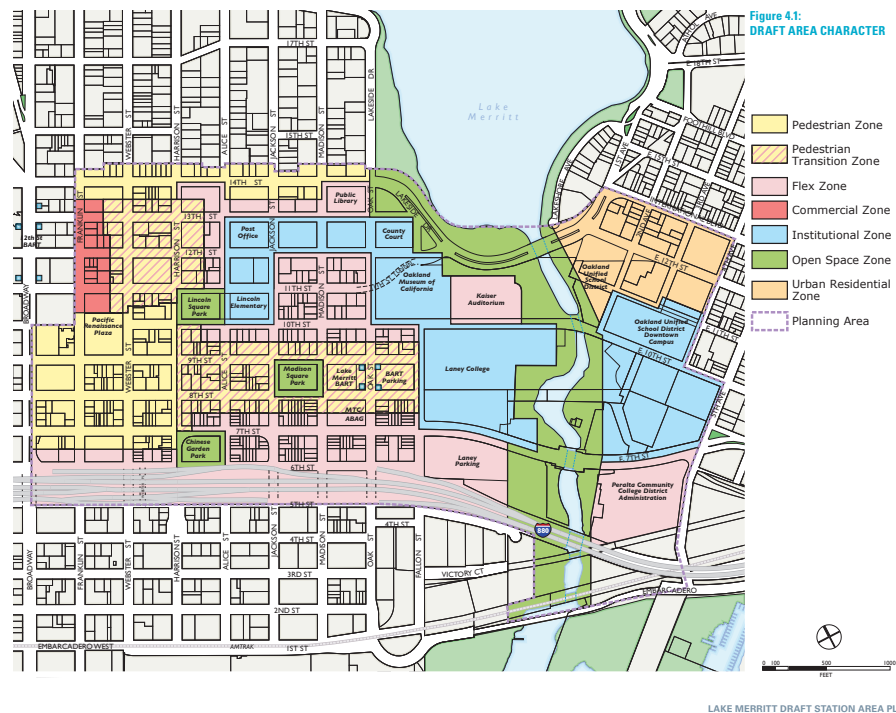


# LAKE MERRITT STATION AREA PLAN- ZONING FRAMEWORK

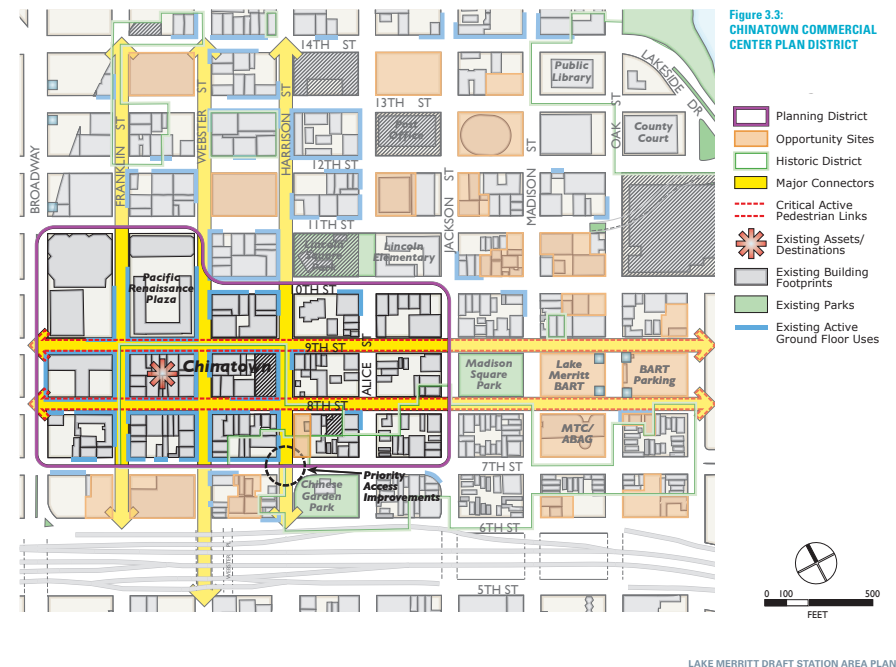
## A. Overall Planning Framework

### 1. Desired Land Use Character



The **desired land use character** for the Planning Area includes a range of mixed use areas that seek to promote economic development and encourage vibrant pedestrian-oriented corridors. This is achieved through a range of regulatory mechanisms, such as land use regulations, development standards, street improvements, and design guidelines.

### 2. Sub Area Visioning



The Planning Area has vision plans for several sub areas that inform the overall vision and goals of the Planning Area as a whole.



14th Street

Chinatown Commercial Upper Chinatown

BART

I-880

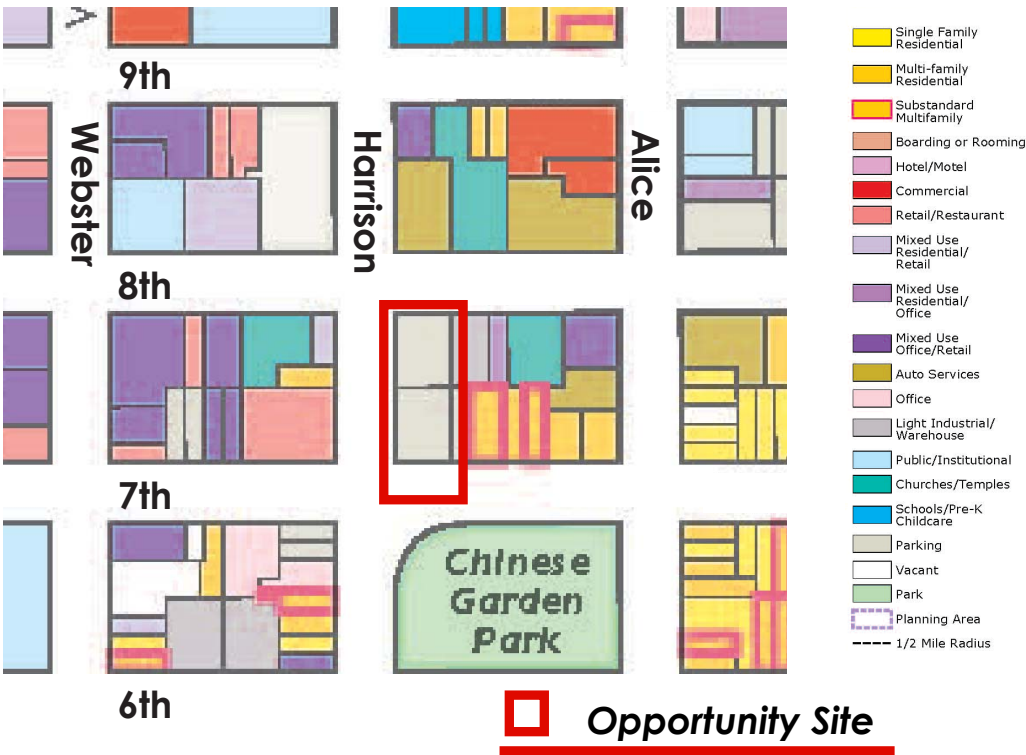
# LAKE MERRITT STATION AREA PLAN- ZONING FRAMEWORK

## B. Development of an Opportunity Site in the Chinatown Commercial District

### 1. Existing

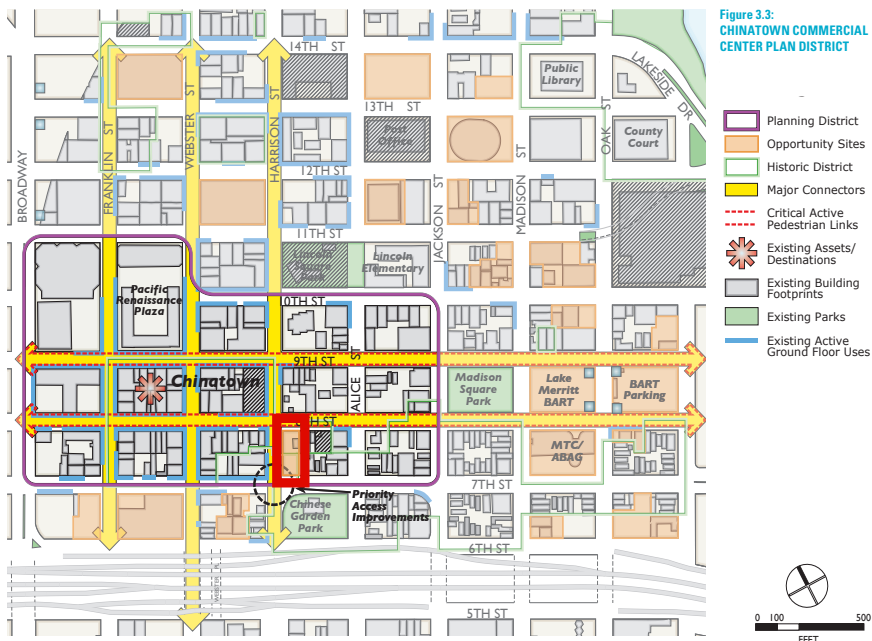


The **existing area** includes fairly built up parcels.



The opportunity site is an existing surface parking lot and a transition into the generally **existing** residential neighborhood to the east.

### 2. Planning Vision



The **vision** for the Chinatown Commercial Center is to celebrate, strengthen, and enhance this existing community hub and regional destination. The opportunity site lies within a historic district, and is framed by what are being planned as major connectors that are also critical active pedestrian links.

# LAKE MERRITT STATION AREA PLAN- ZONING FRAMEWORK

## C. Development Standards

### How will a new development at this site be shaped?



#### 1. BUILDING FORM



**(i) Height:**  
Encourage a base and tower built form to be more compatible with the existing context. The allowed percentage for lot coverage for tower could increase with provision of community benefits.



Current allowed FAR for the example opportunity site is high (Max, 20:1)

Where should the new base be set?

**(ii) Floor Area Ratio (FAR- Ratio of the total building floor area to the total lot area):**  
Max FAR for San Francisco commercial areas is 9:1.

**(iii) Relationship to existing context:**  
In case of the opportunity site context, the low height of the existing residential and particularly the historic district adjacency will call for appropriate transitions.

#### 2. SETBACK REQUIREMENTS

Will the current CBD standards apply?

Minimum front- 0ft  
Maximum front and street side for the first story- 5ft  
Maximum front and street side for the second and third stories or 35 ft, whatever is lower- 5 ft  
Minimum interior side- 0 ft  
Minimum corner side- 0 ft  
Rear- 0 ft

#### 3. TRANSPARENCY IN FACADES



Establish **minimum transparency standards** in new construction.

**Design Guidelines** will include the principles for:  
**(i) Ground Floor Treatments** (pedestrian friendly environment, parking, higher ground floors with windows for commercial)  
**(ii) Upper Floor Treatments** (articulated building massing, varied window patterns, diversity of materials.)



# LAKE MERRITT STATION AREA PLAN- ZONING FRAMEWORK

## D. Use Regulations



retail stores, restaurants, cafés, markets, bars, theaters, health clinics, tourism offices, banks, personal services, libraries, museums, and galleries.

1. ENCOURAGE ACTIVE GROUND FLOOR USES (TO ADD VIBRANCY TO STREETS AND TO MAKE THEM SAFER) WITH MINIMAL RESTRICTIONS.

What kind of uses will you like to see on the ground floor of buildings?

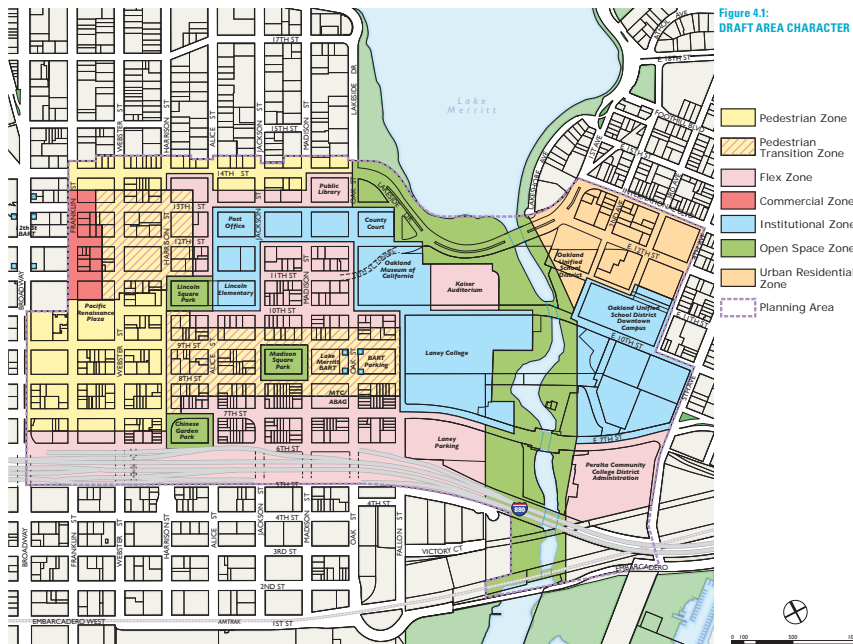


Figure 4.1:  
DRAFT AREA CHARACTER

2. REGULATION OF 'FLEX' ZONE.

How do we regulate the 'Flex' zone areas to allow more flexibility in uses?

3. REGULATION OF 'PEDESTRIAN TRANSITION' ZONE.

How do we transition certain areas over time to more active ground floor uses without overly restricting the allowed uses in existing buildings?

LAKE MERRITT DRAFT STATION AREA PLAN

Broader Question:

What kind of place do we want? And what regulations will achieve that ?