

Lake Merritt Station Area Plan

Overview of Community Feedback at East and West Subarea Workshops

The following pages provide a summary of feedback from the east and west Subarea Workshops.

Major Streets and Improvements

SUMMARY OF KEY FEEDBACK

1. Key streets identified by workshop participants for pedestrian improvements were 7th St., 8th St., 9th St., and Oak St., with 8th St. as the primary focus. Other streets with street design and/or widened sidewalks included Webster St., Madison St., 11th St., and 10th St. 8th St. was the most commonly identified street for many improvements.
2. Participants recommended the following one-way streets be converted to two way (Madison St., Oak St., Harrison St., Webster St., 10th St., 9th St., 8th St., and 7th St.).
3. Participants identified the need for bike improvements on 14th St., 10th St., 9th St., 8th St., 7th St., Oak St., and Harrison St.
4. Several priority intersections were identified by workshop participants for improvements, including on 7th St. at Harrison St. and Alice St.; on Fallon St. at 7th St., 8th St., and 9th St.; on 8th St. at Madison St.; and on 9th St. at Jackson St. and Oak St.
5. Participants identified the need for crossings between Laney and the Kaiser Auditorium/ Oakland Museum (at Fallon St. and mid-block).
6. 880 under-crossings were identified by workshop participants for improved street design and for improved connections between the Planning Area and the Jack London District.
7. Improved safety was a consistent priority of workshop participants, specifically:
 - a. Improved lighting
 - b. Slower traffic
8. Participants identified the need to add a gateway at 8th St. and Jackson St.
9. Participants identified the need to improve connections between BART/Laney College and Chinatown (particularly on 8th Street, as noted in bullet 1).
10. Participants identified the need to improve connections to the East Lake neighborhood.

Buildings, Services, Parks, and Community Facilities

SUMMARY OF KEY FEEDBACK

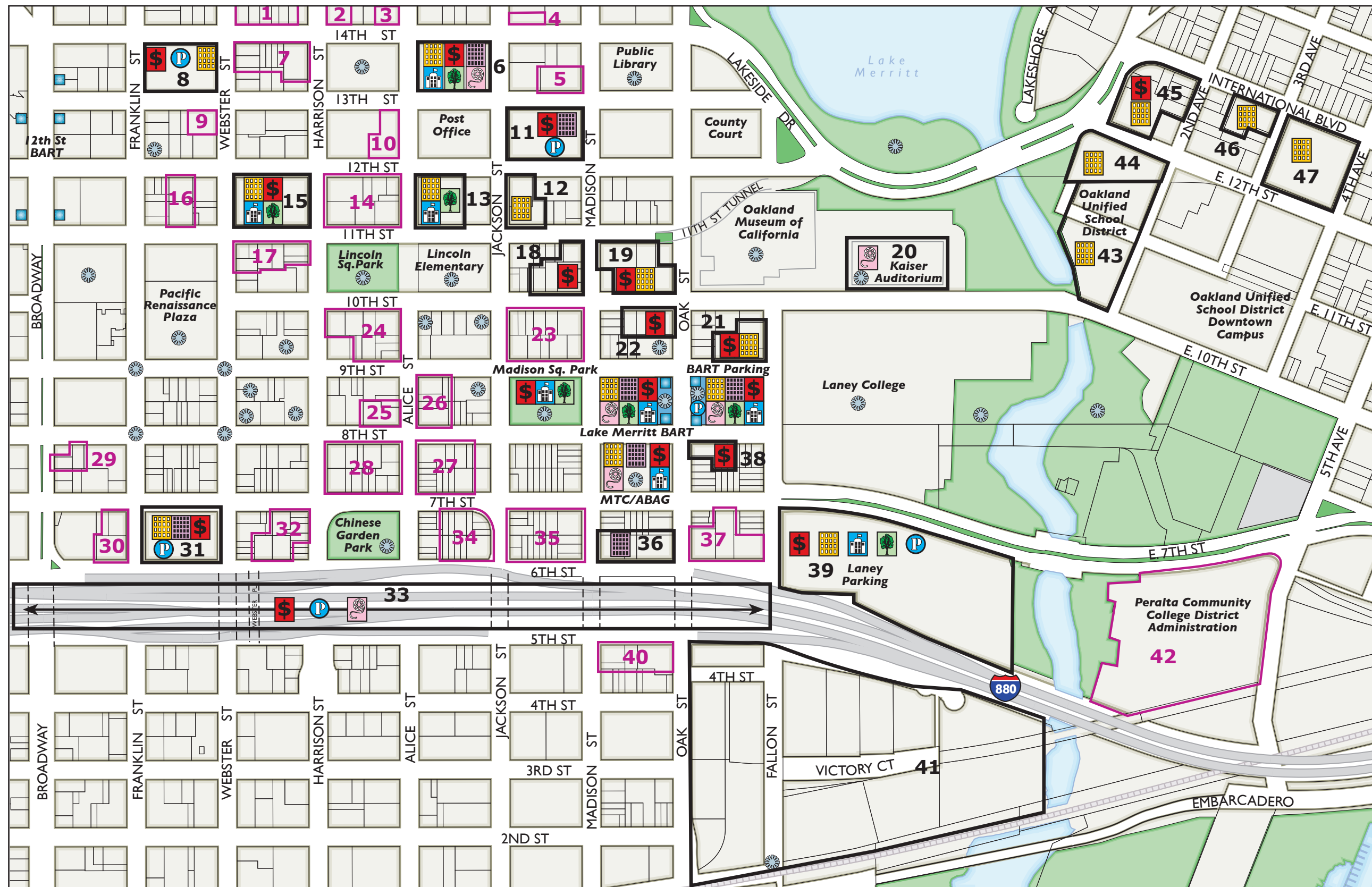
The workshop participants focused most on the four blocks surrounding the Lake Merritt BART station: the BART station block, the BART parking lot block, the MTC/ABAG block and Madison Park. Many of the sites without an agreement among participants are opportunity sites that already have some sort of building on them.

1. A preference for public uses (parks and community facilities, i.e., community centers) was indicated on the BART blocks and the Madison Square Park block.
2. Participants identified Madison Square Park for park space and community facilities, which could include a building, and retail.
3. Generally, participants identified a need for improvements and improved access to existing parks, as well as new parks and community facilities. Specifically, participants wanted a community center (multi-use, multi-generational).
4. Participants identified the sites on blocks surrounding the BART sites as all having retail at the ground floor. A couple sites included housing above ground floor retail. Other sites were identified as being retail only (though these sites may need stories of residential above the ground floor retail to cover costs).
5. Generally, participants were supportive of mixed-use and mixed-income development, with active ground floor uses, either as mid-rise or high-rise development.
6. Participants identified several sites around Lincoln Square as being available for housing, public uses, and parks.
7. Participants identified several sites for office and/or housing adjacent to the freeway.
8. The area under the freeway area was identified by participants for development including retail, parking, and entertainment uses, similar to a night market.
9. Participants identified the site south of Laney College (the Laney Parking Lot) as being appropriate for many uses including retail, housing, civic, and park, but thought it should also continue to include parking.
10. In the East Lake area, participants called for extensive new housing. One site at the corner calls for retail at the ground floor.

The map “Summary of Community Feedback: Land Uses” provides an overview of community preferences for the types of buildings, services, parks, and community facilities that could be located on specific opportunity sites. These sites are numbered in the “Summary of Community Feedback for Opportunity Sites” table and correspond to those illustrated on the map.

Summary of Community Feedback for Opportunity Sites

SITE*	DESIRED USE	DESIRED HEIGHT	EXISTING USE
CENTRAL BART BLOCKS			
Madison Park	Retail/Park/Community Facility	–	Park
BART Plaza	Housing/Office/Retail/Entertainment/Park/Community Facility	High rise: 9+ stories	BART Plaza with small temporary buildings
BART Parking	Housing/Office/Retail/Entertainment/Park/Community Facility	High Rise: 9+ stories	BART Parking
MTC/ABAG	Office/Housing/Retail/Entertainment/Community Facility	High Rise: 9+ stories	MTC/ABAG Offices
OTHER SITES			
1,2,3,4,5	No clear consensus	No clear consensus	Sites 1,2, 4 are developed; sites 3, 5 are vacant or parking lot
6	Housing (also retail, office, park, community facility, entertainment)	High rise: 9+ stories	Parking lot
7	No clear consensus	No clear consensus	Developed
8	Housing (also parking, retail)	High rise: 9+ stories	Structured parking lot
9,10	No clear consensus	No clear consensus	Site 10 developed; site 9 is vacant or parking lot
11	Office (also parking, retail)	High rise: 9+ stories	Structured parking lot
12	Housing	Mid Rise: 6-8 Stories	Vacant (planned housing)
13	Housing/Park/Community Facility	High rise: 9+ stories	Developed one story parking
14	No clear consensus	No clear consensus	Developed
15	Housing/Retail/Park/Community Facility	Mid Rise: 6-8 Stories	Developed one story
16,17	No clear consensus	No clear consensus	Developed
18	Retail	–	Parking + developed one story
19	Housing/Retail	Mid Rise: 6-8 Stories	Developed one story
20	Entertainment	Re-use existing building	Kaiser Auditorium
21	Housing/Retail	High rise: 9+ stories	Parking + developed one story
22	Retail	–	Developed one story
23,24,25,26	No clear consensus	No clear consensus	Developed
27,28,29,30	No clear consensus	No clear consensus	Site 27 developed; sites 28,29,30 are vacant or parking lot
31	Office/Housing/Retail (also parking)	High rise: 9+ stories	Developed two story building
32	No clear consensus	No clear consensus	Developed
33	Parking/Entertainment/Retail	–	Land under I-880 Freeway
34,35	No clear consensus	No clear consensus	Site 34 is vacant or parking lot
36	Office	High rise: 9+ stories	Vacant +one story
37	No clear consensus	No clear consensus	Site 37 is vacant or parking lot
38	Retail/Housing	Low rise: 5 Story	Developed 1-2 stories
39	Housing/Retail/Park/Community Facility (also parking)	High Rises: 9+ stories	Parking lot
40, 41, 42	No clear consensus	No clear consensus	Developed
43	Housing	Mid Rise: 6-8 Stories	Developed 4 story and 1 story
44	Housing	High rise: 9+ stories	Vacant
45	Housing/Retail	Mid Rise: 6-8 Stories	Developed 1-3 stories
46	Housing	Mid Rise: 6-8 Stories	Parking and 1 story
*Opportunity sites are numbered on the corresponding "Summary of Community Feedback: Land Use" map.			

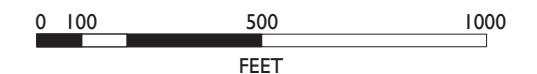


Lake Merritt Station Area Summary of Community Feedback: Land Use

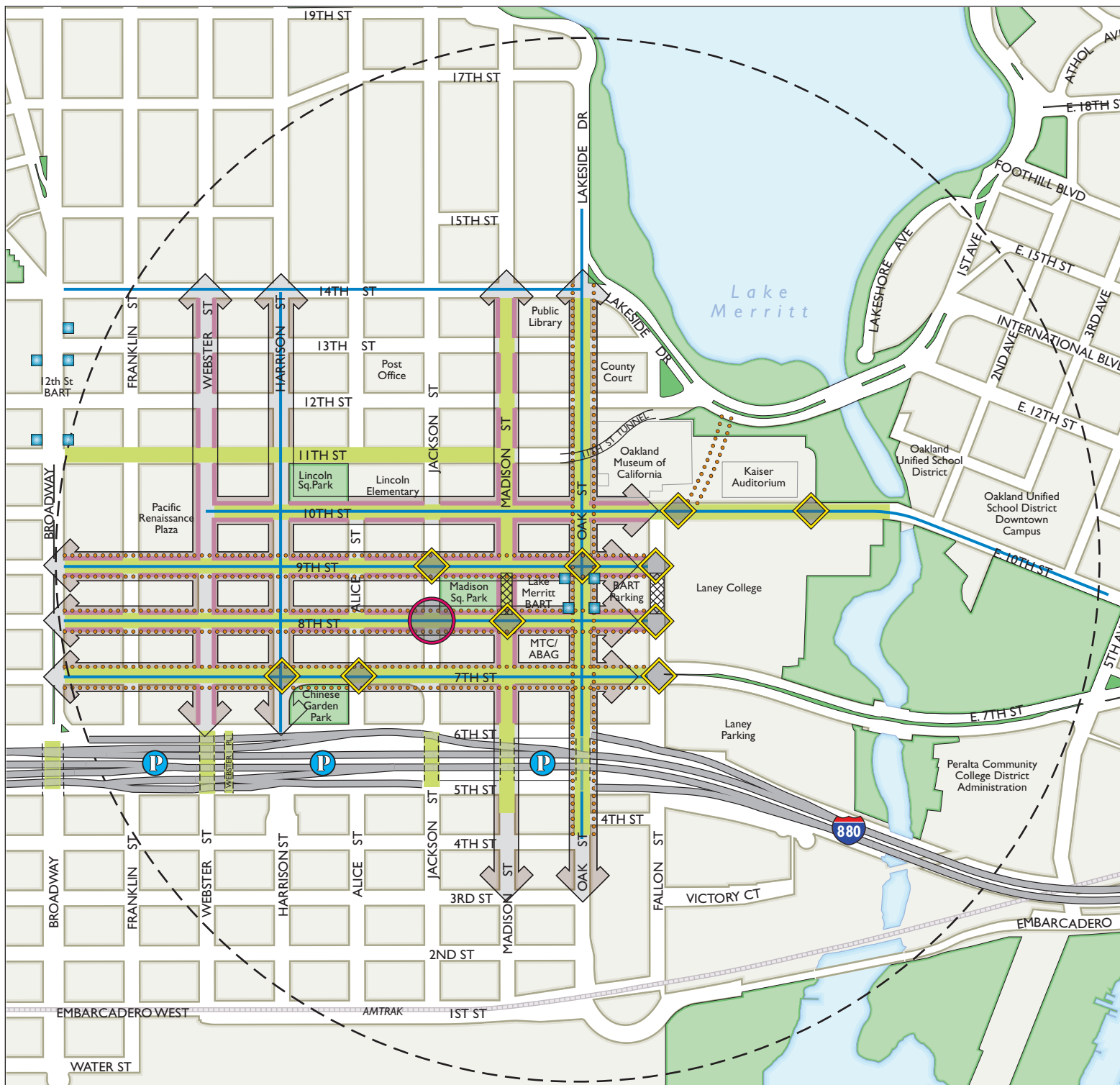
- Housing Mixed Use
- Shopping/Dining
- Office Mixed Use
- Community Facilities
- Park/Public Spaces
- Entertainment/Attractions
- Parking
- 3** Three or more groups in agreement*
- 4** Diverse or No Recommendations*
- Existing Community Resources to Preserve/Enhance
- BART Station Entrance

*These sites correspond to those listed in Table 2-2. For most sites, a wide variety of uses were suggested. However, sites where three or more groups at the community workshops recommended the same types of land use are graphically depicted with a black, bold outline. On those sites, icons representing the land use types that were most frequently suggested are also illustrated. For sites where there was either no feedback or no one land use was suggested by three or more groups, they are graphically depicted with a thin, red line outline.

This feedback has not yet been reviewed for its economic or technical feasibility.



Lake Merritt Station Area Summary of Community Feedback: Transportation



- Add Trees/Distinctive Street Design
- Key Bicycle Street
- Key Pedestrian Street (Main Street on 8th)
- Convert to Two-way
- Widen Sidewalk
- Gateway
- Close or Modify Street
- Intersection/Pedestrian Crossing Improvement
- P Add Parking
- BART Station Entrance
- Planning Area - 1/2 Mile Radius

Note:
The map illustrates preferences that were shared by three or more groups at the community workshops.

This feedback has not yet been reviewed for its economic or technical feasibility.



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FEET