

Lake Merritt Station Area Plan: CSG Meeting #10 Emerging Plan Framework



DYETT & BHATIA
Urban and Regional Planners

August 8, 2011

Vision

- Create a financially feasible, implementable plan that is the result of an authentic community engagement process and is inclusionary of all community voices.
- Create a more active, vibrant, and safe district to serve and attract residents, businesses, students, and visitors.
- Provide for community development that is equitable, sustainable, and healthy.
- Increase use of non-automobile modes of transportation.
- Increase the housing supply to accommodate a diverse community, especially affordable housing and housing around the BART station.

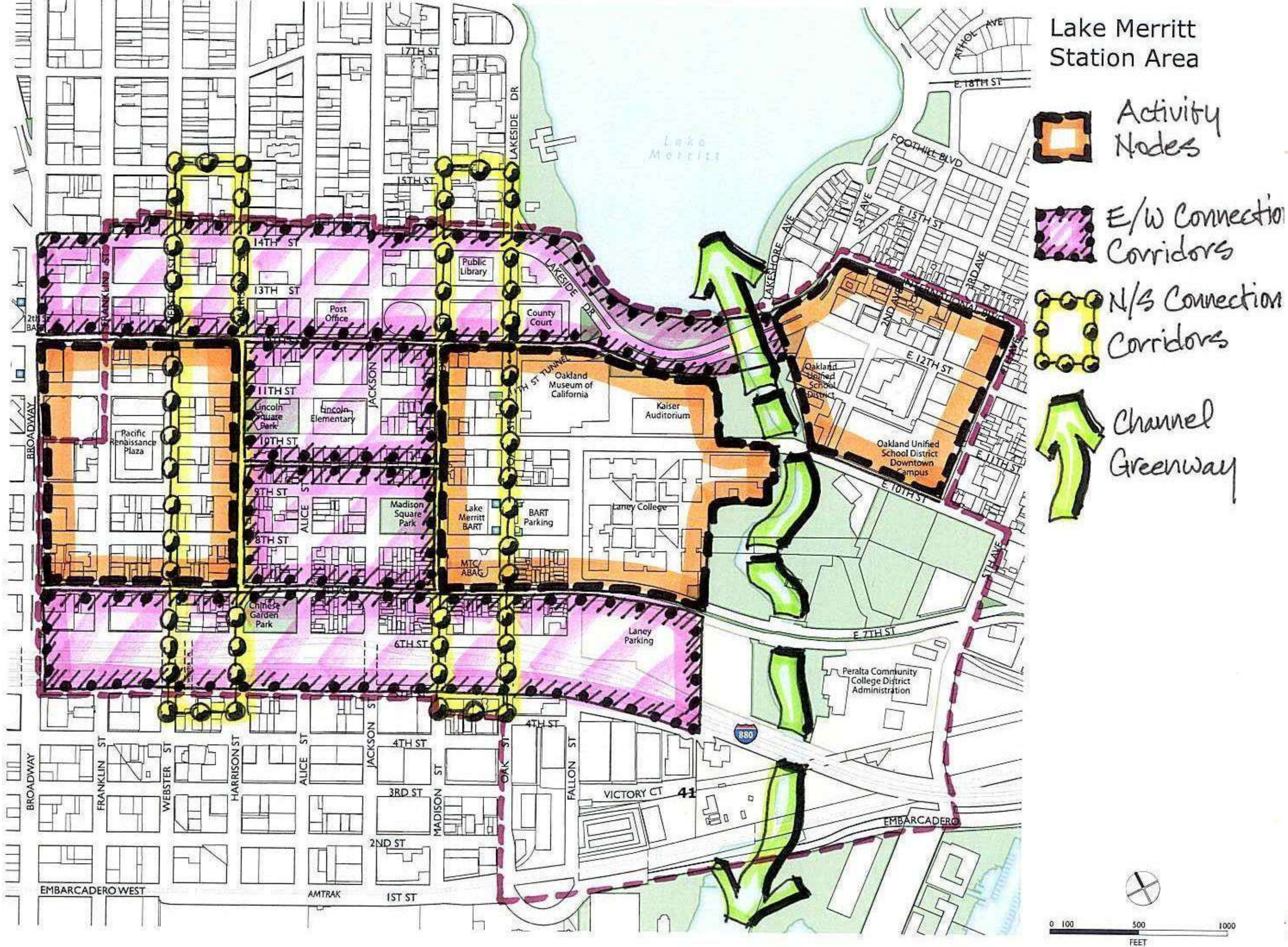
Vision

- Increase jobs and improve access to jobs along the transit corridor.
- Provide services and retail options in the station area.
- Identify additional recreation and open space opportunities.
- Celebrate and enhance the heritage of Chinatown as a cultural asset and a regional community destination.
- Establish the Lake Merritt Station Area as a model with innovations in community development, transportation, housing, jobs, and businesses and environmental, social, and economic sustainability, and greenhouse gas reductions.

Goals

- Community engagement
- Public safety
- Business
- Jobs
- Housing
- Community facilities and open space
- Transportation
- Community and cultural anchor and regional destination
- Health
- Redevelopment of key publicly owned blocks near BART
- Green and sustainable urban design

Lake Merritt Station Area Plan



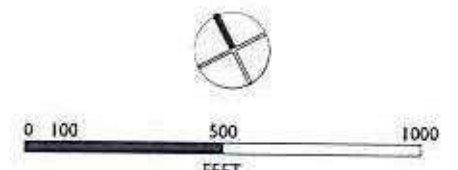
Lake Merritt
Station Area

Activity
Nodes

E/W Connection
Corridors

N/S Connection
Corridors

Channel
Greenway



3-Dimensional Views of Planning Area – facing northwest



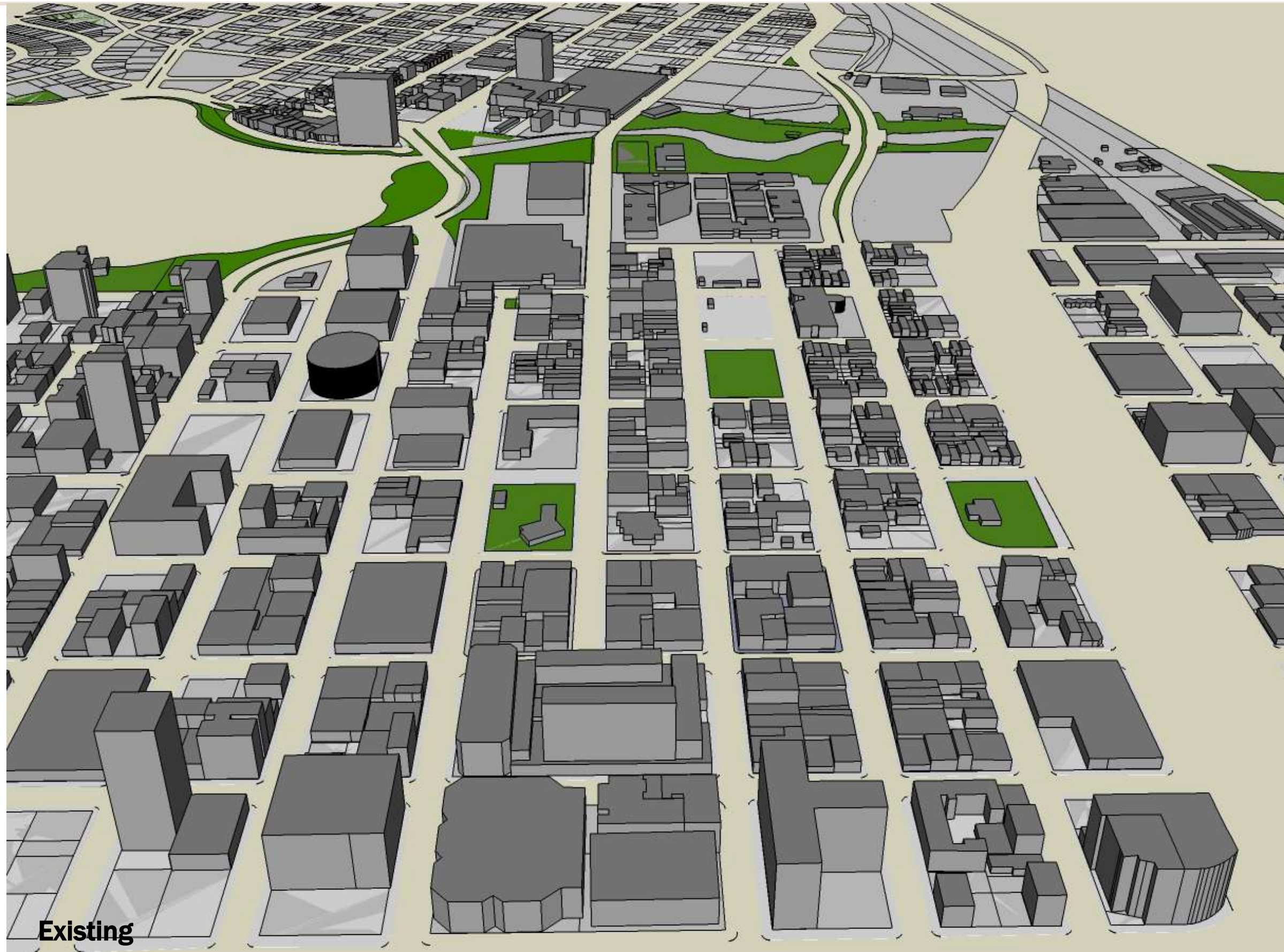
Existing

3-Dimensional Views of Planning Area – facing northwest



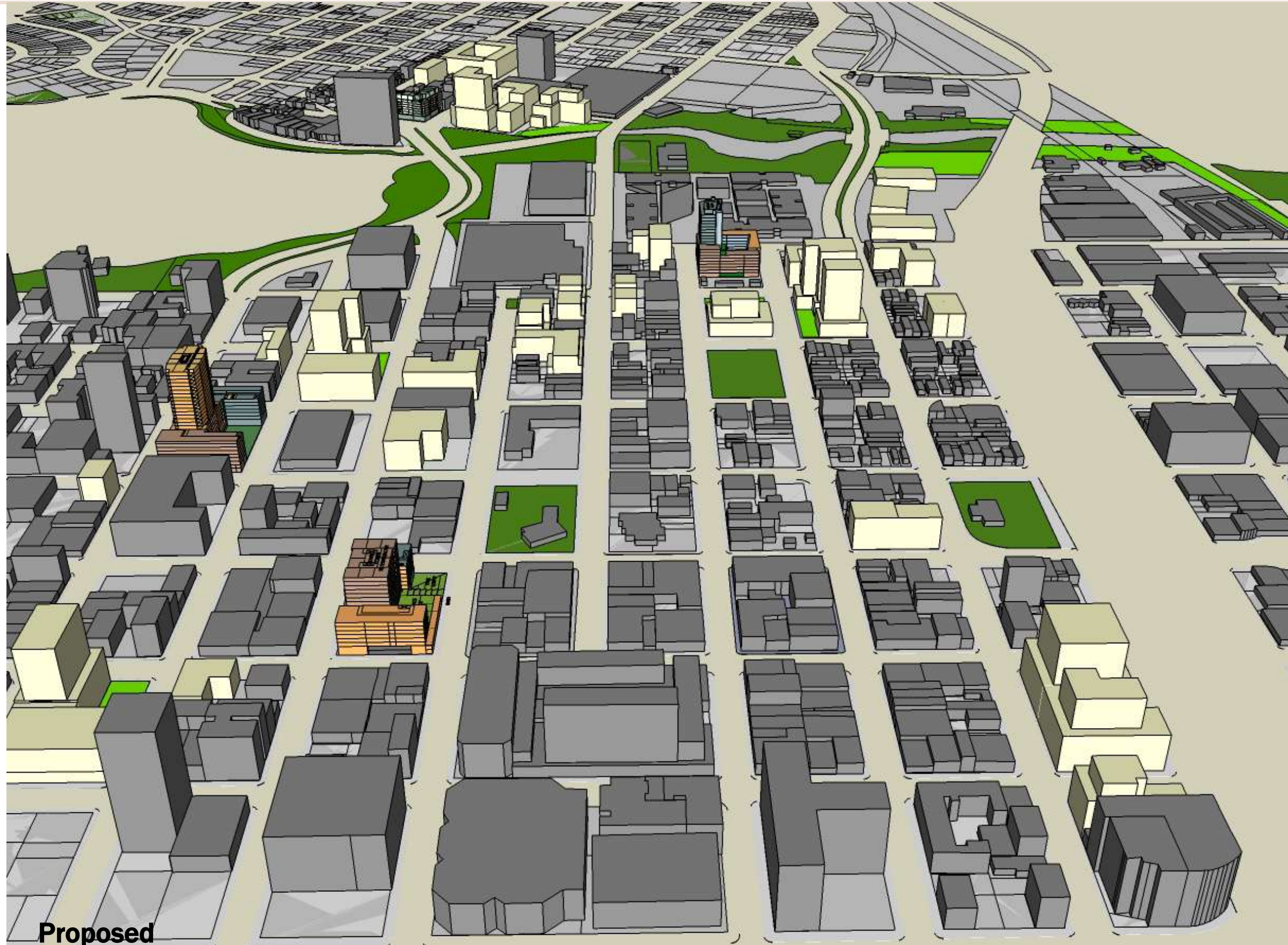
Proposed

3-Dimensional Views of Planning Area – facing northeast



Existing

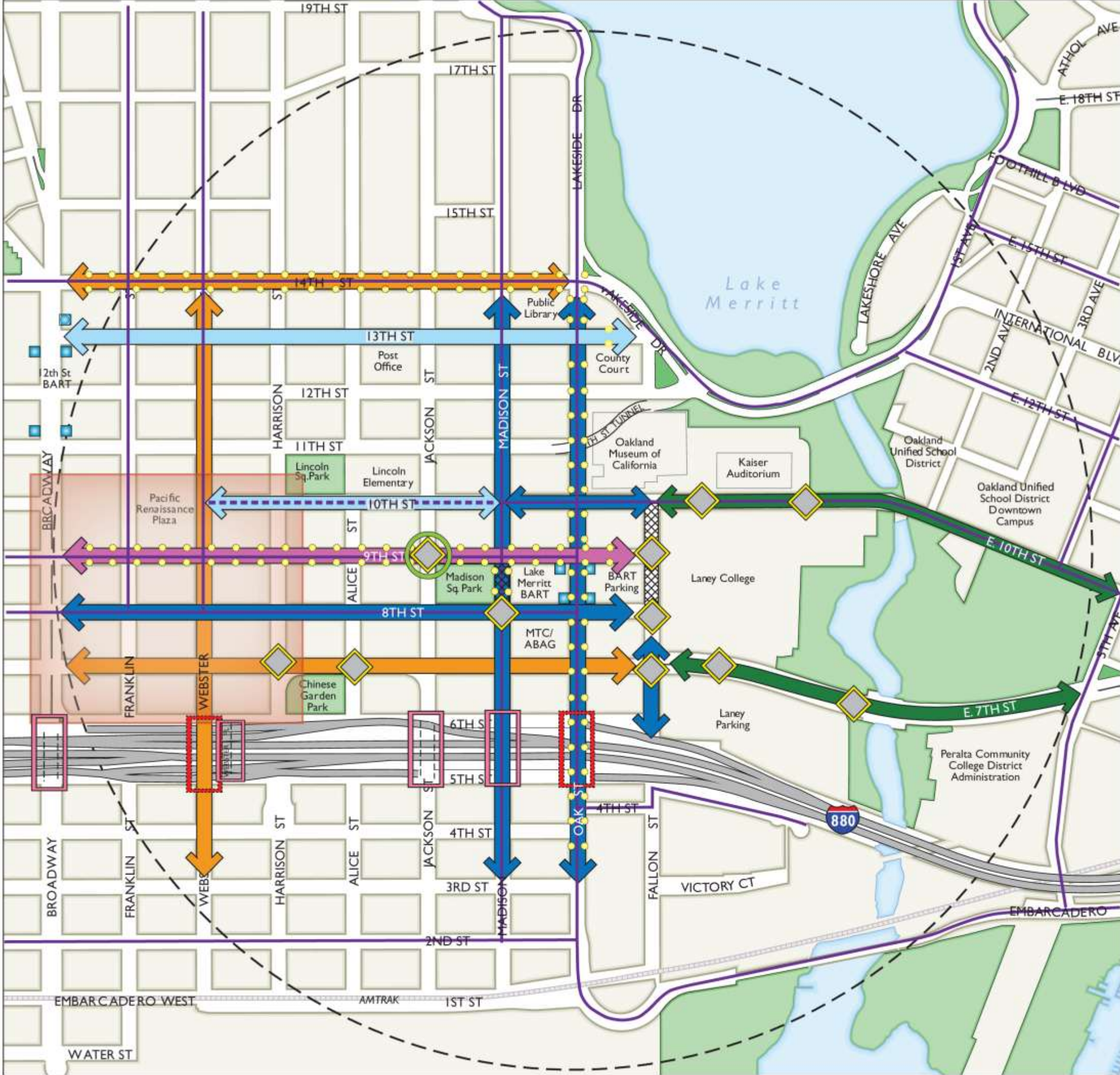
3-Dimensional Views of Planning Area – facing northeast



Proposed

Overview of Land Use and Transportation Plan

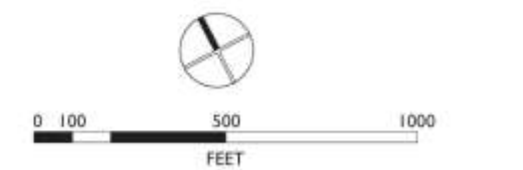
Lake Merritt Station Area Plan



Lake Merritt Station Area
Circulation Improvement
Strategies

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

*Current illustration shows existing and under construction park areas.



Overall Transportation Improvements

- ***Major Priorities (from CSG feedback)***
 - *Pedestrian-Oriented Lighting*
 - *Pedestrian Improvements – Bulb-outs and Sidewalk Widening*
 - *Lane Reductions*
 - *Two-Way Street Conversions*
 - *Bike Lanes*
 - *Street Trees*
- **Improvements are now shown related to each sub-area with feedback incorporated into identification of key agreements and options where there is a diversity of opinions.**

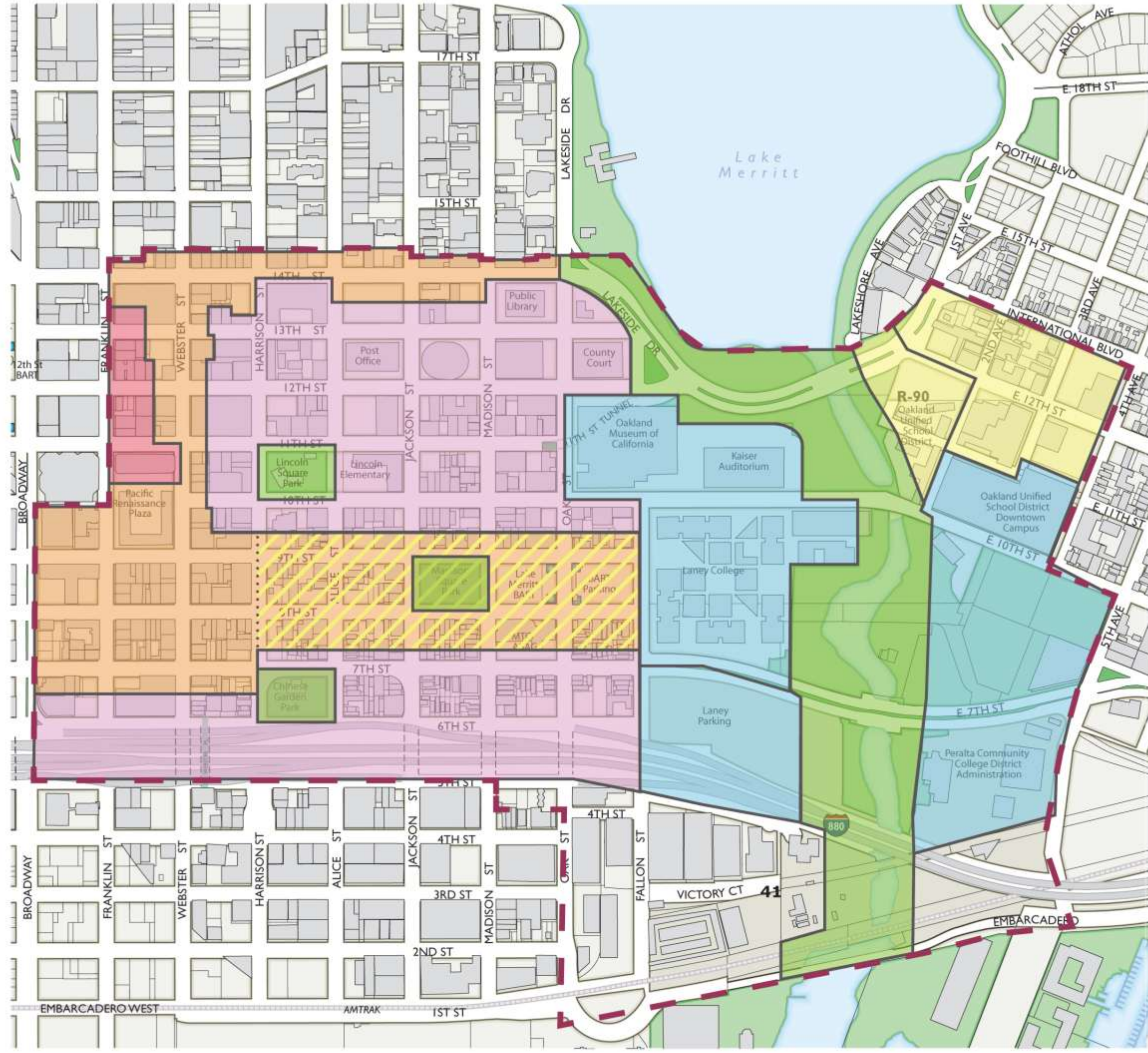
Street Transportation Changes – Now and Later

- **Five Year Paving Plan**
 - *Madison Street (2nd and 17th Sts.), Oak Street (2nd and 14th Sts.), 8th and 9th Streets (Fallon and Harrison Sts.)*
 - *Striping work can easily be incorporated into paving projects*
- **Consider phasing transportation improvements:**
 - *Implement some physical changes sooner if eligible for construction*
 - Traffic calming achieved via striping (bulbouts, reducing lanes, bike lanes)
 - *Ensure current work does not preclude the possibility to make conversions*
 - Apply for grants to study the feasibility of conversion to two-way traffic (requires complicated studies beyond the budget and scope of the Station Area Plan)
 - *Implement second phase of improvements after trial period and/or studies*
 - Conversion or sidewalk widening

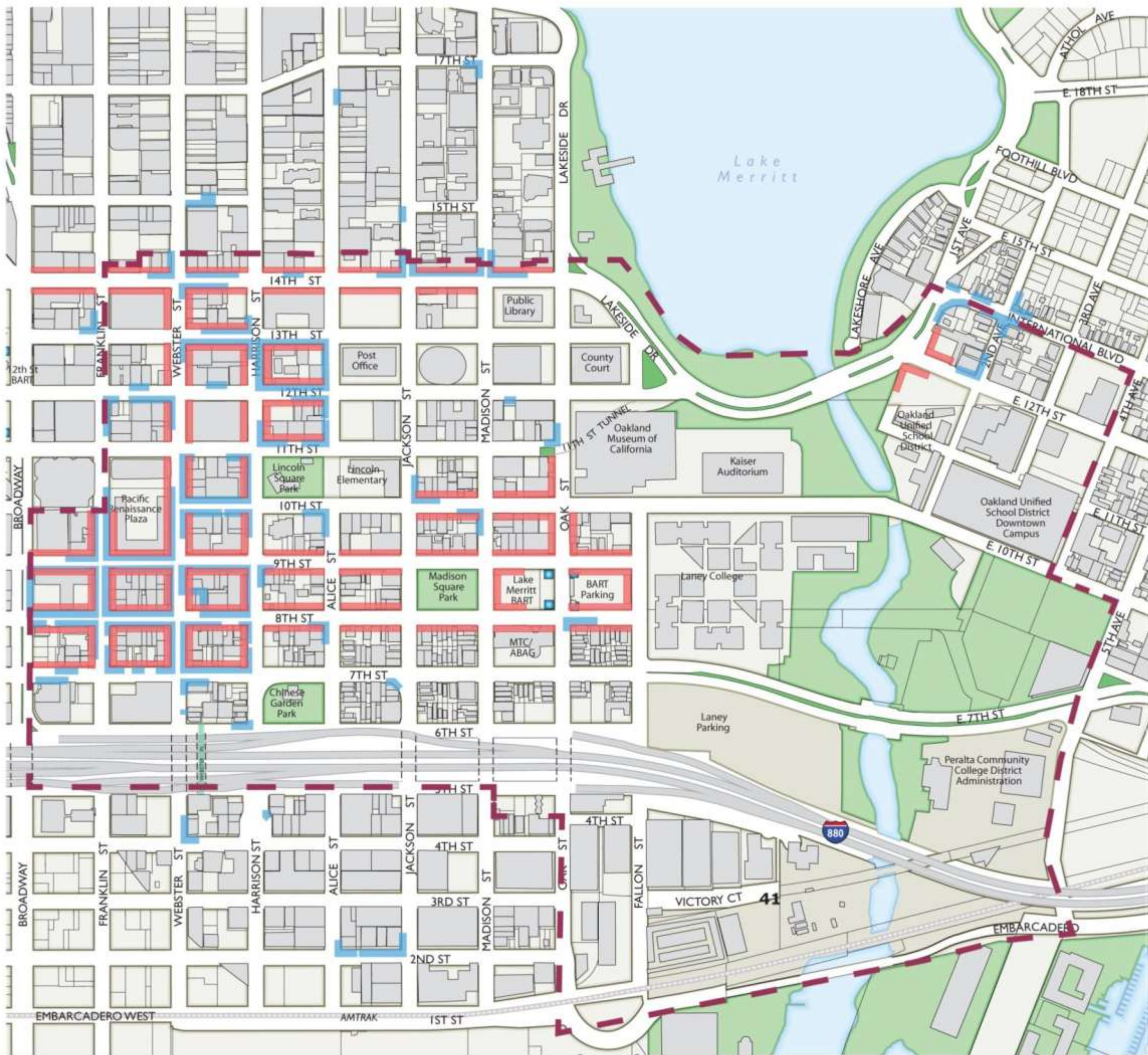
Street Transportation Changes – Now and Later

- **Other studies for the Station Area Plan**
 - *Franklin and Webster (have excess capacity)*
 - *Converting one block of Harrison to go two-way*

Lake Merritt Station Area Plan



- Lake Merritt Station Area Land Use
- Pedestrian Zone
 - Pedestrian Transition Zone
 - Flex Zone
 - Commercial Zone
 - Institutional Zone
 - Open Space Zone
 - Residential RU-5 Zones



Lake Merritt
Station Area
Active Ground Floor

- Future active ground floor use required
- Existing retail frontage

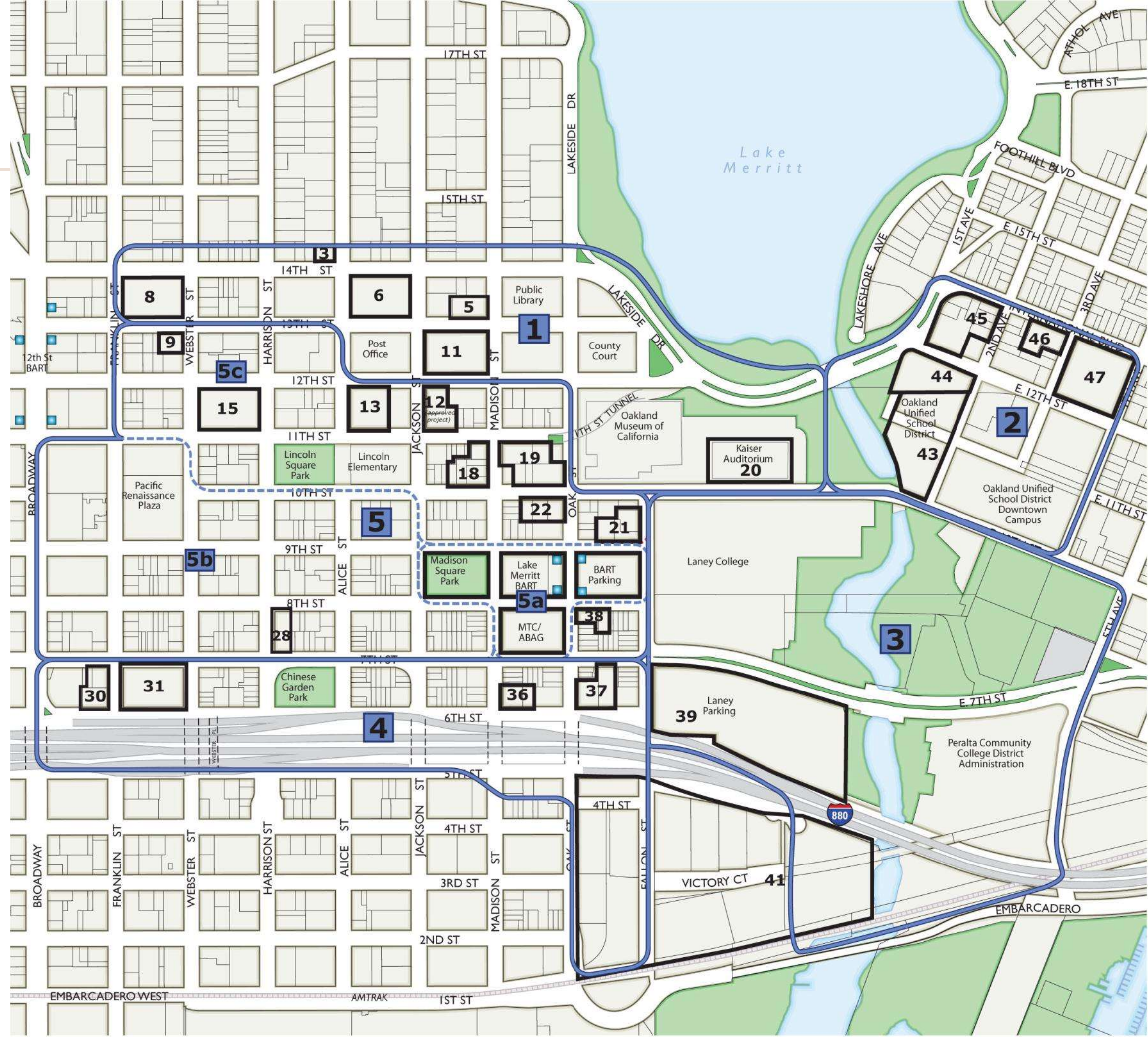
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Other Key Topics to Cover

- **Building Massing**
- **Community Benefits for Higher Buildings**
- **Affordable Housing**
- **Historic Resources**
- **Parks**
- **Other Specific Items**

Study Areas

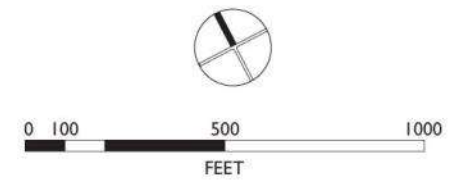


Lake Merritt Station Area: Areas of Study

- 3** Opportunity Sites with Community Agreement or Vacant Sites
- 1** 14th St. Corridor
- 2** East Lake Gateway
- 3** Peralta/Laney College
- 4** I-880
- 5** Chinatown Core

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Key Topics to Cover

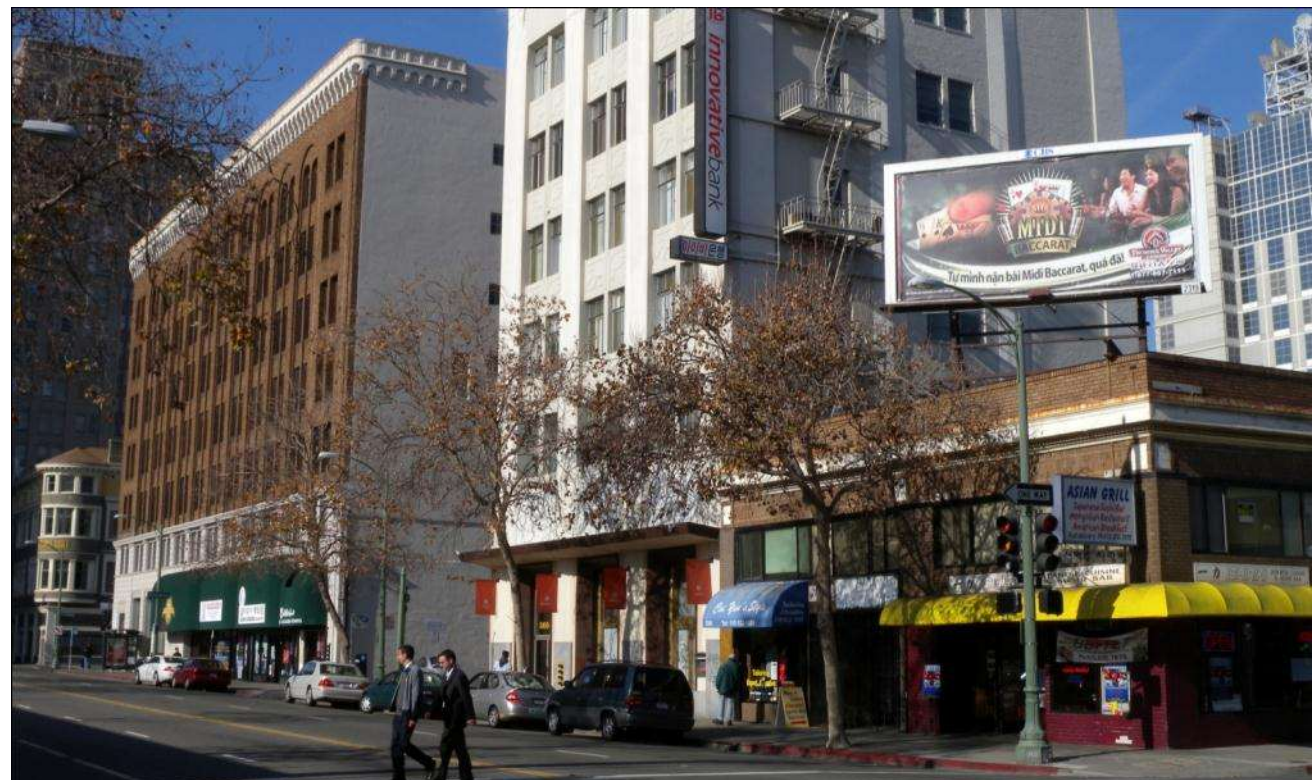
- **Big Ideas and Vision – Agreed**
- **Identification of Key Questions to Be Resolved**
 - *Land Use*
 - *Transportation*
 - *Parks*
- **Transportation**
 - *Agreement for some improvements; others still have options to consider*

Criteria for Prioritization

- **Greatest benefit for community**
- **Capacity for improvements**
- **Feasibility of improvements**
- **Relative cost of improvements**
- **Grant/funding availability**

1. 14th Street Corridor

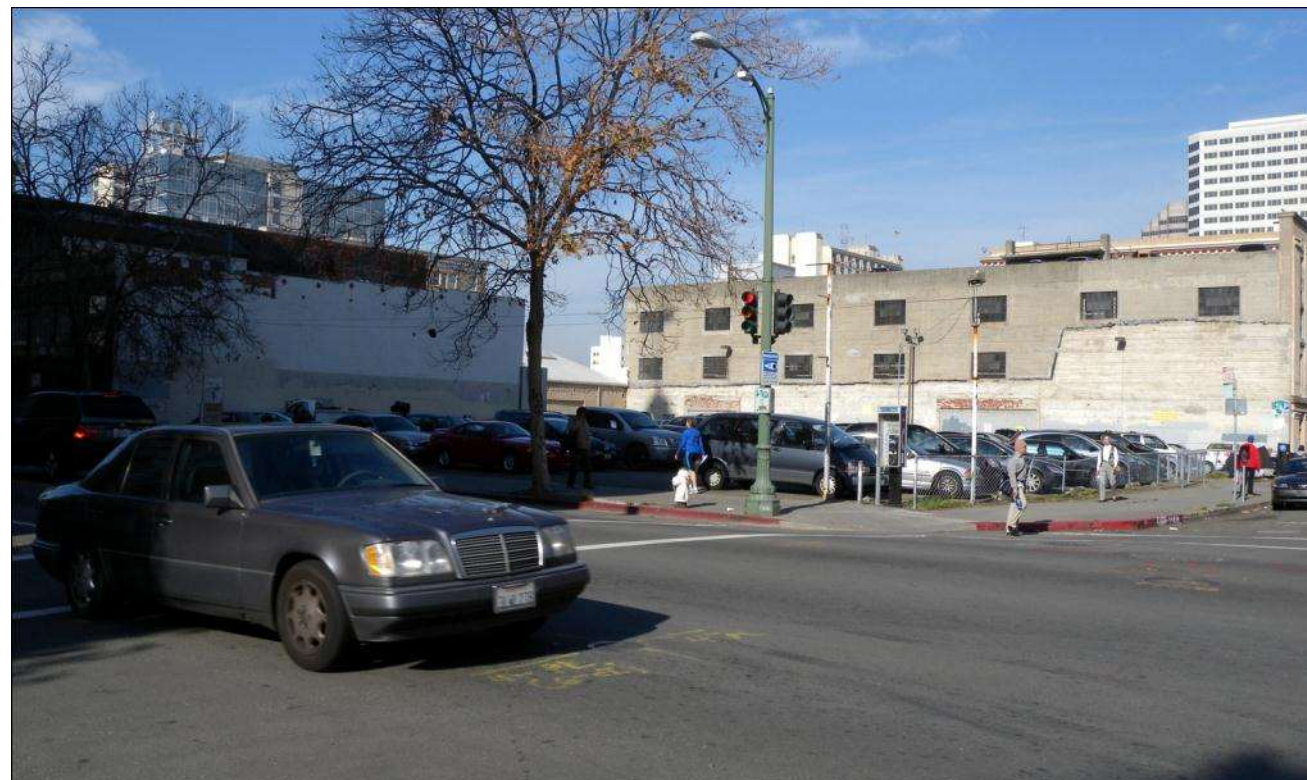
1. 14th Street Corridor



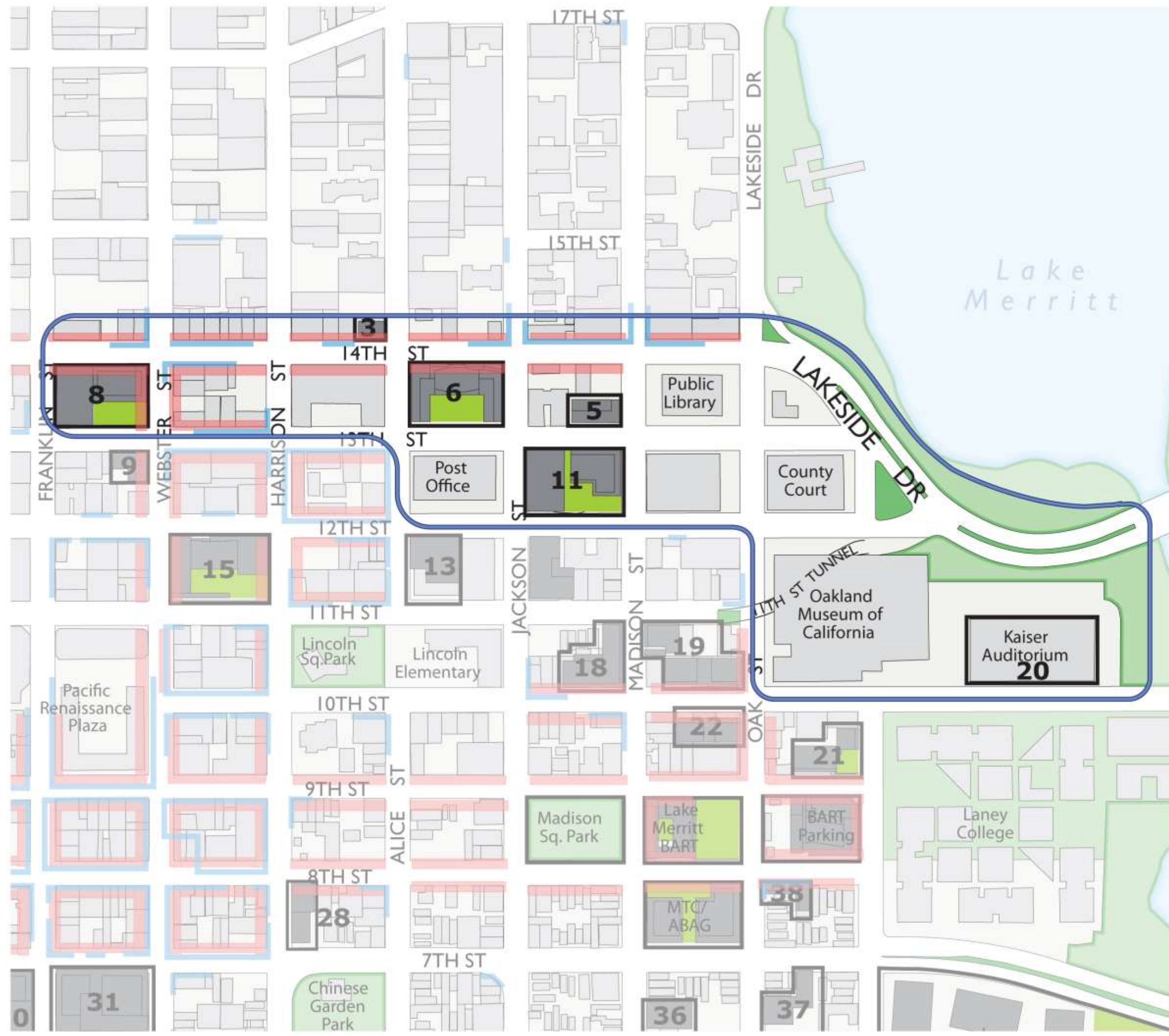
1. 14th Street Corridor



1. 14th Street Corridor

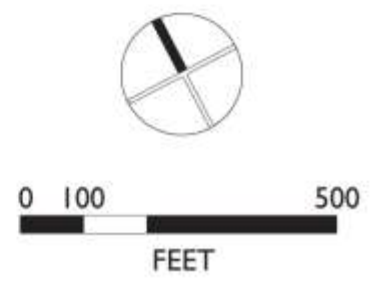


Lake Merritt Station Area:
Study Area 1
14th Street
Corridor



- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

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1. 14th Street Corridor: Big Ideas and Vision

Grand corridor that is key connection for the City and a vibrant pedestrian-oriented destination

- *Educational/Cultural/Public Services spine along Oak and 10th Streets – BART TOD, Laney College, Oakland Museum, Kaiser Auditorium, County Courthouse, Main Public Library*
- *14th Street major connector between Eastlake (and beyond), Lake Merritt open space, Broadway (and beyond, including 12th Street BART)*
- *Increase vibrancy and safety by promoting active ground floor retail (including for new County or other office buildings)*
- *Alameda County government offices complemented with adjacent residential and cultural uses for an active area at all hours*

1. 14th Street Corridor: Improvements

Agreement

- *Improvements to 14th, Oak and 10th Streets are top priorities, while 13th Street is lower priority*
- *Oak Street– remove a traffic lane and add a bike lane, lighting*
- *10th Street (east of Oak St)– bike lanes*
- *14th Street – Decorative lighting, in-ground trees where feasible*
- *Alice Street– add street trees and corner bulbouts*

Key Questions

- *What type of building intensity, massing, zoning regulations will create the type of urban infill that will promote the desired economic vitality, vibrancy, activity?*

1. 14th Street Corridor: Aerial View

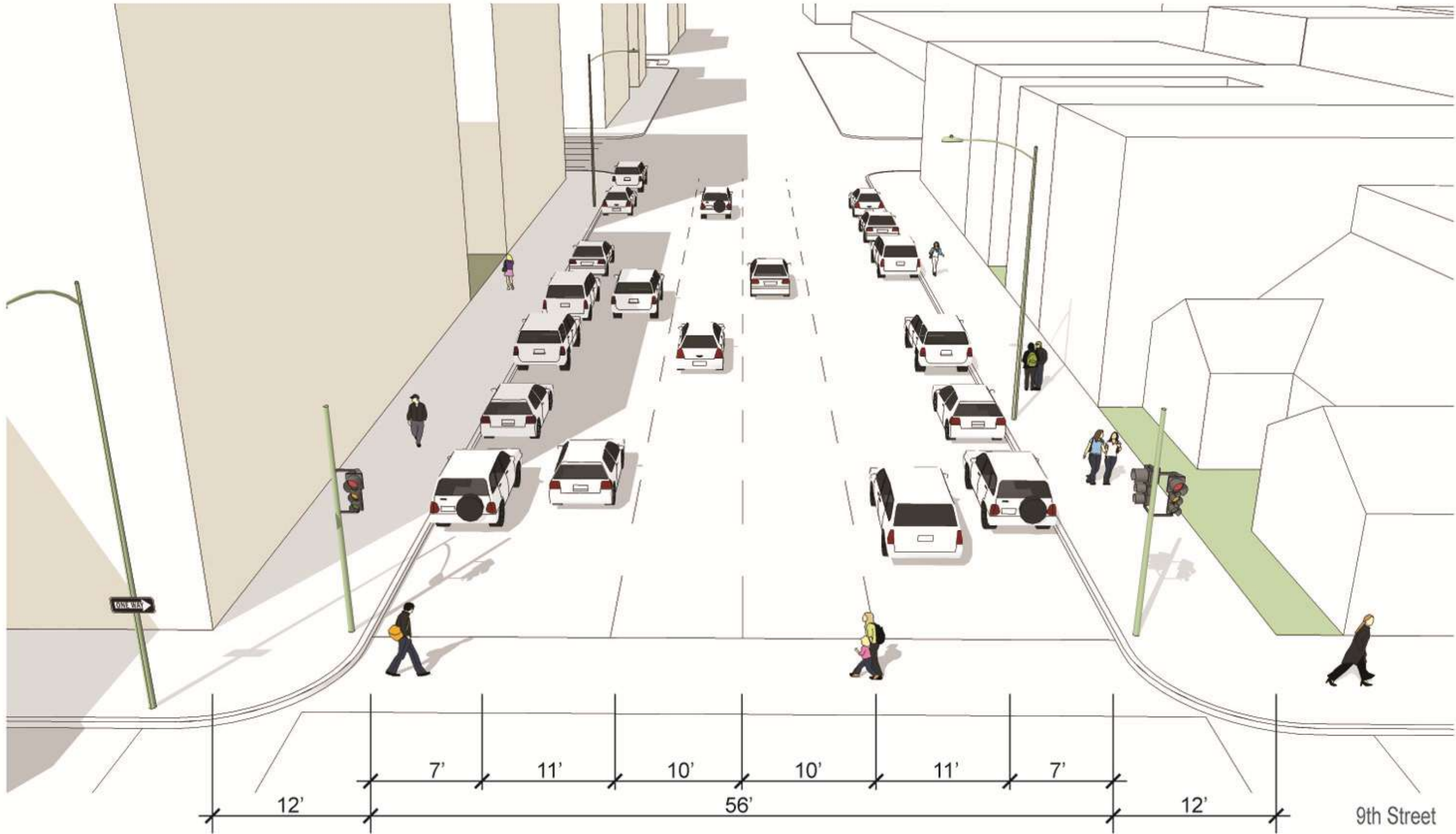


1. 14th Street Corridor: Project View

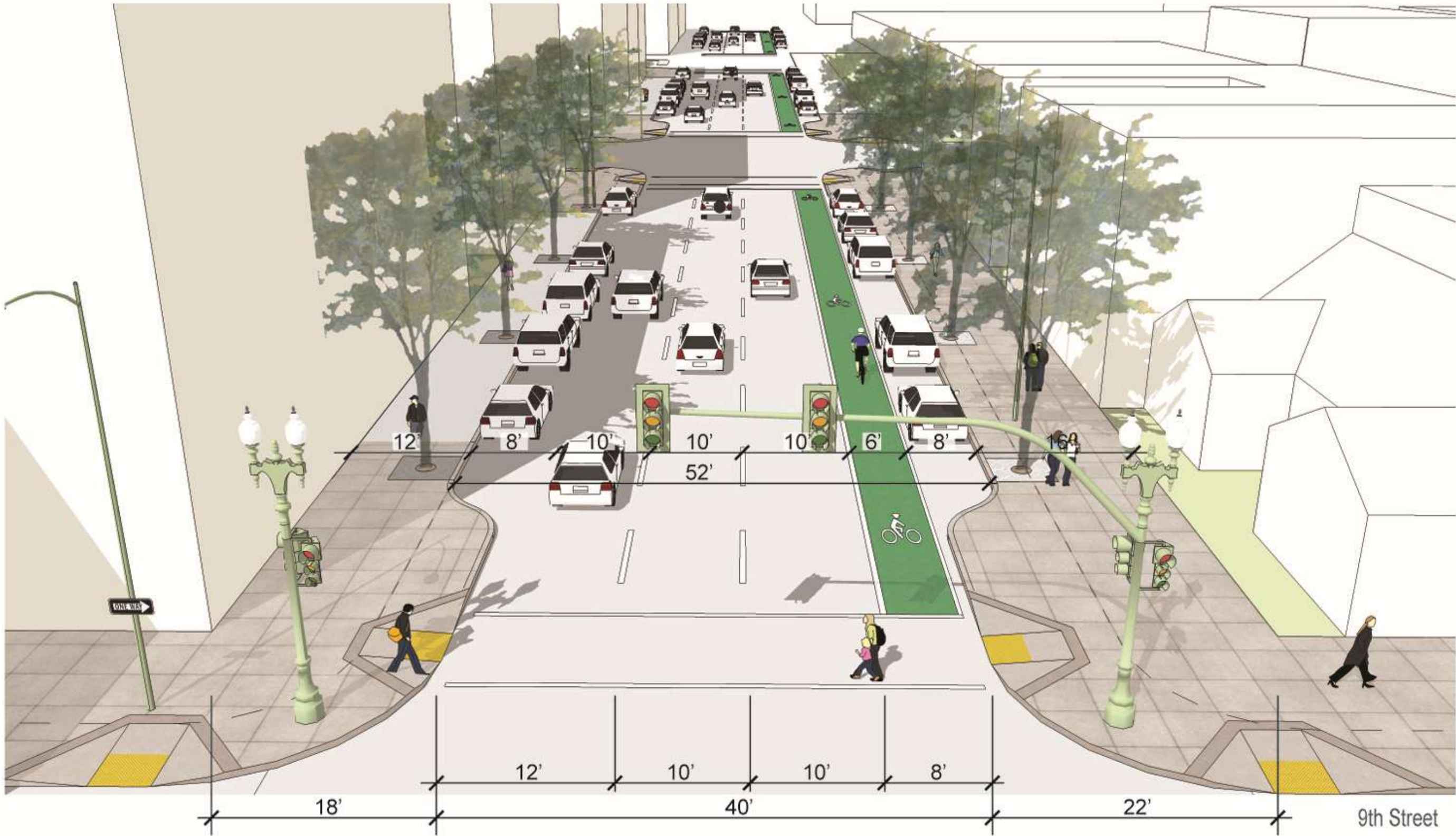


1. 14th Street Corridor: Project View

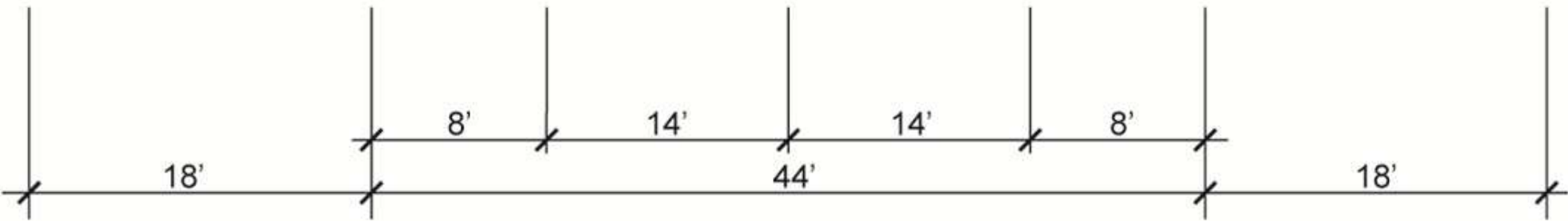




Oak Street
Existing Looking North - 4 Lanes One-Way

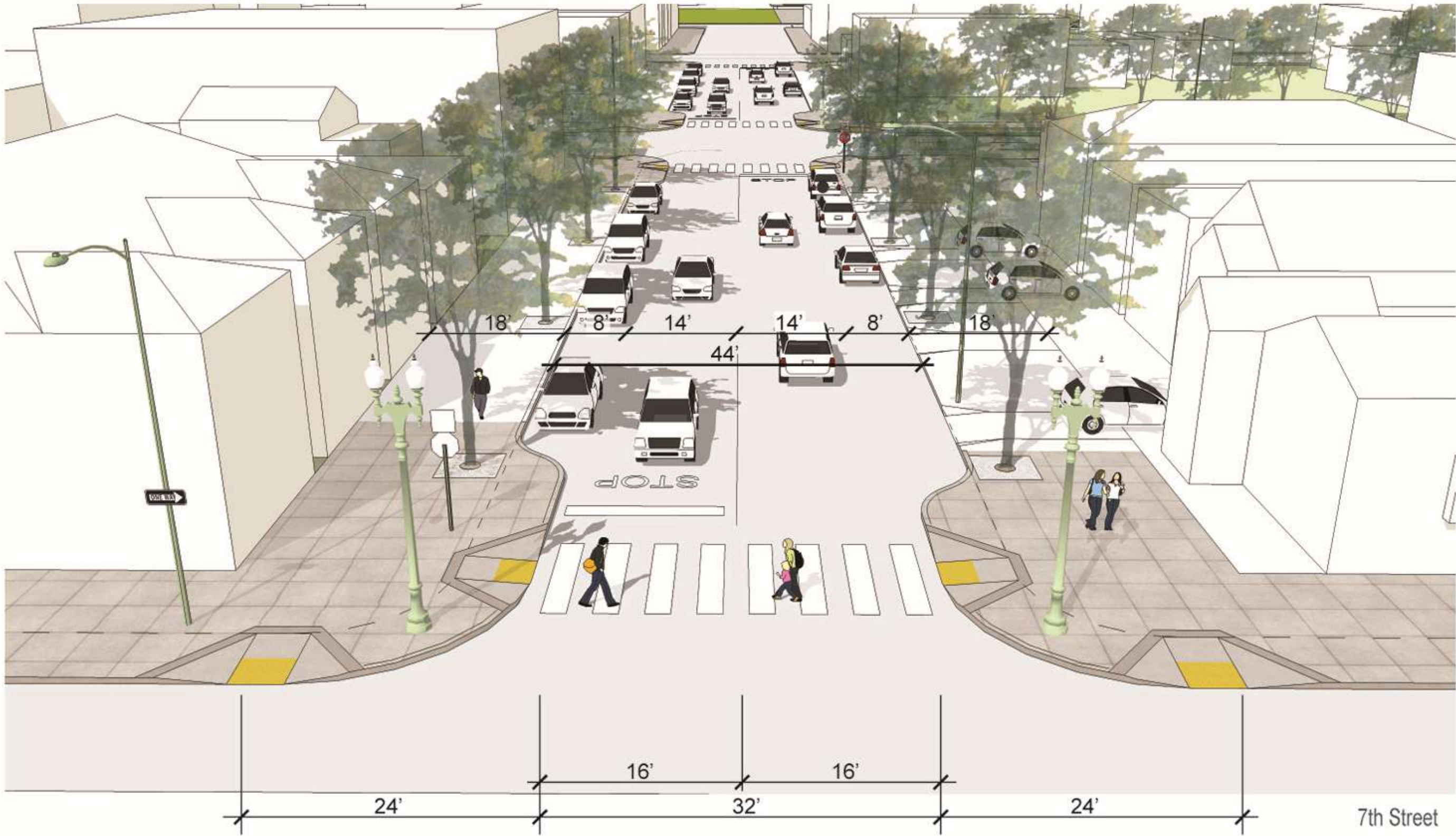


Oak Street
4/3 Lane Reduction, Bike Lane, Widened Sidewalk (east side only)



7th Street

Alice Street
Existing Looking North - 2 Lanes Two-Way



Alice Street
Sidewalk Improvements

2. East Lake Gateway

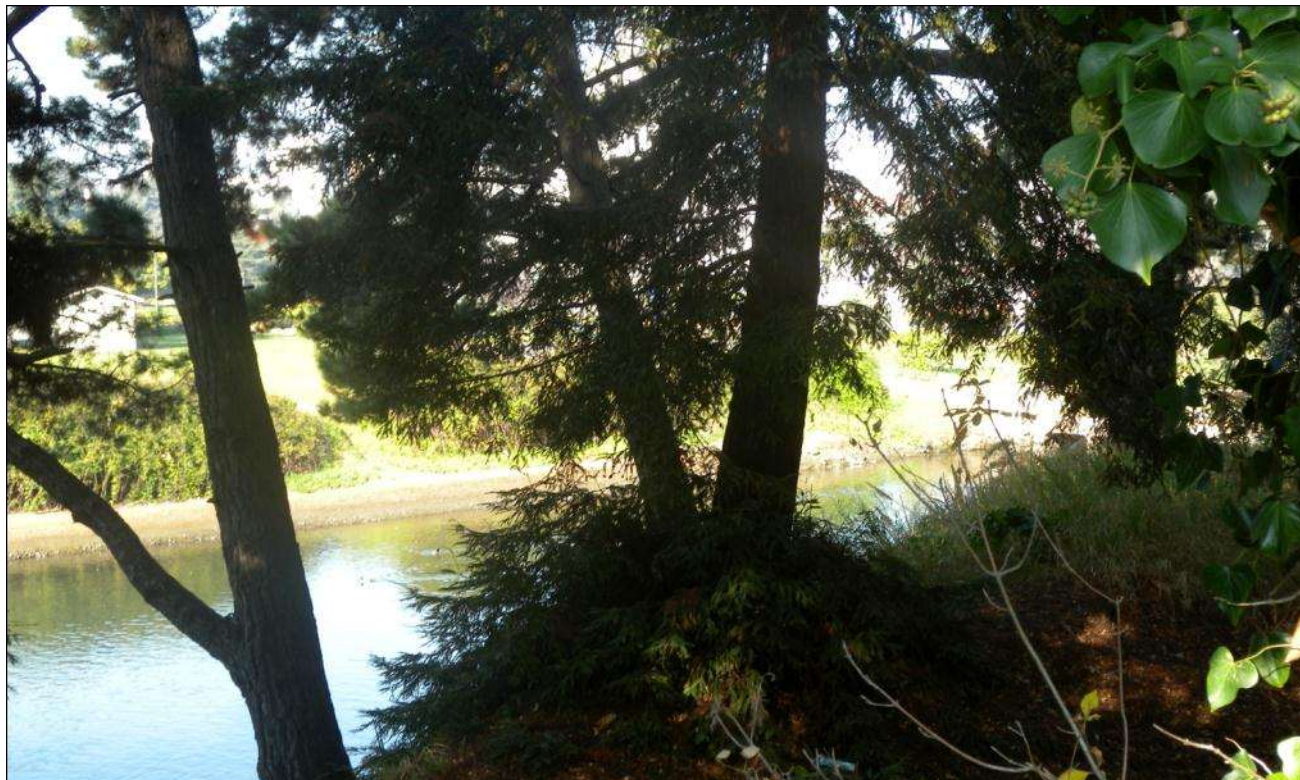
2. East Lake Gateway

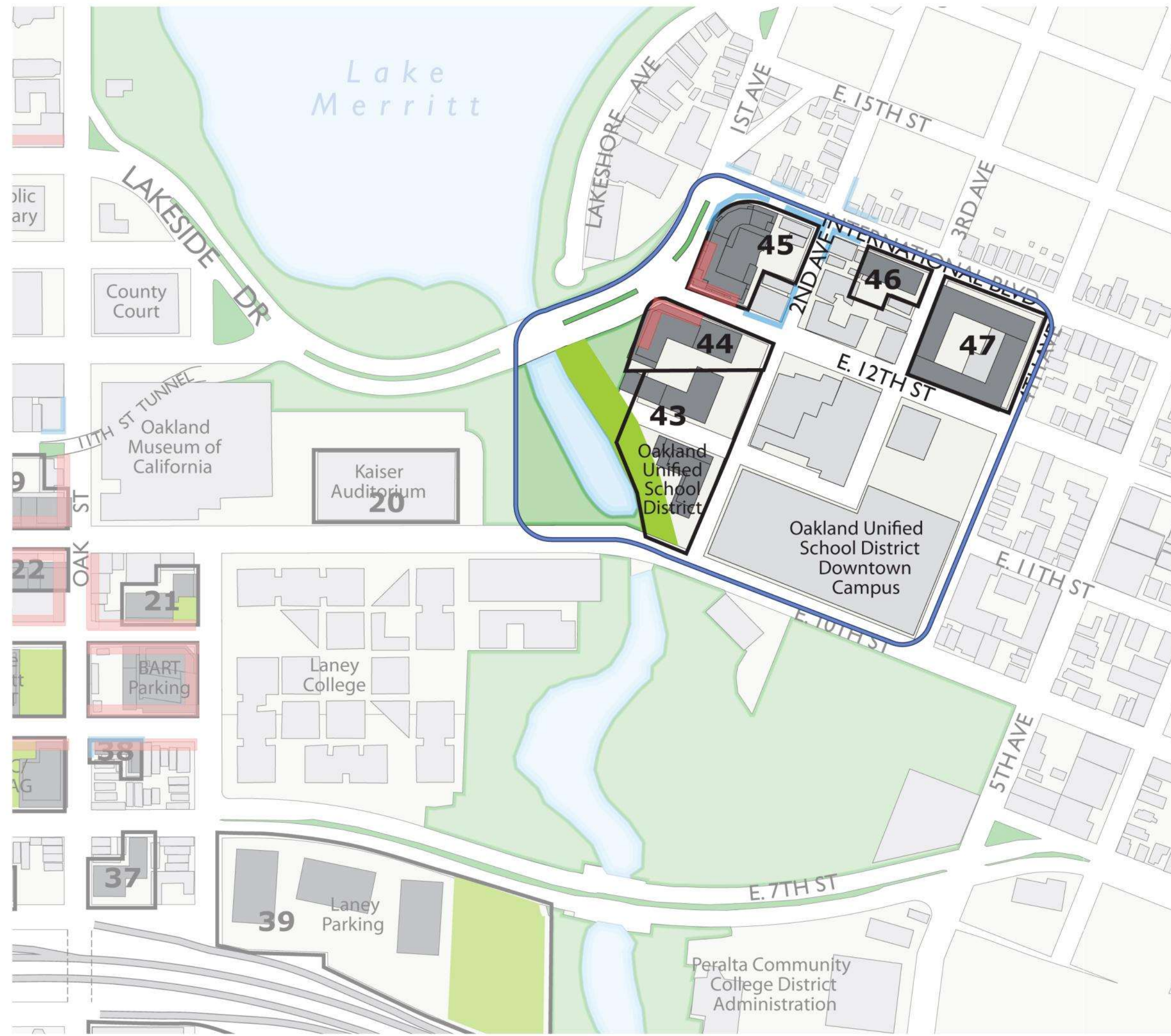


2. East Lake Gateway



2. East Lake Gateway





Lake Merritt
Station Area:
Study Area 2
East Lake
Gateway

- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

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2. East Lake Gateway: Big Ideas and Vision

A gateway linking Central and East Oakland to Lake Merritt, Laney College, and Downtown, as well as OUSD Educational Complex

- *A residential district with active retail uses and some civic uses, connected to Laney, Eastlake Commercial, and Measure DD improvements*
- *Development in the area can create synergies with new OUSD facilities*
- *Leverage and further Measure DD improvements to the Channel and East 10th Street to link the area to Lake Merritt and adjacent cultural/educational uses, like Laney, Kaiser and Oakland Museum*
- *The area near International Boulevard and East 12th Street (at 1st Avenue) is a gateway to Central and East Oakland, Lake Merritt*

2. East Lake Gateway: Improvements

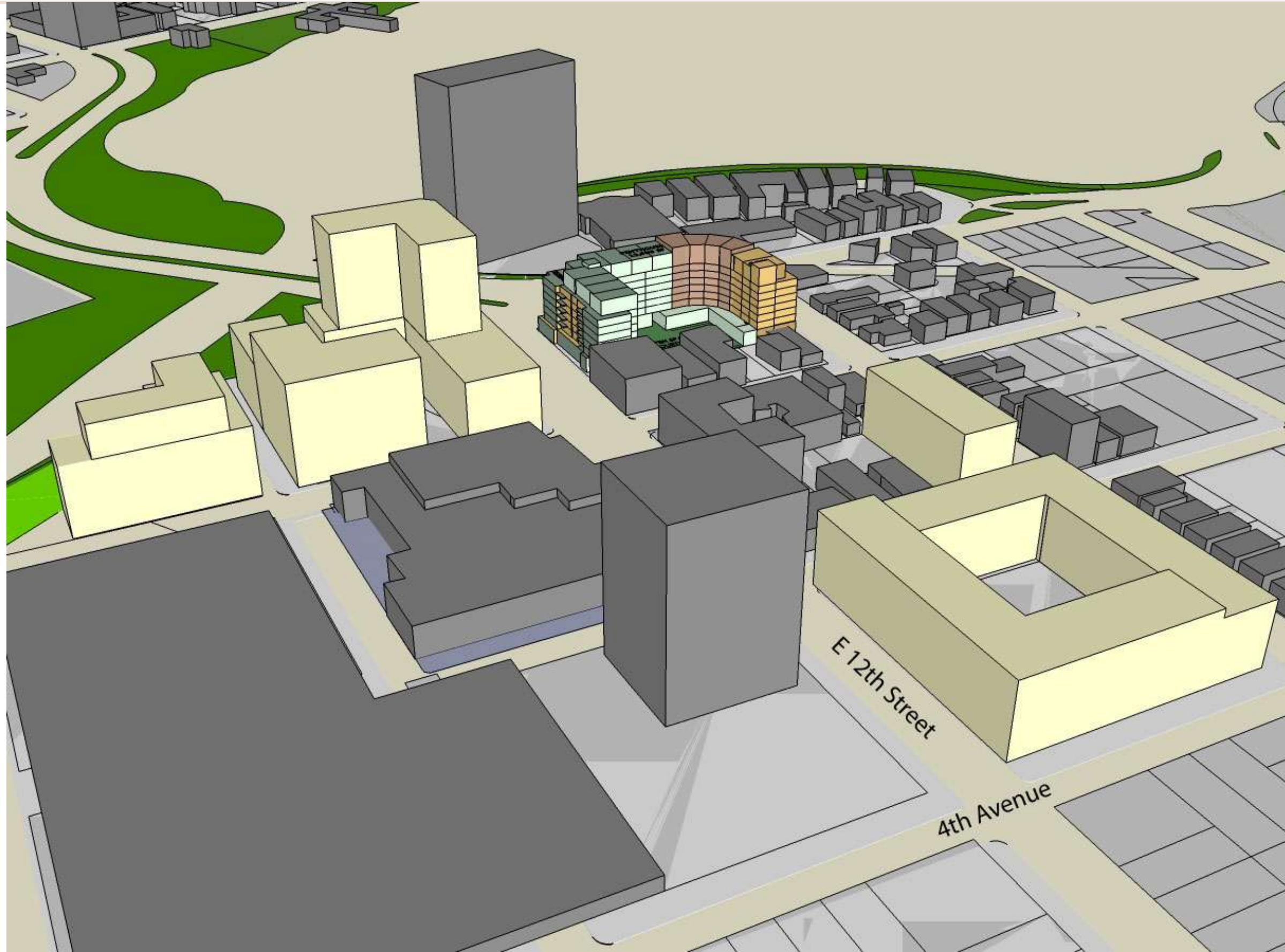
Agreement

- *Encourage retail/destination potential in proposed locations*
- *Ensure new buildings connect rather than create a barrier*
- *10th Street (east of Oak St) – bike lanes, Measure DD bridge reconstruction*

Key Questions

- *Gateway design –*
 - Employ distinctive design to create a gateway into the area on sites 44 and 45
 - Design should be landmark quality with tower element to emphasize gateway.
- *Setback from Channel for new buildings – What distance?*

2. East Lake Gateway: Aerial View

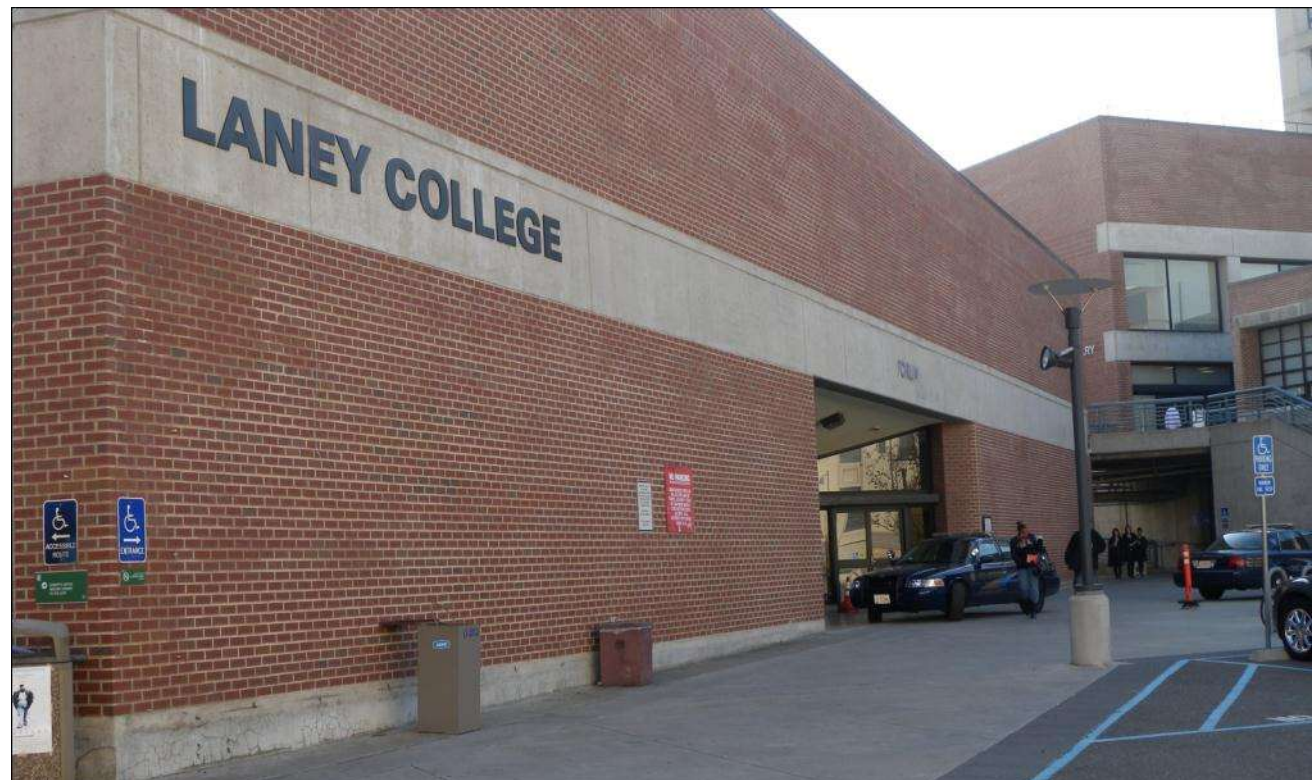
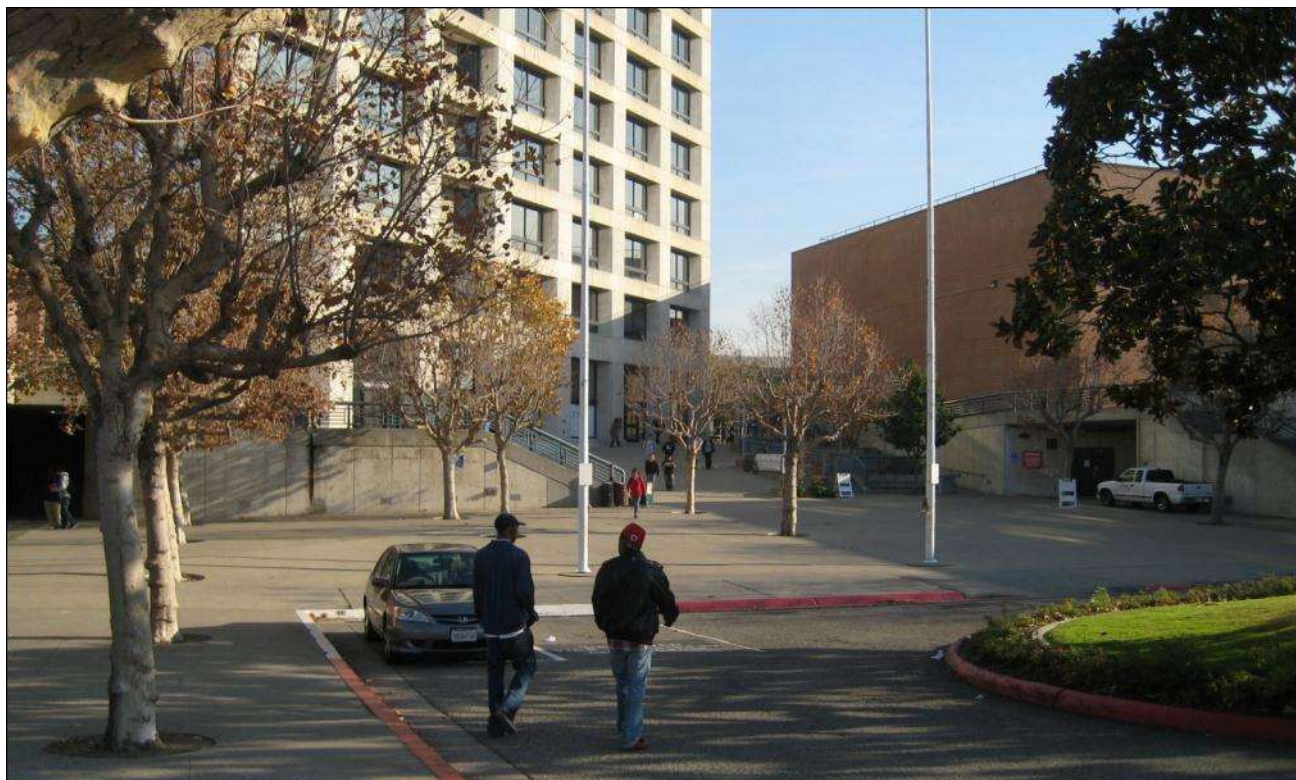


2. East Lake Gateway: Project View



3. Peralta/Laney College

3: Peralta/Laney College



3: Peralta/Laney College



3: Peralta/Laney College

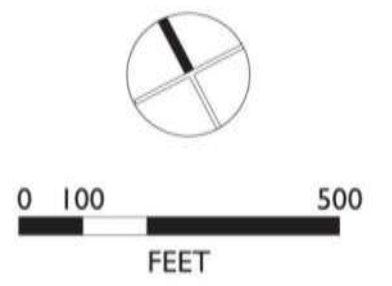


Lake Merritt Station Area:
Study Area 3
Peralta/Laney College



- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

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3. Peralta/Laney: Big Ideas and Vision

Enhance Connections and Highlight Community Assets

- *Connect to surrounding area: the OUSD, Oak to 9th Development, BART Eastlake Commercial, Lake Merritt open space, and Bay Trail*
- *Connect the entrance to Laney College with the BART Station, creating a lively new community hub with retail, cultural assets, entertainment, etc.*
- *Leverage Laney Theater by connecting it to planning area's cultural entertainment spine through signage and street/access improvements*
- *Promote movement through and throughout the campus, connecting the neighborhood to the Channel, and promoting the College as a community facility*
- *Redesign the streets and intersections to be more pedestrian friendly*

3. Peralta/Laney: Improvements

- *Redevelop the Laney Parking lot with community uses, classrooms, and parking.*
- *Promote additional student housing in other locations*
- *Add open space along the Channel, and then connecting south to Bay Trail, with railroad track crossing eventually funded*
 - This plan will continue with some new open space between the lake and the estuary; but recognizes that this is not the needed park space that serves the dense Chinatown neighborhood.
- *10th Street Planned Improvements east of Fallon Street – bike lanes, Measure DD bridge construction*
 - Lower priority is pedestrian improvements and greenery

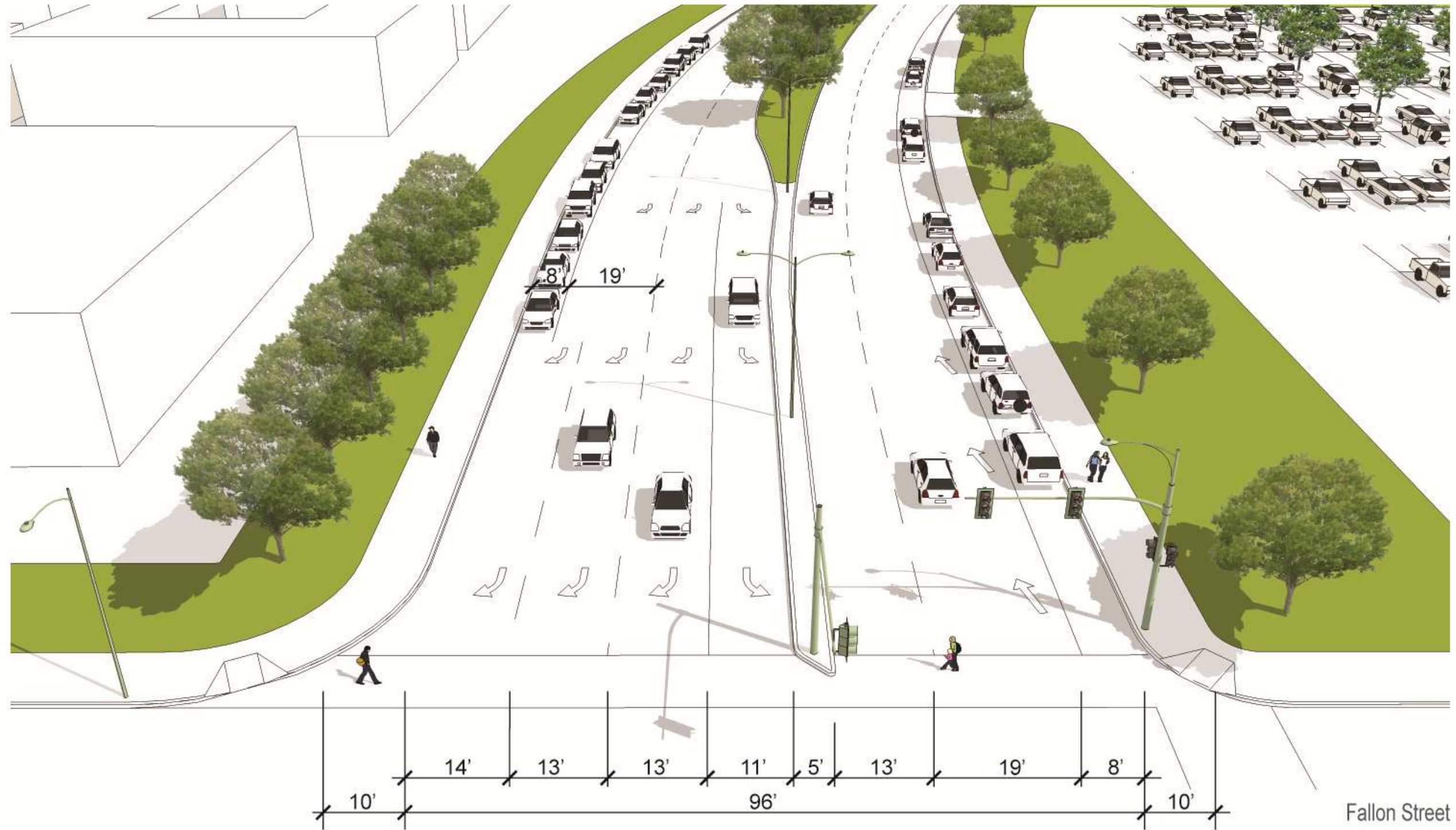
3. Peralta/Laney: Improvements

- *7th Street (east of Fallon Street)*
 - Changes at the intersection
 - Additional pedestrian crossings: 7th and Fallon, mid-block entrance to college, existing crosswalk, and near channel
 - Add some or all signals at new pedestrian crossings.
 - Support for bulb-outs at crossings
 - Green street amenities not a priority
- *Fallon Street – Convert into a quiet circulation street that allows cars but also functions as a plaza on the side.*
 - Alternative B (no median) was preferred by majority of CSG, but will present both options to larger community

3. Peralta/Laney: Aerial View

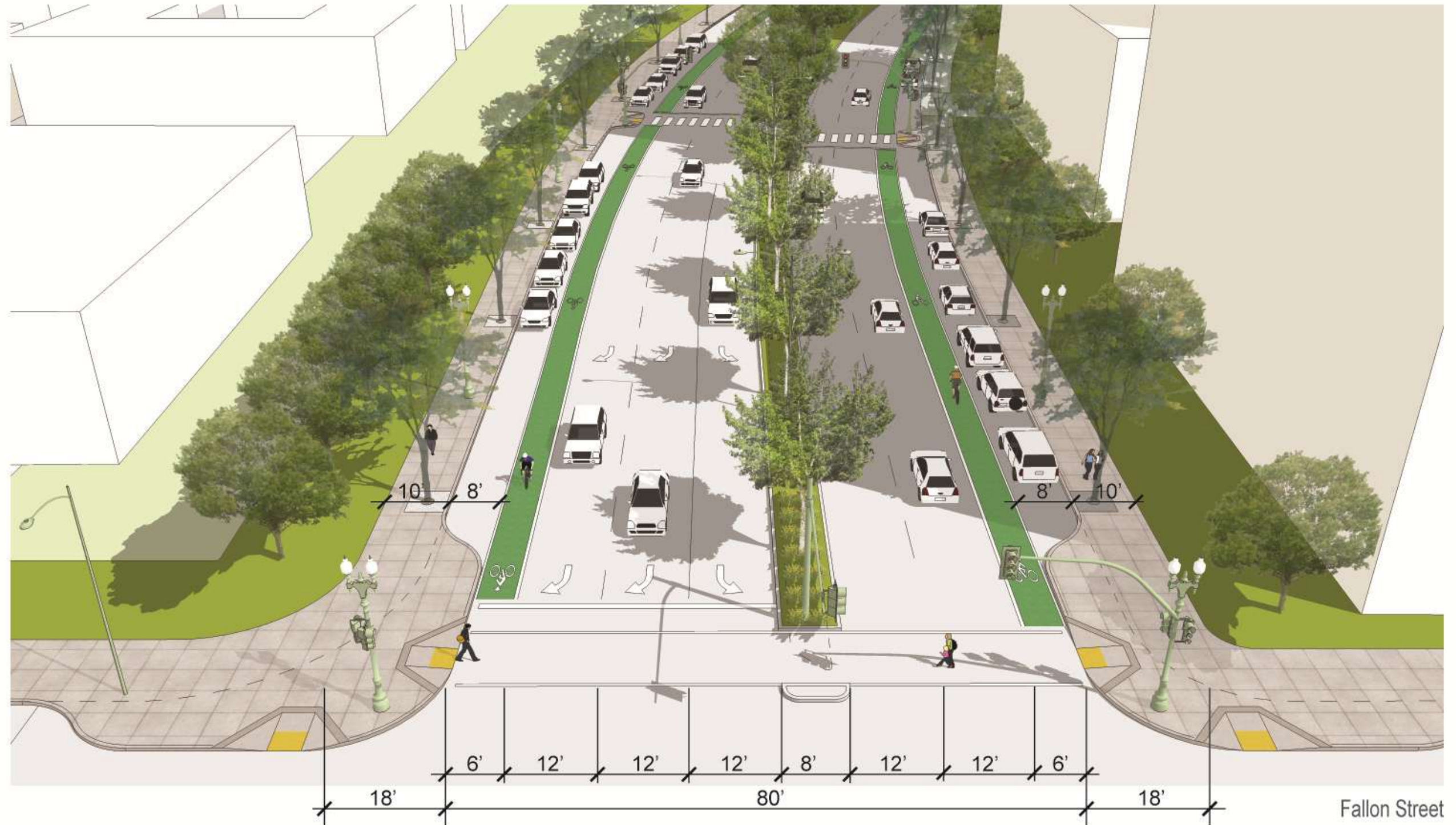


7th Street Existing



7th Street at Laney College
Existing Looking East - 6 Lanes Two-Way

7th Street New (modified)



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



Fallon Street
Existing Looking South - 2 Lanes Two-Way

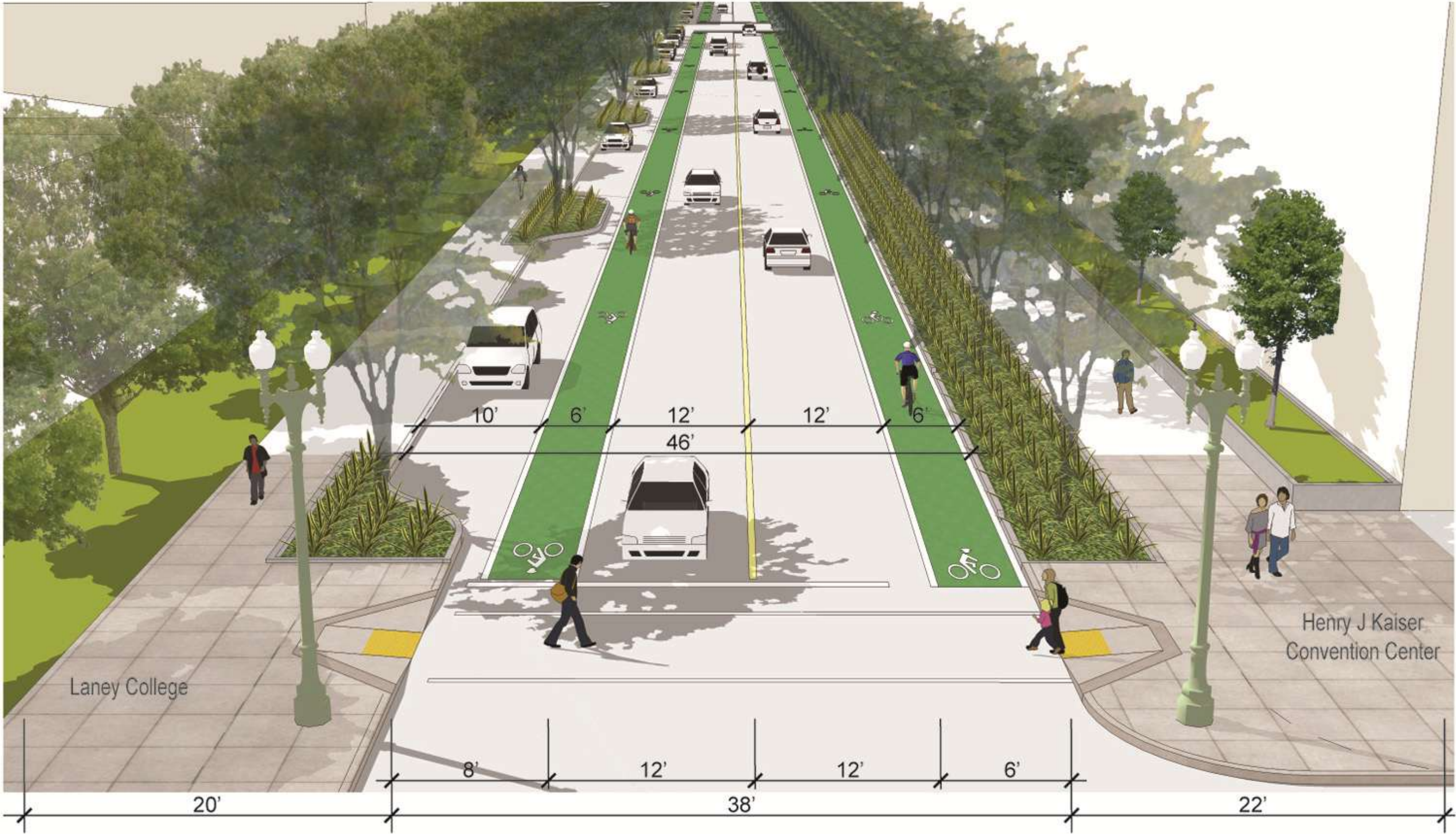


9th Street

Fallon Street - Plaza Option B
Narrowed Lanes, Widened Sidewalks, Street Amenities at Frontage



10th Street East of Fallon Street
Existing Looking West - 2 Lanes Two-Way



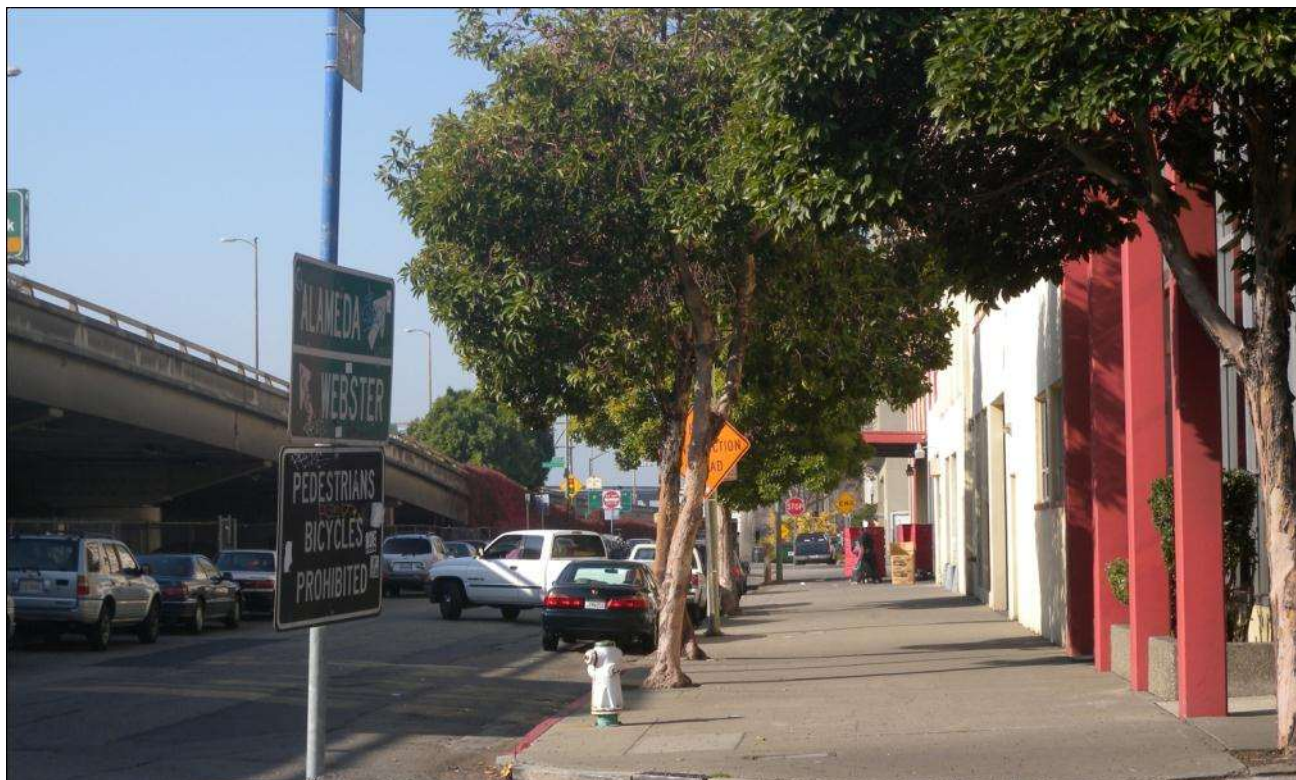
10th Street East of Fallon Street
Narrowed Lanes, Widened Sidewalk, Bike Lanes, “Green Street” Improvements

4. I-880 Edge and Undercrossing

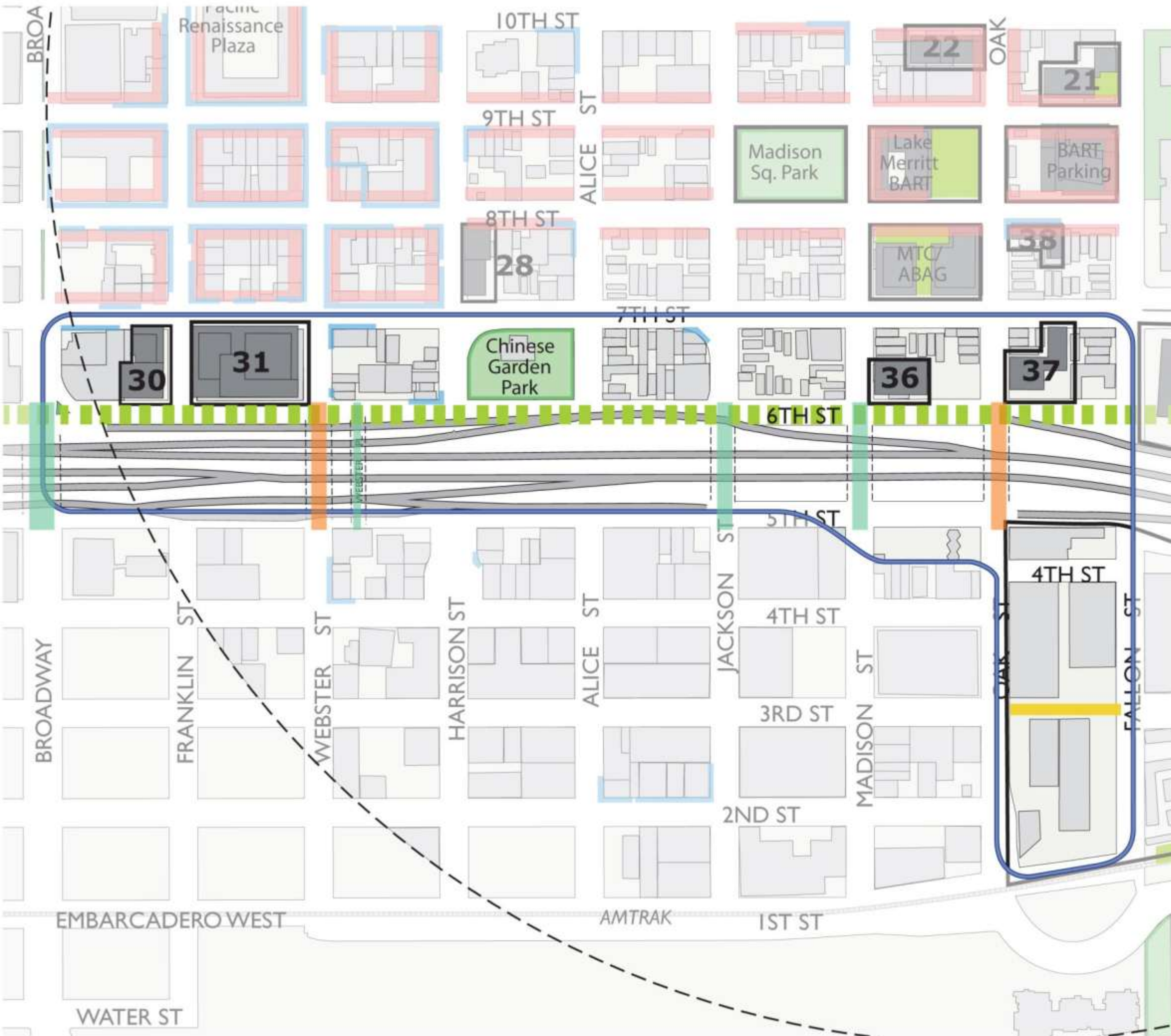
4. I-880



4. I-880



Lake Merritt Station Area:
Study Area 4
I-880



- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage
- Improved Landscaped Buffer
- Improved Undercrossing
- Potential New Street
- Priority Undercrossing Improvement

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4. I-880: Big Ideas and Vision

- **Mitigate the health and environmental concerns of I-880**
- **Activate the areas under the freeway**
- **Improve connections between waterfront and Jack London District and areas on the other side of the I-880 freeway (Chinatown, BART, Laney, County offices, Museum, etc)**
- **Improve pedestrian access to areas near the freeway (including locations on 7th Street)**

4. I-880: Improvements

- **Improve the Freeway Undercrossings for Pedestrian Safety and Comfort, including pedestrian oriented lighting**
 - Priorities: Oak and Webster Streets
 - Improve all other crossings as funds become available and with meaningful community input and involvement
- **Consider Improving Under Freeway Lots (second priority)**
 - Promote active uses rather than parking or line parking with active uses. Explore appropriate active uses (including mobile restaurants, retail carts, markets)
- **Improve usability of Harrison Square (Chinese Garden) Park**
 - Improve safety of access –pedestrian crossing signal, slow traffic, provide bulb-outs
 - Diversify the type of programming available
- **Work with Alameda CTC to minimize adverse impacts of freeway-related auto traffic**

4. I-880: Improvements

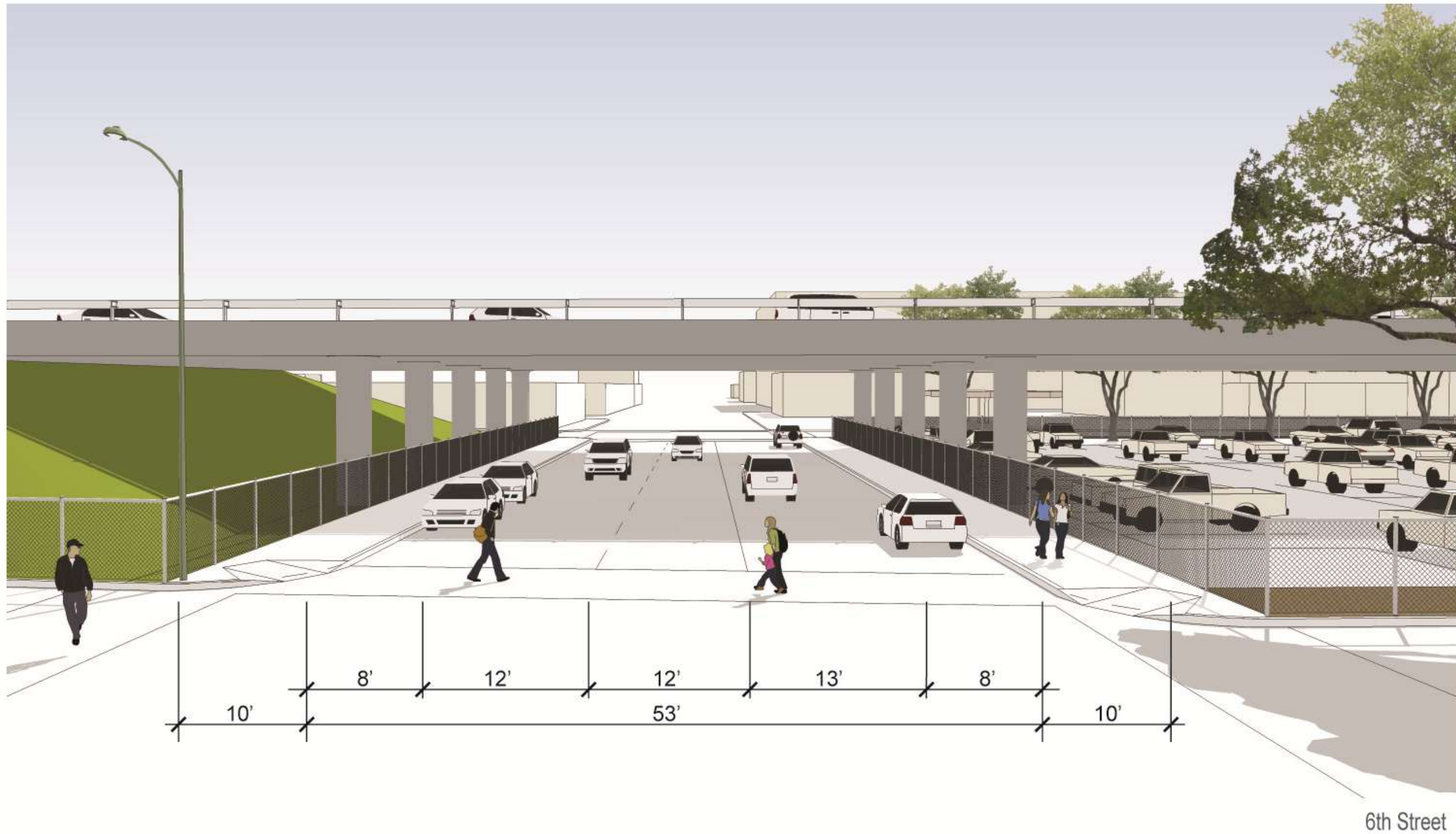
■ Develop Sites Near the Freeway

- Ensure new development incorporates air quality and noise controls
- Maintain clean indoor air quality (mechanical ventilation; building interiors under positive pressure; particulate filtration and carbon filtration as needed; air intakes away from pollution sources)
- Require HVAC system with filtration for sensitive use sites within 500 feet of a high traffic road if warranted by exposure analysis
- Locate courtyards, balconies and opening windows away from the freeway
- Consider installation of sound walls (or additional landscaping)
- Taller buildings that buffer the neighborhood from I-880 (Office and residential)
- Buildings should be facing 7th Street, with parking located closer to the freeway, wherever possible

4. I-880: Aerial View

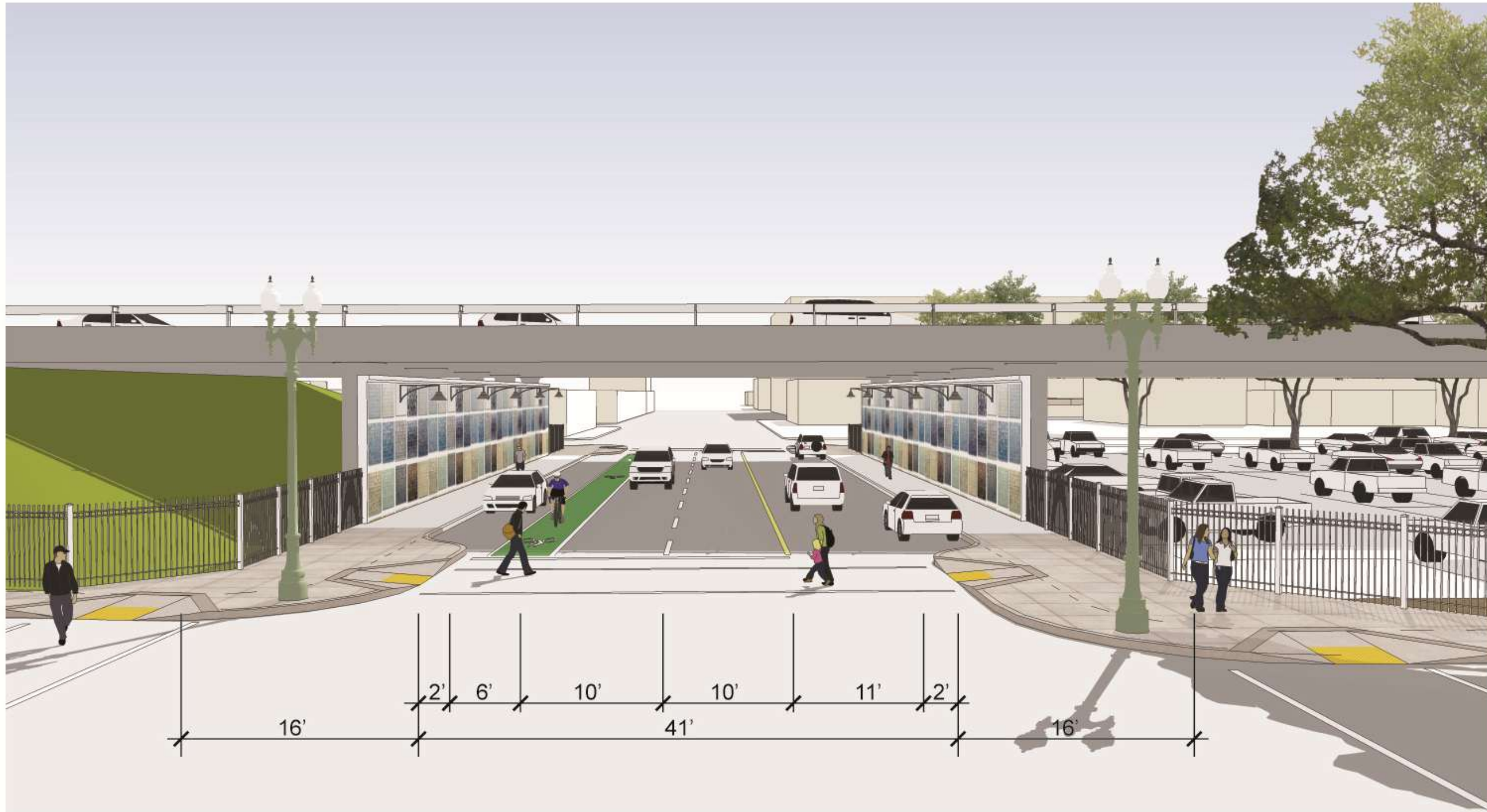


Oak Street Underpass Existing



Oak Street Underpass
Existing Looking South - 3 Lanes Two-Way

Oak Street Underpass Proposed (Webster Street also will be done)



6th Street

Oak Street Underpass
Lighting, Art Wall, Ornamental Fencing, Bulb-Outs, Bike Lane

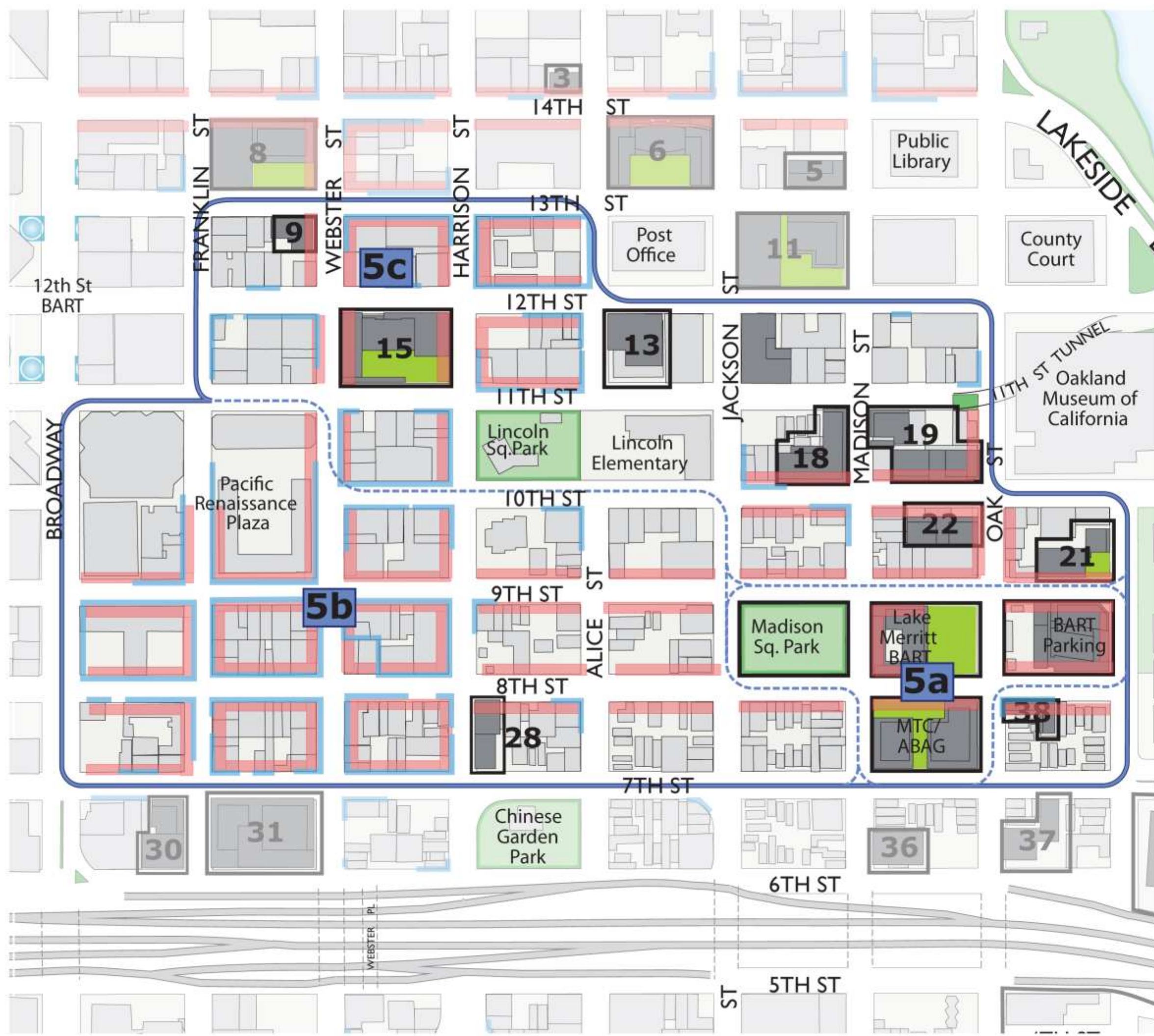
5a. Chinatown Core: BART Blocks

5. Chinatown Core (a) – BART Blocks



5. Chinatown Core (a) – BART Blocks





Lake Merritt Station Area:
Study Area 5
Chinatown Core

- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

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5. (a) – BART Blocks: Big Ideas and Vision

■ Catalyst Projects

- *Create an active neighborhood entertainment hub, that serves as part of the planning area's entertainment/cultural spine*
- *New catalyst project that is a new core and serves the community with a wide range of uses and public amenities*
- *High intensity/density residential, movies, retail, and entertainment on the BART Parking Lot and MTC/ABAG Building Site*
- *Develop BART Administration Block with retail/housing and some open space/plaza*
- *Install signage, lighting, and streetscape on Fallon, 8th/9th Streets that connects Laney, Chinatown, BART, Museum and Kaiser Auditorium*

■ Improve Madison Square Park

5. (a) – BART Blocks: Feedback

- *High density development at least on the BART Parking site*
- *More housing, businesses, and shops to promote activity*
- *Include public accessible plaza on BART plaza block*
- *Coordinate and improve station access improvements:*
 - Shuttle
 - Kiss and ride
 - Bus bulbouts
- *Narrow Madison Street at BART Station block*

5. (a) – BART Blocks

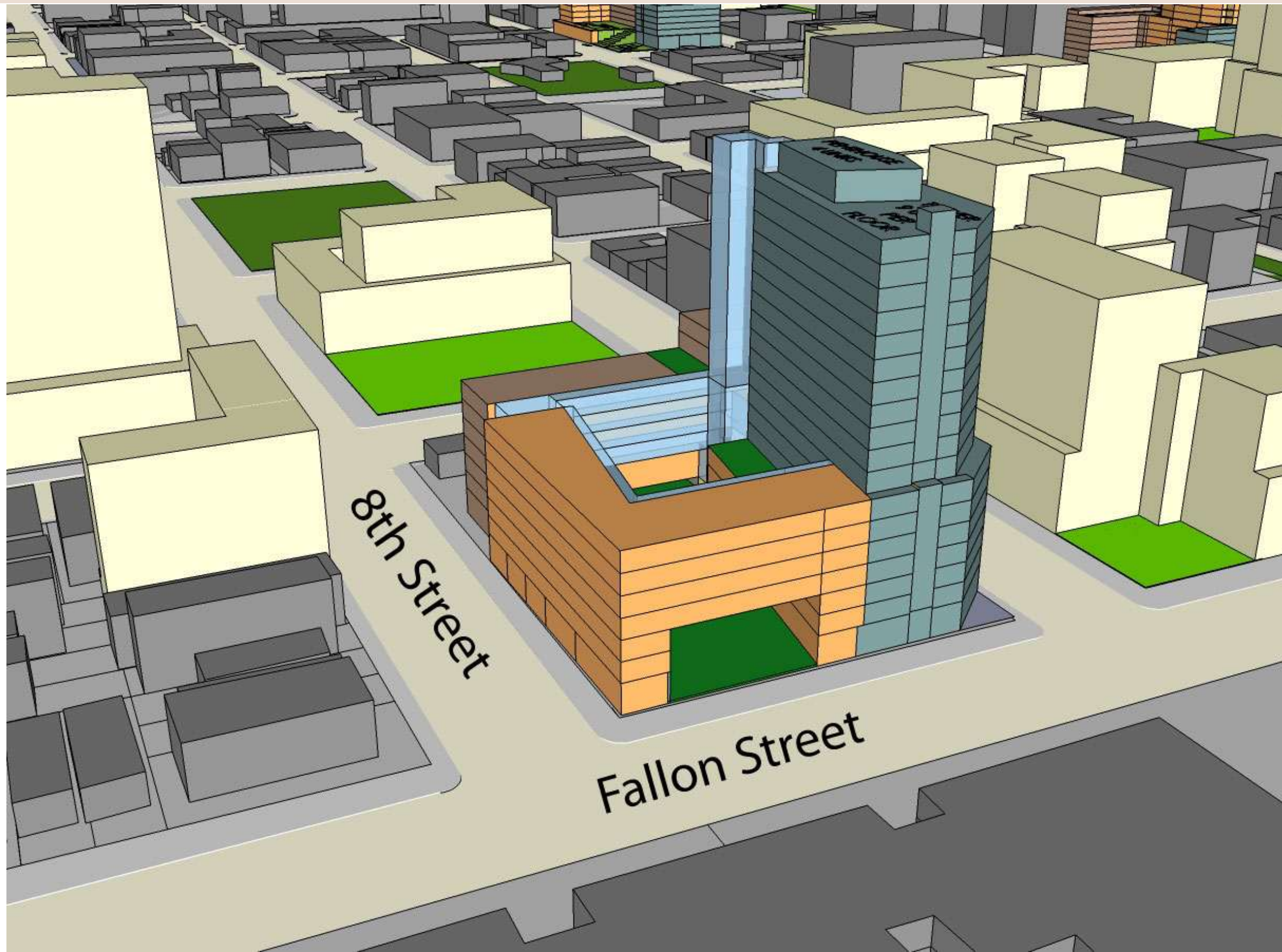
Key Questions

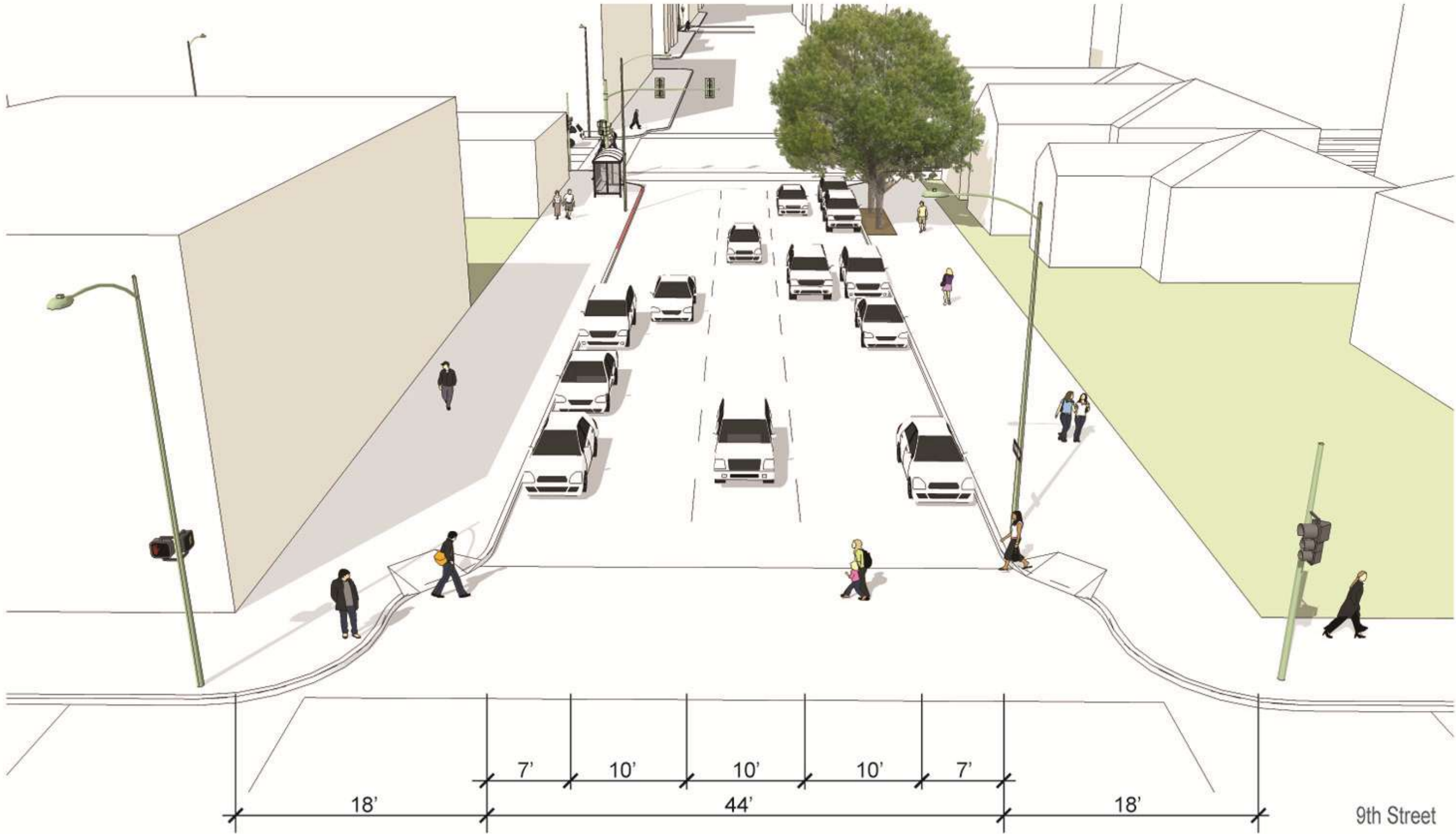
- *What is the best open space configuration to meet objectives?*
New park space is desired; but concern about linear parks,
- *Madison Square Park will be enhanced*
 - Preserve existing configuration with minor improvements
 - Consider adding a community facility to serve the high demand (or provide on other BART blocks, or other nearby location)?
 - Consider new development and vibrant businesses with some at-grade open space and rooftop gardens to activate the area.

5. (a) – BART Blocks

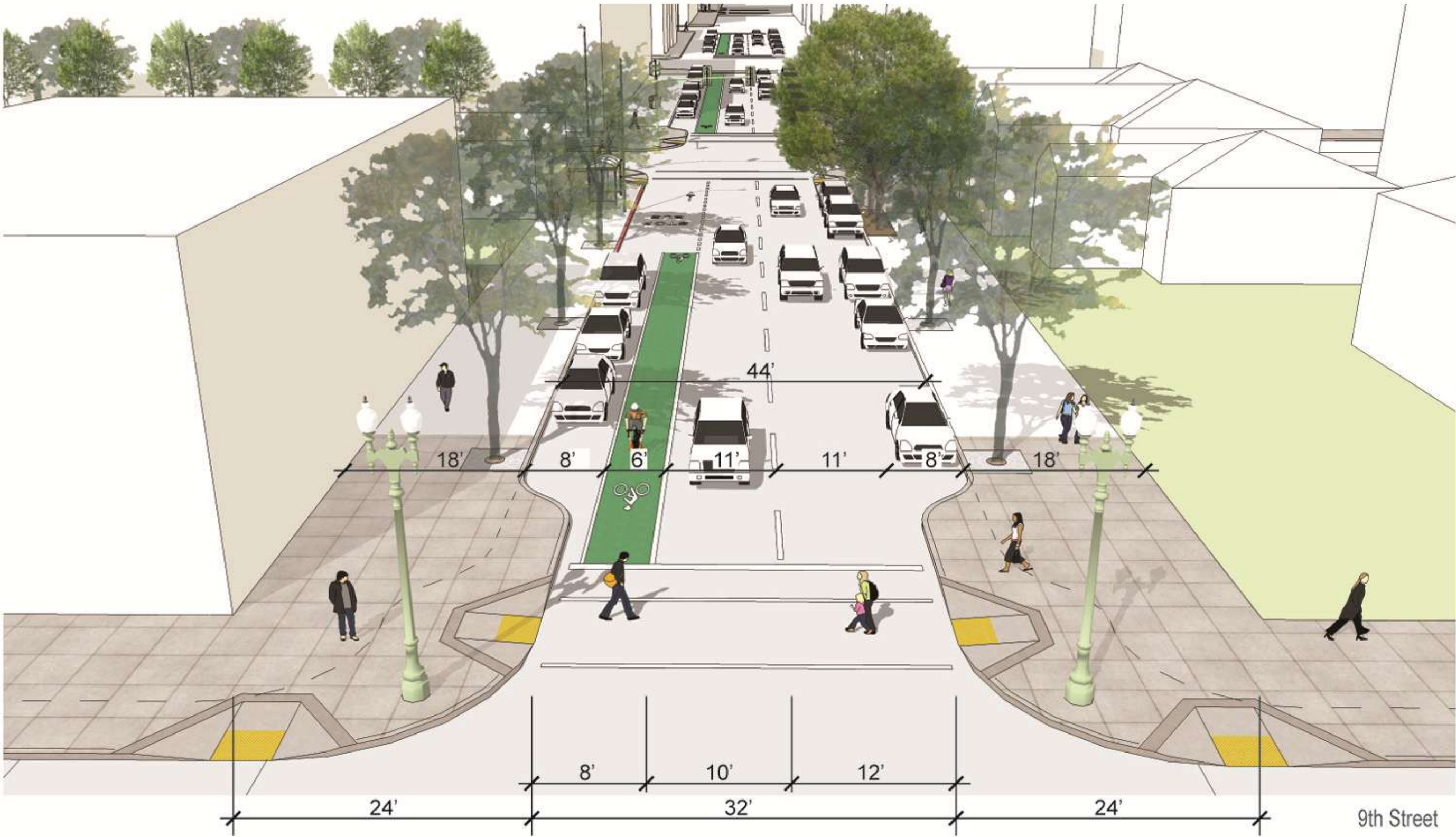


5. (a) – BART Blocks





Madison Street
Existing Looking North - 3 Lanes One-Way



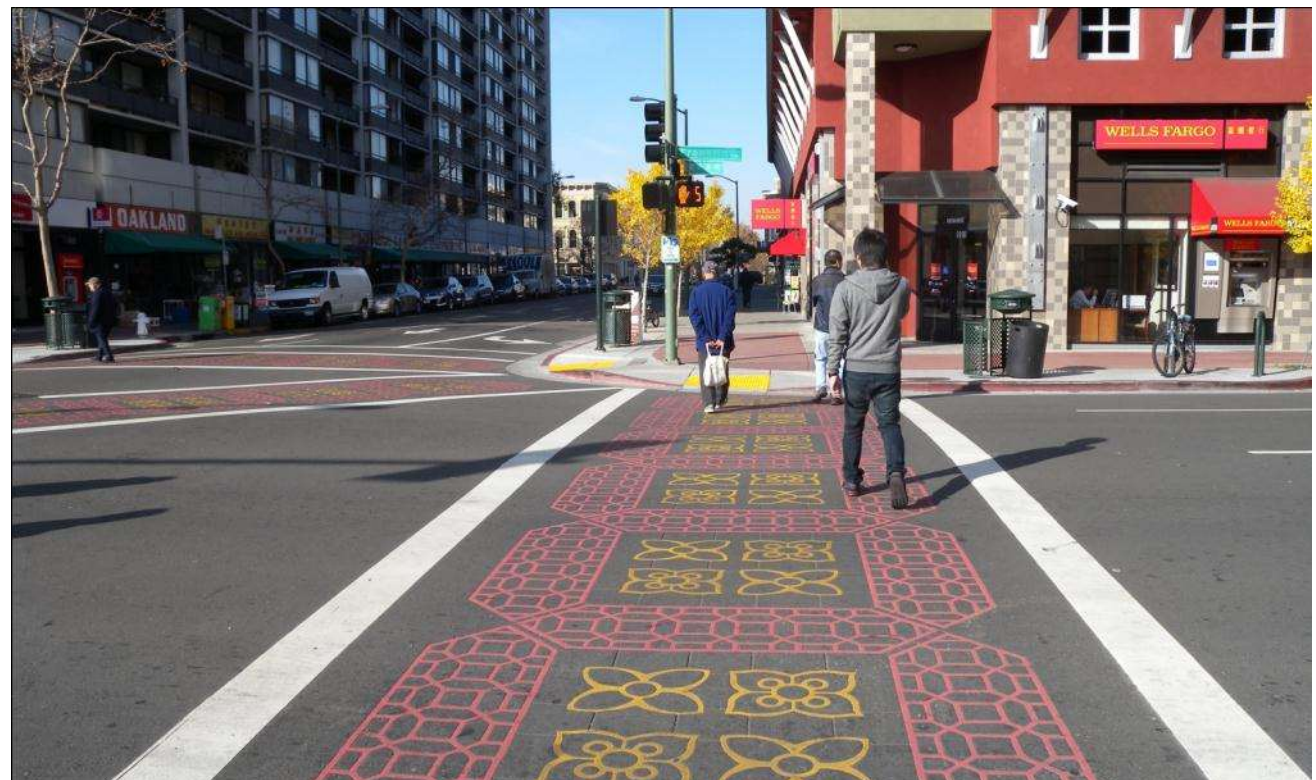
Madison Street
3/2 Lane Reduction, Bike Lane

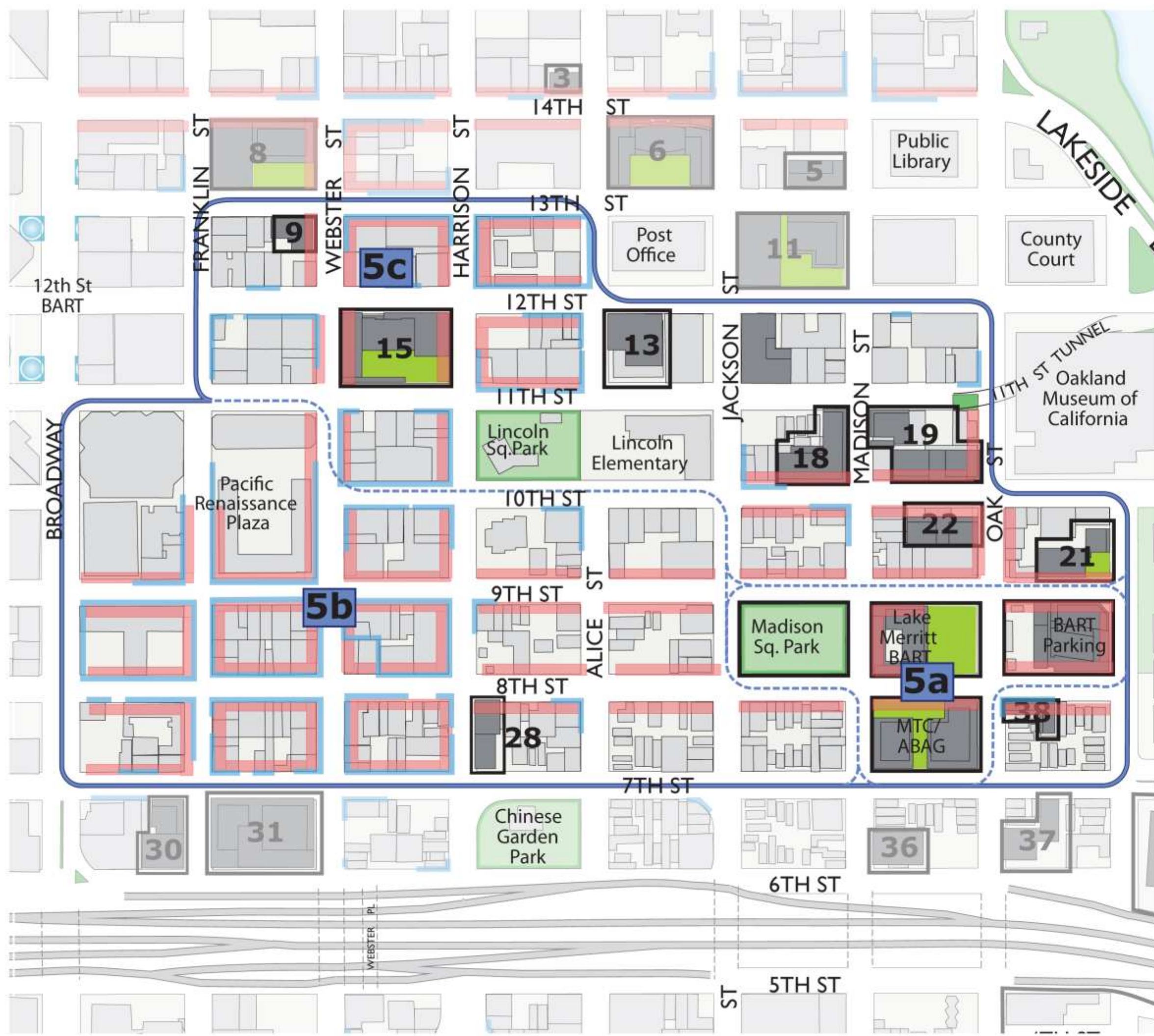
5b. Chinatown Core: Commercial Center

5. (b) – Chinatown Commercial Center



5. (b) – Chinatown Commercial Center





Lake Merritt
Station Area:
Study Area 5
Chinatown Core

- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

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Area Overview



5. (b) – Chinatown Commercial Center: Big Ideas and Vision, Improvements

- **Enhanced Community Hub and Regional Destination**
 - *New development near API scaled to not overwhelm existing structures; Maximum 4 story base*
 - *High density retail and entertainment uses*
 - *Façade Improvements for Buildings*
 - *Streetscape Improvements*
 - Widening certain sidewalks, e.g. if reduce lane on 9th St
 - Providing cultural markers throughout the neighborhood (i.e. expanding scrambles)

5. (b) – Chinatown Commercial Center: Big Ideas and Vision, Improvements

■ Loading, Cleaning, and Monitoring Improvements

- *Establish a loading strategy*
- *Clear rules for vegetable and other sidewalk displays*
- *Establish a strategy for power-washing streets*
- *Expanded ambassador program*
 - Orange jackets out in force to improve security

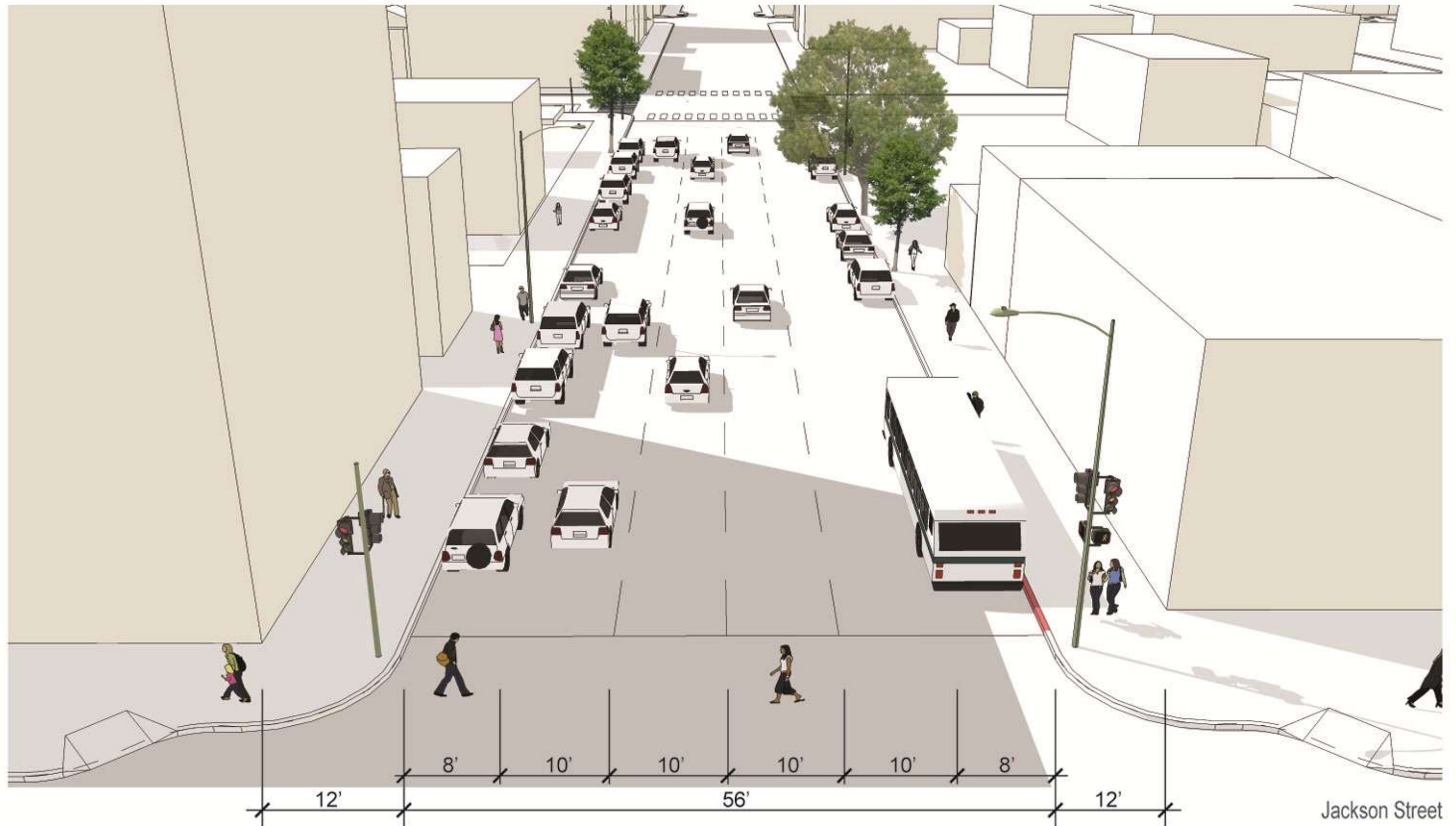
■ Question

- *What are the best strategies for:*
 - Loading regulations, such as limited hours or locations, one side of the street, etc.
 - Street cleaning and ambassador program – how to provide without straining local businesses

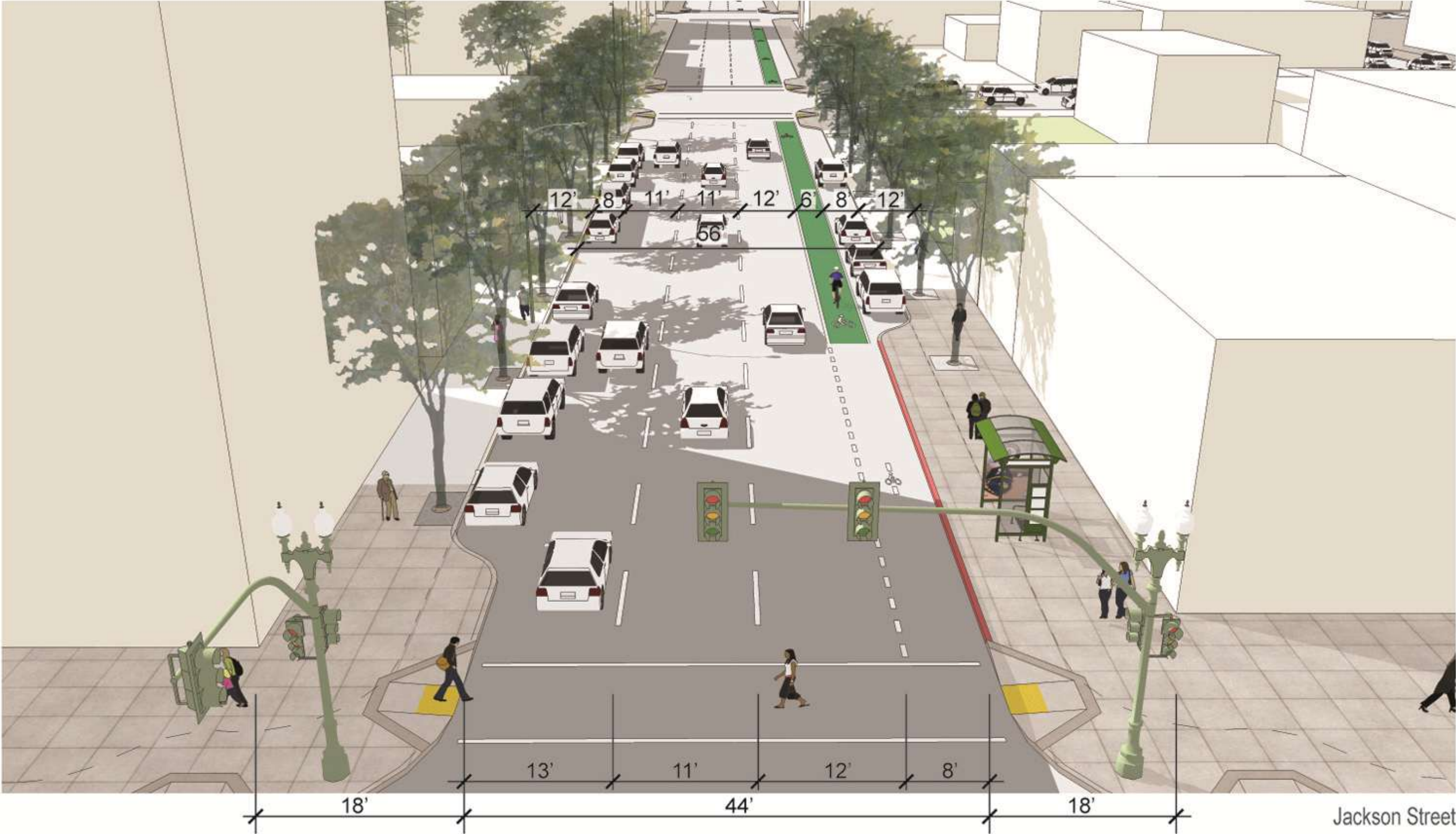
5. (b) – Chinatown Commercial Center: Streets

- **8th and 9th Streets in Chinatown Core (west of Harrison St)**
 - *No bike lanes*
 - *Add pedestrian scramble and unique crosswalks, related to increased safety and value as art, street lights*
 - *Lane reduction*
- **8th and 9th Streets outside Chinatown Core (east of Harrison St)**
 - *Bike lanes*
 - *Add pedestrian scramble and unique crosswalks, related to increased safety and value as art, street lights*
 - *Lane reduction*

5. (b) Chinatown Commercial Core – 8th Street East of Chinatown (east of Harrison Street)



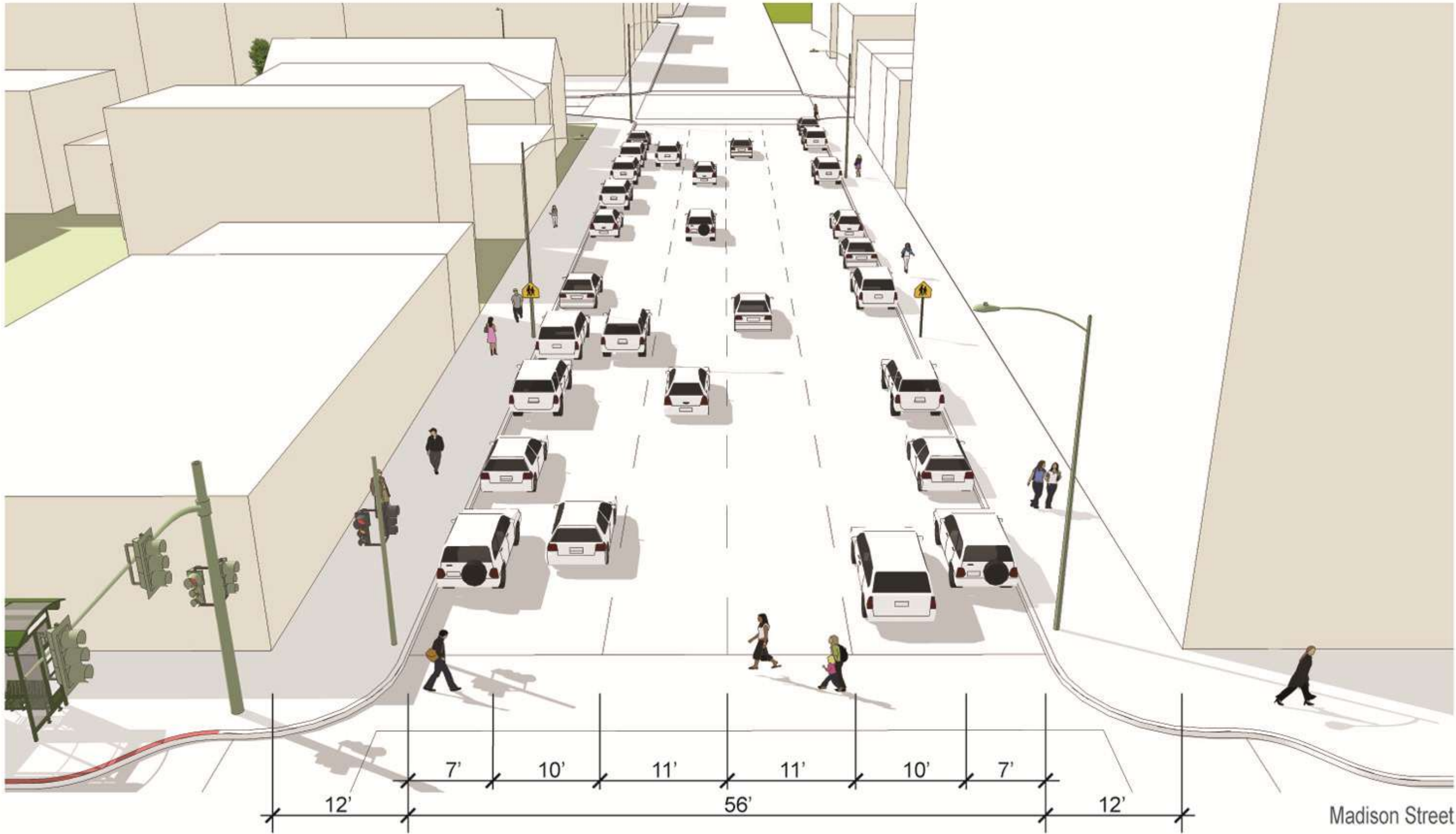
8th Street
Existing Looking West - 4 Lanes One-Way



8th Street
4/3 Lane Reduction, Bike Lane

5. (b) Chinatown Commercial Core – 10th Street

- **10th Street in Chinatown Core (west of Harrison Street)**
 - *Option A – Two-Way, 4/3 Lane Reduction, Widened Sidewalks*
 - *Option C – Four to two lane reduction, widened sidewalk, angled parking, green street*
 - *Option B – Eliminated (bike lane too narrow, puts bicyclists in door zone)*
 - *Option C-2: Two-Way Conversion with Angled Parking*
 - *Option D: Four to two lane reduction, widened sidewalk (one side), bike lane, parallel parking, green street*



10th Street
Existing Looking West - 4 Lanes One-Way

DYETT & BHATIA
Urban and Regional Planners



10th Street - Option C
4/2 Lane Reduction, Widened Sidewalk (north side only), Angle Parking, "Green Street"

New C2 10th Street drawing to be completed.

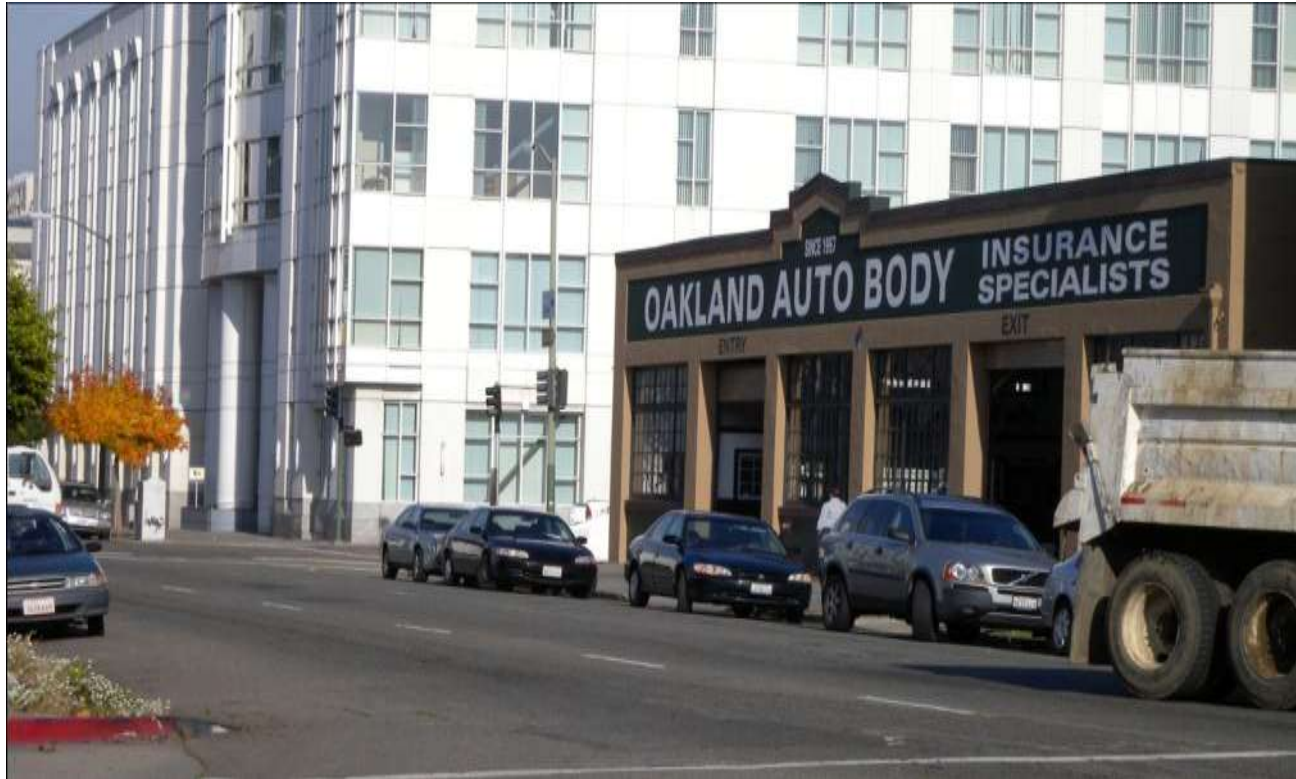
DYETT & BHATIA
Urban and Regional Planners

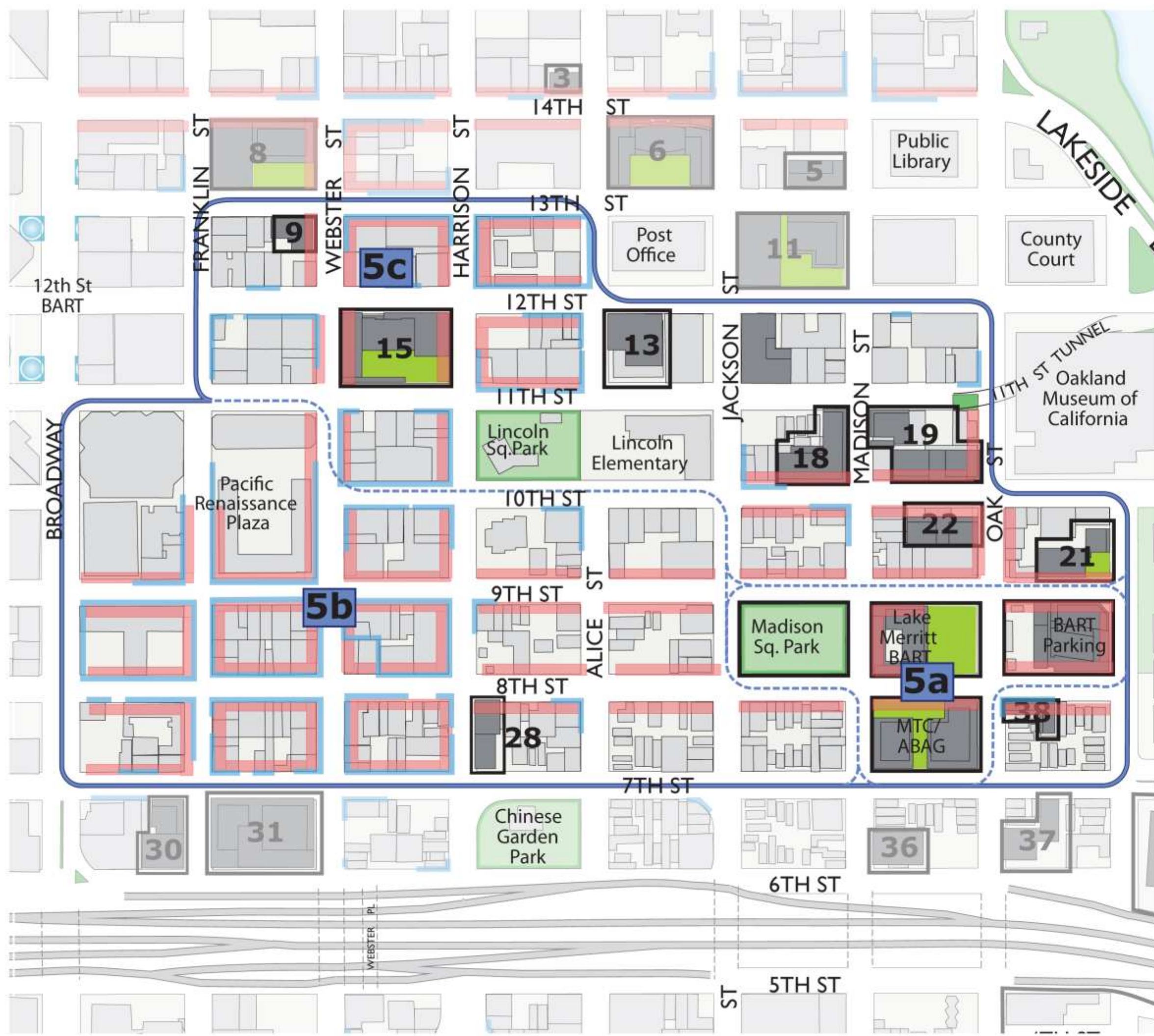
5c. Chinatown Core: Upper Chinatown

5. (c) – Upper Chinatown



5. (c) – Upper Chinatown





Lake Merritt Station Area:
Study Area 5
Chinatown Core

- 3** Opportunity Sites with Community Agreement or Vacant Sites
- Existing Building Footprints
- Example Proposed Building Footprints
- Existing Parks
- Example Proposed Parks
- Future active ground floor use required
- Existing retail frontage

DRAFT

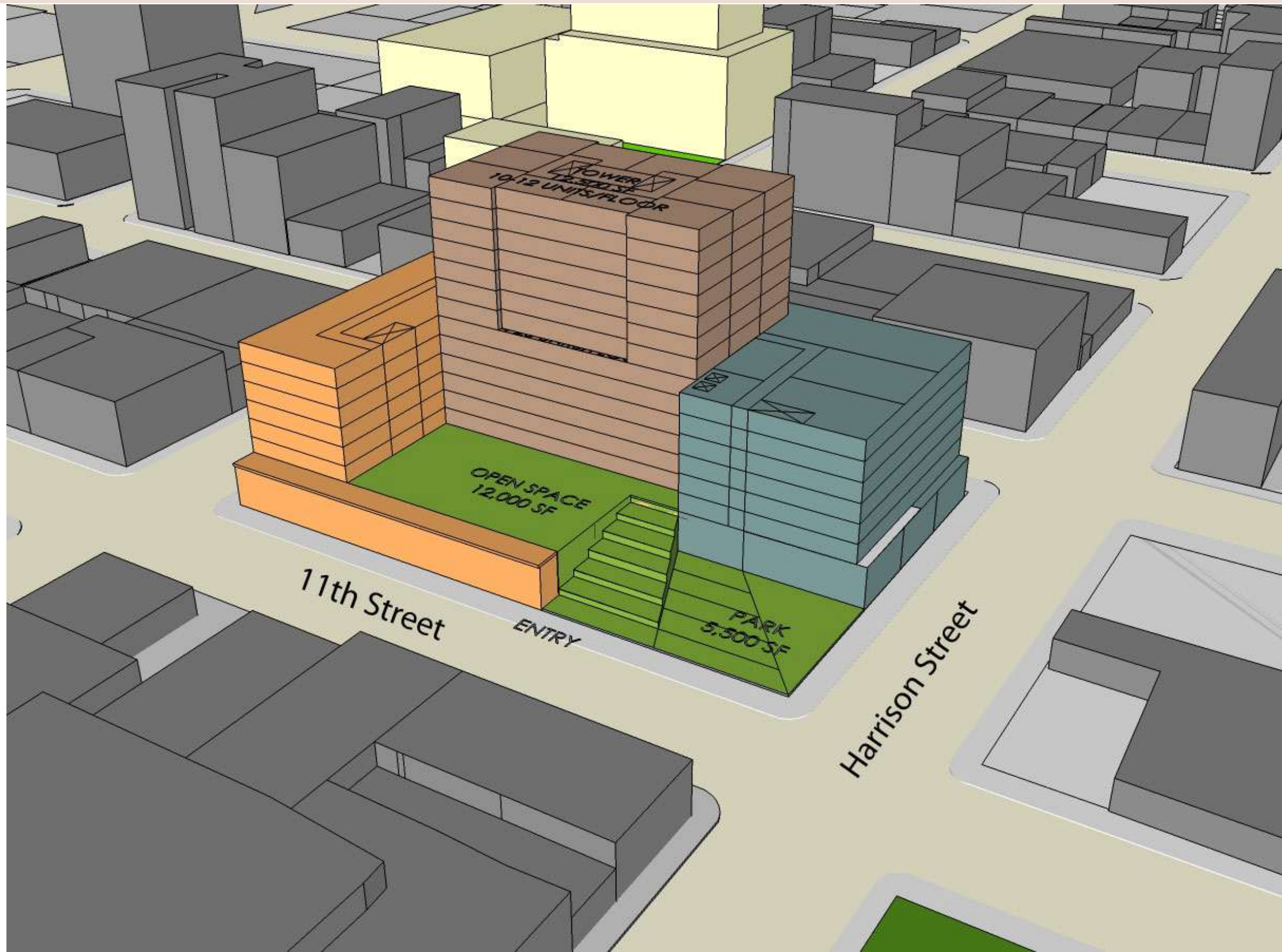
August 1, 2011



Area Overview



Project Overview



5. (c) – Upper Chinatown: Big Ideas and Vision

- **An intensified urban area for living**
 - *New high density housing in eight story new buildings (on small lots) and high rise (on large lots)*
 - *Accompanying retail, restaurants, repair stores*
 - *Office uses enlivened with ground floor retail and additional residential uses*
 - *Add new publically accessible open space parks*
 - *Street improvements made to compliment the cluster of existing residential uses*

5. (c) – Upper Chinatown: Feedback and Questions

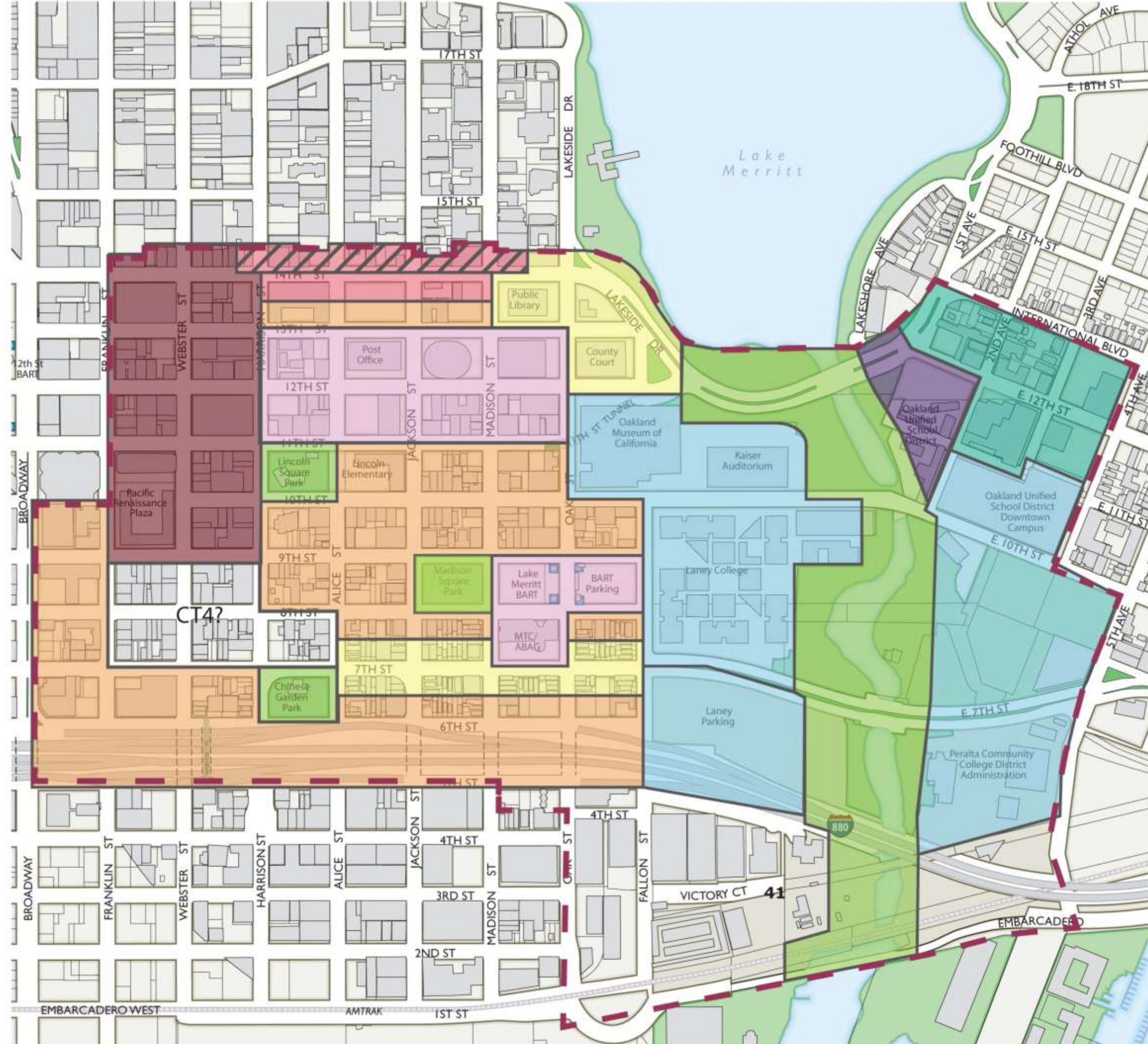
■ Key Feedback

- *New development near Lincoln Park should complement/expand services and open space offered by Lincoln Elementary school*
- *More residential and active uses at ground floor to activate area at all hours*
- *Massing: sensitive to existing development*
- *Add an entertainment type center*

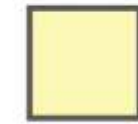
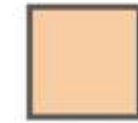

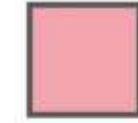


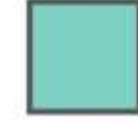


■ Key Question:

- *Maximum base 4 or 8 stories (or divided up)?*
- *Maximum building heights*

Overarching Topics



Lake Merritt Station Area: Draft Heights

	CT3	Base: 45' Height: 90' CUP: 170'
	CT4	Base: 45' Height: 120' CUP: 270'
	CT5	Base: 60' Height: 200' CUP: 400'
	CT6	Base: 85' Height: 120' CUP: 270'
	CT6A	Base: 85'
	CT7	Base: 85' Height: 325' CUP: No limit
	RU-5	Height: 90'
	RU-5 Addition	Base: 85' Height: 170'
	S-2	Height: No Limit



Building Massing

- **CSG Earlier Comments:**
 - *Increase setbacks of towers from podiums, especially at corners*
 - Higher buildings should have greater setbacks
 - *Reduce podium heights*
 - *Limit the width of towers and increase distance between towers*
 - *Need an overall coherence in building massing*
 - Respect historic buildings and patterns of lot size and scale
 - Incorporate appropriate transitions to proposed new development of differing scales
 - Keep podium heights near low-rise historic districts closer to the heights of historic buildings
 - Massing near parks should consider shadow
 - *Establish maximum footprint size (1/2 block)*
 - *Establish maximum frontage widths (articulation)*

Building Massing: Key Questions

- **Maximum Footprint for high-rise tower?**
 - Square footage or portion of block
- **Average per lot coverage above the base?**
 - Square footage or portion of lot
- **Minimum Distance between towers above 8 stories?**
 - On same lot or adjacent; specified distance (now=40ft)
- **Maximum Building Length?**
 - Ex. Portland (125 ft)

Community Benefits

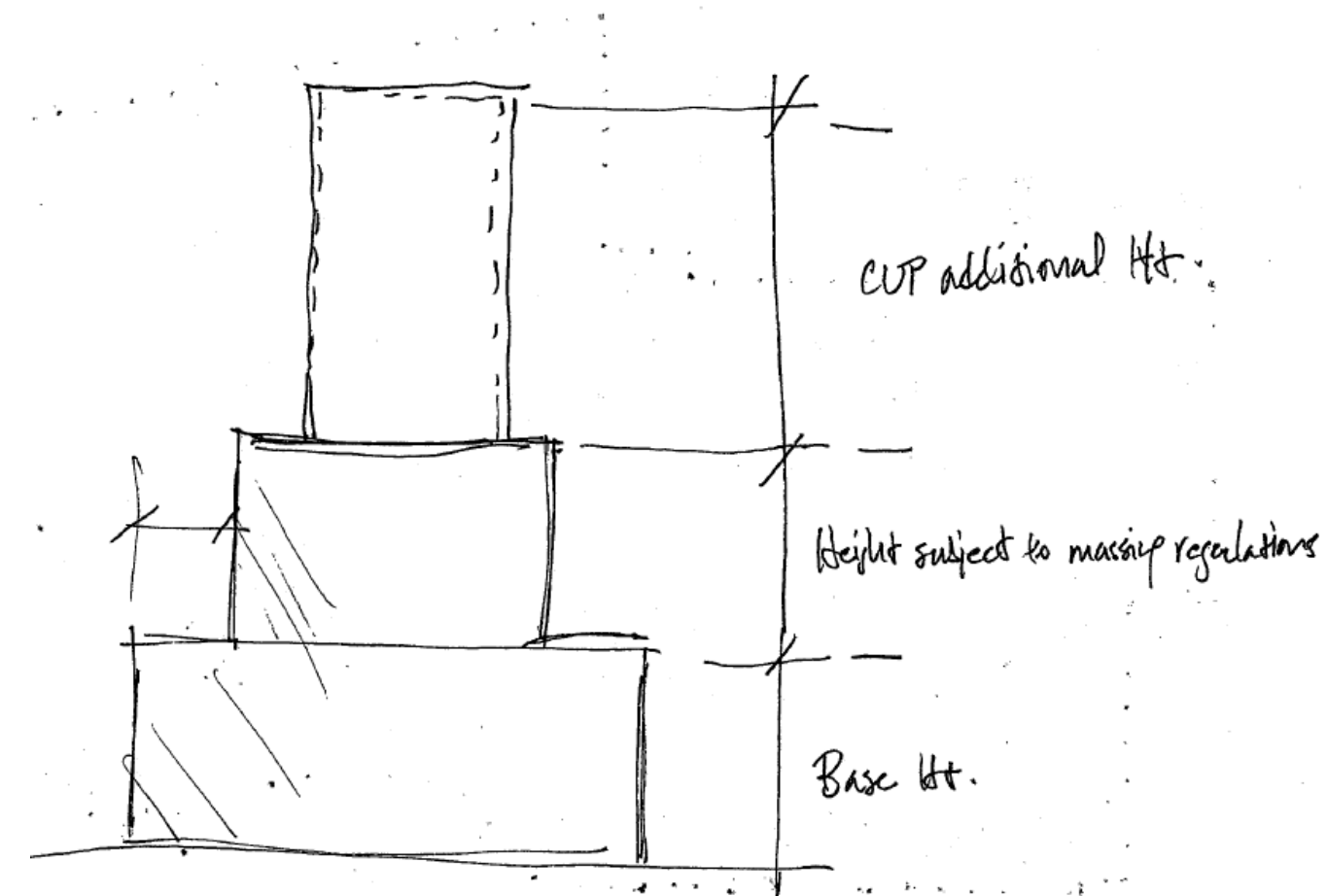
■ Height Areas?

- *Overall Map (defined height areas)*
- *Dynamic (based on context – street width, height of adjacent buildings, adjacency to parks or plazas)*

■ Height Levels

- *Base height*
- *Setback requirements*
- *Conditional Use Permit*

Affordable housing, Family housing,
Historic preservation, Public open space,
Art galleries/museums/entertainment uses,
Community facility, Other amenities



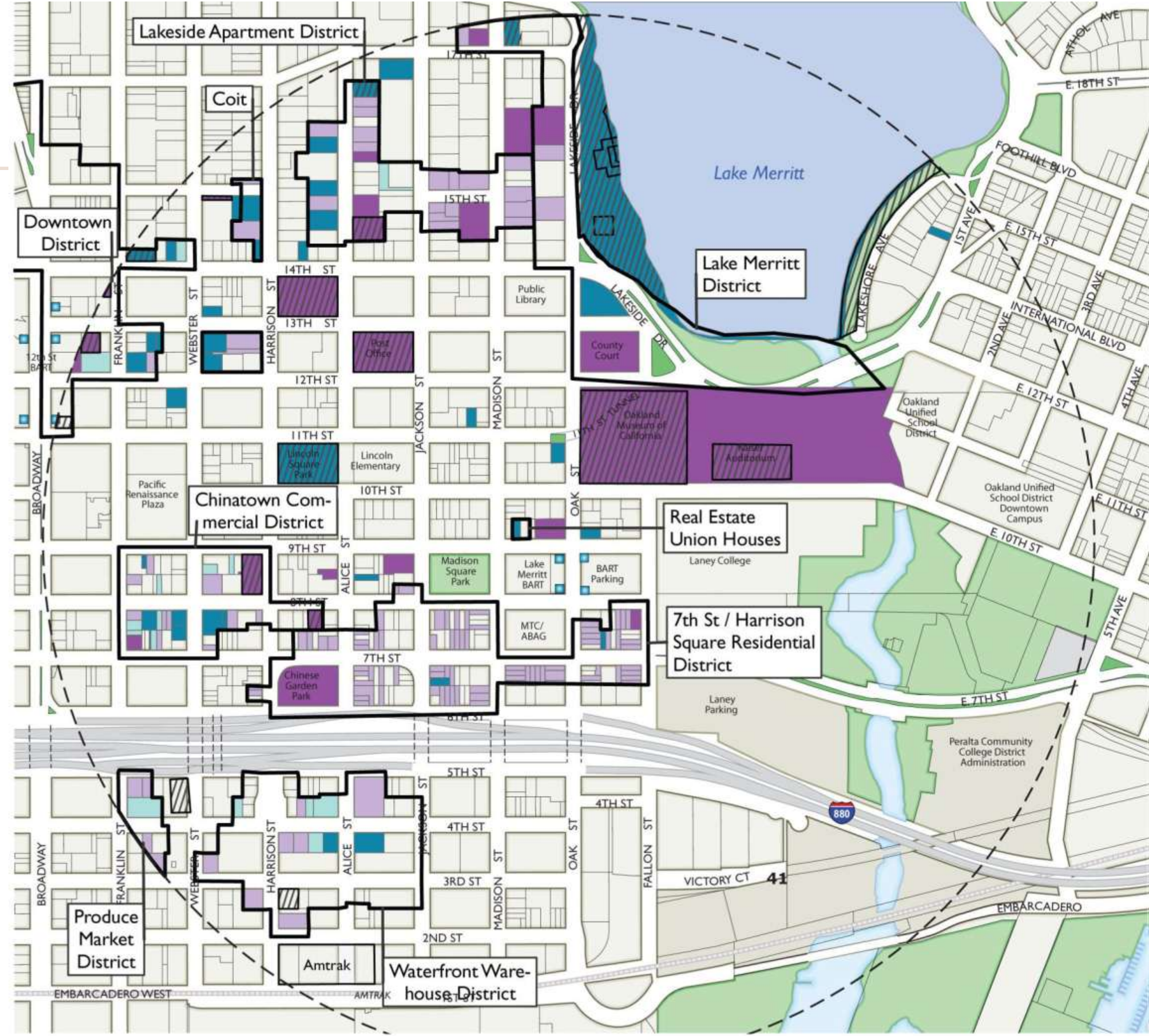
Affordable Housing: Strategies

Encourage affordable housing (cannot require):

- *Encourage units for families (3-4 bedroom units)*
- *Unbundle parking (possibly in tandem with transit passes and/or replacement bike parking)*
- *Reduce parking requirements (for new affordable housing and secondary units in existing housing)*
- *FAR and height bonuses in exchange for affordable housing*
- *Active ground floor uses (higher commercial rents to offset affordable units)*
- *Promote use of existing programs and funding sources*
- *Prevent displacement by preserving existing affordable housing*

Historic Resources

- **Focus on reuse and improvements of historic buildings**
 - *Modifications to existing historic resources must comply with findings to ensure their character-defining elements are maintained.*
 - *A few Cs and Ds (not within historic districts) are included in potential development sites (Site 15: D, Site 18: Cs and Ds, Site 19: Cs and Ds, Site 22: D, Site 31: D, Site 43: D, Site 45: Cs and Ds). However, reuse can be encouraged and by City ordinance, findings have to be made to justify demolition.*
- **Ensure building massing of new development responds to historic context**
 - *New development must comply with City's design review criteria including compatible design (siting, massing, and quality of materials), and consult with historic preservation staff.*



Lake Merritt Station Area Priority Historic Resources

- Areas of Primary Importance
- Designated Landmark
- A - Highest Importance
- B - Major Importance
- C - Secondary Importance, Contributes to API
- D - Minor Importance, Contributes to API

Public Space: Vision

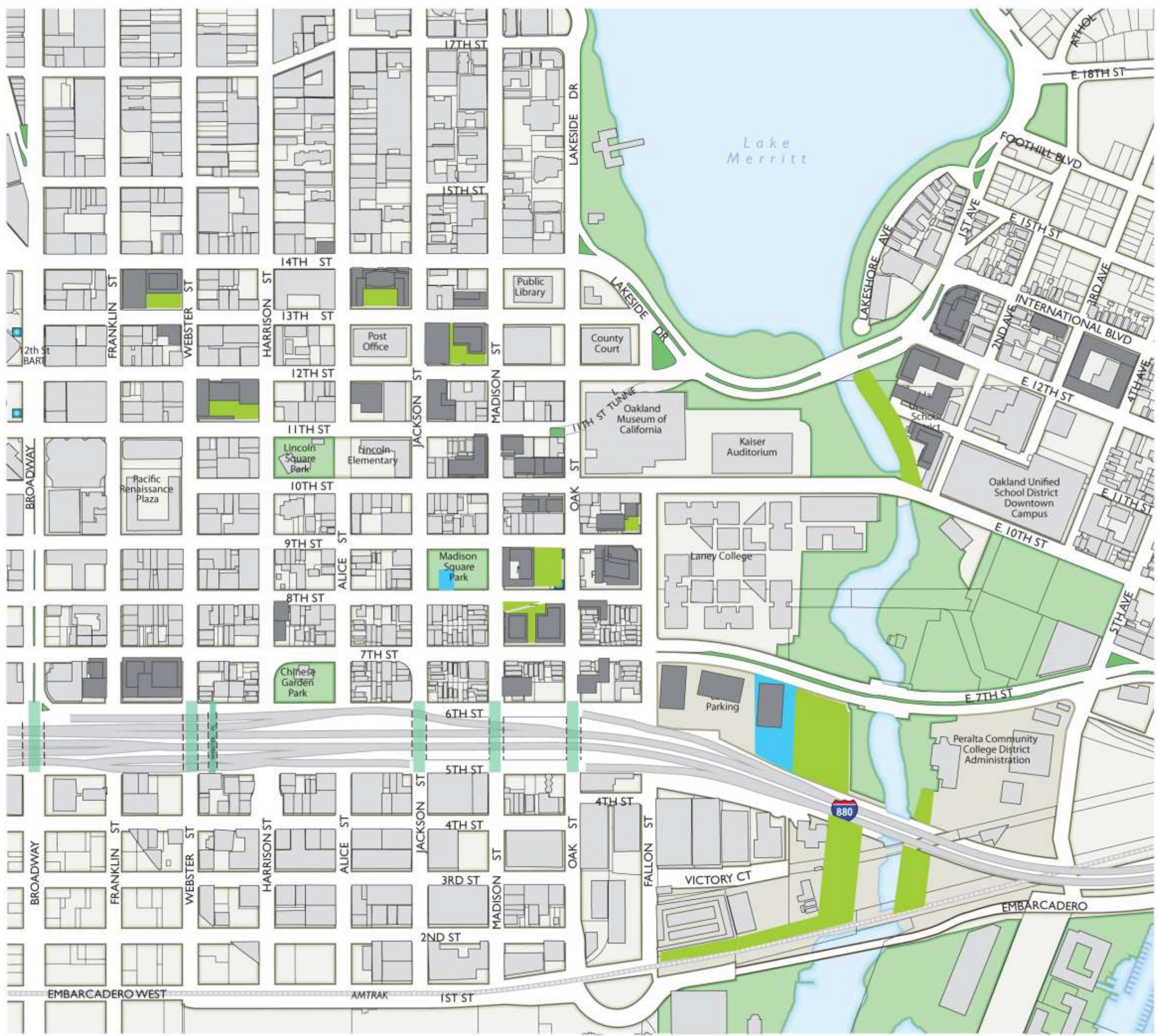
- **Improve Existing Parks**
 - *Active programming*
 - *Improved Access*
- **Recognize Streets as an Important Part of the Public Realm**
 - *Improvements to Sidewalks*
 - *Building frontages that complement sidewalk activity*
- **Ensure new parks are well designed**

Public Space: Vision

- **Provide new open space**
 - *Require parks to be provided as part of new development.*
- **New park acreage estimate (existing and new):**
 - *Existing: 4 local acres; 39 regional acres; 43 total acres*
 - *Emerging Plan: 4 local acres; 12 regional acres; 16 total acres*
 - *Total: 8 local acres; 51 regional acres; 59 total acres*

Parks: Key Decisions

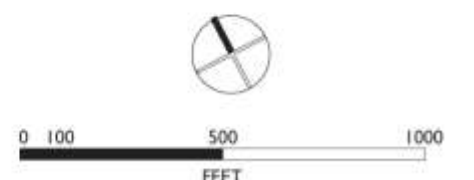
- **How will new parks and community facilities be required and funded for ongoing maintenance?**
 - *Require parks to be provided as part of new development*
 - *As part of streetscape improvements*
 - *Green Streets (10th Street, 7th Street)*
- **Identify standards for new parks?**
 - *Consider establishing standards (size, location, sunshine, access requirements)*



Lake Merritt Station Area: Proposed Parks and Public Spaces

- Example Proposed Building Footprints
- Proposed Parks/Public Spaces
- Proposed Community Facility
- Existing Parks

August 2, 2011



Other Key Features of the Emerging Plan

- **Parking and Loading Management Strategy**
- **Shuttle Service Coordination**
- **Buffer from noise and air quality impacts of Highway 880**
- **Buffer along the channel**
- **Potential night market locations**

Next Steps

- **Community Meeting (Emerging Plan Concepts) – Sept. 12**
Open House
Monday, September 12
Laney Cafeteria
4:30 – 7:30 p.m.
- **Emerging Plan and Mini-Alternatives Analysis – Oct. 14**
(CSG meeting date TBD)
- **Public Draft Preferred Plan and Review – Dec. to March**