

# Lake Merritt Station Area Plan: CSG Meeting #12 Draft Preferred Plan



**DYETT & BHATIA**  
Urban and Regional Planners

November 30, 2011

# Preferred Plan

- Major Revisions by Chapter
  - *Chapters 1 and 2: Preferred Plan Framework and Vision by Study Area*
  - *Chapter 3: Summary of Development Potential*
  - *Chapter 4: Land Use and Building Design*
  - *Chapter 5: Open Space and Recreational Facilities*
  - *Chapters 6 and 7: Streetscape Character, Circulation, Access and Parking*
  - *Chapter 8: Community Resources*
  - *Chapter 9: Economic Development*
  - *(no changes to Chapter 10)*
- Throughout – relatively minor text edits, clarifications.

# **Chapters 1 and 2: Framework and Vision by Study Area**

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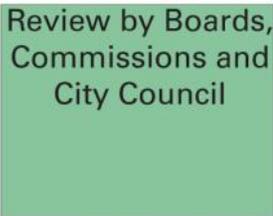
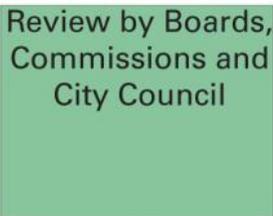
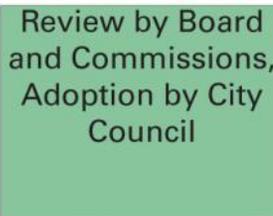
# Preferred Plan Chapters One and Two: Framework and Vision by Study Area

## Project Schedule

### Work Completed to Date

VISION & GOALS			EMERGING PLAN & ALTERNATIVES		
					
Community Engagement	Community Workshop	Focus Groups (students, merchants, families)	Subarea Workshops	Community Stakeholders Group (ongoing meetings)	Community Open House
<i>2008 - 2009</i>	<i>Spring 2010</i>	<i>Spring 2011</i>	<i>Ongoing</i>	<i>Sept. 2011</i>	

### Current and Future Work

PREFERRED PLAN	DRAFT PLAN & EIR		FINAL PLAN & EIR
			
<i>Dec. 2011 - March 2012</i>	<i>June 2012</i>	<i>June - Aug. 2012</i>	<i>Oct.-Dec. 2012</i>

# Preferred Plan Chapters One and Two: Framework and Vision by Study Area

- Reorganized with added detail on the planning process, the scope of the plan in Chapter 1
- Some additions to the Vision and Big Ideas in Chapter 2
  - *I-880 Study Area: additional reference to pedestrian-oriented improvements and directional signage.*
  - *BART Station Area Study Area:*
    - Clarification of existing context
    - Clear identification of Madison Square Park as a preserved full block of open space complementing future catalyst/high intensity development on the BART blocks
  - *Chinatown Commercial Center:*
    - Added detail about improving access to area by all modes, and in particular, improving the business experience and pedestrian quality of life
    - Added some detail on loading, cleaning, security, and parking goals (further addressed in other sections)

# Preferred Plan Chapters One and Two: Framework and Vision by Study Area

**Planning  
Area  
Context**



Jack London  
District

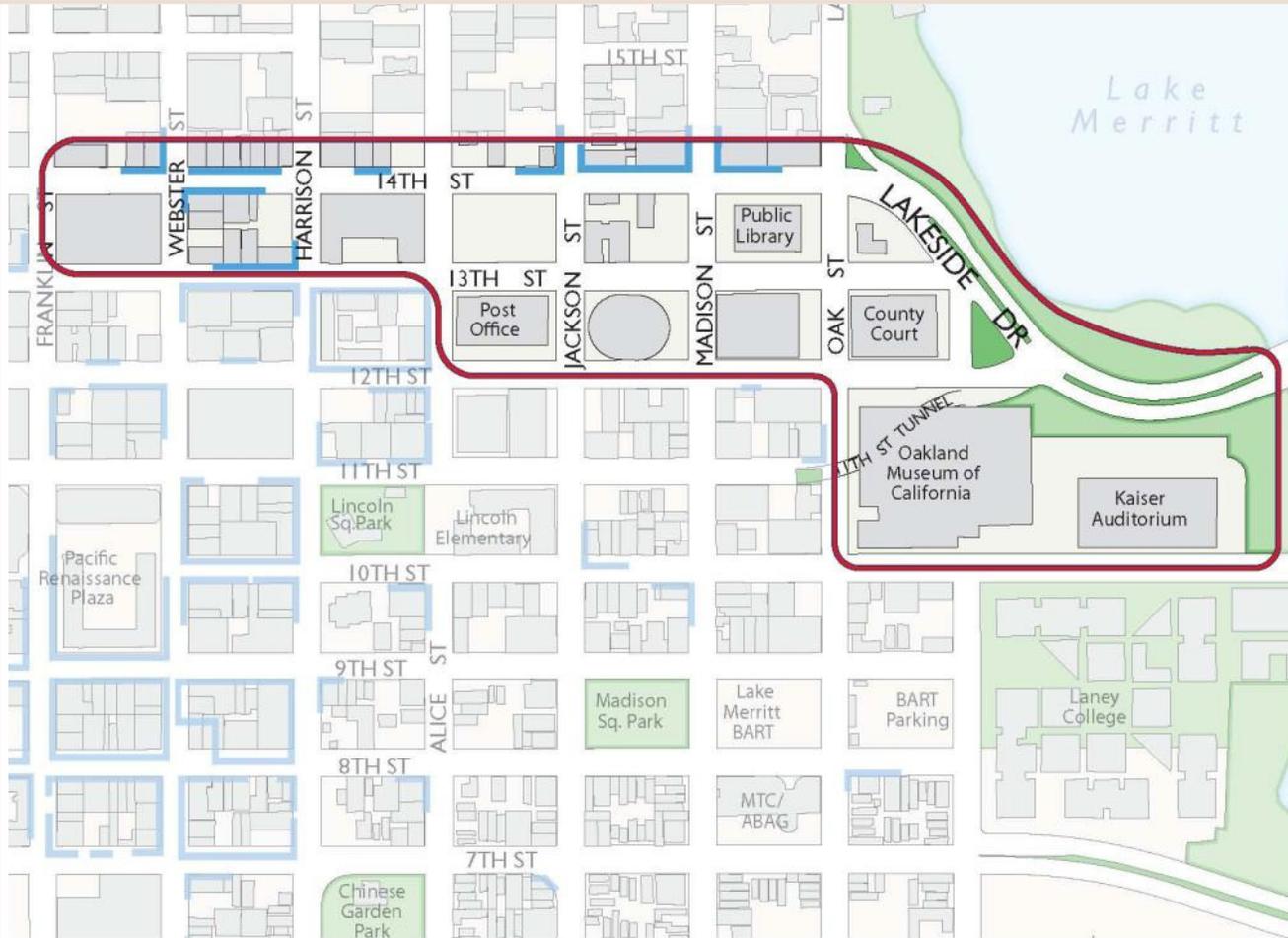
Central  
Business  
District

Lake Merritt  
BART Station

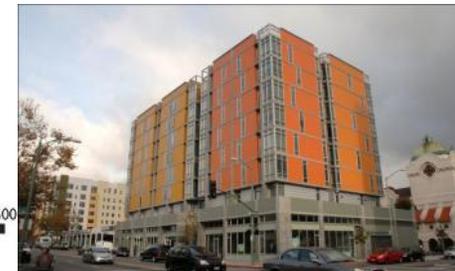
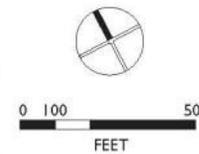
Lake Merritt Open  
Space and Recreational  
Opportunities

Commercial and Residential  
Areas of East and Central  
Oakland

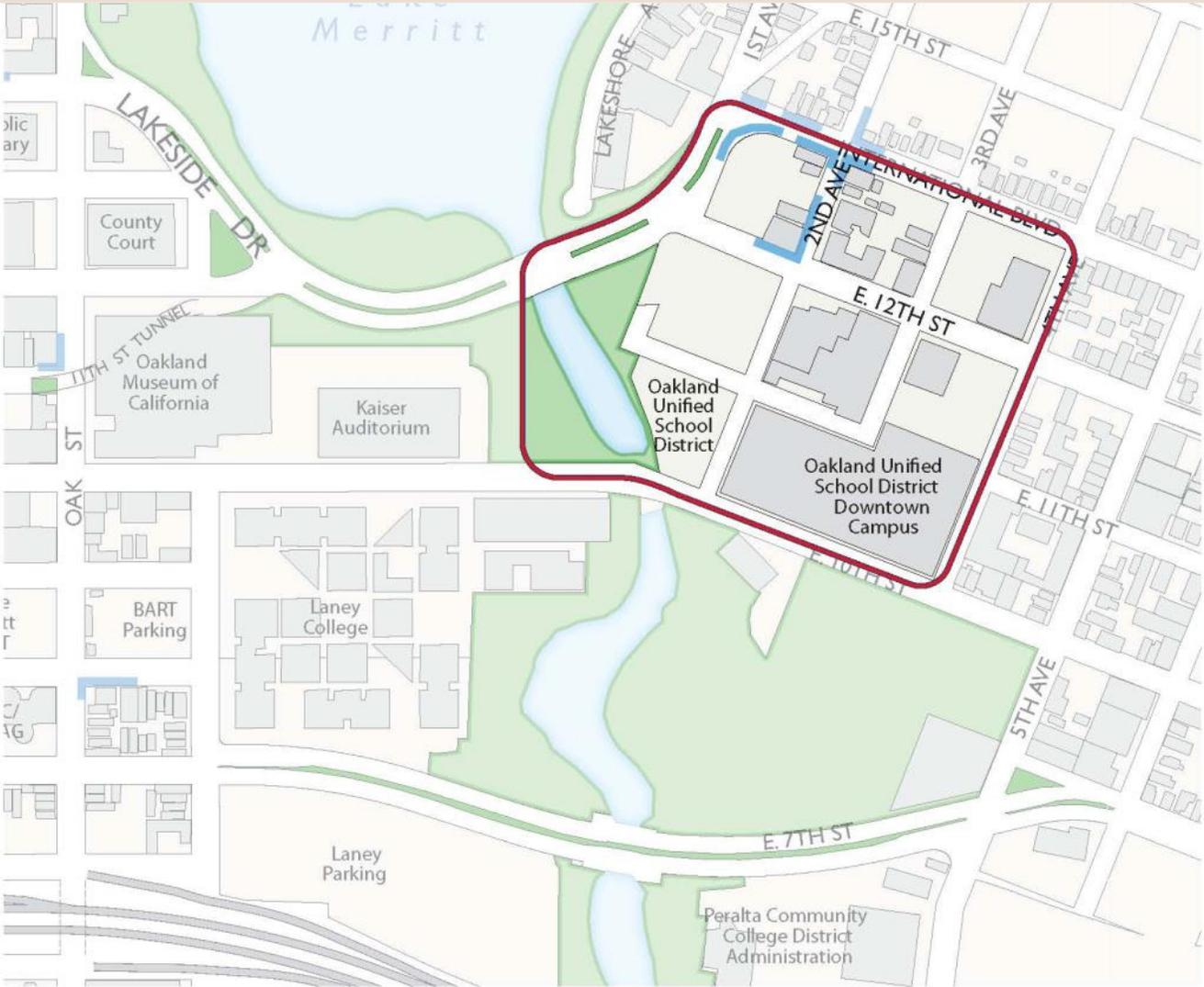
# 14<sup>th</sup> Street Corridor Study Area



- Study Area
- Existing Building Footprints
- Existing Parks
- Existing active ground floor uses



# East Lake Gateway Study Area



-  Study Area
-  Existing Building Footprints
-  Existing Parks
-  Existing active ground floor uses



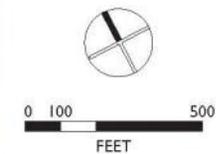
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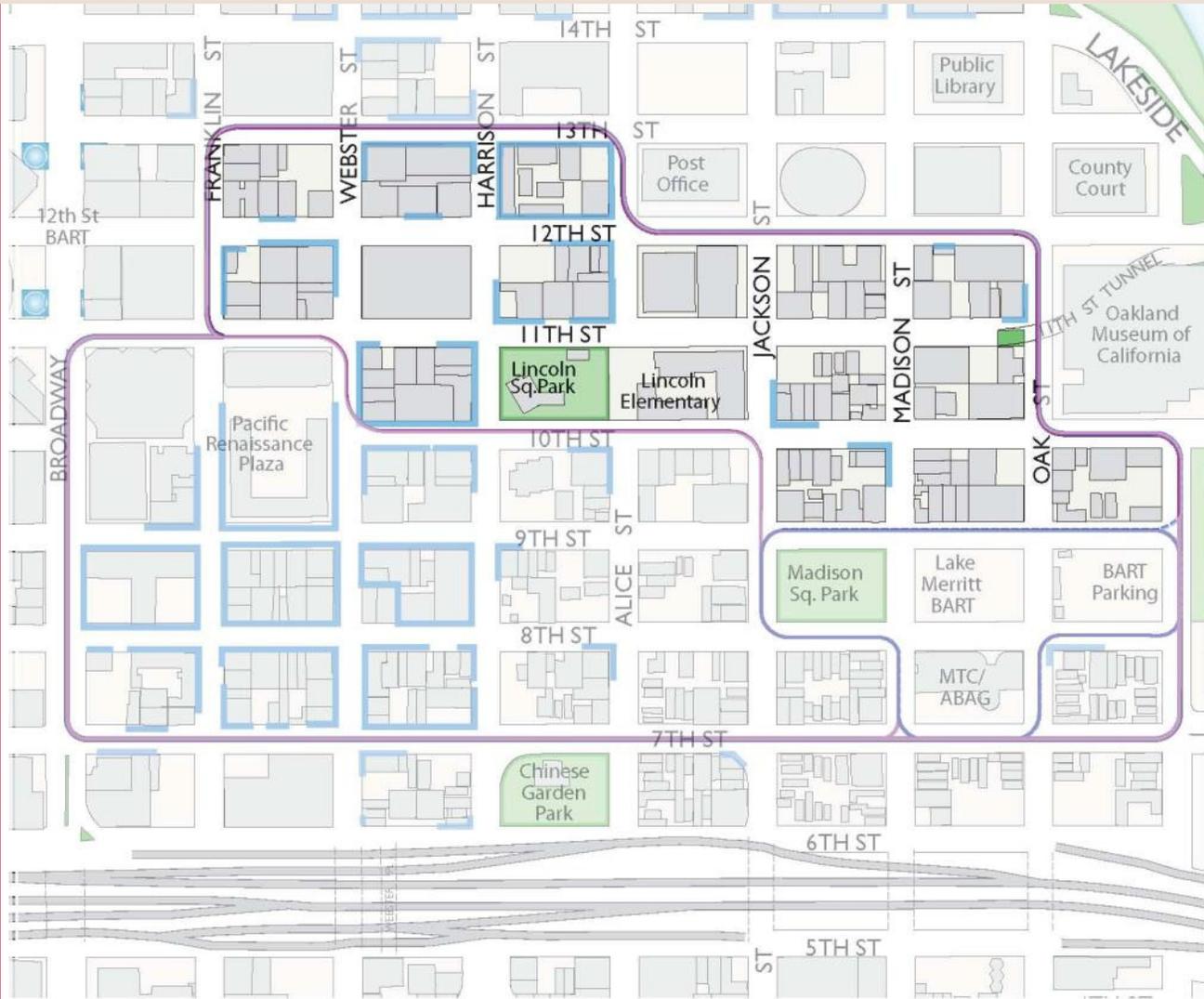
# Laney/Peralta Study Area



- Study Area
- Existing Building Footprints
- Existing Parks
- Existing active ground floor uses



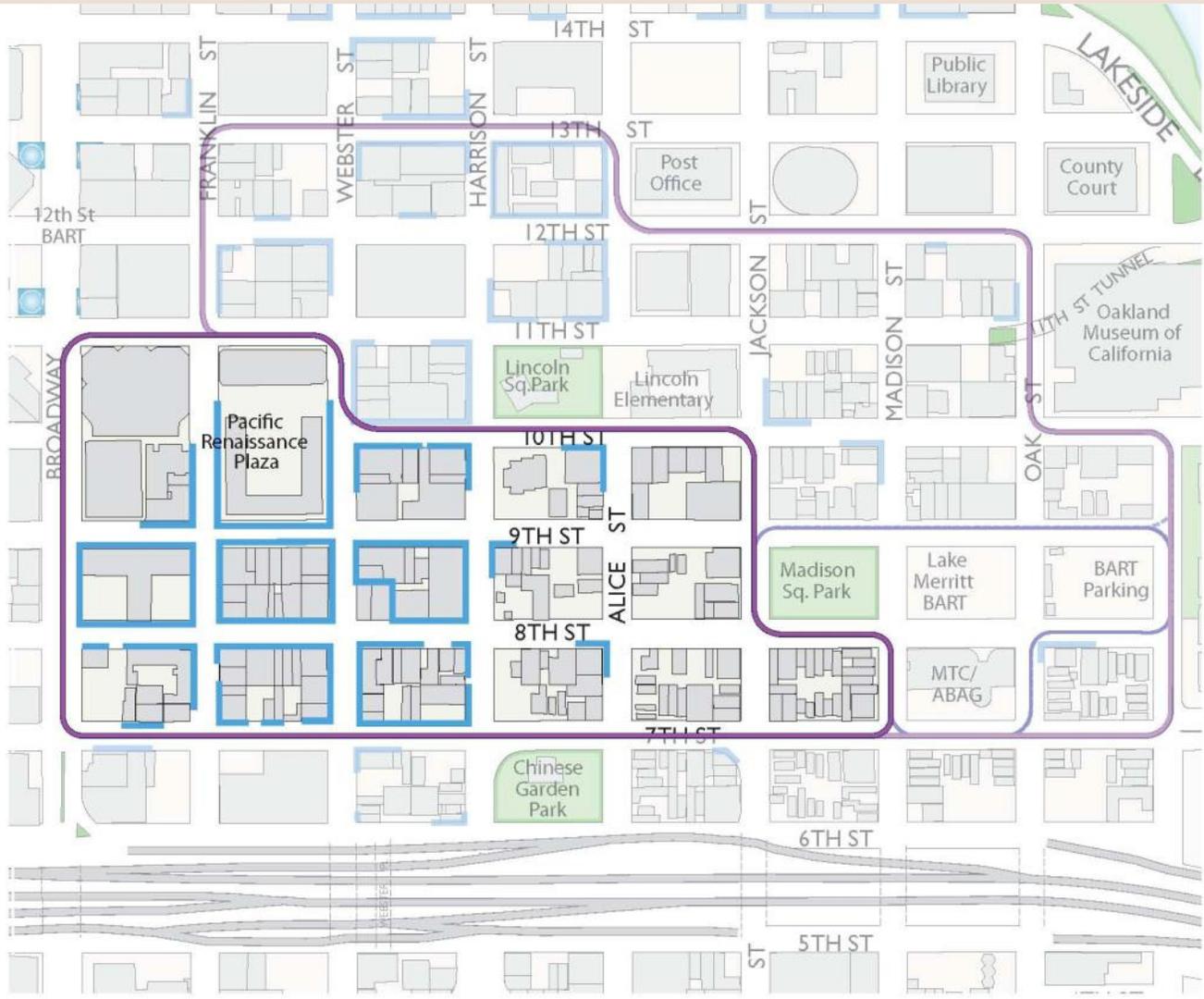
# Upper Chinatown Study Area



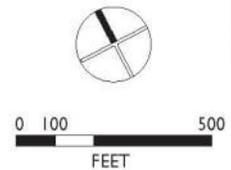
-  Study Area
-  Existing Building Footprints
-  Existing Parks
-  Existing active ground floor uses



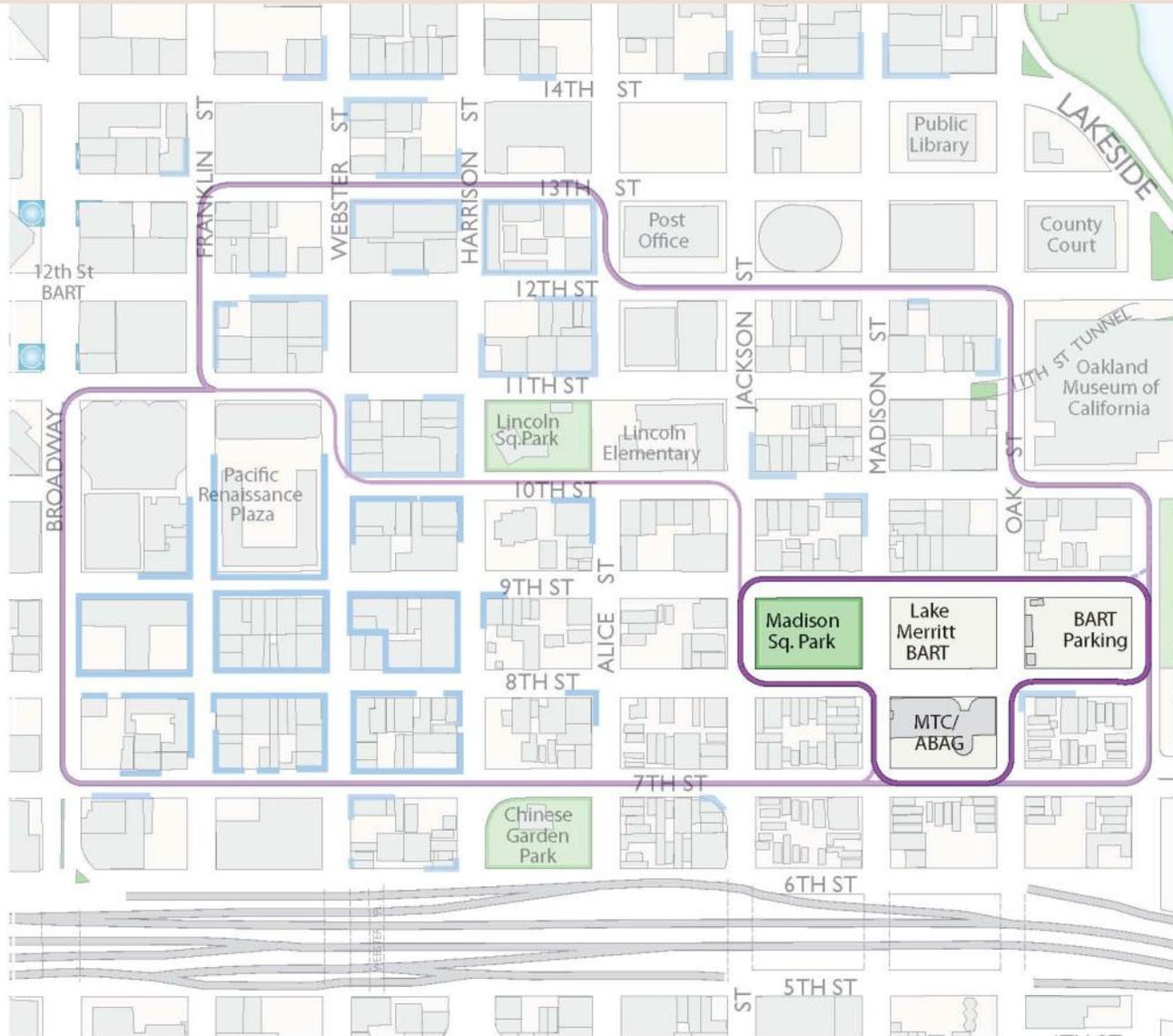
# Chinatown Commercial Center Study Area



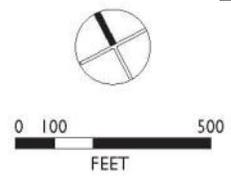
-  Study Area
-  Existing Building Footprints
-  Existing Parks
-  Existing active ground floor uses



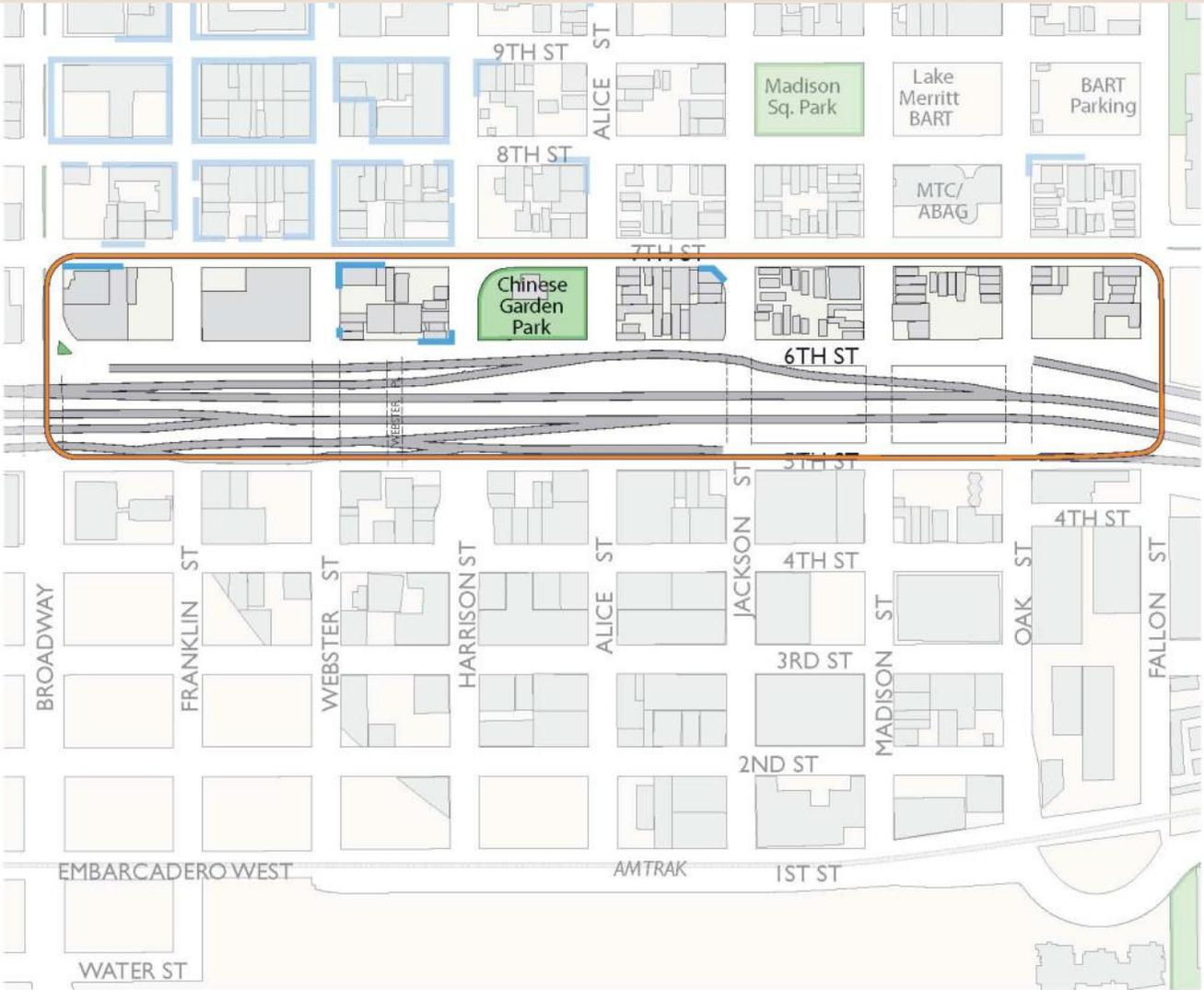
# BART Station Area Study Area



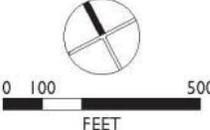
-  Study Area
-  Existing Building Footprints
-  Existing Parks
-  Existing active ground floor uses



# I-880 Study Area



- Study Area
- Existing Building Footprints
- Existing Parks
- Existing active ground floor uses



# Chapter 3: Summary of Development Potential

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# Preferred Plan Chapter Three: Development Potential

- **Changes to Potential Development:**
  - *Added higher intensity scenario for BART and MTC/ABAG blocks (added high and low retail and office outcomes)*
    - These changes are not reflected in the transportation analysis at this point, but the final development potential will be analyzed for the Draft Plan.
  - *Changed the parks assumptions consistent with revisions to Chapter 5 (more discussion on this topic later in the presentation)*
  - *Job analysis updated (clarified jobs potential)*
- **Moved illustrative views to this section**
- **Removed Site Planning and Architectural Issues**

# Preferred Plan Chapter Three: Development Potential

## Potential Development Sites

-  Focus Area
-  Opportunity Sites with Community Agreement or Vacant Sites
-  Approved Development (not yet under construction)

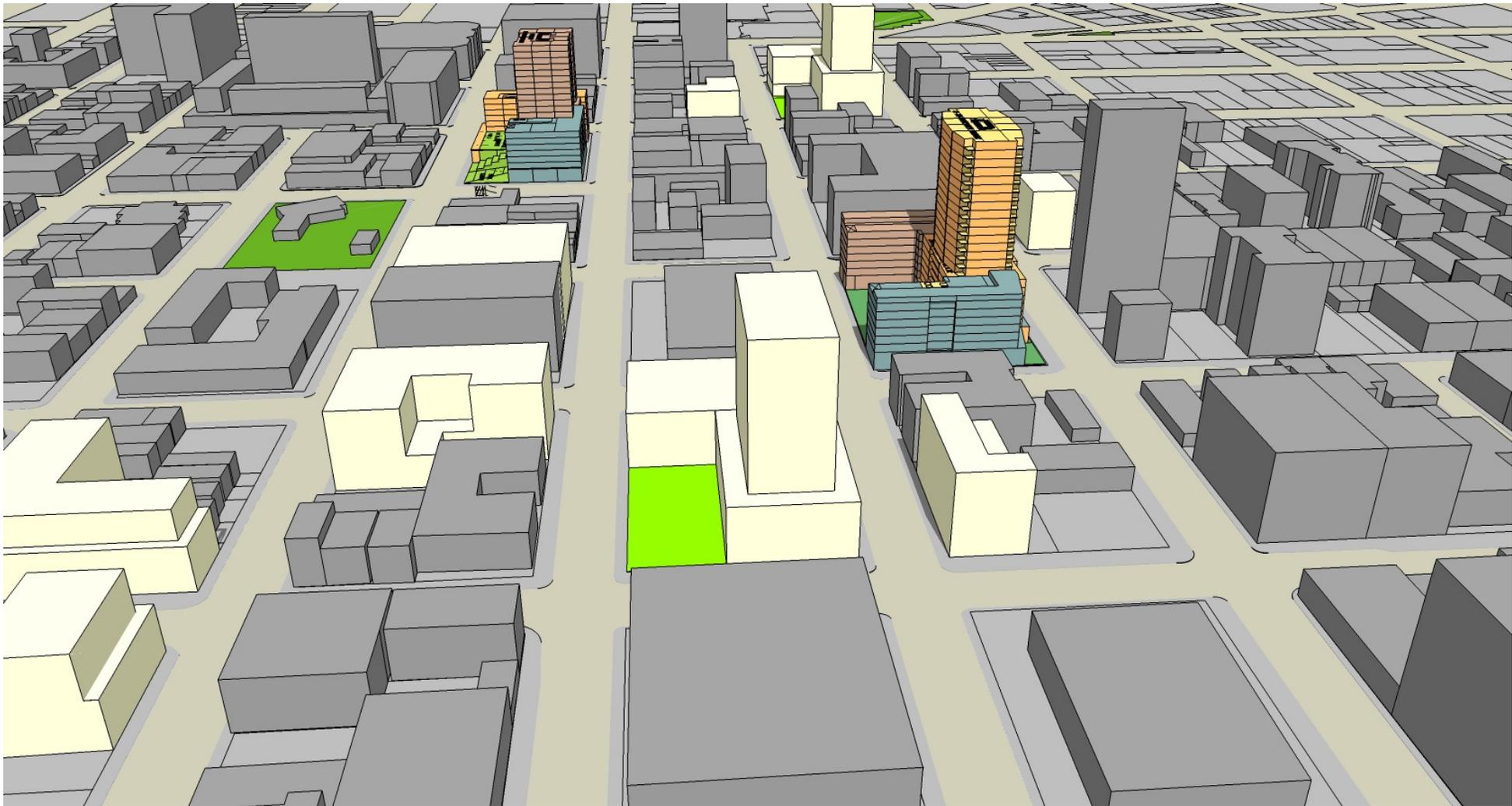


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# Comparative Summary of Projected Development and Preferred Plan Potential Development, 2035

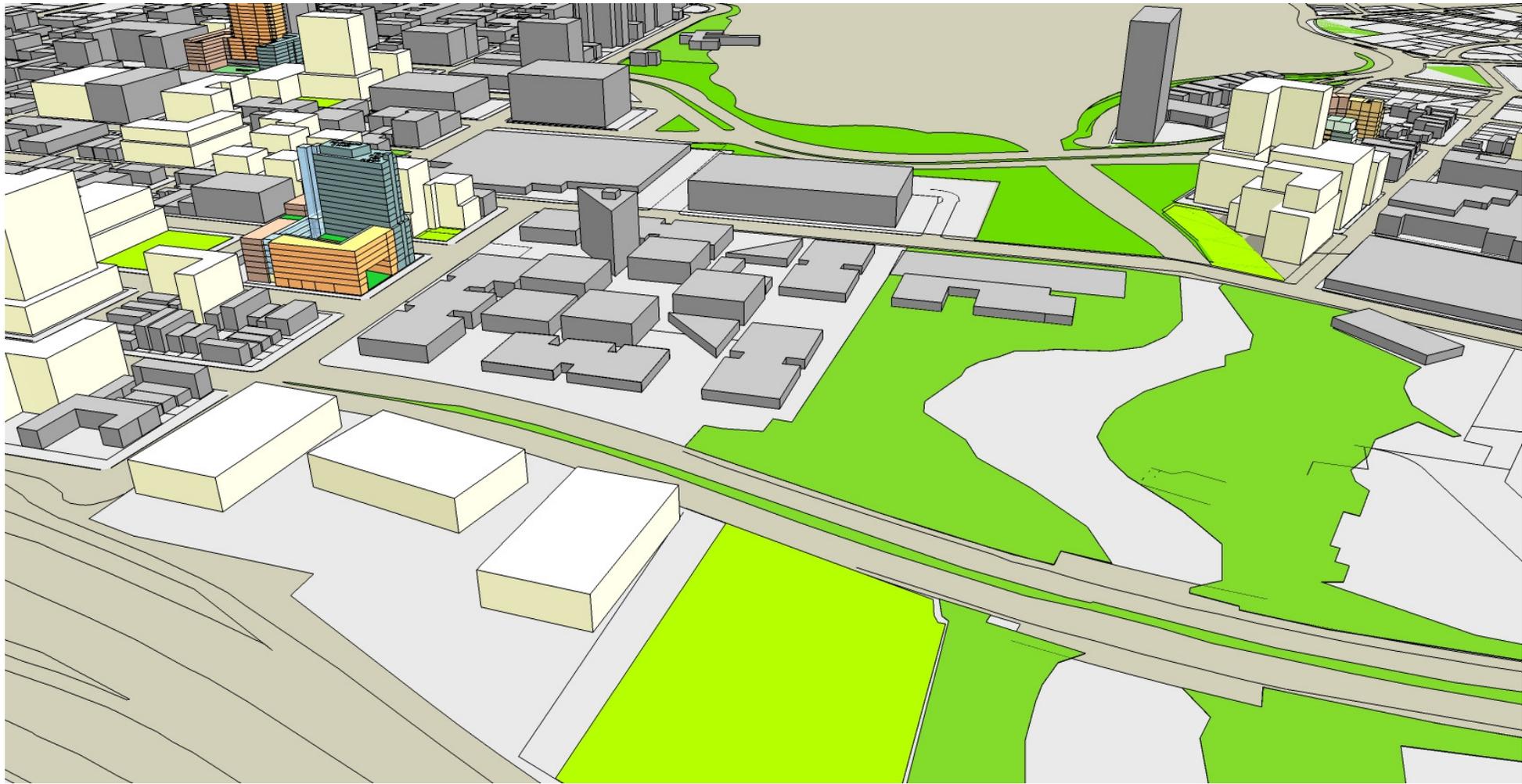
	Housing Units		Square Feet Office		Square Feet Retail		Jobs	
	Low	High	Low	High	Low	High	Low	High
<b>Preferred Plan (Net New)</b>								
Central BART Blocks	439	949	324,000	744,000	62,000	141,000	987	2,263
Other Sites	3,183	4,612	1,289,277	1,289,277	251,790	251,790	3,492	3,492
<b>TOTAL</b>	<b>3,621</b>	<b>5,560</b>	<b>1,613,277</b>	<b>2,033,277</b>	<b>313,790</b>	<b>392,790</b>	<b>4,479</b>	<b>5,755</b>
<b>Market Opportunity</b>								
Market Opportunity	4,350	10,500	1,160,000	1,264,000	207,000	414,000	3,518	4,295
<b>ACTC Projections</b>								
ACTC Projections	4,933	4,933	n/a	n/a	n/a	n/a	4,169	4,169
<i>Preferred Plan % of ACTC Projection</i>	73%	113%	n/a	n/a	n/a	n/a	107%	137%

# Preferred Plan Chapter Three: Development Potential



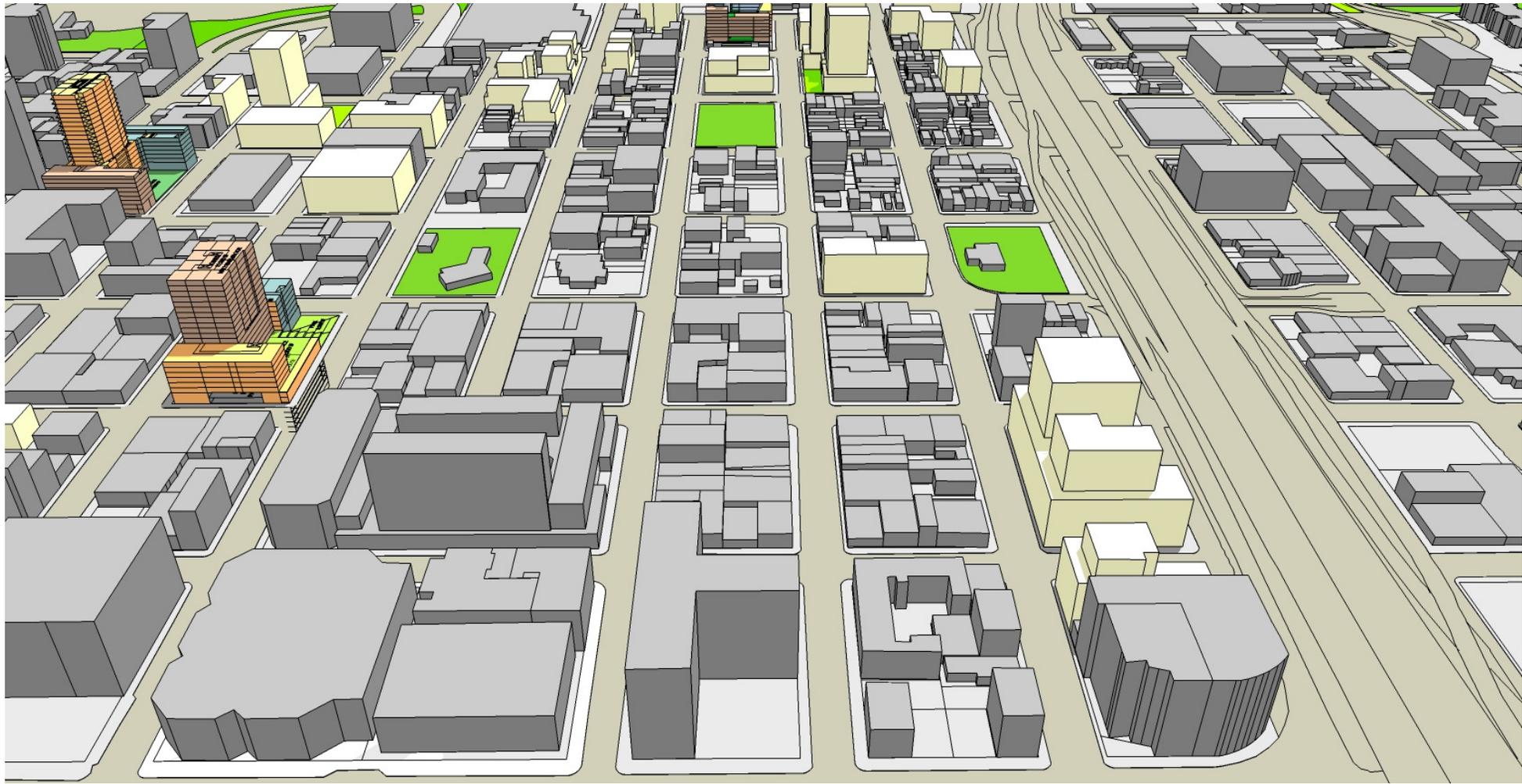
**Illustrative View of Potential Development: 14<sup>th</sup> Street Corridor**

# Preferred Plan Chapter Three: Development Potential



**Illustrative View of Potential Development: Laney/Peralta**

# Preferred Plan Chapter Three: Development Potential



**Illustrative View of Potential Development: Chinatown Commercial Center**

# Preferred Plan Chapter Three: Development Potential



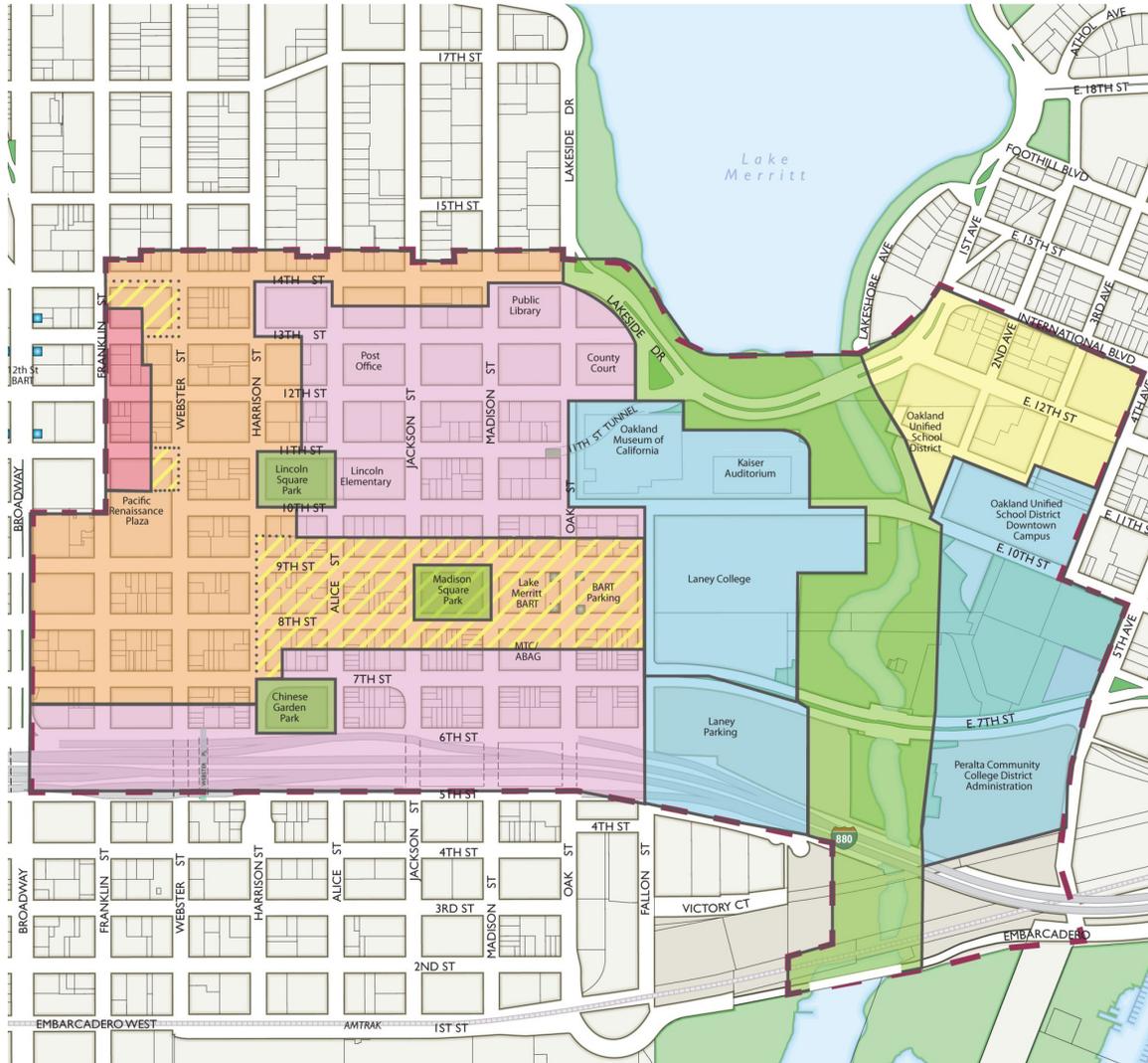
**Illustrative View of Potential Development: Upper Chinatown**

# Chapter 4: Land Use and Building Design

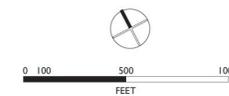
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# Preferred Plan Chapter Four: Land Use and Building Design

## Land Use Character



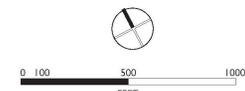
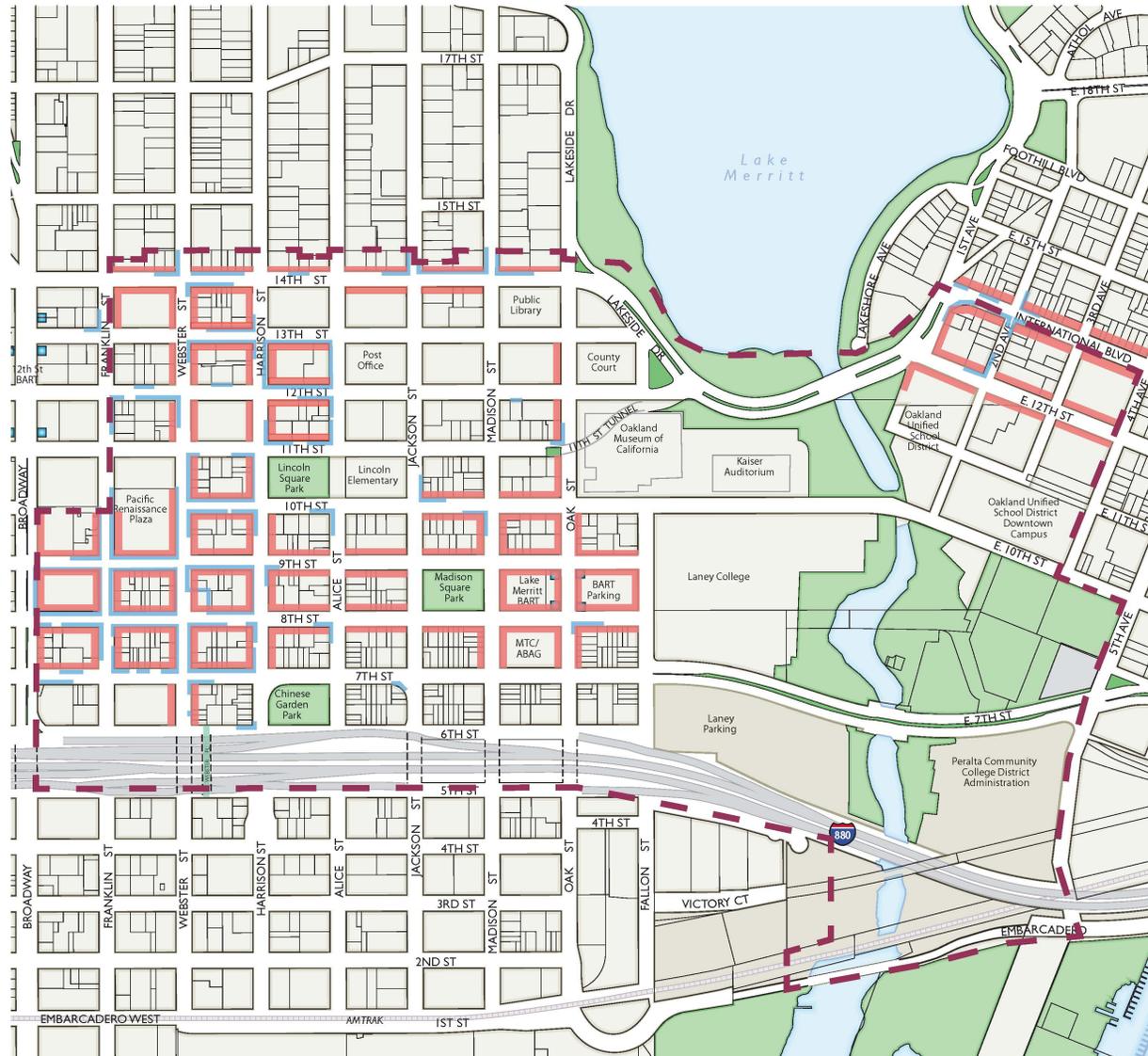
-  Pedestrian Zone
-  Pedestrian Transition Zone
-  Flex Zone
-  Commercial Zone
-  Institutional Zone
-  Open Space Zone
-  Residential/Pedestrian Zone



# Preferred Plan Chapter Four: Land Use and Building Design

## Active Ground Floor Uses

- Proposed active ground floor uses required
- Existing active ground floor uses

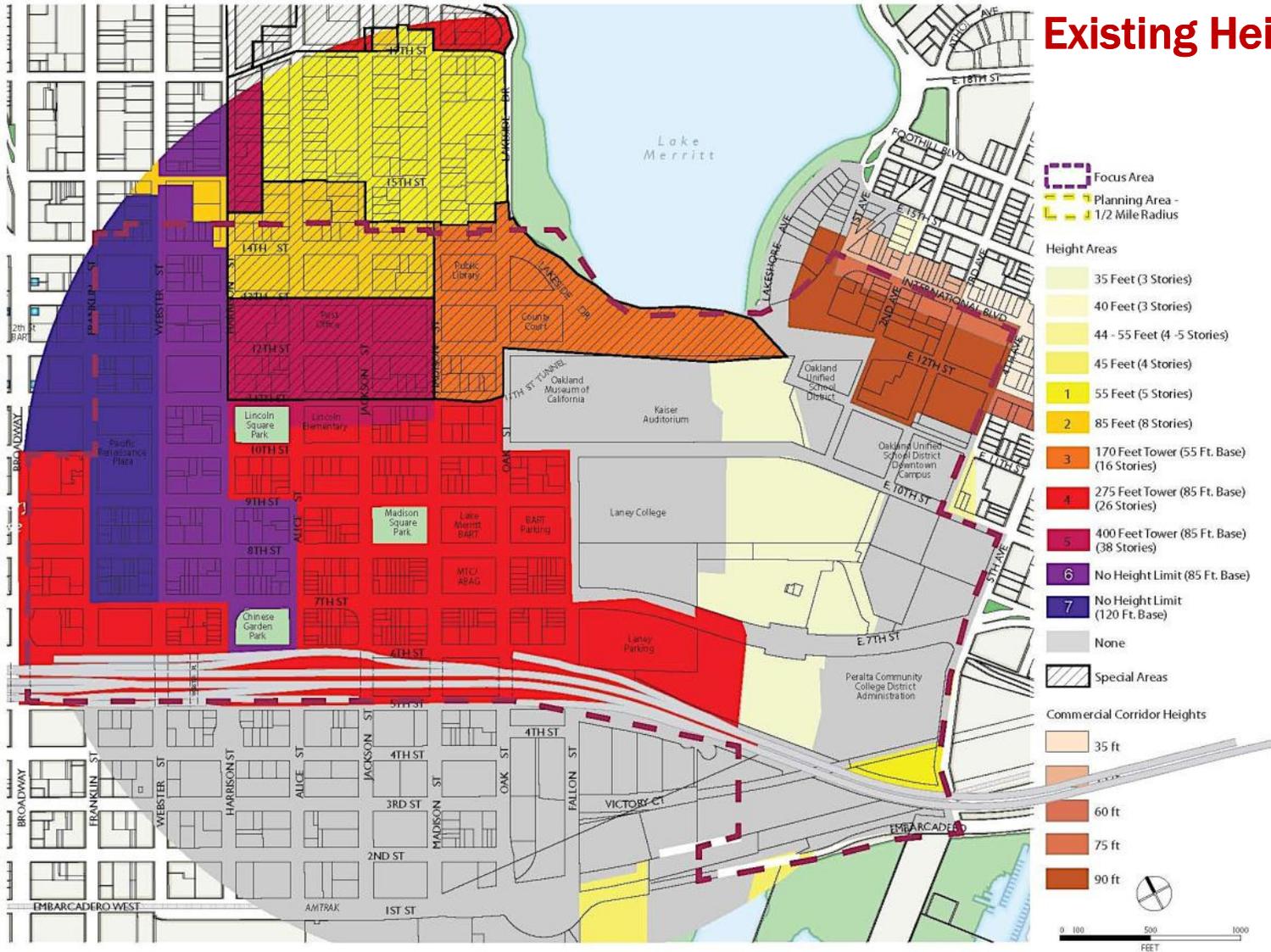


# Preferred Plan Chapter Four: Land Use and Building Design

- **Massing and Building Design**
  - *Added planning process detail*
  - *Massing Concept Revised*
  - *Height Map and detailed description of each height area*
  - *Details to focus design standards and guidelines: pedestrian orientation, compatibility with existing context and historic resources, access to sunlight, views*
    - Added section on Design Compatibility to ensure integration of new buildings into the existing context while allowing for high intensity/transit oriented development

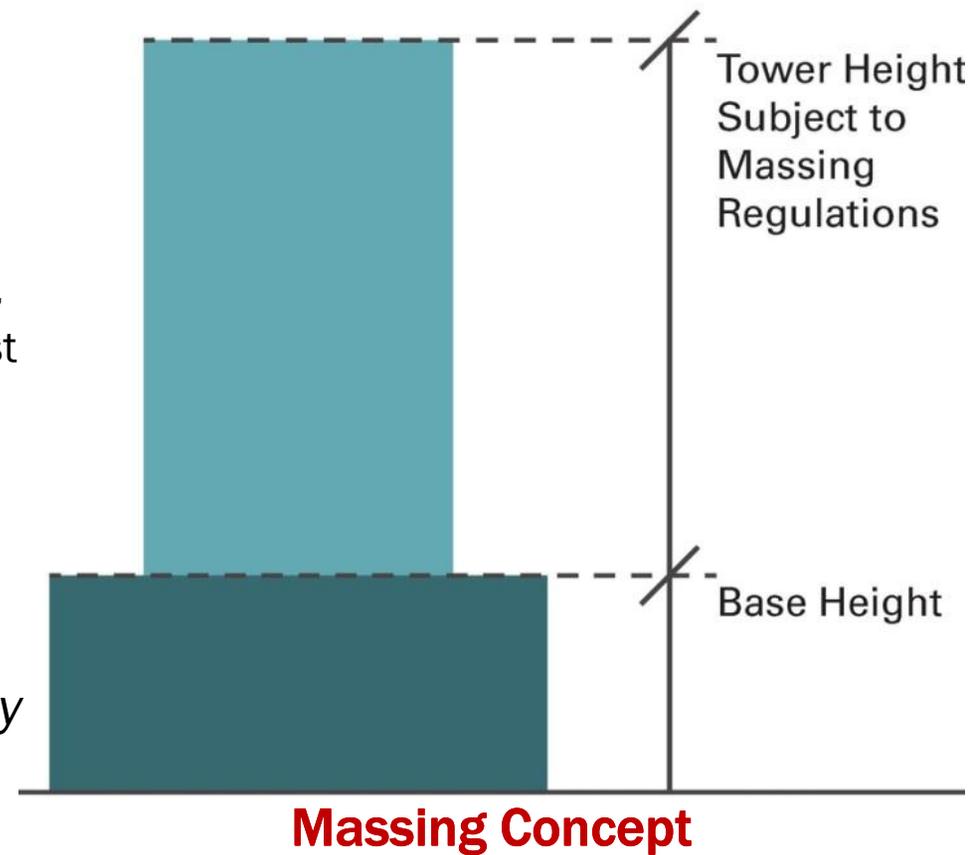
# Preferred Plan Chapter Four: Land Use and Building Design

## Existing Height Areas



# Preferred Plan Chapter Four: Land Use and Building Design

- Establish coherence in building massing and respect existing building patterns
- Height Levels
  - *Base height*
    - Base heights are either 45 or 85 feet, consistent with breaking points in cost of construction
  - *Tower (with setback, separation, footprint, and length/ width standards)*
  - *Removed CUP height per feasibility analysis findings*
    - Community benefits addressed in chapters 8 & 9



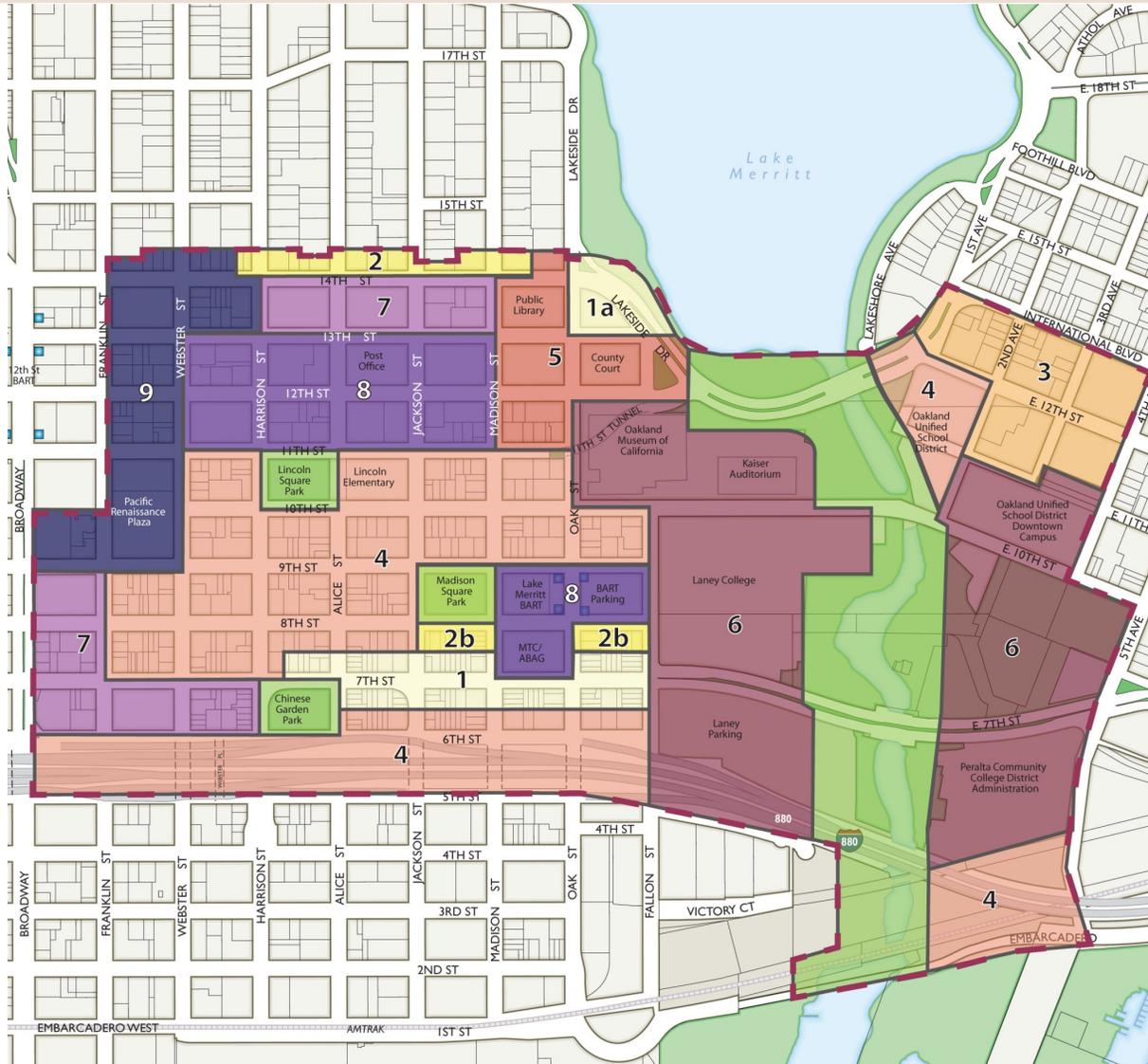
# Building Heights

## Examples of Towers Setback from Base Heights



# Preferred Plan Chapter Four: Land Use and Building Design

## Proposed Height Areas



- 1** 45 Ft Total  
Note: 1a should also be considered for Area 2.
- 2** 85 Ft Total  
Note: 2b should also be considered for Area 1.
- 3** 45 Ft Base  
175 Ft Total
- 4** 45 Ft Base  
275 Ft Total
- 5** 85 Ft Base  
175 Ft Total
- 6** 275 Ft Total
- 7** 85 Ft Base  
275 Ft Total
- 8** 85 Ft Base  
400 Ft Total
- 9** 85 Ft Base  
No height limit
- Open Space**



# Chapter 5: Open Space and Recreational Facilities

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# Preferred Plan Chapter Five: Open Space and Recreational Facilities

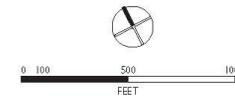
- More detail on community input and feedback on open space needs in the Planning Area
- Implementation strategies focus on improving access to and quality of public open spaces
  - *Open Space Zoning*
  - *Maintain and Enhance Existing Spaces: Lake Merritt & Channel, Lincoln Square Park, Chinese Garden Park, and Madison Square Park*
  - *Pursue joint use agreements with OUSD and Laney College*
  - *New Open Spaces and Recreational Facilities: require 10% public open space on all sites over ½ block (0.7 acres)*
    - Consider innovative park typologies

# Preferred Plan Chapter Five: Open Space and Recreational Facilities

## Existing Public Parks and Open Spaces

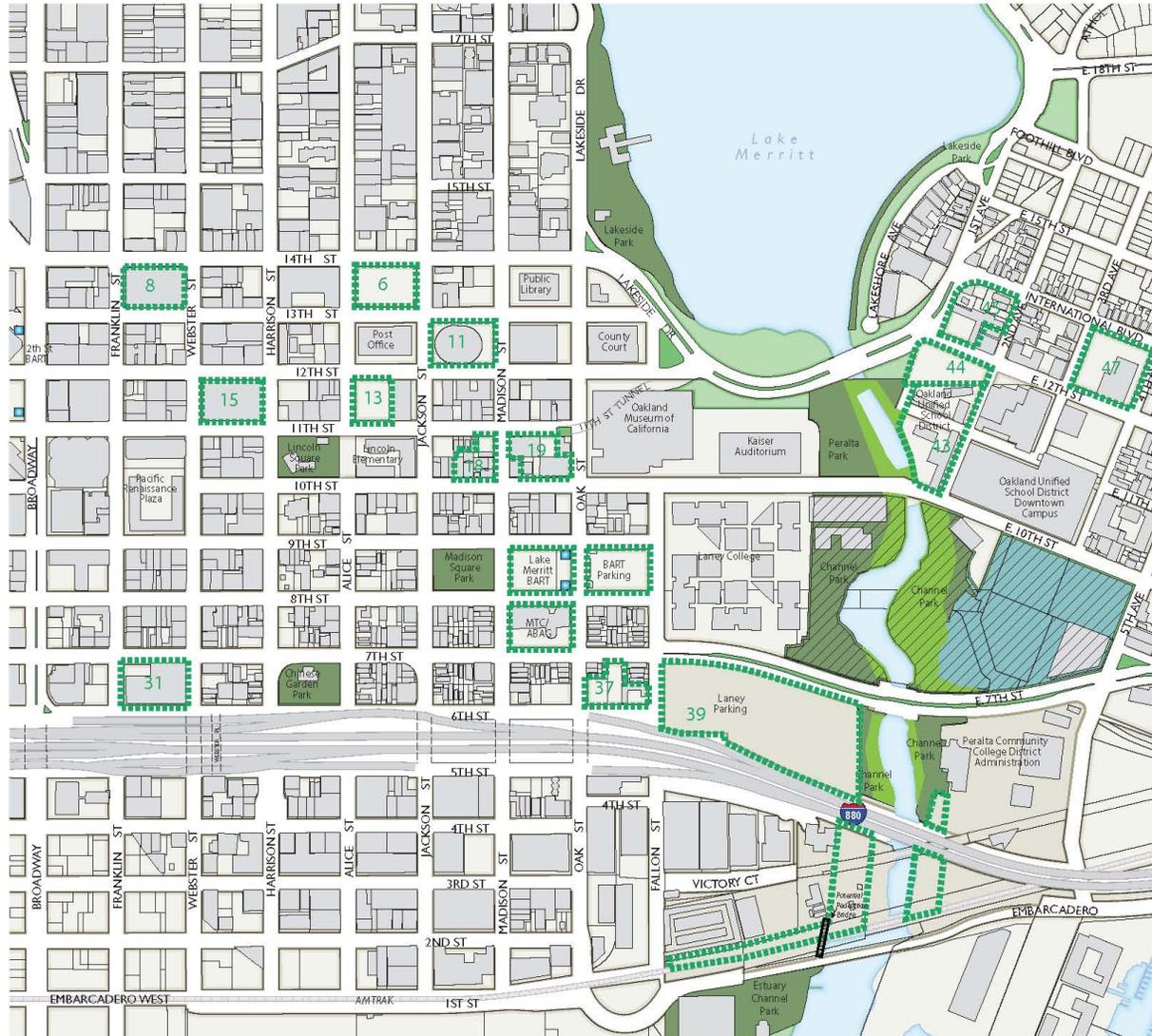


- Existing Parks
- Future Parks
- Resource Conservation Areas
- Laney Recreational Area
- Public Open Space Owned by Peralta

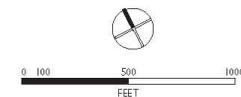


# Preferred Plan Chapter Five: Open Space and Recreational Facilities

## Potential Sites for 10-15% Public Open Space with New Development



- Existing Parks
- Future Parks
- Resource Conservation Areas
- Laney Recreational Area
- Public Open Space Owned by Peralta
- Potential Site for 10-15% Open Space Contribution (site over 1/2 block or 0.7 acres)



# **Chapters 6 and 7: Streetscape Character, Circulation, Access & Parking**

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# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

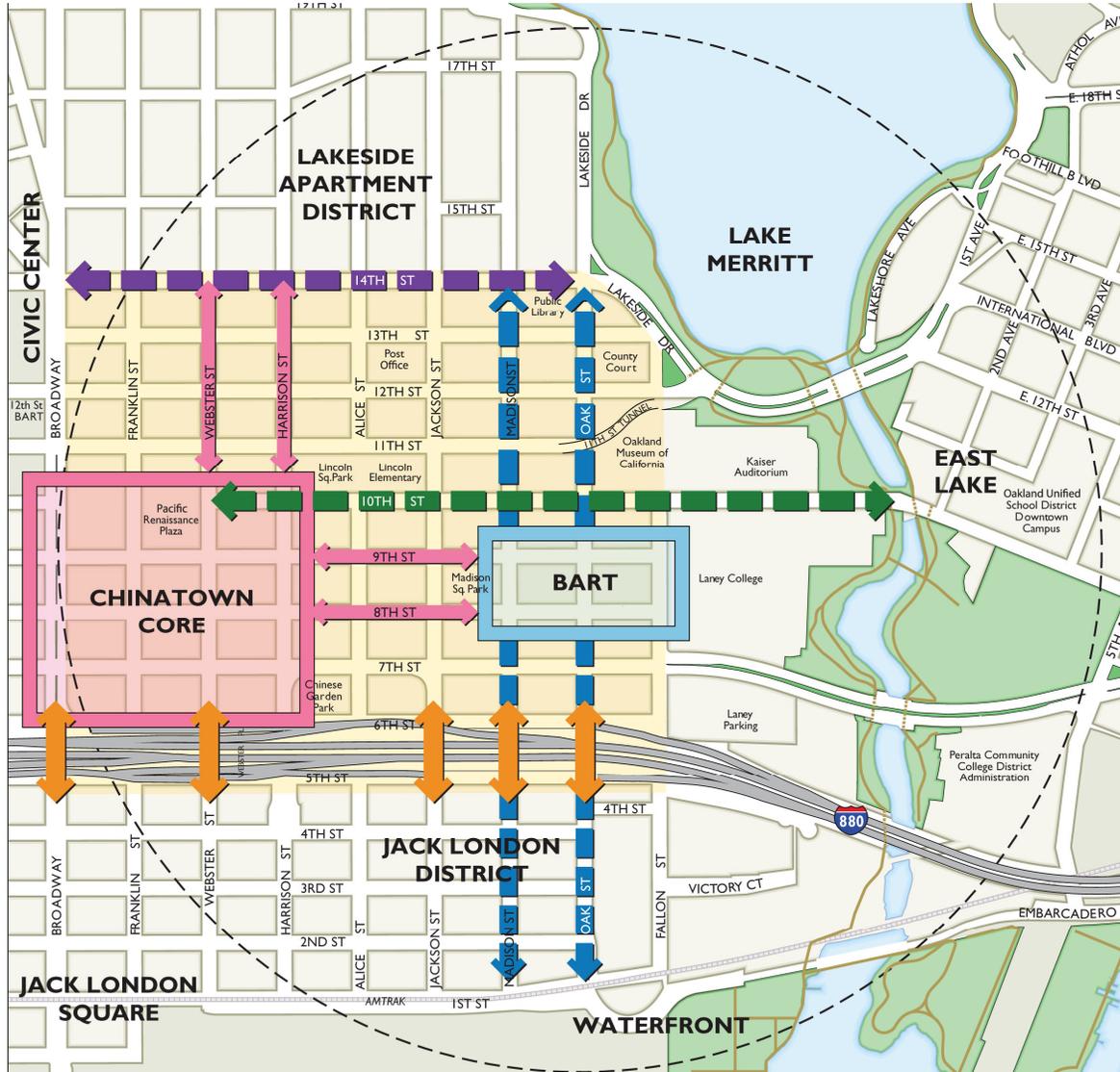
- A comprehensive revision – takes into account the needs of pedestrians, bicycles, buses, and autos
- Includes transit improvements, especially at BART Station
- Emphasis on improvements for bicycles and pedestrians
  - *Reduce number of lanes, where it is feasible*
  - *Add new bicycle lanes where feasible, otherwise add new shared bicycle and street lane*
  - *One-way changed to two-way where feasible on a few specific routes*
- Pedestrian connections Improved
- Freeway Undercrossing Improvements

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

- Revisions to streetscape – Emphasis on Pedestrians and Bicycles
  - *Footnote – green bike paths is graphic only!*
  - *Focus on shared street goals (all modes of travel, improved pedestrian safety and comfort, room for bicyclists, and slower moving traffic) for 8<sup>th</sup> and 9<sup>th</sup> Streets*
  - *Pedestrian-oriented improvements on Webster, including freeway undercrossings and connecting Chinatown and Jack London District*
  - *Addition of active uses as an option for activating the undercrossings*
  - *Transit hub on Oak Street only one possible option for improving access to the Lake Merritt BART Station*
  - *Note: Images will be further refined for the Draft Plan based on all feedback*

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## Streetscape Vision



- 14th Street - Civic Link to Lake Merritt
- 10th Street - Green Connection to Estuary Trail
- Connect Chinatown to Jack London Square and the Loft District
- Chinatown Core - Improve Pedestrian-Oriented Commercial Streets
- Key Pedestrian-Oriented Commercial Street Connections
- Lake Merritt BART - Improve Multimodal Access
- Oak Street - Spine between Lake Merritt and the Waterfront
- Improve Lighting, Pedestrian Crossings, and Street Trees
- Planning Area - 1/2 mile radius

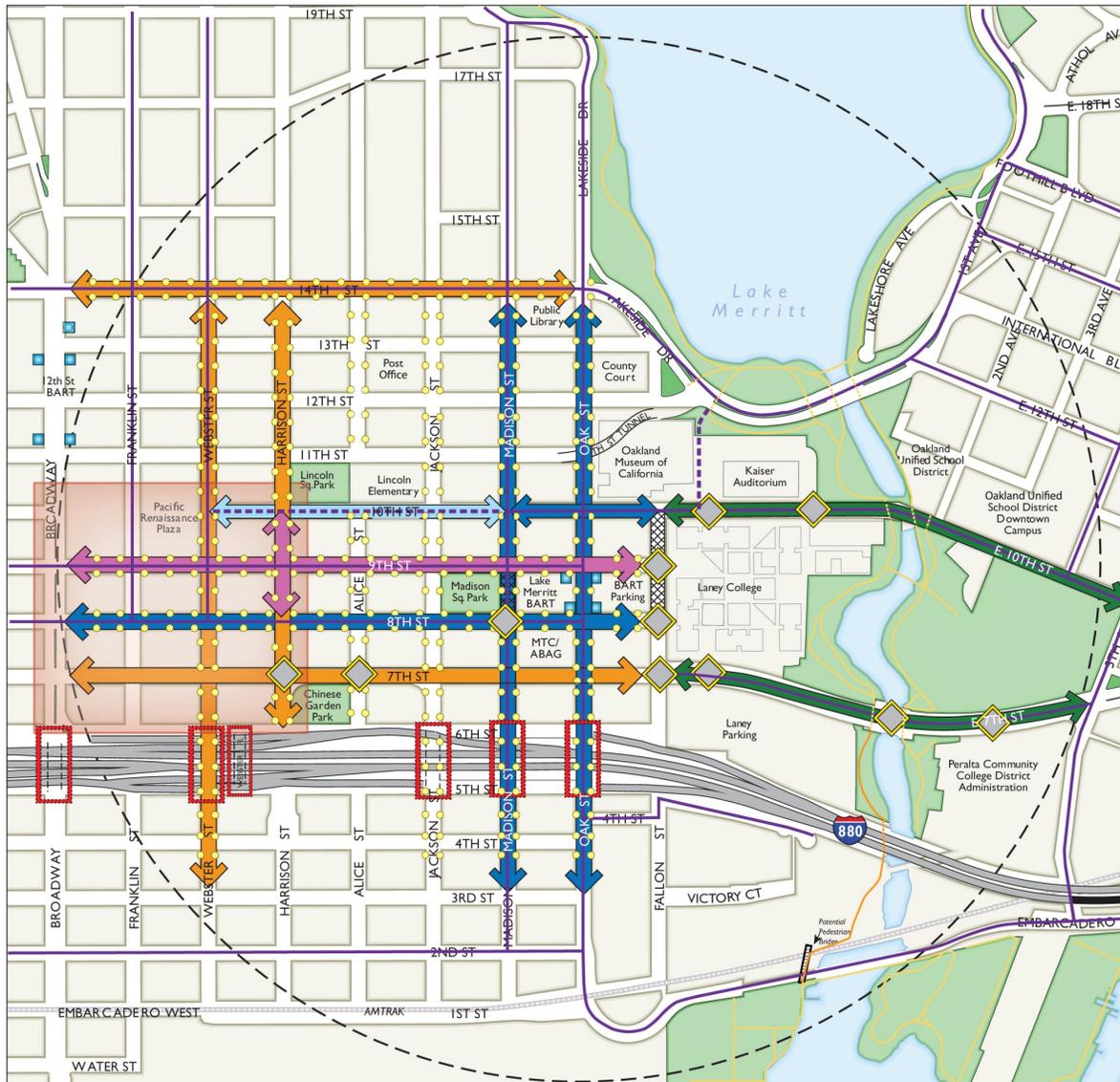


# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

- Revisions to Circulation, Access & Parking
  - *Addition of Measure DD Improvements diagram to highlight this asset*
    - Possible additional bike/pedestrian connection highlighted
  - *Clarified pedestrian lighting on all key streets shown in Figure 7.1*
  - *Added scramble crossings at intersections identified in “Revive Chinatown” – 10<sup>th</sup> and Webster*
  - *Updated map to show possible lane reduction on Webster between 8<sup>th</sup> and 10<sup>th</sup> (new change to circulation map)*
  - *Added detail on the health benefits of access improvements*
  - *Added explanation of bikeway classifications*
  - *Access section revised (separate slide)*
  - *Coordination with the city’s five-year paving plan*
  - *Parking section expanded (separate slide)*

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## Circulation Improvement Strategy



- Key Streetscape Corridors
- Potential for Lane Reduction
- Potential for Lane Reduction OR Two-Way Conversion
- Potential for Lane Reduction AND Two-Way Conversion
- Potential for Narrowed Travel Lanes and "Green Street" Amenities
- Existing or Planned On-Street Bicycle Connection
- Potential Additional On-Street Bicycle Connection
- Modify Street (Pedestrian/Vehicle Plaza)
- Chinatown Commercial Core Area
- Priority Locations for Intersection/Pedestrian Crossing Improvement
- BART Station Entrance
- Priority Lighting Corridor
- Improved Freeway Undercrossing
- Planning Area - 1/2 Mile Radius
- Existing and Under Construction Paths
- Potential Additional Paths

Note: All streets identified for lane reduction and/or two-way conversion and/or "green street" amenities would also include streetscape improvements, outlined in Chapter 6.

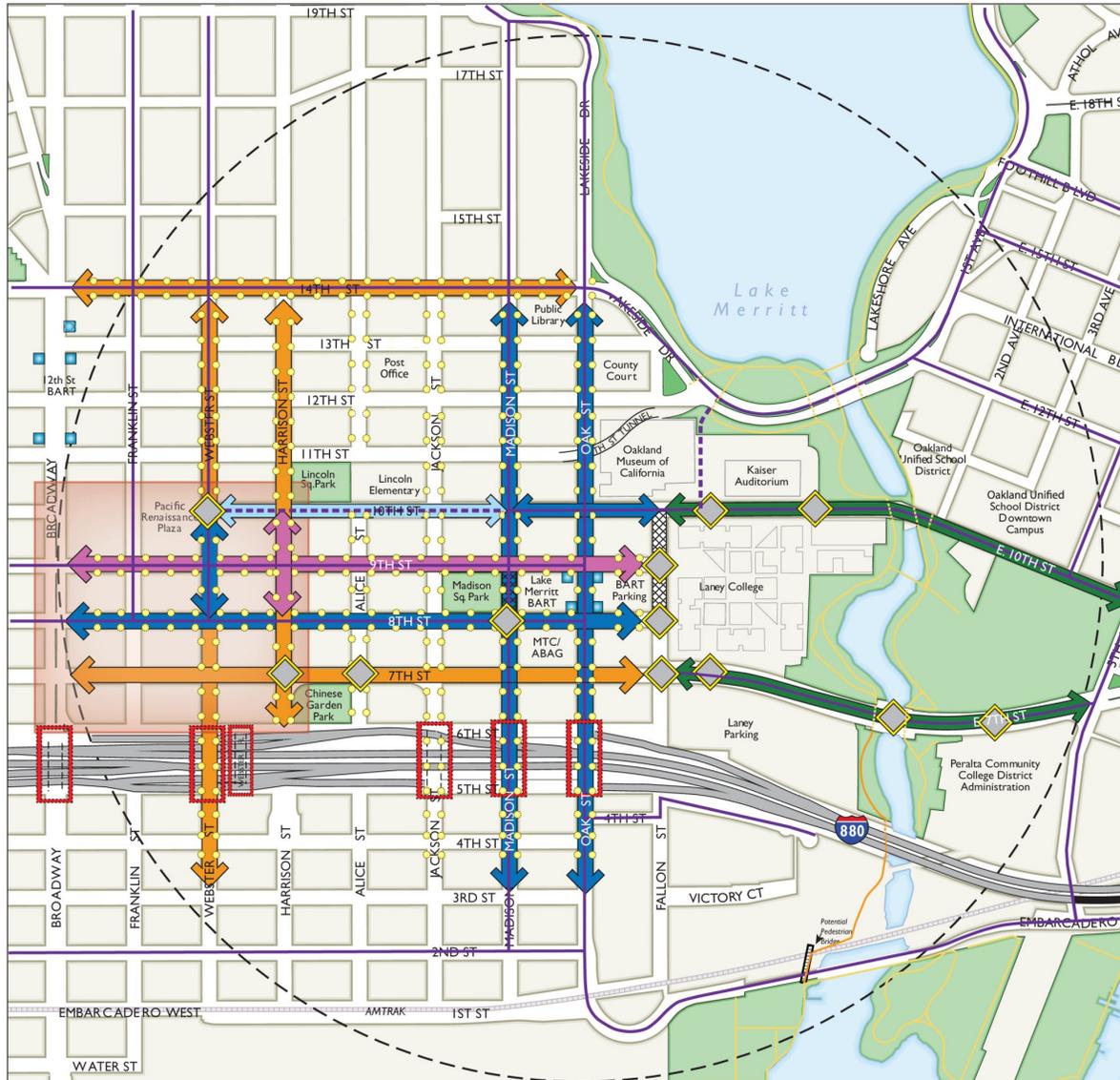
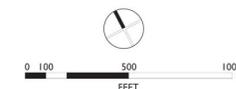


# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## Circulation Improvement Strategy - UPDATED

- Key Streetscape Corridors
- Potential for Lane Reduction
- Potential for Lane Reduction OR Two-Way Conversion
- Potential for Lane Reduction AND Two-Way Conversion
- Potential for Narrowed Travel Lanes and "Green Street" Amenities
- Existing or Planned On-Street Bicycle Connection
- Potential Additional On-Street Bicycle Connection
- Modify Street (Pedestrian/Vehicle Plaza)
- Chinatown Commercial Core Area
- Priority Locations for Intersection/Pedestrian Crossing Improvement
- BART Station Entrance
- Priority Lighting Corridor
- Improved Freeway Undercrossing
- Planning Area - 1/2 Mile Radius
- Existing and Under Construction Paths
- Potential Additional Paths

Note: All streets identified for lane reduction and/or two-way conversion and/or "green street" amenities would also include streetscape improvements, outlined in Chapter 6.



# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

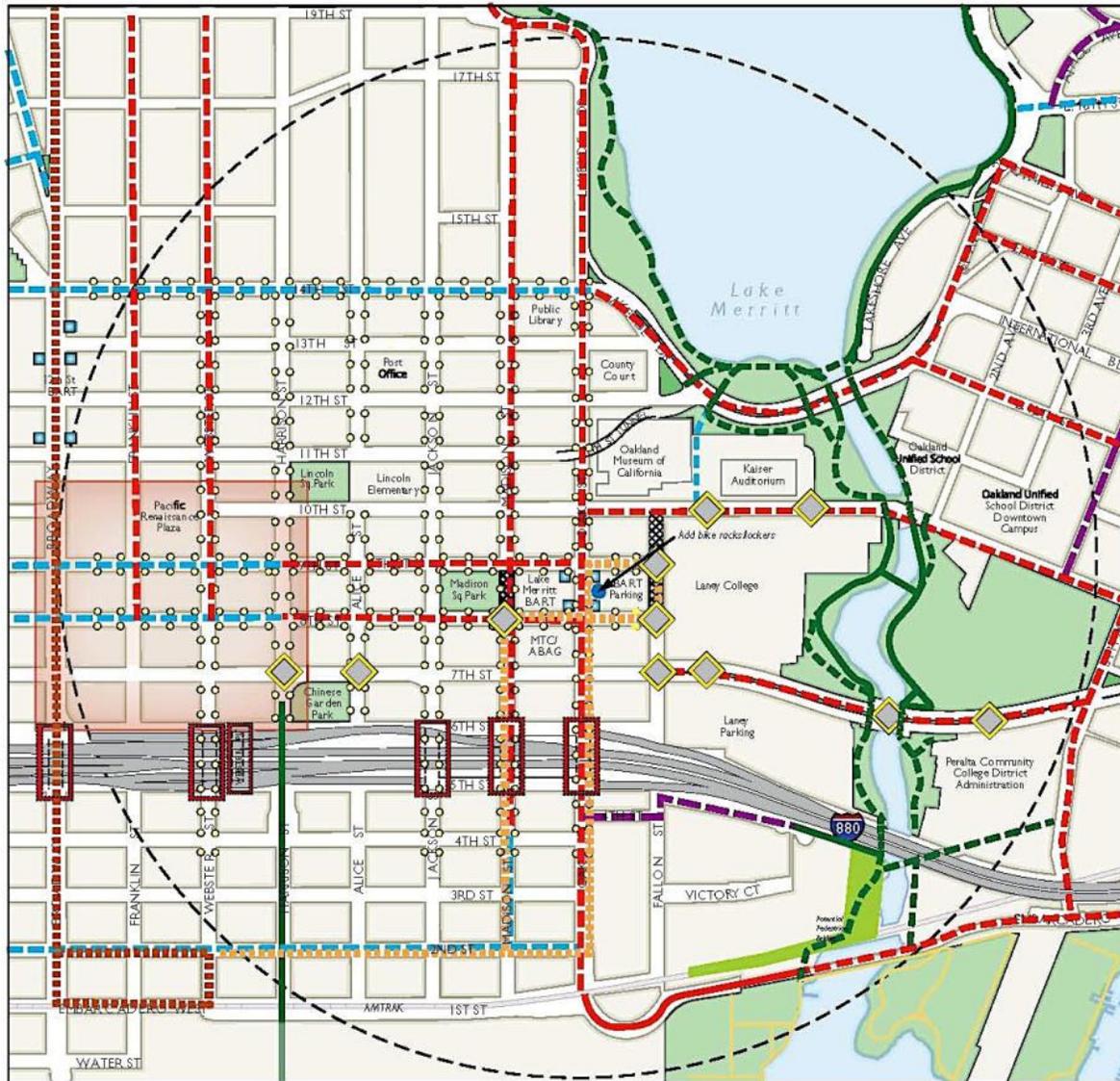
**Measure DD  
Improvements  
Under  
Construction**



*Potential additional  
bicycle connection*

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## Pedestrian, Bicycle and Shuttle Improvements



- Bike Path (Class 1)
  - Existing
  - Proposed
- Bike Lane (Class 2)
  - Existing
  - Proposed
- Bike Route (Class 2)
  - Existing
  - Proposed
- Bike Boulevard (Class 3B)
  - Existing
  - Proposed
- Arterial Bike Route (Class 3A)
  - Existing
  - Proposed
- Bike racks/lockers
- Modify Street (Pedestrian/Vehicle Plaza)
- Chinatown Commercial Core Area
- Priority Locations for Intersection/Pedestrian Crossing Improvement
- BART Station Entrance
- Priority Lighting Corridor
- Improved Freeway Undercrossing
- Existing Broadway Shuttle Bus
- Extend Broadway Shuttle Bus
- 1/2 Mile Radius



# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

- Station Access Improvements
  - *Short and long-term access solutions for various modes of access*
  - *Curb management*
    - Allocate curb space to reflect greatest benefit to greatest number of uses
    - Accommodate “kiss-and-ride” loading zones, taxi waiting spaces, three bus bays and spaces for BART police and maintenance staff
    - Proactively manage through restrictions on uses/users, time, duration, pricing
  - *Improve pedestrian access –wayfinding, pedestrian-scaled lighting, security improvements, improvements to connectivity generally*
  - *Improve bicycle access throughout area with hub at station (8<sup>th</sup>/9<sup>th</sup>/Madison/Oak), additional and shared bike parking*
  - *Improve transit access with NextBus arrival screen, transit kiosk, improved waiting areas, identify bus layover zones, etc.*
  - *Coordinate shuttle loading areas and services*

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## Transit Hub (Oak Street Option)



BOTTOMLEY DESIGN & PLANNING  
9th Street  
**Oak Street at BART Station**  
Existing Looking South - 4 Lanes One-Way



BOTTOMLEY DESIGN & PLANNING

9th Street

**Oak Street at BART Station**  
4/3 Lane Reduction, Bikeway, Bus Transfer Area, Kiss-and-Ride Drop-Off, Plaza Renovations

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Urban and Regional Planners

# Preferred Plan Chapters Six and Seven: Streetscape, Circulation, Access & Parking

## ■ Parking Strategy

- *Recommends that the BART parking lot spaces not be replaced given the urban setting and improvements to access by other modes*
- *Recommends promoting access to Laney by mode other than auto*
- *Recommends use of parking lots under the freeway as part of overall parking strategy*
- *Recommends that existing public parking lots that redevelop include public parking as part of the development plan*
- *Notes existing parking standards could be refined by establishing a parking maximum or reducing the requirement in exchange for increased bike parking and/or transit passes*
- *Adds detail on additional parking strategies, including shared parking, parking pricing, and provision of additional on-street parking (for instance by converting parallel parking to angled parking)*

# Chapter 8: Community Resources

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# Preferred Plan Chapter Eight: Community Resources

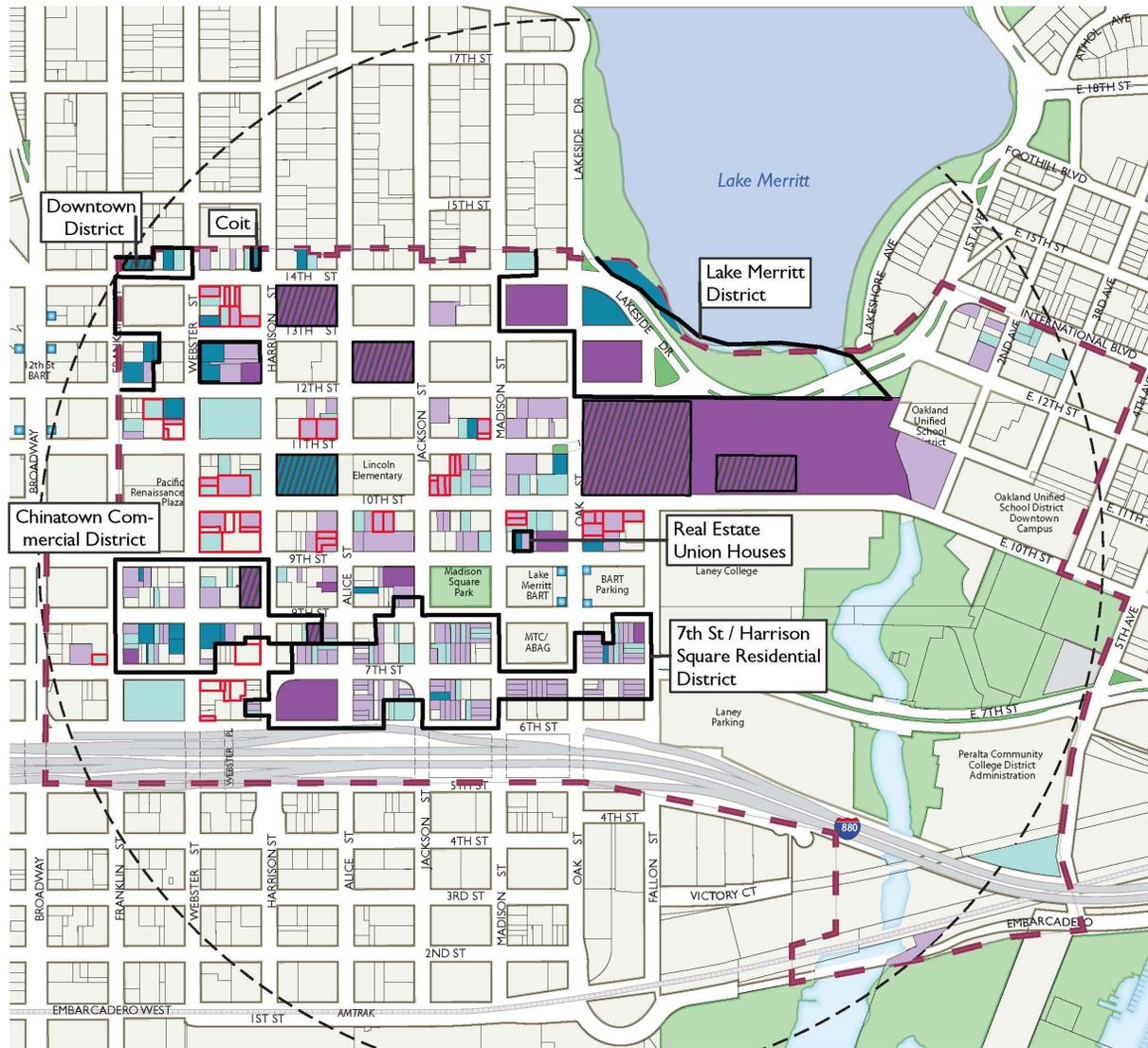
- Community Benefits
  - *Highlight co-benefits: strategies that meet multiple goals simultaneously*
  - *Strategies:*
    - Require development to provide or contribute to one or more defined community needs
    - Relax standards or provide development incentives in return for a benefit
    - Consider different process for publicly owned sites
    - Phase incentives over time in response to market conditions
    - Potential for Impact fee (i.e. lighting district, parking rate or permit fee structure)
    - Other potential funding and financing mechanisms listed in Chapter 9

# Preferred Plan Chapter Eight: Community Resources

- Historic Resources
  - *Historic Preservation Strategies*
    - Re-use existing historic resources where feasible
    - Ensure compatible new development through design guidelines
    - Set building base heights to reflect existing context

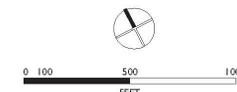
# Preferred Plan Chapter Eight: Community Resources

## Historic Resources



- Areas of Primary Importance
- Areas of Secondary Importance
- Designated Landmark
- A - Highest Importance
- B - Major Importance
- C - Secondary Importance
- D - Minor Importance

Note: Various corrections to the map were made by City of Oakland Historic Preservation staff, November 2011.



# Preferred Plan Chapter Eight: Community Resources

- Affordable Housing Strategy
  - *Expanded information on existing conditions, identified need, and projections*
  - *Strategies*
    - Affordable Housing Unit Types – mix of family and smaller units
    - Reduced Parking Requirements to Reduce Development Costs
    - Funding Sources
    - Land Banking
    - Incentivize Affordable Housing
    - Anti-displacement Strategy
    - Citywide Affordable Housing Policy

# Chapter 9: Economic Development

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# Preferred Plan Chapter Nine: Economic Development

- Economic Development Strategy additions
  - *Complete a comprehensive economic development strategy as part of the implementation phase of this plan that will include:*
    - Strategies for expanding existing businesses
    - Focus on export and import business opportunity
    - The unique opportunities of the Asian market
    - Creation of an Immigrant Investor Program/EB-5 Regional Center
  - *Identifies possibility of expansion of the Downtown Community Benefit District or creation of a new improvement district, which could include additional services that are priorities for the area, such as local hire*

# Chapter 10: Infrastructure (no changes)

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# Next Steps

## ■ Public Review

- *Parks and Recreation Advisory Board meeting: 12/14/11*
- *Bicycle and Pedestrian Advisory Board meeting: 12/15 /11*
- *Landmarks Preservation Advisory Board meeting: 1/9/11*
- *Review by Planning Commission - tentative date: 1/18/12*
- *Review by CED Committee - tentative date: 2/28/12*
- *Review by City Council - tentative date: 3/6/12*

## ■ Draft Plan

- *All feedback and direction from this meeting and public review meetings will be summarized in a memo*
  - *Circulated to CSG for review*
- *CSG to review Draft Plan prior to community workshop: June 2012*

# Lake Merritt Station Area Plan: CSG Meeting #12 Draft Preferred Plan



**DYETT & BHATIA**  
Urban and Regional Planners

November 30, 2011