

# Draft Environmental Impact Report

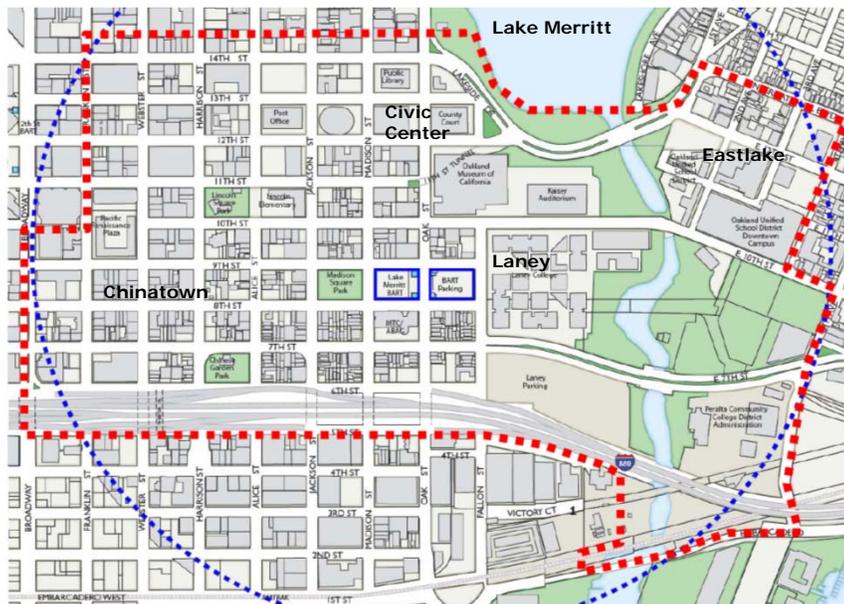
## Lake Merritt Station Area Plan



Planning Commission  
November 20, 2013

## Planning Area

Lake Merritt Station Area Plan



# Planning Process

Lake Merritt Station Area Plan

## VISION & GOALS

2009 - 2011



Community Engagement



Community Workshop



Focus Groups (students, merchants, families)



Subarea Workshops



Community Stakeholders Group (ongoing meetings)



Community Open House

## DRAFT PLAN & EIR

2012 - 2013



Community Workshop

Review by Boards, Commissions and City Council

## FINAL PLAN & EIR

2013-2014

Review by Board and Commissions, Adoption by City Council

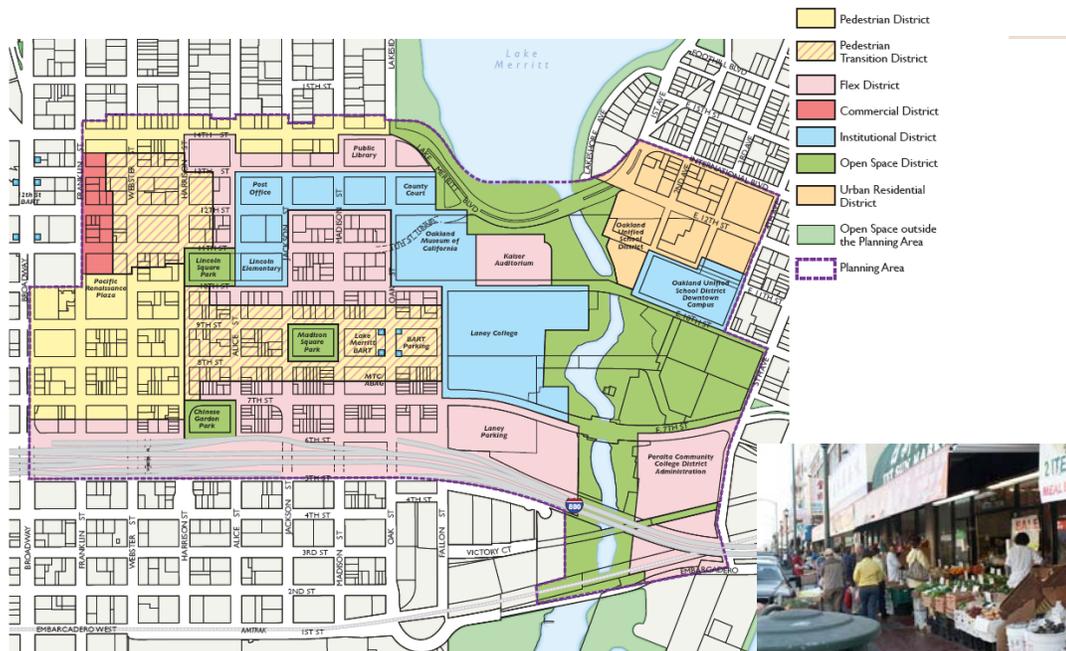
# Overview of Draft Plan

## Vision for the Lake Merritt Station Area Plan

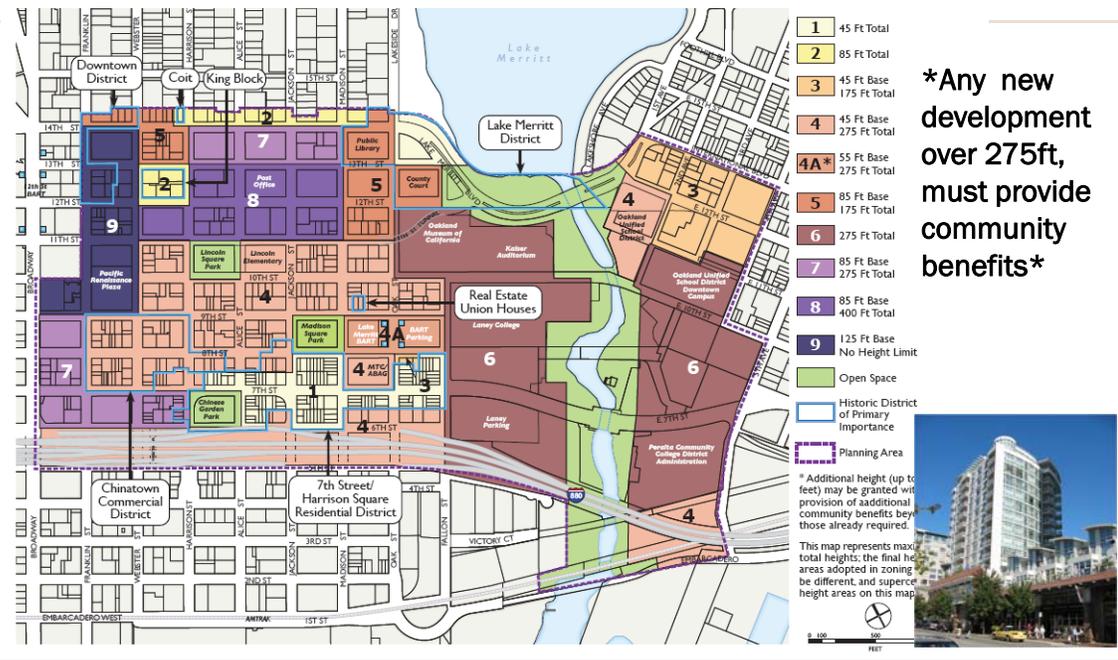
- Create an active, vibrant and safe district;
- Encourage services and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;
- Encourage job creation and access;
- Identify additional open space and recreation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

## Land Use Character

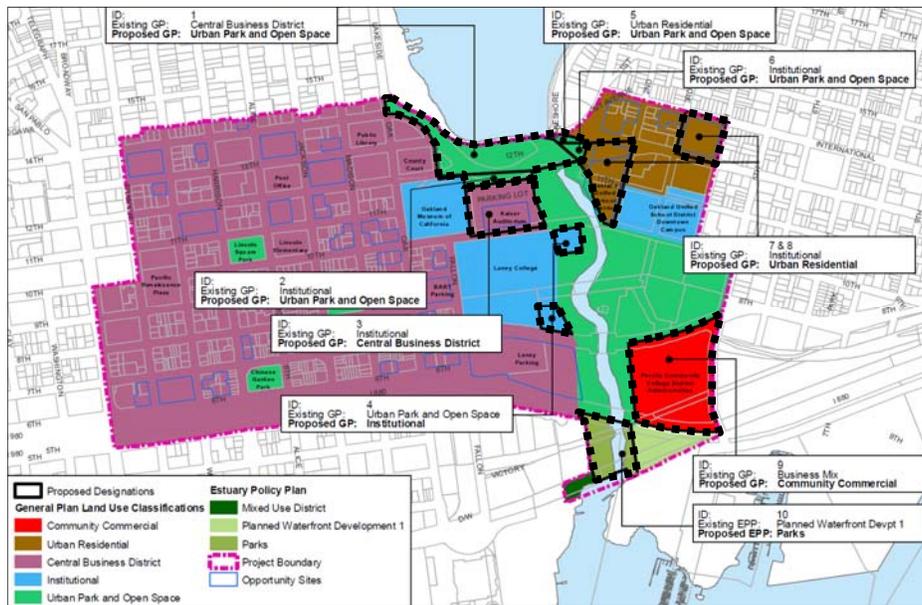
Figure 4.1:  
AREA CHARACTER



## Height Areas



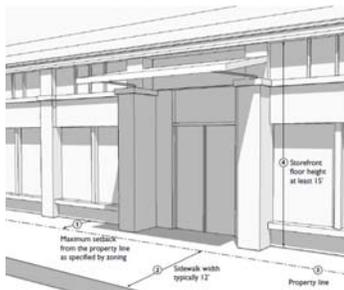
## Draft General Plan Amendments



## Planning Code Amendments

- Establish overall height limits. Any development over 275ft would have to provide community benefits.
- Set base height limits to be compatible with the character-defining heights within Historic Districts
- Facilitate the reuse of historic buildings, affordable housing by relaxing certain development standards (such as parking and open space requirements)
- Encourage ground floor retail along key commercial corridors (8<sup>th</sup>, 9<sup>th</sup>, Franklin, Webster, 14<sup>th</sup>)

## Design Guidelines



### Character Defining Features: Residential



Hip roofs with gable over polygonal bay are prevalent in Queen Anne style late 19th century buildings of 7th Street/Harrison Square Residential District.



Polygonal bay windows are prevalent in the Queen Anne, Colonial Revival and Italianate style, late 19th/ early 20th century buildings of 7th Street/Harrison Square District.



Hip roofs are prevalent in Colonial Revival and Italianate style late 19th century/early 20th century buildings of 7th Street/Harrison Square Residential District.



Double hung windows are common in Queen Anne, Colonial Revival, Stick style and Italianate style late 19th century/early 20th century buildings of 7th Street/Harrison Square District.



Recessed, arched and raised entrance detail over the arch is prevalent in Q 19th century buildings of 7th Street



Multiple gable roof is prevalent in stick style and Queen Anne late 19th century buildings of 7th Street/Harrison Square Residential District.



Attic windows is a character defining feature of Queen Anne style late 19th century/early 20th century buildings of 7th Street/Harrison Square District.



Over-scaled door hood on brackets, pilasters and shallow polygonal bay features of Colonial Revival and Italianate style late 19th century/early 20th century buildings of 7th Street/Harrison Square District.

# Reasonably Foreseeable Maximum Development Program

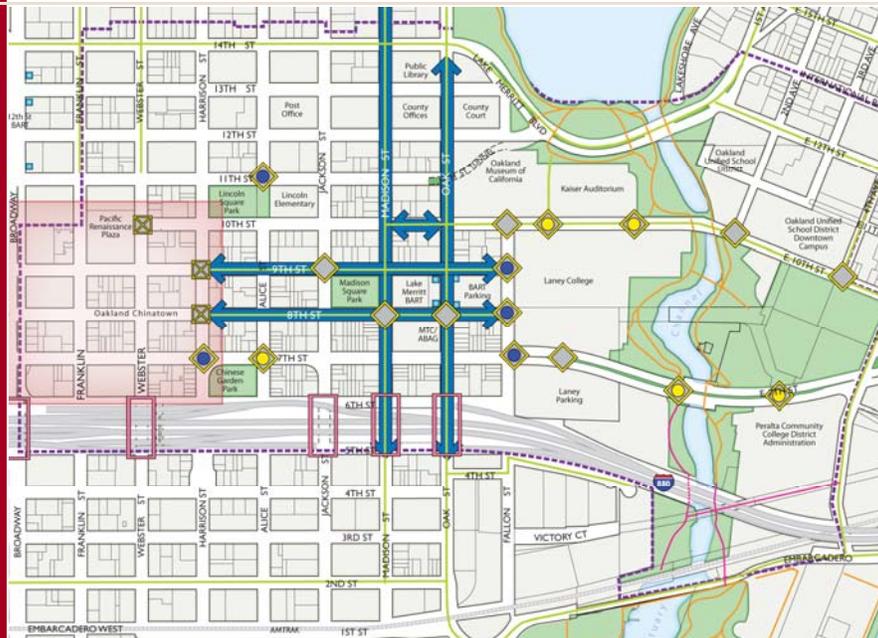
Lake Merritt Station Area Plan



- up to 4,900 new units
- up to 1.3M sf of new office space
- up to 404 ksf of new retail space

# Transportation Improvements

Lake Merritt Station Area Plan



- Planned Lane Reduction/ Bike Lanes
- Existing or Planned On-Street Bicycle Connection
- Priority Pedestrian Crossing Improvements
  - Bulbouts
  - Bulbouts, Flashing Pedestrian Signs
  - Bulbouts, Lane Changes, or Sidewalk Widening
  - Phase I Bulbouts, Phase II Pedestrian Scrambles
- Improved Freeway Undercrossing
- Existing and Under Construction Paths
- Potential Additional Paths
- Chinatown Commercial Core Area
- BART Station Entrance
- Planning Area



# Open Space Strategies

**Improve access to and quality of existing public open spaces**

**Pursue joint use agreements with OUSD and Laney**

**Create new Open Space and Recreational Facilities**

# Open Space Opportunities



# Strategies

## Access Improvements



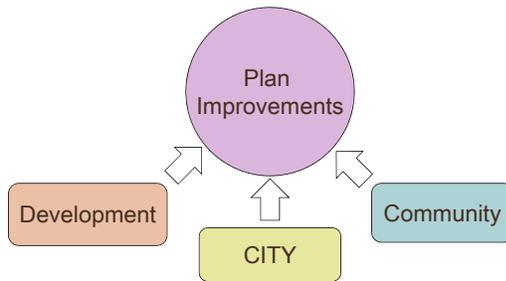
\*The green color shown on the bike lane is illustrative. The City of Oakland does not yet have a policy regarding green paint to mark bike lanes.

7th Street at Laney College  
Westbound 4/3 Lane Reduction, Eastbound Narrowed Lane, Widened Median, Bike Lanes, Additional Pedestrian Crossing



## Implementation Measures

- Shared Approach - City, Development and Community
- Financing of Plan Improvements
- Full Menu of Implementation Measures
- Phasing of Implementation Measures



## Implementation Measures

	Implementation Measure
City	<ul style="list-style-type: none"> <li>- Apply for grants (for technical studies, streetscape improvements, etc.)</li> <li>- Enter into public/private partnerships (for social services, etc.)</li> <li>- Regulatory actions, such as zoning amendments (for promoting land uses, etc.)</li> </ul>
Development	<ul style="list-style-type: none"> <li>- Onsite improvements as required by Conditions of Approval (for street lighting, etc.)</li> <li>- In-lieu fees in exchange for relaxation of development standards</li> <li>- Community benefit in exchange for relaxation of development standards</li> </ul>
Community	<ul style="list-style-type: none"> <li>- Vote to pass taxes to pay for improvements via special districts, such as Business Improvement Districts (for community policing, business enhancement, etc.)</li> <li>- Establish a Parking Benefit District, whereby visitors paying for parking could help fund improvements (for streetscape, etc.)</li> <li>- Help build citywide support for new affordable housing strategies</li> </ul>

# Draft EIR

## Potential Significant and Unavoidable Impacts

Lake Merritt Station Area Plan

- Land Use, Planning, Population, and Housing
- *Transportation and Traffic*
- *Air Quality*
- Climate Change and Greenhouse Gases
- Parks and Recreation
- Public Services
- *Cultural and Historic Resources*
- Aesthetics
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality

## Transportation and Traffic

- Scenarios
  - *Existing, Year 2020, Year 2035*
- Auto Level of Service
- Pedestrians, Transit, Bicyclists

## Transportation and Traffic: Intersection Auto LOS

Intersection	EX	2020	2035
1 <sup>st</sup> Ave and International	X (None)		
Oak and 10 <sup>th</sup> St	X (None)		X (interconnect)
Oak and 8 <sup>th</sup> St			X (interconnect)
Oak and 7 <sup>th</sup> St			X (interconnect)
Oak and 6 <sup>th</sup> St	X (None)	X (interconnect)	X (interconnect)
Oak and 5 <sup>th</sup> St		X (interconnect)	X (interconnect)
Madison and 14 <sup>th</sup> St			X (interconnect)
Madison and 11 <sup>th</sup> St			X (interconnect)
Madison and 10 <sup>th</sup> St			X (interconnect)
Jackson and 8 <sup>th</sup> St			X (none)
Jackson and 7 <sup>th</sup> St			X (none)
Jackson and 6 <sup>th</sup> St		X (none)	X (none)
Jackson and 5 <sup>th</sup> St	X (None)		
5 <sup>th</sup> Ave and 7 <sup>th</sup> /8 <sup>th</sup> St			X (none)
Brush and 12 <sup>th</sup> St		X (none)	
Harrison and 8 <sup>th</sup> St			X (None)

## Transportation and Traffic

### Segment Auto LOS

Segment	EX	2020	2035
I-880: Oak and 5th Ave	X (none)		
Oak St: Embarcadero and 2 <sup>nd</sup> St			X (none)

### Pedestrian LOS (Alameda)

Segment	EX	2020	2035
Constitution Wy and Marina Village Pkwy	X (none)		
Constitution Wy and Atlantic Ave	X (none)		

## Air Quality

### Impact

#### AQ-3 – Toxic Air Contaminants

Potentially expose sensitive receptors to substantial health risks from Toxic Air Contaminants (TACs)

#### AQ-4 – Odors

Potentially expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.

#### Impact AQ-5 – Cumulative Air Quality Impacts

*Per City guidelines, a project-level significant impact is also considered to be cumulatively significant*

## Cultural and Historic Resources



## Cultural and Historic Resources

Impact	Mitigation Measure
CUL-1: Draft Plan could cause a substantial adverse change in the significance of a historical resource.	a) Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures.
Cumulative CUL-5: The Draft Plan could contribute to a cumulative impact on historic resources.	b) Future Site-specific Surveys and Evaluations
	c) Recordation and Public Interpretation
	d) Financial Contributions

## Project Alternatives

- Alameda County Transportation Commission (ACTC) Defined No Project Alternative
- Plan Area Trends-Based No Project
- *Reduced Scope Alternative*
- Enhanced Transportation Demand Management (TDM) Alternative
- Theoretical Maximum Build-out Alternative

## Next Steps

## Next Steps

- **Draft EIR**
  - *Parks and Recreation Advisory Commission: 11/13*
  - *Landmarks Preservation Advisory Board: 11/18*
  - *Bicycle and Pedestrian Advisory Committee: 11/21*
  - *Comments Due: 12/20*
- **Draft Plan and Zoning**
  - *CSG and Zoning Update Committee – Jan 2014*
- **Final Plan and EIR**
  - *Planning Commission, City Council – summer 2014*

## Contact Us

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# DEIR Comments