

Location:	Lake Merritt Station Planning Area is generally bounded by 14 th Street to the north, I-880 to the south, Broadway to the west and 5 th Avenue to the east (See map on reverse.)
Proposal:	The City is preparing a Lake Merritt Station Area Plan (Station Area Plan) and Environmental Impact Report (EIR) for the area surrounding the Lake Merritt BART Station that will provide a roadmap for how the area develops over the next 25 years. At this Planning Commission meeting, staff will present the concepts contained in the Draft Station Area Plan, including land use and open space policies, desired transportation improvements, and implementation measures.
Applicant:	City of Oakland
Case File Number:	ZS11225, ER110017
Planning Permits Required:	N/A
General Plan:	Land Use and Transportation Element (LUTE) Areas: Central Business District, Institutional, Urban Open Space, Urban Residential, Business Mix, Community Commercial, Neighborhood Center Mixed Use Estuary Plan Areas: Planned Waterfront Development 1, Mixed Use District
Zoning:	CBD-X, CBD-P, CBD-P/CH, CBD-R, CBD-C, OS-(SU), OS-(LP), OS-(NP), OS-(RCA), S-2, RU-4, RU-5, M-40/S-4
Environmental Determination:	An Environmental Impact Report is being prepared that will analyze the Lake Merritt Station Area Plan in accordance with the California Environmental Quality Act (CEQA).
Historic Status:	The Plan Area includes several Areas of Primary Importance (API); Areas of Secondary Importance (ASI); properties individually rated A, B, C, D; and Landmark properties.
Service Delivery District:	Metro, 3
City Council District:	2, and a small portion of 3
Status:	Ongoing
Action to be Taken:	N/A
Staff Recommendation:	1) Review and become familiar with the recommended policies and actions contained in the Draft Lake Merritt Station Area Plan. 2) Recommend that staff present the proposed zoning and design guidelines to the Planning Commission's Zoning Update Committee (ZUC) and Design Review Committee (DRC) 3) Recommend that staff return to the full Planning Commission and Landmarks Preservation Advisory Board for formal review of the Draft Plan, proposed zoning, design guidelines, General Plan Amendments and the Public Review Draft Environmental Impact Report.
Finality of Decision:	N/A
For Further Information:	Contact project manager Ed Manasse at 510-238-7733 or emanasse@oaklandnet.com . Project email address: Lake_merritt_plan@oaklandnet.com , Project website: http://www.business2oakland.com/lakemerrittsap

SUMMARY

This staff report reviews the main concepts contained in the *Draft Lake Merritt Station Area Plan*, then highlights the changes that were made to the Plan after the Landmarks Preservation Advisory Board provided input at their meeting on January 9, 2012, and the Planning Commission discussed the Plan at

their meeting on January 18, 2012, and for a second meeting with the Lake Merritt Station Area Plan Community Stakeholder Group on February 25, 2012. Those previous meetings provided an opportunity for Commissioners and Board Members to review initial concepts and policies, and to discuss major outstanding issues (see *Attachments C and D* for prior staff report and minutes).

This staff report does not describe the proposals for new zoning regulations, General Plan amendments, new design guidelines and an Environmental Impact Report that will accompany the Plan. Details on those implementation measures will be included in staff reports for upcoming public hearings before the Planning Commission and Landmarks Preservation Advisory Board (see the “Next Steps” section of this report for more information on upcoming hearings).

The *Draft Plan* is *Attachment A* of this staff report. It can also be viewed online at www.business2oakland.com/lakemerrittsap (under the section called ‘Reports’) and is available for review at the Oakland Asian Cultural Center (388 9th Street), the Lincoln Square Recreation Center (250 10th Street) and the City of Oakland Planning Department (250 Frank Ogawa Plaza, Suite 3315).

BACKGROUND

The City of Oakland, Bay Area Rapid Transit (BART), and the Peralta Community College District, through a grant from the Metropolitan Transportation Commission (MTC), have come together to prepare a Station Area Plan (similar to a specific plan) for the area that encompasses a generally one-half mile radius around the Lake Merritt BART Station - including Chinatown, Laney College, civic buildings owned by Alameda County and the City of Oakland, and the channel connecting Lake Merritt to the estuary. Many diverse residents, merchants, workers, and students make up the community in this area, and Chinatown functions as a citywide center for the Asian community.

The Plan looks at ways in which streets, open spaces, and other infrastructure in the area can be improved to further the area’s vitality. The Plan considers a wide range of topics, including land use, urban design, historic preservation, circulation, streetscape improvements, parks, and community facilities.

Beginning in 2008, stakeholders have participated in numerous community workshops, focus groups, charettes, surveys and personal interviews (see Section 1.4 of *Attachment A - Draft Plan* for more details on the community-based planning process). Ongoing participation by the Community Stakeholders Group (CSG) has been a crucial component of the development of the Plan, resulting in community agreement on most of the concepts in the *Draft Plan*.

PROJECT DESCRIPTION

This section of the report presents an overview of the *Draft Plan*, and then highlights changes that were made to the Plan after last year’s public hearings, including a new chapter on implementation and refinements to recommend policies and programs in response to stakeholder feedback.

I. Draft Plan Document Overview

The *Draft Plan* is organized into ten chapters:

- **Introduction** (Chapter 1) - This chapter provides an overview of the purpose and objectives of the Plan, the planning context, the Plan’s relationship to other plans, and a detailed summary of the planning process and community participation.
- **Existing Conditions** (Chapter 2) - This chapter provides an overview of existing conditions in the Planning Area.

- **Vision** (Chapter 3) - This chapter describes the overall vision for the Planning Area, including the vision statements and goals of the project, as well as a detailed vision for each plan district.
- **Land Use** (Chapter 4) - This chapter outlines land use strategies that promote increased residential and commercial density, creating a core of beneficial activity, while ensuring that new development will enhance the neighborhood character and sense of place.
- **Open Space** (Chapter 5) - This chapter describes strategies for improved access, maintenance, and usability of existing parks, as well as development of new parks and recreational centers, that are essential to ensure a high quality of life in this increasingly dense urban setting.
- **Streetscape and Circulation** (Chapter 6) - This chapter describes the circulation strategies designed to minimize the need for auto travel and promote walking, bicycling, and transit as ways to access this destination. This chapter also provides an overview of the streetscape vision and specific streetscape improvement recommendations for the Planning Area's key streets.
- **Community Resources** (Chapter 7) - This chapter highlights strategies for enhancing community resources, including cultural, historic, and educational resources that make this transit station unique and vibrant.
- **Economic Development** (Chapter 8) - This chapter provides a strategy for economic development that would work in tandem with new building construction, as well as improvements to streets, parks, and safety, to benefit existing and new businesses and residents.
- **Infrastructure and Utilities** (Chapter 9) - This chapter provides a detailed understanding of the infrastructure and utility needs in the Planning Area.
- **Implementation** (Chapter 10) - This chapter provides a detailed implementation plan, including financing and phasing strategies. (Described in more detail in this staff report, in the following paragraphs)
- **Detailed Development Potential** (Appendix A) - This appendix includes details related to the total development potential. The *Draft Plan* projects that between 3,700 and 5,600 new housing units, up to 5,755 new jobs, 412,000 square feet of additional retail space and 2.1 million square feet of additional office space will be created in the Planning Area by 2035.

The Vision and Goals (see page 3-2 of *Attachment A – Draft Plan*) provide an important framework for the policies and actions contained in the *Draft Plan*, and are summarized here:

- Create an active, vibrant and safe district;
- Encourage services and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;
- Encourage job creation and access;
- Provide services and retail options;
- Identify additional open space and recreation opportunities;
- Celebrate and enhance Chinatown as an asset and a destination;
- Maximize opportunities for preservation and re-use of historic buildings;
- Model progressive innovations (i.e., economic, environmental, social).

II. Changes to the Draft Plan

This section describes the changes made to the *Draft Plan* after last year's public hearings:

New Implementation Chapter

The *Draft Plan* now contains an implementation strategy (see Chapter 10 in the *Draft Plan*) that identifies the desired community improvements and amenities to be pursued by the Plan and outlines the next steps for achieving those community improvement and amenities.

New development will help to transform the Planning Area into a denser, more vibrant transit-oriented district, while existing open spaces, streets, community facilities, and other aspects of the public realm will be improved. In order to fully achieve this vision, the *Draft Plan* underscores that the responsibility for implementation must be shared by multiple stakeholders, including the City, new development and the community, and identifies a full menu of tools and funding mechanisms that *together* will help achieve the Plan’s goals. The implementation measures are divided into Phase I implementation measures (which have no pre-conditional requirements, such as application for grants, standard conditions of approval to incorporate streetscape improvements into development, or a developer incentive program) and Phase II implementation measures (which have pre-conditional requirements, such as a nexus study to determine impact fees on new development, or a vote to implement a Parking Benefit District that could help fund improvements to the area). The implementation chapter also includes a table of all the plan’s action items with estimated costs and timing, and identification of most appropriate potential funding and implementation mechanisms.

Here are some implementation mechanisms described in the *Draft Plan*’s shared responsibility approach:

City	<ul style="list-style-type: none"> ▪ Apply for grant funding (for technical studies, implementation of streetscape improvements, etc.) ▪ Enter into public/private partnerships (for social services, etc.) ▪ Regulatory actions, such as zoning amendments (for promoting land uses, etc.)
Development	<ul style="list-style-type: none"> ▪ Onsite improvements as required by Standard Conditions of Approval (for street lighting, etc.) ▪ Pay impact fees if adopted by the City (for street improvements, etc.) ▪ Provide on-site amenity in return for development bonus (for open space, etc.)
Community	<ul style="list-style-type: none"> ▪ Vote to pass taxes to pay for improvements via special districts, such as Business Improvement Districts (for community policing, business enhancement, etc.) ▪ Establish a Parking Benefit District, whereby visitors paying for parking could help fund improvements (for streetscape, etc.) ▪ Help build citywide support for new affordable housing strategies

Regulatory actions, including amendments to zoning regulations, are briefly discussed in the Implementation Chapter and recommendations are found throughout the document. However, specific zoning proposals will accompany the *Draft Plan* under separate cover and will be discussed in more detail at upcoming public hearings, as described in the “Next Steps” section of this report.

Refinements to Recommended Policies and Programs

As part of the iterative planning process with the community, the following items have been incorporated into the *Draft Plan*, based on community, Board member and Commissioner feedback:

- *Refinements have been made to the proposed height map (See “Outstanding Issues” section of this report for further discussion on Building Height);*
- *Boundaries of Historic Areas of Primary and Secondary Importance (APIs and ASIs) are now shown on Plan maps, such as height maps and opportunity site maps;*

- *Policies that encourage reduced parking requirements and reducing parking demand through bundled transit passes and bicycle parking, shared parking, unbundled parking and carshare (the detailed proposal for parking regulations will be presented at upcoming public hearings as part of the discussion on zoning);*
- *The creation of a Parking Management District is recommended;*
- *Description of the “Webster Green” initiative is now included;*
- *Pedestrian safety improvements, such as lighting, are prioritized;*
- *Includes designation of transit preferential streets;*
- *Recommends that the Lake Merritt BART station and new development on the BART blocks include wayfinding signs that create a connection with Chinatown and incorporate cultural markers and plaques with information on the area’s history;*
- *Stronger historic preservation language is included in the Goals and Vision Statements;*
- *Designates the “Fire Alarm” building and site near Lake Merritt as a potential site for public open space (with existing building to remain);*
- *Identifies sites for potential new or expanded community centers;*
- *Recommends adoption of a Developer Incentive Program (described in in this staff report in the following paragraphs);*

III. Development Incentive Program

In conjunction with the Lake Merritt Station Area Plan, the City is also preparing a draft Development Incentive Program. This program is intended to provide an economic incentive for area developers to provide public amenities as part of their projects that improve the quality of life for city residents, visitors, employees, business and property owners. The program would apply to new buildings, where the amenity is provided onsite. The draft Development Incentive Program will consider relaxation of regulations, including parking and private open space requirements.

The desired public amenities, often called “community benefits,” could range from provision of new recreational facilities to additional publicly accessible open space. An extensive list of desired public amenities was developed as part of the Lake Merritt Station Area planning process, and is included in Chapter 10 of the *Draft Plan*.

To help City staff understand the details of a possible Development Incentive Program, the City applied for and was awarded, a \$60,000 grant from the Metropolitan Transportation Commission (MTC), to pay for the consulting services of AECOM, a planning, architecture and engineering firm. AECOM is scoped to:

- 1) Prepare a Real Estate Market Assessment;
- 2) Prepare up to six preferred development scenarios at three locations in downtown (currently used as parking); and
- 3) Conduct feasibility analysis of each of the building scenarios, identifying which building typologies are the most likely to produce an economic return, and which would then be potentially available to fund the desired community amenity, such as public open space.
- 4) AECOM will then prepare a written report, and make presentations to the Planning Commission and the City Council with their findings.

City staff intends to use the AECOM study, which should take approximately six months to complete, to help determine which specific development bonuses or relaxation of regulations would be most effective in achieving the goals of a development incentive program.

A draft of the Development Incentive Program will be presented at upcoming hearings along with proposed zoning for the Lake Merritt Station Plan Area. Refinements to the proposal are expected following the release of the AECOM study. As described in the *Draft Plan*, a Development Incentive Program would be one component of a full menu of implementation mechanisms that together will help achieve the Plan's goals.

KEY ISSUES

As noted earlier, the *Draft Plan* is a result of an intensive community planning process. Most recently, on December 15, 2012, a well-attended community Open House was held at Laney College to review the *Draft Plan*, zoning concepts and design guidelines. **Attachment B** contains a summary of community comments received during and following the Open House. While there is agreement on most of the concepts in the *Draft Plan*, there are still opportunities for refinements and there are differing opinions on some key issues.

As outlined in the "Next Steps" section of this staff report, a list of recommended further changes to the *Draft Plan* (along with proposed zoning regulations and General Plan amendments, and design guidelines) will be presented to the Planning Commission and Landmarks Preservation Advisory Board for public review and comment, following this round of public hearings and in conjunction with the release of the Public Review Draft Environment Impact Report (tentatively in April of 2013).

Refinements to the Draft Plan

Stakeholders have numerous recommendations for additional Plan refinements to strengthen and clarify policies in the *Draft Plan*. Here are some of staff's recommendations for changes to the *Draft Plan*, based on stakeholder feedback:

- *Include additional language and policies about how to encourage families to move into the Planning Area (such as types of units, importance of schools, safety, community centers);*
- *Clarify funding sources for proposed open space improvements to the Lake Merritt Channel and Estuary area (Measure DD and other grant sources, but not from development that is not adjacent to these areas);*
- *Add additional emphasis and recommended measures to enhance pedestrian safety (including additional improvements to the intersection of 7th and Harrison Streets);*
- *Clarify feasibility and necessary steps for implementing Quimby Act fees (as a potential funding source for open space improvements).*

Outstanding Issues in the Draft Plan

There remain differing opinions on some key issues in the *Draft Plan*. Staff's recommendations on how to resolve the following outstanding issues are reviewed in more detail below:

- Overall Height Limits
- Mechanisms to Achieve Public Amenities
- Bikeways in the Core of Chinatown

(1) Overall Height Limits

The *Draft Plan* includes a proposal for overall height limits for new development (see Height Map on page 4-13). The height limit proposal is consistent with one of the primary objectives of the Plan, which is to promote the high-density development needed to create increased activity and vibrancy in the area; and will help to make the Planning Area a desirable and economically feasible place to develop. At the same time, the proposed Height Map incorporates many refinements that will aid in addressing historic preservation issues and respectfully integrate new development into the existing urban fabric.

The following refinements were made to the proposed Height Map after last year's public hearings:

- *Applied 45' total height limit to the Fire Alarm Building site;*
- *Lowered heights on the King Block (in History API) to total of 85' (previous proposal was 85' base and 400' total);*
- *Applied (lower) 45' height limit to entire Alice St. frontage facing Chinese Garden Park (in Historic API);*
- *Applied (lower) 45' height limit to historic areas in Height Area 2b (in Historic API), but applied (higher) 45' and 175' total height limit to the corner of 8th and Oak;*
- *Lowered base height on MTC/ABAG block to 45';*
- *Lowered heights on BART blocks to 55' base and 275' total, with the possibility of a height bonus to 400' with the provision of community benefits (previous proposal was 85' base and 400' total);*
- *Lowered heights on area near Webster, Harrison, 13th and 14th Streets to 85' base and 175' total (previous proposal was 85' base and no total height limit);*
- *Raised the base height in Height Area 9 to 125' (previous proposal was 85' base height)*

Community comments on this issue include:

- The majority of planning area land is over-zoned, which encourages speculation and discourages actual development from taking place.
- Further reduce height limits in some historic areas (such as King Block).
- Height limits should be lowered by right to 45/55 feet (or 2.5 Floor Area Ratio), and allow additional height in exchange for neighborhood community benefits.

Recommendation

Staff recommends keeping height limits as currently proposed in the *Draft Plan*. Height limits have already been lowered to below existing height limits allowed by current zoning regulations, in order to aid in addressing historic preservation issues. Further reducing height limits in only this portion of Oakland's Downtown will put the Planning Area at a competitive disadvantage when compared to other parts of Downtown. Increasing height limits is not recommended either, since the proposed Height Map still allows significant intensification beyond what exists on the ground today. The community comment regarding the link between height limits and community benefits is discussed below, since the essence of the comment is how to provide mechanisms to ensure neighborhood community benefits occur alongside new development.

(2) Mechanisms to Achieve Public Amenities

The desired community improvements and amenities (also referred to as community benefits) to be pursued by the Plan range from improved recreation centers to additional lighting on sidewalks, affordable housing to new park area. Such community improvements and amenities are a critically important component for supporting growth in the Planning Area and its continued quality of life.

The following refinements were made to the Draft Plan after last year's public hearings:

- *Added an implementation chapter which describes a full menu of implementation and funding measures that can help achieve community benefits (summarized in the "Project Description" section of this staff report).*
- *Proposed creation of a Development Incentive Program in conjunction with the Lake Merritt Station Area Plan that would allow relaxation of certain development standards, such as parking*

requirements, in exchange for community improvements and amenities (the details on this will be discussed at upcoming public hearings on proposed zoning regulations).

Community comments on this issue include:

- Height limits should be lowered by right to 45/55 feet (or 2.5 Floor Area Ratio), and allow additional height in exchange for neighborhood community benefits.
- Set a requirement for affordable housing and public open space contributions for new development.

Recommendation

Staff does not feel that a drastic reduction in allowed height and floor area ratio (FAR) and requiring community benefits in exchange for additional height and floor area allowances would be an effective tool for achieving public amenities at this time. This type of mechanism is most effective in settings where there is to be an up-zoning as a result of a Plan, or where there is an existing high demand for development that can be leveraged to shift the expected high return towards funding of public amenities. Such a high development demand does not currently exist in the Planning Area, based on past development history and the market analysis completed as part of this planning process. Reducing development potential (by reducing height limits to a level that is just below what the market is likely to develop¹) would mostly likely act as a significant disincentive to new development under current market conditions, thereby reducing the likelihood that additional public amenities will actually be created as a result of the Plan.

Therefore, staff recommends that before any height or FAR bonus mechanism is considered, Plan elements should be first implemented that will help make the area more desirable for development, such as improving the streetscapes and lighting. Once many of these Plan elements are in place (funded by other sources), development pressure is likely to increase and a height or FAR bonus mechanism could become effective.

It should also be emphasized that the *Draft Plan* identifies many other effective implementation strategies for achieving public amenities (as summarized in the “Project Description” section of this staff report). The implementation section of the *Draft Plan* also describes how *requiring* new development to provide affordable housing (inclusionary housing) or public open space contributions requires a nexus study and Council adoption, and recommends that those types of implementation measures be adopted Citywide or at least throughout the Downtown area.

(3) Bikeways in the core of Chinatown

One of the goals of the Plan is to promote the Planning Area’s role as a destination, by improving pedestrian, bicycle and transit access. To that end, the *Draft Plan* includes short-term and long-term improvements to roadways in the Planning Area, including improvements to the bicycle network. The *Draft Plan*’s bikeway proposals acknowledges that the core of Chinatown presents complicated circulation issues, particularly related to double-parking and in-street loading.

The following refinements were made to the *Draft Plan* after last year’s public hearings:

- *Added the following language regarding bikeways:*

¹ The City is undertaking an economic study (as described in “Project Description” section of this staff report that talks about a proposed Development Incentive Program) that will provide additional information on this assessment.

Policy C-32: Bike lanes and routes. Implement the policies and improvements of the City's Bicycle Master Plan in the Planning Area. Consider the adjustment of replacing Class 2 bike lanes with Class 3A marked routes, using sharrows, within the Chinatown commercial core. New bike lane and route improvements in the Plan, as shown on Figure 6.6, include the following:

- *Class 2 bike lanes on:*
 - *Oak and Madison Streets.*
 - *8th and 9th Streets outside of the Chinatown core (east of Harrison Street).*
 - *Webster and Franklin Streets north of 8th Street.*
 - *10th Street east of Madison Street.*
- *Class 3A bike routes (sharrows) on:*
 - *8th and 9th Streets in the Chinatown core (west of Harrison Street).*
 - *14th Street.*

At the time of the writing of this Plan, the City is not pursuing implementation of bikeways in the core of Chinatown because of community concerns. The City will need to examine these issues carefully and, in consultation with Chinatown stakeholders and bicycle advocates, review options for how to move forward. In the meantime, implementation of bikeways outside of the core of Chinatown will be prioritized.

Community comments on this issue include:

- Bicycle lanes should not be implemented in the core of Chinatown. The addition of Bike Lanes through the Chinatown core would only serve to further congest streets as bikers will use them to travel through Chinatown, rather than to Chinatown. Bike Lanes should instead be put around the outskirts of Chinatown.
- Clarify that no streetscape changes will be implemented in the core of Chinatown that preclude bikeways as identified in the Bicycle Master Plan, prior to studies regarding double-parking and truck loading issues.
- Clarify that the Lake Merritt Station Area Plan will be consistent with the City's Bicycle Master Plan in showing bike lanes in the core of Chinatown in the long-term.

Recommendation

The Bicycle Master Plan (an element of the General Plan), adopted by the Oakland City Council in 2007, is a citywide, long-range policy document that promotes bicycling as a viable means of transportation and recreation in Oakland. Staff recommends that the *Draft Plan's* long-term (Phase II) improvements to bikeways remain consistent with the Bicycle Master Plan's Proposed Bikeway Network, which is based on an initial analysis of routes that maximize bicyclist safety and access while minimizing adverse effects on other roadway users. The Bicycle Master Plan recommends bike lanes and bike sharrows (shared lane symbols) within the core of Chinatown (as illustrated in Figure 6.6, on page 6-13 of the *Draft Plan*). Staff recommends further clarifying with text and map changes that bikeways in the Core of Chinatown are not a priority and that the City will conduct further study of the truck loading and double-parking issues, and based on those studies and in consultation with Chinatown stakeholders and Bicycle Advocacy groups, recommend options to make the streets in the core of Chinatown work in a safe and inviting manner for all users of the roadway.

MEETING FORMAT

This joint meeting of the Planning Commission and Landmarks Preservation Advisory Board will follow a typical Planning Commission meeting format beginning with roll call and opening remarks by Commission and Board Chairs. Staff will make a brief presentation outlining the key topics intended for the group to focus on for the day. The presentation will be followed by a public comment period. At the conclusion of the public comment period, the Planning Commission will discuss the key topics. In an effort to maximize discussion time (and reduce the number of duplicative comments), community

members who are also members of a community interest group or organization will be asked to elect one spokesperson for their group (as opposed to each member speaking individually).

NEXT STEPS

Additional public hearings will be held to review new zoning regulations and General Plan amendments, design guidelines, and the *Draft Environmental Impact Report (EIR)*.

Zoning Regulations and General Plan Amendments

The Station Area Plan will also include regulatory actions to update the Planning Code (zoning regulations) and Oakland General Plan to reflect new policy direction. New zoning will provide specific regulations, such as allowed activities, buildings heights and tower design, required parking and open space for new development.

Design Guidelines

Design Guidelines for the Lake Merritt Station Area Plan will cover a wide range of topics for building, streetscape and open space guidelines. They will complement zoning regulations and the design review procedures and provide certainty and predictability in the design review process.

Environmental Impact Report (EIR)

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

Upcoming Public Hearings

These are the proposed dates and times for upcoming public hearings:

Date/Time/Location	Public Body	Meeting Topic
Wednesday, February 27, 2013 6:00pm, City Hall, Hearing Room 1 (first floor), One Frank Ogawa Plaza	Planning Commission Committees - Zoning Update and Design Review	<ul style="list-style-type: none"> • <i>Zoning and General Plan Amendments</i> • <i>Design Guidelines</i>
TBD (April)	Landmarks Preservation Advisory Board	<ul style="list-style-type: none"> • <i>Draft Plan (and list of recommended changes)</i> • <i>Zoning and General Plan Amendments</i> • <i>Design Guidelines</i> • <i>Draft Environmental Impact Report</i>
TBD (April)	Planning Commission	<ul style="list-style-type: none"> • <i>Draft Plan (and list of recommended changes)</i> • <i>Zoning and General Plan Amendments</i> • <i>Design Guidelines</i> • <i>Draft Environmental Impact Report</i>

Following this round of public hearings, in fall of 2013, a Final EIR, along with recommended changes to the Draft Plan, zoning regulations and General Plan amendments, and design guidelines will be presented

to the Planning Commission and Landmarks Preservation Advisory Board for public review and comment before final adoption by City Council of a Station Area Plan, tentatively in December 2013.

RECOMMENDATIONS

1. Review and become familiar with the recommended policies and actions contained in the Draft Lake Merritt Station Area Plan.
2. Recommend that staff present the proposed zoning and design guidelines to the Planning Commission's Zoning Update Committee and Design Review Committee.
3. Recommend that staff return to the full Planning Commission and Landmarks Preservation Advisory Board for formal review of the Draft Plan, proposed zoning, design guidelines, General Plan Amendments and the Public Review Draft Environmental Impact Report.

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ATTACHMENTS:

- Attachment A – *Public Review Draft – Lake Merritt Station Area Plan*
- Attachment B – Comment Letters
- Attachment C – Minutes from January 2012 Landmarks Preservation Advisory Board Meeting
- Attachment D – Staff Report from February 2013 Planning Commission and Community Stakeholder Group Meeting