

5 URBAN DESIGN

This section describes the urban form and character of the Planning Area; height, bulk and intensity regulations; and streetscape character and conditions in the Planning Area.

5.1 Urban Form

Block Sizes and Parcels

The majority of roadways in the Planning Area are designed in a typical grid system with blocks that measure 1.6 acres in size. The major exception to this pattern is in the Educational/Cultural sub-area, where the block sizes are much larger. Detailed descriptions of the typical block and parcel types and examples follow.

Predominant

Blocks are generally 220 feet on the north-south face and 320 feet on the east-west face. Buildings line the sidewalk edge. Parking is generally at the interior of the block or in parking structures, though there are a few surface parking lots. The grid system was laid out in the early 1850s, and blocks have been preserved. One of the very few street closures that merged the blocks was on 10th Street between Webster and Broadway.

Parcel sizes are relatively small in the Chinatown Commercial and Chinatown Residential sub-areas, as well as in the Lake-side Apartment District and the East Lake Gateway. This small lot size creates a pedestrian-scale feeling and adds variety to the street.

Larger Parcels

Parcels are larger for some government buildings and public facilities, including: the post office, the public library, the County offices, the County court, and schools. Several large buildings were also built as part of the merged blocks where 10th Street was closed, including the Pacific Renaissance Plaza, the Oakland Marriot Hotel, and the Trans Pacific Centre.

South of I-880 in the Jack London neighborhood blocks are also generally 220 feet on the north-south face and 320 feet on the east-west face. However, parcels and buildings are larger in scale, primarily because of their warehousing or past industrial uses. Many of the buildings often occupy a ¼ to a ½ block in size. Many of these larger buildings are now converted into offices, live/work lofts, and housing units. There are also some new buildings with housing and live/work lofts, including the Bond at 311 2nd Street, which is a half block in size, or the Sierra at 311 Oak which is a full block in size.

Mega-block

The Cultural/Educational sub-area is largely made up of mega-blocks that break up the street pattern, in part because they line the Channel, but also because they are built across what would be several city blocks. Buildings in this area are set back from the street and often do not face the street. Planned projects, such as the 12th Street Reconstruction, improvements along the Channel, and the Oakland Museum of California renovation, will help address the insular nature of these institutions. The mega-blocks include:

- **Laney College.** The main campus, which includes the 14 buildings that make up the college campus itself, is roughly 740 feet by 720 feet, about 12 acres, plus about 3 acres of recreational space including tennis courts and an art building. Most of the buildings are one to two stories, with the exception of the administration building, which is eight stories high.
- **Laney Parking.** The Laney parking lot is about five and one quarter acres, and is currently used as parking for Laney students, staff, and faculty. The site covers the area between Fallon Street, 7th Street, the Channel and I-880.
- **Laney College Sports Fields.** The Fields cover 8.7 acres, and are used primarily by Laney students and athletes. The fields are fenced off, restricting access.
- **Peralta Community College District Administration.** The district administration site is nearly seven acres. The administration building is one story and set back from the street. The site covers the area between 5th Avenue, 7th Street, the Channel and I-880.
- **Oakland Museum of California.** The Oakland Museum covers about 6 acres. The building is one story and much of the museum is slightly below grade. The museum currently lacks a street presence, which will be remedied by current renovations which will add signage and move the primary entrance to Oak Street.
- **Kaiser Convention Center.** The Kaiser Convention Center and parking lot, located adjacent to the Oakland Museum of California, covers about 4 acres. The building measures approximately four hundred feet long by two hundred feet across and contains approximately 228,000 square feet of floor area on four levels, including a basement.

Historic Resources

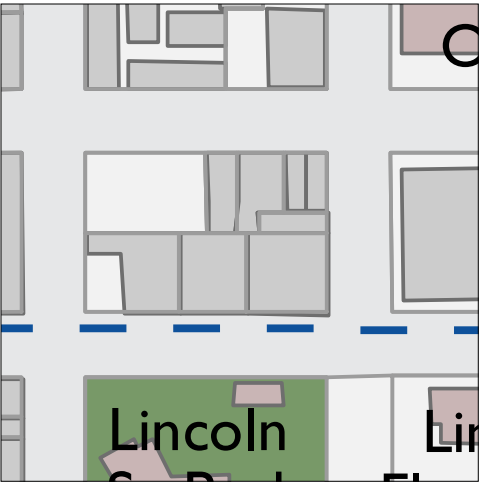
Several historic districts and properties exist throughout the Planning Area, adding a special character and direct connection with the evolution of the community and the urban setting. Careful design and planning of new transit oriented development in the planning area, which will likely be high intensity development, will need to be compatible with these historic resources. There will be a great opportunity for design solutions that marry transit oriented development with the preservation of multiple historic resources in the Planning Area. While opportunity sites identified within this report are not identified historic resources, they may be adjacent to historic resources or within a historic district. Attention to key design features will help to ensure that new development is compatible with the rich historic context of the Planning Area.

Building Setbacks and Development Standards

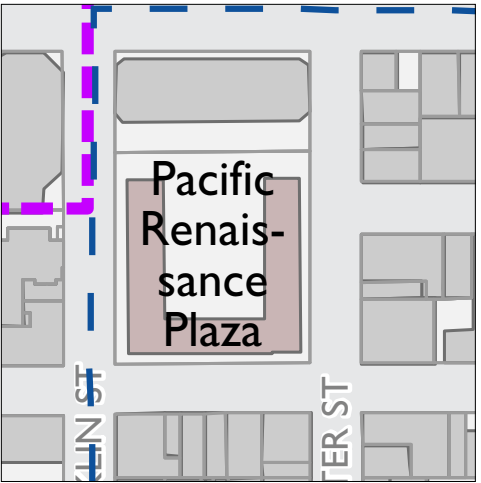
Most of the buildings in the Planning Area are built at or close to the sidewalk edge. In the Chinatown Commercial area businesses activate the street edge and create a dynamic pedestrian experience. However many other areas lack this vibrancy, particularly in the Cultural/Educational sub-area where buildings do not relate to the street. In the Chinatown Residential sub-area, many houses are set back from the sidewalk about five to ten feet. This area is usually paved.

The CBD zoning has recently added development standards designed to improve the building relationship to the streets, such as minimum ground floor commercial façade transparency, which ranges from 50-70%, and requiring a minimum height of 15 feet for the ground floor. In addition, the CBD zoning implements a maximum front setback of five feet in CBD-P and CBD-C for the bottom three stories, and a ten foot maximum setback in CBD-X on the ground floor. Setback maximums are required for 75% of the street frontage.

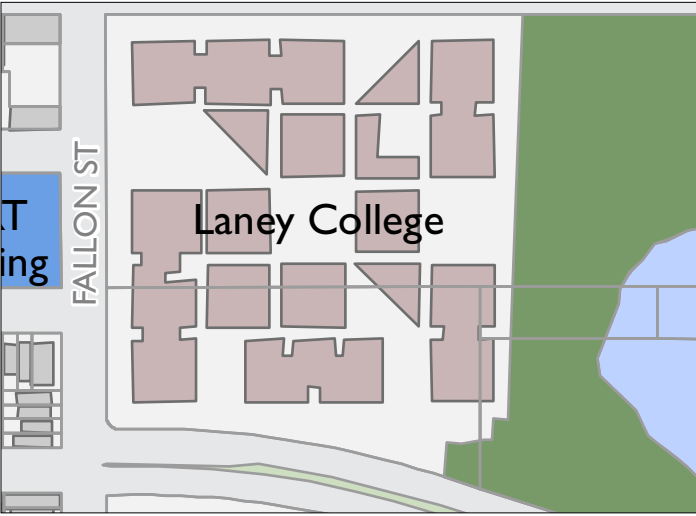
In other zones a ten foot front setback is required, including the R-60 Medium-High Density Residential Zone, the R-80 High Rise Apartment Residential Zone, and the S2 Civic Center Zone. The M-20 Light Industrial Zone requires a five foot front setback. In the few other areas, building setbacks are not required.



Predominant.



Larger Parcels.



Mega-Block.

Ground Floor Conditions

Ground floor conditions vary throughout the Planning Area, impacting the way that buildings relate to the street in different areas.

In the Chinatown Commercial sub-area, ground floor building heights are generally around 10 to 12 feet. The ground floor generally comprise smaller pedestrian-scaled storefronts, with large windows on the street facade. Markets are largely open to the street with open doors and windows, and sometimes entire storefronts are open and visible to the inside. Building materials vary from inexpensive wood and stucco to concrete and brick.

These smaller scaled storefronts are reflective of the type of businesses that exist in the Chinatown Commercial sub-area that create a pedestrian-friendly environment. Smaller storefronts provide space for neighborhood-serving retail while also providing high levels of pedestrian interest and activity.

This is in contrast to the transparency of building facades of large institutional buildings such as the Oakland Museum of California, the Kaiser Convention Center, and the ABAG/MTC building. These buildings have very few openings to the street, have very few to no windows on the street at pedestrian level, and therefore create a wall to the sidewalk. These buildings have concrete or brick facades.



Transparent ground-floor windows and doors.



Retail uses in Chinatown are often open to the street.



Transparent office ground floor.



Active ground floor uses.



Many institutional buildings are not open to the street.



Laney College buildings do not relate to the street.

Building Design Character

Building design varies throughout the Planning Area, both in terms of scale and in building architecture. The following photos illustrate the range of building characters.

Building Heights

- One and two stories
- Three stories
- Four and Five Stories
- Six to Eight Stories
- 8 - 12 Stories
- 13-24 Stories

BUILDING HEIGHTS



Typical two-story residential.



Varied three to nine-story.



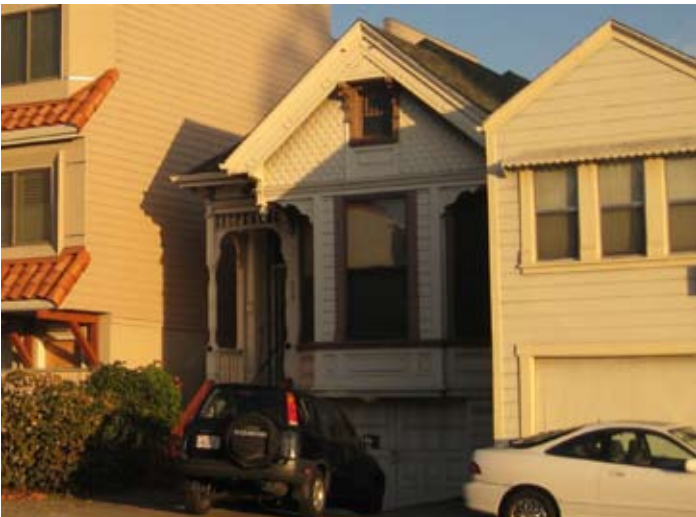
Two-story commercial.



Three-story commercial.



Some of the tallest buildings in the Planning Area are near downtown.



One-story residential.



Four-story commercial.



Six-story residential.

BUILDING ARCHITECTURE

Building Architecture

- Asian Historic
- Historic Residential
- Other Historic
- Modern
- New buildings
- Institutional



Historic commercial renovated for live/work space.



Modern institutional.



Historic classic hotel (Romanesque).



Historic residential (Federal).



New modern residential.



Historic residential (Victorian).



Historic downtown Chinatown.



Beaux Arts Classical.



Art Deco style.

5.2 Zoning: Height, Bulk, and Intensity

The Central Business District (CBD) rezoning recently established Height, Bulk, and Intensity Areas within the CBD. The zoning land use regulations are distinctly different than the height, bulk, and intensity regulations; two maps are needed to understand all regulations. Table 5.1 shows the regulations. Generally, the existing FAR, density, and height is less than what is allowable. Constraints in achieving the maximum may include the cost of land assembly. As shown in Chapter 6, many of the land owners in the Planning Area are single-parcel land-owners and these parcels are generally under 0.5 acres. In addition, as shown in Chapter 9, there are several historic districts within the Planning Area, which may constrain development somewhat. However, given that the existing FAR, density and height is less than what is allowable, it indicates that there is much potential for growth in the Planning Area.

Building Heights

The Height, Bulk, and Intensity area regulations shown in Table 5.1 include a base height and a total height for each area. The total height requires that towers adhere to additional regulations that determine average per story lot coverage above the base, the maximum average area of floor plates, the maximum building length, the maximum diagonal length, and the minimum distance between towers on the same lot. Prior to the rezoning there were no height restrictions in the CBD. Areas that have not yet been rezoned do not have height limitations and are largely regulated through FAR. Allowable height is shown in Figure 5.1. The maximum heights recently enacted with the new zoning are:

- No height limits (with 120 ft. base of about 10 stories) closer to Broadway;
- No height limits (with 85 foot base of 7-8 stories) between Webster and Harrison in Chinatown;
- A 400 foot height (with 85 foot base of 7-8 stories) between 11th and 13th Streets; and Harrison and Madison;
- A 275 foot tower height (with 85 foot base of 7-8 stories) throughout Chinatown Residential;
- A 170 foot tower height (with 85 foot base of 7-8 stories) for County offices near the Lake;
- A temporary 85 foot height limit along 14th Street depending on a view study; and

- A 55 foot height limit in the Lakeside residential neighborhood between Alice Street and Lakeside, above 14th Street.

Actual heights in the Planning Area are shown in Figure 5.2, and are far less than allowed. The vast majority of buildings are in the one- to two-story range, less than 30 feet, with some buildings slightly taller. Chinatown buildings do not come anywhere close to allowed building heights. A few prominent exceptions exceed 12 stories, and two residential towers in Chinatown are close to 20 stories. The Lakeside Apartment District is the one area in which heights are at the existing height limits, and some are substantially over along Lakeside Drive.

TABLE 5.1: HEIGHT, BULK AND INTENSITY AREA REGULATIONS

REGULATION	HEIGHT/ BULK/ INTENSITY AREA							
	1	2	3		4	5	6	7
MAXIMUM RESIDENTIAL DENSITY								
Units per acre (dwelling units only)	145	218	484		484	484	484	484
MAXIMUM FLOOR AREA RATIO								
Max FAR	4.5	6.0	8.0		14.0	17.0	20.0	20.0
MAXIMUM HEIGHT								
Building Base	55’	85’		55’	85’	85’	85’	120’
Total	No tower permitted	No tower permitted		170’	275’	400’	No height limit	No height limit
MINIMUM HEIGHT								
New Principal Buildings	None	None	None		45’	45’	45’	45’
MAXIMUM LOT COVERAGE								
Building Base (for each story)	n/a	n/a	100% of site area		100% of site area	100% of site area	100% of site area	100% of site area
Average per story lot coverage above the base ¹	n/a	n/a	50% of site area / 7,500 sf		75% of site area / 10,000 sf	75% of site area / 10,000 sf	75% of site area / 10,000 sf	85% of site area / 10,000 sf
TOWER REGULATIONS								
Max average area of floor plates	n/a	n/a	10,000 sf		15,000 sf	20,000 sf	25,000 sf	No Max
Max building length	n/a	n/a	115’		150’	175’	195’	No Max
Max diagonal length	n/a	n/a	145’		180’	210’	235’	No Max
Min distance btwn towers on same lot	n/a	n/a	40’		40’	40’	40’	No Max
¹ The maximum average per story lot coverage above the base is the greater of the allowed percentage or square feet.								

Source: City of Oakland, 2009.

Intensity of Development

Floor Area Ratio

Allowable non-residential floor area ratio (FAR) under zoning in the Planning Area ranges from 2.5 to no limit, refined from the earlier rules under the General Plan in the Planning Area. Allowable FAR is shown in Figure 5.3. Existing FARs in the Planning Area are shown in Figure 5.4. Generally, existing FAR is far less than the allowable FAR under the zoning.

- FAR in the Chinatown Commercial and Chinatown Residential sub-areas are often 1.0 or less, with some buildings that reach an FAR over 3.0. Allowable FARs range from 14 to 20.
- Between 12th and 14th Streets, buildings range from 1.0 to 3.0 FAR. A few buidings are 4-6 FAR. Allowed FARs range from 17 to 20 FAR, reducing to 8.0 FAR on offices near Lake Merritt.
- Buildings in the Lakeside Apartment District are generally 3 FAR and under, with several buildings between 3 and 6, and three buildings exceeding an FAR of 6. Allowable FAR in this area is generally 4.5.
- The area south of I-880 has some buildings with FAR of less than 1.0, several with an FAR between 1.0 and 3.0, and just a few buildings with an FAR over 3.0. Allowable FARs are 7.0.
- In the East Lake area, most buildings have an FAR ranging from 1.0 to 3.0, and a maximum of 3.5 is allowed. One high-rise apartment on the corner of 14th and Lakeshore exceeds the allowable FAR at over 7.0.

Residential Density

The residential density zoning restrictions in the Planning Area are shown in Figure 5.5. Allowable densities range from 47 to 145 units per acre in the East Lake Gateway sub-area, 145 units per acre in the Cultural/Educational sub-area, part of the Lakeshore Apartment District, and the Jack London District; 218 units per acre along 14th Street; and 484 units per acre throughout Chinatown.

The three predominant areas for residential units are in the Lakeshore Apartment District, in the Chinatown Residential sub-area, in the East Lake Gateway, and in the Jack London District.

Tower Standards

The tower standards require specific additional regulations that apply to tower heights, the tower separation, and other key development standards for high rises above the base of the building. Figure 5.6 shows ways in which the height and bulk regulations may be applied.

Design Review Requirements

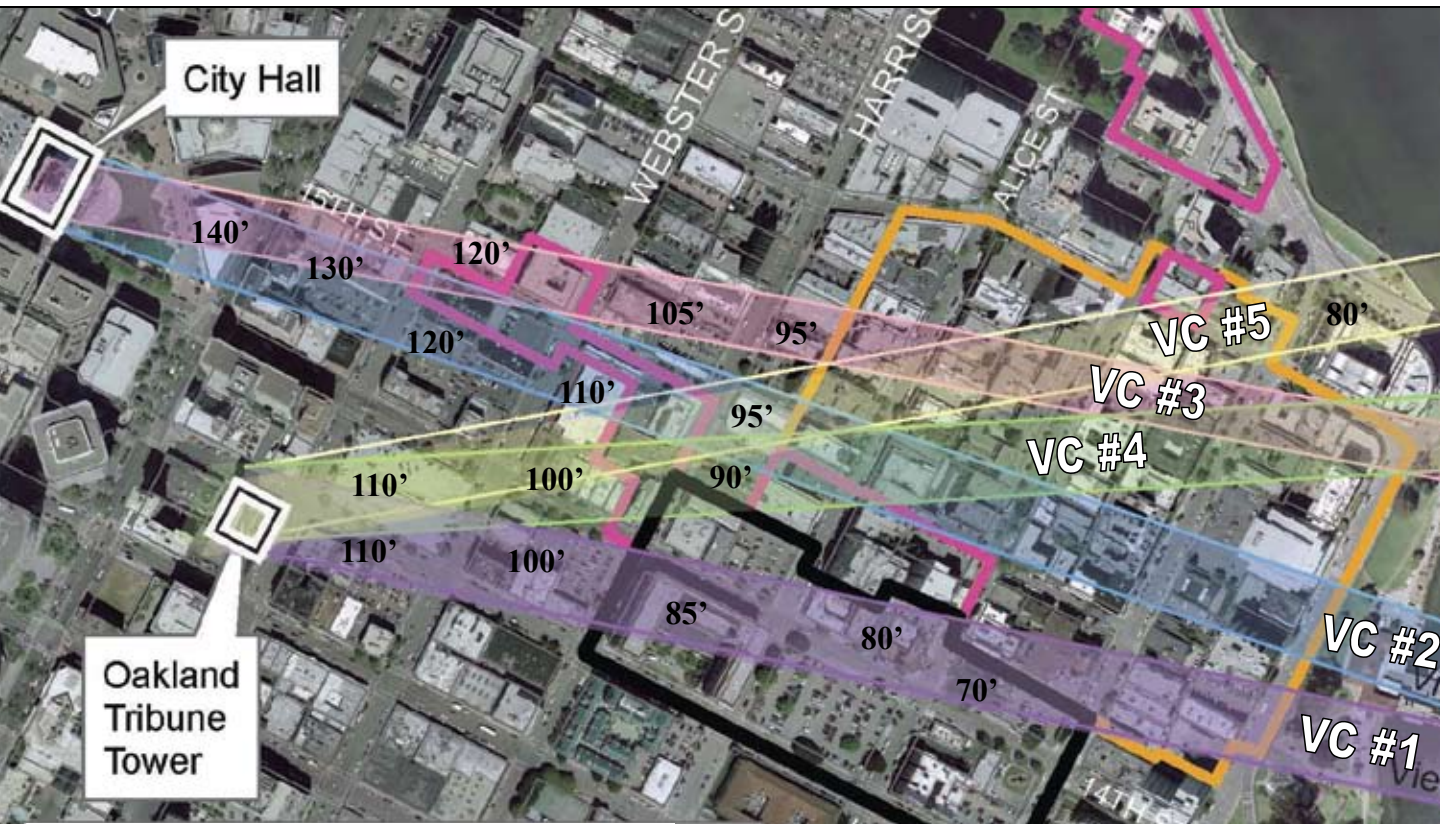
All zones in the Planning Area are subject to design review with the exception of the Open Space Zones and the CIX-2 Zone (commercial and industrial mix). Design review varies by lot size and use, though generally the review process attempts to ensure that proposals create buildings or sets of buildings that are well related to the surrounding area in their setting, scale, bulk, height, materials, and textures; and that they will thereby protect, preserve, or enhance desirable neighborhood characteristics and serve to protect the value of private and public investments in the area.

View Corridor Study

As part of the CBD rezoning, a view corridor study was completed to analyze what views should be protected to City Hall and the Oakland Tribune Tower from the east side of the lake. Five view corridors with height limitations are proposed, that protect views from four view points on the east side of Lake Merritt. The proposal includes three views to the Oakland Tribune Tower and two to City Hall, with analysis of height maximums along the view corridors in order to retain the view corridors.

Projects within any view corridor must submit calculations for their particular site along with a 3d modeling analysis that shows the project will not block the view of either City Hall or the Tribune Tower, or both if applicable. There may be potential to build higher if the applicant can show that they will not block the view.

The proposed view corridors will impact height in the northern edge of the Planning Area, but will only impact the focus area along 14th Street and part of 13th Street. View Corridor #1 crosses 13th and 14th streets with height limits ranging from 70 feet near the lake to 110 feet near the Oakland Tribune Tower. View Corridors #4 and #5 restrict heights near 14th and Webster with to 95 feet and 100 feet.



Proposed View Corridors.

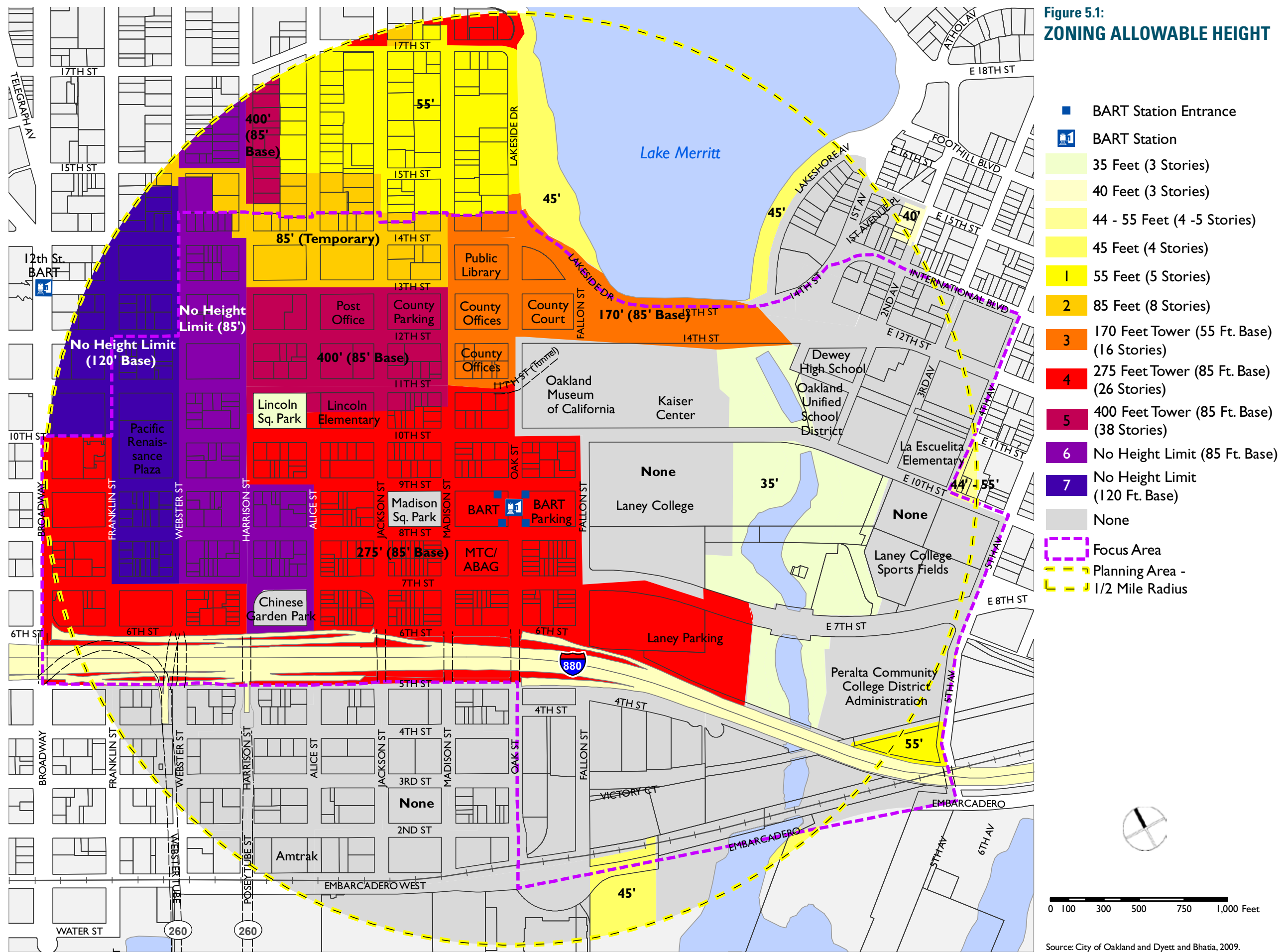


View Corridors #1 and #2 during the day, from the 18th Street Pier to the Oakland Tribune Tower and City Hall, respectively.



View Corridors #1 and #2 at night, from the 18th Street Pier to the Oakland Tribune Tower and City Hall, respectively.

Figure 5.1:
ZONING ALLOWABLE HEIGHT



Source: City of Oakland and Dyett and Bhatia, 2009.

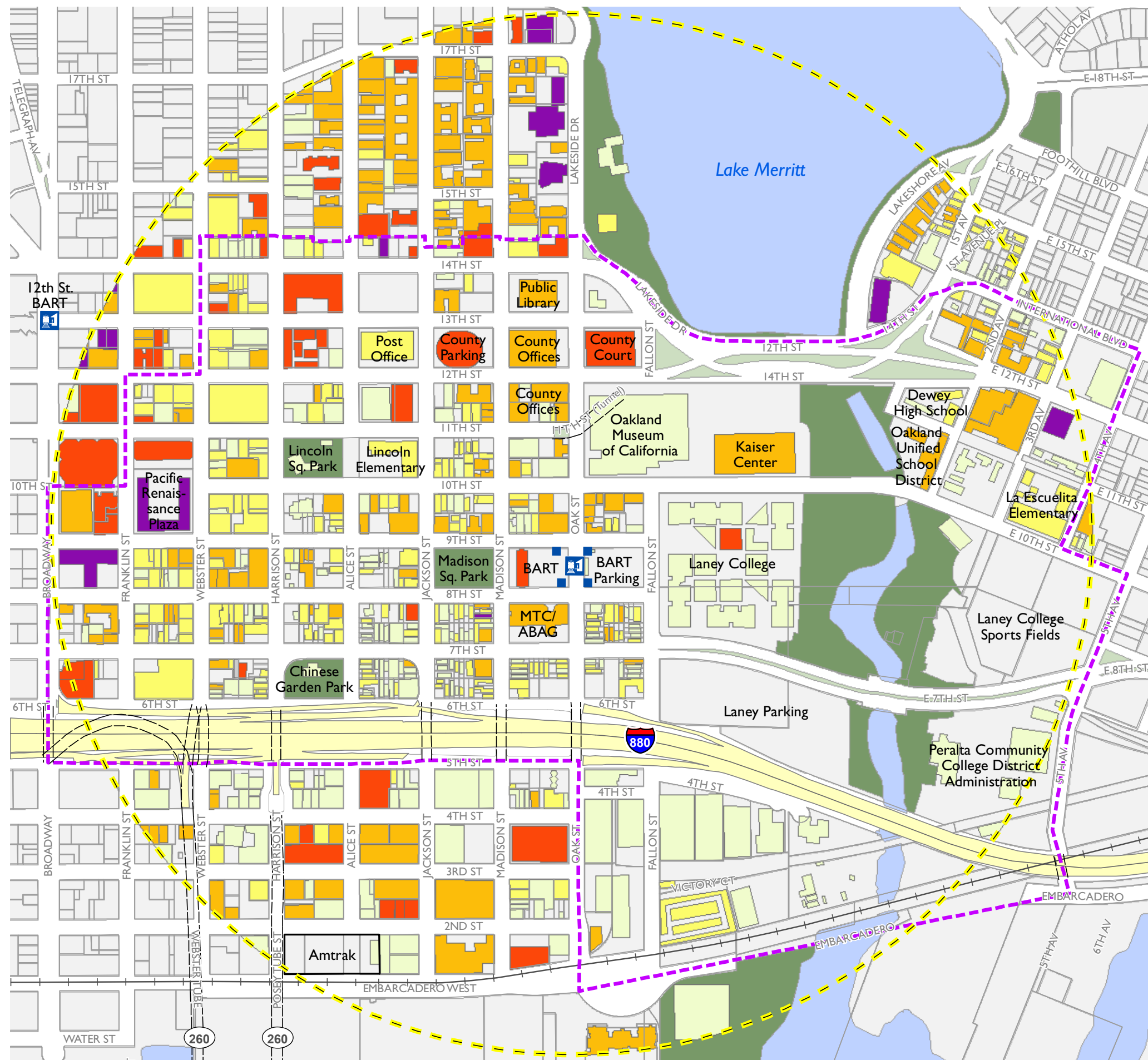
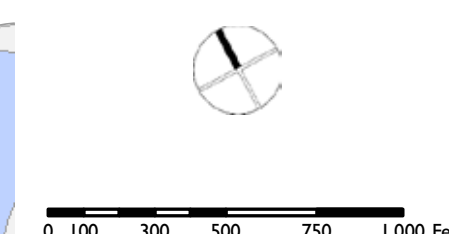


Figure 5.2:
BUILDING STORIES

- BART Station Entrance
- BART Station
- 1 Story
- 2 Stories
- 3 - 5 Stories
- 6 - 12 Stories
- 13 - 24 Stories
- Park
- City Right of Way
- Focus Area
- Planning Area - 1/2 Mile Radius

**Note that in some cases (such as for the Kaiser Convention Center) building stories indicate the approximate height rather than actual stories.*



Source: City of Oakland and Dyett and Bhatia, 2009.

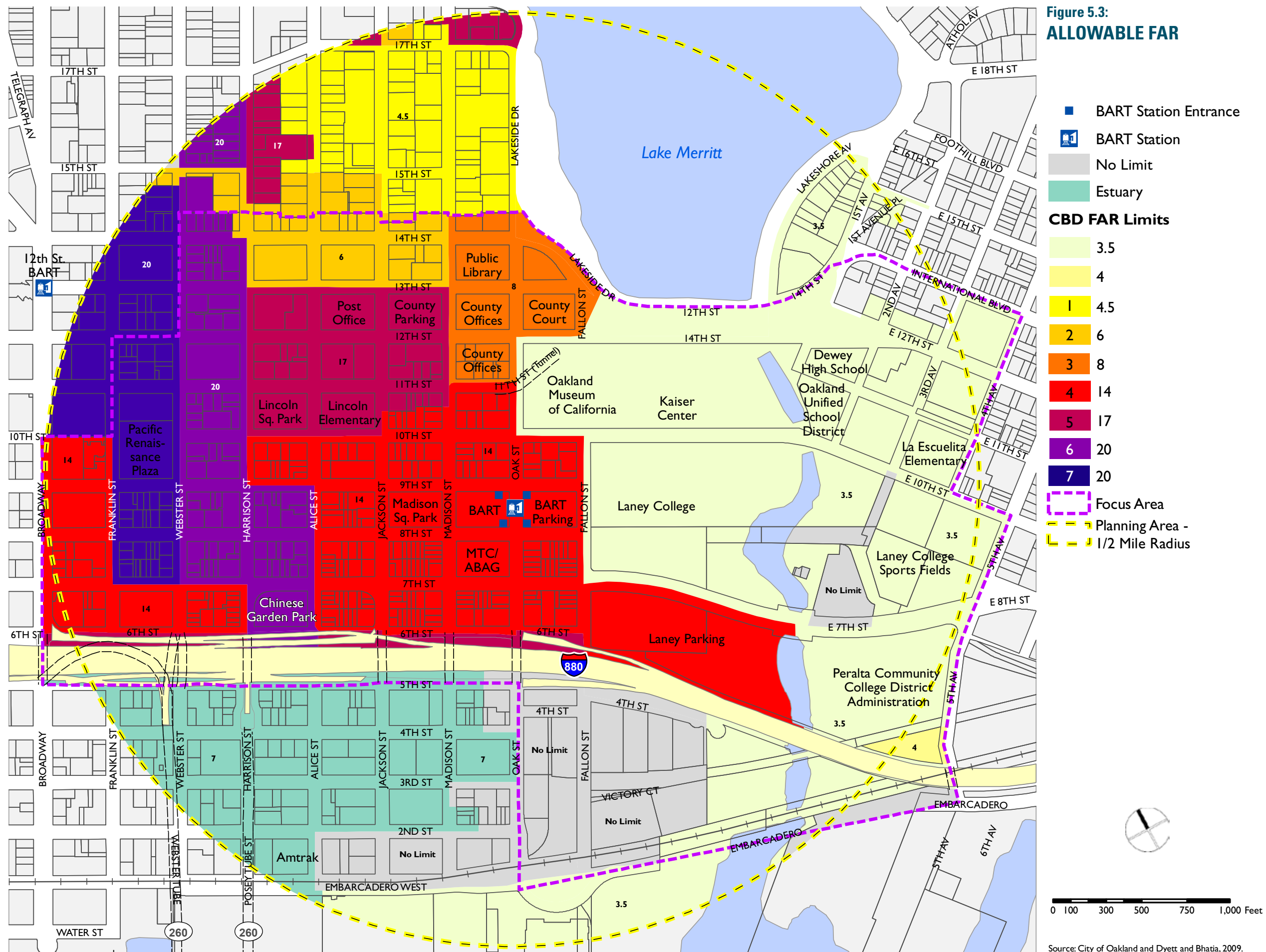


Figure 5.4:
EXISTING FLOOR AREA RATIO

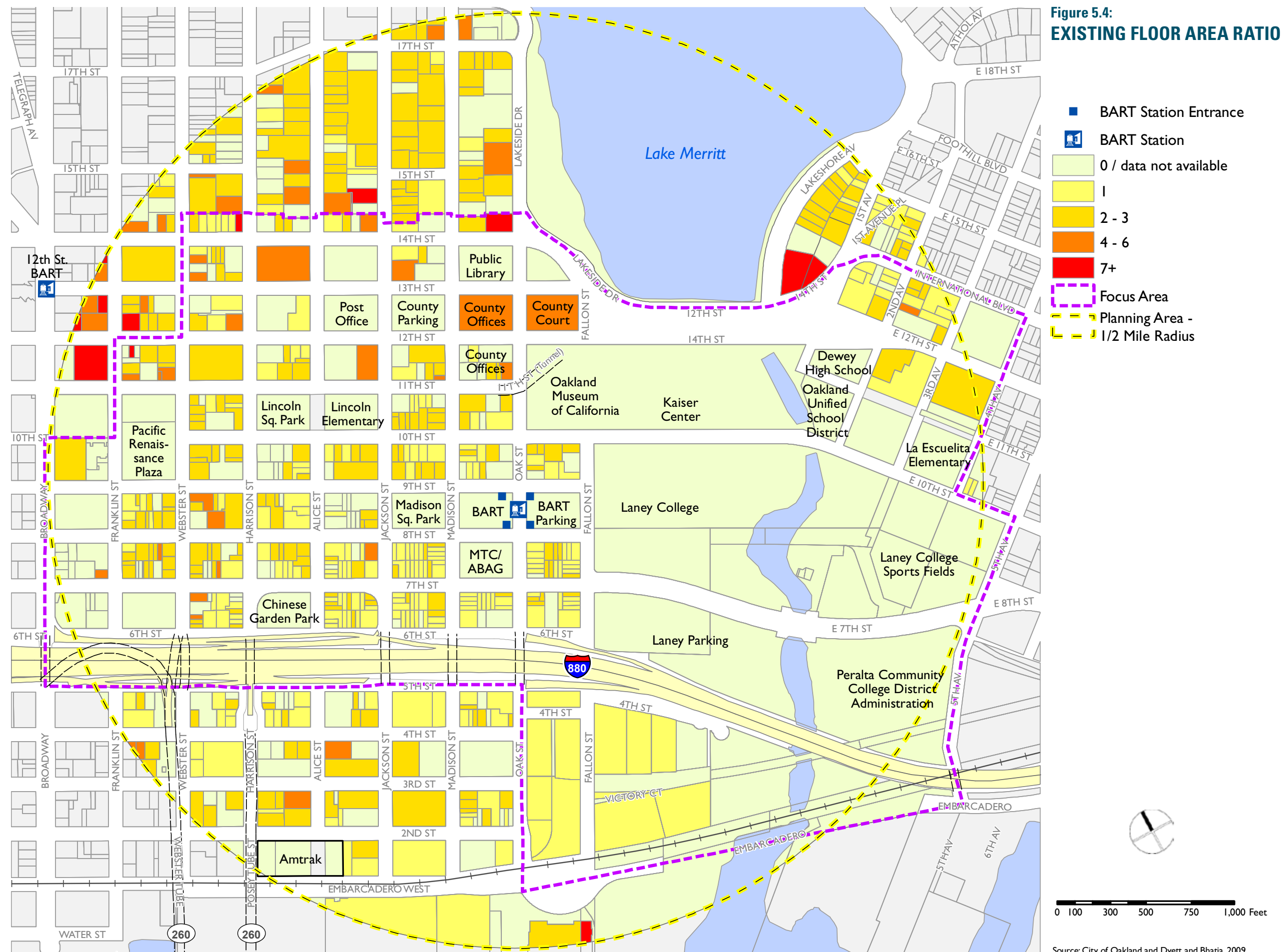


Figure 5.5:
ALLOWABLE RESIDENTIAL DENSITY

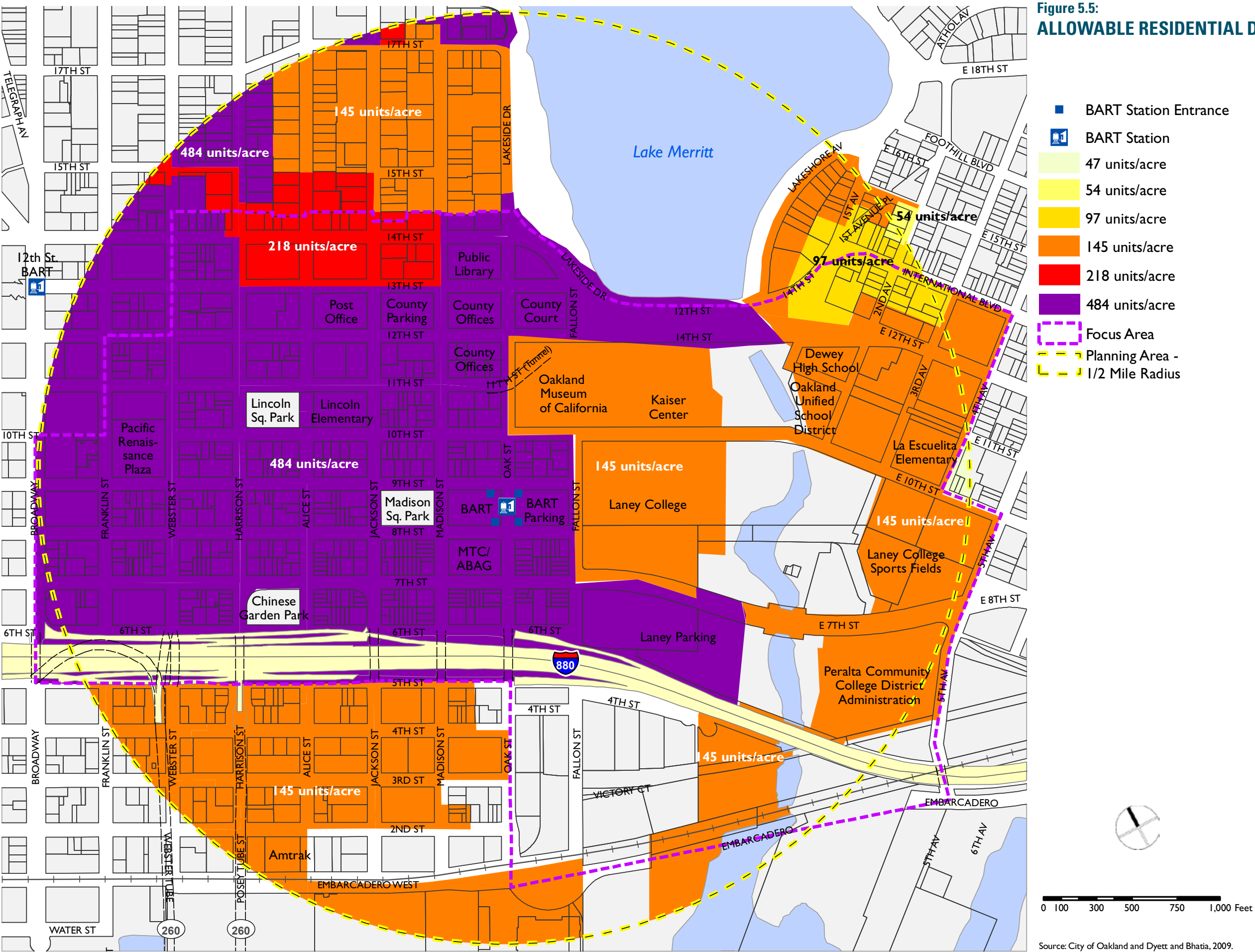
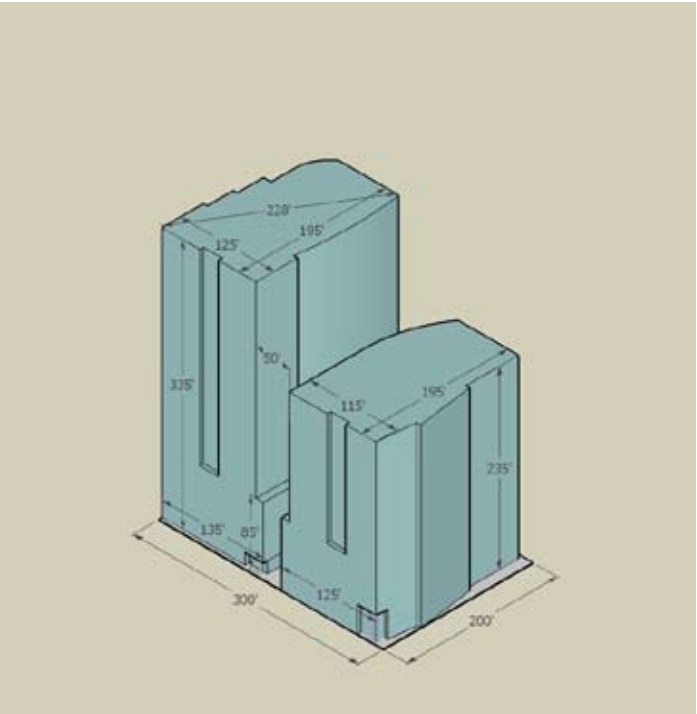
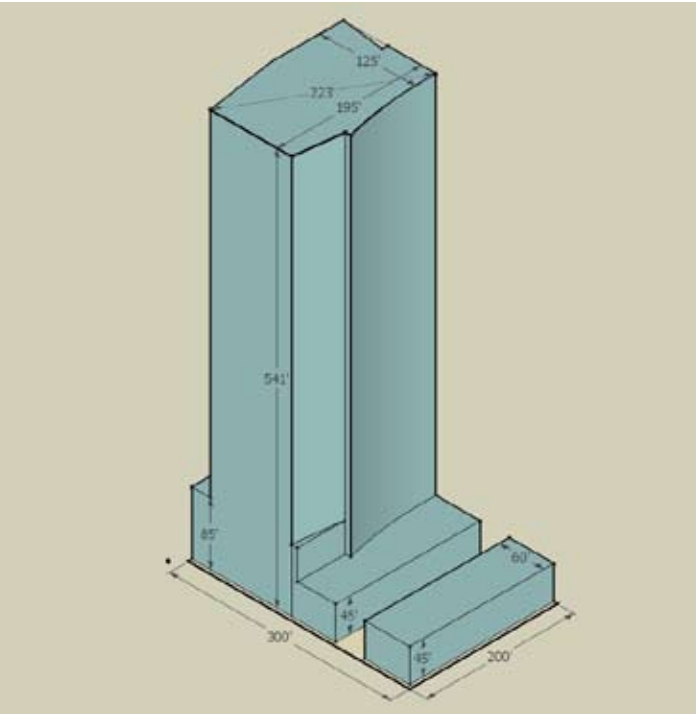
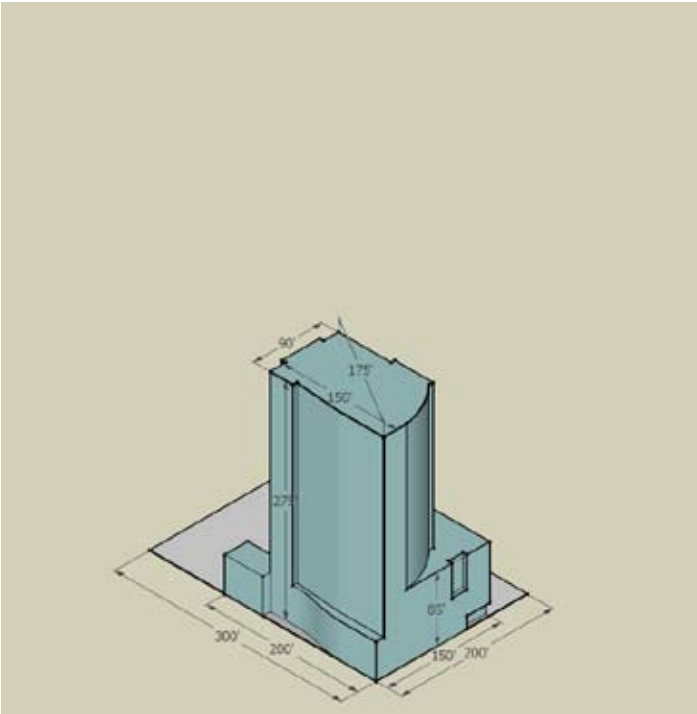
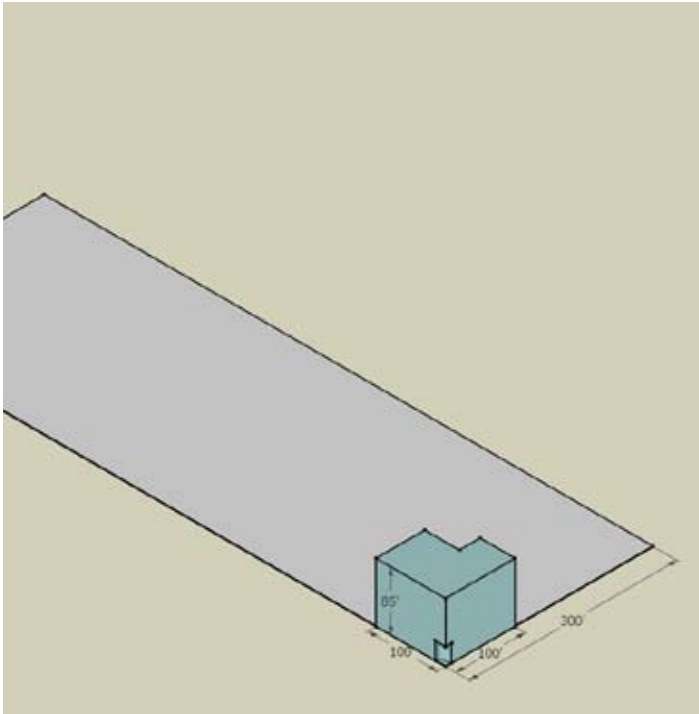
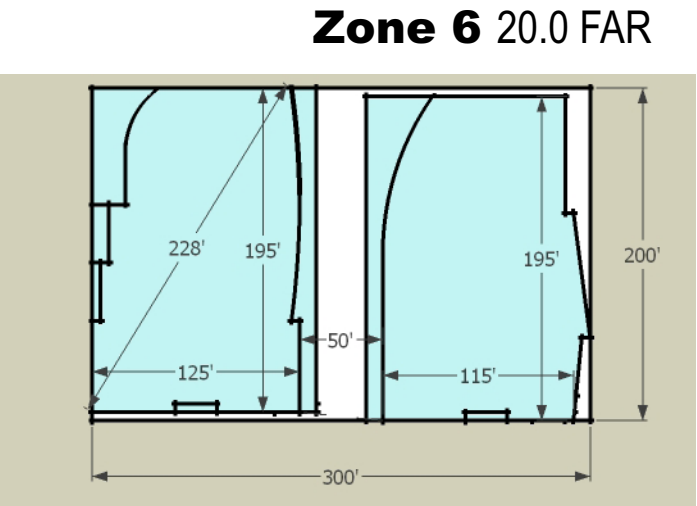
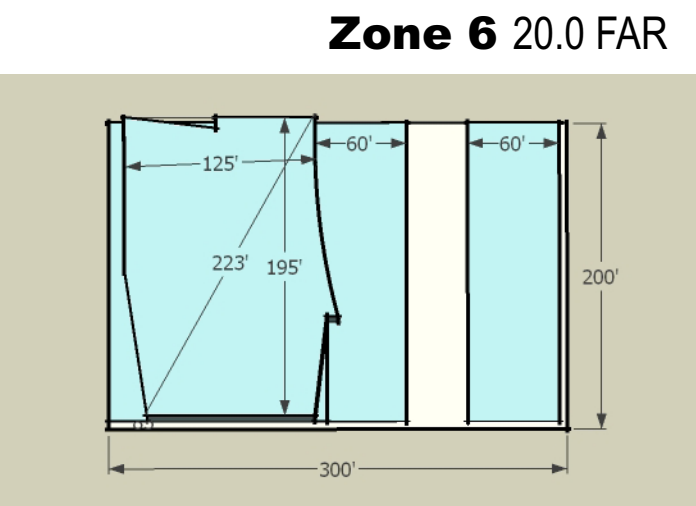
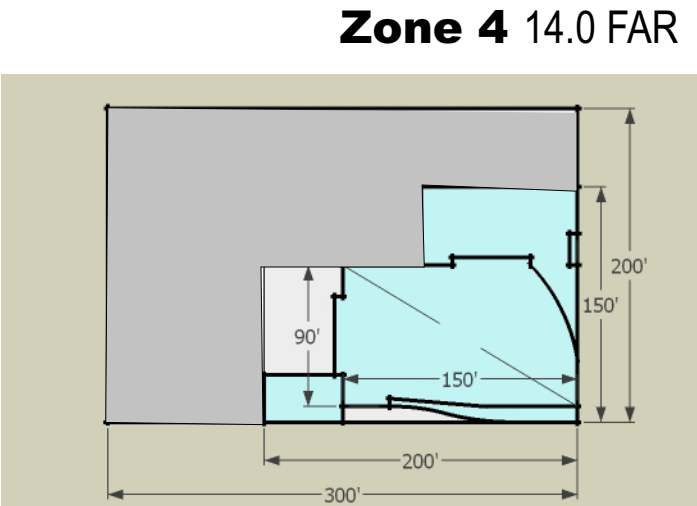
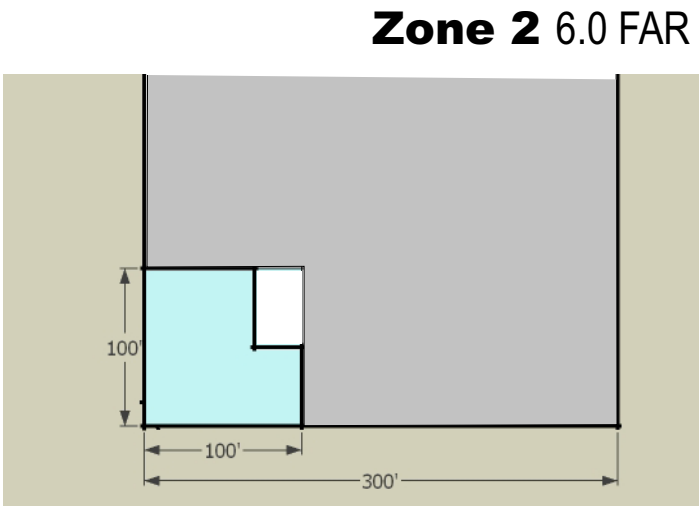


Figure 5.6:
HEIGHT, DENSITY, BULK, AND TOWER REGULATIONS



	Allowed by Zoning	Example	Allowed by Zoning	Example	Allowed by Zoning	Example	Allowed by Zoning	Example
Floor Area Ratio	6.0	5.95	14.0	13.7	20.0	19.7	20.0	20.0
Base Height	85 ft.	85 ft.	85 ft.	85 ft.	85 ft.	85 ft.	85 ft.	85 ft.
Tower Height	NA	NA	275 ft.	275 ft.	NA	541 ft.	NA	335 ft.
Floors	NA	7	NA	25	NA	45	NA	32
Average Tower Floor Plate	NA	NA	15,000 s.f.	12,150 s.f.	25,000 s.f.	24,375 s.f.	25,000 s.f.	20,720 s.f.
Tower Length	NA	NA	150 ft.	150 ft.	195 ft.	195 ft.	195 ft.	195 ft.
Tower Diagonal Dimension	NA	NA	180 ft.	175 ft.	235 ft.	231 ft.	235 ft.	231 ft.
Tower Separation	NA	NA	40 ft.	NA	40 ft.	NA	40 ft.	50 ft.

5.3 Safe Streets

Crime Prevention through Environmental Design Program (CPTED)

Crime prevention through environmental design is an approach to design that considers environmental conditions and the opportunities they offer for crime or other unintended and undesirable behaviors.

The three key principles of CPTED include:

- **Natural surveillance.** Building on the notion of “eyes on the street,” this strategy focuses on designing the built environment in a manner that promotes visibility of public spaces and areas. Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen, including possible intruders. Design features that maximize visibility include doors and windows that look onto streets and other common areas, front porches, low landscaping, adequate lighting, see-through fencing and windowed stairwells. Allowing for a mix of uses can also facilitate natural surveillance as it ensures activity 24 hours a day, seven days a week.
- **Natural Access Control.** This strategy refers to the use of doors, fences, and gates to control access. The idea is to create a perception of risk to a perpetrator, thereby deterring access to a crime target or victim. Natural access control depends on the uses of sidewalks, pavement, gates, lighting and landscaping to clearly guide the public to and from entrances and exits. Fences and signage also guide people to appropriate buildings and entryways while directing them away from private areas.
- **Territorial Reinforcement.** Territorial reinforcement promotes control by clearly demarcating private from public spaces, as well as by creating a sense of ownership. The sense of owned space creates an environment where strangers or intruders are more easily identified. The use of physical features that express ownership such as fencing, pavement treatments, signage and landscaping help distinguish between public and private areas and helps users exhibit signs of ownership.

Natural surveillance and access control strategies limit the opportunity for crime. Territorial reinforcement promotes social control through a variety of measures.

Other aspects of CPTED include maintenance and activity support. Proper maintenance of public areas encourages use of the space for its intended purpose and discourages abnormal or criminal use. Crime is less likely in public spaces that are well designed, well managed and well maintained. In addition, placing appropriate activities in an area increases surveillance and enhances access control. Activity support involves filling functional spaces, such as recreational facilities and common areas, with legitimate users so that any potential abusers are discouraged from entering.

The City of Oakland uses CPTED in the pre-application/permit phases of project review to design out crime. The types of projects that go through CPTED review include projects that are:

- 5 or more units
- Alcohol-related
- Commercial and mixed-use projects
- Convenience markets
- Gas stations
- Malls
- Parking garages
- Parking lots
- Restaurants
- Transitional housing
- Other projects deemed to need CPTED review

With current changes in the Oakland Police Department, CPTED review is currently being transferred to the City of Oakland Planning Department, which will review the project using a checklist and work with the problem-solving officer for the area in which the project is located. That procedure is currently in the beginning phases.

Current CPTED activities include:

- Determine resources and expertise currently available and share them interdepartmentally (ongoing via presentations).
- Update Planning and Zoning’s “Standard Conditions of Approvals” to incorporate CPTED conditions of approval

(in progress, first draft to be completed Fall 2008; resume 2010).

- Conduct pilot project of planners, police officers, and other pertinent staff working together to review plans for new construction and renovation (in progress).
- Research CPTED review fee (resume in 2010).

Short-Term Goals:

- Presentations with staff of the Fire Department and Building Services.
- Organize meeting of key staff from each department and division to resolve any last conflicts to finalize CPTED additions to Standard Conditions of Approval.
- Turn in draft of COA’s to personnel in Major Projects, and then to the City Attorney’s Office for legal review.
- Recruit at least one PSO per Police Service Area (OPD has six PSOs) to conduct CPTED reviews as part of the planning process.

Long-Term Goal:

To ensure continued interdepartmental training and coordination of police officers, planners, and other staff, the long-term goal is to form a permanent CPTED team in OPD consisting of one officer and one police services technician, each full time.

The CPTED Working Group has currently reviewed approximately 30 project applications and performed tasks including making site visits, taking photos, and writing reports. Three of these project applications were in the Planning Area:

- 116 6th Street (senior housing)
- 530 7th Street (student housing)
- 316 14th Street (Geisha Bar/Restaurant)

According to the AHS Community Engagement Process Report, the community identified the following public safety goals as they relate to environmental design:

- Create Public Spaces
 - Increase foot traffic and create job opportunities by attracting small businesses.
 - Create a friendly, safe, and transit-oriented environment

with better lighting and pedestrian improvements to enhance Chinatown and Laney College.

- Strengthen linkages to key destinations within the area, including Oakland Chinatown and Laney College.
- Promote safer streets.
 - Reduce traffic throughout the neighborhood.
 - Improve and maintain sidewalks.
 - Ensure cleanliness and safety of streets and intersection crossings.

5.4 Streetscape Character and Conditions

Streetscape Character

Streets are where most public activity takes place in an urban environment. They need to accommodate a range of travel modes – cars and transit vehicles, pedestrians, bicycles – as well as the amenities that help make living and working in a city attractive. In general, the “streetscape” encompasses the area between facing buildings, including the roadway, sidewalks, building setback areas, and building frontages. Streetscape amenities typically include street trees, pedestrian-oriented lighting, and furnishings. However, they can also include storefronts and other architectural features, public art, and adjacent public spaces such as plazas, squares and greens.

Streetscape character in the Planning Area varies rather dramatically. Streets that could be considered gateways into the Planning Area are at this point largely undefined. In Chinatown, contiguous retail and restaurant storefronts and relatively high residential densities combine to create a bustling street environment. In fact, sidewalks along Webster, 9th, and 8th streets are often too narrow to accommodate the patrons, sidewalk merchandise displays, and truck unloading activity that occurs during peak evening and weekend business periods.

By contrast, the area between Chinatown and Laney College consists of a mix of single- and multi-unit residential buildings, government offices, and cultural facilities, resulting in quieter streets with less pedestrian activity. Wide, under capacity one-way streets create the impression that the area is a place to travel through rather than travel to.

Pedestrian, Bicycle, Transit and Traffic conditions are discussed further in Chapter 7 and Parks are discussed in Chapter 8.

Streetscape Conditions

The intersections of Oak Street/6th Street and Oak Street/12th Street are important entrances to Downtown Oakland from I-880 and the Lake Merritt area, respectively. Both were identified as “Downtown Gateway” locations in the Downtown Oakland Streetscape Master Plan. There are strong street-fronting public spaces throughout the Plan Area, including Madison Square, Harrison Square, and Lincoln Square. Notable disamenities include the I-880 sidewalk under crossings at Jackson, Madison, and Oak streets. These dark, unattractive spaces discourage pedestrian circulation between the revitalizing Jack

London District and the Lake Merritt Station.

Overall streetscape conditions are strictly “utilitarian” throughout the Lake Merritt Plan Area, i.e. limited in focus to auto circulation. There are few streetscape amenities of the kind that create a supportive environment for living, working, shopping, or attracting significant private sector investment. There are very few facilities to encourage walking and transit use, such as corner curb bulb-outs, bus shelters, or directional signage. Street trees exist only along the frontages of recent development projects. Outside of Chinatown, street and sidewalk lighting is limited to “cobra head” highway-type fixtures. One-way streets encourage higher traffic speeds and make destination-oriented travel and parking more circuitous than two-way streets.

Right-of-Way Dimensions and Conditions

Information summaries and prototype illustrations in the following pages provide a reference of key streetscape conditions. Right-of-way (ROW) conditions are relatively consistent from street to street. For example, the ROW for most streets is 80 feet, with buildings built to the ROW line. Curb-to-curb dimensions throughout the area are generally from 52 to 60 feet, with three to four lanes one-way. Exceptions include 7th Street east of Fallon Street at Laney College, an anomaly at approximately 116 feet, with two lanes in each direction and a landscaped median island. Portions of Alice and Madison Streets are also exceptions, with narrow streets with sidewalks up to 18 feet in width.

The information tables provide an outline of dimensions and facilities by type of condition and street by street. Prototype illustrations depict typical and/or unique conditions that are likely to be the focus of the Plan’s policy and design recommendations:

- 1) 12th Street – a government office and commercial street planned for bus rapid transit service; and an extension of Lake Merritt 12th Street reconfiguration project.
- 2) 10th Street – Central east-west street, links Pacific Renaissance Plaza and Lake Merritt channel open space/improvements.
- 3) 9th Street – One of Chinatown’s busiest streets, planned for future Night Market.

4) 7th Street (at Laney College) – Major district through street, connecting to an adjacent residential neighborhood across the channel.

5) Alice Street – Low traffic, potentially pedestrian-oriented neighborhood street.

6) Jackson Street – Connector street to Jack London Square; atypical sidewalk conditions due to road width variation.

7) Madison Street – Connector street to Jack London Square; atypical sidewalk conditions due to curb-cuts.

8) Oak Street – Gateway to Lake Merritt, Downtown, and Jack London Square; location of important civic and cultural facilities.

9) I-880 Under Crossing (Oak Street) – A critical place for a pedestrian connection under the freeway, and also embodies conditions for Jackson, Madison, and Webster streets.

5.5 Streetscape Conditions Prototypes

Street Conditions by Condition

Right-of-Way Width

- 80’± typical except:
 - 6th Street varies adjacent to freeway, tbd
 - 7th Street 116’ at Laney College
 - 9th Street 76’-78’±

Curb-to-Curb Width

- 52’-60’± typical
- 44’± 6th Street, Alice Street, Madison Street from 6th to 7th streets and 9th to 12th streets
- 96’± 7th Street at Laney College from Fallon Street to 5th Avenue

Sidewalk Width

- 18’± along residential frontages
- 10’-14’± along commercial, office, institutional, park frontages

Travel Lanes

- 4 through lanes –7th, 8th, 10th, 11th, 12th, Oak, and Franklin streets and Webster Street from 8th to 12th Street
- 3 through lanes – 9th Street, 10th Street from Alice to Harrison streets, Webster Street from 6th to 8th streets, Harrison Street from 6th to 9th street, Madison Street, Oak Street from 6th to 7th streets, Fallon Street from 7th to 8th and 9th to 10th streets
- 2 through lanes – 6th Street from Madison to Fallon streets, Harrison Street from 9th to 11th streets, Alice Street, Jackson Street, Fallon Street from 6th to 7th and 8th to 9th streets
- **One Way / Two Way**
 - One way EB – 7th Street from Franklin to Fallon streets, 9th Street, 11th Street
 - One way WB – 8th, 10th, 12th streets and 6th Street from Franklin to Webster streets and Jackson to Fallon streets,

- One way NB – Franklin and Oak streets, Harrison Street from 6th to 10th streets and Fallon Street from 7th to 8th streets.
- One way SB – Webster and Madison streets
- Two-way – 6th Street between Webster and Harrison streets, 7th Street between Fallon and 5th streets, Harrison Street from 10th to 12th, streets, Alice Street, Jackson Street

Parking

- Parallel curbside 2 sides typical, except:
 - Angle 1 side, parallel 1 side 10th Street between Alice and Harrison streets
 - Angle 1 side, parallel 1 side Alice Street between 6th and 7th streets

Land Use / Development Conditions

- Residential – single family along 6th Street, 7th and 8th street from Alice to Fallon streets; multi-family distributed all over project area
- Commercial – commercial/retail along Franklin, Webster, and Harrison street from 7th to 12th streets
- Major Mixed Use – Pacific Renaissance Plaza block bounded by 9th, 11th, Franklin, and Webster street; some multi-family residential with first floor commercial in Chinatown area
- Government – county office, parking, courts along 12th Street from Jackson to Fallon streets
- Institutional – Laney College east side Fallon Street from 7th to 10th streets; Oakland Museum east side Oak Street from 10th to 12th streets; Lincoln Elementary west side Jackson Street between 10th and 11th streets
- Parks – Harrison Square bounded by 6th, 7th, Harrison, and Alice streets; Madison Park bounded by 8th, 9th, Jackson, and Madison streets; Lincoln Park east side Harrison, 10th, 11th, and Alice streets

Bikeway Routes

- East-West bikeway routes designated along 8th and 9th streets; Class 3A Arterial Routes west of Harrison Street, Class 2 Bicycle Lanes Harrison to Oak street; Class 2 Bicycle Lanes 10th Street east of Madison Street
- North-South bikeway routes designated along Franklin and Webster street north of 8th, Madison, and Oak streets (Class 2 Bicycle Lanes)

Pedestrian Routes

- The Plan Area is within the “Downtown Pedestrian District,” with all streets considered pedestrian routes.
- 8th and 9th streets are primary routes.
- Oak, Jackson, and Webster streets are secondary routes.

Street Trees

- Consistent only adjacent to recent construction, public buildings, BART facilities, Laney College
- Scattered or none on most blocks

Overhead and Subsurface Utilities

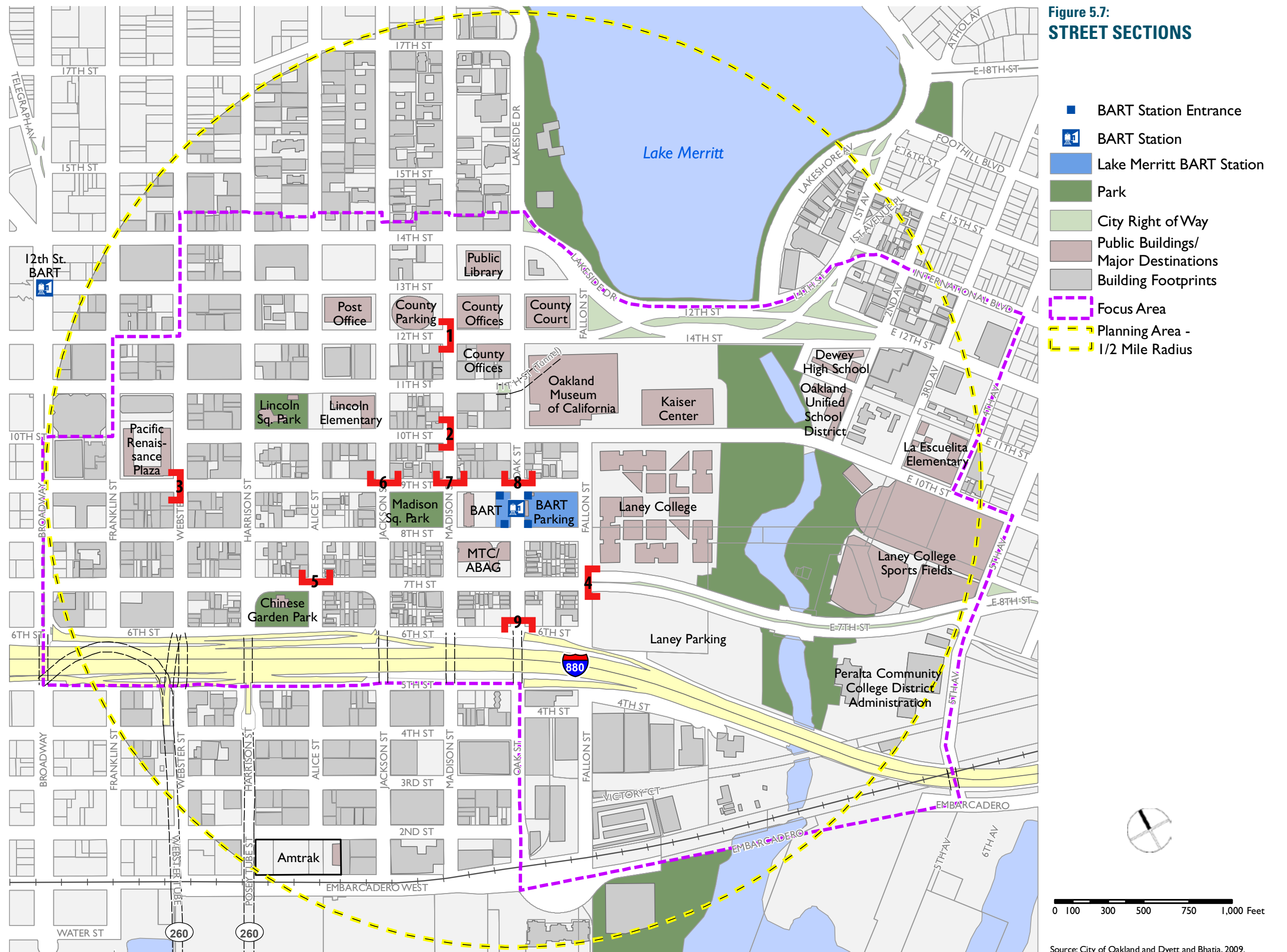
- Overhead utilities to be determined
- Subsurface utilities to be determined

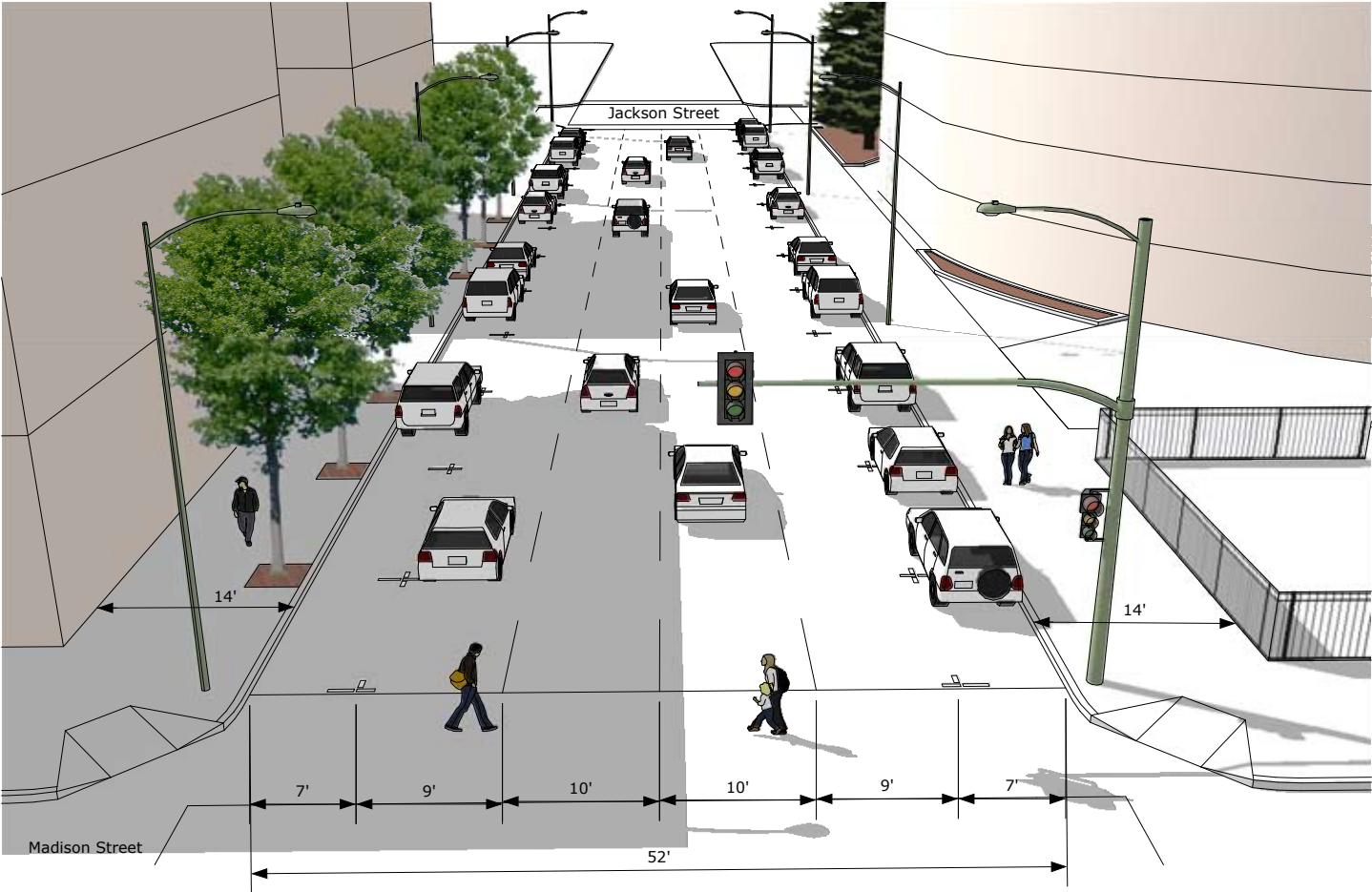
TABLE 5.2: STREET CONDITIONS BY STREET

STREET	ROW	CURB-TO-CURB	SIDEWALK	THROUGH LANES	ONE-WAY	CURBSIDE PARKING	FRONTAGE LAND USE/DEVELOPMENT	DESIGNATED BIKEWAY OR PEDESTRIAN ROUTE	STREET TREES
NORTH TO SOUTH									
12th Street	80'±	52'±	14'±	4	WB	Parallel, 2 sides	Mixed-use commercial, office, municipal building(s)	No	Some between Harrison and Alice, Jackson and Oak; none other blocks
11th Street	80'±	65'±	10' to 13', varies	4	EB	Parallel, 2 sides	Commercial, office, mixed-use, Lincoln Square Park, Lincoln Elementary; School, residential between Madison and Jackson	No	Consistent south frontage between Franklin and Webster, at Lincoln Square Park, and between Harrison and Jackson; few on other blocks
10th Street	80'±	58'± (56± between Oak & Madison)	10' to 13'	4, except 3 between Alice and Harrison at Lincoln Square Park	WB	Parallel, 2 sides; except parallel south side, angle north side between Alice and Harrison	Commercial, mixed-use, Lincoln Square Park, Lincoln Elementary School, single family and multi-family residential, institutional (Oakland Museum, Laney College, etc.)	Class 2 Bike Lane east of Madison Street	Consistent north frontages of Harrison and Jackson; a few large trees between Madison and Oak; none on other blocks
9th Street	76'±	52'± (Franklin to Madison); 57'± (Madison to Fallon)	12'± (Franklin to Madison)	3	EB	Parallel, 2 sides	Commercial and office both sides Franklin to Harrison, with high rise mixed-use commercial/residential (Pacific Renaissance Plaza) north side between Franklin and Webster; Madison Park between Jackson and Madison; single family and multi-family north side Jackson to Fallon; BART office and parking south side Madison to Fallon	Class 3A Bike Route west of Harrison, Class 2 Bike Lane Harrison to Oak; Primary pedestrian route	Consistent along north frontage from Franklin to Webster (Oakland Asian Cultural Center), Alice to Jackson; south frontage Jackson to Fallon; none on other blocks
8th Street	80'±	56'-58'±	10'-12'±	4	WB	Parallel, 2 sides	Commercial, mixed-use from Franklin to Alice St, single family residential both sides Alice to Jackson, and south frontage from Jackson to Madison; office and commercial along south frontage from Madison to Fallon; Madison Park north side between Jackson and Madison; BART office and parking north side Madison to Fallon	Class 3A Bike Route west of Harrison Street; Class 2 Bike Lane from Harrison Street to Oak Street; Primary pedestrian route	Consistent along BART frontages north side Madison to Fallon, south front-age Madison to Oak at MTC/ABAG; none on other blocks
7th Street – Franklin Street to Fallon Street	80'±	60'±	10'±	4	EB	Parallel, 2 sides	Mixed-use commercial and office Franklin to Harrison; Harrison Square Park south side between Harrison and Alice; residential Alice to Fallon; MTC/ABAG north side between Madison and Oak	No	No
7th Street – Fallon Street to 5th Avenue	116'±	96'±	10'±	4	Two-way	Parallel, 2 sides	Laney College and parking	No	Regular street trees in median islands (Regular trees planted along street in Laney property)
6th Street	Varies adjacent to Freeway	44'±	18'±	Through lanes - 1 from Franklin to Madison; 2 from Madison to Fallon	One-way – WB Franklin to Webster, WB Jackson to Fallon; Two-way Webster to Harrison; One-way EB Alice to Jackson	Parallel, 2 sides, Franklin to Webster, Oak to Fallon; north side only Webster to Oak	Commercial from Franklin to Webster, and Madison to Fallon; residential Webster to Harrison, and Alice to Madison; vacant parcel at northeast corner Oak	No	Few, inconsistent

STREET	ROW	CURB-TO-CURB	SIDEWALK	THROUGH LANES	ONE-WAY	CURBSIDE PARKING	FRONTAGE LAND USE/DEVELOPMENT	DESIGNATED BIKEWAY OR PEDESTRIAN ROUTE	STREET TREES
WEST TO EAST									
Franklin Street	80'±	56' to 58'±	10' to 12'±	4	NB	Parallel, 2 sides	Commercial/retail east side 6th to 9th; mixed-use multi-family residential w/first floor commercial/office other blocks	Class 2 Bike Lane designated north of 8th	Consistent trees west frontage 8th to 9th, east frontage 9th to 11th; none on other blocks
Webster Street	80'±	56'±	12'±	3 from 6th to 8th St; 4 from 8th to 12th St	SB	Parallel, 2 sides	Mixed-use commercial, residential, office complex on west 9th to 11th; commercial/retail on other blocks	Class 2 Bike Lane designated north of 8th Street; Secondary pedestrian route	Consistent along west frontage 6th to 7th, and 9th to 11th St; none on other blocks
Harrison Street	80'±	56'±	12'±	3 from 6th to 9th St; 2 from 9th to 11th St; 4 from 11th to 12th S	NB 6th to 10th; Two-way 10th to 12th	Parallel, 2 sides; except no parking 6th to 7th St, parallel on east only 7th to 8th	Harrison Square east side between 6th and 7th; Lincoln Square Park east side between 10th and 11th; commercial, mixed-use on other blocks	No	few, inconsistent along east side 8th to 11th; none on other blocks
Alice Street	80'±	44'±	18'±	2; except closed for Lincoln Park, 10th to 11th	Two-way	Parallel, 2 sides; except parallel east side and angle west side 6th to 7th	Single family residential along west 6th to 8th; Harrison Square on west between 6th to 7th; commercial, office, multi-family residential on other blocks	No	No
Jackson Street	80'±	52'± typical; except 54' 6th to 7th; 46' 7th to 8th	16'/12'±9th to 10th; 9'/18' 10th to 11th; 17'± 7th to 8th; 16'/10' 6th to 7th	2	Two-way	Parallel, 2 sides; except east side only 6th to 7th	Single family residential 6th St to 7th; multi-family residential 7th to 9th east side to 11th St; Madison Park on east side between 8th and 9th; Lincoln Elementary School on west side of 10th to 11th St; office, mixed-use on other blocks	Secondary pedestrian route	Consistent along east side 8th to 10th, and west 11th to 12th; none on other blocks
Madison Street	80'±	Varies: 44' 6th to 7th and 9th to 12th; 62' 8th to 9th; 52' 7th to 8th	Varies: 18' 6th to 7th, and 9th to 12th; 11'(E) and 7'(W) 8th to 9th; 9'(E) and 18'(W) 7th to 8th	3	SB	Parallel, 2 sides	Government buildings at 11th and 12th; BART and MTC/ABAG east side 7th to 9th; Madison Park west side 8th to 9th; residential and mixed-use office buildings on other blocks	Class 2 Bike Lane designated	Consistent east frontage 7th to 9th, 11th to 12th; none on other blocks
Oak Street	80'±	56'±	12'±	4; except 3 lanes south of 7th	NB; except two-way south of 6th	Parallel, 2 sides	BART, residential (single-family south of 8th, multi-family north of 9th), mixed-use, small commercial, and public/institutional (e.g. Oakland Museum of California)	Class 2 Bike Lane designated; Secondary pedes-trian route	Few, inconsistent
Fallon Street	80'±	60'±	10'±	2 from 6th to 7th, 8th to 9th; 3 from 7th to 8th and 9th to 10th	Two-way; except NB block between 7th and 8th	Parallel, 2 sides	Single and multifamily residential; surface parking (BART); Laney College	No	Consistent along west frontage, east frontage from 8th to 9th; none on other blocks

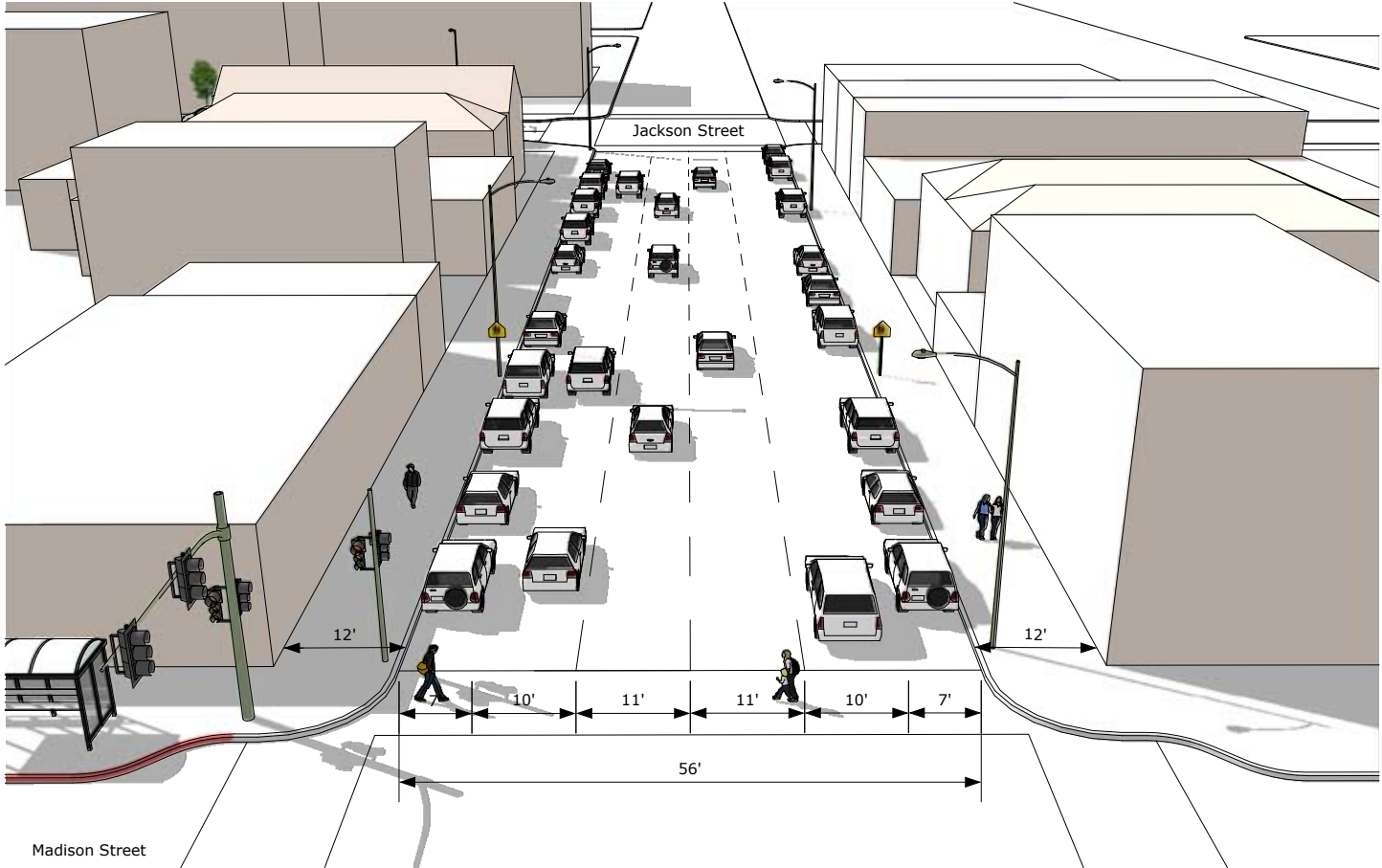
Figure 5.7:
STREET SECTIONS





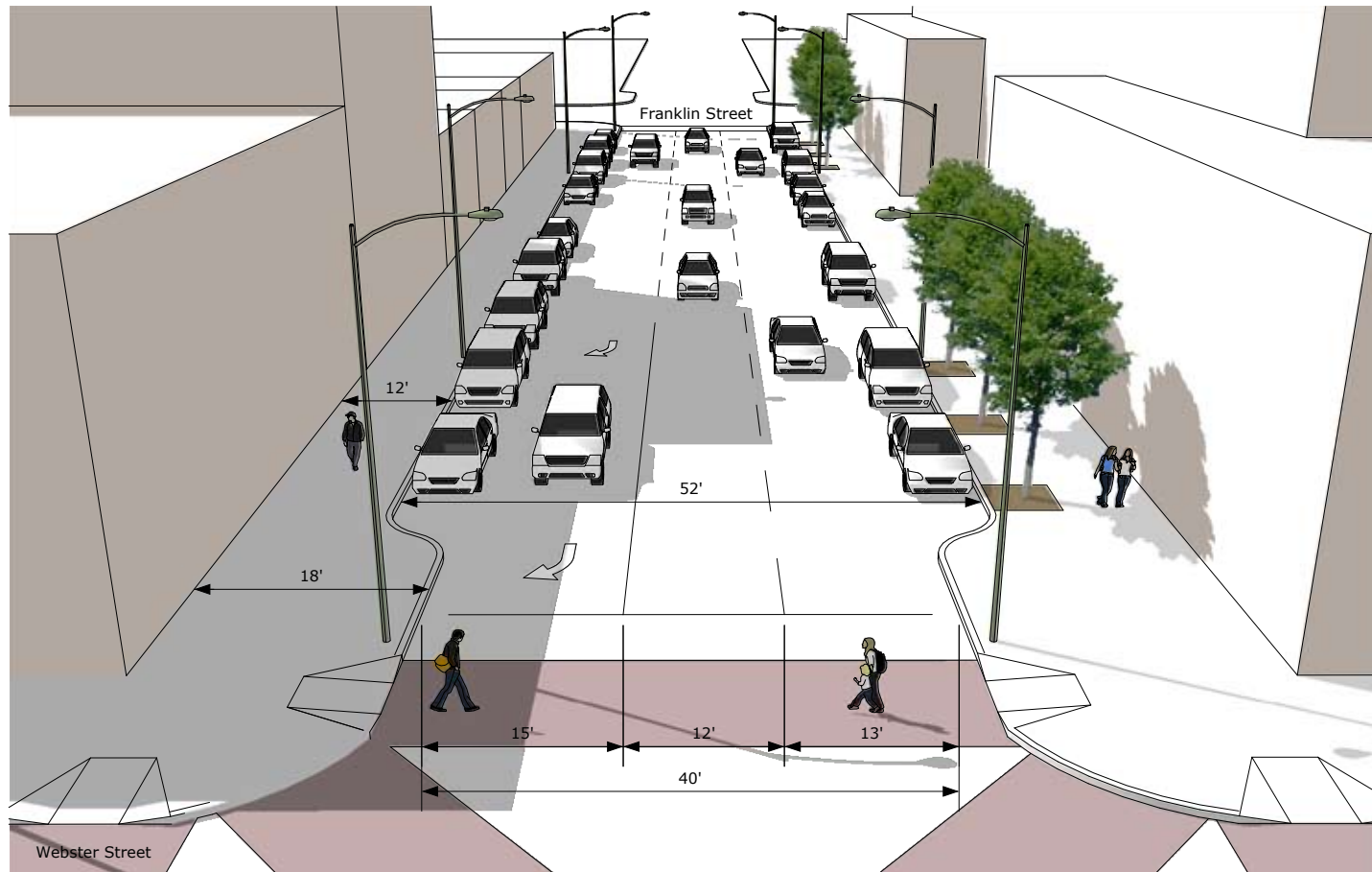
1) 12th Street - View West
LAKE MERRITT STATION AREA PLAN
CITY OF OAKLAND

BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING
1-11-2010



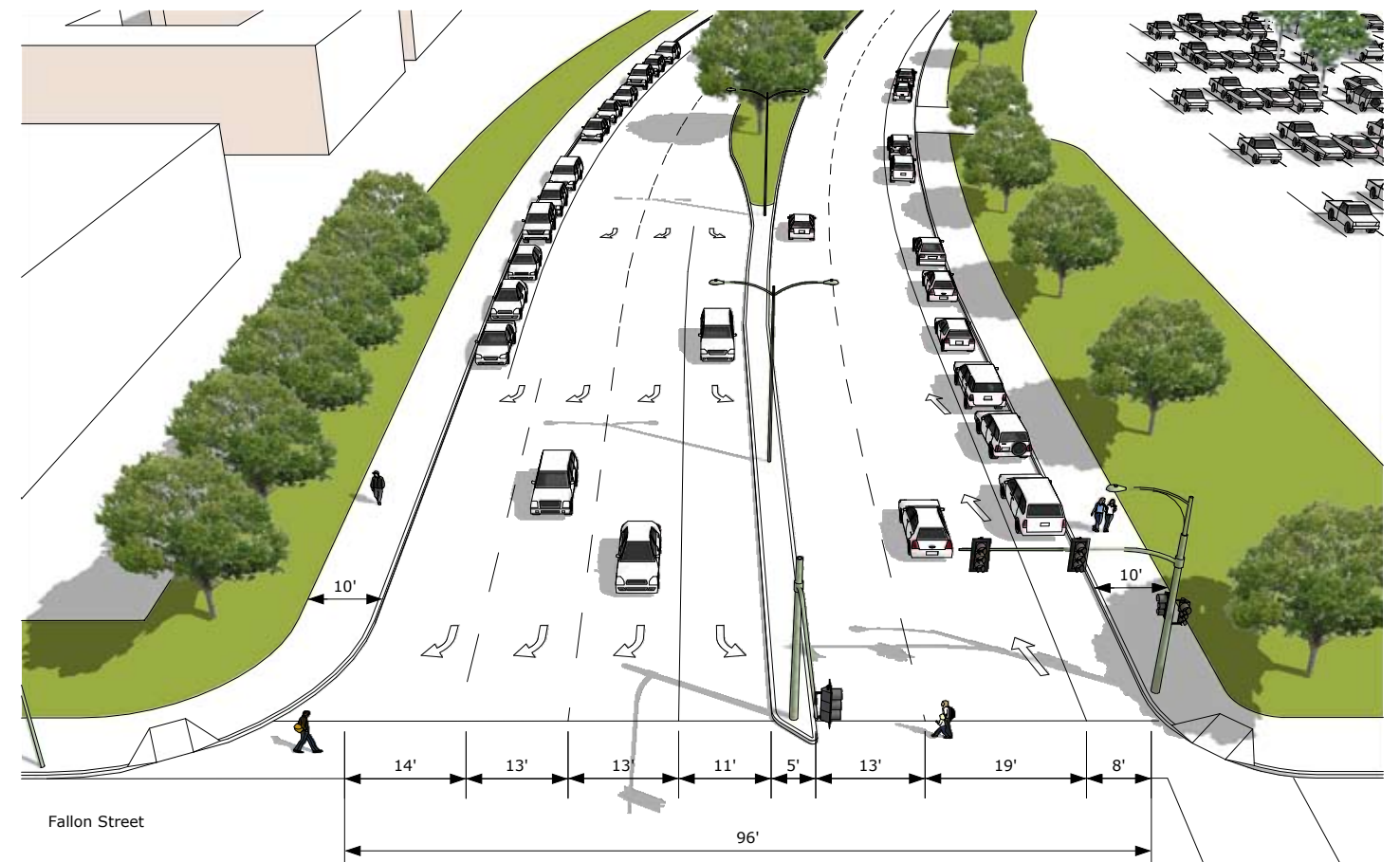
2) 10th Street - View West
LAKE MERRITT STATION AREA PLAN
CITY OF OAKLAND

BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING
1-11-2010



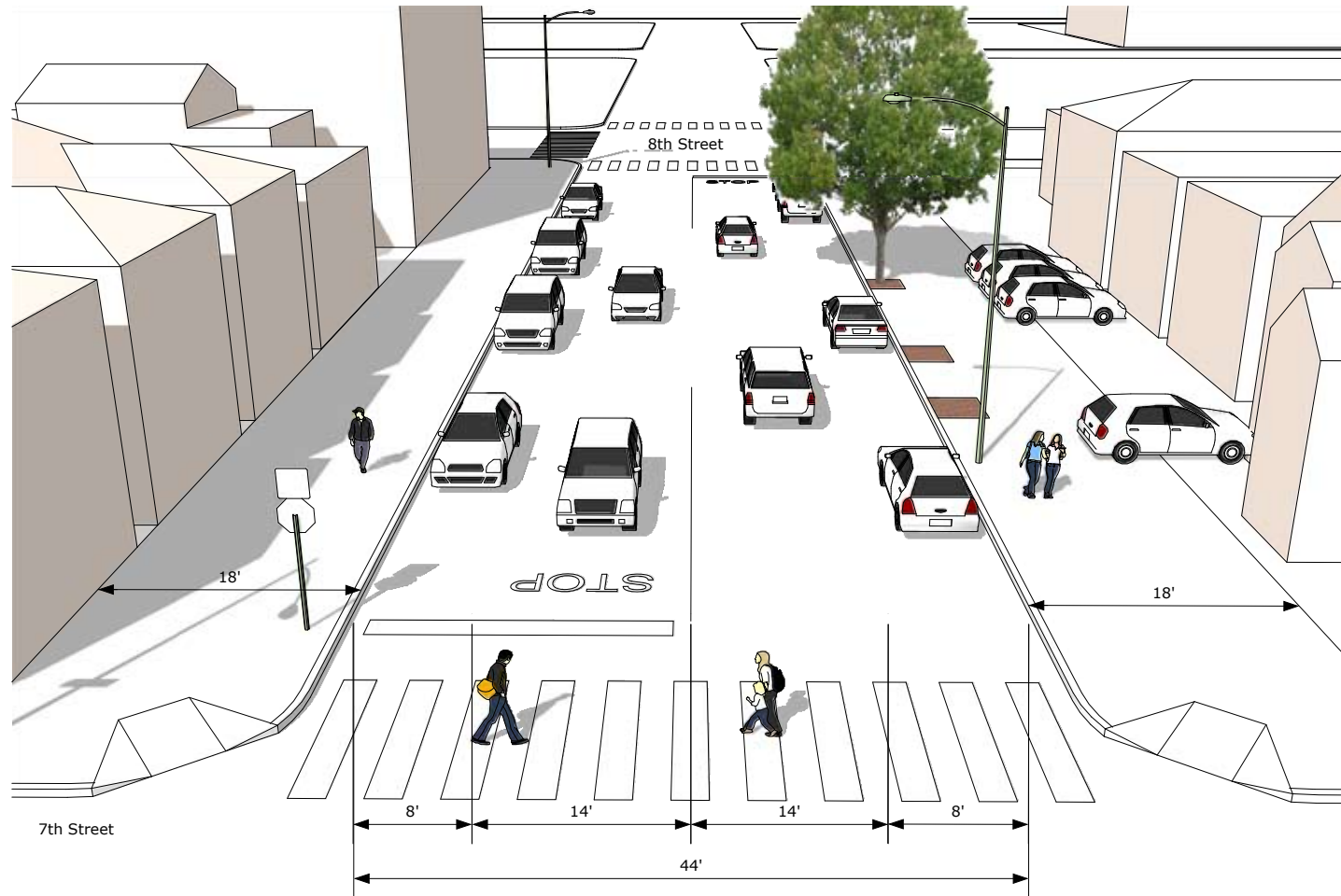
3) 9th Street - View West
LAKE MERRITT STATION AREA PLAN
CITY OF OAKLAND

BOTTOMLEY ASSOCIATES
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1-11-2010



4) 7th Street at Laney College - View East
LAKE MERRITT STATION AREA PLAN
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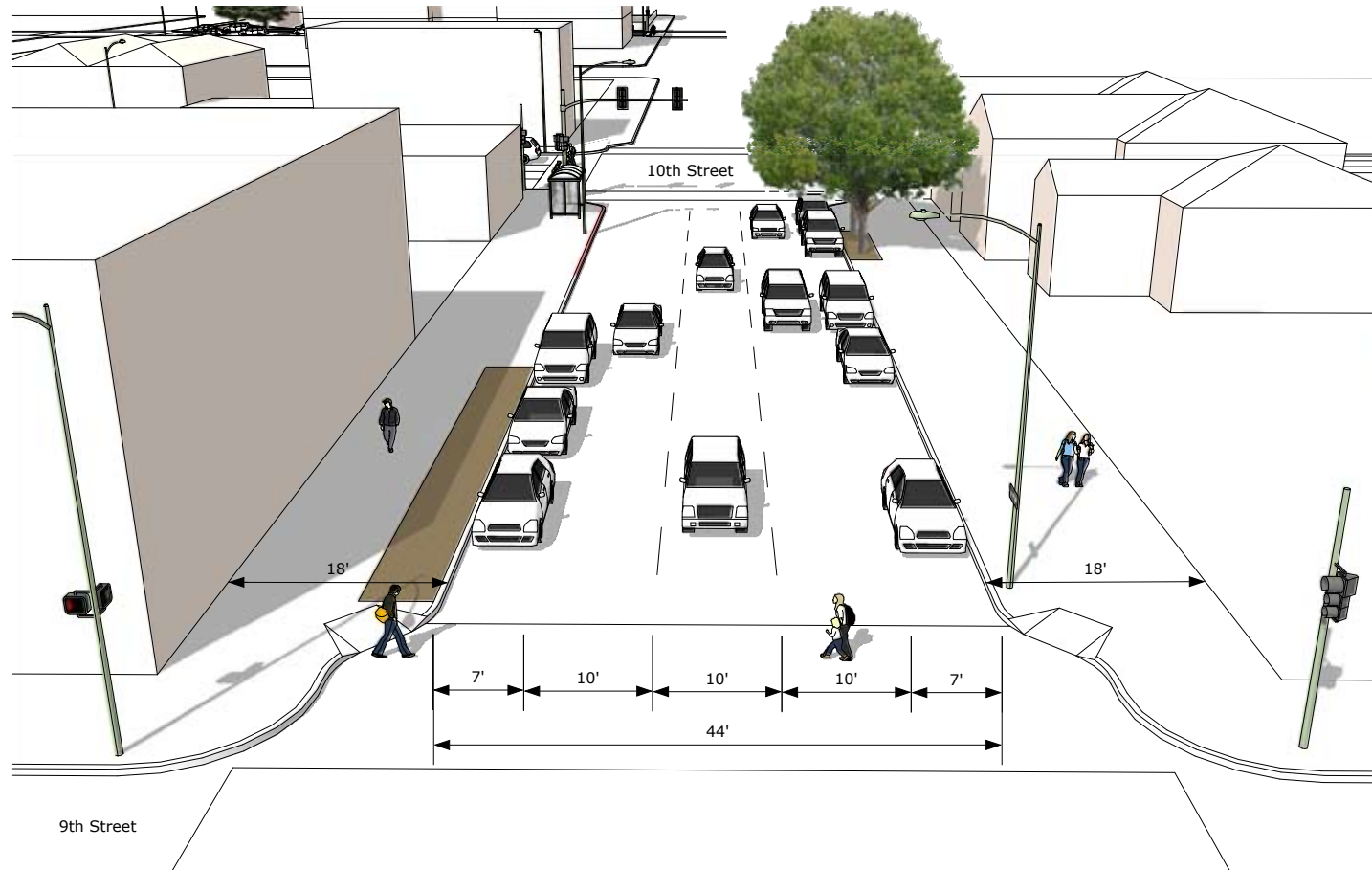
5) Alice Street - View North
LAKE MERRITT STATION AREA PLAN
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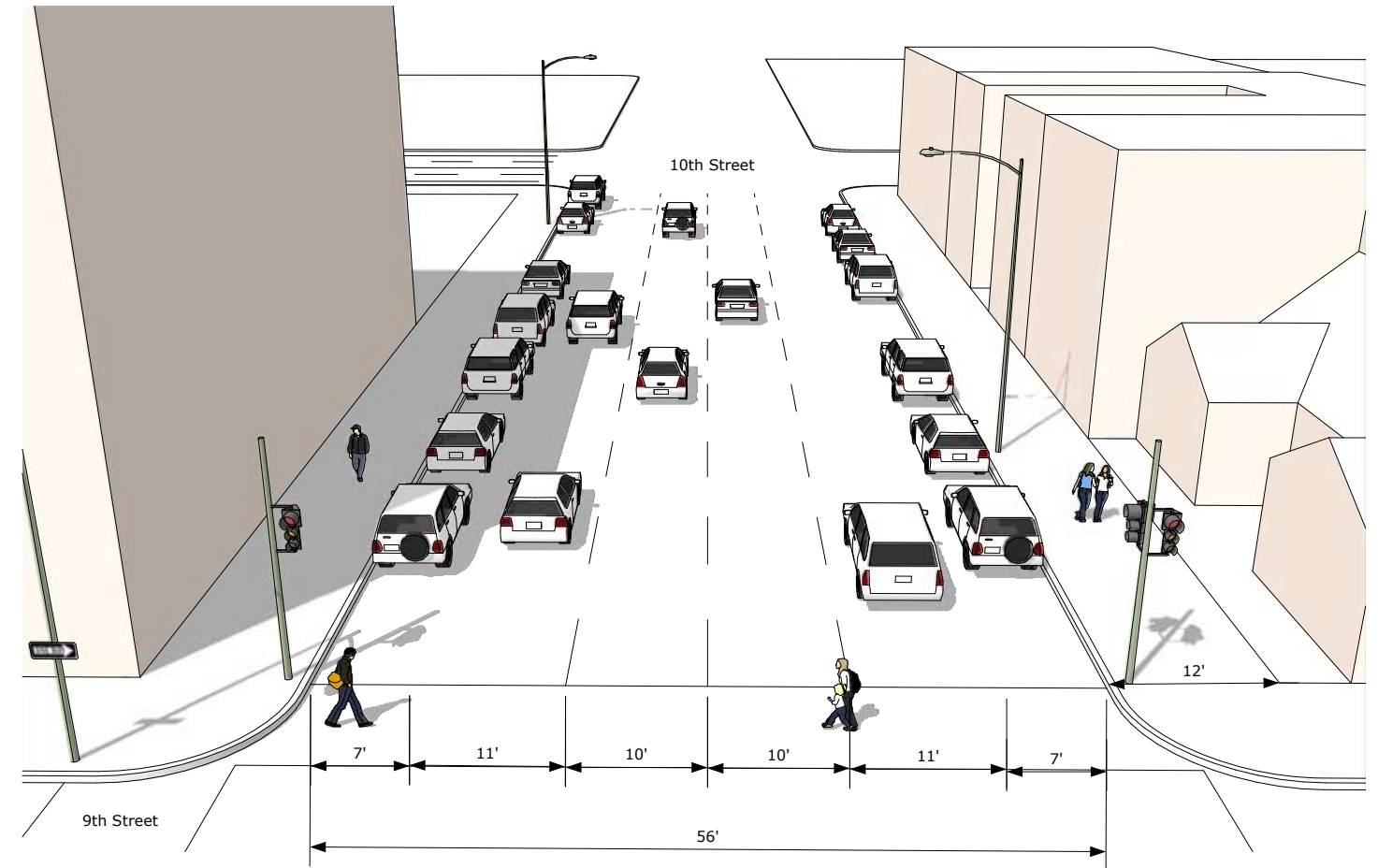
6) Jackson Street - View North
LAKE MERRITT STATION AREA PLAN
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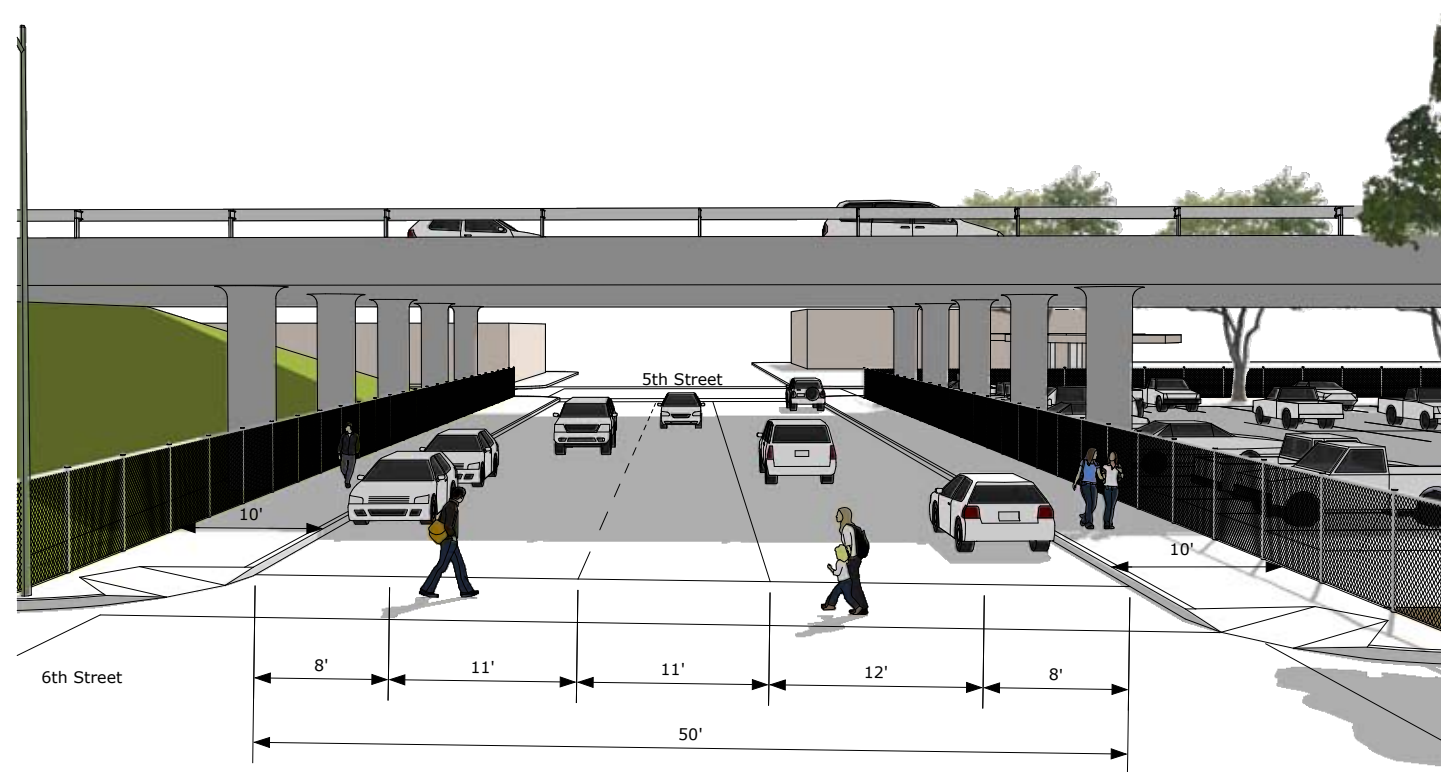
7) Madison Street - View North
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8) Oak Street - View North
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9) 1-880 Undercrossing (Oak Street) - View South
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