

2.3 Laney/Peralta

EXISTING CONTEXT

The Laney/Peralta study area includes Laney College campus, athletic fields, and parking lot, and the Peralta College District Administration buildings, with the Lake Merritt Channel creating a north-south pedestrian and bicycle connection and 7th and 10th streets connecting east-west through the study area. The Lake Merritt Channel and some land along its edge is State Tidelands Trust land, indicating that residential and some commercial uses would be prohibited along the Channel edge¹. In general, the college is made up of two to three story buildings, with one tower reaching eight stories.

Laney College has a Facilities Master Plan that will direct new development on Laney property, to best meet its educational priorities and the vision of students, faculty, staff, and the neighborhood at large. The Master Plan is guided by the following principles:

- Maintain the integrity of the existing campus core buildings, open space, and athletic fields.
- Identify sites within or at the perimeter of the campus for development to respond to projected growth and programmatic demands.
- Preserve the natural environment along the Estuary and enhance the campus's connection to it.
- Over time, in response to projected growth and creation of potential future development opportunities, replace surface parking with structured parking.
- Strengthen both of the campus's recognized "front doors" and accessible pedestrian access; separate pedestrian from vehicular circulation where possible.
- Prioritize re-use of existing buildings and approach renovation and development through the incorporation of sustainable strategies and practices.

VISION AND BIG IDEA

Land use and streetscape changes are included to enhance the role of the Laney College campus/Peralta District property as a community asset and lively hub of activity. This study area will act synergistically with the BART Station Area blocks to create a core activity node, in particular through establishment of a "festival street" on Fallon Street ("festival streets" use traffic calming and unique streetscape features to create a street that can easily be converted to public use on weekends or special events). The potential "festival street" treatment of Fallon Street would be designed to accommodate all modes of travel in order to better connect the Lake Merritt BART Station to the Laney College campus, and include a decorative surface to also function as a plaza during periodic closures for community events. The Plan also seeks to enhance connections between Laney College to the BART Station with retail, cultural assets, and entertainment.

¹ Port of Oakland, Land Records Management Tidelands Grants Land, November 9, 2001.

The Plan will further establish Laney College as a cultural entertainment and community center facility with more community uses and classrooms, with redevelopment of Laney parking lot including community uses, classrooms, and parking.

Crucial to the success of this area, the Plan will seek to promote movement through and throughout the campus, connecting the neighborhood to the Lake Merritt Channel, OUSD's Downtown Educational Complex, Oak to 9th development, BART, East Lake commercial, Lake Merritt open space, and the Bay Trail. Access will be facilitated by adding signage and improving streets and intersections to be more pedestrian friendly.

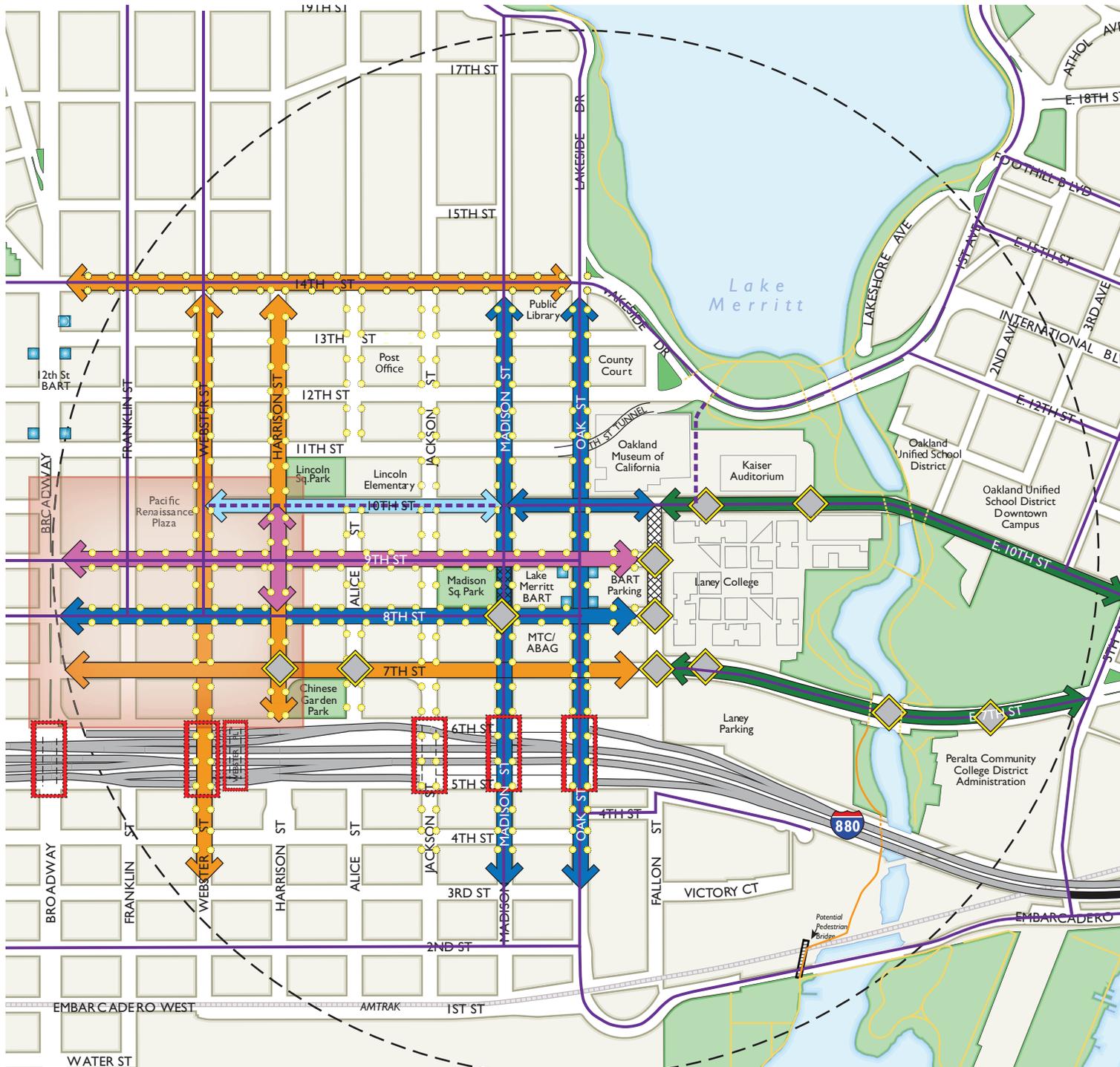
Open space improvements will focus on establishing the Lake Merritt Channel as a regional open space asset linking the public parks and trails around Lake Merritt to the public parks and trails along the Estuary Channel waterfront. Street improvements will focus on enhancing the east-west connections provided by 7th and 10th Streets. Streetscape improvements for 7th, 10th, and Fallon streets are shown in detail in Chapter 6.

Photos:
LANEY/PERALTA



**Figure 2.3:
LANEY/PERALTA STUDY
AREA**





**Figure 7.1:
CIRCULATION IMPROVEMENT
STRATEGY**

- 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
- Existing or Planned On-Street Bicycle Connection
- Potential 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
- Planning Area - 1/2 Mile Radius
- Existing and Under Construction Paths
- Potential Additional Paths

Note: All streets identified for lane reduction and/or two-way conversion and/or "green street" amenities would also include streetscape improvements, outlined in Chapter 6.

