



Plan Alternatives Report

Public Comments Summary Memo

Purpose

The Oakland Planning Department received over a thousand comments about the Draft Plan Alternatives Report from the public. These comments came in the form of emails, handwritten drawings on boards at public meetings, notes taken in meetings, and contributions via the City's *Speak Up, Oakland!* online forum. Planning staff discussed this feedback with staff from the appropriate departments to get their sense of the feasibility of the ideas, as well as to understand any existing work that is already in process on the various topics.

This memo synthesizes that feedback into a draft set of priorities and questions, organized by topic, to be addressed during forthcoming meetings and discussions. Following this list of priorities is a table, organized by the same topics, that compiles and summarizes the themes and frequently voiced ideas we have heard. The priorities and comments summary are divided into the following topics:

- Equity
- Housing & Affordability
- Arts & Culture
- Built Environment
- Streets & Connectivity
- Jobs, Training & Opportunity
- Open Space & Recreation
- Sustainability, Health & Safety

Priorities

Equity

The Specific Plan could address **equity** in the following ways:

- 1. Develop a policy for how impact fees, arts fee and other fees will be distributed equitably throughout the city.**
- 2. Build trust in the planning process by developing a program of “quick wins.”**
 - Include items such as two-way street conversion, sidewalk bulb-outs and timing traffic lights
 - Work with community and colleagues in other departments to develop other quick wins that particularly address the most immediate concerns of our most vulnerable community members
 - Work on action items that can be implemented before the plan is adopted
- 3. Improve notification and development process to provide residents with more accessible information about planning issues and applications**
 - Switch Planning/Zoning database program to something like USPS and send bulk mailers to all residents, not just property owners. Note that people of color are more likely to be renters based on redlining, sub-prime mortgages, etc.
 - Create a standard procedure for a higher level of notification of planning issues; consider a newsletter and social media (with a social media professional trained in racial equity and the role of institutionalized racism), as well as making calls to community members and groups about issues (as we also walk developers through the process)
- 4. Study possibilities for community benefits incentive program**
 - Develop and heavily market a “good neighbor business” program with incentives or points for local hire, youth internships, living wage jobs, responsible procurement, hiring hard-to-employ residents, mentorship, discounts for youth, low-cost menu items, etc.)
 - Hold an educational workshop with City staff and community members about community benefits, hiring an expert in the field to present (discuss pros and cons)
 - Develop methodology for determining if a community benefits program is feasible, and if so, develop a plan for what and where (example: Emeryville requires tenants to provide in-kind services to schools for a break on rent.)
- 5. Retain and encourage Oakland’s existing residents, culture and diversity**
 - Develop a “no whining” ordinance to allow existing cultural and entertainment uses to continue despite new residential development
 - Work with BIDs and OPD on a cultural sensitivity program to address excessive policing of youth, and particularly youth of color (The City is a member of the BID; talk with Harry Hamilton about how the City might influence training of ambassadors and reach out to businesses about age and race discrimination)

- Work with Department of Race and Equity on intercultural dialogue and events

The Plan Downtown Process could address **equity** in the following ways:

- 1. Develop community oversight committee for implementation**
 - Re-convene the CAG once the equity team is on board; develop a set of partnership agreements and a structure that will apply into the future
- 2. Use different approaches for different populations**
 - Hire equity consultant
- 3. Work with intermediary organizations and CAG members and work with them on education tools about the plan for their constituents**
 - Discuss at next CAG meeting
 - Have equity team help identify intermediary organizations and facilitate tool development
- 4. Establish youth leadership group, or have representatives join the CAG**
 - Discuss with equity consultant
- 5. Involve youth (and other community members) in projects, rather than just meetings**
 - Discuss with equity consultant
- 6. Acknowledge the community's needs, educate clearly about what is possible and what isn't in the plan (the community might respond by taking on what isn't deemed possible by the City) and present short and long term actions that can impact what is in the City's purview to impact.**
 - Discuss with equity consultant
- 7. Provide transparency into process**
 - Provide rationale for the various design and policy decisions in draft reports and plans.
- 8. Add a section on "culture," "cultural assets" etc. need to add context to cultural heritage and equity.**
 - Include local Black and youth history
- 9. Break down Broadway as a dividing line between Chinatown and Old Oakland; co-market the two neighborhoods, and also connect Chinatown and Jack London.**
 - Hold a meeting of all three neighborhoods.
 - Review the plan created out of the 2012 ULI fellowship that Oakland participated in and take steps to begin to implement it.

Housing & Affordability

The Specific Plan could address **housing & affordability** in the following ways:

1. Protect existing tenants

- Tighten SRO protections to minimize conversions
- Tighten condominium conversion regulations (how relevant is this downtown?)

2. Data Update

- Quantify and map of housing in Plan Area (including affordable (deed restricted and non-restricted units), number of bedrooms, and at-risk units)
- Describe the number and demographics of low-income renters, and housing characteristics and market conditions that affect the provision of affordable housing
- Add policy about periodic and ongoing City data tracking/ public reporting (including number of bedrooms in new housing units)
- Research whether there are any properties with code enforcement liens on them that could be opportunity sites for temporary uses

3. Affordable Housing Toolkit

- See West Oakland Specific Plan Affordable Housing Section (model structure)
 - a. context
 - b. assessment of existing housing conditions (description of renter and owner households; housing burdens; affordable housing stock; market rate housing; potential risk of displacement; existing city programs; local, regional and state efforts)
 - c. affordable housing objective and opportunities (funding outlook; Anti-displacement approaches)
 - d. affordable housing strategies
 - i. Research feasibility of community benefits/incentive zoning program (including density bonus; look at incentives for multi-bedroom units for families)
 - ii. Explore incentives for family-sized developments
 - iii. Streamline permitting for subsidized housing, tiny homes, and other affordable housing solutions (add staff, consider waiving fees, fast lane approvals, etc.)
 - iv. Research displacement approaches (research Portland policies; research Vancouver Downtown East Side Plan: impressive retention and affordable housing policies; work on this task beyond research becomes second tier)
- Oakland at Home (Strategic Economics to recommend best strategies to use Downtown and meet with HCD and Planning staff, Housing Task Force members and Ethen Guy to review).
- Develop policy to prioritize public lands for community needs such as affordable housing (could be 80-20 or 70-30 deals).
- Develop policy and funding for small, scattered-site housing

- Facilitate the development of new housing supply, while also developing strategies to house people more easily and affordably in the Downtown in the near term through code changes to encourage more innovative housing types and responses to homelessness.
 - a. Review existing planning, zoning and building code with housing and homeless advocates as well as affordable and innovative housing developers to identify any restrictions that could be amended.
 - b. Models to investigate could include micro-units (expanding and allowing kitchens), tiny homes, homesteading, permitted homeless encampments, cohousing, co-living (would require exceptions to five-bedroom maximum), and shared housing (research San Mateo shared housing program).
 - c. Consider temporary uses, including identifying sites for shelters and/or campgrounds

4. Housing Funding

- Develop policy to target a percentage of recently-adopted development impact fee revenues to transit-rich areas, particularly Downtown, while balancing the need for resources in all parts of the city.
- Work with [who is running this on the City's side?] to target potential housing bond funds to transit-rich areas, particularly Downtown.
- Evaluate NOFA process to consider awarding additional points for artist housing or proximity to transit/grocery stores

Second tier (post adoption):

- Work with EBMUD on two-tier system to encourage density
- Check w/ Contract Compliance/Workforce investment about 50% small and local business on top of prevailing wage
- Transfer tax – exclude City-owned property sales, etc.
- Develop right-of-return policy or other anti-displacement measures

Arts & Culture

The Specific Plan could address **arts and culture** in the following ways:

1. Embrace Existing Cultural Institutions and Acquire Additional Real Estate for Arts & Culture Uses

- Stabilize and improve the Malonga Casquelourd Center for the Arts as a premier center of arts and culture in the downtown area and key anchor of the 14th Street Black Arts Movement and Business District.
 - a. Ensure that existing, resident arts organizations in the Malonga Center are placed on long-term, affordable leases to give the arts organizations security (underway)

- b. Establish a policy to work with philanthropic and other partners to fund and complete a comprehensive capital needs and cost estimate study, and identify new funding streams to implement capital improvements. A thorough cost estimate of capital needs will queue up Malonga up for possible funding opportunities. Complete this work in partnership with Malonga arts organizations and residents.
 - c. Should the city's infrastructure ballot planned for the November ballot pass, assess whether the Malonga Center can receive funding for capital improvements from bond proceeds
 - d. Maximize the use of the Malonga Center, marketing the venue for daytime and nighttime use, ensuring the building serves as many artists and arts organizations as possible.
 - e. Market the Malonga Center in City and Visit Oakland promotional initiatives to increase visitors.
- Consider using a portion of the City's other existing city-owned property in the downtown to provide affordable space to local arts organizations in exchange for in-kind services that support the local arts ecosystem. Establish a clear policy agenda around this citywide.
 - Create a policy to establish a partnership with philanthropic and other partners (or led by these partners), to acquire property and negotiate long-term leases to create permanently affordable art spaces, managed by a third party intermediary with an expertise in the arts.
 - Include improvements for other cultural institutions, such as libraries.

2. Arts & Culture Districts: Codify and coordinate planning efforts with recently adopted or potential future cultural districts, including the 14th Street Black Arts Movement and Business District, Uptown Arts / Entertainment District, Art Murmur District and elsewhere etc.

- Identify and illustrate additional potential Cultural Districts in the downtown, and recommend moving forward with formal designation of these areas at the State CAC and/or local level. Tie zoning and financial incentives described here to these districts. (compile basic understanding of model cultural district programs from other states to identify additional ingredients for a successful cultural district: Maryland, Rhode Island, etc.)
- Propose "No complainey-pants" legislation (noise disclosures, odor disclosures) in arts & cultural and entertainment districts, to protect existing arts and entertainment uses and to help mitigate land use conflicts.
- Complete a comprehensive inventory of present facilities and services Downtown, as well as an understanding of cultural participation
- Address the multi-cultural composition of Downtown and enhance the role of the arts and culture in defining and strengthening Downtown's distinctive multi-cultural identity
- Create a comprehensive, interactive Cultural and Creative Assets Map encompassing the formally and informally adopted existing cultural districts. (see possible examples: Toronto Cultural Facilities
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7fbbbd0c7631410VgnVCM1000071d60f89RCRD>; Chicago Artists Resource (for artists by artists):
www.chicagoartistsresources.org; others?)

- Cultivate arts learning opportunities for youth including training/mentoring in the arts sectors by expanding partnerships between arts organizations and schools
- Designate a bright lights district and modernize signage rules
- Strength in numbers: expand cultural square footage
- Connect arts and cultural districts with memorable streets, public spaces (linked to area cultural assets) and artist-designed gateways, banners and wayfinding system that provide opportunities for social gathering with design inspiration and visual cues from Oakland's cultural heritage
- Identify site for new for new mid-sized theater and main library
- Illustrate Downtown Oakland's unique character in streetscape renderings/cross sections with images depicting it's history and cultural diversity through public art, plaques, monuments and themed street amenities (including considering installing a Black Panther monument).

3. Public Art: Create, facilitate and coordinate opportunities for new public art in the Downtown

- Provide more incentives and opportunities for temporary and performance art installations in private and public open spaces, plazas and parks.
- Public art ordinance for private development: provide guidelines and clarify public art requirement options.
- Define integral public art opportunities in design strategies for freeway underpasses between downtown and Jack London districts, as well as utilizing public art as urban design components and architectural enhancements throughout Downtown's public realm and in private development

4. Zoning Strategies to Cultivate Arts and Cultural Uses

- Explore Regulatory Strategies to Create Affordable, Accessible Arts and Cultural Space
- In areas that have density controls or low height limits, create cultural density bonuses / cultural easements. In exchange for increases in FAR, height or # of units, requirement for cultural space. Require a cultural "easement" or deed restrictions, so space remains a cultural use in perpetuity. Policy approach should vary depending on underlying zoning.
 - a. Possible models: Toronto's resource manual for artists looking to buy or rent space: <http://artscapediy.org/Creative-Placemaking/Square-Feet.aspx>; non-profit developer of cultural space nationwide: <http://www.artspaceusa.org/artspace-programs>; Massachusetts Cultural Council database about cultural space projects: <http://www.massculturalcouncil.org/services/artistspace.asp>; others?
- Allow PDR/custom manufacturing zoning in some areas (Art Murmur, Jack London, portions of 15th, 14th corridors?) where preserving art uses/studio/fabrication/light industrial space is a priority. Combine with design requirements
- Cultural inclusionary zoning concept (could be a broader policy for inclusionary non-profit space – arts, social service, policy etc. - in commercial/office projects)

- Review current zoning rules to identify impediments to arts and culture uses (e.g., prohibitions on custom manufacturing and requirements for “retail” on the ground floor)
- Encourage Development of Affordable Artist Housing and Live/Work Spaces Consistent with City of Oakland Affordable Housing Policies
 - a. Explore feasibility of permitting housing in areas where it is not currently allowed in exchange for providing arts and culture uses. Or limit it to live/work or work/live housing, design with artists and makers in mind. Consider Transfer-of-Development Rights (TDR) as a tool? Do in combination with design controls that require that the space be designed in a way that accommodates arts and culture/maker spaces – high ceilings (20’), roll-up doors, etc.
- Adopt design guidelines in some areas that help create and encourage flexible industrial/retail flex space – such as 20 foot ceilings, roll-up doors requirement. Could say a certain percentage in key locations could flex to retail with others preserved for arts/PDR.
 - a. Case study:
 - http://mithun.com/projects/project_detail/mosaica_alabama_street_housing/. Zoning is UMU – Urban Mixed-Use District. Housing only allowed with extra affordability controls. District intends to be a buffer between PDR and residential zoning.
- Expedite planning approvals for mixed-use projects that contain cultural space
- Consider revisions to public art ordinance in private development to create stronger incentives and guidelines for arts and culture space options as well as permanent and temporary public art, particularly in Cultural Districts.

5. Ongoing Accountability

- Include mechanism for improved accountability and oversight in the plan’s implementation framework
- Develop framework or metrics for tracking progress

The Specific Plan will document additional City efforts to advance the arts:

1. Create financial resources and incentives to make it easier for arts and cultural uses to remain and grow in downtown.

- In partnership with foundations and other partners, create a displacement mitigation grant or loan program for arts organizations facing displacement in Oakland
- Establish a sales tax rebate programs for galleries and other arts and culture uses that generate sales tax
- Create a Business tax license abatement incentive for arts and culture uses
- Waive permit fees for new arts and culture uses
- Explore different, relevant funding mechanisms for arts support, including expanded hotel tax.

2. Complete a Cultural Plan for the City of Oakland.

- Plan should frame policy, organizational (within the city) and programmatic recommendations to promote and preserve arts and culture in Oakland (including individual philanthropy and corporate support for the arts).
- Plan should address and provide meaningful opportunities for engagement with a broad cross section of resident constituents from all geographic regions, including Youth and Seniors, traditional and contemporary arts professions.
- Plan should identify and address the arts and culture connections between the Downtown Specific Plan and previously adopted and future specific plans, including but not limited to the Broadway Valdez, Coliseum Lake Merritt Station Area and West Oakland plans.
- The Plan should also examine the possibility of reestablishing an Arts Commission, including analysis and recommendations pertaining to its composition, authority, purview and associated staff needs to support a commission.
- Plan should document the economic impact of creative industries in Oakland. The economic impact study could be an advocacy tool to attract resources and support policy interventions.

3. Recommend development of a Public Art Master Plan to identify project opportunities including sites, as well as additional funding sources and mechanisms for public art maintenance needs.

Built Environment

The Specific Plan can address the **Built Environment** in the following ways:

1. Guide and shape new development to meet goals for housing, jobs, retail, support of transit, and historic preservation

- Identify opportunity sites that will meet goals for new housing, employment space, irrespective of potential new development at Howard Terminal and I-980
- Maximize growth (particularly office uses) near transit, around BART stations, particularly targeting large floor-plate development for major employers. Preserve sites for needed high-density development, even if it means foregoing a low-density building during the most immediate construction cycle.
- Increase density to meet housing/affordability goals, support transit investments
- Balance growth/development desire for lower heights in select areas / under certain conditions.
- Work with regional agencies to develop a visionary long-term plan for Howard Terminal and I-980 that meets the Bay Area's regional transportation connection needs while bringing job growth to underutilized areas of Oakland (this may be more relevant in the Built Environment section) [From Econ Dev section]
 - i. Develop a phased map so that the Port can continue operating while extending Jack London

- ii. Find a new home for the fire station

Create zoning allowances and work with BART to develop a plan to develop the six contiguous blocks owned by BART along 4th & 5th St corridor as a gateway to Old Oakland (should go in the Built Environment section?)

2. Develop clear criteria and policy recommendations for Historic Preservation

- Clearly define what constitutes a Historic Resource and requires protection; supplement historic properties mapping with identification of potential landmarks or significant structures.
- If not possible to evaluate historic resources for entire Plan area, focus on areas proposed for higher-density development to encourage streamlined CEQA review
- Integrate Plan goals for preservation of neighborhood character (for example, preservation of artist/maker building fabric) into recommended policy and design guidelines
- Balance goals for context-sensitive development within the scale of existing buildings with goals for housing and economic development
- Explore/update a system for the transfer of development rights as a historic preservation strategy (between neighborhoods Downtown)

3. Include incentives for buildings for artists and creative arts enterprises, as well as preserving industrial space for maker activities and other industrial employment.

4. Jack London

- Keep 3rd Street industrial, with the exception of residential on upper floors when it meets certain requirements
- Develop a transition between the industrial, port-serving uses west of Brush and Jack London
- Determine how people are going to get to Howard Terminal and Victory Court from the rest of Oakland and the region (this should go in Streets & Connectivity)

5. Improve the public realm through changes to zoning and establishment of new design guidelines.

- Include design guidance for improvements to streetscapes and public infrastructure: lighting, trees, public art, benches, sidewalks, BART stations
- In code or guidelines, specify configurations for elements that contribute to historic/industrial architectural character, such as materials and fenestration
- Encourage active ground floor uses, but not necessarily retail (also maker space, creative and arts enterprises)
- Allow flexibility in uses, to respond to the market over time

The Plan Downtown process can address the **Built Environment** in the following ways:

1. **Downtown Neighborhoods: Continue to explore proposed building heights, density/intensity, urban design, and mix of uses for each neighborhood with the community. The Plan will define these elements, with a goal to improve the public realm, promote economic development and employment, while also preserving local distinctiveness**
 - Revitalized Broadway should be a physical design centerpiece of the plan; further examine street design details
 - Continue to evaluate proposed mix of uses, and density/intensity for Jack London district: light industrial, housing, work/live, office all should be part of the mix
 - Need a phased approach to Howard Terminal; evaluate options for future use of site with community
 - Further explore urban design, pedestrian circulation, compatible infill and preserving local character in KONO
 - Revisit potential building heights in Lake Merritt Office District
 - Continue to explore potential infill/opportunity sites in Old Oakland, particularly how new development can be compatible with historic structures
 - Provide economic, feasibility and other analysis to back up land use and other decisions
 - Discuss reducing building heights and density in order to encourage developers to achieve them in return for providing community benefits, in the context of the recently-adopted impact fee.
 - Show a map of retail, and target a critical mass of retail in strategic locations.

2. **I-980: continue the conversation about design of the boulevard (pedestrian/cyclist friendly, scale of buildings); also explore short-term measures to improve connectivity in the interim**

3. **Develop existing land uses map to determine which corridors on which to focus retail [from Econ Dev section]**

4. **Include range of architectural styles (modern, traditional, industrial, etc.)**

5. **Consider view corridors**

6. **Explore with community: desire for more growth/development must be balanced in the Plan with desired for lower heights in select areas / under certain conditions.**

Streets & Connectivity

The Specific Plan could address **streets and connectivity** in the following ways:

1. **Determine the “gaps” in the network for alternative modes of transportation (walking, biking, transit) in and connecting to Downtown and refine design concepts/create policy recommendations that prioritize a complete network of safe, comfortable streets.**
 - As part of the creation of the Street Atlas, create a conceptual diagram that identifies major gaps in pedestrian, cyclist, and transit connectivity within the study area. Collaborate closely with staff and relevant stakeholder groups to ensure that consensus is reached.

- Determine key locations for a variety of bike infrastructure improvements, transit infrastructure and efficiency adjustments, as well as pedestrian improvements.
 - Continue to build on the work that has been completed by City staff, including the Complete Streets Study and the Parking Study; continue to coordinate with on-going studies related to connectivity and access, including the Freeway Access Project and the SB-743 project.
- 2. Define “complete streets” for Downtown, ensuring that pedestrians, cyclists and transit users are the priority.**
- Review and incorporate the results of the Complete Streets Study that the City has recommended.
 - Implement Complete Streets policies that are relevant to Downtown in the policy recommendations of the Specific Plan.
 - Work closely with staff and stakeholders to describe all streets Downtown as “complete streets” where pedestrians, cyclists and transit users are prioritized; determine which key streets are most important for implementation.
 - Identify mode share targets and timelines; create policy recommendations for implementation.
 - Include infrastructure to support less mobile populations, including creative seating and light-up crosswalks, and improve the quality of the streets, including three-bin waste bins that are attractive, fun and easy to use.
- 3. Create a Street Atlas that determines street designs for all street types Downtown, including transit priority streets that incorporate the latest advances in on-demand transportation techniques.**
- Work closely with staff and stakeholders to describe the method for designing street types Downtown.
 - Refine and add to the menu of draft street designs that have been created for Downtown.
 - Allocate specific street types to major corridors in the form of a map or an atlas.
 - Incorporate Uptown’s wayfinding and branding strategies into the rest of the Downtown.
- 4. Create a policy framework with strategies for prioritizing, ranking and phasing street improvements.**
- Prioritize implementation strategies for 2-way conversion in the Specific Plan
 - Work closely with staff and stakeholders to create a policy framework that describes a logical method for prioritizing street improvements.
 - Work closely with appropriate staff to determine a logical system of ranking and/or phasing street improvements
 - Identify near-term (1 year), mid-term (5 years) and long-term (10-20 years) goals for implementing and phasing street improvements.
- 5. Implement recommendations from the Downtown Parking Study as policies in the Specific Plan.**

- Translate specific recommendations from the Parking Study for Downtown into policies and implementation priorities in the Specific Plan
 - Conduct additional parking analysis (if needed) to support the conclusions from the Parking Study
 - Identify options for reducing the parking requirements Downtown.
- 6. Further investigate current and future rail opportunities and challenges in the study area, including improved BART service and improved freight movement along the Embarcadero.**
- Continue to examine planning alternatives that require an expanded BART system
 - Recommend policies that encourage and support BART improvements, including capacity, efficiency and extended services
 - Recommend the implementation of a “quiet zone” as a near term solution to rail access along the Embarcadero in Downtown; formulate and visualize a long-term solution for the Embarcadero.
- 7. Continue to re-imagine the transformation of the I-980 corridor**
- Continue to support the citizen-led effort to remove the I-980 highway in order to reconnect Downtown and West Oakland
 - Policy recommendations in the Specific Plan can encourage a more detailed study of the project as a next step
- 8. Comments that can be addressed as a part of other on-going City efforts include:**
- Potential of crossing Lake Merritt
 - Removal of the 880 corridor
 - Exact details of I-980 freeway transformation

Jobs, Training & Opportunity

The Specific Plan could address **jobs, training and opportunity** in the following ways:

- 1. Support youth hiring in internships and jobs**
- Work with Youth Advisory Commission and existing Downtown youth service organizations to expand Classrooms2Careers outreach to support youth hiring in the Downtown
 - Ensure that youth training programs, including content and participants, reflect Oakland’s culture and demographics
 - Consider tying a school and/or culinary program (such as Laney’s) to a business or restaurant Downtown to provide healthy, affordable food and employment training
 - Develop a youth internship program in the Planning & Building Department
 - i. Partner with Laney College, UC Berkeley and the APA Diversity Committee to recruit interns for the Planning (and other) departments
 - ii. Conduct an internal equity review as it relates to the current racial makeup of Planning dept. staff prior to the internship launch
 - iii. Target (and be promoted toward) youth from communities of color

2. Develop economic development strategies that build community wealth

- Provide business assistance (including tenant improvements, incubator space, technical assistance, sales and business tax rebates, and loan guarantees) with particular outreach to minority, women-owned and small businesses, as well as assistance to worker-owned collectives and social enterprises
 - i. Consider amending Façade and TI grants program to allow grants to businesses that are currently excluded (such as cannabis, tattoo and adult businesses); distribute funds with a racial equity lens
 - ii. Discuss and address the racial aspects of marketing the community with Visit Oakland and the City's Marketing Director (currently a vacant position)
 - iii. Consider waiving business and tenant improvement fees and simplifying insurance processes
 - iv. Identify and prioritize the assistance programs that will have the most equity impact
 - v. Create "adopt a business" mentorship program to pair startup and anchor businesses
- Focus on local business retention and expansion (technical assistance, revolving loan fund), and then on local startups
- Develop flexible funding to support events and business engagement programs such as the BAMBD and youth effort, as well as for the development of marketing collateral and business outreach.
- Study child care in the downtown to determine whether there is adequate child care to serve working parents
- Consider an enhanced infrastructure financing district (EIFD); partner with Economic Development, which is studying one around Broadway

3. Consider a voluntary/incentivized "good neighbor" business program in exchange for providing a certain number of community benefits

- Examples of community benefits could include fair procurement practices, local and youth hires, affordable products (like a \$5 meal), providing internships and mentorships, public events, discounts for youth
- Incentives in return for community benefits (in addition to good press) could include fee waivers, dedicated use of CDBG or TI incentives, CUPs for youth-friendly events and programming, etc.
- Develop a marketing campaign that provides significant publicity around businesses signing on to the program

4. Facilitate affordable space for nonprofits, cultural uses and community-desired businesses

- Expand the City's pilot program offering below market rate rents for arts and cultural uses in City-owned spaces to other locations Downtown; consider expanding it to other desired nonprofit and business uses
- Develop an easy and clear system of approvals for temporary uses, including partnering with co-ops and farms (such as Mandela Foods) that might want temporary low-cost retail space.

5. Connect neighborhoods with Downtown

- Consider a new Community and Business Development Coordinator connected with arts and culture, planning, and business loans and grants
- Expand buses and other transit that supports low-income residents and employees
- Tie citywide workforce training and education programs to the sectors targeted for expansion Downtown
- Re-imagine Art & Soul as a quarterly free event
- Work with Economic Development and Jim McIlvene to streamline the City's special events processes
- Hire a savvy marketing director or marketing firm that can provide macro and micro marketing for Oakland, and its neighborhoods and businesses, etc. Cross-partnership marketing would be good and supports Oakland's unique interconnectedness

6. Facilitate businesses that residents would like to have serve the community in Downtown (including grocery stores, affordable restaurants, affordable retail, etc.)

- Convey desired retail to Development team for 1911 Telegraph (City-owned site) and Newberry Market on the first floor of the Uber Building

7. Focus on Downtown as a regional jobs and economic activity center

- Consider requiring minimum heights and densities (also employ performance zoning)
- Develop a Citywide economic development strategy to target workforce development to the needs of Oakland's key sectors; focus this in Downtown as the City's main employment center
- Develop a vision for the future of the convention center that improves pedestrian connections and street walls and improves Oakland's ability to be a nationwide business destination

The Plan Downtown process could address **Jobs, Training & Opportunity** in the following ways:

- 1. Create a strong vision for Oakland's role in the region**
- 2. Touch on education further in the specific plan**
- 3. Update real estate feasibility analysis to reflect recent trends**
- 4. Address BAMBD in its own charrette process, working with Council President McElhane**
- 5. Add discussion to the plan that connects economic development and activity with density**
- 6. Add properties to the opportunity sites map that are underscaled, difficult to use or in poor condition.**
- 7. Talk to Calvin Williams about what an "economic empowerment zone" would look like**

8. Talk with Brian Kendall in Project Implementation

9. Address job quality and accessibility, local hire, etc. (see the Coliseum Plan)

Note: community benefits are currently discussed in the Equity section

Open Space & Recreation

The Specific Plan could address **open space and recreation** in the following ways:

1. Study park programming options to activate open spaces with diverse and welcoming events and recreational activities

- Work with community organizations, OPR, BIDs, and Cultural Arts & Marketing to develop activities and events that span ages and cultures
- Consider allowing nighttime music in parks & re-open curfews up for discussion (imposing curfews is a long-used tactic employed to control communities of color)
- Consider educational opportunities as part of park programming (sustainability & ecology, etc.)

2. Maintain existing open space and recreational facilities

3. Improve open space connections

- Develop a “greenway” concept that uses creative placemaking and reinforces cultural heritage in its design and visual cues
- Connections between waterfront, Lake Merritt and Lake Merritt Channel
- Connections between existing and proposed parks and public plazas / shared spaces

4. Identify existing and new public open spaces

- Update maps to show active spaces (w/ bb courts/playgrounds) vs. other open spaces
- Identify locations and/or criteria for parklets
- Study whether new skate park is possible downtown, or other active space uses
- Consider locations for community gardens and dog parks

5. Design Guidelines for public spaces

- Living walls (private development)
- seating, tables, shade structures
- temporary vending stalls
- Street trees & landscaping
- Public exercise installations
- public art
- High-quality design and upkeep that lends itself to community connection

6. Ongoing Inter-Departmental and Inter-Agency Coordination to achieve goals of social integration in public spaces / Capital Improvement Programming Coordination

Sustainability, Health & Safety

The Specific Plan could address **sustainability, health and safety** in the following ways:

- 1. Develop waterfront to maximize public access while minimizing damage to habitat or property from development or sea level rise.**
 - Develop a set of design guidelines for development in areas expecting sea level rise and inundation
 - Use Bay Conservation and Development Commission (BCDC) sea level rise maps and policies to approve and mitigate projects in the inundation area

- 2. Provide “green” infrastructure in public spaces and encourage it in private spaces.**
 - Develop a partnership between City, business and environmental organizations to create and implement an urban greening plan to fund, develop and maintain the City’s urban forest, including trees, living walls, and other landscaping (such as bioswales), particularly in underserved areas
 - i. Provide a draft map in the specific plan of recommended trees, compost, bioswales, gardens, living walls, etc.
 - Fund a position in the new Transportation Department responsible for developing and maintaining the urban forest
 - Talk with Public Works about compost, pneumatic waste systems for restaurants, planting/landscaping, three-bin waste, solar charging stations, solar electric bike share, and sensor-controlled LED street lamps
 - Talk with other public agencies about tidal power and recycled water
 - Work with the Building division to encourage smart thermostats and white roofs in new construction and remodels

- 3. Improve pedestrians’ sense of safety in the Downtown through environmental design and improved community-police relationships.**
 - Develop a lighting plan to fill in gaps in the network.
 - Work with Oakland Police Department Community Resource Officers to implement safety and community policing changes in Downtown Oakland.
 - i. Work with Downtown community resource officers and youth representatives to develop a community policing plan.
 - ii. Incorporate President Obama’s Task Force on 21st Century Policing Interim Reports Recommendations and Action Items.
 - iii. Incorporate Oakland Youth Advisory Council recommendations.

- 4. Address environmental justice issues proactively and when responding to proposals.**

- Assess public health and environmental justice impacts when approving new development.
- Adopt the healthy development guidelines the City recently developed.
- Develop plans to proactively uncover and respond to environmental justice problems

5. Provide housing and support services for homeless Oaklanders.

- Talk with human services. Oakland At Home/Roadmap does not address homelessness other than building homes. Research other land use solutions; tiny homes, encampments with infrastructure, including homeless residents in the planning process.
- According to The Pioneer (“Oakland’s homelessness continues,” June 9, 2016, Oakland has doubled spending for shelters since last winter
- What about Public Works? Operation Dignity works with them, and they’ve been good about holding cleared belongings (Caltrans discards them). Housing First policy? (see Salt Lake City) According to KQED, the police treat tiny homes in Oakland like tents. Devote unused lots to housing? Portland – designated Dignity Village as a “transitional housing campground,” falling under building codes governing campgrounds. City has contract with Dignity Village, which is self-governed.
- See Alternatives Report Workshop Board (Housing 3) for information about the City’s existing homeless housing and services programs (including the ones the City helps fund), including the Rent Adjustment Program, Just Cause for Eviction Program, shelters and emergency housing programs, referral programs, fair housing, tenant assistance, and substance and mental health treatment programs.

6. Develop downtown’s infrastructure for health and human services

- Work with restaurants, convenience and liquor stores to incentivize providing healthy, affordable food options.
- Work with Human Services to determine gaps in child care network; determine whether there are planning/zoning changes that could facilitate development of affordable and accessible child care facilities.
- Consider providing public restrooms, and if so, ensure they are gender-neutral.

Summary Table of Public Comment, Sources and Departmental Staff Recommendations

Equity

- Equity in the Downtown Plan
- Community Engagement
- Specific Issues & Populations
- Homelessness
- Public Benefits
- Culture (Heritage/Preservation)
- Economic Development
- Safety & Police

Comment	Source	Row	Staff Recommendations
Equity in the Downtown Plan			
Equity Strategy <ul style="list-style-type: none"> • Rather than having a separate, stand-alone section, issues of affordability and equity should inform all aspects of the plan (holistic approach) • Be clear about what specific plan can and can't do, and how it relates to other housing policy • Access to the City and accountability by the residents; concern about the lack of action • Acknowledge the people who suffered through periods of disinvestment, and that they and their children are owed something for their sweat equity • Recognize that different populations require different approaches • Connect with emerging movements (such as informal groups emerging through Twitter hashtags and Facebook groups) • Distinguish between equity (achieving socially acceptable standard of living and reducing disparities) and efficiency (i.e. achieving a fuller utilization of economic potential of all places) • Create a West Oakland Revitalization Fellows program based on Detroit • 980 conversion provides a way for gentrification to more easily spread to West Oakland • Use any available funding to uplift North, West, and East Oakland instead of converting I-980 	EBHO PolicyLink Uptown Arts District Urban Strategies Council WOCAG WIP Exit Survey	203 574 727 747 748 750 751 753 1007 1032 1126 1247	Integrate affordability and equity in all aspects of the plan, rather than a standalone section Explain in plan and response to comments what the specific can legally and feasibly do vs. what it can't Build oversight and evaluation in to the implementation section Provide a baseline acknowledgement of the historic damage the community has suffered Address many of the other points with the equity strategy Acknowledge (sincerely), educate about what is possible and what isn't (the community might respond by taking on what isn't deemed possible by the City) and present short and long term actions that can impact what is in the City's purview to impact.

<ul style="list-style-type: none"> • Stop pretending all of this not guided and steeped in racism and white supremacy • Use TDRs, impact fees and design guidelines to ensure that new development occurs on underutilized sites and does not displace current residents, businesses, or historic building urban fabric. Enable Oakland to become closer to the density and capacity of downtown San Francisco • The equity consultants should have the ability to educate the public about the benefit of density to help alleviate the constrained housing supply problem 			
<p>Equity</p> <ul style="list-style-type: none"> • Concern with residual economic impact of high density on Telegraph...will spill over and drive up rents on contiguous blocks • Displacement and equity should be integrated into every section • Preserve non-profit office space • Stop gentrification • Fundamental principle in equity: you cannot have a progressive city without jobs and a tax base • Have to do a better job of explaining that all the equity concerns are exacerbated by putting a lid on development • The business community needs to address displacement; it's not us vs. them; we know it will help displacement issues to add to the inventory. Business community needs to lead with community benefits; be proactive. • How do we define equitable economic development? It's a virtuous cycle; we need tax base to pay for things, but we don't communicate this very well. 	<p>2/1 public workshop; CAG: Youth Participant; Chamber of Commerce</p>	<p>890 83 852 1343 1344 1345 1346</p>	<p>Preserving non-profit space will mean that communities that are not being invested in during this time of change, will still be able to claim space in the Downtown.</p>
<p>Implementation.</p> <ol style="list-style-type: none"> 1. Want accountability for cultural equity and community oversight of implementation; 2. need implementation oversight/prioritization criteria 3. public art/impact fee/new development must be distributed throughout the city 4. lack of intersectionality b/w City departments has weakened the arts in particular 5. need to include arts (galleries – see Uptown Arts District resolution) in implementation 	<p>Art stakeholder meeting (during charrette) OCNC Vessel Chinatown Coalition 2/1 workshop PC Meeting</p>	<p>495 496; 381; 740; 1085; 1088; 906 1357</p>	<ol style="list-style-type: none"> 1. Discuss the idea of an oversight committee (to include a youth/equity component) as an implementation action step 2. define the criteria for community participation in oversight committee (ask community about those criteria) 3. suggest a method of intercity coordination in implementation of the plan 4. have list of prioritized improvements in plan 5. have plan for implementation of arts-related

<p>6. focus initial improvements on 18th St. at MLK Jr. Way</p> <ul style="list-style-type: none"> • Create a chapter of implementation dedicated to “quick wins” 			<p>proposals</p> <p>6. discuss mechanisms for administration disbursement of funds for Public Art fee</p> <p>Dedicate City resources and staff to implementing the specific plan; collaborate with the Department of Race & Equity to ensure equitable implementation</p>
<p>Community Engagement</p>			
<p>Community Engagement</p> <ul style="list-style-type: none"> • Be persistent and engage youth in actual projects (like murals and music, for example) rather than just asking them to contribute ideas • Use the Warriors to interact with the community • Facilitating paid internships for youth and community members in development and planning • Go to the schools to do workshops there instead of asking students to go somewhere else • Engage communities likely to be displaced • Make decision-making process, and how community can be involved, really clear • Work with intermediary organizations (such as West Oakland Environmental Action, Causa Justa, Ella Baker Center, the East 12th Street project activists) • Notify all residents of planning issues, not just property owners (consider using a 10-minute walkshed) • Consider establishing a project youth leadership group (similar to the Plan Downtown Community Advisory Group). • Address concern that the City doesn’t actually act in response to what they hear from the community • Give CAG education tools to discuss proposals with their constituents • Keep track of actions virtually 	<p>Youth Commission EBHO UC Berkeley Haas Institute Uptown Arts District Youth Service Providers Youth Summit</p>	<p>180 214 721 733 777 808 845 847 1057 1214</p>	<p>Work with Equity team to engage youth in more interactive ways</p> <p>Look into working with a youth development agency and have them place and pay interns in Planning. Design an intern program prior to hiring interns that provides benefits beyond money and office experience.</p> <p>Conduct an internal equity review as it relates to the current racial makeup of Planning dept. staff prior to the internship launch.</p> <p>Switch Planning/Zoning database program to something like USPS and send bulk mailers to all residents, not just property owners. Note that people of color are more likely to be renters based on redlining, sub-prime mortgages, etc.</p> <p>Create a standard procedure for a higher level of notification of planning issues; consider a newsletter and social media. If the stated desire is real than the City needs to be proactive and responsive by using the platforms/media that the community uses</p> <p>Manage this through an actual social media professional (highly trained in racial equity and the role of institutionalized racism) with a</p>

			<p>strategy, in order to minimize negative impacts. Make calls to community members and groups about issues; as we walk developers through the process, we should also walk the community through the process.</p> <p>In order to address racial equity, Youth internship programs should target (and be promoted toward) youth from communities of color and should admit based on ratios that reflect the demographic of Oakland. In practice, retail participants should undergo racial equity training, so that youth are treated fairly and given responsibilities and mentoring commensurate with their abilities/potential and not determined by their skin color.</p>
Community engagement. Want Malonga organizations represented in the process.	Malonga stakeholder mtg;	311	
Specific Issues & Populations			
Youth <ul style="list-style-type: none"> • Make the youth feel like they're engaged and part of the community: Provide and educate about internship opportunities, job opportunities, community service hours, grassroots efforts. Involve them in planning. • Young people loiter at Snow Park because they don't feel like they belong anywhere else • Students should be able to access housing, services, services for children, places to play, soccer field • At-risk youth can't afford to live in Oakland; need to live far away and come long distances with transportation challenges for services and education • The people who are speaking to them and leading them at events like the Youth Summit need to look like them. • Youth need affordable stores, cafes, places to eat; they don't feel welcome without them 	Youth Service Providers Focus Group Youth Summit Y-PLAN Policy Brief City of Oakland Youth Advisory Commission Student (OSA)	415; 419769 771 777 779 801 804 808 816 817 818 820 822 827 845 847 1134	Address these issues in the process and with the equity strategy Re-open curfews up for discussion; imposing curfews is a long-used tactic employed to control communities of color

<ul style="list-style-type: none"> Youth don't feel welcome at places where the people don't look like them (i.e. non-white, young, non-professionals) Include youth on city planning advisory boards Youth more than any other group are concerned about homelessness; both out of concern for the individuals, and because the homeless people on the streets make them feel uncomfortable Youth feel more welcome in East Oakland Youth think that regardless of what they say the City will ignore them Youth Center. Public youth centers with academic support services, mentoring, art/music studios, athletic gyms, with affordable/healthy food provided The early curfew defeats the purpose of First Fridays. [Commissioners] would like to see First Fridays relaxed; they think it's possible to loosen up without being unsafe. Need better schools; more schools downtown 		1351 1354 1356	
Elderly <ul style="list-style-type: none"> Creative seating for little kids, teens, and the elderly 	Y-PLAN Policy Brief	1353	
LGBTQ <ul style="list-style-type: none"> Install gender neutral bathrooms in public places 	Y-PLAN Policy Brief	1354	
Homelessness			
<ul style="list-style-type: none"> Develop a plan for the homeless population to keep their belongings off the streets and out of the parks Provide drug rehab centers, particularly to address the needs of people who are homeless due to drug addiction Address the mental health issues that have often left untreated patients in the streets 	Youth Summit Workshop Old Oakland Neighbors Y-PLAN Policy Brief	797 1027 1028 1354	
Public Benefits			
Community Benefits. <ul style="list-style-type: none"> Clear, measurable criteria Phase requirements and prioritize benefits in tiers Increasing benefits for developers as more benefits are added. 	Chinatown	117 119	Hold an educational workshop with City staff and community members about community benefits, hiring an expert in the field to present (discuss pros and cons)

<ul style="list-style-type: none"> • Use a menu of benefits and assign points (and financial value) to determine the bonus given • Study feasibility to determine the amount of community benefits required for a particular project • Community benefits tracking (progress and utilization) • Build in a mechanism to update benefits over time 			<p>Develop methodology for determining if a community benefits program is feasible, and if so, develop a plan for what and where</p>
Culture (Heritage/Preservation)			
<p>Cultural sensitivity & anti-racism:</p> <ul style="list-style-type: none"> • Ease noise ordinances to protect entertainment activities • Train BID ambassadors in cultural sensitivity and restorative justice • Youth see Downtown as a place for rich people, and not for people from Oakland, especially from East Oakland • Youth commissioners do not feel welcome Downtown; they all had experienced having security guards and businesses yell at them, kick them out of public spaces (even Oakland School for the Arts students who were playing dodgeball in Frank H. Ogawa Plaza during PE with adult supervision). • Because African Americans are being displaced from Downtown at a higher rate than any other ethnic group, anti-displacement and cultural resiliency efforts should prioritize supporting and facilitating investment into the BAMB • Address needs of the Asian & Pacific Islander community • More inclusionary language in the vision regarding cultural/ethnic diversity • Address apparent cultural gaps due to gentrification in the Downtown between youth and other residents in outlying neighborhoods and the perceived wealthier and non-native Oakland residents and users of Downtown • Show beauty and safety without people feeling as if certain people will not belong there • Youth services Downtown being squeezed out of their rent will impede Downtown being youth-friendly • To feel empowered and welcome, youth need to see and know the young people and movements who came before (like the Black Panthers and their free breakfast program). Museum? 	<p>CAG Meeting Youth Commission Chinatown Coalition OCNC SPUR Youth Service Provider Focus Group Youth Summit</p>	<p>81 181 372 357 386 427 438 440 656 758 761 779 818 820 822 827</p>	<p>The City is a member of the BID; talk with Harry Hamilton about how the City might influence training of ambassadors and reach out to businesses about age and race discrimination</p> <p>Work w/District 3 on a “no whining” ordinance regarding noise for all of Downtown.</p> <p>Adopt entertainment districts, in which lighting and noise restrictions are eased along one to two corridors</p> <p>Break down Broadway as a dividing line between Chinatown and Old Oakland; co-market the two neighborhoods, and also connect Chinatown and Jack London. Hold a meeting of all three neighborhoods.</p> <p>Review the plan created out of the 2012 ULI fellowship that Oakland participated in and take steps to begin to implement it.</p> <p>Partner with community organizations to host events with citywide access and communication, and cross-cultural dialogue</p> <p>Work with Cultural Arts on culture and youth hiring</p> <p>Address Black and youth history in Cultural Heritage section; discuss with Equity team</p>

Education? <ul style="list-style-type: none"> Youth don't feel welcome as young people of color 			
Cultural Assets Map <ul style="list-style-type: none"> What is criterion for cultural asset? Where are galleries, DeLauer's, Oakland Symphony; Oaklandish, some statues are listed and not others There seems to be a lot missing. Nothing below 12th Street. 	Naomi Schiff; LPAB mtg notes	1191; 1185	
Cultural change (preservation & innovation). <ul style="list-style-type: none"> [preserve] black working class culture; should show new people the history and culture of Oakland; vision should better reflect the culture that makes existing residents (including youth) feel welcome; more emphasis on cultural celebration and innovation, political movements, and artistic innovation [page 4.8-4.9]; save the soul of Oakland; concern over gentrification & displacement; 	2/1 workshop; Youth Srvc Provider Focus Grp; CAG; Chinatown Coalition; Malonga stakeholder mtg; Dimensions Dance Theater;	980; 772; 84; 353; 1000; 1001; 297; 188; 189	Discuss and list ways the plan will be doing this; revise vision to better articulate a more inclusive vision
Cultural diversity. Vision should highlight cultural diversity	OCNC	384	
Cultural expectations. <ul style="list-style-type: none"> Need to build a culture of exposure and openness, greeting one another. Building relationships. Newcomers should learn the culture. 	Youth Srvc Provider Focus Grp;	774; 775	
Cultural sensitivity policies. Needed for existing loud cultural uses. London created such a policy to protect its night clubs.	PAAC		Adopt ordinance (before/simultaneous to plan adoption?); research London policy?
Cultural Preservation. preservation of specific buildings is less important than maintaining a cultural district's vibrancy through a variety of tactics that include public art, bilingual signage, keeping historic churches, community centers (like Lincoln Recreation Center)schools, social services and businesses viable, etc.	Chinatown Coalition	361	
Framing cultural heritage & equity. [page 2.4] expand on cultural heritage which the plan seeks to protect;	Marisa Raya	124	Add a section on "culture," "cultural assets" etc. need to add context to cultural heritage and equity.
Political activism. How do we design for activism?	CAG	74	
Connectivity: cultural assets.	OCNC	379	

Projects should be encouraged that increase connectivity and access to existing cultural assets			
Economic Development			
Economic Security <ul style="list-style-type: none"> Populations struggling the most with family economic self-sufficiency include elders, immigrants, men of color, households with children under 5, and female-headed households 	Insight Center	247 248	Need to address the larger economic ecosystem
Safety & Police			
Police <ul style="list-style-type: none"> Defund the police; stop using the police as bookends and enforcers in the gentrification process to remove the poor and working class people of Oakland Need to build relationships with the police department; youth feel surveilled around the Downtown space, and can't have fun because they're afraid of getting in trouble. Less police; stop police violence; stop policing youth of color 	Needa Bee (SpeakUp) Youth Service Providers Focus Group; youth summit	626 768 829	Talk to the Downtown NCPC community service officer; find out what they are already doing about community policing and youth connections, and what could be enhanced

Housing and Affordability

- Housing
- Specific Populations
- Community Benefits
- Process
- Additional Research
- Specific Areas

Comment	Source	Row	Staff Recommendations
Housing			
<p>Housing Information</p> <ul style="list-style-type: none"> • Include counts of affordable units in plan area • Show existing unit counts by # of bedrooms • Use great caution in developing policy positions based on the recent report by the Legislative Analyst’s Office (supply-side argument); it has been challenged by academics and housing professionals. Supply solution will take many years to impact market conditions. The 10k program Downtown expanded supply, but failed to exert downward pressure on rents; instead, it signaled that Downtown was a hot and desirable neighborhood and brought even greater demand for housing by people with incomes substantially higher than that of existing Downtown residents. The result was that new development generated additional upward pressure on rents. • The assumption in 6.11 that “for the purpose of this evaluation, it is assumed that increasing housing supply supports housing affordability” is questionable. • Describe number and demographics of low-income renters, and housing characteristics & market conditions that affect the provision of affordable housing • Describe existing preservation policies to maintain neighborhood affordability • Rent in KONO has gone up 30% in just two years • Show number of existing and at-risk units on housing map 	Housing Dept EBHO	145 196 201 209 210 958	<p>Get counts from the Housing Department [check with HCD Policy div]</p> <p>Send these information requests to Strategic Economics</p> <p>Add policy about updating numbers annually</p> <p>Add policy about tracking the number of bedrooms in new housing units</p> <p>Fix tables in Alts Report that show unanalyzed data</p> <p>Get subsidized housing numbers from the Housing Department/Strategic Economics</p> <p>Address in toolkit</p> <p>[include the City’s limited SRO conversion ordinance (doesn’t cover private conversions, just where the City/Agency is involved): http://www2.oaklandnet.com/government/o/hcd/s/Data/s/HPR/index.htm#sro]</p> <p>Given the intensity of pressures on conversion of downtown market rate SROs, can we address preservation efforts/policy options? A quick scan of the Housing Cabinet report doesn’t yield strategies specific to the preservation of SROs downtown,</p>

Comment	Source	Row	Staff Recommendations
			but this is a huge issue for the DTSP]
<p>Housing Analysis</p> <ul style="list-style-type: none"> Quantify the need for affordable housing Identify how non-subsidized affordable housing units in or neighboring the plan area may be impacted by the plan build-out Assess the amount of affordable housing, by income level, that is likely to be produced by the market Estimate the public financial burden and the private costs required to meet the identified housing need Identify the “gap” between the dollar amount needed for affordable housing and the potential sources available Include amount of affordable housing, by income level, under each alternative How many housing units, residents, businesses and jobs are displaced by the proposed new development on economically underutilized property? 	PolicyLink	573 1166	Address in toolkit (see MTC scope)
<p>Affordable Housing Policies</p> <ul style="list-style-type: none"> Develop mandatory inclusionary affordable housing percentages or in-lieu fee (20%, 25% and 30% were suggested) Provide a range of affordable multi-unit residential options, including rental, for-sale, and work-live spaces Prioritize public land for affordable housing (as required by law); identify and reserve sites Develop mechanisms to use impact fees to expand the supply of affordable housing in key areas such as Downtown Tie parking reductions (and other incentives) Downtown to inclusion of affordable units Need to specify how <i>Oakland At Home</i> policies will be implemented in the Downtown area; specific, concrete programs Reduce allowable heights and densities and allow increases only to the extent that affordable units are included Provide new homes that are tailored specifically to the 	WIP Presentation EBHO Greenbelt Alliance Chinatown Coalition Vivian Kahn (SpeakUp) Youth Service Providers Youth Summit Chryl Corbin Vivian Kahn Chinatown Coalition Syd Wayman Valerie	64 194 195 197 198 200 213 228 231 234 236 237 239 242 243 347 354 634	City has adopted the impact fee instead Consider developing a policy that requires that some portion of affordable housing impact fees collected Downtown are spent for housing Downtown, with priority near transit - see HUD for best practices on fair housing issues Target NOFA funds in the same way [NOFA already has points for proximity to transit, grocery/pharmacy, etc. Staff could look at refining/giving greater points under this category] Explain why we’ve decided to eliminate parking requirements Have Strategic Economics look at Oakland at Home policies for the Downtown: amending condo conversion impact area, protecting SROs [SRO preservation specifically appears not to be one of the immediate priorities of the Housing Cabinet report, but will be addressed – could fall under the preservation strategies. These buildings often need a lot of work, and while

Comment	Source	Row	Staff Recommendations
<p>needs of low-income residents</p> <ul style="list-style-type: none"> • Low-income mortgage assistance • Make abandoned lots affordable for citizens • Include deeply affordable housing to address homelessness, including homes for seniors, disabled, and residents with mental and behavioral issues • Protect SRO housing in core with specific policies; keep units affordable • More innovative housing types: micro units; elder housing like Phoenix Commons; ownership models beyond single family houses, like New York City co-ops; co-living (support these development plans), land trust limited-equity units • Include mechanisms to ensure the provision of affordable homes and relocation assistance for residents facing displacement • Build housing at all income levels (all housing is affordable at a market clearing prices), including for people making minimum wage • Designate self-help/self-build homestead districts on vacant lands • Strengthen and enforce policies, including making the rent board “do its job” • Parking maximums • Rent control on all new rental construction 6 units or more • Affordable units need to be affordable for the neighborhood being built in; using regional / citywide median income skews “affordable” up to levels working class families can’t afford • We are still unsure if the tech industry will be here in 10-20 years when these plans come to fruition and we should not put all our eggs in the, unknown, future tech basket • In reference to funds for [affordable] housing development,” also add language about language access for these opportunities. • Consider goals such as: <ul style="list-style-type: none"> ○ No net loss of affordability in the plan area 	<p>Winemiller Melissa Mandel Anita Fiessi Chris Olson Y-PLAN Policy Brief Adhi Nagraj Jahmese Myres</p>	<p>771 853 884 885 900 922 925 938 943 946 950 954 966 971 989 993 1009 1024 1037 1235 1262 1316 1317 1318 1319 1320 1381 1383 1384 1386</p>	<p>existing tenants usually have rent adjustment protections, there is a lot of pressure on them now]</p> <p>We can reduce allowable heights and densities in some areas. Explain the reasons why limiting them in other areas would be detrimental.</p> <p>Provide incentive zoning: any place we allow height increases, there should be full community benefits [Need to define options for meeting this clearly. Also, could this be incorporated in with density bonus changes?]</p> <p>Talk to Housing about mortgage assistance [Get stats from MAP program.]</p> <p>Talk with Kelly Kahn about her research into in-between uses.</p> <p>Research whether there are any properties with code enforcement liens on them that could be opportunity sites for temporary uses</p> <p>Types: Expand micro-units to other areas and allow small kitchens in the units (currently they are treated as hotels to allow for their density and small size). Research this. Look into any needs for tiny homes or cohousing. Consider an exception to the 5-room maximum to support co-living.</p> <p>Explore options for partnering with Laney College to create model tiny homes that would be pre-approved. Use preservation/acquisition program for SRO purchase/rehab/long-term affordability (tricky, given that there’s not much \$\$)</p> <p>City’s ability to implement new Rent Control restrictions is severely curtailed by Costa Hawkins (i.e. state law)</p>

Comment	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> ○ Total number of affordable units, by income level, that will be accommodated in the plan area ○ Target for percentage of total units that are affordable ● Look at Vancouver Downtown East Side Plan: impressive retention and affordable housing policies; ● Prioritize public lands for affordable housing, or at least (given financing gap infeasibility) 80-20 deals or 70-30 deals. ● Develop a small scattered site fund ● Doesn't think increasing supply will secure affordability. P. 6.11: report "assumed that increasing housing supply reduces costs"; clarify: not by itself ● Leave the 30% affordability goal – it's high and ambitious 			<p>Challenge: concern that TIC owners want to condoize them (have to get condo map)</p> <p>Get update from Housing on relocation assistance</p> <p>Waive fees for specific types of housing (i.e. affordable)? Reduce delays? Add staff? Create fast lane approvals for affordable units? Work with Planning & Building and Public Works.</p> <p>See Dignity Village in Portland; map vacant lands that could be used for homesteading/homeless camps; update the technology</p> <p>Address planning/zoning barriers to more sustainable homesteading.</p> <p>Neil is working on parking maximums</p> <p>Address goals in the affordable housing toolkit</p>
<p>Development Costs</p> <ul style="list-style-type: none"> ● Decrease the cost of market-rate housing development with planning and zoning tools that discourage land speculation, set by-right development at a lower density, but allows major density in exchange for a clear set of community benefits, and reduces utility impact fees like EBMUD water service in dense urban areas, reduces open space requirements within buildings in exchange for fees that go to programming of public parks, and reduces parking requirements in exchange for affordable residential or commercial space for nonprofit tenants, etc . ● Modular housing saves between 10 and 12 percent, there is time and interest savings, and the quality is a little better ● Address policies that are costly and backfiring by slowing development (50% small and local business on top of 	<p>Chinatown Coalition Affordable Housing Developers Stakeholder Meeting</p>	<p>347 485 486</p>	<p>Incentivize surface parking lot development</p> <p>Encourage EBMUD to have a two-tier system to encourage density (currently there is a per-unit fee regardless of size or density)</p> <p>Note that there are important social factors that we are addressing with the policies that may be slowing development, and the City has determined that the costs are worth the benefits. Find out whether anyone has actually quantified the costs of these requirements.</p> <p>Check with the WIB to find out whether construction trades training is adequate to meet the demand, or whether options should be increased/improved. [Check in with Contract Compliance for response. Also, note that this last set of policies is only for projects with City \$]]</p>

Comment	Source	Row	Staff Recommendations
prevailing wage)			
Affordable housing programs <ul style="list-style-type: none"> San Mateo has an example of a successful shared housing program Mini-homes for the homeless (see Greg Kloehn) Look at Vancouver Downtown East Side Plan: impressive retention and affordable housing policies; request for “Elder Artists Complex” 	Insight Center Y-PLAN Poster Hiroko Val Serrant	249 1265; 1100	Research San Mateo as a case study Consider modifications to NOFA process for artist housing. (careful about inducing segregation)
Funding for Affordable Housing <ul style="list-style-type: none"> Explore other mechanisms at the district, local, regional, state, and federal level to generate revenue to increase the supply of deed-restricted affordable housing Adopt strong Housing Impact Fee Use tax credit scoring system with opportunity sites to develop strategies for infill development (look at cap and trade scoring system) SF and OUSD school agreement housing bond (ask Tomiquia Moss who to talk to in Mayor Ed Lee’s office as an example for addressing housing) Transfer tax on all property sales Are there any funds dedicated to executing the specific plan? 	Greenbelt Alliance Affordable Housing Developer Stakeholder Meeting OUSD	227 240 483 485 487 539 1017	We are working on housing bond (County and local) and lobbying the State about affordable housing funding. We have also adopted a housing impact fee. Our NOFA scoring is already geared towards supporting successful tax credit applications throughout the City including Downtown, though staff does periodically reevaluate based on City priorities and tax credit/other program scoring * needs to exclude City-owned property sales. It would also be good to close the loophole wherein if the City needs to foreclose on an affordable housing loan to transfer the property to another entity to save a property, the entity assuming ownership should not have to pay transfer taxes. Funding is limited throughout the City, and there are numerous other specific plan/similar plan areas – not sure whether dedicating \$\$ to a specific area(s) makes sense unless there’s a LOT more money available.
Increase density <ul style="list-style-type: none"> Choose the alternative with the maximum amount of new housing and with the maximum amount of affordable housing 	Greenbelt Alliance	234	Choose an alternative that at least meets ABAG projections
Right of return <ul style="list-style-type: none"> City has priority for existing Oakland residents and workers for newer City-funded/restricted rentals 	Housing Dept. Urban Strategies	146 744	Research right of return as part of planning process and determine feasibility of such a program as a second tier (post plan adoption) action.

Comment	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> How can we tell whether someone is displaced when they are priced out rather than evicted? See Steve King in Portland and other cities' policies 	Council		
Displacement <ul style="list-style-type: none"> Protection Examples of community organizing against displacement include the Mission, SF; Pilsen, Chicago; and DUMBO/Williamsburg, Brooklyn. Tenant protection and rent control (both residents and businesses), rent caps Need 2-3 concrete things to stem the tide of displacement in short term Keep people of color Downtown 	Chinatown Coalition Insight Center Urban Strategies Council Youth Summit	118 246 348 744 827 959 991 1008	Housing equity; address with equity strategy Ask Housing how the priority works and how it might be adapted to give priority to displaced Oaklanders Research Portland policies
Specific Populations			
Seniors <ul style="list-style-type: none"> Need benches along pedestrian walkways Plan should discuss and illustrate open space for seniors as well as youth 	WIP Presentation	67 1243	Add street furniture in the design guidelines (see Built Environment section)
Family Housing <ul style="list-style-type: none"> 1.8 – “Oaklanders with a wide range of incomes”, please add: “and family sizes” 1.10 - Vision: Principles – under the second bullet point, please include language about the need for resources for new construction of deeply affordable family housing 	Chinatown Coalition	345 346	Incentivize building larger units for families (market rate as well as affordable)
Homelessness. <ul style="list-style-type: none"> Study homelessness: Goldman homeless study Address trauma of closing temporary encampments Include homeless counts Include discussion of homelessness issues (including Red bringing in Community Housing Services) Provide homeless services / designated campground that would overcome the sanitary issues and trash associated with the existing illegal encampments Provide shelters that homeless people can stay in during the day, and provide jobs in the same building for the people 	Place Matters CAG Meeting Housing Dept JLID Youth Summit Y-PLAN Policy Brief Student (OSA)	41 77 145 280 801 804 809 849 1288 414 422	Meet with Human Services, Housing & Police See comments above as well Could use DT SAP process for id'ing sites appropriate for shelters and/or campground

Comment	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> living in the shelters More homeless shelters and therapy support for the homeless 			
Community Benefits			
<p>Community Benefits.</p> <ul style="list-style-type: none"> Clear, measurable criteria Phase requirements and prioritize benefits in tiers Increasing benefits for developers as more benefits are added. Use a menu of benefits and assign points (and financial value) to determine the bonus given Study feasibility to determine the amount of community benefits required for a particular project Community benefits tracking (progress and utilization) Build in a mechanism to update benefits over time 	Chinatown	117 119	<p>Consider holding an educational workshop with City staff and community members about community benefits, hiring an expert in the field to present (discuss pros and cons)</p> <p>Develop methodology for determining if a community benefits program is feasible, and if so, develop a plan for what and where</p> <p>Determine which departments track compliance with community benefits, and how assessments are coordinated.</p>
Process			
<p>Internal Coordination. Coordinate with other City initiatives:</p> <ul style="list-style-type: none"> Healthy Development Guidelines SRO conditions and conversion (Lynette McElhaneys office) OSNI (Al Auletta) Truck Routes Pedestrian Master Plan Freeway Access Project Other specific plans: prioritize project implementation across all plans 	Place Matters Chinatown Coalition	39 356 357	<p>This process is coordinating with other departments, and the District 3 office as part of the specific plan process, and incorporating these other plans.</p> <p>Involve Al Auletta in a conversation regarding any appropriate connections with OSNI.</p> <p>Move 7th Street Truck Route to somewhere else (5th?); 7th is residential, was built before the freeway, and is acting as I-880 overflow and suffering from pollution, noise and safety issues</p>
Additional Research			
<p>Additional Contacts. Additional organizations to involve:</p> <ul style="list-style-type: none"> Governing Alliance for Racial Equity Human Impact Partners Trust clinic homelessness East Oakland Building Healthy Neighborhoods East Lake United for Justice 	Place Matters Jose Corona PolicyLink Urban Strategies Council	38 192 746 1295	<p>Ain Bailey part of Equity consultant selection; consider other GARE connections</p> <p>Continue to include the other contacts/organizations in future outreach</p>

Comment	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> • Inner City Advisors • Adam Rosenthal (discussions around race and equity) • Impact Hub Oakland • David Silver (Oakland Promise – cradle to career) • EBHO • EBALDC • Fred Blackwell • Meeting of housing cabinet to talk about plan • Groups from Housing Equity Roadmap • ACCE • OCO • Just Cause • Black Lives Matter • EBASE • Chinatown Chamber of Commerce 			Talk with the Equity team about who else to involve in the process
<p>Additional case studies</p> <ul style="list-style-type: none"> • Louisiana speaks • 5M Project (San Francisco) • OSNI Roadmap for BRT (community planning leadership) • Place Based Social Development Plan • (http://www.toronto.ca/revitalization/regent_park/pdf/rpsdp_executivesummaryfinal_sept172007.pdf) • Green for All worker project, Newark, New Jersey that is reflective of 7th street, area 2 of the specific plan: http://www.greenforall.org/resources/newark-neighborhood-revitalization-effort-trains • Atlanta: addresses foreclosures: http://www.andpi.org/ • Detroit: http://wayne.edu/detroitfellows/program.php 	PolicyLink WOCAG	573 749 751	Talk with Ethan Guy
<p>Specific Areas</p>			
<p>Jack London</p> <ul style="list-style-type: none"> • Provide a range of affordable multi-unit residential options, including rental, for-sale, and work-live spaces 	Vivian Kahn	634	
<p>15th Street</p> <ul style="list-style-type: none"> • 15th Street image shows Housing Authority property turned into a fancy building; consider the ramifications 	SPUR	636	Note that fancy-looking doesn't necessarily mean a loss of affordability—is a rehab/re-do what's in OHA's plans moving ahead? Many affordable housing developments over the last 15-

Comment	Source	Row	Staff Recommendations
			20 years in the downtown area have been mistaken for market rate condos. Check in with OHA.

Arts & Culture

- Arts Planning
- Physical Space & Infrastructure for Arts
- Defining Art & Arts Districts
- Society & Culture
- Specific Locations & Improvements

Comment	Source	Row	Staff Recommendations
Arts Planning			
Art maintenance. <ul style="list-style-type: none"> • Need plan (funding, etc.) for maintaining existing public art (cleaning, fixing, operations, etc.) to sustain the public art. 	PAAC	1230; 1231	The plan could recommend that the City Administrator clearly articulates the significance of Public Art pieces as public assets. Thus, it should be a high priority for the city to allocate funds to maintain these cultural assets.
Arts & Culture Commission. <ul style="list-style-type: none"> • Bring it back 	2/1 workshop	880	Specific plan can include recommendation to re-establish the cultural arts/affairs commission.
Specific Plan Arts Sub-plan. <ul style="list-style-type: none"> • We should not only identify and preserve cultural assets but establish new assets; • art plan for downtown specifically (and City as a whole) 	PAAC	1221	Address arts and cultural planning comprehensively through the forthcoming cultural plan. Downtown plan to advance certain aspects of a cultural arts plan, as well as memorialize need for the plan.
Community engagement. <ul style="list-style-type: none"> • Want Malonga organizations represented in the process. 	Malonga stakeholder mtg;	311	Hold stakeholder meetings with the Malonga Collective
Comprehensive Cultural Arts Plan. <ul style="list-style-type: none"> • Percent of art for future development should be tied to a comprehensive cultural arts plan; • The Malonga Center should have great importance of any such plan (including facilities needs assessment, communication and marketing strategy, management, and new sources of revenue). • Specific Plan should have an arts “sub-plan”; • also include Oakland Asian Cultural Center; • need information about city grants and programs; • reposition the Malonga Center w/ in the City’s Cultural Arts & Funding Unit and include a comprehensive vision for Malonga Center; • consider an artist in residency program to remake negative spaces through art 	OCNC; Dimensions Dance Theater; PAAC; Chinatown Coalition; Malonga stakeholder mtg; Arts stakeholders (charrette mtg); SPUR Event Peter Birkolz	383; 191; 1212; 1232; 1090; 304; 491; 305; 298; 309; 1233 1361	Complete a cultural plan for the City of Oakland. <ul style="list-style-type: none"> • Plan should frame policy, organizational (within the city) and programmatic recommendations to promote and preserve arts and culture in Oakland. • Plan should document the economic impact of creative industries in Oakland. The economic impact study could be an advocacy tool to attract resources and support policy interventions. • Plan should document the art typology for various Oakland districts • Type of entertainment venues needed (including accessibility) including for youth and teens • Discuss investment in arts • address • Study Malonga vision, marketing, and potential

<ul style="list-style-type: none"> • Include improvements to other cultural resources, such as libraries 			repositioning to the Cultural Arts & Marketing Unit recommendations for Cultural Plan; Help stabilize and improve the Malonga center as a premier center of arts and culture in the downtown area (to include affordable, long term leases for resident organizations; completing comprehensive capital needs and cost estimate study; potentially direct a portion of infrastructure ballot measure funds to improving the center (if measure passes); improve marketing.
Implementation. <ul style="list-style-type: none"> • need implementation oversight/prioritization criteria • public art/impact fee/new development must be distributed throughout the city • lack of intersectionality b/w City departments has weakened the arts in particular • need to include arts (galleries – see Uptown Arts District resolution) in implementation • focus initial improvements on 18th St. at MLK Jr. Way 	Art stakeholder meeting (during charrette) OCNC Vessel Chinatown Coalition 2/1 workshop	495 496; 381; 740; 1085; 1088; 906	Specific plan implementation chapter should have a list of actions/recommendations (prioritized) and it should include addressing inter-departmental structure for reviewing future implementing projects. Plan should have a mechanism to objectively assess the equitable implementation of the Specific Plan to improve accountability.
Creative economy figures. Figures are really old.	Marisa Raya	125	To address in Strategic Economics work. Reference Americans for the Arts (AFTA) Arts & Economic Prosperity studies, OTIS reports, etc.
Enhancing cultural arts. <ul style="list-style-type: none"> • Promote and enhance Malonga center; • new development projects must not alter the character or accessibility of existing cultural institutions, i.e., through elimination of surface parking (threatening their long-term economic viability); • need to develop the arts citywide 	Youth AC; OCNC; 2/1 workshop; PAAC	435; 444; 374; 901; 1216	Include a vignette in the specific plan about Malonga to elevate its importance in the City’s records. City’s forthcoming cultural plan can address developing the arts citywide.
Investment in the Arts. <ul style="list-style-type: none"> • Plan vision should include robust investment in creative placemaking and art spaces and seek community input in cultural arts development. • Need more sources of funding and investment in arts. Measure C as a source of \$? • Rainin foundation; • Taxation as a source of funding? • Specific investment around 14th St. BAMBD (including 	OCNC; Malonga stakeholder mtg; PAAC; 2/1 workshop;	384; 385; 300; 303; 1213; 1229; 308; 944; 967;	Update specific plan vision to include robust investment in creative placemaking, public art and arts and culture spaces. Specific plan should include further detail on 14 th St. BAMBD Investment in arts generally to be further developed as part of cultural plan. Real estate acquisition/leasing/financial strategies related to

models for ownership and collective ownership) and Malonga Center			affordable arts space to be developed as part of Mayor’s Artist Housing and Workspace Task Force, and incorporated into plan as appropriate.
Physical Space & Infrastructure for Arts			
Art workspace. <ul style="list-style-type: none"> Artists need rent that is below market rate and long term leases; practice space (for music, dance, art studios). Study examples from other places: Sacramento; Baltimore; Brooklyn naval yard 	Malonga stakeholder mtg; Student (OSA); Arts stakeholders (charrette mtg); 2/1 workshop	310; 421; 500; 501; 942	<p>Research and develop real estate acquisition and leasing strategies potentially using some city-owned property as affordable space for local artists or working with philanthropic partner to acquire property and negotiate long-term leases to create permanently affordable art space.</p> <p>Employ zoning strategies such as cultural density bonuses, cultural easements or cultural inclusionary zoning, transfer of development rights, and design guidelines that support flexible maker space, etc.</p> <p>Create financial resources and incentives to make it easier for arts and cultural uses to remain and grow in Downtown such as displacement mitigation grant or loan program, sales tax rebate program for galleries, Business Tax license abatement incentive for artists and waiving permit fees for new arts and culture uses.</p>
Entertainment venues. <ul style="list-style-type: none"> Need flexible and accessible seating; need more entertainment, more performances, more music, more people on a regular basis, more events that closed down a street (BMX bike event in Jack London); need to include youth and teen entertainment 	Arts stakeholders (charrette mtg); Youth AC; student (OSA); 2/1 workshop	490; 464; 418; 927	Document in specific plan; include in cultural plan
Parking. Malonga parking; some people want more; some people want less.	Malonga stakeholder mtg; 2/1 workshop;	302; 944; 998; 936; 951; 952; 960; 961;	Specific plan should develop parking strategy for downtown.

		972; 977;	
Live/work. Art Arc San Jose example of artist live/work with public rotating art installations in Downtown San Jose	Econ. Dev (charrette mtg)	510	Specific plan should identify areas for live/work and work/live including options for publicly accessible programmable spaces (such as rotating/temporary art installations). Suggestions should consider socially and racially equitable development.
Zoning. Malonga commercial space on Alice St., 14th St. and Harrison St. work against the Center's potential and perception to patrons;	Dimensions Dance Theater	190	Explore cultural easements; develop supportive zoning controls (developed for 14 th St. BAMBD)
PDR/Maker Space. <ul style="list-style-type: none"> Need a high concentration of art/maker spaces (need supportive policies) as well as protections from displacement; Roll up doors; 	Ben Grant; Chandra Cerrito; 2/1 workshop	668; 223; 225; 868;	Design aspects of maker spaces to be developed through zoning proposals, i.e., tall ceilings, natural light, etc..
Defining Art & Arts Districts			
Arts Districts. <ul style="list-style-type: none"> How do cultural districts get linked together? (Also consider that Oakland Museum has a grant for the Lake Merritt Cultural District; should mention Chinatown cultural heritage & Asian & Pacific Islander community; Uptown arts district (info re: boundaries, characteristics benefits of arts districts) Black Arts Movement and Business District (BAMBD) prioritizes affordable housing; designate more arts districts (no mention of where) Vision: include active development and curation of downtown arts districts 14th St. BAMBD should serve as the model for civic investment into the arts (public private partnerships, etc.) 	Museum & Hood Design PAAC Chinatown Coalition 2/1 workshop Vessel Gallery OCNC	534; 1222 350; 879; 737; 743; 899; 371	Identify potential Cultural Districts in the downtown, and recommend moving forward with formal designation of these areas at the State CAC and/or local level. Tie zoning and financial incentives described here to these districts. Aspects of the Cultural District could include reduced rent, streamlined grants for building improvements and artistic endeavors, facilitates youth participation, considers retail, etc.
Public Art. <ul style="list-style-type: none"> Developers control what art goes on their properties (treated as a decoration); City's public art ordinance should also contribute % for performing art; 	Arts stakeholders (charrette mtg); Malonga stakeholder mtg; Savlan Hauser;	489; 295; 272; 432; 759;	The City of Oakland Cultural Funding Program supports Oakland-based art and cultural activities that reflect the diversity of the city for citizens of and visitors to Oakland by providing nearly one million dollars in grants to Oakland-based, non-profit arts organizations and individual artists annually

<ul style="list-style-type: none"> integrate art into fabric of development; sculptures for climbing; Statues should be of people of color (seen as monumental and historic); need permanent public art (in addition to temporary art (murals)) 	Youth AC; Youth Srvc Provider Focus Grp; PAAC	1218	funded by the General Fund and Hotel Tax. Consider revisions to public art ordinance in private development to create stronger incentives and guidelines for arts and culture space options, as well as permanent and temporary public art, particularly in Cultural Districts.
<p>Art Typology (& Cultural Traditions Documentation).</p> <ul style="list-style-type: none"> “art” is more than contemporary art production and retail sales (galleries and maker spaces); must consider traditional arts, such as Chinese martial arts, calligraphy, etc. as well as cultural traditions, etc.; include African American verbal tradition; performing arts; living arts; transgender community (in need of jobs/services); wall/mural art; 	Chinatown Coalition; Malonga stakeholder mtg; PAAC; Charrette Hands On Session; Northgate Neighbors	344; 363; 301; 299; 306; 1080; 1082; 1087; 1217; 1225; 98; 315	Defining an arts typology should be a component of the City’s forthcoming cultural plan.
<p>Cultural assets.</p> <ul style="list-style-type: none"> Ideas around assets that should be included. Can this map become a “living” document on the City’s website? Install a Black Panther Monument to commemorate their activism in Oakland and beyond Street culture: dedicate each street to a different culture, represented by food, public space, art, monuments, etc. 	Arts stakeholders (charrette mtg); SPUR forum; Hiroko Kurihara; Jack London District Mtg; Northgate Neighbors; Marvin X; Savlan Hauser; 2/1 workshop Y-PLAN Policy Briefs Y-PLAN Posters	488; 492; 493; 504; 1250; 731; 251; 312; 27; 257; 926;	Cultural assets to be mapped using the Streetwyze app
<p>Society & Culture</p>			
<p>Cultural sensitivity policies. Needed for existing loud cultural uses. London created such a policy to protect its night clubs.</p>	PAAC		Propose “No complainey-pants” legislation (noise disclosures, odor disclosures) in arts & cultural and entertainment districts i.e., Black Arts Movement and Business District, Uptown Arts District, Art Murmur District etc. to protect existing arts and

			entertainment uses and to help mitigate land use conflicts.
Framing cultural heritage & equity. [page 2.4] expand on cultural heritage which the plan seeks to protect;	Marisa Raya	124	Develop as part of social equity work.
Training/mentoring. <ul style="list-style-type: none"> Focus on education of local kids (get the tools in their hands to facilitate “maker” “production” careers); support youth pathways to arts industry jobs; get youth engaged with projects like murals & music; 	WIP presentation; Arts stakeholders (charrette mtg); Youth AC	63; 502; 441	See equity related comments.
Cultural events/media. <ul style="list-style-type: none"> Venues and activities for integration; community building; bring together young and old, all sides. large corporate business community could financially support a monthly community-oriented online newsletter which provides cultural content 	Youth Srvc Provider Focus Grp; Regina Evans;	776; 616	Provide models/incentives for large corporations to provide funding and art programming Fund downtown based art/event programming; ie. Temporary dynamic and community engaged art installations and performances, movie nights, dancing in the plaza, etc. (Parks & Rec)
Specific Locations & Improvements			
Street renaming. rename Alice St. in honor of Black Arts Movement worker Michael Lange	Marvin X	26	
Malonga exterior beautification. the Arts Center needs brighter interior paint, industrial carpet, visually beautified entrance (from curb to elevators), sidewalk treatments (mosaics), murals on theatre columns, large potted flowers, etc.	Dimensions Dance Theater	189	Include vignette (?) about the Malonga Center in specific plan to elevate its prominence in the City’s records. Building needs will be addressed during cultural plan process.
Main Library. <ul style="list-style-type: none"> Need a new library downtown 	2/1 workshop Library Advisory Commission	1026 1321	Specific plan can note the need for a library in its downtown and close to transportation. A main library downtown will host programming and provide a safe space for all to relax and explore. In addition, new library could be combined with an Arts based community center for professional artists that offers assistance based on artist-derived requests for technical assistance, etc.
27th St & Broadway. Former restaurant-use should be used for community theater discussion space and café. (close to 4 senior living communities)	WIP Presentation	754	
Construction impacts during construction. How will artists be impacted by new development during construction?	Malonga stakeholder mtg	296	Standard Conditions of Approval apply (e.g., limits on time of construction activity, debris removal, etc.)

Built Environment

- Neighborhoods
- Culture
- Economic Development
- Development Potential
- Historic Resources
- Maintenance
- Public Benefits
- Housing
- TDR
- Design Guidelines
- Zoning
- Report
- Miscellaneous
- Specific Areas

Comment	Source	Row	Staff Recommendations
Neighborhoods			
<p>Broadway.</p> <ul style="list-style-type: none"> • Broadway should be identified as a connecting corridor that overlaps its neighbors; it should extend a block to the east and include the east side of Franklin. It should extend to the west to include the west side of Broadway in Old Oakland. To the north of 15th St. it should extend to the west side of Telegraph • Broadway should be a grand pedestrian blvd connecting each sub-area of downtown together with an enhanced surface transportation [streetcar]; make revitalized Broadway the physical design centerpiece of the plan • Look at lower Broadway; small but significant [historic] buildings that are cultural assets: Everett & Jones; Souley Vegan; railroad station • Example for improving lower Broadway: Indianapolis Artsgarden • Need bigger floor plates and more construction represented 	<p>L. Kirk Miller; Morten Jensen; Naomi Schiff; Steve Lowe Adhi Nagraj</p>	<p>289; 1124; 1197; 1271 1368</p>	<ul style="list-style-type: none"> • An example/precedent of specific details relating to streetscape features that has worked for the City such as consistent sidewalk patterns (Exposed aggregate, brick, concrete), lighting standards, etc can be found in the BVD Specific Plan; these can be used as a reference for the Downtown Specific Plan. • Broadway’s function as the “spine” of Downtown can be elevated in the Specific Plan; it is the connector of all neighborhoods Downtown. Plan and perspective images that convey this idea can be created. • The design team can review the Indianapolis Artsgarden, and can continue to study and recommend consistent street design and appropriate building form along Broadway; with a goal to unify the street, making it feel more like a public space. • The streetcar continues to be presented as an option for the future along Broadway.

			<ul style="list-style-type: none"> The desired future design for Broadway can be further discussed during neighborhood design sessions.
Chinatown: Chinese Garden Park. Discuss alternatives for this park	OHA	398	This will be related to plans for the Freeway Access Project to either fix the traffic pattern or possibly relocate the senior center.
City Center. Replace City Hall parking garage with a public plaza/park	WIP board	69	This parking garage should be added as an opportunity site and discussed during a targeted neighborhood design session. A series of options for this site can be studied with a neighborhood design session, including public space, development scenarios, as well as what the desired use for the location is.
Howard Terminal. <ul style="list-style-type: none"> Do not want another office park Change state law to enable development Need to show difference concepts and identify goals generally for the site The proposed plan for a ballpark on Howard Terminal is not feasible nor does it make good planning sense. As stated in the document very expensive to implement. A ballpark on Howard Terminal would require one or two bridges over existing live UPRR railroad tracks (not shown), extremely costly pile foundations because of poor soils, extremely costly decontamination because of toxics, lack of sufficient parking assets (none shown), poor freeway access (no solution indicated) and very poor BART access (closest BART station is a mile away nor is the second BART crossing likely as discussed above). No other alternative downtown ballpark site is explored in the Specific Plan. The consultant provides no data to support that Howard Terminal can be terminated to maritime use. how about considering Howard Terminal for warehouse and distribution use that would support maritime activities? The ballpark belongs Downtown on the air rights of I-980 where it can jump start implementation of the I-980 Conversion and stimulate the potential of a Ballpark Village. 	Jack London stakeholders mtg; CAG; Bryan Grunwald	1063 1177; 526; 1113	<p>Can consider a phased approach where the Port continues to use the site as logistics/Port supportive activities for portion of the site and the portion closest to the Potomac is transitioned to Jack London Square supporting development.</p> <p>Will work with neighborhood stakeholders in Jack London to determine a phased plan that implements the neighborhood vision over time.</p> <p>If there is a ballpark at Howard Terminal in the future, the current conditions will also have to adjust. For example, transit service will need to be improved (e.g. additional BART service, a shuttle or circulator that connects existing BART to the ballpark, etc.) and land use regulations will also need to change. As is the case with many industrial sites that have been adapted, Howard Terminal will require site clean up and site specific design, as well as a thorough survey of soils, etc. While a ballpark is illustrated as an alternative, the other alternatives can certainly</p>

			accommodate a series of warehouse uses, if that is determined to be consistent with the visions and the desired use. Parking is provided in all of the alternatives that have been studied to date. The design team can explore the I-980 option.
Historic warehouse district Enhance Historic Warehouse District, lower Broadway and West of Broadway	Savlan Hauser	254	Address in targeted neighborhood design session. Concentrating on improving the public realm in this area specifically, will need to be a topic for the neighborhood design session.
KONO: 25th St. Garage District. <ul style="list-style-type: none"> 25th St/Garage District: retain commercial zoning; designate it as arts district with priority for local small business, light manufacturing, and maintain access for small and midsize truck deliveries; provide land use controls and firm guidelines to encourage compatible infill with arts uses in ground floor spaces, subsidized to provide affordable leasing rates; caution against "overdoing" the pedestrian walkway and drawing pedestrian activity from Broadway to Telegraph 25th St/Garage District: do not atop historic structures; for any taller infill buildings, step them back substantially, such that upper stories are not visible from the sidewalk looking from across the street We'd be interested in one open space pedestrian paseo, but not multiples. We want a path that encourages pedestrians to patron the existing businesses. 	OHA; Vessel Gallery	392 391 742	Consider different contexts of 24 th St. and 25 th St. and thus different treatments. Urban design, compatible infill, pedestrian circulation, and preserving local distinctiveness in KONO can be a topic in the neighborhood design sessions.
KONO: Northgate neighbors <ul style="list-style-type: none"> Housing with affordable housing, and ground floor commercial Landscaping with tree line bike way 	Khalil Nackley	323 325	Address in targeted neighborhood design session.
KONO: Uptown Arts District Uptown arts district will help create zoning [arts district] overlay	Hiroko Kurihara	734	Address in targeted neighborhood design session.
Lake Merritt Office District. <ul style="list-style-type: none"> Emerald Views on 19th St.: prepare a fall-back zoning and use plan if proposed development does not happen; An appropriate use for this site in an API adjoining historic buildings and a park would be public or public/private acquisition for park or garden use; on page 5.3 this site should be indicated as a historic resource, within the API, although it is a 	OHA	399	Address in targeted neighborhood design session.

<p>historic landscape, not a structure</p> <ul style="list-style-type: none"> Taller heights here 			
<p>Lakeside</p> <ul style="list-style-type: none"> street lanterns, surrounded by potted flowers, be placed along both sides of 17th Street between Franklin and Webster I would like to propose that gardens be planted around the bottom of the existing trees on both sides of 17th Street between Franklin and Webster. These gardens would be maintained with the help of the business owners (in conjunction with the City of Oakland) who are in closest proximity to the garden/tree. 15th St.: We support the idea of keeping 15th Street’s wonderful historic character and low scale, but perhaps consultants should consider looking at an alternative visualization that incorporates some of this recently-proposed height and density. How could such proposed buildings respect the surrounding historic properties? What kind of setbacks would be advisable? How should the street be designed if more intense uses occur at the corner? Schilling Gardens – by mentioning Snow Park, we’d like to remind people that the Emerald Views (too close to the lake and close to a historic district) draft EIR has been out for five years and hasn’t returned as final. If that doesn’t get built, it’s an opportunity to expand open space and Snow Park and spend money on that instead of on things that aren’t going to happen. It shouldn’t be considered in the same category as other entitled projects. Substantial opposition to it. Also, the owner name is incorrect. the Emerald Views project should not be listed as “approved” throughout the document (p. 2.21, 3.5, 5.1.8 and others) because it has not been approved yet 	<p>Regina Evans; OHA; Naomi Schiff</p>	<p>612 614 390 1198 388</p>	<p>Address in targeted neighborhood design session.</p> <p>Will work with the community to investigate additional height and density while also considering the parcel sizes and the character of adjacent buildings in this neighborhood.</p> <p>Will update the Emerald Views status in the report as is appropriate.</p>
<p>Jack London: Victory Court</p> <p>Each scenario for Victory Court appears to be the same. Step it up near BART, across from Brooklyn Basin.</p>	<p>SPUR</p>	<p>644</p>	<p>Address in targeted neighborhood design session.</p> <p>Will work with the community to determine a scenario for Victory Court that is more intense near BART.</p>
<p>Jack London: zoning west of Broadway</p> <ul style="list-style-type: none"> Low rise buildings west of Broadway Explain industrial zoning near Jack London and proposed changes west of Broadway 	<p>CAG; SPUR</p>	<p>645</p>	<p>Address in targeted neighborhood design session.</p> <p>Will describe industrial zoning in more detail</p>

			and will work with community to review changes west of Broadway in Jack London. In the existing plan alternatives, a range of uses are explored, including work-live units, light industrial, some neighborhood serving retail and office. At this point, the uses are very flexible, while the building form aims to better define the streets and public spaces.
<p>Jack London: Produce Market</p> <ul style="list-style-type: none"> • Critical to retain current low FAR (and commercial use zoning) for historic produce market); no higher buildings atop the low-rise historic buildings; explore addition of retail. • The Plan needs to recognize that residential development above the produce stalls may be infeasible unless the wholesalers relocate to another site due to noise and other impacts generated by the wholesalers. Even if the bulk of the wholesale activity leaves repurposing the Market site for a mix of retail and service uses like Pike Place will require retention of the current low FAR as well as carefully crafted use regulations • There should be more attention on the produce market in Jack London • Preserve Produce Market • Even if wholesale isn't relocated add retail during the day after produce market business is finished 	OHA; Savlan Hauser; Vivian Kahn; 2/1 workshop	396 277 1290 389 983 1171	<p>Address in targeted neighborhood design session.</p> <p>In neighborhood meetings and subsequent drafts of the plan, additional study of the produce market and a series of recommendations will occur. Preserving while also adapting and re-using the produce market will be studied further as the plan progresses.</p>
<p>Jack London: Produce Market: models.</p> <ul style="list-style-type: none"> • New Orleans comparison is not really apt for produce market; please provide other germane examples such as Pike Place Market or other uses which relate to the present and historic uses of the area, the structures and its proximity to the historic working waterfront • Seattle's Pike Place Market, which certainly does attract visitors but also remains a place where Seattle residents come to purchase fresh produce, fish, and other goods is a good model for the Produce Market. The organizational and financial structure of the Market, which is operated as a public development authority, can also serve as a model for the type of governmental and financial organization that may be needed to retain the Produce Market as a functioning part of the District 	OHA; Vivian Kahn	404 1279	<p>Issue with Pike Place example is that a separate "market hall" is planned for the ground floor of building in the Jack London Square area; can the district support two "market halls"?</p> <p>See comment above.</p>
<p>Jack London: Mix of uses.</p> <ul style="list-style-type: none"> • Plan should maintain and enhance (through policies, etc.) the unique 	CAG Amanda	1065 1371	Address in targeted neighborhood design session.

<p>character of the district (mix of light industrial, wholesale, retail and office uses - variety of employment types; variety of high density housing (multi-family apts/condos, life-style lofts, joint living & working spaces; historical industrial character of the District's architecture (both older structures thoughtfully renovate and new buildings that incorporate design themes, building materials, fenestration patterns of old buildings, without false historicism; interface of Oakland estuary and maritime uses)</p> <ul style="list-style-type: none"> • Preserve manufacturing uses (recognize that trucks are a part of industrial operations) • Want new industrial space • Work/live ok (no live/work) • Don't always default to retail on the ground floor (custom manufacturing on the ground floor) • Clear intention about commercial/light industrial (Concern about lack of light industrial space in the plan)Study ballpark at Howard Terminal in EIR • 	Monchamp		<p>Questions to address in design session: which uses in the alternatives that have been presented need to be altered? How can we take the recommendations for policies and turn them into goals, objectives and implementing actions in Jack London? Of the vision that has been described so far, what needs to change? What are the top 3-5 goals for Jack London? How do these meet the overall goals for downtown and the region? (e.g. employment growth and housing need?)</p>
<p>Jack London: County buildings Transform County buildings for transportation center, conference center, etc.</p>	Savlan Hauser	284	Address in targeted neighborhood design session.
<p>Jack London: Appropriate density. Encourage more density at appropriate locations in Jack London.</p>	Savlan Hauser	264	Address in targeted neighborhood design session.
<p>Jack London: Housing. Provide more and diverse housing options in Jack London to respond to current housing shortage</p>	Savlan Hauser	281	<p>Address in targeted neighborhood design session.</p> <p>With several potential sites for infill development, additional study of housing options in this area will need to be a part of the conversation.</p>
<p>Old Oakland</p> <ul style="list-style-type: none"> • Greater density on vacant and underutilized parcels (specifically the vacant parking lots on 10th and 8th St.) • Dog park (at 7th St. and MLK) - poorly done with rocks as ground cover. Need to revisit so dogs can use it. • Increase pedestrian lighting below the tree canopy (like EBALDC just did at Swan's) - especially along the North side of 10th Street by the convention center, where it is very dark and there are often car break-ins 	Ed McFarlan; Old Oakland walking tour	285 474 477 887	Address in targeted neighborhood design session.
<p>I-980</p> <ul style="list-style-type: none"> • Plans to promote mid-rise or high rise housing next to 1 and 2 story homes 	Bryan Grunwald; Old	1112 1109	<p>I-980, noted items for investigation:</p> <ul style="list-style-type: none"> • Brush Street

<p>in Oak Park does not respect sensitivity to the neighborhood context of West Oakland. Moreover eliminating Brush Street is probably not feasible because the large storm drain that conveys water from the depressed section I-980. Moreover, eliminating Brush Street will only add to the project cost. I recommend beautifying Brush Street as scared by CalTrans, including consideration of additional landscaping possibly by eliminating the parking lane.</p> <ul style="list-style-type: none"> • While streets can serve as a focus and linking element for neighborhoods and commercial areas it is equally true they can also serve as barrier limiting easy, frequent and safe pedestrian crossing. Given anticipated traffic volumes on the proposed boulevard and signalization required to accommodate vehicular traffic the boulevard could create an even greater separation between downtown and west Oakland. • Although enhanced pedestrian accessibility between West Oakland and downtown has been touted as a major advantage of the boulevard such claims need further consideration. One only needs look to use suburban areas like Roseville, and Sacramento, and where major traffic carrying boulevards serve more as barriers rather than unifying elements. (Brian submitted PDF press release of a workable I-980 solution) • Study whether new multifamily and mixed use development that would be part of the I-980 transformation would cause rents to increase nearby pushing out lower income residents? • I-980 conversion: we see the conversion as a long term plan and hope that some of the more modest shorter-term measures will get detailed attention and generate appropriate implementation measures. 	<p>Oakland neighbors; OHA;</p>	<p>1149 1150</p>	<ul style="list-style-type: none"> • Pedestrian design features / function • Impacts to housing affordability <p>Include near-term improvements in plan and recommendations (such as repurposing some lanes for better bike, pedestrian crossings)</p>
<p>Neighborhood hubs. Want an overarching plan, but also want to cultivate what’s happening already in the districts.</p>	<p>PAAC</p>	<p>1226</p>	<p>One of the primary plan goals is to achieve a unified vision for Downtown that celebrates the distinctiveness of each of the neighborhoods/districts.</p>
<p>Culture</p>			
<p>Cultural Assets.</p> <ul style="list-style-type: none"> • Eliminate the cultural assets map unless it can be made much more complete – would be exceedingly time-consuming to make it comprehensive • There seems to be a lot missing. Nothing below 12th Street. • What is criterion for cultural asset? Where are galleries, DeLauer’s, 	<p>OHA; Naomi Schiff; LPAB mtg notes</p>	<p>408; 1191 1185</p>	<p>Need to develop an agreed-upon definition and criteria for cultural assets.</p>

Oakland Symphony; Oaklandish, some statues are listed and not others			
Cultural Preservation. preservation of specific buildings is less important than maintaining a cultural district's vibrancy through a variety of tactics that include public art, bilingual signage, keeping historic churches, community centers (like Lincoln Recreation Center)schools, social services and businesses viable, etc.	Chinatown Coalition	361	Define cultural assets, and include preservation in plan policy
Economic Development			
Economic Development Addition in "How Can the Specific Plan Address Economic Development" (Pg 4.21): Pedestrians are more likely to shop in downtown if the pedestrian environment is safe and walkable. Implement traffic calming measures that reduce motor vehicle speed and noise to create a more pleasurable downtown walking experience that encourages business patronage. Analyze economics of the different variations; costs and benefits of different themes, including tax revenue benefits	Zach Seal Alan Doanes	131 1360	Suggested text edit.
Development Potential			
Development potential. <ul style="list-style-type: none"> Exclude the development of Howard Terminal and I-980 to reach housing or job goals (should be considered as more long term goals) Must meet RHNA goals and recognize that density in a downtown well served by transit will help to curb pollution; There is only one part of downtown identified for new tall buildings (Lake Merritt Office District), despite tall buildings already existing in other areas of downtown, and no area where future development is envisioned to be taller than historic development. The idea of downzoning downtown given the housing crisis and global warming works against the goals of the Mayor who ran and won on a platform of increasing housing production, yet that seems to be the direction this process is going. Both Uptown and City Center have very low estimates of new devolvement potential (particularly for office development) as compared to sites illustrated. Please confirm these estimates are correct. ID the notes opportunity areas in each Downtown neighborhood Opportunity: <ul style="list-style-type: none"> Fire Alarm building could become arts space Make plan b for 19th St. Emerald Views development 	SPUR; Timothy Mulshine; Val Menotti (BART); CAG Adhi Nagraj Moore	687; 688; 1298; 1135; 87 1382 1388	Create an opportunity sites map, separate from the illustrative map (of vacant or underutilized buildings) One map without Howard Terminal and I-980 (and one with Howard Terminal and I-980 – visually subordinate to main opportunity sites map). Need corresponding table of characteristics of opportunity sites (address, APN, size, owner, etc.) Clarify the number of units in downtown neighborhoods / I-980 / Howard Terminal in Plan Alternatives report – show how estimates relate to market projections and plan goals. Discuss potential increase at neighborhood design meetings.

<ul style="list-style-type: none"> • Provide a heat map of what is zoned now and the changes • Preserve the waterfront for all citizens 			
<p>Intensify future development potential.</p> <ul style="list-style-type: none"> • Increase density – consider family-friendly design guidelines and “gentle density” in areas where single family homes exist (Old Oakland) • Need high rise buildings; consider Growth and Development portions of SPUR’s “A Downtown for Everyone” • Growth in the alternatives report is very modest; we need to be thinking about our role in the region • Increase density – future economic growth depends on selectively deciding where we must allow greater height by-right. Need enough density to support tax revenue to improve the streetscape. • Downtown needs to accommodate scale changes like taller buildings next to shorter buildings • Eliminate proposed height reductions throughout most of the plan area, except when explained by important urban design or other considerations • Buildings need to go higher, particularly against I-880 (on south side of block, not north side) • Right now we don’t have as many possible NYMBY’s fighting density, put density in place now. • No downzoning – maximize potential for housing and new and creative affordable housing funding mechanisms • Growth will help city • Need a critical mass of office (Uber will help); office is easier to concentrate around other office, since there are retail amenities to support the employees • 90,000 people moved to the Bay Area in 2015 (Chronicle article): Alameda county took the most; we’ll need to take on development from around the region, and need more supply. Build high when we can. Don’t sacrifice a great TOD site for sure five-over-two low-density. • I-980. Plan Alternative option 1 & 2 show a maximum of approximately 2.5 million square feet. Connect Oakland’s preliminary study for the area yielded approximately 3.8 million square feet. The upward limit of new development could easily exceed 5 million square feet • Height and density of Alternative 1 is not aggressive enough for future development with or without the transit corridor and central station 	<p>Tiffany Eng; CAG; 2/1 workshop; SPUR; Signature Development Group; L. Kirk Miller; Market Rate Real Estate Developers (charrette mtg); The Swig Company Chris Sensenig Alan Doanes Adhi Nagraj</p>	<p>1099 292 76 1239 621 680 683 640 903 1076 531 1308 1310 1326 1327 1359 1379</p>	<p>Clarify the estimated development in downtown neighborhoods / I-980 / Howard Terminal in Plan Alternatives report – show how estimates relate to market projections and plan goals.</p> <p>Discuss potential increase / intensification at neighborhood design meetings.</p>
<p>Maximize growth near transit.</p>	<p>L. Kirk Miller;</p>	<p>288;</p>	<p>Identify opportunity sites near BART and</p>

<ul style="list-style-type: none"> land use "centers" should be created; area around the two BART stations on Broadway should have a more intense use; key parcels of more than 20,000 sq. ft.; ok if some of the fine fabric downtown is lost, but with proper urban design that could be a positive Downzoning in transit areas would be a mistake given the housing crisis and need for investment; Oakland needs incentives for density. Berkeley's downtown is a cautionary tale (density bonuses are never used, so the buildings are all low). Increase allowable height and density around downtown 12th St and Uptown 19th St BART Stations 	<p>SPUR; 2/1 workshop; CAG; Greenbelt Alliance</p>	<p>643 928 1073 233</p>	<p>evaluate size / opportunity for assembly; discuss at neighborhood design session.</p>
<p>Lower height in select areas/under certain conditions.</p> <ul style="list-style-type: none"> Step down towards the lake and Jack London [waterfront] The plan seems to reinforce the dividing line by putting multistory along Castro – even at a concept stage that reinforces the traditional division there. Would rather see more effort put into knitting those two districts together, even if there is no conversion of I-980 to a boulevard Where increased densities and increased massing are proposed, the impacts of these increases should be carefully studied. It is important to retain the historic nature of the Garage District and promote higher density development along the bordering corridors of Broadway, Telegraph, 27th Street and Grand Ave (existing art entities should be able to remain in the existing historic buildings and not be relocated to new development) Don't put more stories on top of historic garages – respect their historic character (Historic powerplant building is shown with new development – this seems unlikely and unwise.) Explore reducing height and density in exchange for community benefits 	<p>CAG; Stafford Buckley, LPAB mtg notes; Hiroko Kurihara (Uptown Arts District); Naomi Schiff Jahmese Myres</p>	<p>1074 1183 1129 726 723 1374</p>	<p>Discuss at neighborhood design session.</p>
<p>Historic Resources</p>			
<p>Historic Resources Map</p> <ul style="list-style-type: none"> check inaccuracies in the historic properties mapping (as commented at the LPAB meeting (3/14/16) – see lower Broadway and point out significant buildings even if they're not landmarks Press Building isn't noted as a landmark building (right behind the Tribune) – definitely a national landmark (Staff note: the map is only City landmarks, which isn't one-to-one with national register.) 	<p>LPAB mtg notes</p>	<p>394 1184</p>	<p>Review maps and update as needed. Add notes to explain/clarify as needed.</p>

<p>Historic Preservation</p> <ul style="list-style-type: none"> • Need prioritizing principles for historic preservation • Hopes that orientation to historic preservation will continue. • Goal: “Preserve and celebrate the historic buildings and civic spaces that have played a significant role in Oakland’s history and culture.” While this is a valid goal for The Plan, the idea that historic resources is limited to this narrowly defined goal is not consistent with the California Environmental Quality Act (CEQA). The definition of "historical resources" is contained in Section 15064.5 of the CEQA Guidelines; I request that this document more carefully elaborate the definition of a Historic Resource. 	Peter Birkolz	1127	Explain criteria / define what constitutes a Historic Resource in the City of Oakland and how the Plan can incorporate new policies that promote preservation of such resources
<p>Historic designation survey/standards</p> <ul style="list-style-type: none"> • standards and regulations for historic designations should be examined and revised to preserve the artists and maker building fabric, and potentially add buildings to historic building survey • An analysis that clearly defines historic assets will help distinguish which specific historic buildings and districts require protection and which do not. Present an analysis of historic assets, including potential landmark buildings and potential historic districts; landmarked buildings and clearly defined districts should be protected, but new buildings throughout the Downtown plan as a whole should not be predicated on matching the heights and bulks of existing structures. • Enhance the survey of historic buildings downtown and include information such as historic value, occupancy status and the potential to change the building’s use. • The Plan doesn’t even mention 19th century non-residential buildings which are among Oakland's most historic structures • include a discussion of the 1850s-1860s buildings on lower Broadway (includes oldest documented commercial buildings in Oakland and should be preserved; good tie to produce market • Evaluate historic resources in the key areas of the Downtown Oakland Specific Plan. Given the size of the Downtown Oakland Specific Plan, the ability to evaluate all potential historic resources under the California Environmental Quality Act ("CEQA") will be challenging. While it would be great to conduct this work under the Environmental Impact Report ("EIR") being prepared for the Downtown Oakland Specific Plan, we recognized that it may not occur. We recommend, however, that the City take the opportunity presented by the downtown plan, to evaluate potential 	Hiroko (Uptown Arts District); SPUR; Vivian Kahn; OHA; Peter Birkolz; The Swig Company Peter Birkolz	722 672 686 1289 402 1127 1314 1350	As a part of the planning process, and specifically in the EIR, a historic preservation expert has begun to and will continue to evaluate the historic assets and their relationship to local historic designations and growth. Evaluation, recommendation and mitigation measures (if needed) will be a part of the EIR process for the Specific Plan.

historic resources in areas within the Downtown Oakland Specific Plan slated for high-density development to encourage streamlined CEQA review for future highrise development.			
<p>Relating new development to existing historic buildings</p> <ul style="list-style-type: none"> infill in APIs and ASIs must be context-sensitive and within the scale of existing buildings; new buildings should be visually subordinate to contributing buildings; in many cases this means new building heights need to be lower than tallest adjacent contributing building (sometimes significantly lower, by one or more story). This must be reflected on any height/FAR map. Especially important in Old Oakland. Avoiding excessive architectural contrast with contributing buildings is a further requirement for achieving visual subordination and should be addressed in Design Guidelines New infill is shown on s side of 8th street on a site that has historic bldgs. Ensure that new development and building alterations respects character in Historic Districts through design guidelines and compatible development. Regulations applicable to new development on infill sites along Broadway and on adjacent parcels must be crafted to ensure that new and substantially renovated buildings fit into the historic fabric of these blocks and could also incorporate system of development bonuses and incentives such as development rights transfers Preserving historic smaller buildings and still increasing density Don't undershoot & downzone. It's ok to have higher buildings near historic. 	OHA; Naomi Schiff; Vivian Kahn Adhi Nagraj	403 1195 1199 267 1285 986 1379	Discuss scale of infill at neighborhood design meeting Define design guidelines and what is compatible development in Plan The Specific Plan intends to be promote context sensitive development that respects the character of historic assets, while also balancing other City goals (housing, employment, arts, culture, etc.)
<p>Reuse</p> <ul style="list-style-type: none"> Underutilized "Vintage" Buildings: life safety upgrades (some make sense functionally; stairs, fire sprinklers, fire alarm systems) Reuse empty, vacant historic buildings that are taking up space 	Commercial Real Estate Brokers (charrette mtg); Youth AC	522 428	Include incentives for reuse of historic structures in Plan Recommend potential funding sources for reuse of historic assets (if applicable) in the Downtown area (including local, state or federal)
Built Environment. Encourage visibility of landmarks, building art, from freeway and public r-of-w to enhance district identity	Savlan Hauser	265	
Historic building preservation. Build around historic buildings to focus on them; not to take away from them; need historic preservation and re-use of vacant buildings;		882; 918; 934;	

keep Art Murrum in old buildings (preserve garage district); preserve Souley Vegan building; restore biff's; promote Mills Act; Oakland Veterans memorial building is a historic structure and asset (multi-cultural activities, lake viewing; preserve produce market		981; 982; 984; 985; 996; 999; 1006; 1039;	
Maintenance			
Maintenance. Get cleaner streets to make it more attractive to people who usually don't come to Oakland	Youth participant	800	Require garbage / streetscape improvements to occur with new development
Garbage. Lack of new garbage cans that get added with new businesses and residential developments; Idea: Require developers to build and/or fund new public or private garbage cans outside entrances or on sidewalks as a part of new developments	Old Oakland Walking Tour	473	Require garbage / streetscape improvements to occur with new development
Public Benefits			
Public Benefits <ul style="list-style-type: none"> Given that the City of Oakland upzoned much of the downtown in the past few decades, we also encourage the City to consider the recommendation to "rezone areas with unnecessarily excessive height limits to allow for more flexibility with density bonuses and other developer incentives." The City should consider adjusting allowable heights and densities, and allow increases above those limits when affordable units are included. Build in triggers for adding public benefits over time. It is important to have a performance-based plan. One metric of performance is the market strength of development in downtown and the ability for new development to pay for added public benefits. Consider all the potential public benefits that will be paid by new development and add them together as a total set of costs. The city should consider requiring benefits as a percent of total development and/ or on a per unit basis. As density increases - we need development/ers to consider building incrementally FOR Artists and Creative Arts Enterprises. Community benefits plan – Social equity strategy <ul style="list-style-type: none"> Non-negotiable 	Greenbelt Alliance; SPUR; Vessel Gallery; CAG; L. Kirk Miller	235 673 674 736 1058 1059 1068 1070 290	Develop a list of all desired public benefits (from community comments). Show what other cities do (incentives for public art, open space, etc.) Work to integrate strategies/incentives into Plan recommendations.

<ul style="list-style-type: none"> • have to be at the core of the plan • Defined benefits (density and bonuses) in implementation program – need numbers • re: public benefits: can Oakland take a page from SF's requirement for office buildings to provide public open space, in a sun-lit area (an noon in particular) if possible? 			
Housing			
Housing <ul style="list-style-type: none"> • Encourage family sized housing for a range of incomes and household sizes. Emeryville has already stepped up and is offering incentives for developing housing for a range of incomes and household sizes. (http://www.eastbayexpress.com/SevenDays/archives/2015/10/16/facing-the-housing-crisis-berkeley-and-emeryville-lawmakers-are-advancing-numerous-solutions-but-not-oakland) • An attendee asked if requirements for 3+ bedroom multifamily units were in the plan, the answer was not specifically although this has been a focus area of city staff. Another attendee asked whether there might be ways to incentivize the infill development of parking lots into buildings, such as to perhaps charge a higher property tax rate. 	Tiffany Eng; FHOP 2 nd flr display; Old Oakland Neighbors	219 1254 1200	Explore bonus; additional height for larger units
SRO Reuse of SROs and Historic Apt Buildings. Study, discuss, and put measures in place to maintain the viability of naturally-affordable low-cost rental housing. Much of the supply is within historic buildings. Will the TDR program support this building stock, under both categories: affordable housing and historic resources?	OHA	406	July 6; all hotels will require a conditional use permit; replacement units must have similar rent within one mile
TDR			
TDR <ul style="list-style-type: none"> • How will transfer of development rights program work? • Institute TDRs for historic preservation and affordable housing • A lot in the plan addresses transfer of development rights, but there's only one area identified for higher buildings, so if you're going to sell development rights, where are you going to transfer them to? 	LPAB 2/1 workshop BPAC mtg	1196 930 1043	Define the mechanics to make this work.
Design Guidelines			
Design Guidelines. <ul style="list-style-type: none"> • Include guidelines for improved bus stops 	AC Transit; T. Eng; youth participants;	11; 220; 815;	Explore use of Form Based Code; some design elements can be integrated into code, some can be covered by design guidelines. The Plan will

<ul style="list-style-type: none"> Family friendly and flexible design practices including toddler friendly amenities tiny benches, kid-friendly parklets, urban parklets, colorful bike racks, stroller parking, youth street art etc. Improve BART stations: entrance canopies, future station entrances, additional bike stations/facilities Guidelines that address historical industrial character through materials, fenestration, and other features that contribute to architectural character Guidelines for streetscape improvements such as lighting, trees, public art Guidelines for gallery spaces Guidelines for better designed live/work (greater emphasis on the work guidelines so they do not residential (screened over windows, etc.) Expand min sidewalk requirements (particularly with sidewalk seating) See SF sidewalk café ordinance Guidelines for studio/fabrication/light industrial/manufacturing space (20' ground floor w/ roll up doors – paired w/ ground floor PDR zoning); consider requiring such space in certain areas (and control rent through developer agreements) zoning include performance measures so that nearby residents businesses can not complain if the activity is within the performance standards 	<p>Conrad Meyers; old Oakland neighbors; BPAC mtg; District 3; Ben Grant</p>	<p>838; 222; 37; 470; 1044; 216; 666; 667</p>	<p>identify potential Code standards and guidelines, and describe key design features for buildings and public spaces</p>
<p>Zoning</p>			
<p>Building Typology.</p> <ul style="list-style-type: none"> Disconnect between the projects recently approved and the rendering in the Plan Alts. Report. Current projects have very broad massing; consultant renderings neo-classical. Even though “anticipated” buildings are contemporary and modern, they don’t have the level of detail or character that we see in the older buildings (Maybe through the use of character-defining features, definitions and outlines we could get there) Report feels nostalgic, old buildings; matching existing character is a mistake [applied so sweeping]; should be a high bar, for really special historic buildings only Portland has modern buildings that have some level of detail that’s more than what we see proposed in Oakland and not quite what we see in the consultant’s renderings; somewhere in between. More than 21st century, but not quite 15th century again. Looking at graphics (like 15th St. shared space, building typologies) and 	<p>Chris Andrews; SPUR; V. Kahn; Val Menotti</p>	<p>701; 1180; 1181; 1182; 655; 1287; 1136;</p>	<p>Building typology can be revised to include warehouse typology in Jack London, Howard Terminal and the 25th St. Garage District. Explore both micro-warehouse and large floor plate options</p> <p>Ensure that renderings represent the character of the neighborhood where they are located, (including light industrial aesthetics where appropriate) (Fig. E-7, etc.)</p> <p>Can include public art in streetscape renderings (reflective of the culture of Oakland)</p>

<p>likeability studies, notices that traditional buildings or pseudo-traditional styles are referenced. Is this something that's conscious? Is it part of the idea of new buildings incorporating historic elements?</p> <ul style="list-style-type: none"> • Revise building types to reflect more contemporary development and design practices and include denser buildings • Building types should be revised to include industrial buildings (in addition to space for all types of uses. 			
<p>View corridors</p> <ul style="list-style-type: none"> • want view corridors of historic skyscrapers, such as City Hall and Tribune Tower, preserved, especially looking from the east side of Lake Merritt; would also need to consider massings in LMSAP that may affect views (see Jan. 28, 2009 letter (attached to 4/6/16 comment letter including attachments that show specific view corridors) • How will view corridors be included in the plan? What is the urban design principle underlying which views will be protected and where tall buildings will be located? 	OHA; SPUR forum; CAG	409 1237 83	Address in targeted neighborhood design session.
<p>Performance standards. performance standards, design, context and surrounding uses are critical to retaining and enhancing desirable features [more important than building form]</p>	Vivian Kahn	1282	Create a character map of downtown depicting distinct clusters for entertainment, office district, etc. Develop performance metrics to achieve the jobs numbers, etc.
<p>Zoning</p> <ul style="list-style-type: none"> • Eliminate the existing density limits for residential development based on square feet per parcel. • Create retail destinations, encourage contiguous development on the same block • Encourage mixed use development throughout downtown; ground level retail with office and housing above • How is building USE considered as a part of the Downtown Plan? 	SPUR	684	Address in targeted neighborhood design session.
<p>Zoning: Process. Should have workshops with developers when developing the zoning code (height/setback/etc.) See Seattle design review program as a good example. Must consider the timing for permitting, who is on the design review panel and make sure that the rules reflect construction types</p>	SPUR Forum	1246	
<p>Zoning: Influence land banking?</p> <ul style="list-style-type: none"> • History of land banking (owners) due to unrealistic expectations caused by over zoning – over zoning causing problems + demolition by neglect • How can our zoning changes & other proposals incentivize & push land 	CAG; Casey Farmer	217; 1062	Create benefits for people who develop early (similar to Lake Merritt); incentives for early movers

bankers to sell/lease properties?			
Zoning: Industrial <ul style="list-style-type: none"> We have the site; we have the chance to hold onto industrial / advanced manufacturing Residential well-articulated; commerce is not Rail takes up space for other things (industrial growth). Want goal that we will not dedicate a lot of space to rail Oakland's asset arts and culture; light industrial land. If we focus so much on residential, Oakland risks becoming a suburb for other job places 	Jack London District mtg	250	Reinforce Oakland's industrial nature in renderings, Plan policies, etc.
Zoning: ground floor uses <ul style="list-style-type: none"> Ground floors should be active with a mix of uses, including industry and manufacturing. For the most part, we recommend deferring to the market to decide what uses are feasible in any given place. Doing so will spur new development because it allows developers to phase in uses as they become economically viable. Maybe subject to market trends-further analysis is needed. It would help grow the maker, manufacturing and creative and arts enterprise activities if ground floor uses could incorporate Custom Manufacturing while accommodating sales and retail activities so that commercial areas in Light Industrial, Commercial Ground Floor Uses would not be exclusively retail. Create retail destinations, encourage contiguous development on the same block 	SPUR; Hiroko	690 735 896	Revisit current rules, where is custom manufacturing allowed? What is City currently issuing CUPs for (micro-breweries, etc.); update land use classifications to reflect the co-working, tech, light manufacturing uses present Downtown/
Zoning: Allow greater flexibility in uses. The Plan Alternatives Report divides downtown Oakland into nine (9) areas. Each area is generally identified for a particular use or development type. While multiple uses can exist within each neighborhood, the delineation of neighborhoods given the diversity of uses has the potential to create "dead islands" between residential and commercial centers. By encouraging flexible uses within blocks and even buildings, the Downtown Oakland Specific Plan has the potential to create vibrant day and nighttime uses which are key to a successful urban core.	The Swig Company	1311	Encourage flexibility in uses, and the ability to respond to the market over time.
Interim uses for site <ul style="list-style-type: none"> Plan should consider interim uses of sites (that may be developed/redeveloped later on) such as shipping containers for commercial businesses Activate interim uses while holding on to transit-adjacent land until office 	SPUR forum	1242 638	Incorporate tactical urbanism to temporarily use vacant lots; clear the path to innovation; identify all of the obstacles and design ways to streamline.

development is viable.			
Zoning: approach. <ul style="list-style-type: none"> Present policies for each district that flow directly from all items listed. Where these priorities are in tension, carefully explain the balance being sought and seek creative policy approaches that can deliver the best possible outcome. For example, areas where arts preservation is a particular concern might include ground floor zoning that allows fabrication or studio space and only limited retail. Areas with particularly significant historic resources should include guidelines for sensitive integration of new structures. But in both of those cases, significant growth should be accommodated in keeping with the broader vision of a thriving, walkable downtown job center. Discussion about pros & cons of designating subareas for family vs. entertainment vs. retail, etc. Focus retail on Broadway and Telegraph (retail needs to be focused) How is building USE considered as a part of the Downtown Plan? 	SPUR; CAG: 2/1 workshop	697 87 919	Have begun to utilize this process with the creation of Plan Alternatives Report (see recommended policies in “Planning Goals” section of Report) and intend to continue throughout the planning effort
Report			
Vision <ul style="list-style-type: none"> However, the Report does not truly have a coherent vision of the Downtown as a whole. What kind of Downtown do we want? What land uses and activity types do we want to encourage? What kinds of housing do we want to encourage, and where? What are the appropriate locations for affordable housing? In this case, the whole needs to be greater than the sum of its constituent parts. “Focus intensity...” (first bullet on page 1.10 under “Built Environment”) needs to be rewritten: clarify if its comparing to other Downtown neighborhoods or other neighborhoods in Oakland “Create walkable, bikeable...” change to urban design/universal design “Help attract a vibrant mix of uses...” delete “vibrant”; for who? What uses? 	EBHO	208 87	This input will be addressed In future report document; specifically will strive to communicate the overall vision is clear along with detail for each neighborhood.
Implementation <ul style="list-style-type: none"> Create Enhanced Infrastructure Finance Districts and use the tax increment to generate from new development to finance new infrastructure projects. Improve infrastructure to support the vision How to incentivize development (of infill sites) 	SPUR; Savlan; Old Oakland Neighbors	271 1206 1179	Chapter to be developed.

<ul style="list-style-type: none"> 5.25-5.27 – I am completely in love with this Shared Space concept for 15th Street and think it is very consistent with ED goals. In particular, the strings of lights in Figure E-22 seem like a very lightweight improvement that would immediately set the street apart and distinguish the businesses. 			
<p>Report</p> <ul style="list-style-type: none"> Page 5.8. table at bottom of page: qualifier for Alt 1 "in this alternative, no new units are proposed within the red shaded area above" is too specific and needs to be incorporated into the boundaries as identified throughout the Uptown Arts District Provide list of questions for future meetings [CAG mtgs] The plan should include more discussion about how land use supports transportation and vice versa Plan Alternatives Report seems to place us (Uptown Arts District) in KONO district (but the map shows us in UPTOWN) Page 2.18 & 2.19 description of projects inconsistently states the number of units and commercial square footage; these description should also include percentage of affordable units or allocations; need to clarify/correct The report needs a matrix that compiled the numbers given in each neighborhood section for housing, office space, and commercial/retail/service. Breakdowns were not given for number of workers in the office square footage or the number of parking spaces. Designing documents such that the color coding is legible when printed in black and white would be very helpful. Versions with substantially more-reduced file size would be extremely helpful in eliciting public participation and review. 25th St/Garage District: The key is unclear in its color schemes on the alternatives at 5.8 and 5.9. Is the red-orangish area meant to indicate the existing historic building fabric to be retained? 	<p>Hiroko; SPUR forum; CAG mtg; Vessel Gallery; L. Kirk Miller; OHA</p>	<p>732 1072 1248 738 729 294 397 393 1066</p>	<p>This input will be addressed In future report document; report content will be clarified for future community conversations and updated as needed.</p>
<p>Assumptions for Plan Alts Report Alternatives.</p> <ul style="list-style-type: none"> What are the criteria for alternatives? How were unit/sq. ft. numbers calculated for the alternatives What changes would have to be made to achieve the vision of the alternatives (height changes, zoning use changes, etc.) 	<p>CAG; Hiroko</p>	<p>88; 725; 1077</p>	<p>Criteria for evaluation is outlined in Chapter 6 of the Alternatives Report; more specifics regarding methodology can be discussed at length with both the CAG and specific stakeholders in working group and design</p>

			meetings. This discussion will lead to adjustments to the alternatives and will shape the content of the Specific Plan.
Transect <ul style="list-style-type: none"> How is the rural to urban transect relevant to an urban area like Downtown Oakland If the Project Area falls into the “most urban end of the Transect” why try to fit the Downtown into this system, which focuses on form and gives short shrift to other components of “context-sensitive” infill development? 	Vivian Kahn	1275 1276	<p>The Transect is a system for helping to define different attributes in the distinct neighborhoods Downtown; it is intended to facilitate the preservation and growth of each neighborhood Downtown.</p> <p>Discussion of the Transect and the neighborhood character will continue to evolve during subsequent Specific Plan working sessions.</p>
Explain/support proposals. <ul style="list-style-type: none"> Show what growth would look like at build-out under existing zoning; it's not significantly less than in the alternatives More information about why we feel the need to limit development to existing buildings? We are not locked in. Visit Vancouver. The plan states that City Center and Lake Merritt Office District would have the tallest buildings, but it's unclear what heights the plan aims to achieve in other areas. 	SPUR; CAG; Val Menotti (BART)	657; 1069 1142	Additional growth options to be explored as a part of subsequent workshops and in coordination with drafting the Specific Plan.
Miscellaneous			
Misc. <ul style="list-style-type: none"> It's hard to find a space for the Qeyno Labs annual Hackathon that's easily accessible. It was hard to get access to Laney (MetWest was very welcoming, but closes early). There are ten teams of students creating apps, code late into the night. They need a venue with wifi that doesn't feel like a prison (like the older schools, with metal detectors and school security that makes you feel like you're a criminal). Want them to feel welcomed and celebrated. Only had 30 of the 60 slots filled. Make it easier for small developers to build densely on small parcels Is demolishing existing buildings being encouraged? 	Youth Srvc Provider Focus Grp; WIP presentation; 2/1 workshop	765 756	Plan can recommend methods for streamlining small development projects that contribute to housing/employment needs (including incentives)
Development projects approved during plan preparation (prior to adoption) Need to check with owners and possible developers about examples of visionary scenes (such as 15th Street), since last week someone was talking about building a	Naomi Schiff	1194	In coordination with the City, the design team consistently works to update the status of current proposed projects

20-story building on the corner. Doesn't understand what we'll do about ongoing developments that don't comport with the plans in the report.			
Technology support Charging stations	Youth summit	792	Can be addressed in the Connectivity section of the report.
Trees <ul style="list-style-type: none"> Need to better maintain trees Sand and pebbles rather than tree grates 	Historic preservation (charrette mtg)	523 524	
Public restrooms Think about ways to offer public restroom access in Downtown Oakland. Otherwise, people resort to asking businesses or publicly do their business on the street.	Naomi Schiff	1268	Potential locations and design of these facilities can be discussed in targeted neighborhood meetings
Infrastructure What about major infrastructure (utilities, water, etc.)	Jack London District stakeholders mtg	547	
Signs. Update signage regulations and guidelines.	Aubrey Rose	1166	This could be a part of Design Guidelines / Form-Based Code
Anticipated Development. Finally, in reviewing the Plan Alternatives Report the existing entitlements for the Kaiser Office Center property are not included. Those entitlements were granted on May 4, 2011, and remain valid. They should be included in the list of "Anticipated Development Projects" and included in exhibits as anticipated buildings	The Swig Company	1315	Check/confirm and revise as needed
Equitable Transit Oriented Development (ETOD) <ul style="list-style-type: none"> Equitable TOD (ETOD); Built environment – complete community: retail, services, amenities that are affordable (food, childcare, shops, schools libraries), expand local access to these amenities; Jobs; What's the vision for what uses we want to see in each subarea of downtown? Oakland's Downtown Plan provides a unique opportunity to guide the growth of the city to create great neighborhoods for all—healthy places where people can walk and bike, with access to parks and shops, transportation choices, and homes that are affordable. Achieving this pattern of growth is integral to the city's economic and cultural future. 	CAG; Greenbelt Alliance	86; 241	
Specific Areas			
Old Oakland <ul style="list-style-type: none"> Parking lot on 8th Street should not be converted into a pocket park as it 	Adam Goldenberg	1 70	

<p>could be used to increase density in the area, and would establish a continuous retail fabric that currently exists in the rest of the area</p> <ul style="list-style-type: none"> • Maintain the character of Old Oakland • Parking lot on 10th Street should include higher densities and make 10th street more attractive for pedestrians. • Greater density would revitalize Old Oakland, encouraging more Oakland-style businesses to open there. • Support a taller building on the Smart & Final parking lot, on the outer edges of Old Oakland. • The parking lot on 8th Street is a great opportunity for a hotel, as there is currently a shortage of hotel space • The parking lot on Tenth Street should be zoned for higher density as it faces the convention center • Existing retail businesses in Old Oakland are struggling, and quite a bit of new housing construction is retail; we need more dense development to attract more patrons. 	<p>(11 West Partners, Old Oakland) Scott Goldenberg (Café 817, Old Oakland) Tiffany Eng</p>	<p>1095</p>	<p>Develop design guidelines that protect the character of Old Oakland. Perhaps start by elevating offices from street level to 2nd floor, thereby further activating the street [don't we do this already?]</p> <p>Put the parking lots on 8th & 10th Streets in the opportunity sites map</p> <p>Find out why Smart & Final is able to have such an unfriendly street frontage</p> <p>See Built Environment re: density</p> <p>Consider future possibilities for redeveloping the convention center</p>
<p>Jack London</p> <ul style="list-style-type: none"> • Preserve industrial uses between Brush and Broadway • While the Plan Alternative Report states it will provide opportunities for light industrial development the proposed draft only sets forth plans for hotels, office space, and other non-compatible uses which does not accommodate the growth of light and advanced manufacturing in the Jack London Area. • Do not rely on the reuse of Howard Terminal, which is a maritime facility overseen by the Port of Oakland. • Maintain and enhance the unique character of the Jack London District with policies and regulations to protect the mix of non-residential uses that contributes to the District's character as well as providing a variety of employment opportunities. Development of a ball park or, even worse, residential development at Howard Terminal would threaten the viability of industrial and maritime related activity that is essential to maintaining the City's economy and provides jobs. 	<p>Jackie Lynn Ray</p>	<p>1161</p>	<p>See Land Use section</p> <p>Yes, add light and advanced manufacturing</p> <p>See Built Environment section</p>
<p>Northgate</p> <ul style="list-style-type: none"> • Make Northgate a destination; a place to be 			<p>Talk with Devan Reiff about a food truck lane</p>

<ul style="list-style-type: none"> • Portable business park/food truck lane (Northgate) • Street closure (Northgate) 			Review a map of ownership in the Howard Terminal area
<p>Other Specific Areas</p> <ul style="list-style-type: none"> • 980 bypasses 2-3 possible commercial retail districts • Concern that a park would attract homeless • Look at Eastern Market in Detroit as inspiration for similar facility/concept in Downtown Oakland: http://www.easternmarket.com/ • Retail in the few edges of the downtown (?) 	Charrette Jack London BID Northgate Neighbors Convention Center Old Oakland Yahoo Group	276 313 328 334 342 411 480 1038	Conversion of 980 would help avoid bypassing retail centers See temporary housing Research the Eastern Market

Streets & Connectivity

- 2-way Conversion
- BART
- Bikes
- Broadway
- Connectivity
- Rail
- Complete Streets
- Emerging Transportation
- Howard Terminal
- I-880
- I-980
- Parking
- Wayfinding
- Public Transit
- Alternative Modes
- Street Improvements
- Transit Network
- Trees
- Report
- Miscellaneous

Topic	Source	Row	Staff Recommendations
2-way Conversion			
<p>2-way conversion.</p> <ul style="list-style-type: none"> • Could negatively impact bus operations; • need criteria (including priorities for disadvantaged and low-income neighborhoods overseen by the Office of Race and Equity) and analysis for selecting streets to convert, as well as ranking of priority streets. 	AC Transit; SPUR; 2/1 workshop; Mike Lok (Chinatown Coalition)	19; 679; 695; 863; 913; 947; 367	<ul style="list-style-type: none"> • Throughout next phases of work, address need for 2-way conversion criteria through transportation analysis; work with staff and the community to determine preferences within the study area. • Address need for equity in overall project prioritization through equity analysis within that task
<p>2-way conversion: Chinatown.</p> <ul style="list-style-type: none"> • Revert core of Chinatown to 2-way streets (7th, 8th, 9th, 10th, Harrison, Webster, and Franklin Streets); • where there is discussion about 2-way conversion, call out Chinatown explicitly as indicated in the LMSAP. 	Chinatown Coalition	108; 370	<ul style="list-style-type: none"> • Will be assessed within transportation analysis. • Chinatown is recognized as an essential neighborhood in Downtown Oakland. The Downtown Specific Plan has mapped the recommendations regarding 2-way conversions in the Lake Merritt Specific Plan and will continue to reference these as recommendations for the Downtown Specific Plan are formulated.

Topic	Source	Row	Staff Recommendations
BART			
New BART Station. Designate another BART Station along Franklin St., in Jack London (not in the fringe in W. Oakland) connected to a new 2 nd Transbay Tube (must consider interrail connectivity w/ Amtrack/Capital Corridor).	CAG; Morten Jensen; Savlan Hauser; Val Menotti; 2/1 workshop	85; 1125; 262; 1132; 872; 873	<ul style="list-style-type: none"> Update policy recommendations and develop long-term transit planning capacity in Oakland to participate fully in regional planning conversations regarding 2nd Tube.
BART operations. Bart should operate 24 hours/day; BART to and from Vallejo, Fairfield	Youth participant; 2/1 workshop	786; 874	<ul style="list-style-type: none"> A policy recommendation to support efforts to increase transit hours of operations can be added to the draft Specific Plan.
Bikes			
Bike lanes: network. Connect bike lanes from N. Oakland to W. Oakland and Emeryville.	2/1 workshop;	891	<ul style="list-style-type: none"> In next phase of work, further assess bikeway network connectivity gaps within transportation analysis and within existing/approved transportation policies.
Bike lanes: siting. Consider siting bike lanes b/w sidewalk and parked cars	Zach Seal	135	<ul style="list-style-type: none"> This is a design consideration that can be reviewed in project development.
Bike: programs. Bike programs needed	Youth summit	789	<ul style="list-style-type: none"> Add a policy recommendation to develop transportation choice program for downtown employers including bicycle encouragement programs. Update recommendations and include a policy/implementation action for bike share in Downtown Oakland
Bike: riding. Scary	Youth summit	824	<ul style="list-style-type: none"> Address by incorporating a measure of pedestrian/bicycle comfort in transportation analysis In upcoming phases of work, explain and refine the menu of draft street sections for Downtown, ensuring that there is a safe network for cyclists of all abilities in the Downtown in the future.
Bike: sharing. Bike share needed for youth	Youth	790	Free programs under 18?

Topic	Source	Row	Staff Recommendations
	summit		<ul style="list-style-type: none"> Add policy recommendation to pursue strategies to implement bike share that also increase bike share participation among underserved groups, including low-income, youth, and unbanked.
Bike: put in bike repair kiosk	Khalil Nackley	339	<ul style="list-style-type: none"> Update policy recommendations to reflect the implementation of bike repair kiosks; include as an element of proposed bicycle encouragement programs
Broadway			
Broadway. <ul style="list-style-type: none"> Emphasize Broadway – as connective tissue b/w neighborhoods; address dead zones; plan for “grand” boulevard; signage 	CAG;	80; 82	<ul style="list-style-type: none"> Add policy recommendation to seek funding for near-term improvements on Broadway addressing street design, signage, and a specific emphasis on “dead zones” Add policy recommendation to develop wayfinding program for downtown
Broadway: car free? if buses, streetcar and bike lanes were all placed on Broadway, there would be no space for autos. OR, minimize car traffic on Bway and better accommodate light rail, bike, ped Protected bike lanes the entire length of Broadway	AC Transit; Savlan Hauser Peter Birkolz	6; 274 1358	<ul style="list-style-type: none"> In upcoming phases of work, dedicate a design session to Broadway street design that includes key stakeholders Add policy recommendation to undertake comprehensive plan for Broadway Propose potential goals framework specific to Broadway in accordance with DSP goals
Broadway: transit priority. Numerous bus lines give it the highest level of transit service; must do more to improve transit on Broadway. How would transit and non-motorized work together?	AC Transit; SPUR Trans. Board	4; 709	<ul style="list-style-type: none"> Broadway is the “main street” of Downtown and is at the center of pedestrian activity. Cyclists use the route, but would likely use it more often if there was better bike infrastructure. Broadway is one of the most active transit routes in the region. Cars also travel on the road. In upcoming neighborhood and focus group workshops, the design team can review existing conditions and draft street sections (including current traffic numbers) and work to determine priority modes for the future of the street. AC Transit will continue to be engaged in the conversation.
Broadway: dedicated transit lane. Add a dedicated transit lane to Broadway (for streetcar).	Zach Seal	140	<ul style="list-style-type: none"> The Specific Plan can continue to show potential future alternatives for Broadway and recommend a preference. The precise feasibility for Broadway retrofit will need to be assessed in more detail in a future planning effort.
Broadway: existing conditions section edit. See	Zach	133	<ul style="list-style-type: none"> Comment can be addressed in neighborhood/topic working groups;

Topic	Source	Row	Staff Recommendations
edit in comment regarding clearly identifiable downtown boulevard the investments in which can have a high return on investment.	Seal		both designers and economists from the City staff and the Consultant Team will provide input and discuss tradeoffs.
Broadway: modal priorities. Describe and prioritize alternative modes for Broadway; parking should be lowest (however, address loading and unloading).	BPAC mtg notes	1047	<ul style="list-style-type: none"> • Add policy recommendation to prioritize curbside uses according to Downtown Parking Study modal hierarchy (top tier: pedestrian, bike, transit; middle tier: loading, bottom tier: parking)
Connectivity			
Connectivity: <ul style="list-style-type: none"> • address relationship between Jack London District and Brooklyn Basin; • also address key routes to access downtown from outlying neighborhoods (to prioritize investment, etc.) and develop criteria for identifying such routes 	Savlan Hauser; Alicia	256	<ul style="list-style-type: none"> • Will be address through network connectivity analysis for pedestrians bikes, and transit in working groups and in the Specific Plan.
Connectivity: cultural assets. Projects should be encouraged that increase connectivity and access to existing cultural assets Jack London, undercrossings and public art for buildings next to the underpasses are low-lying fruit; so much talent here in Oakland	OCNC Moore	379 1389	<ul style="list-style-type: none"> • The Specific Plan can include policy guidance and/or incentives for projects that increase connectivity and access to existing cultural assets. In addition, a wayfinding/signage program can be recommended as a near term implementation action.
Connectivity: regional recreational amenities. Connect walking and bike trails to Lake Merritt and Bay Bridge and to the waterfront	Savlan Hauser; 2/1 workshop	259; 892	<ul style="list-style-type: none"> • In neighborhood meetings, design ideas that better connect walking and biking trails to Lake Merritt, the Bay Bridge and the waterfront will be discussed; the Specific Plan will recommend key connections, including prioritizing improvements that foster connections. • Criteria for ranking transportation improvements Will be incorporated into the Plan.
Regional Connections & Traffic Impacts. <ul style="list-style-type: none"> • Need to address regional connections in the plan (including Chinatown (Jackson on-ramp, Webster St., and Harrison St.; • action needs to be taken to minimize throughways and freeway off-maps within the neighborhood, Alameda, Northbay/I- 	SPUR Transp. Board; Chinatown Coalition ;	714; 716; 364; 112; 352; 331;	<ul style="list-style-type: none"> • The on-going Freeway Access Project is looking closely at the on-ramp configuration for Downtown; the Downtown Specific Plan team continues to meet, coordinate and check in with the Freeway Access Project. • Design improvements (including streets) for the Northgate neighborhood will be a topic of upcoming neighborhood meetings. The intent of this discussion will be to discuss draft design

Topic	Source	Row	Staff Recommendations
<p>80);</p> <ul style="list-style-type: none"> Northgate: off-ramps contribute to dangerous environment, high speed traffic, poor ped safety (only one cross walk; top red light violation at Northgate and 27th St.) 	Northgate Neighbors		configurations that prioritize pedestrian safety and make needed adjustments/refinements.
Walking Bridge to Alameda	Savlan Hauser	263	<ul style="list-style-type: none"> Can discuss this throughout the planning process and include this as a policy recommendation (long term).
<p>Urban Paths.</p> <ul style="list-style-type: none"> Recreate the downtown street grid; give bonus to developers who create walkway where street used to be; Road diets; Semi-promenade / paseo / greenway from south to Lake Merritt 	CAG mtg #2	75	<ul style="list-style-type: none"> The transportation section of the Specific Plan will encourage the restoration of the two-way street grid; a variety of incentives for development will continue to be discussed and recommended; In neighborhood meetings, specific designs for a greenway from the south that connects to Lake Merritt can be discussed.
Rail			
<p>Rail: Capitol Corridor. Emphasize growing Capitol Corridor and service to Jack London (high speed transit hub).</p>	SPUR Trans. Policy Board	713	<ul style="list-style-type: none"> The Specific Plan team continues to coordinate with the Capitol Corridor Study (meetings, exchanging of ideas).
<p>Rail: Capitol Corridor: strengthen connections. Strengthen connections b/w capitol corridor and ferry; strengthen connections with high speed rail expansion</p>	BART and AC Transit staff charrette stakeholder mtg; Thomas Cooke	507; 1153	<ul style="list-style-type: none"> Add policy recommendation: Develop transit coordinator in DOT
<p>Rail: Freight. Consider a goal to move from diesel truck goods movement to more emphasis on freight rail in and out of the Port of Oakland.</p>	CCJPA	93	<ul style="list-style-type: none"> The Specific Plan team coordinates the Port of Oakland and will continue to discuss the role of the Port as it relates to the future of Downtown

Topic	Source	Row	Staff Recommendations
<p>Rail: Separated Freight and Passenger Rail. Passenger trains and freight trains must be separated to achieve higher frequencies and reliability. (also consider overall capacity increases as reliance on rail increases)</p>	CCJPA; Thomas Cooke	94; 1155	<ul style="list-style-type: none"> Noted.
<p>Rail. Comprehensive assessment. Plans for significant improvement to the railroad alignment in Oakland will need to balance the needs of public transportation demands and those of freight goods movement, and those improvements must be planned at a greater geographic level because of the linear nature of the system. Given these factors, creative system-scale solutions will be needed to achieve the kind of future imagined in the Specific Plan.</p>	CCJPA	91	<ul style="list-style-type: none"> Additional analysis is needed; can add a systematic recommendation for the future in the Specific Plan.
<p>Rail: Implementation. Any update to the rail system will require extensive collaboration and coordination with multiple partners.</p>	CCJPA	90	<ul style="list-style-type: none"> Additional analysis is needed; can add a systematic recommendation for the future in the Specific Plan. The Downtown Specific Plan team has met with many of the key stakeholders with thoughts/concerns about rail in Downtown (including neighbors) and will continue to do so.
<p>Rail: Streetcar. Reduce parking lanes, wider sidewalks and dedicated lane for streetcar from upper Telegraph Ave. to Jack London.</p>	2/1 worksho p; G. Cauthen	876; 1116	<ul style="list-style-type: none"> The streetcar, or some type of dedicated transit, remains a priority from upper Telegraph and Broadway, all the way to Jack London.
<p>Rail: Streetcar (Con).</p> <ul style="list-style-type: none"> Prioritize bus improvements over streetcar; inflexible; easy to disrupt train service; expensive to install & maintain; serves limited part of Oakland (and not the majority of transit dependent bus riders; divert funds from bus service; interferes w/ bus operations; slow; 	Bill Chornea u; Kit Vaq; AC Transit	1103; 29; 30; 31; 32; 34; 13; 14; 15; 22; 1055	<ul style="list-style-type: none"> The streetcar, or some type of dedicated transit, remains a priority for dedicated transit service Downtown. In upcoming neighborhood meetings, the team will explore all options.

Topic	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> • hard to distinguish true economic benefit; • the millions of dollars investment for ornamental streetcar would divert funds from improvements to other major corridors in need of improvement (Macarthur, Foothill, Telegraph); 			
<p>Rail: Streetcar, analyze/support this plan recommendation.</p> <ul style="list-style-type: none"> • case has not been made the Downtown would actually benefit from streetcar (plan should consider the ability of the streetcar to meet people’s needs relative to other investments; • if proposed as an economic development tool, should be compared against other economic development investments; • explain the role of the streetcar, what market it serves, and how it integrates with other modes on the street it operates on and at the stations it serves; • need cost/benefit analysis; • modern solutions may be more effective in bringing development (transit only lanes, shuttle); • how does it fit in with Countywide Transit Plan? 	SPUR	681; 689; 719; 1054	<ul style="list-style-type: none"> • Revisit Broadway transit study and discuss recommendations with the community and stakeholders • Policy recommendation to pursue near term efficient and effective transit improvements on Broadway • Potential: Develop policy framework for Broadway transit mode—equity, efficiency, effectiveness? • Will add Broadway specific performance assessment to needs analysis • Look at feasibility of dedicated lanes
<p>Rail: streetcar: text edit. Include “modern electric” in reference to streetcar & edit to page 4.14 description of future streetcar loop.</p>	Zach Seal	136; 138	Noted.
<p>Rail. quiet zone in Jack London</p>	Savlan Hauser	268	<ul style="list-style-type: none"> • Included in the current (draft) list of policy recommendations is the idea to explore a train quiet zone; additional language can be added to pursue grant funding to implement the quiet zone.
<p>Rail: Underground.</p> <ul style="list-style-type: none"> • Underground in Jack London (possibly under 2nd St.) 	Savlan Hauser; Thomas	268; 1158; 1117;	<ul style="list-style-type: none"> • The future location/function of the rail that is in and around Jack London will be a key topic of discussion in the upcoming neighborhood meetings (focused on the area).

Topic	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> Underground railroad tracks from 5th Ave. north o Adeline St./ Middle Harbor Road; proposal requires undergrounding rail lines for an approximate length of one and three quarter miles. Tunnel to be constructed under 2nd St. to avoid disruption of existing rail service. Potential sources of funding includes federal transportation safety funds, surcharge on rail traffic and sales of development rights of the undergrounded right-of-way 	Cooke; G. Cauthen	1273	
<p>Rail: Safety.</p> <ul style="list-style-type: none"> Increase in traffic will exacerbate existing public safety issues for emergency vehicles; ongrade crossing poses public safety hazard 	Thomas Cooke	1151; 1152	<ul style="list-style-type: none"> The future location/function of the rail that is in and around Jack London will be a key topic of discussion in the upcoming neighborhood meetings (focused on the area).
<p>Complete Streets</p>			
<p>Complete Streets: defined.</p> <ul style="list-style-type: none"> Provide a definition of “complete streets” in the plan (refer to an overall network) and have a street type comparison; complete pedestrian safety and analysis to identify priority locations for safety improvement 	SPUR Trans. Board; 2/1 workshop	708; 888	<ul style="list-style-type: none"> The team will revisit the transportation analysis and continue to develop the transportation section of the Specific Plan; better defining “complete streets” and determining priority locations for pedestrian improvements can be further refined.
<p>Complete Streets: illustrated. Need to illustrate transit as part of complete street (for Grand, 24th St., etc.)</p>	BPAC mtg notes	1046	<ul style="list-style-type: none"> Add transit to existing conditions, needs analysis, and project recommendations Incorporate transit cross-sections into street atlas
<p>Emerging Transportation</p>			
<p>Emerging Transportation.</p> <ul style="list-style-type: none"> Incorporate emerging transportation service and technology (ride sharing, jitneys, private shuttles, e-bikes, etc.); autonomous vehicles; 	SPUR; Savlan Hauser; Steve Lowe	692; 275; 639; 1270	<ul style="list-style-type: none"> Add policy recommendation that Oakland should provide guidance/legislative assistance on emerging tech through innovation staff position Can be reflected in curbside management principles

Topic	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> bus shuttles; private transit; Demand Response Transit (Uber, Lyft, Sidecar, Shuddle, etc.) into the framework of its maps 			
Howard Terminal			
Howard Terminal: Residential Problematic. Residential here would be close to marine terminal and associated impacts, not compatible w/ residential uses; should have an industrial buffer use.	Bryan Grunwald	1104	<ul style="list-style-type: none"> Additional study of exactly what uses are ultimately a part of potentially new Howard Terminal development will be further explored. Associated impacts will be considered as recommendations are incorporated into the Specific Plan.
Howard Terminal: Ball Park. Is baseball park adjacent to marine uses problematic? Need to consider how to get people across train tracks; Ball Park here is a bad idea, too costly and too far from BART	Bryan Grunwald; Jack London District Stakeholder mtg	1104; 527; 1106	<ul style="list-style-type: none"> Policy recommendation to be included that addresses transportation access to potential Howard Terminal site in future (for a variety of potential new uses).
Howard Terminal: Transit Hub. Howard terminal is one mile from 12 th St. and W. Oakland BART stations, and no additional hub is needed for these short distances.	AC Transit	9	<ul style="list-style-type: none"> Policy recommendation to be included that addresses transportation access to potential Howard Terminal site in future (for a variety of potential new uses).
I-880			
I-880: Access to Alameda. Need to find alternate routes to Alameda	Vivian Kahn	1280	<ul style="list-style-type: none"> The Freeway Access Project is looking closely at access and continues to collaborate with the Downtown Specific Plan team.
I-880: Open Up Streets. Especially Franklin St.	2/1 workshop	964	<ul style="list-style-type: none"> Increasing/encouraging connectivity is a transportation priority.
I-880: Cap. Put people + bikes and park, traffic below ground	FHOP 2 nd flr display; 2/1 workshop	1252; 1021; 1071	<ul style="list-style-type: none"> Policy recommendation to prioritize safety of cyclists and pedestrians that are crossing I-880 Consider special call out of safety impacts at freeway on-off ramps within analysis

Topic	Source	Row	Staff Recommendations
	p; CAG mtg		
I-880: Maintenance of Underpasses. Caltrans fails to maintain the underpasses	Chinato wn Coalition	365	<ul style="list-style-type: none"> Policy recommendation to prioritize safety of cyclists and pedestrians that are crossing I-880 Consider special call out of safety impacts at freeway on-off ramps within analysis
I-880: Off-ramps. Remove Broadway off-ramp	SPUR	699	<ul style="list-style-type: none"> The Freeway Access Project is looking closely at the future of the off-ramp and considering alternatives; that team continues to collaborate with the Downtown Specific Plan team.
I-880: Underpass. Create spectacular underpasses (mini parks, shops, lighting); murals	Savlan Hauser; Old Oak Neighbors mtg	261; 1204	<ul style="list-style-type: none"> Policy recommendation to support community group-led reclamation and beautification of underpasses
Underpass <ul style="list-style-type: none"> Spaces under the I-880 freeway can be usable, and could serve to help reconnect severed areas of the city. Strategies include bright lighting and location of business activities under the freeway preferably permanent structures. See the attached photo showing this kind of development. is it possible to put grocery store or other active uses under the fwy? Connection with Jack London is the KEY THING; would rather bury 880 than 980 	OHA SPUR forum Amanda Monchamp	407 1238 1378	<ul style="list-style-type: none"> Policy recommendation to support community group-led reclamation and beautification of underpasses
I-980			<ul style="list-style-type: none"> Include a policy recommendation to pursue future planning and funding to continue studying 980 teardown
I-980: Ball Park. Build ball park on the air rights of the freeway to jump-start reconnection of Downtown to W. Oakland;	Bryan Grunwald;	1106; 1107	
I-980: BART. Eliminate BART and High Speed Rail from I-980 conversion.	Bryan Grunwald;	1114	<ul style="list-style-type: none"> Currently, the I-980 vision illustrates an option that includes rail; with future study (in addition to the Specific Plan process), the precise configuration can be determined.

Topic	Source	Row	Staff Recommendations
I-980: BART. Any future alignment of future 2 nd Transbay crossing should not put additional pressure on Oakland Wye.	Val Menotti	1141	
I-980: Congestion. Conversion to a surface boulevard would create more traffic congestion.	Thomas Cooke	1145	<ul style="list-style-type: none"> Currently, the I-980 vision illustrates an option that includes a boulevard that could accommodate many modes of transportation; with future study (in addition to the Specific Plan process), the precise configuration can be determined.
I-980: limited opportunities to divert trips. 980 serves many east bay destinations and there are limited opportunities to divert trips b/w those areas served by 980 and 24 east of Downtown Oakland.	Thomas Cooke	1143	<ul style="list-style-type: none"> Noted.
I-980: housing requirements. What are housing requirements if federal money is used?	Jack London District mtg	252	<ul style="list-style-type: none"> Exact funding requirements have not been determined. To date, the community based vision (and alternatives) have been discussed.
I-980: touch down and treatment in Jack London. How would it connect to Howard Terminal and trains traveling along Embarcadero; what happens on Brush St.? Would touch down in Howard Terminal jeopardize industrial land?	Jack London District mtg	252	<ul style="list-style-type: none"> Can discuss options at neighborhood meetings focused on this area; exact configuration and potential impacts are to be determined with further analysis/study.
I-980: Impacts. Air emissions, noise would likely be significant; longer curb-to-curb crossing distances for pedestrians under current proposal; more intersections, more street congestion, more auto emissions	Thomas Cooke	1144; 1145; 1156; 1157	<ul style="list-style-type: none"> Can discuss options at neighborhood meetings focused on this area; exact configuration and potential impacts are to be determined with further analysis/study.
I-980: Northgate. End 980 at 27th Street and divert 'freeway to surface traffic' to Telegraph, MLK, and San Pablo	Khalil Nackley	321	<ul style="list-style-type: none"> Can discuss options at neighborhood meetings focused on this area; exact configuration and potential impacts are to be determined with further analysis/study.
I-980: Do Not Over-emphasize. Should not divert funds away from other essential city serves or considerably delay the rest of Downtown Plan implementation; level of detail spent on this has resulted in insufficient consideration of important shorter term issues	Chinato wn Coalition ; Vivian Kahn	369; 1281	<ul style="list-style-type: none"> Noted.
I-980: Park Design. Larger park would be better	Bryan	1110;	<ul style="list-style-type: none"> In this plan and in future studies, exact park size, location,

Topic	Source	Row	Staff Recommendations
used; park in median seems poorly designed and wouldn't be used	Grunwald; BPAC mtg notes	1049	configuration will continue to be discussed with community and stakeholders.
I-980: Underground. Underground the freeway; leaving the through (mainline) freeway lanes underground, and using Castro and Brush Streets as urban boulevards and frontage roads. Rework Ramps at 11th and 18th Streets	FHOP 2 nd flr display; Bryan Grunwald;	1255; 1105	<ul style="list-style-type: none"> • Currently, the I-980 vision illustrates an option that includes a boulevard that could accommodate many modes of transportation; with future study (in addition to the Specific Plan process), the precise configuration can be determined.
I-980. Seattle's Jim Ellis Fwy Park that spans I-80 in downtown Seattle is a far more appropriate model for 980	Thomas Cooke	1272	
I-980. Set clear policy goals for future redevelopment of the I-980 corridor. that guide its future before the corridor is transformed, and set up a framework for how the corridor will be planned once the transformation from a freeway to boulevard is set in motion (goals should include stating clearly that I-980 is a priority project; goals for integration and investment in the immediate corridor and between W. Oakland and Downtown; establish community-supported future uses for the recovered acreage; create clear metrics for future connections (i.e., reconnect all streets, removal of overpass connection to I-880; guidance for phasing of project; process for removal of freeway if BART/heavy rail do not use the I-980 alignment)	Chris Sensenig	1322	<ul style="list-style-type: none"> • To be discussed as part of development of Draft Plan.
I-980 provide as much clearance in EIR as possible for future land development or traffic changes (create a shovel ready project)	Chris Sensenig	1323	<ul style="list-style-type: none"> • To be discussed as part of development of Draft Plan.
I-980 set a clear process for the future Master Plan including: outline concrete process for implementation; list what is needed in future master plan; involve downtown & W. Oakland	Chris Sensenig	1324	<ul style="list-style-type: none"> • To be discussed as part of development of Draft Plan.

Topic	Source	Row	Staff Recommendations
community in a community process about the future of the freeway; create a blue print for financing the master plan and for transference of property from the State to the City.			
I-980 Provide flexibility for future land uses and intensities (do not limit floor area or height). Allow for high-density development around transit stations and the I-980 corridor once the Second Transbay Crossing project happen.	Chris Sensenig	1325	<ul style="list-style-type: none"> To be discussed as part of development of Draft Plan.
I-980 Consider other transit and bicycle connectivity projects that can better serve and reconnect W. Oakland to Downtown and improve upon future connection possibilities of the I-980 corridor. Encourage development of a 14th St. BRT or streetcar corridor connecting W. Oakland BART to Lake Merritt; encourage and reinforce bicycle connections along and across the I-980 corridor and connecting from downtown and W. Oakland to Jack London District	Chris Sensenig	1328	<ul style="list-style-type: none"> To be discussed as part of development of Draft Plan.
I-980 "Shovel Ready" . Do all that is possible to have the future redevelopment of the I-980 corridor to be a "shovel ready" project ready to accept federal and state funds	Chris Sensenig	1329	<ul style="list-style-type: none"> To be discussed as part of development of Draft Plan.
I-980 before 2nd Transbay Crossing . Outline a clear policy objective to move freeway removal project ahead of completion of 2nd transbay crossing (I-980 should be an early phase of a 2nd crossing to readh Oakland for future connection)	Chris Sensenig	1330	<ul style="list-style-type: none"> To be discussed as part of development of Draft Plan.
Parking			
Parking. <ul style="list-style-type: none"> Parking benefit district manage on and off-street parking (in Jack London) look at Redwood City Parking Management Plan and employ demand- 	Chinato wn Coalition ; Vivian Kahn; BART & AC	359; 1278; 505; 529; 471; 553; 682; 698; 652; 710; 1139;	<ul style="list-style-type: none"> Implement Downtown Parking Study policies and principles (most of the strategies mentioned...) Develop TDM program for downtown (employers and residential bldgs.)

Topic	Source	Row	Staff Recommendations
<p>based pricing strategies</p> <ul style="list-style-type: none"> • need 24 hour garage • better integrate convention center parking w/in neighborhood (too expensive) • dynamic pricing • on-street parking should no longer be the automatic top priority on Downtown streets • eliminate min. parking requirements and “in-lieu” fee for parking in new development; move towards parking maximums • pursue charging a fee on surface parking lots downtown as a small incentive to encourage owners of surface lots to redevelop them • clarify parking assumptions in Plan Alts Report • unbundle parking • TDM measures • need better direction for visitors trying to find parking • better signage for parking / parking availability • retain parking on outskirts (elderly, etc.) • parking plan must address needs of artists, entertainment/performance venues (artists must bring equipment/instruments) • re: transportation: where has back-in angled parking been used? What is its track record? • The parking ratio could be adjusted by stacked parking (what is its track record) • Control the design of any new parking downtown to minimize its visual impact. 	<p>Transit (charrett e mtg); Develop ers (charrett e mtg); Old Oakland Neighbo rs; Public Works staff (charrett e mtg); AC Transit; SPUR; Vivian Kahn; 2/1 worksho p; PAAC L. Kirk Miller SPUR 2/1 worksho p</p>	<p>1286; 1307; 877; 940; 970; 1209 291 293 675 997</p>	

Topic	Source	Row	Staff Recommendations
<p>Whereever parking is built above ground, in the podium of a building, it should never be exposed to the street and the parking structure should be wrapped with other uses such as retail, office or housing.</p> <ul style="list-style-type: none"> • Revisit archaic parking requirements for new development 			
Wayfinding			
<p>Wayfinding.</p> <ul style="list-style-type: none"> • Need neighborhood maps/centers showing location of businesses that is regularly updated • Develop an approach to multi-modal way finding, making it easy for people to get around without cars. • How can we develop better wayfinding and explanation of multi-modal options? • Better wayfinding for conference goers, hard to see 9th street from convention center and many guests don't know to walk one block down Washington. • Improve connectivity and access to adjacent neighborhoods through wayfinding, transportation, urban design. • What about changeable wayfinding signs "Fashion" "Music" • Incorporate the Uptown branding & wayfinding program into the Downtown Plan 	<p>Small business mtg (charrette); Savlan Hauser; Old Oakland Walking Tour; Leah Gillman; SPUR; Moore</p>	<p>75, 564, 565, 707, 678; 1266; 472; 270; 571; 1293 1387</p>	<ul style="list-style-type: none"> • Add policy recommendation to develop wayfinding/signage program for Downtown
Public Transit			
<p>AC Transit: Routes.</p> <ul style="list-style-type: none"> • would it be possible to get a more direct route on San Pablo Ave to City Center? (going further down San Pablo and down 	<p>L. Kirk Miller</p>	<p>286; 287</p>	<p>AC Transit: Routes.</p> <ul style="list-style-type: none"> • Explore possibility of a more direct route on San Pablo Ave to City Center for AC (going further down San Pablo and down Jefferson or Clay to 14th St.)

Topic	Source	Row	Staff Recommendations
<p>Jefferson or Clay to 14th St.</p> <ul style="list-style-type: none"> Lakeside neighborhood has no mass transit except on its western edge at Broadway. Is that a deficiency that needs correcting (given growth assumptions)? 			<ul style="list-style-type: none"> Lakeside neighborhood has no mass transit except on its western edge at Broadway. Explore potential deficiency given growth assumptions and incorporate policy recommendations that resolve access in this neighborhood
<p>Public Transit: AC Transit, System Improvements. Consider flex bus system; improve access; improve transbay bus service; improve reliability; free bus service on Sundays; build BART main line transfer station in West Oakland. (need to manage complete streets w/ transit speed)</p>	<p>G. Cauthen ; AC Transit; 2/1 worksho p; Jack London stakehol der mtg; SPUR Trans. Board</p>	<p>1119; 1120; 1121; 992; 1172; 1115; 715</p>	<ul style="list-style-type: none"> Consider policy recommendations for flex bus system and other bus service improvements (in coordination with current bus improvement plans – including BRT Downtown).
<p>Public Transit: Transit Priority Streets. Identify transit priority streets; prioritize transit over parking. Broadway is incredibly important: more than a series of neighborhoods, it's a focus for regional transit</p>	<p>Val Menotti; G. Cauthen ; 2/1 worksho p Morton Jensen</p>	<p>1133; 1123; 987; 1018; 1123 1365</p>	<ul style="list-style-type: none"> Include identification of transit priority streets (per AC Transit Major Corridors, per future AC transit frequencies) Assess future needs for transit (signal priority, lane priority, station priority)
<p>Public Transit: Future BART station. Do not place a station at 14th St. (too close to existing BART stations), rather, a new alignment parallel to and within one block of the existing route is preferable. Put BART in center, not on the periphery (as proposed in an alignment along the existing I-980)</p>	<p>Thomas Cooke Morton Jensen</p>	<p>1147 1366</p>	
<p>Public Transit: "Last Mile" Service. Require as a</p>	<p>Zach</p>	<p>130</p>	<ul style="list-style-type: none"> Add policy recommendation that major projects incorporate TDM

Topic	Source	Row	Staff Recommendations
condition of approval for major projects an annual contribution to support “last-mile” transit operations from rail and ferry to final destinations to support Broadway Shuttle, etc.	Seal		<ul style="list-style-type: none"> requirements Add policy recommendation that TDM fee pays for administrative cost of managing TDM program and evaluating impact
Public Transit: Getting People to Downtown. Getting to and from downtown is the greatest transit challenge, need to expand transit speed and reliability to increase transit ridership, plan focuses too much on transit within downtown. Need more about East Oakland transit connections; East Oaklanders currently shop in San Leandro; enhance 40 down Foothill	AC Transit Jahmese Myres	10 1375	<ul style="list-style-type: none"> Add to existing conditions analysis: travel time to/from downtown on transit from other key locations in Oakland
Public Transit: Strengthen the Priority of Transit in the Plan. Plan should focus its policies on the goal of increasing the transit share of access to downtown; develop a vision for surface transit in partnership w/ AC Transit; strengthen importance of surface transit;	AC Transit; SPUR	24; 677; 658	<ul style="list-style-type: none"> Include identification of transit priority streets (per AC Transit Major Corridors, per future AC transit frequencies) Assess future needs for transit (signal priority, lane priority, station priority)
Public Transit: Better Bus Stops. Improve bus stops.	2/1 workshop	713	<ul style="list-style-type: none"> Add policy recommendation to prioritize stop types by service frequency (i.e. in-lane stops for all routes with peak freq better than 10 mins) Add bus stop design variations to street atlas Present bus stop design guidelines and recommend locations for improvements Develop concepts for downtown transit center at existing transfer pts (20th St btw B’way and Telegraph)
Public Transit: Buslets. Consider buslets/green stops	Public Works staff	551	<ul style="list-style-type: none"> Can be explored as a part of the to street atlas
Transit Streets. <ul style="list-style-type: none"> Need network of transit-focused streets (to be managed and improved appropriately) Street with bus routes within Downtown considered part of a “Oakland Transit Priority Zone” (in this zone, city and AC 	AC Transit	2, 3, 7, 21, 23, 25	<ul style="list-style-type: none"> Address through enhanced transportation analysis with significant scope devoted to assessing transit performance and recommending and prioritizing on-street improvements to benefit transit as well other modes of travel that are often used before/after transit level (cycling, walking).

Topic	Source	Row	Staff Recommendations
<p>Transit facilitate fast, frequent, reliable, attractive transit.</p> <ul style="list-style-type: none"> • Define, implement, and upgrade transit streets; multi-year process, short run, assure that these streets remain available for improved transit operations; need r-of-w preservation. These streets should not be subject to narrowing or reduction in number of vehicle travel lanes while there long term design is being developed • Transit streets are missing in street typology; the street typology [as proposed] would degrade transit. The plan should include street typologies which are functional for transit and applicable to the streets identified • the best planning framework for developing intersection/block specific proposals is the currently suspended Downtown Oakland Circulation Study. • Broadway is top priority transit street in Downtown Oakland; remove on-street parking and loading; optimize signal timing for transit; review optimal set of stop locations in segment as a whole; new treatments such as bus bulbs and island stops should be considered. 			
<p>Transit to and from Downtown</p> <p>The draft focuses on transit within Downtown Oakland, such as "last mile" service. Yet Oakland's transit challenges are mostly about getting people to and from Downtown rather than getting people around within it.</p>	<p>AC Transit</p> <p>SPUR</p>	<p>10</p> <p>711</p> <p>994</p>	<ul style="list-style-type: none"> • Recommend policies that encourage and support BART improvements, including capacity, efficiency, improved access to Downtown and extended services • Incorporate policies that incentivize a variety of unit types within Downtown and specifically near BART

Topic	Source	Row	Staff Recommendations
Affordable housing, anti-displacement and 2&3-bedroom requirements near BART and transit hubs			
Alternative Modes			
Shuttle. <ul style="list-style-type: none"> • Create shuttle around lake Merritt; • free shuttle running along length of BAMBD (connection to W. Oakland – should include running to W. Oakland BART); • free shuttles/free busing services for youth; 	WIP board; OCND; Savlan Hauser; Youth Participant	62; 373; 269; 798	<ul style="list-style-type: none"> • Prioritizing transportation options along the 14th Street corridor can be discussed in a meeting that focuses on the neighborhood and the BAMBD; policy recommendation in the Specific Plan will include transportation options along priority streets, including this corridor.
Bridge to Alameda. Bike/ped bridge to Alameda	Jack London stakeholder mtg; WIP board	61; 1178	<ul style="list-style-type: none"> • Consider costs and benefits of major projects; recommend strategy for prioritizing improvements
Lake Merritt. Include more than one way to get across the lake instead of just around it	Hands on design charrette	105	
Street Improvements			
Street Improvements: core connections. <ul style="list-style-type: none"> • Improve connections between Chinatown; the Lake Merritt, 12th Street and 19th Street BART Stations* • Improve the Washington Street connection & underpass to Jack London Square and the Ferry Terminal 	Chinatown Coalition; Old Oakland Neighbors;	114; 476; 467	<ul style="list-style-type: none"> • Identify key bikeway network gaps and allocate appropriate street section to key streets as a part of the Street Atlas, to be completed as a part of the Specific Plan.

Topic	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> • Hard for cyclist going straight through Harrison [at Grand Ave] • Harrison needs to be more pedestrian and bike lanes 	Tiffany Eng		
<p>Street improvements: priority streets.</p> <ul style="list-style-type: none"> • key streets through this [Chinatown] hub include 8th Street, 9th Street, Webster Street, Harrison Street, and portions of Franklin Street, 7th Street, and 10th Street • 7th and 8th need more attention. Streetscape designs higher priority (than 9th) • Feasibility of reconnecting Franklin St. • Need timed lights, bulb-outs and other near-term, inexpensive improvements 	Chinatown Coalition ; Old Oakland Neighbors; Savlan Hauser; Tiffany Eng; 2/1 workshop Peter Birkolz	106; 469; 255; 1096; 915; 916 1358	<ul style="list-style-type: none"> • Develop framework for prioritizing streetscape improvements and incorporate into the Specific Plan; these policies can guide the work of staff and city officials.
<p>Street improvements: freeway.</p> <ul style="list-style-type: none"> • Address excess traffic on Jackson Street and freeway access • 6th St. as connection / boulevard could work • Add on ramp at Market St. • consensus: take down Broadway off ramp • Remove Jackson St. on ramp 	Chinatown Coalition mtg	1078; 1079; 1084; 1083; 1089	<ul style="list-style-type: none"> • Add policy recommendation to prioritize pedestrian safety at freeway ramps. • Add policy recommendation to pursue long-term reconfiguration opportunities
<p>Street improvements: gateways.</p> <ul style="list-style-type: none"> • 11th St improved gateway 	Old Oakland Neighbors	468	<ul style="list-style-type: none"> • Can discuss gateway opportunities on specific streets in Old Oakland during the neighborhood meetings.
<p>Street improvements: Lake Merritt. that the dedicated turn area for vehicle traffic be eliminated and integrated into the open space at Lake Merritt (pedestrian island at the Southeast corner of Harrison St at Grand Ave.)</p>	2/1 workshop	965	<ul style="list-style-type: none"> • Part of Lakeside Green Streets project, slip lane removal likely not happening

Topic	Source	Row	Staff Recommendations
<p>Street improvements: remove 4-way stop. Removing 4-ways stoplights that are overkill for slow and quiet intersections (Jefferson and 9th/8th, for example). 4 way street lights need to revert to 4 way stop signs or blinking red (9th and Clay Street; 10th and Jefferson; 9th and Jefferson; 9th and Washington)</p>	Old Oakland Neighbors walking tour	479	<ul style="list-style-type: none"> Evaluate pedestrian signal timing in transportation analysis, including whether or not stop lights are necessary at low-traffic intersections and/or whether stop signs are appropriate alternatives.
<p>Street improvements: better paved streets. Better paved streets are more comfortable to ride on than separated bike lanes</p>	2/1 workshop	875	<ul style="list-style-type: none"> A variety of street improvements have been drafted for Downtown and will continue to be refined; each version includes designs for street treatments that are comfortable for cyclists and pedestrians.
<p>Street improvements: traffic design. Dutch style intersections for high cycling traffic corridors</p>	2/1 workshop	905	<ul style="list-style-type: none"> Prioritize separated treatments on biking priority routes.
<p>Street improvements: private vehicle turning restrictions. (see Market Street in SF, 2015)</p>	Public works staff (charrette mtg)	558	<ul style="list-style-type: none"> Add policy rec to consider as a safety measure turn restrictions/turn consolidation on ped-bike priority streets Consider turn restrictions on key bike-ped streets.
<p>Streetscape.</p> <ul style="list-style-type: none"> Need special artistic treatment for 9th and Washington as heart of neighborhood – very often have street festivals at this intersection, with one block closed off in every direction (patterned or artistic crosswalks? Removal of traffic lights – convert to 4 way stop) Please put some benches along all pedestrian walkways for us seniors! with Telegraph improvements, there should be more street amenities (benches, etc.). See, as an example, Austin plans for 6th Street and Arts Garden in Indianapolis 		67; 1056; 1176; 787	<ul style="list-style-type: none"> Current policy recommendations and new policies in the plan need to ensure that the City's complete streets policy is implemented Downtown – and that people are the priority on streets. Add policy recommendation to develop public space program within DOT Pedestrians, cyclists and transit users are/will be the priority for design strategies on Downtown streets. Cars will also be accommodated. In accordance with the City's complete streets policies and through the creation of a street atlas, street designs will implement pedestrian improvements. Propose a set of streets for pedestrianizing first; determine a framework for prioritizing and phasing of street improvements.

Topic	Source	Row	Staff Recommendations
<p>Renderings/Streetscapes.</p> <p>African-inspired streetscape images; streets should reflect imaginability, memorability as opposed to focusing on street connections.</p> <p>More benches (sized to fit elderly)</p>	<p>Marvin X; Museum & Hood Design; 2/1 workshop;</p>	<p>28; 535; 921</p>	<ul style="list-style-type: none"> A variety of street improvements have been drafted for Downtown and will continue to be refined; each version can be further refined to better represent the cultural distinctiveness of Downtown Oakland.
<p>Crosswalks. Add crosswalk at San Pablo at William St.; more ped scrambles; more and safer crosswalks;</p>	<p>WIP board; Hands on Design (charrette); 2/1 workshop</p>	<p>68; 101; 948</p>	<ul style="list-style-type: none"> Address in transportation analysis and in policy/design recommendations in the transportation section of the Specific Plan.
<p>Curb design. precast curbs instead of cast in place curb/gutters. Brick gutters help soil rehydrate and reduce storm drain volume.</p>		<p>1256</p>	<p>Address in transportation analysis and in policy/design recommendations in the transportation section of the Specific Plan.</p>
<p>Safety Improvements. Ensure safety and compatibility of peds, through improvements that calm traffic flow and pattern, improve sidewalks, etc., in particular address flow of traffic using webster and posey tubes.</p>	<p>Chinatown Coalition</p>	<p>115; 352; 358</p>	<p>Traffic calming techniques to be incorporated into all street designs for Downtown.</p>
<p>Traffic signals.</p> <ul style="list-style-type: none"> Traffic signals out of date Synchronize the traffic signals to conserve fuel, regulate speed and reduce driver frustration. Intersections with one-way streets typically require fewer signal phases and shorter cycle lengths to accommodate vehicular movements, which allow for more pedestrian friendly signal timing. remove signaled and timed lights or 	<p>BART/A C Transit (charrette mtg); G. Cauthen ; SPUR; T. Eng; 2/1 workshop; BPAC</p>	<p>508 1122; 693 1098 893 1040 1050</p>	<ul style="list-style-type: none"> Policy recommendation to develop multimodal signal policies for Downtown where appropriate. Prioritizing signal upgrades for pedestrian/bike/transit priority routes

Topic	Source	Row	Staff Recommendations
upgrading to improve safety (7th Street) where they have caused numerous accidents. <ul style="list-style-type: none"> • Countdown timers on all streets • You should not have to push the walk button to able to cross the street • Look at signal timing; bike routes should have bike-preferential signal timing 	mtg notes		
Separate traffic. (through and local) in Jack London and Chinatown	Chinatown Coalition ; Vivian Kahn	112; 633	The Freeway Access Project is addressing these concerns; the Specific Plan team will continue to coordinate.
Transit Network			
Transit network. <ul style="list-style-type: none"> • Add discussion of delivery and goods movement. There should be analysis of transportation needs for freight/delivery vehicles and loading/unloading policies. • Interface b/w truck traffic and other uses • The Plan should include policies and propose regulations to prohibit shipments of coal by rail through the District and advocate for Federal and State regulations to reduce oil transport through the District and to implement proposals for a Train Quiet Zone • Where is the ferry plan? • More discussion is required on the transit network serving Oakland, including BART and the Capital Corridor rail connections through Jack London to Sacramento and San Jose. • Present a clear policy framework for a multi-modal transportation network 	SPUR; Jack London stakeholder grp mtg; SPUR leadership mtg;	671; 525; 1291; 664; 694; 696	<ul style="list-style-type: none"> • Add policy recommendation to coordinate with transit agencies on near- and long-term planning decisions. • Add policy recommendation to increase visibility of WETA access through wayfinding

Topic	Source	Row	Staff Recommendations
building on Oakland's remarkable assets.			
Trees			
<p>Trees.</p> <ul style="list-style-type: none"> • See Map mark up (increase "treed blvds" on Broadway (to 14th St.) 7th St., 6th St., and 5th St. from West Oakland to channel; in Jack London also 4th St., 3rd St., 2nd St. and Webster St.); mark up also identifies diesel truck waiting areas • Need for trees; suggestions for an approach to trees in general in the Jack London District 	June Grant	58, 59	<ul style="list-style-type: none"> • Specific Plan to outline strategy for prioritizing streetscape improvements.
Report			
Text edits (redline edits proposed to page 2.3 & 5.15)	Zach Seal	137 139	<ul style="list-style-type: none"> • Noted.
Chinatown: text edit. See edit that incorporates reference to Jack London AND Chinatown.	Chinatown Coalition	362	
Shared mobility hub. Add a car-to-go/shared mobility hub map (and explanation)	Public Works staff (charrette mtg)	552	<ul style="list-style-type: none"> • TDM strategies and policy recommendations to be discussed in targeted topic meetings; policy recommendation will be included in plan.
Set Mobility Goals. Set goals for what modes people will use to arrive and get around in Downtown Oakland; include mobility evaluation; plan should seek to increase the transit share.	SPUR; BART	702; 706; 718; 1140;	<ul style="list-style-type: none"> • Mode share goals to be discussed and recommended.
Storm water treatment. Storm water should be mentioned as a goal in Env. Sust. And complete streets. As we design ped and bike friendly streets, they should also be lined with rain gardens.	Ali Schwartz	148	<ul style="list-style-type: none"> • Will continue to make this a priority in street designs.
Implementation. Need near term improvements articulated in the plan; City's new DOT strategic plan vision and priorities should be reflected in the	Old Oakland Neighbo	1202; 703; 1108	<ul style="list-style-type: none"> • Will be addressed through implementation chapter • Confer with Strategic Plan development

Topic	Source	Row	Staff Recommendations
plan and DOT should help identify funding for improvements; need implementation measures	rs; SPUR; Bryan Grunwald;		
Transportation analysis. Add analysis of commercial traffic to the report (notes that 3rd St. is an existing primary truck route frequented by cyclists)	June Grant	57	<ul style="list-style-type: none"> • Will consider truck routes as streets are designed/refined in the Street Atlas.
Truck routes and buffer areas We were pleased that the City of Oakland endorsed the need to retain industrial zoning and existing truck routes in the approved West Oakland Specific Plan. However, the draft Downtown Specific Plan does not accommodate existing truck routes and fails to provide buffer areas on the (zoning) border of the West Oakland Specific Plan and the Jack London Area.	Jackie Lynn Ray	1160	<ul style="list-style-type: none"> • Will consider/study truck routes as streets are designed/refined in the Street Atlas.
	SPUR Sarah Fine	705; 1299	
Miscellaneous			
Education. The plan needs to address education: education, schools can drive retail	SPUR leadership mtg	661	Noted.
Homelessness. Homeless services / make campground official, regularly cleaned, etc.	Jack London stakeholder mtg	1174	Concerns regarding homelessness have been communicated throughout the City. The Specific Plan can make policy suggestions; however, a closer look focused on this topic is recommended to be undertaken.
Loading. Add discussion about curb space management and passenger loading/unloading; including kiss and ride at transit hubs (especially for seniors)	Public Works (charrette mtg); SPUR; BPAC	555; 670; 1051; 1052	<ul style="list-style-type: none"> • Incorporate policy recommendations to implement curbside management hierarchy articulated in Downtown Parking Study • Incorporate policy recommendation to prioritize transit supportive, active curb uses around transit station areas

Topic	Source	Row	Staff Recommendations
	notes		
Protests. How to plan for marches and protests from City Hall to OPD HQ that typically go down Broadway or Clay Street	Old Oakland Neighbors	475	<ul style="list-style-type: none"> • Can discuss this as it relates to public space, with the Old Oakland neighborhood meeting.
Green rooftops: for bus stops; include pollinators;	Community Advisory Group (CAG) Meeting #2 Notes; PRAC Commission;	1079; 1087	<ul style="list-style-type: none"> • Work with AC Transit to include green rooftops and/or solar pv on new bus stops

Jobs, Training & Opportunity

- Context
- Analysis
- Business
- Development
- People

- Physical improvements
- Intangible improvements
- Document
- Economic Development & Equity

Comment	Source	Row	Staff Recommendations
Context			
<p>Regional role</p> <ul style="list-style-type: none"> • Show Downtown Oakland as a regional center. What role should Downtown Oakland play in the city, the East Bay, and the Bay Area? How will Oakland assure that Downtown is still relevant in 2040? 	Adam Goldenberg (11 West Partners-Old Oakland) Chamber of commerce	1	<p>Review results of 2014 Focus Group on Oakland’s Role in the Region in 2014 as part of the development of a Draft Economic Development Strategy. Regional assets include diversity, creativity, transportation. Challenges include loss of affordability, loss of diversity and arts and space crunch. Oakland has a strong cluster of social enterprises and B-corps, but offers no economic advantage for that business type.</p> <p>Recommendation #1: Consider models of Community Benefits to increase social impact of companies. For example, Emeryville requires tenants to provide in-kind services to schools for a break on rent.</p> <p>Recommendation #2: address business issues that cut across sectors (i.e. quality education, safety, transportation, and workforce) rather than focus on a sector. Touch on education in the specific plan.</p> <p>Add any ideas from the Resilience Plan/IHS</p>

<p>Connections with the rest of Oakland</p> <ul style="list-style-type: none"> • People in East Oakland don't even call the area Downtown because it's not relevant to them – they think of it as the wealthy part of Oakland; why would they go Downtown for an \$11 burrito when they can get a better one for \$6 in East Oakland? • East Oakland youth use the ice rink, but feels more welcome in their neighborhood because there are more places to eat and hang out 	<p>Oakland Youth Advisory Commission Youth Summit</p>	<p>453 810</p>	<p>See Business Preferences & Equity sections</p> <p>A lot of this work could be done within the scope of a new Community and Business Development Coordinator located in ED, but intimately connected to Art/Culture, Planning, Loans/Grants, etc. Once Downtown has reached inclusion measures, this position could focus on doing the same for our East retail centers.</p>
<p>Analysis</p>			
<p>Economic Analysis</p> <ul style="list-style-type: none"> • Scenarios do not seem to be informed by the residential and commercial market analysis, particularly given development infeasibility relative to San Francisco • Frame the analysis. The Alternatives report doesn't start with the problem to solve; we need to lead with the social problems we're trying to solve. Key issues that need to be addressed: what makes a successful Downtown business and job center that attracts and retains tenants; how to better connect Oakland's office centers; How can the plan balance office and residential development, given differences in market values; whether downzoning makes sense in light of the market and City's new development impact fee program; is there a risk that Downtown becomes a bedroom community; can we have a progressive and viable city without a downtown central business district with density and a strong job and tax base? • Need to do economic analysis, including financial feasibility. Downtown can't withstand fees. We need Type I development. Also need to make clear why the plan has chosen a particular alternative/approach (i.e. why the red-shaded area in KONO?) 	<p>AC Transit Chamber of commerce Adhi Nagraj</p>	<p>18 1332 1380</p>	<p>Update the information, which has changed just in the last several months; the price of residential has increased resulting in new opportunities</p> <p>Add discussion of key issues (and relate to the vision and goals).</p>

Business

Business Assistance

- Incorporate ED Strategy draft's Action Item around supporting minority-owned businesses and entrepreneurs
- Help grow local and emerging businesses (promotes jobs, commerce, and appeal to visitors), including tax incentives for small business
- New economic development initiatives revolving around cultural arts for retention and development of the Black Oakland demographic, ideally, through targeted investment in BAMBD and similar cultural resiliency initiatives which would maximize municipal investment by combining with external funding sources.
- Support from City to form Merchants Association
- Businesses can encourage youth (for example, Oaklandish gives free shirts with report cards, Fenton's gives free ice cream). Embed it all throughout the community. ALL the store owners should get some sort of incentive to create youth-friendly space. Let them determine what they do. Use City marketing to help the process.
- Support 14th Street businesses
- Provide more than symbolic City interventions, such as financial assistance and investment, for the BAMABD, as there are in other places like Jack London. We need to bring in business, foot traffic, and let people know that these are businesses in general (not just black-owned) to generate revenue for those people so they can stay in there as business owners.
- Make sure in the City's brochures that everyone knows about all the small business assistance resources.
- Small business loan program that doesn't discriminate against certain businesses that currently are left out (such as cannabis businesses, tattoo parlors and adult businesses)
- Incorporate a multi-pronged strategy for attracting neighborhood-serving retail uses that could include financial incentives, land use regulations, development standards and other mechanisms

Chinatown
Coalition
Oakland
Economic
Development
OCNC
Small Business
Stake holder
Meeting
LPAB
Commissioner
Joiner
Vivian Kahn
Jahmese Myres

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Look into funds for these programs, but strongly consider whether CDBG and other City funds are more appropriately spent in areas where economic development needs to be catalyzed before proposing to dedicate limited resources to Downtown.

The City's Business Development team supports new, expanding, or struggling businesses with location assistance, market analysis, introductions, training and hiring, assistance navigating city services and regulations, and referrals to external parties. The Business Development team has staff specialists in the following key industry sectors: health and wellness, retail, arts, manufacturing, clean tech and green business, and tech. All business types can receive assistance at the Oakland Business Assistance Center located in Downtown at 270 Frank H. Ogawa Plaza or online. The City is currently developing an Online Business Portal to increase the visibility of and access to these services.

Businesses can improve their relationship with youth by hosting summer interns through the City's Classrooms2Careers program.

Address BAMBD in its own charrette process, working with Council President McElhaney

City has given Façade and Tenant Improvement grants to over 60 retail businesses downtown. Consider amending Façade and TI grants program to allow grants to businesses that are currently excluded (such as cannabis, tattoo and adult businesses).

Economic Development Department should have more flexible funding to support events and business engagement programs such as the BAMABD or youth efforts described, as well as for the development of marketing collateral and business outreach. Acknowledge in marketing that there is a racial element to marketing – this would be an interesting discussion with Visit Oakland and City's new Marketing Director (position currently vacant)

The City is creating a pilot program to offer Below market rate rents for arts and cultural uses in City

<p>Business Practices</p> <ul style="list-style-type: none"> • Continue existing work on ethical and local procurement practices with major employers (currently Emerald Cities Collaborative & Anchors for Resilient Communities is working with Kaiser and Dignity Health) • Work with businesses to welcome young people (they now are yelled at and they don't feel welcome) • Don't provide a welcome mat to companies with an exploitative business model and a proven record of corporate irresponsibility and bullying. • Good jobs come from small businesses with ties to our community • Students go to the ice skating rink for food because it's comfortable – has lots of families and youth going in and out. Need youth working in the stores Downtown to bring more youth. It's more approachable when you see someone you can relate to. 	<p>Insight Center Youth Advisory Commission Kirsten Cowan Youth Service Providers</p>	<p>245 431 624 770</p>	<p>Alameda County and the Emerald Cities Collaborative are both leading procurement studies to identify opportunities to create or enhance local businesses through supply chains for major employers. The Emerald Cities project has identified a need for food production space to produce meals for hospitals. These studies are financed by the California Endowment, which has East Oakland as a target neighborhood, not Downtown. Review this work and determine whether any if it is relevant to the Downtown.</p> <p>Have Youth Advisory Commission help develop a program to connect business to youth Work with existing downtown youth programs— Youth Radio, First Place for Youth, Girls Inc, OSA to develop additional youth programs that are housed downtown. There are community based spaces that have and will donate space for youth, but we will need to activate. Create as special project of Parks and Rec. Agreed- also don't overlook.</p> <p>The City's Business Incentive program expired in 2014 and was little used. Oakland does not have a record of providing funds to private companies other than Façade and Tenant improvements to fix up formerly vacant spaces.</p> <p>Explore the development of a voluntary certification program for "good neighbor" businesses (see Green Business program) with use of City incentives, such as tax or permit fee waivers, in exchange for community benefits. These "good neighbor" features could include procurement practices.</p> <p>Target a portion of the Classrooms2careers program to Downtown businesses (if it is not already) to connect youth citywide with internships &</p>
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			mentorship programs Downtown
<p>Business Preferences</p> <ul style="list-style-type: none"> Affordable “hidden” food spots and stores that youth can patronize and that serve people from Oakland (as opposed to the impression that current Downtown restaurants serve people who either work Downtown or have recently moved to Oakland and live Downtown) No more chain restaurants and bars Youth would like a mall or mini-mall Downtown, both to shop and to hang out at (they go to other cities for this now) Add “and community services, which draw many pedestrians to our Downtown neighborhoods.” (under the last bullet point of 4.12?) Food trucks Mixed use that goes beyond coarse categories A few more small grocery stores that sell actually produce - especially Uptown. Provide space for industrial arts, advance manufacturing, incentivize light manufacturing; curate retail (see Master Plan for Giant's site). The plan isn't about bringing things in that locals can't afford: curate the retail (retain control of leases) and fill it in with uses that are good for the community The lake area is a good example of an affordable place where people, including youth, can hang out (Grand, Ahn’s and back, the yogurt place): there’s always something to do, and often free food. Downtown could have dollar burgers, cheap haircuts, all in one spot – a building for the kids, including a place with information, recreation, and job info. There need to be things to do like there used to be, like dancing and Barnes and Noble, where kids could look at books/magazines without spending money More than just bars and restaurants Food warehouse feeder for underserved neighborhoods Preference for small, locally owned retailers that have emerged over the years in downtown Oakland - near 13th Street, 14th Street, 17th Street, etc. New wave of “posh” expensive specialty retail limits customer base and makes area feel gentrified 	<p>Charrette Youth Advisory Commissioners Code Chinatown Coalition Public Works TAG Laura Schewel SPUR Youth Service Providers Nicole Catalano Y-PLAN Policy Brief Y-PLAN Posters</p>	<p>102 177 182 316 354 429 445 446 449 456 554 625 654 660 773 812 830 832 908 912 1269 333</p>	<p>Explore a market study to determine what of the businesses the community desires are feasible (to encourage new businesses and to give realistic priorities)</p> <p>Research and propose some policies to support “business that serve the community”—that are run by people with deep Oakland roots, owned by people of color, who hire locals including local youth and sell goods at an affordable price. For example, special funds or assistance for Minority-owned businesses, fee waivers for local hire, dedicated use of CDBG or TI incentives for a specific definition of social enterprise, CUP requirements for youth-friendly events and programming, etc.</p> <p>Summarize generally the feasibility (if possible) of the market providing businesses the community is asking for (grocery stores, affordable restaurants, clothing, etc.).</p> <p>Discuss desired groceries with the developers of the Newberry Market on the first floor of Uber</p> <p>Develop a city master lease program. Consider forming a community development corporation to partner with the City. Require that businesses that receive reduced rent, participate in community benefits; ie. youth internship program, \$5 products, public events, etc.</p> <p>Change the zoning code to allow arcades</p>

<ul style="list-style-type: none"> • Permanent Portable business park (i.e. Proxy –www.proxysf.net @ 432 Octavia, in Hayes Valley San Fran • A shopping mall with stores of local designers • Concern that big business may take away from local business 		<p>Convey desired retail to Development team for 1911 Telegraph (City-owned site)</p> <p>3-D printing facilities and other Maker space has recently been added to Downtown at CodeShelf, OakStop and Port Workspaces – Kaiser building</p> <p>Look at EBALDC, which requires that their tenants provide one \$5 meal; providing 2-3\$5 Oakland items could be a suggestion in the youth zone.</p> <p>Partner with Oakland Promise and youth summer jobs.</p> <p>Tech hire partnerships.</p> <p>Consider adding a new main library downtown, as OPL already provides multiple levels of free youth programming and everyone is, and feels, welcome at the library.</p> <p>Work with BIDs to create area-specific inclusion programs that highlight area unique-ness while providing lower priced products. A strong marketing partnership (City/Visit Oakland) can create scavenger hunts, business passports, etc. to encourage all to visit and participate. Link with the Free B shuttle to have all areas of Uptown/Downtown/Old Oakland and JLS connect in folks minds.</p> <p>Encourage mixed good retail to link up/share spaces so that there are more than just bars/restaurants. Also create more spaces for retail. [Is this an issue? Isn't there available retail space? We already encourage it, right?]</p>
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<p>Arts</p> <ul style="list-style-type: none"> • One specific goal could be the creation of 25,000 new jobs in arts-related fields over the next 10 years. • Art business is the missing link in the Oakland arts food chain. Oakland have exciting exhibition spaces, parties, arts, but not enough business transactions to keep them and the artists operational and fed and continue making work. Create an advisory committee for galleries and gallery owners to discuss what they need. • Artists need a way to sell their work; galleries are currently in dark galleries and need to be beautified. • Create a separate group for small business and retail. This cannot be combined with art, as it has its own unique issues. 	<p>OCNC Anonymous Alanna Rayford</p>	<p>380 1215 1227 1228 1251</p>	<p>Have economic development staff and maybe Strategic Economics attend small business meetings</p> <p>See Arts & Culture section</p> <p>Create an Arts as Business Program that helps arts orgs; galleries, performance spaces, etc. maximize revenue so that lower-income artists can afford to access space, put on shows, exhibit their work, etc.</p>
<p>Development</p>			
<p>Economic Activity/Density</p> <ul style="list-style-type: none"> • Increase density to increase economic activity • Make the district active, vibrant and safe to serve and attract residents, businesses, students and visitors • Increase density in the parcels that are poised for development • Community benefits will make it harder to build tall buildings. • Concerned about the Alternative Report's focus on unique and historic; the plan should pick individual buildings to preserve and then allow density to come right up to those buildings. Go high on Broadway and Telegraph. • Current Alternatives do not accommodate sufficient growth potential for Oakland business or job growth, nor regional growth which will result in limited effectiveness of EIR for office development, and less job growth and much less robust City tax base 	<p>Beast Mode Apparel – Old Oakland Convention Center SPUR Chamber of Commerce</p>	<p>56 411 641 1331 1332</p>	<p>Add proprieties to the opportunity sites map that are underscaled, difficult to use or in poor condition</p> <p>Develop minimum heights and density</p> <p>Develop performance zoning</p> <p>Add discussion to the plan that connects economic development and activity with density</p> <p>See the Built Environment section</p>

<p>Land Uses</p> <ul style="list-style-type: none"> • Encourage industrial uses on the ground floor in the Jack London District. • Need a broader definition of retail; allow manufacturing in back, efficient use of space. We have lots of leakage to San Leandro. • Consider retail quotas to regulate the types of retail (restaurant/bar saturation)? • Develop nighttime jobs • Reserve key parcels of greater than 20,000 square feet for employment (likely high rise office development) to ensure space for jobs and increase transit use. This is particularly important for sites near BART and/or within existing employment areas such as within City Center, along Broadway or in the Lake Merritt Office District. • Increased zoning for light industrial (rather than a park) to increase the economic diversity of the area • We're lacking larger office development sites with floorplates that "new economy" businesses need. Silicon Valley standard is 30-40,000 sf. • Is housing on top of office prudent? Don't want Downtown to become a bedroom community to SF • Need incentives for a dense office corridor; bonus densities will never work for office development • Balance office and housing; if we're not careful, all office sites will be gone. Right now zoning allows housing everywhere, which doesn't preserve commercial. (20 years ago SF focused new commercial development on 2nd Street) consider office priority sites in Downtown focus areas. Offices like to be next to each other, focus them on a specific corridor. • Show a retail map; set an intention for a place for critical mass of retail • See Portland: Central Eastside is looking at how to preserve historic manufacturing in the face of office and residential (only allowing office and residential in return for increasing this) 	<p>SPUR Chamber of Commerce Amanda Monchamp Jahmese Myres</p>	<p>186 550 650 685 700 1336 1335 1334 1333 1370 1377</p>	<p>6 contiguous blocks owned by BART along 4th & 5th St corridor: edges can be better utilized; create zoning allowances that would encourage BART to develop it as a gateway to Old Oakland</p> <p>3rd Street should remain industrial (though can have residential on upper floors if it meets certain requirements)</p> <p>Catalogue vacancies in JLS. Can warehouses be renovated to be City-Owned (Parks and Rec) performance-based community centers for working artist professionals?</p> <p>Everything west of Brush is port-serving, and we need a transition between the industrial and Jack London</p> <p>Need an existing uses map to determine which corridors retail should be focused on</p> <p>Howard terminal : consider hotels, light industrial</p> <p>We need a phased map so that the Port can continue operating while extending Jack London – need to find a new home for the fire station</p>
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<p>Development</p> <ul style="list-style-type: none"> • Don't tax retail on the street floor; pay for tenant improvements or subsidized (good quality) retail • If you're worried about developing land near BART, charge fees for low-density; tax the outcome you don't want to see (not uniform taxes/fees) • Don't focus on residential development to the exclusion of jobs: When there is housing pressure without a hot market for office, there is no room for job growth if all of the parcels are going for housing. Berkeley has this problem – all of the office space has been taken up by housing. • The uncertainty of access to waterfront properties diminishes economic value and potential of waterfront properties. 	<p>Market-Rate Real Estate Developers Thomas Cooke</p>	<p>528 530 531 1159</p>	<p>Develop minimum heights and densities; require major community benefits if they want to build less</p> <p>Determine how people are going to get to Howard Terminal and Victory Court from the rest of Oakland and the region</p> <p>Find out whether we already have a study available showing the feasibility of industry</p> <p>Develop a vision for the future of the convention center. The convention Center is a great opportunity. We own the Center and it is too small to ever rival Jacob Javitz (NYC) or SF equivalents. Maybe we can creatively utilize it as an adjunct Parks & Rec site for special occasion projects for all demographics</p> <p>Research the potential for a community benefits program; need to consider recent impact fee nexus study and determine if/how/when a community benefits study could be implemented</p> <p>Map and appraise public lands in the downtown [are there any?] to determine their highest and best use and accelerate development</p>
<p>People</p>			

<p>Jobs & Training</p> <ul style="list-style-type: none"> • Encourage large businesses like Pandora and Uber to contribute paid internship, job training and job opportunities for youth • Tie Downtown to the Alameda County Health Pipeline Partnership (ACHPP), which supports career development for disadvantaged and minority youth • Support jobs, especially auxiliary uses to Port • Help Oaklanders find jobs; host job fairs, provide job training • OUSD has teacher retention/recruitment difficulties • Address workforce training • Develop a civil corps; have WPA-like jobs to rebuild parks, streetscapes, building restorations • Develop a corporate youth mentorship program: assist with the building and development of skill sets, goal setting, and personal development of the youth. Corporate worker would be required to commit to a one year time span of being in active relationship with the youth that they mentor. Mentoring would include cultural activities (Oakland Symphony, Oakland Museum, etc), workplace visitations, and weekly check-ins. There are several schools in the Downtown area that could benefit from such a program. • Affordable healthy food, including breakfast (the only food the youth can afford here is fast food and liquor/convenience stores, which mimics what's in their own neighborhoods) • Provide jobs/internships at City for youth, including in Planning & Building and at City Hall • One-stop center • Social services (may need to redirect tax money to make better use of pre-existing agencies) • It's not necessarily true that new economy jobs will help Oakland workers, if they're not trained. We need to include pathways for Oaklanders to get these jobs (though note that engineering is not the only job class for new economy businesses) • Address job quality and accessibility (local hire, etc.): see the Coliseum Plan 	<p>Youth Advisory Commission Insight Center Jack London BID OUSD TAG Regina Evans Youth Service Providers Youth Summit Nicole Catalano Y-PLAN Policy Brief Chamber of Commerce Jahmese Myres</p>	<p>178 244 283 450 451 454 541 549 610 773 793 805 825 826 988 1035 1269 1338 1376</p>	<p>Develop good neighbor/ethical business certification program that includes internships and local hiring & training, mentorship, etc.</p> <p>Develop a Citywide economic development strategy to target workforce development to the needs of Oakland's key sectors; focus this in Downtown as the City's main employment center</p> <p>Talk with WIB and Human Services about what is already happening Downtown and what else could be focused in this area</p> <p>Have WIB partner with City for jobs doing downtown infrastructure improvements</p> <p>Partner with Laney College, UC Berkeley and the APA Diversity Committee to recruit interns for the Planning (and other) departments</p> <p>Is there a market for affordable healthy food? Consider tying a school business and/or culinary program (such as Laney's) to a business Downtown (could be a youth only restaurant employing a range of students throughout Oakland).</p> <p>Study whether we have adequate child care in Downtown to serve working parents; what are the waiting lists like? what are the prices like?</p> <p>OUSD and OPL are partnering to provide all OUSD and charter students with joint school ID/ library cards – perhaps this could go a step further in future phases and become an Oakland Youth card that allows them reduced prices for entry and products to participating businesses across the City.</p>
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<p>Economic Security</p> <ul style="list-style-type: none"> • Populations struggling the most with family economic self-sufficiency include elders, immigrants, men of color, households with children under 5, and female-headed households • Most effective policies strategies to support family economic security include a \$15 minimum wage and reducing renter's rent burden. Education and transitional jobs have less deep impacts (see Rise Together Bay Area report and Umbrellas Don't Make It Rain). • Economic empowerment zone 	Insight Center	247 248 1042	<p>Need to address the larger economic ecosystem</p> <p>Find out what “economic empowerment zone” means</p>
<p>Physical improvements</p>			
<p>Infrastructure & Improvements</p> <ul style="list-style-type: none"> • Find additional money for façade improvements • Need creative, artistic sidewalk garbage storage areas; garbage cans are routinely stolen • Fiber infrastructure: for our building on Telegraph it took us 9 years to get AT&T to bring fiber into the building, and then they charge so much no one wants to hook up. No other carrier has fiber on this section Telegraph, so there is no competition. We lost several tenants over the years because of this issue; companies expect high speed connections. 	Small Business Stakeholder Meeting RPR Architects	561 562 620	<p>Talk with Public Works about trash</p> <p>Look into other communities’ art programs with trash and infrastructure. Simplify the process for permitting (i.e. easy over-the-counter approvals if they meet design guidelines).</p> <p>Talk with Economic Development about fiber. Create a Google partnership to lay fiber throughout the downtown area</p> <p>Create an equitable façade improvement program; specific %’s for minority owned, female owned, income below \$xx.xxx.</p>
<p>Vacant Buildings</p> <ul style="list-style-type: none"> • Occupy vacant buildings with at least temporary uses • Pop-up grocery stores 	Youth AC Economic Development	461 512	<p>Talk with Kelly about art windows program</p> <p>Look at co-ops and farms (i.e. Mandela Foods) who might want temporary low-cost retail space. Develop an easy and clear system of approvals for temporary uses. This is a great opportunity to court the types of uses we wish to see. Also opportunity to partner with non-profits that might want to create a temporary (or permanent) retail component for funding or constituent skill bldg.</p>

<p>Transportation</p> <ul style="list-style-type: none"> • Support downtown transit improvements that will catalyze economic development. A modern streetcar’s sense of permanency conveyed by the tracks, the superior ride quality and environmental benefits associated with the electric motor versus the combustion engine, and the crossover appeal to people who can choose to drive instead of use public transit, are all factors that attract developers and business owners to invest in a corridor served by an electric streetcar line. • Minimize traffic jams • Allow better downtown parking • Support higher growth scenarios to support transit (BART, bus and other modes) to avoid exacerbating crowded conditions on the westbound morning transbay commute to San Francisco. • Meet the Plan Bay Area growth forecasts (Downtown and Jack London Square currently falls short). 	<p>Oakland Economic development Anonymous Val Joseph Menotti</p>	<p>132 1019 1138</p>	<p>Start with parking supply study to develop a parking program</p> <p>Follow the results of the streetcar study.</p> <p>See Built Environment section.</p> <p>Better promote the Free B shuttle. Also use the Free B to create promotional programs for businesses along the corridor.</p>
<p>Intangible improvements</p>			
<p>Events</p> <ul style="list-style-type: none"> • Youth would like to see more public events and street festivals programmed, such as the fairs/farmers markets in Jack London Square and First Fridays, and arts at 12th & Broadway. • The curfew of First Friday is too early • Facilitate special events: City processes are arduous, unclear and overly bureaucratic • Programmed events throughout the month (First Friday isn’t enough) • Re-program Art & Soul and spend the money to support local businesses • Improve coordination in event planning 	<p>Youth Advisory Commission Economic Development Staff</p>	<p>465 511 512 566 570 956</p>	<p>Talk with Art Murmur and the Police Department; what is the history? Is there any way to make a later curfew work?</p> <p>Meet with Economic Development and Jim McIlvene about City special events processes</p> <p>Re-imagine Art & Soul as a quarterly free event</p>
<p>Marketing</p> <ul style="list-style-type: none"> • Need publicity for the good stuff happening in Oakland (so when investors from outside the Bay Area review loans, they have confidence in Oakland and can overlook bad press) 	<p>Commercial Real-Estate Developers</p>	<p>521</p>	<p>Talk with Visit Oakland & whoever does business marketing</p> <p>Hire a savvy marketing director or marketing firm that can provide macro and micro marketing for Oakland, and its neighborhoods and businesses, etc. Cross-partnership marketing would be good and supports Oakland’s unique interconnectedness</p>
<p>Document</p>			

<ul style="list-style-type: none"> p. 1.9 (Economic Development): This sentence [last one] needs to be rethought. Nonsensical as is. 	Sustainability Dt	172	Revise sentence
Economic Development & Equity			
<p>Economic Development</p> <ul style="list-style-type: none"> Economic development (locally owned businesses, local hire, new area jobs that meet residents' skill levels) Police funding should be used instead to create jobs for low income residents and formerly incarcerated residents and support free arts and recreational programs (including art & soul, libraries open seven days a week, afterschool arts programs). See EB EDA first economic development report Address income lag; attract medical, manufacturing, construction, ICT IT support, and clean tech, and train workforce in those jobs; need more prominent discussion about income and employment opportunities 	EBHO Needa Bee (SpeakUp) Urban Strategies Council	214 627 745	<p>Work with Economic Development; this should be the strongest section. The West Oakland plan is a good example.</p> <p>Address how we are going to target the various sectors we want to promote.</p>
<p>Business & Nonprofit Support</p> <ul style="list-style-type: none"> Fund restaurants run by/that employ people of all colors promote these restaurants visibly (Free B shuttle map) Local Oakland, great example of all that we are discussing, as a business model that provides affordable food and employ POC use and they had a line (of all demographics) out the door when I visited on Friday Lease vacant buildings to youth organizations/social enterprises Provide incentives or requirements for development to include youth-oriented ground floor space Larger businesses adopt smaller businesses, social enterprises and nonprofits for mentorship, economic resources & access to workforce as customer base, and in return get context, history, and successful strategies and knowledge for outreach to the community at large Toronto: Incentives to keep property affordable for 35 years San Francisco: Initiative to maintain legacy businesses Give business incentives to long-time Oakland family-owned businesses that cater to the majority working class, not new affluent businesses that cater to the minority of rich people. Agreed Businesses can reach out to youth (example: Fat Cat Café) Assistance to become property owners (including in co-ops) of the spaces they rent 	Charrette Jose Corona Regina Evans Needa Bee (SpeakUp) Youth Service Providers Focus Group	81 100 193 194 615 627 766 869 871 1031	<p>City could provide business incentives or work with BIDs to create program for businesses who give discounts, jobs/internships and other support to youth</p> <p>Investigate requiring arts and nonprofit space</p> <p>Talk with Jose Corona and OBDC about possibilities for the suggested programs.</p> <p>Consider an enhanced infrastructure financing district (EIFD); partner with Economic Development, which is studying one around Broadway</p> <p>Give breaks to nonprofits and entrepreneurs on development fees, waive tenant improvement fees; justified by increased sales tax</p> <p>Re-establish façade improvement funds as new funds arrive Downtown; distribute the funds with a lens for racial equity.</p>

			Talk with Brian Kendall in Project Implementation
Business Preferences <ul style="list-style-type: none"> Affordable “hidden” food spots and stores that youth can patronize and that serve people from Oakland (as opposed to the impression that current Downtown restaurants serve people who either work Downtown or have recently moved to Oakland and live Downtown) Youth would like a mall or mini-mall Downtown, both to shop and to hang out at (they go to other cities for this now) A few more small grocery stores that sell actually produce - especially Uptown. Provide space for industrial arts, advance manufacturing, incentivize light manufacturing; curate retail (see Master Plan for Giant's site). The plan isn't about bringing things in that locals can't afford: curate the retail (retain control of leases) and fill it in with uses that are good for the community The lake area is a good example of an affordable place where people, including youth, can hang out (Grand, Ahn's and back, the yogurt place): there's always something to do, and often free food. Downtown could have dollar burgers, cheap haircuts, all in one spot – a building for the kids, including a place with information, recreation, and job info. There need to be things to do like there used to be, like dancing and Barnes and Noble, where kids could look at books/magazines without spending money Food warehouse feeder for underserved neighborhoods Preference for small, locally owned retailers that have emerged over the years in downtown Oakland - near 13th Street, 14th Street, 17th Street, etc. New wave of “posh” expensive specialty retail limits customer base and makes area feel gentrified 	Charrette Youth Advisory Commissioners Code Chinatown Coalition Public Works TAG Laura Schewel SPUR Youth Service Providers Nicole Catalano	177 182 316 354 429 445 446 449 456 625 654 660 773 812 830 832 912 1269	Can Strategic Economics do a market study to determine what of the businesses the community desires are feasible (to encourage new businesses and to give realistic priorities) Develop a city master lease program. Consider forming a community development corporation to partner with the City. Change the zoning code to allow arcades Look at EBALDC, which requires that their tenants provide one \$5 meal; this could be a suggestion in the youth zone. Partner with Oakland Promise and youth summer jobs. Tech hire partnerships.
Jobs & Training <ul style="list-style-type: none"> Encourage large businesses like Pandora and Uber to contribute paid internship, job training and job opportunities for youth. Agreed Tie Downtown to the Alameda County Health Pipeline Partnership (ACHPP), which supports career development for disadvantaged and minority youth Support jobs, especially auxiliary uses to Port 	Youth Advisory Commission Insight Center Jack London BID OUSD TAG Regina Evans	178 244 283 450 451 454 541	Develop good neighbor/ethical business certification program that includes internships and local hiring & training, mentorship, etc. Talk with WIB and Human Services about what is already happening Downtown and what else could be focused in this area

<ul style="list-style-type: none"> • Help Oaklanders find jobs; host job fairs, provide job training • OUSD has teacher retention/recruitment difficulties • Address workforce training • Develop a civil corps; have WPA-like jobs to rebuild parks, streetscapes, building restorations • Develop a corporate youth mentorship program: assist with the building and development of skill sets, goal setting, and personal development of the youth. Corporate worker would be required to commit to a one year time span of being in active relationship with the youth that they mentor. Mentoring would include cultural activities (Oakland Symphony, Oakland Museum, etc), workplace visitations, and weekly check-ins. There are several schools in the Downtown area that could benefit from such a program. • Affordable healthy food, including breakfast (the only food the youth can afford here is fast food and liquor/convenience stores, which mimics what's in their own neighborhoods) • Provide jobs/internships at City for youth, including in Planning & Building and at City Hall 	<p>Youth Service Providers Youth Summit Nicole Catalano</p>	<p>549 610 773 793 805 825 826 988 1035 1269</p>	<p>Have WIB partner with City for jobs doing downtown infrastructure improvements</p> <p>Partner with Laney College, UC Berkeley and the APA Diversity Committee to recruit interns for the Planning (and other) departments</p> <p>Is there a market for affordable healthy food? Consider tying a school business and/or culinary program (such as Laney's) to a business Downtown</p> <p>Study whether we have adequate child care in Downtown to serve working parents; what are the waiting lists like?</p>
<p>Training/mentoring.</p> <ul style="list-style-type: none"> • Focus on education of local kids (get the tools in their hands to facilitate "maker" "production" careers); • support youth pathways to arts industry jobs; • get youth engaged with projects like murals & music; 	<p>WIP presentation; Arts stakeholders (charrette mtg); Youth AC</p>	<p>63; 502; 441</p>	<p>Programs, including content and participants, should reflect Oakland's culture and demographics</p>
<p>Economic Security</p> <ul style="list-style-type: none"> • Most effective policies strategies to support family economic security include a \$15 minimum wage and reducing renter's rent burden. Education and transitional jobs have less deep impacts (see Rise Together Bay Area report and Umbrellas Don't Make It Rain). • Economic empowerment zone 	<p>Insight Center</p>	<p>247 248 1042</p>	<p>Find out what "economic empowerment zone" means</p>

Open Space & Recreation

- Programming & Activation
- Specific Infrastructure & Amenities
- People/Park Users
- New Open Spaces & Capital Improvements
- Report/Plan Content
- Connections
- Maintenance & Renovation

Topic	Source	Row	Address in specific plan
Programming & Activation			
Activate open spaces -Recreational activities; improve uses at Frank Ogawa Plaza; build skate park; allow music to 10:30PM in parks/plazas	Work-in-progress presentation; PRAC Commissioner; Jack London Improvement District; Youth Summit; Y-PLAN Posters; WIP	757; 1111; 1130; 1134 60	Check w/ OPR: Have parks commission consider allowing nighttime music Study whether there is an appropriate location Downtown for a skate park Study activation of FHOP (tables, chairs, benches, shade, redesign of green space to be approachable – see SF's Yerba Buena gardens) Study programming appropriate for Downtown's open spaces, including youth-friendly activities and evening uses
More events and festivals like Pedalfest , and they think the city needs more entertainment, music and people on a regular basis, to mend social barriers.	City of Oakland Youth Advisory Commission; Youth Service Provider;	1133; 762;	Discuss with OPR
Bring back fireworks	Jack London District Stakeholder Mtng Notes	1154	Discuss with... OPR?
Onsite education about sustainability and ecology	2/1 Malonga Public Workshop Board Comments	1148	Discuss with Public Works and OPR
Language should be included about programming open space for youth and school age populations.	Oakland Chinatown Coalition	1105	Address families and youth in plans for recreational amenities and programming
The early curfew defeats the purpose of First Fridays. [Commissioners] would like to see First Fridays relaxed; they think it's possible to loosen up without being unsafe.	City of Oakland Youth Advisory Commission	1134	Determine which agency is responsible for the curfew and consider further discussions

Topic	Source	Row	Address in specific plan
Portable Rec Dept. After School Program	Northgate Neighbors	1094	Discuss with OPR
Distinguish between open space and active spaces: It would be useful to show active spaces (i.e. playgrounds, bball courts) separately. There's a decent amount of overall open space, but probably not enough space for active uses.	City of Oakland Housing	1075	Update map; check with OPR to find out whether they have this data mapped
Specific Infrastructure & Amenities			
Place making- Benches, shade, tables, food carts, etc. Particularly in the passageway between Frank H Ogawa Plaza and Clay Street. Plus maybe a little bit of shade; it's annoying that the only shade tree is a historic one that's roped off (See Yerba Buena Gardens example). Public space: build community with citizen-initiated place-making through community-building activities and events	Oakland Creative Neighborhoods Coalition; Joanna Winter; 2/1 Malonga Public Workshop Board Comments Y-PLAN Posters	1086; 1088; 1147;	See "activate public space"
Gardens in the tree wells – businesses adopt and take care of them (17th St.)	Community Advisory Group (CAG) Meeting #2 Notes	1079	Incorporate into urban greening plan (see Sustainability section)
Compost	PRAC Commission	1087	Include parks, open space and event waste in plans for green infrastructure
Food production: Include orchards in open spaces, community gardens (Caltrans row)	PRAC Commission; Northgate Neighbors	1087; 1089;	Consider identifying areas for community gardens (temporary or permanent)
Reduce storm water run-off: water plants, curb cutting	PRAC Commission	1087	See Sustainability
ADA Accessibility in parks -(Ex.Wheelchair swings)	Cheryl Corbin; PRAC Commission;	1076; 1087;	Check w/ ORP: Include policy that assures new parks and park renovations will be accessible [isn't this required already under ADA?]
Living walls	Cheryl Corbin; PRAC Commission;	1077; 1087	Encourage living walls in privately-owned public spaces? Include living walls in urban greening plan (see Sustainability section)

Topic	Source	Row	Address in specific plan
Public Art -Include public art in open spaces. (ex. Transform F.O.P and create parks in Black arts district)	Oakland Creative Neighborhoods Coalition; PRAC Commission; 2/1 Malonga Public Workshop Board Comments; 2/1 Malonga Public Workshop Board Comments	1086; 1097; 1100; 864; 1151;	Check w/ OPR & City's Cultural Arts & Marketing Unit" Facilitate collaboration between parks commission and arts commission to integrate art and public space
People/Park Users			
Recognize needs of key user groups (including dog owners and gardeners)	Plan Downtown Charrette Stake Holder Meeting	1078	Check w/ OPR: Develop parks and recreation plan and in community engagement, address both neighborhood and regional uses for the Downtown area
Create youth oriented open spaces -Snow park youth already hang out there; I feel welcome in Redwood Park; Frank Ogawa Plaza hostile to youth;	Community Advisory Group (CAG) Meeting #2 Notes ; Oakland Youth Advisory Commission Meeting; Oakland Youth Advisory Commission Meeting; City of Oakland Youth Advisory Commission; Youth Summit; Youth Summit;	1079; 1080; 1081; 1135; 1137; 1138;	Develop plan for all-ages use of public open spaces Downtown; specifically target youth, families and seniors for participation in the process, and include major employers, BIDs and businesses
More uses around open spaces (ex. Union Square)	Community Advisory Group (CAG) Meeting #2 Notes	1084	
Address homeless population in parks (Jefferson Park)	2/1 Malonga Public Workshop Board Comments	1146	Discuss with Human Services and Housing

Topic	Source	Row	Address in specific plan
Encourage social diversity in open spaces- Areas to protest; understand what open spaces mean to low income groups; café=gentrification; Lots of class and racial difference – need to cultivate allyship, build relationships across barriers, which reduces conflicts. City needs to reach out to ALL the parts of Oakland and get them to come Downtown to build relationships together (many events, with police involved). Intergenerational, intersectional, bring adults too – like Festival by the Lake. Adults can help troubleshoot and mediate conflict (instead of just criminalizing). Even at the Y-PLAN tour of Downtown, a store owner yelled at one of the kids.	PRAC Commission;2/1 Malonga Public Workshop Board Comments;	1085; 1150;	Check w/ OPR & City’s Cultural Arts & Marketing Unit: Develop events and activities that support multi-cultural & intergenerational interaction Host events that draw people from all over the city
Greater partnerships between City Parks and Recreation Dept. and Oakland Housing Authority: address issues of housing and park programming	Plan Downtown Charrette Stake Holder Meeting	1108	Discuss with OHA & OPR
Coordination with adjacent specific plans (especially as regards the Lake Merritt Station Area Plan the plan addresses Estuary to Lake park/connectivity).	PRAC Commission; Plan Downtown Charrette Stake Holder Meeting	1109; 1132;	Review the Lake Merritt Station Area Plan and adapt plans as needed for Downtown specific plan
New Open Spaces & Capital Improvements			
Elevate Lincoln Recreation Capital Improvements Program	2/1 Malonga Public Workshop Board Comments	1153	Include in plan for equitable implementation across specific plans (Lincoln Rec Center is in Lake Merritt Station Area Plan)
Build parklets on vacant lots and in other underused spaces	Y-PLAN Policy Brief		Develop permitting program for parklets on private property and other temporary uses
We have some special places, but need more robust urban design; higher quality spaces for community connection	Regina Davis	1367	

Topic	Source	Row	Address in specific plan
Report/Plan Content			
Placement of the “Open Spaces and Recreation” at the end of Planning Goals (section 4) reduces importance of parks. Request reordering so Parks sections follows Built Environment, Preservation and Housing. This placement provides greater prominence to parks;	PRAC Commissioner;	1110;	Order planning goals for readability rather than in order of importance
Typo on Page 6.17, second line in Plan Alternatives “...Howard Terminal, in new greens (? Should this be ‘greenspaces’?)	PRAC Commissioner;	1116;	
Align Scorecard Criteria categories (Public Realm and Open Space) with the Planning Goals categories (Open Spaces and Recreation)	PRAC Commissioner;	1117	This refers to the analysis in the last chapter. The analysis and alternatives have not been adequate for decision-making, particularly for the Public Realm and Open Space category; are we re-working these, or just not adjusting this section? If we are going to re-work alternatives and analysis (which I don’t believe we are), we should evaluate all of these areas according to the goals, not by square footage.
Show proposed San Pablo plaza before and after for context	PRAC Commissioner;	1127	If moving forward with this plaza, show before and after images
Reference improvements: Label Figure B-16 at top of page, add key; If not possible to label parks on map, add table of park names, with acreage as a reference and or refer to OSCAR; Place all parks related maps in one place in the document (B-16, B-28); Consider developing a PARK OPPORTUNITY/VISION MAP highlighting the general areas for additional parks as described in text. The document lacks a compelling and comprehensive parks vision map on par with the other graphics in the document;	PRAC Commissioner;	1113;	Edit maps with these changes Develop separate parks plan map and vision

Topic	Source	Row	Address in specific plan
Inclusion of public art/creative placemaking into the “Environmental Sustainability” Vision Element – for example the Richmond Greenway utilizes bike paths, green spaces, public gardens , and a combination of cultural heritage-themed murals and public art installations to create a welcoming place which encourages outdoor activity by residents, while transforming a previously-blighted area	OCNC	376	
Connections			
Access and Connectivity: Improve connections between the Lake and the Estuary, including crossing (above or below) I-880 and the railroad; Cathedral open space;	Written comments; PRAC Commission;	595; 1102;	Work with Freeway Access Project; review Lake Merritt Station Area Plan for Lake/Estuary connection plan; include in larger “green loop” vision
Preserve Visual Connections and physical access to waterfront with accessible public parks and play space.	Jack London Improvement District	1128	Address in street and recreation designs
Greenway from Lake Merritt to Broadway e.g. Along 20th	2/1 Malonga Public Workshop Board Comments	1145	Consider greenway along 20 th
Street closure/ped blvd.	Northgate Neighbors	1095	Review the possibility of a street closure for pedestrian boulevard as mentioned in this comment
Open space as destination (ex. Lake Merritt, Chinatown parks)	PRAC Commission	1099	Ensure that connections, events, amenities support
Maintenance & Renovation			
Have a cleanup crew around the lake	Youth Summit; Jack London District Stakeholder Mtng Notes;	1138; 1155;	Include cleanup and maintenance in the park plan
Maintaining the existing park network and trees in the study area. While the big ideas are great, today’s park system needs to be cared for and infused with additional resources whenever possible.	PRAC Commissioner;PRAC Commission;	1112;1122	In plan, prioritize maintenance and renovations over new facilities

Sustainability, Health & Safety

- Shoreline
- Vision
- Green Infrastructure
- Safety
- Health & Environmental Justice
- Growth
- Edits to Environmental Sustainability section
- Other
- Specific Areas
- Homelessness
- Sustainability, Health & Environmental Justice

Comment	Source	Row	Staff Recommendations
Shoreline			
Bayfront <ul style="list-style-type: none"> • 5.43 (E-43: Howard terminal, Stadium Scenario): Suggest having Dover Kohl talk to SFEI or BCDC about Bayfront. No more seawalls like this will be allowed. Multiple green alternatives here, depending on tidal issues. • 5.44 (E-45: Howard terminal, TOD Scenario): Suggest having Dover Kohl talk to SFEI or BCDC about bayfront. No seawalls like this will be allowed. Multiple green alternatives here, depending on tidal issues. • 5.45 [last bullet in left column]: see previous comments on GI for bayfront. 	Sustainability Dt	169 170	Update Howard Terminal designs to meet BCDC policies
Public Access & Wildlife <ul style="list-style-type: none"> • Consider Bay Plan public access policies to maximize public access opportunities while minimizing significant adverse impacts upon wildlife • Evaluate the potential impact of the plan, including any design features or management, on adjacent habitats and wildlife 	BCDC	49	Review policies to ensure that waterfront concepts maximize access while minimizing adverse impacts on wildlife
Sea level rise <ul style="list-style-type: none"> • Design and maintain public access to bay to avoid flood damage due to sea level rise and storms • Include an analysis of how an increase in sea level under multiple sea level rise scenarios could impact the proposed project • Misidentifies predicted inundation levels: The Plan should map at least 12" of sea level rise by 2050 and at least 36" of 	BCDC Sustainability Dt	50 54 55 122 153 164 165 166	Update sea level rise maps Assess how sea level rise and related inundation risk will impact land uses Develop a set of design guidelines for development in areas expecting sea level rise and inundation Consider alternatives to development in that will mitigate flooding in future inundation zones

Comment	Source	Row	Staff Recommendations
<p>sea level rise by 2100 to meet California’s State Guidance.</p> <ul style="list-style-type: none"> • Coordinate with Adapting to Rising Tides program. • The Plan should map at least 12” of sea level rise by 2050 and at least 36” of sea level rise by 2100 to meet California’s State Guidance. For comparison, the City of San Francisco is using 66” of sea level rise by 2100 to understand potential inundation risk • Review Adapting to Rising Tides information to address and mitigate the vulnerability of development in the plan area, especially in Jack London Square, to future flooding, storm events, and sea level rise inundation • Update p. 2.23 (B-29: Projected Sea Level Rise) to at least 36” (see 36” and 60” SLR maps) • 5.3 (map): Both areas [highlighted: Victory Court area and development shown on other side of channel] included in the induction zone for 2100. Need to consider special zone or requirements if you want to allow development here. These will be floodplain properties. [FYI, there's no figure number on this one] • 5.37 (E-34: Illustrative Plan): E and F should either be nature-based connections or designed for ground-level flooding • 5.41 (Getting There): Howard Terminal and E&F sites must reference sea level rise and associated impacts on land use, design, impactions & adaptation. • 5.43 (E-43: Howard terminal, Stadium Scenario): Suggest having Dover Kohl talk to SFEI or BCDC about Bayfront. No more seawalls like this will be allowed. Multiple green alternatives here, depending on tidal issues. • 5.43 (Howard Terminal): Much of the proposed residential and mixed use here is in the 60" inundation zone. Consider the development implications carefully. • Sea level rise: convert unused waterfront spaces to wetlands 		167 168 1002	
Vision			
<ul style="list-style-type: none"> • Inclusion of public art/creative placemaking into the “Environmental Sustainability” Vision Element – for example 	OCNC Peter Birkolz	376 1130	Update “vision” to include placemaking Update public art ordinance to encourage art that

Comment	Source	Row	Staff Recommendations
<p>the Richmond Greenway utilizes bike paths, green spaces, public gardens , and a combination of cultural heritage-themed murals and public art installations to create a welcoming place which encourages outdoor activity by residents, while transforming a previously-blighted area</p> <ul style="list-style-type: none"> • Revise goal to include noise from new developments and noise from service providers 			<p>combines with green infrastructure to support placemaking</p>
Green Infrastructure			
<p>Public infrastructure</p> <ul style="list-style-type: none"> • More compost collection • Develop widespread electric vehicle charging networks (p. 1.11 Connectivity & Access) • Recycled water • At least a cursory discussion of EV charging stations at street front parking in commercial areas; role in overall parking strategy • Turn parking into parks or parking lots covered with parks • Storm water treatment should be mentioned as a goal in the “complete” street discussion as well; streets should also be lined, whenever possible, with rain gardens (see Portland) • Incorporate drought preparation and mitigation strategies for Oakland • Mitigate urban heat island effect with green infrastructure: permeable pavers, rooftop gardens, bioswales, parklets and recycled water • Invest in short-term alternative energy infrastructure: pedestrian (car-free) boulevards, solar charging stations, and three-bin waste • Invest in long-term alternative energy infrastructure: tidal power, edible gardens, pneumatic waste systems for restaurants, hydrogen fuel cell buses, solar electric bike share, sensor-controlled LED streetlamps, smart thermostats and white roofs 	<p>WIP Sustainability Dt Alison Schwarz Chryl Corbin Y-PLAN Skyline</p>	<p>65 150 154 163 171 174 175 909 910 1020 1102 1260 1347 1348 1349 1350 1351</p>	<p>Speak with public works and waste management staff about existing plans for composting, electric vehicle charging, and recycled/gray water, and determine whether there are additional opportunities for expanding these plans downtown</p> <p>Address stormwater treatment/mitigation in street designs and landscaping guidelines</p>
<p>Trees & Plants</p> <ul style="list-style-type: none"> • Restore tree funding 	<p>WIP Hands-On</p>	<p>65 104</p>	<p>Develop a partnership between City, business and environmental organizations to create and implement</p>

Comment	Source	Row	Staff Recommendations
<ul style="list-style-type: none"> • More planter boxes • Edible landscapes • Daylight creeks (Temescal) and turn them into natural areas / greenbelts • Increase off-street parking to reclaim street space for landscaping • Do not use turf inappropriately (ex: in front of the Kaiser Center) • Mixed land use parks with fruiting trees and/or orchards. Falling fruit can produce compost in which the city can use in the maintenance in the form of fertilizer for the city parks system while providing public food. Composting this way can also provide a CO2 sink helping Oakland reduce its Green House Gas (GHG) emissions. Here's a link to Seattle's Food Forest http://www.beaconfoodforest.org/ 	Design Chryl Corbin	929 1034 1258	<p>an urban greening plan to develop the City's urban forest (provide an initial plan in the specific plan, possibly as its own section (a callout box?). Include funding and maintenance plans for planting and maintaining trees, living walls, and other landscaping (such as bioswales) that serves to clean air, reduce urban heat island effect, reduce flooding, and filter stormwater.</p> <p>Particularly target urban greening to low-income areas and areas with high concentrations of children to improve mental health outcomes. See the "one million trees initiative" program that cities such as LA, Denver and NYC have signed on to, and the CA Sustainable Growth Council's urban greening programs.</p> <p>Develop a Public Works employee position dedicated to developing and implementing this plan.</p>
<p>Other Green Infrastructure</p> <ul style="list-style-type: none"> • Remove "including roofs" from green list on p.1.9 (Environmental Sustainability; rooftops are better for solar PV in the Downtown • Solar PV: At least some (if not all) renderings should show solar PV on rooftops. SketchUp makes this difficult, but it is an important visual element in existing & proposed buildings. • Encourage use of gray water systems • Ensure a good street-level experience with off-street parking, i.e., not like 21st St. • Sustainability includes adaptive reuse of historic buildings • Invest in long-term alternative energy infrastructure: smart thermostats and white roofs 	Sustainability Dt Y-PLAN Skyline	174 175 909 910 1351	<p>Encourage and illustrate photovoltaics on rooftops (rather than roof gardens)</p> <p>Include off-street parking design in design guidelines (address Bay Friendly Landscaping ordinance)</p>
<p>Safety</p>			
<ul style="list-style-type: none"> • Add principle to prioritize safety through lighting, landscaping and design choices (p. 1.10) 	Sustainability Dt	149	Incorporate CPTED principles into street goals
<p>Lighting</p> <ul style="list-style-type: none"> • There needs to be more lighting on streets, particularly side streets. It 	Youth Summit	786	Develop a standard for streetlighting, and update code to require new development meet this new

Comment	Source	Row	Staff Recommendations
is dark in some areas walking to BART.	Workshop	940 1015	standard
Police <ul style="list-style-type: none"> Less police; stop police violence; stop policing youth of color Build better relationships with police and community as well as local businesses More safety patrol people (even in BART) 	Youth Summit	792 829 830 838	Work with District 3 Community Resource Officer to avoid duplication and determine appropriate course of action vis a vis police Consider holding an event for police and BID ambassadors to learn more about cultural sensitivity and relationship-building, as well as events that bring community members and law enforcement together
<ul style="list-style-type: none"> Add principle to prioritize safety through lighting, landscaping and design choices (p. 1.10) Less prostitution 	Sustainability Dt Student (OSA)	149 417	
<ul style="list-style-type: none"> Policing/crime/fire disaster planning 	Jack London District Stakeholder Mtg	1176	Speak with OES about emergency issues unique to Downtown
<ul style="list-style-type: none"> Protected bike lanes create conflict points (when cyclists have to re-enter roadway) [move to Connectivity] 	PAAC	1221	Address in Connectivity section
<ul style="list-style-type: none"> Put community gardens in vacant lots to create eyes on the street 	Y-PLAN Posters		Develop temporary permit system to encourage temporary uses on vacant parcels; incorporate this into urban greening plan
Health & Environmental Justice			
Healthy food <ul style="list-style-type: none"> Mandate liquor stores to sell more affordable and healthy food options Public community gardens (12th and Clay, Envision High School – 15th and Webster, 19th and Harrison) 	Y-PLAN Policy Briefs Y-PLAN Posters	1356	Require fresh food as a condition of approval for liquor and convenience stores Talk with Place Matters about creating fresh food incentive program, if AC doesn't have one already Speak with OPR staff about community gardens in these areas

Comment	Source	Row	Staff Recommendations
Environmental Justice <ul style="list-style-type: none"> Sustainability includes social justice Expand details about proactively addressing environmental justice issues 	2/1 workshop Jahmese Myres	1011 1372	
Pollution <ul style="list-style-type: none"> Clean the Bay and estuary Protect public health and prohibit oil trains, coal storage & transport Reduce pollution by encouraging walking, providing more public transportation, planting more green, using solar panels Conduct a Health Risk Assessment for any potentially incompatible placement of sensitive receptors near pollution-generating land use Locate land uses away from these stationary and mobile sources of pollution if they pose an unacceptable risk See BAAQMD Planning Healthy Places Guidebook for addressing air pollutants http://www.baaqmd.gov/plans-and-climate/planning-healthy-places Use best practices (from City's Standard Conditions of Approval) if a sensitive receptor is near a source of pollution Ensure water is clean and drinkable Howard Terminal was not cleaned, just capped 	Jack London BID Youth Summit BAAQMD Youth Summit SPUR	258 279 846 43 44 45 647 794	Develop health impact assessment procedure Ensure proposed plan meets BAAQMD guidelines
Public Health <ul style="list-style-type: none"> Use the Healthy Development Guidelines Do health risk assessments Pay attention to sensitive receptors http://www.acphd.org/social-and-health-equity/policy-change/place-matters.aspx http://www.acphd.org/media/114473/placematters_overview.pdf	Alameda County Public Health Place Matters BAAQMD	41 42 43 44 46	Review draft Healthy Development Guidelines and consider a policy requiring development downtown follow them Discuss adding Health Impact Assessment to contract Use BAAQMD study information Require that development meet the Healthy Development Guidelines

Comment	Source	Row	Staff Recommendations
Growth			
Sustainable Growth Patterns <ul style="list-style-type: none"> [Achieving a "great neighborhoods" pattern of growth] is an essential action to help protect the Bay Area's natural and agricultural lands from the pressure of sprawl development. 	Greenbelt Alliance	226	Target development density near transit
Edits to Environmental Sustainability section			
<ul style="list-style-type: none"> Change "new development and business" to "homes and businesses" on p. 1.11 (Environmental Sustainability) Labels are off for Estuary and Lake Merritt p. 2.13 (B-17: Waterfront Areas) Recycled water should be included on p. 2.29 (Green Infrastructure) with EBMUD reference 2.41: Minor formatting note: blue fonts are confusing. Title in one section, figures in another, whole paragraph on the next page [2.43]. Address the projected impacts of climate change, such as heat, drought, sea level rise, and increased flooding. (p. 4.22) Remove comma after "waterfront areas" (p. 4.22) 4.23 (3rd bullet from last): "or eliminate parking requirements (TLU-28)." 4.23 ECAP didn't set a goal. CMS 82129 set the GHG reduction goals for 2020 and 2050. ECAP is the Plan to reach the 2020 goal. 4.23 Edits: ", and design guidelines"; "the land use element and transportation elements of the Plan will work in concert to improve the environmental and sustainability of Downtown"; "adopted the Oakland Energy and Climate Action Plan (ECAP) in December of 2012, which contains policies and actions to reduce"; "36 percent%"; The Downtown Specific Plan will help the City further its objectives to reduce GHG emissions and implement many of the ECAP policies and actions"; "Below are a list of ways in which the Specific Plan can address the environmental sustainability, drawing upon the community's big ideas and the ECAP policies and actions. 	Sustainability Dt	151 152 154 155 156 157 158 159 160 161 162	Make corrections to Alternatives Report Address the projected impacts of climate change, such as heat, drought, sea level rise, and increased flooding, as well as whether they are likely to have disproportionate effects on particular populations

Comment	Source	Row	Staff Recommendations
<p>These policy and action ideas that specifically relate to ECAP actions include the (ECAP action number in parentheses): Develop design guidelines to ensure development that occurs occurring under the Downtown Specific Plan achieves the community's environmental goals and further achieves the ECAP's objectives City's adopted GHG reduction goals.</p> <ul style="list-style-type: none"> • 5.10 (E-8, Illustrative Master Plan): Clay St. parking garage not historic • 5.10 (E-8, Illustrative Master Plan): Latham Square will be done before this plan. Suggest removing this reference to its need for transformation. • 5.13 (Parking Downtown): Would be good to reference a future focus of surface parking to disabled and electric vehicles here. 			
Other			
<ul style="list-style-type: none"> • Conditions of approval for projects (both standard and EIR) are poorly enforced; service providers (like Waste Management) are in constant violation of the hours of operation. Use the plan to create a better method of enforcement, including a monitored hotline for violations 	Peter Birkolz	1130	Are these items that code enforcement handles? If so, could we publicize that fact better with their existing number? If not, should this be more clearly directed to Planning & Zoning?
Specific Areas			
<ul style="list-style-type: none"> • Consider impact of State Lands restrictions on desired development • Establish Chinatown as a healthier place to live and work • Jack London District issues include critical health and safety matters, such as the likely increase in frequency and length of oil trains, the potential threat from implementation of proposals for storage and movement of coal, hazards created by at-grade train crossings, illegal dumping and graffiti, and annoyances such as the noise from train horns 	Jack London BID Chinatown Coalition Vivian Kahn	260 111 1277	Require health impact assessment for projects Downtown that may impact health and safety
Homelessness			
<ul style="list-style-type: none"> • Develop a plan for the homeless population to keep their belongings off the streets and out of the parks • Provide drug rehab centers, particularly to address the needs of 	Youth Summit Workshop Old Oakland	797 1027 1028	Talk with Human Services about existing programs and plans

Comment	Source	Row	Staff Recommendations
people who are homeless due to drug addiction <ul style="list-style-type: none"> Address the mental health issues that have often left untreated patients in the streets 	Neighbors		
Sustainability, Health & Environmental Justice			
Environmental Justice <ul style="list-style-type: none"> Sustainability includes social justice 	2/1 workshop	1011	
Pollution <ul style="list-style-type: none"> Protect public health and prohibit oil trains, coal storage & transport Conduct a Health Risk Assessment for any potentially incompatible placement of sensitive receptor near pollution-generating land use (see Health & Safety comments for more details) 	Jack London BID BAAQMD	279 43	
Disasters <ul style="list-style-type: none"> Earthquake preparedness (and preparedness/mitigation for other natural and man-made disasters). 	CAG	82	Assess: Will underserved/disadvantaged populations be disproportionately affected by disasters? Review draft Local Hazard Mitigation Plan, speak with Devan Reiff, and add relevant information and policies. Also look at Resilience plan. Address this in the Environment, Health & Safety section.