm
Submitted by anonymous user: [24.130.250.92]

Submitted values are:

First Name: First NameChristina
Last Name: Last NameTelles
Address: Address103 Monte Cresta Ave. Oakland, CA 94611
Email: christina [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed at:[http://www.\[REDACTED\].q=node/9176/submission/460](http://www.[REDACTED].q=node/9176/submission/460)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 2:28 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:27pm
Submitted by anonymous user: [66.245.248.15]

Submitted values are:

First Name: First NameFayza

Last Name: Last NameBundalli

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/463](http://www.[REDACTED].q=node/9176/submission/463)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 2:04 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:04pm
Submitted by anonymous user: [24.130.249.70]

Submitted values are:

First Name: First Nameivan

Last Name: Last NameGasparini

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/458](http://www.[REDACTED].q=node/9176/submission/458)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 2:54 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:53pm
Submitted by anonymous user: [63.87.61.57]

Submitted values are:

First Name: First NameJesse

Last Name: Last NameBrooks

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I live on the east side of Lake Merrit (near the late Parkway theater). I frequently ride to or past Lake Merrit BART. If I don't stop at LM BART, I ride past it on Madison to get to safe streets (like 2nd St) to continue to Jack London Square, and ride back home on Oak St. Getting both to Jack London and LM BART are extreme head-aches for me. The cars zip by, there are tons of potholes, and the lighting is ridiculously poor. I refuse to ride down 7th St, as cars make this road drastically unsafe. I also refuse to ride through Chinatown (such as on 8th) as cars frequently park IN THE ROAD (which is a hazard to cars, too) and I feel as though driver's don't look for bicyclists. Please provide safer access to bicycles in these areas. It is really, really dangerous for bicyclists right now.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/465](http://www.[REDACTED].q=node/9176/submission/465)

From: [REDACTED] on behalf of John [REDACTED]
Sent: Wednesday, October 05, 2011 7:49 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 7:48pm
Submitted by anonymous user: [98.248.158.185]

Submitted values are:

First Name: First NameJohn
Last Name: Last NameAntaya
Address: Address157 Holly Place, Piedmont CA 94611
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I am an avid cyclist, commuting to work, client sites, grocery store, hardware store, civic events (like Eat Real), jury duty, BART, restaurants, parks, preschool for my two kids, Fairyland and much more. Safe streets are critical for me to ride. In fact, my wife choses NOT to commute the 5 miles from lower Piedmont to Fruitvale exclusively because the streets are not safe for her to ride. If there were bike lines to navigate the city I'm sure she would ride to work a majority of the time.

Please make every effort to make the streets safe to ride. One less car on the city streets means less congestion, fewer traffic incidents and happier drivers.

Thank you,
J. Antaya

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/477](http://www.[REDACTED].q=node/9176/submission/477)

From: [REDACTED] on behalf of John E. [REDACTED]comcast.net]
Sent: Wednesday, October 05, 2011 5:41 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 5:40pm
Submitted by anonymous user: [98.248.178.4]

Submitted values are:

First Name: First NameJohn E.
Last Name: Last NameRinger
Address: Address165 Oak Road
Email: [REDACTED]comcast.net

Description of Support:

AS AN EMPLOYEE OF THE CLOROX COMPANY AND ONE WHO BIKES TO WORK FREQUENTLY, I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

I SHOULD MENTION THAT I AM APPRECIATING THE MODIFICATIONS TO THE LAKE MERRITT AREA THAT INCLUDED BIKE LANES ON LAKE SHORE AVENUE!

jer

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/474](http://www.[REDACTED].q=node/9176/submission/474)

From: [REDACTED] on behalf of Judith [REDACTED]
Sent: Wednesday, October 05, 2011 4:11 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 4:10pm
Submitted by anonymous user: [166.107.159.178]

Submitted values are:

First Name: First NameJudith

Last Name: Last NamePierce

Address: AddressOakland

Email: [REDACTED]

Description of Support:

I'm an Oakland resident in Rockridge but I work in Downtown. I fully support the implementation of bike lanes in Chinatown, Lake Merritt and Jack London, as that would make it safer for me to travel past 14th and Broadway and patronize those stores and restaurants more often.

Yea for Oakland!!!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/468](http://www.[REDACTED].q=node/9176/submission/468)

From: [REDACTED] on behalf of Leslie [REDACTED]
Sent: Wednesday, October 05, 2011 2:49 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:49pm
Submitted by anonymous user: [69.232.204.190]

Submitted values are:

First Name: First NameLeslie
Last Name: Last NameBuck
Address: Address3026 Acton street
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

I have been a student at Laney College in the past and bicycle access is crucial to keep students from needing to drive to school. Imagine Oakland as a hip-bicycle friendly city. If access were more clear and easy I'd be going downtown for some Chinatown weekend treats! As it is now parking is so hard I don't even try. Thank you!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/464](http://www.[REDACTED].q=node/9176/submission/464)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 3:07 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 3:06pm
Submitted by anonymous user: [67.161.65.40]

Submitted values are:

First Name: First NameMary Ann

Last Name: Last NameBlackwell

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT, I bike here all the time as I do my shopping in China Town...this is very important to follow through on...

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/466](http://www.[REDACTED].q=node/9176/submission/466)

From: [REDACTED] on behalf of Michael [REDACTED]
Sent: Wednesday, October 05, 2011 1:29 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 1:28pm
Submitted by anonymous user: [108.65.3.89]

Submitted values are:

First Name: First NameMichael
Last Name: Last NameBeetham
Address: Address1616 Berkeley Way Apt C, Berkeley, CA 94703
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

PLEASE INSTALL THESE BIKE LANES; CYCLING IS AN IMPORTANT PART OF ANY PLAN TO REDUCE URBAN TRAFFIC CONGESTION, DECREASE GREENHOUSE EMISSIONS, AND INCREASE THE HEALTH AND WELL-BEING OF ITS RESIDENTS, THUS HELPING TO CURB SKYROCKETING HEALTH CARE COSTS.

Sincerely,
Michael Beetham
Cyclist

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/452](http://www.[REDACTED].q=node/9176/submission/452)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 9:20 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 9:19pm
Submitted by anonymous user: [24.4.141.197]

Submitted values are:

First Name: First NameNicole

Last Name: Last NameBusto

Address: Address [REDACTED] 607

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/478](http://www.[REDACTED].q=node/9176/submission/478)

From: [REDACTED] on behalf of Rita [REDACTED]
Sent: Wednesday, October 05, 2011 4:25 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 4:25pm
Submitted by anonymous user: [75.36.235.6]

Submitted values are:

First Name: First NameRita
Last Name: Last NameWatson
Address: AddressP.O, Box 11376, Piedmont, CA 94611
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed at:[http://www.\[REDACTED\].q=node/9176/submission/470](http://www.[REDACTED].q=node/9176/submission/470)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 6:12 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 6:11pm
Submitted by anonymous user: [208.54.5.224]

Submitted values are:

First Name: First NameRobert

Last Name: Last NameReckard

Address: Address10q

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/475](http://www.[REDACTED]q=node/9176/submission/475)

From: [REDACTED] on behalf of sam r [REDACTED]
Sent: Wednesday, October 05, 2011 2:11 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:11pm
Submitted by anonymous user: [71.198.77.196]

Submitted values are:

First Name: First Namesam r
Last Name: Last Namesheppard
Address: Address1430 32nd St#2 Oakland
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRIT.

I also would suggest markings on 17th St/and some police supervision as cars speed having just gotten off the freeway - 17th and Franklin, 17th and Webster corners very hazardous to pedestrians and bicyclists alike!
....especially at rush hour.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/461](http://www.[REDACTED].q=node/9176/submission/461)

From: [REDACTED] on behalf of Scott [REDACTED]
Sent: Wednesday, October 05, 2011 1:39 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 1:39pm
Submitted by anonymous user: [71.141.124.187]

Submitted values are:

First Name: First NameScott
Last Name: Last NameYundt
Address: Address1664 Miami Ct., Oakland CA 94602
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. This area is currently very dangerous and difficult for cyclists to navigate. If for one tend to go around it on safer roads, but if bike lanes were installed I would go through the area and potentially use the businesses along the route.

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/457](http://www.[REDACTED]q=node/9176/submission/457)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 4:51 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 4:50pm
Submitted by anonymous user: [64.170.156.42]

Submitted values are:

First Name: First NameSean

Last Name: Last NameBrient

Address: Address [REDACTED]

Email:

Description of Support:

I RIDE MY BIKE IN DOWNTOWN OAKLAND AND STRONGLY SUPPORT BIKE LANES ON 8TH AND 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON AND OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/471](http://www.[REDACTED].q=node/9176/submission/471)

From: [REDACTED] on behalf of Shan [shan [REDACTED]]
Sent: Wednesday, October 05, 2011 1:36 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 1:35pm
Submitted by anonymous user: [166.205.138.158]

Submitted values are:

First Name: First NameShan
Last Name: Last NameDai
Address: Address655 12th St Apt 201, Oakland, CA 94607
Email: shan [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/456](http://www.[REDACTED].q=node/9176/submission/456)

From: [REDACTED] on behalf of Ann [REDACTED] sbcglobal.net]
Sent: Thursday, October 06, 2011 5:10 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 5:09pm
Submitted by anonymous user: [64.166.144.11]

Submitted values are:

First Name: First NameAnn
Last Name: Last NameHarvey
Address: Address5989 Howell Street
Email: [REDACTED] sbcglobal.net
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. LET'S MAKE OAKLAND SAFE.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/491](http://www.[REDACTED].q=node/9176/submission/491)

From: [REDACTED]
Sent: Thursday, October 06, 2011 8:55 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 8:54pm
Submitted by anonymous user: [76.254.66.68]

Submitted values are:

First Name: First NameCaryn

Last Name: Last NameBecker

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. Bike lanes keep people safe and bring more business to downtown oakland and chinatown.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/495](http://www.[REDACTED].q=node/9176/submission/495)

From: [REDACTED] on behalf of Matthew [REDACTED]
Sent: Thursday, October 06, 2011 10:05 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 10:04pm
Submitted by anonymous user: [108.200.49.125]

Submitted values are:

First Name: First NameMatthew
Last Name: Last NameWarden
Address: Address1770 Broadway Apt 109 Oakland CA 94612
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/498](http://www.[REDACTED].q=node/9176/submission/498)

From: [REDACTED] on behalf of Charlene [REDACTED]
Sent: Thursday, October 06, 2011 10:23 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 10:23pm
Submitted by anonymous user: [75.55.122.173]

Submitted values are:

First Name: First NameCharlene
Last Name: Last NameFine
Address: Address894 DAVIS APT 305
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT- I often find myself between a rock and a hard place when trying to find a safe street to ride from downtown on my way to Alameda.

Bike lanes would certainly help!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/499](http://www.[REDACTED].q=node/9176/submission/499)

From: [REDACTED] on behalf of Joe [REDACTED]
Sent: Thursday, October 06, 2011 8:38 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 8:38pm
Submitted by anonymous user: [99.30.227.23]

Submitted values are:

First Name: First NameJoe
Last Name: Last NameBedrry
Address: Address21 San Mateo Road, Berkeley 94707
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/494](http://www.[REDACTED].q=node/9176/submission/494)

From: [REDACTED] on behalf of Lisa [REDACTED]@sbcglobal.net]
Sent: Thursday, October 06, 2011 6:04 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 6:03am
Submitted by anonymous user: [76.218.103.68]

Submitted values are:

First Name: First NameLisa
Last Name: Last NameSullivan
Address: Address1453 E 38th, Oakland 94602
Email: [REDACTED]@sbcglobal.net
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

OAKLAND COULD BE THE GREENEST CITY IN THE BAY AREA -- LETS MAKE THE WHOLE TOWN BIKE FRIENDLY. WHAT A CACHE THAT WOULD BE. I OFTEN RIDE MY BIKE FROM MY HOUSE TO JACK LONDON SQUARE TO THE FERRY, OR TO DOWNTOWN VIA THESE STREETS AND TO GET TO BART. MORE PEOPLE AND MORE BIKE RIDERS ON THE STREET MAKES IT A "DEFENSIBLE SPACE," MEANING LESS CRIME.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/481](http://www.[REDACTED].q=node/9176/submission/481)

From: [REDACTED] on behalf of Mara [REDACTED]
Sent: Thursday, October 06, 2011 7:02 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 7:02pm
Submitted by anonymous user: [99.54.10.14]

Submitted values are:

First Name: First NameMara
Last Name: Last NameFlores Naumann
Address: Address4101 Allendale Ave Oakland, CA 94619
Email: [REDACTED]
Description of Support:

As a home owner, public school teacher, and biker of the Oakland Area, I will ALWAYS support bike lanes! I use my bike for transport everywhere, and I feel safer when there are bike lanes, as people are less likely to be aggro drivers when our space is delineated. I often go to downtown (especially for OUSD business) and take 8th or 9th st, I take those same streets to get to/from the Lake Merritt BART when I'm meeting up with friends in the downtown or lake area. So please make sure to add in more bike lanes!

Thanks! I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH, 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON, and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at: [http://www.\[REDACTED\].q=node/9176/submission/493](http://www.[REDACTED].q=node/9176/submission/493)

From: [REDACTED] on behalf of Rob [REDACTED]@pacbell.net]
Sent: Thursday, October 06, 2011 12:54 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 12:54pm
Submitted by anonymous user: [70.231.247.180]

Submitted values are:

First Name: First NameRob

Last Name: Last NameWenig

Address: Address [REDACTED]

Email: [REDACTED]@pacbell.net

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/489](http://www.[REDACTED].q=node/9176/submission/489)

From: [REDACTED] on behalf of Robert B. [REDACTED]
Sent: Thursday, October 06, 2011 12:11 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 12:11pm
Submitted by anonymous user: [69.228.80.32]

Submitted values are:

First Name: First NameRobert B.
Last Name: Last NameFearman
Address: Address1 Embarcadero West , #248
Email: [REDACTED]
Description of Support:

I live in the Jack London Square district and have to ride up Market Street or Mandala Pkwy. to get anywhere north of here. Therefore, I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRIT.

Thank you!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/487](http://www.[REDACTED].q=node/9176/submission/487)

From: [REDACTED]
Sent: Thursday, October 06, 2011 8:15 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 6 2011 - 8:15am
Submitted by anonymous user: [99.33.92.157]

Submitted values are:

First Name: First NameStephen

Last Name: Last NameThompson

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/483](http://www.[REDACTED].q=node/9176/submission/483)

From: [REDACTED] on behalf of Cathy [REDACTED]
Sent: Friday, October 07, 2011 10:19 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 7 2011 - 10:18am
Submitted by anonymous user: [99.38.146.218]

Submitted values are:

First Name: First NameCathy
Last Name: Last NameLeonard
Address: Address845 - 58th Street, Emeryville, CA 94608-1403
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/504](http://www.[REDACTED].q=node/9176/submission/504)

From: Eric Smillie [REDACTED]
Sent: Friday, October 07, 2011 5:12 PM
To: Lake Merritt Station Area Plan
Subject: please paint bike lanes on 14th St.

To whom it may concern,

Ever since I have lived in Oakland I have bicycled on 14th St. between Lake Merritt and the Mandela Parkway, and I have always wanted a bike lane on it. The section between the lake and Castro Street have always been especially hairy--the traffic lanes are narrow and right up against the parked cars, which makes for a higher risk of getting doored and has always forced me to 'take the lane' to bike safely--and that makes drivers angry. A clearly painted bike lane (and one with enough room against the parked cars to keep us safe from doors, please!) would really help motorists understand how much space a bicyclist needs to safely ride on 14th St. And don't get me started about crossing the bridge over 980--I feel like drivers think they can add 10 miles an hour to their speed just for seeing the highway. Crossing that bridge is scary.

Thanks!

Eric

Eric Smillie
Oakland, California
415.531.4396 | cell
510.545.3407 | office
[REDACTED]

From: [REDACTED]
Sent: Friday, October 07, 2011 9:56 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 7 2011 - 9:55am
Submitted by anonymous user: [99.54.10.14]

Submitted values are:

First Name: First NameJana

Last Name: Last NameSchustack

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I am a bicycle rider that loves riding, but only on streets where I feel safe from motor vehicles: bike lanes are a primary safety protocol!

Thank you.

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/503](http://www.[REDACTED]q=node/9176/submission/503)

From: [REDACTED] on behalf of Katie [REDACTED]
Sent: Friday, October 07, 2011 8:48 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 7 2011 - 8:48am
Submitted by anonymous user: [67.100.92.113]

Submitted values are:

First Name: First NameKatie
Last Name: Last NameChiarenza
Address: Address5258 Claremont Ave
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO
LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE
MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/502](http://www.[REDACTED].q=node/9176/submission/502)

From: [REDACTED] on behalf of Laura [REDACTED]
Sent: Friday, October 07, 2011 8:50 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 7 2011 - 8:49pm
Submitted by anonymous user: [97.182.7.37]

Submitted values are:

First Name: First NameLaura
Last Name: Last NameFernandez
Address: Address5605 Genoa St., Oakland, CA, 94608
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

I am a student at Laney College, and often shop in Chinatown. Bike lanes would make both of these things easier and safer for me.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/506](http://www.[REDACTED].q=node/9176/submission/506)

From: [REDACTED] on behalf of Muna [REDACTED]
Sent: Friday, October 07, 2011 10:27 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 7 2011 - 10:27am
Submitted by anonymous user: [206.15.84.120]

Submitted values are:

First Name: First NameMuna
Last Name: Last NameTexier
Address: Address1718 Alameda Ave, Alameda CA 94501
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike along Oak to Lake Merritt every weekeday, and I would feel MUCH safer if the bike lane on Oak started down by the Lake Merritt BART station. Thank you for taking the time to read this message!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/505](http://www.[REDACTED].q=node/9176/submission/505)

From: [REDACTED]
Sent: Saturday, October 08, 2011 4:30 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 8 2011 - 4:30pm
Submitted by anonymous user: [98.210.31.221]

Submitted values are:

First Name: First NameEve

Last Name: Last NameGoldstein-Siegel

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. As a bike rider in Oakland, I always benefit from additional bike lanes, especially in busy and crowded streets such as 8th and 9th streets. I often meet people in Old Oakland or go to Jack London and the Amtrak station on my bike and find it difficult to maneuver through the traffic in Chinatown. These bike lanes would make it safer for me and other cyclists. Thank you for your consideration and support.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/509](http://www.[REDACTED].q=node/9176/submission/509)

From: [REDACTED] on behalf of Greg [gregory [REDACTED]]
Sent: Monday, October 10, 2011 9:31 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 10 2011 - 9:30am
Submitted by anonymous user: [67.188.105.31]

Submitted values are:

First Name: First NameGreg
Last Name: Last NameHoltz
Address: Address435 57th St., Oakland 94609
Email: gregory [REDACTED]
Description of Support:

I support bike lanes in downtown Oakland on 8th and 9th Streets from Broadway to Laney College and on Madison and Oak Streets from Jack London Square to Lake Merritt.

As a former Lake Merritt resident, I rode to Jack London Square frequently. There was no easy way to get there via bike, and I found myself on Broadway frequently. One night, a car upset that I was sharing its road followed me closely and blared its horn.

Just last week I was commuting from my apartment in North Oakland to Laney College to guest lecture. The bike lane on 55th, connecting to Market got me into downtown. But I was dodging trucks, pedestrians, and farmer's markets as I headed down 9th. It should be easier.

Thanks,

Greg

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/514](http://www.[REDACTED].q=node/9176/submission/514)

From: [REDACTED]
Sent: Saturday, October 08, 2011 12:39 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 8 2011 - 12:38pm
Submitted by anonymous user: [76.102.106.50]

Submitted values are:

First Name: First NameKirby

Last Name: Last NameUng

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I OCCASIONALLY BIKE AROUND CHINATOWN AND THE OAKLAND MUSEUM AND HAVING MORE BIKE LANES ARE EXTREMELY HELPFUL.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/507](http://www.[REDACTED].q=node/9176/submission/507)

From: [REDACTED] on behalf of Timothy [REDACTED]@columbia.edu]
Sent: Saturday, October 08, 2011 2:18 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 8 2011 - 2:17pm
Submitted by anonymous user: [173.150.189.119]

Submitted values are:

First Name: First Name Timothy

Last Name: Last Name Rood

Address: Address [REDACTED]

Email: [REDACTED]@columbia.edu

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike these corridors to reach Laney College, Chinatown and the Main Library.

The results of this submission may be viewed
at: [http://www.\[REDACTED\].q=node/9176/submission/508](http://www.[REDACTED].q=node/9176/submission/508)

From: [REDACTED]
Sent: Wednesday, October 05, 2011 2:05 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 5 2011 - 2:04pm
Submitted by anonymous user: [24.130.249.70]

Submitted values are:

First Name: First NameNicole

Last Name: Last NameChan

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/459](http://www.[REDACTED].q=node/9176/submission/459)

From: [REDACTED] on behalf of Deborah [REDACTED]@sbcglobal.net]
Sent: Monday, October 10, 2011 3:09 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 10 2011 - 3:09pm
Submitted by anonymous user: [75.36.183.139]

Submitted values are:

First Name: First NameDeborah
Last Name: Last NameBarragan
Address: Address1822 E. 24th Street Oakland CA 94606
Email: [REDACTED]@sbcglobal.net
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. THIS IS WHERE I LIVE. I FREQUENTLY DO BUSINESS IN THESE AREAS. THE CARS HAVE SEVERAL LANES IN EACH DIRECTION AND THE BIKES ARE NOT GIVEN A RIGHT-OF-WAY.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].com/q=node/9176/submission/516](http://www.[REDACTED].com/q=node/9176/submission/516)

From: monica monjes [REDACTED]
Sent: Monday, October 10, 2011 10:36 AM
To: Lake Merritt Station Area Plan
Subject: Bike lanes on 8th & 9th Streets

Christina Ferracane:

I'm writing in support of East Bay Bicycle Coalition for bike lanes to be striped on 8th and 9th Streets through Chinatown in Downtown Oakland.

A local bicycle commuter,

Monica Monjes
182 Suffolk Drive
San Leandro, CA 94577
PH: 925.548.3533
EM: [REDACTED]

From: [REDACTED] on behalf of Brandon [brandon.[REDACTED]]
Sent: Tuesday, October 11, 2011 4:45 PM
To: Lake Merritt Station Area Plan; dave.[REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 11 2011 - 4:44pm
Submitted by anonymous user: [186.214.237.228]

Submitted values are:

First Name: First NameBrandon
Last Name: Last NameBrown
Address: AddressPO Box 72461 Oakland, CA 94612
Email: brandon.[REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/522](http://www.[REDACTED].q=node/9176/submission/522)

From: [REDACTED] on behalf of J.R. [maloney, [REDACTED]]
Sent: Tuesday, October 11, 2011 4:08 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 11 2011 - 4:08pm
Submitted by anonymous user: [24.7.42.253]

Submitted values are:

First Name: First NameJ.R.

Last Name: Last NameMaloney

Address: Address4401 San Leandro St #19 Oakland, CA 94601

Email: maloney [REDACTED]

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/521](http://www.[REDACTED].q=node/9176/submission/521)

From: [REDACTED] on behalf of Katie [REDACTED]
Sent: Monday, October 10, 2011 3:30 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 10 2011 - 3:30pm
Submitted by anonymous user: [63.202.198.146]

Submitted values are:

First Name: First NameKatie
Last Name: Last NameMyszka
Address: Address667 40th St Oakland, CA 94609
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike in downtown Oakland at least 5 days a week. We need bike lanes on these streets to make Oakland a safer place for all.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/517](http://www.[REDACTED].q=node/9176/submission/517)

From: [REDACTED] on behalf of Maura [M_ [REDACTED]]
Sent: Tuesday, October 11, 2011 6:09 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 11 2011 - 6:08pm
Submitted by anonymous user: [166.205.136.251]

Submitted values are:

First Name: First NameMaura
Last Name: Last NameLaRiviere
Address: Address4701 San Leandro St
Email: M_ [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike through this area often to get to the ferry and the gym, and it is terrifying to be dodging traffic at rush hour!

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/525](http://www.[REDACTED].q=node/9176/submission/525)

From: [REDACTED]
Sent: Tuesday, October 11, 2011 3:46 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 11 2011 - 3:45pm
Submitted by anonymous user: [206.111.153.34]

Submitted values are:

First Name: First NameMelanie

Last Name: Last NameMurphy

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I commute to work regularly from Alameda and use Oak and Madison Streets for my commute. It would be terrific to have a bike lane on these streets to separate the busy vehicle traffic from bicycles. I would feel much safer, as that is the "scariest" part of my commute, safety-wise.

Thank you!

The results of this submission may be viewed at:[http://www.\[REDACTED\].org/q=node/9176/submission/520](http://www.[REDACTED].org/q=node/9176/submission/520)

From: [REDACTED] on behalf of Colin [REDACTED]
Sent: Wednesday, October 12, 2011 9:31 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 12 2011 - 9:30pm
Submitted by anonymous user: [76.103.44.115]

Submitted values are:

First Name: First NameColin
Last Name: Last NameDentel-Post
Address: Address511 42nd Street, Oakland
Email: [REDACTED]
Description of Support:

I regularly ride my bike to and through Chinatown to run errands in the neighborhood and go to restaurants. I support making the roads safer and more welcoming for bikes by adding bike lanes on 8th and 9th Streets from Broadway to Laney College and on Madison and Oak Streets from Jack London to Lake Merritt.

Thank you for continuing to make Oakland a better place to bicycle!

Colin

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/535](http://www.[REDACTED].q=node/9176/submission/535)

From: [REDACTED] on behalf of Laura [REDACTED]
Sent: Wednesday, October 12, 2011 8:52 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 12 2011 - 8:51am
Submitted by anonymous user: [66.117.137.99]

Submitted values are:

First Name: First NameLaura
Last Name: Last NameSchatzkin
Address: Address375 Somerset Rd Oakland
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/527](http://www.[REDACTED].q=node/9176/submission/527)

From: [REDACTED] on behalf of nsomeka [REDACTED]
Sent: Wednesday, October 12, 2011 9:27 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 12 2011 - 9:26am
Submitted by anonymous user: [108.200.51.2]

Submitted values are:

First Name: First Namensomeka

Last Name: Last Namegomes

Address: Address260 29th street

Email: [REDACTED]

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/528](http://www.[REDACTED].q=node/9176/submission/528)

From: [REDACTED] on behalf of Rebecca [REDACTED]
Sent: Wednesday, October 12, 2011 11:40 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 12 2011 - 11:40am
Submitted by anonymous user: [67.169.96.36]

Submitted values are:

First Name: First NameRebecca
Last Name: Last NameSanders
Address: Address1531 Milvia St., Apt. 4
Email: [REDACTED]
Description of Support:

Dear Oakland City Planning Department,

I write to express my support for the bicycle lanes in downtown Oakland on 8th and 9th Streets from Broadway to Laney College. I also support the lanes on Madison and Oak Streets from Jack London Square to Lake Merritt. These bicycle lanes will provide critical right of way to bicyclists throughout the area who live, work, or recreate in Oakland. While some cyclists are comfortable riding without striped bicycle lanes, research has clearly shown a strong preference for such facilities. Given that cycling is an inexpensive and healthy transportation option, it makes strong sense for the City to promote this mode by dedicating right of way to it. I urge you to continue to do so.

Thank you!

The results of this submission may be viewed at:[http://www.\[REDACTED\].org/node/9176/submission/530](http://www.[REDACTED].org/node/9176/submission/530)

From: [REDACTED] on behalf of Courtney [REDACTED]
Sent: Thursday, October 13, 2011 6:03 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 13 2011 - 6:03pm
Submitted by anonymous user: [67.161.66.221]

Submitted values are:

First Name: First NameCourtney
Last Name: Last NameBarrett
Address: Address266 LENOX AVE APT 101
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I bike on 8th & 9th St. to get to Lake Merritt BART.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/549](http://www.[REDACTED].q=node/9176/submission/549)

From: Jeff Iacuniello [REDACTED]
Sent: Monday, October 10, 2011 10:52 AM
To: Lake Merritt Station Area Plan
Subject: Striping Bike Lanes

I support striping bike lanes on 8th & 9th streets through Chinatown in Downtown Oakland.
Jeff

From: [REDACTED] on behalf of Laura [laura.[REDACTED]]
Sent: Thursday, October 13, 2011 6:18 PM
To: Lake Merritt Station Area Plan; dave.[REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 13 2011 - 6:17pm
Submitted by anonymous user: [67.164.38.166]

Submitted values are:

First Name: First NameLaura
Last Name: Last NameKapitzky
Address: Address269 Hanover Avenue, Oakland, CA
Email: laura.[REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. HELP US TO HELP OAKLAND BE THE GREAT CITY IT COULD BE
- MAKE OAKLAND SAFE FOR CYCLISTS!

The results of this submission may be viewed at:[http://www.\[REDACTED\].q=node/9176/submission/550](http://www.[REDACTED].q=node/9176/submission/550)

From: [REDACTED] on behalf of Michael [REDACTED]
Sent: Thursday, October 13, 2011 11:48 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 13 2011 - 11:48am
Submitted by anonymous user: [24.7.74.155]

Submitted values are:

First Name: First NameMichael
Last Name: Last NameMejia
Address: Address932 Yuba Street
Email: [REDACTED]
Description of Support:

As an Instructor Laney College, I commute by bike from Richmond. Mandela/West Grand/Lake Merrit/Laney

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed at:[http://www.\[REDACTED\].q=node/9176/submission/540](http://www.[REDACTED].q=node/9176/submission/540)

From: [REDACTED] on behalf of Deanna [REDACTED]
Sent: Friday, October 14, 2011 11:17 AM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 14 2011 - 11:17am
Submitted by anonymous user: [208.57.105.225]

Submitted values are:

First Name: First NameDeanna
Last Name: Last NameWoodruff
Address: Address650 Vernon Street #2 Oakland, CA
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I am a student at Laney and a few of us students do ride our bikes to and from the campus.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/559](http://www.[REDACTED].q=node/9176/submission/559)

From: [REDACTED] on behalf of Ina [REDACTED]
Sent: Friday, October 14, 2011 5:09 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 14 2011 - 5:08pm
Submitted by anonymous user: [149.136.25.253]

Submitted values are:

First Name: First NameIna
Last Name: Last NameGerhard
Address: Address1410 Lakeshore Avenue, #3, Oakland, CA 94606
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT.

I don't mind riding in the travel lane shared with cars but I have a hard time convincing my friends to join me. Bike lanes would make the big difference as we can see in the number of people using them on Grand Avenue. The other day I saw a group of tourist riding along Grand as they visited Oakland. They stopped and turned around when the bike lanes ended.

Thanks for considering this request.

Ina Gerhard

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/564](http://www.[REDACTED].q=node/9176/submission/564)

From: [REDACTED] on behalf of Jack London Square
[REDACTED]@jacklondonsquare.com]
Sent: Friday, October 14, 2011 4:13 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: Support for bike lanes on 8th & 9th, Madison & Oak
Streets

Submitted on Oct 14 2011 - 4:13pm
Submitted by anonymous user: [208.57.105.225]

Submitted values are:

Business Name: Jack London Square

Business Address: [REDACTED]

Contact Person: Linda Meyer

Email: [REDACTED]@jacklondonsquare.com

Description of Support:

Dear City of Oakland:

We support your efforts to transform the area around the Lake Merritt BART Station into a more vibrant community with good transit, walking and bicycling conditions. However, we are concerned about the insufficient bike access being proposed on some streets. Specifically, my business supports continuous bike lanes on 8th & 9th Streets through Chinatown that will provide a safe bikeway connection from Old Oakland to Laney College, and we also support bike lanes on Madison & Oak Streets that will provide a safe and inviting bikeway connection between Jack London Square and Lake Merritt.

All four of these streets, with well-designed bike lanes, will provide good bike access to Lake Merritt BART Station.

Please direct your staff to include well-designed bike lanes on 8th, 9th, Madison and Oak Streets as part of the Lake Merritt BART Station Area Plan.

We have discussed this issue with the East Bay Bicycle Coalition and Walk Oakland Bike Oakland and support their efforts to improve this Plan to accommodate people who commute by bicycle on the streets into and out of Chinatown.

Thank you very much for your planning efforts to make Oakland a better city.

Cordially yours,

Linda Meyer
Marketing Director
Jack London Square

The results of this submission may be viewed
at: [http://www.\[REDACTED\].com/q=node/9189/submission/563](http://www.[REDACTED].com/q=node/9189/submission/563)

From: [REDACTED] on behalf of Jack London Square
[REDACTED]@jacklondonsquare.com]
Sent: Friday, October 14, 2011 4:13 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: Support for bike lanes on 8th & 9th, Madison & Oak
Streets

Submitted on Oct 14 2011 - 4:13pm
Submitted by anonymous user: [208.57.105.225]

Submitted values are:

Business Name: Jack London Square

Business Address: [REDACTED]

Contact Person: Linda Meyer

Email: [REDACTED]@jacklondonsquare.com

Description of Support:

Dear City of Oakland:

We support your efforts to transform the area around the Lake Merritt BART Station into a more vibrant community with good transit, walking and bicycling conditions. However, we are concerned about the insufficient bike access being proposed on some streets. Specifically, my business supports continuous bike lanes on 8th & 9th Streets through Chinatown that will provide a safe bikeway connection from Old Oakland to Laney College, and we also support bike lanes on Madison & Oak Streets that will provide a safe and inviting bikeway connection between Jack London Square and Lake Merritt.

All four of these streets, with well-designed bike lanes, will provide good bike access to Lake Merritt BART Station.

Please direct your staff to include well-designed bike lanes on 8th, 9th, Madison and Oak Streets as part of the Lake Merritt BART Station Area Plan.

We have discussed this issue with the East Bay Bicycle Coalition and Walk Oakland Bike Oakland and support their efforts to improve this Plan to accommodate people who commute by bicycle on the streets into and out of Chinatown.

Thank you very much for your planning efforts to make Oakland a better city.

Cordially yours,

Linda Meyer
Marketing Director
Jack London Square

The results of this submission may be viewed
at: [http://www.\[REDACTED\].com/q=node/9189/submission/563](http://www.[REDACTED].com/q=node/9189/submission/563)

From: Devil Crayon [REDACTED]
Sent: Monday, October 17, 2011 3:47 PM
To: Lake Merritt Station Area Plan
Subject: Bike lanes downtown

Hello,

I'm an Oakland resident (Shattuck and Alcatraz) and a cyclist. I'd really love to see more bike lanes and bike routes/boulevards in town, especially downtown where it's currently terrifying to attempt to ride. I hope that you will support the move to put bike lanes on 8th and 9th streets, and on Franklin and Webster.

Thank you,

Devin Crain

From: [REDACTED] on behalf of Morgan [REDACTED]
Sent: Monday, October 17, 2011 2:08 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 17 2011 - 2:07pm
Submitted by anonymous user: [24.130.121.241]

Submitted values are:

First Name: First NameMorgan
Last Name: Last NameGray
Address: Address830 ADDISON STREET, Berkeley CA 94710
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/572](http://www.[REDACTED]q=node/9176/submission/572)

From: rr strickler [REDACTED]
Sent: Monday, October 17, 2011 12:42 PM
To: Lake Merritt Station Area Plan
Subject: bike lanes in China town and downtown

Hello,

I'm an Oakland resident (near 59th and MLK) and a cyclist. I'd really love to see more bike lanes and bike routes/boulevards in town, especially downtown where it's currently terrifying to attempt to ride. I hope that you will support the move to put bike lanes on 8th and 9th streets, and on Franklin and Webster.

Thank you,

Rachel Strickler

From: [REDACTED]
Sent: Tuesday, October 18, 2011 2:59 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 18 2011 - 2:59pm
Submitted by anonymous user: [184.199.3.149]

Submitted values are:

First Name: First NameJose
Last Name: Last NameDucos
Address: Address [REDACTED]
Email:

Description of Support:
I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/579](http://www.[REDACTED].q=node/9176/submission/579)

From: [REDACTED] on behalf of Diane [diane [REDACTED] [REDACTED]]
Sent: Monday, October 24, 2011 4:15 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 4:14pm
Submitted by anonymous user: [12.176.146.99]

Submitted values are:

First Name: First NameDiane
Last Name: Last NameGibbs
Address: Address180 montecito ave, oakland ca 94610
Email: diane [REDACTED] [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/603](http://www.[REDACTED].q=node/9176/submission/603)

From: [REDACTED]
Sent: Sunday, October 23, 2011 4:44 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 23 2011 - 4:43pm
Submitted by anonymous user: [67.164.43.36]

Submitted values are:

First Name: First NameMark

Last Name: Last NameSearles

Address: Address [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/595](http://www.[REDACTED].q=node/9176/submission/595)

From: [REDACTED] on behalf of Amy [REDACTED]@berkeley.edu]
Sent: Monday, October 24, 2011 2:45 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 2:44pm
Submitted by anonymous user: [67.164.33.189]

Submitted values are:

First Name: First NameAmy

Last Name: Last NameMoore

Address: Address [REDACTED]

Email: [REDACTED]@berkeley.edu

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

As a biking and mostly car-free family, we use bike lanes as much as we can. Car drivers and bike riders prefer that bikers be in bike lanes, where they are safer, more visible and more predictable. We bike from the Grand Ave/Lakeshore area to Chinatown to shop and eat, to Laney college where I take classes, and to get to Middle Harbor Park. Please make biking safer for families (and children!) by marking bike-specific lanes on 8th and 9th streets.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].org/node/9176/submission/599](http://www.[REDACTED].org/node/9176/submission/599)

From: Brooke Appler [REDACTED]
Sent: Monday, October 24, 2011 2:43 PM
To: Lake Merritt Station Area Plan
Subject: Support of bike lanes striped all the way along 8th & 9th streets, Franklin and Webster
Hello Christina and others in the Oakland Planning Dept.,

I'm writing you in strong support of bike lanes on 8th & 9th Streets through Chinatown.

There is plenty of room for bikes and bike lanes, but without a designated lane and marked/painted space, we (cyclists) are put at a safety disadvantage on the streets of downtown Oakland. Striping bike lanes on 8th & 9th Streets through Chinatown is an actionable opportunity to make Oakland a truly bikeable city with streets that are safe and inviting for bicyclists of all ages and abilities. Getting this done would make everyone proud of how far a livable city like Oakland can come.

Many of my Oakland friends and colleagues would ride their bikes (and leave their cars at home) if they felt safer on the streets. Bike lanes do that AND also help us achieve our CO2 reduction plans.

Lastly, we know that bicycling is good for business, since cyclists shop often because we stop more often. Cyclists shop Oakland Grown. We also provide eyes on the street and make the streets safer for pedestrians, shoppers, and everyone, particularly at night.

Please stripe bike lanes bike lanes on 8th & 9th Streets through Chinatown.

Thank you for your work to make Oakland safer for cyclists,

Brooke

From: [REDACTED]
Sent: Monday, October 24, 2011 4:17 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 4:16pm
Submitted by anonymous user: [128.32.41.199]

Submitted values are:

First Name: First NameDoug

Last Name: Last NameWilliams

Address: [REDACTED]

Email:

Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH and 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON and OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\]q=node/9176/submission/604](http://www.[REDACTED]q=node/9176/submission/604)

From: Eustacia Brossart [REDACTED]
Sent: Monday, October 24, 2011 10:17 PM
To: Lake Merritt Station Area Plan
Subject: Support of bike lanes striped all the way along 8th & 9th streets, Franklin and Webster

Dear Christina and others in the Oakland Planning Dept.,

I'm writing you in strong support of bike lanes on 8th & 9th Streets through Chinatown.

There is plenty of room for bikes and bike lanes, but without a designated lane and marked/painted space, we (cyclists) are put at a safety disadvantage on the streets of downtown Oakland. Striping bike lanes on 8th & 9th Streets through Chinatown is an actionable opportunity to make Oakland a truly bikeable city with streets that are safe and inviting for bicyclists of all ages and abilities. Getting this done would make everyone proud of how far a livable city like Oakland can come.

Many of my Oakland friends and colleagues would ride their bikes (and leave their cars at home) if they felt safer on the streets. Bike lanes do that AND also help us achieve our CO2 reduction plans.

Lastly, we know that bicycling is good for business, since cyclists shop often because we stop more often. Cyclists shop Oakland Grown. We also provide eyes on the street and make the streets safer for pedestrians, shoppers, and everyone, particularly at night.

Please stripe bike lanes bike lanes on 8th & 9th Streets through Chinatown.

Thank you for your work to make Oakland safer for cyclists,

Eustacia Brossart

[REDACTED]

From: Janet Smartt [REDACTED]
Sent: Monday, October 24, 2011 2:19 PM
To: Lake Merritt Station Area Plan
Subject: Support of bike lanes striped all the way along 8th & 9th streets, Franklin and Webster

Hello Christina and others in the Oakland Planning Dept.,

I'm writing you in strong support of bike lanes on 8th & 9th Streets through Chinatown.

There is plenty of room for bikes and bike lanes, but without a designated lane and marked/painted space, we (cyclists) are put at a safety disadvantage on the streets of downtown Oakland. Striping bike lanes on 8th & 9th Streets through Chinatown is an actionable opportunity to make Oakland a truly bikeable city with streets that are safe and inviting for bicyclists of all ages and abilities. Getting this done would make everyone proud of how far a livable city like Oakland can come. Many of my Oakland friends and colleagues would ride their bikes (and leave their cars at home) if they felt safer on the streets. Bike lanes do that AND also help us achieve our CO2 reduction plans.

Lastly, we know that bicycling is good for business, since cyclists shop often because we stop more often. Cyclists shop Oakland Grown. We also provide eyes on the street and make the streets safer for pedestrians, shoppers, and everyone, particularly at night.

Please stripe bike lanes bike lanes on 8th & 9th Streets through Chinatown.

Thank you for your work to make Oakland safer for cyclists,

Janet

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Janet Smartt

MBA, Sustainable Management
Program Manager, [REDACTED]
Cell: (510) 435-4852

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From: [REDACTED] on behalf of Jashvina [REDACTED]
Sent: Monday, October 24, 2011 3:50 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 3:50pm
Submitted by anonymous user: [173.8.182.97]

Submitted values are:

First Name: First NameJashvina
Last Name: Last NameDevadoss
Address: Address2315 College Ave
Email: [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/601](http://www.[REDACTED].q=node/9176/submission/601)

From: [REDACTED] on behalf of Josh [harper [REDACTED]
Sent: Monday, October 24, 2011 2:45 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 2:45pm
Submitted by anonymous user: [76.211.237.200]

Submitted values are:

First Name: First NameJosh
Last Name: Last NameHarper
Address: Address1534 24th Ave.
Email: harper [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I would like to bike on 8th and 9th streets, but find it too crowded and dangerous, so I find myself going around. I would like a more direct route to Chinatown and Old Oakland to patronize businesses there.

sincerely,

Josh Harper

The results of this submission may be viewed at:[http://www.\[REDACTED\]q=node/9176/submission/600](http://www.[REDACTED]q=node/9176/submission/600)

From: Joshua Kaufman [REDACTED]
Sent: Monday, October 24, 2011 2:39 PM
To: Lake Merritt Station Area Plan
Subject: Supporting bike lanes along 8th & 9th streets through Chinatown

Hello Christina and others in the Oakland Planning Dept.,

I'm writing you in strong support of bike lanes on 8th & 9th Streets through Chinatown.

There is plenty of room for bikes and bike lanes, but without a designated lane and marked/painted space, we (cyclists) are put at a safety disadvantage on the streets of downtown Oakland. Striping bike lanes on 8th & 9th Streets through Chinatown is an actionable opportunity to make Oakland a truly bikeable city with streets that are safe and inviting for bicyclists of all ages and abilities. Getting this done would make everyone proud of how far a livable city like Oakland can come.

Many of my Oakland friends and colleagues would ride their bikes (and leave their cars at home) if they felt safer on the streets. Bike lanes do that AND also help us achieve our CO2 reduction plans.

Lastly, we know that bicycling is good for business, since cyclists shop often because we stop more often. Cyclists shop Oakland Grown. We also provide eyes on the street and make the streets safer for pedestrians, shoppers, and everyone, particularly at night.

Please stripe bike lanes bike lanes on 8th & 9th Streets through Chinatown.

Thank you for your work to make Oakland safer for cyclists!

Joshua Kaufman

From: [REDACTED] on behalf of Kathleen [leary: [REDACTED] | [REDACTED]
Sent: Monday, October 24, 2011 4:10 PM
To: Lake Merritt Station Area Plan; dave [REDACTED]
Subject: I support bike lanes on 8th and 9th Streets through Chinatown

Submitted on Oct 24 2011 - 4:10pm
Submitted by anonymous user: [71.198.74.128]

Submitted values are:

First Name: First NameKathleen
Last Name: Last NameLeary
Address: Address2215 Carroll Street Apt 304
Email: leary [REDACTED] [REDACTED]
Description of Support:

I SUPPORT BIKE LANES IN DOWNTOWN OAKLAND ON 8TH & 9TH STREETS FROM BROADWAY TO LANEY COLLEGE AND ON MADISON & OAK STREETS FROM JACK LONDON SQUARE TO LAKE MERRITT. I LIVE ON THE EAST SIDE OF LAKE MERRITT, AND I BIKE TO CHINATOWN TO SHOP AND EAT, AND ALSO BIKE THROUGH THERE EN ROUTE TO JACK LONDON SQUARE AND OLD TOWN OAKLAND. I WOULD LOVE TO SEE DEDICATED BIKE LANES IN THOSE AREAS, AS WELL AS BETTER PAVING ON THE STREETS.

The results of this submission may be viewed
at:[http://www.\[REDACTED\].q=node/9176/submission/602](http://www.[REDACTED].q=node/9176/submission/602)